



Resolution No: 13-778
Introduced: January 21, 1997
Adopted: January 21, 1997

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board (Final) Draft White Oak Master Plan

Background

1. On, July 30, 1996, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft White Oak Master Plan.
2. The Planning Board (Final) Draft White Oak Master Plan amends the Master Plan for the Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, dated November 1981.
3. On September 13, 1996, the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft White Oak Master Plan.
4. On October 22, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft White Oak Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On November 18, 1996 and November 25, 1996, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft White Oak Master Plan.
6. On December 10, 1996, the County Council reviewed the Planning Board (Final) Draft White Oak Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland approves the following resolution:

The Planning Board (Final) Draft White Oak Master Plan, dated July 1996, is approved with revisions. Council revisions to the Planning Board (Final) Draft White Oak Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page xii: Replace the sixth bulleted paragraph with the following:

- Enhances the pedestrian environment along major highways and arterials within commercial centers by encouraging streetscape improvements.

Page xiv: Amend the first sentence of the second bulleted paragraph, as follows:

- Supports a grade separation at the Stewart Lane/US 29 intersection.

Page 5: Amend the end of the second paragraph to read:

...the Adelphi Laboratory Center [Harry Diamond Laboratory] (also known as the Harry Diamond Laboratory [Adelphi Laboratory] or the Army Research Laboratory), the White Oak Library, [and] the Martin Luther King, Jr. Recreational Park, and the Colesville Post Office.

Page 7: Add * symbol to the key on Figure 7 for landmarks and a * symbol for the Harry Diamond Laboratory and Naval Surface Warfare Center.

Page 13: In the first paragraph (and throughout the Plan), correct all references to the Adelphi Laboratory to indicate that the proper name of the installation is "The Adelphi Laboratory Center" and the organization is the "Army Research Laboratory".

Page 16: Amend the sixth sentence in the second paragraph to read:

Those who could walk to shopping and services find the pedestrian environment along these major streets to be [dangerous and hostile] intimidating.

Page 17: Correct the number of acres in Table 2 (and at the top of page 5).

Page 22: Delete the final sentence in the second bullet and replace as follows:

[Special exceptions such as elderly housing, daycare, or a private educational institution would be suitable if sufficient buffering from the residential neighborhoods is provided and vehicular and bus access is addressed.] A special exception has been approved for senior citizen housing on this property.

Page 22: Modify the third bullet as follows:

- [Maintain existing R-90(residential, one-family) zoning on t]. The Milestone Drive properties located at the intersection of US 29 and New Hampshire Avenue consist [. There is a total] of 37 developable acres controlled by seven owners. Properties range in size from .5 to 22.7 acres. This site is appropriate for a mix [If assemblage occurs, a mix] of single-family detached units and single-family attached units [is encouraged]. Detached units should be located within the northern end of the properties to provide a compatible transition to the existing residential neighborhoods and townhomes should be located near the intersection of US 29 and New Hampshire Avenue. To achieve this mix and location of units, the Plan recommends R-90 zoning for the northern and largest parcel and R-90/TDR at a density of six units per acre for the southern six parcels.

The Zoning Ordinance requires that development using TDRs at this recommended density achieve compatibility with existing adjacent neighborhoods and it sets out guidelines for development in areas of TDR developments that adjoin single-family neighborhoods. In reviewing a site plan for development of the Milestone property, the Planning Board should assure that the standards are met and that an adequate level of compatibility is achieved. This may mean reducing the number of units allowed under the zone. Appropriate noise buffering should be considered to serve the entire site.

Pedestrian and bicycle access to the White Oak Library, located to the north of the properties, should be provided. Special attention should be given to mitigating the effects of noise from US 29 and New Hampshire Avenue. A network of secondary residential streets, which would discourage cut-through traffic, should be developed connecting New Hampshire Avenue to US 29 at Stewart Lane (see Transportation Chapter, page 52).

Page 22: Modify the fifth bullet as follows:

[Purchase t] The 104.72-acre Forster property [located] on Cape May Road (which lies partially in the White Oak Planning Area and partially in the Cloverly Planning Area and is in the Special Protection Area) has been purchased to help protect environmental resources and improve resource management in this part of the watershed. [because of its potential impact on sensitive environmental resources in the Paint Branch watershed if allowed to develop.] (See Environmental recommendations on page 93.)

Page 24: Modify the second bullet as follows:

- [Work towards an environmentally sensitive solution to the development of the Rocky Brook Park Subdivision.] The Rocky Brook Park Subdivision at the western end of Wellington Drive consists of 12 recorded but undeveloped lots located on a steep, wooded stream valley that drains to Northwest Branch. Although the subdivision approvals were obtained in 1945 and the lots recorded, the lots will be very difficult to develop under current standards for environmental protection and street construction. While these recorded lots will be exempt from some current environmental standards that would normally apply at the time of subdivision, floodplain and wetlands issues must still be addressed at the time of permitting. Building permits must be obtained from the County Department of Permitting Services. [Environmental Protection and issues of floodplain, wetlands, and forest conservation must be addressed.] The County Department of [Transportation] Permitting Services is responsible for issuing permits for public road construction and driveways. Although Wellington Drive is shown on the existing plat as providing access for these lots, it is unlikely that the road can be built due to its location in the stream valley and this may further constrain the ability of the property owners to develop these lots. It will also be difficult to build a private road due to sedimentation and soil disturbance requirements and other limitations in the floodplain area.

Page 30: Delete the fourth and seventh bulleted paragraphs.

Page 30: Amend the sixth bulleted paragraph to read:

- [Recommend] Investigate the feasibility of a transit center within the White Oak Shopping Center to increase transit service to this major commercial center and the surrounding residential neighborhoods. (See Transportation Chapter, page 44.)

Page 31: Revise Figure 16 ("After" diagram) to reflect changes to Lockwood Drive (i.e., arterial, not business, street).

Page 32: Replace the third bullet with the following text:

Integrated development with the existing shopping center next door is desirable and, should it occur, the combined center should have consolidated parking and a single access point that is aligned with Vital Way. In any event, it is anticipated that development of this property in the C-1 zone will require Planning Board approval of a site plan. (A zoning text amendment to clarify that site plan is required for this property will be considered by the Council shortly after adoption of this Plan.) In evaluating the site plan application, particular attention should be paid to achieving the maximum level of compatibility with adjacent residences. Buildings and parking facilities themselves should be located to provide the maximum level of compatibility with neighboring residences. Required green space should be used in part to provide a buffer between residential uses and commercial parking. The development should provide for the maximum possible buffer between the adjacent residential development and

the buildings and parking on this property. In no event should this buffer be less than 15 feet. Loading docks should be oriented away from residential property.

Page 32: Insert after third bullet:

- A 0.862-acre lot immediately east of the commercial area is suitable for the Commercial Transition Zone, if satisfactory levels of compatibility with the adjacent residential community can be achieved. The Sectional Map Amendment filed in conjunction with this Plan will reconfirm existing zoning. The property owner may then apply for the Commercial Transition Zone through the Local Map Amendment process. This Plan encourages submission of a Schematic Development Plan for this property. In this way, the application can be reviewed on its own merits and appropriateness. Site plan review of this property will enable careful evaluation of building character, design and location, parking location and design, green space location and other issues of compatibility.

This Plan encourages development of offices with a residential design and character for this property, to provide compatibility between commercial and residential uses and cautions that compatibility issues may make the full floor area ratio impossible to achieve. Any building or buildings and parking should be located to minimize the impact on adjacent residential properties. Substantial landscaped screening should be located within required parking and building setbacks on all sides of the property to provide a sufficient buffer between residential and commercial properties. Access to the site should be designed to minimize turning movements.

Page 34: Delete the second bulleted paragraph.

Page 36: Delete the third bulleted paragraph.

Page 41: Amend the fourth paragraph as follows:

This Plan recognizes that the concept from the 1981 Plan of establishing "transit serviceability" by increasing land use densities to support transit is no longer appropriate. [This Plan does not attempt to balance the recommended land uses and transportation infrastructure. It is recognized that a land use and transportation network balance as defined in the current Annual Growth Policy cannot be achieved without implementing either large transportation system changes not envisioned by this Plan or by accepting greater congestion than the current standards allow.] Achieving the recommended balance between land use and transportation infrastructure will be difficult. Nevertheless, the White Oak area would achieve balance at build-out by implementing the zoning recommendations in this plan (which produce fewer trips than the 1981 Plan), building the proposed grade-separated interchange at US 29 and Stewart Lane, and improving transit service and complementary measures resulting in increased transit use.

Page 42: Revise the bulleted paragraph under "TRANSIT SERVICE" to read:

- Work toward a long-term solution for significantly improving transit along US 29. Based on current demand projections, [a high quality transitway] a substantial improvement to transit should be provided between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center). (A discussion of transit and US 29 is found in the *Transportation Report for the Eastern Montgomery County Master Plan Areas.*)

Page 44: Amend the sixth bulleted paragraph to refer to the Division of Transit Services, not the Department of Transit Services.

Page 45: Amend Figure 22 to reflect the revised Table 3.

Page 47: Amend the last sentence of the first paragraph, as follows:

The roadway classes are detailed in the *Transportation Report for the Eastern Montgomery County Master Plan Areas* and in the following table: [.]

<u>Freeways</u>	<u>Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.</u>
<u>Major Highways</u>	<u>Provide less speed and mobility, but more access at intersections.</u>
<u>Arterial Roads</u>	<u>Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.</u>
<u>Commercial Business District Streets</u>	<u>Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.</u>
<u>Primary residential streets</u>	<u>May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.</u>
<u>Secondary or tertiary residential streets</u>	<u>Provide direct access to homes and allow for the possibility of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)</u>

Page 47: Amend subheading under "Major Highways" to read:

US 29 ([Colesville Road]Columbia Pike)

Page 49: Amend the second sentence under "Stewart Lane Interchange" to read:

This alternative would entail a frontage road system or parallel access road on both sides of US 29 that would use [the] Milestone Drive and Old Columbia Pike.

Page 49: Amend the first sentence of the bulleted paragraph under "Stewart Lane Interchange" to read:

Support the need for a grade-separated interchange at US 29 and Stewart Lane that was [developed] identified as part of the State Highway Administration's (SHA) US 29 Project Planning Study.

Page 50: Add the following bulleted paragraph before the section on “Arterial Roads”:

- Maintain highway classification for major highways within Commercial Centers but allow for lower design speeds that are compatible with the need for local access and pedestrian-friendly design standards. Such standards include street trees, wider sidewalks, tighter corner turning radii, and safer pedestrian crossings. These improvements will strengthen the overall viability of the centers and enhance the aesthetic character of the community. When major highways pass through existing commercial centers served by transit, a greater emphasis upon pedestrian access and streetscape character is needed. The intent is not to reduce capacity but to ensure an attractive and safe pedestrian environment and more orderly access to local shopping.

Page 50: Amend the first sentence in the first bulleted paragraph under “Stewart Lane-Lockwood Drive” to read:

- Provide [a connection between] the Lockwood Drive extension to connect the existing ends of Stewart Lane and Lockwood Drive as soon as possible.

Page 50: Amend the first sentence in the second bulleted paragraph under “Stewart Lane-Lockwood Drive” to read:

- Reclassify the [Stewart Lane to] Lockwood Drive [connection] extension to Stewart Lane as an arterial road.

Page 51: Revise the bulleted paragraph under “Lockwood Drive” to read:

- Reaffirm classification of [Reclassify] Lockwood Drive between US 29 and a point 400 feet west of New Hampshire Avenue as an arterial road with a 2-lane closed [open] section cross-section. The Plan recognizes that this roadway currently provides local access to existing residential neighborhoods as well as a traffic connection between US 29 and New Hampshire Avenue. Traffic forecasts indicate that a two-lane street will be adequate over the life of the Master Plan. This [p] Plan recommends an [new] arterial road cross-section that will allow for two lanes of traffic, on-street parking, sidewalks, and either a Class I or Class II bikeway within an 80-foot closed [open] section cross-section that is compatible with the community. This section of Lockwood Drive should be designed with features to enhance pedestrian crossings and movement. Such features could include collars at intersections, alternating parking, or other design aspects that are deemed appropriate. The purpose is not to constrict vehicle movements, but to provide an increased level of pedestrian safety and convenience.

Page 51: Change the title of Figure 24 to “Lockwood Drive Closed [Open] Section Arterial” and revise the figure to reflect a closed section. The figure should note that the bikeway could alternatively be a Class I bikeway.

Pages 51-52: Delete the first, second, and fourth bulleted paragraphs under “Commercial Business District Streets.”

Page 52: Amend the last sentence in the last bulleted paragraph to read:

The roadways within the neighborhood should have sufficient right-of-way for sidewalks, street trees, and a Class II bikeway on the [main] principal roadway servicing the neighborhood, and should discourage cut-through traffic.

Page 53: Delete the Lockwood Drive illustration from Figure 25.

Pages 54 through 56: Add a “*” after “Recommended Number of Lanes” in the heading of Table 3, and add the following note at the bottom of page 56:

* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

Pages 54 and 55: Amend the following lines from the "Major Highways" section of Table 3, as follows:

CM-10	[Colesville Road] New Hampshire Avenue to <u>Columbia Pike</u> Paint Branch (US 29)	200'	6 div.	Existing controlled major highway with proposed interchange at Stewart Lane
M-10	[Colesville Road] Northwest Branch to <u>Columbia Pike</u> New Hampshire Avenue (US 29)	120'	6 div.	Sidewalk improvements recommended
[B-1 [ [ [	Midland Road to Wolf Drive at Colesville Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-2 [ [ [	US 29 interchange to Michelson Road at White Oak Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-3 [ [ [	1000 feet north of Powder Mill Road to Capital Beltway at Hill- andale Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-4 [ [ [	Wolf Drive to New Hampshire Avenue at Colesville Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-5 [ [ [	New Hampshire Avenue to Kara Lane at Colesville Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
M-75	East Randolph Road [Kara Lane] <u>New Hampshire Avenue</u> to Fairland Road	120'	6 div.	Existing

Page 55: Revise the following lines in the "Arterial Roads" portion of Table 3, as follows:

A-286	Lockwood Drive US 29 to 400 feet west of ([US] MD 895) New Hampshire Avenue	80'	2	[Open] <u>Closed</u> section with sidewalks, on-street parking, and Class I or II bikeway [on both sides]
<u>A-286</u>	<u>Lockwood Drive 400 feet west of New Hampshire Avenue to the east side of the White Oak Shopping Center</u>	<u>80'</u>	<u>2</u>	<u>Sidewalk improvements recommended</u>
A-286	Lockwood Drive <u>East side of the White Oak Shopping Center</u> to [Stewart Lane] <u>Lockwood Drive extended</u>	80'	2	2 lanes existing, bikeway proposed

A-286	[Stewart Lane] <u>Lockwood Drive</u> [(E)extended]	Lockwood Drive to existing Stewart Lane	70'	2	[Existing t] <u>Two lanes, with [proposed] sidewalk and bikeway proposed</u>
A-286	Stewart Lane	[Stewart Lane] <u>Lockwood Drive</u> extended to US 29	80'	2	Recommended <u>grade-separated interchange [intersection]</u> at US 29 should provide pedestrian and bicycle connection

Pages 55-56: Revise the following lines in the "Commercial Business District Streets" portion of Table 3:

B-[6]2	Old Columbia Pike	White Oak Shopping Center to Paint Branch	80'	2	Sidewalk improvements recommended
B-[7]3	Elton Road	New Hampshire Avenue to Prince George's County line	80'	[2]4	Existing
B-4	<u>Hillwood Drive</u>	<u>US 29 to 500 feet east</u>	<u>80'</u>	<u>4</u>	<u>Existing</u>
B-[9]5	Vital Way	Randolph Road to New Hampshire Avenue	70'	2	Implement streetscape im- provements, including curb, sidewalk, and street trees
[B-10 [ [	<u>Lockwood Drive</u>	<u>400 feet west of New Hampshire Avenue to the east side of the White Oak Shopping Center</u>	<u>80'</u>	<u>4</u>	<u>Sidewalk] improvements] recommended]</u>

Page 56: Amend the following lines in the "Primary Residential Roads" portion of Table 3:

P-10	Cannon Road	New Hampshire Avenue to [approximately 200 feet east of] Broadmore Road	70'	2	Existing
P-12	<u>Jackson Road</u>	<u>New Hampshire Avenue to Paint Branch Park</u>	<u>70'</u>	<u>2</u>	<u>Bikeway and sidewalk improvements recommended</u>
P-14	Schindler [Lane] Drive	Crest Park Drive to New Hampshire Avenue	70'	2	Existing

Page 57: Wherever "DPW&T" appears, replace with "SHA and DPW&T."

Page 60: Add the last sentence of the second paragraph under "Pedestrian Circulation":

This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

Pages 61 through 63: Change the title of Table 4 to read:

[PROPOSED SIDEWALKS AND] PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR CONSIDERATION IN WHITE OAK

Page 61: Amend the length of the Randolph Road sidewalk to read:

under 100 [500] feet

Page 62: Delete the "***" notation after La Grande Road and Burnt Mills Avenue.

Page 62: Amend Table 4 as follows:

Crosswalk at Jackson Road
and New Hampshire Avenue

[Relocate] Evaluate relocation to the
north side of the intersection along with
pedestrian-activated signal

Crosswalk at Lockwood Drive
and US 29

[Should be located] Evaluate location
on the north side of intersection

Page 63: Delete footnote marked by "***".

Page 63: Amend the first sentence of the third bulleted paragraph to read:

- SHA and DPW&T should study relocating [Relocate] the pedestrian-activated signal and crosswalk at Jackson Road and New Hampshire Avenue to the north side of the intersection.

Page 64: Replace "Colesville Road" in the second bulleted paragraph with "Columbia Pike."

Page 64: Amend the last phrase in the third sentence of the second paragraph under "Bikeway Network" to read:

... Class III is an on-street route shared by motor vehicles[,] and bicycles [and/or pedestrians] and designated by signing only.

Page 65: Revise Figure 27 to reflect changes in Table 5.

Page 66: Amend the first sentence of the second bulleted recommendation to read:

- Designate a Class III bikeway along New Hampshire Avenue between the Beltway and Randolph Road (PB-24), with the option of designating a Class I facility between Powder Mill Road and Lockwood Drive, to be determined after further study.

Page 66: Amend the fourth bulleted recommendation to read:

- Build a Class I bikeway [on the east side of] from New Hampshire Avenue [between Valley Brook Drive and Jackson Road, and continue the Class I facility] along the north side of Jackson Road to connect with the Martin Luther King, Jr. Recreational Park trail [(PB-30)] (EB-9).

Page 67: Amend the following lines in Table 5. "Bikeway Classifications," as follows:

PB-24	New Hampshire Avenue	Capital Beltway to Randolph Road	III	<u>Proposed; Class I or III between Powder Mill Road and Lockwood Drive</u>
PB-27	Lockwood Drive	Stewart Lane to US 29	<u>I/II, III</u>	<u>Proposed Class III on Lockwood Drive through White Oak Commercial Center, Class II from Stewart Lane to White Oak Commercial Center, and Class I or II from White Oak Commercial Center to US 29.</u>
[PB-30	New Hampshire Avenue	Valley Brook Drive to Jackson Road along east side of New Hampshire Avenue	I	Proposed]
[]
[]
[]

Page 68: After Table 5, add the following new section:

DELETIONS FROM THE 1981 PLAN

The following items were recommended by the 1981 Plan but are not included in this Master Plan:

- (1) New Road (B-7), New Hampshire Avenue to US 29.
- (2) Proposed Park and Ride Lot, northeast quadrant of US 29/New Hampshire Avenue.
- (3) Springbrook Drive Class III Bikeway (P-51), Northwest Branch to New Hampshire Avenue.
- (4) Naval Surface Weapons Center Access Bikeway (P-7), Capital Beltway to US 29.

Page 70: In the first paragraph, delete the last sentence which reads:

[Nevertheless, there is a public perception that there are unmet needs and that future demand will require future expansion of the White Oak Library.]

Page 70: Amend the first bullet, sixth sentence to read:

When the Milestone Drive properties develop, the new residential roads should be designed so that the library is accessible from the residential street.

Page 70: Delete the second bullet which reads:

- [• Encourage mobile library services to community centers and to shopping centers. Programs such as the Bookmobile are very popular and should be encouraged. Storefront library annexes in the shopping centers have proven to be very popular in eastern Montgomery County communities and should be provided in addition to the local library if funds become available.]

Page 72: Revise the language in the first bullet as follows:

Provide a new community recreation center [in the vicinity of April and Stewart Lanes.] in a location central to the community and, if possible, within walking distance of the higher density housing in the White Oak community. The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Park and Planning should study the possibility of incorporating a community recreation center into their plans for development of the April-Stewart Lane Park. The Preliminary Draft of the Department of Recreation Community Recreation Facilities Long Range Plan, 1994, recommends a facility for a population of 30,000. These standards indicate the need for a community recreation center in the White Oak Master Plan area in addition to the proposed East County Recreation Center. [Ideally, this center should be located in the April-Stewart Lane vicinity where there are approximately 3,300 multifamily units within a half-mile radius that do not have a recreation facility or center within walking distance. The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Park and Planning should study the possibility of incorporating a community recreation center into their plans for development of the April-Stewart Lane Park.]

Page 72: Modify the first sentence of the second bullet as follows:

Evaluate the potential to expand and improve the recreation facilities at Colesville, [and] Hillandale, and Pilgrim Hill Local Parks.

Page 72: delete third bullet:

- [• Promote after school "drop-in" programs in the community recreation centers that provide tutoring and activities for children and youth.]

Page 72: Modify the first two sentences in the last bullet on the page as follows:

- Consider reuse of the Colesville school building and the former Board of Education bus depot property (approximately two acres in size) [and building] for historic educational purposes and community meeting space [when the bus depot is relocated]. The Montgomery County Public Schools bus depot, located on East Randolph Road, has [will eventually] relocated to West*Farm Industrial Park.

Page 73: In the last paragraph, modify the second sentence as follows:

The County Department of Health and Human Services [Family Resources]...

Page 74: Modify the first sentence under "Housing and Services for Special Populations" as follows:

"CHI (formerly known as Centers for the Handicapped) is located in the closed Hillandale Elementary School building and [The Hillandale Center for the Handicapped] is a unique resource..."

Page 74: Revise the first paragraph under public safety as follows:

An increasing concern within the communities of the White Oak Master Plan area is crime, as it is throughout the County. The White Oak Master Plan area is currently covered by the Wheaton and Silver Spring police station districts. The Montgomery County Police Department's 1993 Strategic Plan's recommendations include the establishment of a satellite facility in the White Oak Master Plan area as staffing and facilities become available. In accordance with the Strategic Plan, the Police Department is developing a Facilities Master Plan which will determine the nature and location of future police facilities (satellite or other). The Police Department is also revising Police District and Police Beat boundaries and is considering placing the entire Master Plan area within one Police District if it is determined it will enhance the delivery of law enforcement services to the community. Police District and Beat boundaries are expected to change during the life of this Master Plan in response to community and crime issues. [In 1993 the Montgomery County Department of Police developed a strategic implementation plan called *Transition to Community Policing*. This Plan calls for the establishment of a satellite facility in the White Oak Master Plan area in the next two to three years as staffing the facilities become available. It also recommends strategies to increase community involvement in public awareness programs, coordination in problem solving, and lines of communication to better respond to community needs and concerns.]

Page 74: Change the last paragraph as follows:

[There are] Fire and rescue service is provided to the White Oak area from two Hillandale Volunteer Fire Department [fire] stations, [located in the Master Plan area.] [Hillandale Fire/Rescue] Station [#]24 is located at 13216 New Hampshire Avenue, and [Hillandale Fire/Rescue] Station [#]12 is located at 10617 New Hampshire Avenue. [These stations are part of the Department of Fire Rescue Services US 29 Corridor Fire-Rescue Planning Area. Fire station service areas are dictated by service response times and equipment needed. Station #12 has been renovated to provide female lavatory and dormitory space, upgraded fire alarm and emergency electrical system, and accessibility modifications to meet The American with Disabilities Act (ADA) requirements. Both stations are programmed for roof replacement. According to the County's 1993 Master Plan for Fire, Rescue, and Emergency Medical Services, these] Both stations have had recent renovations and are [anticipated] expected to remain functional through the year 2005. [An increased need for emergency

medical services is expected in the future due to the population forecast of increasing numbers of younger and older citizens in the region. The relocated Burtonsville Fire Station #15 will help to meet the future needs of the area with upgraded ambulance service.] When needed, additional fire and rescue coverage for the area is provided by the Silver Spring Volunteer Fire Department, the Burtonsville Volunteer Fire Department, the Takoma Park Volunteer Fire Department, and the Wheaton Rescue Squad.

Page 75: Delete both sections on this page entitled "Recommendations".

Page 75: Revise the paragraph under the heading POST OFFICE as follows:

The Colesville Branch Post Office serves the White Oak Master Plan area and portions of other adjacent planning areas and is located at 13217 New Hampshire Avenue. [It is a small facility and provides public services (post office boxes, sale of stamps, mailing of packages, etc.), but parking is limited and the lot is frequently congested. There is insufficient land to provide additional parking spaces.] This facility provides such public services as post office boxes, stamp sales, and mailing of packages. The United States Postal Service's decision to relocate carrier operations to a new facility in Fairland permits substantial improvements to parking and public access to this post office. Those improvements are being implemented.

Page 76: Modify the second paragraph as follows:

In May 1995 the County Council voted not to fund the construction of a new elementary school in the Sherwood Cluster; however, the Council provided funding in FY97 for the exploration of Sherwood elementary space solutions, including the possibilities of either a new facility or boundary changes. [As a result, a] All elementary school boundaries in Sherwood Cluster [, Springbrook Cluster, and Paint Branch Cluster] are being reevaluated for possible implementation in September 1997, [1996] which may also impact elementary school boundaries in Springbrook Cluster and Paint Branch Cluster.

Page 76: Modify the third paragraph as follows:

A new high school is planned to open in fall 1998 [or 1999 (depending on availability of funds)] in the northeast area of the County on Norwood Road at Johnson Road (Cloverly Master Plan area). This will change Springbrook Cluster, Paint Branch Cluster, and Sherwood Cluster boundaries and may reassign elementary and/or middle schools. An alternative boundary plan is being finalized for this area which will also impact high school assignments. [A Controlled Boundary Plan is currently under consideration for Springbrook High School, Paint Branch High School, and the new northeast High School.]

Page 76: Last paragraph. Modify the third sentence as follows:

There are [six] seven existing or proposed local parks in the White Oak Planning Area: April-Stewart Lane, Valley Mill,...

Page 80: Modify the status column on Table 6 next to D. and F. to delete the word "proposed" and replace with/keep the words "currently under study *".

Page 82: Modify the first sentence on the page as follows:

Potential [C] construction of a paved trail within the Northwest Branch park from Randolph Road to the ICC right of way is currently under study.

Page 87: In the last sentence in the second paragraph change 1995 to 1996 (the date a report was issued.)

Page 87: Insert the following paragraphs prior to the last paragraph on the page:

In Eastern Montgomery County, a system of management categories that recognize the sensitivity of stream resources and the intensity of existing or planned land uses was developed to focus the master plan on those areas where land use decisions are critical to environmental protection. This system (as described in more detail in the 1996 technical report Environmental Resources: Eastern Montgomery County Master Plans) is now seen as a prototype for a similar system that is being refined and documented for county-wide application.

A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions, existing and planned land uses in the watersheds, and the types of management tools available to protect or restore each watershed. The management categories as presently envisioned roughly coincide with those defined in the Eastern Montgomery County master plans. The CSPS will provide a consistent process for identifying stream preservation, protection, and restoration needs county-wide.

The Montgomery County Department of Environmental Protection (DEP) and the M-NCPPC are cooperating to draft the initial CSPS and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPS categorization of subwatersheds and related management tools should be completed by early 1997. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPS. This Master Plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPS is completed.

Until such recommendations are made, the prototypical categories (as described below) will be used for this and other plans in eastern Montgomery County. The categories include

Environmental Restoration Areas, Regular Protection Areas, Special Protection Areas and Environmental Preservation Areas.

Page 90: Modify the first sentence on the page as follows:

The Special Protection Area designation requires protection of high stream quality through stringent controls on new development, including such measures as expanded buffers, additional reforestation/afforestation considerations, [and] extraordinary best management practices, and monitoring requirements.

Page 90: Delete the second and third paragraphs. (These paragraphs were moved to page 87 - see insert above).

Page 92: Insert the following text after the first bullet:

The Planning Board has submitted an environmental overlay zone to the County Council that would follow the Special Protection Area (SPA) boundaries identified in this Plan. The zone as proposed would limit imperviousness levels for new development and place restrictions on special exception uses. The zone will only go into effect if adopted by the County Council and if applied by a zoning map amendment.

Pages 92-94: Delete the last bullet on the bottom of page 92 (which continues onto page 94):

- [• Create an environmental overlay zone for the upper Paint Branch watershed that follows the SPA boundaries. The overlay zone should have the following components:
 - Maximum site imperviousness of 10 percent for all new development as required in the SPA.
 - Prohibit or place conditions on permitted and specific special exception uses that create unacceptable adverse impacts on the resources of the Paint Branch.
 - No site imperviousness cap for occupied single-family residential uses.]

Page 93: Modify the map to show the correct watershed boundary line for the Little Paint Branch Stream Valley.

Page 94: Modify the first sentence in the first bullet as follows:

- Acquisition of [Acquire] the Forster Property as public parkland, which was completed as this Plan was finalized, will [to] reduce ultimate watershed imperviousness in the upper Paint Branch.

Page 94: Modify the last three sentences in the third bullet as follows:

Continue M-NCPPC support for and participation in the Department of Environmental Protection efforts for the Anacostia Watershed Restoration Program. Continue the process of examining sites within and outside the park system for stormwater retrofit, water quality improvement, and stream channel restoration projects to ensure that the most beneficial options are explored and that the watershed restoration potential is weighed against potential impacts to parkland. Minimize impacts to park resources [for] from stormwater retrofit/water quality improvement projects already approved by M-NCPPC (the Park Commission) through coordination and review by DEP and Department of Park and Planning staff, consulting engineers, and citizens. Review any future proposals under the hierarchy of avoidance, minimization, mitigation, and compensation for park impacts, while supporting necessary actions to restore degraded aquatic habitats.

Page 94: Modify the fifth sentence in the last paragraph as follows:

This designation indicates that the stream is stocked [each summer] with adult trout for [catch-and-release fishing] put and take, and therefore the water quality protection criteria are slightly less stringent than for a natural trout stream.

Page 95: Modify the second bullet as follows:

- Continue M-NCPPC support for and participation in the Department of Environmental Protection efforts to provide stormwater management retrofits, stream valley restoration, and appropriate stormwater management facilities in coordination with the Anacostia Watershed Restoration Program. Continue the process of examining sites within and outside the park system for stormwater retrofit, water quality improvement, and stream channel restoration projects to ensure that the most beneficial options are explored and that the watershed restoration potential is weighed against potential impacts to parkland. Minimize impacts to park resources from stormwater retrofit/water quality improvement projects in the Anacostia Retrofit Program already approved by M-NCPPC (the Park Commission) through coordination and review by DEP and Department of Park and Planning staff, consulting engineers, and citizens. Review any future proposals under the hierarchy of avoidance, minimization, mitigation, and compensation for park impacts, while supporting necessary actions to restore degraded aquatic habitats.

Page 96: Add the following language to the second full paragraph in the following location:

When this is not possible, required planting may be done off-site, preferably within the same watershed. The M-NCPPC is preparing a county-wide forest resource inventory and conservation plan that identifies priority areas for reforestation.

Page 97-98: Modify the sentence that begins at the bottom of page 97 and continues onto page 98 as follows:

WSSC has determined that there is a need for additional water storage in the Colesville pressure zone and has selected [is currently considering] a site on property it owns in the Fairland planning area [in the West*Farm Technology Park].

Page 98: Insert the following language before the heading "Objective"

As is the case for several down-county master plan areas, the vast majority of the White Oak Master Plan Area is currently designated as categories W-1 and S-1. (W-1 and S-1 indicate that public service exists or is available). There are three exceptions, as follows:

1) The eastern part of the Naval Surface Warfare Center site, currently designated as W-1 and S-4. (S-4 indicates that public sewer service is anticipated to be provided within a three-to six-year period). Although within the White Oak Master Plan area, this part of the site is located in the Fairland planning area.

2) The southern part of the Forster Property at the intersection of New Hampshire Avenue and Cape May Road, currently designated as W-1 and S-5 with conditional approval for S-3. (S-5 indicates that public sewer service is anticipated to be provided within a seven-to ten-year period and requires the installation of dry sewers; S-3 indicates that public service will be provided generally within two years). The Forster Property has been purchased by the County. The majority of the site is located within the Cloverly Master Plan Area.

3) Part of the Upper Paint Branch Stream Valley Park adjacent to the Forster property, currently designated as W-1 and S-6. (S-6 indicated that public sewer service is not anticipated to be provided within ten years). The majority of the specific property is located within the Cloverly Master Plan Area.

Rather than process a separate comprehensive amendment for the White Oak Master Plan, category changes for the preceding sites should be addressed through comprehensive water and sewer map amendments for the adjacent Cloverly and Fairland Master Plans that will be prepared cooperatively by DEP and M-NCPPC after Council adoption of the Master Plans.

Page 100: Revise Figure 35 to show designations and to convey the actions of the District Council.

Page 102: Insert the following language after the heading "Sites Recommended for Designation on the *Master Plan For Historic Preservation*":

#33/12	<u>Colesville School</u>	<u>14015 New Hampshire Avenue</u>	<u>This school is one of a few extant school buildings erected during the 1920s and has strong associations with the beginnings of the County's modern school system. During the 1920s, the County initiated major reforms of the public education system by consolidating outdated rural one room schools and constructing new facilities to modernize the school system and to accommodate the mushrooming growth of the County. Colesville Elementary School exemplifies this new style brick school building that replaced nearby one- and two-room frame structures as the County matured and expanded in the 1920s. The environmental setting is the footprint of the historic building.</u>	<u>Split Vote</u> <u>3-3</u>	<u>Yes</u>
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Page 103: Delete the following language from the description of site #33/24 "Colesville (Smithville) Colored School":

[Although converted to a bus depot storage facility.]

Page 104: Modify the description of site #33/8 as follows:

#33/8	<u>Springbrook Historic District</u> [(John T. Bean House)]	Multiple [400 Warren-ton Drive]	This subdivision, largely developed between 1940 and 1955, helps document the rapid transformation of Montgomery County from an agrarian region to a major suburb of Washington, D.C. during the mid-twentieth century. [The <u>One significant property in the potential district is the Bean House, the 1903 Foursquare Colonial Revival farmhouse at the center of the land that became Springbrook Estates. [is highly representative of what was considered a large, fashionable farmhouse in the early twentieth century.]</u> Since 1952, the house has been the residence of the Lee family and has important associations with the productive life and career of [E.] Blair Lee III. [who served in both houses of the state legislature, was a member of the cabinet, and was acting governor during his years of residency at the Bean House between 1952 and 1985.]	Deferred until adequate time has passed to assure adequate historical perspective <u>of the district and/or any individual resource within the district.</u>
-------	--	---------------------------------	---	--

Page 104: Delete the description of site #33/12 "Colesville School" from this page and add it to Page 102.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6611 Kenilworth Avenue • Riverdale, Maryland 20737

MCPB No.97-04

M-NCPPC NO. 97-08

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on September 28, 1995, on the Public Hearing (Preliminary) Draft White Oak Master Plan, being also an amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, 1981*, as amended; the *Master Plan for Kemp Mill-Four Corners and Vicinity, 1967*, as amended; the *Master Plan for the Communities of Kensington-Wheaton, 1989*, as amended; *The Master Plan of Bikeways, 1978*, as amended; *The Master Plan of Historic Preservation, 1979*, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties, 1964*, as amended; and *The Master Plan of Highways within Montgomery County, as amended*; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 25, 1996, approved the Planning Board (Final) Draft White Oak Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft White Oak Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on September 13, 1996; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on October 22, 1996, wherein testimony was received concerning the Planning Board (Final) Draft White Oak Master Plan; and

WHEREAS, the District Council, on January 21, 1997, approved the Planning Board (Final) Draft White Oak Master Plan subject to modifications and revisions set forth in Resolution No.13-778.

Page 105: Add to the end of the first paragraph under "Special Studies":

Evaluate the future need for a traffic signal at the Randolph Road/Vital Way intersection.

Pages 106-107: Delete the columns entitles "Implementing Agency" and "Estimated Cost."

Page 106: Amend the second item under "Transportation" to read:

[Commercial Business District Street]Improvements on New Hampshire Avenue and Randolph Road through commercial centers when new development or road improvements are done - [special pavement at] safe pedestrian crossings, landscaping, street lighting, sidewalk improvements.

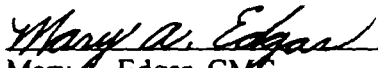
Page 106: Delete the fifth and sixth items under "Transportation."

Page 106: Delete the references to Class II and Class III bikeways in the tenth sentence.

General

1. The Executive and the Planning Board will work together toward the eventual adoption of guidelines for the Design Standards for Roadways acknowledging that Design Standard MC-214.07 is preferred on major highways as they pass through commercial districts and that Design Standard MC-214.04 is preferred on arterials as they pass through commercial districts.
2. All figures and tables are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft White Oak Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. Prior to final printing of the Plan, it should be reevaluated to determine whether any changes are necessary to reflect the status of the pending FDA project. All identifying references pertain to the Planning Board (Final) Draft White Oak Master Plan, dated July 1996.

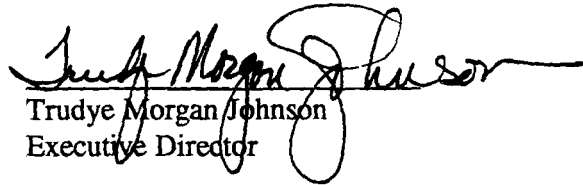
This is a correct copy of Council action.


Mary A. Edgar, CMC
Acting Secretary of the Council

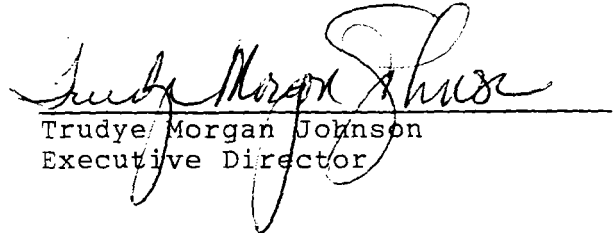
NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said White Oak Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and as approved by the District Council in the attached Resolution No. 13-778 and

BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's counties, as required by law.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Holmes, with Commissioners Baptiste, Holmes, Hussmann, and Richardson voting in favor of the motion, and Commissioner Aron being absent, at its regular meeting held on Thursday, February 20, 1997, in Silver Spring, Maryland.


Trudye Morgan Johnson
Executive Director

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Holmes, with Commissioners Aron, Baptiste, Brown, Boone, Dabney, Hewlett, Holmes, Hussmann, and McNeill voting in favor of the motion, and with Commissioner Richardson being absent at its regular meeting held on Wednesday, March 19, 1997, in Riverdale, Maryland.


Trudye Morgan Johnson
Executive Director

Approved and Adopted

WHITE OAK MASTER PLAN

An Amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended; the *Master Plan for Kemp Mill-Four Corners and Vicinity*, 1967; the *Master Plan for the Communities of Kensington-Wheaton*, 1989, as amended; the *Master Plan of Bikeways*, 1978, as amended; the *Master Plan for Historic Preservation*, 1979, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, 1964, as amended; and the *Master Plan of Highways within Montgomery County*, as amended.

Prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910
July 1996

Approved by

THE MONTGOMERY COUNTY COUNCIL
January 1997

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
March 1997

ABSTRACT

TITLE: Approved and Adopted White Oak Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan for the White Oak Master Plan area

DATE: March 1997

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

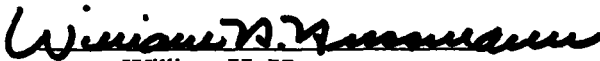
NUMBER OF PAGES: 97

ABSTRACT: This document contains the text and supporting maps for the Planning Board (Final) Draft Master Plan for White Oak. This Plan will serve as a comprehensive amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended.

CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the *Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended; *The Functional Master Plan for the Patuxent Watershed*, 1993, as amended, *The Master Plan of Bikeways*, 1978, as amended; the *Master Plan for Historic Preservation*, 1979, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, 1964, as amended, and the *Master Plan of Highways within Montgomery County* as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 13-835 on March 25, 1997, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 97-11 on May 21, 1997 after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



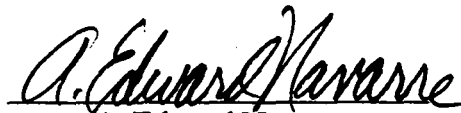
William H. Hussmann

Chairman



Elizabeth M. Hewlett

Vice-Chairman



A. Edward Navarre

Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 1,001 square miles; its parks jurisdiction, the Metropolitan District, comprises 919 square miles.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*.
- (2) The acquisition, development, operation, and maintenance of a public park system.
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. The Planning Boards are responsible for preparation of all local master plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g. large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, 301-495-4600 or TDD 301-495-1331.

ELECTED AND APPOINTED OFFICIALS

COUNTY COUNCIL

Marilyn J. Praisner, *President*

Isiah Leggett, *Vice President*

Derick P. Berlage

Nancy Dacek

Gail Ewing

William E. Hanna, Jr.

Betty Ann Krahnke

Neal Potter

Michael L. Subin

COUNTY EXECUTIVE

Douglas M. Duncan

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

William H. Hussmann, *Chairman*

Elizabeth M. Hewlett, *Vice Chairman*

COMMISSIONERS

Montgomery County Planning Board

William H. Hussmann, *Chairman*
Patricia S. Baptiste, *Vice Chairman*

Ruthann Aron
Arthur Holmes, Jr.
Davis M. Richardson

Prince George's County Planning Board

Elizabeth M. Hewlett, *Chairman*
Roy I. Dabney, Jr., *Vice Chairman*

Zola E. Boone
James M. Brown
Regina J. McNeill

**White Oak Master Plan
Citizens Advisory Committee**

Irene Boezi*
Burnt Mills Hills Citizens Association

Louis Liljedahl (replaced Irene Boezi)
Burnt Mills Hills Citizens Association

Gabe Dagen
Rt. 29 Chamber of Commerce

Robert Mann
Tamarack Triangle Civic Association

Barbara Foresti, *Chairman*
White Oak Area Civic Coalition

Barbara Medina
Audubon Naturalist Society, Maryland
Native Plant Society

Stanley Goldberg*
Individual

John Savercool
Individual

Sharon Hemstreet
PTA (White Oak Middle School, Jackson Road
Elementary, Springbrook High School)

Bob Schueler*
Trout Unlimited, Potomac-Patuxent Chapter

Keith Henderson*
Individual

Barbara Steckel
Individual

Thomas Kettler
Individual

Stan Truman
Dumont Oaks Homeowners Association

Adrienne Lees
Notley Road Users Group

Dan Wilhelm, *Vice Chair*
Greater Colesville Citizens Association

Mike Levin
Hillandale Citizens Association

Marie-Daniele Zartman
Quaint Acres Citizens Association

* Resigned

The Master Plan Process

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING (PRELIMINARY) DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD (FINAL) DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

ADOPTED PLAN — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

The Master Plan Process in Brief

Planning Board submits and County Council approves:

Annual Work Program

Park and Planning staff initiates community participation and prepares:

Issues Report

Park and Planning staff reviews Issues Report with Planning Board and then prepares:

Staff Draft Plan

Planning Board reviews Staff Draft and, with modifications as necessary, approves plan as suitable for public hearing.

Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony, receives County Executive comments at Board worksessions, and adjusts Public Hearing Draft to become:

Planning Board (Final) Draft Plan

County Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing and worksessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

Approved and Adopted Master Plan

NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, the master plan provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans provide a benchmark with regard to public policy. Together with relevant County-wide functional master plans, land use master plans should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. It is recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on. Any sketches or site plans in an adopted master plan are for illustrative purposes only, and are intended to convey a general sense of desirable future character rather than any specific commitment to a particular detailed design.

ACKNOWLEDGEMENTS

Montgomery County Department of Park and Planning

Rodney H. Irwin, *Director*

Montgomery County Parks

Donald K. Cochran, *Director*
Lester L. Straw, *Deputy Director*

Montgomery County Planning

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Perry Berman*, *Chief, Community Planning*

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Lise Soukup*, *Environmental Planning*

Technical Staff

Charles Coleman, *Reproduction*
Romesh Puri, *Mapping and Graphics*
Sheila Sampson, *Word Processing*

And special thanks to all the Park and Planning staff who contributed to this Plan.

* Resigned

REFERENCE MATERIALS

Approved and Adopted General Plan Refinements of the Goals and Objectives for Montgomery County, Maryland-National Capital Park and Planning Commission, December 1993.

Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, Maryland-National Capital Park and Planning Commission, November 18, 1981.

Approved and Adopted Amendment to the Master Plan for the Eastern Montgomery County Planning Area: April-Stewart Lane Amendment, The Maryland-National Capital Park and Planning Commission, April 1988.

Approved and Adopted Amendment to the Master Plan for the Eastern Montgomery County Planning Area: Trip Reduction Amendment, The Maryland-National Capital Park and Planning Commission, July 11, 1990.

Environmental Resources: Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, September 1996.

Eastern Montgomery County Neighborhood Retail Study, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Fall 1994.

Historic Resources for the Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, September 1995.

Population and Household Profiles Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, May 1995.

Transition for Community Policing--Strategic Implementation Plan, Montgomery County Department of Police, August 16, 1993.

Transportation Report for the Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, 1995.

Upper Paint Branch Watershed Planning Study, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, September 1995.

White Oak Master Plan Issues Report, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, July 1993.



Resolution No: 13-778
Introduced: January 21, 1997
Adopted: January 21, 1997

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board (Final) Draft White Oak Master Plan

Background

1. On, July 30, 1996, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft White Oak Master Plan.
2. The Planning Board (Final) Draft White Oak Master Plan amends the Master Plan for the Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, dated November 1981.
3. On September 13, 1996, the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft White Oak Master Plan.
4. On October 22, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft White Oak Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On November 18, 1996 and November 25, 1996, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft White Oak Master Plan.
6. On December 10, 1996, the County Council reviewed the Planning Board (Final) Draft White Oak Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

PLAN HIGHLIGHTS

COMMUNITIES AND COMMERCIAL CENTERS

This Plan supports and reinforces the existing land use patterns of the White Oak Master Plan communities and encourages development in the commercial centers that will strengthen their function and sense of place.

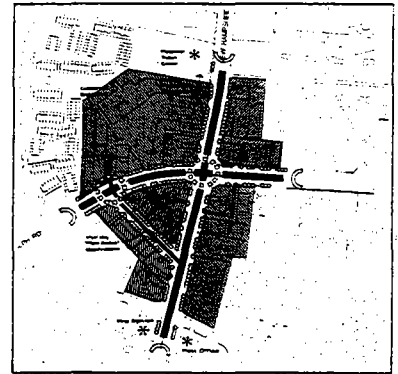
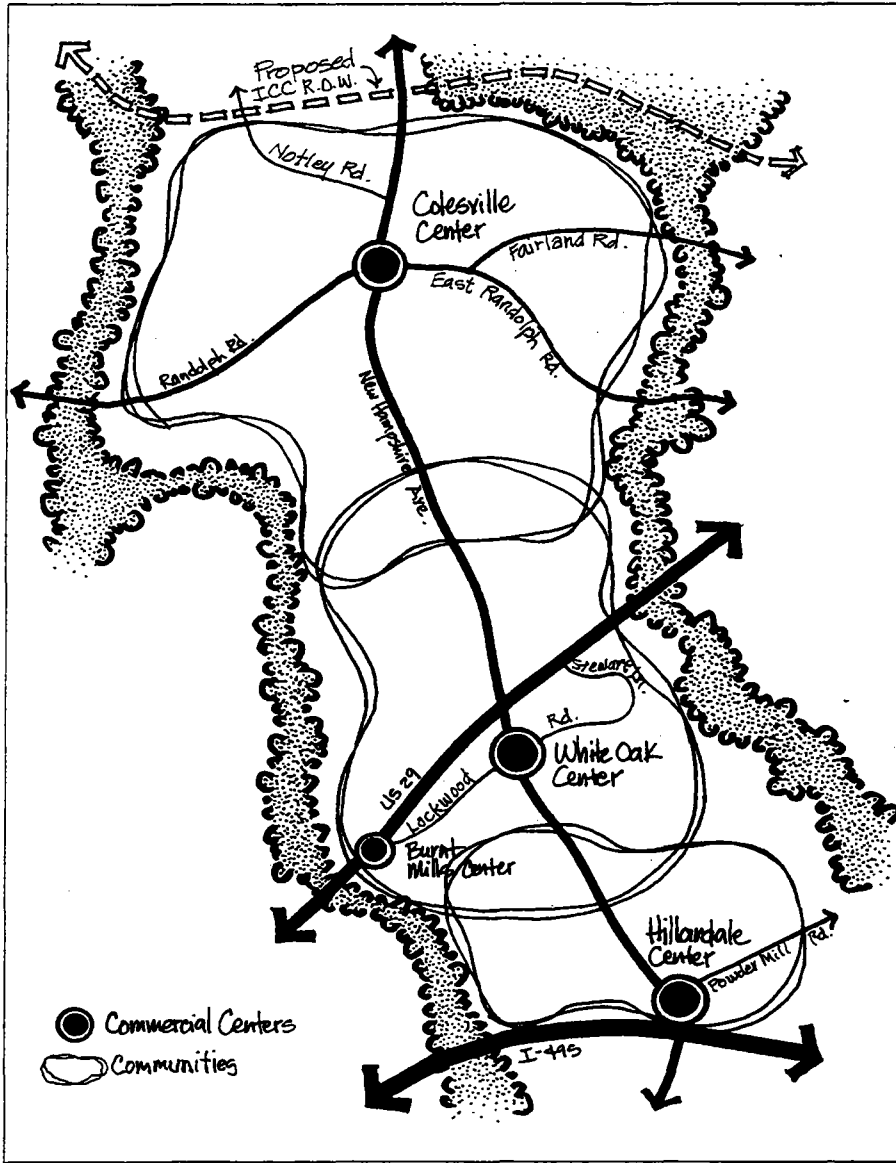
The communities of the White Oak Master Plan are made up of mature residential neighborhoods, local shopping, schools, public services, and recreation areas. The well defined commercial centers are located along New Hampshire Avenue at Colesville, White Oak, and Hillandale (see Figure 1). The White Oak Master Plan ensures livable communities for the future by protecting the positive attributes of the existing neighborhoods and encouraging development in commercial centers that will strengthen the communities' function, sense of place, and identity.

This Plan:

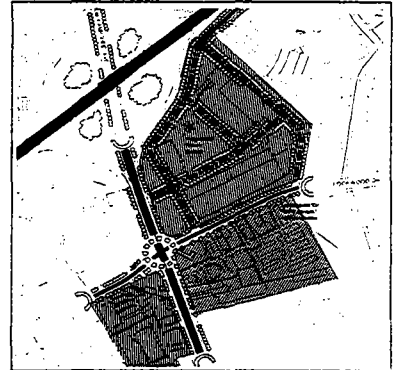
- **Retains existing residential zoning to protect and reinforce the integrity of the existing neighborhoods.**
- **Continues to clearly delineate residential and non-residential areas, and encourages landscaping or other physical separation between residential neighborhoods and non-residential uses.**
- **Encourages single-family housing on the Dow Jones and the Milestone Drive properties in the White Oak community to provide a variety of housing types and development that is similar to and compatible with the surrounding neighborhoods.**
- **Provides guidance for future improvements and development within the commercial centers to strengthen their function as retail facilities and places of community interaction.**
- **Encourages redevelopment along Vital Way in the Colesville Commercial Center and along Lockwood Drive in the White Oak Commercial Center and suggests low-rise buildings adjacent to the public sidewalk with parking in the rear to achieve a "Main Street" form of development that enhances pedestrian circulation.**
- **Enhances the pedestrian environment along major highways and arterials within commercial centers by encouraging streetscape improvements.**

COMMUNITIES AND COMMERCIAL CENTERS

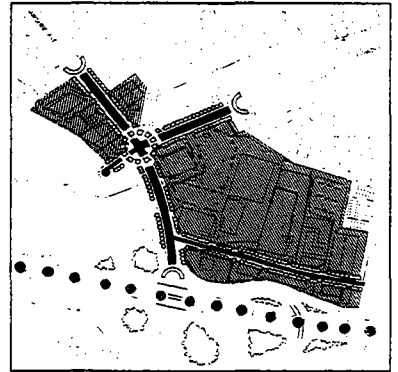
FIGURE 1



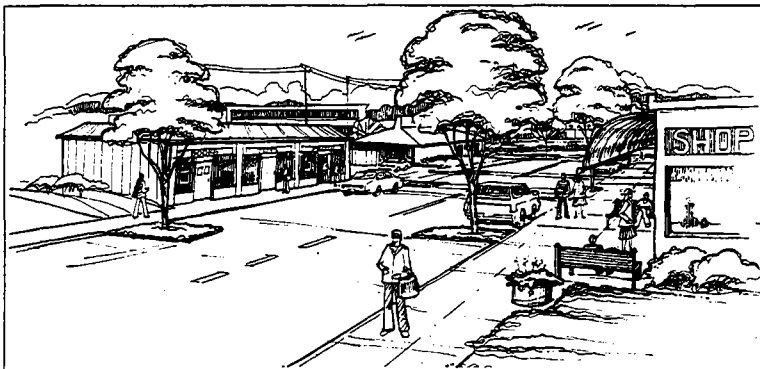
Colesville Commercial Center



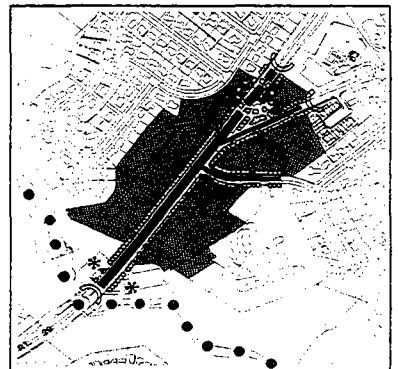
White Oak Commercial Center



Hillandale Commercial Center



View of Vital Way Upgraded in the Colesville Commercial Center



Burnt Mills Commercial Center

TRANSPORTATION NETWORK

This Plan recommends safe and attractive transportation improvements that enhance local circulation and convenience for all modes of travel within and through the communities of the White Oak Master Plan area.

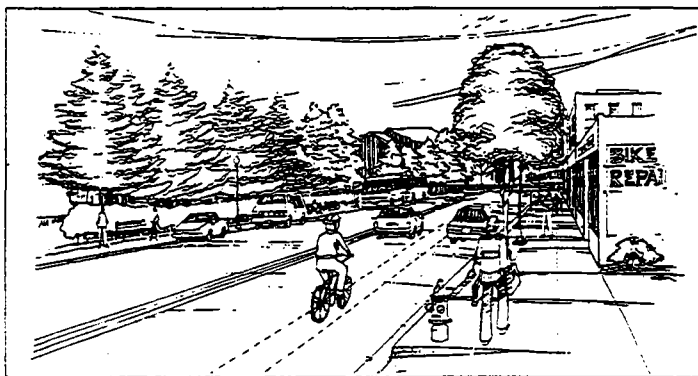
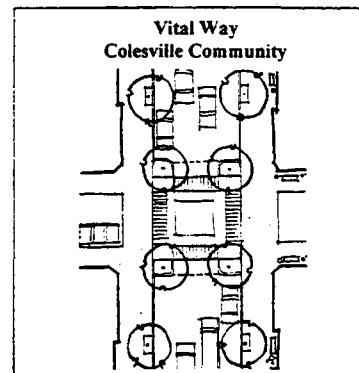
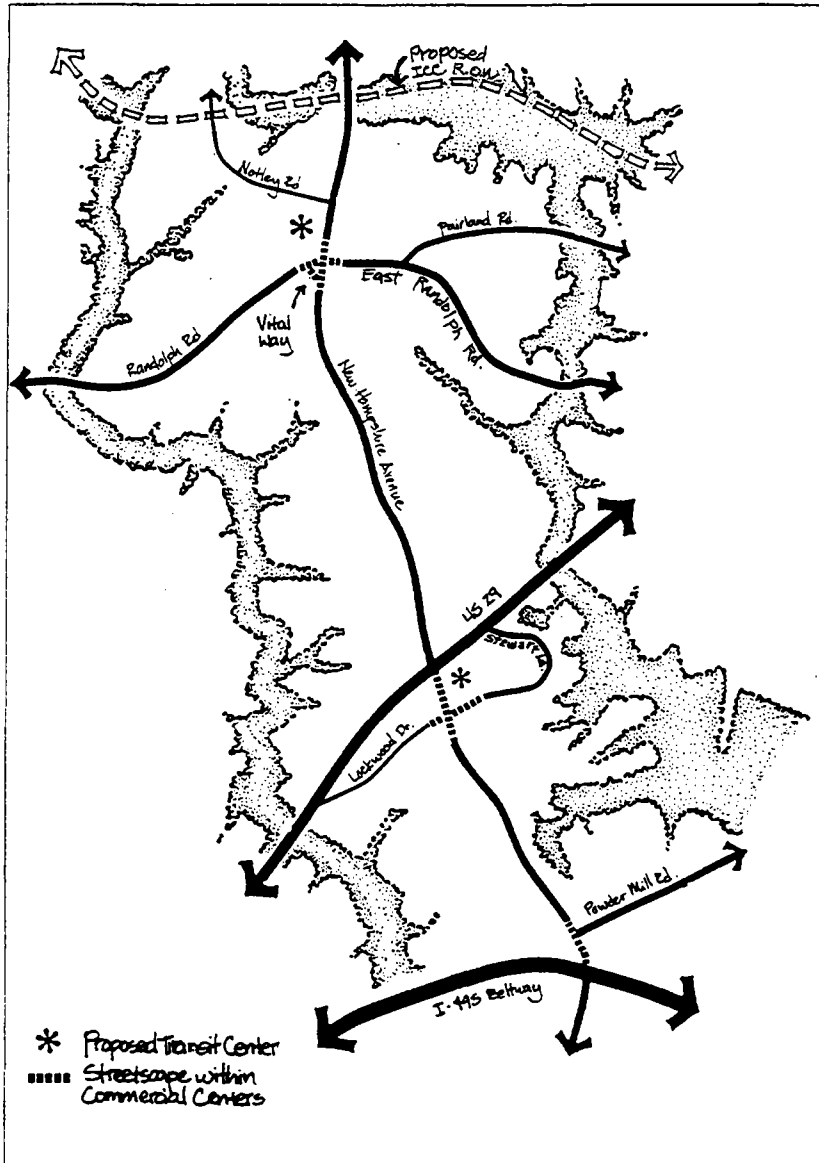
The Transportation Goal recognizes the inherent conflict between local and through traffic in the White Oak Master Plan area due to the limited number of connecting and through streets. This Plan also recognizes that streets and their amenities contribute significantly to the character of a community. For these reasons, a great deal of attention has been given to recommending improvements that encourage alternative modes of transportation, improve local circulation without inhibiting through traffic, and enhance community character (see Figure 2).

This Plan:

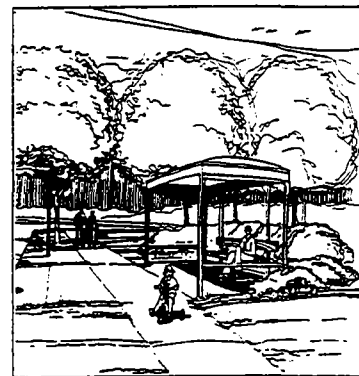
- Proposes two transit centers for consideration, one in Colesville and the other in White Oak, to provide for a more efficient, safe, and attractive transit system and reduce the dependence on the automobile.
- Supports a grade separation at the Stewart Lane/US 29 intersection. The grade separation at Stewart Lane will facilitate pedestrian and bicycle circulation in both directions across US 29 and improve vehicular access to the White Oak Center.
- Recommends intersection improvements, including a study of the need for a traffic signal, at Randolph Road and Vital Way to improve local vehicular and pedestrian access between the Colesville Shopping Center and commercial properties along Vital Way.
- Expands the system of walkways to improve pedestrian access to and from transit stops, community retail centers, schools, parks, and employment areas.
- Provides a safe and convenient bikeway network that connects community centers and services and supports a regional recreational bikeway network.
- Recommends street trees and sidewalk improvements to enhance the pedestrian experience and improve community character.

TRANSPORTATION NETWORK

FIGURE 2



View of Lockwood Dr. "Main Street" Improvements in White Oak Community



Transit Improvements

COMMUNITY FACILITIES AND LINKAGES

This Plan recommends community facilities and linkages to the surrounding communities to meet their recreational, social, and human service needs.

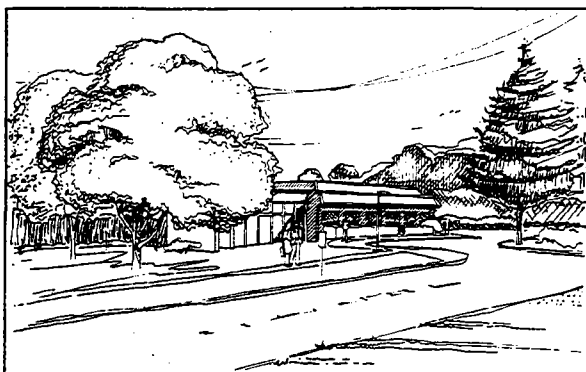
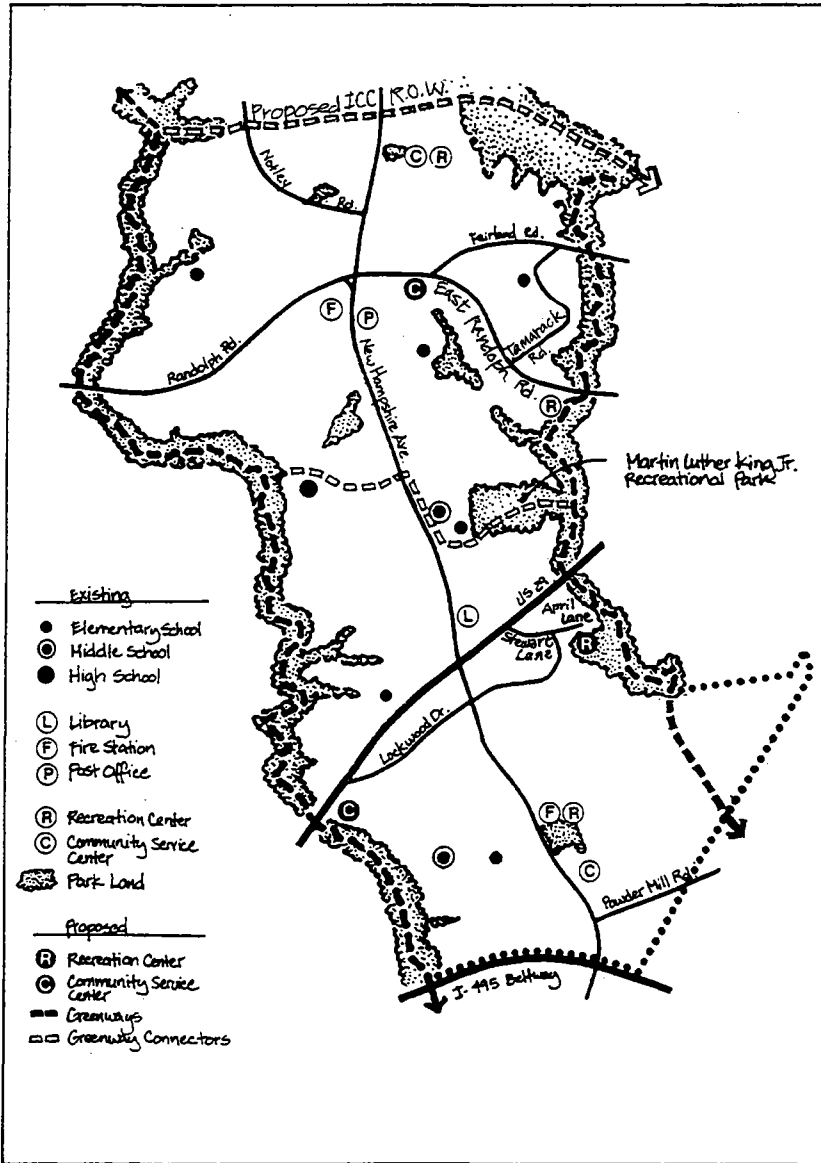
Community facilities such as schools, libraries, recreation facilities, and government buildings are important components of a community. The Community Facilities goal in the White Oak Master Plan is to strengthen the link between community facilities and the residents they serve and to encourage creative approaches to providing new facilities in proximity to the neighborhoods they serve (see Figure 3).

This Plan:

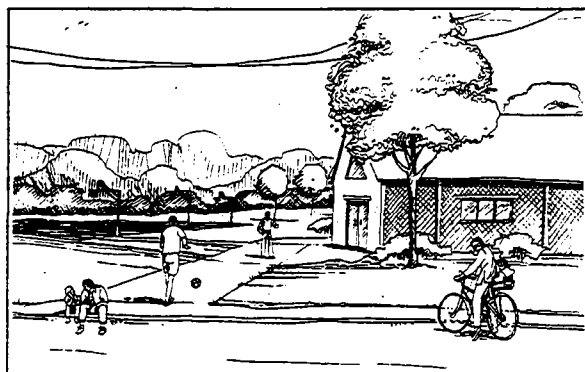
- Proposes an outdoor swimming facility for the Martin Luther King, Jr. Recreational Park.
- Proposes a community recreation center in the vicinity of April and Stewart Lanes and the development of the April-Stewart Lane park.
- Recommends the renovation and reuse of the Montgomery County Public Schools bus depot located on East Randolph Road, the Washington Suburban Sanitary Commission (WSSC) building located on the southeast side of Colesville Road next to the Northwest Branch, and the Colesville Elementary School on New Hampshire Avenue to provide community meeting space and office space for public services.
- Recommends a safe and convenient pedestrian crossing of East Randolph Road between Valley Mill and Pilgrim Hill parks.
- Extends the Northwest Branch and Paint Branch stream valley parks trail system into the Cloverly and Fairland Master Plan areas and expands pedestrian access and connections to the adjoining communities and neighborhoods while protecting environmentally sensitive areas and stream valley habitats.
- Designates the Northwest Branch and Paint Branch stream valley parks as greenways that provide continuous north-south corridors for humans and wildlife.
- Supports resource conservation and interpretative educational uses in the Northwest Branch and Paint Branch stream valley parks to provide recreation while protecting sensitive archaeological, historic, and natural resources on parkland in the White Oak Master Plan area.

COMMUNITY FACILITIES AND LINKAGES

FIGURE 3



White Oak Library



Proposed Community Recreation Center

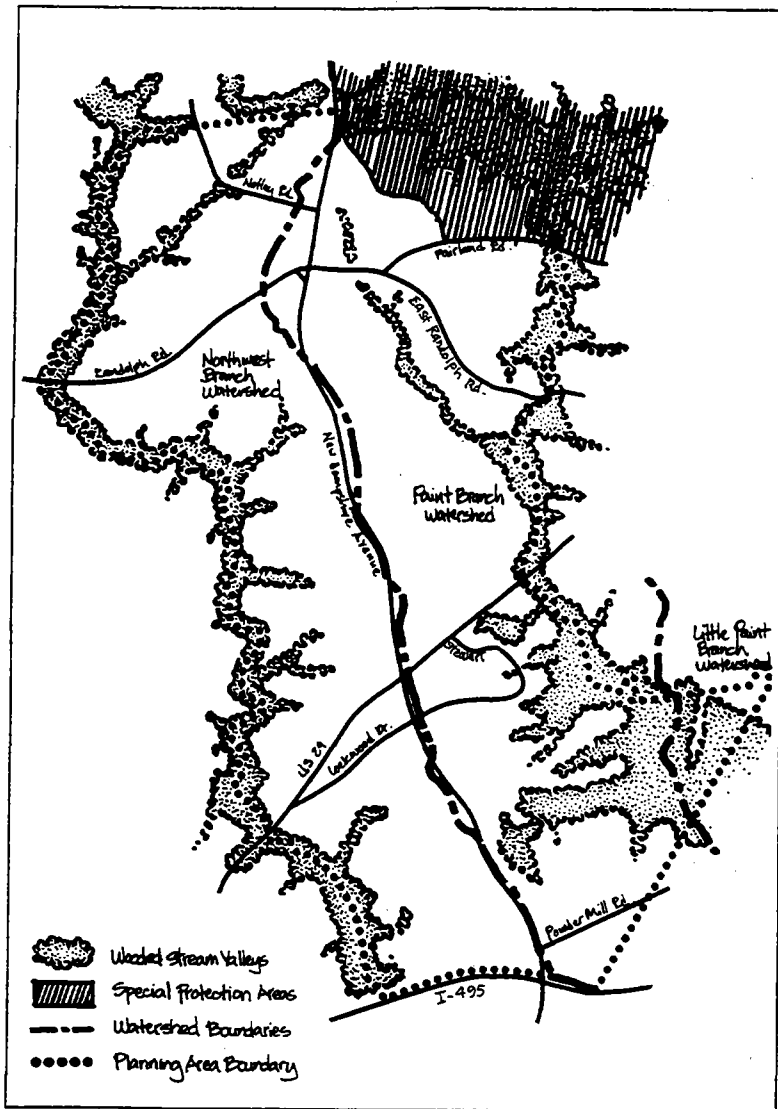
ENVIRONMENT

This Plan recommends protection and enhancement of the natural resources in the White Oak Master Plan area for the enjoyment of its residents and to sustain a stable and healthy environment for native plant and animal populations.

Stream quality is fair to good in most of the White Oak Master Plan area (see Figure 4). Areas of intense development within the southern portions of the Northwest and Paint Branch watersheds have variable water quality. The headwaters of these two watershed have good to excellent water quality because of limited development and the extensive forest cover maintained in parkland. In particular, the Good Hope Tributary, one of the four trout spawning tributaries in the upper Paint Branch watershed, has excellent water quality. It is vital to promote restoration in the developed portions of both watersheds and resource protection in the less developed, higher quality portions of the upper Paint Branch.

This Plan:

- Recognizes the upper Paint Branch watershed above Fairland Road as a Special Protection Area based on its high water quality and proposes an overlay zone for additional protection.
- Recommends targeting degraded areas in the Northwest Branch watershed and the Paint Branch watershed below Fairland Road for County restoration projects.
- Recommends the acquisition of the Forster Property (completed during the finalization of this Plan) in the upper Paint Branch Special Protection Area as public parkland to maintain low imperviousness in the Good Hope sub-watershed.
- Improves air quality by encouraging pedestrian, bicycle, and transit access in existing and new development.



Paint Branch Stream Valley



Northwest Branch Stream Valley

I. INTRODUCTION

The White Oak Master Plan is one of four master plans covering Eastern Montgomery County (see Figure 5, page 2). These four master plans (Cloverly, Fairland, White Oak, and Four Corners) are being updated simultaneously so that common issues can be addressed in each master plan in a comprehensive and consistent manner. Supporting information regarding the analysis of the region covered by the four plans can be found in the following documents and are referenced in this Plan: *Population and Household Profile for Eastern Montgomery County Master Plan Areas* (1995), *Eastern Montgomery County Neighborhood Retail Study* (1994), *Transportation Report for the Eastern Montgomery County Master Plan Areas* (1995), *Historic Resources for the Eastern Montgomery County Master Plan Areas* (1995), and *Environmental Resources: Eastern Montgomery County Master Plan Areas* (1996).

This Master Plan is an amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak* (1981), as amended. The 1981 Eastern Montgomery County Master Plan is being updated through the development of three individual master plans (Cloverly, Fairland, and White Oak). The Four Corners Master Plan area has been included as part of the Eastern Montgomery County update due to its physical relationship and a number of common issues with the region covered by the 1981 Eastern Montgomery County Master Plan.

In this Plan, the term "master plan area" is used to define the area covered by the individual master plan. The master plan area boundaries are established to respond to common issues, natural boundaries, community affiliations, or other characteristics. Master plan areas often differ from other geographic boundaries in Montgomery County, such as "planning areas" and "policy areas," that have been established and used by the County Council for other purposes.

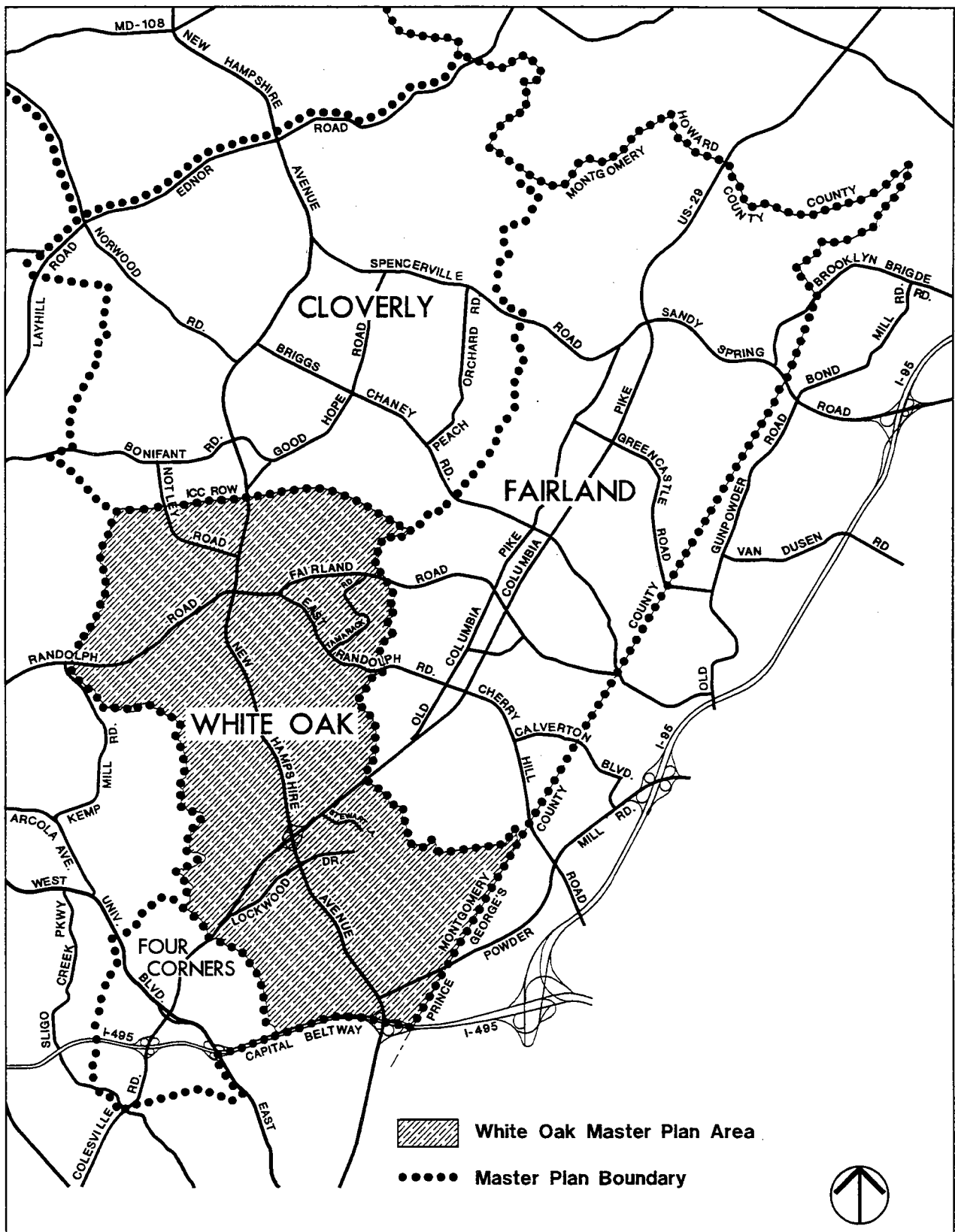
In 1992, at the direction of the County Council, the Montgomery County Planning Board hired a consultant to assist in designing a consensus-based citizen participation process that would be used in revising the Four Corners, White Oak, Fairland, and Cloverly Master Plans. The consultant team hired was The Concordia Systems Group and The Institute for Conflict Analysis and Resolution at George Mason University. The Planning Board endorsed the consultant recommendations to initiate a collaborative method for citizen involvement in the Eastern Montgomery County master plans. The major changes that have been applied to the Citizens Advisory Committee (CAC) process for these four master plans include: selection of a chairperson by the CAC members, development and presentation of the Issues Report and subsequent master plan drafts as a collaborative effort between the Montgomery County Planning staff and the CAC, and extension of the life of the CACs through County Council adoption of the master plan.

This Plan is the culmination of a three-year process that has featured over 38 meetings of the White Oak Master Plan CAC, M-NCPPC, and County agencies. During these meetings, issues and concerns regarding the Master Plan area were discussed. Additional forums with the other Eastern Montgomery County CACs and informational meetings with various citizens groups in the Master Plan area have also been held.

As a result, this Plan represents the recommendations of the Planning Board with considerable input from CAC and staff. This Master Plan is a guide for the communities that make up the White Oak Master Plan area, the general public, and government agencies to direct and assure that public investment and future growth occur in a manner that is consistent with and enhances the essence of these communities. The White Oak Master Plan supports the goals of the General Plan for Montgomery County and the seven visions of the Maryland Planning Act of 1992. This Plan presents a vision for the future of the White Oak Master Plan area and a concept that is supported by recommendations which can be found in the Land Use and Zoning, Transportation, Community Facilities, Environmental Resources, and Historic Preservation chapters.

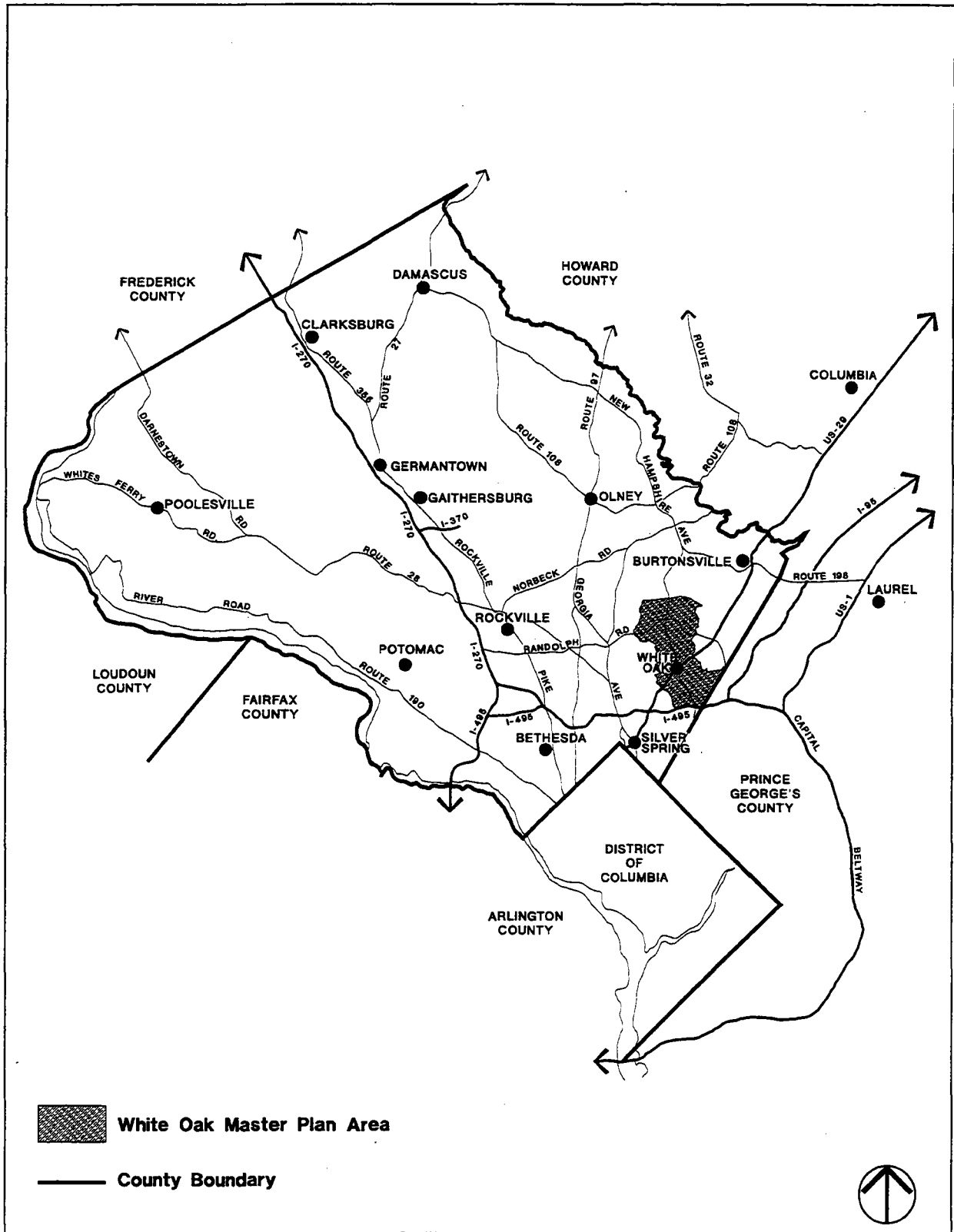
RELATIONSHIP TO EASTERN MONTGOMERY COUNTY

FIGURE 5



REGIONAL LOCATION

FIGURE 6



II. BACKGROUND

GENERAL DESCRIPTION OF THE MASTER PLAN AREA

The White Oak Master Plan area contains approximately 6,890 acres, roughly 10.7 square miles and is located in the eastern portion of Montgomery County, Maryland. (See Figure 6, page 3.) The population is approximately 32,000 persons. It is bordered by the Capital Beltway (I-495) to the south, the Northwest Branch to the west, the Paint Branch to the east, and the Intercounty Connector (ICC) right-of-way to the north (see Figure 7, page 7). These boundaries physically separate the White Oak Master Plan area from adjoining master plan communities.

The landmarks that are particular to this Master Plan area include: the Washington Suburban Sanitary Commission (WSSC) buildings and dam along the Northwest Branch at US 29, the Naval Surface Warfare Center (NSWC), the Adelphi Laboratory Center (also known as the Harry Diamond Laboratory or the Army Research Laboratory), the White Oak Library, the Martin Luther King, Jr. Recreational Park, and the Colesville Post Office.

The White Oak Master Plan area generally has developed consistent with the *Master Plan for Eastern Montgomery County: Cloverly, Fairland, White Oak* (1981) recommendations. A mix of residential housing types has been constructed. The 1990 *Trip Reduction Amendment* removed the Planned Development (PD) recommendations contained in the 1981 Master Plan. (Additional information on the planning history of the White Oak Master Plan area can be found in the *White Oak Master Plan Issues Report*.) Commercial development is concentrated in the existing commercial centers and has not spread into the surrounding neighborhoods. Traffic on US 29 in the White Oak Master Plan area has generally increased due to development that has occurred in Fairland and in Howard County. (See Figure 5, page 2)

CONFORMANCE WITH THE MARYLAND PLANNING ACT OF 1992 AND THE GENERAL PLAN FOR MONTGOMERY COUNTY

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) and the 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* together establish state and County-wide planning objectives that must be reflected in local master plans.

The seven visions of the Planning Act, as stated in Article 66B of the Annotated Code of Maryland, are:

1. Development is to be concentrated in suitable areas.
2. Sensitive areas are to be protected.
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected.
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is to be practiced.
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined.
7. Funding mechanisms are to be addressed to achieve these objectives.

In addition to the seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect environmentally impacted areas. Sensitive areas are described in the Planning Act as 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes. The White Oak Master Plan supports and confirms these seven visions. The Environmental Resources

chapter complies with the sensitive areas requirement of the Planning Act and the regulatory strategies for protecting these areas.

The 1993 General Plan Refinement of the Goals and Objectives for Montgomery County amends the 1964 Updated General Plan for Montgomery County (approved in 1970). The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans, and sector plans. It provides clear guidance regarding the general pattern of development in Montgomery County while retaining enough flexibility to respond to unforeseeable circumstances as they arise.

The General Plan refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities, and the Wedge. Each area is defined in terms of appropriate land uses, scale, intensity, and function. The geographic components provide a vision for the future while acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. In particular, they confirm two distinct sub-areas of the Wedge—an Agricultural Wedge and a Residential Wedge. They also recognize the transitional areas of generally moderate density and suburban character that have evolved as Suburban Communities between the Wedge, Corridor, and Urban Ring. The southern portion of the White Oak Master Plan area falls into the Urban Ring due to its proximity to Silver Spring, and the northern portion lies within the Suburban Communities.

In addition to defining geographic components, the General Plan Refinement provides seven goals and associated objectives and strategies that give guidance to development within those geographic components. The goals, objectives, and strategies provide a future vision for Montgomery County and establish a frame of reference for decision-making to make that vision become a reality. The seven goals relate to Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity and Design, and Regionalism. The visions established in the State Planning Act generally coincide with the General Plan Refinement goals. The White Oak Master Plan fulfills these visions by proposing a continuation of the established suburban character of the area. The following discussion is keyed to the seven goals of the General Plan Refinement and also includes discussion of the White Oak Master Plan's relationship to the 1992 Planning Act.

Achieve a variety of land uses and development densities consistent with the Wedges and Corridors pattern.

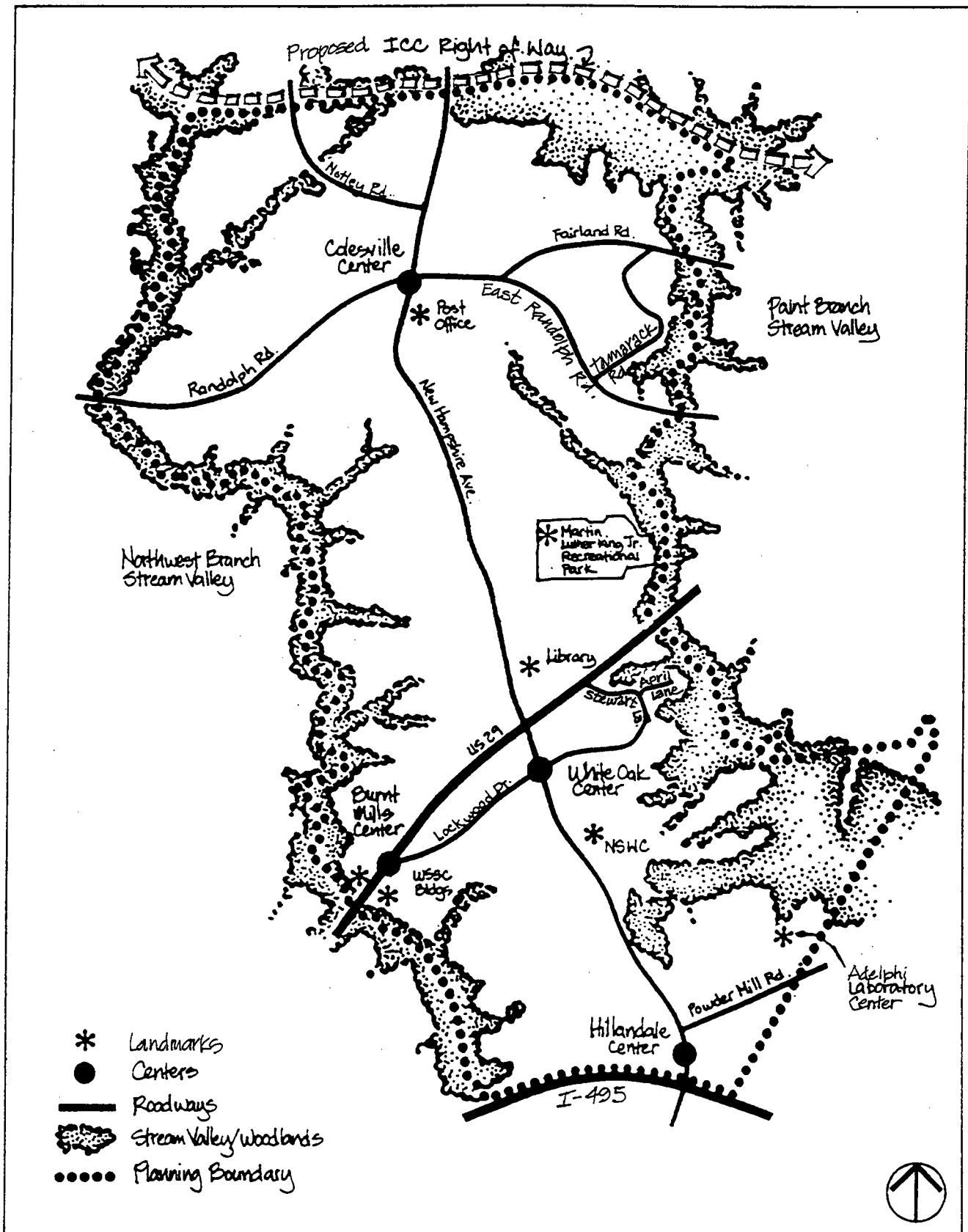
The White Oak Master Plan directly supports the Land Use Goal and Wedges and Corridors Concept by maintaining residential uses and supporting commercial uses as the most important uses in the area. Additional commercial and residential opportunities in the White Oak Master Plan area are limited, thus the Plan supports a General Plan objective to “direct the major portion of Montgomery County's future growth to the Urban Ring and I-270 Corridor.” This pattern also conforms with Vision 1 of the Maryland Planning Act—development is to be concentrated in suitable areas—and Vision 3—rural growth is to be directed to population centers and resource areas are to be protected.

Encourage and maintain a wide choice of housing types and neighborhoods for people of all incomes, ages, lifestyles, and physical capabilities at appropriate densities and locations.

The White Oak Master Plan area offers a wide choice of housing, including single-family detached and attached housing units, multi-family units, and housing for the elderly. Protection of these existing residential communities is the main housing objective of the Plan and is also in accordance with the General Plan objective to “maintain and enhance the quality of housing and neighborhoods.” Despite projections for significant population growth in the County, the White Oak Master Plan does not anticipate or plan for great increases in housing units, thereby channeling higher density housing development to the Urban Ring and I-270 Corridor.

WHITE OAK MASTER PLAN BOUNDARIES & LANDMARKS

FIGURE 7



Promote a healthy economy, including a broad range of business, service, and employment opportunities at appropriate locations.

The White Oak Master Plan seeks to retain the existing employment centers in the Master Plan area and recognizes that the Master Plan area is not an appropriate location for increases in employment-related activities beyond its existing activity centers. The Plan does not seek an expansion of employment opportunities in the area, thereby allowing the major portion of economic activity to be directed to the Urban Ring and I-270 Corridor. Improved connections between commercial centers and residential areas are promoted in the Plan, as envisioned by the General Plan Refinement. These recommendations are in accord with Vision 6 of the State Planning Act--economic growth is encouraged in existing areas of development.

Provide a safe and efficient transportation system that serves the environmental, economic, social, and land use needs of the County and provides a framework for development.

The White Oak Master Plan supports many of the General Plan Transportation principles, including an improved transit system, bikeway system, and movement of through traffic away from local streets. The Plan also assumes the construction of a roadway or transitway along the ICC right-of-way, thereby supporting a General Plan strategy to "give priority to improving east-west travel." In addition, the US 29 Policy to support a transitway from the Howard County Line to Silver Spring is consistent with another strategy, "give priority to establishing exclusive travelways for transit and high-occupancy vehicles serving the Urban Ring and Corridor."

Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations. Manage the impacts of human activity on our natural resources in a balanced manner to sustain human, plant, and animal life.

Stream quality, wetland, forest cover, and floodplain protection are all environmental issues addressed by both the White Oak Master Plan and the General Plan Refinement. This Plan pays particular attention to limiting further degradation of stream quality. It calls for the acquisition of the headwaters of the Good Hope Tributary of the Paint Branch and encourages retrofit projects to improve stream valley protection. This Plan's commitment to reduce single-occupancy automobile travel will help to improve air quality and to reduce energy consumption. The Environmental Resource chapter identifies sensitive areas to be protected in compliance with Vision 2 of the Maryland Planning Act. This chapter is an indication of the County's stewardship of the Chesapeake Bay and watershed (Vision 4). The Plan's efforts for resource conservation comply with Vision 5 of the Planning Act.

Provide for attractive land uses that encourage opportunity for social interaction and promote community identity.

The advancement of social interaction and community identity is a major issue in the White Oak Master Plan. Many of the General Plan goals, objectives, and strategies aimed at improving community identity are employed in this Plan. Design improvements to increase the connectivity between residential neighborhoods and commercial areas are proposed. This Plan also provides guidance for special exception land uses to ensure compatibility with existing development and proposes the retention of publicly-owned sites for future community facilities to increase community identity.

Promote regional cooperation and solutions of mutual concern to Montgomery County, its internal municipalities, and neighbors.

This Plan's commitment to achieve Clean Air Act standards and protect water quality and quantity conform to the General Plan Refinement's strategy to "attain and maintain regional standards for matters of regional significance."

RATIONALE FOR CHOSEN PRIORITIES

The General Plan Refinement recognizes that there will be conflicts between its goals, objectives, and strategies and notes that "it is only within the master plan context, where decisions about individual parcels of land are made that any reasonable prioritization of competing goals and objectives can be made." Therefore, a discussion regarding this Master Plan's priorities is appropriate.

This Master Plan makes protection of environmental features a priority. This Plan also recognizes the General Plan Refinement transportation objective of improving east-west transportation, as well as the environmental sensitivity of the Paint Branch, and leaves the issues involving the Intercounty Connector to the study currently being conducted by a partnership among M-NCPPC, Prince George's and Montgomery Counties, and the Maryland State Highway Administration.

THE COMMUNITIES OF THE WHITE OAK MASTER PLAN

The White Oak Master Plan area is made up of many communities that are, for the most part, suburban residential in nature. The boundaries of these communities are indeterminate; they flow into each other and some inter-connect. Each community retains some individuality, yet they all share common amenities: shopping areas, schools, parks. For the purposes of this Master Plan, three generalized areas encompassing the various communities have been determined to simplify the analysis of the Master Plan area. These areas are based upon centralized neighborhood shopping and services. The areas are referred to as the communities of Colesville, White Oak, and Hillandale (see Figure 1, page xiii).

The communities of the White Oak Master Plan area are connected by the major through roads: US 29, New Hampshire Avenue, and Randolph Road. The neighborhoods that make up these communities are served by a network of residential streets branching from the major through roads. There are a limited number of street connections between neighborhoods and between through roads.

The Colesville Community defines the northern portion of the White Oak Master Plan area. At its center is the major intersection of Randolph Road and New Hampshire Avenue where the majority of the commercial businesses are located. Daily shopping, and services such as the post office, banks, and business offices are located here. The Hillandale Fire Station # 24 is located across from the post office on New Hampshire Avenue. The neighborhood-serving strip shopping center of Meadowood is located in the southern portion of this area adjoining the Meadowood Local Park. Also located at the southern border is the Martin Luther King, Jr. Recreational Park, which provides much of the recreational services to the entire White Oak Master Plan area. In the northern portion of this community, what used to be the Colesville Elementary School, and is still referred to as such, houses a number of public services available to the community and region. Next to the Colesville Elementary School is the Colesville Local Park, where a small recreation center is located. There is also a recreation center located at Pilgrim Hill Local Park in the Paint Branch Stream Valley Park. Across from Pilgrim Hill Park is the Valley Mill Local Park. Cannon Road Local Park is located next to Cannon Road Elementary School. There are also four small neighborhood parks, one located above the WSSC underground water storage facility on Notley Road, one near Westover Elementary School, and two in the Paint Branch Stream Valley Park off of Collingwood Terrace in Tamarack. There is pedestrian access to the stream valley parks from many of the residential neighborhoods.

The residential areas in Colesville are mostly low-density, single-family detached residential in nature with a scattering of townhouses tucked throughout. Located to the south, the unique community of Hollywood, made up of quaint bungalow style cottages, adds to the variety and character of this area.

The White Oak Community is the largest of the three areas, overlapping the Colesville area around Martin Luther King, Jr. Recreational Park and merging into the Hillandale area in the vicinity of the Naval Surface Warfare Center (NSWC). At the area's center is the intersection of US 29 and New Hampshire Avenue. There is a large commercial area providing some regional shopping (Sears Roebuck and Co. department store), as well as neighborhood shopping and services, located to the south of US 29, surrounding the intersection of Lockwood Drive and New Hampshire Avenue. A concentration of garden and high rise apartments is located to the east and west of the commercial area. Two large undeveloped tracts of land are situated in this community. They are the Milestone Drive properties, located in the northeast quadrant of US 29 and New Hampshire Avenue, and the Dow Jones Inc. property, located in the southeast quadrant.

Straddling US 29, at the border with the Four Corners Master Plan area, is the Burnt Mills commercial area. This part of the White Oak community is made up mostly of office uses with limited commercial retail uses on the down stream side of US 29. The residential areas within the White Oak community are diverse in age and nature. High-rise and garden apartments, townhouses, and low- and moderate-density, single-family detached residential neighborhoods all exist within this area. The highly congested US 29 poses a physical barrier bisecting the White Oak Community. The neighborhoods adjoining the major thoroughfares are very pleasant and attractive. The White Oak Library is located in the northeast quadrant of the US 29/New Hampshire Avenue interchange.

The Hillandale Community centers on the intersection of Powder Mill Road and New Hampshire Avenue and extends along Elton Road. The AFL-CIO Center for Labor Studies (also known as the George Meany Center) is located at the southern border (I-495) next to the Holly Hall Apartments for Senior Citizens. The Center for the Handicapped is located north of the Hillandale commercial area on New Hampshire Avenue next to the Hillandale Local Park. The Hillandale Local Park has a recreation center located behind the Hillandale Fire Station #12. This recreation center is one of the few facilities available to the citizens for community meetings within the Master Plan area. In general, access to the Northwest Branch Stream Valley Park is very difficult from this community because of the steep slopes.

The residential neighborhoods are single-family detached in nature and are very stable. There is a strong sense of community within these neighborhoods and a long history of citizen participation in protecting their community through the work of citizens associations and groups. There is, however, the start of change of character along New Hampshire Avenue and Powder Mill Road as the number of special exception uses increases and replaces single-family residences. Vacant land is limited to individual lots scattered throughout the residential areas.

The majority of the land in the White Oak Master Plan area is devoted to single-family detached residential use; however, there are garden apartments in the areas of April-Stewart Lanes, Lockwood Drive, and Old Columbia Pike. Some townhouse development is scattered within the single-family detached neighborhoods (see Figure 10, page 19)

Table 1

WHITE OAK HIGHLIGHTS

Committed Land	4,836 Acres
Undeveloped Land	317 Acres
Parks, Cultural, Recreation, Open Space Land	833 Acres
Master Plan Land Area (Does not include rights-of-way)	5,986 Acres
Population	31,900 Persons

Source: Land use data from the Maryland State Department of Assessment and Taxation Parcel File, June 1992. Population data from 1990 U.S. Census.

POPULATION CHARACTER

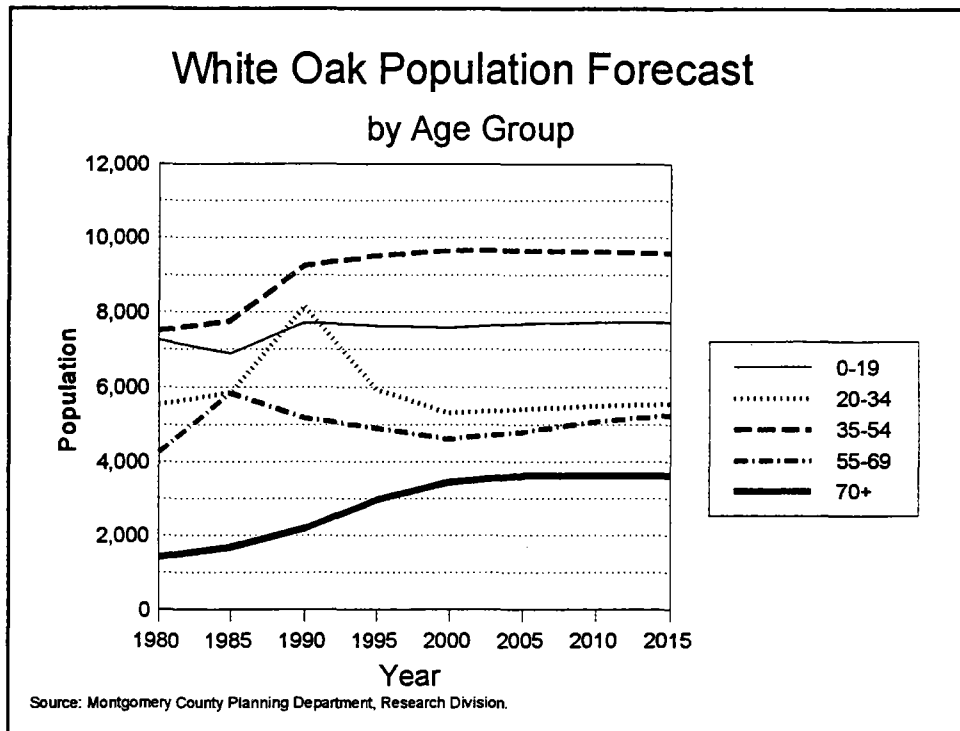
According to the 1990 U.S. Census, the typical White Oak Master Plan area household is a dual income, college educated, married couple between the ages of 25 and 45 with at least one child. They own a detached single-family home that was purchased prior to 1985. At \$56,500, the average household income is slightly higher than the County's.

A majority of the residents of the Master Plan area work outside the County and commute to work alone. Dual income families often need ready access to automobiles to run errands before and after work or to pick up children from school and daycare. This lifestyle means that these families usually are not able to carpool or take advantage of the public transportation system.

The population of the White Oak Master Plan area is more racially diverse than County-wide. Detailed demographic information for the White Oak Master Plan area can be found in *Eastern Montgomery County Population and Housing Profiles* developed by Montgomery County Planning, Research and Information Systems Division. The document was published in April 1993 and was based on the 1990 Census.

Current population projections based on the Metropolitan Washington Council of Governments Round 5.1 Cooperative Intermediate Forecast indicate that the population of the White Oak Master Plan area will be stable and may slightly decrease by the year 2010. There will be a slight increase of school aged children and a sizable increase of persons over the age of 70. This may mean a future need for facilities such as elder care, housing for independent senior citizens, retirement homes, and nursing homes.

FIGURE 8



EMPLOYMENT PROFILE

There are approximately 9,500 jobs in the White Oak Master Plan area. The types of jobs range from office, retail, and industrial to home occupations. The employment forecast anticipated that there would be an influx of approximately 3,000 jobs to the federal facilities of Naval Surface Warfare Center (NSWC) and the Adelphi Laboratory Center by 1999. However, the 1995 Base Realignment and Closure Commission (BRAC) will close the Naval Surface Warfare Center, which would eliminate approximately 1,200 existing jobs. The future of this site is discussed in the Land Use and Zoning chapter.

A recent study of vacant office space in the vicinity of the federal facilities indicates that there is over a half-million square feet of available office space in the nearby areas of Silver Spring, Fairland, and Calverton, as well as approximately 54,000 square feet of vacant space in the White Oak Master Plan area. In addition, there is over one million square feet of unbuilt but approved office space in Fairland that could be built if market conditions dictate.

The analysis of existing neighborhood retail space in the White Oak Master Plan area indicates that the amount of neighborhood retail space closely matches the amount supportable by area residents. The study did not specify the type of neighborhood retailers supported by the market, but rather the total amount of neighborhood retail space supportable.

III. PLAN FRAMEWORK

VISION FOR THE FUTURE

Creating a vision for the White Oak Master Plan area in the next 20 years means building on the identity of the individual communities that make up the area. It also involves ensuring that the White Oak Master Plan area remains an enjoyable place to live by setting realistic goals and implementing sound planning principles.

The vision for the White Oak Master Plan accentuates the positive attributes of each community in the Master Plan area and encourages a shared ideal of neighborhood and community. This Master Plan envisions the area remaining residential in nature. In-fill development will follow the established residential pattern. Redevelopment within the commercial centers will enhance the character of the communities, and the character and density of the neighborhoods will not appreciably change. A variety of housing stock will serve residents of all ages and incomes. Higher density residential development will be located around commercial centers and provide convenient access to shopping and transit. Adequate recreational facilities will serve the entire Master Plan area.

Commercial areas encourage and provide opportunities for residents of the White Oak Master Plan area's communities to come together and interact. This Plan envisions the commercial centers of the White Oak Master Plan area as multi-purpose centers that provide daily services (dry cleaning, banking, grocery shopping, etc.) as well as movies, restaurants, playgrounds, and cultural activities for residents of all ages. The commercial centers of the future are attractive, pedestrian friendly, and accessible by many different means of transportation.

Natural resource protection continues to be a major goal in the Northwest Branch and Paint Branch stream valleys. These two stream valleys are part of the regional park network and have a strong positive influence on the character and quality of the neighboring communities. This Plan envisions enhanced water and habitat quality in both stream valleys and a healthy biological environment for the enjoyment of the public and wildlife. Within the stream valley parks there will be a network of carefully planned trails that are designed to protect the environmentally sensitive stream valleys and tie together the residential communities.

CONCEPT - LIVABLE COMMUNITIES

The existing residential character of the communities of the White Oak Master Plan area is very desirable. The neighborhoods are stable and pleasant with streets lined with mature trees and attractive houses. Residents enjoy the quiet and safe character of their neighborhoods. They want to maintain their quality of life and they know that it will be diminished if future development of the surrounding region is not anticipated. They also know that the character of the Master Plan area is what makes their communities livable and therefore desirable.

To ensure that these communities remain livable, **this Plan identifies elements within the existing communities that can be strengthened and enhanced to fulfill the vision of the future and build upon the communities' sense of place.** It will take the active participation of the community, as well as the local government, to realize this goal.

This Master Plan addresses enhancing the sense of place on two levels. At the community level, the White Oak Master Plan area is made up of three communities: Colesville, White Oak, and Hillandale. In the context of these communities, the commercial center has the potential to become the major element of community identity. Its function as a focal point for community interaction is important. These centers are ideal for centralized services and shopping; however, they must be "user friendly." Their location at major intersections

poses a problem in that it places the local resident, who generally must drive to local shopping and services, in competition with through vehicular movement. Those who could walk to shopping and services find the pedestrian environment along these major streets to be intimidating. Street character is not only important in encouraging pedestrian activity, but also an important element of community identity.

In a regional context, sense of place is addressed through common elements that tie the communities together. Some of these elements are public/private facilities and services such as the post office, library, local parks, schools, churches, and swim facilities. Other elements, such as federal facilities and other areas of employment, are important to the White Oak Master Plan area and the County. They influence community character at a local level and are a part of the County-wide economic base. This Plan identifies the need for additional facilities and services to more adequately address the communities' needs.

A strong circulation network is also important to the regional identity and sense of place. Currently, the road and sidewalk network is inadequate, and residents must use their cars for short trips. There is a lack of interconnected sidewalks, particularly on primary residential streets and major arteries throughout the Master Plan area. There are also limited road connections between major portions of the Master Plan area and adjoining master plan areas. This Plan looks to improve local circulation for vehicles and pedestrians.

IV. LAND USE AND ZONING

CURRENT LAND USE PATTERN AND EXISTING ZONING

In 1980, the White Oak Master Plan area was approximately 75 percent developed. Today, less than 9 percent of the developable land area remains undeveloped or under-utilized. (See Figure 10, page 19.)

Data from the Maryland State Department of Assessment and Taxation Parcel File of June 1992 indicate that approximately 37 percent of the residential dwelling units in the White Oak Master Plan area are multi-family units; 72 percent of the multi-family units are concentrated along Lockwood Drive, Old Columbia Pike, and in the April-Stewart Lanes area. Townhouses make up approximately 7 percent of the housing units in White Oak and are dispersed throughout the Master Plan area. The majority of the townhouses have been built in the last 13 years. Existing zoning is shown on Figure 9, page 17.

Table 2

SUMMARY OF EXISTING LAND USE IN THE WHITE OAK MASTER PLAN AREA

Land Use	Acres	% of Total
Residential and Housing	3,463	50.3%
Industrial Production	22	.3%
Transportation, Communication and Utilities (non-office)	14	.2%
Warehousing and Wholesale	7	.1%
Retail Trade	77	1.1%
Office Buildings and Selected Services	45	.7%
Government Services and Institutional	651	9.4%
Schools	200	2.9%
Religious Activities	61	.9%
Farming	6	.1%
Parks, Cultural, Recreation and Open Space	833	12.1%
Rights-of-way	904	13.1%
Other*	607	8.8%
TOTAL	6,890	100%

* Includes outlots (recorded lots with no development potential), vacant, and unused land available for development

Sources: Maryland State Department of Assessment and Taxation Parcel File, June 1992;
M-NCPPC, Research and Information Systems Division, May 1995.

LAND USE AND ZONING GOAL

The land use and zoning goal in the White Oak Master Plan area is to ensure livable communities for the future by protecting and strengthening their positive attributes and encouraging development that will enhance the communities' function, sense of place, and identity. (See Figure 13, page 23 and Figure 14, page 25.)

FEDERAL FACILITIES

The two federal facilities in the Master Plan area are both undergoing change. Both facilities are located in Hillandale, are zoned RE-2 (residential, one-family) and straddle the Montgomery-Prince George's County line.

The Army Research Laboratory, located north of Powder Mill Road, will be expanding its research facilities in the next three years. The number of employees will not appreciably increase; however, during the construction phase there may be some roadway impact. The Army is working closely with the surrounding neighborhoods to minimize as much of the impact of construction as possible.

The Naval Surface Warfare Center (NSWC), located south of Lockwood Drive and the White Oak Commercial center, forms the southern boundary of the US 29/Cherry Hill Employment Area and is adjacent to the Percontee Sand and Gravel. NSWC is being closed as a result of the 1995 Defense Base Closure and Realignment Commission (BRAC). Through the BRAC process, the base will be transferred to the General Services Administration (GSA) and the U.S. Army. It is anticipated that the Food and Drug Administration (FDA) will consolidate on this site in the near future. There is also potential for other federal agencies to relocate to the site in the future.

OBJECTIVE:

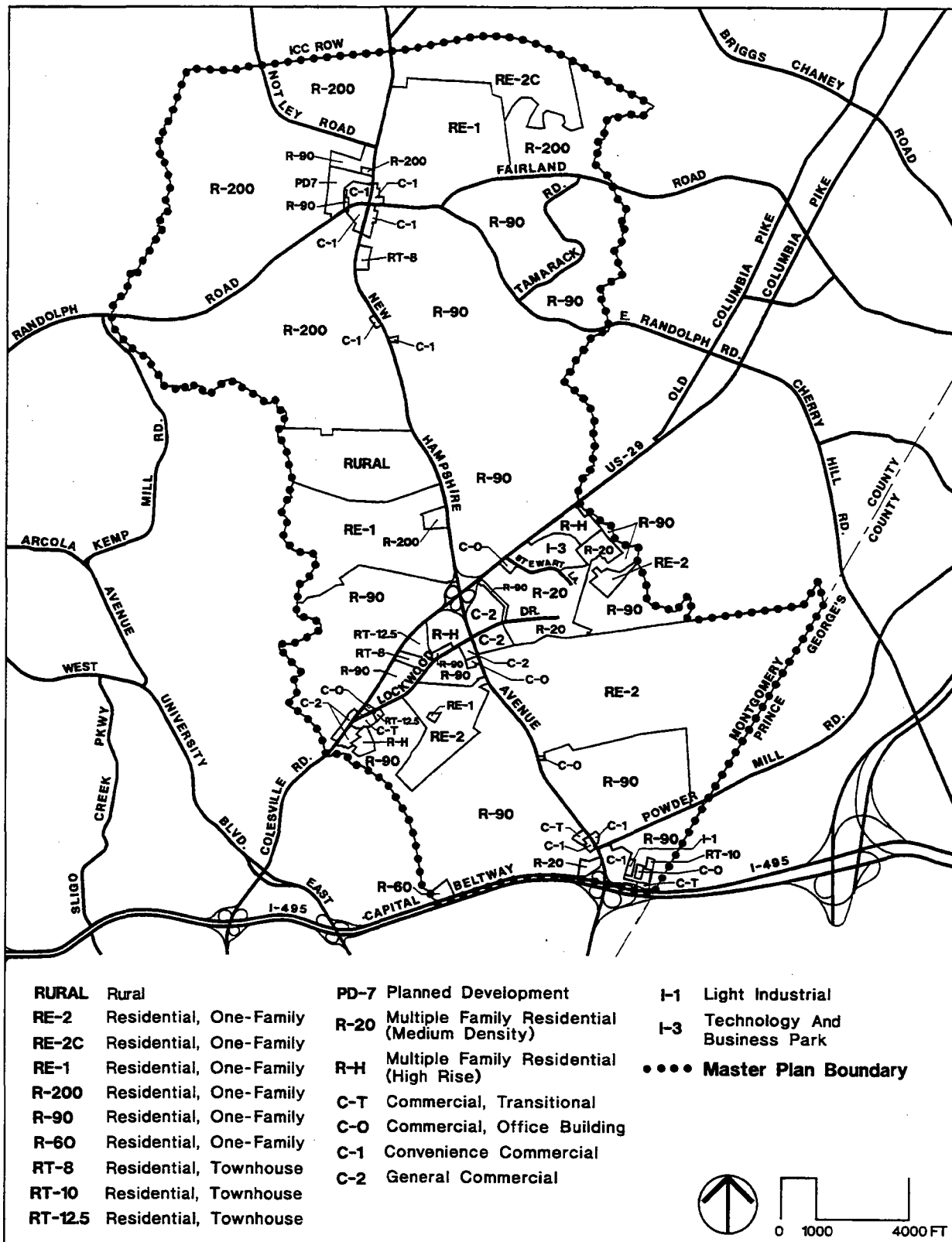
Support the continuation of the federal facilities in Hillandale and encourage any new development to be compatible with the surrounding neighborhoods.

RECOMMENDATION:

- Retain the RE-2 (residential, one-family) zoning on the NSWC property. This Plan recommends a reuse strategy be developed if the facility is closed. There are approximately 610 acres of NSWC property located in Montgomery County. The site contains a large administration building and a number of smaller research buildings. With any reuse proposal, development must be compatible with the adjacent single-family neighborhood character. The site should be developed as a single entity for public or private reuse; any portion kept by the federal government should be physically integrated into the new development. Environmental features such as the Paint Branch and its tributaries, steep slopes, and forest cover must be taken into consideration when the reuse plan is developed. Traffic mitigation, stream restoration, and water quality protection must be elements of any redevelopment of the site. This Plan recommends that the existing golf course at the NSWC be acquired by the Montgomery County Parks. The Plan also recommends that stream buffers be provided as required by current County regulations, and that any areas appropriate for addition to the County greenways or parkland system be dedicated to this use. (See recommendation in Community Facilities Chapter, page 69.)

EXISTING ZONING

FIGURE 9



HOUSING

The White Oak Master Plan area currently offers a variety of housing types. As of the 1990 U.S. Census, single-family detached homes account for 56 percent of the housing stock in the White Oak Master Plan area. Townhouses represent 7 percent of the housing units, while multi-family units make up 37 percent of the housing units. According to the State Tax Assessor's 1992 parcel file data, 37 percent of White Oak's multi-family units are high-rise apartments.

OBJECTIVE:

Maintain housing for people of varying incomes, ages, and lifestyles, and continue to provide a variety of housing types that will permit households with changing needs to find suitable accommodations within the White Oak Master Plan area.

RECOMMENDATIONS:

- Encourage housing for the elderly and handicapped at locations adequately served by public transportation, shopping, and community facilities.
- Encourage joint community and County and State government participation in housing improvement activities organized to preserve the quality of existing housing and neighborhoods.
- Encourage the development of innovative housing and a variety of housing types for all income ranges.

UNDEVELOPED LAND

There are approximately 318 acres of undeveloped land that could develop in the White Oak Master Plan area. Of these, approximately 170 acres comprise parcels less than an acre in size scattered throughout the Master Plan area. There are only a few large undeveloped land areas in the White Oak Master Plan area that could be considered for development.

OBJECTIVE:

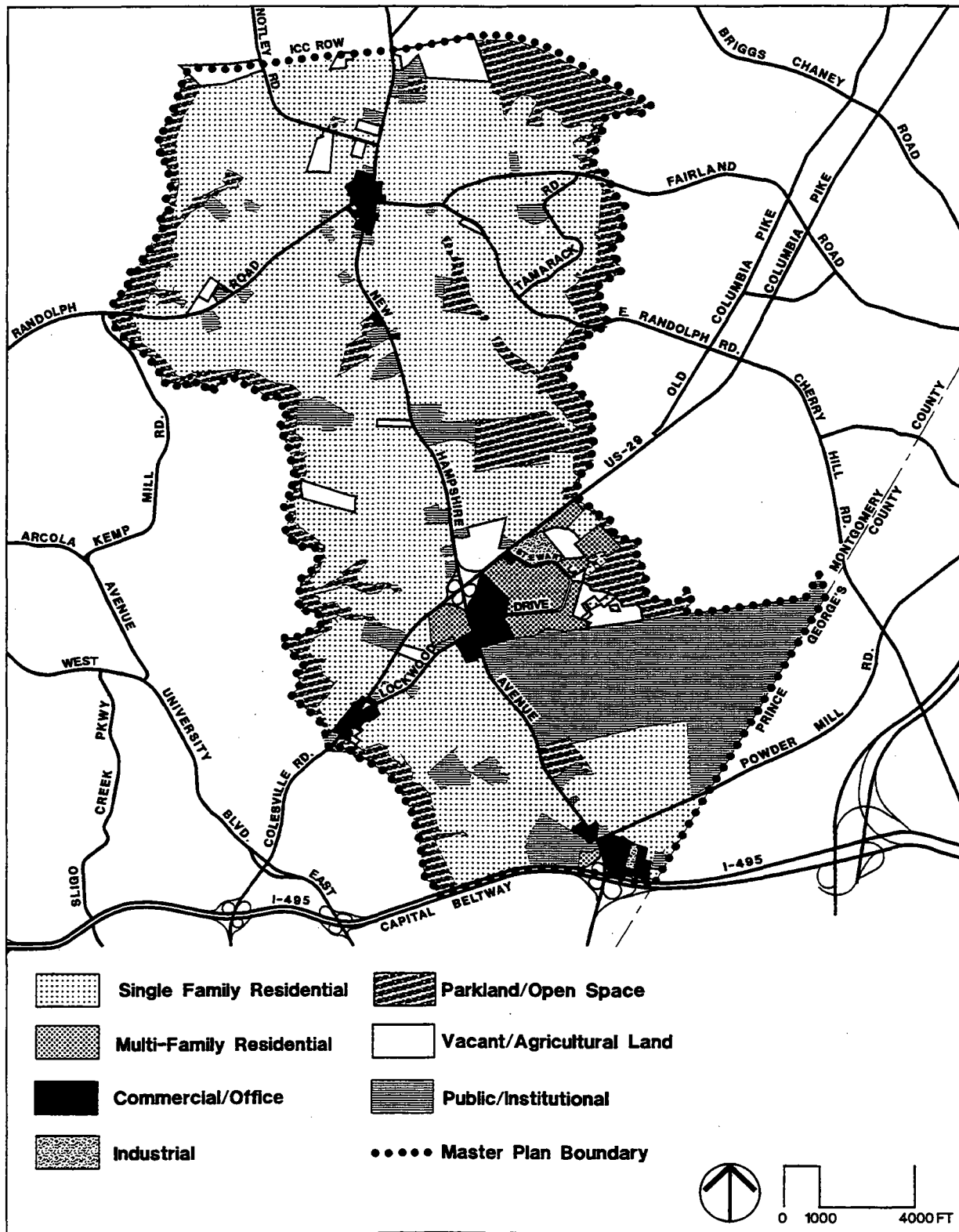
Encourage the development of vacant parcels to be compatible with the surrounding neighborhoods and to achieve the goals and objectives of this Plan. (See Figure 11, page 21.)

RECOMMENDATIONS:

- Encourage compatibility with surrounding neighborhoods when infill residential development occurs on undeveloped lots that are 5 acres or less in size, and are located within existing residential neighborhoods of single-family detached housing.
- Maintain existing R-200 (residential, one-family) zoning on the 12 acres of undeveloped property located west of the Holy Family Seminary on Randolph Road. This property is bordered by single-family detached residential development and should remain zoned for detached single-family residential use. A special exception has been approved for senior citizen housing on this property.

EXISTING LAND USE

FIGURE 10



- The Milestone Drive properties located at the intersection of US 29 and New Hampshire Avenue consist of 37 developable acres controlled by seven owners. Properties range in size from .5 to 22.7 acres. This site is appropriate for a mix of single-family detached units and single-family attached units. Detached units should be located within the northern end of the properties to provide a compatible transition to the existing residential neighborhoods and townhomes should be located near the intersection of US 29 and New Hampshire Avenue. To achieve this mix and location of units, the Plan recommends R-90 zoning for the northern and largest parcel and R-90/TDR at a density of six units per acre for the southern six parcels.

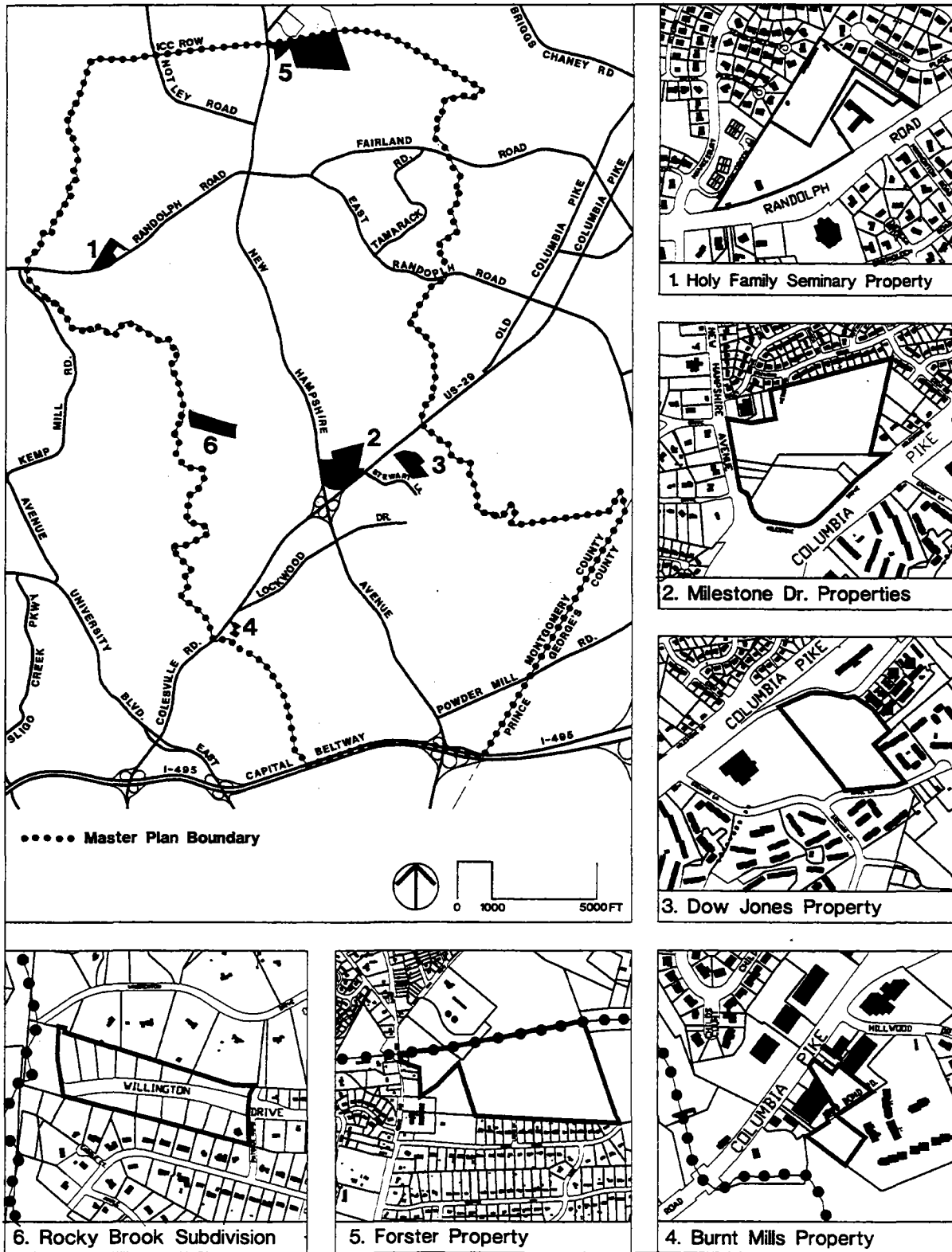
The Zoning Ordinance requires that development using TDRs at this recommended density achieve compatibility with existing adjacent neighborhoods and it sets out guidelines for development in areas of TDR developments that adjoin single-family neighborhoods. In reviewing a site plan for development of the Milestone property, the Planning Board should assure that the standards are met and that an adequate level of compatibility is achieved. This may mean reducing the number of units allowed under the zone. Appropriate noise buffering should be considered to serve the entire site.

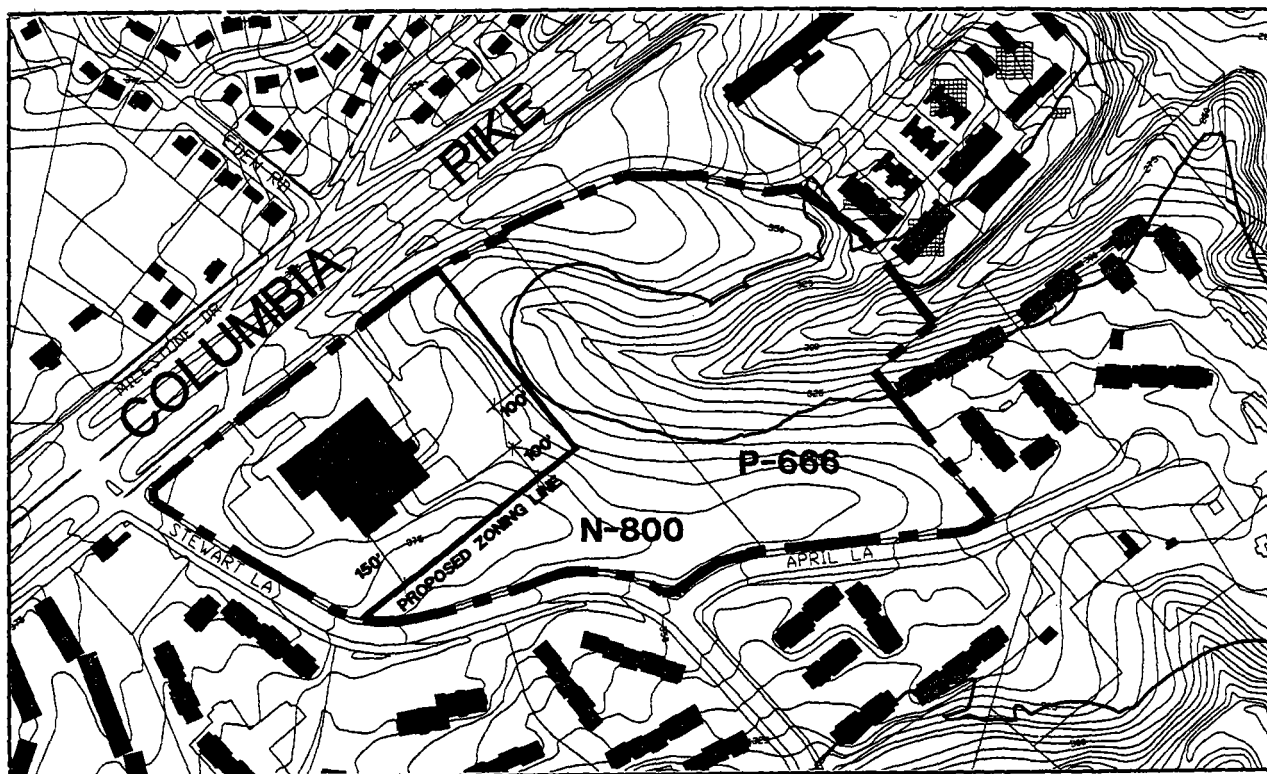
Pedestrian and bicycle access to the White Oak Library, located to the north of the properties, should be provided. Special attention should be given to mitigating the effects of noise from US 29 and New Hampshire Avenue. A network of secondary residential streets, which would discourage cut-through traffic, should be developed connecting New Hampshire Avenue to US 29 at Stewart Lane (see Transportation Chapter, page 48).

- Rezone 2.4 acres of undeveloped property located on US 29 in the Burnt Mills business area from C-2 (general commercial) to C-4 (limited commercial) to encourage the development of low-intensity, highway-oriented commercial uses. The C-4 zone permits office use as well as commercial uses that will be compatible with the office development across the street. (See recommendations for the Burnt Mills Commercial Center, page 36.)
- The 104.72-acre Forster property on Cape May Road (which lies partially in the White Oak Planning Area and partially in the Cloverly Planning Area and is in the Special Protection Area) has been purchased to help protect environmental resources and improve resource management in this part of the watershed. (See Environmental recommendations on page 81.)
- Rezone the vacant Dow Jones parcel 666 (15.76 acres) and a portion of the developed parcel N-800 (8.94 acres of 19.74 acres) located on Old Columbia Pike, from I-3 (technology and business park) to RT-6 (residential, townhouse) to achieve a compatible transition to the surrounding existing residential properties, to add variety to the housing types in the area, and to provide protection of the stream valley. This Plan recommends that a 50-foot forested buffer be retained on the I-3 property along the property line border with the RT-6 zone to ensure compatibility with future residential development. (See Figure 12.)
- The Rocky Brook Park subdivision at the western end of Willington Drive consists of 12 recorded but undeveloped lots located on a steep, wooded stream valley that drains to Northwest Branch. Although the subdivision approvals were obtained in 1945 and the lots recorded, the lots will be very difficult to develop under current standards for environmental protection and street construction. While these recorded lots will be exempt from some current environmental standards that would normally apply at the time of subdivision, floodplain and wetlands issues must still be addressed at the time of permitting. Building permits must be obtained from the County Department of Permitting Services. The County Department of Permitting Services is responsible for issuing permits for public road construction and driveways. Although Willington Drive is shown on the existing plat as providing access for these lots, it is unlikely that the road can be built due to its location in the stream valley and this may further constrain the ability of the property owners to develop these lots.

LOCATION OF UNDEVELOPED PARCELS

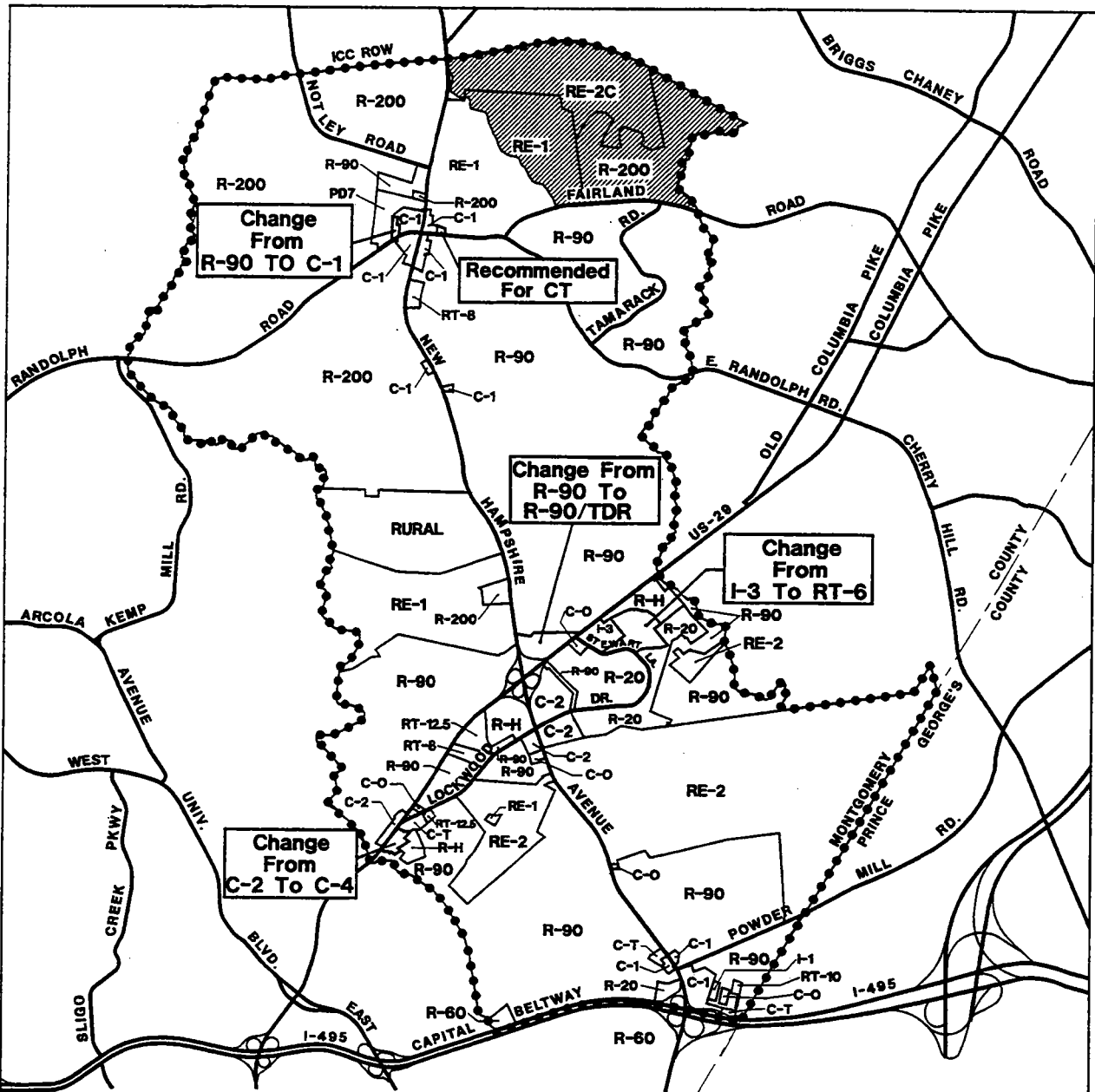
FIGURE 11



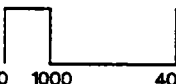




It will also be difficult to build a private road due to sedimentation and soil disturbance requirements and other limitations in the floodplain area.

- Maintain the residential character on undeveloped land located next to the Colesville Commercial Center. If special exception uses are found to be appropriate, existing zoning should remain in place (see Figure 9, page 17). Development should be compatible with the adjoining residential areas, and care should be given to traffic circulation and any off-street parking.



RURAL Rural	RT-12.5 Residential, Townhouse	C-4 Limited Commercial
RE-2 Residential, One-Family	PD-7 Planned Development Residential	I-1 Light Industrial
RE-2C Residential, One-Family	R-20 Multiple Family Residential, (Medium Density)	I-3 Technology And Business Park
RE-1 Residential, One-Family	R-H Multiple Family Residential (High Rise)	 Paint Branch Environmental Overlay Zone
R-200 Residential, One-Family	C-T Commercial, Transitional	..... Master Plan Boundary
R-90 Residential, One-Family	C-O Commercial, Office Building	
R-60 Residential, One-Family	C-1 Convenience Commercial	
RT-6 Residential, Townhouse	C-2 General Commercial	0 1000 4000 FT
RT-8 Residential, Townhouse		
RT-10 Residential, Townhouse		

SPECIAL EXCEPTIONS

Special exception uses, as identified in the Zoning Ordinance, may be approved by the Board of Appeals if they meet the standards, requirements, and the general conditions set forth in the Zoning Ordinance. The Zoning Ordinance provides that the Board of Appeals may deny special exceptions if there is an excessive concentration of such uses in an area or if the uses are inconsistent with the Master Plan recommendations.

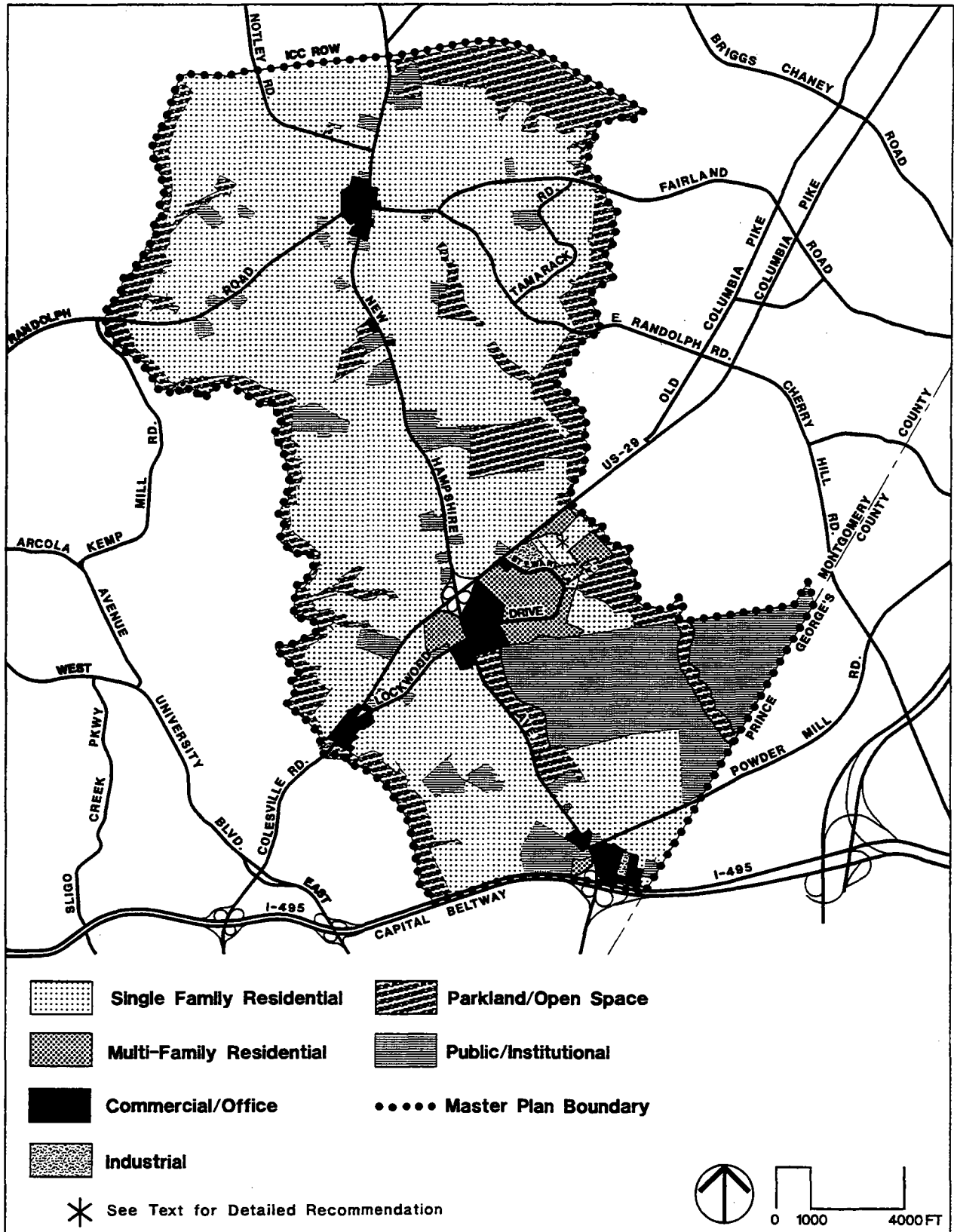
Excessive concentration of special exception uses and non-residential uses along major transportation corridors should be avoided. Sites along these corridors are more vulnerable to over-concentration because they are more visible. This is especially a concern along New Hampshire Avenue, Randolph Road, and Powder Mill Road.

OBJECTIVE:

Evaluate new requests for special exception uses and their impact on the character and nature of the residential neighborhoods in which they are proposed.

RECOMMENDATIONS:

- Require new requests for special exception uses along major transportation corridors and in residential communities to be compatible with their surroundings. Front yard set-back should be maintained.
- Avoid front yard parking because of its commercial appearance. Side and rear parking should be screened from view of surrounding neighborhoods.
- Require new buildings or any modification or additions to existing buildings to be compatible with the character and scale of the adjoining neighborhood.
- Avoid placing large impervious areas in the Paint Branch watershed due to its environmental sensitivity



COMMERCIAL CENTERS

The commercial centers provide a range of goods and services to meet the needs of the community. They function as places where neighbors can meet and enjoy a greater sense of community. They also contribute to the community's sense of place and identity in that they are highly visible centers, located along major roadways, and provide a focus for commercial activity.

OBJECTIVE:

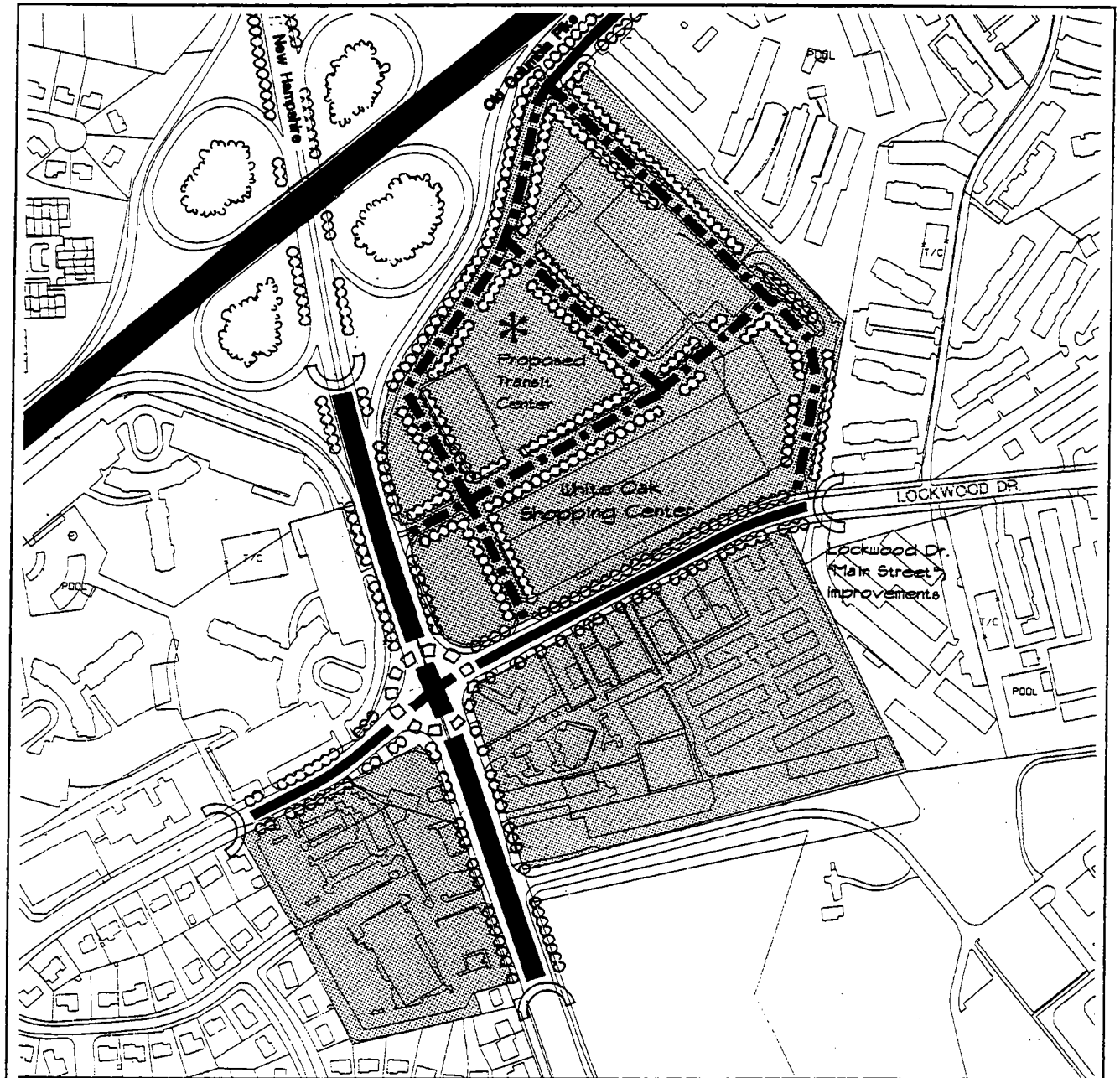
Provide guidance for future improvements and development within the commercial centers to strengthen community identity, enhance one's sense of place at the pedestrian scale, and best serve the needs of the community.











RECOMMENDATIONS:

- Promote retail and pedestrian activity along streets within commercial centers.
- Encourage civic spaces such as plazas, park areas, or seating areas within shopping areas to promote social interaction and improve a sense of community. These spaces should be well furnished with benches, lighting, and other appropriate special features to encourage public use.
- Provide landscape screening within the setbacks required by the Zoning Ordinance for commercial properties that abut residential properties when redevelopment or new development occurs. Landscape screening should be used in conjunction with fences or walls and low, non-glare lighting fixtures to ensure compatibility with abutting residential areas.
- Provide landscaping as required by the Zoning Ordinance within the parking areas of commercial areas when redevelopment or new development occurs. Such landscaping should be primarily tall shade trees to increase the amount of greenery and shade while not obstructing storefronts and low level signage.
- Review signage, at the time of development review, to reduce visual clutter and to improve pedestrian and vehicular sight distance.
- Require adequate sidewalks with landscaping and amenities within commercial areas to improve pedestrian connections to off-site destinations when development or redevelopment occurs.
- Provide bus stops with bus shelters and trash receptacles within the commercial centers to provide for pedestrian comfort and to encourage ridership.
- Provide street trees and adequate sidewalks on all public streets within commercial centers when street improvements, development, or redevelopment occurs.

WHITE OAK COMMERCIAL CENTER

FIGURE 15



- | | | | |
|---|---|---|---|
|  | Major Highway - US 29 |  | Pedestrian Improvements |
|  | • New Hampshire Ave. |  | Streetscape -
Sidewalks & Street Trees |
|  | • Lockwood Drive
• Old Columbia Pike |  | Landscape Areas /
Buffer Areas / Natural Areas |
|  | Internal Private Streets |  | Gateway Locations |
| | |  | Public Facilities |
| | |  | Commercial Center |

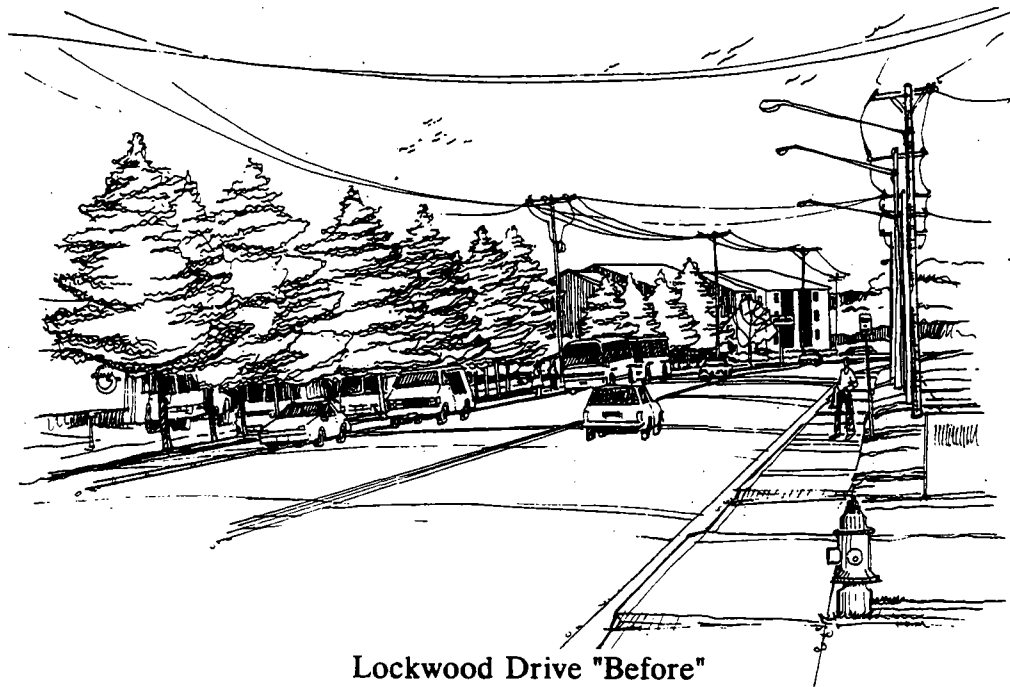


WHITE OAK COMMERCIAL CENTER

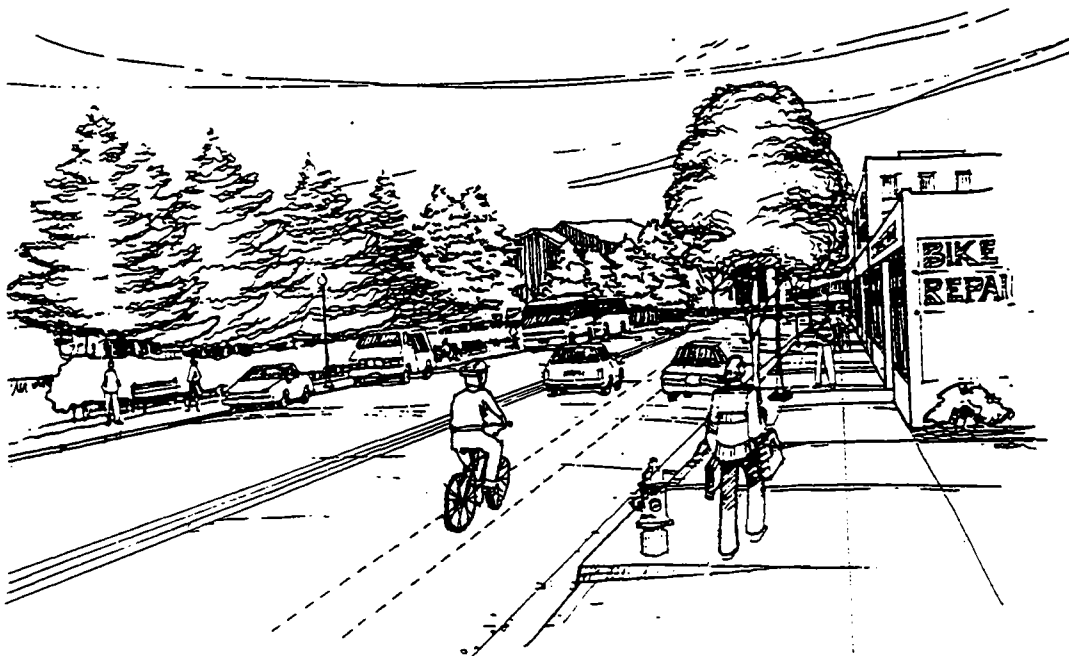
The White Oak Commercial Center is the largest center in the White Oak Master Plan area with approximately 48.4 acres and 954,917 square feet of development. (See Figure 15, page 27.) The center contains a mix of uses, including medical and professional offices, a health club, a Sears, Roebuck and Co. Department Store and Automotive Center, a variety of local retail stores, restaurants, and a grocery store.

RECOMMENDATIONS:

- Maintain the current boundary of commercial zoning.
- Encourage a "Main Street" form of development along the south side of Lockwood Drive across from the White Oak Shopping Center when redevelopment occurs. (See page 51.) A "Main Street" form of development is characterized by a mix of uses located in low-rise buildings oriented to the public sidewalk that creates a storefront shopping experience. Off-street parking is located in the rear or on the side of the property. (See Figure 16, page 29.)
- Recommend the consolidation of driveway access and encourage inter-connected parking lot facilities along the south side of Lockwood Drive when redevelopment occurs.
- Create a network of internal streets with sidewalks and defined parking areas within the White Oak Shopping Center when redevelopment or new development occurs to improve traffic circulation and pedestrian safety. (See Figure 15, page 27.)
- Investigate the feasibility of a transit center within the White Oak Shopping Center to increase transit service to this major commercial center and the surrounding residential neighborhoods. (See Transportation Chapter, page 40.)
- Study opportunities to expand existing medians to accommodate street trees and to increase pedestrian refuge areas.



Lockwood Drive "Before"



Lockwood Drive "After"

COLESVILLE COMMERCIAL CENTER

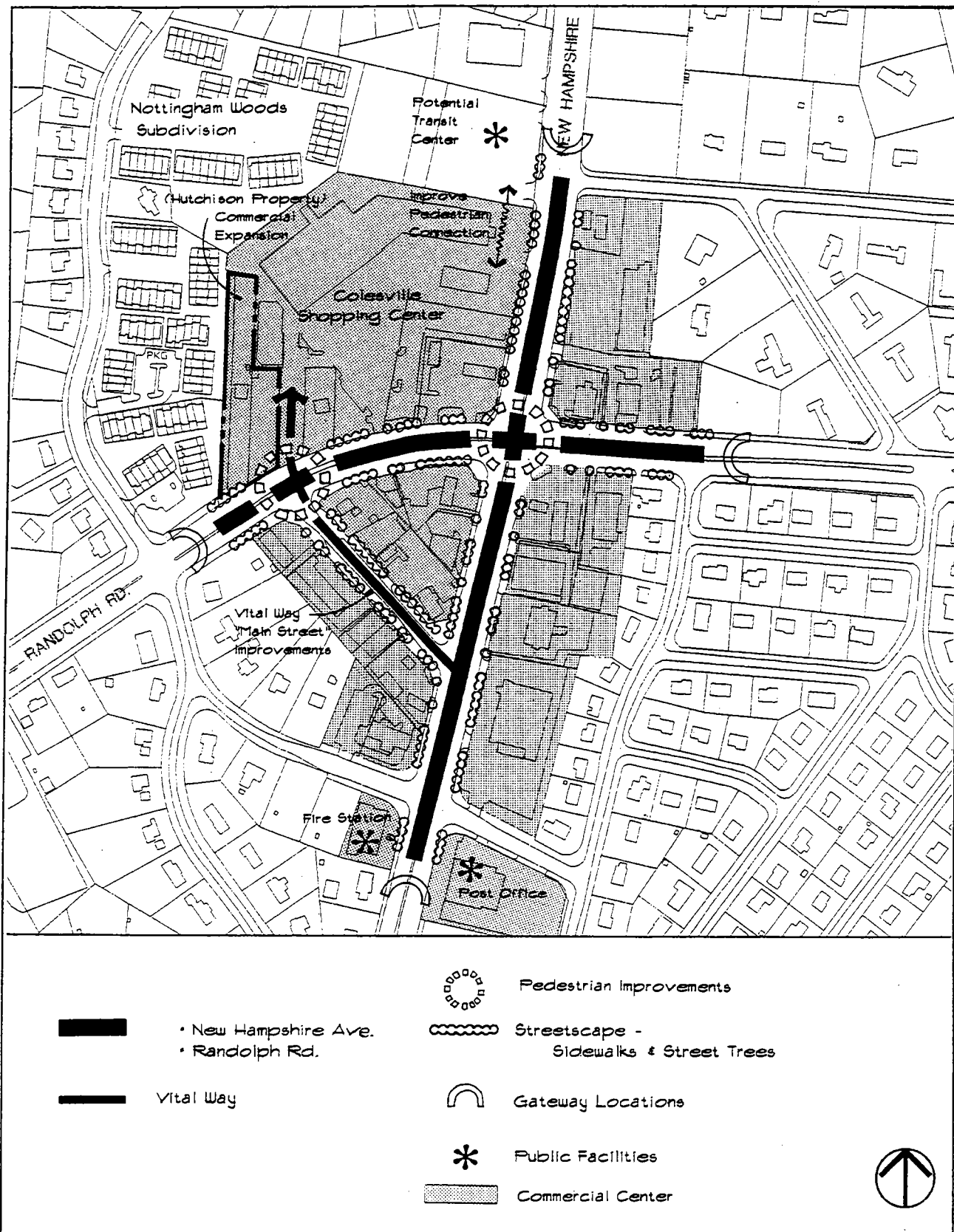
The Colesville Commercial Center is primarily a local, neighborhood retail center with some office space, a post office, and a park-and-ride facility. (See Figure 17, page 31.) The commercial center is 20.7 acres in size and has approximately 215,457 square feet of development. The majority of properties have been commercially developed. There is an opportunity for some new development and re-development to occur in the southwest quadrant of New Hampshire Avenue and Randolph Road. This center has over 15 acres of C-1 (convenience commercial) zoning.

RECOMMENDATIONS:

- Maintain current boundary of commercial zoning with the exception of adding the residential property (known as the Hutchison Property) located on Randolph Road, between the Nottingham Woods subdivision (Morningside) and the Colesville Shopping Center. (See Figure 17, page 31.)
- Rezone the 1.0-acre Hutchison Property (Parcels 43, 66, and 67) from R-90 (residential, one-family) to C-1 (convenience commercial.) This property should be the boundary between the commercial and residentially zoned property along Randolph Road. The 1961 *Upper Northwest Branch Watershed Plan* designated this property commercial. The 1981 Master Plan recommended residential zoning with a C-T (commercial, transitional) zoning option. Since 1981, townhouse development has occurred next to the property and the commercial center to the east has expanded. This Plan finds that the surrounding zoning (PD-7 [planned development] to the west and C-1 to the north and east) precludes reasonable use of the land under R-90 zoning. Commercial development on the Hutchison Property should occur in a manner that is compatible and integrated with the shopping center.
- Integrated development with the existing shopping center next door is desirable and, should it occur, the combined center should have consolidated parking and a single access point that is aligned with Vital Way. In any event, it is anticipated that development of this property in the C-1 zone will require Planning Board approval of a site plan. (A zoning text amendment to clarify that site plan is required for this property will be considered by the Council shortly after adoption of this Plan.) In evaluating the site plan application, particular attention should be paid to achieving the maximum level of compatibility with adjacent residences. Buildings and parking facilities themselves should be located to provide the maximum level of compatibility with neighboring residences. Required green space should be used in part to provide a buffer between residential uses and commercial parking. The development should provide for the maximum possible buffer between the adjacent residential development and the buildings and parking on this property. In no event should this buffer be less than 15 feet. Loading docks should be oriented away from residential property.
- A 0.862-acre lot immediately east of the commercial area is suitable for the Commercial Transition Zone, if satisfactory levels of compatibility with the adjacent residential community can be achieved. The Sectional Map Amendment filed in conjunction with this Plan will reconfirm existing zoning. The property owner may then apply for the Commercial Transition Zone through the Local Map Amendment process. This Plan encourages submission of a Schematic Development Plan for this property. In this way, the application can be reviewed on its own merits and appropriateness. Site plan review of this property will enable careful evaluation of building character, design and location, parking location and design, green space location and other issues of compatibility.

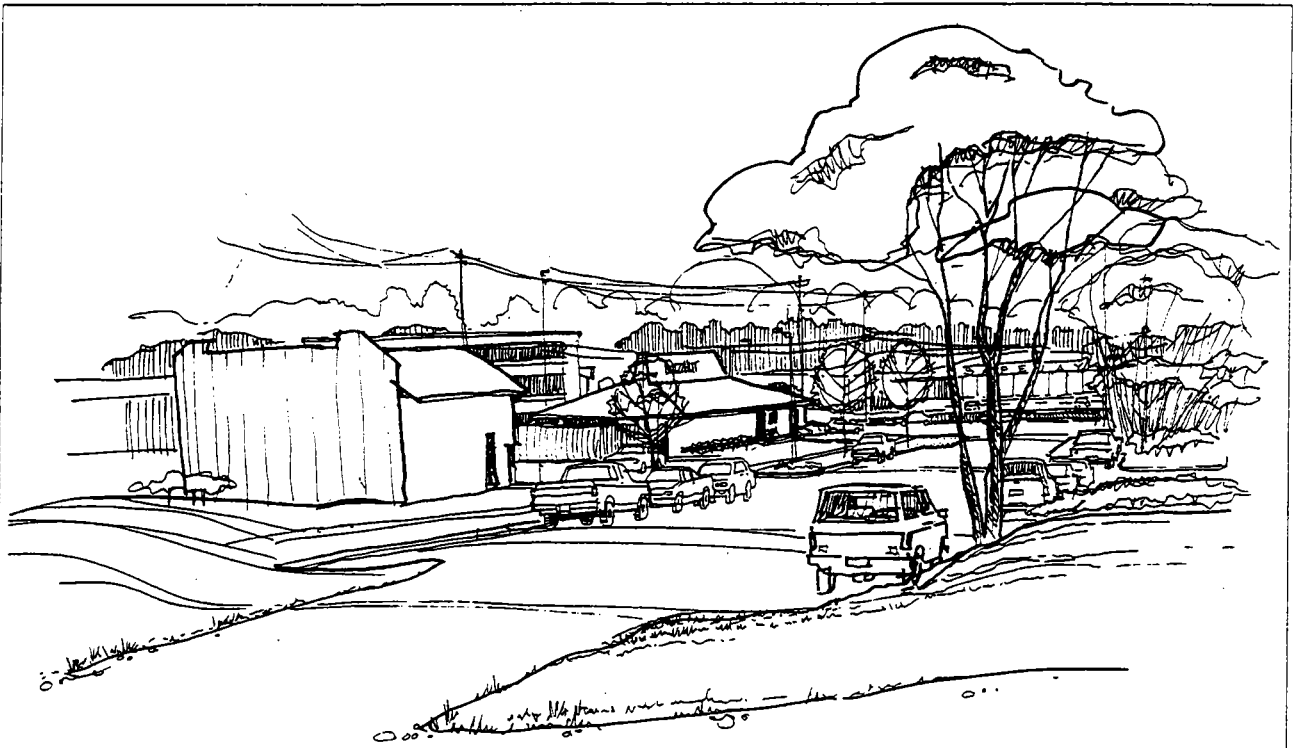
COLESVILLE COMMERCIAL CENTER

FIGURE 17

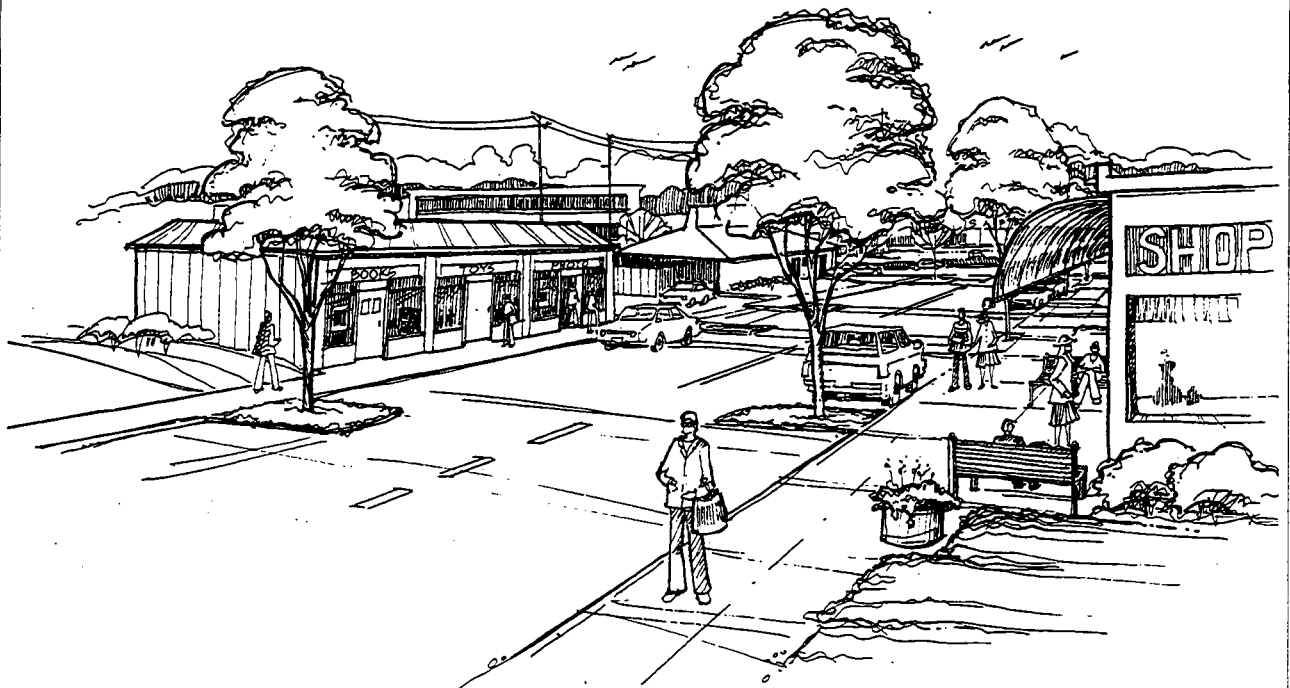


This Plan encourages development of offices with a residential design and character for this property, to provide compatibility between commercial and residential uses and cautions that compatibility issues may make the full floor area ratio impossible to achieve. Any building or buildings and parking should be located to minimize the impact on adjacent residential properties. Substantial landscaped screening should be located within required parking and building setbacks on all sides of the property to provide a sufficient buffer between residential and commercial properties. Access to the site should be designed to minimize turning movements.

- Require properties along Vital Way in the southwest quadrant of New Hampshire Avenue and Randolph Road to develop or to redevelop in a manner that provides a more unified, "Main Street" form of development. (See Figure 18, page 33.)
- Improve vehicular and pedestrian access between the Colesville Shopping Center and commercial properties along Vital Way. (See Transportation Chapter, page 48 and page 49.)
- Support a transit center at Colesville, next to the existing park-and-ride lot if future demand warrants construction. The transit center should be architecturally compatible with the Colesville Shopping Center. The pedestrian connection between the shopping center and the transit center should be enhanced to increase pedestrian convenience. (See Transportation Chapter, page 40.)



Vital Way "Before"



Vital Way "After"

HILLANDALE COMMERCIAL CENTER

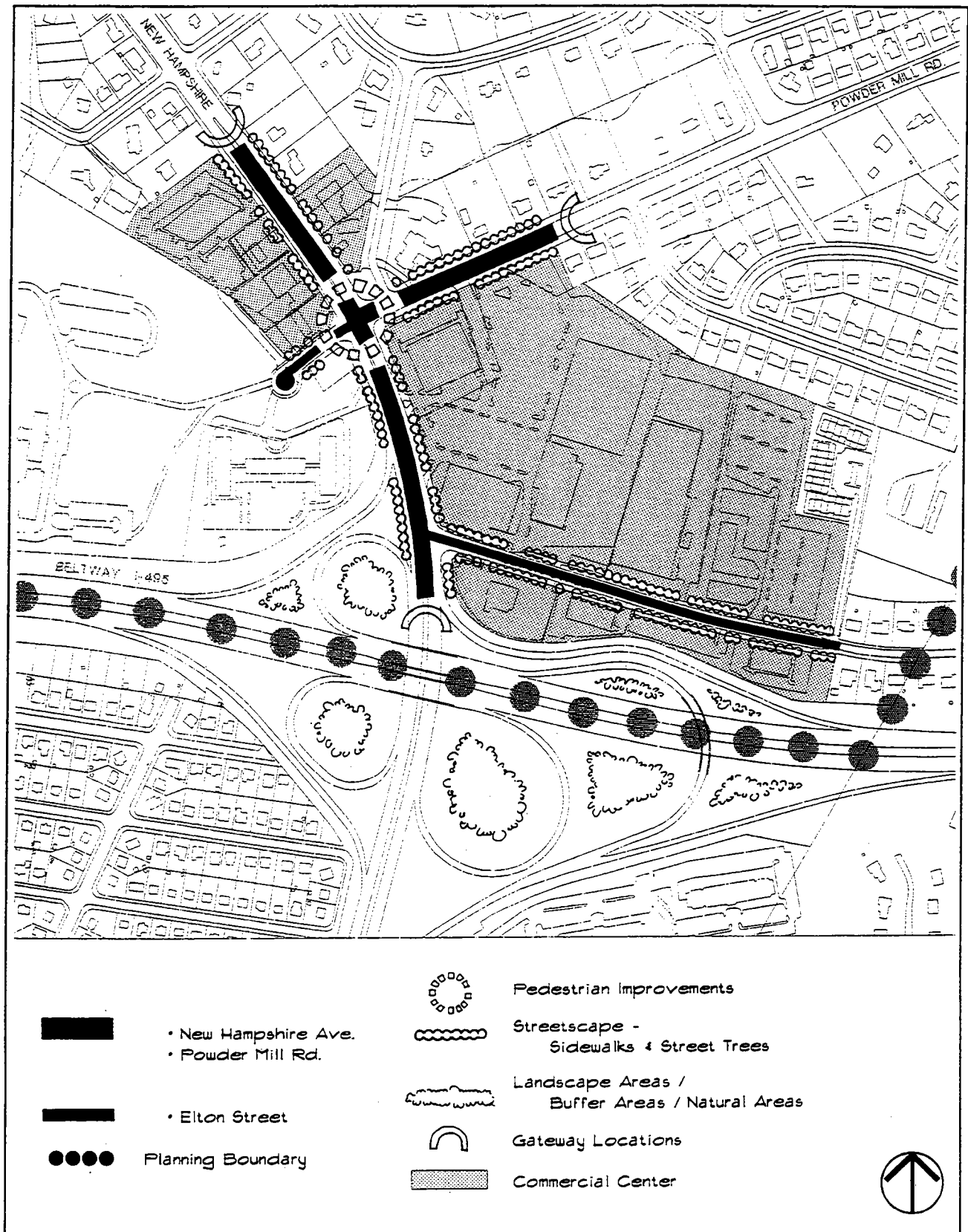
The Hillandale Commercial Center is primarily a local, retail center with a significant amount of office use. (See Figure 19, page 35.) The center is 31.4 acres in size and has approximately 523,460 square feet of development. There is little opportunity for growth in this center, although redevelopment of older office and retail buildings may occur. This center has over 15 acres of C-1 (convenience commercial) zoning.

RECOMMENDATIONS:

- **Maintain current boundary of commercial zoning.**
- **Provide planting improvements in coordination with the Hillandale community for the existing garden located at the corner of Powder Mill Road and New Hampshire Avenue.**
- **Require properties along both sides of New Hampshire Avenue north of the Powder Mill Road intersection to redevelop in a manner that provides a more unified, functional, and attractive "Main Street" form of development.**

HILLANDALE COMMERCIAL CENTER

FIGURE 19



BURNT MILLS COMMERCIAL CENTER

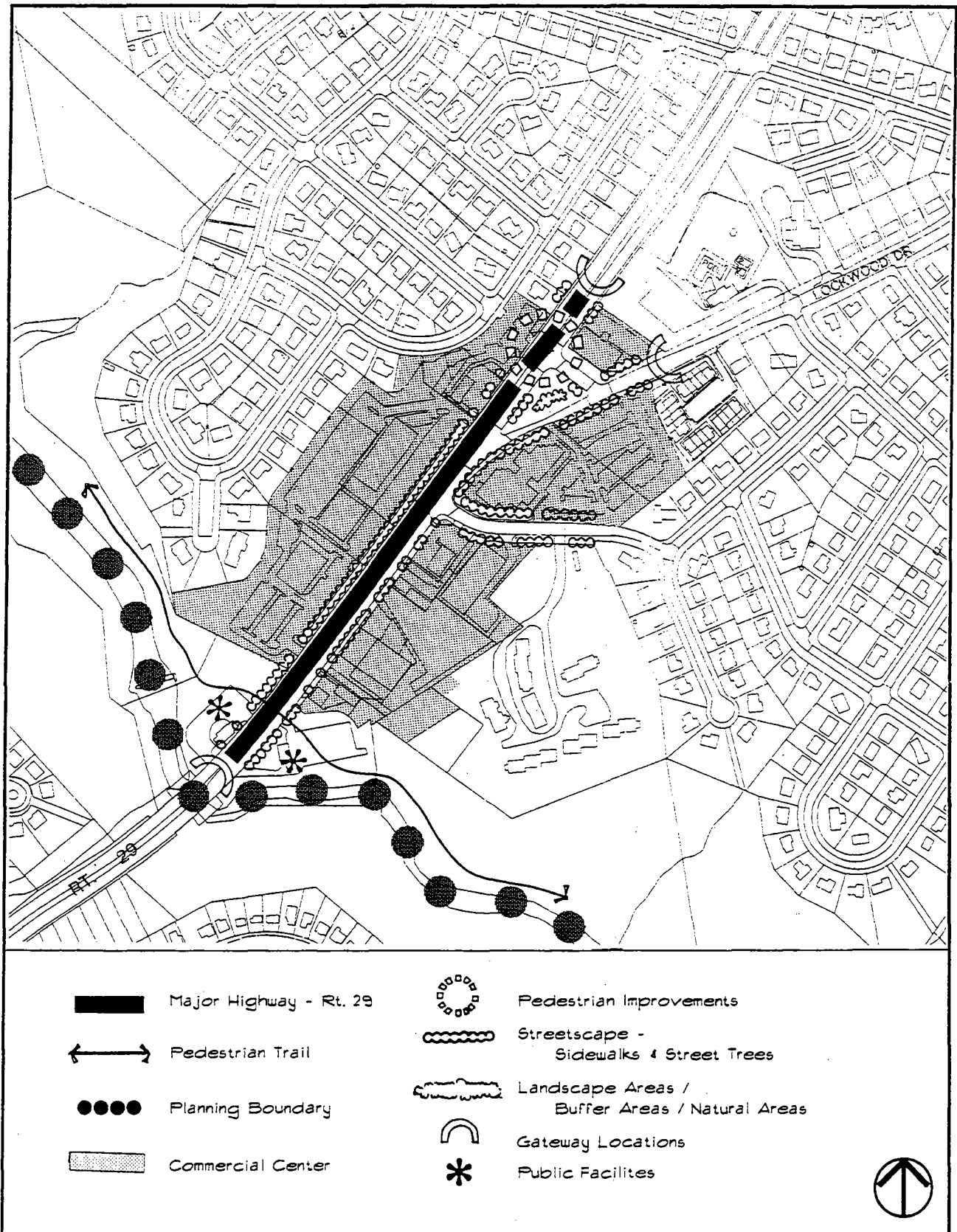
The Burnt Mills Commercial Center is a highway-oriented retail area with a significant amount of office space. (See Figure 20, page 39.) The center is 17.6 acres in size and has approximately 432,749 square feet of commercial space. The local vehicular access within this area is limited to US 29. Pedestrian circulation is very poor along US 29. Opportunities for redevelopment exist for properties along the downstream side of US 29 directly across from properties currently occupied by Manor Care International. Due to Manor Care International's expansion needs, they will be relocating over the next two years to the National Geographic Buildings in Gaithersburg. This Plan recommends that the Manor Care International properties on the North-West side of US 29 retain their C-2 zoning and that they would be suitable for office use in the future. Under the C-2 zoning the existing office buildings cannot be expanded further.






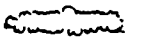



RECOMMENDATIONS:

- Maintain current boundary of commercial zoning.
- Encourage assembly and redevelopment of properties along the downstream side of US 29 to reduce curb cuts and achieve a more unified form of development.
- Rezone 5.88 acres of C-2 (general commercial) property located on the southeast side of US 29 to C-4 (limited commercial.) This area is made up of numerous small lots that are shallow in depth because of topographical constraints and is heavily impacted by US 29. Most of this land has existing development on it; however, there are 2.4 acres of undeveloped property. The C-4 zone would encourage orderly grouping and development of low-intensity, highway-oriented commercial uses as development and redevelopment occurs. This zone would help control and limit the number of access points along US 29. As this area redevelops, including park use of the WSSC properties, pedestrian crossing of Colesville Road must be addressed for safety and trail continuity. (See Transportation Chapter, page 55.)

BURNT MILLS COMMERCIAL CENTER

FIGURE 20



- | | | | |
|---|------------------------|---|---|
|  | Major Highway - Rt. 29 |  | Pedestrian Improvements |
|  | Pedestrian Trail |  | Streetscape -
Sidewalks & Street Trees |
|  | Planning Boundary |  | Landscape Areas /
Buffer Areas / Natural Areas |
|  | Commercial Center |  | Gateway Locations |
| | |  | Public Facilities |



GENERAL

OBJECTIVE:

Protect and strengthen existing neighborhood character and pattern of land use.

RECOMMENDATIONS:

- Retain the existing zoning designations in residential neighborhoods.
- Protect residential neighborhoods from commercial intrusion by continuing a clear delineation between residential and non-residential areas, and encouraging landscaping or other physical separation between residential neighborhoods and non-residential uses. Discourage rezoning of residential property for commercial use.
- Protect existing residential neighborhood character by discouraging cut-through traffic.
- Determine whether paper streets (designated rights-of-way that have never been constructed) are needed to provide safe and efficient movement of local traffic. Consider abandonment of unnecessary paper streets or use of the rights-of-way as potential pedestrian and bicycle connections between neighborhoods. (See Transportation Chapter, page 54.)
- Encourage new residential development within residential neighborhoods that is compatible with surrounding neighborhoods and community.
- Preserve and protect historically significant sites and structures that foster a sense of community identity. (See Historic Preservation Chapter, page 89.)

V. TRANSPORTATION

The transportation network in the White Oak Master Plan area functions to serve both local traffic circulation and passage for traffic moving through the Master Plan area to destinations in the larger region. Generally, the White Oak Master Plan area network consists of three major through roads connecting the communities to each other and to the surrounding region and a network of residential streets that branch out into the adjoining neighborhoods. There are a limited number of street connections between neighborhoods and through roads.

For this Master Plan, future traffic was forecast and analyzed to determine what transportation improvements will be necessary in the future. Details regarding this analysis can be found in the *Transportation Report for the Eastern Montgomery County Master Plan Areas*. This Plan assumed the Intercounty Connector (ICC) alignment shown in the 1981 *Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*. If this alignment is not selected, then this Plan and other master plans will be amended accordingly.

The current roadway network conditions in the White Oak Master Plan area are generally congested. Key intersections function at congested levels of service and the area-wide average for all roadway links is outside the acceptable limits for the current Annual Growth Policy (AGP). These conditions are due to a restricted roadway network, limited level of transit service and use, and development occurring in the surrounding region. It is anticipated that current congestion will increase and necessitate additional capacity. One important way to address this problem is to increase the use of alternative modes of travel such as transit, carpools, walking, and bicycling. This Plan recommends actions that increase the transportation options open to residents and improve overall circulation. It is understood that some of the recommendations will not occur within the 20-year life of this Plan.

This Plan recognizes that the concept from the 1981 Plan of establishing "transit serviceability" by increasing land use densities to support transit is no longer appropriate. Achieving the recommended balance between land use and transportation infrastructure will be difficult. Nevertheless, the White Oak area would achieve balance at build-out by implementing the zoning recommendations in this plan (which produce fewer trips than the 1981 Plan), building the proposed grade-separated interchange at US 29 and Stewart Lane, and improving transit service and complementary measures resulting in increased transit use.

The Transportation Plan in the White Oak Master Plan also recognizes that communities are truly "livable" when their residents can move easily among home, work, school, shopping, and recreation activities. Improvements to the roadway system can contribute to livability by providing safe, convenient, and attractive circulation to community destinations by all modes of transportation. Improved streetscape character will encourage pedestrian circulation, enhance adjacent properties, and contribute to the economic vitality of the community.

TRANSPORTATION GOAL

Improve the convenience and safety of all modes of travel within and through the White Oak Master Plan area. Improvements should enhance, not disrupt, neighbor-hood character.

TRANSIT SERVICE

A community can be greatly enhanced through transit coverage that allows people to reach destinations around the region without driving a car. Transit serves the White Oak Master Plan area by bus routes along its major highways — New Hampshire Avenue, US 29, and Randolph Road. These routes provide regional access via

the Silver Spring, Wheaton, and Fort Totten Metro stations and will link the White Oak Master Plan area to the Glenmont Metro station when it opens. Currently, the bus network focuses on transporting people to Silver Spring where they either work or transfer to Metrorail service to Washington D.C. or buses bound for Bethesda and other western County work locations. The importance of a transit link to Silver Spring will increase as the congestion on US 29 increases. In addition, there is an increasing amount of employment in other areas of the County that will drive the need for expanded cross-County transit service.

Another factor relating to transit use is accessibility. Many White Oak Master Plan area neighborhoods have winding roads ending in culs-de-sac, making them difficult to serve by transit. Transit centers, providing centrally located, pedestrian-friendly places to access transit vehicles, can provide White Oak Master Plan area neighborhoods with more convenient transit access. If demand reaches an appropriate level, local feeder bus routes connecting the neighborhoods to the transit centers may be feasible. Figure 21 on page 41 shows existing bus coverage in the White Oak Master Plan area.

OBJECTIVE:

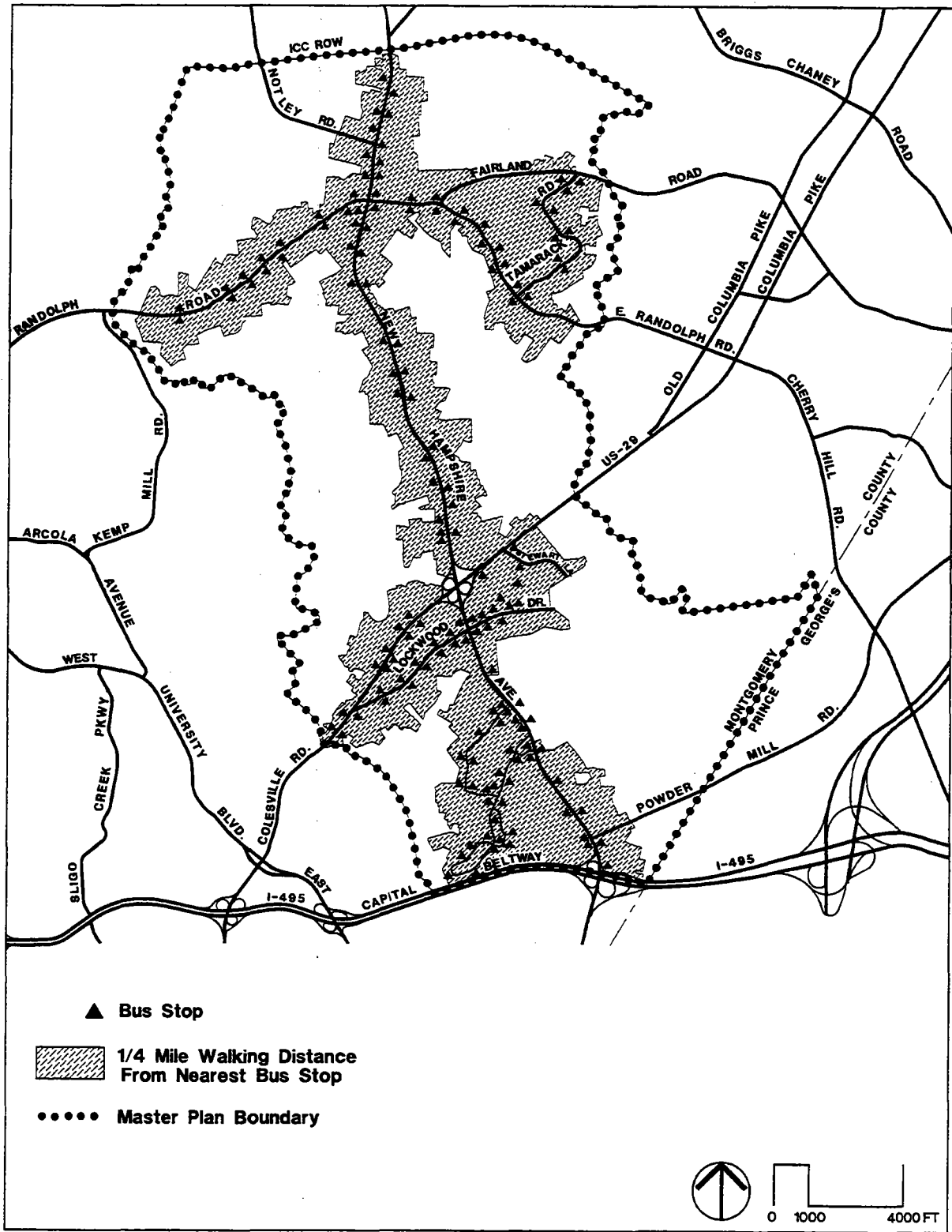
Increase use of carpools and transit within and through the White Oak Master Plan area by providing services and facilities and establishing policies that encourage their use.

RECOMMENDATIONS:

- Work toward a long-term solution for significantly improving transit along US 29. Based on current demand projections, a substantial improvement to transit should be provided between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center). (A discussion of transit and US 29 is found in the *Transportation Report for the Eastern Montgomery County Master Plan Areas*.)
- Investigate the feasibility of a transit center in the White Oak Shopping Center. A transit center provides convenient access to bus routes and other transit for nearby residents, employees, and shoppers, thus forming part of Montgomery County's strategy to provide opportunities to use transit. The White Oak Shopping Center offers substantial potential for such a facility as it would provide convenient transfers between routes on US 29 and New Hampshire Avenue. Use of the center would also increase with major transit improvements along US 29. Waiting areas, commuter parking, and other amenities could be included, depending on the scale of the project. Special design treatments such as special paving and lighting, increased landscaping, benches, and other amenities to encourage use should also be considered.
- Support a transit center at Colesville if future demand warrants construction. The DPW&T has recently completed a study indicating that the current usage is not sufficient to justify the construction of a transit center in Colesville at this time. However, as the bus and transit network develops, it may be found to be worthwhile and feasible in the future. (See Land Use and Zoning Plan chapter, page 34.)
- Monitor, through a special study, the need to expand bus service in the White Oak Master Plan area to provide coverage for neighborhoods where residents must walk more than a quarter-mile to the nearest bus stop. (See Figure 21, page 41.)
- Monitor, through a special study, the demand for express bus routes between transit centers and areas of major employment within and outside the County. Transfer points should be identified at express route crossing points where people can easily transfer among express and local feeder routes.

EXISTING BUS SERVICE COVERAGE AREA

FIGURE 21



- Remove the 1981 Master Plan recommendation for a park and ride lot and optional office development in the northeast quadrant of US 29 and New Hampshire Avenue. The White Oak Master Plan recommends this quadrant for single-family residential use (see page 48 and the Land Use and Zoning Plan chapter, page 22). The park and ride lot is more suited for the White Oak Shopping Center adjoining the recommended transit center. Bus routes are currently situated at the shopping center and a park and ride lot at the shopping center would allow people a convenient shopping trip on their way home. There is also a high concentration of garden and high-rise apartments within walking distance of the shopping center.
- Provide bus shelters and trash receptacles at all commercial centers and in residential areas that meet Division of Transit Services guidelines for minimum boarding and alighting. Landscaping is encouraged, where possible, to improve the users' experience while waiting for a bus and to enhance streetscape character.
- Improve access to transit by providing sidewalks leading to and along roadways served by transit. As mentioned, many White Oak Master Plan area neighborhoods are difficult to reach by bus. However, there are opportunities to improve pedestrian connections to the nearest bus stops by improving sidewalks and by constructing paths on unused rights-of-way. (See Pedestrian Circulation, page 54.)

TRANSPORTATION DEMAND MANAGEMENT

OBJECTIVE:

Manage transportation demand to achieve better system efficiency and reduce traffic generated by new and existing development under certain conditions.

RECOMMENDATIONS:

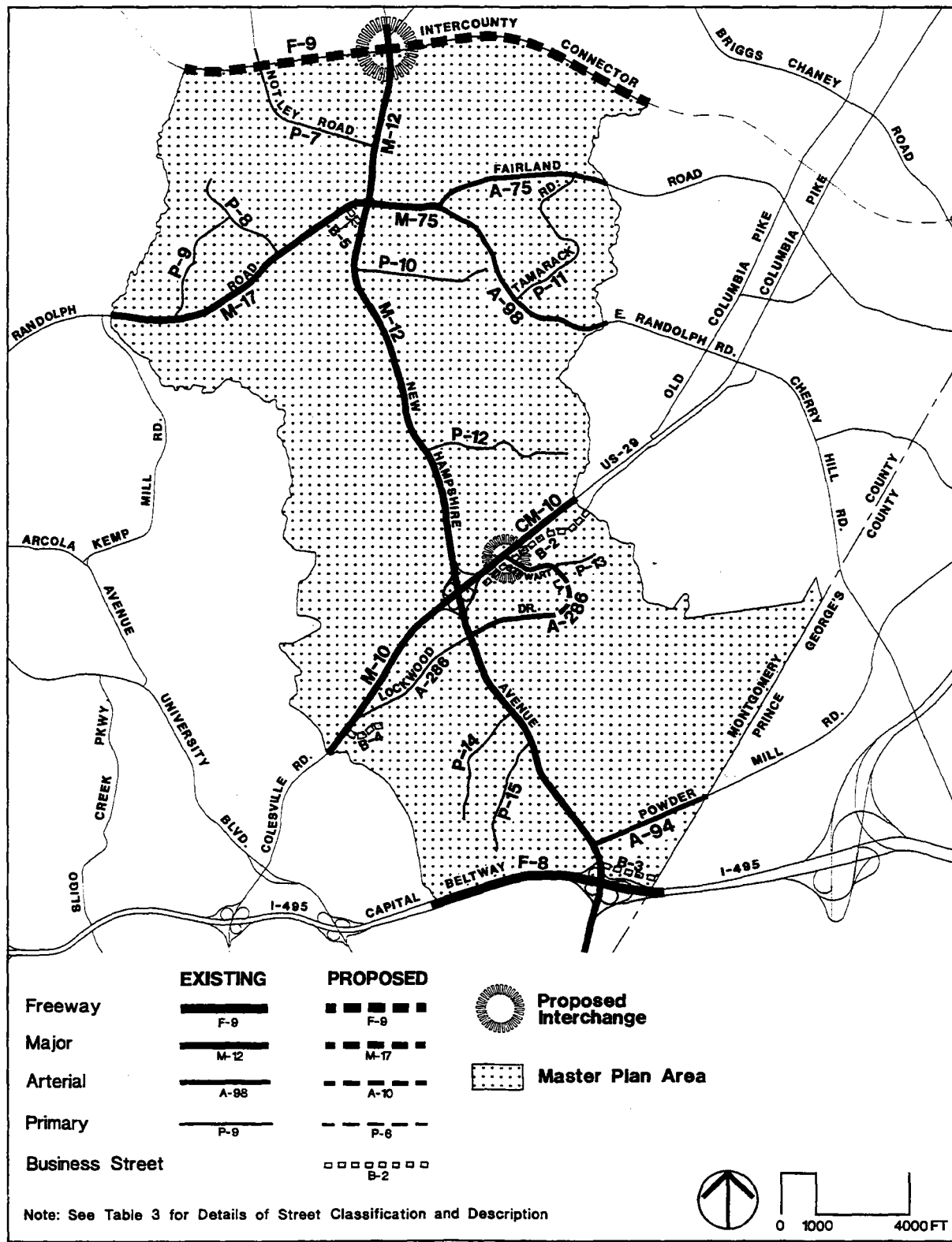
- Develop a Transportation Demand Management Program (TDM) to provide coordination, monitoring, and perhaps some programs for residents of the area and for patrons and employees of the commercial establishments in the eastern Montgomery County area. Monitoring will include both the use of ridesharing and traffic conditions at the key intersections and interchanges discussed in the US 29 section of this Plan. (See Road Network section—US 29.) The TDM could be much less extensive than the one currently used in the Silver Spring CBD and could make use of current resources such as the programs now provided by West*Farm under an agreement with the DPW&T.

The TDM could be a voluntary public/private partnership including State Highway Administration (SHA), DPW&T, employers, and civic associations in the US 29 area. The geographic extent of the TDM should extend to the Silver Spring policy area. Goals should include the following:

- Coordinate with the Silver Spring Central Business District program.
- Develop alternatives to single-occupancy vehicles during construction of segments of US 29.
- Promote the use of transit and ridesharing among employees and residents in the US 29 area.
- Coordinate park and ride lots and bus service.
- Monitor all trip mitigation programs on a periodic basis to evaluate effectiveness.

STREET AND HIGHWAY PLAN

FIGURE 22



ROAD NETWORK

The recommendations below address present and future traffic congestion problems in the White Oak Master Plan area. Recommendations consist of road improvements and classification changes to reflect the role each road will play in the future network. The classification changes will also allow improved streetscape character of major roadways when development occurs or road improvements are made. Where possible, improvements will help the movement of pedestrians and bicycles as well as motorized vehicles.

Figure 22 on page 43 identifies the White Oak Master Plan roadways on the Master Plan of Highways and Table 3 on page 51 lists their classifications with minimum rights-of-way. The classification of roadways is a way of indicating the degree to which access to properties is balanced with the ability to handle through traffic. The system ranges from Freeways with an emphasis on through traffic capacity and little or no direct property access down to the Primary Residential Street which emphasizes access functions, which may affect the efficiency of through traffic movement. Secondary residential roads are not shown on the *Master Plan of Highways*. The roadway classes are detailed in the *Transportation Report for the Eastern Montgomery County Master Plan Areas* and in the following list:

Freeways	Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.
Major Highways	Provide less speed and mobility, but more access at intersections.
Arterial Roads	Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.
Commercial Business District Streets	Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.
Primary residential streets	May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.
Secondary or tertiary residential streets	Provide direct access to homes and allow for the possibility of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)

The following projects are under way as this Master Plan is being developed.

- The ICC is a planned limited-access transportation facility linking US 1 in Prince George's County with I-370 and the I-270 Corridor in Gaithersburg. Federal permitting processes require a detailed Environmental Impact Statement, consideration of alternative alignments, and the determination of a preferred alignment and design. Seven alternative alignments are being considered for the facility.
- The Maryland State Highway Administration (SHA) and Montgomery County Department of Public Works and Transportation (DPW&T) project to widen New Hampshire Avenue north of Randolph Road will provide a six-lane divided road between Randolph Road and the ICC right-of-way.
- The DPW&T project on East Randolph Road Phase II will provide a five-lane road between Fairland Road and Old Columbia Pike, with a four-lane bridge over Paint Branch.

OBJECTIVE:

Provide an inter-connected network of roadways that allows safe and efficient movement of local and through traffic.

RECOMMENDATIONS:

Major Highways

US 29 (Columbia Pike)

US 29 is the major north-south transportation facility in the eastern part of the County. In Eastern Montgomery County it is a major conduit to the Capital Beltway (I-495) and Washington, D.C. US 29 parallels I-95 in Prince George's County and connects Fairland south to White Oak, Silver Spring, I-495 (Capital Beltway), and the District of Columbia, and north to Howard County. US 29 is part of the National Highway System (NHS).

Most intersections along US 29 are forecast to continue to experience high levels of congestion. The State Highway Administration (SHA) has proposed a series of intersection improvements on US 29 between University Boulevard (MD 193) and the County line. There will not be sufficient funding to construct all improvements at once. Certain improvements will be more urgently needed or more effective than others. It is important to develop an incremental approach that will maximize the benefit from public investment. One way to ensure this is through monitoring the effects of each improvement on traffic patterns, particularly downstream and upstream of each improvement.

Analysis shows that some of the proposed grade-separation improvements will somewhat relieve congestion on US 29 as well as on parallel and east-west roads and will also aid in providing safe pedestrian crossings. These improvements may, however, have negative impacts downstream and upstream. It is impossible to predict accurately this complex interaction and only experience will tell.

Improvements to US 29 should provide six general purpose lanes plus acceleration and deceleration lanes, with four lanes crossing the Patuxent River to the Howard County line, and should minimize impacts south of New Hampshire Avenue where grade separations may not be feasible. Grade separations north of New Hampshire Avenue are also intended to improve east-west crossings for vehicles and provide the communities, particularly pedestrians and bicyclists, better access to public facilities and commercial centers located on both sides of US 29.

The following recommendations for grade separations make two assumptions: that congestion will continue to exist south of New Hampshire Avenue and that already planned improvements will be constructed.

- Add grade-separated interchanges to the *Master Plan of Highways* with the following construction priority:
 - MD 198/Dustin Road
 - Briggs Chaney Road
 - Randolph Road
 - Tech Road/Industrial Parkway
 - Stewart Lane
 - Musgrove Road/Fairland Road
 - Blackburn Road/Greencastle Road

- Monitor the net effects of completing each grade-separation for adverse impacts on upstream and downstream intersections as well as for east-west circulation as compared to the expected operational improvements. Monitoring may change the priorities, the cost effectiveness of the improvements, or whether other grade-separations should be constructed at all.
- Reserve right-of-way through this master planning process for all improvements to provide the greatest flexibility for future roadway and transit needs.
- Evaluate bus service to see if it alleviates some of the predicted congestion.
- Include bikeways and sidewalks in the design of all bridges over US 29.
- For the individual grade-separated interchanges, *consider the following recommendation:*

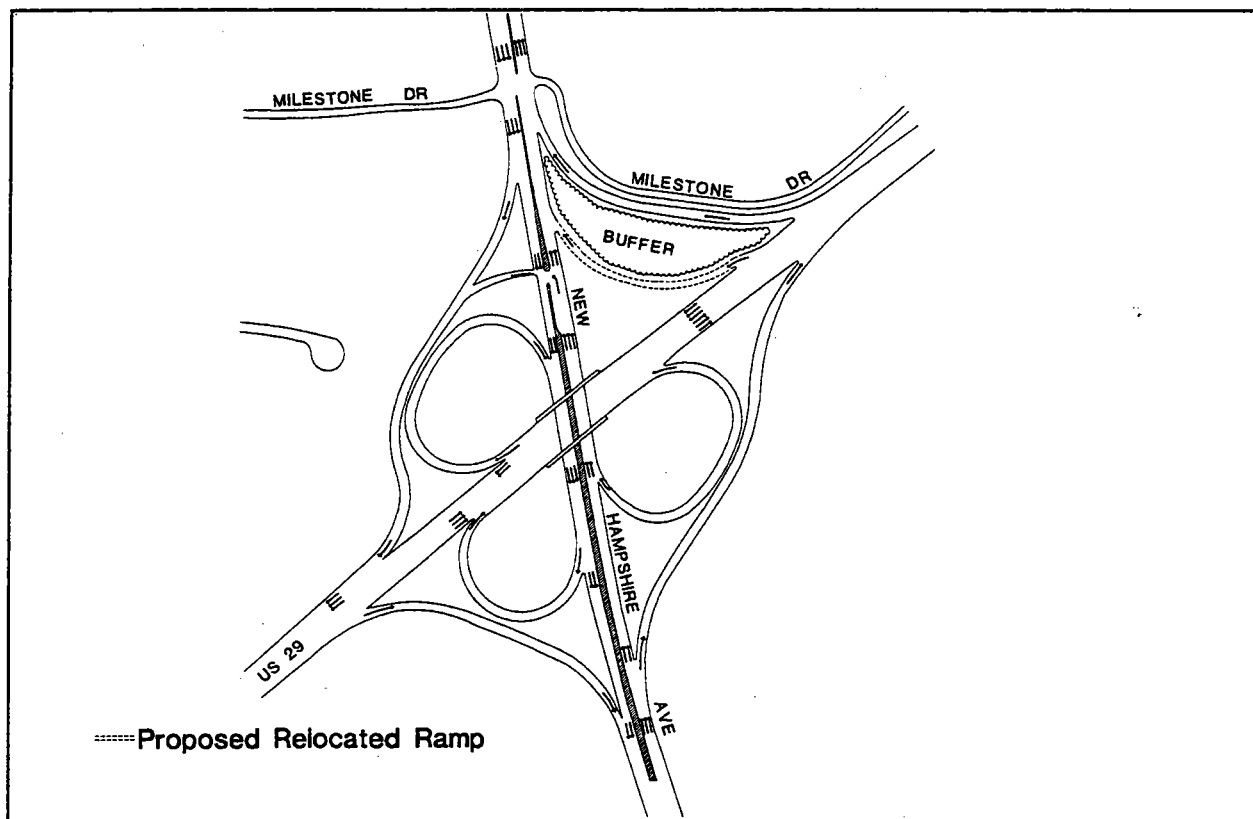
Stewart Lane Interchange

SHA should evaluate a design for the grade-separation of US 29 and Stewart Lane that would involve less right-of-way acquisition on the north and south sides of US 29. This alternative would entail a frontage road system or parallel access road on both sides of US 29 that would use Milestone Drive and Old Columbia Pike. Slip ramps could then be introduced at locations along US 29 to access the frontage road and Stewart Lane. Although this alternative would require less right-of-way, there could be operational issues that would need further study.

- Support the need for a grade-separated interchange at US 29 and Stewart Lane that was identified as part of the SHA's US 29 Project Planning Study. The future interchange should be designed and constructed in a manner that has minimal impact on adjacent properties while relieving anticipated congestion at this intersection. A major benefit for residents will be better access across US 29. To safely allow such access, it is recommended that SHA provide adequate sidewalks and bikeway facilities in the interchange area.

New Hampshire Avenue

- Study the potential to widen New Hampshire Avenue from four lanes to six lanes at the US 29 interchange. This is the only section of New Hampshire Avenue that is not six lanes and should be considered for widening if found to be economically feasible.
- Reconstruct the existing off-ramp in the northeast quadrant of the US 29/New Hampshire Avenue interchange to shift it closer to the interchange. A possible configuration is shown in Figure 23.
- Maintain highway classification for major highways within Commercial Centers but allow for lower design speeds that are compatible with the need for local access and pedestrian-friendly design standards. Such standards include street trees, wider sidewalks, tighter corner turning radii, and safer pedestrian crossings. These improvements will strengthen the overall viability of the centers and enhance the aesthetic character of the community. When major highways pass through existing commercial centers served by transit, a greater emphasis upon pedestrian access and streetscape character is needed. The intent is not to reduce capacity but to ensure an attractive and safe pedestrian environment and more orderly access to local shopping.



Arterial Roads

Stewart Lane-Lockwood Drive

- Provide the Lockwood Drive extension to connect the existing ends of Stewart Lane and Lockwood Drive as soon as possible. This connection was a condition placed on the developer at the time of site plan approval in 1986 and is needed for the residents of the several thousand multi-family dwelling units.
- Reclassify the Lockwood Drive extension to Stewart Lane as an arterial road. An adequate connector is needed to provide an alternate exit and entry for residents of the area as well as emergency vehicles. A connector is also needed to allow better bus service to the northeastern portion of the area. Traffic forecasts indicate that two lanes of travel will be sufficient. The existing portions of Stewart Lane and Lockwood Drive, that the new segment will join, are classified as arterial. To remain consistent, the addition should be an arterial. The available 70-foot right-of-way is substandard for an arterial, but will allow for two lanes of traffic with a bikeway and sidewalk.

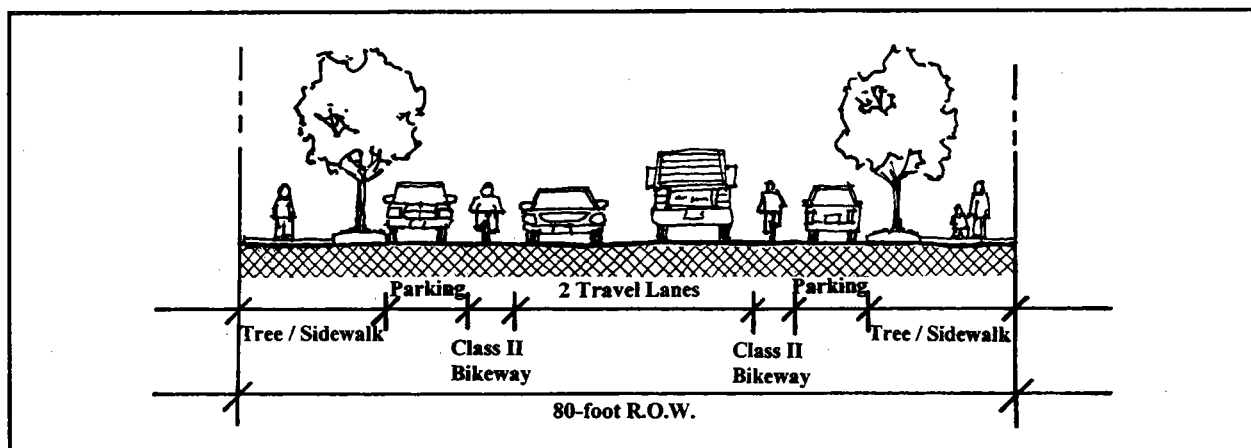
Lockwood Drive

- Reaffirm classification of Lockwood Drive between US 29 and a point 400 feet west of New Hampshire Avenue as an arterial road with a 2-lane closed section cross-section. The Plan recognizes that this roadway currently provides local access to existing residential neighborhoods

as well as a traffic connection between US 29 and New Hampshire Avenue. Traffic forecasts indicate that a two-lane street will be adequate over the life of the Master Plan. This Plan recommends an arterial road cross-section that will allow for two lanes of traffic, on-street parking, sidewalks, and either a Class I or Class II bikeway within an 80-foot closed section cross-section that is compatible with the community. This section of Lockwood Drive should be designed with features to enhance pedestrian crossings and movement. Such features could include collars at intersections, alternating parking, or other design aspects that are deemed appropriate. The purpose is not to constrict vehicle movements, but to provide an increased level of pedestrian safety and convenience.

Lockwood Drive Closed Section Arterial

Figure 24



Commercial Business District Streets

- Improve Vital Way as a two-lane Commercial Business District Street between Randolph Road and New Hampshire Avenue. Provide on-street parking spaces and distinctive treatment to emphasize pedestrian crossings. In the future, this street should not function as a through street for vehicles traveling from eastbound Randolph Road to southbound New Hampshire Avenue since the exclusive right-turn lane will more appropriately accommodate the same movement. Vital Way is intended to function as a local street serving adjacent commercial areas. The recommended improvements should help local traffic and pedestrian access and encourage property owners to redevelop or improve their properties. (See Figure 25, page 50.)

Miscellaneous Road Improvements

- Recommend a network of two-lane secondary residential roads within the Milestone Drive property that allows access to the property from both New Hampshire Avenue and US 29. The park and ride lot and optional office development previously recommended for this site have been removed. (See page 42 and the Land Use and Zoning Plan chapter, page 22.) The roadways within the neighborhood should have sufficient right-of-way for sidewalks, street trees, and a Class II bikeway on the principal roadway serving the neighborhood, and should discourage cut-through traffic.
- Do not rebuild the bridge on Old Columbia Pike over the Paint Branch. The existing bridge over Paint Branch is unfit for automobile use. The 1981 *Eastern Montgomery County Master Plan* recommends rebuilding the bridge for automobiles to provide an additional crossing over Paint

Branch as well as improved access for the residents of the area just southwest of the Paint Branch. This Master Plan recommends that this portion of Old Columbia Pike be reserved for pedestrian and bicycle use. Forecasts indicate that opening of the bridge to vehicular traffic would not relieve the congestion on US 29, and the new interchange at Stewart Lane will benefit residents east of US 29.

INTERSECTION IMPROVEMENTS

Three intersections along New Hampshire Avenue have been identified as having forecasted congestion or safety problems. These intersections are New Hampshire Avenue at: 1) Lockwood Drive, 2) Powder Mill Drive, and 3) Randolph Road. Improvements to these intersections should be considered by the SHA and DPW&T in consultation with the community. In addition, this Plan recommends that intersection improvements be considered by the SHA and DPW&T along all major highways in the Master Plan area to improve pedestrian circulation.

OBJECTIVE:

Where possible, improve intersections that are forecast to have serious congestion or safety problems.

RECOMMENDATIONS:

- Evaluate key intersections along New Hampshire Avenue to reduce projected traffic congestion. Changes should be evaluated based on their impact to pedestrian movement, the potential for new or additional cut-through traffic impact to adjacent neighborhoods, and overall traffic congestion. The SHA and DPW&T should review any recommended changes with the affected neighborhoods.
- Evaluate the future need for a traffic signal at Randolph Road and Vital Way. This Plan recommends that the Vital Way or the shopping center entrance on the north side of Randolph Road be realigned to create a normal intersection configuration. Currently, pedestrians and bicyclists have difficulty crossing Randolph Road at Vital Way. This Plan recommends that properties along Vital Way be redeveloped and that the street be reconstructed as a two-lane Commercial Business District Street from Randolph Road to New Hampshire Avenue. The redevelopment may result in circulation and pedestrian conflicts to a point where a signal may be warranted. These two improvements should also help remove local vehicular circulation between shopping areas from the congested intersection of Randolph Road and New Hampshire Avenue and eliminate some of the need to make U-turns.

BUSINESS DISTRICT STREET IMPROVEMENTS

FIGURE 25

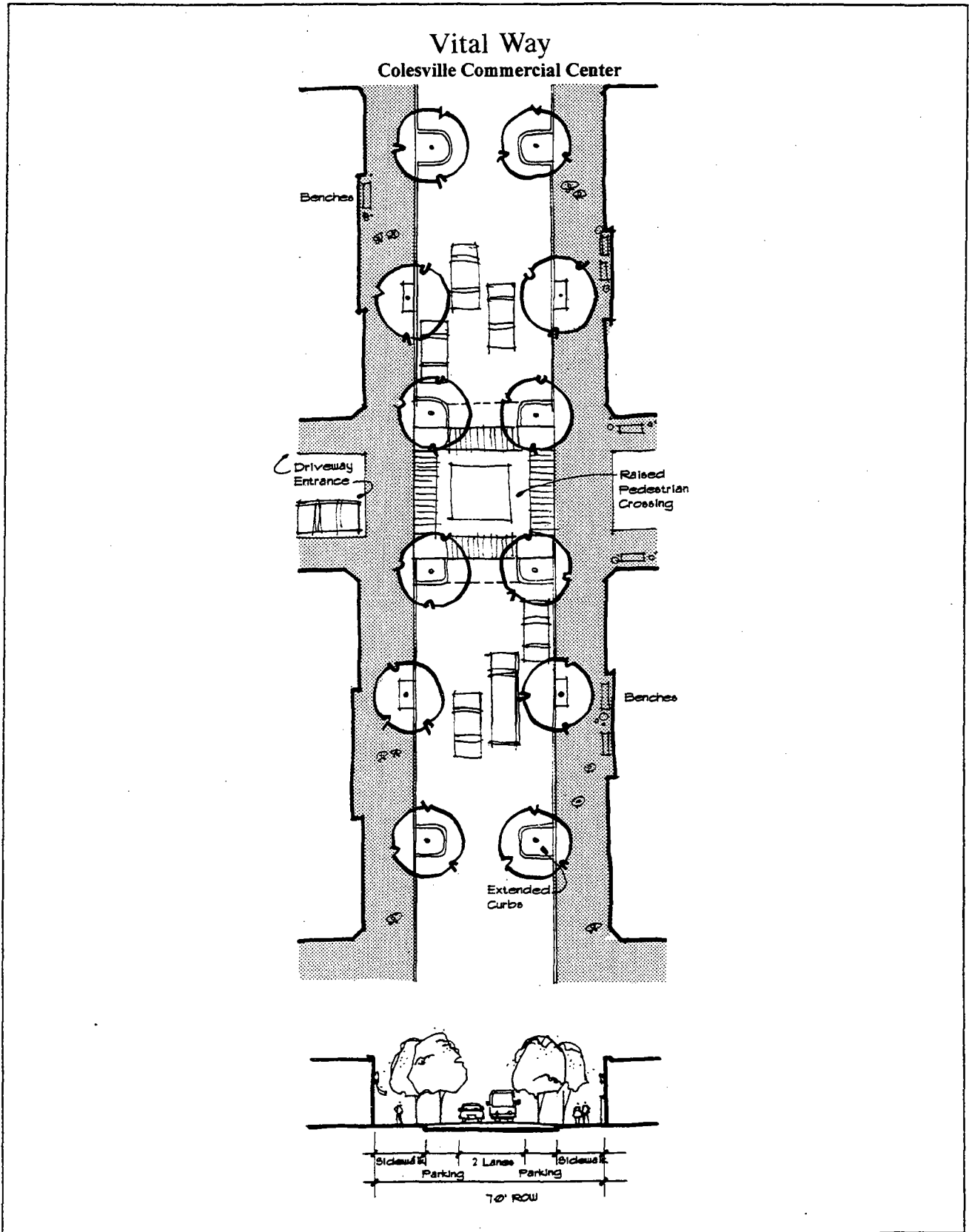


Table 3

ROADWAY CLASSIFICATIONS

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes*	Recommendations/Status
Freeways					
F-8	Capital Beltway (I-495)	Northwest Branch to Prince George's County line	300'	10 divided	Existing
F-9	Intercounty Connector (ICC)	Northwest Branch to Paint Branch	300'	To be determined	SHA Environmental Study underway
Major Highways					
CM-10	Columbia Pike (US 29)	New Hampshire Avenue to Paint Branch	200'	6 divided	Existing controlled major highway with proposed interchange at Stewart Lane
M-10	Columbia Pike (US 29)	Northwest Branch to New Hampshire Avenue	120'	6 divided	Sidewalk improvements recommended
M-12	New Hampshire Avenue (MD 650)	Capital Beltway to ICC	120'	6 divided	Widening to six lanes divided highway under construction between Randolph Road and ICC. Sidewalk improvements recommended entire length
M-17	Randolph Road	Northwest Branch to New Hampshire Avenue	120'	6 divided	Existing
M-75	East Randolph Road	New Hampshire Avenue to Fairland Road	120'	6 divided	Existing
Arterials					
A-75	Fairland Road	East Randolph Road to Paint Branch	80'	4	Existing 2 lanes Sidewalk improvements recommended
A-94	Powder Mill Road	New Hampshire Avenue to Prince George's County line	80'	4	Sidewalk and bikeway improvements recommended
A-98	East Randolph Road	Fairland Road to Paint Branch	80'	4-5	Five lanes (four through lanes with center turning lane); four lanes at Paint Branch Bridge (under construction)
A-286	Lockwood Drive (MD 895)	US 29 to 400 feet west of New Hampshire Avenue	80'	2	Closed section with sidewalks, on-street parking, and Class I or II bikeway
A-286	Lockwood Drive	400 feet west of New Hampshire Avenue to the east side of the White Oak Shopping Center	80'	2	Sidewalk improvements recommended
A-286	Lockwood Drive	East side of the White Oak Shopping Center to Lockwood Drive extended	80'	2	2 lanes existing, bikeway proposed

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes*	Recommendations/ Status
A-286	Lockwood Drive extended	Lockwood Drive to Existing Stewart Lane	70'	2	Two lanes, with sidewalk and bikeway proposed
A-286	Stewart Lane	Lockwood Drive extended to US 29	80'	2	Recommended grade-separated interchange at US 29 should provide pedestrian and bicycle connection
Commercial Business District Streets					
B-2	Old Columbia Pike	White Oak Shopping Center to Paint Branch	80'	2	Sidewalk improvements recommended
B-3	Elton Road	New Hampshire Avenue to Prince George's County line	80'	4	Existing
B-4	Hillwood Drive	US 29 to 500 feet east	80'	4	Existing
B-5	Vital Way	Randolph Road to New Hampshire Avenue	70'	2	Implement streetscape improvements, including curb, sidewalk, and street trees
Primary Residential Roads					
P-7	Notley Road	New Hampshire Avenue to ICC right-of-way	70'	2	Sidewalk improvements recommended
P-8	Locksley Lane	Randolph Road to Beaumont Road	70'	2	Sidewalk improvements recommended
P-9	Hawkesbury Lane	Randolph Road to Locksley Lane	70'	2	Sidewalk improvements recommended
P-10	Cannon Road	New Hampshire Avenue to Broadmore Road	70'	2	Existing
P-11	Tamarack Road	East Randolph Road to Fairland Road	70'	2	Existing
P-12	Jackson Road	New Hampshire Avenue to Paint Branch Park	70'	2	Bikeway and Sidewalk improvements recommended
P-13	April Lane	Stewart Lane to .3 mi. east	70'	2	Existing
P-14	Schindler Drive	Crest Park Drive to New Hampshire Avenue	70'	2	Existing
P-15	Cresthaven Drive	Devere Drive to New Hampshire Avenue	70'	2	Existing

* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

STREETSCAPE IMPROVEMENTS

Streetscape improvements enhance and strengthen community identity, pedestrian circulation, and visual character. This Plan recommends streetscape improvements within the commercial centers and along the major highways of the White Oak Master Plan area. (See Figure 26, page 56.) Recommendations within the commercial centers will be achieved by capital improvements for Vital Way and Lockwood Drive.

Within the commercial centers, streetscape improvements will help strengthen the economic vitality of these areas through improving pedestrian access to destinations and transit, increasing on-street parking, and improving circulation. Improvements also will upgrade visual character by screening overhead utility lines and expansive parking areas.

Along highly traveled roadways such as US 29, New Hampshire Avenue, and Randolph Road, streetscape improvements are needed to strengthen their residential character and improve pedestrian access to transit. New Hampshire Avenue in particular should be a priority for streetscape improvements because it is the north-south thoroughway within the White Oak Master Plan area and highly used by the community. US 29 should also be a priority in order to buffer adjacent residential communities from the roadway.

A transition in land use such as the beginning of a commercial center or the crossing of a stream valley establishes gateways. At gateway locations, the streetscape should emphasize the change in character and accent the entry into specific areas.

OBJECTIVE:

Provide streetscape improvements to strengthen the vitality of adjoining commercial areas, enhance community identity and pedestrian circulation, and improve the roadway experience in general.

GUIDELINES:

- Within the commercial centers, improve existing streetscapes by planting tightly spaced street trees, and providing sidewalks and new attractive street lighting. Overhead utilities should be screened or relocated underground, if feasible. Additional pedestrian amenities such as bus shelters, benches, and trash receptacles should be included where appropriate. Such improvements should occur within the right-of-way or, when necessary, on adjacent property within easements. Locate street trees adjacent to the curb where right-of-way permits.
- Within residential areas along New Hampshire Avenue and Randolph Road, reinforce the residential character by planting tall-growing, deciduous shade trees and improving sidewalk access to the surrounding neighborhoods. Such improvements should occur within the right-of-way or, when necessary, on adjacent property within easements.
- Along US 29, outside of the commercial centers, improve compatibility with adjacent residential neighborhoods by heavily buffering with plantings. Plant material should be primarily native plants arranged in natural groupings to reinforce the regional character. Heavily plant existing and proposed US 29 interchanges in order to minimize impact upon adjacent development. Reinforce the regional character by using primarily native plant material in naturalized groupings.
- At gateway locations to the Master Plan area, streetscape improvements should accent the sense of entry by planting a line of White Oaks in the median or by reinforcing the natural landscaping. (See Figure 26.) At gateways to commercial areas, the contrast between the recommended streetscape

improvements to the commercial areas and the residential streetscape treatments recommended outside the commercial centers will accent the change. (See Figures 15, 27, 19, and 20.)

PEDESTRIAN CIRCULATION

Sidewalks are important to pedestrian circulation as they provide safe access to destinations and encourage the use of transit. Pedestrian safety is of particular importance where stream valley park trails cross heavily travelled roads. This Plan recommends a desirable sidewalk circulation network that links existing community facilities, shopping centers, and neighborhoods. Because of the developed nature of the White Oak Master Plan area, it is recognized that this network will require additional analysis during design and implementation and special attention to the retention of significant landscaping and structures in the public right-of-way.

These recommendations are not an exhaustive list. Communities may request sidewalks from the DPW&T, which is responsible for locating and designing sidewalks through its sidewalk program. DPW&T, as part of its preliminary engineering evaluation of a sidewalk request, analyzes potential sidewalk locations along proposed sidewalk routes for environmental constraints, neighborhood impact, and community support. Communities and neighborhoods interested in pursuing sidewalk construction should contact the DPW&T for the Sidewalk Request Guidelines. The following recommendations address the specific issues within the Master Plan area. This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future. (Table 4, page 57.)

OBJECTIVE:

Enable pedestrians to safely and easily reach bus stops or community facilities and improve safety for pedestrians crossing main roads in the White Oak Master Plan area.

RECOMMENDATIONS:

- Improve pedestrian access to local transit by providing sidewalks leading to and along roads served by transit and crosswalks at transit stops.
- Build pedestrian walkways where appropriate with community approval on paper streets to enhance the network of pedestrian ways and to improve access to transit. The 1981 *Eastern Montgomery County Master Plan* reserves rights-of-way for several unbuilt ("paper") streets. This Plan recommends using some of the rights-of-way for walkways rather than residential streets.
- Construct sidewalks in existing residential neighborhoods using innovative construction techniques that are sensitive to existing conditions and character of the neighborhood.
- SHA and DPW&T should study relocating the pedestrian-activated signal and crosswalk at Jackson Road and New Hampshire Avenue to the north side of the intersection. Pedestrians coming from the White Oak Middle School, Jackson Road Elementary School, or the Martin Luther King, Jr. Recreational Park should be encouraged to walk along the north side of Jackson Road to minimize the need to cross Jackson Road.
- Implement a safe and convenient pedestrian and bikeway connection between the Valley Mill and Pilgrim Hill parks at East Randolph Road. This bikeway connection is an integral part of the County-wide bikeway network. The County-wide network should be continuous. Currently, the DPW&T is finalizing plans for the reconstruction of East Randolph Road at this location. This safe and convenient crossing should be incorporated into the DPW&T plans. The DPW&T is currently working on a design that will improve the access points to both Valley Mill & Pilgrim Hill Parks. The

current design shows the drives to both parks realigned to provide a more normal intersection. In addition, the DPW&T is preparing engineering plans that incorporate a bike/pedestrian underpass that will provide for a continuous trail along the Paint Branch stream valley.

- Pursue an easement for pedestrian access between the FDA center (NSWC) and the White Oak Commercial Center. The easement should be located in the vicinity of the eastern access drive to the White Oak Shopping Center and the White Oak Gardens Apartments. The easement should be sensitive to the surrounding existing uses and provide a pleasant and desirable experience for all who use it.
- Monitor pedestrian crossing of Columbia Pike (US 29) at the Burnt Mills Center. Currently, there is a rustic hiking trail along the Northwest Branch stream valley that ends on both sides at Columbia Pike. Recommendations in this Plan for the Northwest Branch Stream Valley Park and community use of the WSSC building on the east side of Columbia Pike may increase pedestrian traffic crossing at this point. Any study or planned pedestrian improvement also should take into consideration the continuity of the trail system and pedestrian crossings occurring to the northeast of the stream between the properties owned by Manor Care, Inc. as well. (See Community Facilities Chapter, page 69.)

STREETSCAPE IMPROVEMENTS

FIGURE 26

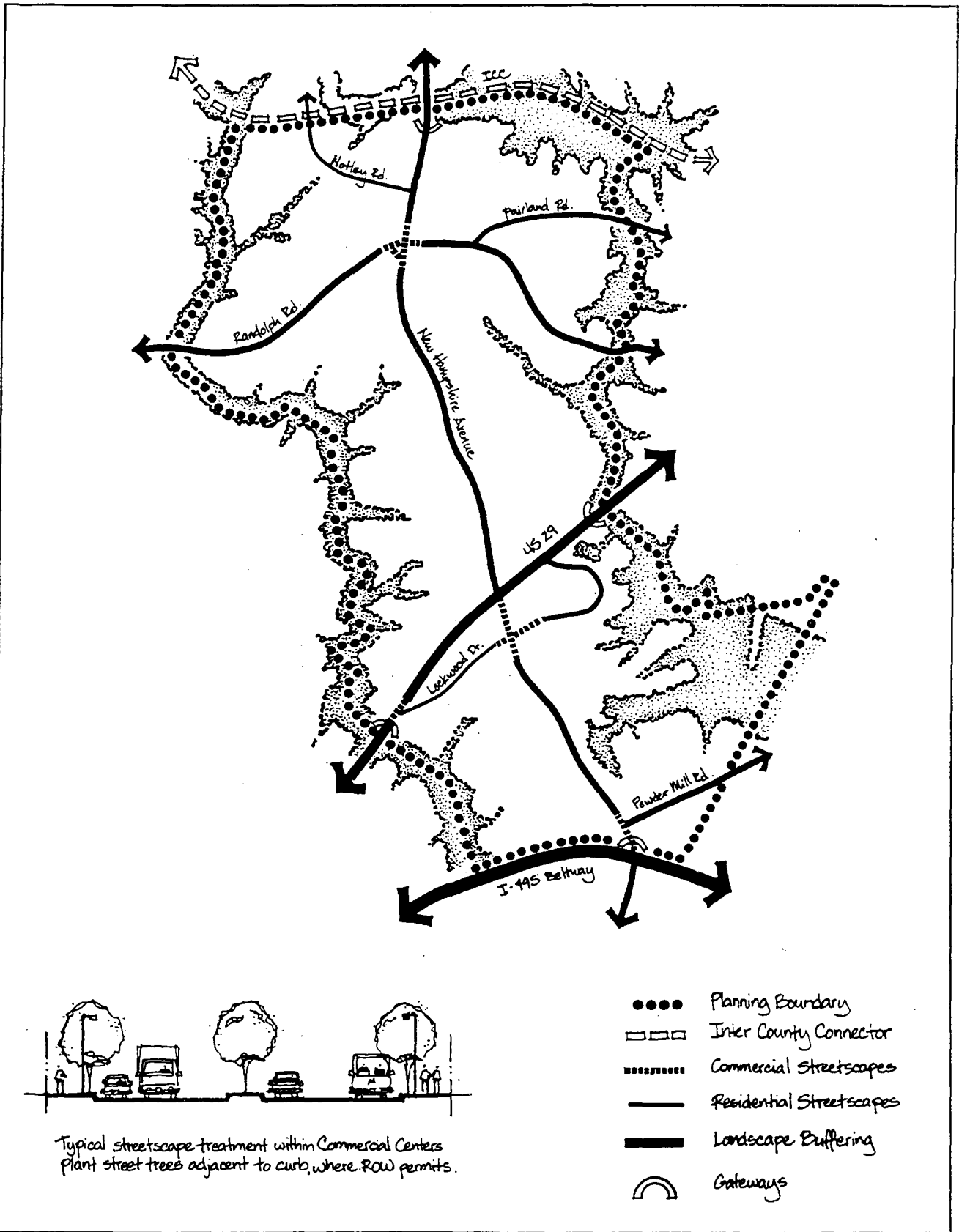


Table 4

PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR CONSIDERATION IN WHITE OAK

STREET	LIMITS	LENGTH (LINEAR FEET)	COMMENTS*
Brantford Avenue	New Hampshire Avenue to Sandalwood Lane	1,500	Sidewalk on one side
Sandalwood Lane	Brantford Avenue to White Oak Middle School property boundary	300	Sidewalk on one side
Lima Drive	Downs Drive to White Oak Middle School property boundary	1,900	Sidewalk on both sides
Venice Drive	Existing sidewalk to Martin Luther King, Jr. Recreational Park	900	Extend sidewalk on both sides
Eastbourne Drive	Existing sidewalk to the Martin Luther King, Jr. Recreational Park	300	Extend existing sidewalk on both sides
Downs Drive	Montclair Drive to Martin Luther King, Jr. Recreational Park	2,100	Sidewalk on both sides
Venice Place	Venice Drive to Downs Drive	400	Sidewalk on one side
Downs Drive	Venice Place to Lima Drive	300	Sidewalk on one side
Winhall Way	Pine Street (paper street) to Eastbourne Drive	1,000	Sidewalk on one side
Jackson Road	New Hampshire Ave. to Martin Luther King, Jr. Recreational Park	2,400	Sidewalk on south side, pedestrian bikepath on north side
Renick Lane	Jackson Road to Tracy Drive	1,650	Sidewalk on one side
Tracy Drive	Renick Lane to New Hampshire Avenue	650	Sidewalk on one side
Tanley Road	New Hampshire Avenue to Sarah Drive	2,700	Sidewalk on one side
Kerwood Road	Jackson Road to Martin Luther King, Jr. Recreational Park	1,200	Sidewalk on one side
Notley Road	Cloverly Master Plan boundary to New Hampshire Avenue	4,000	Sidewalk on one side
Locksley Lane	Westover Elementary School to Randolph Road	1,700	Sidewalk on one side
Hawkesbury Lane	Doral Development to Locksley Lane	3,000	Extend sidewalk on both sides
Vital Way	Randolph Road to New Hampshire Avenue	500	Sidewalk on southwest side; extend sidewalk in front of corner lot on Randolph Road and Vital Way
Randolph Road	Existing sidewalk to New Hampshire Avenue	Under 100	Sidewalk on south side
New Hampshire Avenue	Existing sidewalk north of the Naval Surface Warfare Center to Hilldale Fire Station #12	3,200	Extend sidewalk on east side
New Hampshire Avenue	Tanley Road to Milestone Drive	2,250	Sidewalk on west side
Powder Mill Road	New Hampshire Avenue to Prince George's County line	5,200	Sidewalk on both sides
Lockwood Drive	Colesville Road to New Hampshire Avenue	2,700	Sidewalk on one side
La Grande Road	Schindler Drive to Cresthaven Drive	900	Sidewalk on one side
Eldrid Drive	Eldrid Place to Buccaneer Road	6,100	Sidewalk on one side, through Meadowood Park on paper street right-of-way

STREET	LIMITS	LENGTH (LINEAR FEET)	COMMENTS*
Buccaneer Court	Buccaneer Road to end of cul-de-sac	250	Sidewalk on one side connecting to path from Cannon Road Elem. School
Springtree Drive	Randolph Road to Springloch Road	600	Sidewalk on one side
Springloch Road	Springtree Drive to Eldrid Place	950	Sidewalk on one side
Eldrid Place	Springloch Road to Eldrid Drive	450	Sidewalk on one side
Old Columbia Pike	Paint Branch to White Oak Shopping Center	3,800	Sidewalk on one side
Burnt Mills Avenue	US 29 to McCeney Avenue	1,000	Sidewalk on one side
Burnt Mills Avenue	McCeney Avenue to Gatewood Avenue	1,300	Sidewalk on one side
Gatewood Avenue	McCeney Avenue to Schindler Drive	1,000	Sidewalk on one side
Broadmore Road	Broadmore Hills existing sidewalk to Cannon Road	300	Sidewalk on east side
Brackley Terrace	Canyon Road to Brackley Road	500	Sidewalk on one side
Brackley Road	Brackley Terrace to Cabinwood Drive	700	Sidewalk on one side
US 29	Burnt Mills Avenue to Four Corners Master Plan boundary	1,400 +	Both sides of street, connect to existing sidewalk
Wolf Drive	New Hampshire Avenue to Kara Lane	400	Sidewalk on one side
Valley Brook Drive	New Hampshire Avenue to Springbrook High School	2,500	Existing sidewalk on the south side of the street should be improved and extended in front of school
Crosswalk at Jackson Road and New Hampshire Ave			Evaluate relocation to the north side of the intersection along with pedestrian-activated signal
New Hampshire Avenue	Randolph Road to I-495		Existing sidewalks on both sides of the street should be repaired and improved
Crosswalk at Lockwood Drive and US 29			Evaluate location on the north side of intersection
Doncaster Lane	Wendover Road to Montvale Drive	900	Sidewalk in paper street right-of-way
Maple Street	Cannon Road Park to Rosemere Avenue	500	Sidewalk in paper street right-of-way and on west side
Rosemere Avenue	Maple Street to Pine Street	450	Sidewalk on north side
Pine Street	Rosemere Avenue to Winhall Way	800	Sidewalk in paper street right-of-way. May require some boardwalk over wet areas
Naglee Road	Rodney Road to Royal Road	300	Sidewalk in paper street right-of-way
FDA Pedestrian easement	Lockwood Drive to FDA Center (NSWC)	+/- 1,000	New easement across private property

* The DPW&T, through its sidewalks program, will determine appropriate surface for sidewalk.

BIKEWAY NETWORK

Bikeways are a significant element in the transportation network in the White Oak Master Plan area. They serve a variety of users with different needs. Some recreational routes are used by children as well as adult cyclists. Other bikeways serve commuting cyclists. These bikeways should connect with each other and with bikeways in other parts of the County to be effective. Their design should include safe crossing of major roadways and signs to promote motorist awareness.

Figure 27 on page 64 shows and Table 5 on page 61 lists existing and proposed bikeways in the White Oak Master Plan area. This recommended bikeway network provides a local system within the White Oak Master Plan area and provides connections to the regional network in and through Eastern Montgomery County, with connections to public facilities, metro stations, parks, schools, and commercial areas. Three classes are specified: Class I is a separate off-street path or trail, Class II is an on-street bike lane designated for the exclusive or semi-exclusive use of bicycles, Class III is an on-street route shared by motor vehicles and bicycles and designated by signing only. (A further description of bikeways is in the *Transportation Report for the Eastern Montgomery County Planning Areas.*)

OBJECTIVE:

Provide safe, convenient, and environmentally sensitive bikeways that connect community centers and services and support a regional bikeway network for community and recreational use.

RECOMMENDATIONS:

- Designate a Class III bikeway on East Randolph Road between Fairland Road and the Paint Branch Park (PB-20).
- Designate a Class III bikeway along New Hampshire Avenue between the Beltway and Randolph Road (PB-24), with the option of designating a Class I facility between Powder Mill Road and Lockwood Drive, to be determined after further study. This is a change from the 1981 Master Plan which recommended a Class I bikeway through the Naval Surface Warfare Center and an "undefined" Class between US 29 and Randolph Road. North of Randolph Road, the bikeway is proposed for a Class II bike lane (PB-23).
- Designate a Class III bikeway on Locksley Lane between Randolph Road and Westover Elementary School (PB-26).
- Build a Class I bikeway from New Hampshire Avenue along the north side of Jackson Road to connect with the Martin Luther King, Jr. Recreational Park trail (EB-9).
- Provide a Class III bikeway on Powder Mill Road from New Hampshire Avenue to the Prince George's County line (PB-31).
- As part of future development and grade-separation work, provide sufficient right-of-way for a Class III bikeway from New Hampshire Avenue to US 29 through the Milestone Drive properties, and Class II bikeway from north of Stewart Lane interchange with US 29 to Lockwood Drive (PB-27).
- Provide a Class I bikeway along the ICC right of way (PB-32).
- Designate a Class III bikeway on US 29 between Lockwood Drive and the Four Corners Master Plan boundary (PB-6).

BIKEWAY PLAN

FIGURE 27

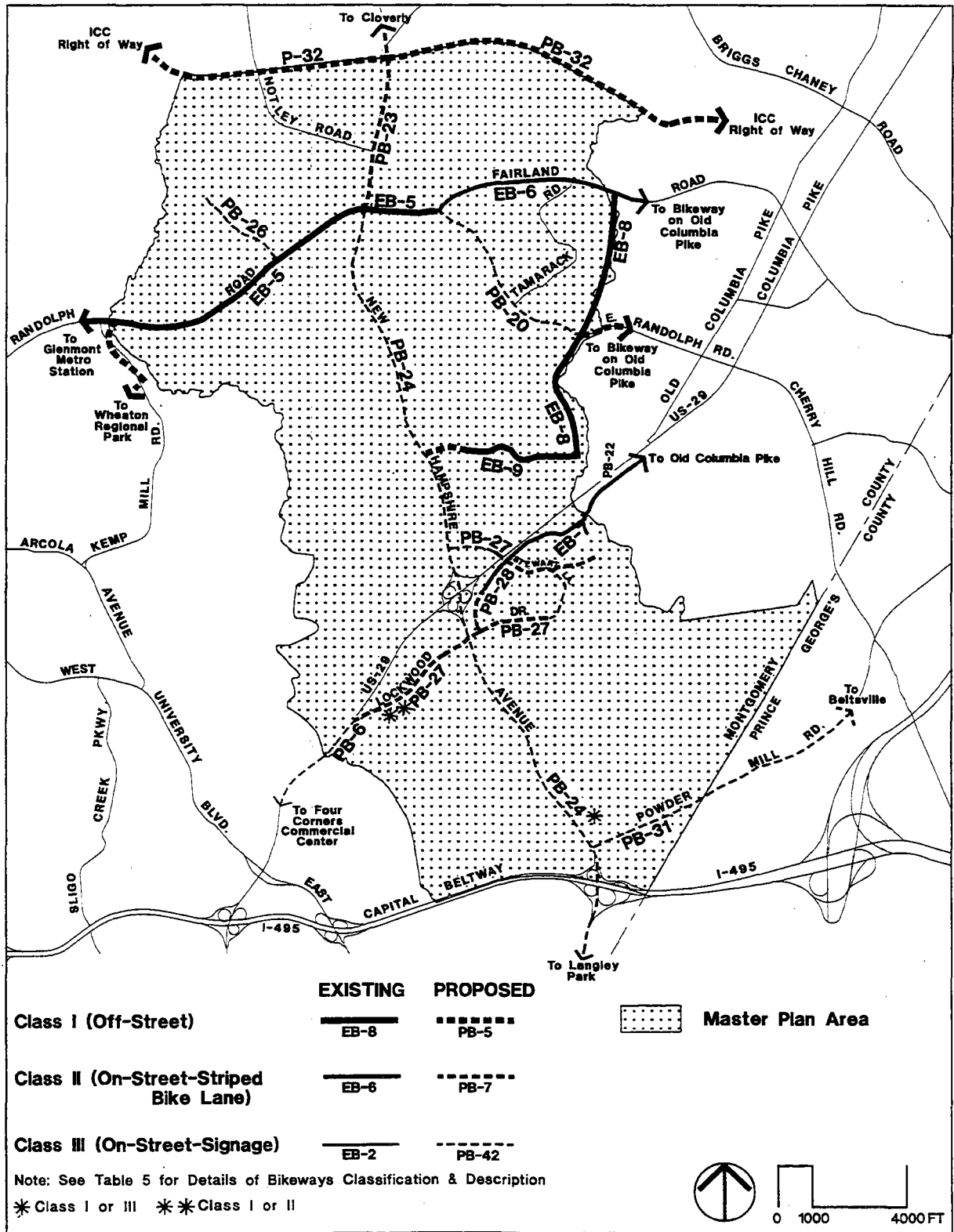


Table 5

BIKEWAYS CLASSIFICATIONS

ROUTE	NAME	LIMIT	CLASS	RECOMMENDATIONS/STATUS
EB-5	Randolph Road	Fairland Road to North-west Branch	I	
PB-20	East Randolph Road	Fairland Road to Paint Branch	III	Programmed
EB-6	Fairland Road	Randolph Road to Paint Branch	II	
EB-7	Old Columbia Pike	White Oak Shopping Center to Paint Branch	II	
EB-8	Paint Branch	Jackson Road to Fairland Road	I	Needs safety measures at crossings of East Randolph Road and Fairland Road
EB-9	Jackson Road	New Hampshire Avenue to existing Paint Branch trail.	I	Proposed between New Hampshire Avenue and Martin Luther King, Jr. Recreational Park on north side of road, existing through park to Paint Branch trail
PB-6	US 29	Northwest Branch to Lockwood Drive	III	Proposed
PB-23	New Hampshire Avenue	Randolph Road to ICC	II	Proposed as part of New Hampshire Avenue widening
PB-24	New Hampshire Avenue	Capital Beltway to Randolph Road	III	Proposed; Class I or III between Powder Mill Road and Lockwood Drive
PB-26	Locksley Lane	Randolph Road to Westover Elementary School	III	Proposed
PB-27	Stewart Lane	New Hampshire Avenue to Lockwood Drive	II, III	Proposed Class III from New Hampshire Avenue to US 29, Class II from north of US 29 interchange to Lockwood Drive.
PB-27	Lockwood Drive	Stewart Lane to US 29	I/II, III	Proposed Class III on Lockwood Drive through White Oak Commercial Center, Class II from Stewart Lane to White Oak Commercial Center, and Class I or II from White Oak Commercial Center to US 29.
PB-28	White Oak Shopping Center	Old Columbia Pike to Lockwood Drive	II	Proposed
PB-31	Powder Mill Road	New Hampshire Avenue to Prince George's County Line	III	Proposed to connect with Prince George's system

ROUTE	NAME	LIMIT	CLASS	RECOMMENDATIONS/STATUS
PB-32	ICC Right-of-Way	Northwest Branch to Paint Branch	I	Proposed, environmental study underway

EB: Existing in the *Master Plan of Bikeways*

PB: Proposed bikeway

* Bikeways may be provided through developer participation.

- Implement a bikeway sign program within State rights-of-way, similar to the County program

DELETIONS FROM THE 1981 PLAN

The following items were recommended by the 1981 Plan but are not included in this Master Plan:

- (1) New Road (B-7), New Hampshire Avenue to US 29.
- (2) Proposed Park and Ride Lot, northeast quadrant of US 29/New Hampshire Avenue.
- (3) Springbrook Drive Class III Bikeway (P-51), Northwest Branch to New Hampshire Avenue.
- (4) Naval Surface Weapons Center Access Bikeway (P-7), Capital Beltway to US 29.

VI. COMMUNITY FACILITIES

Community facilities such as schools, libraries, community centers, and recreation facilities are an important component of community character and livability. They help create and reinforce a sense of social cohesion—a sense of community. The Commission on the Future (1988) defined a sense of community as “a feeling of belonging to a local area and having an interest and a stake in what happens there.” This Plan recommends a full range of facilities for the communities of the White Oak Master Plan area and proposes that these facilities should be linked to neighborhoods by pedestrian and bicycle paths. Public transit should be utilized to the greatest extent possible for local recreational, cultural, and civic activities. (See Figure 28, page 65.)

COMMUNITY FACILITIES GOAL

The community facilities goal in the White Oak Master Plan area is to strengthen the link between community facilities and the White Oak Master Plan area residents and to encourage creative approaches to providing community facilities in proximity to the neighborhoods they serve.

OBJECTIVE:

Provide transportation improvements near public facilities to promote the use of alternative forms of transportation. Area residents rely on community facilities for needed services, and ideally, they should be located close to the neighborhoods they serve. Facilities should be accessible by transit and designed to meet the communities' needs and to encourage public use.

RECOMMENDATIONS:

- Provide sidewalk connections between all public facilities and the adjoining neighborhoods. (See Sidewalk Recommendations in the Transportation Section on page 57.)
- Provide bike racks which are easily accessible, secure, and at a safe location to public services. It is important to provide facilities to encourage and attract users of other forms of travel.

OBJECTIVE:

Look for opportunities to provide new and improved existing community resources and facilities such as libraries, post offices, public meeting spaces, elderly care facilities, child daycare facilities, and housing for special populations.

LIBRARIES

The White Oak Library, located at 11701 New Hampshire Avenue, is a major asset to the White Oak Master Plan area communities. It is well used by the communities and was expanded in 1989 with a 750-square-foot addition, improved public meeting space, and a redesigned parking lot. The library has two meeting rooms that are open to public use. The closest regional library is in Wheaton. According to Montgomery County Department of Public Libraries criteria, no new facilities will be needed in this Master Plan area in the future. The new local library in the adjoining Fairland Master Plan area may serve a segment of the White Oak Master Plan population.

RECOMMENDATION:

- Encourage and support the expansion of the White Oak Library services to the public. Although the library is centrally located, most of its patrons must drive. In order to better serve the residents outside of walking distance, the parking lot should be expanded. Currently patrons park on the surrounding neighborhood streets. The entrance to the library is not well marked and is dangerous due to the speed and amount of traffic on New Hampshire Avenue. When the Milestone Drive properties develop, the new residential roads should be designed so that the library is accessible from the residential street. In addition, consideration should be given to providing a traffic signal at the intersection of New Hampshire Avenue and the new street to provide enhanced access to the library for vehicles and pedestrians.

COMMUNITY RECREATION CENTERS

Community recreation centers provide a location for large community meetings and social gatherings, and for smaller social and programmed activities for all age groups. Community Recreation Centers should be designed to support administrative needs, sports and fitness, social activities and dance, art programs, and general community meeting space. A detailed description can be found in *The Preliminary Draft of the Department of Recreation Community Recreation Facilities Long Range Plan, 1994*.

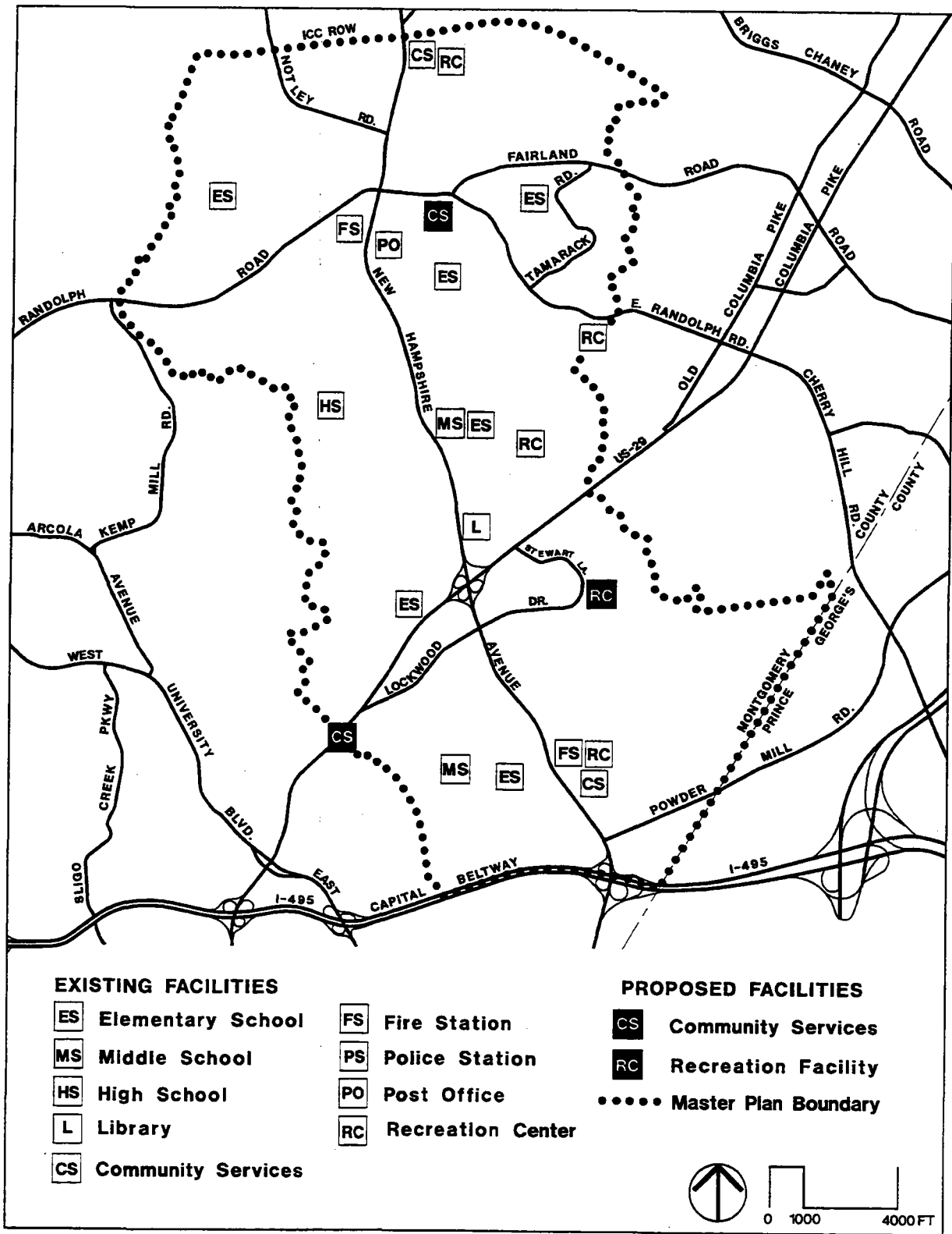
The White Oak Master Plan area has three small recreation facilities operated by the Montgomery County Parks at Colesville, Pilgrim Hill, and Hillandale. Each facility provides seating for approximately 40 persons and a small kitchen facility. These spaces are inadequate for large group activities, yearly civic association meetings, or banquets and festivals. This Plan recommends improved and new community recreation facilities that would allow maximum flexibility and be capable of adapting to changing community demographics and leisure interests. (See Figure 28, page 65.)

RECOMMENDATIONS:

- Provide a new community recreation center in a location central to the community and, if possible, within walking distance of the higher density housing in the White Oak community. The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Park and Planning should study the possibility of incorporating a community recreation center into their plans for development of the April-Stewart Lane Park. *The Preliminary Draft of the Department of Recreation Community Recreation Facilities Long Range Plan, 1994* recommends a facility for a population of 30,000. These standards indicate the need for a community recreation center in the White Oak Master Plan area in addition to the proposed East County Recreation Center.
- Evaluate the potential to expand and improve the recreation facilities at Colesville, Hillandale, and Pilgrim Hill Local Parks. Local civic and community associations have indicated that these facilities are inadequate for their functions. A study should be undertaken to identify the communities' needs and examine how they can better be met.

CULTURAL FACILITIES AND PUBLIC SERVICES

Currently, there are opportunities to provide cultural, educational, and public services in County-owned buildings that are or will become available. Because of the limited available land in the White Oak Master Plan area, this Plan recommends that these buildings be used to provide needed services and resources within the communities. Provision of these services also enhances the community's sense of identity.



RECOMMENDATIONS:

- Consider reuse of the Colesville school building and the former Board of Education bus depot property (approximately two acres in size) for historic educational purposes and community meeting space. The Montgomery County Public Schools bus depot, located on East Randolph Road, has relocated to West*Farm Industrial Park. The bus barn, originally the Smithville Colored School, is being considered for inclusion in the *Master Plan for Historic Preservation*. Any reuse of the property should include the removal of as much existing paving as possible and restoration of the site to natural conditions. This site sits at the headwaters of the Hollywood Branch, which flows into the Paint Branch. (See Historic Preservation Chapter, page 93.)
- Encourage the renovation and reuse of the WSSC building located on the Northwest Branch, downstream of Colesville Road, preferably to provide services such as community meeting space, office space for public uses, and/or environmental education because of its location next to the Northwest Branch stream valley. The WSSC building has been acquired by M-NCPPC. This site and building help to define the entrance into the White Oak Master Plan area and should be preserved and maintained as a landmark. Montgomery County Parks should pursue acquisition of the building on the northwest side of Colesville Road as well. This entire area is being considered for Historic District designation in the *Master Plan for Historic Preservation*. (See Historic Preservation Chapter, page 92.)
- Continue to use the Colesville Elementary School building for public service uses. If space becomes available due to some of the existing uses moving to the future East County Government Center, new public services or meeting space should be considered as replacement uses.

ELDERLY HOUSING AND SERVICES

Population projections based on Census data indicate that in the White Oak Master Plan area there will be a significant increase of persons over the age of 70 in the next 20 years. Currently, services to the elderly are limited to Holly Hall, which is a rental apartment facility for the elderly located in Hillandale that is operated by the Housing Opportunities Commission (HOC), and a private nursing home located on New Hampshire Avenue north of the Martin Luther King, Jr. Recreational Park. This Plan encourages opportunities to provide facilities and services to this growing segment of the population.

RECOMMENDATIONS:

- Support the provision of adult daycare facilities.
- Encourage the location of elderly housing and elderly support services along bus routes, and near shopping and public facilities.
- Support the provision of affordable elderly housing and care facilities through the special exception process.

DAYCARE

Currently, there are a number of child daycare facilities in the Master Plan area offering varied services from infant/toddler care to preschool and school age children. The County Department of Health and Human Services offers its services to help parents locate appropriate daycare to meet their needs. In general, parents tend to look for care facilities close to their place of employment or near easily accessible transit.

RECOMMENDATIONS:

- Encourage the provision of child daycare facilities at appropriate locations in the planning area.
- Encourage the co-location of child care and adult daycare facilities.

HOUSING AND SERVICES FOR SPECIAL POPULATIONS

CHI (formerly known as Centers for the Handicapped) is located in the old Hillandale Elementary School building and is a unique resource and an asset to the community. It is a private non-profit organization serving Prince George's and Montgomery Counties. The staff assist children and adults with disabilities to achieve their greatest potential growth. The Center provides an array of services and programs such as vocational training; work assistance programs; counseling; educational, recreational, and residential programs; and a senior center for the developmentally disabled. Their services to the region have benefitted not only special populations but also the Hillandale community. Their meeting rooms have been made available to the community, especially to the Hillandale Citizens Association.

People who are physically or mentally handicapped can often be cared for best in a non-institutional setting such as home communities. This population generally needs various levels of supervision or assistance to function in the larger community.

RECOMMENDATION:

- Support the provision of housing for special populations (more than eight individuals) through the special exception process. As long as parking does not create an adverse effect on adjoining neighbors, and the scale of the use is in keeping with the surrounding neighborhood, these homes should be appropriate for any residential community. Efforts should be made to avoid an over-concentration of housing for special populations in any particular neighborhood.

PUBLIC SAFETY

An increasing concern within the communities of the White Oak Master Plan area is crime, as it is throughout the County. The White Oak Master Plan area is currently covered by the Wheaton and Silver Spring police station districts. The Montgomery County Police Department's 1993 Strategic Plan's recommendations include the establishment of a satellite facility in the White Oak Master Plan area as staffing and facilities become available. In accordance with the Strategic Plan, the Police Department is developing a Facilities Master Plan which will determine the nature and location of future police facilities (satellite or other). The Police Department is also revising Police District and Police Beat boundaries and is considering placing the entire Master Plan area within one Police District if it is determined it will enhance the delivery of law enforcement services to the community. Police District and Beat boundaries are expected to change during the life of this Master Plan in response to community and crime issues.

Fire and rescue service is provided to the White Oak area from two Hillandale Volunteer Fire Department stations. Station 24 is located at 13216 New Hampshire Avenue, and Station 12 is located at 10617 New Hampshire Avenue. Both stations have had recent renovations and are expected to remain functional through the year 2005. When needed, additional fire and rescue coverage for the area is provided by the Silver Spring Volunteer Fire Department, the Burtonsville Volunteer Fire Department, the Takoma Park Volunteer Fire Department, and the Wheaton Rescue Squad.

POST OFFICE

The Colesville Branch Post Office serves the White Oak Master Plan area and portions of other adjacent planning areas and is located at 13217 New Hampshire Avenue. This facility provides such public services as post office boxes, stamp sales, and mailing of packages. The United States Postal Service's decision to relocate carrier operations to a new facility in Fairland permits substantial improvements to parking and public access to this post office. Those improvements are being implemented.

SCHOOLS

Public schools are an essential component of community life and identity, and provide not only educational but recreational services to the community as well. The need for new schools is determined by the Board of Education based on both the capacity of existing schools and the projected increase in student enrollment. The Board of Education at times modifies service areas to balance enrollment with facility space.

The White Oak Master Plan area is mainly in the Springbrook High School Cluster. Springbrook High School reopened in 1994, after a complete modernization, including a 22-room addition. It is a prototype high school for Global Access (computer technology). There are two middle schools: White Oak and Francis Scott Key. White Oak reopened in September 1994 after a complete modernization. Key completed a renovation in 1993. A portion of the residents in the Tamarack area attend Briggs Chaney Middle School (Paint Branch Cluster). There are six active elementary schools in the Master Plan area: Burnt Mills, Cannon Road, Cresthaven, Jackson Road, Westover, and Page (Paint Branch Cluster). Burnt Mills and Cresthaven currently have relocatable classrooms on site. Jackson Road reopened in September 1995 after a complete modernization, including a gymnasium and additions. Private daycare is provided at all elementary schools except Cannon Road. The Doral area (Randolph Road and Hawkesbury Lane) is served by Glenallan Elementary School (Kennedy Cluster).

In May 1995 the County Council voted not to fund the construction of a new elementary school in the Sherwood Cluster; however, the Council provided funding in FY 97 for the exploration of Sherwood elementary space solutions, including the possibilities of either a new facility or boundary changes. All elementary school boundaries in Sherwood Cluster, Springbrook Cluster, and Paint Branch Cluster are being reevaluated for implementation in September 1997, which may also impact elementary school boundaries in Springbrook Cluster and Paint Branch Cluster.

A new high school is planned to open in fall 1998 in the northeast area of the County on Norwood Road at Johnson Road (Cloverly Master Plan area). This will change Springbrook Cluster, Paint Branch Cluster, and Sherwood Cluster boundaries and may reassign elementary and/or middle schools. An alternative boundary plan is being finalized for this area which will also impact high school assignments.

All public school improvements are programmed through the Capital Improvements Program (CIP) and the Approved Plan for Educational Facilities. The timing of additions and modernizations is evaluated annually in these documents. Due to shortages of capital funds, the Board of Education may adjust boundaries to make the best use of available space.

PARK AND RECREATION FACILITIES

Public parkland and recreation facilities play an important role in the well-being of the community. The stream valley parks enhance the quality of life for White Oak Master Plan area residents by providing visual relief from the built environment and an opportunity to experience nature within a largely developed area. In addition, the open space provides wildlife habitat, improves air quality, and protects water quality.

The streams in the White Oak Master Plan area have both broad gently flowing reaches and narrow valleys with extremely steep, rocky slopes. High quality forests and rich archeological and historical resources are associated with the stream valleys, particularly at the confluences. The fall line, which marks the transition from the Piedmont's crystalline rock and the coastal plain's sedimentary rock, roughly follows US 29. This is characterized by abrupt elevation drops along the stream valleys, causing water cascades.

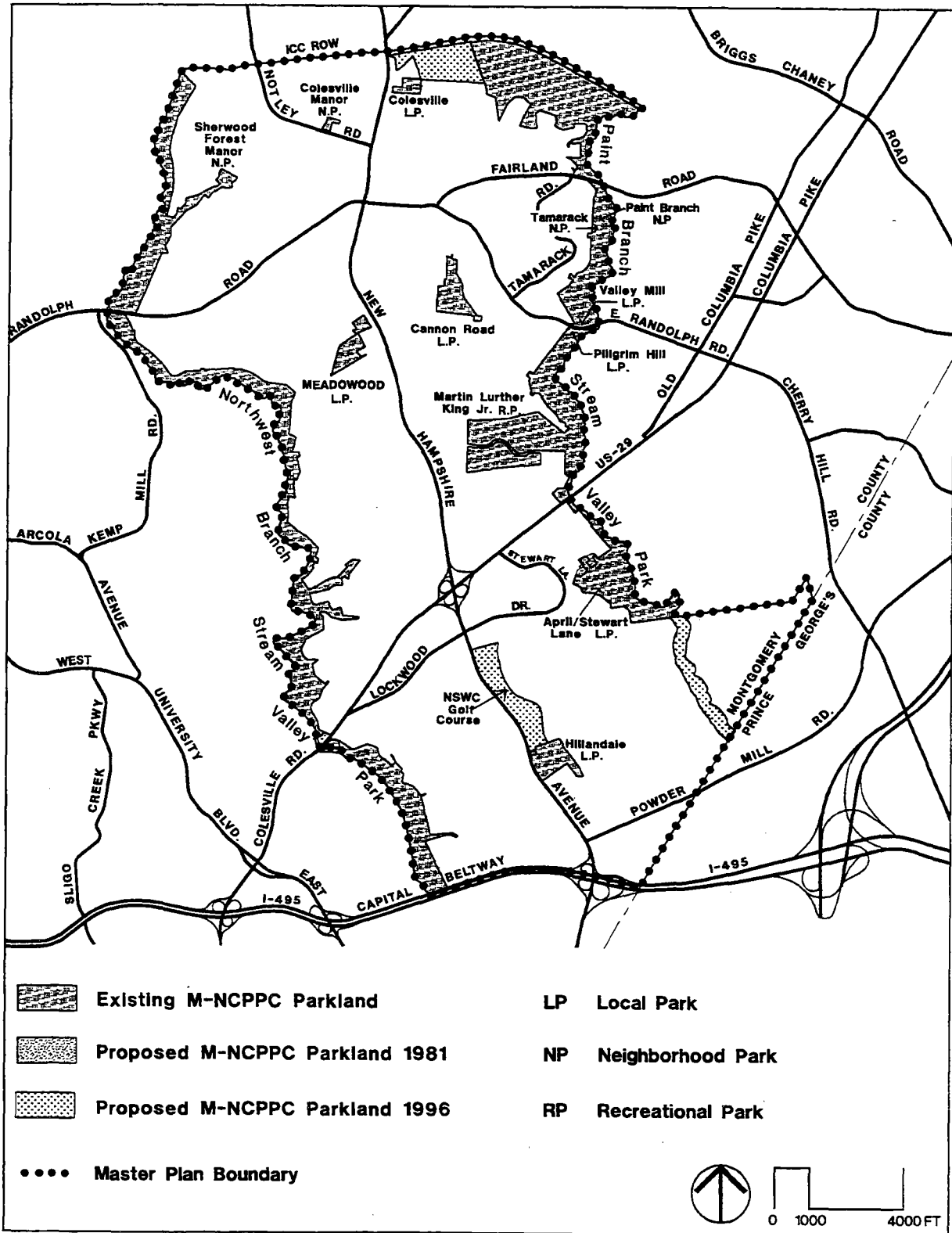
The White Oak Master Plan area has approximately 830 acres in parkland. The majority of this land is located within the stream valley parks of the Paint Branch and the Northwest Branch. There are seven existing or proposed local parks in the White Oak Planning Area: April-Stewart Lane, Valley Mill, Pilgrim Hill, Meadowood, Hillandale, Colesville, and Cannon Road. There are four neighborhood parks: Colesville Manor, Paint Branch, Sherwood Forest Manor (and Sherwood Forest Neighborhood Conservation area), and Tamarack. (See Figure 29, page 70.) The Martin Luther King, Jr. Recreational Park serves the region with ballfields and an indoor swim facility. The closest Regional Park is Wheaton.

OBJECTIVE:

Provide recreational facilities for existing and future community needs.

RECOMMENDATIONS:

- Provide an outdoor swim facility for the Martin Luther King, Jr. Recreational Park. The 1981 Eastern Montgomery County Master Plan recommended an outdoor swimming facility for the Martin Luther King, Jr. Recreational Park. This facility was carried as a CIP item until FY 92, at which time it was dropped. An outdoor swim facility is still needed in the region and this item should be revisited within the life of this Master Plan.
- Support environmentally sensitive development of the April-Stewart Lane Local Park. Recreation facilities are needed in the densely developed April Lane, Stewart Lane, and Lockwood Drive area because few open spaces exist for the many residents. This park is programmed to be built in the *Long Range Planning Guide for Parkland Acquisition and Development*. The proposed park should include a large picnic-playground area, trails, multiuse court, and a ballfield-playfield.
- Pursue acquisition of the WSSC building and property on the upstream side of the Northwest Branch on US 29. The twin building, located on the downstream side of the Northwest Branch, has already been acquired by M-NCPPC. These sites are located at trail heads into the Northwest Branch stream valley and could provide parking opportunities within existing paved areas for trail users on both sides of US 29. All unnecessary pavement (imperviousness areas) should be removed and restored to a natural state. The buildings help to define the entrance into the White Oak Master Plan area and should be preserved and maintained as landmarks. Safe pedestrian crossing of US 29 in this area will become more significant as trail use increases to ensure trail continuity.
- Pursue transfer of the front buffer of the Naval Surface Warfare Center (NSWC) which includes the existing golf course, club house, picnic area, athletic field, and sufficient land for the development of a driving range to Montgomery County Parks as part of the federal reuse process. The front buffer golf course provides an attractive setting along New Hampshire Avenue and is ideally located to provide recreational services to the surrounding communities and region. Outdoor recreation facilities beyond the golf course, including areas appropriate for addition to the Paint Branch Stream Valley Park, should be pursued if found to be compatible with the future plans of the General Services Administration (GSA). Montgomery County Parks should assist GSA in providing recreational resources on their site for their employees and the surrounding communities, if possible.



Stream Valley Trails

This Plan makes recommendations to improve and extend the existing trail network in the White Oak Master Plan area. This trail network exists within the parkland corridors and connects the adjoining communities and other circulation networks (streets, sidewalks, bikeways) to each other. (See Figure 30, page 73.) Types of trails discussed in this section are paved and unpaved. Designated users allowed on each trail will be determined through detailed study by the Montgomery County Parks staff with involvement of the surrounding neighborhood, community, and potential trail users. In addition, specific trail surfaces will be determined through the evaluation of pertinent factors that affect the sensitive stream valley environment, as well as, future maintenance needs including potential types of use. Table 6 on page 72 summarizes the sections of trail described in this Plan.

OBJECTIVE:

Enhance the Paint Branch and Northwest Branch Stream Valley Parks trail system to provide better access and connection to the adjoining communities and neighborhoods.

RECOMMENDATIONS:

- Extend Paint Branch trail from Martin Luther King, Jr. Recreational Park to Old Columbia Pike. This path connection would greatly benefit the regional hiking and bikeway network because it allows passage underneath US 29, which otherwise forms a barrier to recreational bicycle and pedestrian travel. The best location for this path appears to be on the east side of the stream (Fairland Master Plan area), with a new bridge crossing at the existing southern end of the Paint Branch trail. This path may be difficult to build for resource protection reasons. Issues to be taken into consideration in designing this trail include sensitivity of the Paint Branch, wetlands, steep slopes, and an historic mill site near Old Columbia Pike. Trail surfacing and alignment will be determined through detailed environmental and design studies.
- Extend Paint Branch trail north of Fairland Road to the ICC right of way. Provide appropriate connections to adjoining streets and communities. Preliminary field surveys indicate that the east side of the stream would be the best location for the trail (Fairland Master Plan area). The trail alignment and surfacing will be determined through detailed environmental and design studies.
- Provide safe pedestrian and bicycle Paint Branch trail crossings at Randolph Road and Fairland Road at Paint Branch. The DPW&T is currently working on the design to realign the access points to the Valley Mill and Pilgrim Hill parks. The design will show the driveways to both parks realigned to provide a more normal intersection. In addition, the DPW&T is preparing engineering plans that incorporate a bike/pedestrian underpass that will provide for a continuous trail along the Paint Branch stream valley. If the Paint Branch trail is to realize its potential as a regional link in the recreational hiking and bikeway network, the provision of safe crossings at major roads is needed.
- Potential construction of a paved trail within the Northwest Branch Park from Randolph Road to the ICC right of way is currently under study. (This proposed trail extends to Bonifant Road in the Cloverly Master Plan.) An environmental feasibility study has concluded that this area will support a new paved trail, as well as the existing unpaved trail. The trails are proposed on the east side of the stream valley from Randolph Road north to a stream crossing near Vierling Drive (where the gas pipeline crosses the stream), then would continue north on the west side of the stream.

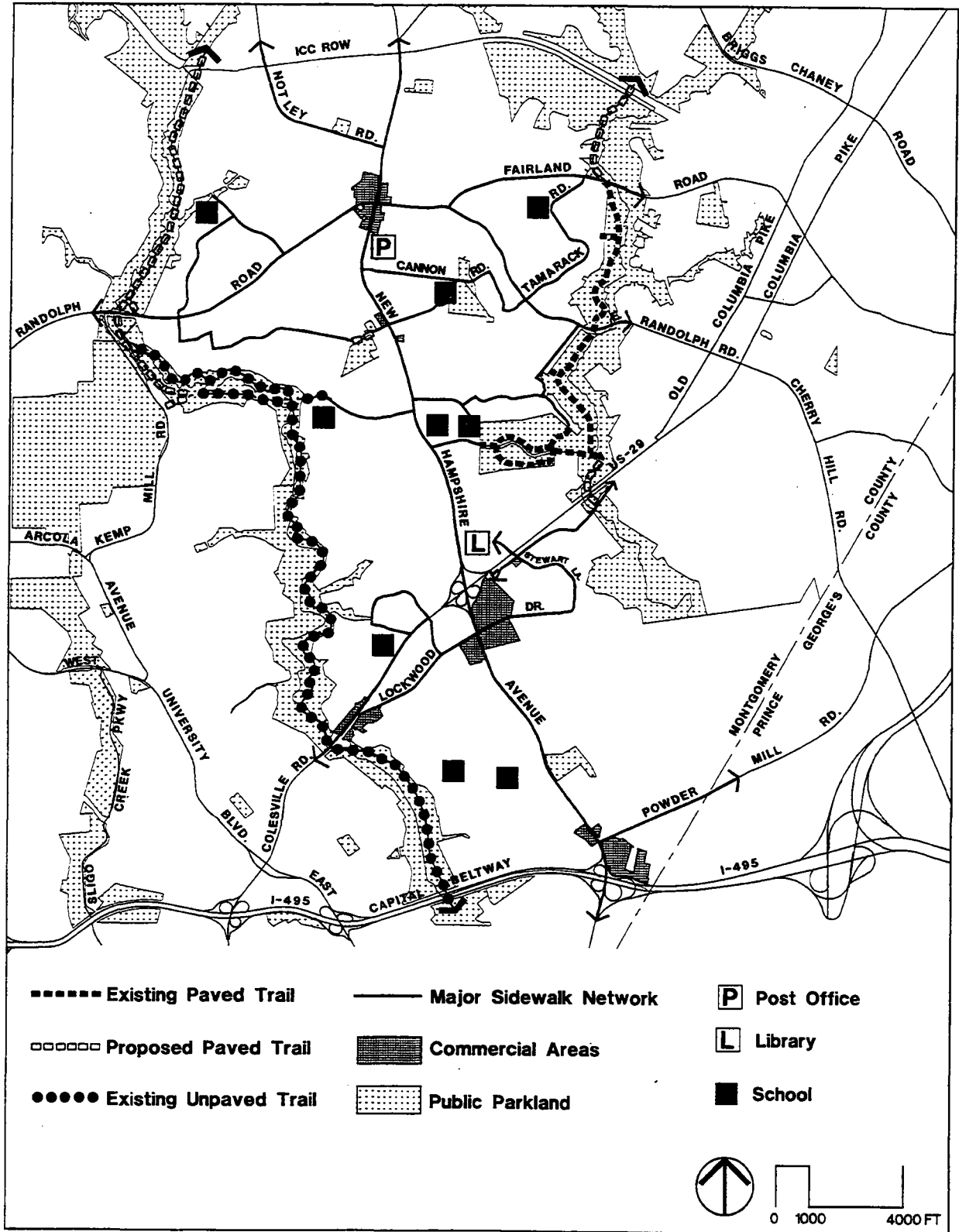
Table 6

SUMMARY OF STREAM VALLEY TRAILS

Park and location	Type of trail	Status/Comments
Paint Branch Stream Valley Park		
A. Old Columbia Pike to Martin Luther King, Jr. Recreational Park	paved	proposed,* bridge required
B. Jackson Road to Fairland Road	paved	completed
C. Fairland Road to ICC Right-of-Way	paved	proposed*
Northwest Branch Stream Valley Park		
A. I-495 to US 29, east side	unpaved	existing, no improvements proposed
B. US 29 to Kemp Mill Road, east side	unpaved	existing, some improvements may be required
C. US 29 to Kemp Mill Road, west side	unpaved	environmental improvements recommended
D. Kemp Mill Road to Old Randolph Road, west side	paved	currently under study*
E. Old Randolph Road, west side to Randolph Road underpass, east side	boardwalk	proposed due to environmental constraints
F. Randolph Road to Bonifant Road, east side	paved and unpaved (2 separate trails)	currently under study*
* Proposal tentative, final determination to be made following environmental review and community input.		

MAJOR PEDESTRIAN CIRCULATION NETWORK & DESTINATIONS

FIGURE 30



- Improve the natural surface path from Greenacres Drive to the recreational facilities in Hillandale Local Park. The steepness and narrowness of the existing footpath
- Repair existing erosion problems on soft surface paths throughout the Master Plan area through coordinated efforts between the Montgomery County Parks, local users and local residents. Many of the paths from neighborhoods into Northwest Branch Stream Valley Park are especially in need of immediate maintenance.
- Clearly designate the types of users appropriate for trails and implement other management measures necessary to prevent unnecessary environmental damage and conflicts between user groups.
- Close unofficial, duplicate parallel trails and restore vegetation.

OBJECTIVE:

Improve the trail network in the Northwest Branch stream valley south of Randolph Road to protect the sensitive and high quality natural resources in this area and to provide for recreational use.

RECOMMENDATIONS:

- Improve the Northwest Branch trail from Randolph Road to US 29 on the west side of the stream (located in the Kemp Mill-Four Corners Planning Area) by: (1) providing boardwalk from the Randolph Road underpass to Old Randolph Road. This section of the trail crosses a wetland mitigation site and should be handled with sensitivity; (2) providing a paved trail from Old Randolph Road south to Kemp Mill Road on the west side of the stream; (3) improve the existing unpaved trail from Kemp Mill Road to US 29. A key objective in determining trail surfaces in the Northwest Branch must be to preserve and enhance the wetlands and other sensitive habitats.

Upgrades to the Kemp Mill Road to US 29 section (located in the Kemp Mill-Four Corners Planning Area) should include closing unofficial, parallel trails and restoring damaged riparian and wetland habitats.

OBJECTIVE:

Improve and maintain a natural surface hiking trail system in the Northwest Branch Stream Valley Park that provides an accessible high quality passive recreational experience and supports resource conservation and interpretation.

RECOMMENDATIONS:

- Construct a natural surface path at the south end of Lacy Drive to the parking lot and ballfield area of Meadowood Local Park. Steep grades would prevent the construction of a paved path in this area without extensive regrading and tree loss. A natural footpath would provide improved access from the neighborhood into this park and reduce pedestrian travel on the portion of Lacy Drive between Eldrid and Thomas Drives where short sight distances for drivers reduce pedestrian safety. A small bridge will be necessary as part of the path construction.

Equestrian Trails

OBJECTIVE:

Provide adequate trails to support the anticipated equestrian usage in the White Oak Master Plan area, providing a pleasant user experience without conflicting with other trail users or conservation objectives.

RECOMMENDATIONS:

- Provide equestrian access to all unpaved trails except where equestrians are specifically prohibited (e.g., playgrounds, nature centers, ballfields, high traffic pedestrian areas, highly sensitive environmental areas).
- Sign trails adequately, indicating where equestrian use is allowed. Signs should also advise other trail users that equestrians may be encountered on the trails.
- Encourage trail crossings of streets only in areas of good visibility and where there are trail crossing warning signs.
- Consider the use of underpasses for all major road crossings where feasible.

GREENWAYS

Greenways are linear open spaces set aside for recreation and conservation uses. Greenways link people, communities, and the natural environment. The greenway system is not a regulatory or land acquisition program. It is a unifying approach that uses existing regulatory and/or voluntary programs to create a network of green spaces in the County and throughout the state. In eastern Montgomery County the stream valley parks form the core of the greenway system.

The greenway connectors are major pedestrian and/or bikeway connections that, although they may contain varying amounts of or no green space, are especially important to provide access to greenways. In some places the connectors cross private land where property owners have granted access, as is the case where the Trail Riders of Today (TROT) negotiated easements for public access along specific routes.

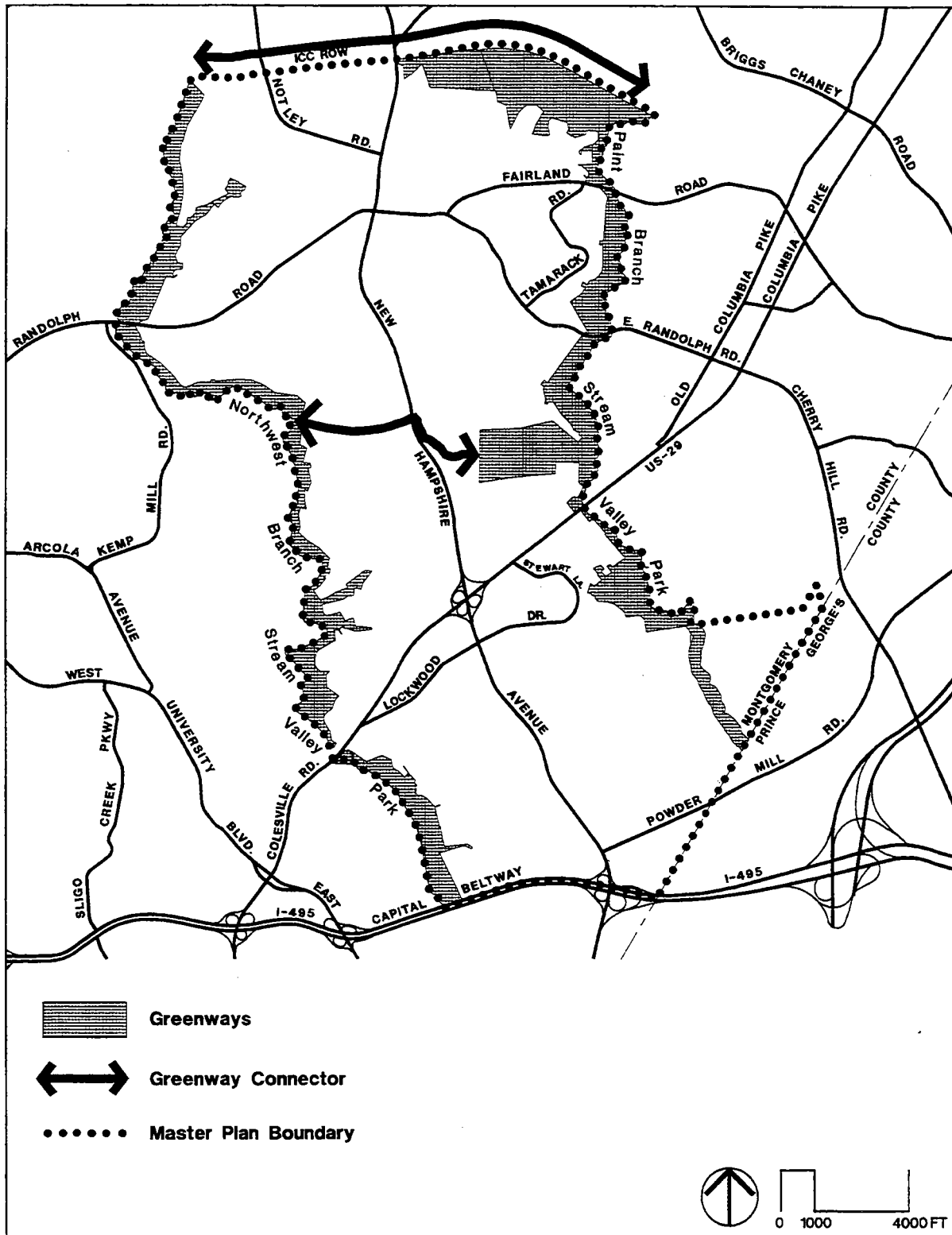
The greenways in the White Oak Master Plan are part of a larger system linked to surrounding master plan areas. The White Oak Master Plan area residents need better access to the natural areas from their neighborhoods and better connections between the parks themselves.

OBJECTIVE:

Expand recreational access between natural areas and neighborhoods while protecting and restoring stream valley habitat.

RECOMMENDATIONS:

- Designate the Northwest Branch and Paint Branch stream valleys and the Good Hope tributary as greenways.
- Designate as connectors between the Northwest Branch Greenway and the Paint Branch Greenway (1) Valley Brook Drive to New Hampshire Avenue to Jackson Road and into Martin Luther King, Jr. Recreational Park and (2) the entire length of the Intercounty Connector.



VII. ENVIRONMENTAL RESOURCES

The White Oak Master Plan area is an established urban/suburban area that generally was built before the application of today's standards for environmental protection. Despite dense development, the habitat and water quality has remained high because of low imperviousness in the upper headwaters north of the Master Plan area and extensive forests maintained in parkland along the two stream valleys. With increasing development in the upper watersheds, stream stability is nearing the edge of equilibrium, particularly in the Paint Branch. It is vital to continue both restoration of the natural resources within the White Oak Master Plan area and protection and conservation of these resources upstream.

The White Oak Master Plan area is in the watersheds of two major tributaries of the Anacostia River: the Northwest Branch and the Paint Branch. (See Figure 32, page 79.) The environmental features of the White Oak Master Plan area primarily fall within these stream valley corridors. There are a number of smaller tributaries that travel through neighborhoods before entering the stream valley parks. Some streams in older areas are not well buffered from surrounding development or have been enclosed in storm drain pipes within subdivisions. Forests and wetlands are generally limited to public parkland. Greater detail on watershed resources and water quality may be found in the 1996 technical report, *Environmental Resources: Eastern Montgomery County Master Plan Areas*.

The Anacostia Watershed Restoration Program develops projects to rehabilitate the Anacostia River and its tributaries with the goal of improving the ecologic integrity. It is a partnership between local, State and Federal government agencies to plan, design and build various stormwater management and stream restoration projects. In White Oak, one example is a new sand-peat filter near the Hollywood Branch tributary of the Paint Branch that will be completed in 1996. A joint project of the County Department of Environmental Protection (DEP) and the Army Corps of Engineers (COE) is planned for another Paint Branch tributary near Stewart Lane. Stream restoration of selected locations in the White Oak Master Plan area along both the Paint Branch and the Northwest Branch mainstems is also planned as a joint DEP-COE project.

APPROACH TO ENVIRONMENTAL RESOURCE PROTECTION IN WHITE OAK

A master plan attempts to balance appropriate land use intensities with water resource quality goals. In most cases, master plans achieve a satisfactory balance, so that standard federal, state and countywide environmental requirements make proposed development consistent with water resource protection goals. However, where intense land use patterns exist or are desired to accomplish other planning goals, additional mitigation efforts may be needed to enhance existing water quality or maintain sensitive water resources.

In Eastern Montgomery County, a system of management categories that recognize the sensitivity of stream resources and the intensity of existing or planned land uses was developed to focus the master plan on those areas where land use decisions are critical to environmental protection. This system (as described in more detail in the 1996 technical report *Environmental Resources: Eastern Montgomery County Master Plans*) is now seen as a prototype for a similar system that is being refined and documented for county-wide application.

A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions, existing and planned land uses in the watersheds, and the types of management tools available to protect or restore each watershed. The management categories as presently envisioned roughly coincide with those defined in the Eastern Montgomery County master plans.

The CSPA will provide a consistent process for identifying stream preservation, protection, and restoration needs county-wide.

The Montgomery County DEP and the M-NCPPC are cooperating to draft the initial CSPA and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPA categorization of subwatersheds and related management tools should be completed by early 1997. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPA. This Master Plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPA is completed.

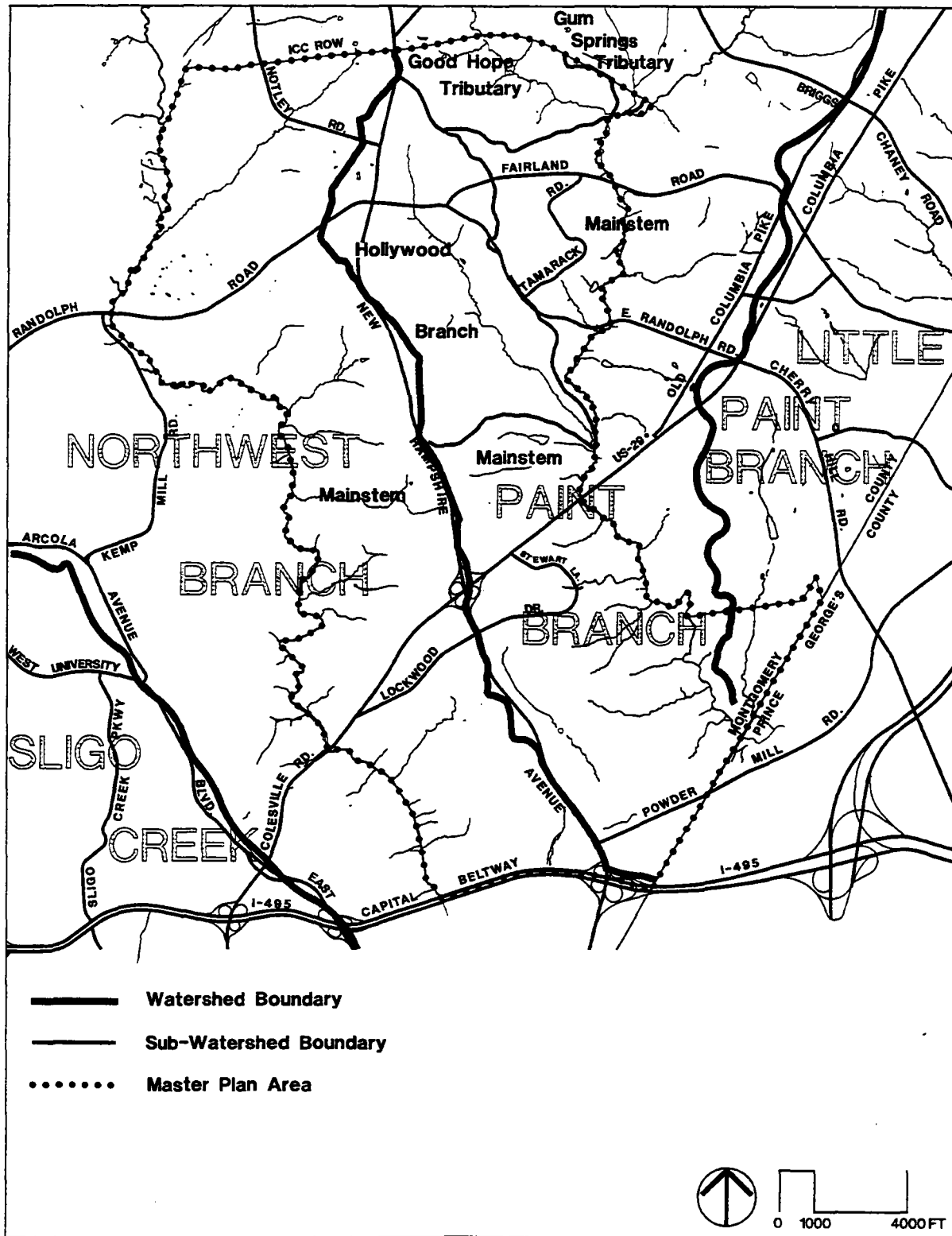
Until such recommendations are made, the prototypical categories (as described below) will be used for this and other plans in eastern Montgomery County. The categories include Environmental Restoration Areas, Regular Protection Areas, Special Protection Areas and Environmental Preservation Areas.

In general, current environmental regulations (as updated from time to time) are designed to protect most environmental resources from the avoidable impacts of new development. Regular Protection Areas are those where master-planned densities are compatible with maintenance of acceptable water resources, given implementation of standard environmental requirements.

Some parts of the county are protected by virtue of the fact that no intensive development is planned. Rural areas, such as Agricultural Reserve and the Patuxent watershed, that contain high quality and sensitive resources derive some protection from low-intensity land uses and zoning. These areas are considered, in this Master Plan, Environmental Preservation Areas. This designation does not entail additional regulation and is intended solely to denote areas with low- and very-low density and sensitive stream resources. These areas have limited public infrastructure, and no significant new infrastructure is proposed to support development here. The Natural Resource Conservation Service and the Chesapeake Bay Restoration Program work with agricultural interests in an ongoing cooperative effort to reduce the impacts of agricultural practices on water quality and habitat.

Parts of this master planning area have suffered from intense development prior to the establishment of environmental regulations and planning. Stream conditions in these areas show adverse environmental effects from existing development that cannot be significantly improved by changes in land use for remaining open land. Streams in older neighborhoods tend to have significant erosion and sedimentation and impaired water quality. Fish and macroinvertebrates generally are limited to hardier species that can survive under stressful conditions. Subwatersheds with these characteristics are designated as Environmental Restoration Areas to reflect the focus on rehabilitation of water quality and aquatic habitat conditions. Although some stream segments or tributaries may experience fewer problems or have higher water quality, watershed management is done at the subwatershed scale to respond more effectively to the overall characteristics of the system. Public projects that improve stream conditions in key locations are needed to help restore the watershed's ecology.

The Environmental Restoration Areas do not entail special legislation or additional regulations beyond standard environmental protection measures for new development. Restoration efforts are undertaken through the County's Capital Improvements Program (CIP). The master plan may identify specific environmental problem areas and support the efforts of implementing agencies to address these problems. DEP is responsible for stormwater management retrofit or stream enhancement projects in coordination with M-NCPPC and involved state or federal agencies. DEP also seeks to inform and involve the community early in the process of site selection and design. Residents are invited to participate in determining environmental priorities and in planning, implementing, and maintaining the improvements.



However, there are also sensitive or especially high quality resources that require special protection to reduce the potential for damage to these resources. These may be designated as Special Protection Areas (SPAs) through the master planning process or by other actions of the County Council. SPAs are defined as geographic areas where existing water resources and associated features are of high quality or are unusually sensitive and where planned development would threaten the resources. The designation of SPAs may be considered as an addition to the standard protection afforded by existing environmental requirements for the entire County.

The SPA designation requires protection of high stream quality through stringent controls on new development, including such measures as expanded buffers, additional reforestation/afforestation considerations, extraordinary best management practices, and monitoring requirements. These requirements can be found in the Planning Board's *Guidelines for Environmental Management of Development* and in DEP's regulations, *Water Quality Review For Development in Designated Special Protection Areas*.

ENVIRONMENTAL GOAL

Protect and enhance the White Oak Master Plan area's natural resources for the enjoyment of residents and sustain a stable and healthy biological environment for native plant and animal populations.

As mentioned in the Background section on page 5, the Maryland Planning Act of 1992 supports protection of sensitive environmental areas and stewardship of the lands of the Chesapeake Bay. M-NCPPC and County Department of Environmental Protection have worked with state agencies since the 1970s to establish and update provisions for a holistic approach to environmental protection. The Maryland Planning Act identifies stream buffers, 100-year floodplains, endangered species habitats, and steep slopes as sensitive areas in Vision #2. These areas are protected from disturbance by new development under the M-NCPPC *Guidelines for Environment Management of Development*. (See Figure 33, page 82.) These requirements are addressed at the subdivision stage for each individual property. All new development must comply with current state and county environmental requirements, including stormwater management, sediment control provisions, forest conservation standards, and development restrictions on stream valley buffers, floodplains, and wetlands. Restoration and retrofit projects attempt to preserve and expand environmentally sensitive areas wherever possible.

WATER RESOURCES

PAINT BRANCH

Paint Branch's 20,160 acre watershed extends from Spencerville Road through the White Oak Planning Area and into Prince George's County where it meets the Northeast Branch of the Anacostia River. It is designated by the state of Maryland as a Use III watershed upstream of the Capital Beltway since it supports a naturally reproducing brown trout population. This category has the highest water quality of any of the state's designated uses, and as such, the Paint Branch maintains a healthy cold water fishery and a diverse ecological community, especially in the upper reaches. The upper part of Paint Branch (the area upstream of Fairland Road) supports one of the few self-sustaining trout spawning populations in the county. Based on a variety of water sources, stream quality is 'fair' to 'good' in most of the White Oak Master Plan area and is rated as excellent in the Good Hope tributary of Paint Branch, found at the northeastern corner of the Master Plan area. This tributary is one of the most important trout spawning areas for upper Paint Branch watershed. The upper Paint Branch above Fairland Road has been designated by the County Council as a SPA based on its trout-spawning capability, high water quality and the threat posed by the intensity of existing and future development in the watershed. (See Figure 34, page 85.)

OBJECTIVE:

Preserve water quality and aquatic habitat and maintain overall imperviousness at or near 1990 land use levels in the upper Paint Branch. Protect and improve the ecology and sensitive areas of the Paint Branch watershed below Fairland Road.

RECOMMENDATIONS:

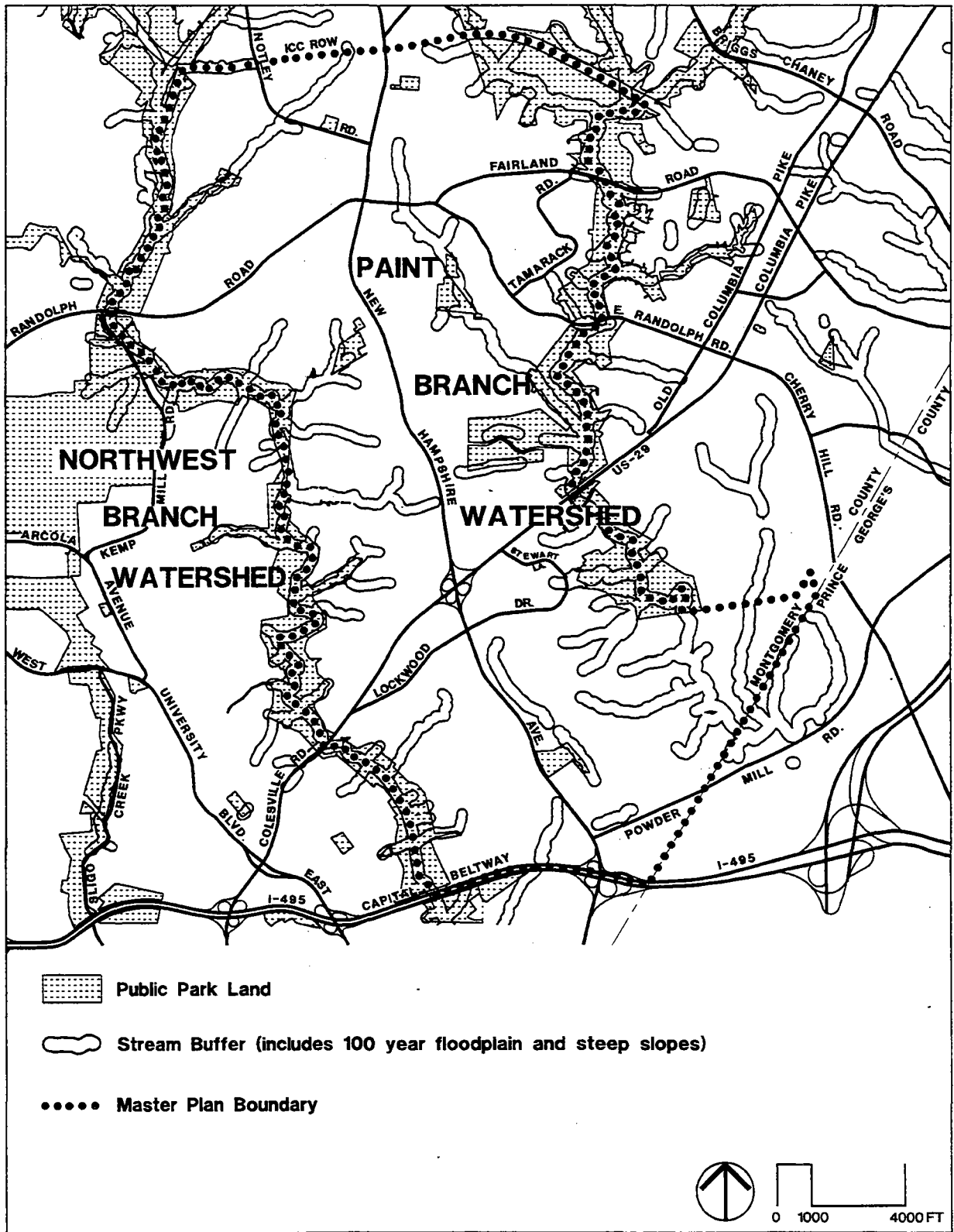
- Development must be consistent with the requirements of the SPA, as designated by the County Council for the upper Paint Branch watershed above Fairland Road, as well as DEP regulations and Planning Board's Environmental Guidelines.

The Planning Board has submitted an environmental overlay zone to the County Council that would follow the SPA boundaries identified in this Plan. The zone as proposed would limit imperviousness levels for new development and place restrictions on special exception uses. The zone will only go into effect if adopted by the County Council and if applied by a zoning map amendment.

- Reduce existing imperviousness where possible for redevelopment in the upper Paint Branch to help prevent degradation of trout-spawning habitat. New development in the upper Paint Branch SPA should be limited to 10% imperviousness.
- Acquisition of the Forster Property as public parkland, which was completed as this Plan was finalized, will reduce ultimate watershed imperviousness in the upper Paint Branch. The sub-watershed of the Good Hope tributary, of which the Forster Property is one of the largest undeveloped parcels, has reached 9.8 percent imperviousness, a critical level for trout-spawning waters. The acquisition of the 104-acre site (59 acres in the White Oak Master Plan area) will help restrict impervious levels and protect the water quality of this Use III stream.
- Strongly discourage new public, institutional, or special exception uses that create large impervious surfaces in the upper Paint Branch SPA.
- The Paint Branch watershed below Fairland Road within the White Oak Master Plan area will be treated as an Environmental Restoration Area. Existing guidelines and regulations for new development shall be applied and improvements to developed areas using reforestation/afforestation projects, implementation of appropriate stormwater management retrofits, and stream restoration projects should be undertaken. (See Figure 34, page 85.) Continue M-NCPPC support for and participation in DEP's efforts for the Anacostia Watershed Restoration Program. Continue the process of examining sites within and outside the park system for stormwater retrofit, water quality improvement, and stream channel restoration projects to ensure that the most beneficial options are explored and that the watershed restoration potential is weighed against potential impacts to parkland.

Minimize impacts to park resources from stormwater retrofit/water quality improvement projects already approved by M-NCPPC (the Park Commission) through coordination and review by DEP and Department of Park and Planning staff, consulting engineers, and citizens. Review any future proposals under the hierarchy of avoidance, minimization, mitigation, and compensation for park impacts, while supporting necessary actions to restore degraded aquatic habitats.

- Avoid paving, piping or complete rip-rapping of waterways and utilize environmentally sensitive methods to stabilize streams.



NORTHWEST BRANCH

With a drainage area of 33,920 acres, Northwest Branch is the largest watershed of the Anacostia River tributaries. The headwaters of Northwest Branch start in Olney and Sandy Spring. The stream flows through the west side of the White Oak Master Plan area into Prince George's County where it joins with the Northeast Branch to form the Anacostia River. It is a Use IV, or recreational trout, watershed, according to the state classification system. This designation indicates that the stream is stocked with adult trout for put and take, and therefore the water quality protection criteria are slightly less stringent than for a natural trout stream. The headwaters north of the planning area are an important resource for the entire Northwest Branch mainstem because they contribute a steady baseflow with high water quality. Research sources describe Northwest Branch's water quality within the White Oak Master Plan area as 'fair,' and occasionally 'good.' The following recommendations reflect the ongoing efforts associated with the Anacostia Watershed Restoration Program and the status of this part of Northwest Branch as an Environmental Restoration Area.

OBJECTIVE:

Achieve an environmentally diverse aquatic ecosystem in the Northwest Branch by preserving and enhancing ecological functions, as well as protecting sensitive areas and outstanding natural features.

RECOMMENDATIONS:

- Designate the Northwest Branch watershed as an Environmental Restoration Area within the White Oak Master Plan area. Apply existing guidelines and regulations for new development and undertake improvements to developed areas using reforestation/afforestation projects, implementation of stormwater management retrofits, and stream restoration projects. (See Figure 34, page 85.)
- Continue M-NCPPC support for and participation in DEP's efforts to provide stormwater management retrofits, stream valley restoration, and appropriate stormwater management facilities in coordination with the Anacostia Watershed Restoration Program. Continue the process of examining sites within and outside the park system for stormwater retrofit, water quality improvement, and stream channel restoration projects to ensure that the most beneficial options are explored and that the watershed restoration potential is weighed against potential impacts to parkland. Minimize impacts to park resources from stormwater retrofit/water quality improvement projects in the Anacostia Retrofit Program already approved by M-NCPPC through coordination and review by DEP and Department of Park and Planning staff, consulting engineers, and citizens. Review any future proposals under the hierarchy of avoidance, minimization, mitigation, and compensation for park impacts, while supporting necessary actions to restore degraded aquatic habitats.
- Avoid paving, piping or rip-rapping of waterways and utilize environmentally sensitive methods to stabilize streams.

AIR QUALITY

Air quality affects both human health and the health of native plant and animal communities. Air pollution and the improvement of air quality are primarily addressed at the regional scale across the entire Washington metropolitan area. Federally mandated pollution control equipment and efforts to reduce region-wide pollution levels should limit future air quality problems. The master plan process supports these region-wide efforts by improving access to community facilities and transit so that the number of auto trips can be reduced.

OBJECTIVE:

Improve air quality by encouraging pedestrian, bicycle, and transit access in existing and new development.

RECOMMENDATIONS:

- Expand the system of bikeways and walkways to improve access to and from transit stops, community retail centers, schools, and employment areas.
- Design and locate public spaces to minimize human exposure to localized air pollution.

FOREST AND TREE PROTECTION

Because the Master Plan area is highly developed, large areas of forested land are limited mainly to stream valleys and a few remaining areas that have not been developed. Trees within stream valleys inside parkland are protected. However, many areas of these buffers are encroached upon by adjacent homeowners with extensions of their fencing, mowing, dumping of yard trim material, and trash or debris. The M-NCPPC Parks Commission established a policy in 1991 which states that no mowing, planting, or structural encroachments are allowed on parkland without a permit. The county should continue to educate property owners and homeowner associations on the importance of maintaining the integrity of the stream buffer.

The County's Forest Conservation legislation, adopted in 1992, requires that forest and tree conservation be a part of future development projects. Forest conservation measures include avoiding or minimizing tree clearing and replacing trees that cannot be retained. A major goal of the forest conservation program is to retain or plant trees in priority environmental areas, such as stream buffers, on developing properties. When this is not possible, required planting may be done off-site, preferably within the same watershed. The M-NCPPC is preparing a county-wide forest resource inventory and conservation plan that identifies priority areas for reforestation. As a last resort, payment of a fee to a county tree fund for reforestation projects is acceptable in lieu of planting. Improvement of existing wooded areas is sometimes needed to remove invasive vegetation, thus encouraging natural succession of native species.

DPW&T provides maintenance to street trees along county roads including pruning, spraying, removal, and replacement. Additional efforts are needed to protect and enhance the urban forest in the White Oak Master Plan area. Consideration should be given to creating street tree planting plans for existing roadways (see Streetscape Improvements, page 53). Deciduous trees should be planted in existing parking lots to provide shade to paved areas, reducing the urban heat island effect and the thermal impact of runoff from such areas.

OBJECTIVE:

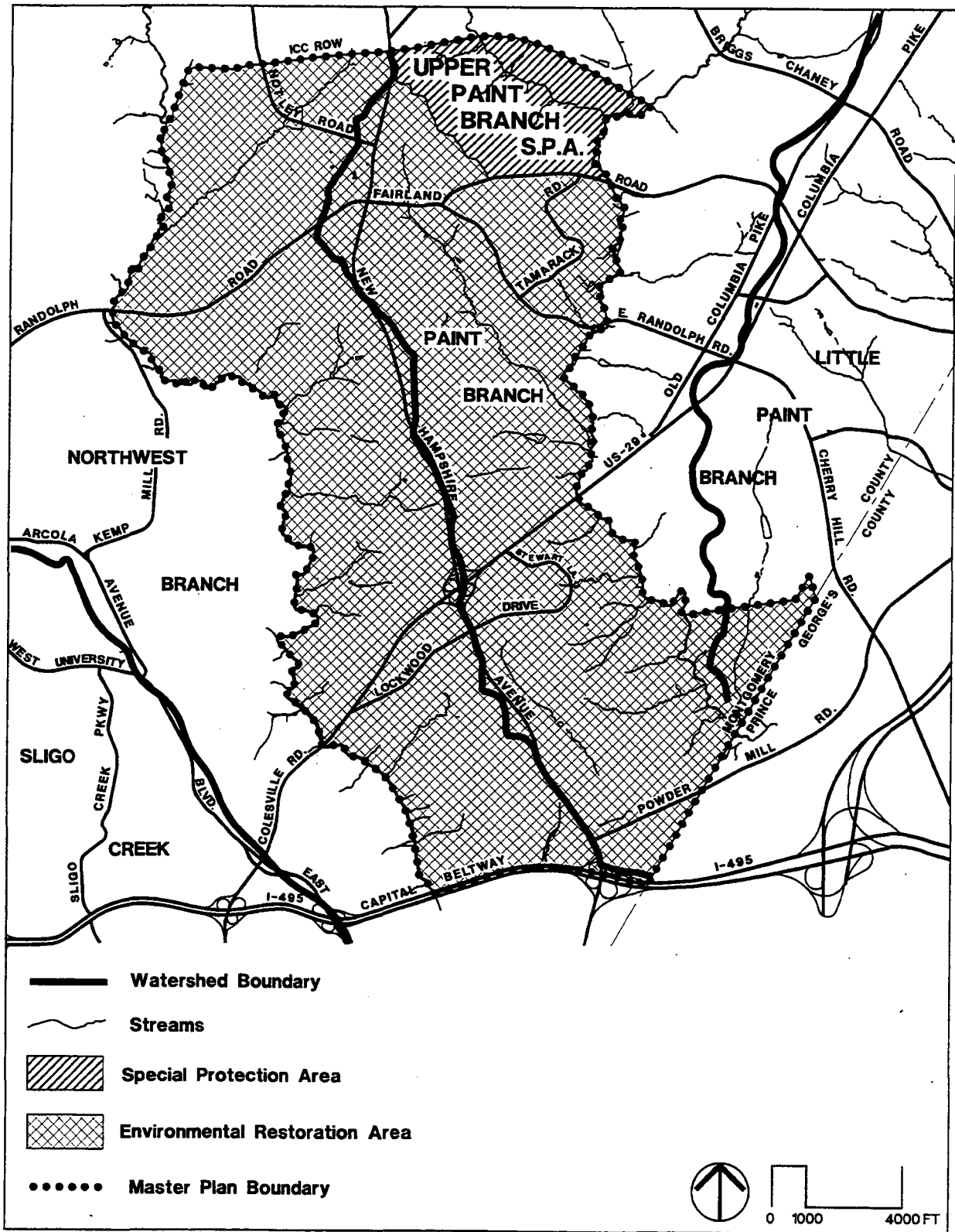
Protect and enhance the condition of existing trees in neighborhoods and stream valleys.

RECOMMENDATIONS:

- Support shade tree planting projects for roadways, residential streets, and parking lots.
- Support forest protection and restoration efforts on parkland.
- Target priority areas, such as stream buffers in grass cover, for forest planting or enhancement. Planting or natural regeneration of these areas on parkland is accomplished by the Department of Park and Planning (Natural Resources Management and Park Operations staffs). On private land, planting is coordinated .

ENVIRONMENTAL RESTORATION AND SPECIAL PROTECTION AREAS

FIGURE 34



through the forest conservation regulations administered by the Department of Park and Planning or through volunteer programs

NOISE

Excessive noise is an environmental health problem. Noise from roadway traffic is the single most pervasive noise source in White Oak. Transportation noise impacts are most bothersome to residential sites adjacent to heavily traveled roadways, such as arterial and major highways.

OBJECTIVE:

Minimize noise impacts on existing and new development.

RECOMMENDATIONS:

- Incorporate abatement where possible for existing noise impact areas as part of future road widening projects.
- Support noise-compatible site design for new development within the noise impact areas along major roads (US 29, New Hampshire Avenue, Randolph Road, the Beltway, and Fairland Road).

WATER AND SEWER SERVICE

Community water and sewer service is provided throughout the Master Plan area with the exception of Springbrook, which is zoned Rural. Private wells and septic fields exist in Springbrook and are currently adequate. Major trunk lines serving White Oak and the surrounding region are located in the Paint Branch and Northwest Branch stream valleys. The Washington Suburban Sanitary Commission (WSSC) has determined that the following sections of trunk sewers are expected to have capacity constraints in the future:

Paint Branch trunk sewer between Colesville Road and Powder Mill Road; and

Northwest Branch trunk sewer between Randolph Road and Colesville Road.

WSSC's *Rock Creek Wastewater Facility Plan* (CIP S-49.12) is currently underway and will investigate alternatives for eliminating future capacity limitations in the wastewater conveyance system for the Rock Creek basin. One of the plan's possible alternatives is to pump flows from the Rock Creek sewer basin into Northwest Branch's sewer lines. This would significantly increase the number of Northwest Branch lines that will have future wastewater capacity constraints, as well as possibly accelerate the need for projects to address these constraints. The actual nature, extent and timing of any projects in these basins will be determined through the county's *Comprehensive Water Supply and Sewerage Systems Plan* and WSSC's CIP. WSSC has determined that there is a need for additional water storage in the Colesville pressure zone and has selected a site on property it owns in the Fairland Master Plan area.

As is the case for several down-county master plan areas, the vast majority of the White Oak Master Plan Area is currently designated as categories W-1 and S-1. (W-1 and S-1 indicate that public service exists or is available). There are three exceptions, as follows:

1. The eastern part of the Naval Surface Warfare Center site, currently designated as W-1 and S-4. (S-4 indicates that public sewer service is anticipated to be provided within a three-to six-year period). Although within the White Oak Master Plan area, this part of the site is located in the Fairland Master Plan area.

2. The southern part of the Forster Property at the intersection of New Hampshire Avenue and Cape May Road, currently designated as W-1 and S-5 with conditional approval for S-3. (S-5 indicates that public sewer service is anticipated to be provided within a seven-to ten-year period and requires the installation of dry sewers; S-3 indicates that public service will be provided generally within two years). The Forster Property has been purchased by the County. The majority of the site is located within the Cloverly Master Plan area.
3. Part of the upper Paint Branch Stream Valley Park adjacent to the Forster property, currently designated as W-1 and S-6. (S-6 indicated that public sewer service is not anticipated to be provided within ten years). The majority of the specific property is located within the Cloverly Master Plan area.

Rather than process a separate comprehensive amendment for the White Oak Master Plan, category changes for the preceding sites should be addressed through comprehensive water and sewer map amendments for the adjacent Cloverly and Fairland Master Plans that will be prepared cooperatively by DEP and M-NCPPC after Council adoption of the Master Plans.

OBJECTIVE:

Minimize the impacts of any unavoidable construction in the Paint Branch and the Northwest Branch.

RECOMMENDATIONS:

- Manage extension of community water and sewer service in an environmentally sensitive manner. Where gravity sewer extensions or major improvements are deemed too damaging, alternatives such as pump-overs, force mains and their associated costs should be considered.
- Avoid or minimize the impact of sewer projects required to address wastewater capacity constraints in the Paint Branch trunk sewer.
- Minimize impacts of unavoidable sewer construction in the Northwest Branch should this option be chosen from the *Strategic Sewerage Plan*.

VIII. HISTORIC PRESERVATION

Designation of historic sites and districts highlights values that are important in maintaining both the County's overall cultural heritage as well as the social fabric and identity of its individual communities. The intent of the County historic preservation program is to provide a rational system for identifying, evaluating, and protecting the County's historic and architectural heritage for the benefit of present and future generations.

OBJECTIVES

1. Highlight the historic sites and districts that are important in maintaining the character of the White Oak Master Plan area.
2. Protect and enhance the White Oak Master Plan area's historic and architectural heritage for the benefit of present and future residents.
3. Integrate historic sites into new and existing development.

The *Master Plan for Historic Preservation* and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. Placement on the Master Plan for Historic Preservation officially designates the property as a historic site or historic district and places it under the protective provisions and procedural requirements of the County preservation ordinance. This status affects only the exterior historic appearance of the structures and their environmental settings. Owners of designated properties can qualify for a number of County and State preservation tax credits, as well as other financial aids and incentives, to assist with the maintenance and preservation of their properties.

The historic properties discussed in this chapter range in date from the late eighteenth to the mid-twentieth centuries and well represent the historic land use and evolution of the region from a sparsely populated agricultural region into a concentrated suburban community. Table 7 on page 91 summarizes the current status of the historic resources of the White Oak Master Plan area and Figure 35 on page 90 illustrates the general location of these properties.

The *Eastern Montgomery County Historic Preservation Report* gives a historic overview of the White Oak Master Plan area and eastern Montgomery County. It also gives descriptions and pictures of the historic sites currently designated on the *Master Plan for Historic Preservation*, those historic properties currently on the *Locational Atlas and Index of Historic Sites* in eastern Montgomery County, and other potential historic structures, including those in the White Oak Master Plan area that are to be evaluated for designation. The report also contains further explanation of the historic preservation designation criteria, the effects of historic site designation, and description of potential tax benefits to owners.

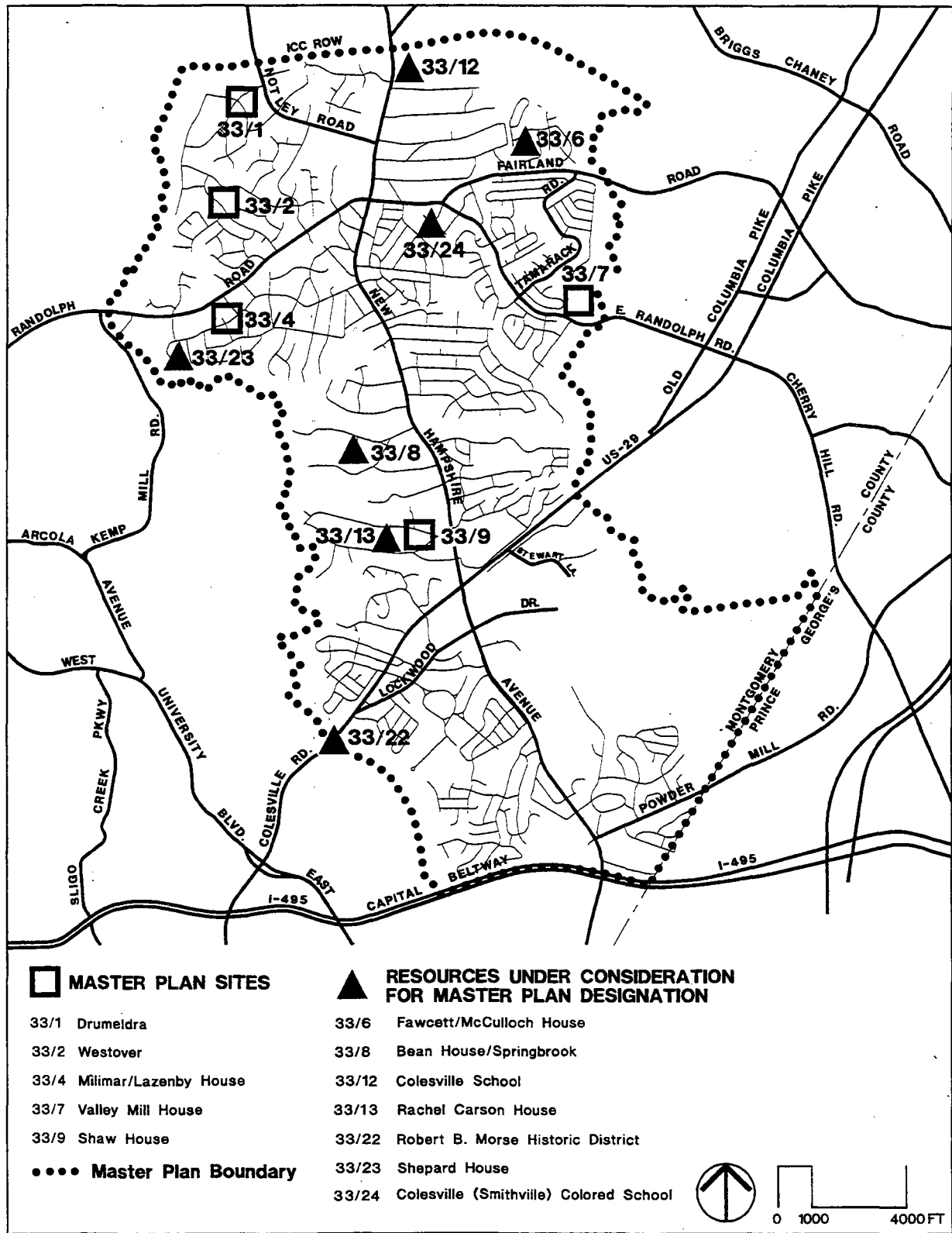


Table 7

WHITE OAK MASTER PLAN HISTORIC RESOURCES

Ident. #	Name	Address	Comments	HPC Recommendation	Plan Recommendation
MASTER PLAN SITES					
#33/1	Drumeldra	13910 Notley Road	This important local example of a Federal style house, built around 1810 with a later interior reconstruction after a fire in 1855, has associative significance with the region's settlement and agricultural history.		Master Plan
#33/2	Westover	218 Mowbray Road	Westover is an 1810 frame house, renovated in the Queen Anne style sometime in the 1880's, and is a significant example of late nineteenth century picturesque design that reflects the proliferation of machine made house parts on building practice in the County in this period.		Master Plan
#33/4	Milimar/Lazenby House	410 Randolph Road	Built about 1760 by Henry Lazenby II, who served in the Prince George's County militia in 1748 and was an early settler in the Layhill area, Milimar is one of a few extant houses in the County that dates from the eighteenth century.		Master Plan
#33/7	Valley Mill House	1600 E. Randolph Road	An early miller's house built around 1790 with associations with the County's early industrial development. The house was an important statement of Georgian influenced building design during the County's early years of Anglo-European settlement.		Master Plan
#33/9	Quaint Acres/Shaw House	713 Quaint Acres Drive	Originally built ca. 1850, the Shaw House is a significant vernacular farmhouse that has historical associations with the Shaw family. Lacy Shaw, County commissioner in the 1920's and a leading figure in the Democratic party during the New Deal era, played a prominent role in the County's development. Subdivided in 1940, the farm became Quaint Acres, named for Dr. A. L. Quaintance who owned the Shaw property between 1921 and 1940.		Master Plan

Table 7 (Cont'd.)

WHITE OAK MASTER PLAN HISTORIC RESOURCES

Ident. #	Name	Address	Comments	HPC Recommendation	Plan Recommendation
SITES RECOMMENDED FOR DESIGNATION ON THE MASTER PLAN FOR HISTORIC PRESERVATION					
#33/12	Colesville School	14015 New Hampshire Avenue	This school is one of a few extant school buildings erected during the 1920s and has strong associations with the beginnings of the County's modern school system. During the 1920s, the County initiated major reforms of the public education system by consolidating outdated rural one room schools and constructing new facilities to modernize the school system and to accommodate the mushrooming growth of the County. Colesville Elementary School exemplifies this new style brick school building that replaced nearby one- and two-room frame structures as the County matured and expanded in the 1920s. The environmental setting is the footprint of the historic building.	Split Vote 3-3	Yes
#33/13	Rachel Carson House	11701 Berwick Road	This Ranch style structure, erected in 1956, was the residence of renowned biologist, naturalist, writer, and poet Rachel Carson. Carson lived here when she wrote her remarkable 1962 book <i>Silent Spring</i> , which drew widespread public attention to the dangers of chemical pesticides and herbicides. Carson is considered a nationally important figure in the history of the preservation of the environment ranking with John James Audubon, James Muir, and Theodore Roosevelt. The house was designated as a National Historic Landmark by the Department of the Interior in 1994.	Yes	Yes
#33/22	Robert B. Morse Historic District (Washing- ton Subur- ban Sanitary Commis- sion)	10700 and 10701 Colesville Road	This water filtration facility built between 1929 and 1934 was the "water supply workhorse" for Prince George's and Montgomery counties, providing the region's principal source of pure water until the 1950s. The distinctive Georgian Revival style buildings that flank Colesville Road (US 29) housed the pumping machinery for this plant. Although the water filtration structures and machinery have been removed, the plant retains its architectural and historical importance as an outstanding public works project in this period.	Yes	Yes

Table 7 (Cont'd.)

WHITE OAK MASTER PLAN HISTORIC RESOURCES

Ident. #	Name	Address	Comments	HPC Recommendation	Plan Recommendation
SITES RECOMMENDED FOR DESIGNATION ON THE MASTER PLAN FOR HISTORIC PRESERVATION (Cont'd.)					
#33/23	Donald Shepard House	310 Springloch Road	The Shepard House is an exceptional Colonial Revival country house built in 1939 with a later 1941 wing addition. Shepard was a prominent tax attorney who was the personal lawyer of Andrew W. Mellon, the benefactor of the National Gallery of Art. The building is a sophisticated example of early twentieth century Colonial Revival design that reflected detailed study of Georgian and Federal period houses. To create an antique appearance, the original core of the house was built with salvaged and cleaned brick from demolished late eighteenth century houses and interior woodwork and flooring was imported from Great Britain and Italy.	Yes	Yes
#33/24	Colesville (Smithville) Colored School	800 Block East Randolph Road	Built in 1927 the Smithville Colored School is significant for its associations with the history of public education in Montgomery County during the twentieth century. The two-room, one-story wooden school house is a rare historic resource that recalls the inequities of the "Jim Crow" era and the struggle of the African American community to obtain better educational facilities during this era of segregation. It was built with financial assistance from the Julius Rosenwald fund, established by the founder of Sears, Roebuck and Company, which contributed to the construction of more than 5,000 schools for African American children in the South before 1940. It is the most intact example of fifteen "Rosenwald Schools" built in Montgomery County during the 1920s.	Yes	Yes
SITES RECOMMENDED BY THE HPC FOR REMOVAL FROM THE LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES					
#33/6	Fawcett/McCulloch House	13826 Castle Cliff Way	Greatly remodeled frame I-house and ell building erected in two major sections about 1800 and 1855. The original owner was woolen manufacturer and farmer Benjamin Fawcett. Elizabeth McCulloch purchased the farm in 1927 and operated a dairy and poultry business on the property until 1965. McCulloch substantially renovated the vernacular house in the Colonial Revival style in 1939 and again in the 1980's.	No	No

Table 7 (Cont'd.)

WHITE OAK MASTER PLAN HISTORIC RESOURCES

Ident. #	Name	Address	Comments	HPC Recommendation	Plan Recommendation
SITE DEFERRED BY HPC FOR LATER EVALUATION					
#33/8	Spring- brook Historic District	Multiple	This subdivision, largely developed between 1940 and 1955, helps document the rapid transformation of Montgomery County from an agrarian region to a major suburb of Washington, D. C. during the mid-twentieth century. One significant property in the potential district is the Bean House, the 1903 Four-square Colonial Revival farmhouse at the center of the land that became Springbrook Estates. Since 1952, the house has been the residence of the Lee family and has important associations with the productive life and career of Blair Lee III.	Deferred until adequate time has passed to assure adequate historical perspective of the district and/or any individual resource within the district.	

IX. IMPLEMENTATION

To implement the recommendations of this Plan, many actions need to be taken by a variety of governmental bodies. This chapter gives direction to implementation strategies relating to zoning, the Capital Improvements Program (CIP), and the Annual Growth Policy (AGP). This chapter also recommends changes to the County Zoning Ordinance that would support the recommendations of this Plan.

ZONING

This Plan recommends amending the Zoning Ordinance in the following ways:

- § 59-C-4. Allow front yard building setbacks in the C-1 and the C-2 zones to be reduced in order to achieve a minimum of 15 feet from the face of the curb. Reducing front yard setbacks will allow buildings to be located along the pedestrian thoroughfare and encourage pedestrian activity. Encourage the location of parking lots to the side or in the rear of businesses to promote the "mainstreet" character along Commercial Business District Streets.

This Plan also recommends a comprehensive rezoning action (a "Sectional Map Amendment," or SMA) immediately following the adoption of this Plan. The comprehensive rezoning will reconfirm the zoning on properties that are not proposed for change and implement the zoning recommendations of the Plan on properties where change is recommended. (See Figure 9, page 19, and Figure 13, page 25.)

SPECIAL STUDIES

Two transit studies are recommended in the Plan: one on transit improvements along US 29 and the other on expanded bus service in the White Oak Master Plan area. Expanded bus service entails the use of feeder buses providing access from the communities of the White Oak Master Plan area to transit centers and express buses between transit centers and major areas of employment. This Plan also recommends a Transportation Demand Management Program for the US 29 area. Evaluate the future need for a traffic signal at the Randolph Road/Vital Way intersection.

This Plan recommends that a study be done to evaluate the need to expand the existing community centers at Colesville, Hillandale, and Pilgrim Hill local parks.

CAPITAL IMPROVEMENTS PROGRAM (CIP)

The following should be included in future Capital Improvements Programs:

	Project Description
Land Use	Purchase of the 104.72 acres located in Good Hope tributary known as the Forster Property
Transportation	<p>Bus stops, bus shelters, and trash receptacles in commercial centers</p> <p>Improvements on New Hampshire Avenue and Randolph Road through commercial centers when new development or road improvements are done - safe pedestrian crossings, landscaping, street lighting, sidewalk improvements.</p> <p>Wider medians and landscaping at intersections and pedestrian crossings when road improvements are done</p> <p>Vital Way - new paving and curbing for a two-lane road with on-street parking and streetscape improvements</p> <p>Transit center study for the White Oak Shopping Center with a park and ride lot</p> <p>Interchange at US 29 and Stewart Lane</p> <p>New sidewalks - 66,850 linear feet</p> <p>New bikeways with appropriate signage - Class I - 17,600 linear feet</p>
Community Facilities	<p>Bike racks at community facilities</p> <p>Expanded parking area at the White Oak Library when Milestone Drive vacant properties develop</p> <p>New recreation center in the vicinity of April-Stewart Lanes</p> <p>Public/cultural facilities at the Smithville Colored School site in Colesville and the WSSC building in Burnt Mills.</p> <p>Satellite Police facility in the White Oak Master Plan area</p> <p>Outdoor swim facility in Martin Luther King, Jr. Recreational Park</p> <p>April/Stewart Lane Park development - large picnic-playground area, trails, multiuse court, ballfield/playfield</p> <p>Trail connection - Martin Luther King, Jr. Recreational Park to Old Columbia Pike</p>

STAGING

All capital facilities proposed in this Plan must be evaluated and placed in priority. They cannot be programmed simultaneously. How much development can be accommodated in the CIP in any given year is determined by the Annual Growth Policy (AGP) report. The AGP establishes the transportation service levels deemed acceptable by the County Council.