

APPROVED
&
ADOPTED

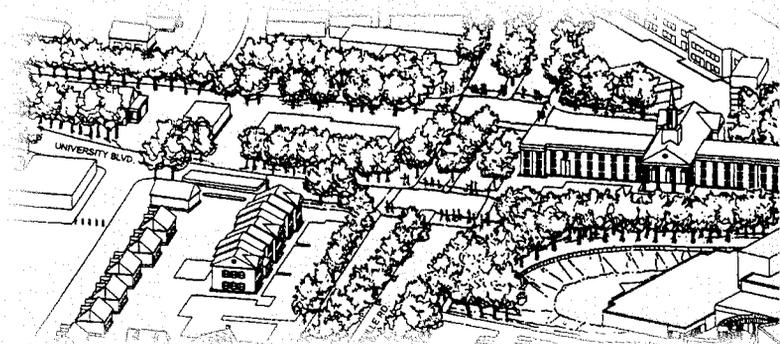
4 corners

MASTER PLAN

DECEMBER

1996

A
Comprehensive
Amendment
to the
1986
Four
Corners
Sector
Plan



published by



THE MONTGOMERY COUNTY
DEPARTMENT of PARK & PLANNING

8787 Georgia Avenue, Silver Spring, Maryland 20910

APPROVED AND ADOPTED

FOUR CORNERS MASTER PLAN

An amendment to the Sector Plan for Four Corners and Vicinity, 1986, as amended; the Plan for the North Silver Spring Sector, 1978; the Master Plan for Kemp Mill-Four Corners and Vicinity, 1967, 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 Within 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 20910-3760
June 1996

Approved by

THE MONTGOMERY COUNTY COUNCIL
November 12, 1996

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
December 18, 1996

ABSTRACT

TITLE: Approved and Adopted Four Corners Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan for the Four Corners Master Plan Area

DATE: December 1996

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

NUMBER OF PAGES: 83

ABSTRACT: This document contains the text and supporting maps for the Approved and Adopted Master Plan for Four Corners. This Plan will serve as a comprehensive amendment to the 1986 *Sector Plan for Four Corners and Vicinity*, as amended in 1988.

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 Within 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 the 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

Elizabeth M. Hewlett, *Chair*

William H. Hussmann, *Vice Chairman*

COMMISSIONERS

Montgomery County Planning Board

William H. Hussmann, *Chairman*

Patricia S. Baptiste, *Vice Chair*

Ruthann Aron

Arthur Holmes, Jr.

Davis M. Richardson

Prince George's County Planning Board

Elizabeth M. Hewlett, *Chair*

Roy I. Dabney, Jr., *Vice Chairman*

Zola E. Boone

James M. Brown

Regina J. McNeill

Four Corners Master Plan
Citizens Advisory Committee

Robert Bachman*
North Hills of Sligo Civic Association

Michael Pfetsch, *Vice Chair*
Woodmoor-Pinecrest Citizens Association

Paul Boudreaux
Allied Civic Group

Jorge Ribas*
Indian Spring Citizens Association

Linda Deffinbaugh*
Owner, Fred and Harry's Restaurant

Carlo Santucci
Owner, Santucci Italian Delicatessen
(Replaced Linda Deffinbaugh)

Anita Delaporte*
Individual

P. Michael Dubinsky, *Chair*
South Four Corners Citizens Association

Christine Nolin Tinkleman
North Hills of Sligo Civic Association
(Replaced Robert Bachman)

Bruce Lee
Silver Spring Chamber of Commerce

James Williamson
Individual
(Replaced Anita Delaporte)

David Palmer
Indian Spring Citizens Association
(Replaced Jorge Ribas)

James Zepp
Northwood-Four Corners Civic
Association

* Resigned

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, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master 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 are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised about every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Any sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

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

TABLE OF CONTENTS

Page No.

THE MASTER PLAN PROCESS	vii
PLAN HIGHLIGHTS	x
Community and Center	x
Transportation Network	xii
Community Facilities and Linkages	xiv
Environment	xvi
I. INTRODUCTION	1
II. BACKGROUND	5
General Description of the Master Plan Area	5
Conformance with the Maryland Planning Act of 1992 and the General Plan for Montgomery County	5
Four Corners Today	9
III. PLAN FRAMEWORK	11
The Plan Concept	11
The Plan Vision	16
IV. LAND USE AND ZONING	19
Blair High School	20
Residential Land Uses	25
Commercial Land Uses	29
Woodmoor Shopping Center	29
V. TRANSPORTATION	35
The Roadway System	36
US 29 (Colesville Road) Policy	36
Colesville Road/University Boulevard Intersection	37
Neighborhood Traffic	38
Roadway Improvements and Classifications	40
Transit	44
Sidewalks	47
Bikeways	51
VI. COMMUNITY FACILITIES	55
Parks, Recreation, and Open Space	55
Libraries	59
Public Schools	59
Post Office	60
Public Safety	60
Day Care Services	61
Greenways	61
VII. ENVIRONMENTAL RESOURCES	65
Approach to Environmental Resources Protection	65
Water Resources	69

TABLE OF CONTENTS (Cont.)

	Page No.
Air Quality	70
Forest and Tree Protection	71
Noise	72
Water and Sewer Service	73
VIII. HISTORIC PRESERVATION	75
Four Corners Historic Resources	75
IX. IMPLEMENTATION	81
REFERENCE MATERIALS	83

LIST OF FIGURES

Figure 1	Community and Center	xi
Figure 2	Transportation Network	xiii
Figure 3	Community Facilities and Linkages	xv
Figure 4	Environment	xvii
Figure 5	Relationship to Eastern Montgomery County	3
Figure 6	Regional Location	4
Figure 7	Four Corners Master Plan Area	7
Figure 8	Neighborhoods of Four Corners	15
Figure 9	Land Use Plan	21
Figure 10	Blair High School Site Plan	23
Figure 11	Existing Residential Zoning	27
Figure 12	Residential Zoning Plan	28
Figure 13	Existing Commercial Zoning	33
Figure 14	Commercial Zoning Plan	34
Figure 15	SHA Jughandle Improvement	39
Figure 16	Existing Street and Highway Network	42
Figure 17	Street and Highway Plan	43
Figure 18	Existing Bus Service	45
Figure 19	Sidewalk Needs	48
Figure 20	Bikeway Plan	52
Figure 21	Community Facilities Plan	57
Figure 22	Greenways Plan	63
Figure 23	Watersheds	67
Figure 24	Environmental Resources	68
Figure 25	Historic Resources	79

LIST OF TABLES

Table 1	Proposed Street and Highway Classifications	41
Table 2	Recommended Pedestrian Improvements in Four Corners	49
Table 3	Bikeway Plan in Four Corners	53
Table 4	Four Corners Master Plan Historic Resources	77

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

Melissa Cuñha Banach, *Chief, Community-Based Planning*

Perry Berman*, *Chief, Community Planning*

Project Team

William R. Barron, *Project Coordinator*

Nancy Sturgeon, *Project Planner*

Frederick V. Boyd, *Community-Based Planning*

William Bushong, *Design, Zoning, and Preservation*

Marilyn Clemens, *Design, Zoning, and Preservation*

Lembit Jogi, *Research and Information Systems*

Marjorie Slater-Kaplan*, *Environmental Planning*

George Vaughn, *Transportation Planning*

Technical Staff

Charles Coleman, *Reproduction*

Sheila Sampson, *Word Processing*

Ricardo Wheeler, *Mapping and Graphics*

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

* Resigned

Resolution No: 13-715

Introduced: November 12, 1996

Adopted: November 12, 1996

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS A 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 Four Corners Master Plan

Background

1. On July 2, 1996, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Four Corners Master Plan.
2. The Planning Board (Final) Draft Four Corners Master Plan amends the Approved and Adopted Sector Plan for Four Corners and Vicinity, dated 1986.
3. On August 16, 1996, the County Executive transmitted to the District Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft Four Corners Master Plan.
4. On September 24, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft Four Corners Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On October 7, 1996, the Planning, Housing, and Economic Development Committee held a worksession to review the issues raised in connection with the Planning Board (Final) Draft Four Corners Master Plan.
6. On October 29, 1996, the County Council reviewed the Planning Board (Final) Draft Four Corners 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 Four Corners Master Plan, dated June 1996, is approved with revisions. Council revisions to the Planning Board (Final) Draft Four Corners Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 9. Last Sentence of third paragraph under the heading "Four Corners Today". Planning Staff should update the data on housing prices if more current information is available prior to printing the adopted draft.

Page 20. Last Sentence on page. Change as follows:

Additional cooperative arrangements should be considered by the appropriate agencies that would allow community use of indoor resources, such as the media center (library), auditorium, and gymnasium.

Pages 22 to 24. Modify the guidelines regarding Blair High School as follows:

- Blair High School should continue to be designed and constructed to physically integrate and connect the school with the existing community through building architecture and site layout that is compatible with and appropriate to the Four Corners commercial district and surrounding residential areas. A preliminary site plan is shown on Figure 10.
- A public gathering place or urban plaza should be created on the school site at the corner of Colesville Road and University Boulevard that provides adequate pavement area for congregating and circulating students and pedestrians.
- Pedestrian access to the school site -- a critical public safety issue -- must be solved before the school opens. Improvements to the Beltway ramps should be considered for pedestrians from the south. A pedestrian crossing at Lexington Drive, in addition to the Williamsburg Drive access, should be [provided] considered for pedestrians from the north. A pedestrian crossing at Lanark Way should be considered for pedestrians from the west. The SHA project planned for the intersection of Colesville Road and University Boulevard will include some pedestrian improvements. (See Table 2, page 51.)

- To improve safety and emphasize the pedestrian domain, SHA/DPWT should consider prohibiting [no] right turns [should be allowed] on the red signal at the Colesville/University intersection, and marking all crosswalks leading to the site [should be specially marked and] with distinct [in] color, material, and texture to differentiate the pedestrian crossings from the asphalt road.
- In any option to ensure safe pedestrian access to Blair High School, [the] medians sufficient for pedestrian refuge [strips] on both Colesville Road and University Boulevard should be retained. [not be removed or reduced. In addition,] A median will help maintain the character of Colesville Road as a boulevard through Four Corners and will enhance the future stability of both the immediately adjacent residential properties and the adjacent neighborhoods. SHA/DPWT should review the posted speed limits on Colesville Road and University Boulevard contiguous to Blair High School [should be lowered] to insure they are appropriate for [conform to those in] a school zone.
- The school site perimeter should include a generous pedestrian pathway [with a double row of shade trees along the roadway edge]. Where feasible, there should be a double row of trees planted along Colesville Road and University Boulevard next to the Blair High School Site. The parking lots should be planted to provide shading and screening.
- [Adequate o]n-site school parking for faculty, students, and visitors should be provided to minimize overflow parking on residential streets and in the commercial district and to preserve the neighborhood character in adjacent areas of Four Corners.
- Measures to reduce the adverse traffic impacts of Blair High School on the Four Corners community should be considered, including residential permit parking restrictions [regulations] and traffic management [should be implemented]. MCPS and DPWT should work with the business community to address parking and other school-related issues.
- [Careful redesign] The design of the University Boulevard and Williamsburg Drive intersection should be evaluated to better balance the Woodmoor community's need to discourage cut-through commuter traffic against the need for access by [is recommended to accommodate] school buses, school traffic, fire station vehicles (the Silver Spring Volunteer Fire Department will remain at this location), and local neighborhood [access] traffic, as well as to determine if (and how) through movements should be prohibited between Williamsburg Drive and the Blair High School access road.
- In addition to community use of outdoor school recreational facilities, [MCPS] the appropriate public agencies should consider arrangements that allow public access to resources such as the media center, auditorium, and gymnasium as part of its contribution to the greater community and to encourage multi-purpose use of school facilities.

- Public community-use space that is easily and safely accessible [and has separate parking] should be provided on the site with appropriate parking.
- Stormwater management will be accommodated on the school site and water gradually released through an existing storm drainage system under the Beltway and in Indian Spring. Careful planning of stormwater management is recommended to avoid creating an unintended wetland on the property south of the Beltway.
- Noise attenuation is recommended along the Beltway edge of the site. A noise wall is being planned. Attention should be given to landscaping and materials that will discourage graffiti.
- Reforestation of the Blair High School site is required in accordance with the County Forest Conservation Law. Consideration should be given to off-site reforestation locations in the Four Corners Master Plan area and the Sligo Creek watershed, including parkland, medians, and Beltway loops.

Page 25. First sentence changes as follows:

This Master Plan recognizes the established [low-density] compact residential character of Four Corners . . .

Page 25. Under “Recommendations” modify the second bullet as follows:

[This Plan supports acquisition of the] There is a six-acre property at 315 University Boulevard[. This site] that was formerly occupied by a private school and is currently vacant. The property owner may rebuild a school on this site which is an appropriate use for this site. If the property owner decides not to build a school and they intend to pursue other options then this site is appropriate for parkland. Increased parkland in this portion of Four Corners will provide needed recreational facilities and will replace open space that was lost when the former Four Corners Elementary School, which occupied the adjacent site, was converted to elderly housing. If Park and Planning does not decide to use Advance Land Acquisition or Capital Improvement Program (CIP) funds for purchase within six months after the property owner indicates in writing to Park and Planning that a school will not be built on this site, then the site may be developed for residential purposes. The site has a base zoning of R-60 and is suitable for development as PD-7.

Page 38. Delete the last sentence of the paragraph, which refers to Figure 16.

Page 40. Delete Figure 16: “Potential Non-Local Traffic Routes.”

Page 41. Add a fourth bulleted recommendation under “Neighborhood Traffic”:

- DPWT should evaluate the need for through movement prohibitions between Williamsburg Drive and the Blair High School access road onto University Boulevard.

Page 42. Add the following line to the “Arterial Roads” portion of Table 1:

A-57 Forest Glen Road (MD 192) Sligo Creek Parkway to Brunett Avenue 80’ 2 lanes

Page 42. Revise the following line to the “Primary Residential Streets” portion of Table 1:

P-7 Lanark Way/Sutherland Road/ Forest Glen Road Colesville Road to [Renfrew Road] Brunett Avenue 80’ 2 lanes

Page 45. Change the second bulleted recommendation to read:

- Reclassify Lorain Avenue and St. Lawrence Drive from primary residential streets to secondary residential streets, which reflect[s] their function [and will allow DPWT to use a lower traffic standard when considering measures to reduce cut-through traffic].

Page 46. Figure 19. A date should be added to this map of existing bus service.

Page 47. Change the first sentence of the first paragraph to read:

In the long[-] term, 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).

Page 47. Delete the last two sentences of the first paragraph.

Page 47. Change the first bulleted recommendation 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).

Page 48. Add the following sentence to the end of the second paragraph:

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

Page 49. Change the title of Figure 20 to "SIDEWALK NEEDS" and add the following note:

Other sidewalk locations that may be identified in the future.

Pages 50 and 51. Change the title of Table 2 to read:

[RECOMMENDED] PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR CONSIDERATION IN FOUR CORNERS

Page 50. Add to Table 2 the following sidewalk improvements included in the Blair Pedestrian Study but not already listed in the table:

Edgewood Avenue from Dennis Avenue to Lorain Avenue
Southwood Avenue from Edgewood Avenue to Eastwood Avenue
Sutherland Road from Lorain Avenue to Timberwood Avenue
Lanark Way from Brunett Avenue to Colesville Road
Forest Glen Road from Dallas Avenue to Lorain Avenue
Forest Glen Road and Sutherland Road from Lorain Avenue to Lanark Way
Brunett Avenue from Bruce Drive to Forest Glen Road
Williamsburg Drive from University Boulevard to Cherry Tree Lane
St. Lawrence Drive from University Boulevard to Woodmoor Drive
Woodmoor Drive from Hillmoor Drive to Lexington Drive
Lexington Drive from University Boulevard to Woodmoor Drive
Pierce Drive from Lexington Drive to Colesville Road

Page 61. Delete the third sentence of the second paragraph under the heading "Public Schools":

[This kindergarten program is one of the few in the County that operates full day.]

Page 62. The section describing post office locations should be updated to reflect current conditions.

Page 62. Last paragraph on page and first paragraph on top of page 63. Modify as follows:

Fire and basic life support emergency medical [ambulance] services are provided to the Four Corners area by the Silver Spring Volunteer Fire Department Station 16 located at University Boulevard and Williamsburg Drive. The fire station will continue at this location[once Blair High School is constructed]. Additional coverage [Rescue services] for [serious] auto [and other] accidents, larger fire and rescue incidents, and advanced life support is provided by other Silver Spring Volunteer Fire Department stations, the Hillandale Volunteer Fire Department, the Takoma Park Volunteer Fire Department, and [are provided by] the Wheaton Rescue Squad.

Fire and rescue apparatus [trucks and vehicles] use the signal at Williamsburg Drive to exit [the s] Station 16. Access to the new Blair High School from University Boulevard also will be aligned with Williamsburg Drive. This intersection must be carefully

designed to ensure that there are no conflicts among fire ~~and rescue apparatus~~ [trucks and ambulances], school buses, and other vehicles accessing the school, the fire station, or the Woodmoor neighborhood at this location.

Page 63. Second paragraph: Delete discussion of community policing since this program could change (or be eliminated) over the life of the master plan.

General

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Four Corners 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 County Council. All identifying references pertain to the Planning Board (Final) Draft Four Corners Master Plan, dated June 1996.

This is a correct copy of Council action.



Elda Dodson

Acting Secretary of the Council

MCPB No.96-33
M-NCPPC No.96-25

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 in 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 March 7, 1996, on the Public Hearing (Preliminary) Draft Four Corners Master Plan, being also an amendment to the *Sector Plan for Four Corners and Vicinity, 1986*, as amended; the *Plan for the North Silver Spring Sector, 1978*, as amended; the *Master Plan for Kemp Mill-Four Corners and Vicinity, 1967*, 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 June 27, 1996, approved the Planning Board (Final) Draft Four Corners 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 Four Corners Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on August 16, 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 September 24, 1996, wherein testimony was received concerning the Planning Board (Final) Draft Four Corners Master Plan; and

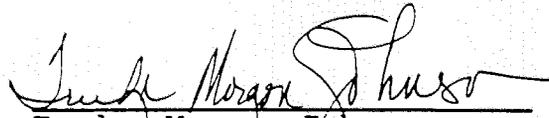
WHEREAS, the District Council, on November 12, 1996, approved the Planning Board (Final) Draft Four Corners Master Plan subject to modifications and revisions set forth in Resolution No.13-715.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Four Corners 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.13-715 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.

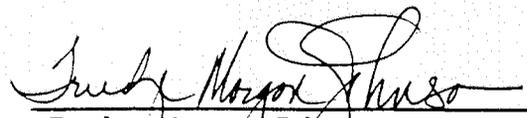
* * * * *

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 Holmes, seconded by Commissioner Richardson, 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, December 5, 1996 in Silver Spring, Maryland.

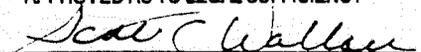

Trudye Morgan Johnson
Executive Director

* * * * *

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 McNeill, seconded by Commissioner Dabney, with Commissioners Aron, Baptiste, Brown, Dabney, Hewlett, Holmes Hussmann, McNeill and Richardson voting in favor of the motion, and with Commissioner Boone being temporarily absent at its regular meeting held on Wednesday, December 18, 1996 in Silver Spring, Maryland.


Trudye Morgan Johnson
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 12/9/96

PLAN HIGHLIGHTS

Community and Center

This Master Plan supports and reinforces Four Corners as a community of neighborhoods. The Plan seeks to strengthen the community's center by providing guidelines for the planned public projects in Four Corners. All future projects must be carefully integrated into the existing community and designed to enhance Four Corners' image, appearance, sense of place, and pedestrian safety.

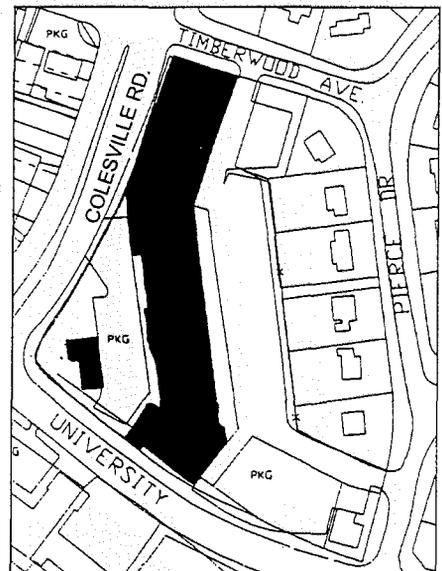
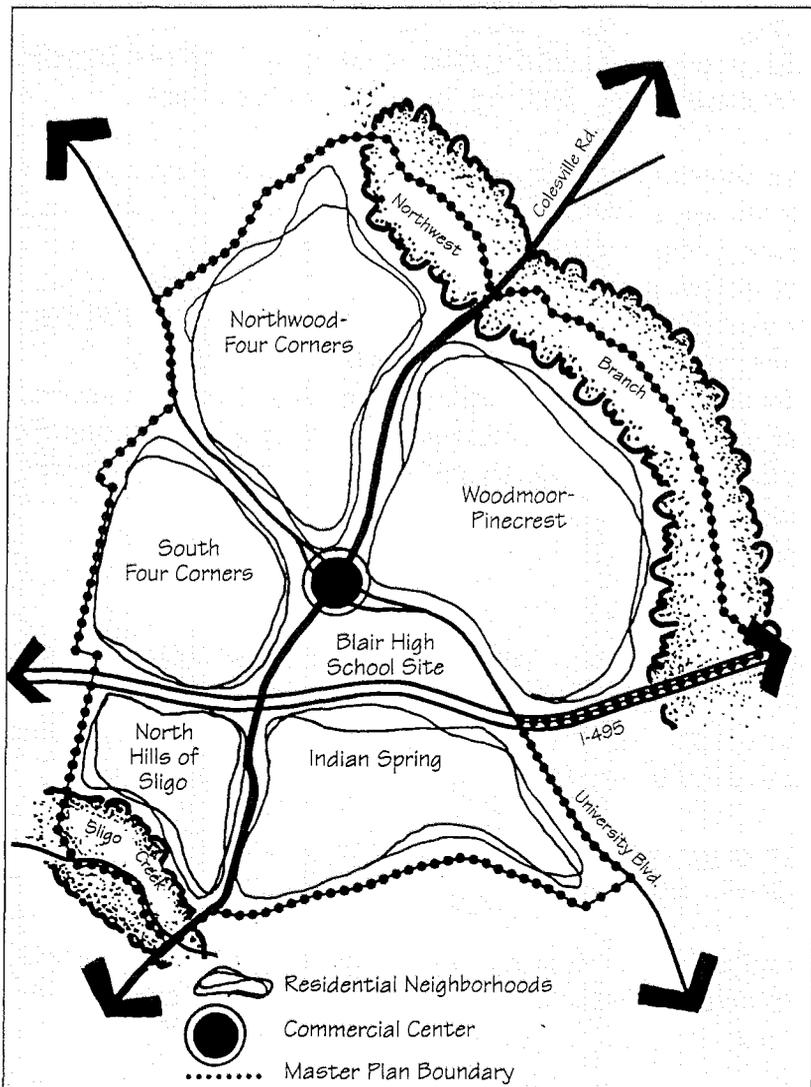
The Four Corners community of neighborhoods is made up of mature, close-in, residential neighborhoods; local convenience shopping; schools; and parks. This Plan seeks to maintain and preserve the character and integrity of the Four Corners residential neighborhoods as the foundation of the community. The commercial district, at the intersection of Colesville Road and University Boulevard, is the literal and figurative heart of the community, as well as the front door to the surrounding residential neighborhoods. Without the commercial district, Four Corners would consist of five separate neighborhoods, divided and isolated by major highways. The commercial center, despite its current appearance, is the magnet and activity hub that creates a place, rather than simply an intersection of two major roads. This Master Plan sustains a livable community of neighborhoods in Four Corners by preserving the positive existing attributes and guiding change so that it strengthens the function, character, and appearance of the area.

This Plan:

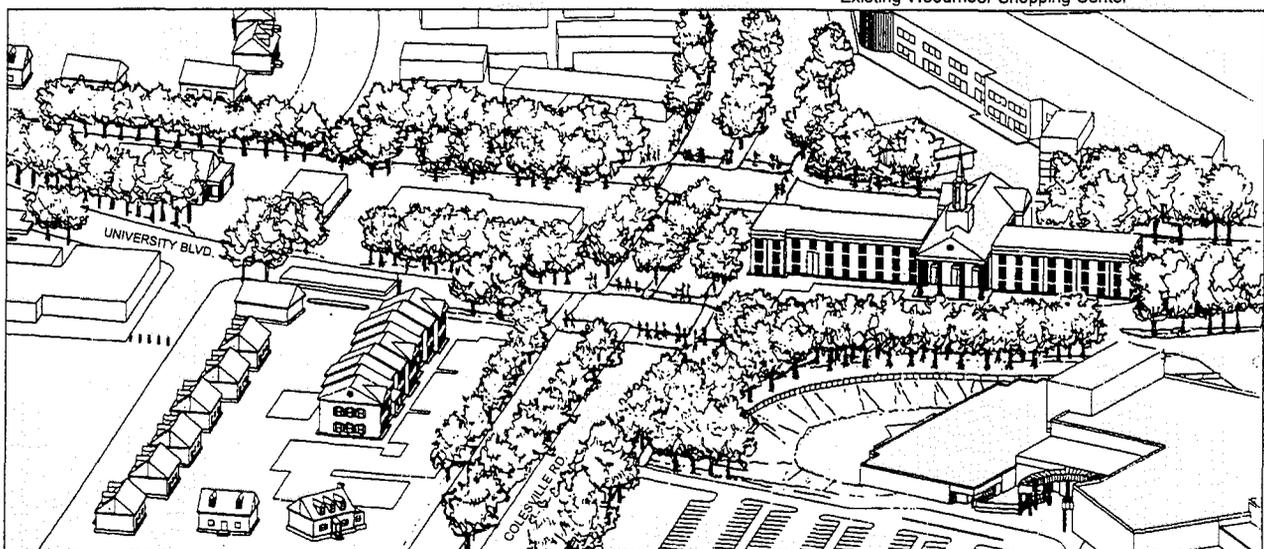
- Retains existing residential zoning to protect and reinforce the neighborhoods as the foundation of the community.
- Retains the existing commercial district boundaries and encourages clear delineation between residential and non-residential areas through landscaping or other physical barriers.
- Provides guidelines for the public projects planned in Four Corners -- Blair High School and the State Highway Administration (SHA) intersection improvement at Colesville Road and University Boulevard -- with the goal of improving the function and appearance of the commercial district.
- Recommends improvements to the entire commercial district through a public-private partnership between local owners and the County's commercial revitalization program.

COMMUNITY AND CENTER

FIGURE 1



Existing Woodmoor Shopping Center



Illustrative Birdseye View of Four Corners Commercial Center with Pedestrian and Streetscape Improvements

Transportation Network

This Master Plan balances the transportation needs of regional through traffic and local traffic by recommending a road improvement at the main intersection, neighborhood protection from cut-through traffic, and an enhanced system of sidewalks and bikeways to create an environment that is more conducive to walking, biking, and transit use.

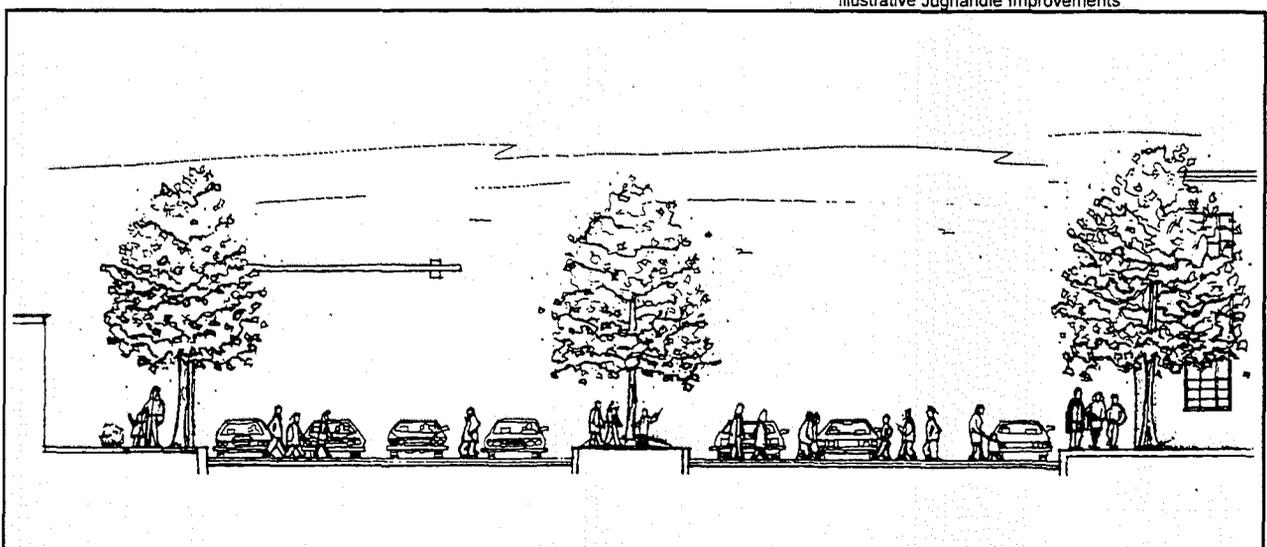
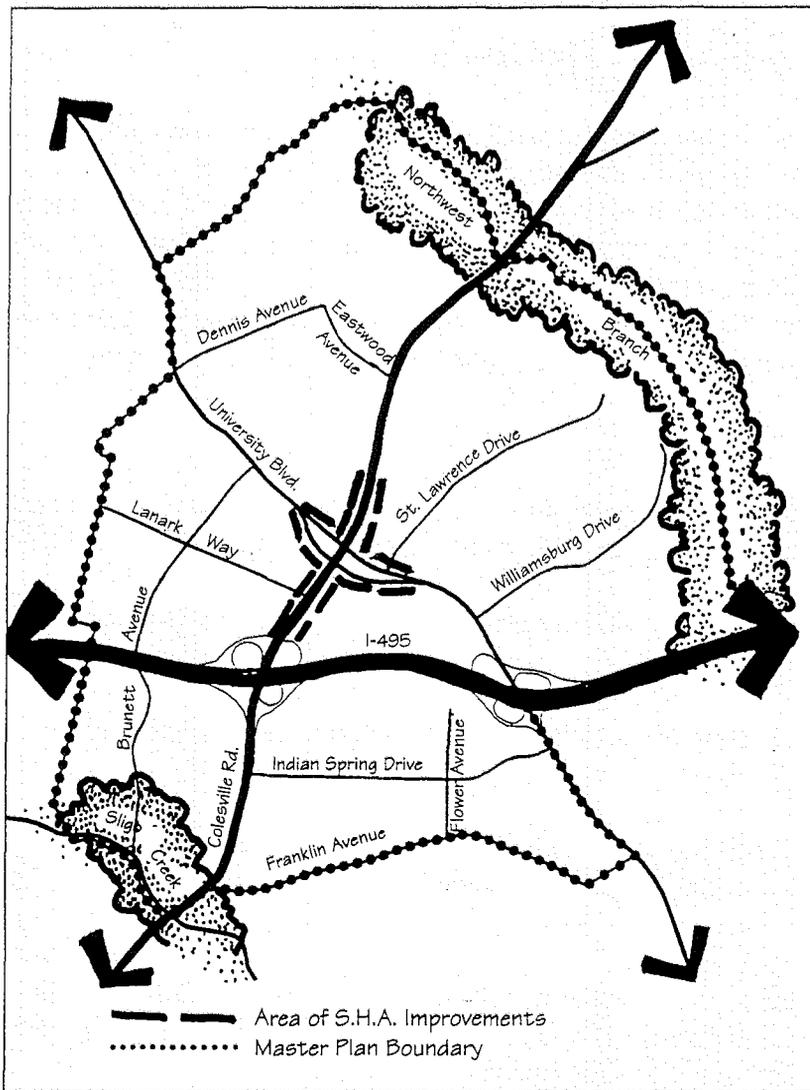
This Plan recognizes the challenge and burden that Four Corners faces in trying to accommodate large volumes of regional through-traffic while striving to preserve and enhance the character and integrity of this community of neighborhoods. Pedestrian safety and community character are jeopardized when non-local traffic cuts through residential streets. This Plan recommends that measures continue to be taken to protect neighborhoods from these intrusive impacts. This Plan recognizes the regional function of the major roadways and supports the State Highway Administration (SHA) intersection improvements for Colesville Road and University Boulevard. This Plan also recognizes that streets and their amenities contribute significantly to the character of a community and strongly supports the pedestrian and streetscape improvements planned as part of the SHA intersection project.

This Plan:

- Supports the improvements planned for the intersection of Colesville Road and University Boulevard, including the pedestrian and streetscape amenities, and encourages continued cooperative implementation of the project and coordination with merchants and residents before and during the roadway construction.
- Recommends traffic management plans be developed cooperatively between the County and the neighborhoods to reduce cut-through traffic on local streets.
- Recommends enhanced pedestrian circulation by constructing sidewalks that will connect Four Corners neighborhoods to shops, parks, schools, community facilities, and transit stops.
- Expands the existing bikeway network to support the local and regional systems and to enhance its value as an alternative means of travel.
- Encourages increased use of transit as an alternative to the car with bus service that connects Four Corners with Metro stations at Silver Spring and Forest Glen.

TRANSPORTATION NETWORK

FIGURE 2



Cross-section Looking North on Colesville Road

Community Facilities and Linkages

Community facilities must meet the recreational, social, educational, and human service needs of area residents. This Plan recommends that the physical connections between the community's resources and the residents be strengthened and improved.

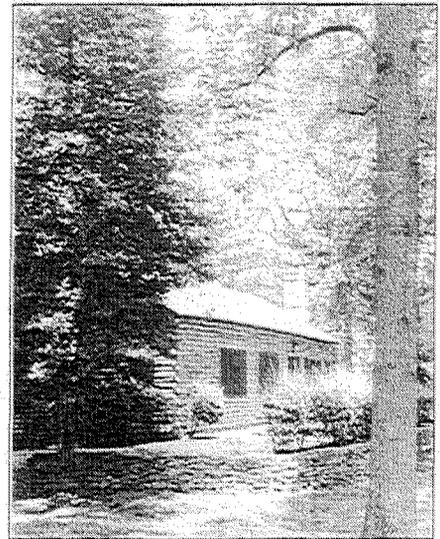
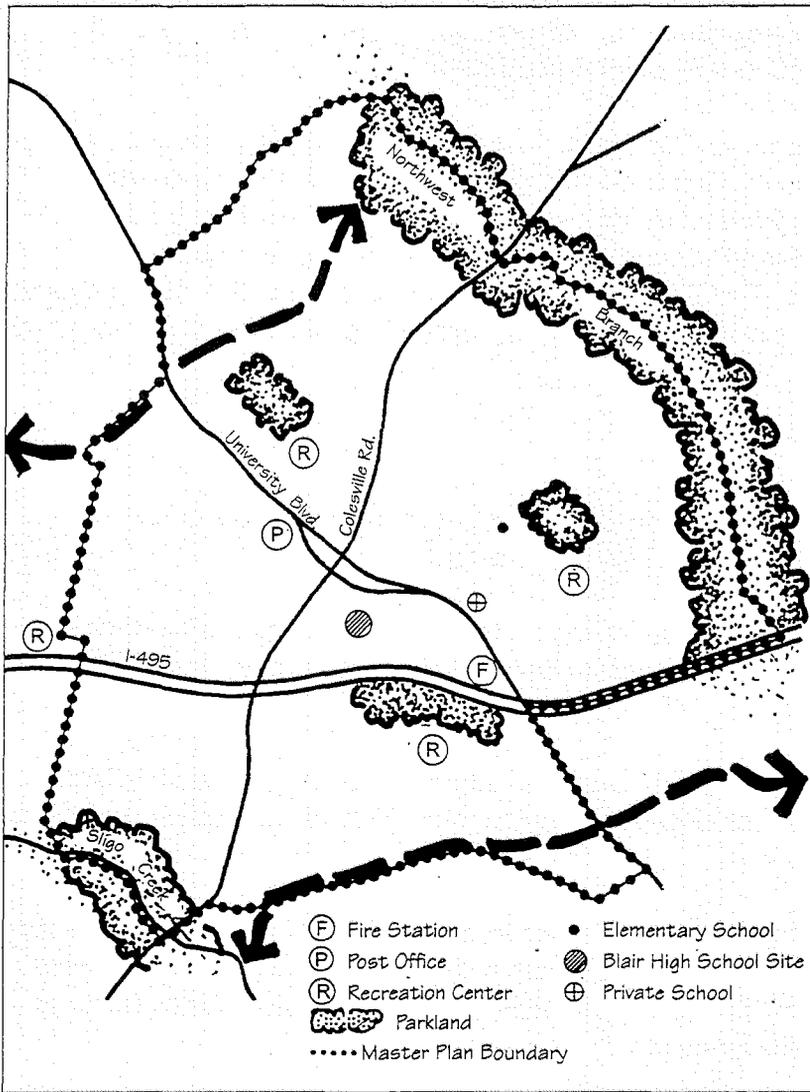
This Plan recognizes that public facilities and services are the building blocks of community. These facilities and services provide a tangible measure of a community's character and value. Frequent shared use of these community facilities creates a feeling of belonging and commitment among local residents. Each of the Four Corners neighborhoods contains a local park within or in proximity to its boundaries. In addition, residents have access to two distinctly different linear stream valley resources -- Sligo Creek, with its many active recreational facilities and a hiker-biker trail through its length, and Northwest Branch, an undeveloped park for passive recreation.

This Plan:

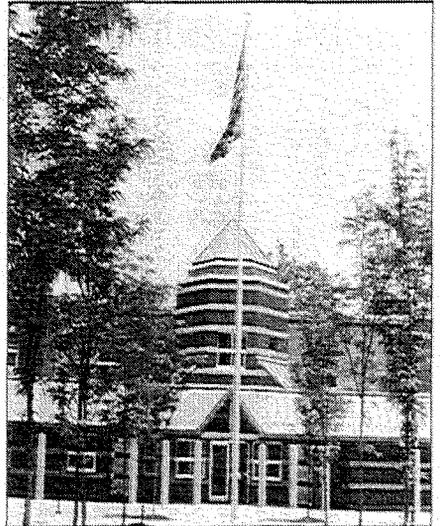
- Recommends that the physical connections -- sidewalks and bikeways -- between the community's resources and the residents be strengthened and improved.
- Recommends acquisition of the six-acre property at 315 University Boulevard for parkland.
- Recommends that a portion of the new Blair High School site be developed for community use.
- Recommends that all existing parkland be preserved and maintained and that the special scenic features of the Northwest Branch be recognized as a valuable County resource.
- Establishes greenways in the Northwest Branch, Sligo Creek, and Long Branch stream valley parks to protect scenic features and natural habitats, and to provide continuous north-south corridors for humans and wildlife.

COMMUNITY FACILITIES AND LINKAGES

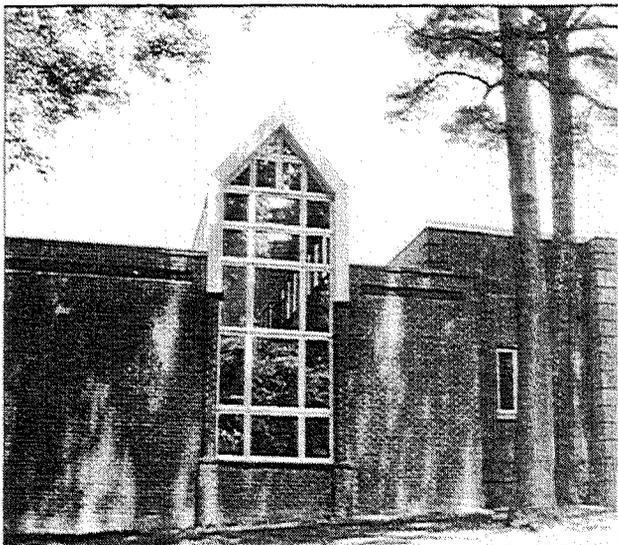
FIGURE 3



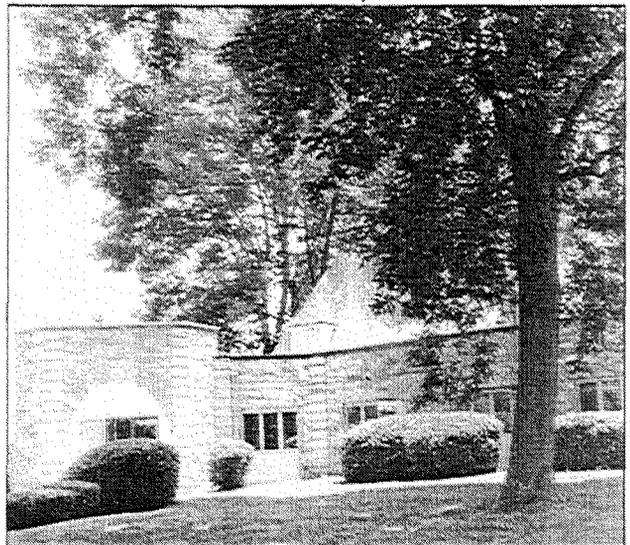
North Four Corners Local Park



Pinecrest Elementary School and Park



Parkside Headquarters



YMCA

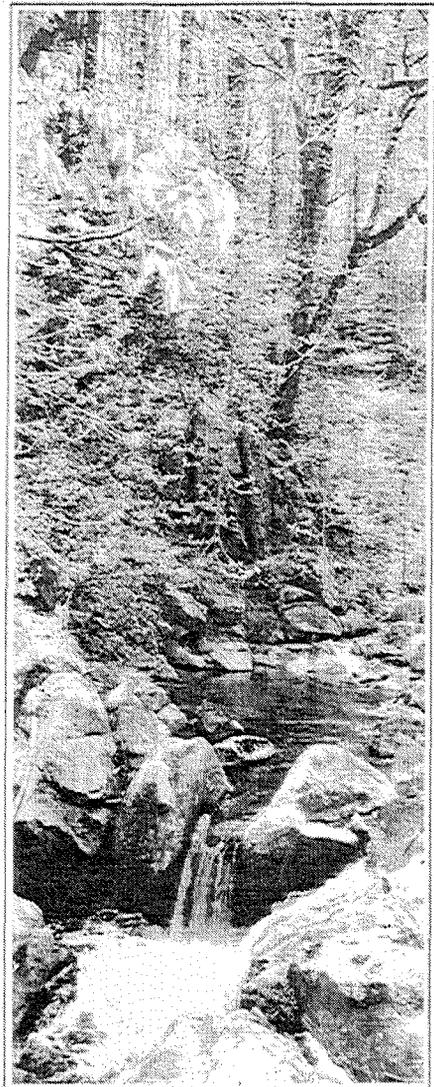
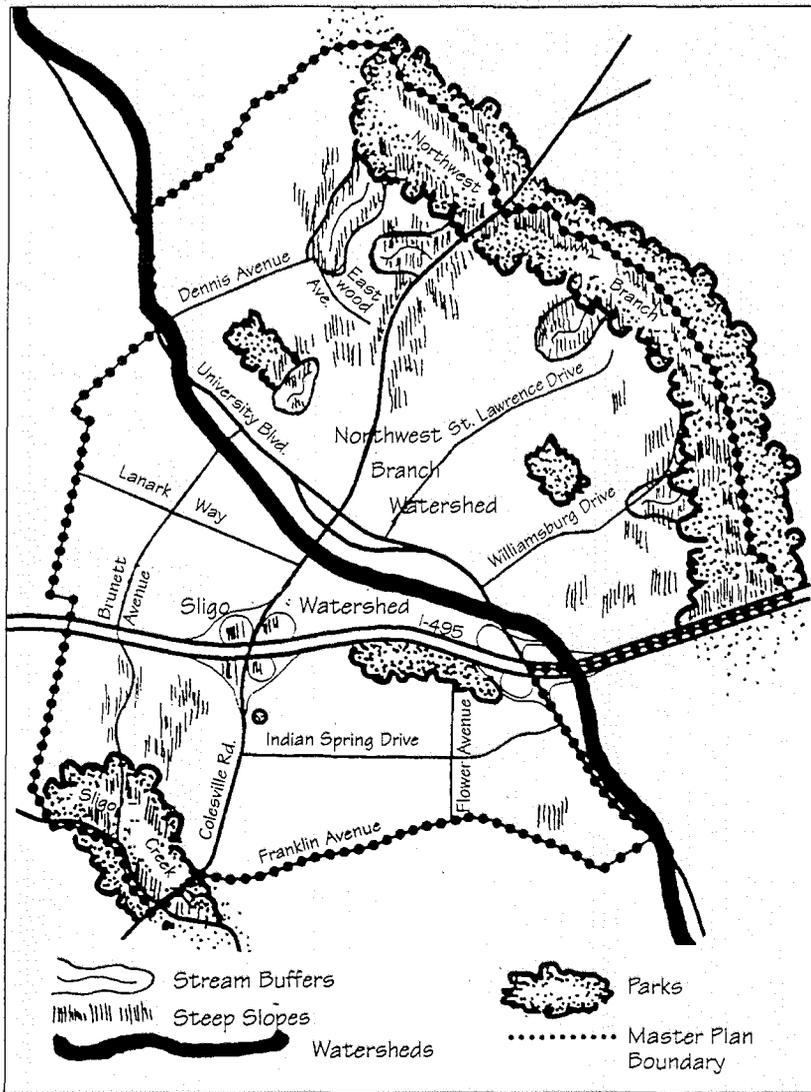
Environment

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

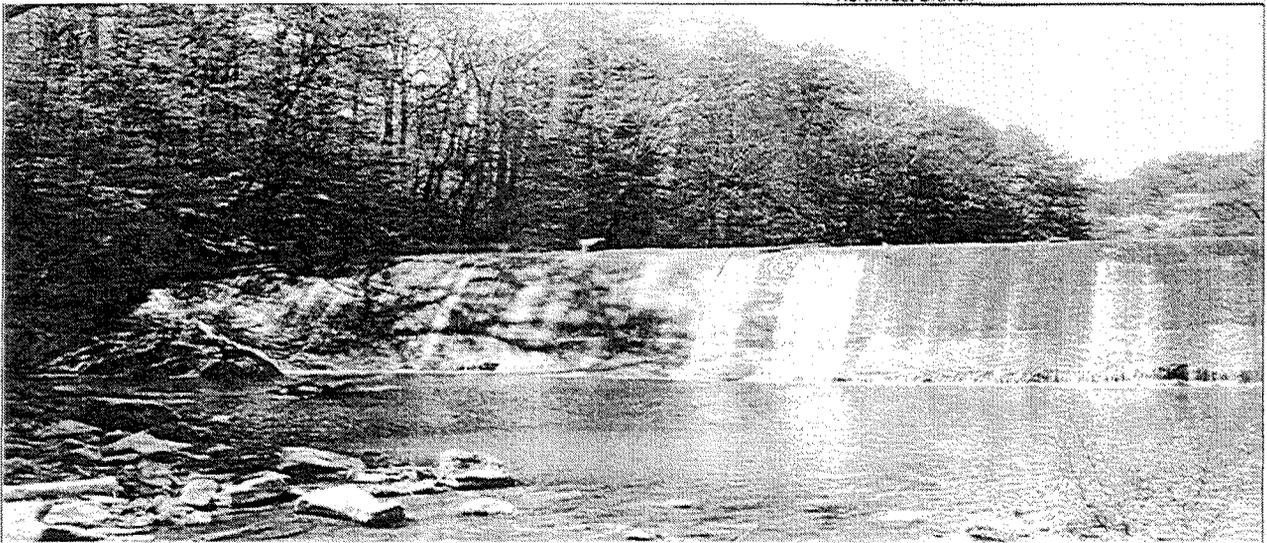
This Plan identifies Four Corners as an environmental restoration area, which will require a long-term improvement program in order to correct existing degradation in areas which developed prior to adequate environmental controls. This Plan recommends that natural resources be maintained and their quality enhanced by supporting efforts to restore degraded parts of Northwest Branch and Sligo Creek. This Plan also supports continued protection of woodlands, continued efforts to restore stream aquatic habitat, and recommends local citizen action to protect and improve natural resources.

This Plan:

- Recommends continued cooperation among government agencies in the restoration of Sligo Creek and Northwest Branch.
- Recommends that stream bank erosion problems along the edge of Northwest Branch Park be addressed through a combined effort of County agencies and citizens.
- Encourages community participation in Montgomery County Parks and County government programs to eliminate dumping, vandalism, encroachment, and misuse of parkland.
- Recommends that consideration be given to meeting part of the requirements for reforestation of the Blair High School site within the Four Corners Master Plan area, including the medians, Beltway loops, parkland, and possibly the Hastings Neighborhood Conservation area.



Northwest Branch



Burnt Mills Dam at Colesville Road in Northwest Branch

I. INTRODUCTION

The Four Corners Master Plan is a comprehensive amendment to the *Sector Plan for Four Corners and Vicinity*, approved and adopted in 1986 and amended in 1988. Four Corners is one of four master plans currently being updated in Eastern Montgomery County. (See Figure 5.) Separate master plans for Four Corners, White Oak, Fairland, and Cloverly are being prepared simultaneously so that common issues can be addressed in a comprehensive and consistent manner. Supporting information regarding the analysis prepared for the Eastern Montgomery County master plans can be found in the following documents: *Eastern Montgomery County Master Plan Areas Population and Household Profiles* (1995), *Eastern Montgomery County Neighborhood Retail Study* (1994), *Transportation Report for the Eastern Montgomery County Master Plan Areas* (1995), *Environmental Resources: Eastern Montgomery County Master Plan Areas* (1996), *Historic Resources of the Eastern Montgomery County Master Plan Areas* (1995).

In this Plan, the term "master plan area" is used to define the area covered by the individual master plan. 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 used in Montgomery County, such as planning areas and policy areas, which have been established 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.

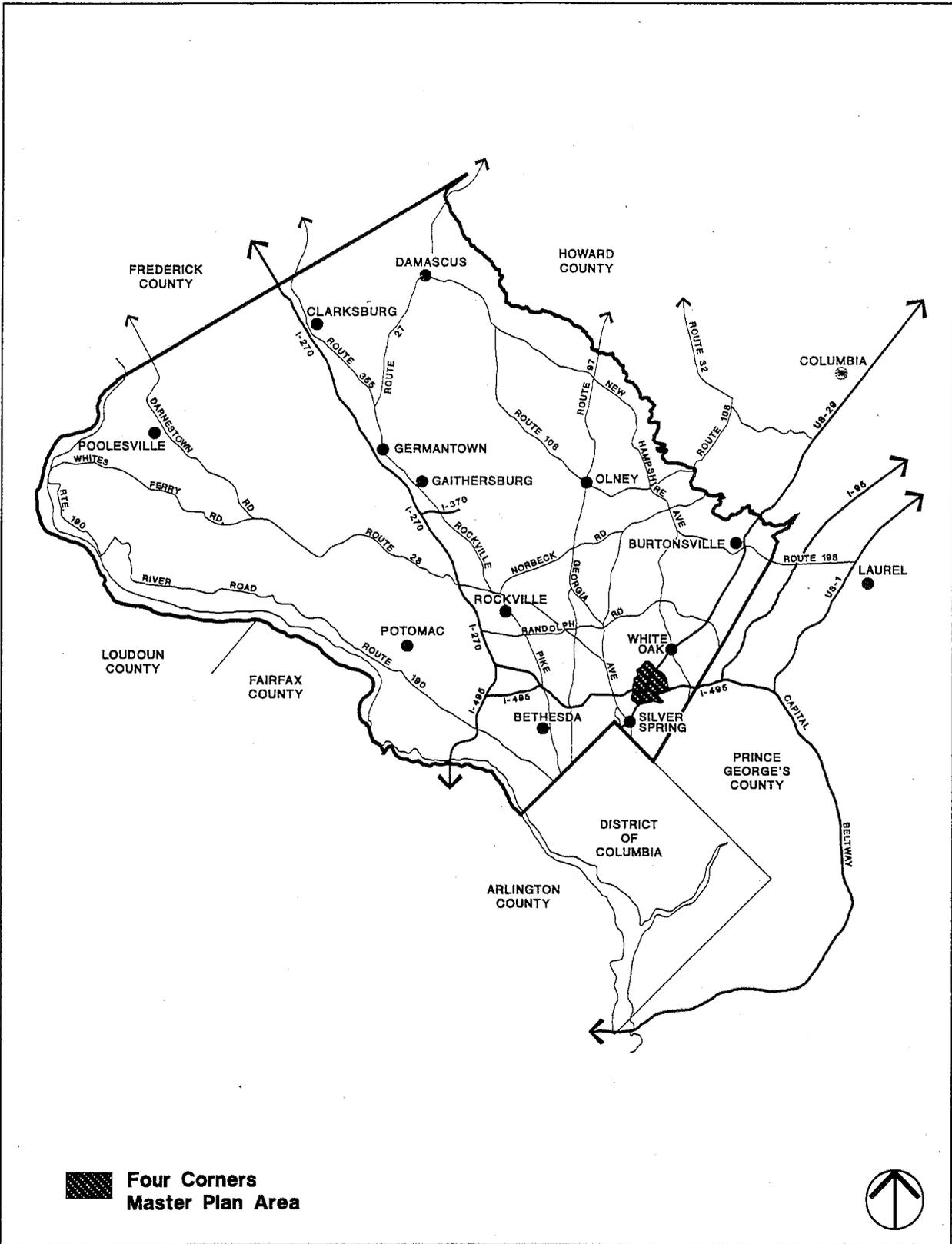
The Four Corners Master Plan CAC was formulated in March 1993. The first document produced was the Issues Report, published in July 1993. Staff and the CAC held regular monthly meetings to discuss the concerns and issues in the Master Plan area. Additional forums and informational meetings have been held involving all Eastern Montgomery County CACs.

This Master Plan will serve as a guide for the Four Corners community, the general public, and government agencies to direct public investment and future projects in a manner that is consistent with the overall goals of the Plan to enhance the Four Corners area. This Plan provides a concept and vision for the future of Four Corners, as well as goals, objectives, and recommendations for land use, transportation, community facilities, environment, and historic preservation.

Like the 1986 Sector Plan, this updated Master Plan reinforces the residential neighborhoods of Four Corners as the foundation and stabilizing force in this community. When this update was initiated in 1993, one of the primary issues to be addressed was the appropriate use and density of the 42-acre property known as the Kay tract. In May 1994, the County Council voted to build a new Blair High School on the Kay tract. This Plan provides guidelines to ensure that the school is well-integrated into the Four Corners community.

With regard to transportation, the Sector Plan recommended short-term and long-term operational improvements for the Colesville Road/University Boulevard intersection. The long-term improvement, which was being studied by the State Highway Administration (SHA), was a grade separation that would carry Colesville Road under University Boulevard. Since 1986, the State Highway Administration has worked with the Four Corners community on alternatives for the intersection and the at-grade solution known as the "jughandle" was agreed to and will be constructed as the long-term improvement. For the Four Corners community, the most important aspect of the jughandle improvement is the streetscape and pedestrian improvements that SHA will make as part of the project. These improvements are outlined in this Plan's Transportation section.

The 1986 Sector Plan also recommended that the visual image of the Four Corners business district be improved. Revitalization of the business district may best be achieved as a partnership between the public and private sectors. This Plan recommends that Montgomery County provide funding for a commercial revitalization project for the Four Corners commercial district that surrounds the intersection of Colesville Road and University Boulevard.



II. BACKGROUND

General Description of the Master Plan Area

Four Corners is located in southeastern Montgomery County, surrounding University Boulevard and Colesville Road. (See Figure 6.) Washington, D.C. is just two miles south, along Colesville Road to Sixteenth Street. The Four Corners Master Plan area covers 1.58 square miles, approximately 1,000 acres (excluding rights-of-way), and is roughly bounded by Sligo Creek Parkway, Franklin Avenue, and the Capital Beltway on the south; Renfrew Road and Dallas Avenue on the west; Eisner Street and Northwest Branch Park on the north; and Northwest Branch Park (north of the Beltway) and University Boulevard (south of the Beltway) on the east. (See Figure 7.)

The Master Plan area includes the neighborhoods of Northwood-Four Corners, Woodmoor-Pinecrest, South Four Corners (north of the Beltway), Indian Spring, and North Hills of Sligo (south of the Beltway). Portions of the Four Corners commercial district, which surrounds the Colesville Road/University Boulevard intersection, are contained in each of the three neighborhoods north of the Beltway. A few neighborhood retail stores are located along Forest Glen Road in South Four Corners. The Four Corners community is divided by three major roadways -- the Capital Beltway (I-495) and University Boulevard (MD 193), both of which run east-west, and Colesville Road (US 29), which runs north-south. The Capital Beltway is a major 8-lane freeway that serves primarily interstate and regional trips. Colesville Road, a 6-lane divided highway, is a major north-south radial extending from Howard County to downtown Silver Spring. University Boulevard, also a 6-lane divided highway, is a major continuous east-west route extending from Connecticut Avenue in Kensington to beyond the University of Maryland campus in Prince George's County.

Conformance with the Maryland Planning Act of 1992 and the General Plan for Montgomery County

The Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) establishes state objectives that must be reflected in local master plans. Following are the seven visions of the Planning Act, as stated in Article 66B of the Annotated Code of Maryland:

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 these seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect areas of environmental significance. Sensitive areas are described in the Planning Act as 100-year floodplains, streams and associated buffer areas, habitats of threatened and endangered species, and steep slopes.

The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* amended the 1964 General Plan, commonly called "...on Wedges and Corridors," and the 1969 *Updated General Plan for Montgomery County*. The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans, and sector plans. The General Plan Refinement provides clear guidance on 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 component 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, two distinct sub-areas of the Wedge are confirmed -- an Agricultural Wedge and a Residential Wedge. The Refinement also recognizes the transitional areas of generally moderate density and suburban character that have evolved between the Wedge, Corridor, and Urban Ring as Suburban Communities. Emphasis remains on intensification of development along the I-270 Corridor, particularly along the main stem.

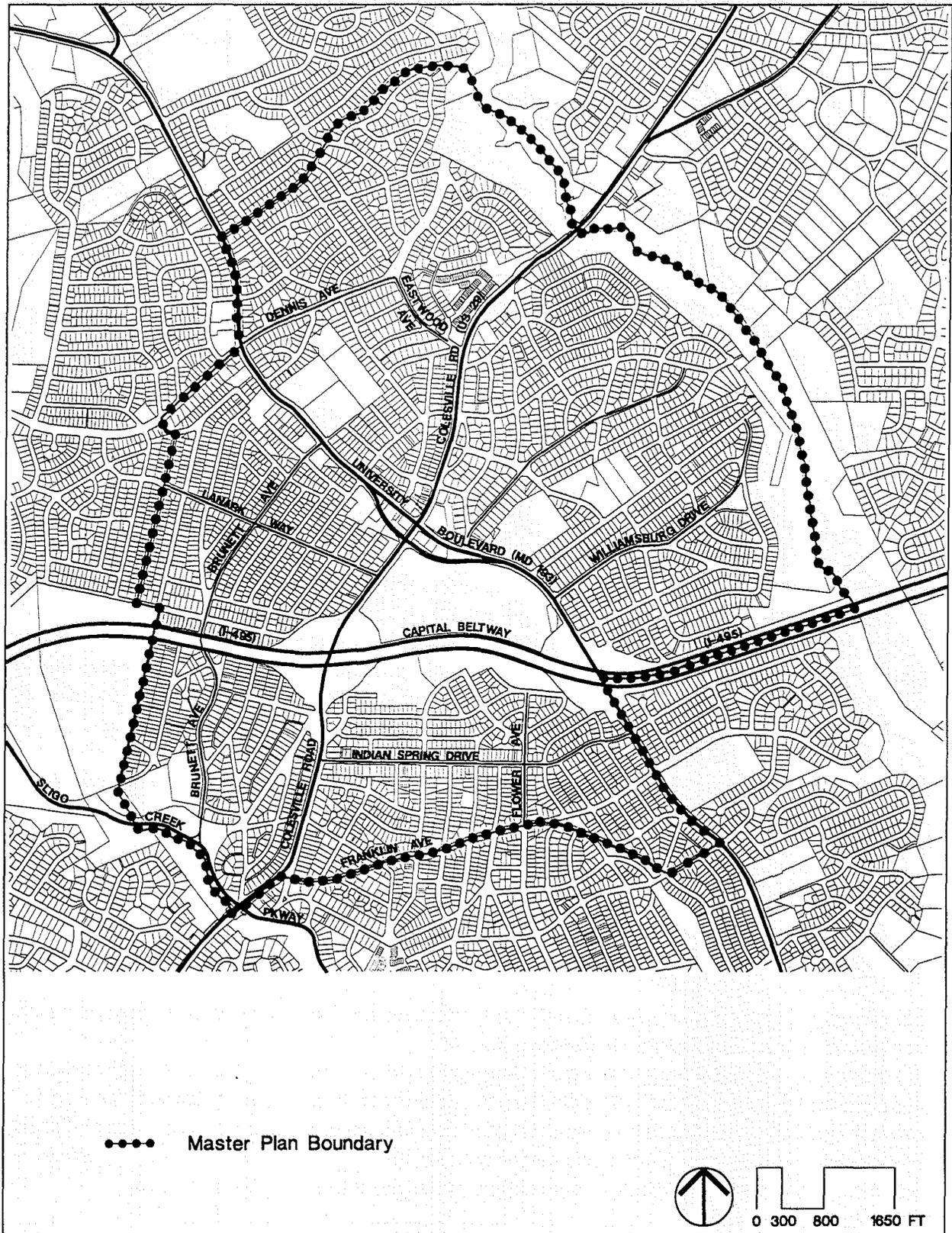
In addition to defining geographic components, the General Plan Refinement provides seven goals and associated objectives and strategies that guide development within those geographic components. The goals, objectives, and strategies provide a future vision for Montgomery County and establish a frame of reference for decision-making to ensure that the vision becomes a reality. The visions established in the Maryland Planning Act generally coincide with the General Plan Refinement goals for Montgomery County. The Four Corners Master Plan area is within the boundaries of the General Plan Urban Ring. The General Plan vision for the Urban Ring includes well-established, lively centers with job and housing opportunities; strong residential neighborhoods; varied transportation options; relatively dense development; active public and private reinvestment; and commercial revitalization. Following is a discussion of how the Four Corners Master Plan supports the seven goals of the General Plan Refinement as well as the visions of the Planning Act.

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

Four Corners, located within the Urban Ring, is a densely developed residential community with an established character. The Master Plan directly supports the General Plan Refinement objectives of recognizing the importance of identifiable centers of community activity and encouraging revitalization of older commercial structures. The Plan also supports the objective of limiting the size of centers to a scale appropriate to the community, providing suitable transitions between residential neighborhoods and commercial centers, and planning community facilities that enhance and reinforce the sense of community in the immediate neighborhood. The Plan also

FOUR CORNERS MASTER PLAN AREA

FIGURE 7



conforms with Vision 1 of the Maryland Planning Act -- development is to be concentrated in suitable areas.

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

Four Corners is primarily a residential community consisting mostly of single-family detached homes constructed over 50 years ago. In addition, there is an elderly housing facility and a townhouse development. Only one site in the Master Plan area may be available for development; the Plan recommends that it be acquired for parkland to provide additional recreational opportunities for this densely developed area.

Economic Activity Promote a healthy economy by supporting a broad range of business, service, and employment opportunities at appropriate locations.

Four Corners is not an employment center and opportunities for substantial economic growth are not planned or recommended. The Plan recommends revitalizing the Four Corners commercial district, which provides neighborhood retail services. Improved streetscape and pedestrian amenities, to be provided through the State Highway Administration road project, will support the commercial district.

Transportation Enhance mobility by providing a safe and efficient transportation system, offering a wide range of transportation alternatives that serve the environmental, economic, social, and land use needs of the County and by providing a framework for development.

The Four Corners Master Plan supports many of the General Plan Refinement transportation principles, including an improved transit system, bikeway system, sidewalk network, and movement of through traffic away from local streets. The Eastern Montgomery County master plans support a long-term solution for significantly improving transit along US 29. This conforms with the General Plan Refinement objective of establishing exclusive travelways for transit serving the Urban Ring and Corridor and with the Planning Act vision of conserving resources.

Environment 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.

The Four Corners Master Plan supports this goal of the General Plan Refinement through its recommendations to minimize further degradation of stream quality and erosion and to provide retrofit projects that enhance and protect natural resources. The Environmental section of this Plan also identifies sensitive areas and recommends strategies for protecting them.

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

A strong sense of community pride exists among residents of the Four Corners neighborhoods. This Master Plan seeks to reinforce this important element of community character and value through recommendations that enhance the function and appearance of the commercial district, improve the pedestrian and streetscape environment, and expand the sidewalk and bikeway network to provide connections to destinations throughout the Four Corners area.

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

The Eastern Montgomery County master plans address regional issues, such as the protection of water quality and quantity, Clean Air Act standards, and transportation, which conforms to the General Plan Refinement's strategy to attain and maintain standards for matters of regional significance.

Four Corners Today

The single-family detached homes that were constructed in Four Corners starting in the 1920s and 1930s still dominate the landscape today. The majority of the land area, nearly 70 percent, is devoted to residential use. Commercial uses are concentrated in the area surrounding the University Boulevard and Colesville Road intersection and represent only 1.5 percent of the land area.

The population of the Four Corners Master Plan area is 10,600, based on the 1990 U.S. Census. While there has been a slight decrease in population since the 1980 Census (which reported a population of 10,700), Four Corners has remained a stable community since it was first developed. As the community has aged, many of the original homes have been purchased by young families who are drawn by the same attributes that attracted the first home buyers over a half century ago. The sturdy houses where many baby boomers were raised are now occupied by aging boomers who are raising children of their own. While the early days of Four Corners as a peaceful crossroads are long gone, the community is still viewed as a good place in which to live and raise children. And, it is not unusual to find several generations of the same family living in the area.

Residents seem to be attracted by the convenience and affordability of the Four Corners area. The older charm and, in some cases, custom-built features of many area homes distinguish them from the many uniform, post-war subdivisions. The rolling hills and heavily treed terrain in some areas of the community also offer a more distinctive setting than the flat topography of many subdivisions. Compared to other parts of Montgomery County, Four Corners housing has remained affordable through the years. In 1995, the median resale price of a single-family detached home in Four Corners was \$164,500, 25 percent below the County-wide median of \$220,700.

The convenient location that spawned development at the crossroads originally is a feature that appeals to many of today's residents as well. The area has progressed from rural, agricultural countryside to mature, well-established suburb and is in a significant location within the region. The adjacent Beltway access permits residents who work in the Virginia and Maryland suburbs a relatively convenient commute. Washington, D.C. also is easily accessed from Four Corners, either by car, bus, or by the Metro stations at Forest Glen, Silver Spring, or Wheaton.

The advantages of the Four Corners location are also its drawbacks. An estimated 90,000 vehicles per day currently pass through the Colesville Road and University Boulevard intersection. And most drivers are doing just that, passing through. The development and growth of communities in Prince George's and Howard counties have generated a significant amount of

traffic through Four Corners. Traffic that comes through the University Boulevard and Colesville Road intersection has destinations throughout the metropolitan region: in Washington, along the Capital Beltway, along I-270 in western Montgomery County, or in Columbia, Baltimore, or other adjacent counties.

For those whose destination is Four Corners, it is not always easy to get in and out of the neighborhoods or to and from the commercial district. In addition to the frustrations of the congested intersection, the high volume of traffic has had a negative effect on the overall quality of life due to increased noise and pollution, increased cut-through traffic on residential streets, and decreases in pedestrian safety and access.

Despite these negative traffic impacts, some residents feel that Four Corners has the character of a small town rather than a typical suburban subdivision. Much of that small town feeling comes from the 50-year old Woodmoor Shopping Center, a neighborhood institution that provides convenience shopping for area residents. At night, the word "WOODMOOR" is lit up in bold neon letters on the roof of the shopping center, which sits at an angle to the Colesville Road/University Boulevard intersection. The Woodmoor Pastry Shop, now operated by a fourth generation, was one of the original businesses to rent space in the shopping center in 1946. The shopping center also includes a small grocery store, gift shop, dry cleaners, drugstore, florist, jeweler, barber shop, delicatessen, travel service, watch shop and repair, art supply and framing store, a bank, and the Silver Spring Stage. Another local landmark is Fred & Harry's Seafood Restaurant, located across from the Woodmoor Shopping Center since 1945. Other focal points in the area include Marvin Memorial United Methodist Church, St. Bernadette's Church and School, Pinecrest Elementary School, and the Silver Spring YMCA.

An M-NCPPC document, *Eastern Montgomery County Master Plan Areas Population and Household Profiles*, provided demographic information for Four Corners. The largest concentration of the area's population, 30 percent, is between 30 and 44 years of age. The proportion of the area's population over 65 is 17 percent, compared to 10 percent County-wide. Whether young or old, residents of the Four Corners area are community-focused and take pride in their mature suburban neighborhoods. Based on the profile, which contains information from the 1990 U.S. Census, a composite snapshot of a typical household in the Four Corners area reveals the following characteristics:

- a married couple who both work outside the home
- both adults are employed either in the State of Maryland or the District, and either drive alone to work or take transit
- the couple are college educated and have an annual household income of about \$60,000
- both adults are approximately 38 years old and they have one young child
- the family lives in a 40-year-old single-family detached home that they purchased over five years ago and that is worth about \$171,000

III. PLAN FRAMEWORK

The Plan Concept

Four Corners, located at the southernmost end of Eastern Montgomery County, is entirely within the area described as the Urban Ring in the 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County*. Four Corners is the oldest and most urban of the four Eastern Montgomery County master plan communities. The General Plan Refinement characterized the Urban Ring communities as well-maintained, many with landmarks that identify them as distinct neighborhoods. The General Plan Refinement noted, "A strong sense of community pride exists among residents in these neighborhoods of tree-lined, well-connected streets." The 1986 *Sector Plan for Four Corners and Vicinity* also recognized the importance of the existing residential neighborhoods and sought to preserve and protect them through a series of plan goals and objectives.

The language from the General Plan Refinement and the emphasis placed on residential neighborhoods in the 1986 Sector Plan describe, in part, the qualities of the Four Corners community that have attracted people to this area for many years. Some features that appeal to local residents include an urban neighborhood atmosphere that still has a small town friendliness, a strong sense of community spirit and involvement, established, mature residential neighborhoods that offer a variety of single-family housing styles at reasonable prices, a convenient location within the metropolitan region, local neighborhood shopping, and proximity to parks and natural areas.

The people of Four Corners are seeking to sustain the positive qualities that contribute to an appealing lifestyle in their neighborhoods. At the same time, the residents want the areas that need improvement to be addressed through the Master Plan and implemented by the appropriate agencies. Of primary concern are the integration of the new Blair High School into the community, the State Highway Administration (SHA) construction project at the Colesville Road/University Boulevard intersection, and the appearance of the commercial district.

This Plan concept describes the community of neighborhoods that comprises Four Corners and forms the foundation for this Master Plan and its recommendations. The Plan concept is followed by a Plan vision (page 16), which describes Four Corners in the future. In order to develop a concept for Four Corners, the framework that constitutes community and neighborhoods was analyzed. First, community character and value are discussed. The analysis then describes the places where people live based on a hierarchical system composed of subdivisions, neighborhoods, and community. These elements are discussed below in general terms first, and then specifically applied to the Four Corners area.

Communities comprise two important elements -- character and value. A community's character can be measured by tangible aspects -- a variety of local services that support community life: daily retail and business services, religious institutions, parks and recreation, and gathering places for community activities. A community's value is more elusive -- it pertains to the community's intrinsic worth to the people who are a part of it. A community's value evolves through residents'

familiarity with the surroundings, frequent shared use of services, fellowship and companionship, and common concerns and interests that foster a feeling of collective responsibility.

A livable community is sustained when its best attributes are recognized, reinforced, and enhanced. Sustaining a livable community involves identifying what makes it distinctive and then channelling change to preserve existing assets. Ultimately, livable communities are places with enduring character and value that meet the needs of the present without compromising the ability of future generations to meet their own needs.

Subdivisions represent the smallest segment of community and constitute the building blocks of neighborhoods. Subdivisions are primarily residential areas that contain similar housing styles and types, reflecting the architecture and building materials at the time of construction. The street network in most subdivisions is designed for local traffic and can include culs-de-sac and deadend streets.

Neighborhoods are the second tier in the community hierarchy and often include several subdivisions. The predominant land use is residential, but other low-density uses such as elderly housing, day care, a school, or professional offices (such as a doctor or dentist) also may be located within a neighborhood's boundaries. Residents of the neighborhood can reach these local destinations by walking, biking, or short car trips. Focal points such as a school or a local park or recreational facility provide gathering places and an opportunity for social interaction among neighbors. Neighborhoods usually have definable boundaries and often there is some form of homeowners, neighborhood, or civic association. If there is a neighborhood association, residents may identify with the association and the boundaries it represents. For others, neighborhood boundaries are not fixed, but vary depending on age, lifestyle, daily activities, and personal preference. The neighborhood street network primarily serves the immediate area and connects local residents to major thoroughfares.

Community is the largest segment of the system and it is made up of a cluster of neighborhoods. Uses are primarily residential, but also include a range of commercial and public services. Community can be viewed as that territory close to home that residents consider as their "own." This feeling of belonging develops because of residents' familiarity with the surroundings, frequent shared use of community services, and common concerns and interests that foster a feeling of collective responsibility. Residents of the neighborhoods look to the broader community to provide essential services -- convenience retail, schools, places of worship, recreational facilities, a post office. The street network throughout the community serves the immediate area by connecting the neighborhoods to one another and to the local services. However, the street system likely serves regional as well as local traffic.

When this hierarchical concept is applied to Four Corners today, neighborhoods and community are the strongest, most important features. The smallest segment, the subdivision, no longer has meaning in terms of neighborhood identification. Local residents identify with a *neighborhood* name. South Four Corners, for example, describes a geographic location within the larger Four Corners community and the local civic organization uses this name, which increases recognition and contributes to community identity within the neighborhood.

Other neighborhoods in the Four Corners area appear to have adopted the name of the largest subdivision or a portion of a name that was common to several subdivisions. For example, the neighborhood south of the Beltway east of Colesville Road is known today as Indian Spring after subdivision names like Indian Spring Club Estates and Indian Spring Terrace and the Indian Spring Country Club, formerly located here, and now the site of the YMCA. North Hills of Sligo, the neighborhood south of the Beltway and west of Colesville Road, takes its name from its sloping terrain and its location north of Sligo Creek Park.

There are five distinct neighborhoods in the Four Corners Master Plan area: Woodmoor-Pinecrest, Northwood-Four Corners, South Four Corners, North Hills of Sligo, and Indian Spring. (See Figure 8, page 15.) When the neighborhood concept is applied to Woodmoor-Pinecrest, for example, many of the elements described above can be found. Single-family detached homes, some built 50 years ago, are the predominant land use and contribute to the stability of the Woodmoor-Pinecrest neighborhood. Streets are curvilinear and many have names ending in “moor,” such as Southmoor, Crestmoor, and Eastmoor, which may increase neighborhood identity. Despite its age and lackluster appearance, the 50-year-old Woodmoor Shopping Center is an enduring neighborhood institution with a loyal following of patrons. With the “WOODMOOR” name displayed across the top, the shopping center has long been the unofficial front door to the neighborhood.

Other local institutions, such as Pinecrest Elementary School and St. Bernadette's church and school, are focal points that provide a sense of permanence and distinction in the Woodmoor-Pinecrest neighborhood. These institutions, as well as the Pinecrest Local Park and recreation building provide gathering places for activities that contribute to neighborhood unity and a sense of pride among its residents. The Woodmoor-Pinecrest Citizens Association allows residents to become directly involved in a variety of neighborhood and community issues.

Many of these same elements are repeated in the other Four Corners neighborhoods. In Northwood-Four Corners, streets are also curvilinear, with many small courts and several culs-de-sac. Like the use of “moor” in the Woodmoor-Pinecrest neighborhood, a Northwood-Four Corners identity may be enhanced by the use of “wood” in street names, such as Timberwood, Southwood, and Eastwood. Portions of the commercial district are contained in each of the three neighborhoods north of the Beltway (Woodmoor-Pinecrest, Northwood-Four Corners, and South Four Corners), which provide residents with easy access to shopping and other local services. South Four Corners also has a few neighborhood retail stores on Forest Glen Road. All five neighborhoods have citizens organizations that meet regularly and distribute newsletters to keep residents informed about issues in their area.

Parks, recreation buildings, and natural resources also are locally available to residents of the Four Corners neighborhoods. As mentioned above, Pinecrest Local Park is located in the Woodmoor-Pinecrest neighborhood. The other four neighborhoods also have a park within or just outside the Master Plan boundary: Indian Spring Terrace Local Park and recreation building is adjacent to the YMCA in Indian Spring; Parkside playground, Sligo Creek Park, and Sligo Creek Golf Course are near North Hills of Sligo; Argyle Local Park and Sligo Creek Park are located just outside South Four Corners; and the North Four Corners Local Park and recreation building are in

Northwood-Four Corners. (See Figure 21, page 57.) The Woodmoor-Pinecrest and Northwood-Four Corners neighborhoods also have direct access to informal walking paths in Northwest Branch Park.

Clearly, all five of the Four Corners neighborhoods have strong characteristics that contribute to a sense of community, commitment, and belonging. The strength of these neighborhoods may well be enhanced by their clearly defined boundaries. Major roads and natural boundaries delineate the Four Corners neighborhoods, creating distinct enclaves. Woodmoor-Pinecrest, for example, is a neighborhood to itself -- contained and defined by its boundaries. As shown on Figure 8, it is bounded by major roads and by a natural boundary, Northwest Branch Park, with no other neighborhoods directly adjacent to it.

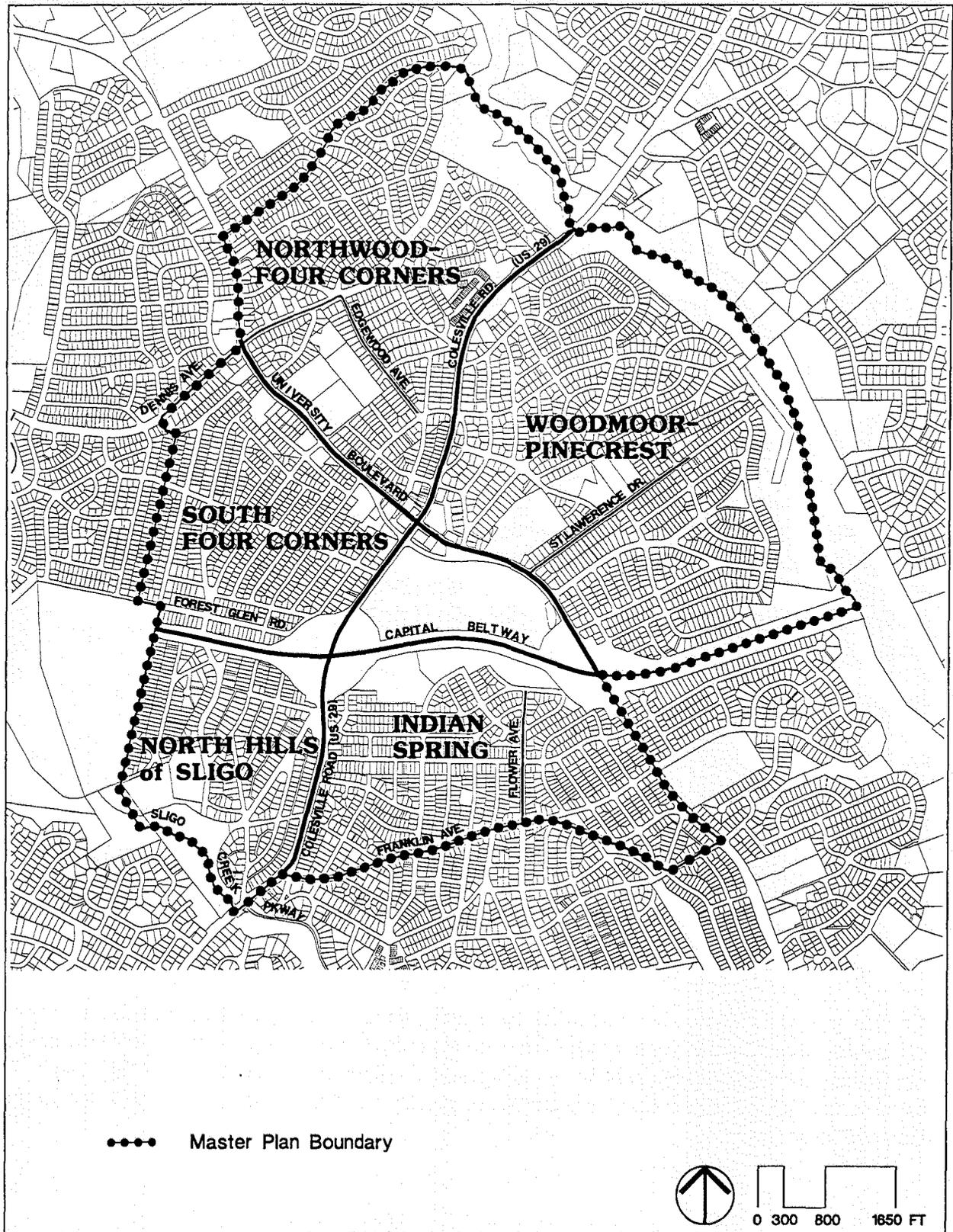
While major roads define the boundaries of the Four Corners neighborhoods, they also separate and isolate the five areas from one another. What makes for a genuine community in Four Corners is the commercial district. Located in the center of the Master Plan area, the commercial district is figuratively and literally the heart of Four Corners. A sense of community is formed at the commercial district where residents of the five neighborhoods can come together. Without the commercial district there would be no center, simply five separate neighborhoods divided by major highways with no connection to one another and nothing to bring people together. The commercial district is the hub, the magnet and activity center that creates a place.

If Four Corners is viewed as a small town, as it is by some residents, then the commercial district is the center. When residents of the Four Corners area look to the broader community for essential services, they discover many of their needs can be met locally. Residents can find everything from a quart of milk to a hair stylist. At the local bakery or post office, neighbors may meet by chance and spend a few minutes catching up on each other's lives. These small-scale, nearby retail and service businesses are an integral part of the Four Corners community. Not only do they provide services that are necessary to daily life, their small town atmosphere and friendliness foster a sense of community. Many merchants in Four Corners have owned and operated their businesses in the same location for a number of years. This longevity contributes to a sense of permanence and to the feeling of ownership that residents have for their commercial district. Residents get to know the people who serve them as well as the other customers. Because the neighborhood businesses are so close and convenient, local residents are able to walk or bike to them, which increases opportunities for chance encounters with their neighbors.

Beyond the heart of the commercial district, Four Corners residents continue to meet their neighbors in shared activities and facilities throughout the larger community. Additional services that support community life can be found throughout the five neighborhoods, including places of worship, schools, child day care centers, the Silver Spring YMCA, a retirement housing facility, medical and health offices, and a fire station.

NEIGHBORHOODS OF FOUR CORNERS

FIGURE 8



Residents in any neighborhood derive a strong sense of community from three sources: a variety of services locally available, shared activities with their neighbors, and control over what happens in their neighborhood. Four Corners has all three of these ingredients, some by chance, but many due to the vigilance and commitment of the local residents. This community of neighborhoods has managed to hold on to its positive qualities despite its urban location. To maintain these qualities and sustain Four Corners as an appealing community, the public projects planned in the area must be carefully incorporated into the built environment and designed to enhance the overall appearance and image of the area.

The Plan Vision

This Master Plan is guided by aspirations for the Four Corners community -- how it should look and function in 10 to 15 years. These aspirations are presented here as a vision of the future. This vision, along with the Plan goals and objectives, should be referred to when the Plan is implemented.

The vision for the future of the Four Corners community is not elaborate or grandiose or complex. Simply stated, the vision for Four Corners, and the challenge for this Master Plan, is to maintain the positive qualities and to enhance the areas that need improvement. The vision is more a refinement of what Four Corners has to offer, rather than a grand redesign of what is there. In this vision, the Four Corners residential neighborhoods are stable, enduring, appealing, and livable. In this vision, the planned public projects have been successfully implemented and the Four Corners commercial district is an attractive, vibrant, multi-purpose center. The first portion of the vision describes concerns about the area, particularly the commercial district. The second portion assumes that the vision has been achieved and describes how Four Corners will look and function in 2005.

FOUR CORNERS TODAY: THE MID-1990s

Four Corners in the mid-1990s is a community with many positive qualities that have endured over the years and continue to attract new residents. The well-established residential neighborhoods and the convenient location are the primary attractions. Most of the houses are well maintained and many have an older charm with a variety of designs, styles, and building materials. Housing prices have remained affordable compared to other parts of Montgomery County. The neighborhood settings include an abundance of mature, stately trees and, in some areas, rolling hills. The proximity of natural and recreational resources such as Northwest Branch Park, Sligo Creek Park, and Wheaton Regional Park are also an attraction.

There is growing concern, however, that the positive features that have made this community of neighborhoods so livable could erode. To maintain the positive features and preserve the quality of life that has attracted residents for many years, it is critical to address the areas that need improvement and to ensure that the planned public projects in the area improve the function and image of Four Corners.

The commercial district has always been centrally located at the heart of the Four Corners residential neighborhoods. While its location is well suited as a convenience shopping area for local residents, the physical appearance of the commercial district has deteriorated. The business area has developed incrementally and haphazardly over the years. This parcel-by-parcel development pattern has resulted in paving with no landscaping, inadequate pedestrian connections and access, and a disjointed collection of commercial buildings with poor visibility from the road. In addition, some residents feel the range of uses and services has not kept pace with their needs.

Uncertainty about the future of the Kay tract and the impact of proposed road improvements concerned the community for many years, and residents have felt the need to protect their neighborhoods from the pressures of development, road widenings, and even an underpass. In addition, many residents are concerned that the commercial district will continue to deteriorate if its problems are not addressed and that somehow this deterioration might spill over into the residential neighborhoods. After all, the commercial district has been the "front door" to the surrounding neighborhoods. The impression one receives when driving through the Colesville Road/University Boulevard intersection, due to the physical appearance of the commercial district, is incongruent with the stability of the surrounding neighborhoods. It is clear that something must be done to improve both the image and function of the commercial district.

FOUR CORNERS TOMORROW: THE YEAR 2005

Four Corners in the year 2005 is a community of stable, attractive residential neighborhoods that have been well maintained and preserved for some 70 years. The most striking and important changes to the area since the 1990s has been the revitalization of Four Corners' commercial district and the integration of Blair High School into the existing community. The combined improvements in Four Corners, coordinated among the State Highway Administration (SHA), the County, and private property owners and merchants, have resulted in a successful facelift for the community's commercial district.

After many years of planning, SHA implemented the jughandle improvements to the Colesville Road/University Boulevard intersection. Despite heavy vehicular traffic during weekday mornings and evenings, the streetscape improvements make the area inviting for pedestrians. The pedestrian domain is emphasized with details that make the walker feel safe and welcome, and include clearly marked crosswalks and specially paved sidewalk borders. Pedestrian and bicycle connections from the residential neighborhoods have been formalized, encouraging residents to explore the shopping area by foot or bike.

Blair High School is a strong architectural and social presence in Four Corners. The school is part of a community that was shaped by the residential neighborhoods, the commercial district, and the local institutions. The school's design, massing, and building materials create a visual, physical, and architectural connection to the community. Due to its central location in Four Corners and an accessible and friendly building design, the school is not only a civic landmark, but an integral part of the social fabric of the community. In addition to the community facilities at the site, many of the school's resources are available to the community at large. Through past and

current cooperative interagency arrangements, the community accesses an expanded range of resources including recreational facilities and public gathering places for community activities and events.

A successful commercial revitalization program, initiated through the perseverance of community-minded residents, business owners, and the cooperation and commitment of County government, accomplished a number of improvements in the commercial district, including renovated building facades, and colorful awnings and banners. Additional trees and landscaping are planted along streets, medians, and parking lots and screen large pavement areas. Special gateway features, installed at the "four corners," provide community identity and a sense of place, and create an inviting and attractive front door to the neighborhoods. Older retail establishments are reinvigorated, the range of services expanded, and community-serving retail has replaced auto-oriented uses. Public uses such as Blair High School and the Woodmoor Post Office contribute to the success of the area as a multi-purpose center.

The Four Corners' commercial revitalization is successful because it built upon the positive features that existed in the community. Coordination and careful attention to the public projects in Four Corners has resulted in a center that is visually and functionally improved. The small town flavor of the commercial district is retained and given new life as a vibrant and lively center. The rejuvenated commercial district, with the addition of the well-designed Blair High School, is the unifying feature of the Four Corners community, a destination that people actively seek. Residents not only enjoy local shopping and services in a safe and comfortable atmosphere, but also take pride in an attractive, viable, and visually appealing center at the heart of their community.

IV. LAND USE AND ZONING

The challenge for this land use plan is to preserve Four Corners' "livability" -- those qualities of stability, cohesiveness, and scale that make it an attractive place to live -- while planning for change that is harmonious and beneficial to the community. There are three issues facing the community: integrating Blair High School, the fourth "corner" into the community; maintaining the character of residential neighborhoods; and improving the image of the commercial district, which is literally and figuratively the heart of Four Corners.

While the County Council decision to construct Blair High School in Four Corners finally determines the use of this fourth corner, guidelines are needed that help ensure that the school buildings and grounds are built at a scale in keeping with the community.

Four Corners is an established community with a very small amount of developable land. (See Figure 9, page 21.) This Plan must guide development of remaining vacant properties in residential neighborhoods and provide means to monitor the special exception process so that such uses do not encroach on residential character.

The commercial district is dominated by two major thoroughfares with multiple lanes and high traffic volumes that push the community apart at precisely the place where it should come together. The physical appearance of the commercial district is incongruent with the stability of the surrounding residential neighborhoods. This Plan encourages actions that improve the physical appearance and image of the Four Corners commercial district.

Public development projects will play an important role in addressing these issues. The design and construction of Blair High School by the County, and the streetscape, pedestrian, and road improvements planned by the State Highway Administration at Colesville Road and University Boulevard represent significant changes that must be carefully planned and implemented in order to maximize this major investment of public funds. Revitalization of the commercial district may best be achieved as a partnership between the public and private sectors. Public investment in Four Corners represents a substantial opportunity for changes that enhance the image, function, and viability of the center of this community of neighborhoods. The Four Corners land use goal is stated below, followed by specific objectives and recommendations.

Land Use Goal

Recognize, sustain, and enhance the valuable attributes that have made Four Corners a place of lasting character and value. As the heart of this community of neighborhoods, the commercial district must receive particular care and attention so that this front door to the community better reflects the neighborhoods that surround it. Design and construct Blair High School and the State road improvements so that these major public projects contribute to an enhanced commercial district in Four Corners.

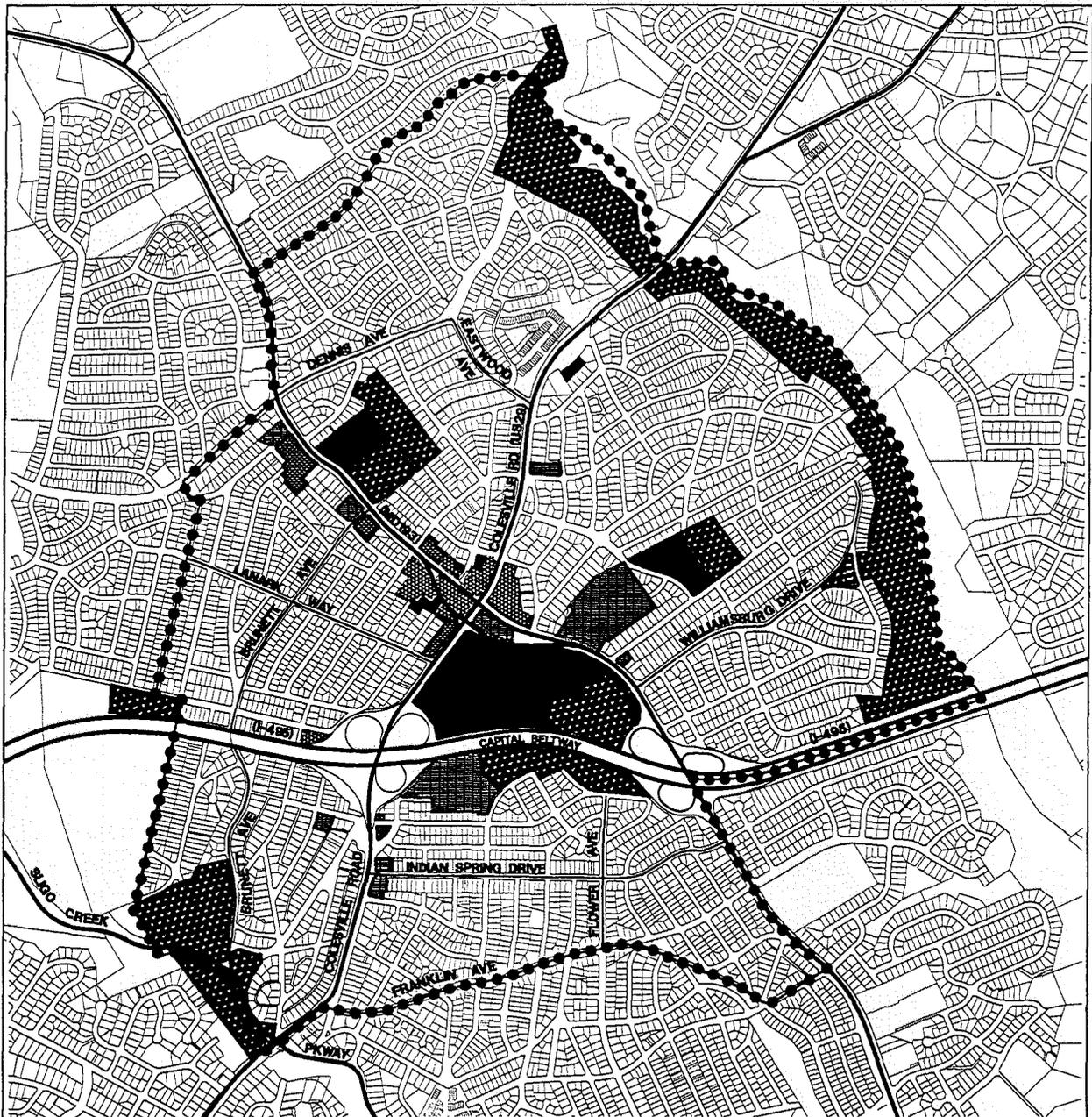
Blair High School

The Montgomery County Council has approved construction of a new Blair High School on the Kay tract, a 42-acre parcel located between the Capital Beltway, Colesville Road, and University Boulevard. (See Figure 10, page 23.) Montgomery County Public Schools (MCPS) plans to open the school in the fall of 1998. Blair High School will occupy a prominent location at the fourth corner; therefore it is important that the school and its facilities be well-designed and integrated into the existing Four Corners community. Both the program needs of the high school and the integration of this facility into the heart of Four Corners can be achieved without compromising either of these important objectives. This Plan provides guidelines that address the school's connection to the Four Corners community, pedestrian access, vehicular access and impacts, and on-site community use space.

Providing safe pedestrian access to the new Blair High School is a critical public safety issue. Multi-lane highways with heavy volumes of traffic, often traveling at high speed, surround the site. Beltway on-off ramps on Colesville Road and University Boulevard are an additional obstacle for pedestrians. MCPS estimates that one-quarter to one-third of Blair students could walk to the new school, and half of those would come from south of the Beltway. A task force comprising MCPS, Montgomery County Department of Public Works and Transportation (DPWT), M-NCPPC, and community representatives was convened to review options to provide safe pedestrian access to the site. Alternatives are being considered that address pedestrian access across the Beltway ramps, at Lexington Drive, and at Williamsburg Drive.

Vehicular access to the site will be located along Colesville Road and University Boulevard. (See Figure 10.) The Colesville Road parking lot and drop-off will be limited to right turns in and out; therefore, access will be from northbound Colesville Road only. Since the Colesville Road parking lot is limited to right-out only, drivers who want to go southbound on Colesville Road or westbound on the Beltway must use the jughandle turn at the Colesville/University intersection. On University Boulevard, the main entrance will be at Williamsburg Drive, where most buses will enter and exit, and will be the only access point that provides for full-turning movements. Most buses are expected to arrive from the south or east--in the opposite direction from the heaviest weekday morning peak-hour traffic--and can enter the site at Williamsburg Drive without passing through the Colesville/University intersection. Residents and business owners are concerned about increased cut-through traffic and school-related overflow parking on residential streets or in lots in the commercial district.

With limited County financial resources and scarce available land, a new public school project presents an opportunity for cooperative arrangements that allow for multi-purpose use of facilities. Montgomery County Parks has acquired a portion of the high school site for community recreational facilities, including space that could be used for a recreation center and possibly an athletic field for public use. Montgomery County Parks and MCPS have agreed to permit public access to outdoor resources such as the track, tennis courts, and athletic fields when they are not in use by the school. Additional cooperative arrangements should be considered by the appropriate agencies that would allow community use of indoor resources, such as the media center (library), auditorium, and gymnasium. This Plan provides the following objective and guidelines for Blair High School.



Single-Family Residential		Commercial		Other	
	Single-Family Residential		Office		Public Parkland
			Retail		Public/ Institutional
					Semi-Public and Private Institutional
	Master Plan Boundary				
					0 300 800 1650 FT

Objective

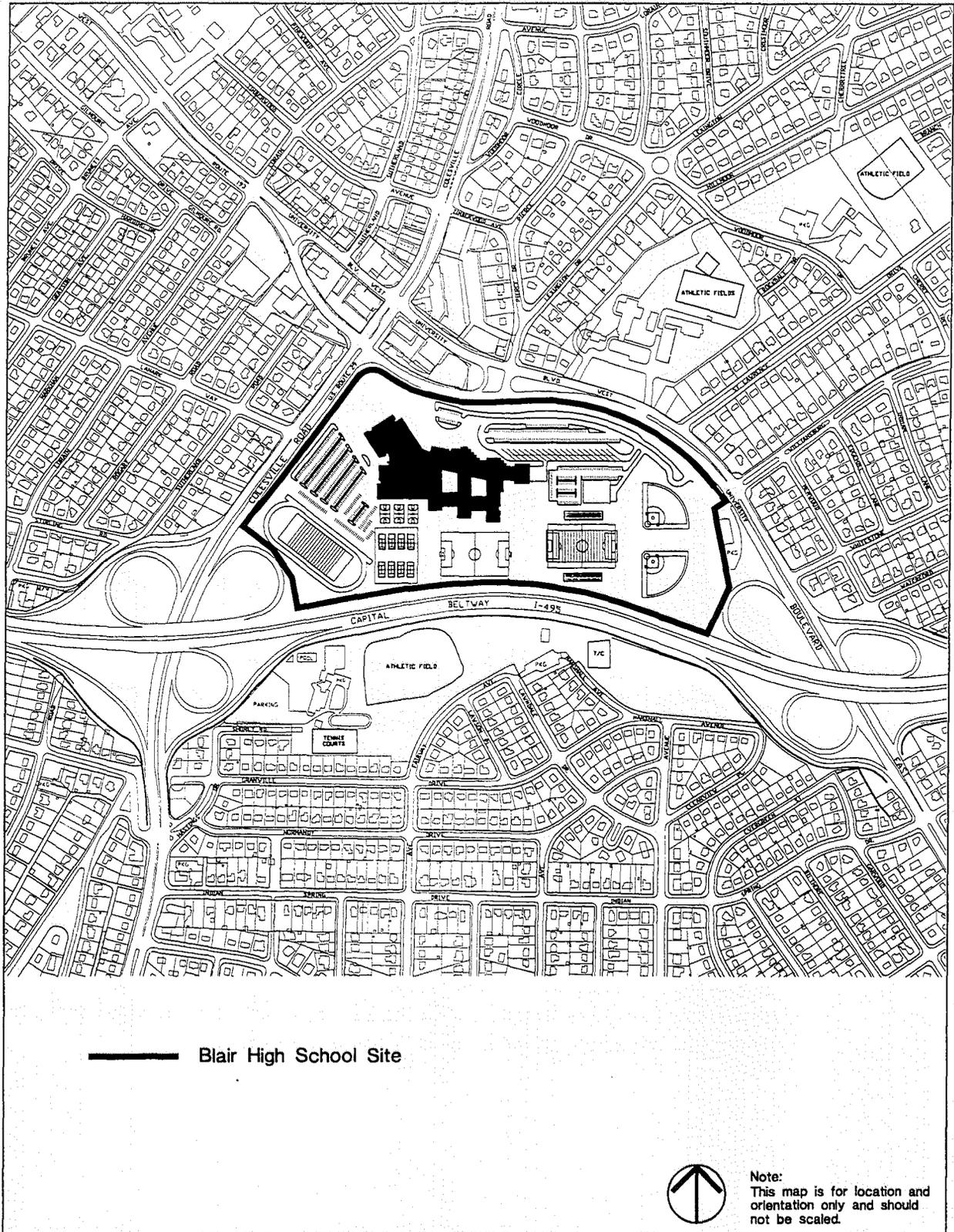
- Encourage design and construction of Blair High School that is consistent with the Plan goal of improving and enhancing the Four Corners community. Foster continued cooperative efforts among public agencies and residents to make Blair High School a strong contributor to neighborhood character.

Guidelines

- Blair High School should continue to be designed and constructed to physically integrate and connect the school with the existing community through building architecture and site layout that is compatible with and appropriate to the Four Corners commercial district and surrounding residential areas. A preliminary site plan is shown on Figure 10.
- A public gathering place or urban plaza should be created on the school site at the corner of Colesville Road and University Boulevard that provides adequate pavement area for congregating and circulating students and pedestrians.
- Pedestrian access to the school site -- a critical public safety issue -- must be solved before the school opens. Improvements to the Beltway ramps should be considered for pedestrians from the south. A pedestrian crossing at Lexington Drive, in addition to the Williamsburg Drive access, should be considered for pedestrians from the north. A pedestrian crossing at Lanark Way should be considered for pedestrians from the west. The SHA project planned for the intersection of Colesville Road and University Boulevard will include some pedestrian improvements. (See Table 2, page 49.)
- To improve safety and emphasize the pedestrian domain, SHA/DPWT should consider prohibiting right turns on the red signal at the Colesville/University intersection, and marking all crosswalks leading to the site with distinct color, material, and texture to differentiate the pedestrian crossings from the asphalt road.
- In any option to ensure safe pedestrian access to Blair High School, medians sufficient for pedestrian refuge on both Colesville Road and University Boulevard should be retained. A median will help maintain the character of Colesville Road as a boulevard through Four Corners and will enhance the future stability of both the immediately adjacent residential properties and the adjacent neighborhoods. SHA/DPWT should review the posted speed limits on Colesville Road and University Boulevard contiguous to Blair High School to ensure they are appropriate for a school zone.
- The school site perimeter should include a generous pedestrian pathway. Where feasible, there should be a double row of trees planted along Colesville Road and University Boulevard next to the Blair High School site. The parking lots should be planted to provide shading and screening.

BLAIR HIGH SCHOOL SITE PLAN

FIGURE 10



- On-site school parking for faculty, students, and visitors should be provided to minimize overflow parking on residential streets and in the commercial district and to preserve the neighborhood character in adjacent areas of Four Corners.
- Measures to reduce the adverse traffic impacts of Blair High School on the Four Corners community should be considered, including residential permit parking restrictions and traffic management. MCPS and DPWT should work with the business community to address parking and other school-related issues.
- The design of the University Boulevard and Williamsburg Drive intersection should be evaluated to better balance the Woodmoor community's need to discourage cut-through commuter traffic against the need for access by school buses, school traffic, fire station vehicles (the Silver Spring Volunteer Fire Department will remain at this location), and local neighborhood traffic, as well as to determine if (and how) through movements should be prohibited between Williamsburg Drive and the Blair High School access road.
- In addition to community use of outdoor school recreational facilities, the appropriate public agencies should consider arrangements that allow public access to resources such as the media center, auditorium, and gymnasium as part of its contribution to the greater community and to encourage multi-purpose use of school facilities.
- Public community-use space that is easily and safely accessible should be provided on the site with appropriate parking.
- Stormwater management will be accommodated on the school site and water gradually released through an existing storm drainage system under the Beltway and in Indian Spring. Careful planning of stormwater management is recommended to avoid creating an unintended wetland on the property south of the Beltway.
- Noise attenuation is recommended along the Beltway edge of the site. A noise wall is being planned. Attention should be given to landscaping and materials that will discourage graffiti.
- Reforestation of the Blair High School site is required in accordance with the County Forest Conservation Law. Consideration should be given to off-site reforestation locations in the Four Corners Master Plan area and the Sligo Creek watershed, including parkland, medians, and Beltway loops.

Residential Land Uses

This Master Plan recognizes the established compact residential character of Four Corners and the desire of residents to preserve and maintain the integrity of the neighborhoods as the foundation of the entire community. (See Figure 11, page 27.) To meet this challenge, this Plan addresses the following issues: the six-acre property at 315 University Boulevard; potential infill development on scattered vacant properties and oversized single-family lots; cut-through traffic on residential streets, which affects the character, integrity, and safety of Four Corners neighborhoods; safe pedestrian access to the commercial district; and the effect of special exception uses on community character.

Objective

- Preserve and maintain the character and integrity of the existing, well-established Four Corners residential neighborhoods as the foundation of the community by assuring that new development, infill development, and special exception uses are compatible with the existing residential character.

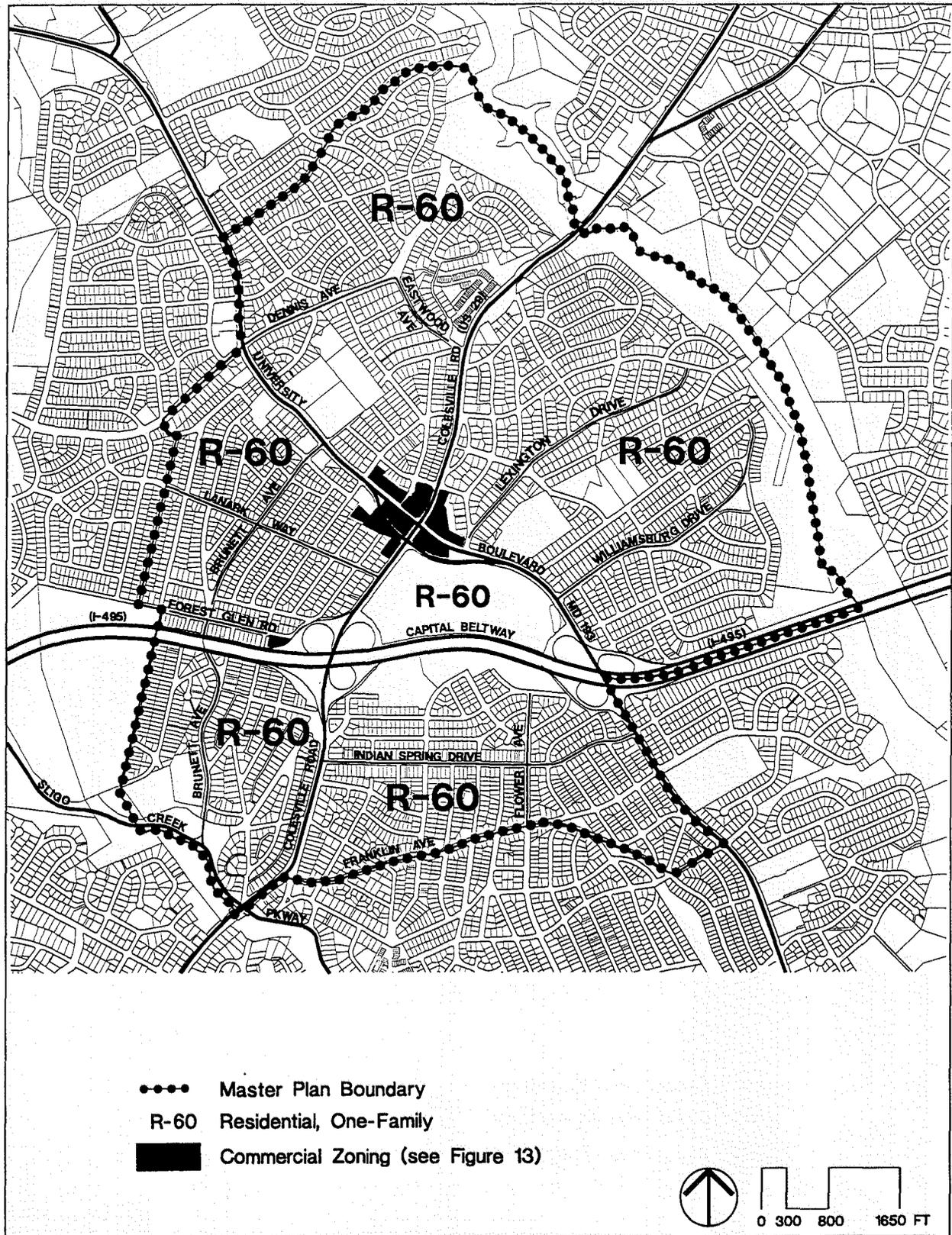
Recommendations

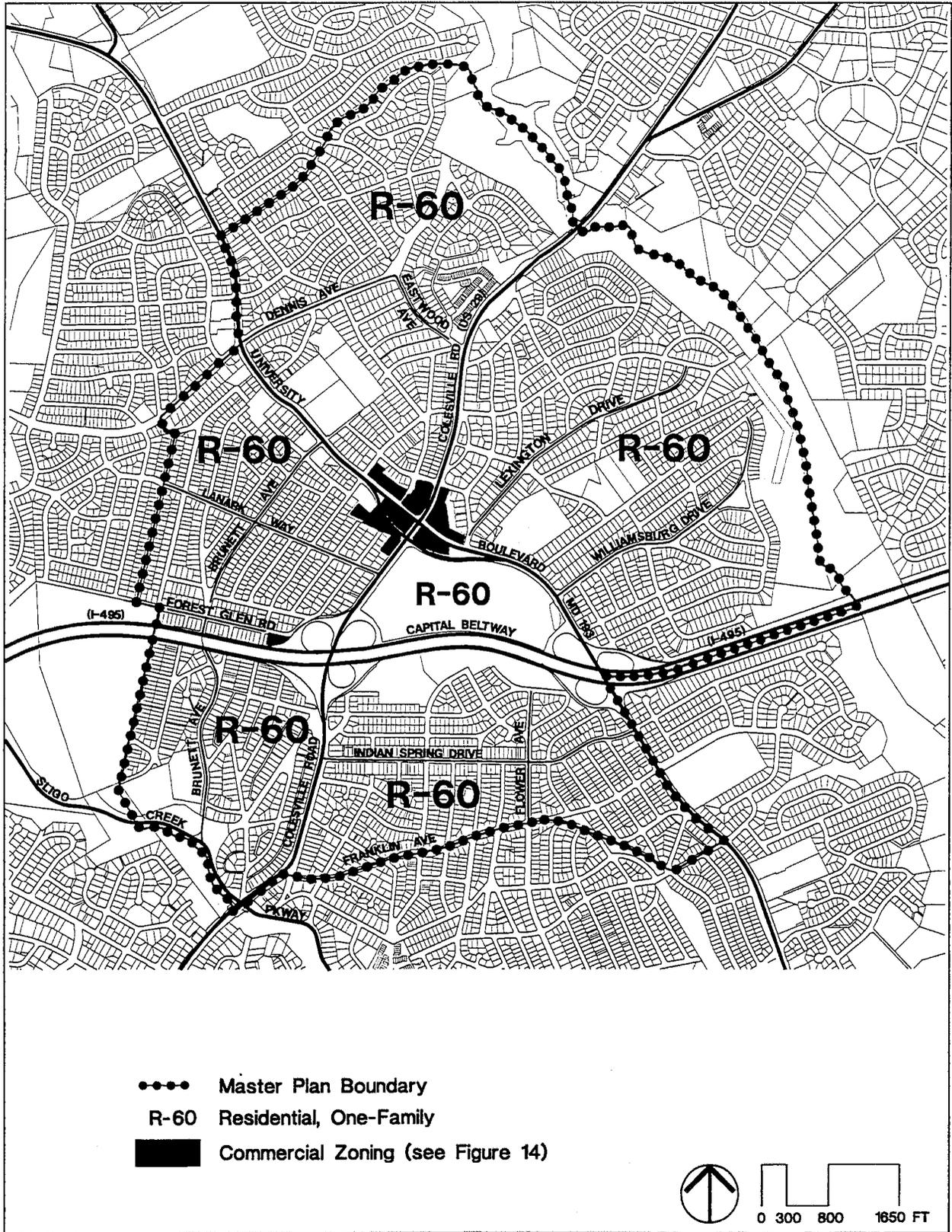
- This Plan reconfirms the existing R-60 (residential, one-family) zoning for the residential neighborhoods in the Four Corners Master Plan area. (See Figure 12, page 28.)
- There is a six-acre property at 315 University Boulevard that was formerly occupied by a private school and is currently vacant. The property owner may rebuild a school on this site, which is an appropriate use for this site. If the property owner decides not to build a school and intends to pursue other options, then this site is appropriate for parkland. Increased parkland in this portion of Four Corners will provide needed recreational facilities and will replace open space that was lost when the former Four Corners Elementary School, which occupied the adjacent site, was converted to elderly housing. If Park and Planning does not decide to use Advanced Land Acquisition or Capital Improvement Program (CIP) funds for purchase within six months after the property owner indicates in writing to Park and Planning that a school will not be built on this site, then the site may be developed for residential purposes. The site has a base zoning of R-60 and is suitable for development as PD-7.
- This Plan recommends that DPWT implement a Residential Traffic Management Program to minimize non-local traffic on residential streets. The program allows residents to participate in the design of traffic “calming” measures to reduce or slow traffic, contributing to safer streets and preserving the residential character in neighborhoods.

- This Plan recommends improving pedestrian access, circulation, and safety by constructing sidewalks on residential streets where there are bus stops, non-local traffic, or that lead into the commercial district or otherwise complete the pedestrian network (see Sidewalks, page 47).
- This Plan acknowledges that the Board of Appeals has primary responsibility for reviewing and approving special exception petitions. Nevertheless, the Plan recommends the following guidelines that enable neighborhoods to absorb special exception uses without diminishing residential character.
 - This Plan discourages special exceptions in residential areas immediately adjacent to the commercial district. Residential neighborhoods immediately adjacent to the Four Corners commercial district are particularly vulnerable to encroachment of non-residential uses, as are single-family homes along the major highways. Several single-family homes along the west side of Colesville Road between the Beltway and University Boulevard have been converted to office use by special exception. This location is suitable for special exception office use; however, residences or other special exception uses are not precluded. Special exception reviews should continue to pay particular attention to the number, type, and intensity of existing special exceptions as currently provided in the Zoning Ordinance.
 - The Plan recommends reuse of existing structures for special exception uses, where feasible. If a use requires a new building, the Plan encourages designs that are residential in character and scale.
 - This Plan encourages the continued requirement for landscape plans for all special exception uses except accessory apartments. Landscape plans enhance the integration of a special exception use into a community by retaining grassed and landscaped front, side, and rear yards.

EXISTING RESIDENTIAL ZONING

FIGURE 11





Commercial Land Uses

The commercial district is Four Corners' "front door." Motorists passing through on University Boulevard or Colesville Road form a lasting impression of the community through its appearance. Today, the commercial district meets essential neighborhood shopping needs, from groceries and dry cleaners to banks and florists. But its strengths have been diminished by the age and physical deterioration of its buildings and by traffic congestion in parking areas and on adjacent streets.

Residents are concerned that the community's front door no longer reflects the stable surrounding residential neighborhoods and that further deterioration of the community's center could have a detrimental effect on the entire area. Part of the problem is that the commercial area developed incrementally over the years, meeting individual needs for parking, access, and business signs. This development pattern has resulted in continuous paving with no landscaping, inadequate access and parking, poor pedestrian connections, and a disjointed collection of commercial buildings, some of which are converted single-family houses.

Four Corners residents want the appearance of their shopping district to better reflect the attractive and stable neighborhoods that surround it. Some people also feel that the range of uses is not adequate. Improving the appearance of the commercial district requires cooperation between public and private sectors. While some important circulation and streetscape improvements will be made as part of the State project at the Colesville Road and University Boulevard intersection, other initiatives will need joint participation of landowners, merchants, residents, and local government.

Woodmoor Shopping Center

The Woodmoor Shopping Center, located at the northeast corner of University Boulevard and Colesville Road, is the largest commercial use in the Four Corners business area. Most of the Woodmoor Shopping Center is in the C-2 (general commercial) Zone, with a small portion of C-T (commercial transitional) zoning. The rear parking lot operates as a special exception in the R-60 (residential, one-family) Zone. (See Figure 13.) Within this one center, many of the community's retail service needs can be met by the local serving nature of the stores. The shopping center is now 50 years old. The long-term economic viability of the shopping center contributes to the health of the entire commercial district.

Four Corners residents are concerned that the Woodmoor Shopping Center will deteriorate further and potentially jeopardize the stability of both the remaining commercial district as well as the residential neighborhoods. The center's appearance, access, and parking need improvement, but most residents feel that such improvements should not come at the expense of the adjacent residential neighborhood.

The owners of the Woodmoor Shopping Center are interested in adding retail space and parking at the center. They want to expand into an area where six single-family houses are located on Pierce Drive. The owners propose demolishing the houses, all of which they now own, to construct additional parking that would support the proposed retail expansion. Parking would be

located on a portion of the existing rear lot and on the adjacent residentially zoned land on Pierce Drive. Upgrading the existing shopping center is also anticipated. The owners would like commercial zoning on the entire site, including the lots on Pierce Drive.

Demolition of the houses on Pierce Drive represents commercial encroachment into the residential neighborhood and would alter the character of Pierce Drive. Historically, residents have opposed this idea. Security and visibility of the parking areas, vehicular access to the center, and increased traffic congestion, including cut-through, on residential streets are also concerns. A working group of residents, the owners, and their representatives held discussions regarding the issues and concerns surrounding the site. This Plan recognizes the need for improvements to the Woodmoor Shopping Center. However, upgrading the shopping center does not necessarily require expansion and does not justify demolishing the Pierce Drive houses.

Two independent automotive businesses are located in front of the Woodmoor Shopping Center on the northeast corner of Colesville Road and University Boulevard. One business is a gas station and the other is an automotive repair service, but it appears that they are one business. The State Highway Administration has indicated that it plans to acquire the gas station as part of the intersection improvement because the gas pumps and underground tanks will be too close to the widened intersection. This Plan recommends acquisition of both the gas station and the automotive repair business by the State Highway Administration. Automotive uses at this location, with their associated curb cuts, exacerbate traffic circulation and access problems at the corner. These uses also reduce visibility from the roadway of businesses in the shopping center. If the State does not acquire these businesses, this Plan recommends that in any redevelopment of the Woodmoor Shopping Center, these automotive uses be removed and replaced with landscaping and perhaps a limited amount of additional parking. This Plan recommends relocation of the automotive repair service within the Four Corners commercial district if an appropriate location can be found.

This Plan supports a limited expansion of the Woodmoor Shopping Center that does not involve the houses on Pierce Drive, which should remain in the R-60 Zone. The Plan recommends the C-4 Zone (limited commercial) for the existing Woodmoor Shopping Center, including the rear parking lot and the C-T parcel. (See Figure 14.) The C-4 Zone is more in keeping with Woodmoor's function as a low-density neighborhood shopping center. Limiting the possible commercial expansion of the center to its existing site preserves Pierce Drive as a neighborhood street and maintains the edge between the commercial and residential areas.

Following are objectives and recommendations for the entire Four Corners commercial district.

Objectives

- Improve and enhance the visual and physical appearance of the entire commercial district, providing a more suitable "front door" for the residential neighborhoods.
- Maintain appropriate transitions, provide improved pedestrian connections, and strengthen the distinction between commercial and residential land uses.

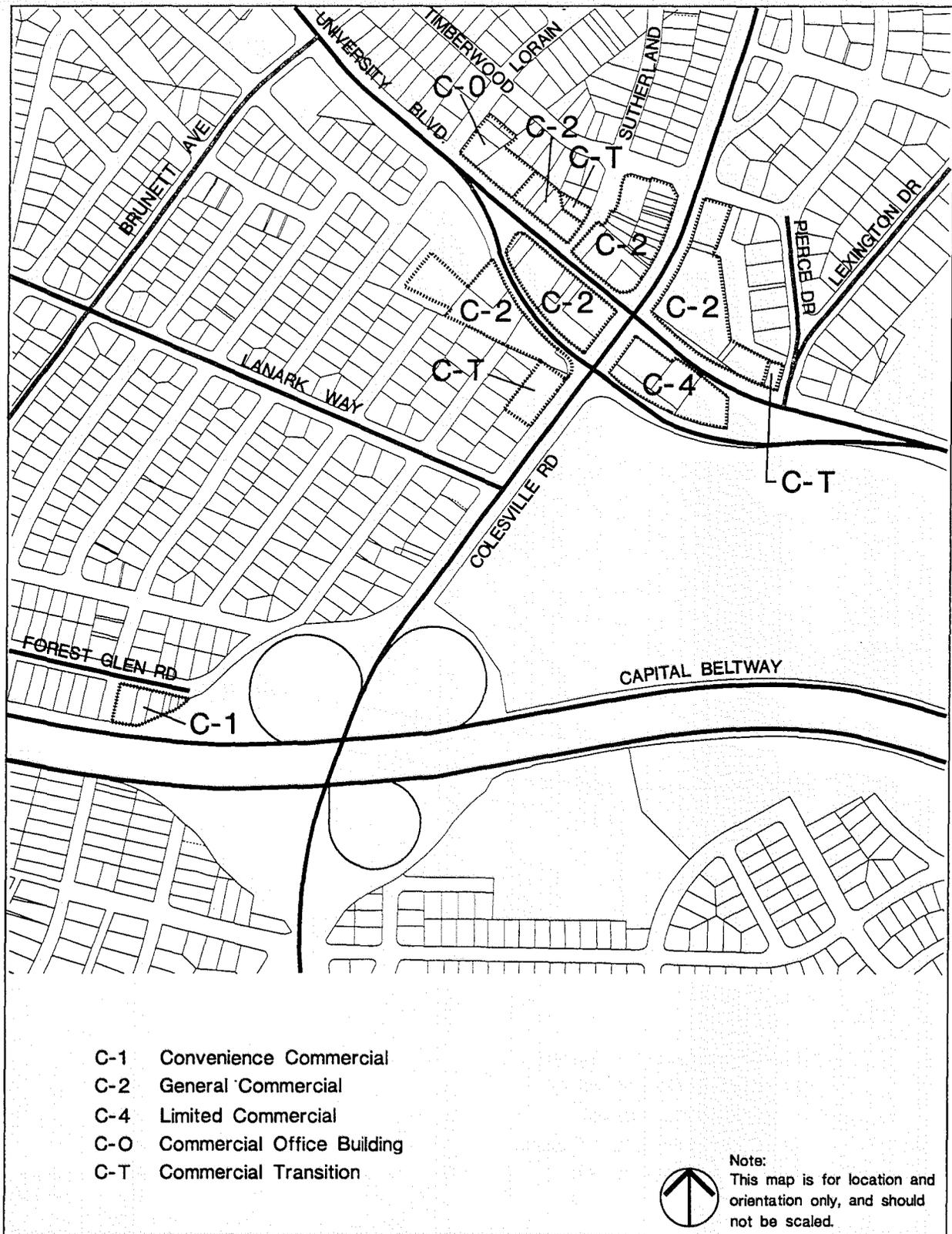
Recommendations

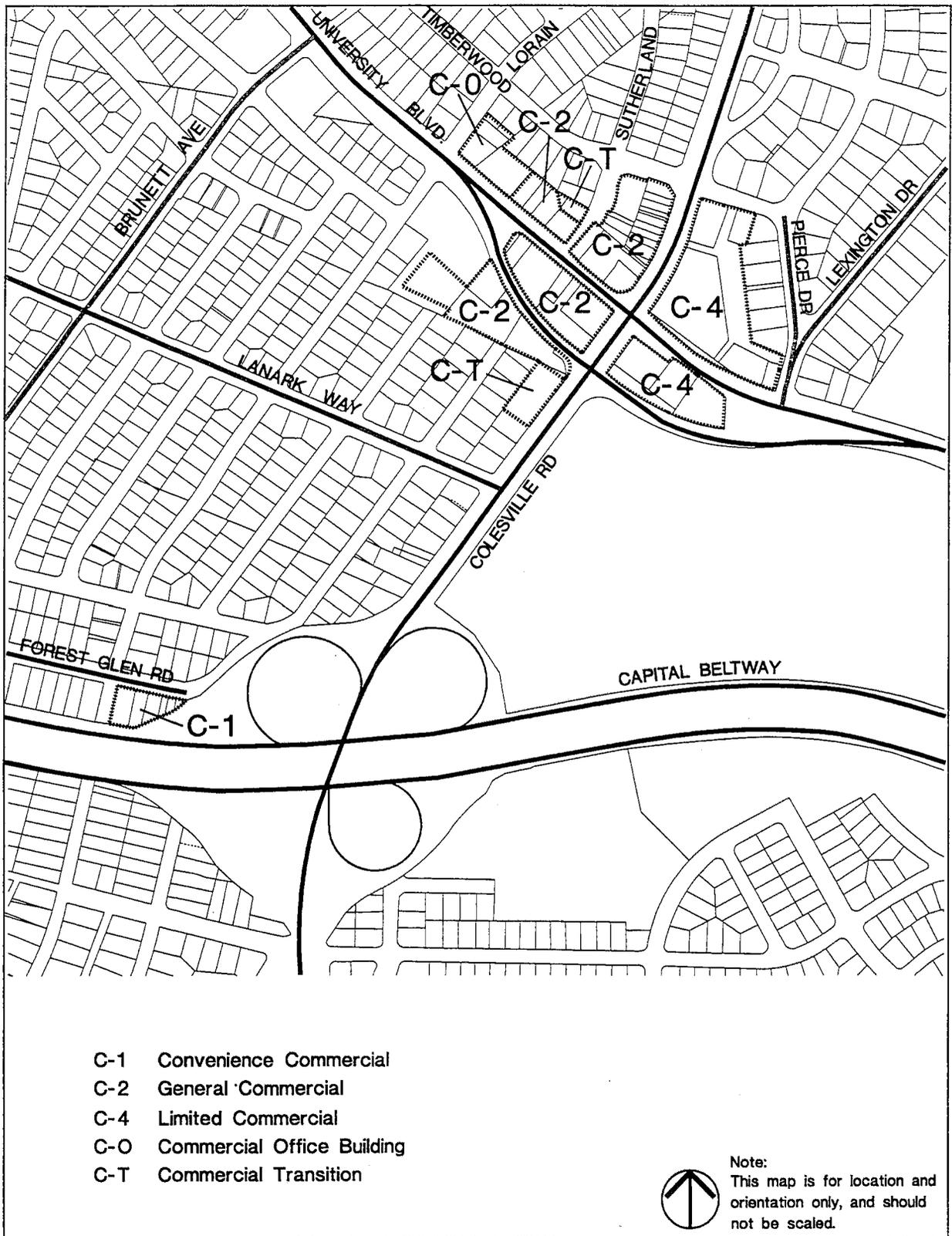
- This Plan reconfirms the existing commercial zoning in the Four Corners Master Plan area, except for the Woodmoor Shopping Center site. (See Figures 13 and 14.)
- This Plan recommends that the Woodmoor Shopping Center site, including the rear parking lot, be rezoned C-4 (limited commercial). (See Figure 14.) This Plan recommends that the State Highway Administration acquire the automotive businesses on the northeast corner of Colesville Road and University Boulevard in front of the Woodmoor Shopping Center as part of the intersection improvement project.
- This Plan recommends that Montgomery County provide funding for a commercial revitalization project that would establish a public-private partnership in Four Corners. Following are guidelines for the project.
 - Design and provide canopies, awnings, and signs that will unify and enhance the appearance of the commercial district.
 - Provide landscape treatments that create additional screened or shaded areas and that mark transitions between commercial and residential districts.
 - Encourage discussion of parking issues in the commercial revitalization project.
 - Design special gateway features, including landscaping and signs, at the four corners to strengthen community identity and enhance the visual appearance of the commercial district.
- Due to a lack of available vacant land and a desire to not displace commercial uses, creation of a public parking lot on the northwest side of Colesville Road is recommended if land becomes available. If commercially zoned land becomes available in the future, this Plan recommends that the County consider acquisition, and pursue alternate sources of funding that may be available, to create a public parking lot in the northwest portion of the Four Corners commercial district where parking is limited.
- In the Four Corners commercial district, several single-family detached homes in commercial zones have been converted to non-residential uses. If redevelopment of these single-family homes occurs, adequate on-site parking should be provided as well as landscaping and screening to improve transitions between commercial and residential uses.

- When redevelopment or new development occurs, landscape screening should be provided within the required setbacks for commercial properties that abut residential uses and within the parking lots of commercial areas as required by the Zoning Ordinance. Landscaping should be used in conjunction with fences or walls and low, non-glare lighting fixtures to ensure compatibility with abutting residential areas.

EXISTING COMMERCIAL ZONING

FIGURE 13





V. TRANSPORTATION

Four Corners has long been an important crossroads in Eastern Montgomery County. Many years ago the intersection of Old Columbia Pike and Old Bladensburg Road was a convenient stop for those traveling between Washington and Baltimore. Today, Colesville Road (US 29) and University Boulevard (MD 193) continue their role as major north-south and east-west arteries for the eastern County. Development and growth in surrounding communities and adjacent counties have contributed to significant traffic congestion in Four Corners, which turns the convenience of the location into a drawback for local residents. The center of this crossroads community has been nearly overwhelmed by an auto-dependent transportation network and the resulting effects are a central consideration of this Plan.

While Four Corners is just another busy intersection for the many motorists who pass through this community, it is home for 10,600 residents in the Master Plan area. Beyond the highways traversing Four Corners are stable, mature residential neighborhoods within walking distance of shops, schools, transit stops, parks, and community facilities. However, the high volume of traffic through this community of neighborhoods has diminished the quality of life. It can be difficult for residents to walk or drive in and out of their neighborhoods, particularly since motorists often cut through Four Corners' residential streets to avoid the congested intersection of Colesville Road and University Boulevard.

As a means of preserving community character and safety, residents have focused attention on retaining medians on the major highways. Residents believe that while some improvements to transit service and to the Colesville Road/University Boulevard intersection are necessary, they cannot come at the expense of the medians. Residents also feel that preserving medians preserves their neighborhoods and without the medians, safe pedestrian connections between neighborhoods would be severely jeopardized, similar to the impact of the Capital Beltway, which separates neighborhoods to the south from the retail and services at the commercial center of Four Corners.

The relocation of Blair High School to the heart of Four Corners highlights the need for safe pedestrian access as a major public safety issue in this area. All of the issues regarding Blair High School are discussed in the Land Use and Zoning section.

The challenge for the Four Corners Master Plan is to find a balance that accommodates regional traffic yet protects this community of neighborhoods from its intrusive impacts. The Plan must also establish safe and accessible links for pedestrians and bicyclists to schools, shopping areas, parks, transit stops, and other facilities. The transportation goal is stated below, followed by specific objectives and recommendations.

Transportation Goal

Improve the ease and safety of movement in Four Corners, whether by car, foot, bicycle, transit, or a combination of travel modes.

The Roadway System

Just as Four Corners is almost completely built out, its roadway network is also fully developed and there are limited options to improving or expanding the system without major impacts to the community. This roadway plan, therefore, focuses on modifying existing roads and intersections. While the intersection of Colesville Road and University Boulevard is a primary concern, this Plan recommends minor modifications to other roadways that would better reflect their current use or help achieve the transportation goal.

The Maryland State Highway Administration (SHA) has been studying US 29 from Sligo Creek Parkway to the Howard County line. SHA is developing plans to construct grade-separated interchanges at many intersections on Colesville Road north of New Hampshire Avenue. The issues related to those interchanges are addressed in the White Oak and Fairland master plans and in the *Transportation Report for the Eastern Montgomery County Master Plan Areas*. The US 29 policy, including transit improvements, is outlined below, followed by the plans for improvements to the Four Corners intersection of Colesville Road and University Boulevard.

US 29 (Colesville Road) Policy

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/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.

Recommendations

- 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.

Colesville Road/University Boulevard Intersection

The 1986 *Sector Plan for Four Corners and Vicinity* discussed both short- and long-term transportation improvements to the Colesville Road/University Boulevard intersection. The short-term improvement was the at-grade “jughandle.” The long-term improvement was a grade separation that would carry Colesville Road under the east and westbound lanes of University Boulevard. Both options were being studied by SHA. After several years of negotiating and meeting, SHA and the community agreed on the jughandle improvement as both the short-term and long-term solution. (See Figure 15.) SHA also committed to a number of pedestrian and streetscape improvements in conjunction with the jughandle construction. (See Table 2, page 49.) Construction on the improvement project is currently underway. While the jughandle improvements will alleviate intersection congestion, it is estimated that the added capacity will be absorbed by the year 2015 as regional growth continues.

In developing the jughandle design, an important goal of local residents has been the preservation of the medians on Colesville Road and University Boulevard. Residents' strong desire to retain medians is motivated by both psychological and practical concerns. Preserving the medians, in their view, protects access to the community, maintains community character, provides a green planting area, and keeps the road from becoming a freeway. From a practical standpoint, medians provide a safe refuge for pedestrians to stop and wait for traffic to clear while crossing the busy highway. Although not originally intended for such use, medians have become a pedestrian refuge when multi-lane highways pass through neighborhoods where people need to walk. As part of the jughandle project, SHA will maintain and, in some areas, widen medians on Colesville Road and University Boulevard.

Objective

- Implement and incorporate the SHA jughandle, streetscape, and pedestrian improvements at Colesville Road and University Boulevard and maximize this significant opportunity to improve the function, safety, and image of the intersection while minimizing construction impact and disruption to residents and businesses.

Recommendation

- This Plan encourages continued coordination among SHA, the Four Corners community, and County agencies throughout the final design and implementation of the jughandle and the pedestrian and streetscape improvements at Colesville Road/University Boulevard. Coordination should include review of plans for traffic circulation, control, and business access during construction.

Neighborhood Traffic

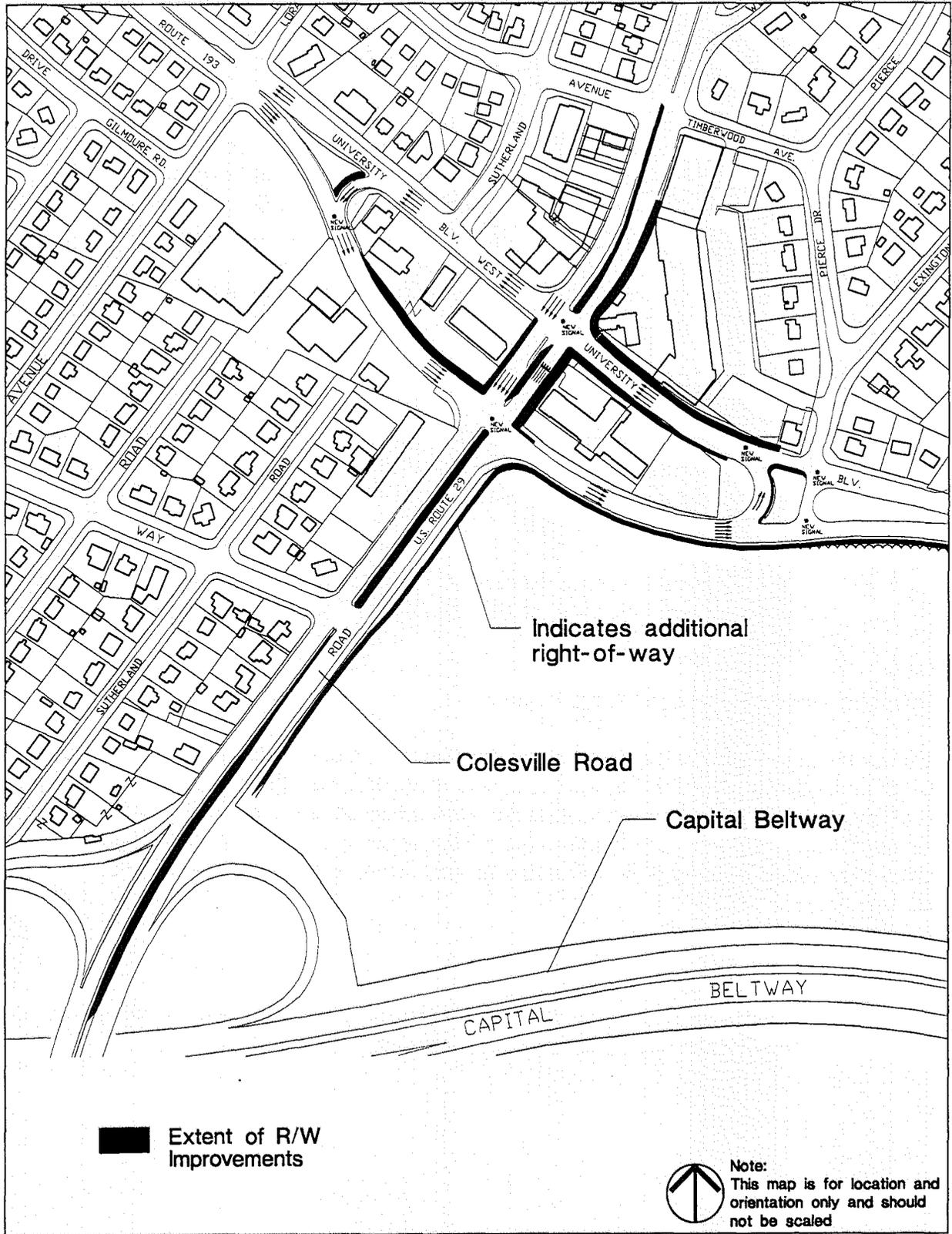
Heavy traffic is inappropriate in residential neighborhoods. Large volumes of vehicular traffic can be disruptive to the peace and serenity of residential areas. Commuters often cut through Four Corners neighborhoods to avoid the congested intersection of Colesville Road and University Boulevard. Such intrusion disrupts one of the most appealing characteristics of this community of neighborhoods -- walking to retail and services. Cut-through traffic decreases safety and access, increases noise, and divides neighborhoods. Cut-through traffic also creates a significant pedestrian safety problem, particularly in neighborhoods where there are no sidewalks.

Objective

- Maintain neighborhood character and integrity and improve pedestrian safety by reducing cut-through traffic on residential streets.

SHA JUGHANDLE IMPROVEMENT

FIGURE 15



Recommendations

- Work with Four Corners neighborhoods to minimize non-local traffic on residential streets through DPWT's Residential Traffic Management Program. These neighborhoods should be reviewed as a network of interconnected streets with traffic control measures that are coordinated accordingly.
- SHA and DPWT should work with the Woodmoor-Pinecrest neighborhood to implement measures that would reduce cut-through traffic on residential streets, particularly as a result of a new traffic signal planned at Lexington Drive and University Boulevard as part of the SHA project and Blair High School. Cut-through traffic is predicted to increase on the Lexington Drive/Pierce Drive/Timberwood Avenue route behind Woodmoor Shopping Center as a result of the new signal as drivers attempt to bypass the Colesville Road/University Boulevard intersection.
- Study Franklin Avenue between Colesville Road and University Boulevard to determine appropriate measures for controlling vehicle speed and improving safety for pedestrians (especially at school crossings), bicyclists, and vehicles. If speed restraint and other safety measures are warranted, DPWT should meet with neighborhood representatives to develop a plan for the location and types of controls to be implemented.
- DPWT should evaluate the need for through movement prohibitions between Williamsburg Drive and the Blair High School access road onto University Boulevard.

Roadway Improvements and Classifications

Table 1 on page 41 shows the classification, rights-of-way requirements, and minimum pavement width or number of lanes for roadways in the Four Corners area. 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. Figure 16 shows the existing street and highway plan and Figure 17 shows the recommended highway plan. Recommendations regarding several roadways in Four Corners are listed below.

Objective

- Establish a road network that considers the needs of residents living in Four Corners as well as the needs of commuters.

Table 1

**PROPOSED STREET AND HIGHWAY CLASSIFICATIONS
FOUR CORNERS MASTER PLAN**

Master Plan Roadway Designation	Name	Limits	Recommended Minimum Right-of-Way Width	Recommended Number of Lanes Or Paving Width
Freeways				
F-8	Capital Beltway (I-495)	Western Boundary Line to Eastern Boundary Line	Varies	8 lanes divided
Major Highways				
M-10	Colesville Road (US 29)	Northwest Branch Park to Sligo Creek Parkway	120 ft.	6 lanes divided
M-19	University Boulevard (MD 193)	Eisner Street to Melbourne Avenue	120 ft.	6 lanes divided
Arterial Roads				
A-57	Forest Glen Road (MD 192)	Sligo Creek Parkway to Brunett Avenue	80'	2 lanes
A-59	Dennis Avenue	University Boulevard to Proctor Street	80 ft.	2 lanes
Primary Residential Streets				
P-1	Franklin Avenue	Colesville Road to University Boulevard	70 ft.	36 ft.
P-2	Flower Avenue	Marshall Avenue to Franklin Avenue	70 ft.	36 ft.
P-3	Edgewood Avenue	Eisner Street to Lorain Avenue	70 ft.	36 ft.
P-4	Dennis Avenue	University Boulevard to Edgewood Avenue	70 ft.	36 ft.
P-5	Lanark Way	Sutherland Road to Renfrew Road	70 ft.	36 ft.
P-6	Brunett Avenue	Sligo Creek Parkway to Forest Glen Road	70 ft.	36 ft.
P-7	Lanark Way/Sutherland Road/ Forest Glen Road	Colesville Road to Brunett Avenue	80 ft.	2 lanes

NOTE: The recommended number of lanes or paving width does not include intersection improvements. Additional lanes may be needed at intersections to improve safety or capacity.

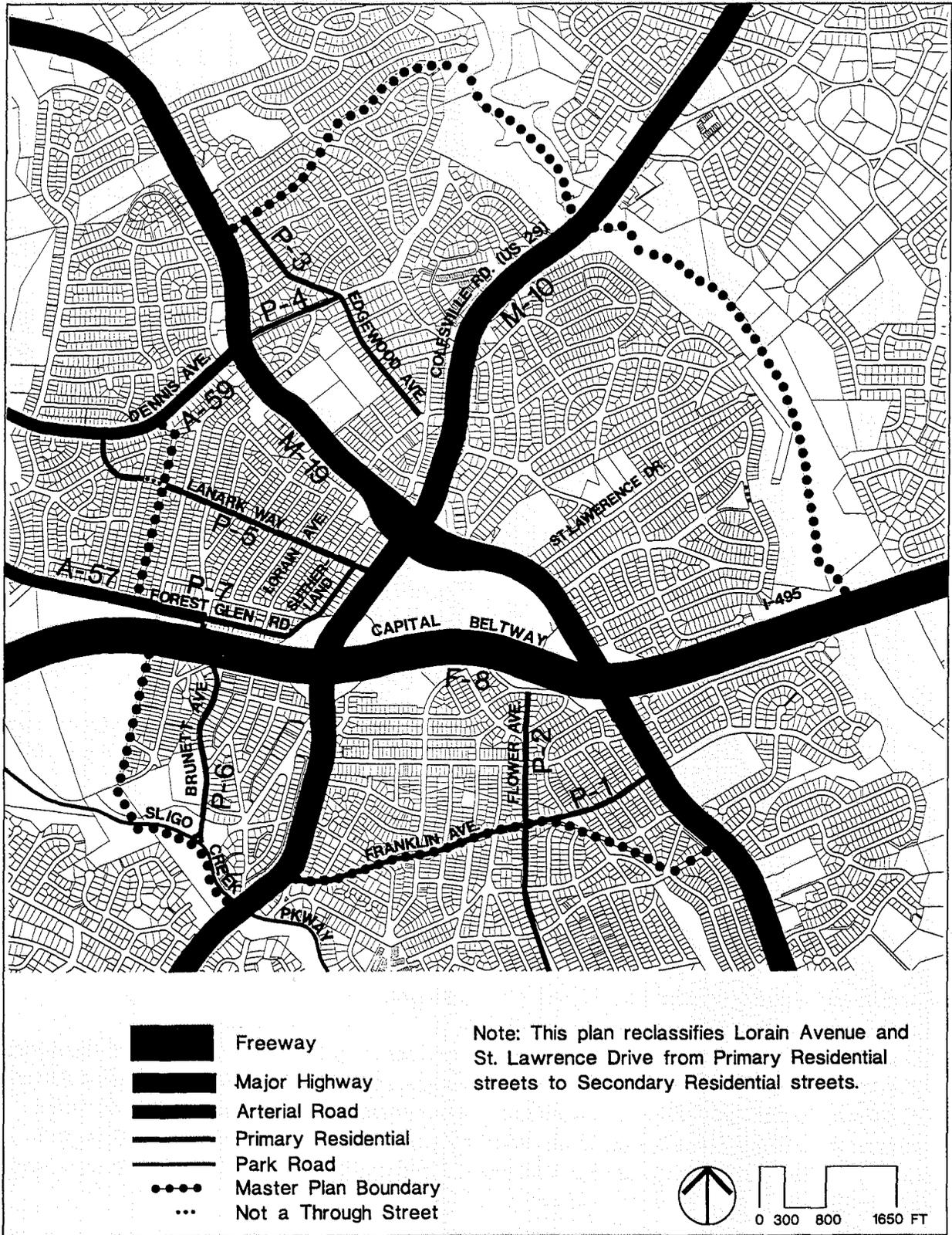
EXISTING STREET AND HIGHWAY NETWORK

FIGURE 16



STREET AND HIGHWAY PLAN

FIGURE 17



Recommendations

- Defer the three improvements outlined below until the Planning Board reviews the 1993 *Silver Spring Central Business District Sector Plan*. The Silver Spring Sector Plan recommended improvements at these locations that are within the Four Corners Master Plan area. However, the Sector Plan also recommended a five-year Planning Board review before any improvements are made to Colesville Road and its intersecting streets. When the Silver Spring Sector Plan is reviewed, careful consideration should be given to the potential impacts of these proposed intersection improvements on the Four Corners neighborhoods.
 1. Colesville Road and Sligo Creek Parkway: Add a westbound right-turn lane to Sligo Creek Parkway.
 2. Colesville Road and Franklin Avenue: Prohibit left turns from southbound Colesville Road onto Franklin Avenue during the peak periods. Signals should be retained to provide cycles for vehicles turning out of Franklin Avenue and for pedestrians crossing Colesville Road. DPWT should ensure that signal timing will allow adequate time for pedestrians to cross Colesville Road. Improvements should minimize the use of neighborhood streets for through trips.
 3. Franklin Avenue and University Boulevard: Add a left-turn lane to eastbound Franklin Avenue.
- Reclassify Lorain Avenue and St. Lawrence Drive from primary residential streets to secondary residential streets, which reflect their function.
- Reclassify the Forest Glen Road-Sutherland Road-Lanark Way route from arterial to primary residential from Colesville Road to Brunett Avenue. (See Figure 17.) This route should be maintained as a two-lane road.

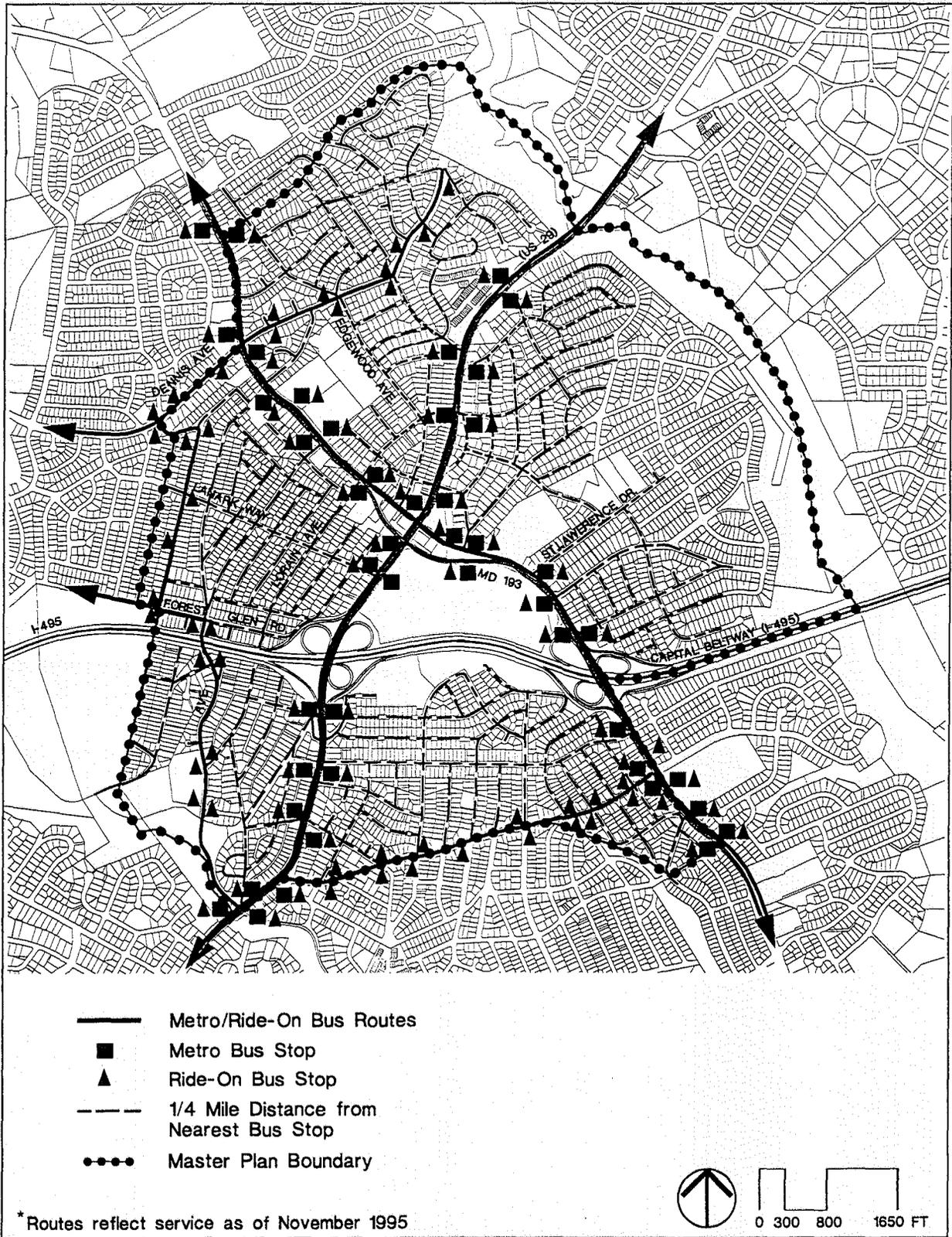
Transit

Most residents in Four Corners are within a quarter-mile of a Metro bus or Ride-On bus stop. (See Figure 18.) Additional transit services are necessary to help reduce traffic congestion and to provide an alternative to further expansion of roads in Four Corners. Appropriate facilities that support and enhance transit ridership are also important.

While bus service is readily available, residents are discouraged from taking it due to the difficulty of crossing Colesville Road. Improved pedestrian access to bus stops across Colesville Road from Four Corners neighborhoods would enable more residents to use transit. A pedestrian crossing at Lanark Way is critical to ensuring safe pedestrian access to Blair High School. In addition, pedestrian crossings at Granville Drive, Leighton Avenue, Timberwood Avenue, and Lorain Avenue should also be considered.

EXISTING BUS SERVICE

FIGURE 18



In the long-term, based on current demand projections, a substantial improvement to transit should be provided along US 29 between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center). Future highway improvements along US 29 should be designed in a way that would not preclude provision of transit priority along all or portions of US 29.

Objective

- Encourage use of transit to move people through Four Corners rather than widening roads to move vehicles by providing high-quality, efficient public transportation.

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).
- Examine, as part of the transportation facility planning project for a bus transfer center in Four Corners, the area between the divided westbound and eastbound lanes on University Boulevard, west of Colesville Road, as a possible site. The study should seek ways to minimize the impact on, and possibly include, the existing businesses in any potential redesign. A park-and-ride facility is not recommended.
- This Plan encourages improved bus service to the Forest Glen Metro station from the Four Corners neighborhoods.
- This Plan supports the development of alternatives to single-occupancy vehicles for use during US 29 construction.
- This Plan promotes the use of transit, ridesharing, and other traffic mitigation measures, including compressed workweeks and telecommuting among employees and residents in the US 29 area.

Sidewalks

When the Four Corners subdivisions were constructed, primarily between the 1930s and 1950s, sidewalks were not built on most residential streets. Today, Four Corners requires a comprehensive network of sidewalks to improve pedestrian safety and circulation. One of the positive features of Four Corners is the proximity of residences to community services and convenience retail. This benefit is diminished by the increased traffic on residential streets as motorists cut-through the neighborhoods to avoid congestion at the Colesville Road/University Boulevard intersection. Construction of Blair High School also increases the need for a comprehensive pedestrian circulation system throughout Four Corners.

This Plan recommends several locations where sidewalks should be considered for construction. (See Figure 19 and Table 2.) The locations were chosen because they either: lead to shopping areas, schools, parks, and other community facilities; have higher traffic volumes than other residential streets; serve transit stops; are along major highways; or complete a network for pedestrian circulation. Where it may be infeasible to construct sidewalks because of topographic constraints such as steep slopes, mature trees, or other factors, alternative locations that provide appropriate connections should be considered. This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

It is important that the existing character of neighborhoods be preserved if sidewalks are constructed along residential streets. DPWT should consider alternatives to the standard concrete sidewalk that could lessen impacts to mature trees and front yards, including using asphalt for sidewalks or trails, narrowing the standard width of the sidewalk, and possibly narrowing the roadway width in some instances.

In addition to the recommendations in this Master Plan, SHA plans to implement a number of pedestrian and streetscape improvements in conjunction with construction of the jughandles in Four Corners. These improvements are designed to enhance pedestrian safety and improve the appearance of the intersection, and include trees, shrubs, plantings, low barrier walls with architectural finish, pavers, and lighting. Pavers are an aesthetic enhancement as well as a method to clearly identify pedestrian priority areas. Recommended pedestrian improvements, including those by SHA, are listed in Table 2.

Objective

- Improve pedestrian circulation and safety by constructing sidewalks that connect neighborhoods to the commercial district, schools, transit stops, parks, and other community facilities.
- Ensure that there are crosswalks where there are bus stops and future transit stops.

Recommendations

- See Table 2 for the recommended pedestrian improvements.

SIDEWALK NEEDS

FIGURE 19

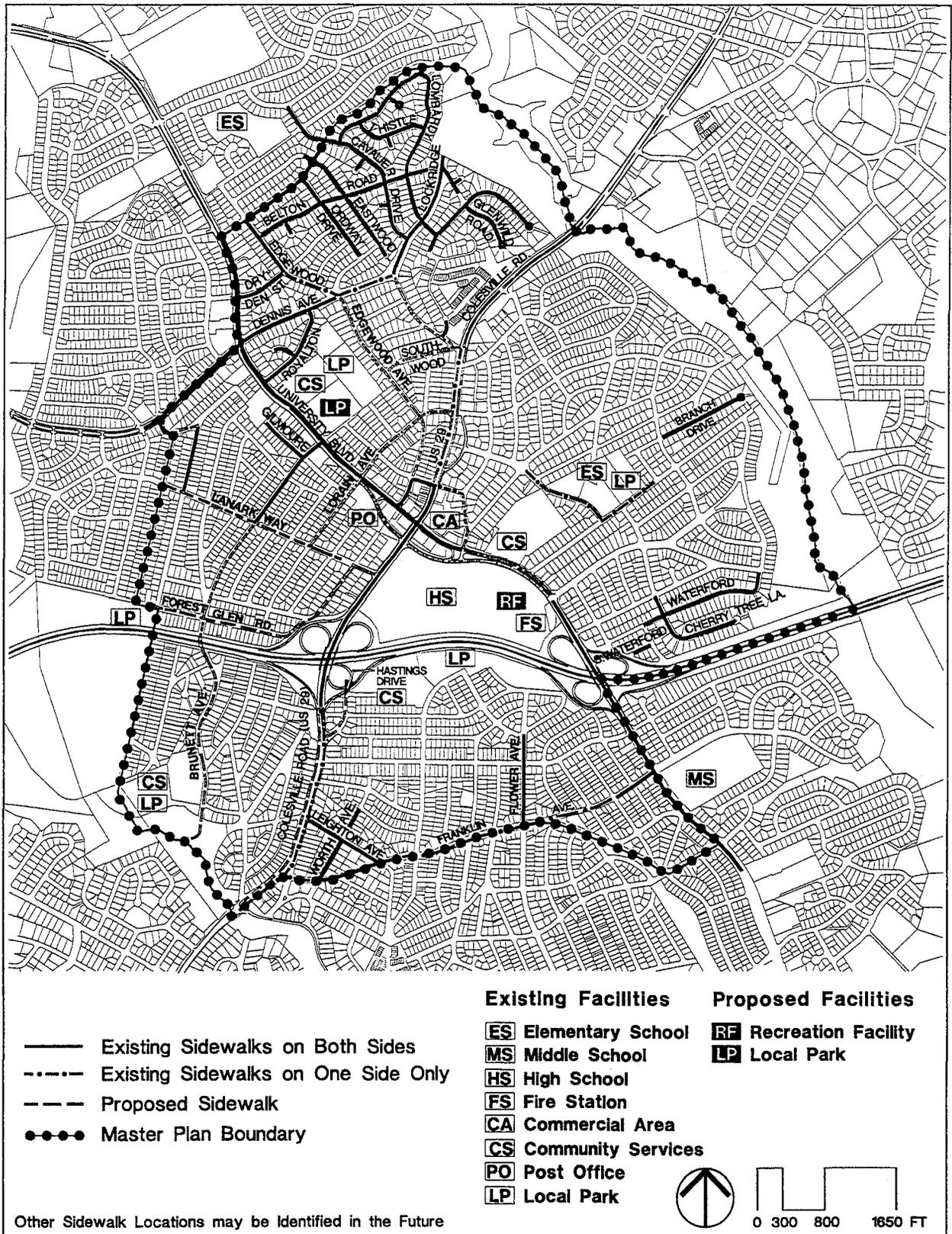


Table 2

**PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR
CONSIDERATION IN FOUR CORNERS**

SIDEWALK IMPROVEMENTS
West side of Colesville Road between the Capital Beltway and Sligo Creek Parkway
East side of Colesville Road between Timberwood Avenue and Southwood Avenue
Both sides of Colesville Road between Southwood Avenue and Northwest Branch Park
Around the perimeter of the Blair High School site
Brunett Avenue between Sligo Creek Parkway and Lanark Way
Lanark Way between Colesville Road and Dallas Avenue
Forest Glen Road/Sutherland Road between Lanark Way and Dallas Avenue
Renfrew Road/Proctor Street between Dennis Avenue and Dallas Avenue
Edgewood Avenue between Lorain Avenue and Dennis Avenue
Sutherland Road between Timberwood Avenue and Lorain Avenue
Southwood Avenue between Colesville Road and Edgewood Avenue
Eastwood Avenue between Colesville Road and Dennis Avenue
Lorain Avenue between Lanark Way and Colesville Road
Timberwood Avenue/Pierce Drive/Lexington Drive between Colesville Road and University Boulevard
Hastings Drive between Colesville Road and Shorey Road
Edgewood Avenue from Dennis Avenue to Lorain Avenue
Southwood Avenue from Edgewood Avenue to Eastwood Avenue
Sutherland Road from Lorain Avenue to Timberwood Avenue
Lanark Way from Brunett Avenue to Colesville Road
Forest Glen Road from Dallas Avenue to Lorain Avenue
Forest Glen Road and Sutherland Road from Lorain Avenue to Lanark Way

Table 2 (Cont'd.)

**PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR
CONSIDERATION IN FOUR CORNERS**

Brunett Avenue from Bruce Drive to Forest Glen Road
Williamsburg Drive from University Boulevard to Cherry Tree Lane
St. Lawrence Drive from University Boulevard to Woodmoor Drive
Woodmoor Drive from Hillmoor Drive to Lexington Drive
Lexington Drive from University Boulevard to Woodmoor Drive
Pierce Drive from Lexington Drive to Colesville Road

SHA ACTIONS TO ACCOMPANY JUGHANDLE IMPROVEMENTS

Construct continuous sidewalk system with minimum five-foot width throughout the intersection with no obstructions.
Examine methods to enhance pedestrian safety, particularly at intersection crossings, including signal timing, lighting, crosswalk width and design, curb cuts, turn-lane movements.
Maintain continuous medians throughout the intersection on both Colesville Road and University Boulevard.
Plant new trees and other plantings along Colesville Road and University Boulevard.
Maintain minimum five-foot planting strip for street trees between the sidewalk and the curb.
Emphasize pedestrian domain using pavers or other material on sidewalks or crosswalks.
Provide low walls with attractive finish to separate pedestrians from vehicle lanes at Woodmoor near CVS and in front of Fred and Harry's restaurant.
Take measures to reduce visual clutter, including consolidation of overhead utility poles.
Provide landscaping and sidewalk improvements and ensure that the businesses on the west side of Colesville Road (at Fred and Harry's restaurant) remain visible and accessible from Colesville Road.

Bikeways

The bikeway network within Four Corners should be expanded to improve the existing system and to encourage its use as an alternative mode of travel. The recommended bikeway network provides a local system within Four Corners and connects to the regional network in and through Eastern Montgomery County, providing connections to public facilities, Metro stations, parks, schools, and commercial areas.

Objective

- Develop a local and regional bikeway network that connects important destinations and provides an option to motorized travel.

Recommendations

- Expand the local bikeway network. Table 3 shows the proposed classification for each bikeway and Figure 20 shows the existing and proposed bikeway network.
- Include bikeways in options that are being considered to provide safe access to the Blair High School site.
- Construct a Class I bikeway around the new Blair High School to serve the school and local neighborhoods.
- Implement a bikeway sign program within State rights-of-way, similar to the County program.

BIKEWAY PLAN

FIGURE 20

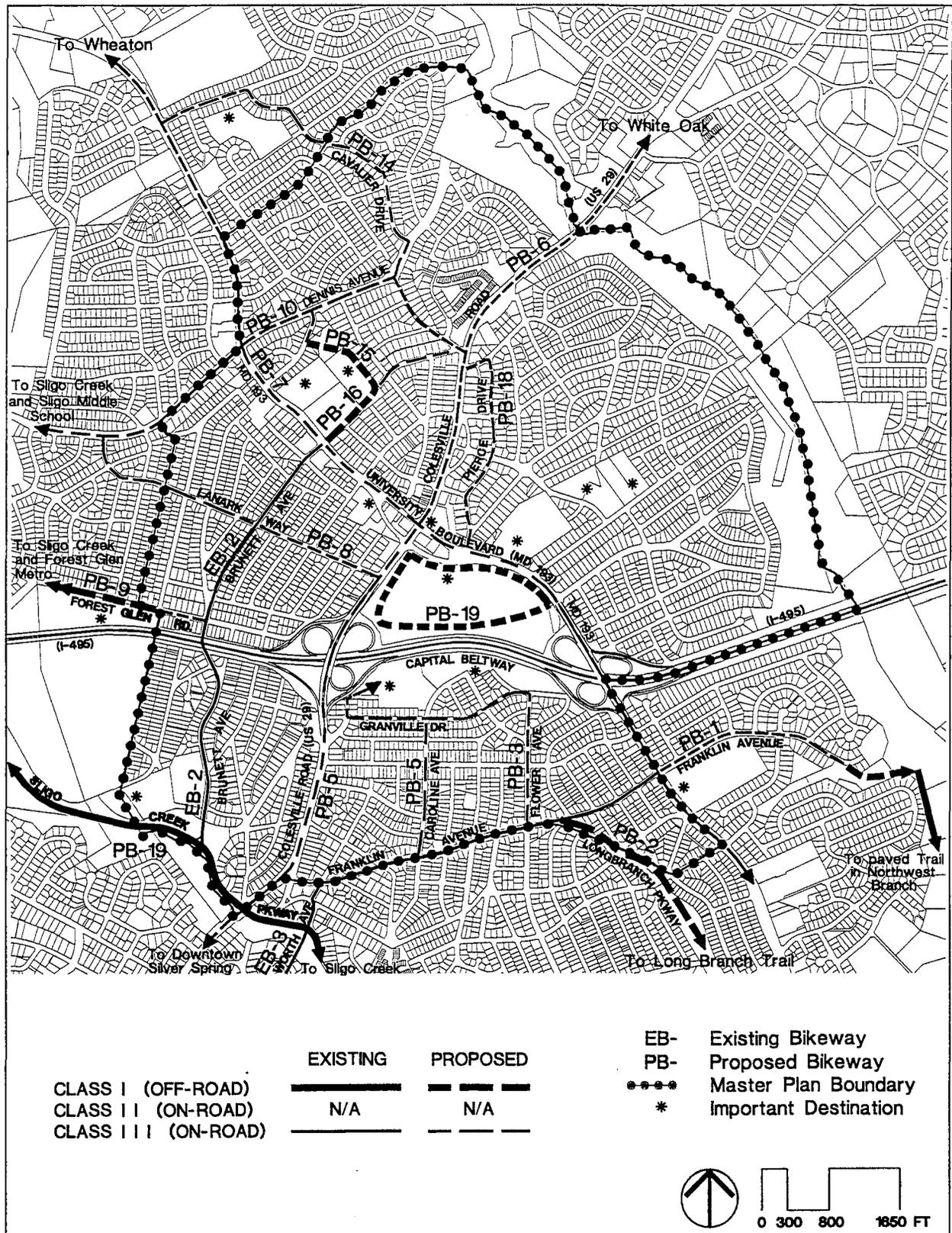


Table 3

BIKEWAY PLAN IN FOUR CORNERS

ROUTE	NAME	LOCATION	CLASS	STATUS
EB-1	Sligo Creek Park Trail	Along Western Boundary Line	I	Existing
EB-2	Brunett Avenue	Sligo Creek Trail to University Boulevard (MD 193)	III	Existing
EB-3	Worth Avenue	Franklin Avenue to Sligo Creek Trail	III	Existing
EB-4	Franklin Avenue	Worth Avenue to University Boulevard	III	Existing
PB-1	Franklin Avenue	University Boulevard to Northwest Branch Trail	I + III	Class III from University Boulevard to end of Franklin Avenue. Class I from Franklin Avenue into Northwest Branch to connect with existing Class I.
PB-2	Long Branch Park Trail	Franklin Avenue to Existing Class I north of Piney Branch Road	I	
PB-3	Flower Avenue	Franklin Avenue to Granville Drive	III	
PB-4	Granville Drive	Hastings Drive to Flower Avenue	III	
PB-4	Hastings Drive	Granville Drive to YMCA	III	
PB-5	Caroline Avenue	Granville Drive to Franklin Avenue	III	
PB-6	Colesville Road (US 29)	Sligo Creek Parkway to Northwest Branch	III	
PB-7	University Boulevard (MD 193)	Melbourne Avenue to Eisner Street	III	
PB-8	Lanark Way	Colesville Road to Dennis Avenue (outside Western Boundary Line)	III	
PB-9	Forest Glen Road (MD 192)	Dallas Avenue to Brunett Avenue	III	
PB-10	Dennis Avenue	Sligo Creek Parkway to Lockridge Drive	III	

EB - Existing Bikeway

PB - Proposed Bikeway

Table 3 (Cont'd.)

BIKEWAY PLAN IN FOUR CORNERS

ROUTE	NAME	LOCATION	CLASS	STATUS
PB-13	Eastwood Avenue	Colesville Road (US 29) to Dennis Avenue	III	
PB-14	Cavalier Drive	Lockridge Drive to Chiswell Lane	III	
PB-14	Chiswell Lane	Cavalier Drive to Caddington Avenue	III	
PB-14	Caddington Avenue	Chiswell Lane to University Boulevard	III	
PB-15	Royalton Road	Dennis Avenue to Northwood-Four Corners Local Park entrance off Royalton Road	III	
PB-15	Northwood-Four Corners Local Park	Royalton Road to Edgewood Avenue	I	
PB-16	Brunett Avenue	University Boulevard to Edgewood Avenue	I	Brunett Avenue is not a through street; achieve through subdivision.
PB-17	Southwood Avenue	Edgewood Avenue to Colesville Road	III	
PB-18	Eastmoor Drive	Colesville Road (US 29) to Pierce Drive	III	Eastmoor Drive is not a through street; easement may be required.
PB-18	Pierce Drive	Eastmoor Drive to Lexington Drive	III	
PB-18	Lexington Drive	Pierce Drive to University Boulevard	III	
PB-19	Blair High School	Internal bike path	I	

EB - Existing Bikeway PB - Proposed Bikeway

Bikeways

The bikeway network within Four Corners should be expanded to improve the existing system and to encourage its use as an alternative mode of travel. The recommended bikeway network provides a local system within Four Corners and connects to the regional network in and through Eastern Montgomery County, providing connections to public facilities, Metro stations, parks, schools, and commercial areas.

Objective

- Develop a local and regional bikeway network that connects important destinations and provides an option to motorized travel.

Recommendations

- Expand the local bikeway network. Table 3 shows the proposed classification for each bikeway and Figure 20 shows the existing and proposed bikeway network.
- Include bikeways in options that are being considered to provide safe access to the Blair High School site.
- Construct a Class I bikeway around the new Blair High School to serve the school and local neighborhoods.
- Implement a bikeway sign program within State rights-of-way, similar to the County program.

BIKEWAY PLAN

FIGURE 20

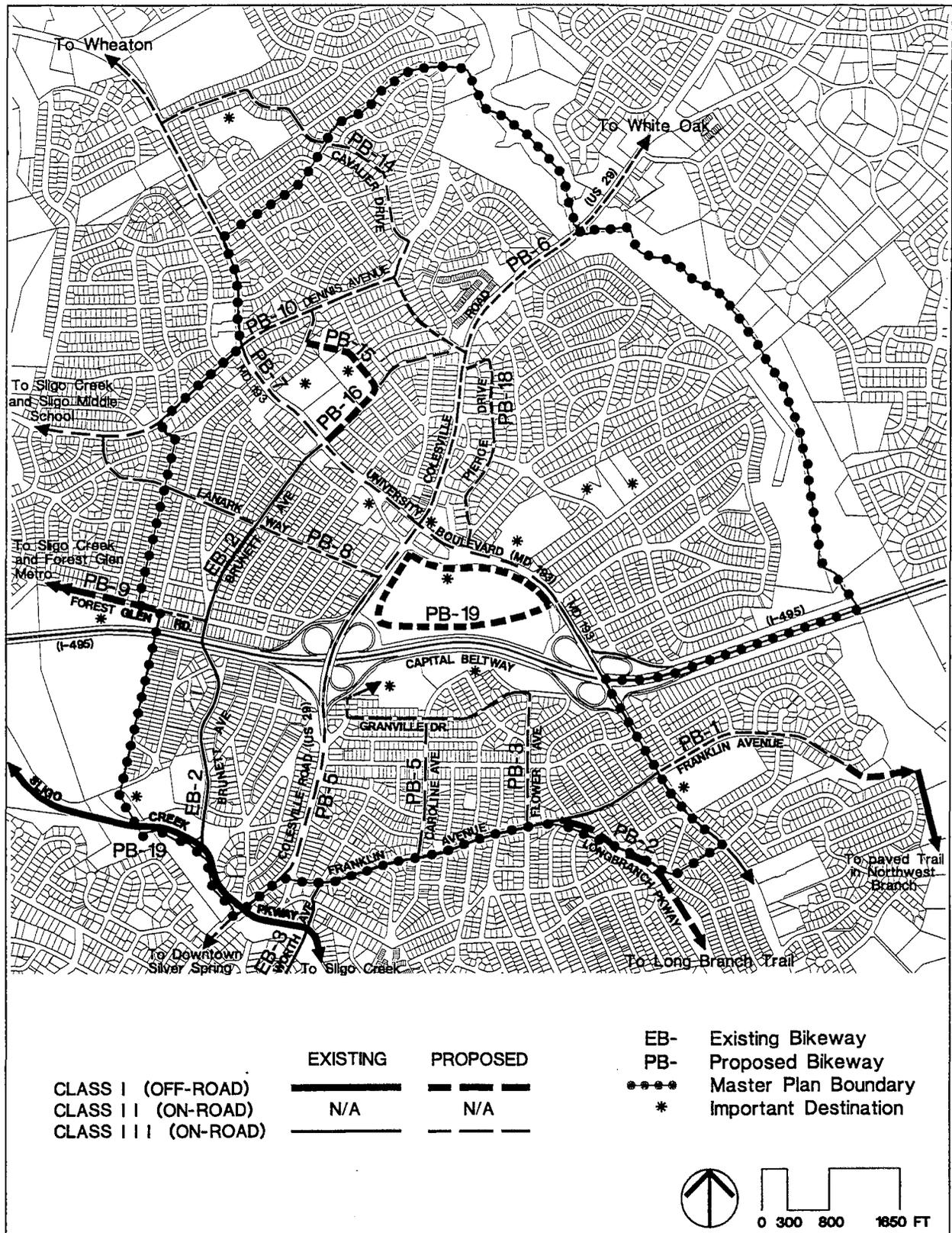


Table 3

BIKEWAY PLAN IN FOUR CORNERS

ROUTE	NAME	LOCATION	CLASS	STATUS
EB-1	Sligo Creek Park Trail	Along Western Boundary Line	I	Existing
EB-2	Brunett Avenue	Sligo Creek Trail to University Boulevard (MD 193)	III	Existing
EB-3	Worth Avenue	Franklin Avenue to Sligo Creek Trail	III	Existing
EB-4	Franklin Avenue	Worth Avenue to University Boulevard	III	Existing
PB-1	Franklin Avenue	University Boulevard to Northwest Branch Trail	I + III	Class III from University Boulevard to end of Franklin Avenue. Class I from Franklin Avenue into Northwest Branch to connect with existing Class I.
PB-2	Long Branch Park Trail	Franklin Avenue to Existing Class I north of Piney Branch Road	I	
PB-3	Flower Avenue	Franklin Avenue to Granville Drive	III	
PB-4	Granville Drive	Hastings Drive to Flower Avenue	III	
PB-4	Hastings Drive	Granville Drive to YMCA	III	
PB-5	Caroline Avenue	Granville Drive to Franklin Avenue	III	
PB-6	Colesville Road (US 29)	Sligo Creek Parkway to Northwest Branch	III	
PB-7	University Boulevard (MD 193)	Melbourne Avenue to Eisner Street	III	
PB-8	Lanark Way	Colesville Road to Dennis Avenue (outside Western Boundary Line)	III	
PB-9	Forest Glen Road (MD 192)	Dallas Avenue to Brunett Avenue	III	
PB-10	Dennis Avenue	Sligo Creek Parkway to Lockridge Drive	III	

EB - Existing Bikeway

PB - Proposed Bikeway

Table 3 (Cont'd.)

BIKEWAY PLAN IN FOUR CORNERS

ROUTE	NAME	LOCATION	CLASS	STATUS
PB-13	Eastwood Avenue	Colesville Road (US 29) to Dennis Avenue	III	
PB-14	Cavalier Drive	Lockridge Drive to Chiswell Lane	III	
PB-14	Chiswell Lane	Cavalier Drive to Caddington Avenue	III	
PB-14	Caddington Avenue	Chiswell Lane to University Boulevard	III	
PB-15	Royalton Road	Dennis Avenue to Northwood-Four Corners Local Park entrance off Royalton Road	III	
PB-15	Northwood-Four Corners Local Park	Royalton Road to Edgewood Avenue	I	
PB-16	Brunett Avenue	University Boulevard to Edgewood Avenue	I	Brunett Avenue is not a through street; achieve through subdivision.
PB-17	Southwood Avenue	Edgewood Avenue to Colesville Road	III	
PB-18	Eastmoor Drive	Colesville Road (US 29) to Pierce Drive	III	Eastmoor Drive is not a through street; easement may be required.
PB-18	Pierce Drive	Eastmoor Drive to Lexington Drive	III	
PB-18	Lexington Drive	Pierce Drive to University Boulevard	III	
PB-19	Blair High School	Internal bike path	I	

EB - Existing Bikeway PB - Proposed Bikeway

VI. COMMUNITY FACILITIES

Public facilities and services are the building blocks of community. Fire, rescue, and police services ensure safety. Public schools, day care, and elderly services address the needs of all generations. Parks, recreation centers, libraries, and post offices help build a community among people with shared interests, needs, and values. These facilities and services provide a tangible measure of a community's character and value. Frequent shared use of public facilities in a community creates a feeling of belonging and commitment among local residents.

The Four Corners community derives much of its appeal and attractiveness from its proximity to natural resources, particularly the nearby stream valley parks, recreational facilities, and the urban forest throughout the residential neighborhoods. This section describes existing facilities and makes several recommendations for additional resources. This Plan recommends that the physical connections between the community's resources and the residents be strengthened and improved. This is largely achieved through the sidewalk and bikeway recommendations in the Transportation section of this Plan. (See pages 47 and 51.)

Community Facilities Goal

Provide community facilities to meet the human service, recreation, security, educational, and other needs of the community.

Parks, Recreation, and Open Space

There are approximately 140 acres of M-NCPPC parkland within the Four Corners Master Plan area. Stream valley parks form the foundation of the park system, providing natural areas in proximity to residences for hiking, fishing, picnicking, and enjoying nature. Ninety-one acres of the Northwest Branch and 18 acres of the Sligo Creek stream valley parks are within the Master Plan area. In addition, five local parks and a neighborhood conservation area in Four Corners total 31 acres.

This Plan recommends that the six-acre property at 315 University Boulevard, formerly a private school, be acquired for parkland. Acquisition of this property will allow an expansion of the existing local park, North Four Corners, and will provide additional active recreational resources in this heavily populated area. It will also provide open space and park access along University Boulevard. Connections between the proposed new park site and the existing local park should be accomplished with pedestrian walkways and not a road extension through the properties or from the residential streets that terminate at the property line. In addition to this proposed park site, a portion of the Blair High School property will be dedicated to community recreational use. Parkland and other recreational resources in Four Corners are reviewed below and shown on Figure 21 on page 57.

Indian Spring Terrace Local Park is 11.4 acres located in the Indian Spring neighborhood adjacent to the Beltway and the Silver Spring YMCA. The park contains a softball field, a basketball court, two tennis courts, a playground, and a recreation building. A portion of the park is forested.

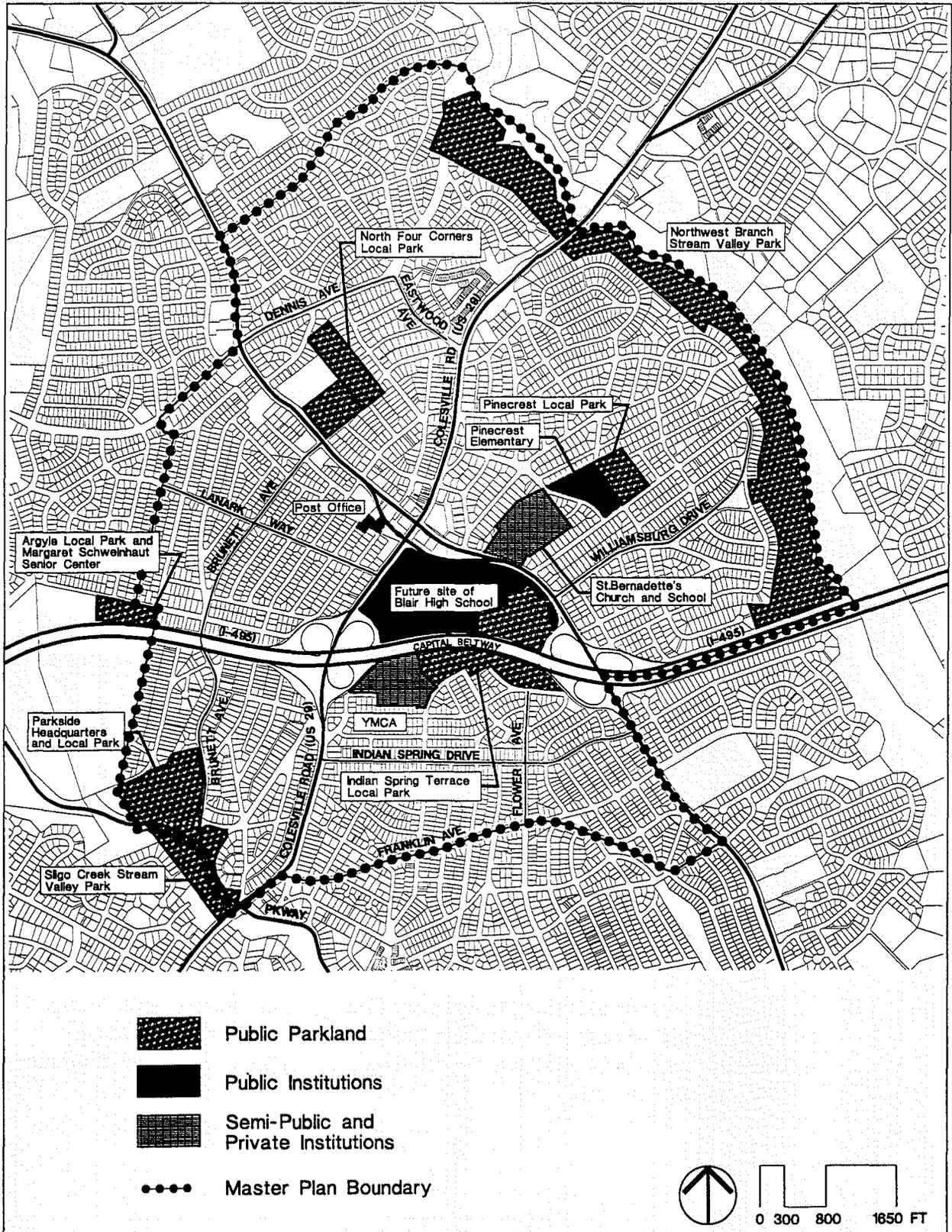
North Four Corners Local Park is 7.9 acres located in the Northwood-Four Corners neighborhood near the Oaks Retirement Community and the currently vacant adjacent property (315 University Boulevard), which is recommended for parkland. The existing park contains a softball field, playground, football/soccer overlay, basketball court, two tennis courts, and a recreation building.

Parkside Local Park is 6.5 acres located in the North Hills of Sligo neighborhood at the Parkside Headquarters site off Brunett Avenue. The park contains a playground and a multi-use court. Replacement of the play equipment and lighting is scheduled for fiscal year 1996.

Pinecrest Local Park is 5.6 acres located adjacent to Pinecrest Elementary School in the Woodmoor-Pinecrest neighborhood. The park contains a softball field, playground, football/soccer overlay, basketball court, two tennis courts, and a recreation building.

Northwest Branch Stream Valley Park includes a total of 1,177 acres, 91 of which are located in the Four Corners Master Plan area. The Northwest Branch forms the northern boundary of Four Corners, separating the Master Plan area from White Oak. The entire park parallels the course of the Northwest Branch stream and runs from the Prince George's County line to Layhill Road in Montgomery County. Along Colesville Road in Four Corners (and visible from the road), the Northwest Branch stream is dammed, creating a lake approximately 80 feet wide. North of the dam the stream is relatively deep and placid. Adjacent slopes are very steep and the floodplain is squeezed into a narrow corridor paralleling the stream. Trails parallel both sides of the stream, with informal connections to the adjacent residential neighborhoods in Four Corners and White Oak.

The topography of the Northwest Branch Stream Valley Park between Colesville Road and the Beltway becomes quite rugged as the stream cuts through the heart of the geographic fall line between the Piedmont and the Coastal Plain. This portion of the park is among the most dramatic and beautiful scenery in the County. A drop in elevation of 80 feet occurs in less than a half mile, creating topography more akin to the mountains than an urbanized, built-up community near the Beltway. The stream is squeezed between very steep slopes so that only a minimal floodplain has developed. The stream course is covered with rocks and huge boulders, some that are 8 and 10 feet in diameter. The stream is broken into many small rivulets, each finding a different route through the rocky ravine. Hundreds of miniature waterfalls and cascades drown out the sounds of nearby traffic. Many trails from the adjacent residential neighborhoods descend along both banks to the stream. South of the Beltway, the stream levels off and the steep slopes give way to a more gentle topography.



Sligo Creek Stream Valley Park includes 375 acres, 18 of which are in the western portion of the Four Corners Master Plan area near the M-NCPPC Parkside Headquarters. This linear stream valley park stretches from the city of Takoma Park to Wheaton Regional Park. Unlike the Northwest Branch park, which is mostly undeveloped, Sligo Creek has a number of active recreation facilities within the stream valley park, all of which are connected by a paved hiker-biker trail that runs the length of the stream valley. This hiker-biker trail is one of the most heavily used in the park system.

Hastings Neighborhood Conservation Area is .42 acres located at Colesville Road and Hastings Drive near the entrance to the YMCA in Indian Spring. The Hastings Neighborhood Conservation Area is planted with grass and trees that are maintained by Montgomery County Parks. Recently planted trees provide a barrier between Colesville Road and the Indian Spring residences along Hastings Drive.

In addition to County parkland in Four Corners, the Silver Spring YMCA is located off Hastings Drive on a 9.5-acre site in the Indian Spring neighborhood. The YMCA site was originally the Indian Spring Country Club, built in the mid-1920s. In operation since 1959, the YMCA is a community focal point and a recreational resource for Four Corners and the surrounding Silver Spring neighborhoods. The YMCA has attempted to meet the needs of the community by providing indoor and outdoor swimming pools, tennis courts, an indoor gym, physical fitness classes, counseling programs, summer camp programs, and year-round child day care. In 1993, the child day care program was expanded from 41 to 150 children and a new 8,400-square-foot center was built.

Recommendations

- This Plan recommends that all existing parkland be preserved and maintained.
- This Plan recommends acquisition of the six-acre property at 315 University Boulevard for parkland.
- This Plan recommends that a portion of the Blair High School site be developed for community use.
- This Plan recommends preserving the special scenic and habitat features of the gorge and torrent section of the Northwest Branch south of Colesville Road and recognizing it as a valuable County resource.
- This Plan recommends that Montgomery County Parks work with the Indian Spring neighborhood to consider options for alternate use of the Hastings Neighborhood Conservation area, including planting the entire parcel with trees or other appropriate uses.

Libraries

A neighborhood library operated out of a storefront in the Woodmoor Shopping Center in Four Corners until 1992, when the County decided not to renew the library's lease. The library had been an important community focal point and there was great disappointment among residents when the facility closed.

The closest public library to Four Corners is the Silver Spring Library at 8901 Colesville Road, near downtown Silver Spring. It is classified as a community library, serving a four-mile service area. Other area libraries, all within three miles of Four Corners, include Wheaton Regional Library at 11701 Georgia Avenue, White Oak community library at 11701 New Hampshire Avenue, and Long Branch community library at 8800 Garland Avenue. All of these facilities have convenient parking and bus service is available from Four Corners.

Recommendation

- Consideration should be given to providing community access to the new Blair High School media center (library) during non-school hours.

Public Schools

In 1986 when the *Sector Plan for Four Corners and Vicinity* was completed, school enrollments had been declining County-wide. The Four Corners Elementary School on University Boulevard was closed, renovated, and reused for retirement housing. Ten years later, school enrollments have been increasing steadily due to continued high numbers of births and an increasing number of families moving into the County. At this time, school enrollments are substantially higher in the lower grades, but as students get older enrollment in the upper grades will increase. By 1998, County-wide enrollment is expected to reach 133,000, which will be the largest enrollment since 1972. Between the years 2000 and 2010, peak enrollment will exceed 140,000 students.

Students in the Four Corners Master Plan area are within the Blair Cluster. Some Four Corners public school K-2 students attend Montgomery Knolls Elementary School at 807 Daleview Drive. Montgomery Knolls also has Head Start and magnet programs. The school was built in 1952 and modernized in 1989. Some students in grades 3-6 attend Pinecrest Elementary School at 210 Woodmoor Drive. Pinecrest, originally constructed in 1943, was substantially modernized in 1992. Pinecrest offers a science magnet program. Some public school K-6 students in the Four Corners area attend Forest Knolls Elementary School at 10830 Eastwood Avenue.

Public school students in grades 7-8 currently attend Eastern Middle School at 300 University Boulevard or Takoma Park Middle School at 7611 Piney Branch Road. Eastern Middle School was built in 1951 and modernized in 1976. Students in grades 9-12 currently attend Blair High School on Wayne Avenue.

Blair High School, among the oldest schools in the County, was constructed in 1934. Student enrollment at Blair has exceeded capacity for several years. In 1994, the County Council voted to build a new Blair High School in Four Corners, which is scheduled to open in September 1998.

(See page 20.) Blair High School on Wayne Avenue will become a middle school and will open in 1998, increasing the number of middle schools in the cluster from two to three. At that time, the sixth grade classes will move from the elementary schools to the middle schools, which will alleviate some overcrowding in the elementary schools.

Post Office

Postal services are available at the Woodmoor Branch Post Office at 110 University Boulevard in Four Corners. The post office was originally located in the Woodmoor Shopping Center and moved to its current location in 1961. Parking at and access to this post office are very poor. There are only 10 spaces in the customer parking lot. Based on today's standards, there should be 46 parking spaces for this facility. The Postal Service rents parking spaces for postal employees from the adjacent Safeway. Ingress and egress to the customer parking lot is wide enough to allow only one vehicle to pass at a time, which results in traffic backing up on University Boulevard. In addition, the small turning radius at the entrance makes it difficult for vehicles to exit onto University Boulevard without swinging into two traffic lanes.

The post office interior space is also inadequate. To address the overcrowded and outdated conditions at Woodmoor and other Silver Spring post offices, the Postal Service has located a new facility, the Silver Spring Carrier Annex, at West*Farm Industrial Park off US 29. All of the sorting and distribution functions at the Woodmoor Post Office have been relocated to the new annex. Retail services -- post office boxes, service counters, vending machines -- will continue at the Woodmoor Branch. The new carrier annex will address the interior space problems, but the Postal Service has no plans to improve vehicular access and parking.

Recommendation

- This Plan recommends that the Woodmoor Post Office remain in Four Corners. If redevelopment occurs on adjacent commercial property, the Postal Service should consider negotiating with adjoining commercial landowners to improve vehicular access and parking at the post office site. When all distribution functions are removed from this facility, the Postal Service should designate the rear area for patron parking.

Public Safety

Fire and basic life support emergency medical services are provided to the Four Corners area by the Silver Spring Volunteer Fire Department Station 16, located at University Boulevard and Williamsburg Drive. The fire station will continue at this location. Additional coverage for auto accidents, larger fire and rescue incidents, and advanced life support is provided by other Silver Spring Volunteer Fire Department stations, the Hillandale Volunteer Fire Department, the Takoma Park Volunteer Fire Department, and the Wheaton Rescue Squad.

Fire and rescue apparatus use the signal at Williamsburg Drive to exit Station 16. Access to the new Blair High School from University Boulevard also will be aligned with Williamsburg Drive.

This intersection must be carefully designed to ensure that there are no conflicts among fire and rescue apparatus, school buses, and other vehicles accessing the school, the fire station, or the Woodmoor neighborhood at this location.

Police services for Four Corners are provided by the Montgomery County Police, Silver Spring District Station, which is located at 801 Sligo Avenue near downtown Silver Spring.

Recommendations

- This Plan recommends careful redesign of the intersection of University Boulevard and Williamsburg Drive to accommodate school buses, school traffic, fire station vehicles, and local neighborhood access.
- This Plan supports the community policing goals of the Montgomery County Department of Police.

Day Care Services

There are several child day care services in the Four Corners area. The Silver Spring YMCA provides year-round child day care for up to 150 children and runs summer camp programs. The Four Corners Community Nursery program at Marvin Memorial United Methodist Church provides part-time child care during the school year. There are no current plans to provide additional child day care facilities in Four Corners.

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. 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 Four Corners Master Plan are part of a larger system linked to surrounding master plan areas. Most of the natural environment in Four Corners is within the existing park system. The Northwest Branch, Sligo Creek, and Long Branch stream valley parks are linear corridors of woodland that provide for continuous movement of wildlife associated with instream and streamside habitats, as well as aid in the protection of stream quality. These same parks provide recreation and circulation for pedestrians and bicyclists. Designating these three stream valley parks as greenways will enhance habitat protection, ensure compatible public access, and

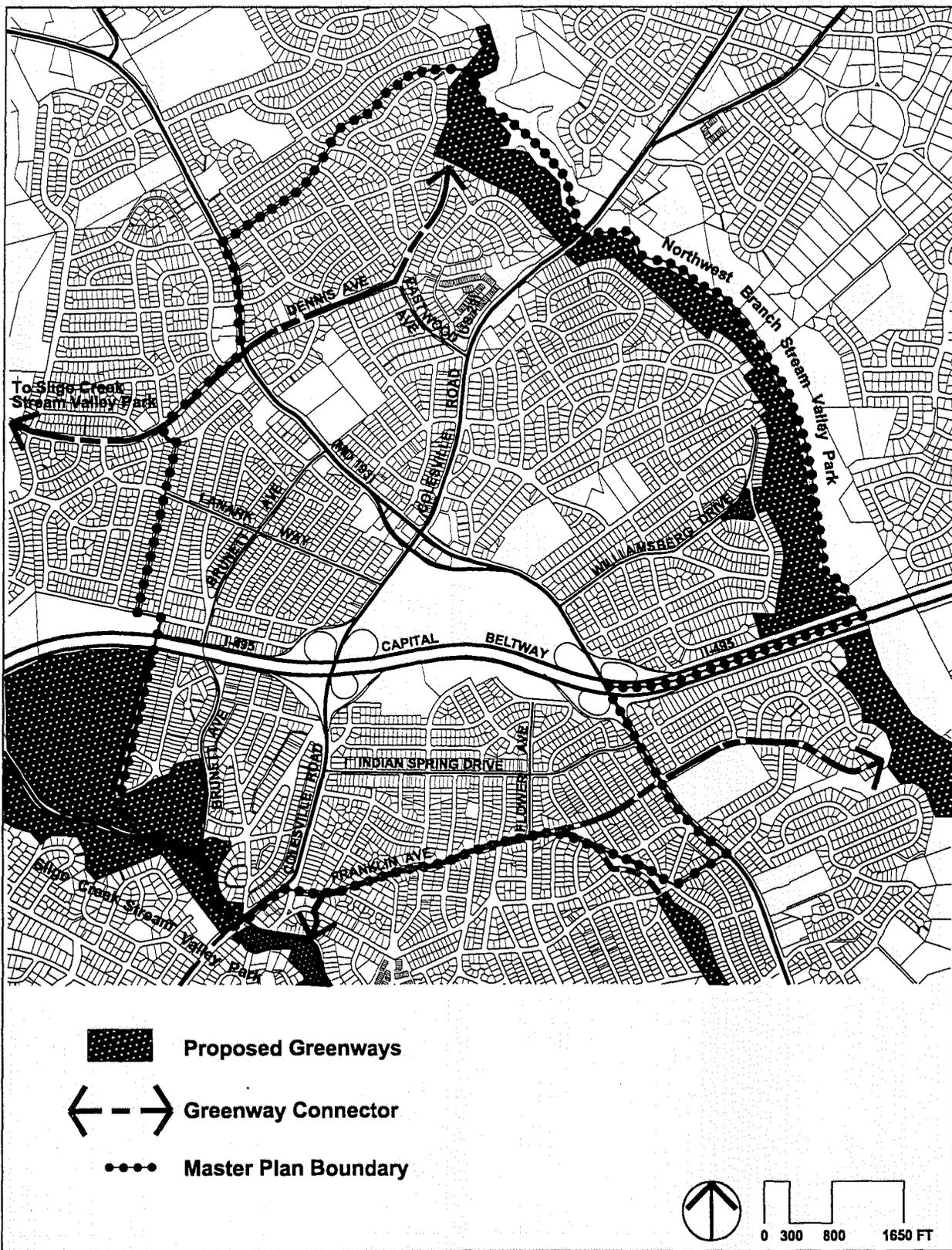
provide integral linkages to a larger greenway system that serves surrounding areas. Figure 22 shows the proposed greenways and proposed greenway connectors in Four Corners. Greenway connectors link pedestrians and bicyclists between two or more greenways. For example, Franklin Avenue is a greenway connector because it provides access between all three of the greenways proposed in Four Corners.

Objective

- Expand recreational access between natural areas and neighborhoods in an environmentally suitable manner while protecting and restoring stream valley habitat.

Recommendations

- Designate the Northwest Branch, Sligo Creek, and Long Branch stream valley parks as greenways and provide appropriate signs.
- Designate Dennis Avenue and Franklin Avenue as greenway connectors that link the greenways in Four Corners and provide appropriate signs on these streets.
- Examine park systems to identify potential additional greenways and evaluate options for habitat enhancement.
- Examine homeowner association and community open space property that lies within stream valleys and evaluate options for acquisition of greenways, or for enhancement and preservation.
- Identify interest groups to maintain the Northwest Branch, Sligo Creek, and Long Branch greenways through adopt-a-greenway programs.



VII. ENVIRONMENTAL RESOURCES

The Four Corners Master Plan area lies largely on high ground between the Sligo Creek and Northwest Branch stream valley corridors. Park ownership protects the major streams and immediate streamside habitat. Much of the habitat on parkland, however, is affected by active recreation and the stormwater runoff from surrounding development. Opportunities for environmental improvements are limited in the built-up area of Four Corners.

The Four Corners Master Plan area is in the watersheds of two major tributaries of the Anacostia River: Sligo Creek and the Northwest Branch. (See Figure 23.) A number of smaller tributary streams travel through neighborhoods before entering the stream valley parks. Some of these streams, in older areas, are not well buffered from surrounding development or have been enclosed in storm drains. Extensive efforts to restore both Sligo Creek and Northwest Branch are ongoing. Environmental concerns within Four Corners include continued protection of woodlands, restoration of stream systems and aquatic habitat, promotion of local citizen action to protect and improve natural resources, and mitigation of soil erosion and roadway noise. General information on environmental issues can be found in a separate report, *Environmental Resources: Eastern Montgomery County Master Plan Areas*.

Approach to Environmental Resources Protection

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 County-wide environmental requirements make proposed development compatible with the water resources. 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.

Some areas of Four Corners 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 which 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 (such as the Northwest Branch mainstem) to more effectively respond 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. The County's Department of Environmental Protection (DEP) is responsible for stormwater management retrofit or 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.

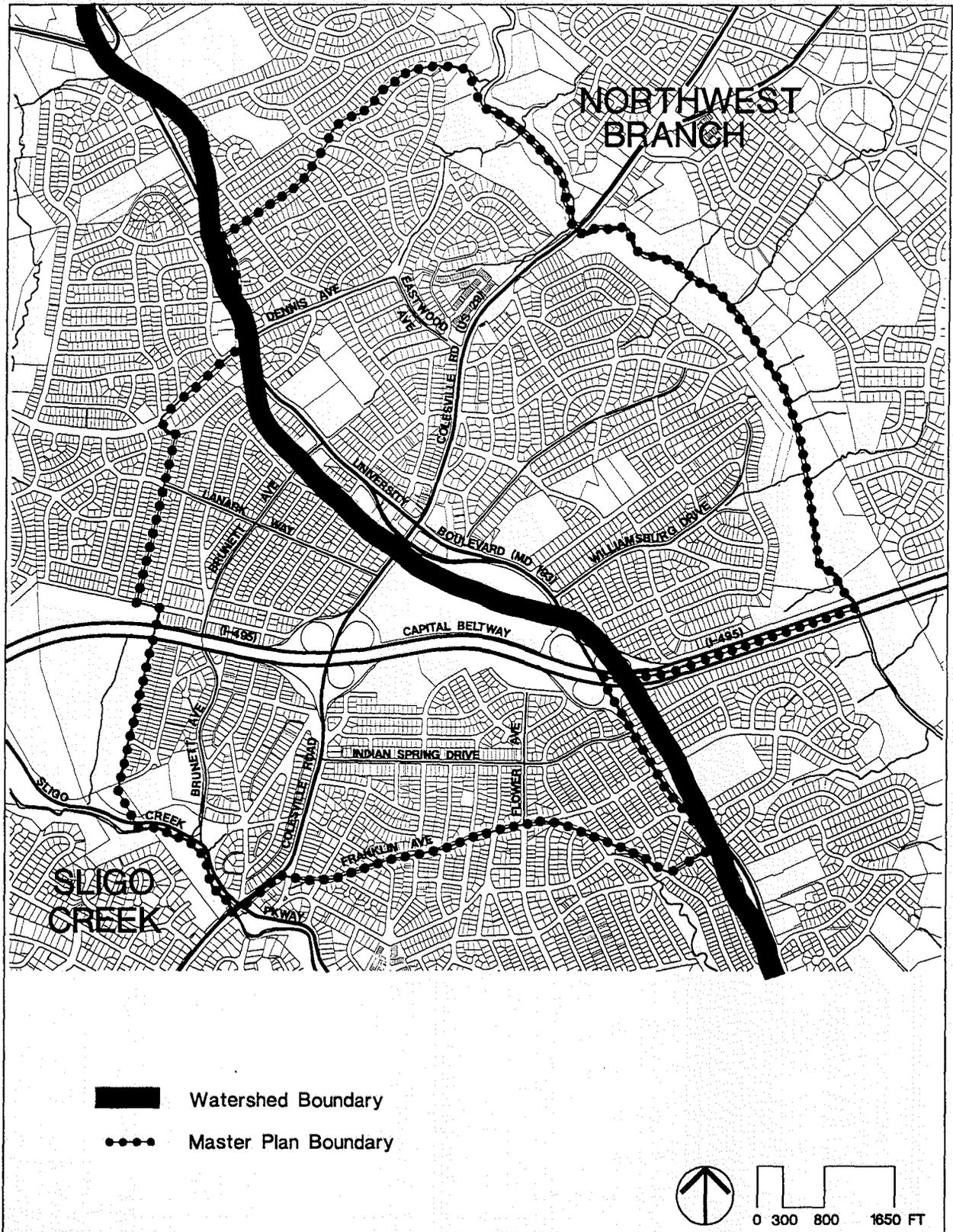
The County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the County watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions, existing and planned land uses in the watersheds, and the type 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.

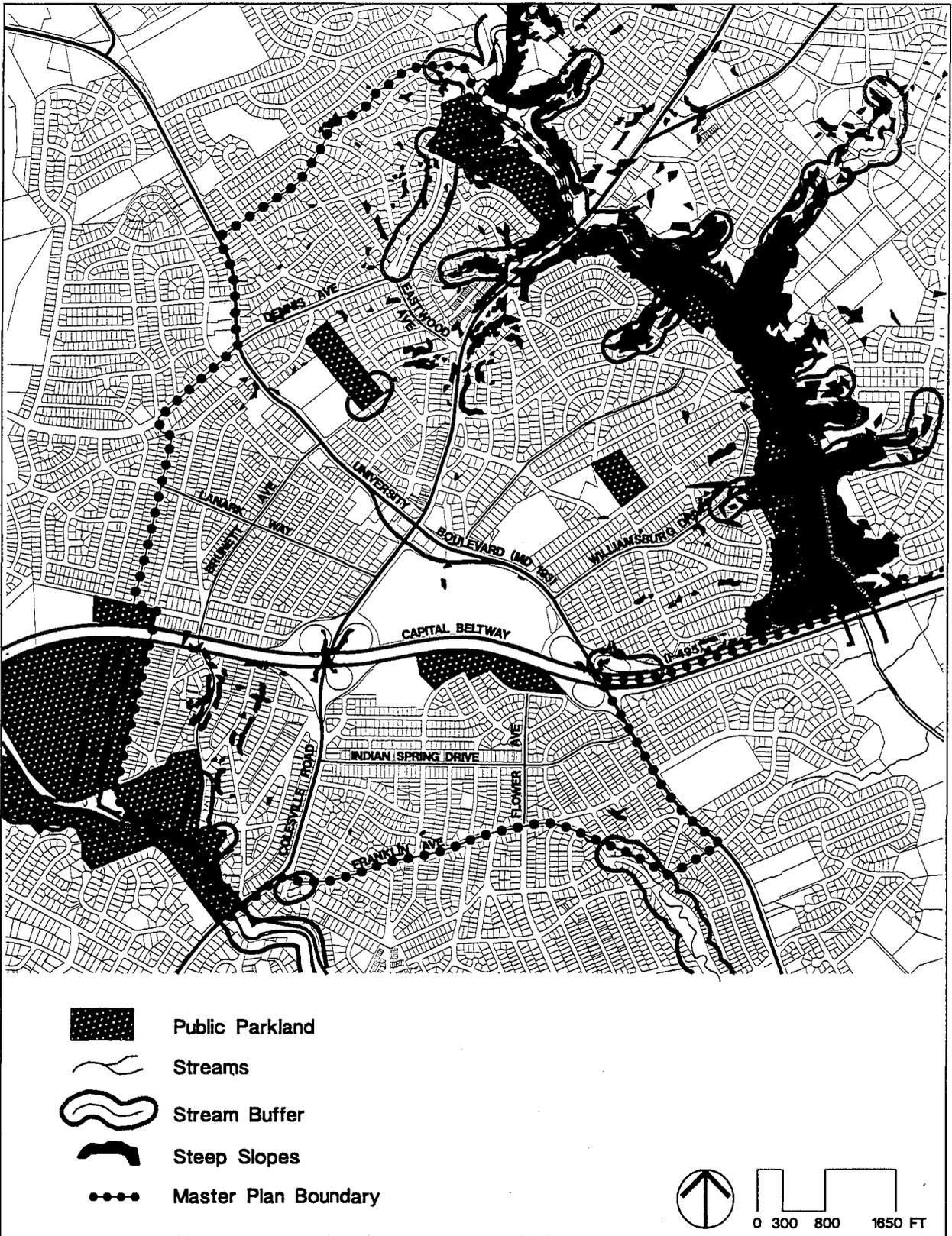
The Department of Environmental Protection (DEP) and the M-NCPPC are cooperating to draft the initial CSPS and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the County's biological monitoring program and will be updated on a regular basis to incorporate new monitoring program results. The initial CSPS categorization of subwatersheds and related management tools should be completed by January 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 Four Corners area, but final management recommendations will be made after January 1997.

Environmental Goal

Protect and enhance natural resources for the enjoyment of residents and sustain a stable and healthy biological environment for native plant and animal populations.

The Maryland Planning Act of 1992 supports protection of sensitive environmental areas and stewardship of the lands of the Chesapeake Bay. M-NCPPC and the County's 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 24.) These requirements are addressed at the subdivision stage for private property or at the mandatory referral stage for public land. 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

All of the areas's stream systems have been affected to varying degrees by human activities. Negative effects include stream bank erosion, reduced base flows, stream valley disturbance (sometimes from tree clearing for installation of sewer lines and storm drains), sedimentation from construction activities, unsightly litter, and poor water quality with an associated reduced diversity in aquatic species in favor of pollutant-tolerant species. Some of this damage is being reversed through restoration efforts undertaken by the County, M-NCPPC, the State, the United States Army Corps of Engineers, and the Metropolitan Washington Council of Governments (MWWCOG). These efforts have been very successful. New retrofit projects, proposed maintenance, and renewal of some measures will require continued public funding and efforts of citizens and non-profit groups.

Northwest Branch

The Northwest Branch, with a watershed of 53.2 square miles, is the largest tributary to the Anacostia River. It is influenced by both the less developed headwaters areas in Cloverly and Sandy Spring/Ashton and the more intense residential and commercial development in White Oak, Kemp Mill, and Aspen Hill. The gorge and torrent section of the Northwest Branch downstream of Colesville Road provides special scenic and habitat features. Northwest Branch is a Use IV, or recreational trout, watershed, according to the state classification system. This designation indicates that the stream is stocked each summer with adult trout for catch-and-release fishing, and therefore the water quality protection criteria are slightly less stringent than for a natural trout stream. The headwaters north of the Master Plan 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 at US 29 as 'fair'.

Within the Master Plan area, the Northwest Branch has no stormwater controls in the drainage area above Colesville Road. This results in significant stream bank erosion wherever the storm drain system enters the stream. A stream stabilization project is proposed in the Northwest Branch at the end of Lockridge Drive that will reduce stream bank erosion and create aquatic habitat, but will not reduce stormwater discharge or pollutants. On the Blair High School property, stormwater management for both quantity and quality will be provided on site. 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

- Protect remaining natural stream channels from urban pressures including thermal effects and erosion/sedimentation. Support efforts to maintain the water quality in the Northwest Branch to sustain an adult trout habitat.

Recommendation

- Participate in efforts of the Department of Environmental Protection (DEP), State and Federal governments, and M-NCPPC to protect the Northwest Branch from the impacts of stormwater runoff.

Sligo Creek

Sligo Creek is a tributary of Northwest Branch, which has a drainage area of 8,512 acres. According to the state classification system, it is a Use I watershed, or one suitable for water contact recreation and protection of aquatic life. Sligo Creek's overall water quality has been rated as poor to fair-good which reflects the intense urbanization of the watershed. To date, over \$2 million has been invested by State and local government agencies to improve the water quality and aquatic habitat of the Sligo Creek stream system. The regional Anacostia watershed restoration effort has included the creation of vernal pools and a large multi-basin stormwater management facility on Wheaton Branch of Sligo Creek just upstream of the Master Plan area, and in-stream stabilization and habitat creation within the Sligo Creek watershed. These efforts have resulted in a dramatic increase in fish species, from 3 species in 1988 to 16 species in 1994. In addition, many aquatic insects (invertebrate species) have been established in newly created vernal pools and wetlands, and now constitute a thriving, self-sustaining community.

Objective

- Protect remaining natural stream channels from urban pressures including thermal effects and erosion/sedimentation. Support efforts to maintain the water quality and restore Sligo Creek aquatic habitat.

Recommendation

- Participate in efforts of the Department of Environmental Protection (DEP), State and federal governments, and M-NCPPC to restore Sligo Creek.

Air Quality

The Clean Air Act Amendments of 1990 require regional consideration of air quality. The Washington Metropolitan Statistical Area, which includes Montgomery County, does not meet the federal standards for ozone and is considered a non-attainment area. Ozone is formed in the atmosphere when exhaust emissions and sunlight react under certain conditions.

This Plan recognizes the intent of the Clean Air Act Amendments of 1990 and the need to protect the residents of Four Corners from degraded air quality. In an attempt to conform to the federal ozone standard, the Metropolitan Washington Air Quality Committee recommends the reduction of mobile source emissions from single occupancy vehicles. This will be the most applicable remediation measure in Four Corners. For highly developed areas, providing alternatives to automobile use is a master plan's most valuable contribution toward regional air quality improvement efforts.

Objective

- Reduce ozone and other forms of air pollution within the Master Plan area.

Recommendations

- Expand pedestrian and bicycle circulation networks to encourage the use of alternative forms of transportation, including improved access to and from transit stops, community retail, schools, parks, and other community facilities.
- Support land use patterns that facilitate the use of transit.

Forest and Tree Protection

Because the Four Corners Master Plan area is highly developed, large areas of forested land are limited mainly to stream valleys and to a few remaining undeveloped areas. Trees in stream valley parks are protected. However, in many areas buffers are encroached upon by adjacent homeowners with extensions of their fencing, and dumping of yard trim material, trash, and debris. The Park Commission of the M-NCPPC established a policy in 1991 that prohibits mowing, planting, or structural encroachments on parkland without a permit. The County should continue to educate property owners and homeowners associations on the importance of maintaining the integrity of the stream valley buffers.

DPWT maintains street trees along County roads including pruning, spraying, removal, and replacement. Additional efforts are needed to protect and enhance the urban forest in Four Corners. Consideration should be given to creating street tree planting plans for existing roadways such as University Boulevard, Colesville Road, Sligo Creek Parkway, and other residential streets to augment the existing urban forest and provide shaded accessways to parks and other neighborhood destinations. Existing parking lots should be redesigned and deciduous trees planted to provide shade to paved areas, reducing the urban heat island effect and the thermal impact of water runoff from such areas on the streams.

Objective

- Protect and enhance tree stands in neighborhoods and stream valleys.

Recommendations

- Support projects to plant shade trees along roadways and residential streets and in parking lots.
- Support forest protection and restoration efforts on parkland.

- Target priority areas such as stream buffers in meadow or grass cover for forest planting or enhancement by Montgomery County Parks. On private land, planting or natural regeneration is coordinated through the forest conservation regulations administered by M-NCPPC or through volunteer programs.

Noise

The major source of noise in the Four Corners Master Plan area is roadway traffic. Roadway noise levels vary with traffic volume and speed, types of vehicles on the roadway, and the type of roadway. Where existing residential uses line the roadways, few noise mitigation options exist. With property owners' cooperation, a fence or wall-type noise barrier could be constructed on private property along the roadway rights-of-way. However, acoustical treatment of an existing structure is often the most feasible option for affected homes and reduces interior noise levels by increasing the noise-reducing characteristics of the exterior facade, particularly windows and doors.

New residential development or redevelopment adjacent to a major roadway should consider noise-compatible site design as the first priority for noise abatement. These measures include placement of parking lots, open spaces, garages, recreation areas, and other non-habitable uses in the noise affected area between the noise source and the residential unit. Site design that orients the front of single-family attached dwellings towards and parallel to the roadway provides a barrier to noise at the deck or patio level behind the unit.

Physical barriers, such as landscaped berms and noise walls, can also be effective noise abatement measures, but often have aesthetic impacts; therefore, are less preferred treatments. Priorities and abatement measures are discussed in detail in the *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development*, M-NCPPC (June 1983).

Objective

- Minimize noise impacts on new development by proposing noise-compatible land uses. Identify and prioritize existing noise impact areas for potential abatement.

Recommendations

- Require noise-compatible land uses for new development within the noise impact areas along major roads (Colesville Road, University Boulevard, and the Capital Beltway).
- This Plan recommends that the State Highway Administration construct a noise wall along the south side of the Capital Beltway between University Boulevard and Colesville Road in the Indian Spring neighborhood. This noise wall will provide relief from Beltway noise for residents, park users, day care facilities, and the YMCA.

Water and Sewer Service

Community water and sewer service is provided throughout the Master Plan area. Major trunk lines serving Four Corners and the surrounding region are located in the Northwest Branch and Sligo Creek stream valleys. The Washington Suburban Sanitary Commission (WSSC) has determined that the Northwest Branch trunk sewer between Randolph Road and Colesville Road is expected to have capacity constraints in the future.

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 via 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 is currently considering a site in the West Farm Technology Park.

Objective

- Minimize impacts of sewer construction in the Northwest Branch.

Recommendation

- Avoid or minimize impacts of sewer projects required to address wastewater capacity constraints in the Northwest Branch trunk sewer.

VIII. HISTORIC PRESERVATION

Four Corners is an area with a long history, from its beginnings as a rural crossroads to its first residential developments in the 1920s, to its present day role as a mature, well-established suburban community. Historic preservation offers an opportunity to the people of Four Corners and Montgomery County to protect the remaining vestiges of a rich, local heritage. It is important to preserve significant historic structures and sites so that present and future generations have a sense of the County's beginnings and evolution. Some historic resources are significant by themselves and others are important as a collection of buildings. Montgomery County has recognized the positive benefits of historic preservation and has instituted a comprehensive preservation program, which is described in a separate document, *Historic Resources of the Eastern Montgomery County Master Plan Areas*.

Historic Resources Goal

Preserve Four Corners' architectural heritage for the benefit of present and future residents.

Four Corners Historic Resources

Historic preservation provides a sense of continuity in time, of stability and durability, while enhancing an area's attractiveness as a place to live. Four Corners has two historic resources listed on *The Master Plan for Historic Preservation*: Holly View, a vernacular Tidewater house in the Kinsman Farm subdivision, and the five Art Deco style Polychrome Houses that form a small historic district within the South Four Corners neighborhood. The Brunett House on St. Andrews Lane has been recommended by the Historic Preservation Commission (HPC) to be added to *The Master Plan for Historic Preservation*. Two properties, the Read House on Dennis Avenue, and the Gallagher House on Gilmoure Drive, previously listed on the *Locational Atlas and Index of Historic Sites in Montgomery County*, have been recommended for removal by the HPC.

Holly View

Each of the extant historic resources of Four Corners embodies broad themes in the area's developmental history. Holly View (Master Plan Site 32/2) is a residence that reflects the lifestyle of Four Corners residents for well over a century. James L. Bond, who operated a flour and grist mill on the Northwest Branch between 1858 and 1888, at what is now the site of the Burnt Mills dam (WSSC filtration plant), was a prominent resident of Holly View. At that time Four Corners was a small crossroads village with a population of 125 and its land uses included a chair factory, store, church, and a post office.

By the late nineteenth century, the Washington, Colesville, and Ashton Turnpike Company had constructed a paved road from Ashton to Silver Spring that passed through Four Corners. These road improvements boosted the local agricultural economy, making it easier to move goods and products from farms to markets and also encouraged the development of suburban growth in the County since it became easier to travel to Washington, D.C. Retired Union veteran Colonel Oliver Kinsman, who purchased Holly View in 1886, represented a new breed of Montgomery County

resident. The shifting social composition of the County foreshadowed the rapid middle class suburban development of the region between 1890 and 1950. Holly View would remain in the Kinsman family for more than 100 years and, today, the restored house forms the centerpiece of the Kinsman Farm residential neighborhood.

The Polychrome Homes

The Polychrome Houses (Master Plan Site 32/5) largely represent the real estate boom in the period between 1920 and 1940, when the County's economy was transformed from an agricultural base to a dependence on employment by the federal government, real estate, building and construction, and the insurance industries. The Art Deco style Polychrome Houses (1934-1936) were a remarkable experiment in the construction of well-built affordable houses clad in decorative concrete. Created by renowned artisan John Joseph Earley as a housing prototype for mass production during the New Deal era, the prefabricated buildings were ahead of their time and today represent a unique residential district that captures the social intent and artistic vision of New Deal architecture.

The Brunett House

The Brunett House (Atlas Resource 32/6) is a nineteenth-century structure that underwent a dramatic Neo-classical style remodeling in 1939. It represents a far more traditional expression of architectural style than the Polychrome Houses and its remodeling was indicative of the suburbanization of area farms that took place during the 1930s. The Brunett House, like Holly View, was planned as a focal residence for the development of the bedroom community of North Hills of Sligo, largely marketed to federal government workers in the 1930s and 1940s.

Other nineteenth-century and early-twentieth-century farmhouses, such as the Read residence (Atlas Resource 32/3) and Gallagher House (Atlas Resource 32/4), are extant in the Four Corners area. Unfortunately, they have been heavily altered over the years and no longer recall the region's historic agricultural or early-twentieth-century suburban development. All of these resources are summarized in Table 4 and identified on Figure 25.

Recommendations

- Maintain the designation of Holly View and the Polychrome Houses Historic District.
- Add the Brunett House to the *Master Plan for Historic Preservation*.
- Remove the William Read House and the Gallagher House from the *Locational Atlas and Index of Historic Sites in Montgomery County*.

Table 4

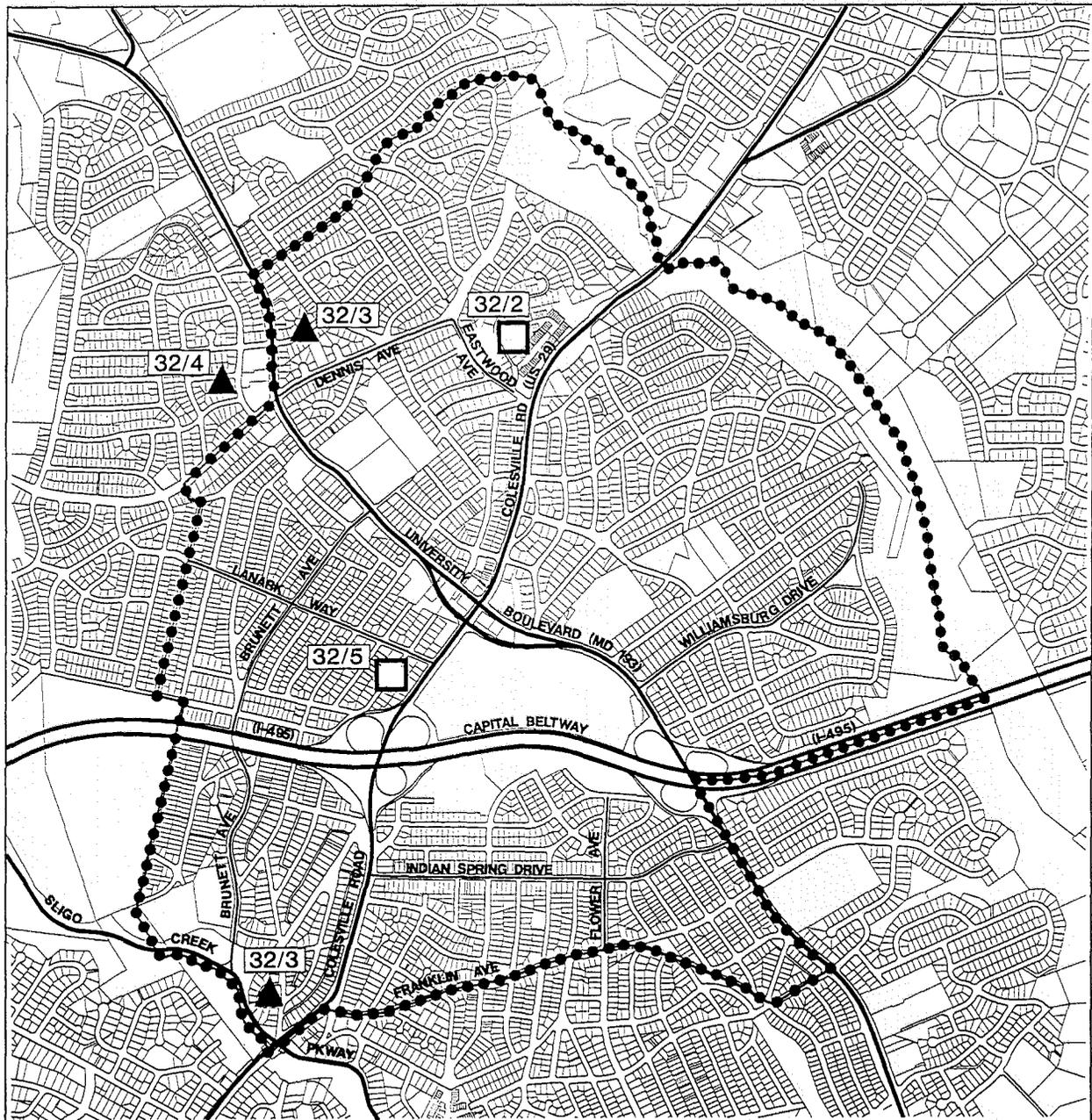
FOUR CORNERS MASTER PLAN HISTORIC RESOURCES

Identifica- tion #	Name	Address	Comments	HPC Recommen- dation	Plan Recommen- dation
SITES DESIGNATED ON THE MASTER PLAN FOR HISTORIC PRESERVATION					
#32/2	Holly View	130 Kinsman View Circle	Important example of Tidewater hall and parlor I-house with a distinctive full width, double tier gallery. First constructed as a log cabin about 1783 and substantially rebuilt and enlarged between 1850 and 1880. Prominent residents included Burnt Mills merchant miller James L. Bond, Comptroller of the United States Currency James Meline, and Union veteran Colonel Oliver Kinsman.		Master Plan
#32/5	Polychrome Houses Historic District	9900 and 9904 Colesville and 9919, 9923, and 9925 Sutherland Road	Designed by John Joseph Earley with assistance from architect J.R. Kennedy and erected in 1934-36, this district comprises a unique collection of single-family houses that in terms of artistry and craftsmanship rank among the finest Art Deco style residences in the region. Clad with prefabricated "mosaic concrete" panels invented by Early, the houses represent a significant experiment to build attractive and well-built affordable housing with superior craftsmanship and decorative detailing and made a significant contribution to the architectural technology of concrete construction.		Master Plan

Table 4 (Cont'd.)

FOUR CORNERS MASTER PLAN HISTORIC RESOURCES

Ident- fica- tion #	Name	Address	Comments	HPC Recommen- dation	Plan Recommen- dation
SITE RECOMMENDED FOR DESIGNATION ON THE MASTER PLAN FOR HISTORIC PRESERVATION					
#32/6	Brunett House	605 St. Andrews Lane	Originally constructed about 1864 and extensively remodeled in 1939, this farmhouse originally was the residence of Louis L. Brunett, a Virginia native of French ancestry with extensive business interests in Washington, D.C. The house later became the centerpiece of the North Hills of Sligo subdivision and was sold to Walter B. Couper in 1939. In that year, Couper remodeled the folk Gothic Revival farmhouse into an expansive Neoclassical style residence that is representative of the economic and cultural transformation of Eastern Montgomery County as the region moved from a predominantly agricultural area to a major suburb of the nation's capital between 1920 and 1940.	Yes	Yes
SITES RECOMMENDED BY THE HPC FOR REMOVAL FROM THE LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES					
#32/3	William Read House	507 Dennis Avenue	Greatly altered two-story side gable frame house built about 1904 for lawyer William Read. The house has been substantially remodeled over the years and no longer represents a distinctive type, period, or method of construction.	No	No
#32/4	Gallagher House	10311 Gilmoure Drive	Two-story frame farmhouse originally built around 1876 that has been extensively renovated in the Colonial Revival style in recent years. These alterations have greatly diminished the historic value of the building and it no longer reflects cultural, architectural, or events and themes in the history of Eastern Montgomery County.	No	No



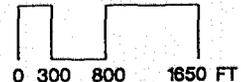
□ MASTER PLAN SITES

▲ RESOURCES UNDER CONSIDERATION FOR MASTER PLAN DESIGNATION

- 32/2 Holly View
- 32/5 Polychrome Houses Historic District

- 32/6 Burnett House
- 32/3 William Read House
- 32/4 Gallagher House

●●●● Master Plan Boundary



November 1995

IX. IMPLEMENTATION

The actions of many government agencies are necessary to turn a plan's concept and vision into reality. This section outlines activities and actions necessary to implement the recommendations of this Master Plan.

Zoning

A comprehensive rezoning action (Sectional Map Amendment) should immediately follow the approval and adoption of this Plan to implement the zoning recommendations on properties where a zoning change is recommended and confirm existing zoning on other properties where no zoning changes are proposed.

Capital Projects

Capital projects implement the recommendations of this Plan. The following projects should be included in the Montgomery County Capital Improvements Program early in the life of this Plan:

- A County-funded commercial revitalization project that will improve the physical character of the Four Corners commercial district.
- A community recreation facility as part of the construction of Blair High School.
- Acquisition of the six-acre property at 315 University Boulevard for parkland.
- Department of Transportation Neighborhood Traffic Mitigation projects for those neighborhoods with cut-through traffic problems identified by this Plan, DPWT, and local residents.
- Construction of 28,950 linear feet of sidewalks. (See Table 2, page 49.)
- Construction of approximately 9,000 linear feet of Class I bikeway and designation of 40,000 linear feet of Class III bikeway. (See Table 3, pages 53-54.)

The Maryland State Highway Administration project to improve the intersection of Colesville Road and University Boulevard by constructing jughandle turns and undertaking other improvements to pedestrian circulation and streetscape in the Four Corners commercial district also will implement recommendations contained in this Plan.

Staging

Zoning controls the end state of development. The capital facilities proposed in this Plan cannot be programmed simultaneously. They must be evaluated and have priorities set. The amount of development that can be accommodated in the Capital Improvements Program in any given year is determined by the Annual Growth Policy report. The Annual Growth Policy establishes transportation service levels deemed acceptable by the County Council.

REFERENCE MATERIALS

General Plan Refinement of the Goals and Objectives for Montgomery County, The Maryland-National Capital Park and Planning Commission, 1993.

Sector Plan for Four Corners and Vicinity, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, 1986.

Four Corners Master Plan Issues Report, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, 1993.

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

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

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

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

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