

Approved and Adopted

**Master Plan for the
Communities of
Kensington-Wheaton**

May, 1989

ABSTRACT

TITLE: Approved and Adopted Master Plan for the Communities of Kensington-Wheaton, as Amended

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan for the Communities of Kensington-Wheaton

DATE: May 1989 (Amended in April 1990)

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission

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

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ABSTRACT:

This document contains the text, with supporting maps and tables, for the Approved and Adopted Master Plan for the Communities of Kensington-Wheaton. Approved by the Planning Board, modified by the County Executive, and adopted by the County Council, the Plan focuses attention on the need for and challenge of planning for neighborhood stability and identity in an older, fully developed community with little infill development potential.

This document incorporates the 1990 Approved and Adopted Amendment to the Master Plan for the Communities of Kensington-Wheaton, recommending retention of the existing C-2 zoning for Critical Parcels and Areas #19. See Appendix I for additional information.

APPROVED AND ADOPTED PLAN

MASTER PLAN FOR THE COMMUNITIES OF KENSINGTON-WHEATON

An amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended; the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; The Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for the Forest Glen Transit Impact Area and Vicinity, 1978, as amended; the Sector Plan for the Wheaton Central Business District and Vicinity, 1978, as amended; the Sector Plan for the Glenmont Transit Impact Area and Vicinity, 1978, as amended; the Sector Plan for Capitol View and Vicinity, 1982, as amended; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, 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 Planning Board
8787 Georgia Avenue , Silver Spring, MD 20910-3760
June 1988

Revised By:

The Montgomery County Executive
September 1988

Approved By:

The Montgomery County Council
March 1989

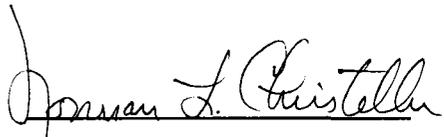
Adopted By:

The Maryland-National Capital Park and Planning Commission
May 1989

CERTIFICATE OF APPROVAL AND ADOPTION

This Amendment to the 1989 Master Plan for the Communities of Kensington-Wheaton, the General Plan for the Physical Development of the Maryland-Washington Regional District; and the Master Plan of Highways within Montgomery County, Maryland; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 11-1876 on February 15, 1990, and the Montgomery County Executive on January 31, 1990; and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 90-14 on April 11, 1990, after a duly advertised public hearing pursuant to Article #28 of the Annotated Code of Maryland, 1986 (1988 Supplement).

The Maryland-National Capital Park and Planning Commission


Norman L. Christeller, Chairman


John W. Rhoads, Vice Chairman


A. Edward Navarre, Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two Counties.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- (2) The acquisition, development, operation, and maintenance of a public park system; and
- (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. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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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 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 benchmark 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's boundaries. Master plan recommendations and guidelines outline objectives and provide

policy direction for subsequent zoning and other land use decisions, and convey specific instructions in certain instances, such as where an ordinance or regulation requires a defined linkage to be established. The precise timing and character of public facility projects is determined annually through the Capital Improvements Program and the Operating Budget.

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

THE MASTER PLAN AMENDMENT PROCESS

Staff Draft This document is prepared by the Montgomery County Planning Department for presentation to the Montgomery County Planning Board. It is a working paper that identifies the major issues being addressed by the proposed amendment. Alternative courses of action and specific recommendations are presented. The public is given the opportunity to comment on the Staff Draft, often at worksessions. A Preliminary Draft Amendment is then prepared for approval by the Planning Board. The Preliminary Draft incorporates those changes to the Staff Draft which the Planning Board considers appropriate.

Preliminary Draft Amendment This document is a formal proposal to amend an adopted master plan. It is prepared by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission. Before proceeding to publish a Final Draft Amendment, the Planning Board must hold a public hearing. After the close of the record of this public hearing, the Planning Board holds open worksessions to review the testimony, and to determine whether to make any revisions to the Preliminary Draft.

Final Draft Amendment This document contains the Planning Board's final recommendations. It is transmitted to the County Executive, who must review it and forward it to the County Council,

with any revisions deemed appropriate. If the County Executive makes no revisions in the Planning Board's Final Draft, the Council may adopt the unchanged draft without holding a public hearing. If the Executive does make revisions, or if the Council wishes to consider any revisions, the Council must schedule a public hearing. After the close of record of this public hearing, the Council holds an open worksession to review the testimony, and then adopts a resolution approving, modifying, or disapproving the Final Draft Amendment.

If the Council action modifies and approves the Executive's Revised Final Draft Amendment, the Approved Amendment must be sent to the County Executive for approval or disapproval. If it is disapproved by the County Executive, the Council may override the disapproval of the Plan by an affirmative vote of five members.

Failure of either the County Executive or the Council to act within the prescribed time limits constitutes approval of the plan amendment as submitted to the body which fails to act.

Adopted Amendment The amendment approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the amendment officially amends the various master plans cited in the Commission's adoption resolution.

KENSINGTON-WHEATON MASTER PLAN

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The listing of the names of members of the Task Force Advisory Committee does not indicate approval or disapproval of this Master Plan by any Committee member. The Task Force takes no position or vote as a body on the Master Plan. The members advise the staff on the problems, needs and views of their groups or area during the development of the Draft, then they provide comments on the Plan to the Planning Board during its deliberations.

Betty Ann Krahnke and Judith B. Heimann served on the Montgomery County Planning Board during the development and review of the Staff Draft, leading to its approval as a Preliminary Draft. In addition, Commissioner Krahnke served as the Planning Board's liaison to the Advisory Committee.

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DESCRIPTIONS OF PHOTOGRAPHS AND ILLUSTRATIONS

Photographs by Karen Laco, except where otherwise indicated.

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Department of Environmental Protection
Department of Transportation
Office of Planning Policies*

Montgomery County Public Schools

Significant contributions were also made by the citizens and civic organizations that participated in the planning process.

PLAN HIGHLIGHTS

Land Use

Transportation

Community Facilities and Services

Natural Environment

Historic Preservation

This Plan was developed with the help and active participation of an Advisory Committee from the Kensington-Wheaton communities and staff from the County Executive. Although this Plan was originated by the Planning Board, final responsibility is shared with the County Executive and County Council.

Land Use

The Plan:

- recommends that the predominantly low- to medium-density residential character of the area be maintained and protected,
- recommends land use and zoning for a variety of parcels with a potential for development or redevelopment within the planning area,

- recommends that residential areas along major highways should be reinforced and protected by a land use and landscaping approach called "green corridors," and
- encourages revitalization for the commercial area at the intersection of Randolph Road and Veirs Mill Road through public and private means.

Transportation

The Plan:

- recommends the development and promotion of modes of transportation other than the single-occupant automobile to facilitate peak-hour commuting,
- points out the need for park-and-ride lots and recommends sites for further study, reclassifies a number of existing streets, and
- proposes a multi-use (hiker-biker) trail system to function as a dual resource for recreation and commuting.

Community Facilities and Services

The Plan:

- recommends review of the Montgomery County Zoning Ordinance to examine ways to address the needs of the elderly, the disabled, and other special populations of the County,
- recommends that the area from Wheaton Plaza to University Towers should become a demonstration area for improvements that will serve the disabled, and

- proposes the creation of an Adopt-A-Green-Space program by local neighborhood groups.

Natural Environment

The Plan:

- recommends a general review of the condition of sanitary sewers in stream valleys in the planning area.

Historic Preservation

The Plan:

- designates one site for inclusion in the *Master Plan for Historic Preservation* and designates five sites for removal from the *Locational Atlas*, and
- notes that other sites may be designated in the future.

Chapter One

BACKGROUND

Definition of the Area

History of the Area

Planning History of the Area

The Kensington-Wheaton Master Plan Process

Definition of the Area

The Kensington-Wheaton planning area is located in the lower part of Montgomery County, Maryland. (See Illustration 1-1.) The planning area boundaries are shown in Illustration 1-2. The southern boundary is the Beltway. The eastern boundary is Sligo Creek Park, Wheaton Regional Park, and above it, Northwest Branch Park. To the west, the boundary is Rock Creek Park. The northern boundary is formed by the "Rockville Facility" right-of-way, an undeveloped strip of land that was originally reserved for the outer beltway.

It is important to note that the Plan does not address all of the area encompassed by these

boundaries. As noted below in the planning history of the area, five sub-areas within the Kensington-Wheaton area have been the subjects of recent scrutiny through individual sector plans. This Plan's relationship to the sector plans will be discussed in more detail in Chapter 3. A sector plan elaborates and details the *General Plan*, master plan, and growth policy recommendations for a small area of the County. The sector plan areas within Kensington-Wheaton are shown in Illustration 1-2. They include the town of Kensington, the Wheaton Central Business District (CBD), Glenmont, Capitol View, and Forest Glen. It should be noted that review of the *Sector Plan for Wheaton Central Business District and Vicinity* has been initiated and is scheduled for completion in 1990.

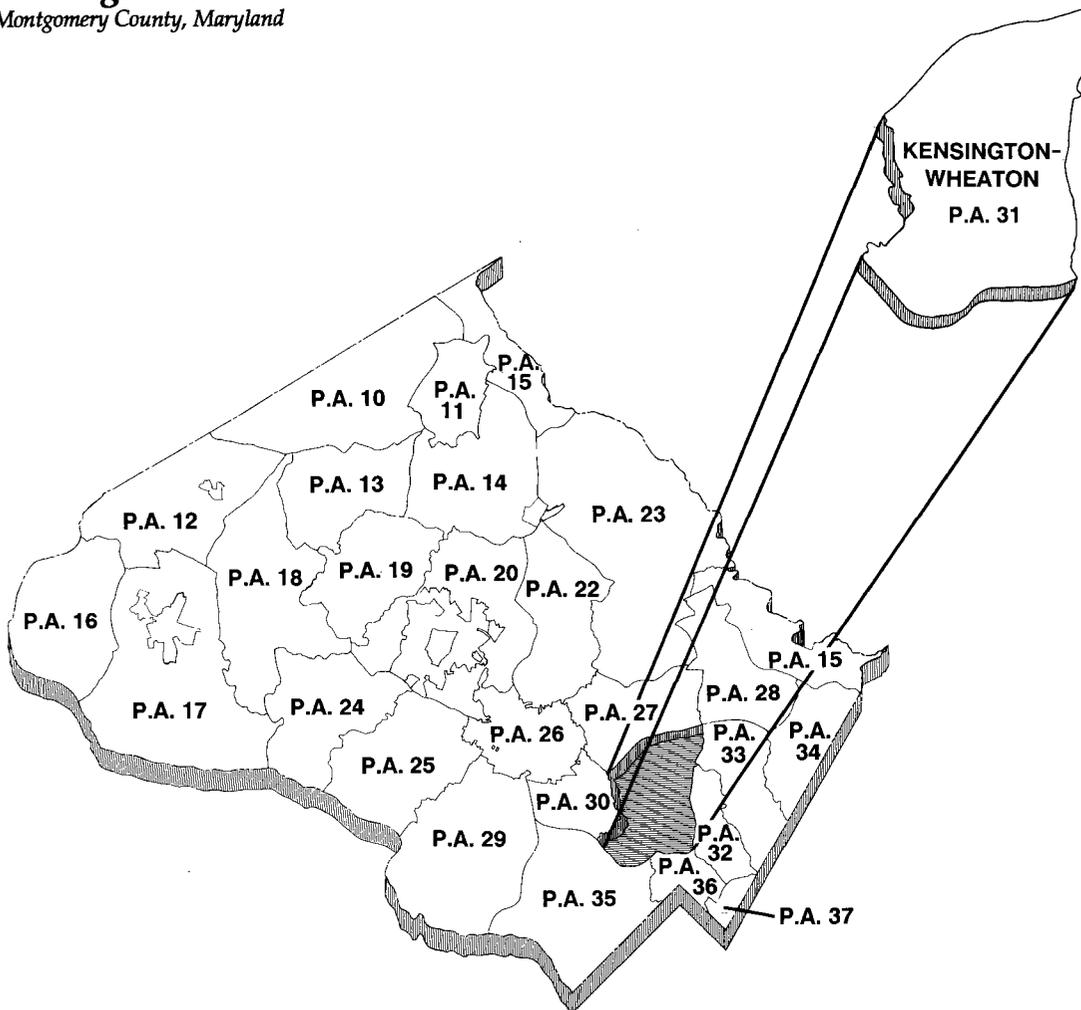
Concurrent with the development of this Master Plan, the Planning Board has approved a Master Plan for Wheaton Regional Park, part of which lies within the boundaries of this Plan.

History of the Area

Prior to the 1880's, the Kensington-Wheaton area was predominantly agricultural. The first wave of development occurred in the southern portion of the planning area in the areas now covered by the sector plans for Forest Glen, Capitol View, and Kensington. Early development was facilitated by the completion of the B&O Railroad through to Frederick in the 1830's and by the building of the Union Turnpike, now Georgia Avenue, in the 1840's. The major

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Regional Location

- P.A. 10 BENNETT AND LITTLE BENNETT WATERSHED
- P.A. 11 DAMASCUS & VICINITY
- P.A. 12 LITTLE MONOCACY BASIN DICKERSON-BARNESVILLE
- P.A. 13 CLARKSBURG & VICINITY
- P.A. 14 GOSHEN, WOODFIELD, CEDAR GROVE & VICINITY
- P.A. 15 PATUXENT WATERSHED CONSERVATION AREA
- P.A. 16 MARTINSBURG & VICINITY
- P.A. 17 POOLESVILLE & VICINITY
- P.A. 18 LOWER SENECA BASIN PARTS ONE, TWO, AND THREE
- P.A. 19 GERMANTOWN AND VICINITY
- P.A. 20 GAITHERSBURG
- P.A. 21 GAITHERSBURG VICINITY
- P.A. 22 UPPER ROCK CREEK WATERSHED
- P.A. 23 OLNEY & VICINITY
- P.A. 24 DARNESTOWN & VICINITY
- P.A. 25 TRAVILAH
- P.A. 26 ROCKVILLE
- P.A. 27 ASPEN HILL & VICINITY
- P.A. 28 CLOVERLY, NORWOOD
- P.A. 29 POTOMAC-CABIN JOHN & VICINITY
- P.A. 30 NORTH BETHESDA GARRETT PARK
- P.A. 31 KENSINGTON, WHEATON
- P.A. 32 KEMP MILL, FOUR CORNERS & VICINITY
- P.A. 33 COLESVILLE, WHITE OAK & VICINITY
- P.A. 34 FAIRLAND, BELTSVILLE & VICINITY
- P.A. 35 BETHESDA-CHEVY CHASE & VICINITY
- P.A. 36 SILVER SPRING & VICINITY
- P.A. 37 TAKOMA PARK

Illustration 1-1

The Maryland-National Capital Park & Planning Commission

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Sector Plan Areas

- PLANNING AREA BOUNDARY
- SECTOR PLAN BOUNDARY

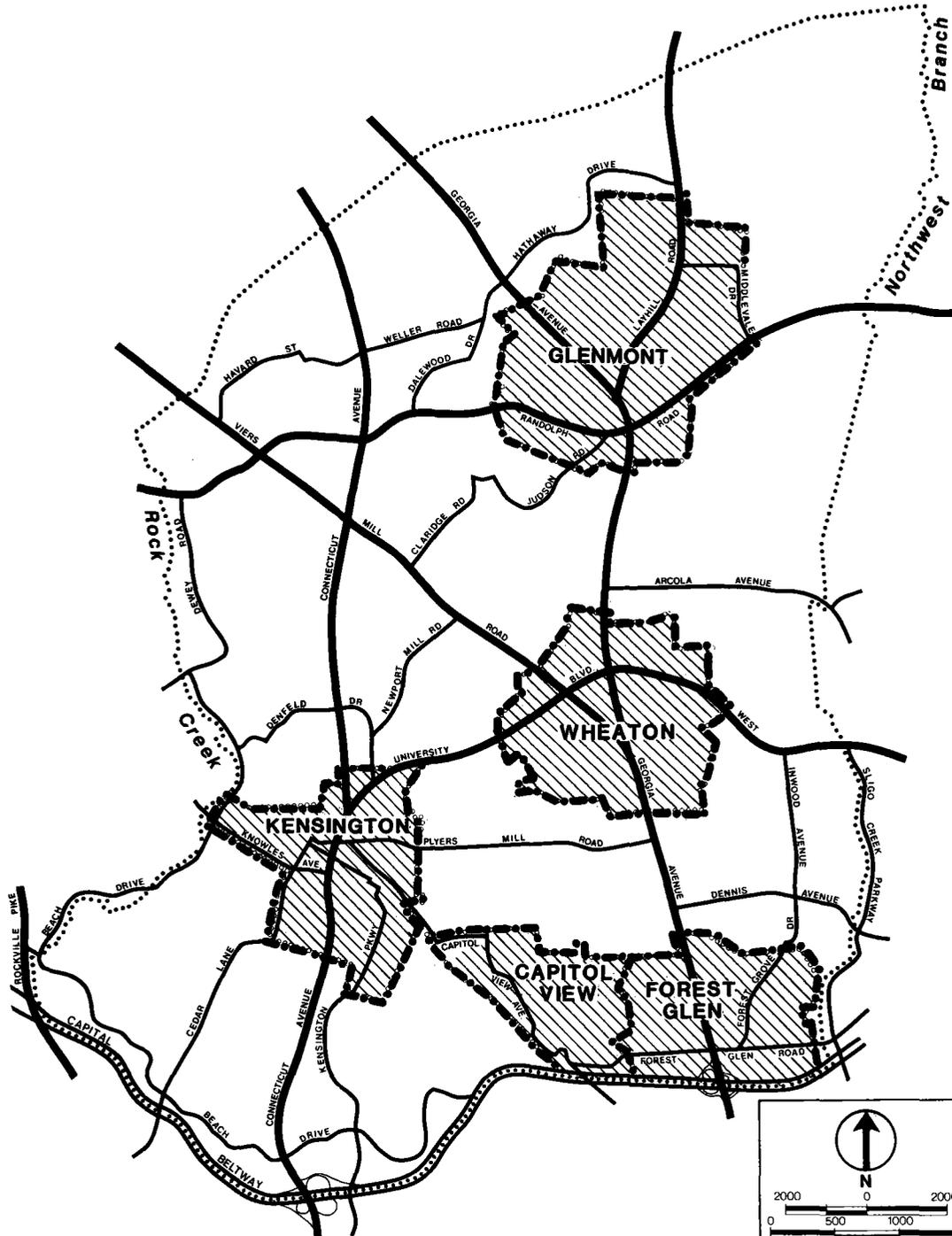


Illustration 1-2

The Maryland - National Capital Park & Planning Commission

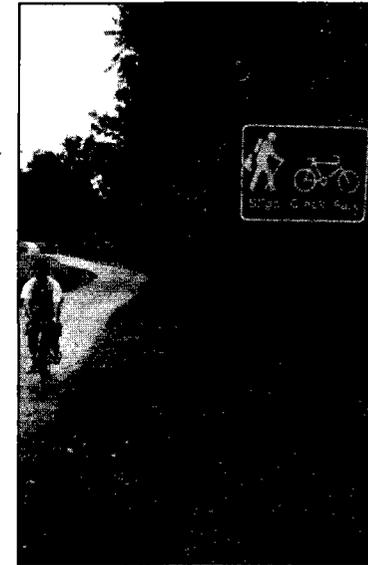
growth occurred when the Civil Service Act of 1883 created a stable, federal labor force. Montgomery County began to emerge as a suburb of Washington, D.C., and by the turn of the century, Kensington, Forest Glen, and Capitol View became bustling communities.

In contrast, the area just to the north grew very slowly. Wheaton, which began as a Civil War tavern at the corner of Union Pike and Old Bladensburg Road (now the corner of Georgia Avenue and University Boulevard), was still little more than a couple of stores in 1920. During the twenties, several other stores were built near this intersection, and, further north, another store was built on the corner of what is now Georgia Avenue and Layhill Road. The rest of the area remained predominantly farmland and large estates.

After World War II, the combination of continued growth in the federal government and needs of returning veterans created a critical housing shortage in the Washington area. Farmland in the Kensington-Wheaton area was sold for large developments of affordable single-family homes. Two of the earliest housing



developments were Twinbrook in 1947 in the city of Rockville and Veirs Mill Village in 1948. The area developed rapidly during the 1950's, and by 1959 the residential pattern for the Kensington-Wheaton area was well established. Its commercial centers, major roads, and public facilities were much as they are today. Georgia Avenue and University Boulevard had already become six-lane roads, and Wheaton Plaza had opened as a regional shopping center. Sewer constraints restrained development north of Arcola Avenue and east of Georgia Avenue, leaving this area predominantly vacant. Intense development of this area did not begin again until the 1970's. It continues along Layhill Road today.



Planning History of the Area

Planning for the Kensington-Wheaton area after World War II began with three initiatives. The *Zoning Plan for Georgia Avenue-Brookeville Road* was adopted in 1948 and covered a strip of land approximately one-half mile wide, centered on Georgia Avenue, and extended from Silver Spring northward to Brookeville in upper Montgomery County. A *Zoning Plan for the Town of Kensington and Vicinity* was adopted by the Commission in 1946, and, in 1948, a *Street and Highway Plan for Kensington and Vicinity* was adopted. Also in 1948, a *Zoning Plan for Veirs Mill Road* was adopted. In 1954, the *Street and Highway Plan for Kensington and Vicinity* was amended

to provide for wider rights-of-way for most major streets, and, in 1955, a new *Zoning Plan for Kensington* was adopted.

In 1959, the current *Master Plan for Kensington-Wheaton, Planning Area VII*, was adopted. The basic thrust of the 1959 Plan was the preservation and extension of already established residential patterns and the improvement of the existing road network. Apartment developments were to be encouraged around the commercial centers as buffers to lower density housing. Otherwise, the zoning plan confirmed mostly R-60 zoning with steadily decreasing density toward the environmentally sensitive northeastern section of the planning area. The Plan noted the "absence of ribbon commercial uses along highways" as "a striking feature of this locality" and attempted to establish limits on the expansion of commercial areas in an effort to "preserve the integrity of the area." Nearly every major highway was recommended for widening or extension to relieve increasing traffic congestion.

In 1961, the *Upper Northwest Branch Watershed Zoning and Highway Plan* was adopted, superseding the *Kensington-Wheaton Master Plan* in the area north of Randolph Road and east of Georgia Avenue. In 1969, the County adopted a regional rapid transit system and incorporated the "Glenmont Line" into the *General Plan*, precipitating a need to re-evaluate the future of Kensington-Wheaton.

In 1974, an effort was undertaken to revise the *Kensington-Wheaton Master Plan*. The Planning Board appointed an advisory committee and initial staff work was begun. In early 1975, the advisory committee recommended that the Kensington area be designated for detailed study as a sector plan. That recommendation was accepted by the Planning Board and the Council and resulted in the *Sector Plan for the Town of Kensington and Vicinity*, adopted in 1978. As a result of the planning work which was under way for the Glenmont Line of the Metro in 1976, the Planning Board modified the Kensington-Wheaton planning process to focus on the Transit Im-



pact Areas, the areas that would be affected by the sites of the Metro stations that had been selected. Consequently, sector plans were developed for Glenmont, Wheaton, and Forest Glen, all adopted in 1978.

Although each of these four sector plans, and the later 1982 *Sector Plan for Capitol View and Vicinity*, dealt in great detail with issues unique to each area, the goals of the original 1959 Master Plan remained constant. Recommendations reflected the need to protect and preserve the stable, predominantly single-family communities from intrusions of traffic, commercial development, and pressures to redevelop existing low density uses. High density uses were encouraged near Metro centers, decreasing to lower density around the edges. While recognizing a need for a variety of housing choices, each sector plan stressed the importance of compatibility when developing the little vacant land that remained.

This Master Plan for the Communities of Kensington-Wheaton is the last step in a long process of updating planning priorities for the Kensington-Wheaton area.

The Kensington-Wheaton Master Plan Process

Procedures for preparing and adopting master plans and amendments to master plans are outlined in the Montgomery County Code and the Regional District Act. A master plan is developed through a series of steps from its initial draft through the final approval and adoption of the document. The required steps in the master plan amendment process for Montgomery County are outlined in the introductory section of this Plan. The master plan process for the Kensington-Wheaton Plan is summarized in Illustration 1-3.

Every master plan process includes various opportunities for citizen participation. During the preparation of the Kensington-Wheaton Master Plan, an Advisory Committee composed of Kensington-Wheaton area residents, business leaders, and community organization representatives worked with the Planning Board staff. Its members are listed at the front of the Plan.

Staff and Preliminary Drafts: The early phases of the Kensington-Wheaton Master Plan process included numerous meetings with the Advisory Committee and staff from relevant County and State agencies. The meetings, initially scheduled for once a month, were increased to bi-weekly meetings to cover the numerous issues. Outlines for sections of the Plan were discussed at the meetings, and, finally, a detailed outline for the staff draft of the full Plan was developed. The various revisions of the outline reflected both staff's and citizens' concerns raised during the discussions.

The revised outline provided the basis for the preliminary staff draft of the Kensington-Wheaton Master Plan. The staff draft was reviewed by staff of the Executive Branch and was presented to the Planning Board during two joint worksessions with the Advisory Committee and at an additional Planning Board worksession.

The Preliminary Draft was the first formal proposal by the Planning Board to amend the Master Plan. The Preliminary Draft Amendment to the Master Plan for the Communities of Kensington-Wheaton was approved by the Planning Board at its worksession dated June 1, 1987.

The Preliminary Draft Amendment was published and distributed on July 2, 1987. A public hearing was scheduled for August 6, 1987, and advertised in the local press thirty days in advance. Because the hearing was scheduled for prime vacation season, the record was held open for further comments on the Draft until September 4, 1987. During the period set aside for comment on the Plan, the

Planning Board received written and oral testimony from the County Office of Planning Policies, two state agencies, four members of the Citizens' Advisory Committee (speaking as individuals), two members of the Wheaton Center Citizens' Advisory Board, thirty representatives of civic and citizen organizations, property owners, and citizens at large. The testimony addressed the full range of Plan topics from land use to transportation, community facilities, and the environment. The issues within

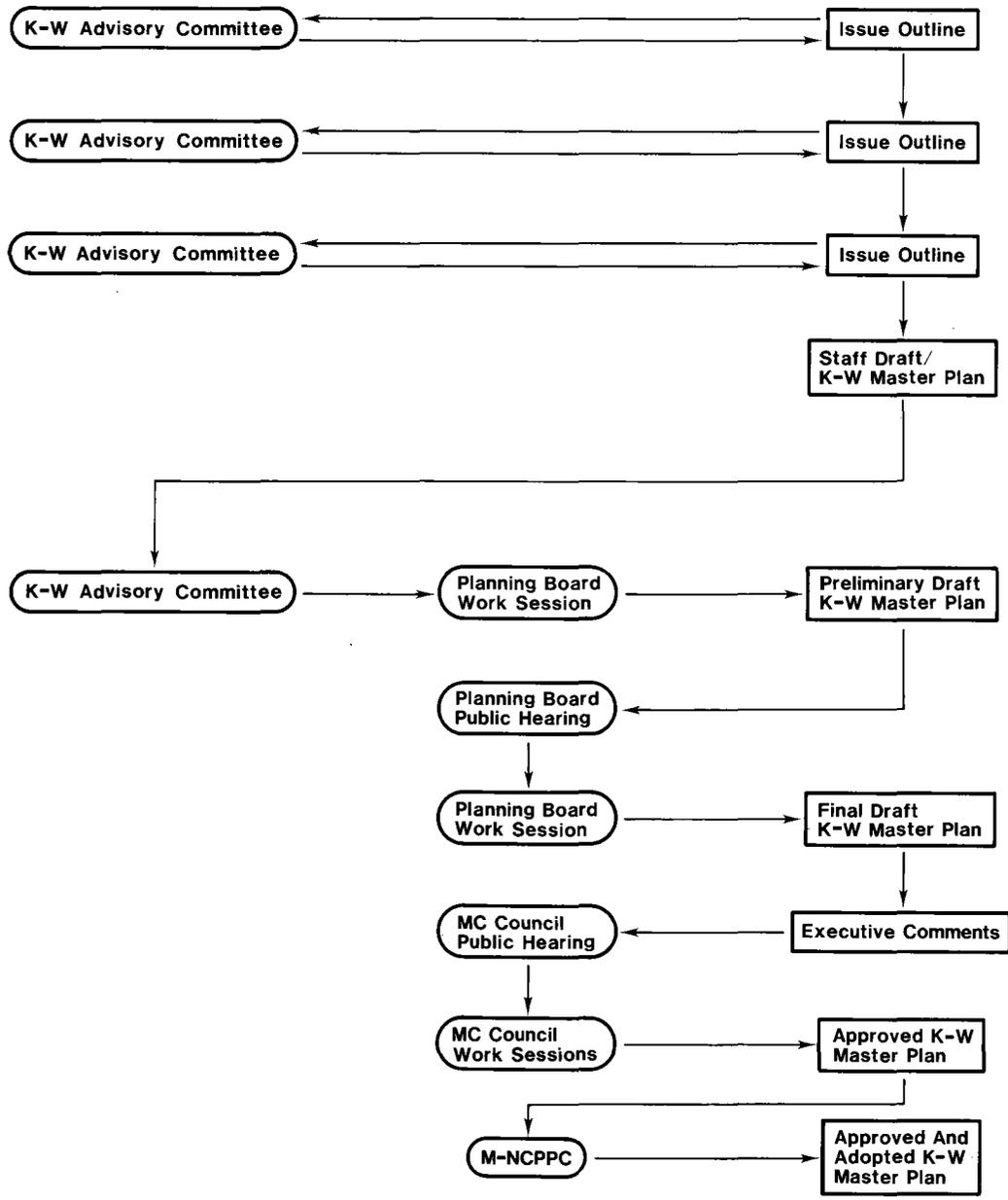


those topics that received the most attention were green corridors, street classifications and cut-through traffic, multi-use trails, and services and facilities for the elderly.

Final Draft: After the close of the public hearing record, the Planning Board met with its staff, staff from County agencies, and interested citizens at five worksessions to review public testimony and consider what revisions were needed in the Preliminary Draft Plan. These worksessions began on September 12, 1987, and concluded on June 13, 1988. After completion of the needed revisions, the Plan was approved on May 20, 1988, for transmittal to the County Executive as a Final Draft Amendment.

GROUPS/PROCESS

PRODUCTS



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*Master Plan for
the Communities of
Kensington Wheaton*
Montgomery County, Maryland

Master Plan Process

Illustration 1-3

The Maryland-National Capital Park & Planning Commission

Chapter Two

SUMMARY OF KEY INDICATORS



Chapter Two

SUMMARY OF KEY INDICATORS

Demographic Trends

Housing Highlights

Land Use Indicators

Demographic Trends

The data presented in this section is for the entire planning area, including the households and persons residing in the Kensington, Wheaton, Capitol View, Forest Glen, and Glenmont Sector Plan areas. Data from the Montgomery County Planning Board's 1984 Census Update, instead of the 1987 Census Update, was used in this report because it was the only data set available when the report was prepared. A more complete discussion of data for the planning area is found in Appendix A.

The overall population of the area has declined from 90,010 in 1970 to about 75,500 in 1985, a decline of 16 percent. Average house-

hold size has declined 24 percent, from 3.5 persons per household in 1970 to 2.67 persons in 1985. The household size is projected to be 2.3 persons per household in 2010.

Between 1970 and 1980, the number of children under 15 declined by more than 40 percent, while the number of elderly age 65 and over increased by some 70 percent. The decrease in the number of school-aged children age 5-19 was greater than the overall decline in the planning area population. The number of persons in the 65-74 age group increased sharply, from 2,568 in 1970 to 6,800 in 1985, and is expected to continue to increase over the next five years. The 75-and-over age group has grown rapidly, from 1,697 in 1970 to 2,300 in 1985. Projections indicate an increase of more than 40 percent over the next five years. (See Table 2-1.)

Between 1970 and 1980, the planning area became more racially and ethnically diverse; the non-white population rose from nearly 3,600 to 12,360. As of 1980, non-whites represented 15.5 percent of the population: 9 percent black, 4.5 percent Asian, and 2 percent other groups. County and planning area minority population distributions were very similar in 1985.

The median household income for the planning area was \$35,610 in 1984. In the County as a whole in 1984, the median income was \$39,130, or approximately 10 percent above the Kensington-Wheaton figure. Elderly households have the lowest median income. The highest income area was the Rock Creek Hills area, where the 1979 median

TABLE 2-1

**PROJECTED AGE DISTRIBUTION, KENSINGTON-WHEATON PLANNING AREA, 1985-2010
Household Population***

	Number				Percent of Total			
	1985	1990	2000	2010	1985	1990	2000	2010
Total	75,000	74,000	71,500	70,500	99.9%	99.7%	100.1%	100.0%
0-4	5,300	5,000	4,700	4,700	7.1%	6.8%	6.6%	6.7%
5-9	4,400	5,400	5,100	5,000	5.9%	7.3%	7.1%	7.1%
10-14	4,500	4,700	5,300	5,200	6.0%	6.4%	7.4%	7.4%
15-19	4,800	4,200	4,800	4,700	6.4%	5.7%	6.7%	6.7%
20-29	11,600	10,400	9,700	10,100	15.5%	14.1%	13.6%	14.3%
30-44	17,300	17,600	16,500	16,000	23.1%	23.8%	23.1%	22.7%
45-59	12,800	11,500	12,300	12,600	17.1%	15.5%	17.2%	17.9%
60-64	5,100	3,700	2,500	3,000	6.8%	5.0%	3.5%	4.3%
65-69	4,200	4,400	2,500	2,500	5.6%	5.9%	3.5%	3.5%
70-74	2,600	3,600	2,800	2,100	3.5%	4.9%	3.9%	3.0%
75-79	1,300	1,900	2,700	1,700	1.7%	2.6%	3.8%	2.4%
80-84	600	900	1,800	1,500	0.8%	1.2%	2.5%	2.1%
85+	400	500	900	1,400	0.5%	0.7%	1.3%	2.0%

Source: Research Division, Montgomery County Planning Department, Demographic Model, Intermediate Forecast, 1988.

*Population living in households; add approximately 500 persons living in group quarters for total population.



household income was \$41,946. Other areas with relatively high median incomes of between \$30,000 and \$33,000 in 1979 included Parkwood, Chevy Chase View, Glenmont Hills, Kensington Estates, Greenwoods, and Stoneybrook Estates. More moderate income areas included the Wheaton CBD and surrounding neighborhoods, and Veirs Mill Village-Garrett Forest.

In 1985, there were an estimated 23,578 jobs in this area, 35.6 percent of which were in the Wheaton CBD. By 1990, the area is expected to have an estimated 27,600 jobs, an increase of 17 percent. Of the total jobs, 42.7 percent are in retail and 22.3 percent are office related. Approximately 24 percent are held by Kensington-Wheaton residents.

Of the 38,262 Kensington-Wheaton residents who were employed in 1985, roughly 35 percent worked in Silver Spring, Takoma Park, and the District of Columbia; 32 percent worked in Rockville, North Bethesda, Chevy Chase, Bethesda, Gaithersburg, and Germantown; and 15 percent worked in Kensington-Wheaton, Aspen Hill and Kemp Mill, including nearly 1,000 people who work at home. In 1970, about one-third of County workers commuted to the District. By 1985, this share had dropped to just under one-quarter. In 1984, more than 10 percent of commuters used public transportation, compared with only 5.9 percent in 1977. However, in 1984, 84 percent of Kensington-Wheaton's

employed residents traveled to work by car, with the vast majority driving their own vehicles.

Housing Highlights

*K*ensington-Wheaton's existing housing stock of 29,000 units represents more than 12 percent of the County total. Almost three-quarters of the area's stock consists of single-family detached housing, 14 percent are garden apartments, 5 percent are high-rise, and 8 percent are townhouses.

More than 95 percent of the housing stock was built prior to 1975, including 41 percent built between 1950 and 1959.

Between 1970 and 1985, the number of households in Kensington-Wheaton increased by approximately 1 percent per year, significantly more slowly than the County-wide increase. Almost 50 percent of the planning area's household growth occurred in the Layhill area.



The number of households nearly quadrupled in Layhill and the population nearly tripled. Growth in the Veirs Mill Village-Garrett Forest area was 33 percent for households and approximately 6 percent for population.

Townhouses have accounted for nearly 60 percent of total Kensington-Wheaton 1982-1985 completions. Since 1982, when these data were first collected, 60 percent of housing completions in the planning area have been townhouses, 21 percent have been single-family detached units, and another 19 percent have been apartments.



About 73 percent of households own their homes in Kensington-Wheaton, compared to about 67 percent of County households. Home ownership has risen gradually since 1970, when it stood at just under 68 percent.

The average household's occupancy in the same house is 12.3 years in Kensington-Wheaton, compared to 9.5 years in the County. Much of this can be attributed to the higher incidence of single-family housing and home ownership in the planning area.

Houses in the planning area have appreciated, but their value remains below the County average. The median sales price in Kensington-Wheaton was \$102,900 in 1986, compared to \$114,000 for the County. Housing prices in the area vary greatly by neighborhood. The most affordable homes in the the planning area are in Connecticut Avenue Estates. By contrast, sales prices in Rock Creek Hills were much higher than the County median.

As of 1980, only 2.5 percent of the housing units in the area were vacant. The County-wide vacancy rate for that year was 4.1 percent. Within the planning area, the 1980 vacancy rate varied from a low of 0.88 percent in the Glenmont Village area to a high of 5.86 percent in the Kensington CBD.

Land Use Indicators

The existing land use is predominantly low density, single-family residential, except at major intersections and along corridors connecting the sector plan areas. Neighborhood densities range from three to five dwelling units per acre. In the northeastern portion of the planning area land is vacant, in open space or recreational use, or in single-family densities at or slightly below two dwelling units to the acre. It is here that Wheaton Regional Park bridges the gap between the Sligo Creek and Northwest Branch Stream Valleys, which ultimately connect to the Indian Spring Country Club.

Many schools, parks, recreational facilities, and religious institutions serve residents of the planning area as well as sector plan areas. Most of the commercial uses are concentrated in the sector plan areas. The main exception to this occurs at the intersection of Veirs Mill and Randolph Roads. Colonial Plaza and Veirs Mill Village shopping centers are at this location, as is a small concentration of offices in traditional and townhouse configurations.

The major highway corridors are still predominantly residential.

The corridors have seen the development of some medium-density housing, as well as transitional commercial uses, but very little highway strip development. At various locations throughout the planning area, there are several small infill townhouse projects, ranging in density from 6 to 12 units per acre. Some residences along major corridors have been converted for use by the resident as a professional office. There are also a variety of medical offices, clinics and similar institutional uses. Most of this development has taken place within and between the Forest Glen, Wheaton, and Glenmont Sector Plan areas along Georgia Avenue and within and between the Kensington and Wheaton Sector Plan areas along University Boulevard.

Table 2-2, which compares land use distribution in Kensington-Wheaton with the County, includes the sector plan areas. Kensington-Wheaton is more oriented toward residential, cultural, recreational, and convenience retail uses than the County as a whole. Almost half of the land in Kensington-Wheaton is devoted to single-family residential uses; County-wide, almost one-fourth of the land is in single-family residential use. The Kensington-Wheaton area also has a lower ratio of vacant parcels available for development than the County. Vacant parcels in the Kensington-Wheaton area average less than one acre in size, whereas such parcels average almost two acres County-wide. Most of the vacant parcels are on residentially zoned land.

TABLE 2-2
EXISTING LAND USE DISTRIBUTION
Kensington-Wheaton Compared to Montgomery County

	Kensington-Wheaton			County		
	Number of Parcels	Number of Acres	Percent of Total Acres	Number of Parcels	Number of Acres	Percent of Total Acres
Single-family Residential	22,526	4,500.54	47.20	187,418	77,635.73	24.51
Multi-family Residential	1,265	248.97	2.61	23,231	3,252.73	1.03
Group Quarters	17	14.07	.15	158	475.20	.15
Manufacturing	2	2.00	.02	416	853.54	.27
Transportation, Communication & Utilities	101	91.22	.96	5,798	8,885.72	2.80
Regional & Sub-Regional Shopping Centers	7	84.57	.89	125	764.15	.24
Convenience Centers	18	23.92	.25	93	378.50	.12
Highway Commercial	0	0.00	.00	8	12.06	.00
Grocery & Other Retail	204	82.29	.86	1,475	1,222.38	.38
Warehouse/Wholesale	77	19.88	.21	521	972.43	.31
Office & Selected Services	222	96.02	1.01	2,613	2,766.70	.87
Government Services & Institutions	116	549.30	5.76	1,335	17,686.31	5.58
Culture & Recreation	190	998.46	10.47	3,452	26,346.64	8.32
Agriculture & Mining	1	11.07	.12	2,104	108,290.33	34.18
Vacant	963	996.69	10.45	23,962	44,916.64	14.18
Other Undeveloped & Water	315	132.76	1.39	2,914	2,770.59	.87
Subtotal		7,851.76	82.35		297,229.65	93.81
Other		1,684.24	17.65		19,570.35	6.19
TOTAL	26,024	9,536.00	100.00	255,623	316,800.00	100.00

Source: Research Division, Montgomery County Planning Department, Estimate from the Parcel File based on records of the State Department of Assessments and Taxation as of December 1987.

Chapter Three

CONCEPT PLAN

The General Planning Framework

Sector Plan Linkage

Goals and Objectives

The General Planning Framework

The *General Plan* provides broad policy guidance in Montgomery County for land use and related issues of employment, housing, transportation, and environment. This comprehensive strategic plan was approved by the County Council in 1969 as a modification of the Montgomery County portion of ...*On Wedges and Corridors: A General Plan for the Development of the Maryland-Washington Regional District*, which was developed for the bi-county region and adopted by the Maryland-National Capital Park and Planning Commission in 1964.

Illustration 3-1 shows the Kensington-Wheaton planning

area located in the context of the *General Plan* concept. The *General Plan* made the following broad recommendations:

- growth should be channeled into corridor cities located along the I-270 and I-95/US 29 corridors and into existing established down-County activity centers such as Bethesda, Silver Spring, and Wheaton;
- transportation needs should be met through the development of a rapid rail transit system that is supported by an extensive network of feeder bus routes;
- rapid transit stations should be located in areas conducive to multi-use development in close proximity to stations;
- a mixture of housing and employment opportunities should be developed in the County; and
- new development should be planned to minimize impacts on existing development.

The Planning Board's first growth policy study, *Framework for Action*, published in October 1974, reaffirmed the recommendations of the *General Plan*. The report also noted that economic and social trends would cause long-term metropolitan growth to occur in older, inner suburban areas, and called for the need to develop appropriate mechanisms to monitor and control the impact of that growth. Subsequent statements of policy, leading up to the current Annual Growth Policy, have sought to implement such mechanisms.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

General Plan Concept

- PLANNING AREA BOUNDARY
- ▬▬▬ MONTGOMERY COUNTY BOUNDARY
- ⊙ CONCENTRATED GROWTH CENTERS,
CORRIDOR CITIES, AND SATELLITE
COMMUNITIES
- LOW DENSITY "WEDGE" AREAS

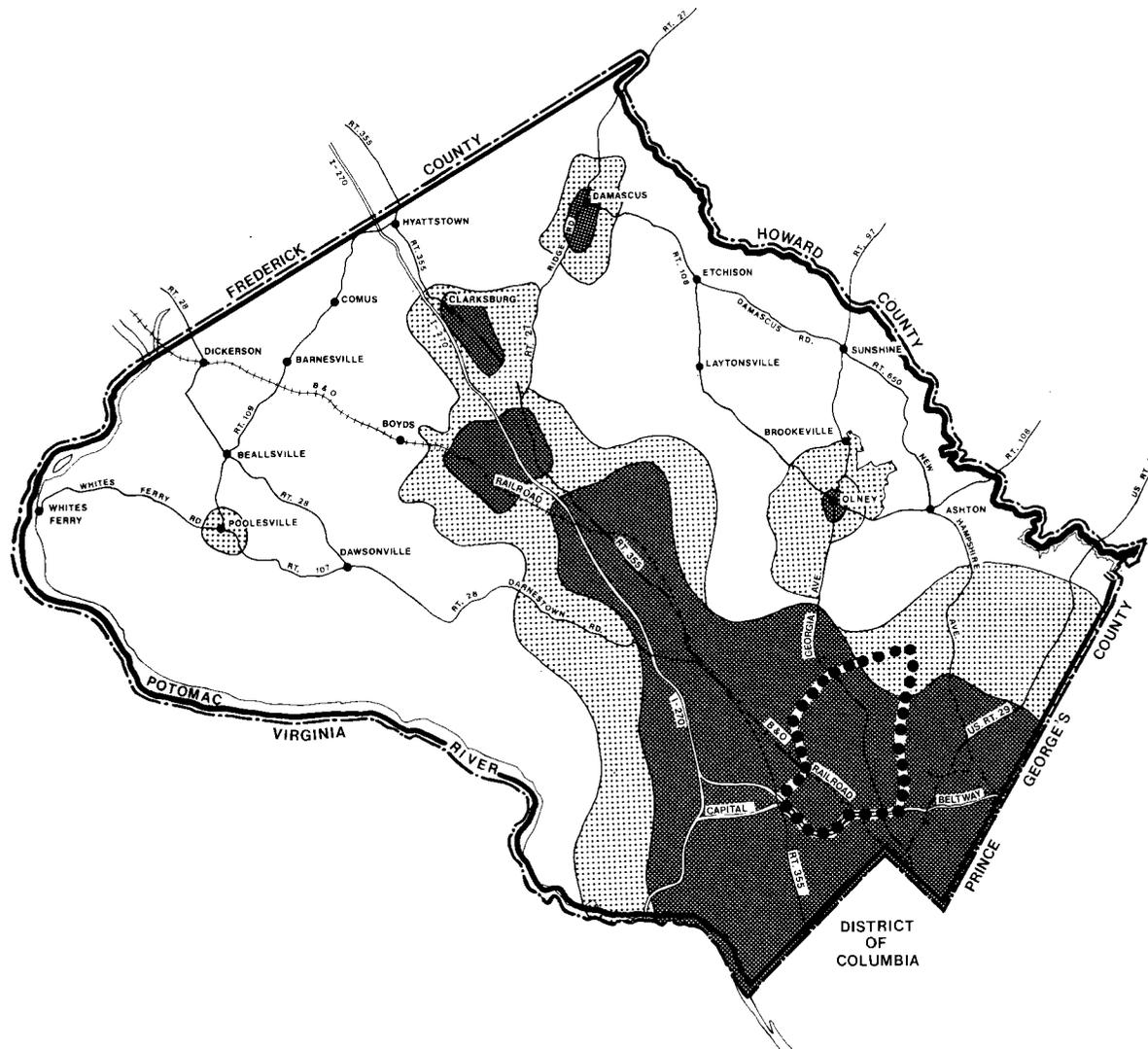


Illustration 3-1

The Maryland-National Capital Park & Planning Commission

Sector Plan Linkage

The purpose of this Plan amendment is to consider land use and related issues in those portions of the planning area that have not been addressed since the 1959 *Kensington-Wheaton Master Plan* and the 1961 *Upper Northwest Branch Watershed Zoning and Highway Plan*. With one exception, the areas within more recent sector plans were not examined in this Plan. The sector plan areas are the town of Kensington and Vicinity, the Wheaton Central Business District, the Forest Glen and Glenmont Transit Impact Areas, and Capitol View and Vicinity.



The most recent of these plans is *Capitol View*, which serves as an example of an earlier attempt to provide a mechanism to establish and preserve community identity, maintain the low density residential character, and "attain a harmonious relationship and balance between the natural and man-made environment." Its recommendations remain current; the Plan, in fact, serves as one of several guides to master plan development in established communities. The Capitol View Land Use Plan is reproduced as Illustration 3-2.

Sector plans for Wheaton, Glenmont, and Forest Glen were developed in 1978 in anticipation of the impacts of and demands generated by the extension of Metro's Red Line and location of stations in those communities. The plans were expected to cover a period from six to ten years, or several years after the opening of each Metro station. The opening of Metro and the realization of development and changes anticipated by the sector plans were viewed as the trigger that would cause the re-analysis of the sector plans. Extension of Metro to Forest Glen and Wheaton has been delayed past the 1984 date envisioned in the plans, with an opening in 1990 now projected. As a result, the bulk of anticipated land use changes have not yet taken place. Generally, the sector plans are considered to be current and representative of present County policy, although re-examination of the *Wheaton Sector Plan* is currently under way.

At the time they were prepared, the three transit area impact plans recognized the difficulty of the task of using the then 19-year-old *Kensington-Wheaton Master Plan* as a foundation upon which to build detailed, parcel-based sector plan recommendations. Aside from the pending extension of Metro, much of the existing development within the Wheaton and Glenmont business areas, as well as in the town of Kensington, is a direct result of the retail and service demands generated by the surrounding residential communities. This demand has been facilitated by the relatively convenient access afforded by the highway network.

The Concept Plan for the Wheaton CBD, reproduced as Illustration 3-3, specifically proposes the concentration of development within a high intensity core, rather than allowing development to sprawl over a larger area. A Metro "core" area is defined and delineated, within which the Plan proposes the intensification of high density uses, including "retail development scaled to serve the surrounding population." A "marketplace" area is also defined to serve as the "traditional retail area in Wheaton." In addition, the Plan recom-

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Capitol View Sector Plan Land Use Plan

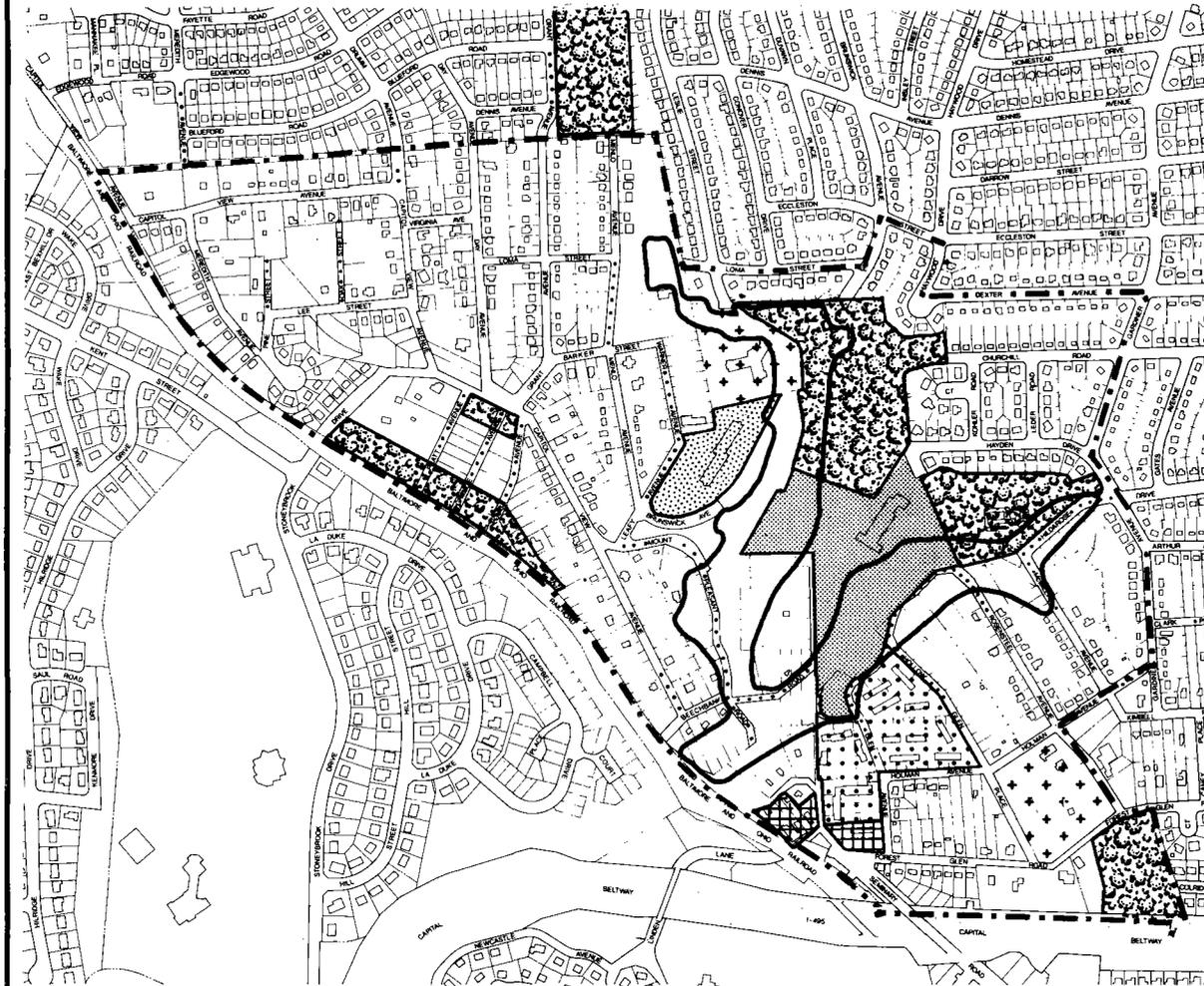
July 1982

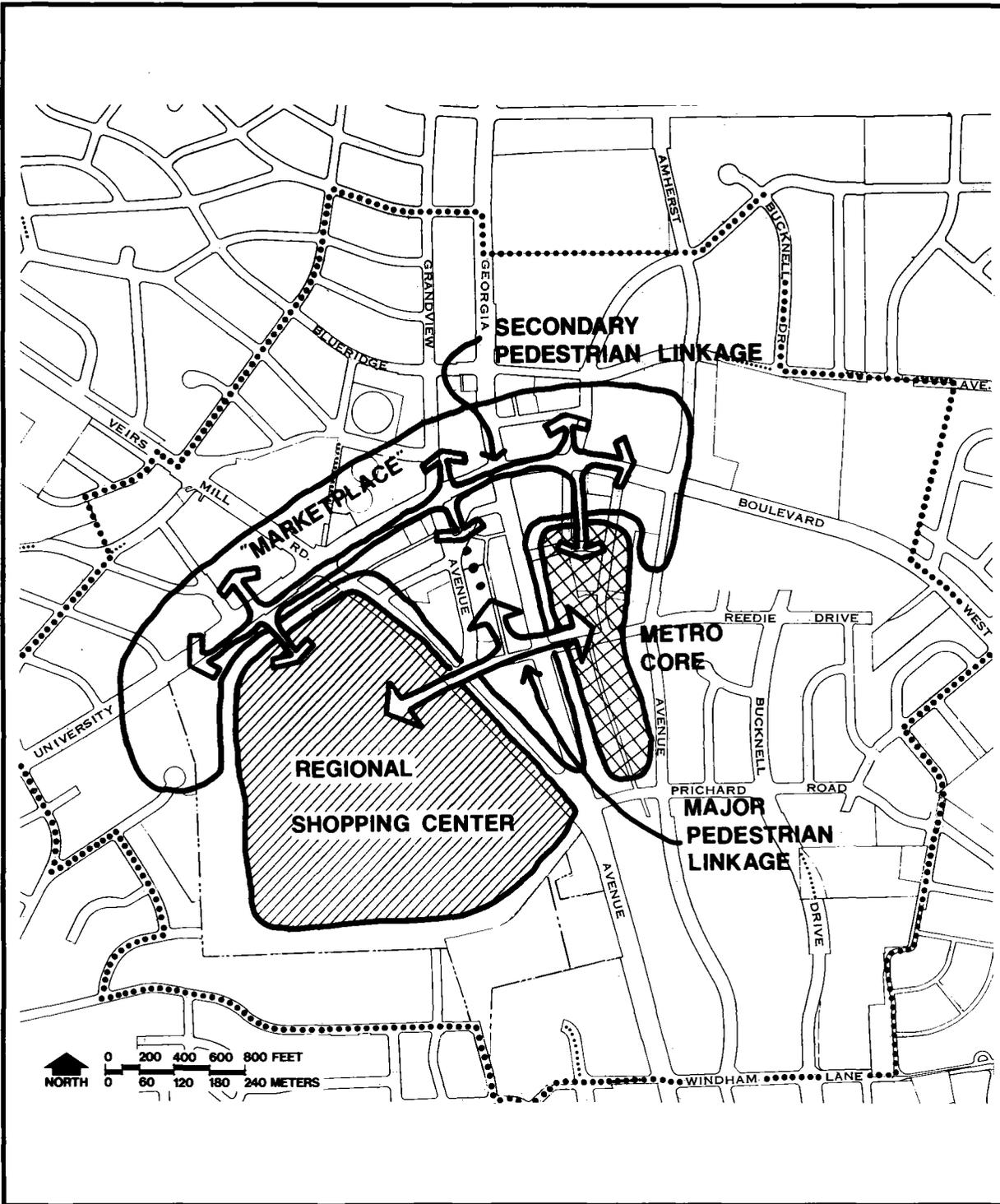
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HOUSING FOR THE ELDERLY
-  COMMERCIAL
-  PARK, RECREATION & OPEN SPACE
-  CONSERVATION AREA
-  PUBLIC
-  QUASI-PUBLIC
-  SECTOR PLAN BOUNDARY

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
CAPITOL VIEW AND VICINITY

Illustration 3-2

 The Maryland-National Capital Park & Planning Commission





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*Master Plan for
the Communities of
Kensington Wheaton*
Montgomery County, Maryland

*Wheaton Sector Plan
Concept Plan*

July 1978

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
WHEATON CENTRAL BUSINESS DISTRICT AND VICINITY

Illustration 3-3

The Maryland-National Capital Park & Planning Commission

mends that firm limits be established for the Wheaton Central Business District to "stabilize adjacent residential areas and protect them from commercial encroachment and undesirable speculation." The Wheaton CBD Land Use Plan is a more precise rendering of these proposals and is shown in Illustration 3-4.

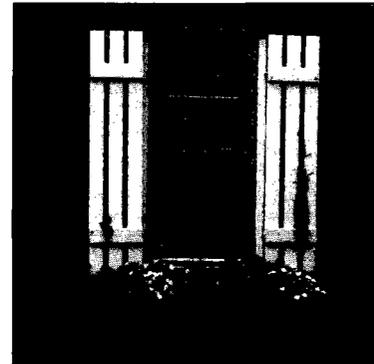
In the Glenmont Land Use and Concept Plans, Illustrations 3-5 and 3-6, even though three development intensity scenarios were considered, each was conceived to protect existing neighborhoods at the "fringe" of the Sector Plan, extending into the Master Plan area. Similarly, the Forest Glen Concept and Land Use Plans, Illustrations 3-7 and 3-8, emphasize the goal of protecting existing, stable communities. That plan limits new development to vacant parcels and attempts to discourage redevelopment of properties now improved with sound structures. In each sector plan, the boundaries have been drawn sufficiently large enough to accommodate a full range of uses and transition to protect the adjoining residential areas. The Town of Kensington Land Use and Concept Plans, Illustrations 3-9 and 3-10, employ the same principle, with similar results.

While the decision to exclude the sector plan areas from this Plan and focus on the surrounding residential community is a sound one, it is important not to lose sight of the relationship between the land uses within the sector plan areas and those within the residential communities in the Master Plan. It is the presence of the sector plan areas that has helped give the communities of Kensington-Wheaton their identity and contributed to the overall quality of life of those living in the planning area. There are no signposts alerting motorists or residents when sector plan boundaries are crossed. The overall objective remains the linkage of neighborhoods and commercial areas through the use of the common framework of parallel design treatment.

This Plan emphasizes the preservation of the Kensington-Wheaton residential communities and the importance of protection of those

communities from the effects of nonresidential activities located inside and outside sector plan boundaries. As stated earlier, one principal method of implementing this policy was to size the sector plan areas sufficiently large to provide a buffer from the effects of

commercial activity. At the same time, this Plan seeks to improve the relationship between residential communities and commercial areas not located within sector plan boundaries.



This Plan does not address issues in the sector plan areas, except in one exceptional case where circumstances called for land use recommendations.

Goals and Objectives

Land Use and Zoning

- To protect and stabilize the extent, location, and character of existing residential and commercial land uses.
- To maintain the well established low- to medium-density residential character which prevails over most of the planning area.
- To ensure that zoning and land use recommendations for sites which have a potential for future development are consistent with the goals of land use stabilization and compatibility with nearby existing development.
- To preserve the identity of residential areas along major highway corridors, to soften the impact of major highways on adjacent homes and to strengthen the distinction between commercial and residential uses.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Wheaton Sector Plan Land Use Plan

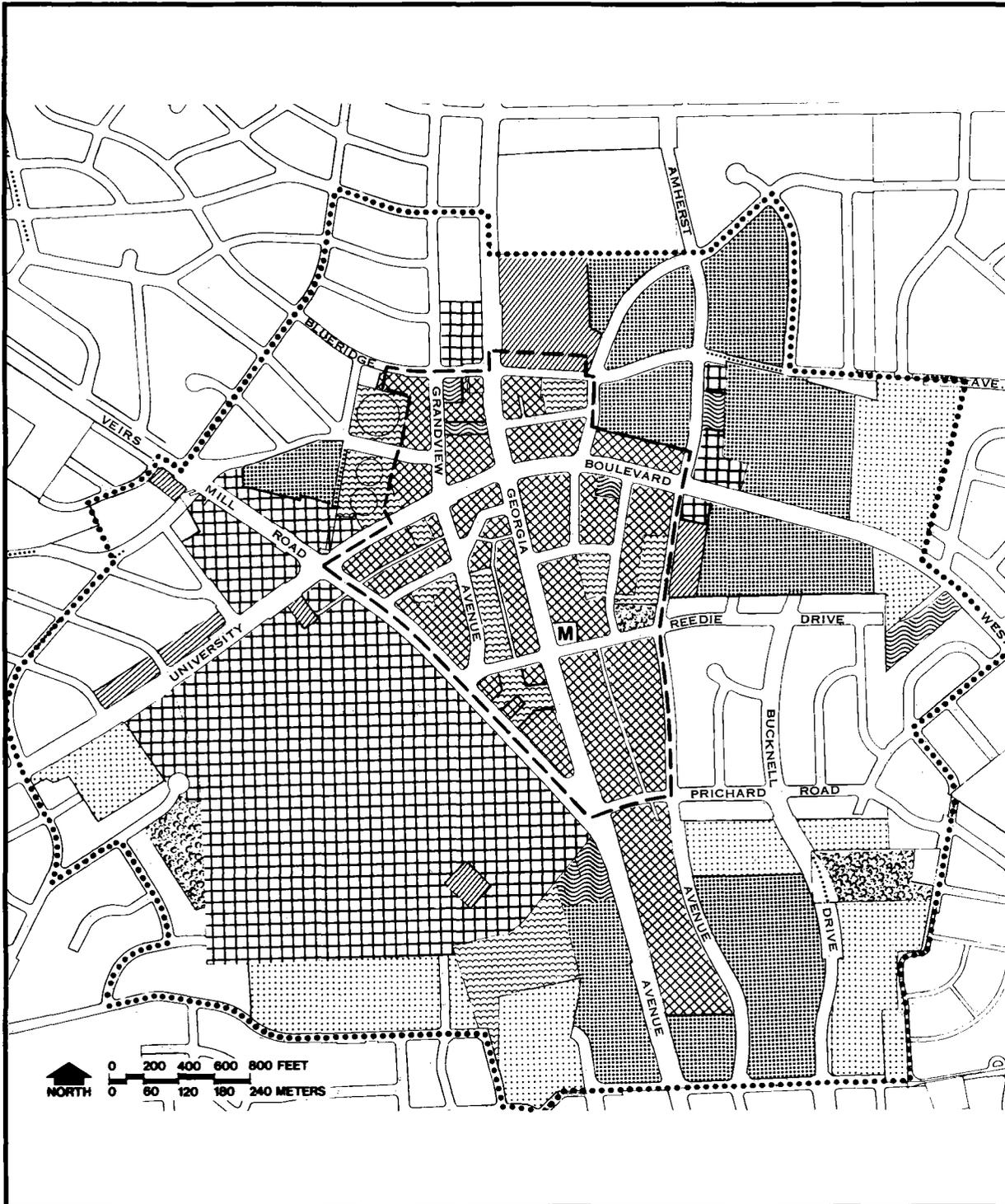
July 1978

- SECTOR PLAN BOUNDARY
- - - PROPOSED CBD BOUNDARY
- RESIDENTIAL LOW
- ▤ RESIDENTIAL MEDIUM
- ▥ RESIDENTIAL MEDIUM / HIGH
- ▧ MIXED USE
- ▨ OFFICE
- ▩ GENERAL COMMERCIAL
- PARKS & RECREATION
- ▬ PUBLIC
- ▭ SEMI-PUBLIC

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
WHEATON CENTRAL BUSINESS DISTRICT AND VICINITY

Illustration 3-4

The Maryland-National Capital Park & Planning Commission

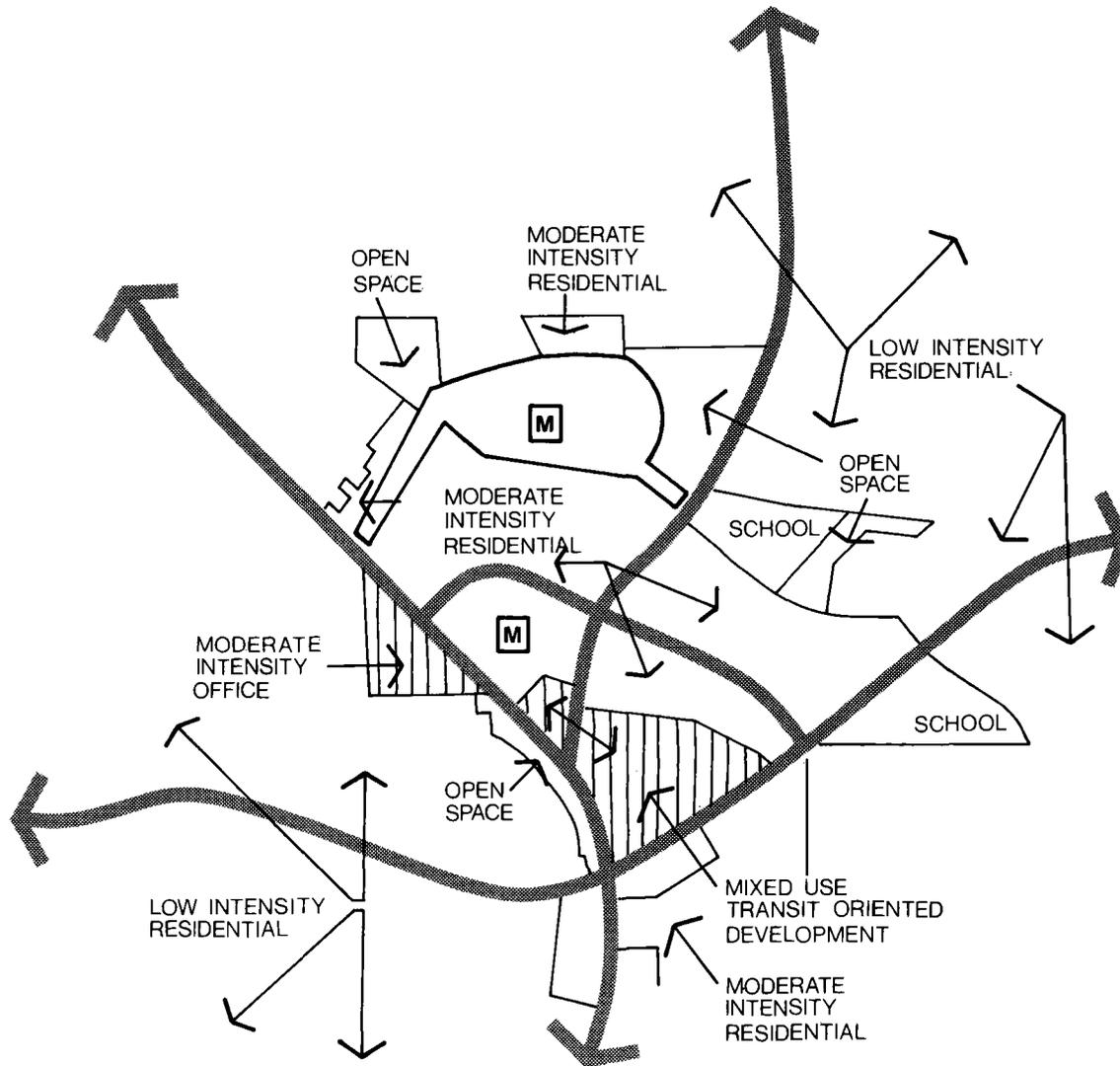


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***Master Plan for
the Communities of
Kensington Wheaton***
Montgomery County, Maryland

***Glenmont Sector Plan
High Land Development
Alternative***

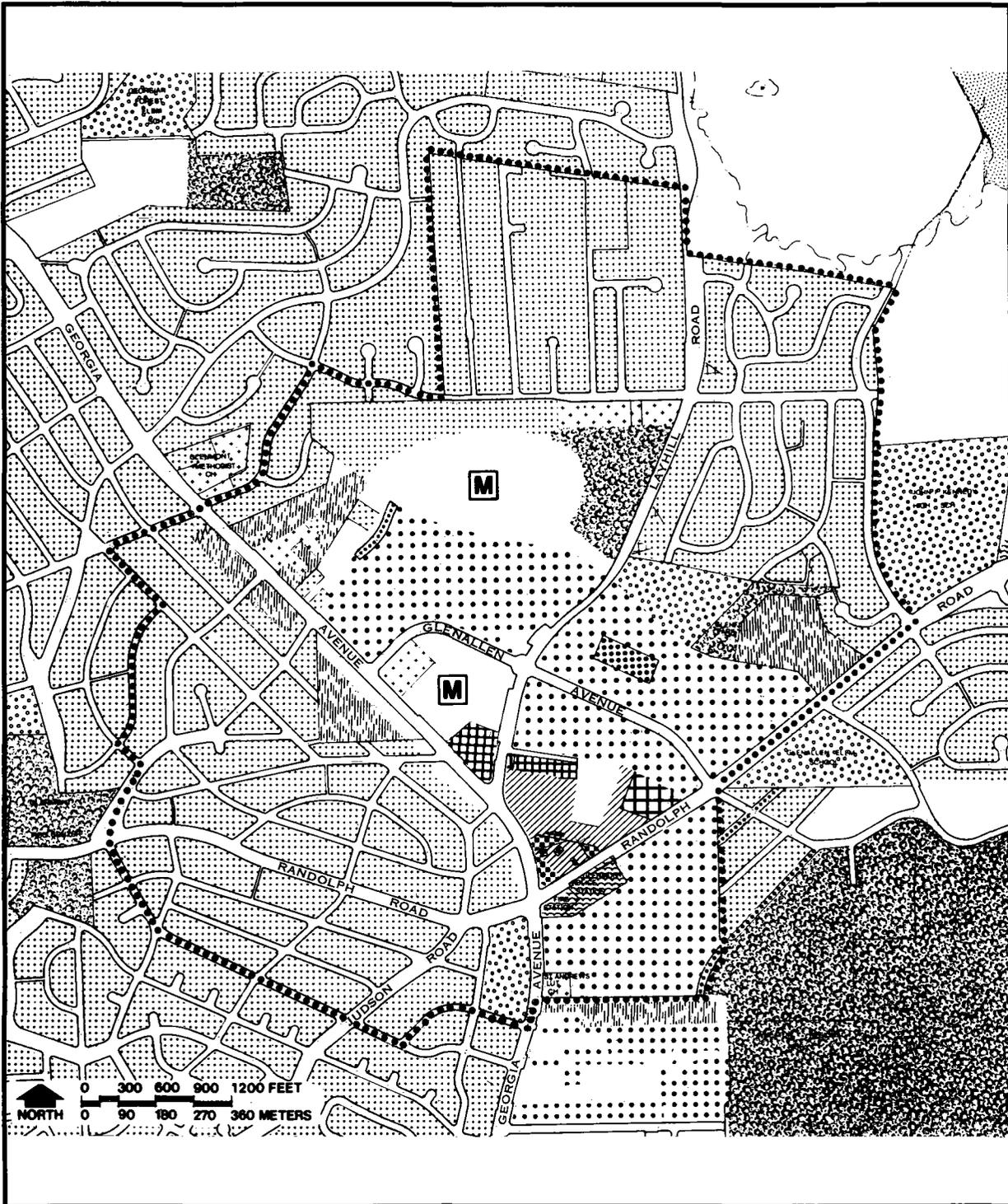
July 1978



SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
GLENMONT TRANSIT IMPACT AREA AND VICINITY

Illustration 3-5

The Maryland-National Capital Park & Planning Commission



KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Glenmont Sector Plan Land Use Plan

July 1978

..... SECTOR PLAN BOUNDARY

RESIDENTIAL		COMMERCIAL	
	SINGLE-FAMILY		CONVENIENCE
	DUPLEX		GENERAL
	TOWNHOUSE		OFFICE
	APARTMENT (1-4 FLS.)		AUTOMOTIVE RELATED
	APARTMENT (OVER 4 FLS.)		PARKING
PUBLIC & QUASI-PUBLIC			
	PUBLIC PARK		HEALTH CARE
	PUBLIC SCHOOL		COUNTRY CLUB
	RELIGIOUS & OTHER		UTILITY
	PRIVATE SCHOOL		VACANT
	GOVERNMENTAL		

..... DEDICATED STREET-
NOT CONSTRUCTED

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
GLENMONT TRANSIT IMPACT AREA AND VICINITY

Illustration 3-6

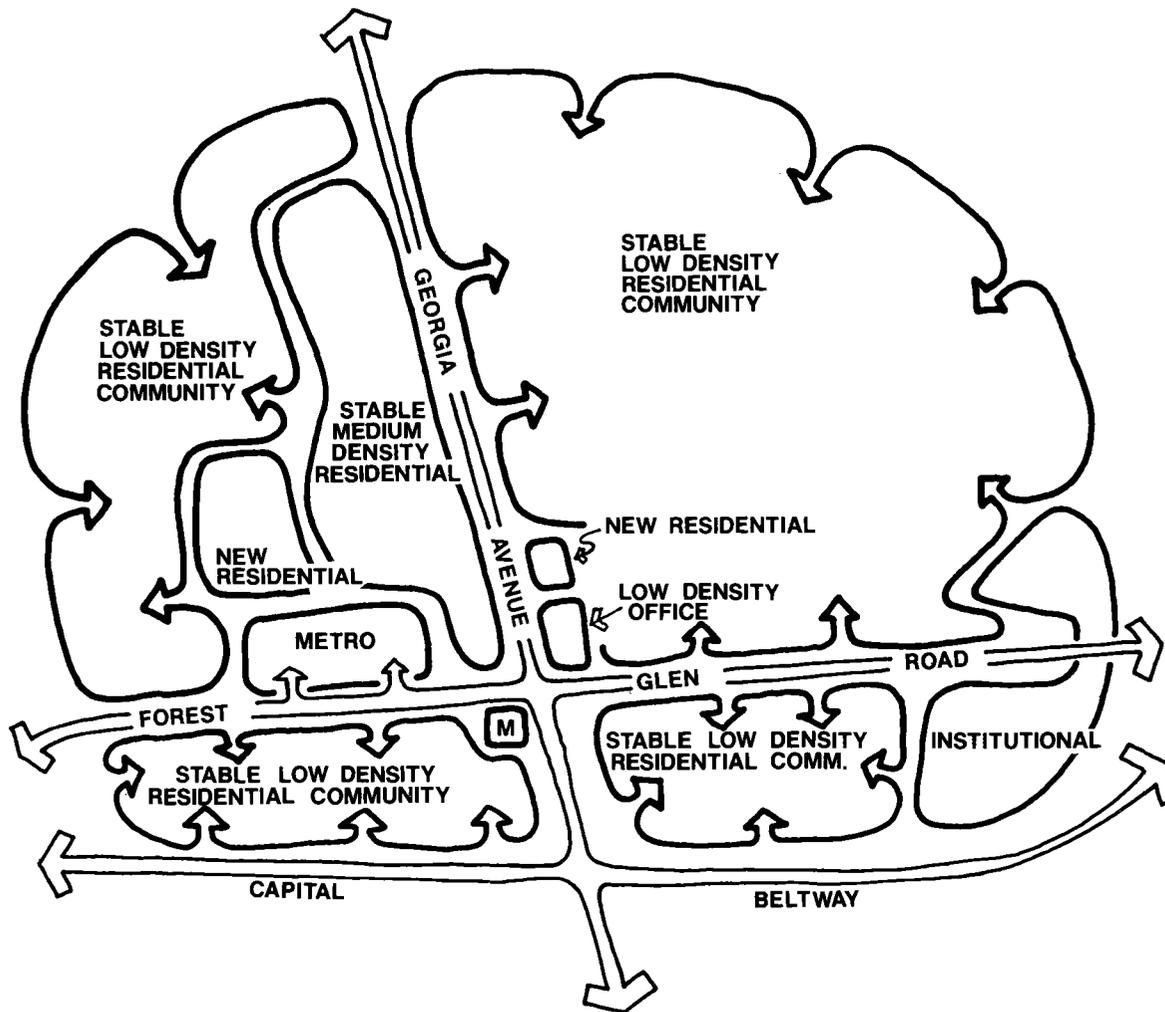
The Maryland-National Capital Park & Planning Commission

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**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland

*Forest Glen Sector Plan
Development Concept*

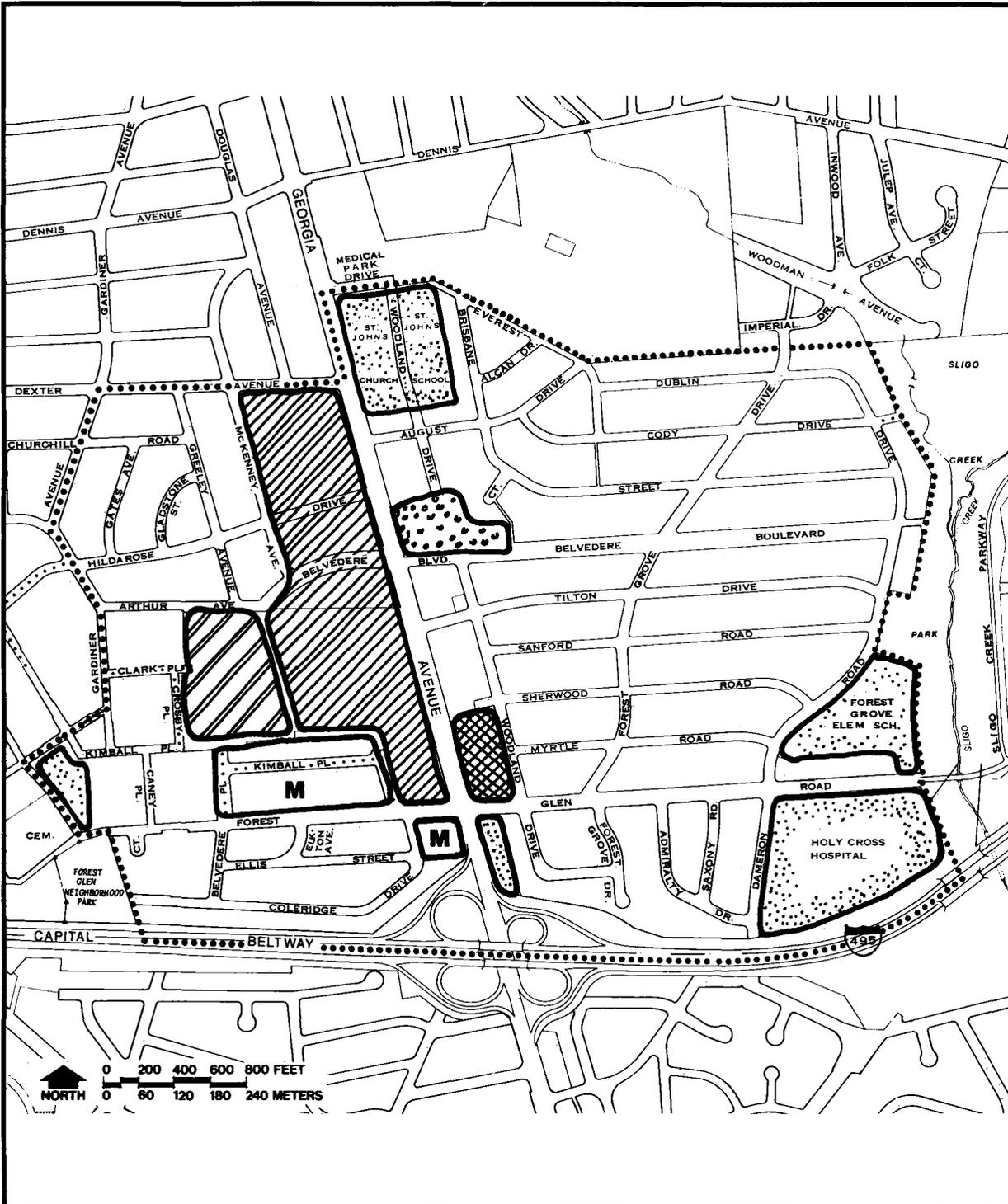
July 1978



SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
FOREST GLEN TRANSIT IMPACT AREA AND VICINITY

Illustration 3-7

The Maryland-National Capital Park & Planning Commission



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**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland

**Forest Glen Sector Plan
Land Use Plan**

July 1978

- SECTOR PLAN BOUNDARY
- [] LOW DENSITY RESIDENTIAL
- [/] LOW/MED. DENSITY RESIDENTIAL
- [\] MED. DENSITY RESIDENTIAL
- [X] OFFICE
- [.] PARK AND OPEN SPACE
- [*] PUBLIC AND SEMI-PUBLIC
- [M] METRO

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR FOREST GLEN TRANSIT IMPACT AREA AND VICINITY

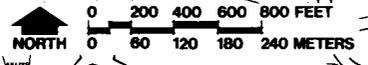


Illustration 3-8

The Maryland-National Capital Park & Planning Commission

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*Master Plan for
the Communities of
Kensington Wheaton*
Montgomery County, Maryland

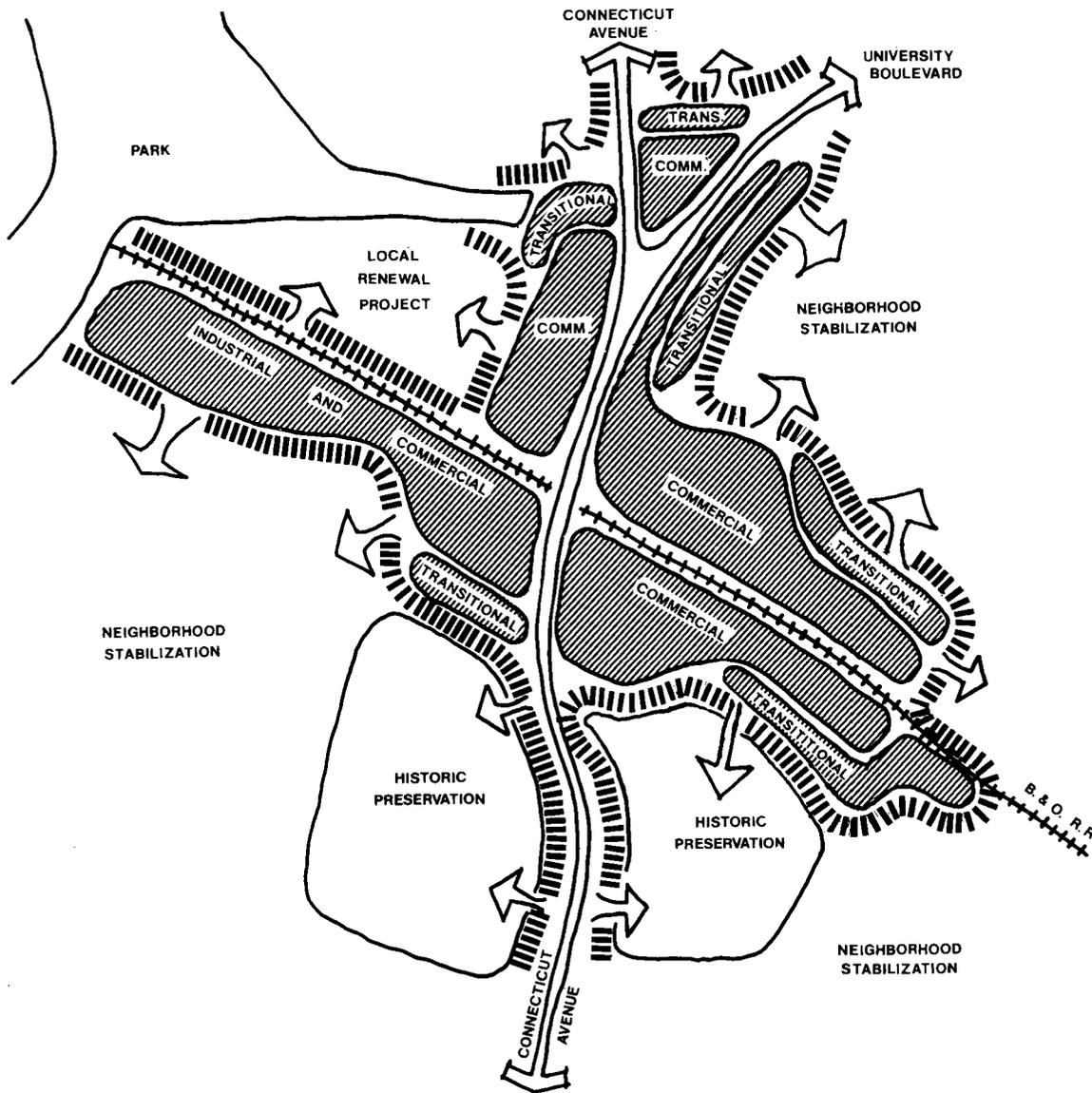
*Kensington Sector Plan
Concept Plan*

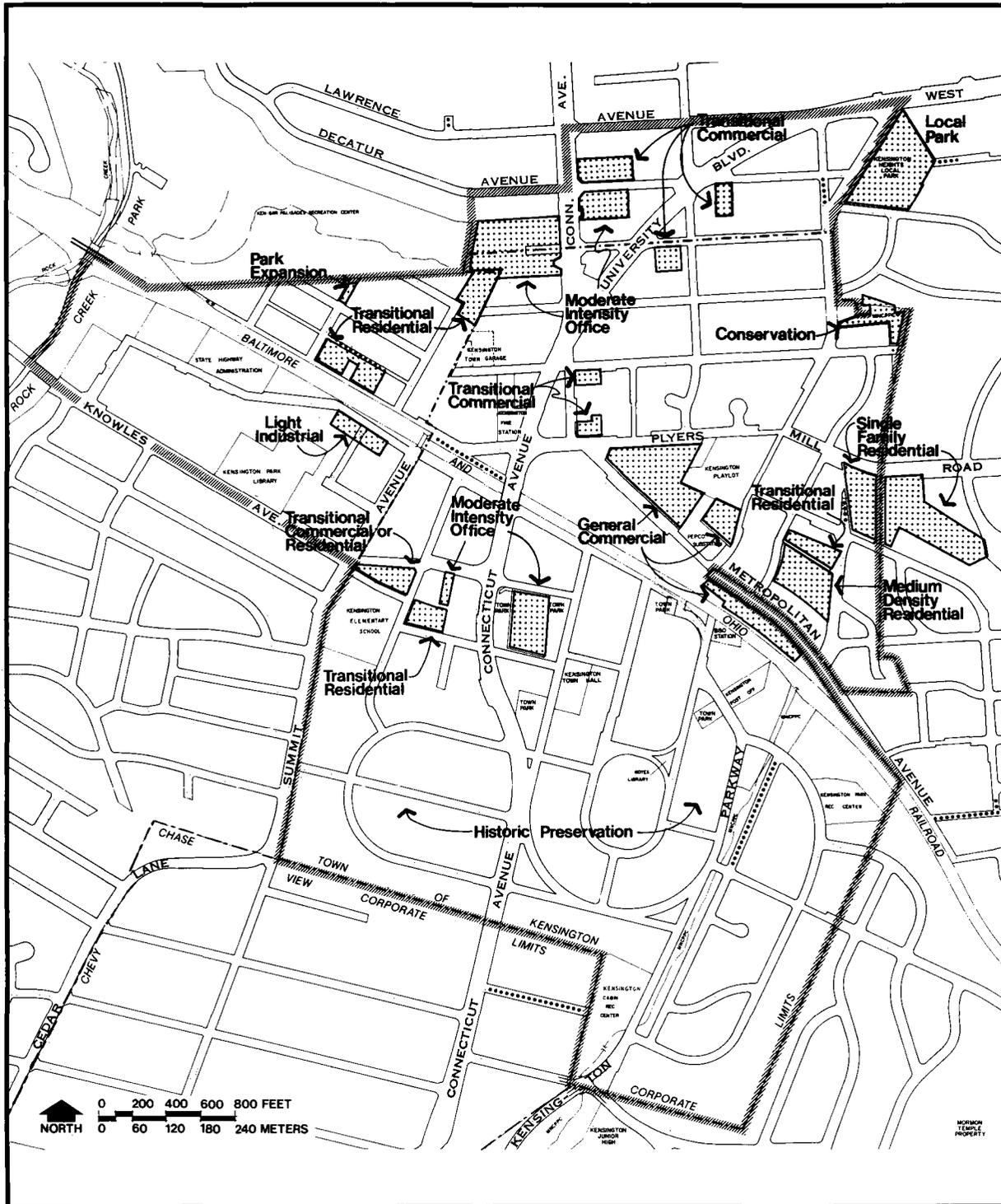
May 1978

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR
THE TOWN OF KENSINGTON AND VICINITY

Illustration 3-9

The Maryland-National Capital Park & Planning Commission





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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Kensington Sector Plan Land Use Plan

May 1978

▨ SECTOR PLAN BOUNDARY

--- TOWN OF KENSINGTON BOUNDARY

NOTES:

1. Except where indicated above, existing land use to remain the same. Development of infill single-family homes permitted on vacant lots. Development of infill commercial permitted on vacant commercially zoned lots.
2. The location for proposed commuter parking has not been resolved. Four commuter parking sites on the north side of the railroad are under study. One of these or possibly some other site on the north side of the railroad may ultimately be selected.

SOURCE: APPROVED AND ADOPTED SECTOR PLAN FOR THE TOWN OF KENSINGTON AND VICINITY

Illustration 3-10

The Maryland-National Capital Park & Planning Commission

- To re-establish vibrant and attractive commercial centers at the intersection of Veirs Mill and Randolph Roads in a manner compatible with adjacent residential communities.

Transportation and Mobility

- To establish a balance between the area's planned transportation system and its total planned development.
- To establish a transit system in the Kensington-Wheaton area which provides a mixture of rapid, intermediate, and feeder transit services that will be an effective alternative to driving.
- To provide a sidewalk and trail network that adequately serves both the transportation and recreation needs for



pedestrians and bikers in the Kensington-Wheaton area.

Community Facilities

- To acquire and maintain a high quality park system of natural areas, open spaces, and recreation facilities.
- To provide the operating public school facilities necessary to sustain high quality educational programs.
- To promote compatibility between surrounding land uses and the reuse of closed public schools.
- To promote greater child day care, elderly housing and disabled accessibility opportunities through appropriate land use recommendations and policies.

Environment

- To protect water quality of streams and to prevent erosion and flood damage in the Kensington-Wheaton area through appropriate land use recommendations and associated policies.
- To promote conservation of selected areas in their natural, undeveloped state with active recreation usage in some instances.

Chapter Four

LAND USE AND ZONING PLAN

Land Use Plan

Land Use Plan

Land Use Plan: Critical Parcels and Areas

Recommendations on the Most Critical Parcels and Areas

Green Corridors Policy

Commercial Revitalization

Existing land use has developed in response to Kensington-Wheaton's strategic location within the County and region. Focusing on the predominantly residential parts of Kensington-Wheaton, this Master Plan encourages the protection, stabilization, and continuation of current land use patterns.

Kensington-Wheaton is almost completely built out, and it possesses many characteristics of other "mature areas." These characteristics consist mainly of:

- A limited amount of vacant and redevelopable land remaining.
- A limited capacity of existing roads to accommodate present and future traffic volumes.

- An established character and density of development.

Housing accounts for most land use in the Kensington-Wheaton planning area. This use is characterized by a wide variety of housing types, from detached homes on large and small lots to townhouses and garden apartments within the sector plan areas. In terms of lifestyle preference and affordability, this housing stock serves the residents of the area well. Except in the sector plan areas, commercial uses in the planning area are limited in their extent and have shown very little tendency for recent growth. The commercial and service opportunities provided in the areas now covered by the sector plans and the commercial uses at Veirs Mill and Randolph Roads are sufficient to accommodate the needs of the community for the foreseeable future. Therefore, no additional commercial uses are needed within the area covered by this Plan.

It is recognized that the planning area is at a crucial location within the older, urbanized part of the County, located between the I-270 and US 29 corridors. (See Figure 3-1, General Plan Concept, and associated discussion on "wedges and corridors.") This Plan adopts a strategy that will balance the planning area's high transportation accessibility with the vulnerability created by its position within the region. The accessibility attributed to the planning area's location at the terminus of the Metro system and at the juncture of numerous regional highway facilities exacerbates the area's sensitivity to pressures for more intensive development and conversion to non-residential uses.

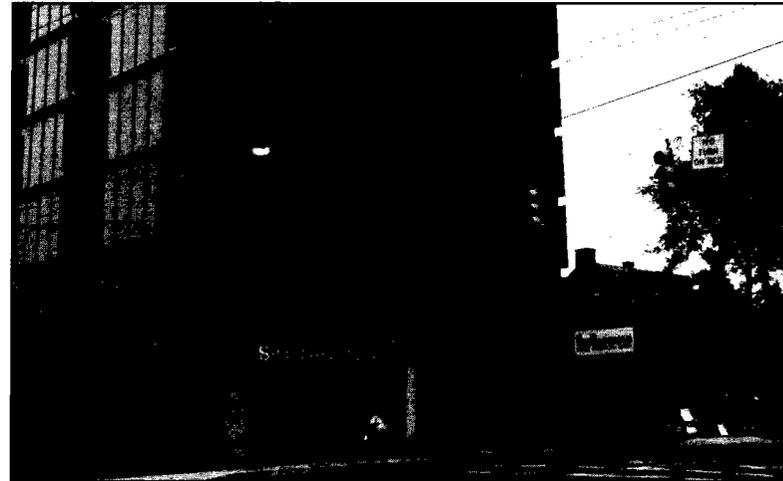
It is standard practice in all master plans adopted in Montgomery County since 1971 to designate a base "Euclidean" zone for every parcel and to indicate for some parcels an appropriate floating zone, which allows somewhat different development and sets a higher limit on the intensity of development than the base zone. Euclidean zones contain rigid requirements, such as lot size, setbacks, and height limits. Except when developed under the cluster option, the entire land area will be divided into approximately equal size lots.

Euclidean zones may be applied to an entire area by the County Council in a comprehensive rezoning following a master plan study. Piecemeal requests for Euclidean rezonings may be granted only upon a showing that there has been a change in the character of the neighborhood since the last comprehensive rezoning or there was a mistake in that comprehensive rezoning.

Floating zones have more flexible development standards, but they may be approved by the County Council only upon a finding that the development will be compatible with surrounding land uses and is in accord with the purpose clause of the zone. In all floating zones, development can only occur in accordance with a detailed site plan approved by the Planning Board.

The practice of following a master plan with a comprehensive rezoning through a sectional map amendment is a safeguard against piecemeal Euclidean rezonings which could, themselves, establish a precedent for even more rezonings. The comprehensive rezoning establishes the base against which "change or mistake" will be measured. Since the comprehensive rezoning conforms to the master plan, and floating zones cannot be considered changes in the character of the neighborhood, there is a strong safeguard against future Euclidean rezoning. This is an important element in assuring the stability of the area.

As noted earlier, this Plan does not address land use issues within



sector plan boundaries except in one case where changes unforeseen in the original sector plan have occurred. In this instance, a land use and zoning recommendation is made within the Kensington Sector Plan boundary (see Critical Area No. 16).

Objectives

To protect and stabilize the extent, location, and character of existing residential and commercial land uses.

To maintain the well established low- to medium-density residential character which prevails over most of the planning area.

Policies

Retain and reconfirm existing zoning for all undeveloped or underdeveloped land in the Kensington-Wheaton planning area, except for those individual parcels or groups of parcels recommended for a change by this Plan.

Maintain a range of housing types and prices throughout the planning area.

Implementation

After adoption of this Master Plan, the Planning Board will file a sectional map amendment to implement the base zoning recommendations of the Plan. The County Council will act on the sectional map amendment following an advertised public hearing.

Land Use Plan: Critical Parcels and Areas

As a general rule, development on vacant or redevelopable parcels surrounded by fully developed parcels is often preferable to similar development at the fringe areas of the County. It produces a more compact urbanized area that is more easily served by existing public infrastructure and amenities.

Undeveloped properties in long-established areas such as Kensington-Wheaton are that way for a variety of reasons. These include environmental or physical development constraints, poor access or visibility, complex or unresolved ownership problems, or decisions to hold the land as a speculative investment. Some of these constraints have been removed or have diminished, but others, such as environmental sensitivity or poor access, continue. Environmental and physical conditions are major constraints in deciding on the developability of a site. This Plan recognized these factors in its examination of "infill" development potential.

In looking at "infill" development potential, this Plan has identified all sites that appear to have a potential for future development and considered the kind of zoning and land use that would be consistent with the goals of land use stabilization and compatibility. Sites

with infill development potential were those which were vacant or considered to be underdeveloped, as well as certain "critical" areas or groups of parcels where the current zoning is inconsistent with a stable and compatible land use pattern. Examples of underdeveloped sites are larger-than-normal parcels with some subdivision potential, even though they presently contain some development, and large tracts on which there is a use that may not prove viable during the life of this Plan. Even though the planning area contains over a thousand vacant and redevelopable pieces of land, this Plan considers only sites where the pressure for land use and zoning changes would be greatest, or sites where an alternate land use or zoning category would provide greater land use stability and compatibility with the surrounding neighborhood. In general, only sites above about an acre and a half were considered to be in this category. Smaller sites were considered: (1) if they were contiguous to other vacant or redevelopable parcels and could be assembled to a suitable size, (2) if they were in predominantly non-residential areas, or (3) if they were in areas in transition toward non-residential or higher density residential uses.

All of the individual parcels and groups of parcels investigated during this process are shown on Illustration 4-1. The parcels and areas on which some comment or recommended changes were made are listed in Table 4-1. Those parcels and areas on which no changes were recommended or no comments were made because of a subdivision action or some other reason are listed in "Appendix C." Those considered most critical, in terms of the need for a change in zoning or land use, are discussed in detail, with accompanying maps, in the section entitled, "Recommendations on the Most Critical Parcels and Areas."

The analysis of parcels and areas which are subject to redevelopment pressures revealed little justification for changes in land use or zoning, except in a limited number of cases. Therefore, this Plan recommends retention and reconfirmation of existing zoning for all

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Parcels and Areas Reviewed by This Plan

..... PLANNING AREA BOUNDARY

● PARCELS AND AREAS WITH
RECOMMENDED CHANGES
(SEE TABLE 4-1)

◐ PARCELS AND AREAS WITH NO
COMMENTS OR RECOMMENDED
CHANGES (SEE APPENDIX "C")

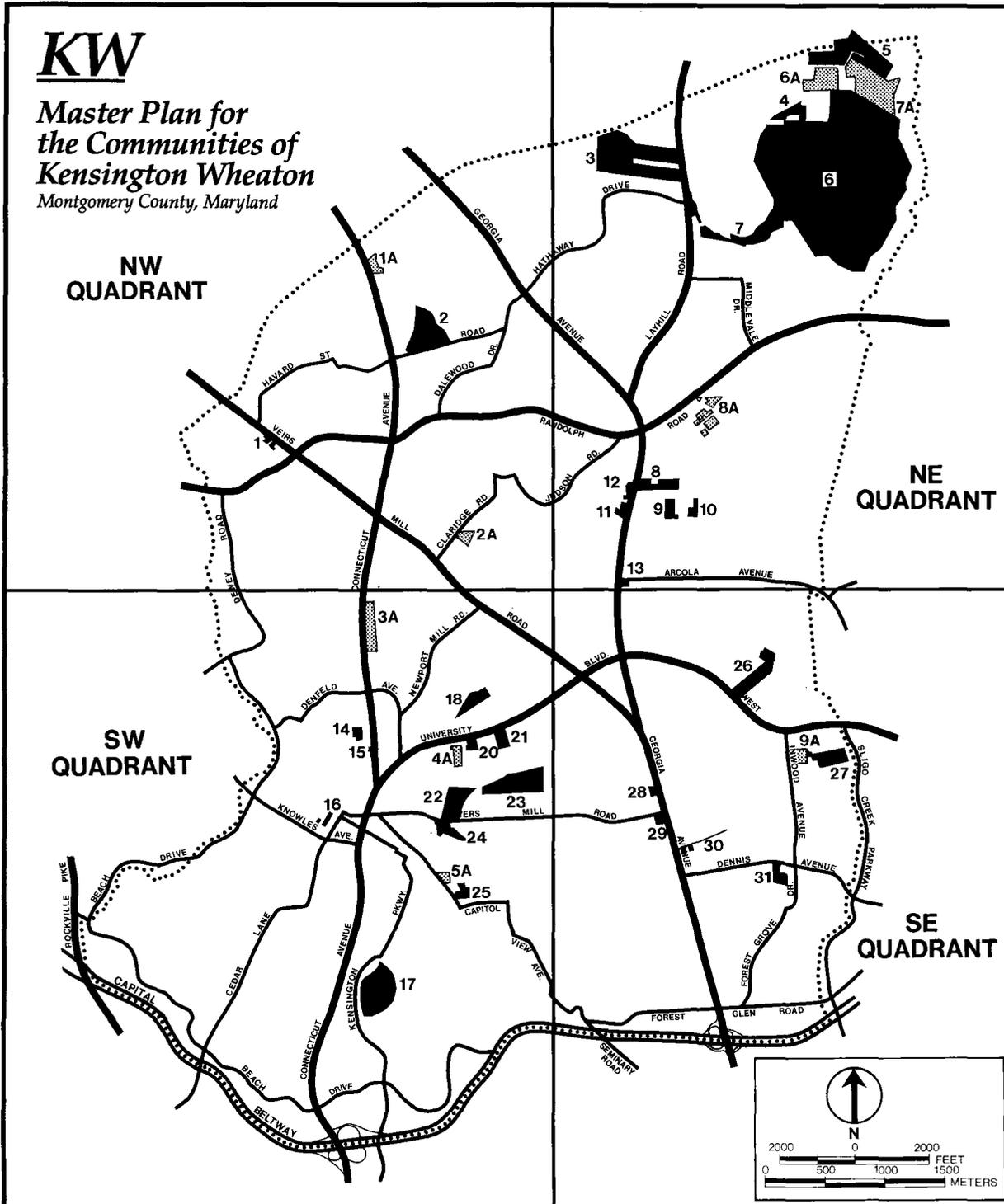


Illustration 4-1

The Maryland-National Capital Park & Planning Commission

TABLE 4-1

PARCEL AND AREAS WITH RECOMMENDED CHANGES
Kensington-Wheaton Planning Area, 1986-1988

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations
1.	Veirs Mill & Gridley Roads	Block Q Lots 12-16	.73 acres	Parking Lot	C-T	C-T	Site plan (#8-88009) for bank approved by the Planning Board on March 17, 1988.
2.	Goodhill Road & Weller Road	Parcel 59	20.26 acres	Belt Jr. High School	R-60	R-60	See text under "Public Schools," Chapter 6.
3.	Layhill Road and Fargrove Lane	Parcel 834	10.44 acres	Barrie Day School Camp	R-200	R-90	See text under "Most Critical Parcels and Areas."
		Parcel 870	6.33 acres	"	R-90	R-90	"
		Parcel 875	3.93 acres	"	R-90	R-90	"
		Parcel 941	13.38 acres	"	R-200	R-90	"
		Parcel 978	6.00 acres	"	R-200	R-90	"
		Parcel B	4.00 acres	"	R-90	R-90	"
		Parcel 12	5.00 acres	Buddhist Association of Washington	R-90	R-90	"
4.	Alderton Road near Atwood Road	Parcel 526	2.65 acres	Vacant	R-200	R-200	See text under "Most Critical Parcels and Areas."
		Parcel 582	1.00 acre	"	"	"	"
		Parcel 605	2.00 acres	Single-Family House	"	"	"
5.	Alderton Road & Rockville Facility Right-of-Way	Parcel N106	3.15 acres	Vacant	R-200	R-200	See text under "Most Critical Parcels and Areas."
		Parcel N134	8.26 acres	"	"	"	"
		Parcel N195	6.07 acres	"	"	"	"
		Parcel N223	9.97 acres	"	"	"	"
6.	Indian Spring Country Club Drive	Parcel 180	95.40 acres	Indian Spring Country Club	R-200	R-200	See text under "Most Critical Parcels and Areas"
		Parcel 772	83.00 acres	"	"	"	"
		Parcel 805	126.88 acres	"	"	"	"

(Table 4-1 Continued)

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations
7.	Middlebridge Drive	Block A & C Miscellaneous pieces of land created by stream meanders	Unknown	Park	R-200	R-90	See text under "Proposed Zoning", "Minor Technical Issues", Chapter 4.
8.	Georgia Avenue and Jones Lane	Parcel 3	.40 acres	Vacant	R-90	R-90, TDR 12-15	See text under "Most Critical Parcels and Areas."
		Parcel 43	.63 acres	Single-Family House	"	"	"
		Parcel 45	.31 acres	"	"	"	"
		Parcel 47	.64 acres	"	"	"	"
		Parcel 50	.52 acres	Vacant	"	"	"
		Parcel 60	3.07 acres	"	"	"	"
		Parcel 65	.60 acres	"	"	"	"
		Parcel 67	.50 acres	"	"	"	"
9.	Shorefield Road	Parcel 206	3.46 acres	Vacant	R-90	RT-8	See text under "Most Critical Parcels and Areas."
10.	Shorefield Road at Wheaton Regional Park & Hallstead Street	Block 1-B Lots 13-16	Total Size 2.00 acres (.50 acres ea.)	Vacant	R-90	R-90	See text under "Most Critical Parcels and Areas."
11.	Georgia Avenue & Weisman Road & Grandview Avenue near Weisman Road	Block A Lots 4 & 5	.46 acres	Vacant	R-60	C-T	See text under "Most Critical Parcels and Areas."
		Parcel 241	.42 acres	Single-Family House	R-60	R-60	"
		Parcel 242	.55 acres	"	"	"	"
		Parcel 243	.24 acres	"	"	"	"
12.	Georgia Avenue between Lindell Street & Weisman Road	Block A Parcel 1	.38 acres	Parking Lot	R-60	C-4	See text under "Most Critical Parcels and Areas."
		Parcel 2	.31 acres	Emergency Clinic	C-1	"	"
		Block A Lot 1	.61 acres	Office & retail & part of parking lot	C-1	C-4	"
		Lot 2	.21 acres	"	"	"	"
		Lot 3	.23 acres	"	"	"	"
		Lot 4	.20 acres	"	"	"	"
		Lot 5	.20 acres	Single-Family House	R-60	R-60	"

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations
13.	Georgia Avenue & Arcola Avenue	Block 5 Part of Parcel 1 Part of Parcel 2	.67 acres .50 acres	Vacant "	R-90 "	R-90 "	This site is suitable for a special exception of moderate impact. Access should be from Arcola Avenue.
14.	Wexford Drive near Connecticut Avenue	Block A Part Outlot Block 17 Parcel 719	.52 acres 1.50 acres	Vacant "	R-60 "	R-60 "	The most appropriate form of development for these two parcels would be as either single-family or as an extension to either of the two adjoining special exception uses which are an elderly housing project and a private swim club. Access should be via Connecticut Avenue if the site becomes an extension of either or both of these two uses because it is where they gain their primary access. Because of steep slopes and a drainage channel, Wexford Drive should not be completed through to Connecticut Avenue. The best access would be from Lawrence Avenue if these sites are built as single-family, but this can only occur if these parcels are combined with two vacant lots lying between them and Lawrence Avenue.
15.	Connecticut Avenue between Decatur and Lawrence Avenues	Block 10 Lot 19 Lot 1	.32 acres .17 acres	Single-Family House "	R-60 "	R-60 "	Existing zoning is confirmed in order to stabilize this area which is confronted by commercial uses and a special exception on three sides.

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations	
16.	Warfield Street between Howard & Brainard Avenues. <u>Town of Kensington Sector Plan Area</u>	Block 4						
		Lots 8-12	.77 acres	2 Single-Family Houses	R-60	C-T	See text under "Most Critical Parcels and Areas."	
		Lots 13-14	.34 acres	Vacant	I-1	C-T		
		Block 3						
		All of lot 12 and half of lot 11 (10524 Warfield St.)	.50 acres	Single-family House	I-1	"	"	
		All of lot 10 and half of lot 11 (18518 Warfield St.)	.44 acres	"	R-60	"	"	
		Parts of lots 6, 7, 8, and 9, as shown on p.96, Montgomery Co. Land Records, Book 1	.39 acres	Vacant	"	"	"	
South half of Joseph's Park	3,199 sq.ft.	"	"	"	"			
North half of Joseph's Park	2,656 sq.ft.	"	"	"	"			
17.	Kensington Parkway & Saul Road	Parcel 454	21.67 acres	Vacant (former Kensington Jr. High School)	R-60	R-60	See text under "Public Schools," Chapter 6.	
18.	Geiger Avenue and West Avenue	Parcel 452	2.48 acres	3 Single-Family Houses	R-60	R-60	The single-family detached cluster option would be appropriate if parcels of 1.5 acres or greater are assembled. A floodplain elevation will constrain development to the rear of these parcels. Access easements should be obtained along the unbuilt portions of Kensington Boulevard for a multi-use trail.	
		Parcel 470	1.87 acres	Single-Family House	"	"		
		Parcel 502	.62 acres	"	"	"		
		Parcel 556	.50 acres	"	"	"		
		Parcel 555	1.00 acres	"	"	"		

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations
19	University Boulevard to Decatur Avenue	Part of Parcel 41	2.36 acres	Single-Family House & Outbuildings	R-60	R-60	Development should respect the heavy tree cover and be set back from University Boulevard in keeping with the Green Corridors policy. Access to the site should be from an improved Decatur Street. This site is suitable for the single-family detached cluster option.
20.	University Boulevard at Findely Road and Stella Court	<u>Block 13</u> Part of Lot 43	4.29 acres	Single-Family House & Outbuildings	R-60	R-60	A deep setback from University Boulevard to provide buffer is recommended. No new access from University Boulevard should be allowed. Principal access should be from Moore Lane, which is currently a paper street that connects to Hobson Street. This site is suitable for a special exception use so long as it is compatible in scale and character with the surrounding community. It is also suitable for the single-family detached cluster option.

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations
21.	Drumm Avenue & Plyers Mill Road	Parcel 66	11.07 acres	Wholesale Nursery	R-60	R-60	Even though this site is large enough for the townhouse cluster option, it is not recommended because of incompatibility with the surrounding single-family neighborhood. Steep slope guidelines will have to be applied. Drumm Avenue may have to be built to County standards, with an easement for a multi-use trail provided in the right-of-way.
22.	McComas Avenue & Drumm Avenue	Part of: Parcels 4 & 5 Parcel 6 Parcels 7 & 9	6.39 acres 5.09 acres 7.82 acres	Single-Family House Nursing Home 2 Single-Family Houses	R-60 " "	R-60 " "	The single-family detached cluster option is preferred on these parcels because of environmental constraints, but not the townhouse option due to compatibility problems. A trail easement along McComas is needed.
23.	Plyers Mill Road, Oberon Street & Drumm Avenue	Part of: Parcels 8, 9, 25, 26	4.99 acres	Vacant	R-60	R-60	A 1986 master plan amendment designated this site as suitable for the townhouse cluster option. Adequate screening should be provided between development on this site and surrounding single-family development. Environmental limitations may prevent achievement of full density.
24.	Metropolitan View Avenue & Edgewood Road	Part of: Parcels 1, 2	1.92 acres	Single-Family House	R-60	R-60	A drainage easement through the property presents environmental problems.
25.	University Boulevard at Easecrest Drive	Parcel 379 Parcel 381	6.58 acres 5.97 acres	Vacant "	R-90 "	R-90 "	Mature trees should be preserved. Adequate pedestrian connections to the adjoining Sligo Creek Park should be provided.

No.	Location	Parcel Description	Size (Acres)	Existing Land Use	Existing Zoning	Recommended Zoning	Land Use Recommendations
26.	Wheaton Lane at Jewett Street	Parcel 834	.52 acres	Single-Family House	R-60	R-60	Should Parcel 840 redevelop on its own, or as part of a larger assemblage, part of this parcel, which abuts Sligo Creek Park, should be considered for dedication to the park to provide sufficient buffer for any further residential development that may take place on this site. Some of these parcels contain sub-standard dwellings. Thus they are candidates for redevelopment. Nevertheless, the single-family detached character of this area needs to be maintained. Therefore, the existing R-60 zoning is confirmed.
		Parcel 840	2.07 acres	Single-Family House	"	"	
		Parcel 843	1.00 acres	3 Single-Family Houses	"	"	
		Parcel 844	.25 acres	Single-Family House	"	"	
		Parcel 845	.25 acres	Single-Family House	"	"	
		Parcel 883	.47 acres	Single-Family House	"	"	
		Parcel 884	.46 acres	"	"	"	
		Parcel 888	.25 acres	"	"	"	
		Parcel 889	.25 acres	Vacant	"	"	
		Parcel 895	.05 acres	"	"	"	
		Parcel 896	1.00 acre	"	"	"	
		Parcel 898	1.00 acre	"	"	"	
		Parcel 899	.25 acres	Single-Family House	"	"	
		Outlot B, Johnson's addition to Chestnut Hill	.58 acres	Vacant	"	"	
27.	Georgia Avenue & Windham Lane	Block G	1.47 acres	WMATA Substation	O-M	R-60	See text under "Most Critical Parcels and Areas."
		Parcel A					
28.	Georgia Avenue & Plyers Mill Road	Parcel A	1.87 acres	Medical Clinic	R-60	R-60	See text under "Most Critical Parcels and Areas."
29.	Georgia Avenue at Evans Parkway	Parcel 450	.95 acres	Vacant	R-60	R-60	See text under "Most Critical Parcels and Areas."
		Parcel 500	.56 acres	"	"	"	
		Parcels 1, 2, 3	.75 acres	"	"	"	
		4, 5		"	"	"	
		Amherst Avenue Right-of-Way		.20 acres	"	"	
30.	Dennis Avenue at Huntley Avenue	Block A	4.16 acres	Vacant part of church property	"	"	Development with minimal impact on the stormwater management facility and the homes on Woodman Avenue is recommended. This site is suitable for the single-family detached cluster option.
		Parcel 658					

undeveloped or underdeveloped land in the Kensington-Wheaton planning area, except for those individual parcels or groups of parcels recommended for a change by this Plan.

Objective

To ensure that zoning and land use recommendations for sites which have a potential for future development are consistent with the goals of land use stabilization and compatibility with nearby existing development.

Policies

Provide that all infill residential development be similar in character and compatible in density with the immediate neighborhood within which it is contained.

Where appropriate, change the zoning classification to a category more in keeping with the existing uses of the property to assure that future proposed uses would not be out of scale and character with surrounding residential development.

Maintain a range of housing types and prices throughout the planning area.

Implementation

After adoption of this Master Plan, the Planning Board will file a sectional map amendment to implement the zoning changes contained in Table 4-1. The County Council will act on the sectional map amendment following an advertised public hearing.

Table 4-1 recommends several parcels as suitable for the Cluster Development Option. The land use analysis found many parcels undeveloped as a result of environmental constraints. The cluster provisions of the zoning ordinance are intended to provide more environmentally sensitive development through flexibility of sub-

division layout. Cluster development allows for more relaxed lot size and setback requirements than development under the conventional method of subdivision and therefore can make better use of topography and other natural features. The cluster method allows the developer to achieve the same (or slightly higher) density with lots of varying shapes and sizes, some of which are smaller than would be permitted under the conventional method. Cluster development can group houses in a way that is more sensitive to topography or environmental assets and it is permitted only if it also provides common open space for the community.

The use of the cluster method is optional on the part of the developer and may be approved by the Planning Board only if the proposed development plan satisfies the stated purpose of this option. In the RE-2C, RE-1, R-200, R-150, R-90, and R-60 zones, parcels larger than five acres or recommended for cluster development in the master plan are eligible to use this option for single-family detached development. In the R-90 and R-60 zones, attached units are permitted in cluster development if the parcel is at least ten acres in size, and they are permitted on parcels at least three acres in size if recommended for townhouse cluster in the master plan.

The Moderately Priced Dwelling Unit (MPDU) law requires that MPDU's be provided in every subdivision with 50 or more residential units. The development standards for MPDU subdivisions are similar to the cluster option and permit attached units, the number being subject to Planning Board approval at the time of site plan review.

Recommendations on the Most Critical Parcels and Areas

The "critical parcels and areas" are sites where significant land use and zoning changes have been recommended by this Plan or where changes with significant impacts can occur. The recom-

mendations described below are supported by Illustrations 4-2 through 4-8, showing details on existing land use, topography, general site conditions, and zoning. Additional background information on these sites is contained in Table 4-1. The numbering system used for these sites is keyed to Table 4-1 and the map in Illustration 4-1. The land use plan is shown in Illustrations 4-9, 4-10, 4-11, and 4-12.

#3 Layhill Road and Fargrove Lane

The total size of these seven parcels is 49.08 acres. Three of these parcels are zoned R-200 but are completely surrounded by R-90 zoning. Three of them also contain the Bel Pre Stream Valley with its associated 100-year floodplain. It covers approximately 25 percent of this total area. This, in addition to steep slopes and substantial tree cover, means considerable environmental sensitivity must be exercised in the development of these sites.

The recommendation is to confirm the existing R-200 and R-90 zoning on all the parcels. The Plan designates all but Outlot B as suitable for the cluster option. An easement for a multi-use trail along the stream valley should be considered. However, it should not be requested until the environmental impact of the trail is assessed.

The area within and adjacent to the Bel Pre Creek floodplain should be designated as a conservation area. Conservation areas on private land are designated in the master plan and are implemented through the subdivision regulations. Conservation areas are unsuited for building purposes and should be left in their natural state. To encourage their use as open space, the zoning ordinance generally permits these areas to be used in calculating the permitted number of units or percent of coverage and the averaging of lot sizes. This allows the area so designated by the master plan to be used for private recreational purposes or for the rear yards of single-family dwellings.

Fargrove Lane will have to be improved to County standards if these parcels develop.

#4 Alderton Road near Atwood Road

The total size of these three parcels is 5.65 acres in the R-200 zone. The area to the west is already developed at a density of two dwelling units to the acre. Lots to the east and north have recently been created and are developing under the cluster option in the R-200 zone.

The recommendation is to continue the existing R-200 zoning, and the Plan designates as suitable for the cluster option all or any of these parcels, with such development assuring compatibility with the surrounding neighborhood.

#5 Alderton Road and Rockville Facility Right-of-Way

The total size of these four parcels is 27.45 acres in the R-200 zone. Significant portions of two parcels are in the Rockville Facility right-of-way and all of the parcels have significant environmental constraints, such as steep slopes.

The recommendation is to confirm the existing R-200 zoning, and the Plan designates as suitable for the cluster option any of these parcels, or portions thereof, which are not located in the Rockville Facility right-of-way.

#6 Indian Spring Country Club

The total size of these three parcels is 305.28 acres in the R-200 and R-90 zones. There are currently no indications that this large tract is likely to redevelop.

The recommendation is to confirm the existing R-200 and R-90 zoning. This tract should be the subject of a special study should this facility ever become available for redevelopment. Any

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Critical Parcels and Areas No. 3

Showing Existing Conditions

- PARCEL BOUNDARY
- - ZONING BOUNDARY
- ○ PROPOSED MULTI-USE TRAIL

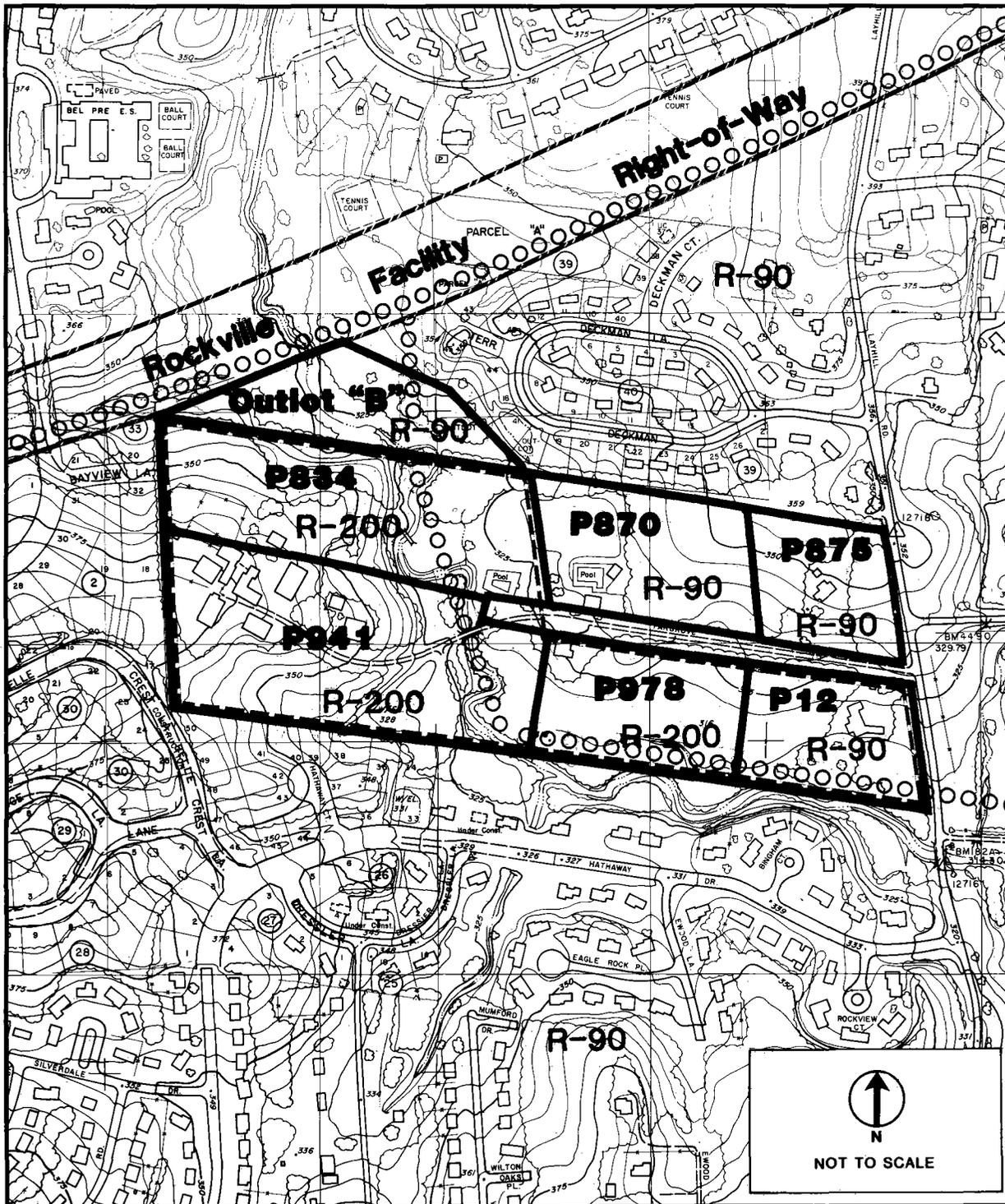
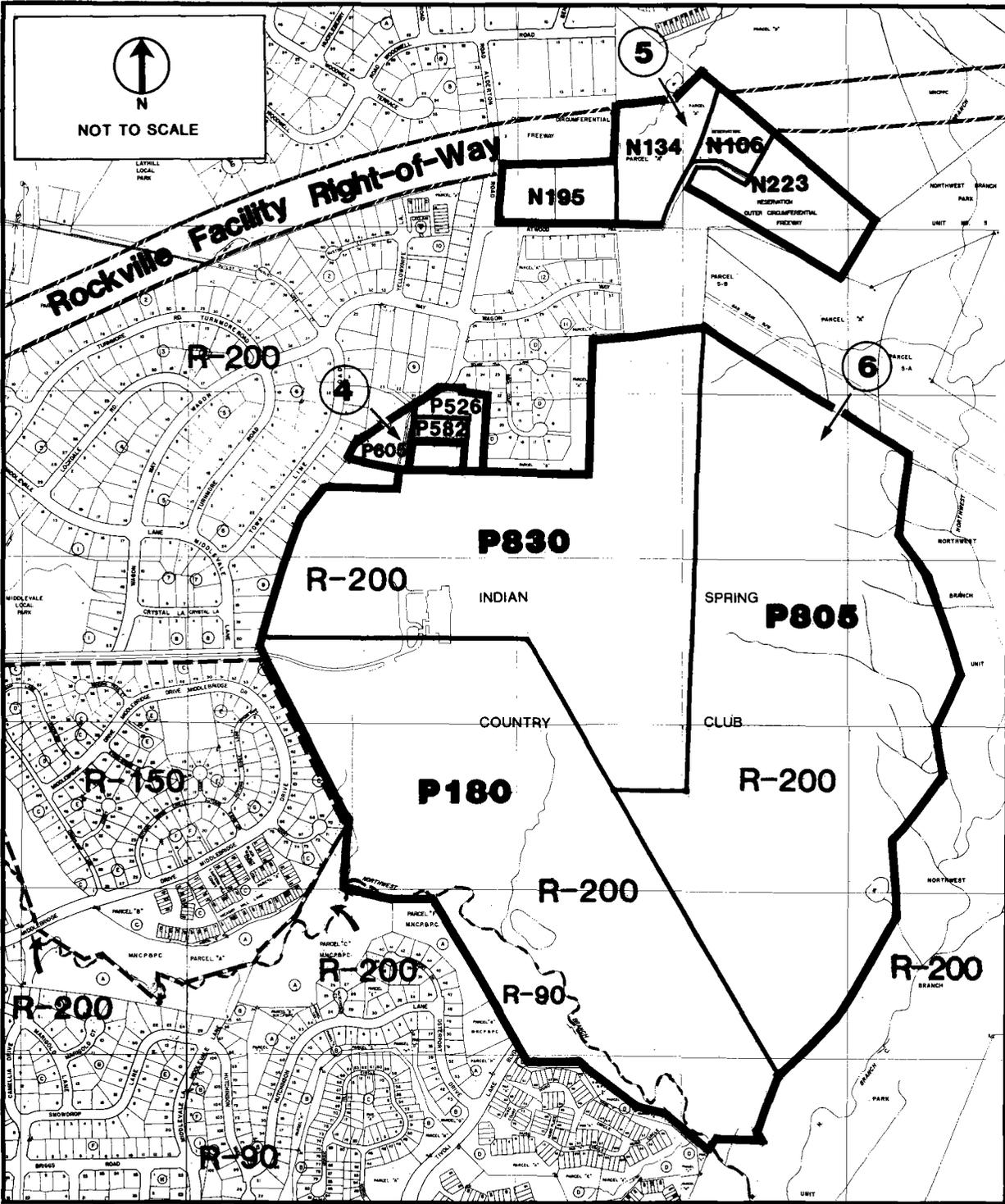


Illustration 4-2

The Maryland-National Capital Park & Planning Commission



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Critical Parcels and Areas
Nos. 4, 5, & 6
Showing Existing Conditions

- PARCEL BOUNDARY
- - -** ZONING BOUNDARY

Illustration 4-3

The Maryland-National Capital Park & Planning Commission

redevelopment of this tract should provide Class I bicycle and pedestrian access to the nearby park trails. A primary road will be needed to provide traffic access to the arterial roads. (See the Transportation chapter for a more detailed discussion of this requirement.)

#8 Georgia Avenue and Jones Lane

The total size of these eight parcels is 6.67 acres. Four are vacant and four are occupied by well maintained single-family residences. The vacant parcels are much more likely to develop. All parcels in this group are surrounded by apartment development in the R-20 zone. There are no significant environmental constraints.

The recommendation is to rezone all of these parcels to the R-60/TDR zone, which establishes a base density equal to the R-60 zone with an option to increase the density using Transferable Development Rights (TDR's). If all parcels were assembled they would be suitable for a density of up to 15 dwelling units per acre, using TDR's, subject to further review at the time of subdivision and site plan review. In such cases, multi-family dwellings are recommended. If only the parcels that are currently vacant are assembled, the maximum density should be 12 dwelling units per acre; multi-family units are recommended. A zoning text amendment will be needed to allow these zoning densities in the R-60/TDR zone. The TDR program is described more fully in the Planning Board publication *Plowing New Ground*, 1986 edition.

#9 Shorefield Road

This parcel is 3.46 acres in the R-90 zone and it contains a healthy tree cover. A drainageway is on its western side. To the west, it abuts RT-8 townhouse development. Development to the south and east is in the R-90 zone, but at approximately 2 dwelling units per acre. Further to the east is R-60 development. Across Shorefield Drive is R-20 apartment development.

The recommendation is that this parcel is suitable for no more than 24 units, subject to careful analysis to assure an appropriate transition from higher to lower densities. This can best be achieved with RT-8 zoning, provided it is granted in conjunction with a schematic development plan.

#10 Shorefield Road at Wheaton Regional Park and Hallstead Street

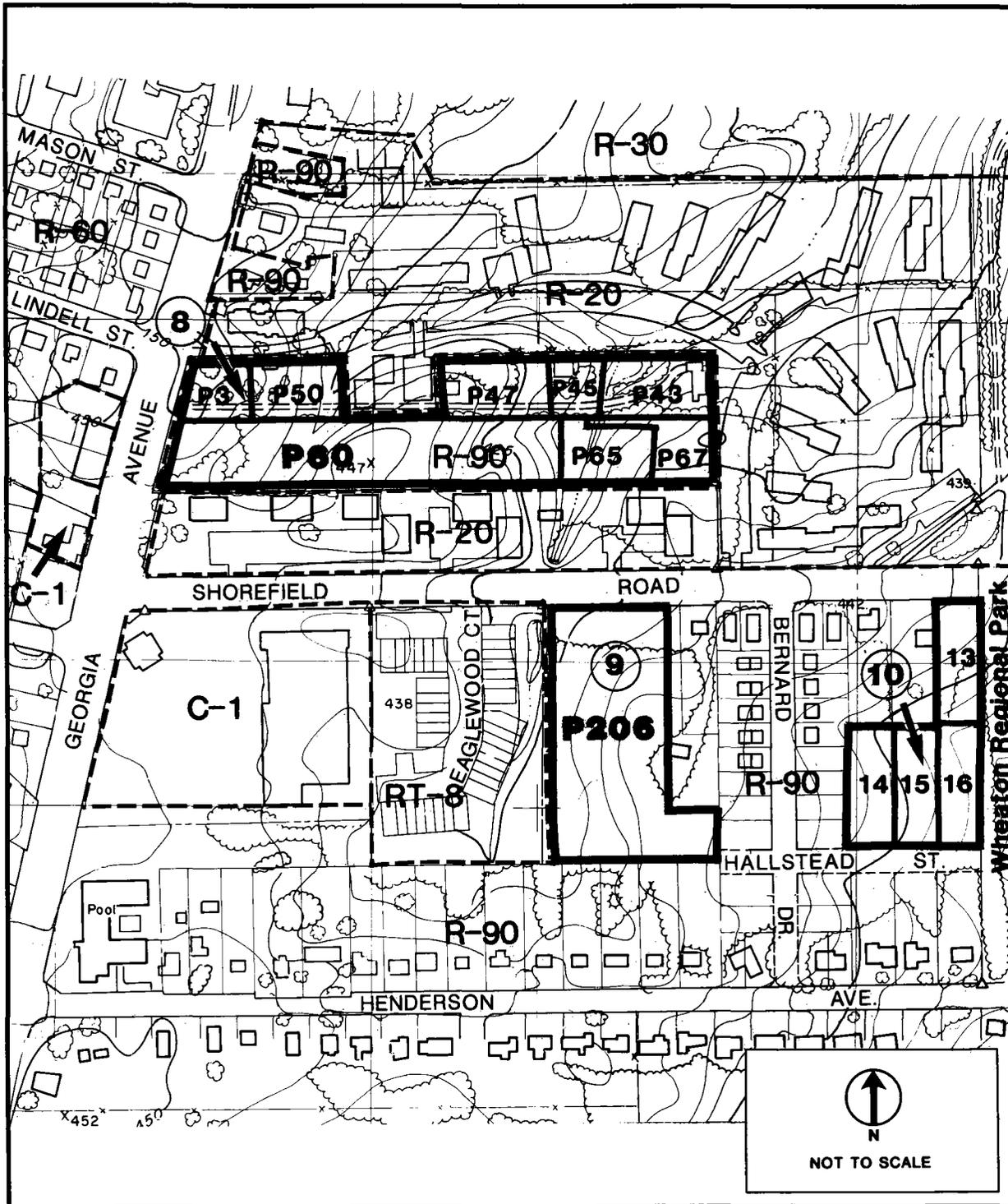
The total size of these four lots is two acres and they are zoned R-90. Two of them abut Wheaton Regional Park. The park's parking lot is very close to them. Three of these lots would have to be served by Hallstead Street. It is currently unbuilt, except for small stubs at the end of Bernard Drive.

The recommendation is to confirm the existing zoning, but if the owners are willing to sell, lots 13 and 16, nearest the park, should be acquired for the park to buffer single-family development of adjacent lots from the effects of activity in the park.

#11 Georgia Avenue and Weisman Road and Grandview Avenue near Weisman Road

These five parcels and lots total 1.67 acres in the R-60 zone. To the north, across Weisman Road, these tracts are faced by low-intensity commercial development in the C-1 and R-60 zones. To the east, across Georgia Avenue, they are faced by C-1 development. To the west and south, however, they abut stable residential development. The three southernmost parcels are of an unusual shape and size and present redevelopment possibilities even though they contain houses. No subdivisions have been recorded on these latter three parcels.

The Plan designates the two northernmost lots as suitable for C-T zoning to provide an appropriate transition between the neighboring commercial uses and abutting residences. New development on



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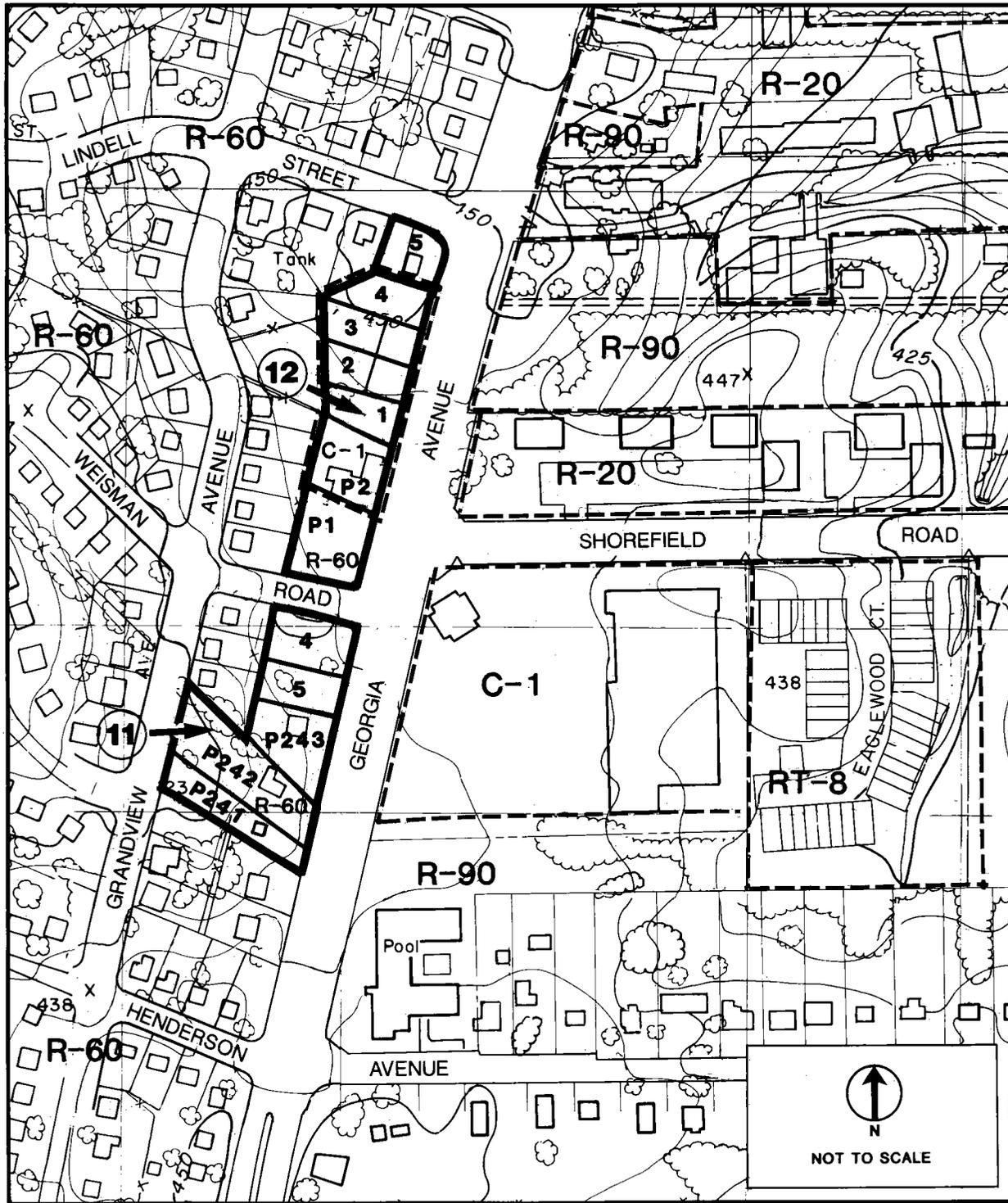
Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Critical Parcels and Areas
Nos. 8, 9, and 10
Showing Existing Conditions

- PARCEL BOUNDARY
- - -** ZONING BOUNDARY

Illustration 4-4

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Critical Parcels and Areas Nos. 11 and 12 Showing Existing Conditions

- PARCEL BOUNDARY
- ZONING BOUNDARY

Illustration 4-5
The Maryland-National Capital Park & Planning Commission

this site should have a residential appearance. The three southernmost parcels should remain in R-60 zoning. The Plan designates them as suitable for a non-resident professional office use as a special exception.

#12 Georgia Avenue between Lindell Street and Weisman Road

These six parcels and lots total 1.5 acres in size. All but the southernmost and northernmost parcels are zoned C-1. They are zoned R-60. The southernmost parcel serves as a parking lot for the adjoining commercial building.

The recommendation is to rezone all properties, except the end lot at the corner of Lindell Street and Georgia Avenue, from R-60 and C-1 to C-4. The end lot of Georgia Avenue and Lindell Street is designated as suitable for the non-resident professional special exception. The C-4 zone is more in keeping with the development density of this block, which has a current FAR (floor area ratio) of less than .25, the maximum in the C-4 zone, whereas C-1 has only height, setback, and coverage limits, which would allow these properties to develop further. Further, higher intensity development can also take place in the C-4 zone through an optional method of development if on a site of at least two acres and if there is no contrary recommendation in the applicable master plan. Accordingly, this Plan recommends that development beyond the .25 FAR limit not take place at this location. Expansion of commercial uses in the Georgia Avenue corridor is inconsistent with the "Green Corridors" land use policy, discussed elsewhere in this Plan. The current on-site uses are allowed in the C-4 Zone.

#16 Warfield Street, between Howard and Brainard Avenues – Kensington Sector Plan Area

This is the only area studied that was within the boundaries of a sector plan. The total size of the lots to the west of Warfield Street is 1.33 acres. One of these lots is zoned I-1 and the rest are zoned R-60. On the east side there are seven lots totaling 1.11 acres, two of

which are zoned I-1 and the rest zoned as R-60. Most of these lots are abutted on the east and west by C-2 and I-1 zoned properties, which have been developing with uses incompatible with single-family residential use. Only two of the houses on Warfield Street are still used as residences. Single-family homes still exist to the south across Brainard Avenue, and to the southwest, the lots are abutted by the parking lot for the Kensington Park Library.

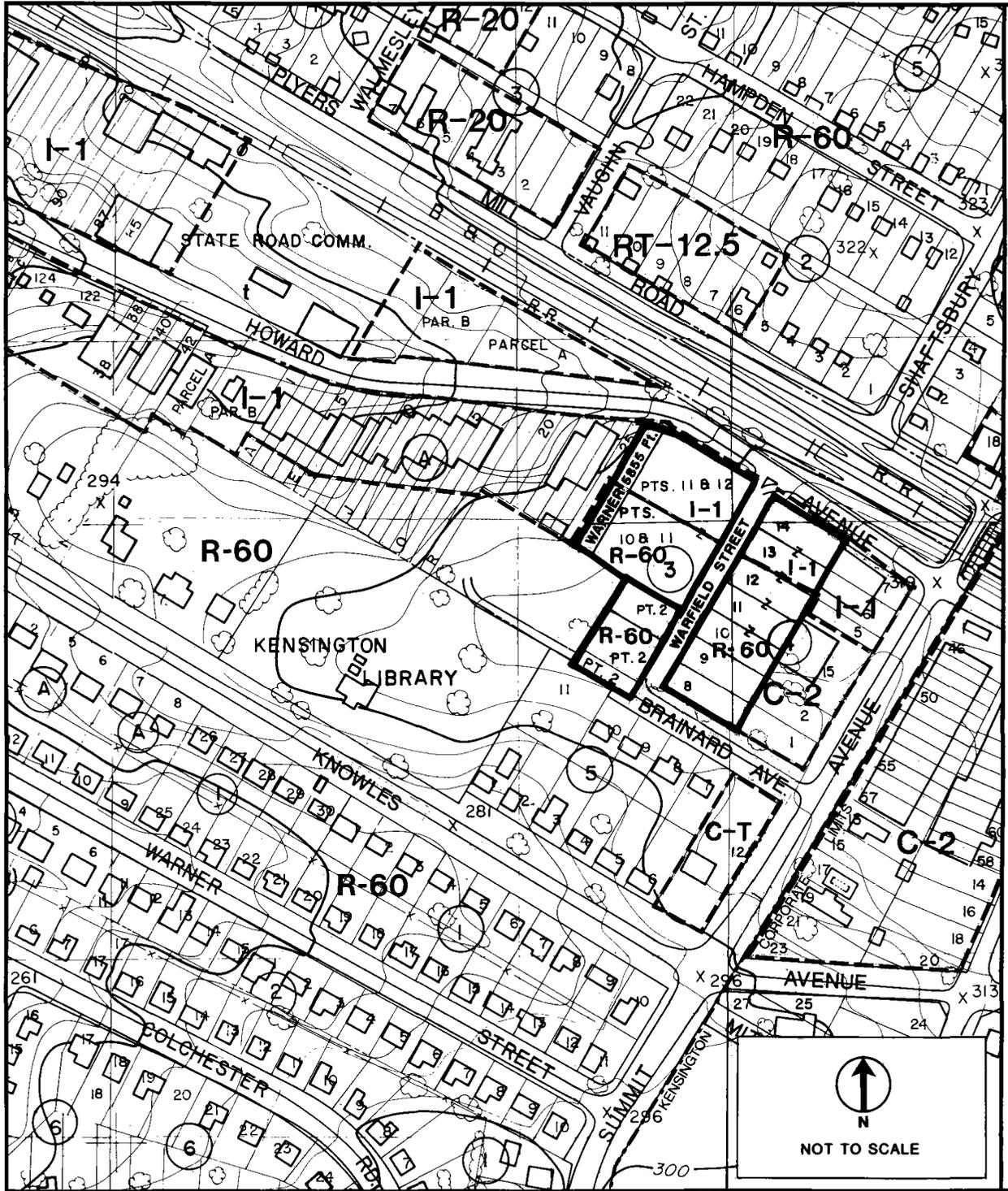
The recommendation is to designate these lots as suitable for the C-T Zone. This will provide a transition between residential and commercial areas on land no longer considered viable for single-family use.

Any or all of these lots can be changed to C-T zoning through the sectional map amendment (SMA) process at the written request of the property owner. However, if the I-1 lots are not zoned C-T at the time of the SMA approval, the property owner could file a local map amendment to request the rezoning of these lots from I-1 to C-T at some later date. In effect, this recommendation gives the property owner the option of developing the parcels currently zoned I-1 for an industrial use or rezoning these parcels to the C-T Zone upon the filing of a zoning application.

#28 Georgia Avenue and Windham Lane

This site is 1.47 acres in the O-M zone and it sits on the boundary of the Wheaton Sector Plan area. To the north is a medium density apartment complex in the R-20 category and to the south is a church and its associated parking lot. To the east and west, R-60 zoning with single-family homes predominates. The only improvement on the site is a power substation for the Metrorail line. The rest of the site is vacant but owned by Metro.

The recommendation is to rezone this property to R-60, since O-M zoning at this location is out of place in an area which is predominantly residential. Limited access to the site makes further



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Critical Parcels and Areas No. 16 Showing Existing Conditions

- PARCEL BOUNDARY
- - ZONING BOUNDARY

Illustration 4-6
The Maryland-National Capital Park & Planning Commission

development very difficult. However, Windham Lane will soon be extended across Georgia Avenue and provide access from the northern side of the site to the substation. Access to any new development on the site should also be from Windham Lane. Since the site is not suited for single-family residential development, this Plan designates it as suitable for a special exception use in character and scale with the surrounding residential uses, such as a group home or day care center.

#29 Georgia Avenue and Plyers Mill Road

This 1.87-acre site, which is currently zoned R-60, was investigated for the possibility of O-M zoning and found not suitable for this kind of development. The existing building was built as a medical clinic under a special exception. The owner claims that it is now obsolete as a clinic and would like to convert it to general office use.

This Plan recommends against any change from R-60 to O-M zoning and finds the current use as a special exception in the R-60 Zone a reasonable option. Otherwise, this site is appropriate for R-T zoning as a way of extending the townhouse development which surrounds it to the corner of Plyers Mill Road and Georgia Avenue. The exact density of the R-T Zone should be determined based on a development plan which should show how the development of townhouses on this site can best relate to the surrounding RT-12.5 development and also avoid placing units too close to Georgia Avenue or Plyers Mill Road.

#30 Georgia Avenue at Evans Parkway

The total size of these parcels is 2.46 acres and they are zoned R-60. This parcel group was approved as a special exception for the construction of a service organization, but the special exception has since expired. A dedicated right-of-way for Amherst Avenue cuts through the center of this area, but it remains unbuilt. Abandonment of the right-of-way was approved to accommodate construc-

tion of the special exception, but it can still be executed if a new plat is filed. These parcels abut the Evans Parkway Neighborhood Park, which lies just to the east. One of the parcels is actually a 30-foot wide unbuildable right-of-way running from Georgia Avenue in an east-west direction, along the full length of the northern edge of the park.

The recommendation is to retain the existing R-60 zoning. A portion of the Amherst Avenue right-of-way will be needed to provide for a multi-use trail. The 30-foot right-of-way will also be needed for this purpose. Any question about abandonment of the remaining portions of the Amherst Avenue right-of-way should be resolved at the time of subdivision.

This site is a suitable location for a community service organization as a special exception. If a service organization is not constructed at this location, these parcels should be acquired for possible future use as a local park or open space.

This ends the discussion of the "critical parcels and areas." Maps showing the Land Use Plan and Zoning Plan for the entire planning area follow.

Minor Technical Issue

One small technical zoning issue did not appear in the previous maps and discussions on individual parcels and critical areas. East of Layhill Road along Bel Pre Creek, just north of the Glenmont Sector Plan area, are some very small pieces of land zoned R-200 that are sandwiched between R-150 zoning on one side and R-90 zoning on the other. The area affected is shown in Illustration 4-15 and partially again next to parcel group 6 in Illustration 4-3. These pieces of land are defined by the intersection of a meandering stream bed and R-150 boundary lines which coincide with existing property lines. This came about when the R-200 area north of the

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Critical Parcels and Areas Nos. 28 and 29

Showing Existing Conditions

- PARCEL BOUNDARY
- - ZONING BOUNDARY

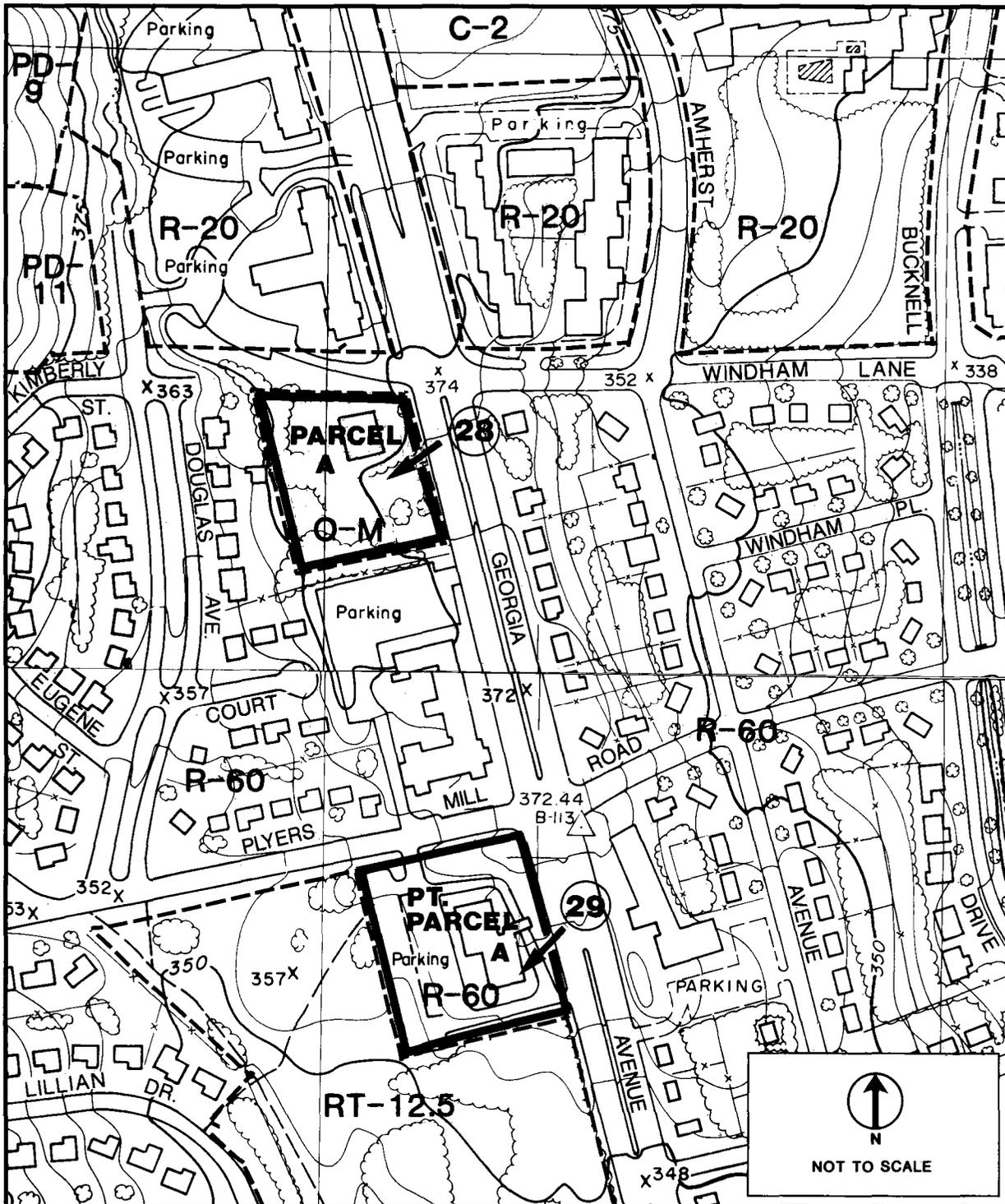
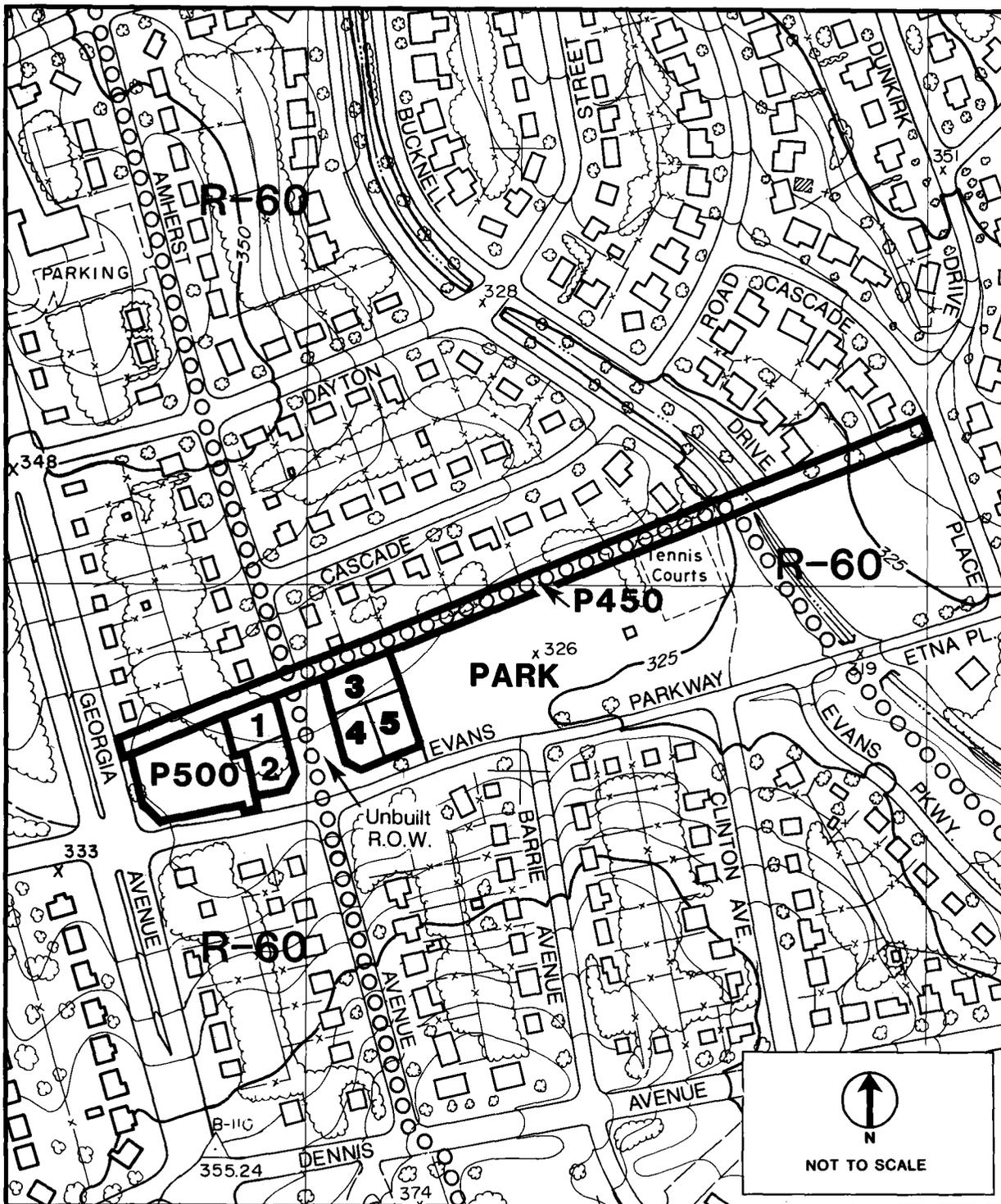


Illustration 4-7

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**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland

*Critical Parcels and Areas
No. 30*

Showing Existing Conditions

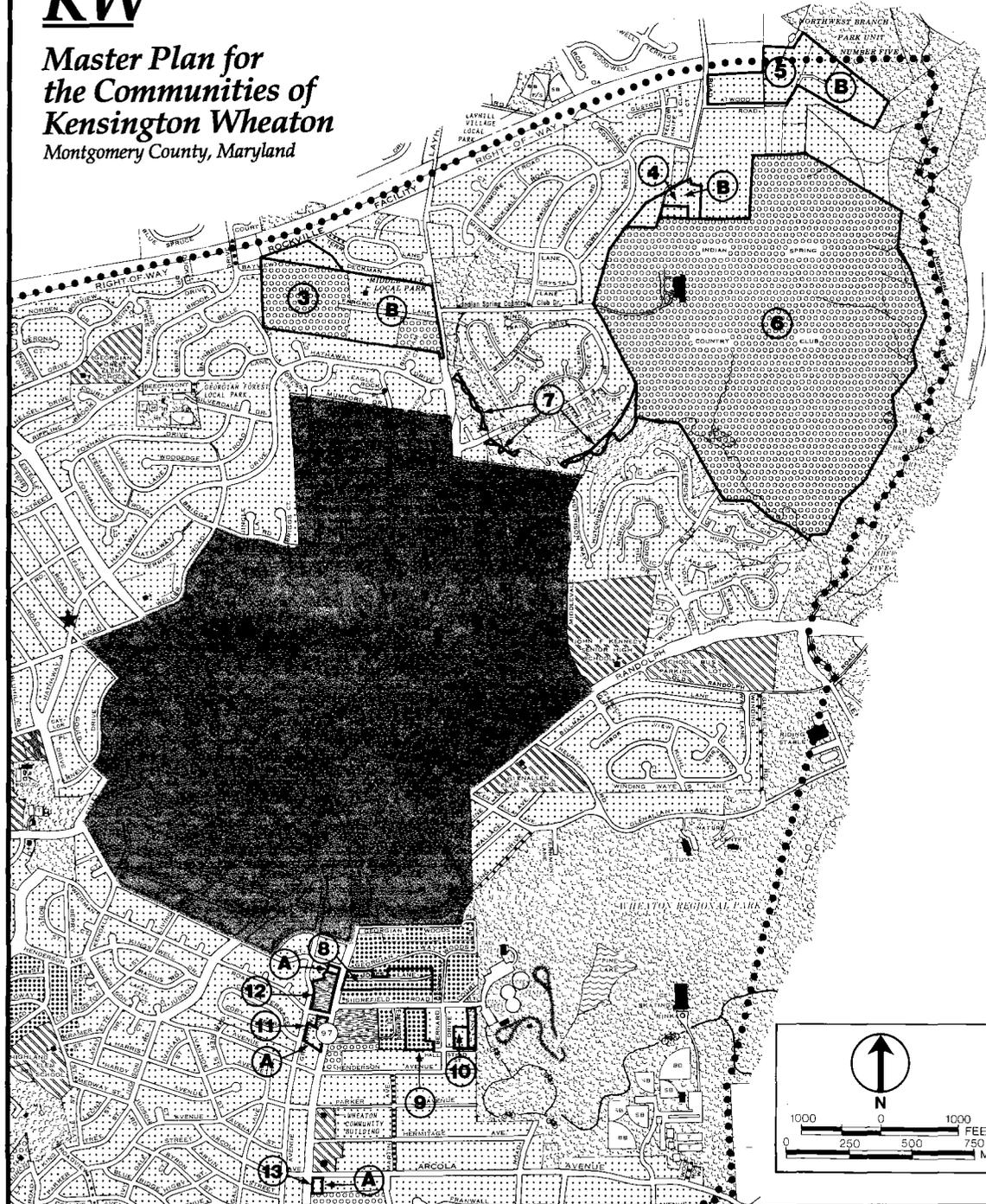
- PARCEL BOUNDARY
- ○ PROPOSED MULTI-USE TRAIL

Illustration 4-8

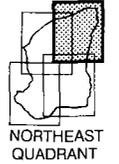
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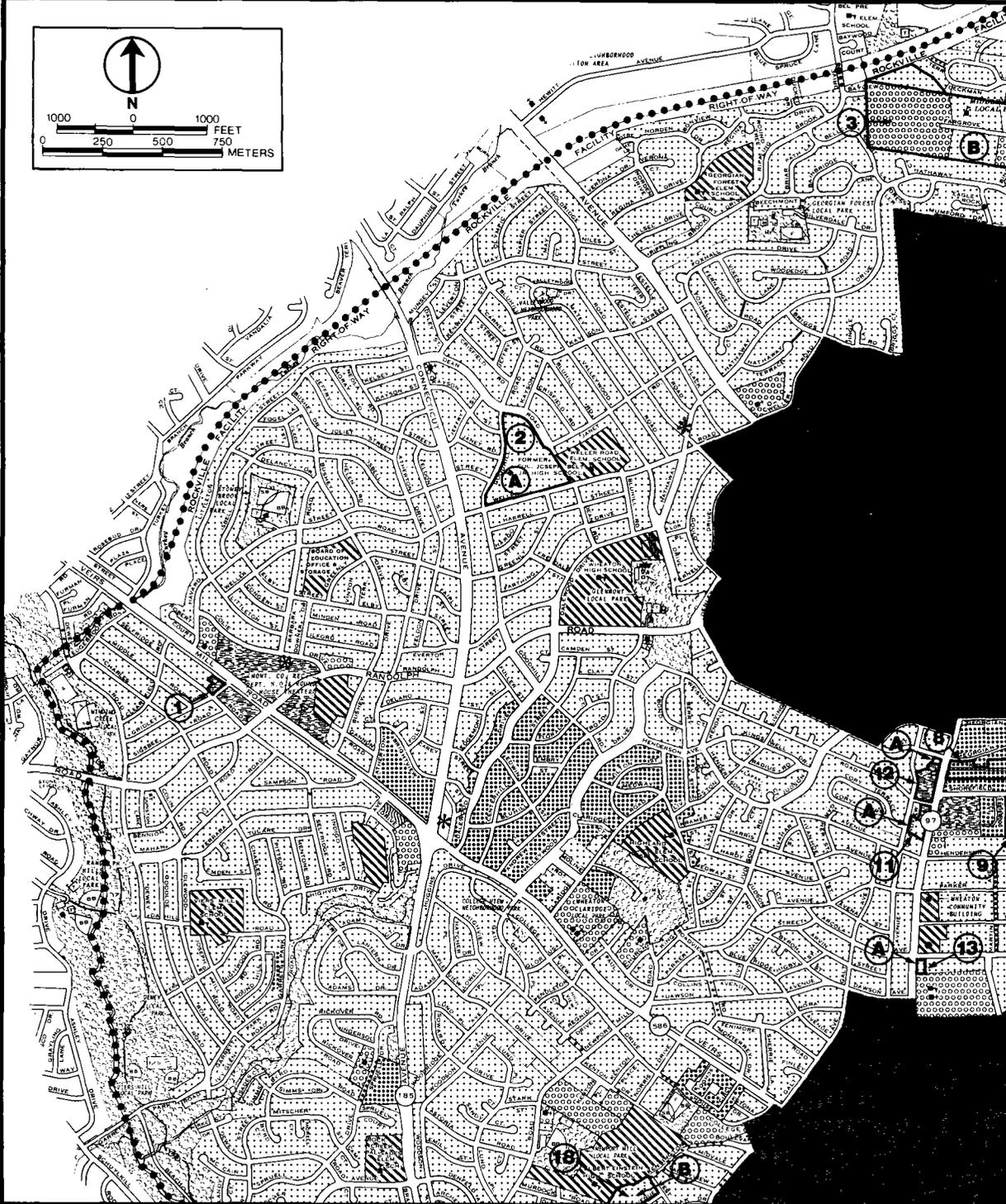
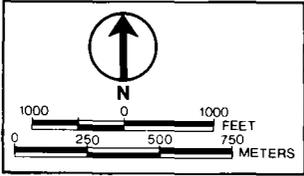
Land Use Plan



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
 - LOW DENSITY
 - MEDIUM DENSITY
- COMMERCIAL**
 - GENERAL
 - OFFICE
- PUBLIC & QUASI-PUBLIC**
 - PUBLIC PARK
 - QUASI-PUBLIC
 - PUBLIC
 - ★ UTILITIES
- A** SUITABLE FOR SPECIAL EXCEPTION, SEE TABLE 4-1
- B** SUITABLE FOR THE CLUSTER OPTION, SEE TABLE 4-1
- 7** NUMBERED AREAS REFERENCED TO TABLE 4-1

Illustration 4-9

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Land Use Plan



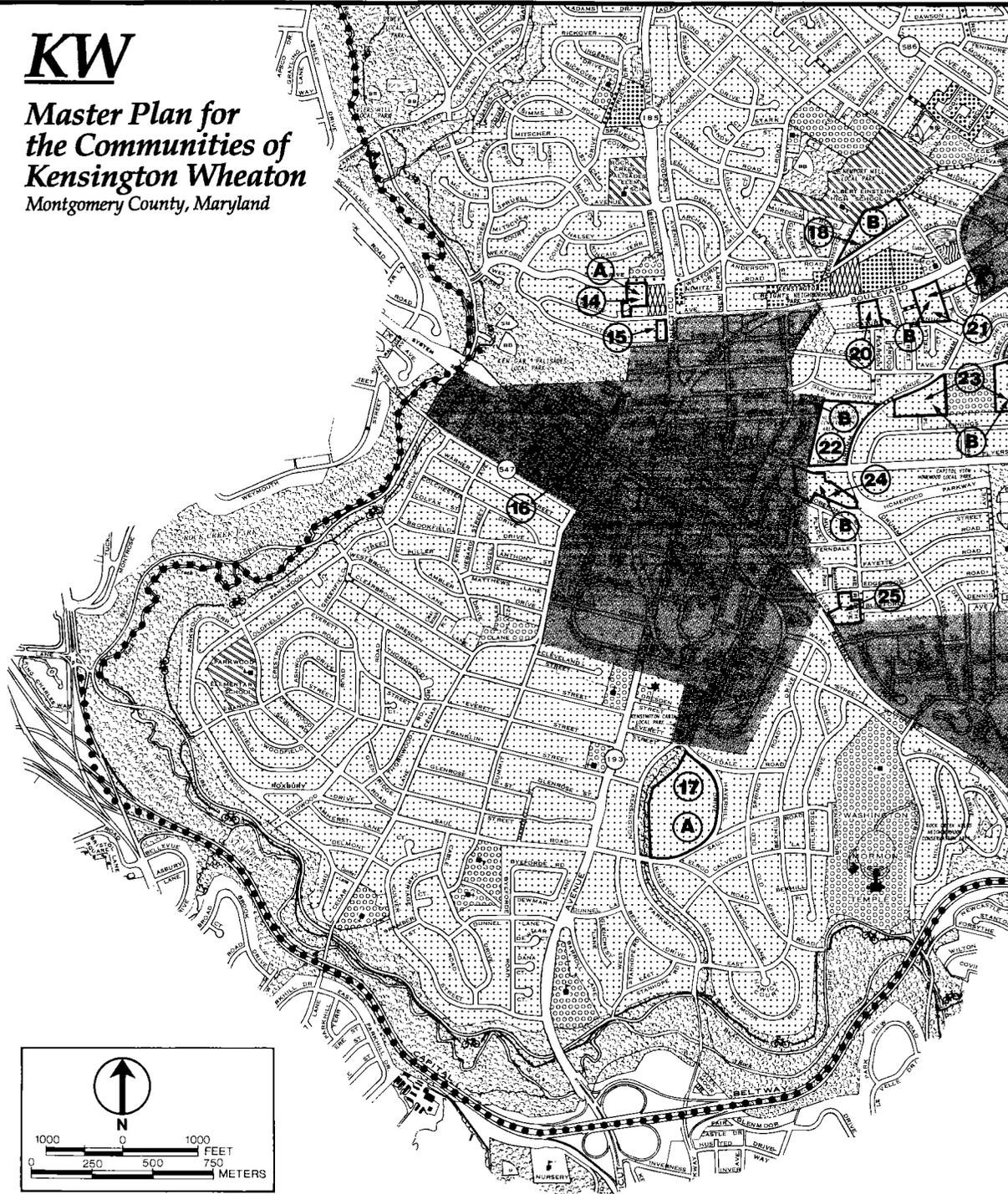
- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
 - LOW DENSITY
 - ◐ MEDIUM DENSITY
- COMMERCIAL**
 - ◑ GENERAL
 - ◒ OFFICE
- PUBLIC & QUASI-PUBLIC**
 - ◓ PUBLIC PARK
 - ◔ QUASI-PUBLIC
 - ◕ PUBLIC
 - * UTILITIES
- Ⓐ SUITABLE FOR SPECIAL EXCEPTION, SEE TABLE 4-1
- Ⓑ SUITABLE FOR THE CLUSTER OPTION, SEE TABLE 4-1
- Ⓒ NUMBERED AREAS REFERENCED TO TABLE 4-1

Illustration 4-10

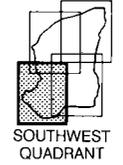
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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Land Use Plan



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA

RESIDENTIAL

- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY

COMMERCIAL

- GENERAL
- OFFICE
- INDUSTRIAL

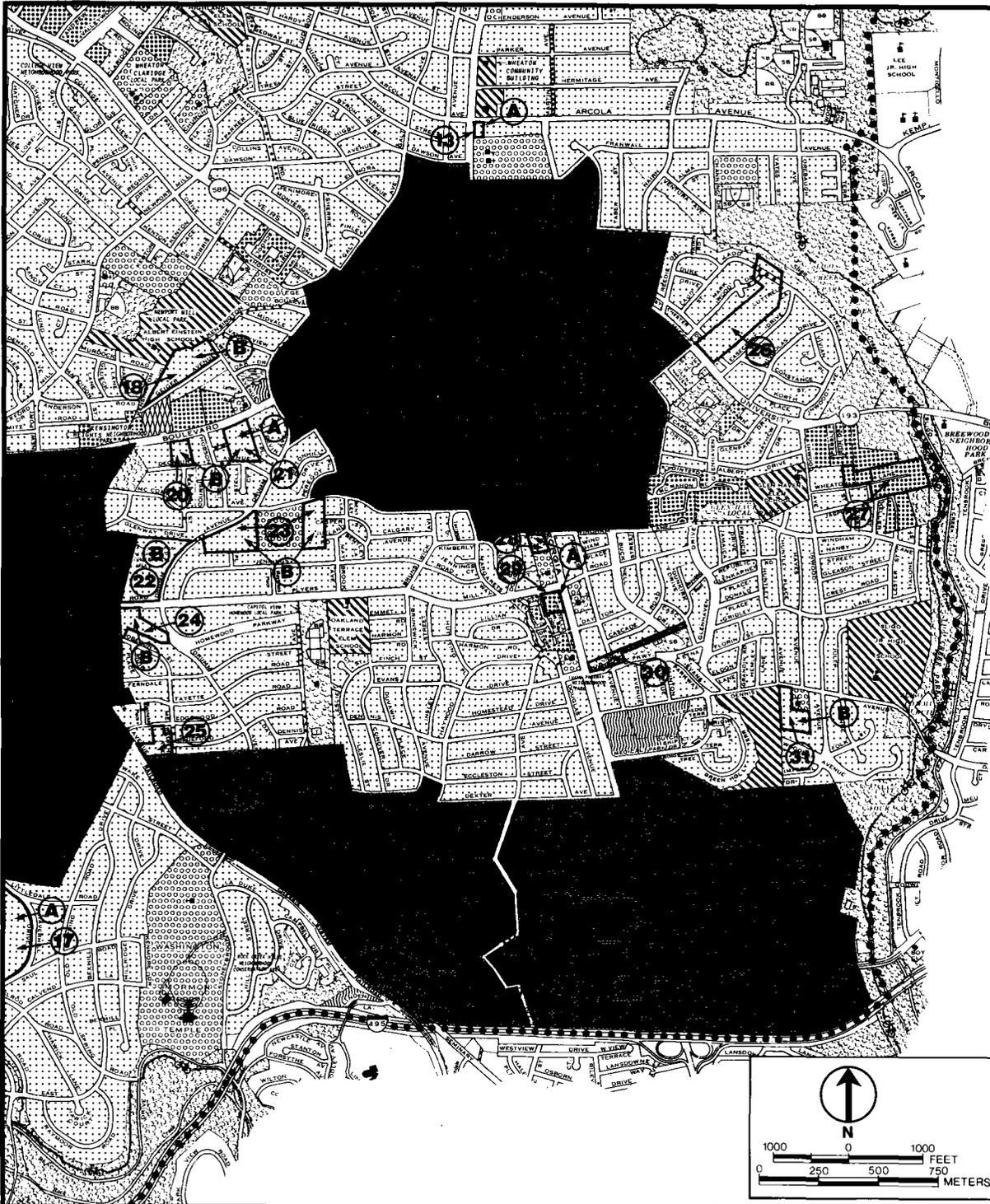
PUBLIC & QUASI-PUBLIC

- PUBLIC PARK
- QUASI-PUBLIC
- PUBLIC

- (A) SUITABLE FOR SPECIAL EXCEPTION, SEE TABLE 4-1
- (B) SUITABLE FOR THE CLUSTER OPTION, SEE TABLE 4-1
- (18) NUMBERED AREAS REFERENCED TO TABLE 4-1

Illustration 4-11

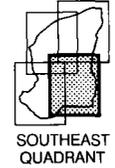
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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Land Use Plan



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
 - LOW DENSITY
 - ◐ MEDIUM DENSITY
 - ◑ HIGH DENSITY
- COMMERCIAL**
 - ◒ GENERAL
 - ◓ OFFICE
- PUBLIC & QUASI-PUBLIC**
 - ◔ PUBLIC PARK
 - ◕ QUASI-PUBLIC
 - ◖ PUBLIC
- Ⓐ SUITABLE FOR SPECIAL EXCEPTION, SEE TABLE 4-1
- Ⓑ SUITABLE FOR THE CLUSTER OPTION, SEE TABLE 4-1
- ⑨ NUMBERED AREAS REFERENCED TO TABLE 4-1

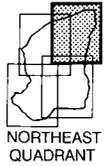
Illustration 4-12

The Maryland-National Capital Park & Planning Commission

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Zoning Plan



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- TRANSFERABLE DEVELOPMENT RIGHTS **TDR**
- ◐ EXISTING PARKLAND
- RESIDENTIAL ESTATE, 2 ACRE TWO ACRES PER DWELLING UNIT **RE-2**
- ONE-FAMILY DETACHED, LARGE LOT **R-200**
20,000 SQUARE FEET PER DWELLING UNIT
- ONE-FAMILY CONTROLLED DENSITY **R-150**
15,000 SQUARE FEET AVERAGE PER DWELLING UNIT
- ONE-FAMILY DETACHED RESTRICTED RESIDENTIAL **R-90**
9,000 PER SQUARE FEET AVERAGE PER DWELLING UNIT
- ONE-FAMILY DETACHED RESIDENTIAL **R-60**
6,000 SQUARE FEET AVERAGE PER DWELLING UNIT
- ◐ ONE-FAMILY SEMI-DETACHED & TWO-FAMILY DETACHED **R-40**
4,000 SQUARE FEET PER DWELLING UNIT
- ◐ TOWNHOUSES **RT-8**
8 DWELLING UNITS PER ACRE
- ◐ MULTIPLE-FAMILY LOW-DENSITY RESIDENTIAL **R-30**
3,000 SQUARE FEET PER DWELLING UNIT
- ◐ MULTIPLE-FAMILY MEDIUM-DENSITY RESIDENTIAL **R-20**
2,000 SQUARE FEET PER DWELLING UNIT
- ◐ LOCAL COMMERCIAL **C-1**

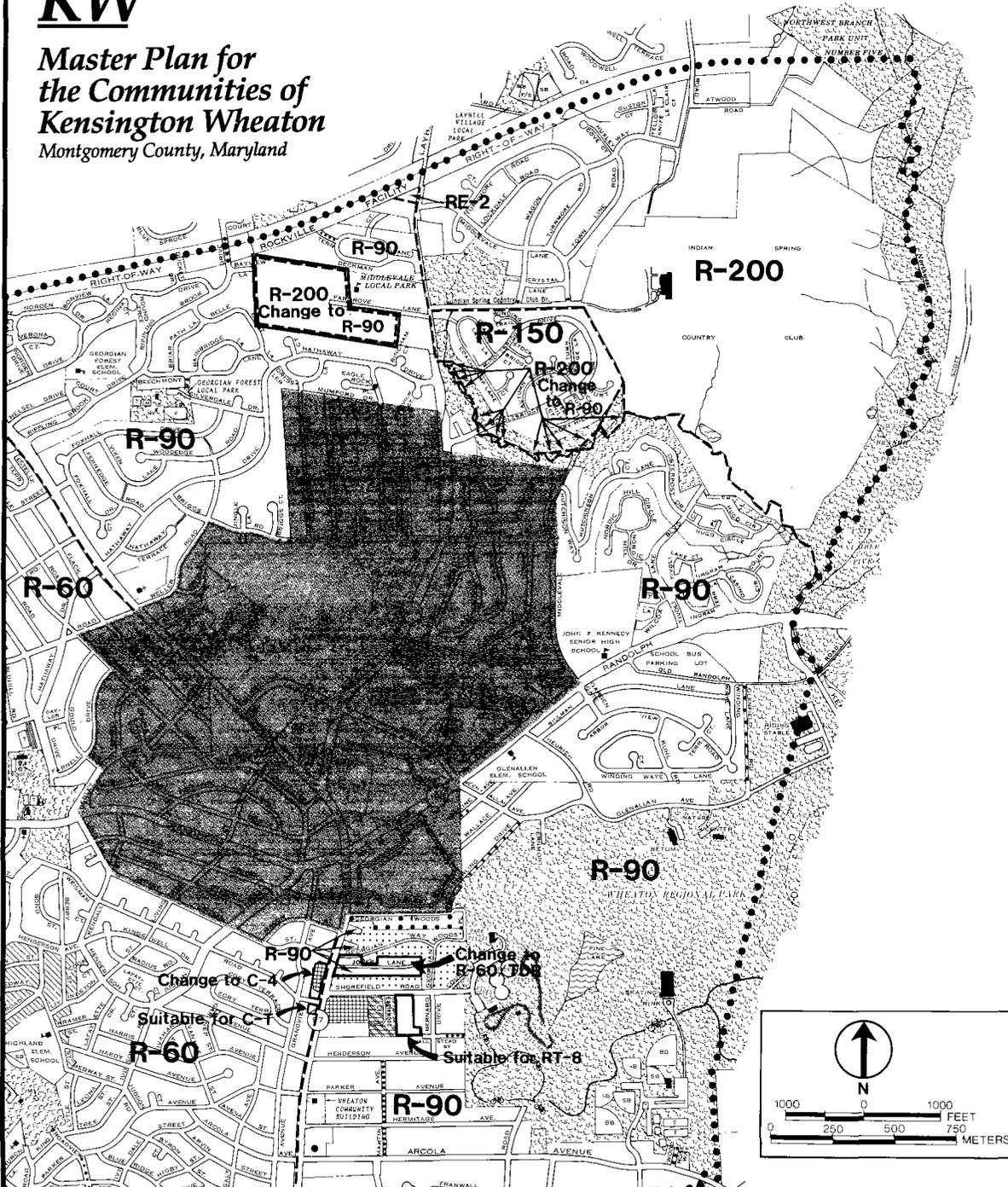
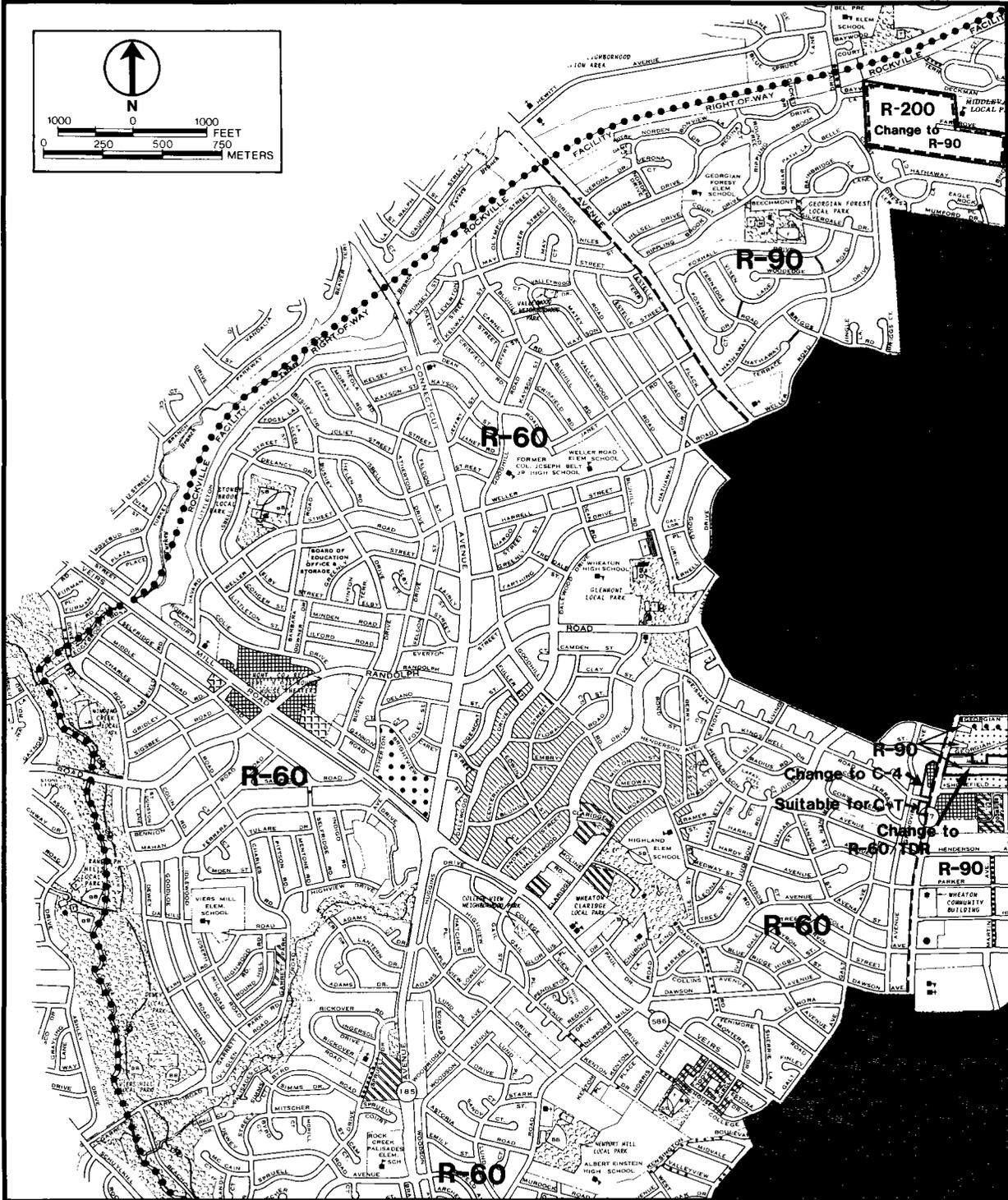
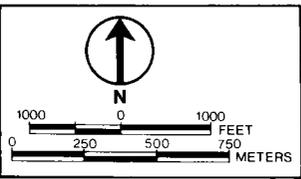


Illustration 4-13

The Maryland - National Capital Park & Planning Commission



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Zoning Plan



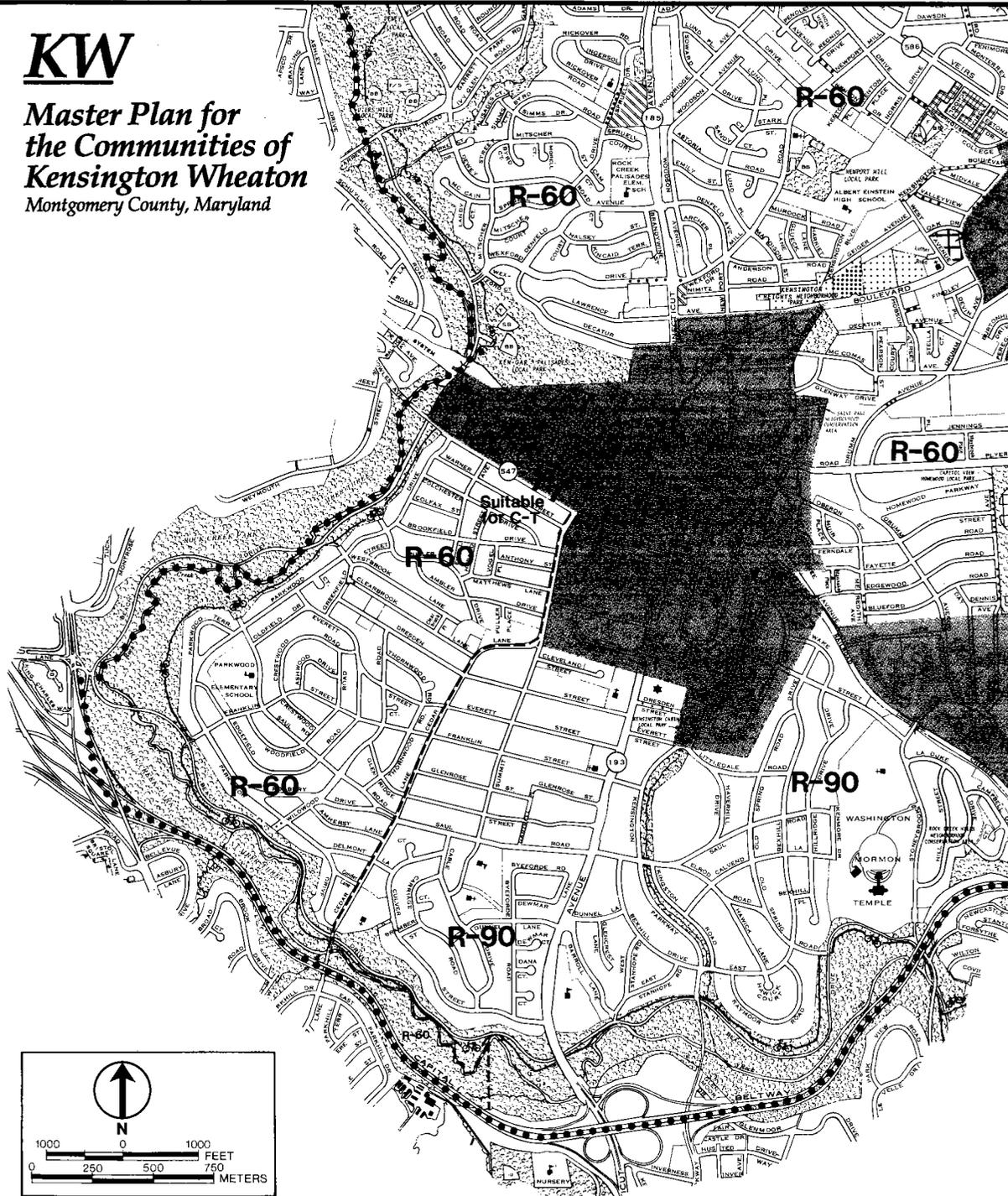
- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- TRANSFERABLE DEVELOPMENT RIGHTS TDR
- ◉ EXISTING PARKLAND
- ONE-FAMILY DETACHED, LARGE LOT R-200
20,000 SQUARE FEET PER DWELLING UNIT
- ONE-FAMILY DETACHED RESTRICTED RESIDENTIAL R-90
9,000 PER SQUARE FEET AVERAGE PER DWELLING UNIT
- ONE-FAMILY DETACHED RESIDENTIAL R-60
6,000 SQUARE FEET AVERAGE PER DWELLING UNIT
- ◉ ONE-FAMILY SEMI-DETACHED & TWO-FAMILY DETACHED R-40
4,000 SQUARE FEET PER DWELLING UNIT
- ◉ TOWNHOUSES RT-8
8 DWELLING UNITS PER ACRE
- ◉ TOWNHOUSES RT-10
10 DWELLING UNITS PER ACRE
- ◉ TOWNHOUSES RT-12.5
12.5 DWELLING UNITS PER ACRE
- ◉ MULTIPLE-FAMILY LOW-DENSITY RESIDENTIAL R-30
3,000 SQUARE FEET PER DWELLING UNIT
- ◉ MULTIPLE-FAMILY MEDIUM-DENSITY RESIDENTIAL R-20
2,000 SQUARE FEET PER DWELLING UNIT
- ◉ LOCAL COMMERCIAL C-T
- ◉ GENERAL COMMERCIAL C-1

Illustration 4-14

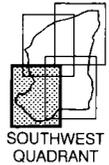
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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Zoning Plan



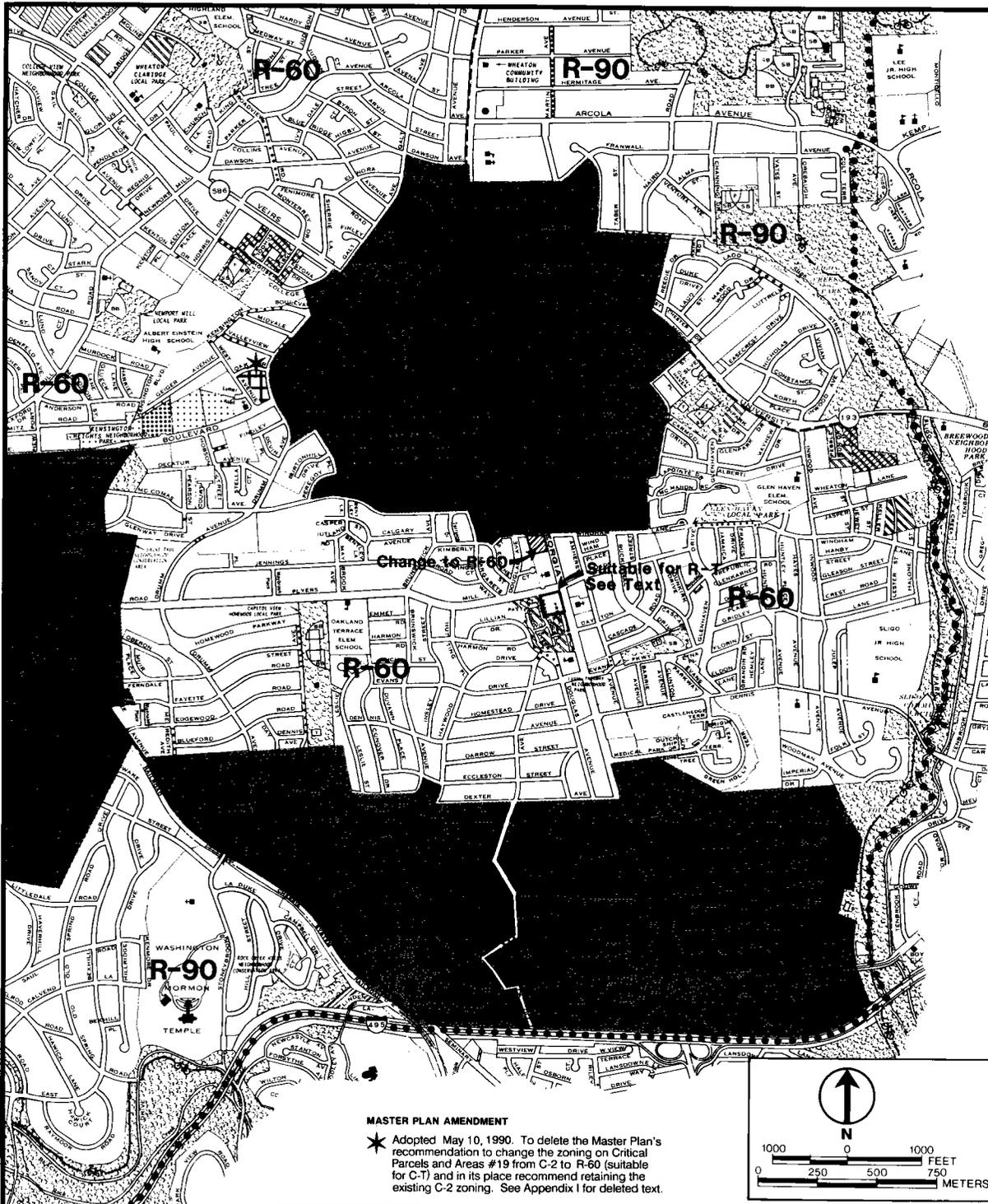
- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- TRANSFERABLE DEVELOPMENT RIGHTS TDR
- EXISTING PARKLAND
- ONE-FAMILY DETACHED, RESTRICTED RESIDENTIAL
9,000 SQUARE FEET AVERAGE PER DWELLING UNIT R-90
- ONE-FAMILY DETACHED, RESIDENTIAL
6,000 SQUARE FEET AVERAGE PER DWELLING UNIT R-60
- ▨ TOWNHOUSES
10 DWELLING UNITS PER ACRE RT-10
- ▨ TOWNHOUSES
12.5 DWELLING UNITS PER ACRE RT-12.5
- ⊙ MULTIPLE-FAMILY MEDIUM-DENSITY RESIDENTIAL
2,000 SQUARE FEET PER DWELLING UNIT R-20
- ⊙ MULTIPLE-FAMILY HIGH-DENSITY RESIDENTIAL
1,000 SQUARE FEET PER DWELLING UNIT R-10
- ⊕ COMMERCIAL TRANSITION ZONE C-T
- ⊕ GENERAL COMMERCIAL C-2
- ⊕ LIGHT INDUSTRIAL I-1

MASTER PLAN AMENDMENT

★ Adopted May 10, 1990. To delete the Master Plan's recommendation to change the zoning on Critical Parcels and Areas #19 from C-2 to R-60 (suitable for C-T) and in its place recommend retaining the existing C-2 zoning. See Appendix I for deleted text.

Illustration 4-15

The Maryland-National Capital Park & Planning Commission

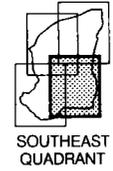


MASTER PLAN AMENDMENT
 ★ Adopted May 10, 1990. To delete the Master Plan's recommendation to change the zoning on Critical Parcels and Areas #19 from C-2 to R-60 (suitable for C-T) and in its place recommend retaining the existing C-2 zoning. See Appendix I for deleted text.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Zoning Plan



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- TRANSFERABLE DEVELOPMENT RIGHTS TDR
- EXISTING PARKLAND
- ONE-FAMILY DETACHED, RESTRICTED RESIDENTIAL R-90
9,000 SQUARE FEET AVERAGE PER DWELLING UNIT
- ONE-FAMILY DETACHED, RESIDENTIAL R-60
8,000 SQUARE FEET AVERAGE PER DWELLING UNIT
- ONE-FAMILY SEMI-DETACHED & TWO-FAMILY DETACHED R-40
4,000 SQUARE FEET PER DWELLING UNIT
- TOWNHOUSES RT-8
8 DWELLING UNITS PER ACRE
- TOWNHOUSES RT-10
10 DWELLING UNITS PER ACRE
- TOWNHOUSES RT-12.5
12.5 DWELLING UNITS PER ACRE
- MULTIPLE-FAMILY MEDIUM-DENSITY RESIDENTIAL R-20
2,000 SQUARE FEET PER DWELLING UNIT
- MULTIPLE-FAMILY HIGH-DENSITY RESIDENTIAL R-10
1,000 SQUARE FEET PER DWELLING UNIT
- OFFICE BUILDING-MODERATE INTENSITY O-M
FLOOR AREA RATIO OF 1.5
- LOCAL COMMERCIAL C-1
- GENERAL COMMERCIAL C-2

Illustration 4-16

The Maryland-National Capital Park & Planning Commission

stream was rezoned to R-150. However, these R-200 pockets remained because the R-150 rezoning followed a property line which did not conform to the line of the stream. Instead, it bisected it in a number of places, thus setting up small unusable pockets of land with a different zoning category than the parcels that surround them. They are owned by the Park and Planning Commission, as is the R-150 zoned stream valley to the north and R-90 zoned stream valley to the south. In order to create a more logical zoning boundary, the Plan proposes that all of the land pockets now zoned R-200 be changed to R-90. The location for these changes is shown in Illustration 4-14. This would establish the existing property lines as the sole zoning boundary between the various zones in this area.

Green Corridors Policy

All the major highways in the Kensington-Wheaton planning area have single-family homes abutting them between commercial areas. Where residential areas along these highways meet the commercial centers, there is no transition that clearly separates the commercial uses from residential areas. As indicated in Illustration 4-18, the major highways in the Kensington-Wheaton Master Plan area are:

Connecticut Avenue
University Boulevard
Veirs Mill Road

Randolph Road
Georgia Avenue
Layhill Road

The neighborhoods behind the corridors are intimate and cohesive, defined by tree lined streets, low traffic volumes, culs-de-sac, green parkways, and well maintained dwellings. For the most part, in the Kensington-Wheaton area, the relationship between the homes and the highways that pass them works fairly well. However, the intensity of highway traffic tends to threaten the long-term residential viability of houses which front on these highways. It is a basic

tenet of this Plan that to allow further changes in the residential character of the corridors, either through neglect or by allowing for more conversions to non-residential use, would erode the interior neighborhoods that abut them.

To ensure the identity and integrity of residential areas along major highway corridors and that commercial areas do not fade from one into the next without a clear sense of place, the Plan proposes a "green corridors" policy that addresses land use changes, including special exceptions, and the visual effects of the highways and abutting properties.

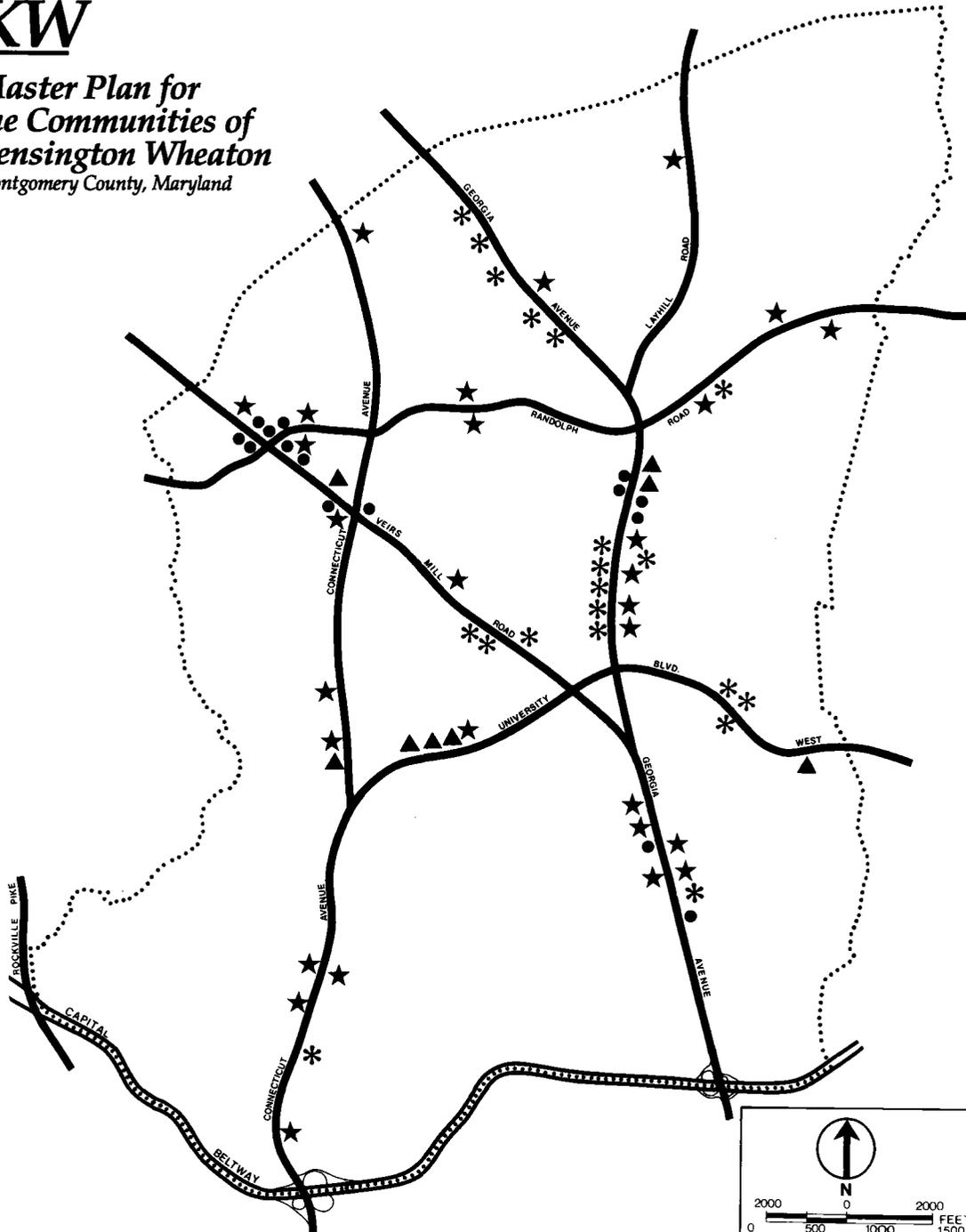
Major Highway Corridor Characteristics

The zoning along highways in the Kensington-Wheaton area is typically R-60 and R-90. The only major exception is Layhill Road, which is R-200 and R-90. Minimum front yard setbacks to the right-of-way in R-90 and R-60 zones are 25 and 30 feet. The minimum house-to-house separation is 16 feet.

Traffic on the major highways in the Kensington-Wheaton area has increased since the area was developed after World War II; so has car ownership in modest homes on small lots abutting the highways. Therefore, homes facing the major highways experience a situation very different than it was with the lesser traffic of 30 and 40 years ago. There is increased access conflict between single-family properties and the heavy traffic along the corridors. This aspect of the problem is typified by individual driveways entering directly onto the main lanes of traffic. As there is no longer any on-street parking and the roadbed is so close to the right-of-way line, some homeowners have widened their driveways or paved all or part of their front yards so that they can avoid backing into traffic. In addition, reduced setbacks and landscaping often preclude the possibility of buffering homes from traffic noise.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Non-Single-Family Uses Along Major Highways

(Outside Sector Plan Area)

- PLANNING AREA BOUNDARY
- * HOME BASED BUSINESS OR
NON-RESIDENT MEDICAL/DENTAL
OFFICE
- ▲ MULTI-FAMILY
- COMMERCIAL OR OFFICE
- ★ INSTITUTIONAL / RELIGIOUS

Illustration 4-17

The Maryland-National Capital Park & Planning Commission

At the same time that the growth in highway traffic changed the attractiveness of homes facing the highway, the growth in demand for conveniently located, inexpensive office space for small businesses and professionals has resulted in partial or complete use of homes along major highways for non-residential uses. Increased use of front yards for parking and maneuvering is often associated with these uses. Finally, unauthorized non-residential uses are not unknown.

Non-residential uses in single-family homes along major corridors, if the houses are not maintained properly, can detract from the overall residential image of the community to those passing on the highway. The image presented by a major highway through the single-family neighborhoods of the Kensington-Wheaton area is also affected by large buildings along it, such as multi-family housing, elderly housing, or schools, particularly if these buildings are not screened with trees or shrubs. Often, it is not only the use itself that needs screening, but also the parking. Many of these properties are now adequately landscaped and contain well screened parking lots due to development controls specified in the zoning ordinance. Large buildings along the corridors, if landscaped and screened properly, can also offer a substantial buffer from traffic for the neighborhoods that lie behind them.

Illustration 4-18 shows the distribution of the major or more easily identified non-residential uses along the major corridors in the Kensington-Wheaton area. In some cases, they are the result of a different zoning from the prevailing R-60 and R-90 categories. Other cases result from special exceptions or represent permitted uses in single-family zones, such as churches and publicly-owned and operated uses. This illustration does not show the extent of resident professional use, which is permitted but harder to trace. It is useful to compare Illustration 4-18, Non-Single-Family Uses Along Major Highways, with Illustration 4-19, which summarizes the existing landscape features along major highways. The comparison shows that Georgia Avenue north of Wheaton, and Geor-

gia Avenue south of Wheaton are both areas that combine scant landscaping along the highway with relatively high concentrations of non-residential uses. In these areas, there are no service roads, and there is no landscaping in the median.

Illustration 4-20 is a detailed map of the Georgia Avenue corridor, between the sector plan areas, which shows the locations of all zoning categories and residential and non-residential uses. A survey of owner occupancy versus renter occupancy rates, maintenance and landscaping levels, and price stability in the single-family residential parts of the Georgia Avenue corridor shows clearly that despite the problems cited above, the cases of property stability far outnumber the cases of instability. Even though there has been some conversion to non-residential use in single-family homes, the corridor is still viable as a residential district.

Objective

To preserve the identity and integrity of residential areas along major highway corridors, to soften the impact of major highways on adjacent homes, and to strengthen the distinction between commercial and residential areas.

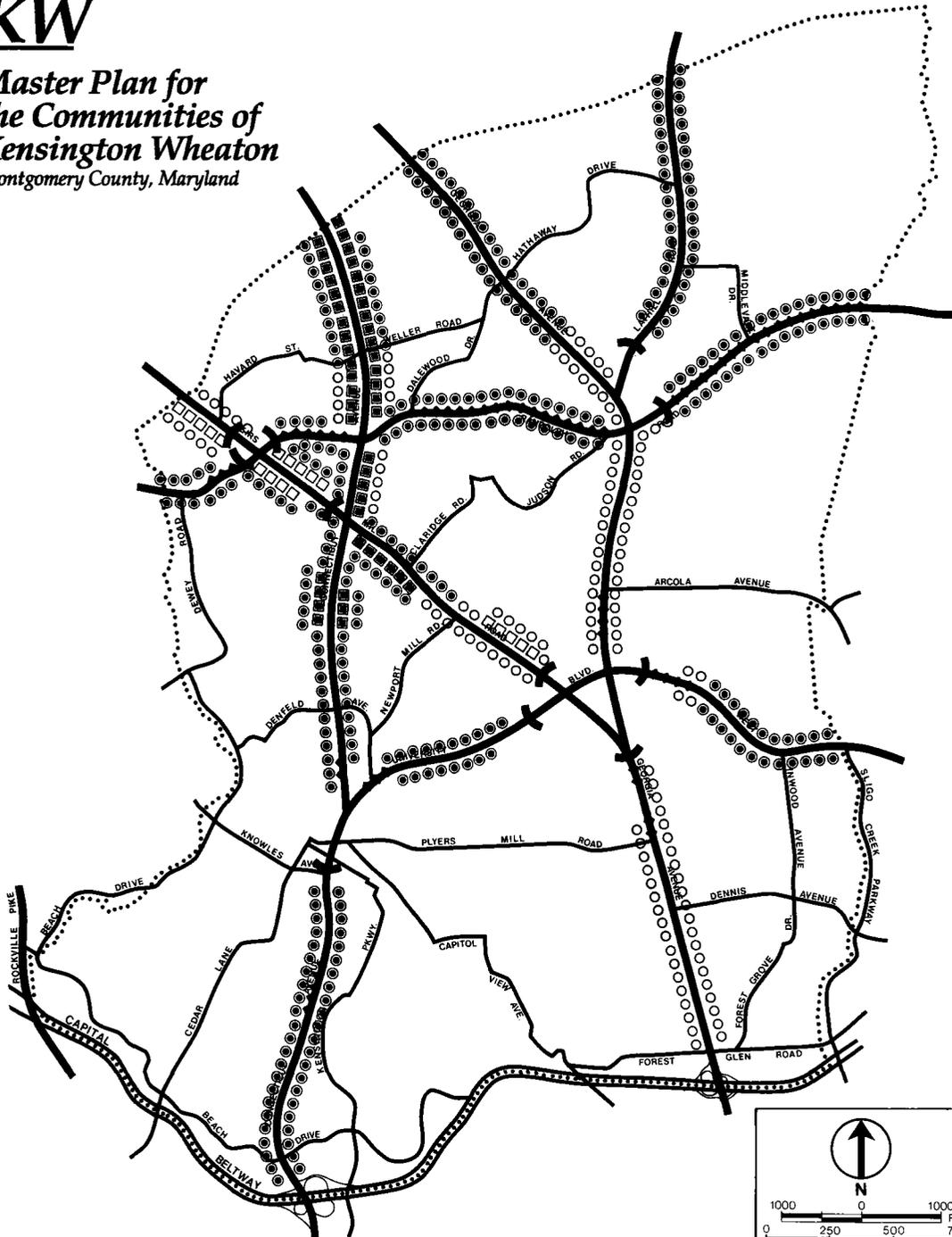
Policies

Confirm existing zoning of residential properties abutting major highways and the properties beyond them. The limited exceptions to this policy are described earlier in this chapter.

Establish "green corridors" guidelines as an implementation mechanism to ameliorate the impact of residential areas abutting major highways and to strengthen community stability by creating attractive highway corridors.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Green Corridors: Visual Survey of Existing Conditions

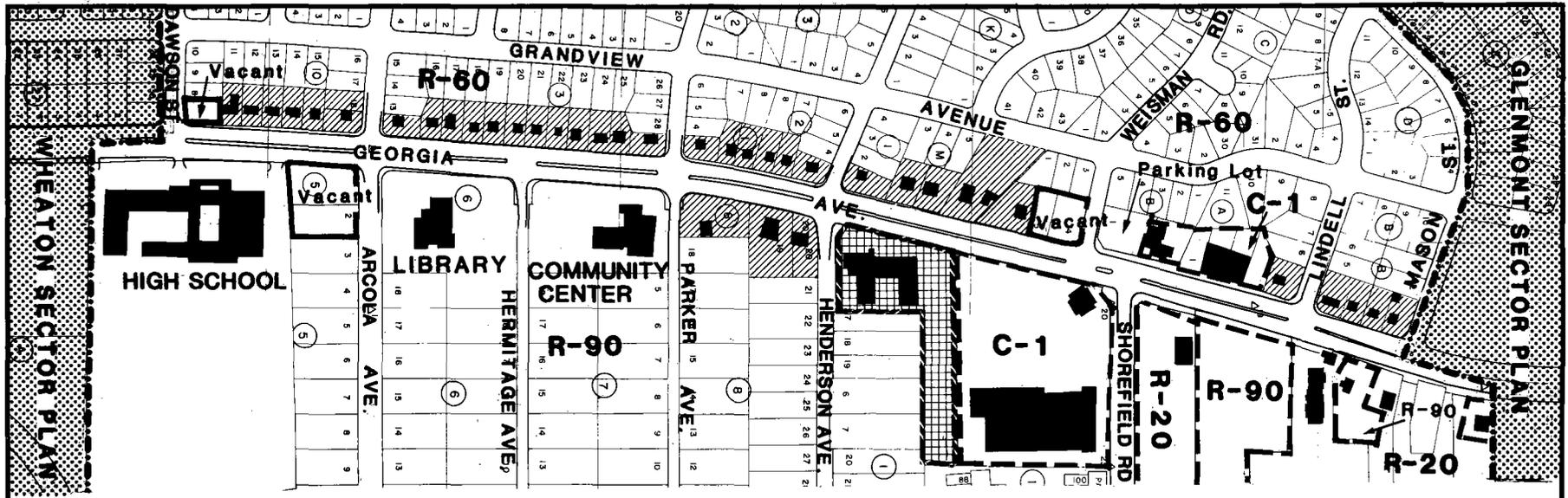
- PLANNING AREA BOUNDARY
- ◆◆ MEDIAN WITH TREES
- MEDIAN WITH GRASS
- ■ ■ SERVICE ROAD MEDIAN WITH TREES
- □ □ SERVICE ROAD MEDIAN WITH GRASS
- ● ● HIGH DENSITY FOLIAGE ON ABUTTING PROPERTIES*
- ○ ○ MODERATE DENSITY FOLIAGE ON ABUTTING PROPERTIES*
- ⌋ EDGE BETWEEN COMMERCIAL AND RESIDENTIAL AREAS

*PLEASE NOTE THAT THESE CATEGORIES ARE NECESSARILY SUBJECTIVE.

Illustration 4-18

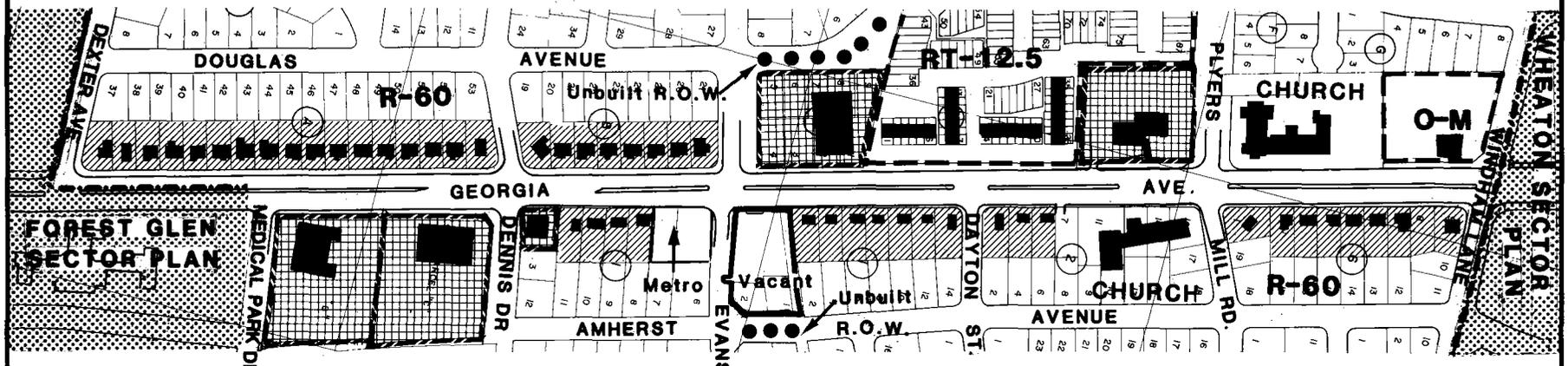
The Maryland-National Capital Park & Planning Commission

Georgia Avenue Corridor Conditions



WHEATON TO GLENMONT SECTION

NOT TO SCALE



FOREST GLEN TO WHEATON SECTION

-  SINGLE-FAMILY HOMES AFFECTED BY CORRIDOR CONDITIONS
-  SPECIAL EXCEPTIONS IN SINGLE-FAMILY ZONES

Illustration

 The Maryland-National Capital Park & Planning Commission

Illustration 4-19

Provide continuous sidewalks throughout each corridor within the Kensington-Wheaton Master Plan area to improve overall pedestrian circulation. A map showing sidewalk needs along major corridors and the accompanying discussions are located in Chapter 5, Transportation and Mobility Plan, Map 5-8.

With regard to special exceptions:

- Only four parcels in two critical areas are recommended for non-residential professional offices, as described earlier.
- Petitions for home occupations and non-resident medical practitioners should be reviewed with care to avoid undermining the residential fabric of the community, especially with regard to their cumulative effect.
- All special exceptions should adhere fully to the development guidelines for implementation of the "green corridors" policy.

Implementation

The Planning Board will file a sectional map amendment to implement the zoning recommendations of the Plan, reconfirming existing zoning except as noted earlier.

The Planning Department and Office of Planning Policies should review the zoning ordinance to assess the adequacy of landscaping, screening, parking, and access controls for resident professional uses or special exceptions in single-family homes abutting highways and to evaluate the criteria for special exceptions.

The County Department of Housing and Community Development should continue to conduct systematic inspections of property upkeep and maintenance in the "green corridors" and other selected areas, as well as in response to citizen complaints.

The County Department of Environmental Protection is encouraged to conduct routine zoning compliance inspections.

The Board of Appeals should require full adherence to the following guidelines for special exceptions in the "green corridors":

- Screening should be required for parking, even when less than six parking spaces are involved.
- Green space should be retained, particularly when it provides trees that screen buildings.
- Existing buildings should be screened with plant material.
- Any addition to existing buildings should be compatible with the existing residential architecture and adjoining neighborhoods. Visibility of buildings to residents of nearby communities should be taken into account. Any new construction or building that would indicate substantial expansion should be placed where it will add as little as possible to the visible size of the building, and should be landscaped to provide as much screening as possible.
- At least some of the plantings used to screen parking and buildings should conform to the choices of characteristic plantings made for each highway under the green corridors policy as noted later in this chapter.

The Plan recommends the following guidelines for consideration by the State Highway Administration, the County Department of Transportation, and PEPCO for the landscaping and maintenance of highway rights-of-way in the Kensington-Wheaton area.

- Trees which are dead, diseased, hazardous, or in any other condition contrary to the standards included in State and County regulations may require removal. Trees in a condition which conform to State and County regulations which nevertheless conflict with overhead utility lines should be sensitively pruned.
- Road widenings occasionally may require the removal of trees to provide for roadway safety and traffic visibility. Plans for road widenings should include efforts to replace displaced trees where sufficient space exists in the right-of-way and with the approval of the adjacent property owner.

- Best management practices, as described in the County Road Code, shall be used for all right-of-way planting. The best landscaping construction details will provide a better growing environment for trees.
- Plant species selected should be urban hardy and pollution tolerant, as specified in the County Road Code's list of approved trees and in State Highway Administration (SHA) policies. They should be high branching with moderate to smaller width trunks. Plant species and placement should provide safe visibility throughout the right-of-way.
- Street trees and selected flowering trees contained in the County Road Code's approved list should be planted in center medians, service road medians, and next to sidewalks, where feasible, given visibility and maintenance concerns.
- A landscaping plan, with characteristic plants for each highway, should be developed by the SHA or the County Department of Transportation, as resources permit.

The public rights-of-way are maintained and built by the Montgomery County Department of Transportation and the Maryland State Highway Administration. They have developed guidelines and regulations which can affect planting designs within the right-of-way. These agencies must play a major role in the task force to review highway safety issues, utility easements, and maintenance. Roadway improvements by these agencies should always contain a landscaping plan.

Illustration 4-19 indicates whether central medians and service road medians have any tree plantings. It also indicates where there are service roads and where other landscaping features exist. Roughly speaking, the more symbols along a section of highway in Illustration 4-19, the better shape it is in terms of the goals of the "green corridors" policy, and in terms of its ability to absorb, without major impact, the frequent problems of abutting uses listed above. Service roads, even without trees on their medians, push

homes back far enough from the highway so that they are less susceptible to the highway's impact. They also ease the need to pave over lots for parking and turnaround space because residents can park and maneuver on the service road.

Appendix E illustrates conceptual cross-sections and plans of highways with appropriate plantings and the location of paved areas.

Design consideration for utility lines, signage, and retaining walls should include:

- Utility poles that are new or being relocated should be located to allow for optimum street tree or shrub plantings and to reduce visual clutter within the highway corridors.
- Where possible, large directional signs should be located to minimize being viewed from residential areas.
- Retaining walls, fences, or any other highly visible roadway-related construction should be designed or renovated to be as attractive as possible when viewed from the roadway. Often, the utility of a retaining wall overshadows any attempt to consider it an element that is viewed daily by residents. For example, retaining walls along Connecticut Avenue north of Kensington could be attractive if vines or shrubs were planted next to them.

Roadside and median landscaping and design activities should conform to State and County regulations and operating procedures. The State and County will assess the fiscal feasibility of funding roadside and median landscaping and design projects during annual budget reviews.

Commercial Revitalization

The only significant commercial development within the planning area, outside the sector plan areas, exists at the intersection and immediate vicinity of Veirs Mill Road and Randolph Road. This small commercial area includes Colonial Plaza Shopping

Center at the northwest corner and Veirs Mill Village Shopping Center at the southwest corner. These uses are on property zoned C-1, Local Commercial. Some of the shopping centers' parking has remained in the R-60 zone and was formerly permitted as a special exception, which allows for periodic review of community impact. Other parking is in the R-60 zone as a continuing non-conforming use. This prevents significant improvement to the parking unless the zoning is changed.

Other commercial and non-residential uses are located in the other quadrants, such as a fast food restaurant, several free-standing banks, gas stations, a church, and a nursing home. The southeast corner and areas surrounding the commercial and office developments remain residential.

While the commercial development located here provides some desirable community shopping and service outlets, storefront vacancies deprive the community of additional retail and service outlets. Windows are boarded to prevent vandalism, detracting from the vitality of the center and the community. Underutilized parking areas have become dumping areas for stripped and abandoned vehicles.

The shopping centers are inefficient in their design, both in terms of access and internal circulation. Shopping center driveways do not integrate well into traffic patterns. Parking areas and internal pedestrian and vehicular circulation patterns are defined poorly. Sidewalks are discontinuous and blocked by telephone poles. Bus stops have inadequately defined paved waiting areas.

Inefficiencies created by the conflict between residential, commercial, and commuter traffic have resulted in the incorporation of adjoining residential streets in the intersection circulation pattern. The shopping centers lack proper buffering from adjoining residential property. Transition between commercial and residential areas

generally is abrupt. Service and loading dock areas lack proper screening from confronting residences.

Objective

To re-establish vibrant and attractive commercial centers at the intersection of Veirs Mill and Randolph Roads in a manner compatible with adjacent residential communities.

Policies

Encourage the establishment of a public-private partnership with community support to facilitate revitalization efforts at the Colonial Plaza and Veirs Mill Shopping Centers and adjacent commercial properties.

Create a mix of commercial operations which enhances the economic viability of the area and which provides goods and services desired by residents of nearby neighborhoods.

Encourage upgrading of the physical appearance of the shopping centers through reopening of closed stores, facade and signage improvements, better building and property maintenance, landscaping, and other actions as determined by a public-private feasibility study.

Encourage improvement of shopping center vehicular and pedestrian circulation, including private parking areas, sidewalk linkages, and other measures as determined by a public-private feasibility study.

Provide effective buffering between commercial activities and adjacent residential neighborhoods.

The provision of a park-and-ride lot here, constructed under the parking facility standards in the zoning ordinance, has the potential to improve the appearance of the site and its present condition.

Implementation

The County's Department of Housing and Community Development should conduct feasibility studies and planning for revitalization of the two shopping centers. With the participation of the private sector and representatives of nearby communities, this effort will provide for further planning and initial design for parking areas, lighting, signage, facade improvements, and streetscaping. The study will also consider the feasibility of utility relocation, consolidation, and/or undergrounding.

Appendix D contains an Urban Design Study which includes recommendations for a revitalization effort.

With the assistance of the Planning Board (through the mandatory referral process) and representatives of the adjoining neighborhoods, the County Departments of Transportation and Housing and Community Development should review the plans for the park-and-ride lot's lighting, landscaping, and hours of operation to assure compatibility with adjoining neighborhoods.

Chapter Five

TRANSPORTATION AND MOBILITY PLAN

Street and Highway Plan

Transit Plan

Non-Motorized Mobility

Kensington-Wheaton's initial development, particularly in the town of Kensington, was based on the railroad. The Baltimore and Ohio Railroad cuts across the southwestern corner of the Kensington-Wheaton planning area and is still used by commuters. The area's growth after World War II, however, was based on the car. Public policy is now encouraging a greater use of other forms of transportation than the private automobile. This implies that means of travel other than single-occupant commuting will be getting greater emphasis than road improvements.

The backbone of the highway network in the Kensington-Wheaton area includes the Capital Beltway and six major highways: University Boulevard, Georgia Avenue,

Connecticut Avenue, Veirs Mill Road, Randolph Road, and Layhill Road. Illustration 5-1 shows traffic volumes on the major roads in 1984.

The Capital Beltway (I-495) is the southern boundary line for the Kensington-Wheaton area. In 1984, the 8-lane section east of Georgia Avenue had an Average Annual Weekday Traffic (AAWT) of about 131,000 vehicles. West of Georgia Avenue, the AAWT was about 144,000 vehicles.

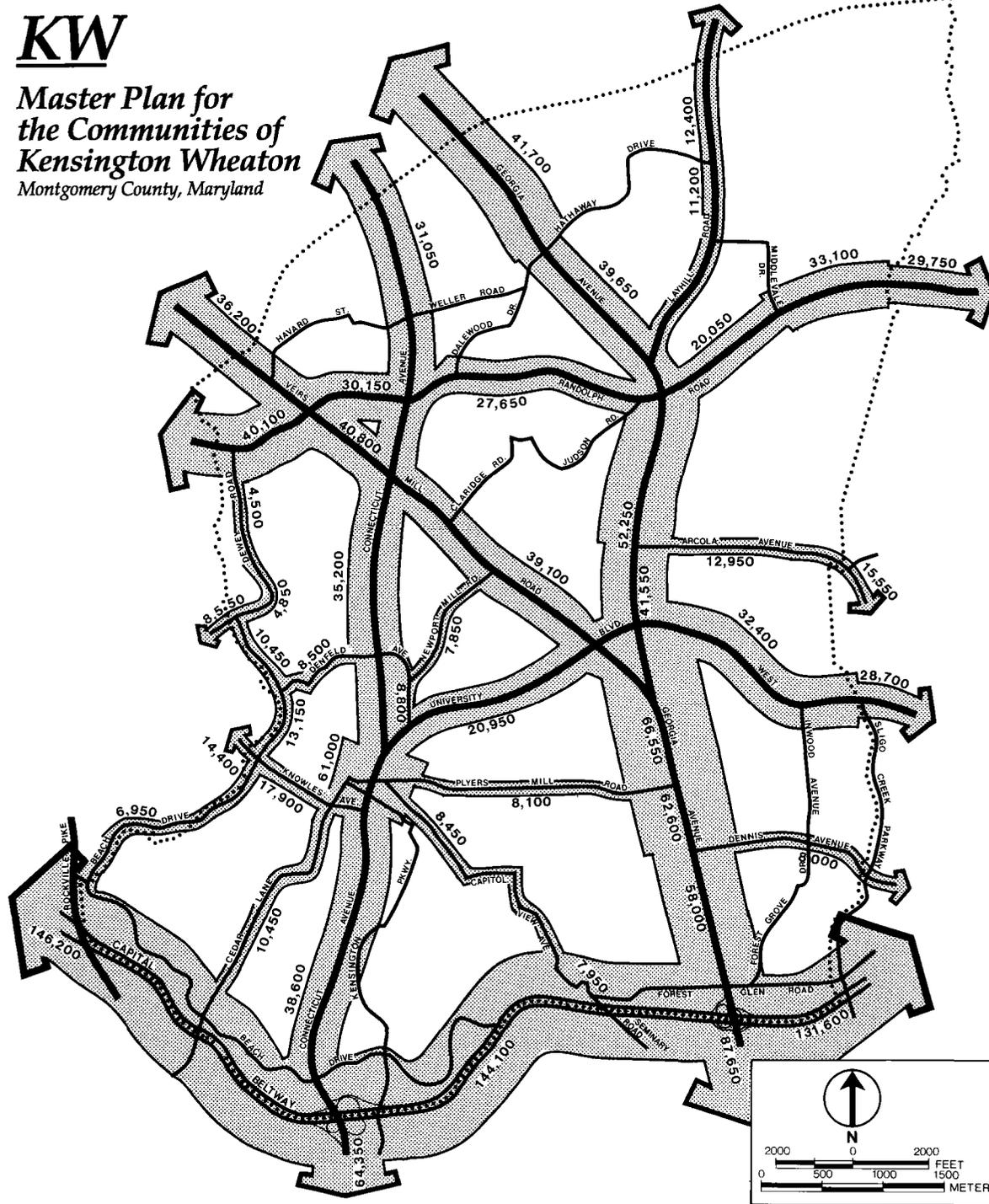
University Boulevard begins at Connecticut Avenue in Kensington, almost two miles north of I-495, and passes eastward through Wheaton in a circular fashion as a 6-lane divided highway. Turning southward, it continues on past Four Corners and into Prince George's County. In 1984, the AAWT on University Boulevard ranged from 26,800 in Kensington to 34,650 in the Wheaton Business District. It had an AAWT of 43,450 at Columbia Pike (US 29) in Four Corners.

Georgia Avenue starts in the District of Columbia, crosses University Boulevard in Wheaton, and continues northward to Glenmont where it also crosses Randolph Road and is intercepted by Layhill Road. In 1984, Georgia Avenue carried up to 66,550 vehicles per weekday south of Wheaton. The 1984 AAWT on Georgia Avenue in Glenmont ranged from 40,000 to 42,000.

Connecticut Avenue has its greatest daily traffic volume in the town of Kensington. In 1984, the AAWT ranged from 54,050 to 61,050 be-

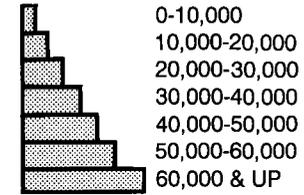
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**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland



*Average Annual
Weekday Traffic, 1984*

..... PLANNING AREA BOUNDARY



SOURCE: 1984 TRAFFIC VOLUME MAP, MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

Illustration 5-1

The Maryland-National Capital Park & Planning Commission

tween Knowles Avenue and University Boulevard. It carried up to 38,600 vehicles per weekday south of Kensington. Connecticut Avenue crosses Veirs Mill Road about 1.3 miles past University Boulevard. At Veirs Mill Road, the AAWT was about 35,000 south of and 28,000 north of the intersection. After crossing Georgia Avenue, Connecticut Avenue ends at Bel Pre Road.

Veirs Mill Road starts from Georgia Avenue in the Wheaton Business District and runs to the northwest. It is a major highway between Wheaton and Rockville, with six lanes in the Wheaton Business District and five lanes between Parkland Drive and Sherrie Lane. For the short distance between Randolph Road and Atherton Drive, there are only two lanes in each direction.



Randolph Road passes through the upper part of the Kensington-Wheaton area in the east-west direction and is a major route between Rockville Pike (MD 355) and Columbia Pike (US 29). The AAWT on the 6-lane section east of Georgia Avenue ranged from 20,000 to 33,000 vehicles in 1984. To the west of Georgia Avenue, the weekday traffic ranged from 27,000 to 30,000 between Georgia Avenue and Parklawn Drive, with almost 32,000 daily vehicles west of Parklawn Drive.

Layhill Road (MD 182) is classified as a major highway, but is currently only two lanes wide. The 1984 AAWT was about 11,000 vehicles between Georgia Avenue and Briggs Road and 12,000 between Briggs Road and Bel Pre Road.

It should also be noted that further widening of the major highways is restricted by narrow rights-of-way, abutting development, and concern for pedestrian circulation. There are a number of transportation improvement projects in the County Capital Improvements Program. These projects are listed in Tables 5-1 and 9-1.

Some sense of existing traffic conditions is given by the fact that traffic and congestion were, among many possible issues, the major concerns of this Plan's Advisory Committee. The basis for concern is indicated by the current level of service at intersections in the area. The attraction of commuter traffic to the Wheaton Business District, while it is acting as a Metrorail terminal station, will result in increased traffic on the feeder routes and on streets within the area.

As shown in Illustration 5-2, 17 intersections along the major highways in the Kensington-Wheaton area are operating at levels of service "E" or "F." Level of service "F" means very long delays and frequently jammed traffic conditions on all approaches to an intersection. Definitions for all the levels of service are given in Illustration 5-2.

It is important to note that the transportation service standard for subdivision approvals in the Kensington-Wheaton area, as defined in the FY 89 Annual Growth Policy (AGP), is average level of service "D." Level "D," as used in the AGP, refers to overall movement throughout the area. If the standard for an area is level of service "D," it is not surprising to have intersections below that level of service; that is, some intersections will be more congested than level of service "D." However, a large proportion will be above "D" (less con-

TABLE 5-1

*PROGRAMMED OR PROJECTED TRANSPORTATION PROJECTS
Kensington-Wheaton Planning Area*

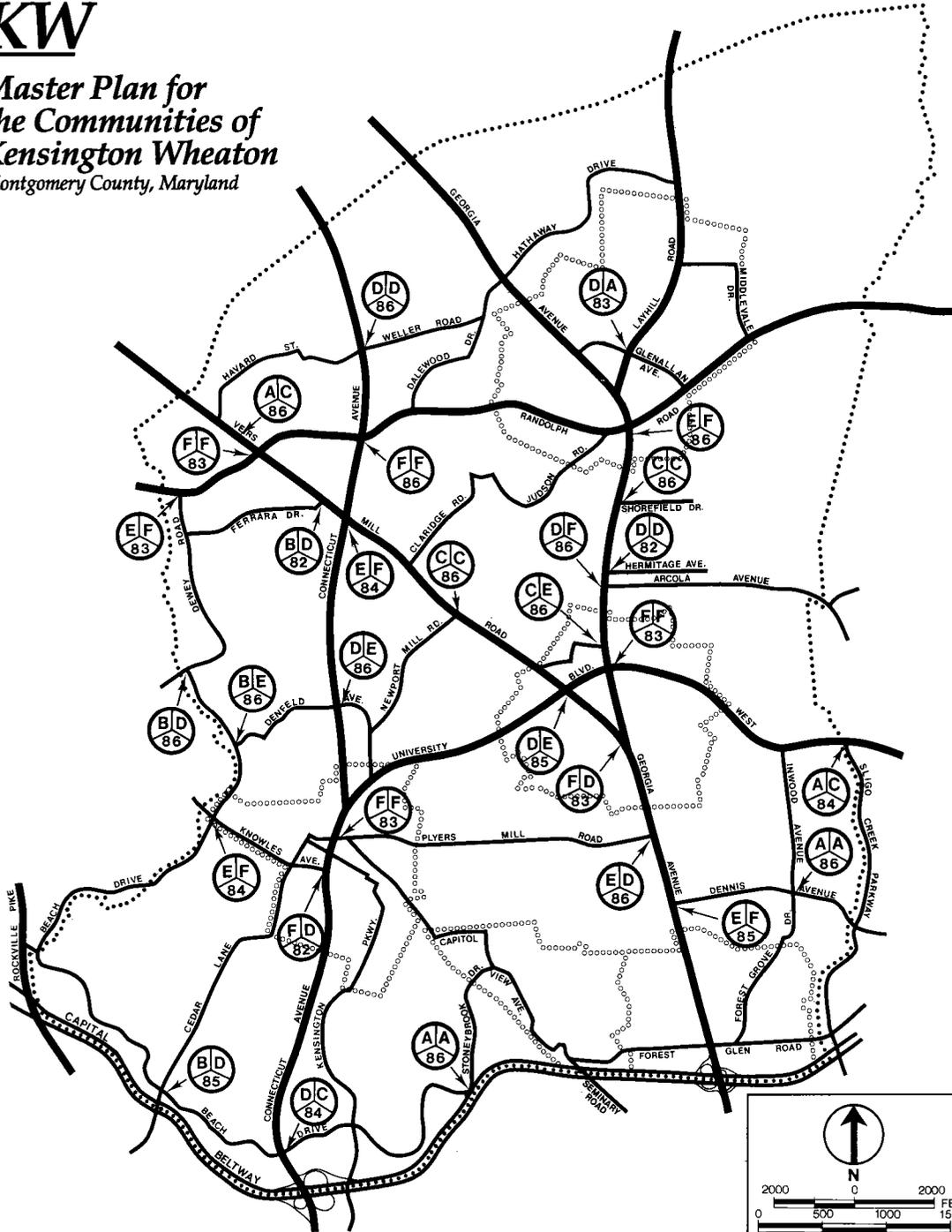
Project Name	Project Description	Start Construction	Implementing Agency	Project Cost (\$000)
Capital Beltway (I-495)	Upgrade and widen existing I-495 to 8 lanes from west of I-270 to west of MD 97	Underway	MDDOT	43,782
Layhill Road (MD 182)	Upgrade and widen existing MD 182 to a 4-lane urban divided highway from MD 97 to north of Longmead Road	Underway	MDDOT	17,708
Veirs Mill Road (MD 586)	Resurface and widen between MD 28 and MD 97	Underway	MDDOT	4,307
Connecticut Avenue (MD 185)	Safety and resurfacing project from Warner Street to Perry Avenue	Underway	MDDOT	1,195
Metro Stations	Forest Glen and Wheaton	Underway	WMATA	---
Wheaton Garage 45	Reconstruction of 91-car lot to 630-car garage	FY 89	MCDOT/ WMATA	4,000
Glenmont Park and Ride Lot	A 400-car lot on Georgia Ave. opposite Glenallan Avenue and a concept plan for 200 additional spaces	FY 89	MCDOT	1,048

(Table 5-1 Continued)

Project Name	Project Description	Start Construction	Implementing Agency	Project Cost (\$000)
Glenallan Avenue	Widening of Glenallan Avenue to 57 feet between Georgia Avenue and Layhill Road	FY 92	MCDOT	1,424
Forest Glen Road (MD 192)	Four lanes from Georgia Avenue to Belvedere Place for better Metro access	MDDOT Project Planning Study	WMATA	
Wheaton Metrorail Parking Garage	Construction of 900 space parking garage at Wheaton Plaza	---	WMATA	9,800
Dewey Road	Widening of Dewey Road to 36 feet between Dahill and Garrett Park Roads	FY 92	MCDOT	1,042
Belvedere Place Extension	Construction of a 36-foot-wide road from Forest Glen Road north to Metrorail parking	FY 89	MCDOT	286
Randolph Road Bridge Over Rock Creek	Rehabilitation	FY 90	MCDOT	205

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Peak Period Operating Conditions

..... PLANNING AREA BOUNDARY

----- SECTOR PLAN BOUNDARY

 PEAK PERIOD LEVEL OF SERVICE
TRAFFIC COUNT YEAR

- A FREE FLOW, NO DELAY
- B STABLE FLOW, LITTLE DELAY
- C STABLE FLOW, MODERATE DELAY
- D APPROACHING UNSTABLE FLOW,
MODERATE TO HEAVY DELAY
- E UNSTABLE FLOW, HEAVY DELAY
- F JAMMED TRAFFIC CONDITIONS

Illustration 5-2

 The Maryland-National Capital Park & Planning Commission

gested) but, precisely because of that, they will attract less attention.

Proposed and potential road projects outside the Kensington-Wheaton area might direct some traffic around it. Numerous transportation projects are being proposed for areas adjacent to Kensington-Wheaton. These include the construction of the Inter-county Connector east of Norbeck Road and the widening of Columbia Pike (US 29) to six lanes between Spencerville Road (MD 198) and New Hampshire Avenue (MD 650). This latter project may have an HOV lane and a grade separated interchange at US 29's intersection with University Boulevard in Four Corners. There is also the programmed widening of New Hampshire Avenue to a 4- to 6-lane facility between Randolph Road and MD 198. All of these projects have important ramifications because they would tend to intercept and direct traffic around the planning area and not through it.

Objective

To establish a balance between the area's planned transportation system and its total planned development.

Policy

Establish level of service "D" as the appropriate level of service necessary to balance the amount of development, effective transit service, and moderate-to-heavy, peak-period traffic congestion in the Kensington-Wheaton area. The choice of average level of service "D" standard for the area is based on planning policies that support a heavy level of transit service to reduce the negative land use impact of commuter traffic in areas like Kensington-Wheaton. The presence of congestion can encourage commuters to weigh the benefits of using public transit.

Implementation

County Council approval and Planning Board adoption of this Plan formally establishes level "D" as the appropriate master planned average level of service for the Kensington-Wheaton planning area when fully built out. The Annual Growth Policy establishes an annual average level of service for each fiscal year. Conditions in the Kensington-Wheaton area are consistent with the transportation service standard set in the FY 89 AGP. The analyses done for the 1986 Short-Term Traffic Alleviation Policy indicate that in 1986, the average level of service in the Kensington-Wheaton area was, in fact, somewhat better than a "D" level of service. Despite this, there are a number of intersections within the area which are heavily congested. Such intersections should be studied for improvement. However, in many instances, such intersection studies are not a master plan issue and are more appropriately addressed by the State and County Departments of Transportation.

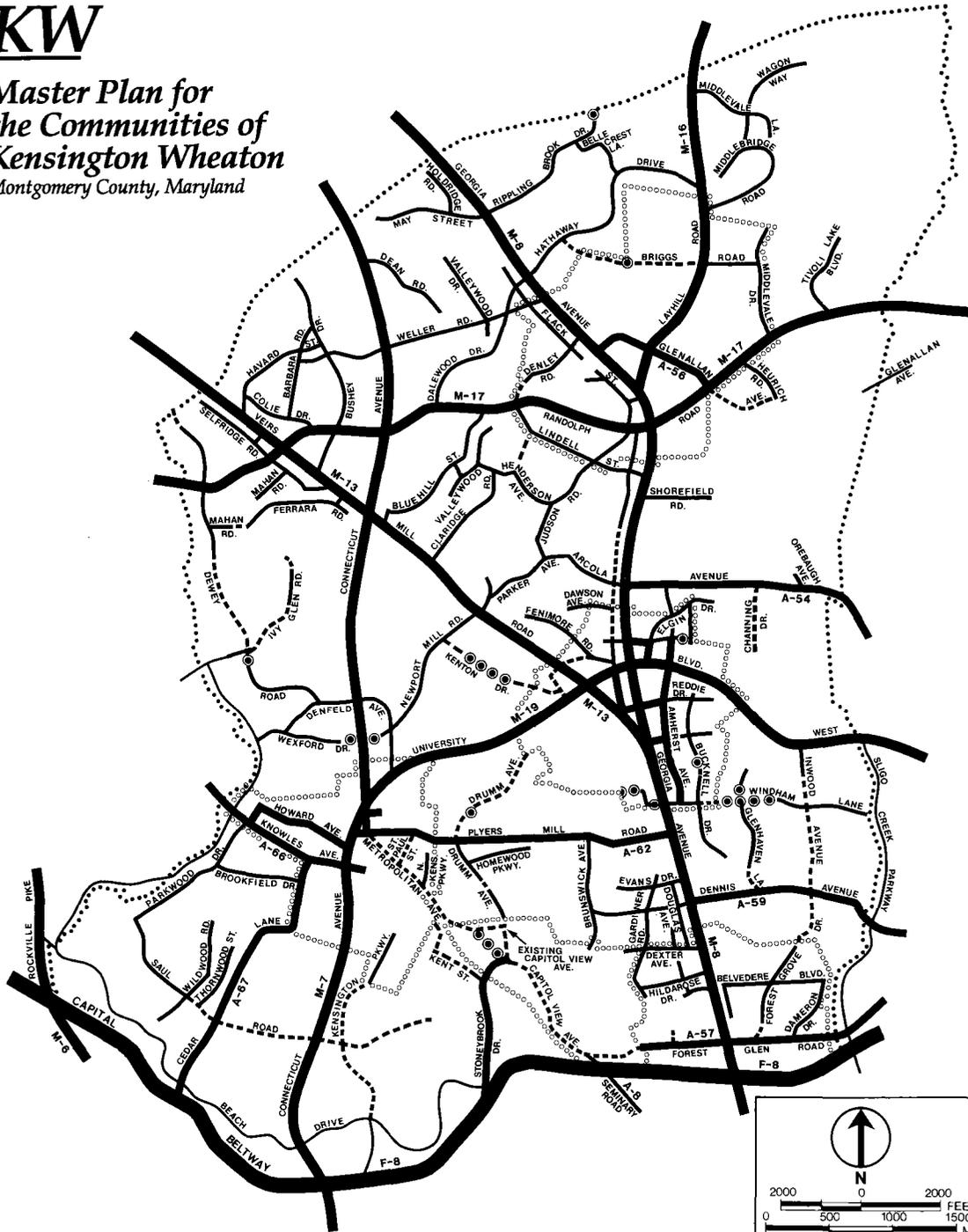
Street and Highway Plan

The previous street and highway plan appears in Illustration 5-3. It is based on three sources of information. These sources are: (1) recommendations of the Kensington-Wheaton Master Plan (approved and adopted in 1959) and the Upper Northwest Branch Watershed Master Plan (approved and adopted in 1961), (2) Approved and Adopted Sector Plans for Forest Glen, Wheaton CBD, Glenmont, Capitol View, and Kensington, and (3) the subdivision development process.

Streets perform two primary functions to differing degrees: traffic service and land service. A roadway designed primarily for traffic service usually has a relatively high speed limit, four or more lanes, few intersections, no on-street parking, and few driveways entering directly onto the highway; a freeway is designed entirely for

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Previous Street and Highway Plan

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ▬ FREEWAY
- ▬ MAJOR HIGHWAY
- ▬ ARTERIAL ROAD/BUSINESS DISTRICT STREET
- ▬ PRIMARY STREET BUILT TO STANDARD
[Includes roads designated in the 1959 Kensington-Wheaton Master Plan, in Sector Plans, and as required by the development process.]
- - - - PRIMARY STREET DESIGNATED IN A MASTER OR SECTOR PLAN, BUT NOT BUILT TO STANDARDS
- PRIMARY STREET DESIGNATED IN A MASTER OR SECTOR PLAN, NOT CONSTRUCTED
- PARK ROAD

All street rights-of-way not otherwise classified shall conform to the requirements of the zoning ordinance, or the subdivision regulations, whichever is more restrictive, whether the zoning lies on one or both sides of the street.

When specific development plans are submitted, additional arterial roads, business district streets, industrial streets, and/or primary residential streets may be required. The requirement may be for dedication of right-of-way or for dedication and construction of the road.

See the sector plans for street classification or specific transportation recommendations within each sector plan area.

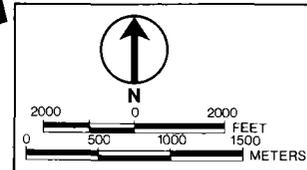


Illustration 5-3

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traffic service. A roadway designed for land service, on the other hand, usually has a low speed limit, two lanes, frequent intersections, on-street parking, and driveways along its length; a cul-de-sac is designed entirely for land service. Most streets fall between these two extremes, serving both functions to a partial degree.

In Montgomery County, each roadway generally is classified in one of five categories: (1) freeways, (2) major highways, (3) arterials and business district streets, (4) primary residential streets; and (5) secondary and tertiary residential streets.

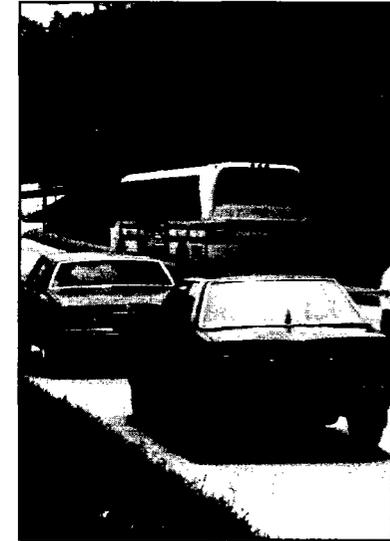
Freeways provide total traffic service and no land service. The Capital Beltway is classified as a freeway.

Major highways provide a high level of traffic service and a low level of land service. In older areas of Montgomery County, such as Kensington-Wheaton, roads designated as major highways also provide access to much commercial and residential development. Georgia Avenue and University Boulevard are two of the six major high-



ways in the Kensington-Wheaton area.

Arterials and business district streets provide a medium level of traffic service and a moderate level of land service. These streets carry traffic between major highways but also provide access to local development. Plyers Mill Road and Glenallan Avenue (between Georgia Avenue and Randolph Road) are examples of arterial streets.



Primary residential streets provide a moderate level of traffic service and a medium level of land service. A primary residential street is the local traffic collector for vehicles traveling between higher level roads (arterials and major highways) and residences (many of which are located along secondary residential streets). Primary residential streets frequently are built by developers during subdivision construction.

Secondary and tertiary residential streets provide a limited traffic service and a high level of land service. Secondary residential streets are not intended for use by traffic that is passing through the residential community. Generally, the travel route through a residential community by way of secondary streets is so circuitous as to be inefficient for non-local traffic.

Objective

To classify each element of the Kensington-Wheaton street and highway system according to the degree to which it is to provide traffic service and land service.

Policies

Utilize this Plan's roadway classifications as a guide for the design of streets and highways as well as for operational policies.

Continue to use the Neighborhood Traffic Protection Program to address cut-through traffic problems on residential streets.

Under current policy, County Department of Transportation (MCDOT) traffic engineers will consider instituting various types of traffic restrictions to limit inappropriate traffic through residential communities based on a survey of the non-local traffic on a secondary street. Inappropriate traffic is generally considered to be vehicles driven through residential streets in an effort to avoid congested traffic conditions on arterial streets or major highways. These vehicles are referred to as "cut-through" traffic. Any restriction on this travel also will cause some hardship for local residents. MCDOT works closely with the local community in the development of a Neighborhood Traffic Protection Plan to ensure that the impacts are understood and accepted by residents.

Some streets that are considered as residential provide the only route available to serve a residential community. Capitol View Avenue is one example. That street was reclassified from an arterial and its width established as 26 feet as part of the *Sector Plan for Capitol View and Vicinity* (1982) because construction of an arterial street would be too disruptive to the community. Stoneybrook Drive is another example. That street is recommended to be reclassified by this Master Plan from an arterial to a primary because of the earlier reclassification of Capitol View Avenue and the decision not to connect Drumm Avenue to Capitol View Avenue and Stoneybrook Drive. Arterial traffic would be inappropriate for this road, but it provides the only local connecting link between communities on either side of the railroad. A final example involves Drumm Avenue between Mc-

Comas Avenue and Plyers Mill Road. While recommending eventual connection of the unbuilt section of this road, this Plan simultaneously reclassifies Drumm Avenue from primary to secondary status. As a secondary residential street, Drumm Avenue would become eligible for the Neighborhood Protection Program, should non-local traffic volumes significantly increase.

Classify each element of the Kensington-Wheaton street and highway system as indicated in Illustration 5-4. All existing and future residential roads not referenced as part of the primary network are presumed to function as secondary streets, regardless of whether they are constructed to the standard cross-section for a primary road.

Table 5-2 summarizes the classification of the major and arterial highways shown on the Adopted Street and Highway Plan. It gives the minimum proposed right-of-way width and the proposed pavement width or number of lanes. Illustration 5-5 displays the recommended typical highway cross-sections. The table also lists the streets in the preferred primary network which have not been completely built to the typical 36-foot-wide cross-section for a primary. Many primary streets shown on the Adopted Street and Highway Plan are not listed in Table 5-2. These primaries are already 36 feet wide, so no additional improvements are necessary to eliminate substandard conditions. In most cases, full widening of roads not built to standard will not be needed until dictated by future highway needs or future development projects. For roads and streets which are inside sector plan areas, the individual sector plan establishes the classification and transportation recommendations, except where specifically discussed in this Master Plan.

There are a number of road classifications in Kensington-Wheaton that require further explanation.

TABLE 5-2

STREET AND HIGHWAY CLASSIFICATIONS

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
Freeway				
F-8	Capital Beltway (I-495)	Sligo Creek Park to Rock Creek Park	Variable	8 lanes divided
Major Highways				
M-7	Connecticut Avenue (MD 185)	Master Plan boundary line to Capital Beltway	120'	6 lanes divided
M-8	Georgia Avenue (MD 97)	Master Plan boundary line to Capital Beltway	120'	6 lanes divided
M-16	Layhill Road (MD 182)	Master Plan boundary line to Georgia Avenue	120'	4 lanes divided from boundary to Glenallen Ave.; 6 lanes divided from Glenallen to Georgia Avenue
M-17	Randolph Road	Northwest Branch Park to Rock Creek Park	120'	6 lanes divided

(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
M-19	University Blvd. (MD 193)	Sligo Creek Park to Connecticut Avenue	120'	6 lanes divided
M-13	Veirs Mill Road (MD 586)	Master Plan boundary line to Georgia Avenue	120'	6 lanes divided
Arterials				
A-30	Seminary Road	Forest Glen Road to Master Plan boundary	80'	48'
A-54	Arcola Avenue	Georgia Avenue to Master Plan boundary line	80'	48'
A-62	Plyers Mill Road	Georgia Avenue to Connecticut Avenue	80'	48'
A-66	Knowles Avenue (MD 547)	Beach Drive to Armory Place	80'	48'
A-67	Cedar Lane/ Summit Avenue	Knowles Avenue to Beach Drive	80'	48'
A-59	Dennis Avenue	Georgia Avenue to Sligo Creek Parkway	80'	48'

(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
A-57	Forest Glen Road	Sligo Creek Parkway to Seminary Road	80'	48'
A-56	Glenallan Avenue	Georgia Avenue to Randolph Road	80'	48'
Primary Roads (Not completely built, or not built to the standard cross-section)				
P-1	Dewey Road	Randolph Road to Denfeld Avenue	70'	36'
P-2	Ferrara Avenue/ Mahan Road	Veirs Mill Road to Dewey Road	70'	36'
P-3	Saul Road	Parkwood Drive to Kensington Parkway	70'	36'
P-4	Kensington Parkway	Beach Drive to Kent Street	70'	36'
P-5	Metropolitan Avenue/Capitol View Avenue*	a) Plyers Mill Road to Capitol View Sector Plan boundary line	70'	36'
		b) Capitol View Sector Plan boundary line to Forest Glen Road	70'	26'

(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
P-6	St. Paul Street	Metropolitan Avenue to Plyers Mill Road	70'	36'
P-7	Upton Drive	East Avenue to Einstein High School	70'	36'
P-8	East Avenue/ Kensington Boulevard	University Boulevard to Grandview Avenue	70'	36'
P-9	Windham Lane/ Douglas Avenue	Inwood Road to St. Margarets Way	70'	36'
P-11	Blueridge Avenue	Elkin Street to Bucknell Drive	70'	36'
P-12	Glenallan Avenue	Randolph Road to Glenfield Road	70'	26'
P-13	Indian Spring Access Road	Layhill Road to Tivoli Lake Blvd.	70'	36'
P-14	Rippling Brook Drive	Georgia Avenue to Master Plan boundary line	70'	36'
P-15	Denley Road	Georgia Avenue to Randolph Road	70'	36'

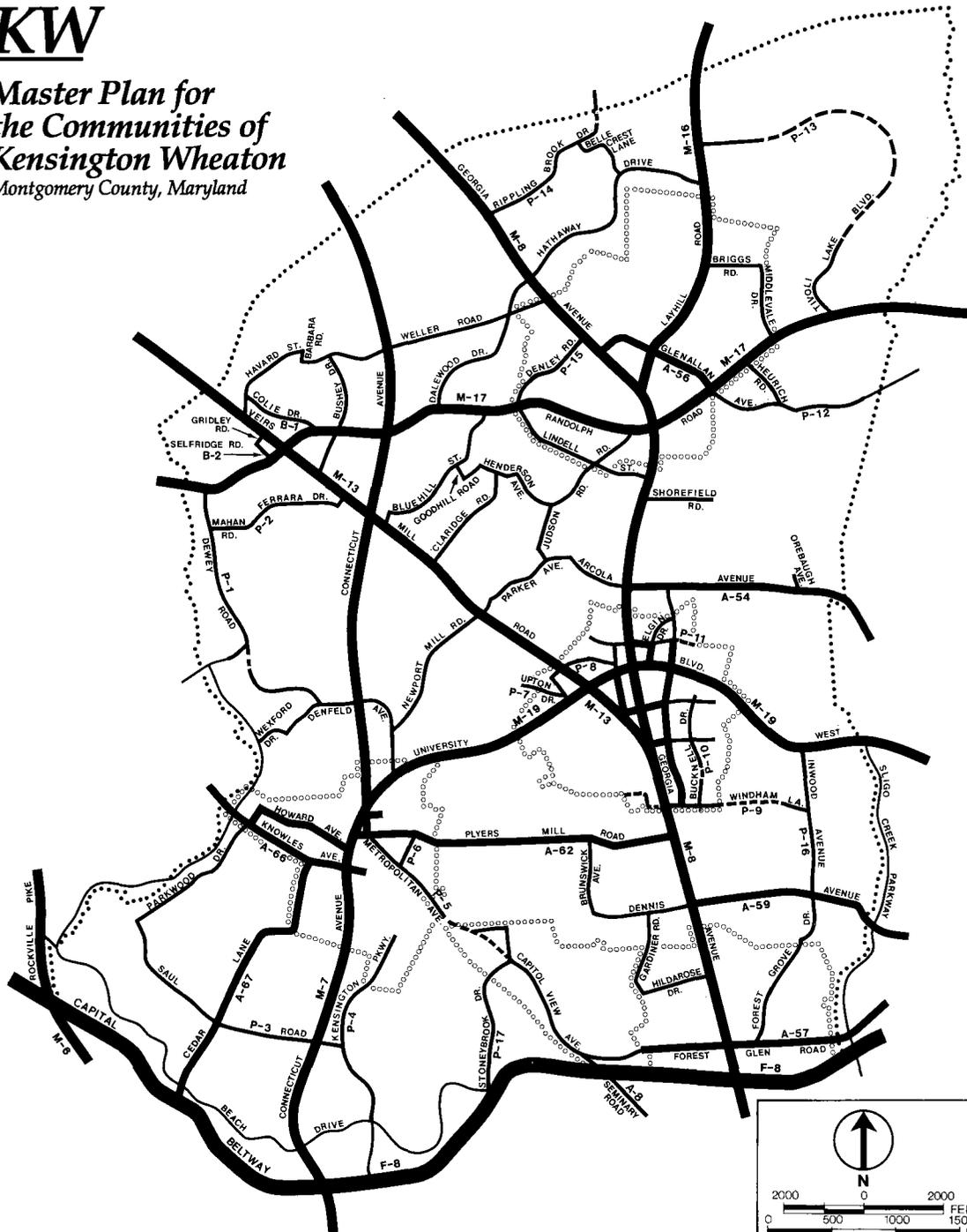
(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
P-16	Inwood Avenue/ Forest Grove Road	Forest Glen Road to University Boulevard	70'	36'
P-17	Stoneybrook Drive	Beach Drive to Capitol View Avenue	70'	36'

* See Capitol View and Vicinity Sector Plan for alignment and a discussion of the status of Capitol View Avenue.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Adopted Street and Highway Plan

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ██████████ FREEWAY
- ██████████ MAJOR HIGHWAY
- ██████████ ARTERIAL ROAD/BUSINESS DISTRICT STREET
- ██████████ PRIMARY STREET
- PRIMARY STREET NOT YET CONSTRUCTED
- ██████████ PARK ROAD

Note: Highways and streets designated by letter and number on this map are listed in Table 5-2. However, the only primary streets shown this way are those which have not yet been built or built to standard.

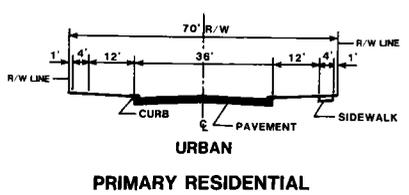
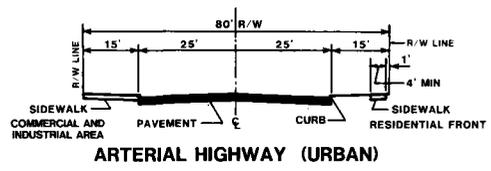
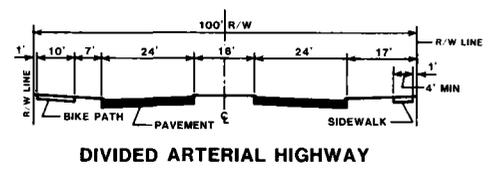
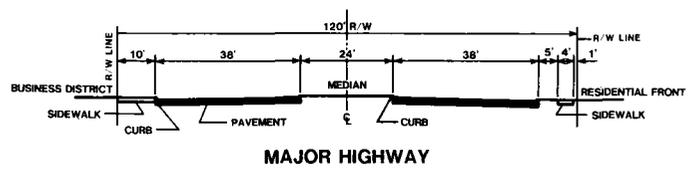
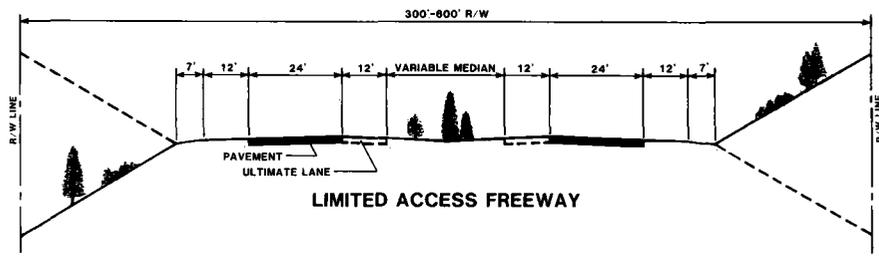
All street rights-of-way not otherwise classified shall conform to the requirements of the zoning ordinance, or the subdivision regulations, whichever is more restrictive, whether the zoning lies on one or both sides of the street.

When specific development plans are submitted, additional arterial roads, business district streets, industrial streets, and/or primary residential streets may be required. The requirement may be for dedication of right-of-way or for dedication and construction of the road.

See the sector plans for street classification or specific transportation recommendations within each sector plan area.

Illustration 5-4

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*Master Plan for
the Communities of
Kensington Wheaton
Montgomery County, Maryland*

*Recommended
Typical Highway
Cross Sections*

Illustration 5-5

The Maryland - National Capital Park & Planning Commission

Rockville Facility Right-of-Way is recommended for further study of possible local transportation, recreation, and/or private development uses for those portions of the Rockville Facility right-of-way west of Veirs Mill Road and east of Georgia Avenue. This Plan recommends creation of a State park in the right-of-way between Veirs Mill Road and Georgia Avenue.

Knowles Avenue (A-66) is an arterial road between Beach Drive and Armory Place, east of Connecticut Avenue. The section between Beach Drive and Detrick Avenue should be widened to four lanes. Its current capacity is expected to be exceeded within the life span of this Master Plan. The existing right-of-way width is 50 feet between Summit Avenue and Detrick Avenue, so 30 feet of additional right-of-way would be required for the project. The section between Detrick Avenue and Connecticut Avenue is already four lanes wide with three lanes approaching Connecticut Avenue and one lane leading away.

Dewey Road (P-1) has been programmed by Montgomery County for widening to 36 feet between Dahill Road and Garrett Park Road, with pedestrian facilities included where appropriate. The widening should be done on the park side of the road to minimize any impacts on the other side, which is residential.

Capitol View Avenue (P-5) is recommended for realignment and reconstruction to 26 feet within a 70-foot right-of-way in the *Sector Plan for Capitol View and Vicinity*, adopted and approved, July 1982.

Upton Drive (P-7), which is classified as a primary street in the *Wheaton CBD and Vicinity Sector Plan*, should be extended toward Pleasant View Local Park along the common property line of Albert Einstein High School and the former Pleasant View Elementary School. The precise alignment should be determined if and when either or both of the two sites are redeveloped. Also, at that time, the need for a primary street and appropriate means of access should be reassessed.

Glenallan Avenue (P-12) is classified as a primary street between Layhill Road and Heurich Road. This Plan recommends that Glenallan Avenue also be classified as a primary street between Heurich Road and the dedicated right-of-way for unbuilt Glenfield Road. Glenallan Avenue is recommended for reconstruction as a 26-foot-wide street with curb and gutter and a multi-use trail between Randolph Road and Brookside Nature Center. The purpose of this recommendation is to improve the alignment of Glenallan Avenue and provide safe bicycle/pedestrian access to Brookside Gardens and Nature Center with minimal impact on the adjacent stream.

Indian Spring Access Road (P-13) provides access to the Indian Spring Country Club. If and when redeveloped with another use, the Country Club should be provided with access from Layhill Road and Randolph Road. Access from Layhill Road should be provided by reconstructing the existing access road to the typical primary residential street standard. Access from East Randolph Road should be provided by extending the primary street named Tivoli Lake Boulevard. The internal street network of any such development should be continuous but designed with the idea of preventing a cut-through traffic movement between Layhill Road and Randolph Road.

Rippling Brook Drive (P-14) is constructed as a primary street on either side of the Rockville Facility right-of-way. This Plan recommends against the connection of the unbuilt portion of this roadway at this time. Should a need arise to improve circulation for neighborhood traffic and facilitate school boundary changes, the unbuilt section may be completed. This section may not be completed without approval by the County Council of an individual Capital Improvements Program project.

Stoneybrook Drive (P-17) is classified as a primary residential street; its previous classification was that of arterial road. It connects Beach Drive to Capitol View Avenue, which was reclas-

sified from arterial to primary by the *Sector Plan for Capitol View and Vicinity* in 1982.

Drumm Avenue is deleted as a primary street in this Plan. This street is being reclassified to a secondary to help protect it from inappropriate non-local traffic. Should a need arise to improve circulation for neighborhood traffic, the unbuilt section between Plyers Mill Road and McComas Avenue may be constructed.

Douglas Avenue—the "reciprocal easement" shown on the Wheaton Sector Plan Street and Highway Plan as an extension of Douglas Avenue is no longer needed to provide access to and develop adjacent properties and may be deleted.

Kenton Drive is deleted as a primary street in this Plan. This includes the built and unbuilt sections.

Implementation

County Council approval and Planning Board adoption of this Plan and the policies listed above formally updates the master planned street and highway classification system for the Kensington-Wheaton area. The State and County Departments of Transportation and the Planning Board may utilize this Plan's designated roadway classifications as a guide for the design of streets and highways and for implementation of operational policies (such as bus routing, neighborhood protection, and snow removal priority). Furthermore, the adopted Street and Highway Plan preserves unbuilt rights-of-way for future public use.

Transit Plan

An effective transit system is one that covers its market area extensively and frequently, thus providing a competitive alter-

native to driving as a form of travel. The community derives several benefits from an effective transit system, including reduced traffic congestion, increased mobility, and conservation of energy. In mature urban areas, the transit system is characterized by a hierarchy of routes which is similar to the hierarchy evident in the highway system. At one end of the hierarchy is rapid transit, transporting its riders from one part of the region to another, its service characterized by high speed, high frequency, long routes, and few points of access; seen in this light, Metrorail is a sort of transit "freeway." On the other end of the hierarchy is feeder transit, carrying its patrons from their neighborhood to a rapid transit station, and characterized by low speed, relatively low frequency, short routes and many stops; in this way, some Ride-On bus routes are forms of transit "primary residential streets."

The existing transit system in Kensington-Wheaton consists of several Metrobus and Ride-On routes that share some traits of rapid transit (high frequency and long routes) and some characteristics of feeder transit (low speed and many stops). At the time of the 1984 Census Update, this system was used by about 10 percent of Kensington-Wheaton commuters. In addition, the MARC commuter rail line, running from West Virginia and Frederick County to Union Station, stops in Kensington.

With the arrival of Metro in Wheaton in 1990, and the existing availability of Metro's Shady Grove line running fairly close to the area's western boundary, Kensington-Wheaton has good access to rail transit.

Table 5-3 gives an indication of current use of different modes of travel in the Kensington-Wheaton area, compared to the rest of the County.

Adopted by the County Council in October 1986, the Short-Term Traffic Alleviation Policy (STTAP) includes a series of County-

TABLE 5-3
PRINCIPAL MODE OF TRANSPORTATION TO WORK, 1984

Transportation Mode	Full- and Part-Time Workers	
	Kensington-Wheaton	County
Privately Owned Vehicles, Driver	76.8 %	78.3%
Privately Owned Vehicles, Passenger	7.4 %	6.5%
Bus	5.1%	4.9%
Metrorail	5.1%	3.8%
B&O or Other RR	0.2%	0.4%
Walk	1.9%	2.5%
Bicycle	0.4%	0.4%
Work at Home	2.4%	2.5%
Didn't Work on Most Recent Workday	0.6%	0.4%
Other	0.2%	0.3%

Source: 1984 Census Update, Montgomery County Planning Department, Research Division

wide measures to encourage the use of public transportation and other alternatives to single-occupant commuting. The program to reduce the demand for road capacity, such as is proposed in STTAP, is called "transportation systems management." Examples of transportation systems management include ride-matching services, transit fare discounts, commuter shuttles, and park-and-ride facilities.

Objective

To establish a transit system in the Kensington-Wheaton area which provides a mixture of rapid, intermediate, and feeder transit services that will be an effective alternative to driving.

Policies

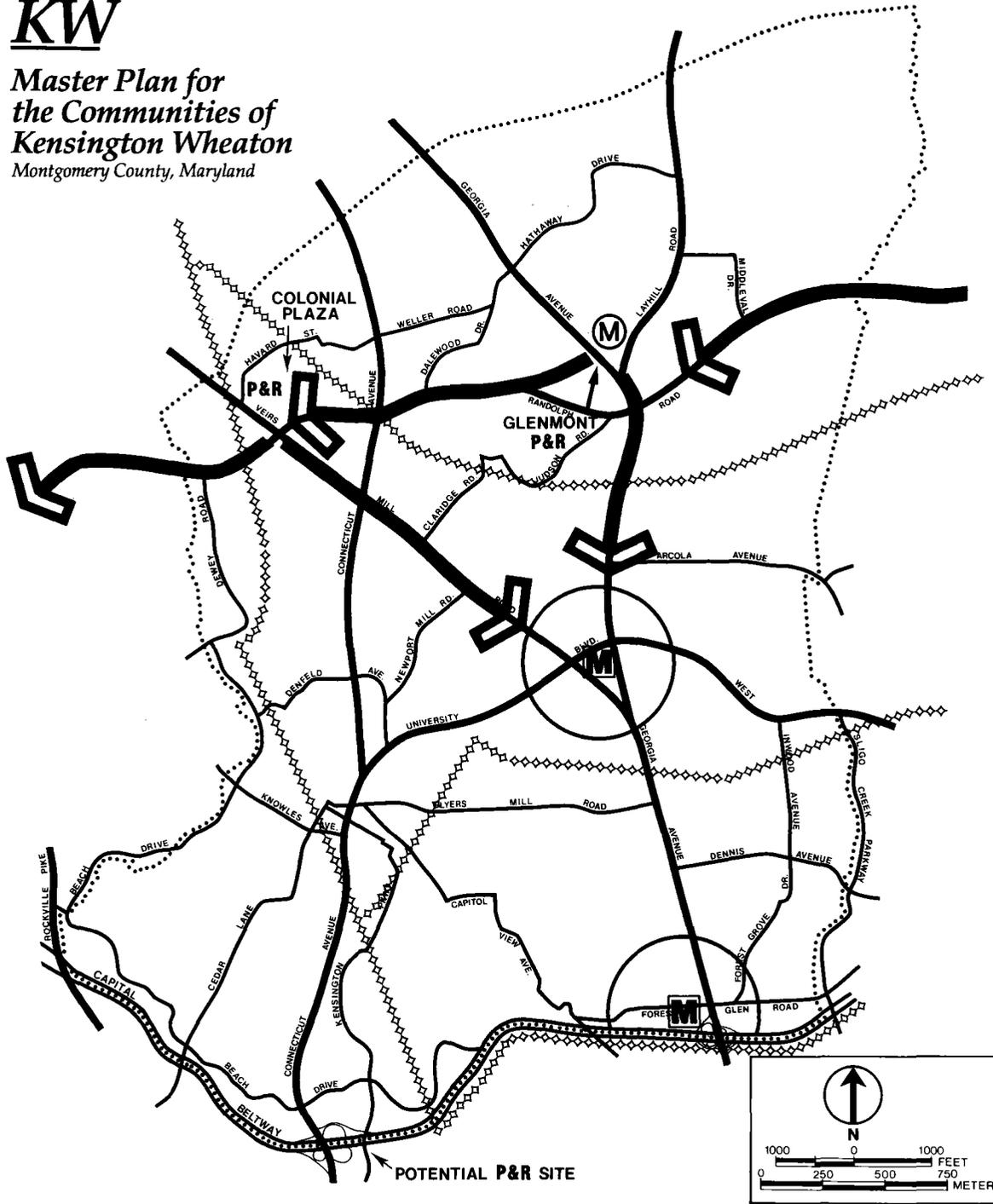
Illustration 5-6 represents the land-based capital improvements needed to provide an effective transit system in Kensington-Wheaton. The plan reflects several policies:

- Complete the Glenmont Metrorail route to provide a north-south rapid transit route for the Kensington-Wheaton area.
- Investigate the potential for east-west rapid transit routes, both within the Kensington-Wheaton area and outside, yet connected to the area (e.g., the Georgetown Branch and Intercounty Connector rights-of-way).
- Encourage the expansion of service on the MARC line and the development of other improvements that will render commuter rail even safer and more reliable.
- Provide a feeder transit service for Metrorail stations at Forest Glen, Wheaton, and Glenmont.
- Supplement the transit feeder system with the provision of park-and-ride facilities that would be collection points for transit as well as carpools and vanpools. Two potential park-and-ride sites are discussed below.

Colonial Plaza (Intersection of Veirs Mill and Randolph Roads): Thirty-two percent of the peak hour person trips using Wheaton Metro are expected to arrive from Veirs Mill Road. That percentage is exceeded only by the percentage expected to arrive via Georgia Avenue. There is no available location for a park-and-ride along Veirs Mill Road other than shared use of the parking lot at Colonial Plaza, the shopping center on the northeast quadrant of the intersection of Randolph and Veirs Mill Roads. Owners of the shopping center have indicated that they would consider the possibility of some shared use of the parking facilities for a park-and-ride lot. In particular, they indicate that shopping at the Zayre store on the northwestern end of the center tends to be concentrated on weekends. Some

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Park and Ride Lots

- PLANNING AREA BOUNDARY
- ▬ PARK & RIDE SHUTTLE ROUTE
- ◇◇◇◇ METRO SERVICE AREA
- P&R** PARK & RIDE LOT
- M** METRORAIL STATION
- METRO AND PARK & RIDE PRIMARY IMPACT AREA (2000 FOOT RADIUS)
- Ⓜ PLANNED METRORAIL STATION

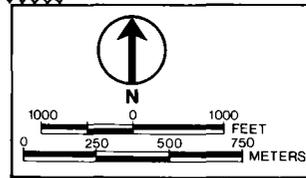


Illustration 5-6

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shared use of that the parking area to the northwest of Zayre, which is not conveniently located for any of the other shops, might be possible. Detailed analysis of commercial parking demand, commuter demand, and parking availability is needed. It should be noted that the Colonial Plaza site is approximately mid-way between the Shady Grove and Wheaton arms of Metro. Shuttle buses from Colonial Plaza could serve not only Wheaton, but also Twinbrook or White Flint Metro stations.

Glenmont: The County is currently committed to building a 400-car park-and-ride lot on land west of the intersection of Georgia Avenue and Glenallan Avenue. That lot is primarily to serve existing needs and will be eliminated when the Glenmont Metro station is constructed. To prevent the loss of ridership that will be built up at the time the lot is eliminated, the Washington Metropolitan Area Transit Authority's (WMATA) planned 1800- to 2000-space garage should be constructed so that the facility can be transferred to the new site without an interruption in the availability of parking spaces. Other appropriate sites should be sought further to the north and east to intercept traffic before it enters the Kensington-Wheaton area.

Implementation

WMATA, which is scheduled to open Metrorail service to Forest Glen and Wheaton in 1990, should continue to work toward the completion of the Glenmont Line. This would be best staged by constructing parking at the Glenmont site (with bus connections to Wheaton) in the early years and building the line, station, and yard later.

The County Department of Transportation and WMATA should design and implement a feeder transit system serving the Metrorail and park-and-ride lots in the Kensington-Wheaton area.

Pending the findings of separate feasibility studies, the County may enter into negotiations to secure use of land for a park-and-ride facility at Colonial Plaza.

The County and State governments and WMATA should continue to encourage the increased use of the transit infrastructure, and of ridesharing in general.

Non-Motorized Mobility

Walking and bicycling have long been recognized as desirable alternatives to traveling by automobile. Because of its compact nature and the close proximity of residential areas to high volume trip generators such as Wheaton Plaza and the Red Line Metrorail stations, Kensington-Wheaton offers more opportunity to encourage non-motor vehicle trip making than almost any other area of the County. Unfortunately, much of Kensington-Wheaton was not laid out with this opportunity in mind and, in many cases, walking and bicycling to activity centers are very difficult due to an inadequate network of pathways or trails.

Most sidewalks and most parts of the trail system are in the public rights-of-way. The County has a number of capital improvement projects which provide construction and repair funds for sidewalks and construction funds for trails. Multi-use trails located in parks are the responsibility of the Parks Department. Sidewalk improvements are a part of the County Department of Transportation's ongoing Sidewalk Improvements Program. In some locations, private developers may be responsible for providing trails on previously vacant or underdeveloped parcels.

Sidewalks and trails serve both a transportation and recreational purpose. For some individuals, these facilities can become a viable means of commuting to work or commercial areas. Survey data indi-

cates that trails are among the most popular and heavily used facilities in the park system.

The Kensington-Wheaton area's major highways are also the location of its best bus service. However, in many cases the sidewalks along the major highways are blocked by telephone poles or are nonexistent. Many of these sidewalks are not continuous. There are also many places which lack wheelchair ramps and curb cuts. (See Illustration 5-8.)

Objectives

To provide a non-motorized mobility network that is attractive, functional, and safe for pedestrians and bikers in and around the Kensington-Wheaton area.

To provide a trail network that adequately serves both the transportation and recreational needs of the community.

Policies

Develop and maintain a system of sidewalks and multi-use trails that will be continuous and obstacle free throughout each corridor so that pedestrians and bikers can walk and ride safely.

Provide sidewalk and trail access to parks and schools and provide circulation between neighborhoods, commercial and employment areas, and Metrorail stations. The County should provide a network that will suitably serve the various classes of trail users, including commuters, high-speed and slow-speed recreational cyclists, pedestrians, and strollers. For recreational cyclists, develop a trail system which will provide connections with existing stream valley park trails and a continuous loop around the planning area.

This Plan proposes a significant expansion of the multi-use trail

network in the Kensington-Wheaton area. The term "multi-use trail" refers to all trails as a reflection of their various functions for both transportation and recreation. Illustration 5-9 is an overview of the existing and proposed trails in the Kensington-Wheaton area.

The Plan proposes approximately 19 miles of multi-use, Class I bike trails to be phased in over the next 20 years. In addition, the Plan proposes approximately 5 miles of Class II bike trails and over 25 miles of Class III trails. Specific trail proposals are shown and discussed in Appendix D.

The recommended trail network shown in this Plan amends the *Master Plan of Bikeways*, as amended by the various master and sector plans. The proposed trail network is a combination of existing routes, trail connections recommended in existing plans, and new trail recommendations made by this Plan. This trail plan is intended as a guide for future development, which may be subject to revision or deletion following more extensive cost and engineering analysis.

This Plan supports development of separate pedestrian and bike trails, where necessary, to avoid conflict between high speed cyclists and pedestrians. The Plan proposes three areas in which bike and pedestrian paths should be separated: along Kensington Parkway south of Kensington, along Joseph's Branch near Holiday Park Senior Center, and along Beach Drive north of Cedar Lane.

Provide adequate and safe bicycle storage at major public transit connections.

Provide signage at intersection crossings where sidewalks are discontinued.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Visual Survey of Pedestrian Walkways

(Along Major Corridors)

..... PLANNING AREA BOUNDARY

EXISTING SIDEWALK CONDITIONS

◆◆◆ GOOD

◇◇◇ NEEDS REPAIR

..... POOR CONDITION

PROJECTED SIDEWALK NEEDS

..... NOT NEEDED, NOT FEASIBLE
OR ALREADY PROGRAMMED

////// NEEDED TO REPLACE
EXISTING DIRT PATHWAY

..... AREAS WITH NO WHEELCHAIR
RAMPS OR CURB CUTS

MAJOR PEDESTRIAN GENERATORS

M FUTURE METRORAIL STATION

(M) PLANNED METRORAIL STATION

C COMMUTER RAIL STATION

* OTHER

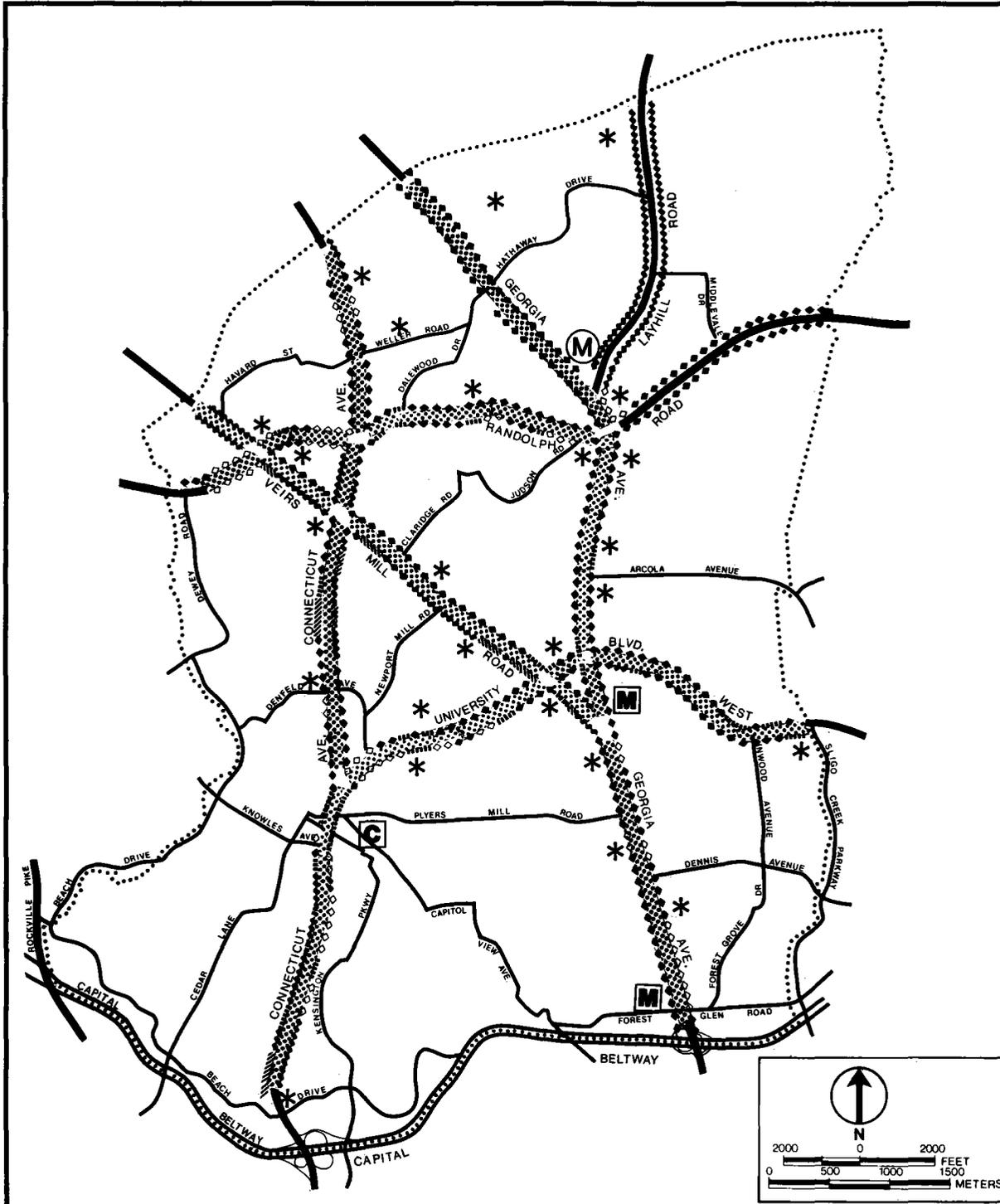
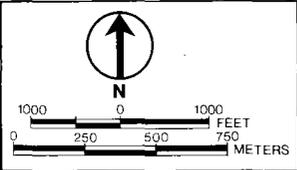
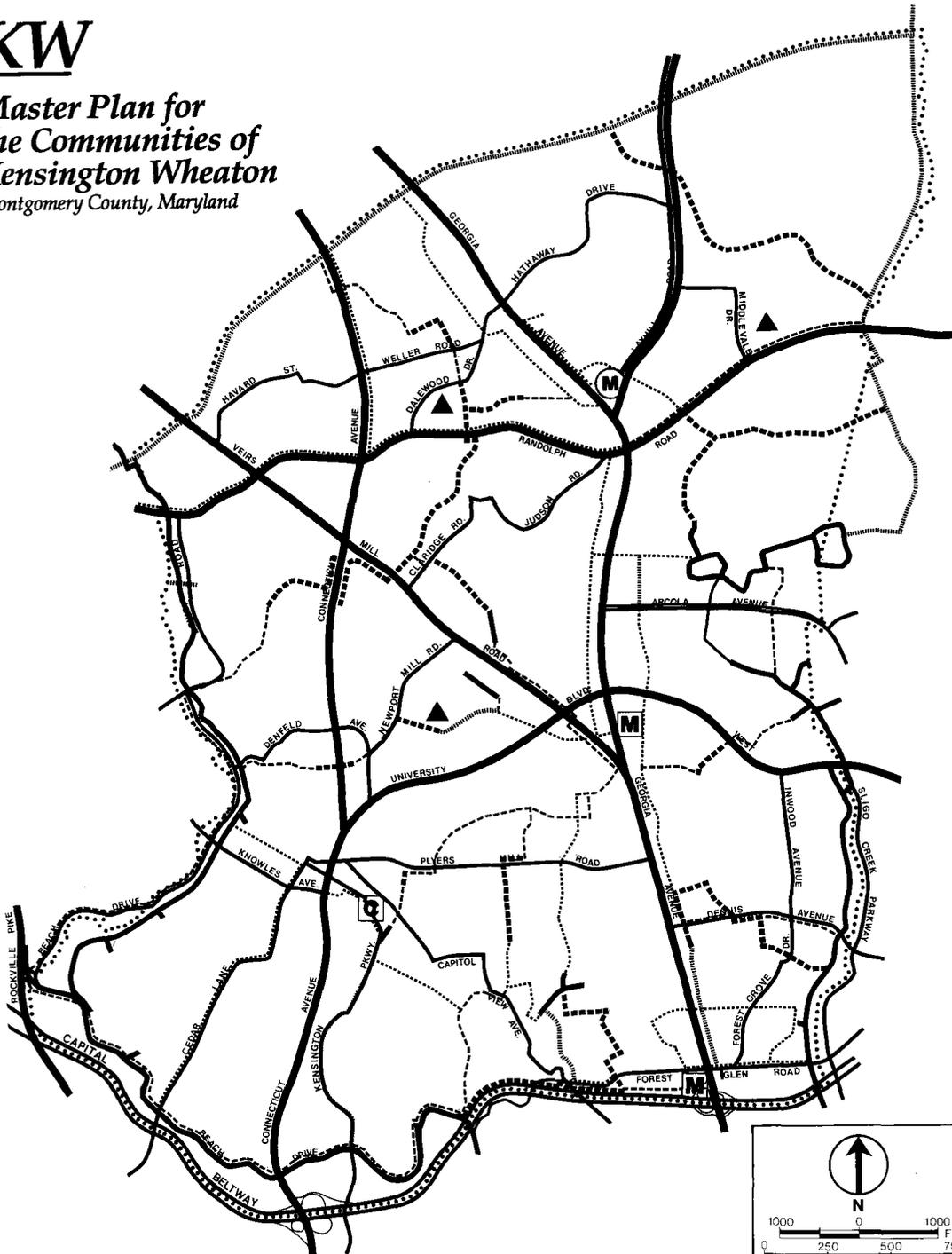


Illustration 5-8

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Overview of Multi-Use Trails

- PLANNING AREA BOUNDARY
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- CLASS I TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- CLASS II, CLASS III, AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- M** FUTURE METRORAIL STATION
- M** PLANNED METRORAIL STATION
- C** COMMUTER RAIL STATION
- ▲ HIGH SCHOOL

*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

Illustration 5-9

The Maryland - National Capital Park & Planning Commission

Implementation

This Plan amends the 1978 *Master Plan of Bikeways*. The *Master Plan of Bikeways* represents a statement of direction for the development of a high quality bikeway system in the County. The County Executive and County Council will conduct a further assessment of the fiscal effect of the trail construction during the annual Capital Improvements Program review process.

As an amendment to the *Master Plan of Bikeways*, the soon to be completed *Master Plan of Trails in County Parks* includes a plan for trail networks in County parks. Once adopted by the County Council, this Plan will represent a statement of direction for the development of a high quality trail system in County parks. The County

Executive and County Council will conduct a further assessment of the fiscal effect of the trail construction during the annual review of the Parks and Transportation Departments' Capital Improvements Programs.

The County should rely on the Capital Improvements Program and the annual operating budget to provide public funding for construction and repair of sidewalks, curb cuts and trails. Private developers should provide funding for sidewalk, curb cut and trail construction and repair where appropriate.

The County Department of Transportation should continue to study means of providing adequate and safe bicycle access, parking, and storage at Metro stations.

Chapter Six

COMMUNITY FACILITIES PLAN

Park and Recreation Facilities

Community Swimming Pools

Adopt-A-Green-Space Program

Public Schools

Child Day Care Facilities

Elderly Housing and Facilities

Facilities for the Disabled

Other Public Facilities

Park and Recreation Facilities

The Kensington-Wheaton area benefits from a particularly rich variety of park and recreation facilities, in part because of the availability of stream valley parks and Wheaton Regional Park. Without leaving the planning area, Kensington-Wheaton residents can skate at an ice rink, swim at a public outdoor pool, take a ride on a carousel or miniature train, visit a nature center and arboretum, ride horses, picnic, bicycle, or enjoy a number of other recreational activities. Illustration 6-1 is a map of the parks in the Kensington-Wheaton area. A discussion on park accessibility for the disabled is later in this chapter.

The parks, their acreage, and their existing facilities are listed in Table 6-1. As that table indicates, there are over 1,400 acres of parkland within the planning area, approximately 260 of which are in local use parks. The remainder are in Rock Creek, Northwest Branch, Sligo Stream Valley, and Wheaton Regional Parks.

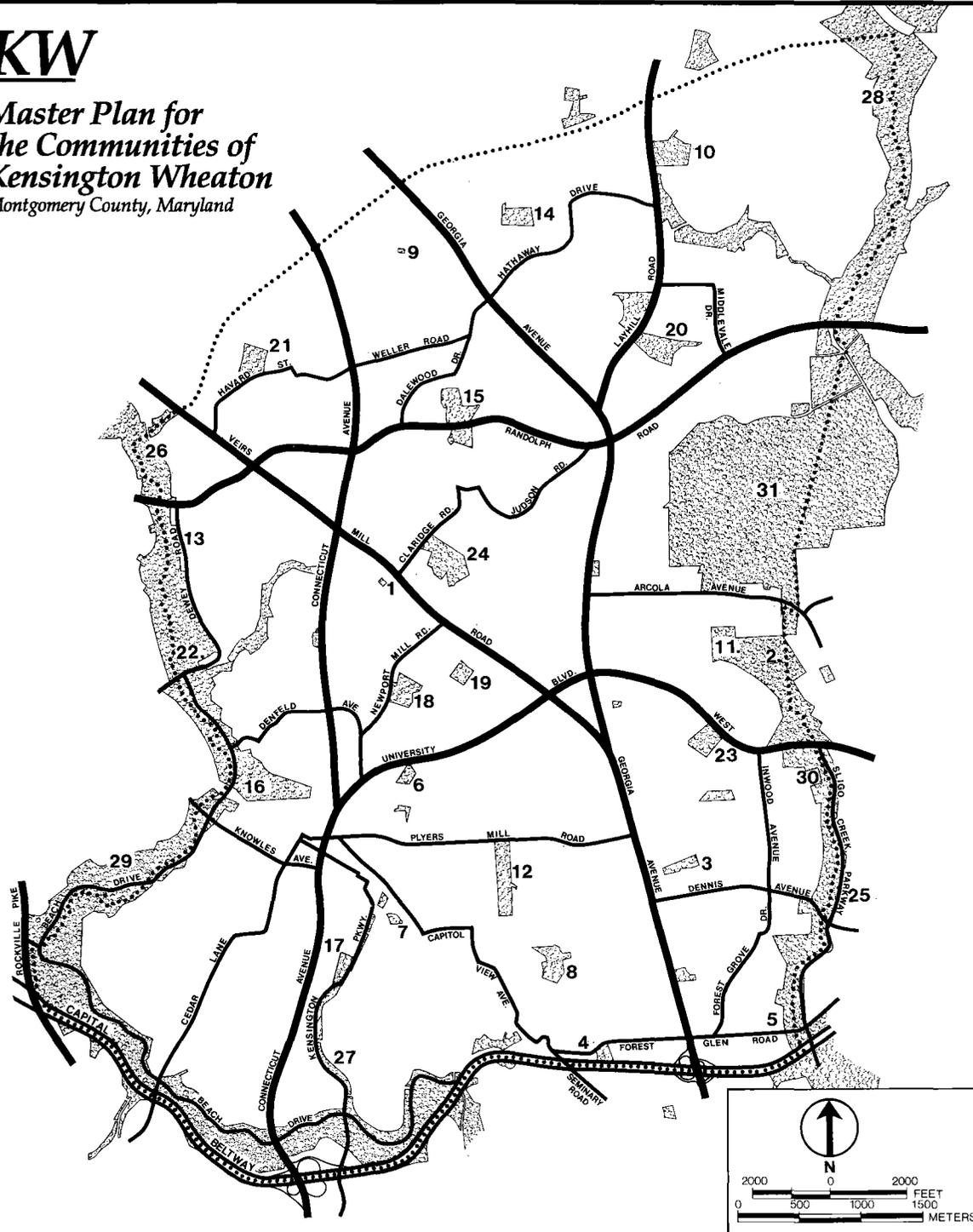
Local Use Parks: Local use parks are divided into two types, neighborhood parks and local parks. Neighborhood parks are the smaller of the two. They provide informal leisure opportunities in heavily populated residential areas. They generally contain facilities such as playgrounds, tennis and basketball courts, and sometimes small playfields. Kensington-Wheaton has nine existing neighborhood parks and another three proposed for development at some time in the future.

Local parks are generally a little larger than neighborhood parks and provide ballfields and other programmed and unprogrammed recreation facilities for local residents. There are 16 existing local parks in the Kensington-Wheaton area. Many include small recreation centers which are used for Recreation Department programs, citizens association meetings, and social functions. Organized ball games are played at these parks as well as informal tennis and basketball games. There are also facilities for picnic and playground activities. Often, local parks and neighborhood parks are adjacent to school sites.

Stream Valley Parks: Stream valley parks are interconnected parks

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Existing Parks

..... PLANNING AREA BOUNDARY

● ACQUIRED PARKLAND

NEIGHBORHOOD PARKS

1. COLLEGE VIEW
2. COLT TERRACE
3. EVANS PARKWAY
4. FOREST GLEN
5. FOREST GROVE
6. KENSINGTON HEIGHTS
7. KENSINGTON/FREDERICK AVE.
8. McKENNEY HILLS
9. VALLEYWOOD
10. MIDDLEVALE

LOCAL PARKS

11. ARCOLA
12. CAPITOL VIEW-HOMEWOOD
13. DEWEY
14. GEORGIAN FOREST
15. GLENMONT
16. KEN-GAR PALISADES
17. KENSINGTON CABIN
18. NEWPORT MILL
19. PLEASANT VIEW
20. SADDLEBROOK
21. STONEYBROOK
22. VEIRS MILL
23. WEATON FOREST
24. WHEATON-CLARIDGE
25. SLIGO-DENNIS AVENUE
26. WINDING CREEK

STREAM VALLEY PARKS

27. KENSINGTON PARKWAY
28. NORTHWEST BRANCH, UNIT 5
29. ROCK CREEK, UNITS 3 & 4
30. SLIGO CREEK, UNIT 4

REGIONAL PARKS

31. WHEATON REGIONAL

Illustration 6-1

The Maryland-National Capital Park & Planning Commission

TABLE 6-1

**EXISTING PUBLIC PARKLAND AND PARK FACILITIES
Kensington-Wheaton Planning Area**

Name of Park	Acreage	Existing Facilities
LOCAL USE PARKS		
Neighborhood Parks		
College View	0.5	Picnic area, playground.
Colt Terrace	5.0	Open play area, playground, hiker-biker trail
Evans Parkway	5.0	Picnic area, playground, playfield basketball court, 2 tennis courts.
Forest Glen	4.0	Picnic area, playground, shelter, basketball court.
Forest Grove	5.0	Picnic area, playground, playfield, basketball court.
Kensington Heights	4.0	Multi-use court, basketball court, fitness cluster, playground.
Kensington-Frederick Avenue	5.0	Recreation building, picnic area, playground.
McKenney Hills	12.0	Playground, 2 tennis courts, basketball court, playfield.
Valleywood	0.5	Playground.
Middlevale	15.8	Undeveloped.
Local Parks		
Arcola	5.0	Playground, ballfield, basketball court.

(Table 6-1 Continued)

Name of Park	Acreage	Existing Facilities
Capitol View-Homewood	19.0	Recreation building, picnic area, playground, 2 ballfields, basketball court.
Dewey	5.0	Playground, ballfield, basketball court.
Georgian Forest	8.0	Open shelter, picnic area, playground, ballfield, lighted tennis courts, lighted basketball courts.
Glenmont	21.0	Recreation building, picnic area, playground, ballfield, tennis courts basketball court.
Ken Gar Palisades	15.0	Recreation building, picnic area, playground, 2 ballfields, lighted basketball court, tennis courts.
Kensington Cabin	(Part of Kensington Parkway Park)	Recreation building, picnic area playground, ballfield, lighted basketball court, 2 tennis courts.
Newport Mill	11.0	Picnic area, playground, 2 ballfields.
Pleasant View	5.0	Ballfield.
Saddlebrook	10.6	Football/soccer field, Park Police Headquarters, (proposed basketball court, playground).
Sligo-Dennis Avenue	15.0	Recreation building, picnic area, playground equipment, ballfield, lighted basketball courts, lighted tennis courts.

(Table 6-1 Continued)

Name of Park	Acreage	Existing Facilities
Stoneybrook	11	Recreation building, picnic area, playground, ballfields, lighted basketball court, lighted tennis courts.
Veirs Mill	15	Recreation building, picnic area, playground, ballfields, basketball court, football/soccer field.
Wheaton Forest	9	Open shelter, picnic area, playground equipment, ballfields, basketball court, tennis courts.
Wheaton-Claridge	20	Recreation building, picnic area, basketball court, playground, ballfield.
Winding Creek	10	Playground, playfield, football/soccer fields, basketball court.
Sub-Total	<u>236.4</u>	
NON-LOCAL PARKS		
Stream Valley Parks		
Kensington Parkway	23	
Northwest Branch, Unit 5	200	
Rock Creek (Units 3 & 4)	361	Parkway hiker-biker path, exercise course, playgrounds, picnic areas.
Sligo Creek, Unit 4	65	Parkway hiker-biker path, exercise course, playgrounds, picnic areas.
Sub-Total	<u>649</u>	

(Table 6-1 Continued)

Name of Park	Acreage	Existing Facilities
Wheaton	535	Stables, ice rink, 6 outdoor and 6 indoor courts, 2 baseball fields, 4 softball fields, picnic areas, playground, small lake, 2 basketball courts, 4 1-wall handball courts, arboretum, nature center, trails, children's farm, carousel, primitive camping area, and miniature train.
Sub-Total	535	
Total Parkland in Kensington-Wheaton	<u>1420.4</u>	

along major stream valleys serving conservation and recreation needs. They provide valuable open space, passive recreation areas, and active recreation facilities on adjacent usable land. The Rock Creek Stream Valley Park is the western boundary of the planning area. The Northwest Branch and Sligo Creek Stream Valley Parks form the eastern boundary. These long parks provide public access to streams and trails for jogging, hiking, and bicycling. They also help protect the area from flooding, erosion, and sedimentation.

There are also tributaries off the main stream valley parks that are either parks or undeveloped parkland owned by the Parks Department. For example, the 23-acre Kensington Parkway Stream Valley protects a small tributary of Rock Creek that flows through the southeastern corner of the planning area.



Regional Parks: Regional parks combine conservation and recreation in large parks of more than 200 acres. They provide a wide range of recreational opportunities and facilities, while reserving approximately two-thirds of the park for conservation related purposes.

School Sites: A significant number of recreation facilities are also provided at public schools. There are 32 school sites in the Kensington-Wheaton planning area. Although 13 of these schools are closed, their recreation facilities are still available to the public. Facilities generally include: ballfields, basketball and multi-use courts, and playground equipment.



Objectives

To acquire and maintain a system of natural areas, open spaces, and recreation facilities — developed in harmony with our natural resources to perpetuate an environment fit for life and fit for living. (Goal statement of the Montgomery County Parks System as included in the 1988 Approved and Adopted *Parks, Recreation, and Open Space Master Plan*.)

Policies

Rely on the *Parks, Recreation, and Open Space (PROS) Master Plan* and the annual Capital Improvements Program (CIP) as statements of direction for the development of the park system in Montgomery County. No major parkland acquisitions are currently proposed in

the Kensington-Wheaton planning area. (It is recommended that west of Layhill Road, the Bel Pre Branch of Northwest Branch be designated as a conservation area when redevelopment of adjacent parcels occurs.) The 1988 PROS Plan projects the future needs for local park facilities to the year 1995 and indicates that two additional ballfields will be needed in the planning area by then. (A new ballfield is proposed for construction at the Glenfield Local Park.) The County Executive and County Council will conduct a further assessment of the fiscal effect of recreation facility construction during the annual operating budget and Capital Improvements Program review processes.

Promote park maintenance and rehabilitation to ensure that they are pleasant to use, prevent accidents, and create a favorable public image.

Consider replacement of deteriorated facilities during major park renovations. The County will consider the age composition of nearby residents and include facilities for elderly and disabled residents when needed.

Preserve existing park and school fields; encourage more efficient use of closed school fields and rehabilitation of older ballfields.

Implementation

Through the annual CIP process, the County programs new park and recreation facility development and rehabilitation. Three new neighborhood parks and one local park are currently proposed for development in the Kensington-Wheaton planning area. Locations of new parks and park renovations programmed in the FY's 89-94 Capital Improvements Program are listed in Table 6-2. Their locations are shown in Illustration 6-2.

The Washington Suburban Sanitary Commission should complete

construction of an underground sewage storage facility on park property between Randolph and Dewey Roads to include above ground recreation facilities (soccer, tennis, and basketball).

The Parks Department should conduct a survey to determine which parks need renovation, with special attention given to future renovation needs at Pleasant View, Newport Mill, and Sligo/Dennis Local Parks. In some cases, only individual facilities need renovation, while in others, the entire park may need it. CIP funds have been allocated for the major rehabilitation of three local parks: Capitol View-Homewood, Randolph Hills, and Dewey. Dewey will also be expanded. The Wheaton Community Center will be renovated. In addition, a major renovation of Wheaton Regional Park is under way.

The Interagency Coordinating Board should continue to provide guidance to users wishing to engage in private maintenance of ballfields at closed schools.

Community Swimming Pools

There are eight pools owned by club members in the Kensington-Wheaton area. Five are located within the sector plan areas. The three outside the sector plan areas are shown in Illustration 6-3. Membership estimates indicate that approximately one out of every seven residents of the area currently is part of a household belonging to a pool. There is one public pool in the area, adjacent to Wheaton High School.

In 1970, there were more than 25,000 children under 15 in the Kensington-Wheaton area. In 1985 there were about 14,000. The decline in the number of children in the Kensington-Wheaton area has reduced pool membership below past levels. In addition to declin-

TABLE 6-2
PROPOSED PARKS

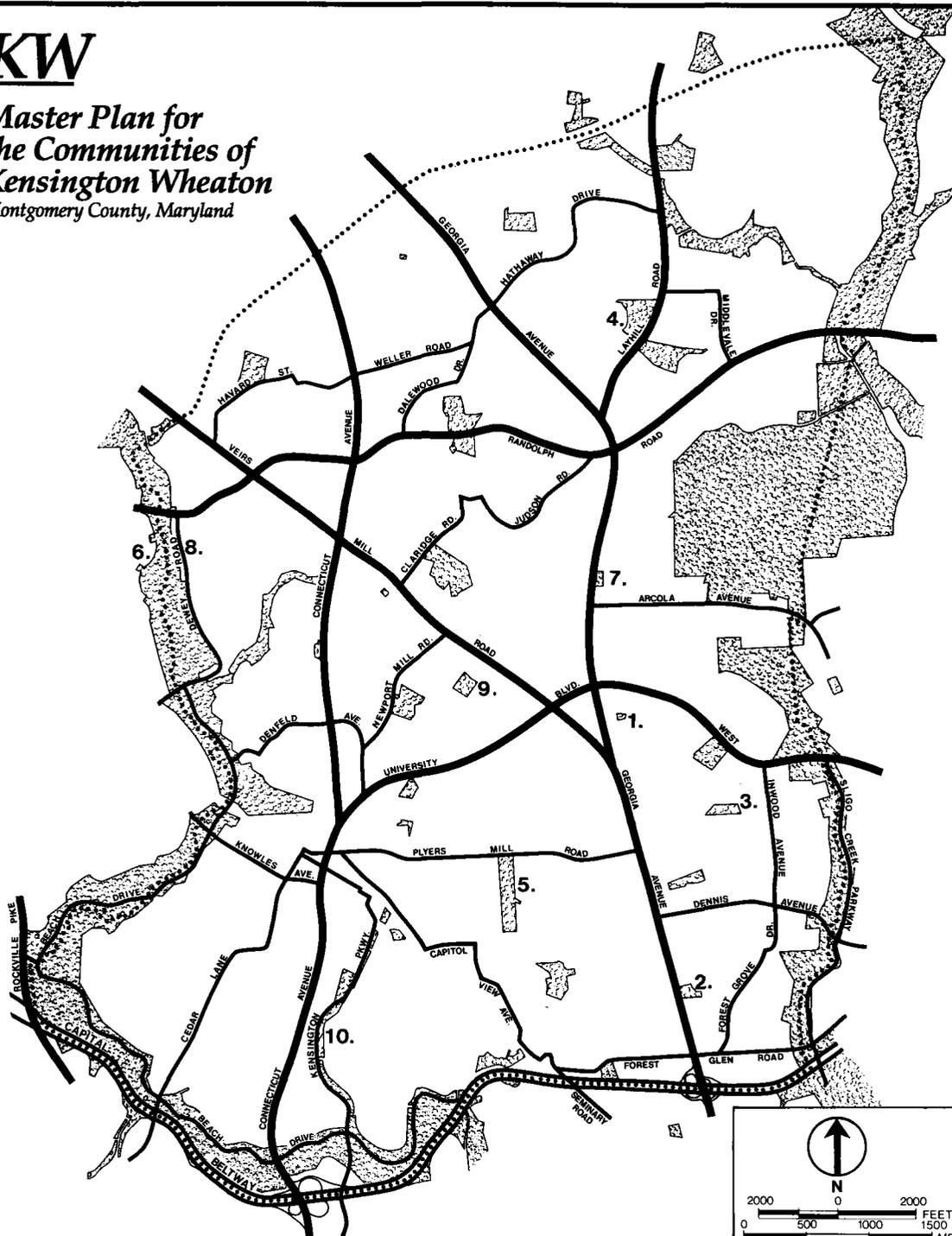
Name of Park	Current Acreage	Programmed Facilities (Based on Adopted FY 88-93 CIP)
<i>In the Capital Improvements Program</i>		
Urban Parks		
Wheaton-Veterans	1	FY 89-91 – memorial area, sitting area, walkways.
Neighborhood Parks		
General Getty	4	FY 91 – tennis courts, basketball court, play equipment.
Glen Haven	5	Beyond 1994 – shelter, playfield, lighted tennis court, parking, playground.
Local Parks		
Glenfield	14	FY 87-88 – athletic field, shelter, tennis courts, fitness cluster, playground, parking.
Capitol View – Rehab		FY 87-88 – rebuild Community Center.
Randolph Hills – Rehab		FY 87-88 – general rehabilitation.
Wheaton Community Center Rehab		FY 87-88 – improvements to foyer, lounge, classrooms, heating/air conditioning.
Dewey Local Park – Expansion		WSSC CIP Project – tennis courts, soccer field, playground, parking, hiker-biker trail.

(Table 6-2 Continued)

Name of Park	Current Acreage	Programmed Facilities (Based on Adopted FY 88-93 CIP)
Other Proposals		
Newport Mill/Pleasant View Local Park Renovation		FY 89 – Playground equipment, parking, sitting area.
Kensington Junior High Park Renovation		FY 91 – Soccer fields, tennis and multi-use courts, parking, playground.
Total	<u>24</u>	

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Parks Proposed for Development

..... PLANNING AREA BOUNDARY

● ACQUIRED PARKLAND

IN THE CAPITAL IMPROVEMENTS PROGRAM

URBAN PARKS

1. WHEATON-VETERANS

NEIGHBORHOOD PARKS

2. GENERAL GETTY
3. GLEN HAVEN
NEIGHBORHOOD PARK

LOCAL PARKS

4. GLENFIELD LOCAL PARK
5. CAPITAL VIEW- RENOVATION
6. RANDOLPH HILLS-RENOVATION
7. WHEATON COMMUNITY CENTER-
RENOVATION
8. DEWEY LOCAL PARK-EXPANSION

UNDER STUDY LOCAL PARKS

9. PLEASANT VIEW
10. KENSINGTON JR. HIGH SCHOOL

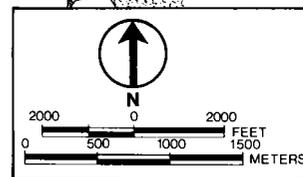


Illustration 6-2

The Maryland-National Capital Park & Planning Commission



ing enrollment, many pools face rising operational costs due to the age of facilities and rising costs for insurance.

The prime locations of most of the pools have created market pressure to develop them for other uses. The effect of this pressure is fairly limited, however, since the state prohibits the membership of non-profit corporations from profiting by the sale of corporate assets. The motivation to sell may come from mounting debts without enough revenue from enrollments to cover them. For some pools, however, the land may be owned by others and this could add to pressure to sell and convert to other uses.

More recently, most pool memberships have either stabilized or begun to increase slightly due to active marketing and increases in groups variously described as the elderly, young couples, and families with very young children. The area-wide demand for

pools will probably never reach past levels. However, loss of a pool may be critical for specific neighborhoods.

Objective

To encourage continued recreational use at private pool sites in the planning area.

Policies

Confirm the existing zoning on all private pool sites in the general planning area. The appropriate zoning for private pool sites in sector plan areas is a question that should be examined only if and when a sector plan comes up for review or when a land use change is requested by the owners.

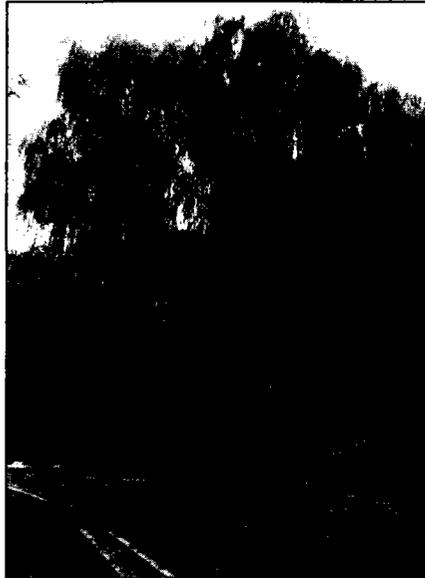
Examine the suitability for alternate public park or recreational uses of private pool sites whenever, in the opinion of the Planning Board, the abandonment of any of these facilities appears likely. Public acquisition of these sites for continuance as pools at this time is not warranted, according to the Recreation Department, because none of the private pools in the Kensington-Wheaton area were built to meet its operating standards.

Implementation

The Planning Board will file a Sectional Map Amendment reconfirming existing zoning at the three private pool sites in the planning area.

The Planning Board should examine the suitability for alternate public park or recreational uses of private swimming pool sites whenever the abandonment of a facility appears likely.

Adopt-A-Green-Space Program



Kensington-Wheaton neighborhoods are sprinkled with areas of vegetation and open space in unused rights-of-way, paper streets and stub streets, along medians of residential streets, and at formal entrances to neighborhoods.

These constitute a largely untapped resource of preeminently publicly owned rights-of-way which are either not needed for roadways or are underutilized because of the location of access points and drive-

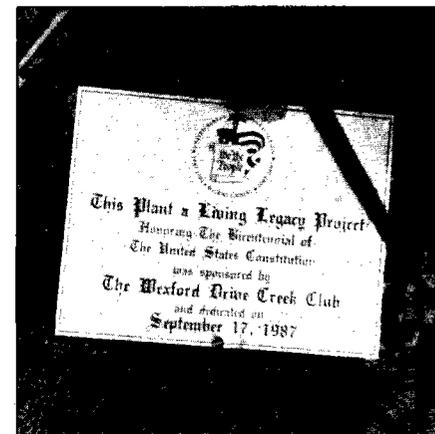
ways. As integral parts of the neighborhood, these areas have potential for use by the community.

Illustrations 6-4 through 6-7 are maps showing where these spaces are located in the Kensington-Wheaton area. The total for the Kensington-Wheaton area is approximately 87 stub streets and 41 paper streets. Stub streets are streets that dead end, usually after a very short distance. They frequently end at parks, school sites, or other large open areas. Many of these stub streets will need to be kept in reserve for possible future access to large public sites. However, some may be suitable for the kinds of improvements discussed in this part of the Plan.

Paper streets are very similar to stub streets. They are land that was dedicated to the County during the development process for a street that has never been built because a developer stopped building or perhaps because of intervening natural features, such as a stream valley swale or difficult topography. Paper streets are often used for trails, sometimes formally, sometimes informally. Several are proposed for new trails in Illustration 5-9. Paper streets can become dumping grounds, occasionally for junked cars. The same is true of stub streets, although more often they are informal parking lots. Stub streets tend to be more visible than paper streets. However, both often have a look of unkempt brush behind a galvanized guardrail that seems out of place in an otherwise trim residential neighborhood.

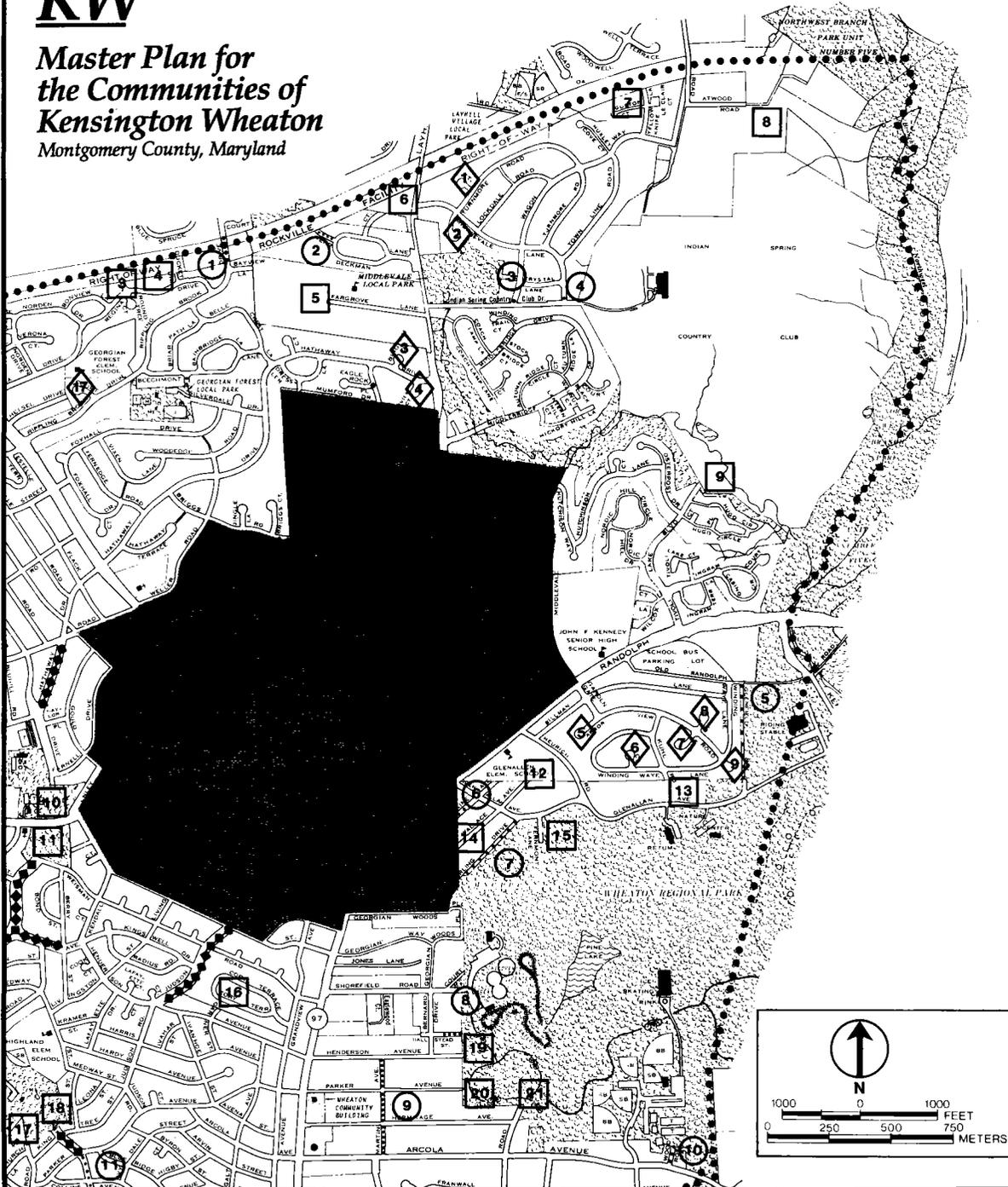
Illustrations 6-4 through 6-7 also show the medians on residential streets in the Kensington-Wheaton area. While they are maintained by MCDOT, they are a common source of irritation to residents. In particular, medians with small brooks or swales in open concrete ditches raise problems. Often, brush grows along them in an unkempt fashion. Presumably, it is difficult to trim because it grows on steep banks.

Scattered throughout residential areas are a large number of dedicated, but undeveloped, rights-of-way serving as unlandscaped or untended green spaces. Paper and stub streets, and, to a lesser extent, residential medians, often fall below the relatively high standards of landscaping typical for private property in Kensington-Wheaton.



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Right-of-Way Green Spaces

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◆◆ MEDIAN STRIP
- ◇ MEDIAN ISLAND
- ② PAPER STREET
- 27 STUB STREET

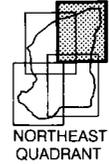
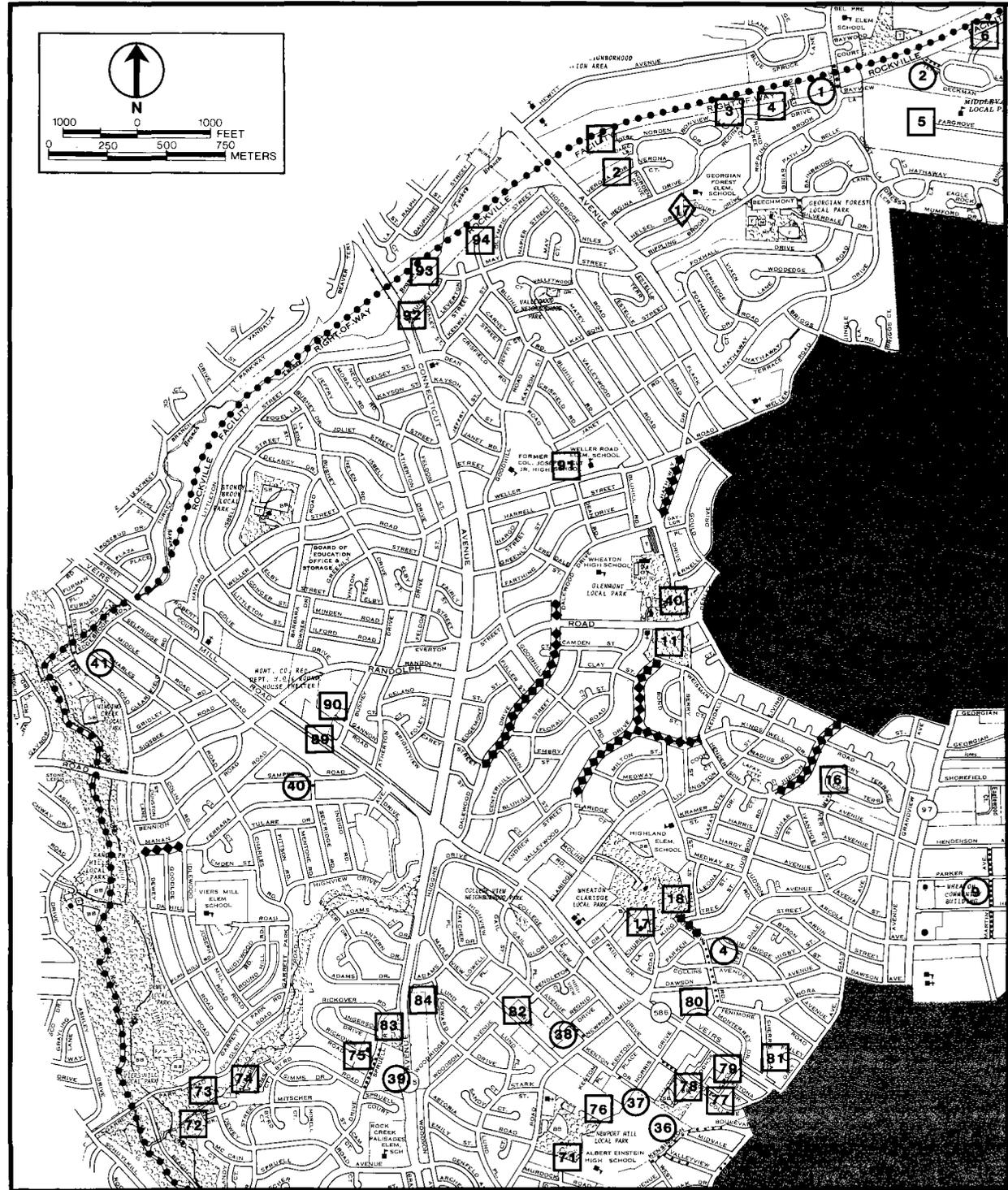
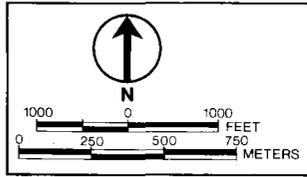


Illustration 6-4

The Maryland-National Capital Park & Planning Commission



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Right-of-Way Green Spaces

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◆◆◆ MEDIAN STRIP
- ◆ MEDIAN ISLAND
- ② PAPER STREET
- 18 STUB STREET

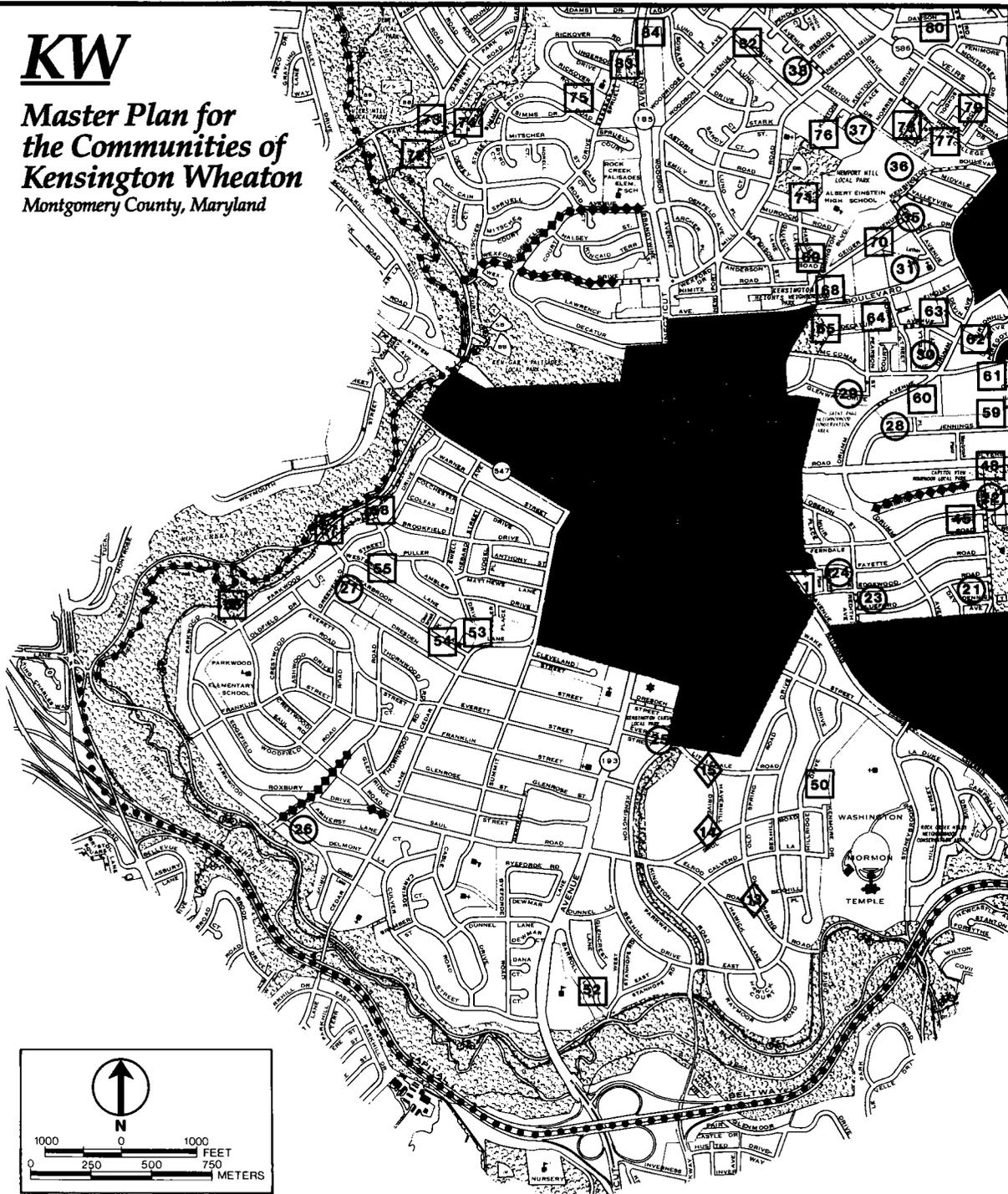


Illustration 6-5

The Maryland-National Capital Park & Planning Commission

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Master Plan for
the Communities of
Kensington Wheaton
Montgomery County, Maryland



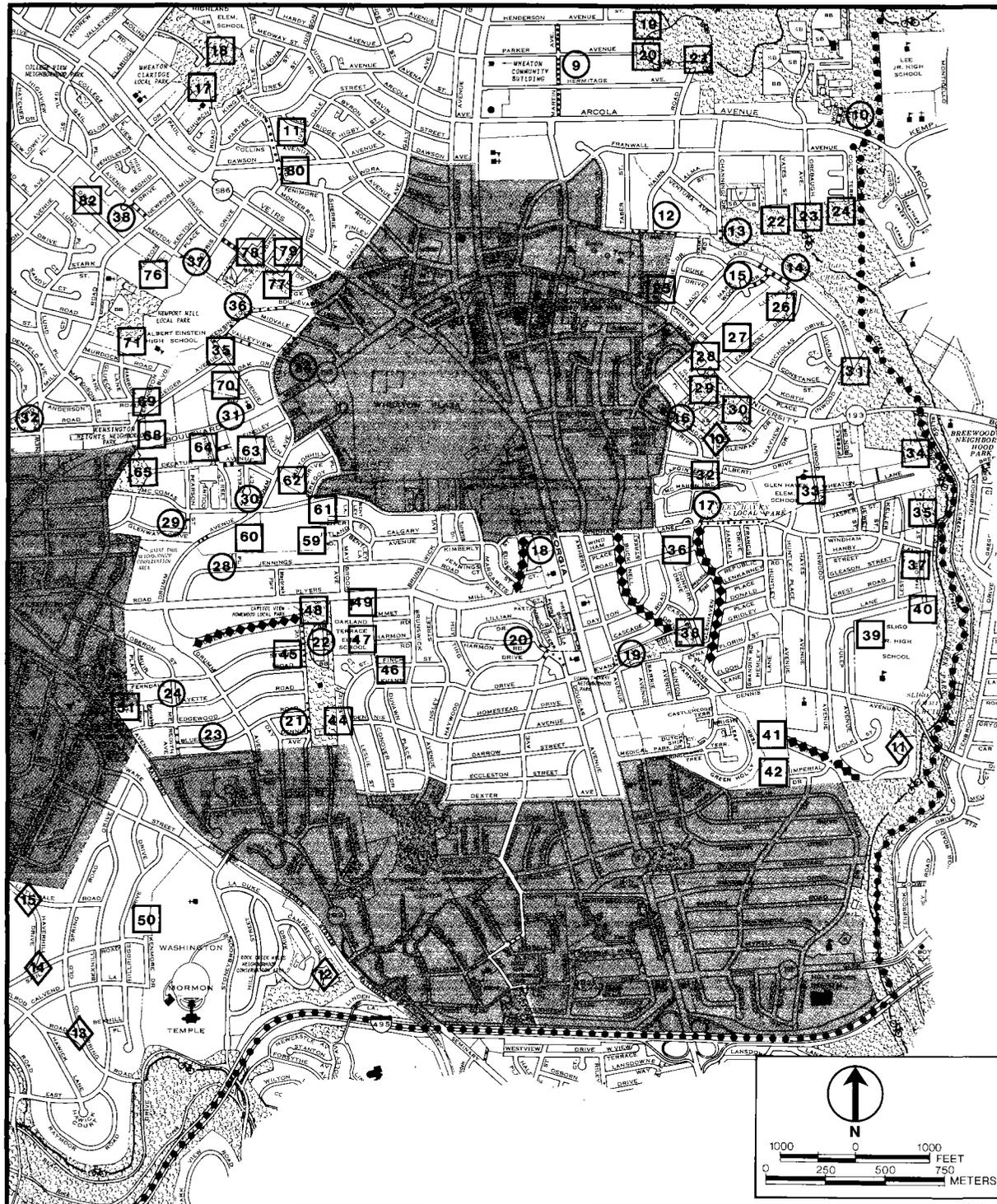
Right-of-Way Green Spaces

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◆◆◆ MEDIAN STRIP
- ◇ MEDIAN ISLAND
- ⑫ PAPER STREET
- ⑱ STUB STREET



Illustration 6-6

The Maryland-National Capital Park & Planning Commission



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Right-of-Way Green Spaces

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◆◆ MEDIAN STRIP
- ◇ MEDIAN ISLAND
- PAPER STREET
- STUB STREET

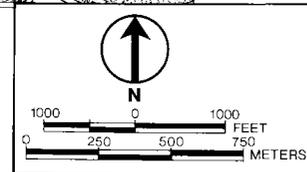
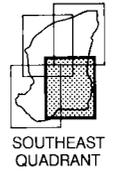


Illustration 6-7

The Maryland-National Capital Park & Planning Commission

Some neighborhoods have adopted these unlandscaped green spaces by planting flowers, building bridges, adding benches, and even adding basketball hoops. Experience in the Kensington-Wheaton area indicates adopted green spaces can become focal points for neighborhoods, whether adopted through a formal process or through a more relaxed consensus.

On Wexford Terrace, residents have planted flowers and bushes in the drainage ditch median that divides the street. Parents have



built bridges for their children to cross over to visit friends. Benches have been installed, and, according to residents, in the evenings, families sit on benches and talk with neighbors. Although the neighborhood has not formally adopted the median, more and more, the neighbors are seeing the median as a useful and attractive part of their community.

At the intersection of Saul Road and Elrod Road in Kensington, the citizens' association put up a memorial park in honor of a local resi-

dent who was killed in the Air Florida accident. They made formal arrangements with the County government to maintain the site. Residents of Parkwood, at the intersection of Cedar Lane and Saul Road, have put up a sign in a small median with the name of the neighborhood and planted quite a few flowers. The sign and the flowers, as seen from Cedar Lane, are a clear statement of neighborhood pride. In another neighborhood, a basketball hoop has been installed on a stub street, turning it into an informal neighborhood playground.

Objective

To promote conversion of unused publicly owned areas to community maintained green spaces.

Policy

Endorse the concept of neighborhood adoption of unused or underutilized green spaces, as shown in Illustrations 6-4 through 6-7, owned by County agencies. The mapping of these spaces should only be interpreted as an indication of where these spaces exist and not as locations which this Plan endorses as suitable for adoption. There may be some in sector plan areas which are not shown. Others may eventually be needed as streets when infill housing is built or may need to serve as future access to parks, schools, or other public facilities. Still others may not prove feasible because of size, topography, or location.

Implementation

The Plan proposes that a task force be created to work with neighborhood groups in determining adoption feasibility, suitability of uses, and programmatic steps. The task force should be made up of

representatives from the M-NCPPC Parks Department, MCDOT, DEP, and the Wheaton Service Center. Lead coordination should be provided by County Department of Transportation staff.

Following completion of the task force's work, neighborhood groups will be encouraged to petition the Planning Board and County administrative agencies to make determinations as to suitability and programmatic needs on a case-by-case basis.

Implementation will require, for each site, a formal agreement or letter of understanding between an agency and a representative community organization, or perhaps among cooperating County agencies. These agreements are needed to establish liability limits, mutual and individual responsibilities, length of tenure, and renewability. Even though long-term commitments are contemplated for this program, it should be understood that they would be subject to revocation if the spaces were to be needed at some future time to provide programmed public facilities.

Public Schools

The Kensington-Wheaton area is currently served by 3 high schools, 3 junior/intermediate/middle schools, and 13 elementary schools. As indicated in Table 6-3, these schools are currently in the Walter Johnson, Einstein, Kennedy, Wheaton, and Bethesda-Chevy Chase clusters. Thirteen of these schools are located in the Kensington-Wheaton planning area while 6 of the schools are located outside the planning boundaries with service areas that fall within the planning area.

The Stephen Knolls and McKenney Hills Special Schools are located within the planning area and serve students with special needs inside and outside of the planning area. The Edison Career

Center, located adjacent to Wheaton High School, also serves senior high school students inside and outside of the planning area.

Table A-2, in the Key Indicators section (Appendix A), contains the following information on the decline in school age children from 1970 to 1980:

AGE DISTRIBUTION KENSINGTON-WHEATON PLANNING AREA 1970 - 1980				
Age	Actual Number 1970	Actual Number 1980	Actual Change 1970-1980	Percent Change 1970-1980
5-9	9,324	4,368	-4,956	-53.2
10-14	8,886	6,449	-2,437	-27.4
15-19	9,823	5,604	-4,219	-42.9
Total 5-19	28,033	16,421	-11,612	-41.5

Source: 1970 and 1980 U.S. Census and Montgomery County Planning Department, Research Division.

Table 6-4 is a list of the closed schools in the area and their current uses. They are shown in Illustration 6-8. The current uses give some sense of the contribution closed schools have made to the availability of services in the area. Former schools are providing facilities for health care, child day care, adult day care, senior centers, Park Police Headquarters, and offices for the Housing Opportunities Commission and the Recreation Department. Four other closed schools are used for private schools. There are recapture provisions in leases to private schools. The reuse of closed schools has served to enrich the Kensington-Wheaton area. Although not all closed schools can be economically reconverted to a

TABLE 6-3
PUBLIC SCHOOLS BY HIGH SCHOOL CLUSTER

High School Cluster/ School Name	Date Orig. Const.	Year Modernized	Site Size (Acres)	Number of Teaching Stations/ Classrooms
Einstein Cluster				
Einstein High	1962		25.7 PK	66
Sligo Middle	1959		21.7 PK	64
Glen Haven Elementary	1950	1972	10.0	23
Highland Elementary	1950	1968 M	11.6 PK	29
Oakland Terrace Elementary	1950	1970 M	9.5 PK	23
Rockview Elementary	1955		7.4	30
Kennedy Cluster				
Kennedy High	1964		31.1	65
*Lee Middle	1966		16.5 PK	38
Georgian Forest Elementary	1961	1971 M	11.0 PK	20
Glenallen Elementary	1966		13.1	19
*Kemp Mill Elementary	1960		10.0	26

(Table 6-3 Continued)

High School Cluster/ School Name	Date Orig. Const.	Year Modernized	Site Size (Acres)	Number of Teaching Stations/ Classrooms
Wheaton Cluster				
Wheaton High	1954	1983	28.2	56
*Parkland Jr. High	1963		9.2 PK	53
*Harmony Hills Elementary	1957		10.2	24
Veirs Mill Elementary	1950		10.4	28
Weller Road Elementary	1953	1975	10.8	25
*Wheaton Woods Elementary	1952	1976	8.0	26
Bethesda/Chevy-Chase Cluster				
*North Chevy Chase Elementary	1953		7.9	13
Walter Johnson Cluster				
Kensington Parkwood Elementary	1952	1973	9.9	19

Source: Approved FY 89 Master Plan and the FY 89-94 Capital Improvements Program, June 1, 1988, Montgomery County Public Schools.

* Not located inside planning area boundaries, but service area falls within planning area.

Note: M denotes minor or partial renovation; PK denotes an adjacent park site; park acreage is in addition to that shown.

TABLE 6-4
CLOSED SCHOOLS
Kensington-Wheaton Planning Area

Name	Address	Acres	Date Closed	Current or Proposed Use
Joseph Belt Junior High	12721 Goodhill Road	20.0	1983	Designated for up to 170 units of low and moderate income elderly housing and possible community use of the remaining part of the building.
Kensington Junior High	3701 Saul Road	21.0	1979	Original school building razed. Designated for a park and HOC housing for the elderly.
Newport Junior High	11311 Newport Mill Road	7.0	1983	Occupied by a private school.
Arcola Elementary	1820 Franwall Avenue	5.0	1982	Occupied by a private school.
Bushey Drive Elementary	1210 Bushey Drive	6.0	1976	Montgomery County Department of Recreation offices and Street 70 Theater.
Connecticut Park Elementary	12518 Greenly Drive	9.0	1983	In use by the Board of Education for special programs.
Dennis Avenue Elementary	2000 Dennis Avenue	9.0	1976	Montgomery County Department of Health permanent health care facility.
Holiday Park Elementary	3930 Ferrara Avenue	5.6	1978	Used as a senior center.
Larchmont Elementary	9411 Connecticut Avenue	10.0	1980	Occupied by a private school.

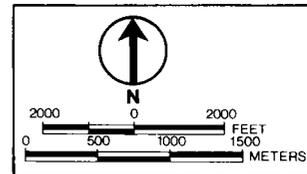
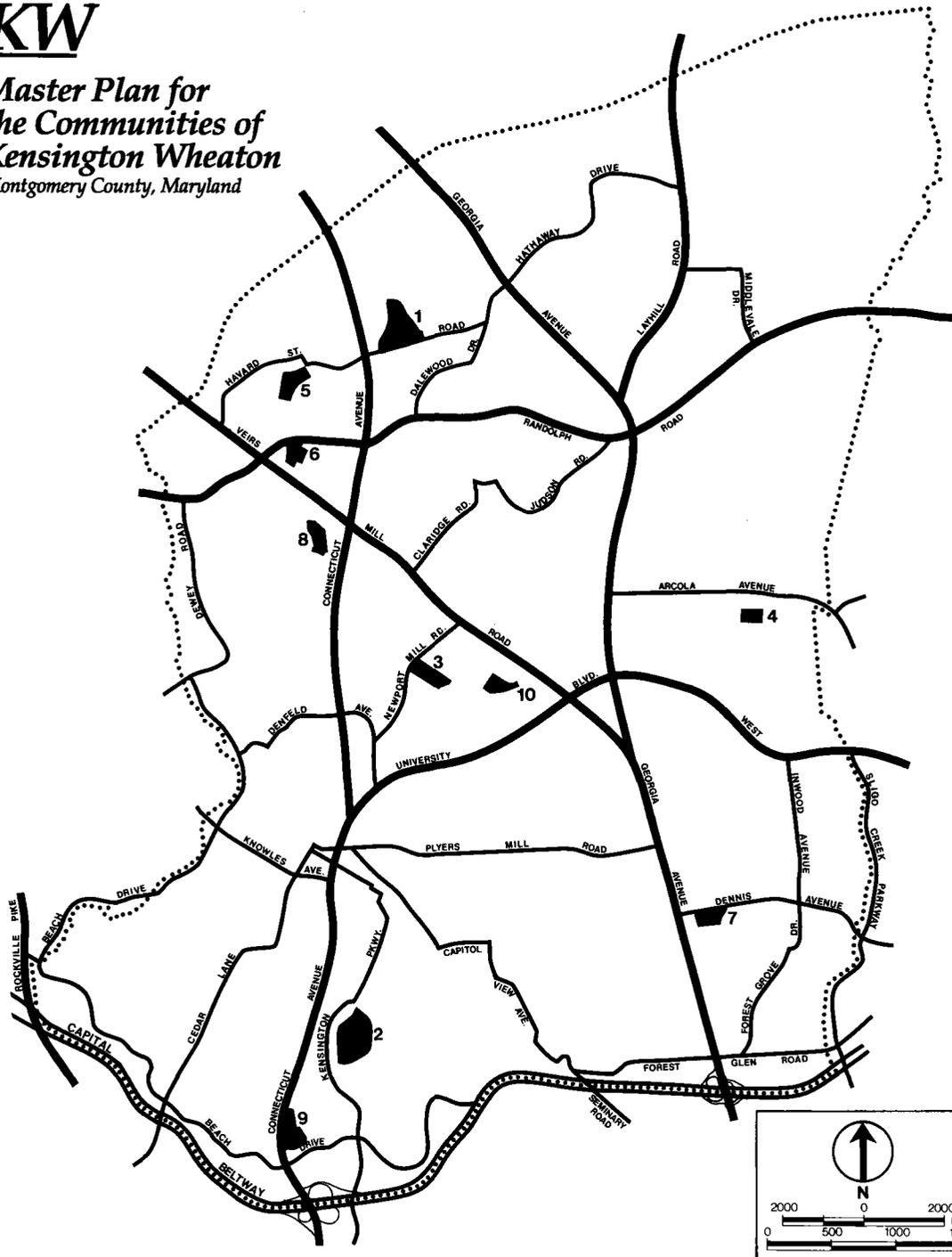
(Table 6-4 Continued)

Name	Address	Acres	Date Closed	Current or Proposed Use
Pleasant View Elementary	3015 Upton Drive	6.5	1982	Designated as Crossways, Inc., a one-parent housing program, sponsored by Montgomery County Department of Housing and Community Development.
Sector Plan Areas				
Glenmont Elementary	12210 Georgia Avenue	6.8	1977	Occupied by a private school.
Kensington Elementary	10400 Detrick Avenue	3.9	1982	Housing Opportunities Commission offices.
Saddlebrook Elementary	12701 Layhill Road	10.6	1982	Maryland-National Capital Park and Planning Commission offices, Park Police Headquarters.

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Master Plan for the Communities of Kensington Wheaton

Montgomery County, Maryland



Former School Sites

..... PLANNING AREA BOUNDARY

● FORMER SCHOOL SITES

1. BELT JUNIOR HIGH
2. KENSINGTON JUNIOR HIGH
3. NEWPORT JUNIOR HIGH
4. ARCOLA ELEMENTARY
5. BUSHEY DRIVE ELEMENTARY
6. CONNECTICUT PARK ELEMENTARY
7. DENNIS AVENUE ELEMENTARY
8. HOLIDAY PARK ELEMENTARY
9. LARCHMONT ELEMENTARY
10. PLEASANT VIEW ELEMENTARY

Illustration 6-8

The Maryland - National Capital Park & Planning Commission

public school, some closed schools in the area may become a valuable resource in the future needs in Kensington-Wheaton.

When public schools are closed, their physical plant offers considerable opportunity to the County to achieve some other public purpose. In the past, closed public schools that have not been reused as private schools have been converted to a variety of uses, such as elderly housing and public service offices. Because the actual structure and the site layout were originally designed for some other purpose, the reuse presents a set of unique problems, not only in implementing the structural conversion, but also in assimilating the use into the neighborhood land use fabric.

Two of the planning area's closed schools, Belt Junior High and Kensington Junior High, have been approved as sites for elderly housing. A portion of the Kensington Junior High School site is designated for a 165-unit project under the auspices of the Housing Opportunities Commission with the remainder of the site designated for park use. A portion of the Belt Junior High School building has been designated for up to 170 units with the remaining part of the building designated for possible use as a community center.

Table A-3 in the Key Indicators section contains the information in the following table on the projected increase in school age children from 1985 to the year 2000.

Using the Intermediate forecast from the Research Division, Montgomery County Public School planners project that elementary and junior/intermediate/middle enrollments will increase steadily in the next decades. It is unlikely that there will be additional school closings.

There are no undeveloped school sites in the planning area.

**PROJECTED AGE DISTRIBUTION
KENSINGTON-WHEATON PLANNING AREA
1985-2000**

Age	Projected Number 1985	Projected Number 2000	Projected Change 1985-2000	Projected Percent Change 1985-2000
5-9	4,400	5,100	+700	+15.9
10-14	4,500	5,300	+800	+17.8
15-19	4,800	4,800	0	0
Total 5-19	13,700	15,200	+1,500	+11.0

Source: Montgomery County Planning Department, Research Division, Demographic Model, Intermediate Forecast, 1988.

Objectives

To provide the operating public school facilities necessary to sustain high quality educational programs at reasonable cost. (Goal statement of the Montgomery County Board of Education included in the 1987 policy statement on Long-Range Educational Facilities Planning.)

To promote compatibility between surrounding land uses and the reuse of closed public school facilities.

Policies

Rely on the Approved Master Plan for Educational Facilities, the annual Capital Improvements Program (CIP), and the Annual Growth Policy as statements of direction for the public school facilities in the Kensington-Wheaton planning area.

When schools are modernized or reconstructed, or if new additions

or relocatable classrooms are proposed, respect the relationship of new structures to existing residences.

In examining the reuse of closed public school facilities, ensure that proposals are compatible with the adjoining properties and neighborhoods.

Confirm the existing zoning of all school sites in the planning area.

Implementation

Through the Approved Master Plan for Educational Facilities and the annual Capital Improvements Program, the County programs public school additions and modernizations. The timing of additions and modernizations will be evaluated in future Master Plans for Educational Facilities and annual Capital Improvements Programs.

No additional school sites are currently proposed for the Kensington-Wheaton planning area.

The Planning Board should utilize the site plan review and mandatory referral processes to ensure that proposals for school modernizations, additions, and reuse are compatible with surrounding homes.

The Planning Board will file a Sectional Map Amendment reconfirming existing zoning of all school sites in the planning area.

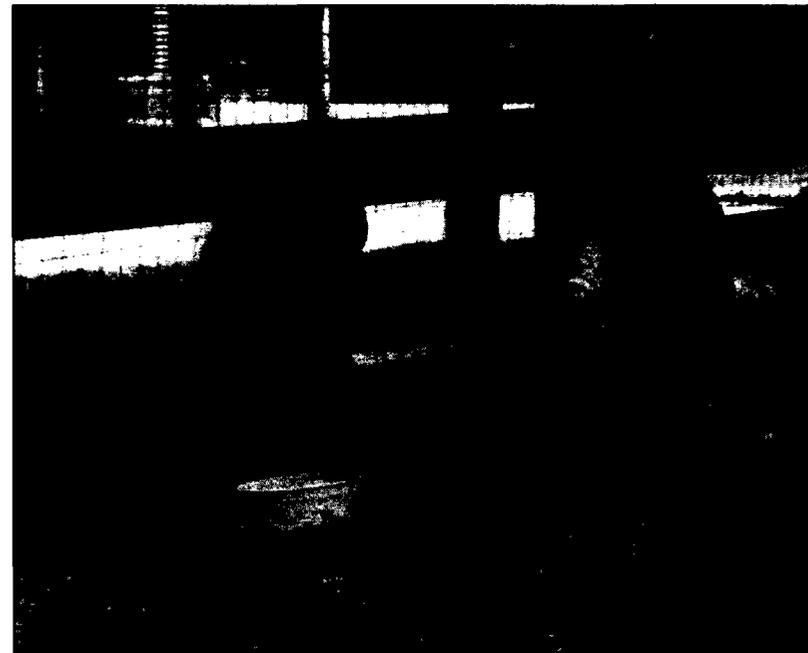
Child Day Care Facilities

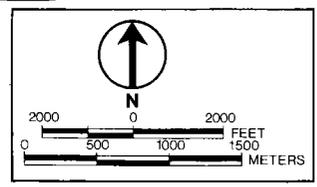
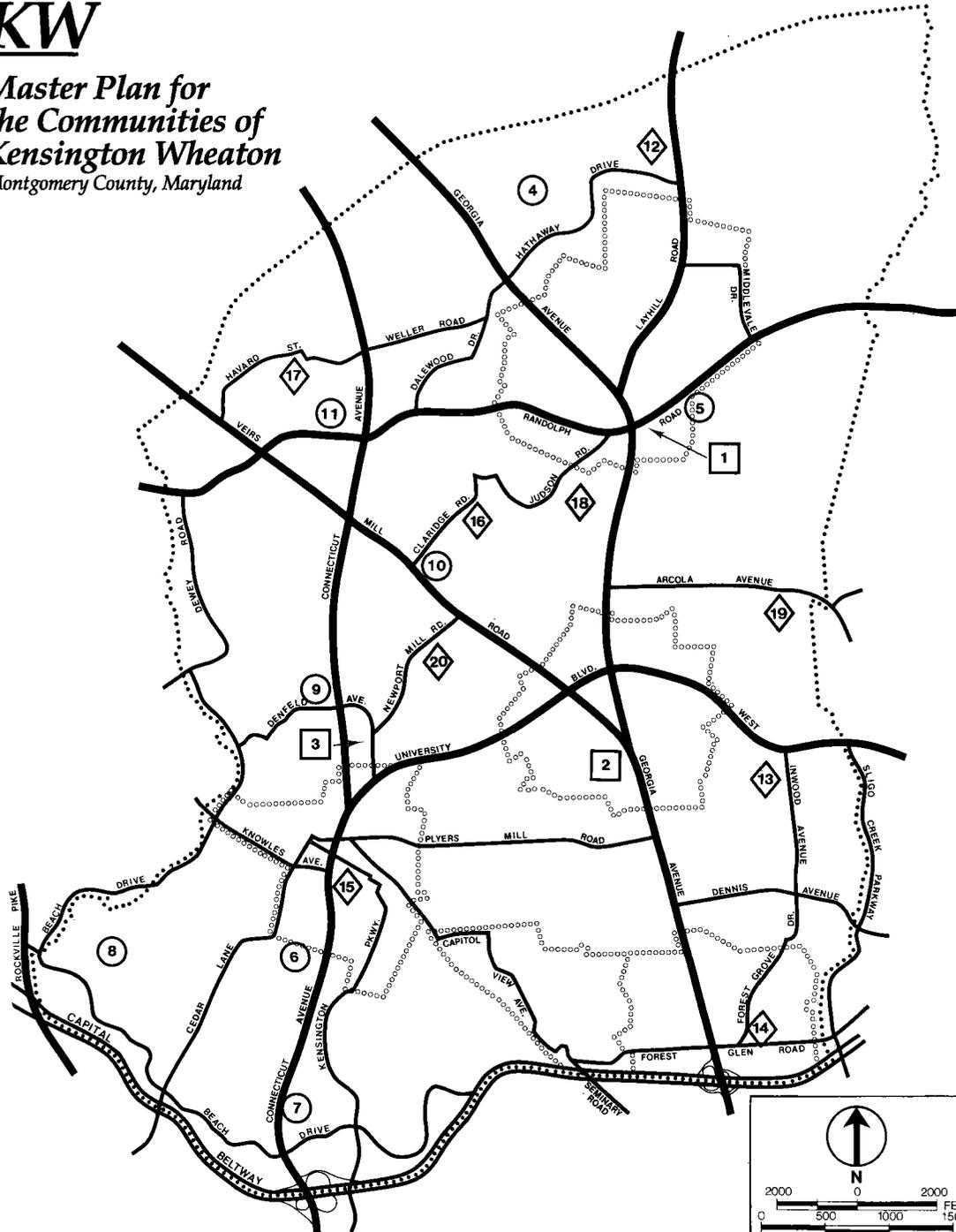
The number of working parents and increases in the number of children within Kensington-Wheaton suggest a need for additional child day care facilities and opportunities. Within Kensington-

Wheaton, 61 percent of women with children under the age of 6 years old are working either part or full time.

Despite the recent increases in the preschool population of the area, it is expected that the number of preschoolers will taper off through the year 2010. During the interim, however, additional child day care facilities and opportunities need to be explored.

The majority of child day care services are provided by private family day care providers and group day care center operators. The major centers are shown in Illustration 6-9. Family day care providers operating within private residences provide care for all ages, but predominately serve infants, toddlers, and preschoolers. Most child day care centers operate in open and closed schools and





Group Child Day Care Facilities

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA

PRE-SCHOOL

- 1 LITTLE FOLKS EARLY LEARNING CENTER
- 2 PRE-SCHOOL EDUCATION PROGRAM, STEPHEN KNOLLS ES
- 3 KENSINGTON NURSERY SCHOOL

SCHOOL-AGE

- 4 ASPEN HILL CHILDREN'S CENTER
GEORGIAN FOREST ES
- 5 JOYTOWN DAY CARE CENTER
GLEN ALLEN ELEMENTARY
- 6 HOLY REDEEMER SCHOOL AGE PROGRAM
- 7 GRACE EPISCOPAL DAY SCH. EXTENDED
DAY (FORMER LARCHMONT ES)
- 8 Y-CTR. AT KENSINGTON/PARKWOOD ES
- 9 ELEMENTARY EXTENDED DAY
ROCKVIEW ELEMENTARY SCHOOL
- 10 ST. CATHERINE LABOURE SCHOOL
BEFORE AND AFTER SCHOOL CARE
- 11 CHILD CARE CENTER VIERS MILL
BAPTIST CHURCH

PRE-SCHOOL & SCHOOL AGE

- 12 BARRIE DAY SCHOOL AND CAMP
- 13 RAINBOW LEARNING CENTER II
- 14 KENSINGTON CHILD DAY CARE
CENTER (FORMER FOREST GROVE ES)
- 15 HOC CHILDREN'S CENTER
(FORMER KENSINGTON ELEMENTARY)
- 16 HIGHLAND CHILD CENTER
HIGHLAND ELEMENTARY SCHOOL
- 17 MOTHER'S HELPER CHILD CARE
CONNECTICUT PARK ES
- 18 MONTESSORI CHILDREN'S HOUSE
OF SILVER SPRING
- 19 RAINBOW DAY CARE
(FORMER ARCOLA ES)
- 20 THE NEWPORT SCHOOLS

Illustration 6-9

The Maryland-National Capital Park & Planning Commission

religious institutions due to space and licensing requirements and the affordable rental rates.

Within a mature suburban area such as Kensington-Wheaton, the economics of child day care centers will not support the development of significant numbers of free-standing day care centers on private property.

Both the cost of land and the parcel size requirements minimize the possibility of using currently vacant parcels for large, free-standing child day care centers. It is likely that further growth of centers in the private sector will be through the development of small centers (serving 7-12 children) in private residences, or centers built in conjunction with new multi-family, townhouse, or commercial developments.

Current zoning allows registered family day care programs serving up to 6 children in single-family homes as a permitted use.

A special exception is required to provide day care for more than 6 children within residential zones. In 1987, a Montgomery County Planning Board study suggested that none of the small-child care centers serving 7-20 children that were studied had a significant negative impact on the surrounding residential community. Although minor traffic problems were noted in some cases, neighbors reported that centers did not create noise, trash or parking problems.



Objective

To promote greater day care opportunities through appropriate land use recommendations and associated policies.

Policies

Pursue opportunities to purchase and site child care modularity on public property.

Support efforts to utilize County zoning and development plan review processes to promote greater day care opportunities.

Implementation

The Department of Family Resources should prepare an assessment of human service needs particular to the Kensington-Wheaton area. This document should include a section on day care needs.

The County should study the feasibility of locating day care facilities at schools, parks, and park-and-ride lots. After identification of appropriate sites, the County will fund construction of these facilities through the Capital Improvements Program.

The Planning Board, the Department of Family Resources, and the Office of Planning Policies should examine proposals for amending State law and the County zoning ordinance to permit family day care for greater than six children. The same agencies also should examine potential zoning text amendments to encourage establishment of day care centers in Planned Development and other floating zones.

When appropriate, the Planning Board may consider establishment of a day care center as an amenity associated with optional method of development. This implementation strategy may be useful in

review of optional method of development plans for the Wheaton Central Business District.

Elderly Housing and Facilities

The Kensington-Wheaton area was developed, like most post-war suburbs, to house young households. At that time, the need for services and housing for the elderly was too far in the future to consider reserving land to meet it.

Elderly facilities have had to be woven into an already developed land use fabric. Facilities specifically designed for the elderly are now being located in former schools because the general appropriateness of the sites and the availability of the schools have coincided with the recognition of the need for the facilities. Illustration 6-10 is a map of elderly facilities and services in the Kensington-Wheaton area, including those in former schools.

As indicated in the section on schools, it is unlikely there will be any more public school closings in the Kensington-Wheaton area in the near future. The demand for facilities and services for the elderly, however, will continue to grow.

The number of elderly over 75 in the Kensington-Wheaton area is expected to double between 1985 and 1995, going from 2,300 to 4,600. It is projected to increase to 5,300 by the year 2000.

Most people over 75 in single-family homes are unlikely to move. One reason many older people do not want to move is the difficulty of re-establishing ties to friends, religious organizations, doctors, and shops, as well as the loss of associations with a long-term home; but there are other substantial reasons.

When older people living in single-family homes consider renting

an apartment or buying a condominium, the cost seems too high relative to what they get in return. So they stay in their homes until a growing disability or the death of a spouse makes them reconsider their options. At that point, typically, if they move, they want or need more services.

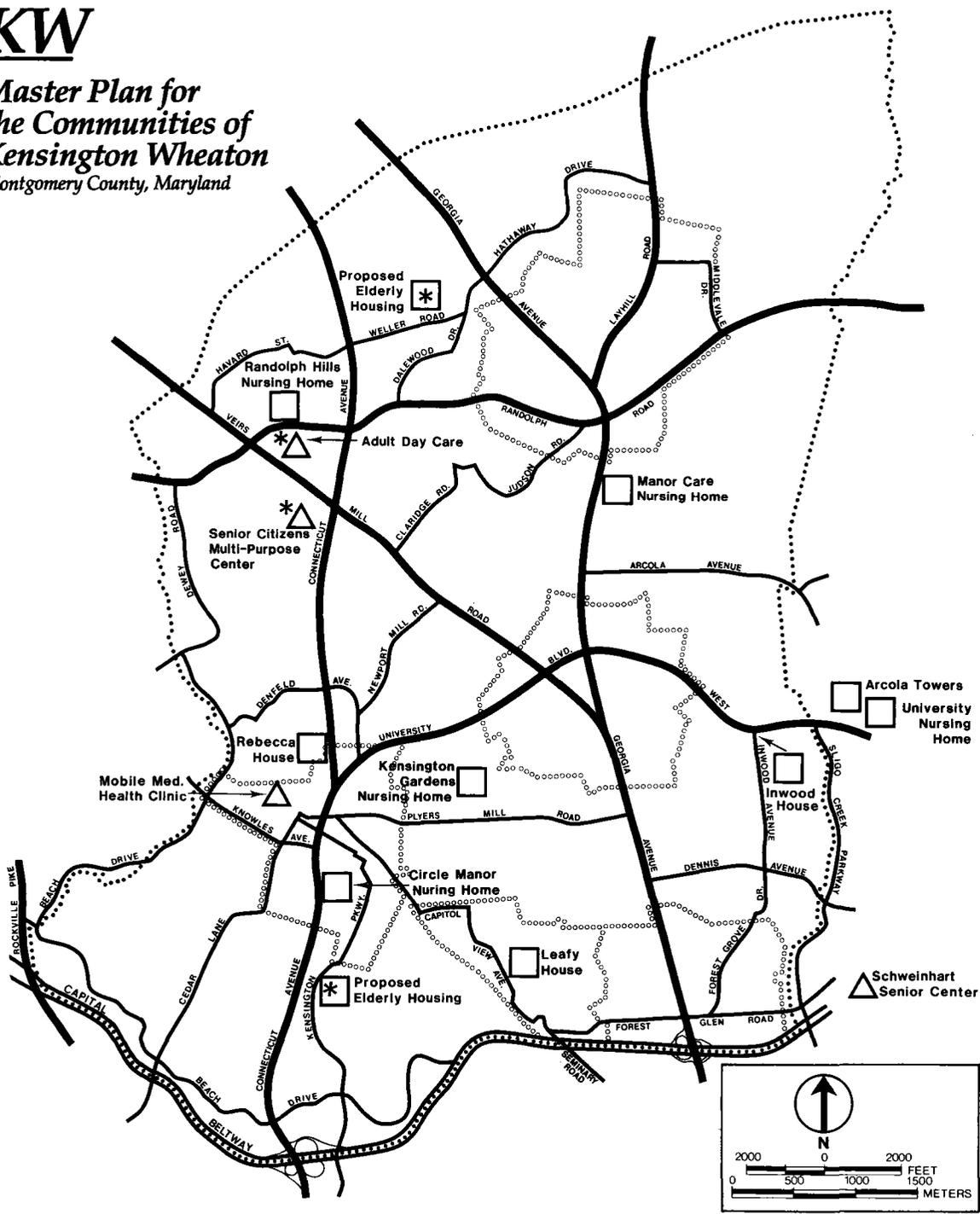
When older people can no longer live alone but do not need a nursing home, the best financial option for many will probably be some form of supervised housing. There are a variety of forms of such housing, including the licensed group home for the elderly. Certification of group residences for the elderly as sheltered housing allows them to provide a flexible level of care at an affordable price.

Currently, group residences for up to 8 elderly people are permitted in any residential zone; for 9 to 14 people, they are a special exception use. Group residences for the elderly are typically run as non-profit institutions or as private businesses. At present, there are no group residences for the elderly in the Kensington-Wheaton area.



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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Elderly Facilities and Services

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREAS
- * FORMER SCHOOL
- HOUSING (SPECIAL)
- △ MAJOR SERVICE PROVIDERS

Illustration 6-10

The Maryland-National Capital Park & Planning Commission

As indicated in Illustration 6-10, subsidized housing for the elderly currently available in the Kensington-Wheaton area includes Rebecca House, north of Kensington on Connecticut Avenue, and Leafy House in Capitol View. Arcola Towers on Arcola Avenue is just outside the Kensington-Wheaton area to the east.

Objective

To promote elderly housing opportunities through appropriate land use recommendations and associated policies.

Policies

Should additional publicly owned sites become available in the Kensington-Wheaton area, consider their use for subsidized elderly housing.

Support special exception requests for installation of medical offices, adult day care, or other similar uses in apartment buildings with concentrations of the elderly; support a text amendment to allow for the installation of small shops, congregate dining facilities, or other relevant facilities for the use of inhabitants of the building. These should be incorporated only if minimal impact on the neighborhood can be demonstrated.

Promote development of group residences for the elderly.

In neighborhoods with a large concentration of elderly residents, adapt public facilities to suit the needs of the elderly.

Implementation

The Department of Family Resources should prepare an assessment of human service needs particular to the Kensington-Wheaton area. This document should include a section on needs of the elderly.

The Planning Board, the Department of Family Resources and the Office of Planning Policies should examine potential zoning text amendments to encourage establishing adult day care centers in single-family homes.

The County Department of Transportation should continue an effort to adjust pedestrian walk light timing to allow greater opportunity for nearby elderly residents to cross a busy intersection safely.

Facilities for the Disabled

In Kensington-Wheaton in 1980, approximately 7 percent of residents of the area had some physical or mental disability, exceeding the County-wide figure of 5.5 percent. Specifically, the 1980 Census considered the disabled to be members of a household 15 years old and older with a condition which has lasted for 6 years or more and which (a) limits the kind or amount of work the person can do, (b) prevents the person from working in a job, or (c) limits or prevents the person from using public transportation.

Within Inwood House, a 150-unit apartment complex for disabled residents on University Boulevard east of Wheaton, about one-third of the residents utilize wheelchairs and the rest are ambulatory. In addition to Inwood House, there are currently 13 group homes in the Kensington-Wheaton area for such populations as the chronically mentally ill, the mentally retarded/developmentally disabled, and the physically disabled.

The disabled encounter special problems in relation to matters of mobility and access to public facilities. Facility improvements can ease the mobility and accessibility difficulties. It is important to note that many improvements for the mobility impaired benefit others. For example, curb cuts benefit not just wheelchair oc-

cupants, but also cyclists, parents with strollers, and the frail elderly.

Objective

To promote greater accessibility to public facilities for the disabled through appropriate land use recommendations and associated policies.

Policies

Consider designating the area along University Boulevard from Wheaton Plaza and Wheaton Metro to University Towers as a demonstration area for improvements and evaluation of improvements serving the disabled. Illustration 6-11 shows first and second priority routes and destinations that should be considered for incorporation into such a designated area.

Adapt public facilities to suit the needs of the disabled.

Examine the suitability of vacant or partially vacant parcels of land (including parcels, 13, 14 and 28 in Table 4-1) for consideration as sites for group homes.

Implementation

The County should establish a task force that includes the Department of Family Resources, the Department of Transportation, the Wheaton Service Center, the Wheaton Streetscape Program, the Community Partnership Committee, the Planning Board, and others to develop specific proposals for the demonstration area. Some of the issues such a task force may address include improved intersection crossing, transit accessibility, signage, safe lanes for pedestrians and the disabled, sidewalk impediments, and discontinuous curb cuts.

The Parks Department should continue to make facility improvements throughout the Kensington-Wheaton area to address the needs of the disabled. Modifications should include such things as picnic tables that are accessible to wheelchairs and bathrooms accessible to the disabled. The County Executive and County Council will review facility improvements in the context of the annual Capital Improvements Program process.

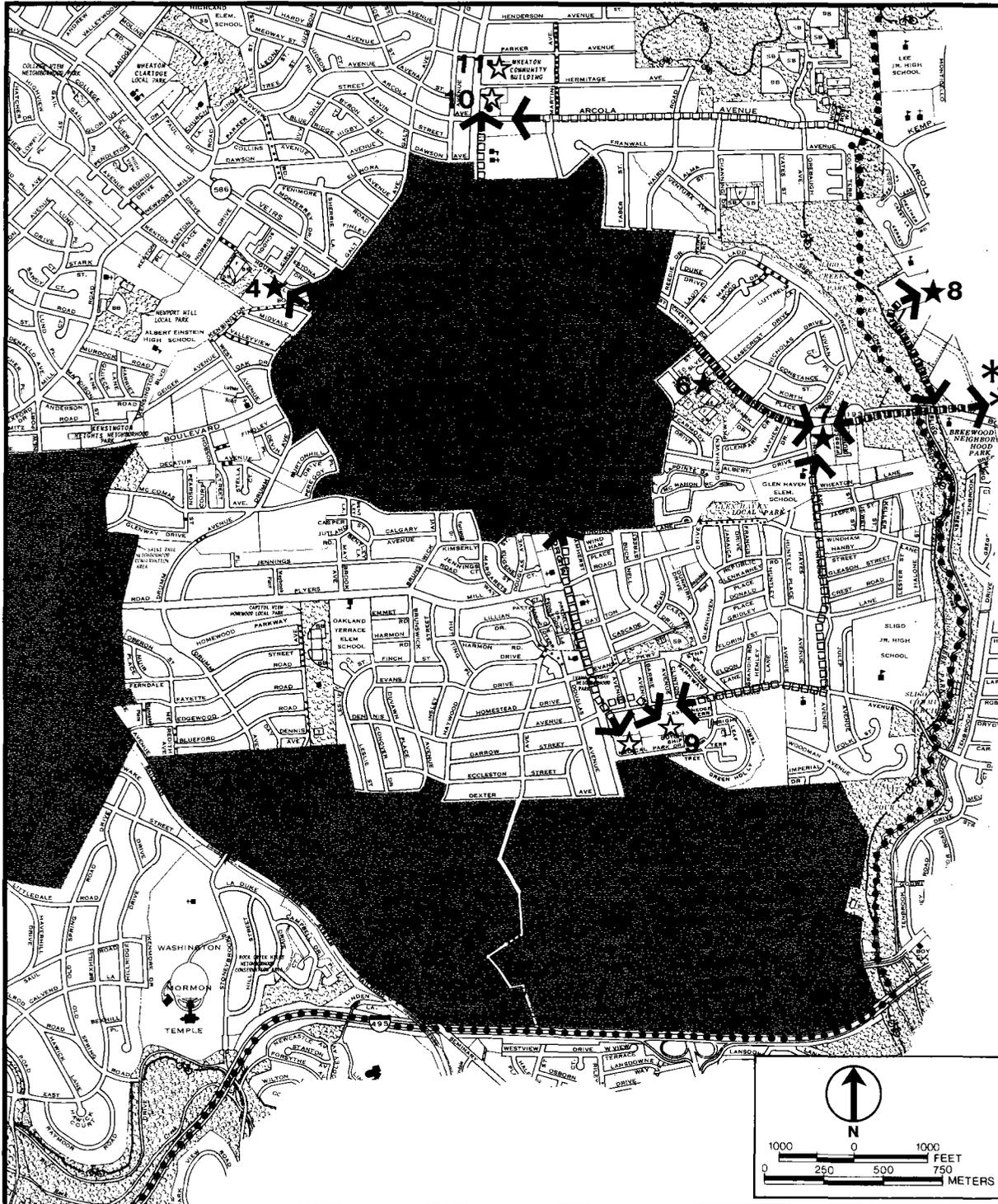
The Department of Family Resources should prepare an assessment of human service needs particular to the Kensington-Wheaton area. This document should include a section on needs of the disabled.

Other Public Facilities

Fire Stations: Fire protection in the Kensington-Wheaton area is provided by Kensington #5 (in Kensington), Kensington #18 (in Glenmont), and Kensington #21 (at Veirs Mill Road and Parkland Drive). Modifications are planned for the corner of Randolph Road and Georgia Avenue to allow trucks to get in and out of the Glenmont station more easily. Ambulance support is provided by the Wheaton Rescue Squad.

Police Stations: Police protection for the area is provided almost exclusively by the Wheaton-Glenmont Station, with some assistance by the Silver Spring and Bethesda Stations.

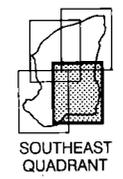
Libraries: The Kensington-Wheaton area is served by three libraries. The newly renovated Wheaton Regional Library, located between the Wheaton CBD and Glenmont, serves the northern and eastern sections of the planning area. The Kensington Park Library, on Knowles Avenue, serves the southern and western sections of the area. The Noyes Library in Kensington, a unique County-wide facility, provides resources exclusively for the very young reader.



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Showcase Area for Disabled Accessibility



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ★ FIRST PRIORITY DESTINATIONS
 1. WHEATON PLAZA
 2. STEPHEN KNOLLS SPECIAL SCHOOL
 3. METRO STATION
 4. CROSSWAYS COMMUNITY
 5. WHEATON PHARMACY
 6. WHEATON FOREST PARK
 7. INWOOD HOUSE
 8. KEMP MILL SHOPPING CENTER
- * APARTMENT BUILDINGS
- ☆ SECOND PRIORITY DESTINATIONS
 9. MEDICAL CENTER, DENNIS AVENUE
 10. WHEATON LIBRARY
 11. WHEATON COMMUNITY RECREATIONAL BUILDING
- ▬▬▬▬ FIRST PRIORITY ROUTES
- ▬▬▬▬ SECOND PRIORITY ROUTES

Illustration 6-11
The Maryland-National Capital Park & Planning Commission

TABLE 6-5

***PROPOSALS CURRENTLY UNDER STUDY TO FACILITATE PARK USE BY THE DISABLED*
Kensington-Wheaton Area***

Name of Park	Proposal
1. Wheaton Forest Local Park	Modify restrooms; add bench, picnic table, and game table suitable for disabled use (completed in summer 1986).
2. Capitol View/Homewood	Add picnic tables and play equipment that are disabled accessible.
3. Sligo-Dennis Local Park	Add wheelchair accessible picnic tables.
4. Randolph Hills Local Park	Add wheelchair accessible picnic tables and play equipment.
5. Wheaton Regional Picnic Area	Add wheelchair accessible picnic tables.
Brookside Gardens Camping Area	Improve wheelchair ramps. Consider modification of campsites to serve disabled.
6. Parklawn Group Camping	Consider modification to permit weekend camping for both area disabled and non-disabled residents.
7. Wheaton Community Center	Ensure that all rehabilitation is fully accessible to disabled; include game tables and possibly picnic tables.
8. Glenfield Local Park	Add wheelchair accessible picnic tables and play equipment.
9. Forest Grove Neighborhood Park	Add disabled picnic and game tables.

* Not yet approved in the CIP.

Postal Facilities: Residents can use either the Wheaton or Kensington Post Offices. In addition to the main post office in Wheaton, there is a satellite building in the Wheaton Plaza parking lot for a limited number of automated services.

The Wheaton Government Service Center, on Reddie Drive, also provides many services to the community.

Objective

To provide adequate public safety, library, and postal facilities in the Kensington-Wheaton area.

Policies

Rely on the annual Capital Improvements Program to determine the construction and renovation program for public safety and library facilities.

Maintain communication with the United States Postal Service to assess facility needs in the planning area. If new postal facilities become needed, they should be located in sector plan areas or in the commercial area at Veirs Mill Road and Randolph Road.

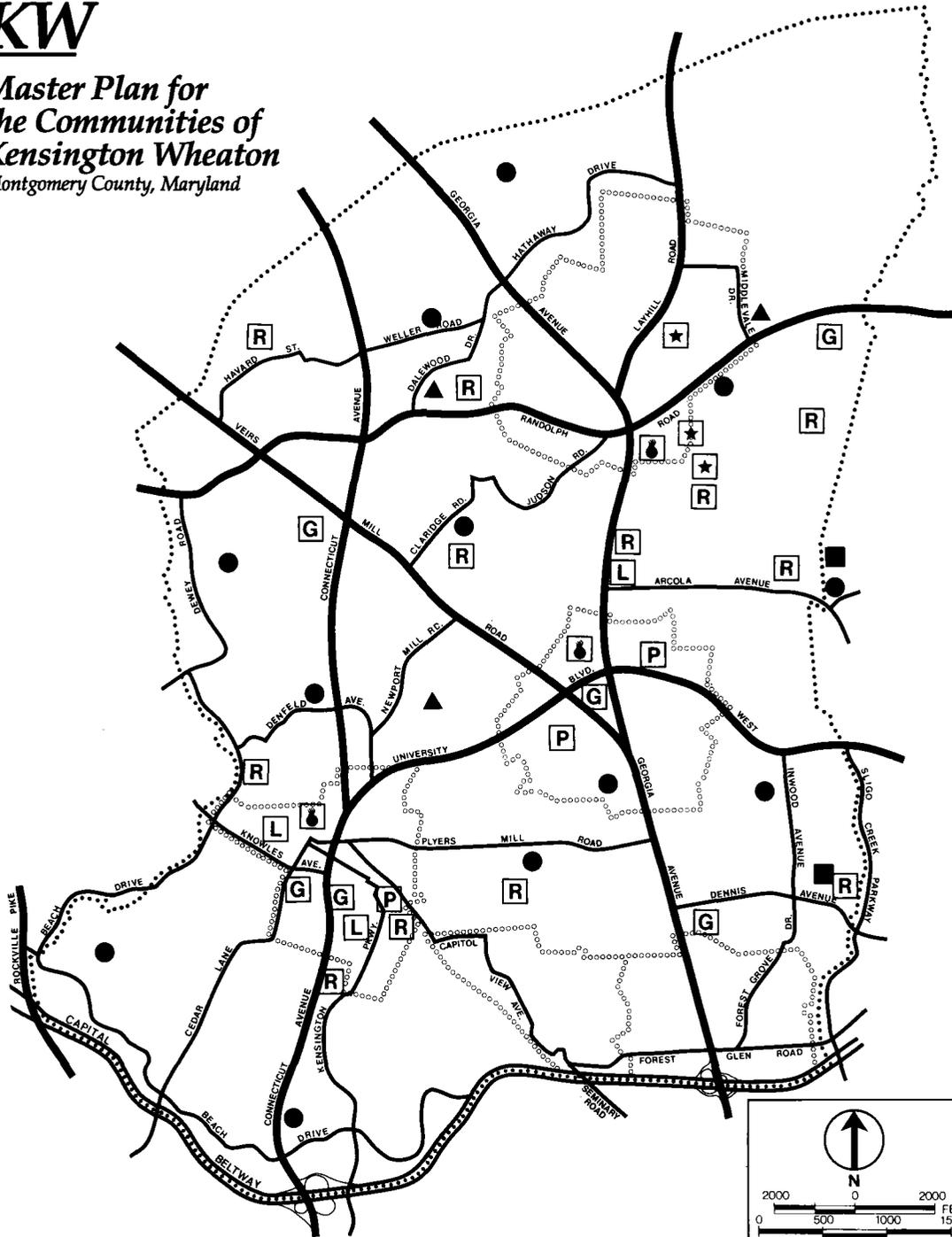


Implementation

Illustration 6-12 shows the location of existing public facilities in Kensington-Wheaton. No new fire or police stations, libraries, or post offices are programmed for the Kensington-Wheaton area.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Community Facilities

..... PLANNING AREA BOUNDARY

o-o-o-o-o SECTOR PLAN AREA

SCHOOLS

- ELEMENTARY
- JUNIOR HIGH
- ▲ HIGH

R RECREATION CENTERS

★ POLICE

🔥 FIRE/RESCUE

L LIBRARIES

P POST OFFICE

G COUNTY & MUNICIPAL GOVERNMENT

Illustration 6-12

☐ The Maryland-National Capital Park & Planning Commission

Chapter Seven

ENVIRONMENTAL PLAN

Water Resources

Erosion, Flood Control, and Stormwater Management

Water Supply and Sewerage

Natural Systems

Noise Impacts

Water Resources

As indicated in Illustration 7-1, the Kensington-Wheaton planning area is within three watersheds: Rock Creek, Sligo Creek, and Northwest Branch. Georgia Avenue generally forms a major drainage divide. Areas to the east drain into Sligo Creek and Northwest Branch in the Anacostia River basin, and areas to the west are drained by Rock Creek in the Potomac River basin.

The areas drained by Rock Creek and Sligo Creek are intensely developed with little room left for development of significant environmental consequence. The area north of Randolph Road and east of Georgia Avenue which is drained by Northwest Branch

may have greater development opportunities. A large part of it consists of undeveloped land or private recreation space.

Many of the streams in the planning area experience significant water quality problems typical of older urbanized watersheds. These problems are due to the lack of water quality controls for urban runoff when development occurred and, in some areas, the deterioration of sewer lines, which results in exfiltration into streams if not corrected. The use of regional approaches to solve water quality problems is difficult because of lack of space for such facilities.

A particular problem is the high level of fecal coliform levels in many streams due to a large domestic animal population.

Objective

To protect water quality of streams in the Kensington-Wheaton area through appropriate land use recommendations and associated policies.

Policies

Support a localized approach to water quality problems in Kensington-Wheaton which implements the most effective best management practice(s) for the water quality parameter of concern.

If replacement or relocation of sewer lines is necessary within stream valleys, consider multi-use trails as part of the project.

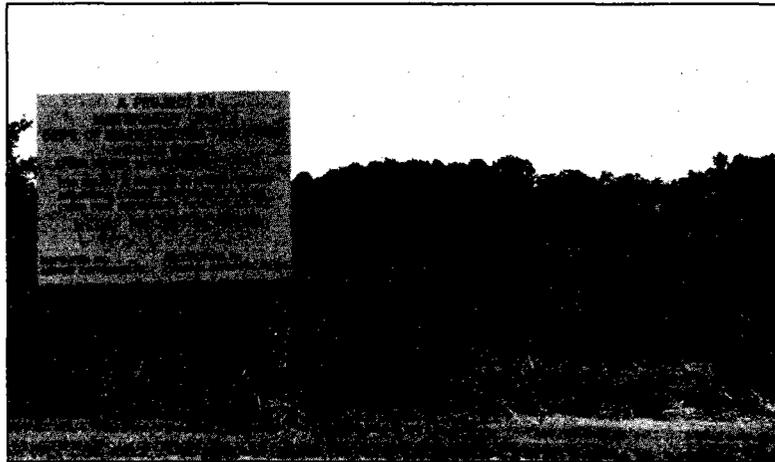
Implementation

The Washington Suburban Sanitary Commission (WSSC) should continue to routinely review the condition of sewer lines and implement improvements to address the problems found.

The sewer along Sligo Creek has experienced capacity problems and is suffering from deterioration. The County Department of Environmental Protection (DEP) and the WSSC should continue to study potential solutions to this problem, including sewer reconstruction and possibly construction of a sewage storage facility.

The County should complete construction in Rock Creek Park between Randolph and Dewey Roads of a major storage facility to reduce the chance of sewage overflows.

The existing Dennis Avenue stormwater management facility, a large dry pond, temporarily impounds runoff from the major impervious areas of the Wheaton Central Business District. The County has developed a design to provide water quality control and



should convert most of the facility into a series of wet ponds. The County should pursue other retrofit opportunities in the future.

The Planning Board and DEP should continue ongoing enforcement of existing environmental controls to protect water quality.

Erosion, Flood Control, and Stormwater Management

Like water quality controls, stormwater management controls to regulate the quantity and velocity of runoff were not in place when most of the development in the Kensington-Wheaton area occurred. Development has produced increased runoff, which results in stream channel erosion. Erosion problems encountered in the planning area are limited to stream channel erosion in Rock Creek and Northwest Branch tributaries. Erosion in Sligo Creek and its major tributary, the Wheaton Branch, has been mitigated through the combination of rip-rapping and construction of two regional stormwater management facilities: the Dennis Avenue Impoundment (controlling Wheaton Branch), and the University Boulevard Impoundment (controlling Sligo Creek). Land surface erosion occurs mainly from construction sites and is minimal due to limited construction activities in the highly developed area.

A significant stream erosion problem occurs in Bel Pre Creek. Without appropriate stormwater controls and downstream stabilization, this erosion problem would likely be worsened as the undeveloped areas (both outside and within the planning area) which drain into the creek are developed.

Proper management of stormwater attenuates and reduces peak flows and flow velocities. Consequently, the energy of flow and its ability to erode land surfaces and stream channels are also reduced. The fully-developed nature of the area does not favor the provision

of other new regional stormwater management facilities since land in the proper location is not available for the required storage. Thus, erosion mitigation measures, for the most part, will have to be limited to channel improvements, selective rip-rapping, revegetation along stream banks, and aggressive use of best management practices on developing sites.

Several of the tributaries of Rock Creek draining the older developed areas of the Kensington-Wheaton planning area show the results of prior lack of control. In particular, Joseph Branch is currently in a severely degraded condition due to the effects of years of uncontrolled runoff. The following symptoms of stream degradation are apparent: expansion of the stream channel, which has approximately doubled in size from pre-development widths; active undercutting and severe scouring of stream banks, resulting in a high number of tree falls and log jams; and accumulated debris both in the stream and on its banks.

Man-made encroachments onto natural floodplains have resulted in flooding hazards to a limited number of houses and roadways in the Kensington-Wheaton area.

Because floodplains had not been delineated or controls established at the time most development took place, some houses were built too close to streams, and roadways were constructed with their elevations too low or drainage culverts too small to accommodate runoff from ultimate development.

Turkey Branch, Joseph's Branch, and Kensington Hills Branch are the main stream tributaries of Rock Creek in the planning area. While the severe flooding problems along Turkey Branch have been resolved, four homes on Littleton Street can be flooded by 100-year storms. Areas and houses affected by flooding are shown in Illustration 7-1.

Through the Turkey Branch Capital Improvement Project, the County Department of Environmental Protection (DEP) recently completed a flood control project to reduce the flooding problem along the segment of Turkey Branch northeast of Georgia Avenue.

Along Joseph's Branch and Kensington Hills Branch, there are less severe flooding problems. In the vicinity of the intersection of Kensington Parkway and Bexhill Drive, three homes are subject to partial flooding by a 100-year storm. Backwater from an undersized flume under Connecticut Avenue has the potential to cause flooding of some houses on Huggins Drive east of Connecticut Avenue. The Kensington Parkway and Littledale Road intersection in Kensington has a 10 to 50 percent chance of flooding in any given year. Six other roadway locations in the Kensington-Wheaton area have a 4 to 10 percent chance of flooding in a given year.

Damage and hazards from floods are not currently experienced in the area drained by Northwest Branch. This is attributed to the nature of the land use in the area, which generally consists of low density residential, country club, and parkland. In the highly urbanized area draining into Sligo Creek, however, there are some flooding problems. Upstream of University Boulevard, four homes on Ladd Street are partially within the 100-year floodplain, while Forest Glen Road is overtopped by a 100-year storm.

Objective

To prevent erosion and flood damage in the Kensington-Wheaton area through appropriate land use recommendations and associated policies.

Policies

Protect against erosion and flood damage through implementation of existing State and County regulations.

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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Water Resources

..... PLANNING AREA BOUNDARY

DRAINAGE DIVIDES

~~~~~ WATERSHED BOUNDARY

~~~~~ HYDROLOGIC SEGMENT

FLOODING

■ HOUSES INUNDATED BY
100-YEAR STORM

● ROAD FLOODING

STREAM CLASSIFICATION

▭ CLASS I STREAMS

▨ CLASS IV STREAMS

⊙ DESIGNATED WETLAND

▲ STORM WATER MANAGEMENT
SWM FACILITY

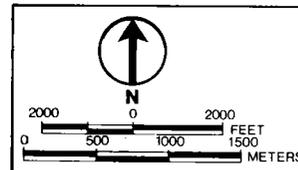
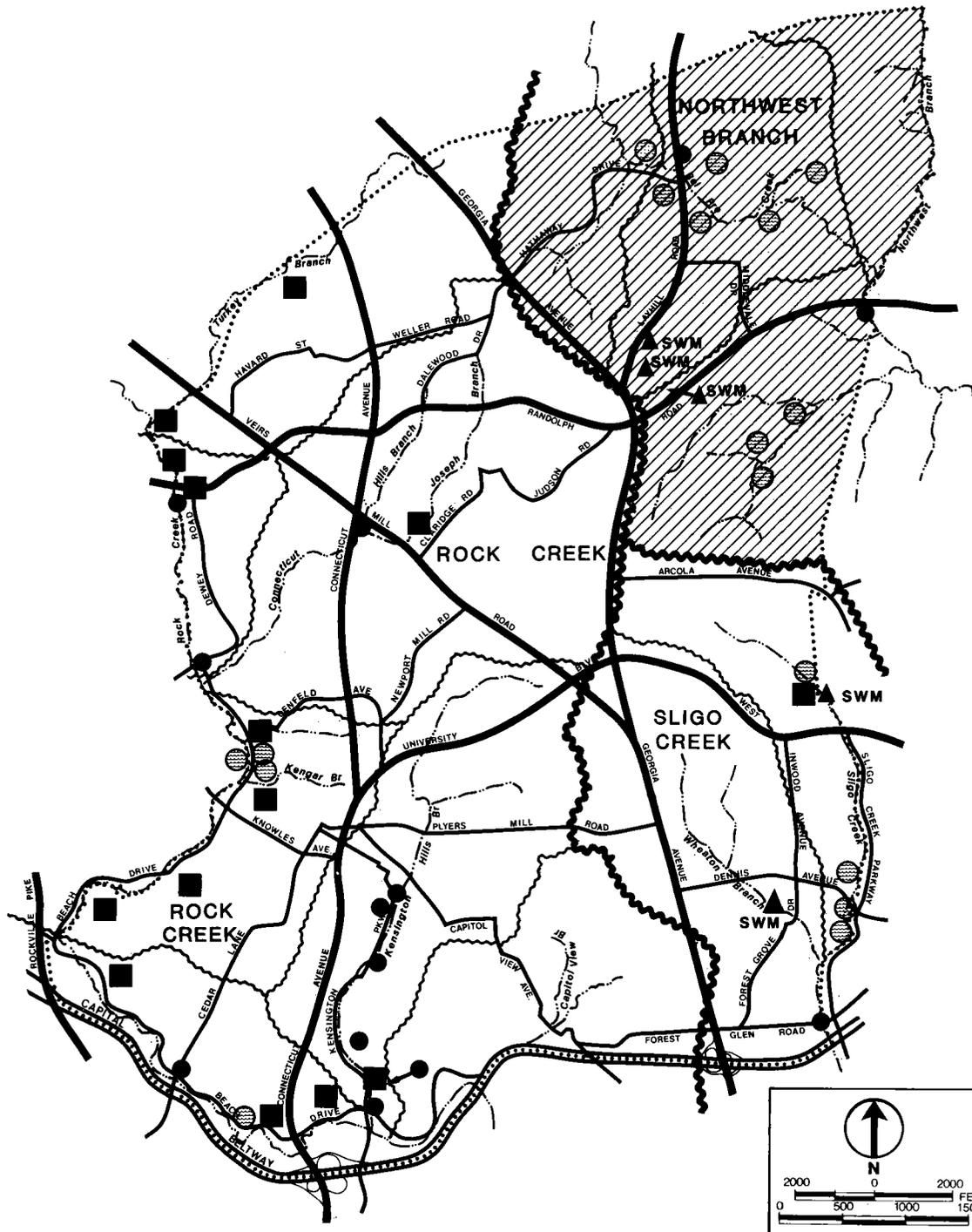


Illustration 7-1

▣ The Maryland - National Capital Park & Planning Commission

Protect against erosion and flood damage through construction of stormwater management facilities where feasible.

Employ erosion mitigation measures concentrating on channel improvements, selective rip-rapping, revegetation along stream banks, and aggressive use of best management practices on developing sites. Provide rip-rap stream channel protection for the portions of Joseph's Branch within park property.

Provide flood damage reduction assistance to owners of homes located within 100-year floodplains.

Maintain relatively low density land uses for the Northwest Branch area. (See Chapter 4.)

In the lower Bel Pre Creek area, consider acquisition of parkland through dedication along the stream from its confluence with Northwest Branch to Bel Pre Park to assure stream protection and continuity in the stream valley park system. Support designation of a conservation area to include the 100-year floodplain and undisturbed buffers along Bel Pre Creek west of Layhill Road. (See Chapter 4.) Designation of buffers should conform to the M-NCPPC Steep Slope Guidelines.

Implementation

The existing Dennis Avenue stormwater management facility, a large dry pond, temporarily impounds runoff from the major impervious areas of the Wheaton Central Business District. The County has developed a design to provide improved erosion control and should convert most of the facility into a series of wet ponds.

Funding for stream channel improvements at Joseph's Branch and other locations will be considered as part of the annual Capital Improvements Program review. The County may consider coordinat-

ing the Joseph's Branch stream channel improvements with construction of a multi-use trail.

Montgomery County Subdivision Regulations prohibit issuance of building permits within 25 feet of the 100-year floodplain. This floodplain is defined as the area inundated by stormwater runoff equivalent to that which would occur on the average of once in every 100 years after total development of the watershed.

DEP administers County stormwater management regulations which mandate implementation of stormwater management practices as part of the development process. In addition, DEP administers State Sediment and Erosion Control regulations, which require approval of an erosion and sediment control plan prior to most land clearing, grading, or other earth disturbance activities.

The County provides cost sharing to help pay for flood prevention measures for homes located in the 100-year floodplain. The availability of funds will be determined annually in the context of the annual operating budget process. Detailed information about the location of County homes in the 100-year floodplain is contained in the County's Inventory of Flood Prone Structures with Recommended Corrective Action.

Water Supply and Sewerage

Public water service in the Kensington-Wheaton area is provided by the Washington Suburban Sanitary Commission (WSSC). The capacity of the water supply and distribution system to meet future demands depends upon the source amount of raw water available, treatment capacity, and distribution capacity. Currently, there are no water supply restrictions on development in the Kensington-Wheaton planning area.

Public sewer service is provided by the WSSC. The Kensington-Wheaton planning area consists of portions of the Rock Creek and Anacostia drainage basins, and the area is entirely within the S-1 (presently served) sewer category. The capacity of the sewerage system is dependent upon the collection systems (sewers) and the treatment system. Currently, there are no development restrictions on wastewater collection or treatment facilities serving the Kensington-Wheaton area.

Objective

To develop and maintain water supply and sewerage systems with adequate capacity to meet demand.

Policy

Water and sewer service should be extended systematically in concert with other public facilities along the corridors as defined in the *General Plan* to accommodate growth only in areas covered by adopted master and sector plans. Guidance for the type, amount, location, and sequence of growth is contained in the Annual Growth Policy (AGP) of the County. Various functional plans, such as the Water and Sewerage Plan, should be consistent with the AGP (as approved by the County Council).

Implementation

The annual Capital Improvements Program contains information regarding WSSC water and sewerage projects serving the Kensington-Wheaton area and the greater region.

WSSC should complete construction of an underground sewage storage facility on park property between Randolph and Dewey Roads to increase the capacity of the collection system in the Rock Creek drainage basin. This facility will provide for temporary storage of peak wastewater flows.

The sewer along Sligo Creek has experienced capacity problems and is suffering from deterioration. DEP and WSSC should continue to study potential solutions to this problem, including sewer reconstruction and possible construction of a sewage storage facility.

Natural Systems

Environmentally sensitive areas are best left for passive use in their natural, undisturbed state. Several locations within the planning area are environmentally sensitive and require conservation.

The reach of Turkey Branch between Georgia Avenue and Veirs Mill Road is a wooded greenbelt and stream valley which offers a pleasant visual relief to the urbanized areas surrounding it. Much of the area is part of the Rockville Facility, a strip of land originally reserved for a highway and now being studied for a variety of possible uses.

Several small wetland areas exist along many of the planning area's stream valleys. Most of these wetlands have been mapped as part of the 1981 U.S. Fish and Wildlife Service's National Wetlands Inventory. The Water Resources map, Illustration 7-1, shows the location of these wetlands within the planning area. Almost all of these wetlands lie within protected stream valley parkland.

Objective

To promote conservation of selected natural systems through appropriate land use recommendations and associated policies.

Policies

Support passive use of selected areas in their natural, undeveloped state with active recreation usage in some instances.

Policies

Support passive use of selected areas in their natural, undeveloped state with active recreation usage in some instances.

Consider conservation and recreation uses when studying the future use of the Rockville Facility right-of-way.

Implementation

Section 404 of the Clean Water Act requires a U.S. Army Corps of Engineers permit to alter or fill tidal and non-tidal wetlands. In conjunction with this permit, the Maryland Office of Environmental Programs issues Section 401 water quality certifications to ensure that the project will not cause a violation of the state's water quality standards. Both approvals are necessary for fill activities such as road and bridge construction, culvert placement, and filling for residential development occurring in tidal or non-tidal wetlands and waters.

The Planning Board should require a field survey in review of development plans proposed in or near environmentally sensitive areas.

Noise Impacts

Highway noise is the single most pervasive noise source in the area. Highway noise levels vary with traffic volume, vehicle

type, speed, and surface of the roadway. Residents who live along the area's major highways experience high noise levels mostly from commuter-oriented daytime use. In addition to highway noise, railroad noise affects some residential areas of Kensington-Wheaton.

Objective

To mitigate transportation noise impacts on residential areas in Kensington-Wheaton through appropriate land use recommendations and associated policies.

Policy

Mitigate transportation noise impacts through noise-compatible site design and appropriate use of noise mitigation measures, where feasible.

Implementation

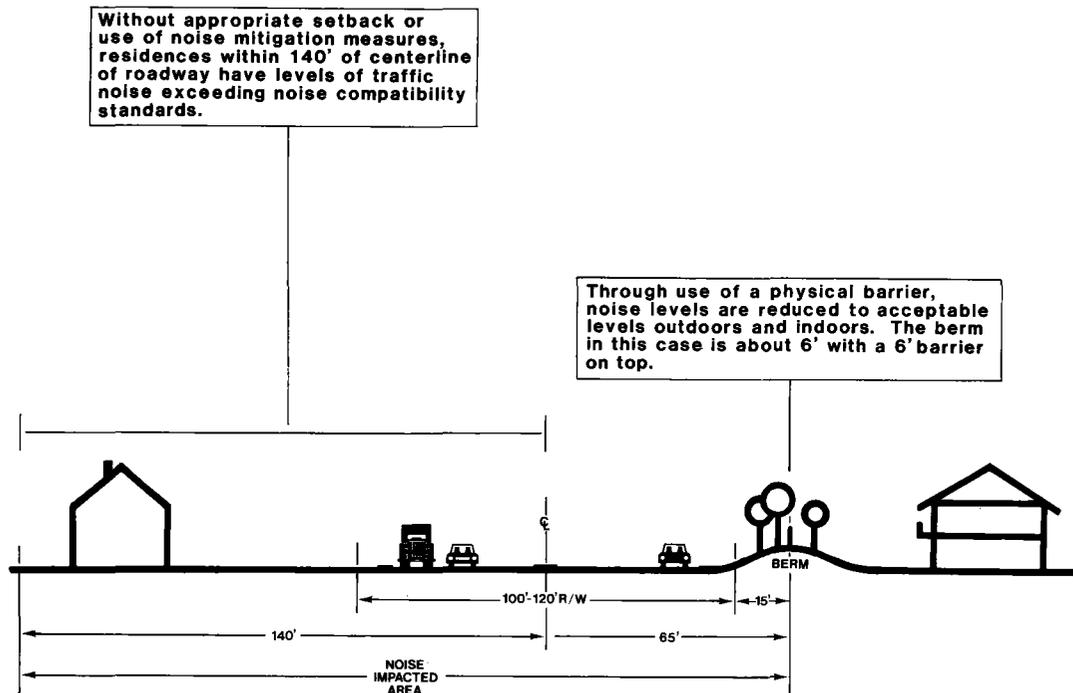
When reviewing site or development plans for residential areas abutting highways or railroad lines, the Planning Board should consider noise mitigation techniques, including setbacks, berms, and acoustic walls and fences. As most properties along the major transportation corridors of Kensington-Wheaton area already are developed, limited opportunity exists to apply these techniques.

KW

**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland

*Noise Impact
and Mitigation on
Major Highway*

*Typical Cross Section of Highway
Showing Effectiveness of Noise
Mitigation Measures*



Contrary to popular belief, trees, bushes, and other landscaping have a minimal effect in mitigating noise levels. However, landscaping and preservation of existing vegetation does provide a psychological barrier which reduces the perception of noise, while enhancing the attractiveness of the highway corridor.

Illustration 7-2

 The Maryland-National Capital Park & Planning Commission

Chapter Eight

HISTORIC PRESERVATION PLAN

Historic Preservation Master Plan Amendment Process

Implementation of the Master Plan for Historic Preservation

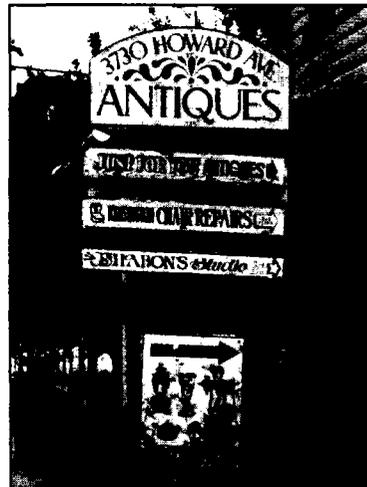
Previously Designated Master Plan Sites

The Amendment

Sites Recommended for Removal from the Locational Atlas

Further Recommended Actions

This chapter serves as an amendment to the 1979 *Master Plan for Historic Preservation*. This amendment designates one site on the Master Plan, thereby extending to it the protection of the County's Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code. This Plan also lists five sites recommended for removal



from the *Locational Atlas and Index of Historic Sites in Montgomery County*. Once removed from the *Locational Atlas*, these sites are no longer governed by the Moratorium on Alteration and Demolition, Section 24A-10 of the Historic Preservation Ordinance.

Historic Preservation Master Plan Amendment Process

The *Master Plan for Historic Preservation* and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. When a historic resource is placed on the *Master Plan for Historic Preservation*, the adoption action officially designates the property as a historic site or historic district and subjects it to the further procedural requirements of the Historic Preservation Ordinance.

Designation of historic sites and districts serves to highlight the values that are important in maintaining the individual character of the County and its communities. It is the intent of the County's preservation program to provide a rational system for evaluating, protecting, and enhancing the County's historic and architectural heritage for the benefit of present and future generations of Montgomery County residents. The accompanying challenge is to weave protection of this heritage into the County's planning program so as to maximize community support for preservation and minimize infringement on private property rights.

The following criteria, as stated in Section 24A-3 of the Historic Preservation Ordinance, shall apply when historic resources are evaluated for designation in the *Master Plan for Historic Preservation*:

(1) *Historical and cultural significance*

The historic resource:

- (a) has character, interest, or value as part of the development, heritage, or cultural characteristics of the County, State, or Nation;
- (b) is the site of a significant historic event;
- (c) is identified with a person or a group of persons who influenced society; or
- (d) exemplifies the cultural, economic, social, political, or historic heritage of the County and its communities.

(2) *Architectural and design significance*

The historic resource:

- (a) embodies the distinctive characteristics of a type, period, or method of construction;
- (b) represents the work of a master;
- (c) possesses high artistic values;
- (d) represents a significant and distinguishable entity whose components may lack individual distinction; or
- (e) represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.



Implementation of the Master Plan for Historic Preservation

Once designated on the *Master Plan for Historic Preservation*, historic resources are subject to the protection of the Ordinance. Any substantial changes to the exterior of a resource or its environmental setting must be reviewed by the Historic Preservation Commission and a historic area work permit issued under the provisions of the County's Preservation Ordinance, Section 24A-6. In accordance with the *Master Plan for Historic Preservation*, and unless otherwise specified in the amendment, the environmental setting for each site, as defined in Section 24A-2 of the Ordinance, is the entire parcel on which the resource is located as of the date it is designated on the Master Plan.

Designation of the entire parcel provides the County adequate review authority to preserve historic sites in the event of development. It also ensures that, from the beginning of the development

process, important features of these sites are recognized and incorporated in the future development of designated properties. In the case of large acreage parcels, the amendment will provide general guidance for the refinement of the setting by indicating when the setting is subject to reduction in the event of development, by describing an appropriate area to preserve the integrity of the resource, and by identifying buildings and features associated with the site which should be protected as part of the setting. It is anticipated that for a majority of the sites designated, the appropriate point at which to refine the environmental setting will be when the property is subdivided.

Public improvements can profoundly affect the integrity of a historic area. Section 24A-6 of the Ordinance states that a Historic Area Work Permit for work on public or private property must be issued prior to altering a historic resource or its environmental setting. The design of public facilities in the vicinity of historic resources should be sensitive to and maintain the character of the area. Specific design considerations should be reflected as part of the mandatory referral review process.

In the majority of cases, decisions regarding preservation alternatives are made at the time of public facility implementation within the process established in Section 24A of the Ordinance. This method provides for adequate review by the public and governing agencies. To provide guidance in the event of future public facility implementation, the amendment addresses potential conflicts existing at each site and suggests alternatives and recommendations to assist in balancing preservation with community needs.

In addition to protecting designated resources from unsympathetic alteration and insensitive redevelopment, the County's Preservation Ordinance also empowers the County's Department of Environmental Protection and the Historic Preservation Commission to prevent the demolition of historic buildings through neglect.

The Montgomery County Council passed legislation in September 1984 to provide for a tax credit against County real property taxes to encourage the restoration and preservation of privately owned structures located in the County. The credit applies to all properties designated on the *Master Plan for Historic Preservation* (Chapter 52, Art. VI). Furthermore, the Historic Preservation Commission maintains up-to-date information on the status of preservation incentives, including tax credits, tax benefits possible through the granting of easements on historic properties, outright grants, and low-interest loan programs.

Previously Designated Master Plan Sites

The following site was previously designated on the *Master Plan for Historic Preservation*:

| Site # | Site Name | Location | Associated Acreage |
|--------|------------------------------|----------------------|--------------------|
| 31/10 | Jenkins Broadcasting Station | 10717 Georgia Avenue | 8,957 sq. ft. |

- Designated as part of the original September 1979 *Master Plan for Historic Preservation*.
- 1929—a simple 1-1/2 story frame bungalow.
- For four years (1929-32), the Broadcasting Station of Charles Frances Jenkins' radiomovies, the forerunner of today's television.

An evaluation of historic resources within the five sector plan areas was not conducted as a part of this study. Historic resources in the sector plan areas include historic districts in Kensington and Capital View that have already been placed on the *Master Plan for Historic Preservation*.



The Amendment

The amendment recommends that the site designated as "B&O Viaduct/Newport Mill Site" on the *Locational Atlas* be separated and considered as individual resources, with the B&O viaduct becoming #31/5-1 and the Newport Mill site #31/5-2, and further recommends that the B&O Viaduct be included in the *Master Plan for Historic Preservation* under criteria 1a, 1d, and 2e.

| Site # | Site Name | Location |
|--------|-------------|--|
| 31/5-1 | B&O Viaduct | Beach Drive
(north of Knowles Avenue) |

- The viaduct, constructed in 1891, is a significant visual representation of the Metropolitan Branch of the Baltimore & Ohio Railroad, which, after opening in 1873, became the transportation link between western Maryland and Washington, D.C.

- The B&O Railroad played an essential role in the agricultural, economic, and social development of the County by providing for the rapid delivery of farm products, creating additional trade opportunities, increasing the demand for developing suburbs along the route of the railroad, and facilitating transportation into Washington, D.C.
- The viaduct is also important as a turn-of-the-century engineering solution to the need for greater load-bearing bridges and as one of the few remaining stone viaducts in Montgomery County.
- Highly visible from Beach Drive, the viaduct is an important feature of the landscape, which, while having historical and cultural value, also enhances the community.

Sites Recommended for Removal from the Locational Atlas

The following sites are not recommended for regulation under the Historic Preservation Ordinance and are designated for removal from the *Locational Atlas and Index of Historic Sites in Montgomery County*.

| Site # | Site | Location |
|--------|-------------------|-------------------------------------|
| 31/1 | Culver Farm | 1851 Middlebridge Drive |
| 31/2 | Hardy House | 2650 Cory Terrace |
| 31/3 | Stubbs House | 2000 Shorefield Road |
| 31/4 | Mitchell House | 11405 Monterrey Drive |
| 31/5-2 | Newport Mill Site | Beach Drive (north of Knowles Ave.) |

Further Recommended Actions

This Plan acknowledges the potential for future designation of additional historic sites in the Kensington-Wheaton communities and in the sector plan areas.

TABLE 8-1

KENSINGTON-WHEATON HISTORIC SITES
(Excludes Sector Plan Areas)

| Site # | Site Name | Address | Physical Condition | HPC Recommendation | Planning Board Recommendation |
|---------------|-------------------|--|---------------------------|--------------------------------------|--------------------------------------|
| 31/1 | Culver Farm | 1851 Middlebridge Drive | Good/Altered | Negative
(too altered) | Negative |
| 31/2 | Hardy House | 2650 Cory Terrace | Good/Altered | Negative
(too altered) | Negative |
| 31/3 | Stubbs House | 2000 Shorefield Road | Good/Altered | Negative
(does not meet criteria) | Negative |
| 31/4 | Mitchell House | 11405 Monterrey Drive | Good/Altered | Negative
(too altered) | Negative |
| 31/5-1 | B&O Viaduct | Beach Drive
(north of Knowles Ave.) | Excellent | Negative
(does not meet criteria) | Positive |
| 31/5-2 | Newport Mill Site | Beach Drive
(north of Knowles Ave.) | No longer standing | Negative
(does not meet criteria) | Negative |

Source: Montgomery County Planning Department.

Chapter Nine

FISCAL CONSIDERATIONS

The Capital Improvements Program (CIP)

This Master Plan for the Kensington-Wheaton area is a plan that supports and reinforces the policy of maintaining an existing primarily residential area that is substantially built out. It is not a plan that is proposing major new development. It is a plan that encourages preservation of the residential neighborhoods, and the policies and recommendations that appear in this Plan are those that emphasize maintenance and improvement of existing facilities to serve the existing and future population in the current housing stock. This chapter discusses the potential effect of the Plan's recommendations on the County's Capital Improvements Program.

Fiscal considerations should not be the primary determining factor in assessing the appropriateness of the Plan

recommendations, because a master plan deals with a variety of worthwhile public policy goals and objectives that cannot be measured in dollars and cents. However, some indication of the magnitude of anticipated fiscal impacts is appropriate for public deliberation.

The Capital Improvements Program (CIP)

The Executive Branch of County government is responsible for planning, programming, and budgeting for the County's needs. It does this through two interrelated six-year programs. One is the annually updated Capital Improvements Program (CIP), which funds construction of all public buildings, roads, and other facilities planned by the County. The other is the Comprehensive Six-Year Public Services Program (PSP) and the Operating Budget, which funds County programs and coordinates them with capital expenditures.

Projects that are programmed in the FY 89-94 CIP for the Kensington-Wheaton planning area are identified in Table 9-1. The CIP assures that the projects necessary to fulfill the needs of the community and to provide for orderly growth and development are built at the appropriate time and in the proper location. Each project's status is reviewed annually, at which time projects can be



TABLE 9-1

CURRENT CAPITAL IMPROVEMENTS PROGRAM (FY 89)
Kensington-Wheaton Planning Area

| PROJECT | IMPLEMENTING AGENCY | ESTIMATED EXPENDITURES (000's) | START CONSTRUCTION |
|---|---------------------|--------------------------------|--------------------|
| Transportation | | | |
| Layhill Road (MD 182) Widening | MDDOT | 18,070 | Under way |
| Capital Beltway (I-495) Widening | MDDOT | 37,866 | Under way |
| Connecticut Avenue (MD 185)
Resurfacing | MDDOT | 1,101 | Under way |
| Veirs Mill Road (MD 586) Improvements | MDDOT | 3,785 | Under way |
| Randolph Road/Veirs Mill Road Intersection Improvements | MDDOT/MCDOT | 400 | FY 88 |
| Intersection Improvements University Boulevard at Veirs
Mill Road and Connecticut Avenue at Knowles Road | MDDOT | 118 | Under way |
| I-495 and Connecticut Avenue Park-and-Ride | MDDOT/MCDOT | -- | Study Stage |
| Forest Glen Road (MD 192) Study | WMATA | -- | Study Stage |
| Parking - Wheaton Garage 45 Reconstruction | MCDOT/WMATA | 3,140 | FY 88 |
| Belvedere Place Extension | MCDOT | 268 | FY 89 |
| Dewey Road | MCDOT | 729 | FY 92 |
| Glenmont Park-and-Ride | MCDOT | 973 | FY 89 |
| Glenallen Avenue | MCDOT | -- | Study Stage |
| Glenmont Yard Access Road | MCDOT | -- | Study Stage |
| Housing & Community Development | | | |
| Wheaton CBD Improvements | DHCD | 9,937 | FY 84 |
| Rehab. for Housing - Pleasant View Elementary School | DHCD | 3,500 | FY 86 |
| Colonial Veirs Mill Shopping Center | DHCD | 841 | FY 91 |

(Table 9-1 Continued)

| PROJECT | IMPLEMENTING AGENCY | ESTIMATED EXPENDITURES (000's) | START CONSTRUCTION |
|------------------------------------|---------------------|--------------------------------|--------------------|
| Water and Sewer | | | |
| Georgia Avenue Main Replacement | WSSC | 1,815 | FY 87 |
| Rock Creek Storage Facilities | WSSC | 12,833 | FY 88 |
| Stormwater Management | | | |
| Stormwater Management Retrofit | DEP | -- | FY 89 |
| Public Libraries | | | |
| Kensington Park Library Renovation | Pub.Lib. | 1,310 | FY 90 |
| Parks | | | |
| Wheaton-Veterans | M-NCPPC | 545 | FY 89 |
| General Getty | M-NCPPC | 886 | FY 91 |
| Glen Haven | M-NCPPC | 521 | Beyond 6 Years |
| Glenfield | M-NCPPC | 420 | FY 88 |
| Wheaton Community Center Rehab. | M-NCPPC | 495 | FY 87 |
| Wheaton Regional Rehab. | M-NCPPC | 12,161 | Pre 1987 |
| Kensington Jr. High Local Park | M-NCPPC | 375 | FY 91 |
| Capitol View Homewood Local Park | M-NCPPC | 205 | FY 87 |
| Newport Mill/Pleasant View Rehab. | M-NCPPC | 265 | FY 89 |
| Public Schools | | | |
| Einstein H.S. Second Gym | Pub.Sch. | 865 | FY 89 |
| Lee Intermediate Addition | Pub.Sch. | 2,166 | FY 90 |
| Veirs Mill Elementary Modern. | Pub.Sch. | 3,996 | FY 91 |
| Highland Elementary Modern. | Pub.Sch. | 4,580 | FY 89 |
| Sligo Middle School Modern. | Pub.Sch. | 8,895 | FY 90 |

deleted, modified, or added. This procedure allows the flexibility needed to balance available resources and public priorities.

Programs and services listed in the operating budget and PSP are generally oriented toward service delivery rather than master plan recommendations. Furthermore, programs and services are designed for the County as a whole, or for large regions whose boundaries do not coincide with this Master Plan. Thus, this Plan does not list all County programs serving the Kensington-Wheaton area.

Projects recommended by this Master Plan but not programmed in the CIP are listed in Table 9-2. This Master Plan provides guidance on the land use patterns and siting of public facilities in the Kensington-Wheaton area at the time of its ultimate build-out. This Plan defers to the County Council to determine the timing for construction of needed CIP projects recommend by the County Executive. During annual review of the CIP, the Executive and Council



shall determine the level of fiscal commitment to a particular project for that year. Funding decisions necessarily will take place within the context of competing demand for finite resources.

TABLE 9-2

PROPOSED CAPITAL IMPROVEMENTS PROGRAM
Kensington-Wheaton Planning Area

| PROJECT | IMPLEMENTING AGENCY | ESTIMATED EXPENDITURES (1988 Dollars) |
|------------------------------------|--|--|
| GREEN CORRIDOR IMPROVEMENTS | | |
| Landscaping | County Department of Transportation/State Highway Administration | \$36/lin. ft. |
| Sidewalk Replacement | County Department of Transportation | \$11/lin. ft. |
| Multi-Use Trails (Class I) | County Department of Transportation/Parks Department | \$38/lin. ft. |
| COMMERCIAL REVITALIZATION | | |
| Veirs Mill and Randolph Roads | Department of Housing & Community Development | To be determined |
| TRANSPORTATION | | |
| Rockville Facility | Transportation and/or Recreation use | To be determined |
| Park and Ride Lots | County Department of Transportation | \$3,000/space |
| Metro Station Bicycle Parking | County Department of Transportation | To be determined |
| New Sidewalk Construction | County Department of Transportation | \$35/lin. ft. |
| Curb Ramp Construction | County Department of Transportation | \$900-1,200/ramp |
| COMMUNITY FACILITIES | | |
| Park Renovations | Parks Department | To be determined |
| Public Schools Modernizations | Montgomery County Public Schools | To be determined |
| Day Care in Public Facilities | Department of Family Resources and other agencies | To be determined |
| Sewer Replacement | Washington Suburban Sanitary Commission | To be determined |

Source: Montgomery County Planning Department.

APPENDICES



Appendix A: Key Indicators

*Appendix B: Issues
and Alternatives*

Appendix C: Land Use Tables

*Appendix D: Urban
Design Study*

*Appendix E: Conceptual
Landscape Planting for
Green Corridors*

Appendix F: Multi-Use Trails

*Appendix G: Montgomery County
Council Resolution No. 11-1340*

*Appendix H: M-NCPPC Resolution to
Adopt MCPB No. 89-7, M-NCPPC No. 89-5*

*Appendix I: 1990 Amendment to the 1989
Master Plan for the Communities of
Kensington-Wheaton*

Appendix A

KEY INDICATORS

Social, Economic, and Housing Indicators

Travel Indicators

Land Use Indicators

Social, Economic, and Housing Indicators

The data presented in this section is for the entire planning area, including the households and persons residing in the Kensington, Wheaton, Capitol View, Forest Glen, and Glenmont Sector Plan areas. Data from the Montgomery County Planning Board's 1984 Census Update, instead of the 1987 Census Update, was used in this report because it was the only data set available when the report was prepared. According to U.S. Census and Planning Board figures, the most notable demographic trends in Kensington-Wheaton are:

- a stabilization of the population after a rapid decline in the 1970's;
- an increase in the advanced elderly population;
- a bulge in the number of children passing through the school system as the result of the recent "echo boom" or "new" baby boom;
- high levels of female labor force participation;
- a growing diversity in the ethnic composition of the population; and
- an increase in suburban employment opportunities and a declining proportion of workers commuting to the District of Columbia.

Various aspects of these trends are discussed in more detail in the following pages. Other sections of this Plan attempt to address alternatives for dealing with these changes. The land use ramifications of these changes are not always clear. Nevertheless, the Plan presents a comprehensive review of social, economic, and housing trends in the area, regardless of their relevance to land use issues.

Population Trends

Population is stable after a decade of losses. More than 75,000 people reside in the Kensington-Wheaton communities. Between 1970 and 1980, population in the planning area declined by 12.1 percent. During the early 1980's, population began to stabilize. Between 1980 and 1985, the population of the Kensington-Wheaton planning area declined by just over 1,000, or less than 1.5 percent of its residents. Future population levels in the planning area are ex-

pected to hold fairly constant at between 71,000 and 75,000 persons. The planning area's population is expected to then decline moderately through 2010 as a result of declines in average household size.

TABLE A-1
TOTAL POPULATION, 1985-2010
(Intermediate Forecast)

| | Kensington-
Wheaton | 5-Year
Percent
Change | Montgomery
County | 5-Year
Percent
Change |
|------|------------------------|-----------------------------|----------------------|-----------------------------|
| 1985 | 75,500 | | 628,000 | |
| 1990 | 74,500 | -1.3% | 710,000 | 13.1% |
| 1995 | 74,400 | -0.1% | 760,000 | 7.0% |
| 2000 | 72,000 | -3.2% | 785,000 | 3.3% |
| 2005 | 71,000 | -1.4% | 805,000 | 2.5% |
| 2010 | 70,800 | -0.3% | 20,000 | 1.9% |

Source: Montgomery County Planning Department, Research Division, Demographic Model, Intermediate Forecast, Fall 1987.

The decline in household size parallels County trends. The population decrease in the 1970's was largely due to declining household size. In 1970, there were 3.5 persons per household in the planning area. Average household size fell to 2.8 in 1980 and to 2.67 in 1985. The average household size in the U.S. was 2.75 in 1980 and 2.69 in 1985.

Kensington-Wheaton's declining household size is due in part to an increase in elderly households, resulting in an increased number of single-person households. One- and two-person households now make up more than half of the total planning area households. The number of single-person adult households in Kensington-Wheaton more than doubled from 1970 to 1980, rising from 1,987 to

5,319, or about 18.7 percent of all Kensington-Wheaton households in 1980. County-wide, one-person households represented about 21 percent of all households in 1980.

Average household size is expected to continue declining through 2010, both in Kensington-Wheaton and the County. By 2010, average household size is expected to fall to 2.3 in the planning area and 2.0 in the County.

The population includes an estimated 500 persons in group quarters.

Kensington-Wheaton's population is older than the County average. The median age of residents of Kensington-Wheaton is 35.4 years, compared to 34.4 for the County. Between 1970 and 1980, the median age increased by nearly 6 years in the planning area and only 4.2 years in the County. The main reasons for this are the rapidly growing number of elderly and the declining number of children in the planning area. In 1985, the planning area's proportion of elderly was 12.1 percent, compared to 10.4 percent for the County.

Large gains in the elderly population are expected. In 1985, one out of eight residents in Kensington-Wheaton was 65 or older. By 1990 and through the year 2000, one out of seven planning area residents will be in this age category, similar to expected County and national trends. Dramatic increases in the 65+ population will occur after the year 2010, when the "baby boom" population begins to reach the age of 65. Between the years 2000 and 2010, growth in the overall size of the elderly population will be lessened because the pre-"baby boom" or "depression" birth population will be reaching age 65. However, throughout the period to the year 2010 there will be continued expansion in the advanced elderly population, those aged 75 years and older, due to general increases in longevity.

TABLE A-2
AGE DISTRIBUTION, KENSINGTON-WHEATON
PLANNING AREA: 1970 - 1980

| | Number | | Percent of Total | | Percent Change |
|-------|--------|--------|------------------|---------|----------------|
| | 1970 | 1980 | 1970 | 1980 | 1970-1980 |
| Total | 87,057 | 76,552 | 100.0% | 100.00% | -12.1% |
| 0-4 | 7,470 | 4,270 | 8.6% | 5.6% | -42.8% |
| 5-9 | 9,324 | 4,368 | 10.7% | 5.7% | -53.2% |
| 10-14 | 8,886 | 6,449 | 10.2% | 8.4% | -27.4% |
| 15-19 | 9,823 | 5,604 | 11.3% | 7.3% | -42.9% |
| 20-29 | 17,202 | 13,760 | 19.8% | 18.0% | -20.0% |
| 30-44 | 10,726 | 15,725 | 12.3% | 20.5% | 46.6% |
| 45-59 | 16,873 | 14,882 | 19.4% | 19.4% | -11.8% |
| 60-64 | 2,488 | 4,245 | 2.9% | 5.5% | 70.6% |
| 65-74 | 2,568 | 4,653 | 2.9% | 6.1% | 81.2% |
| 75+ | 1,697 | 2,596 | 1.9% | 3.4% | 53.0% + |

Source: 1970 and 1980 U.S. Census and Montgomery County Planning Department, Research Division.

Between 1985 and 2010, the number of residents aged 75 and older is expected to double to about 4,600 persons. Similarly, the population over age 85 is projected to more than triple in size to approximately 1,400 persons. These forecasts assume a continuation of mobility trends from recent Census Update surveys. If lower rates of mobility (e.g., fewer persons retiring to the "sunbelt") occur, the actual number of persons over age 65 may be one-third higher in the year 2010 than projected. See Table A-3.

Almost three-quarters of the planning area's elderly live in single-family detached housing, compared to only 58 percent of the County's elderly.

School enrollment is expected to increase and then decline slightly. Between 1970 and 1980, the number of area preschoolers declined by over 40 percent. This downward trend turned around in the early 1980's, and by 1985 there were some 5,300 preschoolers in the planning area. Similarly, the number of children aged 5 to 19 declined by a similar percentage between 1970 and 1980. In 1985, school-age children were approximately 18 percent of the population, compared to 32 percent in 1970. Ten elementary and three junior high schools were closed during this period because of the declining enrollment.

The number of preschoolers in the area is assumed to have peaked in 1985 with some 5,300 children aged 0-4. Thereafter, as the "new" baby boom children (offspring of the original baby boom) mature, the number of young children is expected to range between 4,600 and 5,000 through 2010. The number of youngsters aged 5 to 9 is forecasted to increase and peak at 5,400 in 1990 as the "new" baby boom moves out of preschool and into elementary school. Thereafter, the number of children in this age group is expected to decline slightly to about 5,000 by 2010. The number of children aged 10-19 is expected to increase from 9,300 in 1985 to a high of about 10,000 in 2000.

Households

Moderate household growth is expected. The Kensington-Wheaton planning area is a mature, essentially built-up suburb consisting of some 28,000 households. While the number of households has increased, the rate of growth in the planning area has not kept pace with the County. Between 1970-1980, the area experienced an average annual household growth rate of about 1.0 percent. During the same period, the County's average annual household growth rate was 3.3 percent. More detailed information is available in Table A-4.

TABLE A-3

**PROJECTED AGE DISTRIBUTION
Kensington-Wheaton Planning Area, 1985-2010
Household Population***

| | Number | | | | Percent of Total** | | | |
|-------|--------|--------|--------|--------|--------------------|--------|--------|--------|
| | 1985 | 1990 | 2000 | 2010 | 1985 | 1990 | 2000 | 2010 |
| Total | 75,000 | 74,000 | 71,500 | 70,500 | 100.0% | 100.0% | 100.0% | 100.0% |
| 0-4 | 5,300 | 5,000 | 4,700 | 4,700 | 7.1% | 6.8% | 6.6% | 6.7% |
| 5-9 | 4,400 | 5,400 | 5,100 | 5,000 | 5.9% | 7.3% | 7.1% | 7.1% |
| 10-14 | 4,500 | 4,700 | 5,300 | 5,200 | 6.0% | 6.4% | 7.4% | 7.4% |
| 15-19 | 4,800 | 4,200 | 4,800 | 4,700 | 6.4% | 5.7% | 6.7% | 6.7% |
| 20-29 | 11,600 | 10,400 | 9,700 | 10,100 | 15.5% | 14.1% | 13.6% | 14.3% |
| 30-44 | 17,300 | 17,600 | 16,500 | 16,000 | 23.1% | 23.8% | 23.1% | 22.7% |
| 45-59 | 12,800 | 11,500 | 12,300 | 12,600 | 17.1% | 15.5% | 17.2% | 17.9% |
| 60-64 | 5,100 | 3,700 | 2,500 | 3,000 | 6.8% | 5.0% | 3.5% | 4.3% |
| 65-69 | 4,200 | 4,400 | 2,500 | 2,500 | 5.6% | 5.9% | 3.5% | 3.5% |
| 70-74 | 2,600 | 3,600 | 2,800 | 2,100 | 3.5% | 4.9% | 3.9% | 3.0% |
| 75-79 | 1,300 | 1,900 | 2,700 | 1,700 | 1.7% | 2.6% | 3.8% | 2.4% |
| 80-84 | 600 | 900 | 1,800 | 1,500 | 0.8% | 1.2% | 2.5% | 2.1% |
| 85+ | 400 | 500 | 900 | 1,400 | 0.5% | 0.7% | 1.3% | 2.0% |

Source: Research Division, Montgomery County Planning Department, Demographic Model, Intermediate Forecast, 1988.

* Add approximately 500 persons living in group quarters for total population.

** Totals do not add to 100 due to rounding.

**TABLE A-4
FORECAST HOUSEHOLDS, KENSINGTON-WHEATON
PLANNING AREA: 1985 - 2010**

| | Kensington-
Wheaton | 5-Year
Percent
Change | Montgomery
County | 5-Year
Percent
Change |
|------|------------------------|-----------------------------|----------------------|-----------------------------|
| 1985 | 28,000 | | 235,250 | |
| 1990 | 29,200 | 4.3% | 280,000 | 19.0% |
| 1995 | 30,300 | 3.8% | 312,000 | 11.4% |
| 2000 | 30,600 | 1.0% | 339,000 | 8.7% |
| 2005 | 30,900 | 1.0% | 359,000 | 5.9% |
| 2010 | 31,000 | 0.3% | 371,000 | 3.3% |

Source: Montgomery County Planning Department, Research Division, Demographic Model, COG Intermediate Forecast, 1987.

Growth rates vary considerably within the planning area. Most sub-parts of the planning area lost population from 1970-1980. The number of households, however, grew slightly or remained stable in these areas. The only two areas which grew both in households and population were the Layhill area and the Veirs Mill Village-Garrett Forest area. The number of households nearly quadrupled in Layhill and population nearly tripled. Growth in the Veirs Mill Village-Garrett Forest area was 33 percent for households and approximately 6 percent for population. Almost 50 percent of the planning area's household growth occurred in the Layhill area.

Mobility

Kensington-Wheaton's residents are less mobile than County residents. The average household's occupancy in the same house was 12.3 years in Kensington-Wheaton in 1984, compared to 9.5

years in the County. Much of this can be attributed to the higher incidence of single-family housing and home ownership in the planning area.

In-migrants in Kensington-Wheaton are younger. Almost 30 percent of in-migrant households are headed by persons under 30 years of age. The corresponding County figure is 28 percent.

Income

The median income in Kensington-Wheaton is rising more rapidly than the County median. The 1983 median income of Kensington-Wheaton households amounted to \$35,610, about 91 percent of the County's \$39,130 median income. However, median income in the planning area rose 49 percent between 1976 and 1983, compared to a County increase of 46 percent.

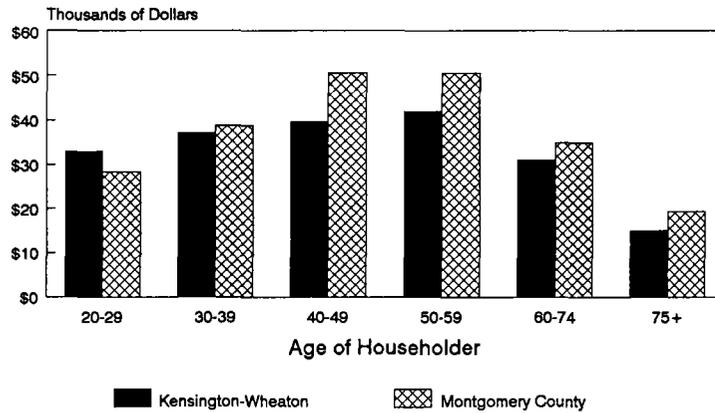
**TABLE A-5
MEDIAN INCOME, KENSINGTON-WHEATON
PLANNING AREA: 1976 and 1983**

| | 1976 | 1983 |
|--------------------------------------|----------|----------|
| Kensington-Wheaton | \$23,960 | \$35,610 |
| Montgomery County | 26,710 | 39,130 |
| Kensington-Wheaton
as % of County | 89.7% | 91.0% |

Source: Montgomery County Planning Department, Research Division, 1977 and 1984 Census Updates.

Income varies by age of household head. Median income is highest among householders aged 40-49 and 50-64. Similar to the County, the elderly in Kensington-Wheaton have the lowest median income.

1983 Median Household Income
by Age of Householder
Kensington-Wheaton and the County



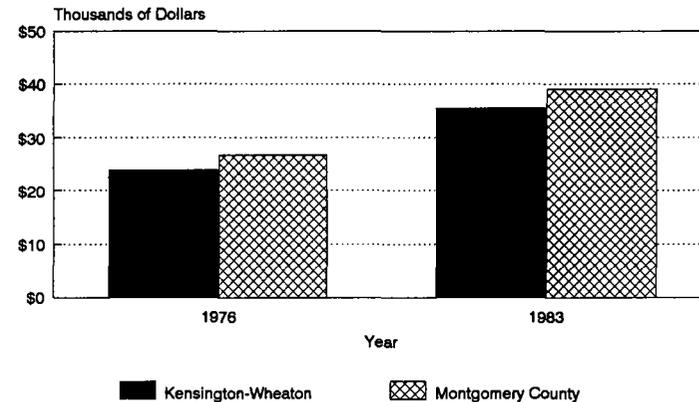
Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

Median income varies greatly within the planning area. The highest income area was the Rock Creek Hills area, where the 1979 median household income was \$41,946. Other areas with relatively high median incomes of between \$30,000 and \$33,000 include Parkwood, Chevy Chase View, Glenmont Hills, Kensington Estates, Greenwoods, and Stoneybrook Estates. More moderate income areas include the Wheaton CBD and surrounding neighborhoods, and Veirs Mill Village-Garrett Forest.

Racial Characteristics

Kensington-Wheaton's population is becoming more racially and ethnically diverse. Between 1970 and 1980, the non-white population in the planning area more than tripled, rising from nearly 3,600 to 12,360. As of 1980, blacks represented about 9 per-

Median Household Income
Kensington-Wheaton and Montgomery County
1976 and 1983



Source: Montgomery County Planning Department, Research Division, 1977 and 1984 Census Updates.

cent of the Kensington-Wheaton population; Asians, 4.5 percent; and other groups, about 2 percent. See Table A-6.

County and planning area minority population distributions are very similar. The increase in the number of minorities is similar to County-wide trends where the number of non-whites rose from about 5.5 percent of total population to nearly 14.5 percent in 1980. As of 1980, blacks represented about 8.8 percent of the County's population; Asians, 4 percent; and others, 1.7 percent.

Disability Characteristics

Nearly 7 percent of the population has a disability. Some 6.8 percent of Kensington-Wheaton's population aged 16 to 64 suffers from a work disability that limits the kind or amount of work they

TABLE A-6

RACIAL CHARACTERISTICS
Kensington-Wheaton Planning Area, 1970 - 1980

| | Kensington-Wheaton | | | | Montgomery County | | | |
|-------|--------------------|------------|--------|------------|-------------------|------------|---------|------------|
| | 1970 | Percentage | 1980 | Percentage | 1970 | Percentage | 1980 | Percentage |
| Total | 90,010 | | 80,292 | | 522,809 | | 579,053 | |
| White | 86,421 | 96.01% | 67,932 | 84.61% | 493,934 | 94.48% | 495,485 | 85.57% |
| Black | 2,343 | 2.60% | 7,179 | 8.94% | 21,551 | 4.12% | 50,756 | 8.77% |
| Other | 1,246 | 1.38% | 5,181 | 6.45% | 7,324 | 1.40% | 32,812 | 5.67% |

Source: 1970 and 1980 Censuses, and Research Division, Montgomery County Planning Department.

can do or prevents them from working. Nearly 20 percent of this disabled population, or 1.2 percent of the total population, suffers from both a public transportation and a work disability. Sub-areas of the planning area with higher concentrations of the disabled (10 percent or more) include Connecticut Avenue Estates, Montclair Manor, Westchester, Markwood Parkway, Glenmont Village, and Glenview.

Employment

Employment and jobs in the County and Kensington-Wheaton are growing. In 1970, about 53.6 percent of the County's employed residents worked in the County. By 1984, this employment share had increased to nearly 60 percent. The number of jobs in the County is also expected to continue growing dramatically over the next decade and a half. The percentage of County residents who hold these jobs is expected to continue increasing.

Because of its essentially built-up character, the number of jobs in the Kensington-Wheaton area is expected to increase more moderately. In 1985, there were an estimated 23,578 jobs in this area, 35.6 percent of which were in the Wheaton CBD. By 1990, the area is expected to have an estimated 27,600 jobs, an increase of 17 percent. Of the total jobs in the area, 42.7 percent are in retail, and 22.3 percent are office related. Approximately 24 percent of these jobs are held by Kensington-Wheaton residents.

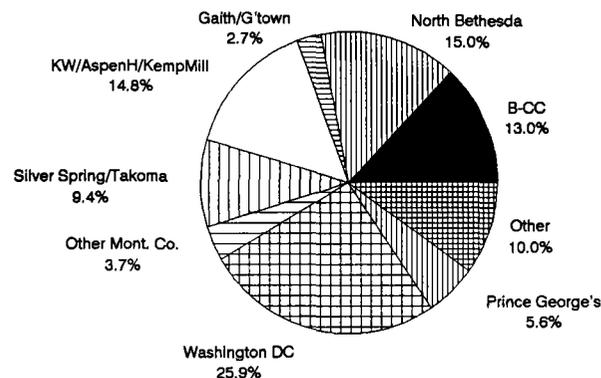
The majority of employed Kensington-Wheaton residents travel south or west on their journey to work. Of the 38,262 Kensington-Wheaton area residents who were employed in 1985, roughly 35 percent commuted to Silver Spring, Takoma Park, and the District of Columbia. Another 32 percent worked in Rockville, North Bethesda, Chevy Chase, Bethesda, Gaithersburg, and Germantown. Some 15 percent remained in Kensington-Wheaton or in

the adjoining Kemp Mill and Aspen Hill planning areas, including nearly 1,000 people who worked at home.

The proportion of workers commuting to the District of Columbia is declining. In 1970, about one-third of County workers commuted to the District. By 1985, this share had dropped to just under one-quarter. Similarly, only 26 percent of Kensington-Wheaton workers commuted to the District for employment in 1985. The suburb-to-suburb work commute has replaced the suburb-to-city commute for many people.

A growing number of employed Kensington-Wheaton residents work outside the Beltway. The proportion of Kensington-Wheaton residents who are employed in areas outside the Beltway in Montgomery County rose from 31 percent in 1977 to more than

Work Locations of Employed Residents of Kensington-Wheaton
1984



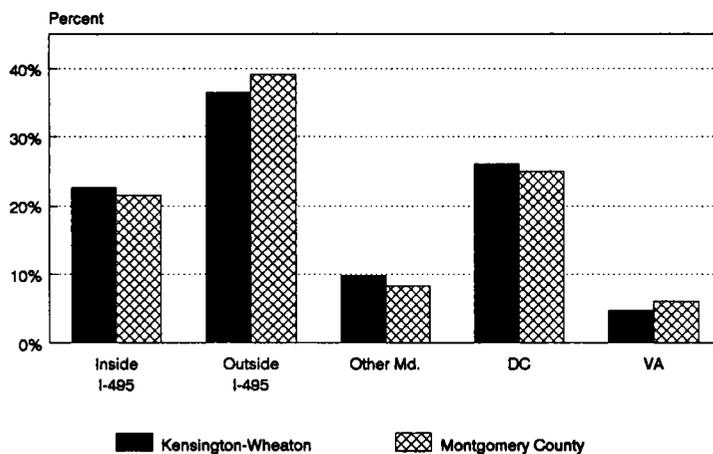
Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

36 percent in 1984. Comparable ratios for the County were 36 percent and 39 percent, respectively.

Commuting Patterns

The vast majority of employed residents drive to work. In 1984, 84 percent of Kensington-Wheaton's employed residents traveled to work by car, with the vast majority driving their own vehicles.

1984 Work Locations of Kensington-Wheaton and County Residents



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

Public transportation use has increased in the planning area, however. This is associated with the expansion of the Metrobus and Ride-On bus systems and the opening of the Silver Spring Metrorail station. In 1977, only 5.9 percent of employed residents used public transit for their journey to work. By 1984, more than 10

percent of these workers were traveling by public transit. This percentage is projected to increase when the Metrorail stops at Forest Glen and Wheaton open in late 1990.

Female Workers

The female work force participation rate is rising. Female work force participation is high both in the entire County and in Kensington-Wheaton, with participation rates of 60.7 and 58.1 percent, respectively, in 1984. In comparison, only about 50 percent of women in the U.S. aged 16 to 64 are in the work force.

The work force participation rate among mothers of young children is rising. The percent of employed women with children aged under six is also high. In 1980, 53 percent of women with children under six in Kensington-Wheaton were employed, and in the County, 50 percent were employed. By 1984, these proportions had risen to 60 percent in Kensington-Wheaton and 59 percent in the County. This high rate of female labor force participation translates into a growing need for child day care in the planning area and the County.

Housing Characteristics

Kensington-Wheaton's housing stock is older than the County's stock. More than two-thirds of Kensington-Wheaton's housing stock was built between 1950 and 1969, compared to 54 percent for the County. More Kensington-Wheaton housing, nearly two-fifths, was built between 1950 and 1959 than in any other decade.

The planning area's newest housing stock is found in the Glenview, McKenney Hills, and Layhill areas. In each area, 16, 11, and 6 percent, respectively, of the housing stock was constructed after

1975. The oldest areas are Glenhaven, Forest Estates, Wheaton Hills, Oakland Terrace/Homewood, and Chevy Chase View/Rock Creek Highlands, where over 94 percent of the housing stock for each area was constructed prior to 1960. Over half of the housing stock in Veirs Mill Village and Oakland Terrace/Rock Creek Highlands was built before 1950.

**TABLE A-7
YEAR STRUCTURE BUILT, PERCENT DISTRIBUTION**

| | Kensington-Wheaton | Montgomery County |
|-----------------|--------------------|-------------------|
| 1979-80 | 1.69 | 3.06 |
| 1975-78 | 2.20 | 7.85 |
| 1970-74 | 9.20 | 16.28 |
| 1960-69 | 25.62 | 31.37 |
| 1950-59 | 40.69 | 23.20 |
| 1940-49 | 17.55 | 10.38 |
| 1939 or earlier | 3.05 | 7.86 |

Source: 1980 Census and Montgomery County Planning Department, Research Division.

Single-family detached housing dominates the housing stock. Almost three-quarters of the area's housing stock consists of single-family detached housing. Garden apartments represent about 14 percent; high-rise apartments, 5 percent; and townhouses, 8 percent. Counterpart percents for the County are single-family detached, 58 percent; townhouses, 11 percent; garden apartments, 20 percent; and high-rise apartments, 11.5 percent.

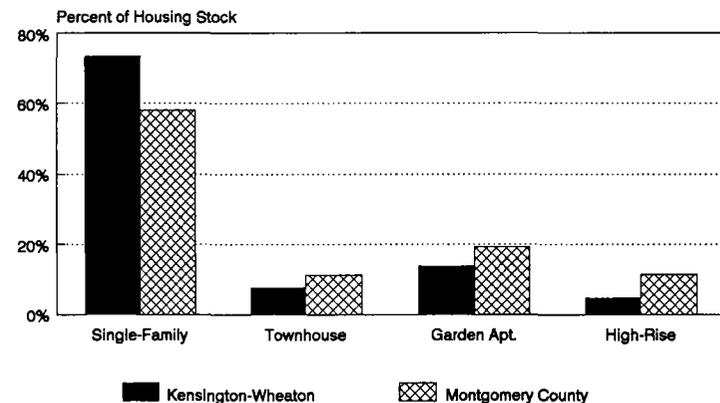
Housing production is up in Kensington-Wheaton. Between 1982 and 1986, 1,685 housing units were constructed in the planning area, compared to over 38,000 County-wide. The highest

production year for Kensington-Wheaton was 1983, when nearly 600 units were constructed. While Kensington-Wheaton's existing housing stock represents more than 12 percent of the County total, housing production in the planning area represents only about 4.4 percent of total 1982-1985 County housing production. See Table A-8.

Townhouse units represent a dominant share of recent housing production. Since 1982, when this data was first collected, six out of ten housing completions in the planning area have been townhouses, 21 percent have been single-family detached units, and another 19 percent have been apartments.

The vast majority of Kensington-Wheaton households own their homes. Home ownership is dominant in Kensington-Wheaton, with about 73 percent of households owning their

**Structure Type of Housing Units
in Kensington-Wheaton and the County
1984**



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

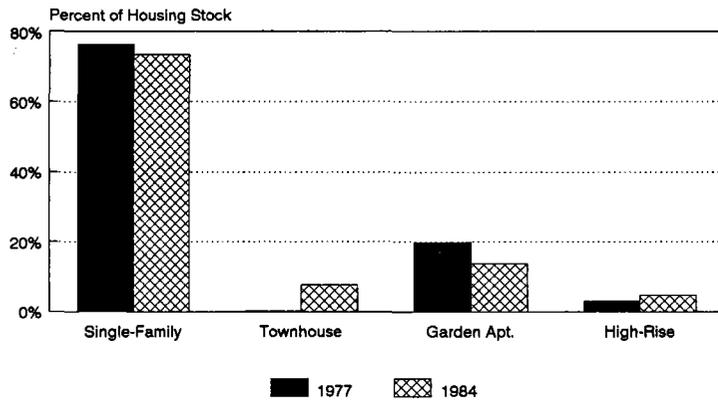
TABLE A-8
HOUSING PRODUCTION
Kensington-Wheaton Planning Area, 1982 - 1986

| | Kensington-
Wheaton | Montgomery
County | Kensington-
Wheaton
as Percent
of County |
|------|------------------------|----------------------|---|
| 1982 | 146 | 3,506 | 4.1 |
| 1983 | 594 | 6,153 | 9.6 |
| 1984 | 347 | 8,400 | 4.1 |
| 1985 | 314 | 9,792 | 3.2 |
| 1986 | 284 | 10,250 | 2.8 |

Source: Montgomery County Planning Department, Research Division, Sales Transactions Automated Report.

homes, compared to about 67 percent of County households. Planning area home ownership has risen gradually since 1970, when it stood at just under 68 percent.

Change in Mix of Housing Types Kensington-Wheaton 1977-1984



Source: Montgomery County Planning Department, Research Division, 1977 and 1984 Census Update.

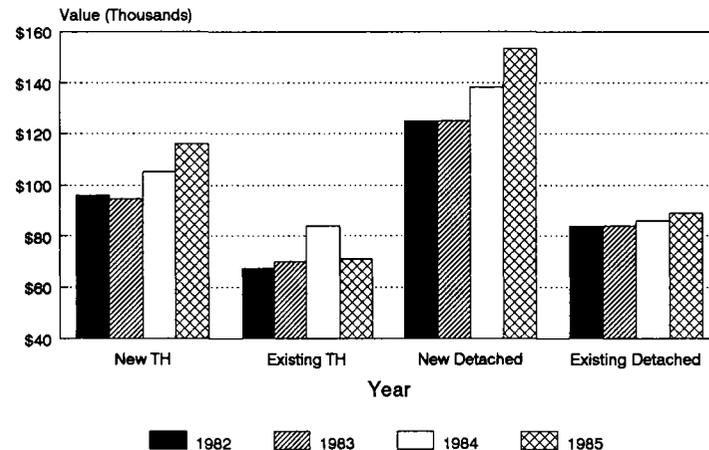
Rental occupancy of townhouses and single-family detached homes is high in Kensington-Wheaton. Despite the higher overall home ownership reported above, single-family detached and attached (townhouse) housing units in Kensington-Wheaton are more likely to be rented than elsewhere in the County. About 36 percent of townhouses in the planning area are occupied on a rental basis, compared to 26 percent County-wide. A slightly higher percentage of detached homes are rented. The reason for this seeming contradiction is that even though owner occupancy of single-family housing is slightly higher in the County (89 percent compared to 87 percent in Kensington-Wheaton), 81 percent of Kensington-

Wheaton's housing stock is single-family compared to only 69 percent of the County's stock. These tenure patterns suggest a greater presence of absentee investor owners of attached and detached single-family housing in the area.

Housing sales have increased in recent years. Similar to the County's experience, new and existing 1985 housing sales in Kensington-Wheaton increased by more than 136 percent over the levels experienced in 1982, a recession year characterized by rock-bottom new housing production activity. Over the four-year period, housing sales in Kensington-Wheaton have consistently represented almost 10 percent of total County sales.

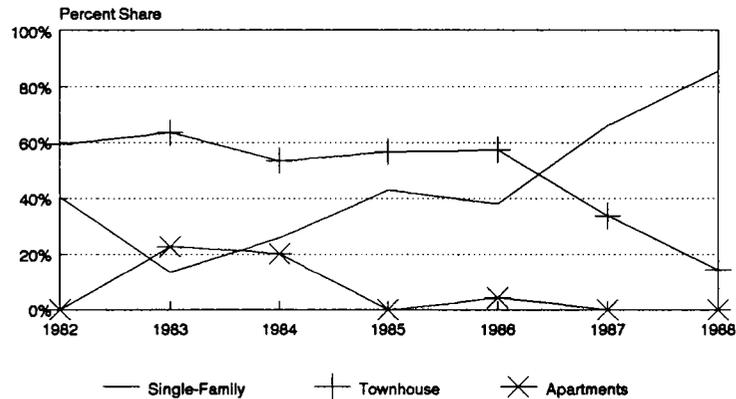
Sales of existing homes have dominated planning area real estate activity. County-wide, the sale of existing single-family units

Median Housing Prices in Kensington-Wheaton, 1982-1985



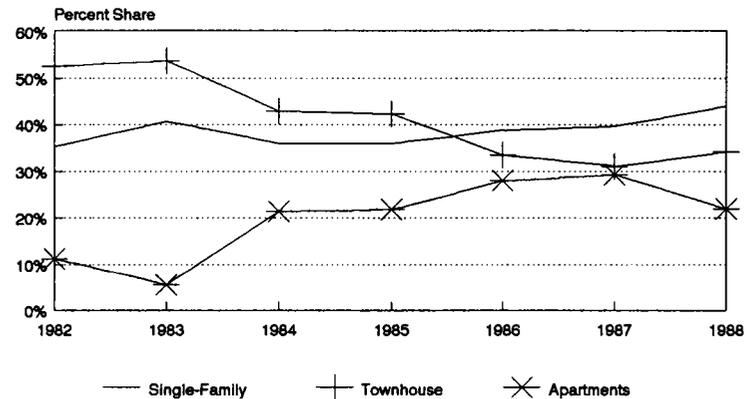
Source: Montgomery County Planning Department, Research Division, Sales Transactions Automated Report (Star).

Housing Completions by Type
Kensington-Wheaton
1982-1988



Source: Montgomery County Planning Department, Research Division, Building Completion File. (Data from Maryland Tax Assessor.)

Housing Completions by Type
Montgomery County
1982-1988



Source: Montgomery County Planning Department, Research Division, Building Completion File. (Data from Maryland Tax Assessor.)

TABLE A-9
TOTAL HOUSING SALES, KENSINGTON-WHEATON
PLANNING AREA: 1982 - 1985

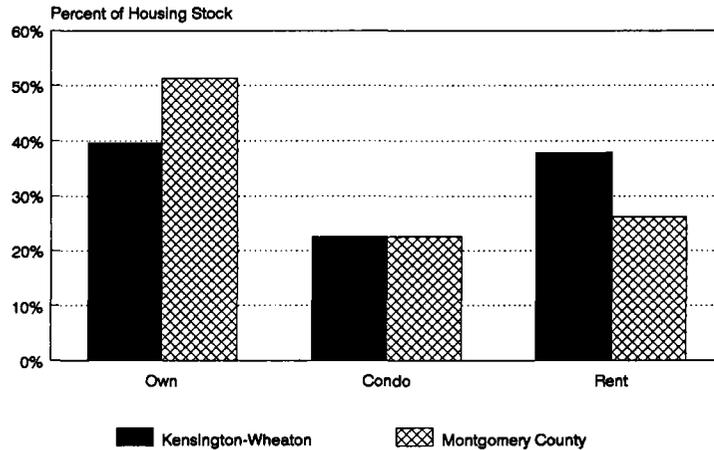
| | Kensington-Wheaton | Montgomery County | Kens.-Wheaton as Percent of County |
|------|--------------------|-------------------|------------------------------------|
| 1982 | 677 | 7,096 | 9.54% |
| 1983 | 1,345 | 14,055 | 9.57 |
| 1984 | 1,521 | 15,659 | 9.71 |
| 1985 | 1,601 | 16,408 | 9.76 |

Source: Montgomery County Planning Department, Research Division, Sales Transaction Automated Report.

accounted for less than half of total sales, with the remainder occurring among new townhouse, condominium, and single-family detached units.

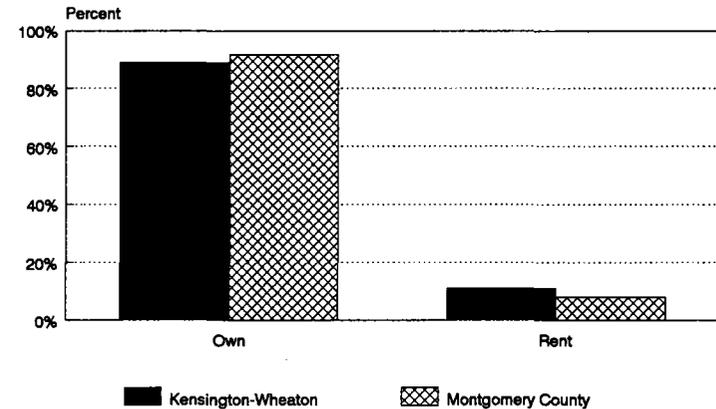
Housing values are rising. In 1985, the median price of housing for sale (new and existing) in Kensington-Wheaton was \$91,000, 86 percent of the County median. This compares to a median price of \$95,000 in Aspen Hill, \$127,500 in Cloverly, \$99,000 in Kemp Mill, and \$111,000 in Silver Spring. Based on data from a 1982 Planning Department tabulation, median housing prices within the planning area are highest in the Rock Creek Hills area and lowest in Connecticut Avenue Estates. Between 1982 and 1985, the median price of all houses sold in Kensington-Wheaton rose by \$6,000, about 7 percent. In comparison, the median price of all houses sold in the County jumped by \$11,000, about 11.6 percent for that same period.

**Ownership Status of Townhouses
Kensington-Wheaton and the County, 1984**



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

**Ownership Status of Single-Family
Detached Houses, Kensington-Wheaton
and Montgomery County, 1984**



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

**TABLE A-10
MEDIAN SALES PRICE OF NEW
AND EXISTING SINGLE-FAMILY HOUSING,
KENSINGTON-WHEATON PLANNING AREA, 1982 - 1985**

| | Kensington-
Wheaton | Montgomery
County | Kens.-Wheaton
as Percent
of County |
|------|------------------------|----------------------|--|
| 1982 | 85,000 | \$ 95,000 | 89.5 |
| 1983 | 85,000 | \$ 95,000 | 89.5 |
| 1984 | 89,000 | \$ 98,000 | 90.8 |
| 1985 | 91,000 | \$106,000 | 85.8 |
| 1986 | 102,900 | \$114,000 | 90.3 |

When new home sales are removed from these data, prices of existing homes in Kensington-Wheaton are found to have risen as rapidly as prices of existing homes in the County.

Housing vacancy rates are low. There are an estimated 29,000 housing units located in the Kensington-Wheaton planning area. As of 1980, only 2.5 percent of these units were vacant. By housing industry standards, this is considered a very low vacancy rate, which indicates a tight housing market. The County-wide vacancy rate for that year was 4.1 percent. Within the planning area, the 1980 vacancy rate varied from a low of 0.88 percent in the Glenmont Village area to a high of 5.86 percent in the Kensington CBD.

Travel Indicators

The major transportation issue facing the Kensington-Wheaton area is the impact of through traffic on its road network. A way to see this is to look at the relationship of residential and employment growth patterns both inside and outside the planning area.

Connecticut and Georgia Avenues, running from north to south, reflect the area's post-war orientation to Washington as an employment center. The increasing traffic on east-west routes, including the Beltway and Randolph Road, reflects the County's growth as a major location of employment in its own right. The District of Columbia is no longer the only significant destination for commuters. Data from the 1984 Census Update indicates that somewhat more than half of Kensington-Wheaton residents now work in the immediate vicinity of the planning area.

The Planning Department's 1985-1995 forecasts (COG 4.0 Intermediate Employment and Population Forecast) indicate that during the ten-year period 1985-1995, there will be a projected 15 percent employment increase in the Bethesda planning area, a 20 percent increase in the Silver Spring planning area, and a 40 percent increase along the Rockville Pike (Rockville and North Bethesda-Garrett Park planning areas). Similarly, during the period 1985-1995, there will be an average increase of 22 percent in housing in the five planning areas to the north and east of the Kensington-Wheaton planning area.

A straight line projection of average daily traffic from 1975 through 1984 found an average annual growth rate over the area's boundaries of about 2 percent overall, as indicated in Illustration A-1. Inside the planning area, the data shows almost the same picture of growth in traffic. Growth in traffic during this period was not matched by comparable growth in the Kensington-Wheaton planning area in either jobs or housing. Therefore, a significant con-

tributing cause of traffic growth within the planning area was growth outside the area. That pattern will probably continue during the lifetime of this Plan.

Metrorail Completion

While the Forest Glen and Wheaton Metro stations are projected to begin revenue operation in 1990, there is no commitment to extend the line north of Wheaton by a specific date. During development of the 1978 Glenmont Sector Plan, it was anticipated that the Glenmont station would open in 1990, but at this time it is evident that Wheaton will serve as the terminal station for an indefinite period. Georgia Avenue is a major commuter route. With Metro stations at Forest Glen and Wheaton, but not at Glenmont, the impact of commuter traffic would be felt throughout the upper portion of the Kensington-Wheaton area.

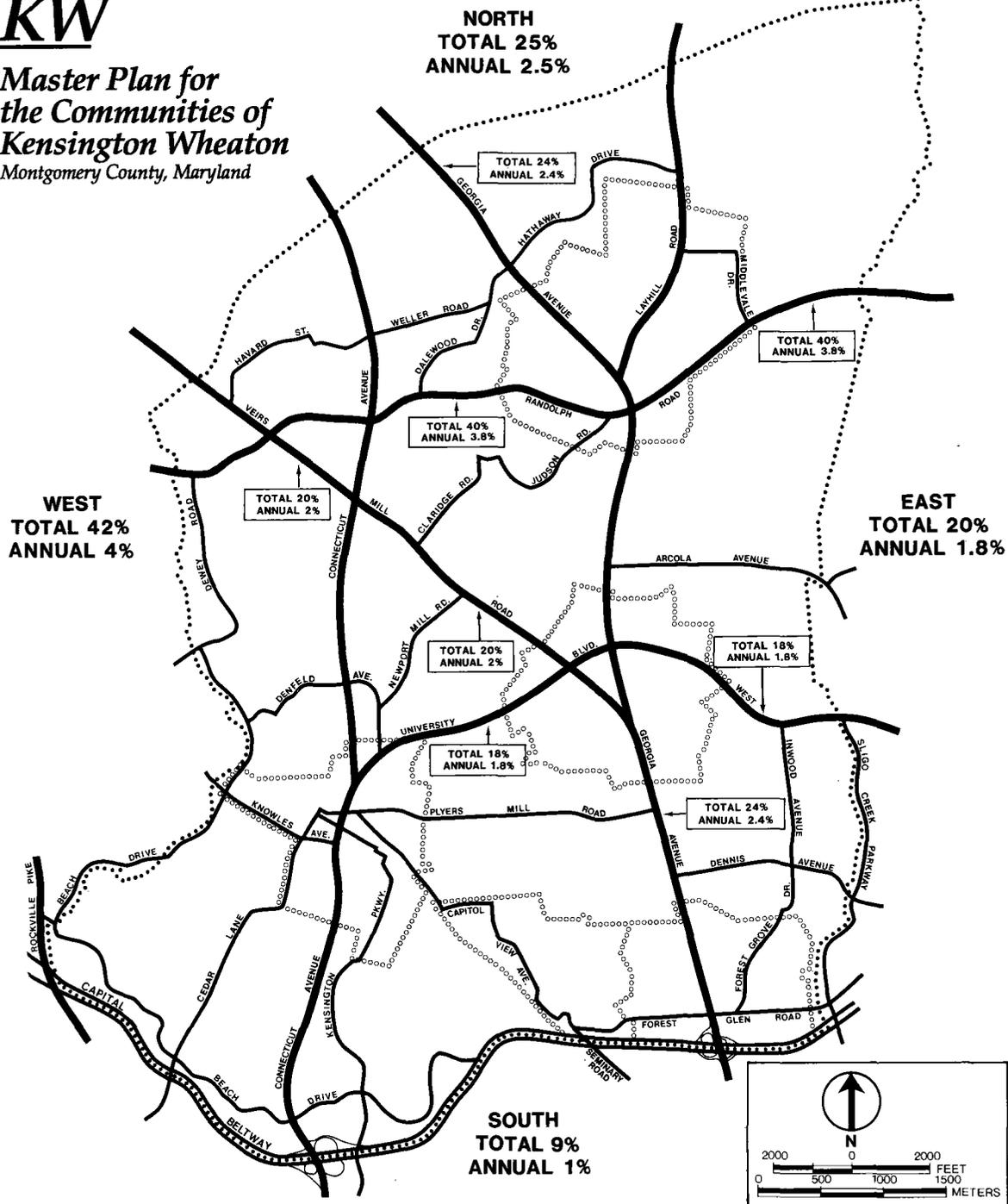
Land Use Indicators

Land Use Distribution

A comparison of land use characteristics for both the County and the planning area shows that the latter is more oriented toward residential, cultural, recreational, and convenience retail uses than the County as a whole. The "Land Use Distribution" table in Appendix C quantifies these differences. The Kensington-Wheaton area also has a lower ratio of vacant parcels available for development than the County. Another significant difference is that vacant parcels in the Kensington-Wheaton area average less than one acre in size, whereas such parcels average almost two acres County-wide. Thus, the opportunities for new development in Kensington-Wheaton are even less than indicated in the table. Most of the vacant parcels are on residentially zoned land.

KW

**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland



**Traffic Growth on Major
Highways and at the
Boundaries**

1975-1984

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA

Illustration A-1

The Maryland - National Capital Park & Planning Commission

The Land Use Pattern

The existing land use is predominantly low density residential, except at major intersections and along corridors connecting the sector plan areas. As shown in Illustrations A-2, A-3, A-4 and A-5, low density single-family residential development is the predominant land use. Neighborhood densities range from three to five dwelling units per acre. In the northeastern portion of the planning area, land is either vacant, in open space or recreational use, or in single-family densities at or slightly below two dwelling units to the acre. It is here that Wheaton Regional Park bridges the gap between the Sligo Creek and Northwest Branch Stream Valleys, which ultimately connect to the Indian Spring Country Club.

Many schools, parks, recreational facilities, and religious institutions have developed in response to the needs of the communities in the general planning area as well as sector plan areas. Most of the commercial uses that have developed in response to and in support of the residential community are concentrated in the sector plan areas. The main exception to this occurs at the intersection of Veirs Mill and Randolph Roads. Colonial Plaza and Veirs Mill Village Shopping Centers are at this location, as is a small concentration of offices in traditional and townhouse configurations.

The major corridors connecting the sector plan areas have seen the development of some medium density housing as well as transitional commercial uses, but very little highway strip development. At

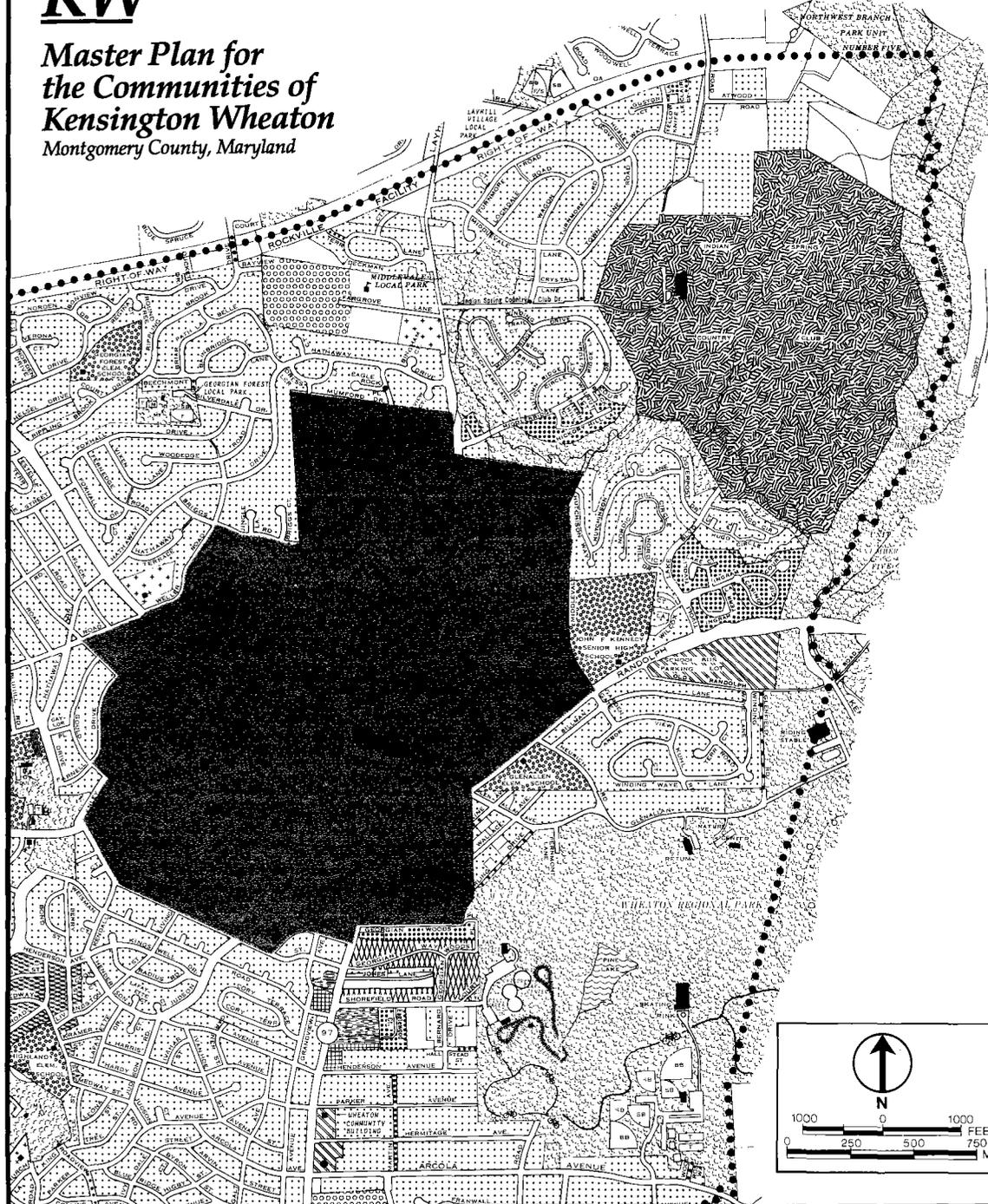
various locations throughout the planning area are several small in-fill townhouse projects, ranging in density from 6 to 12 units per acre.

The major highway corridors are still predominantly residential. Some residences, however, have been converted for use by the resident as a professional office, as well as a variety of medical offices, clinics, and similar institutional uses. These are uses which benefit from the higher visibility afforded by these locations: the convenience afforded by a transportation network which serves both local and commuter traffic, the proximity of major institutions such as Holy Cross Hospital, the more intensely developed sector plan areas, and the higher concentration of residents living in nearby apartments.

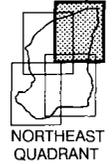
Many non-residential uses allowed in residential communities by special exception are considered to be appropriate elements of the community structure, provided that they are able to achieve compatibility with adjoining residential properties. Most of this development has taken place within and between the Forest Glen, Wheaton, and Glenmont Sector Plan areas along Georgia Avenue and within and between the Kensington and Wheaton Sector Plan areas along University Boulevard. The section on "green corridors" in the Land Use Plan discusses the cumulative implications of these uses on the residential character and visual quality of the community.

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



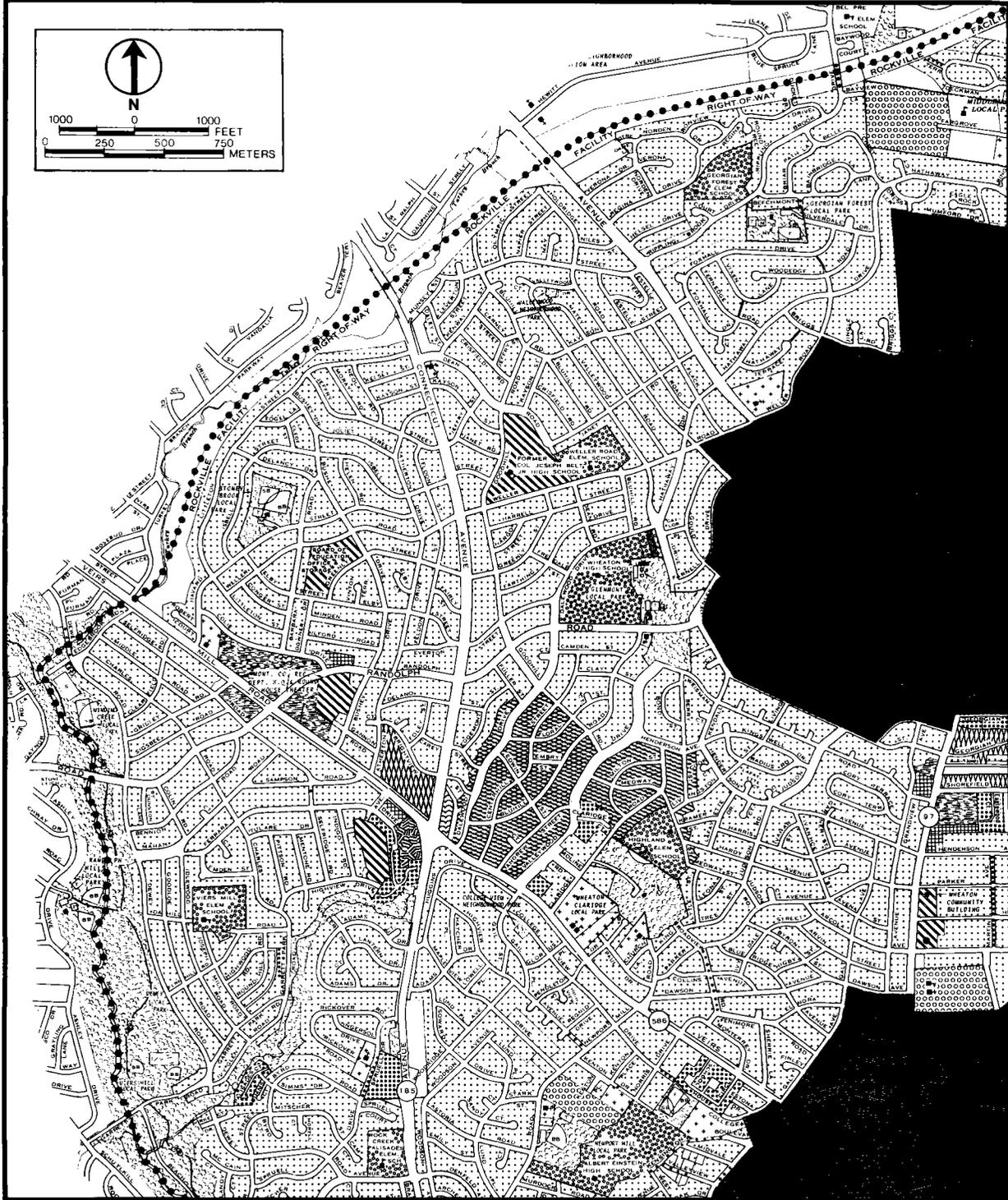
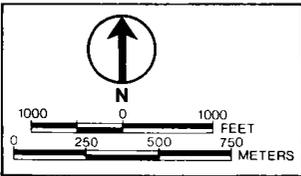
Existing Land Use



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
- SINGLE-FAMILY
- DUPLEX
- TOWNHOUSE
- APARTMENT (1-4 FLOORS)
- COMMERCIAL**
- GENERAL
- PUBLIC & QUASI-PUBLIC**
- PUBLIC PARK
- PUBLIC SCHOOL
- RELIGIOUS & OTHER
- PRIVATE RECREATIONAL
- PRIVATE SCHOOL
- GOVERNMENTAL
- HEALTH CARE
- UTILITIES
- VACANT

Illustration A-2

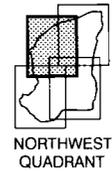
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KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Existing Land Use



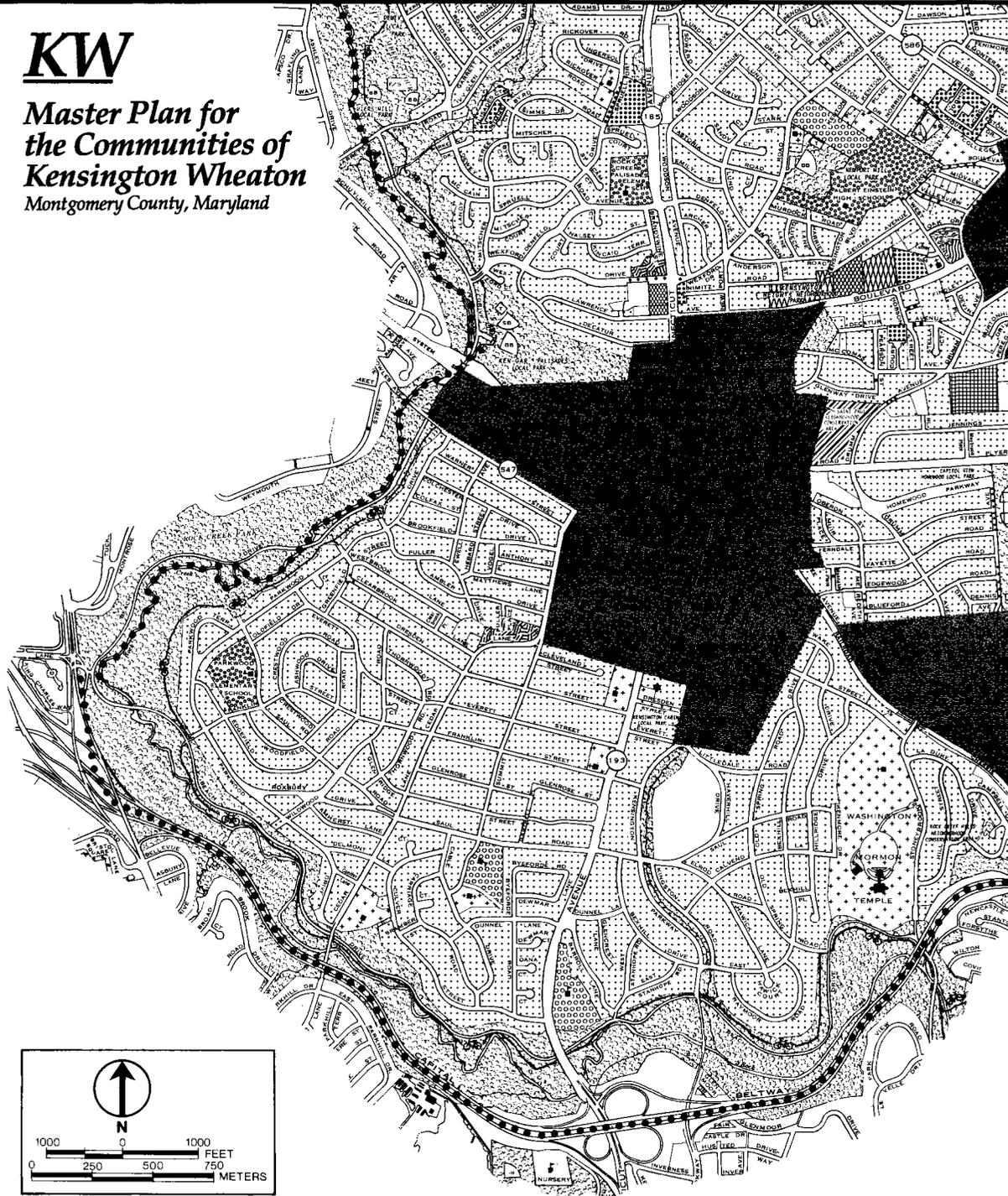
- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
- SINGLE-FAMILY
- DUPLEX
- TOWNHOUSE
- APARTMENT (1-4 FLOORS)
- COMMERCIAL**
- GENERAL
- OFFICE
- PUBLIC & QUASI-PUBLIC**
- PUBLIC PARK
- PUBLIC SCHOOL
- RELIGIOUS & OTHER
- PRIVATE RECREATIONAL
- PRIVATE SCHOOL
- GOVERNMENTAL
- HEALTH CARE
- UTILITIES
- VACANT

Illustration A-3

The Maryland - National Capital Park & Planning Commission

KW

**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland



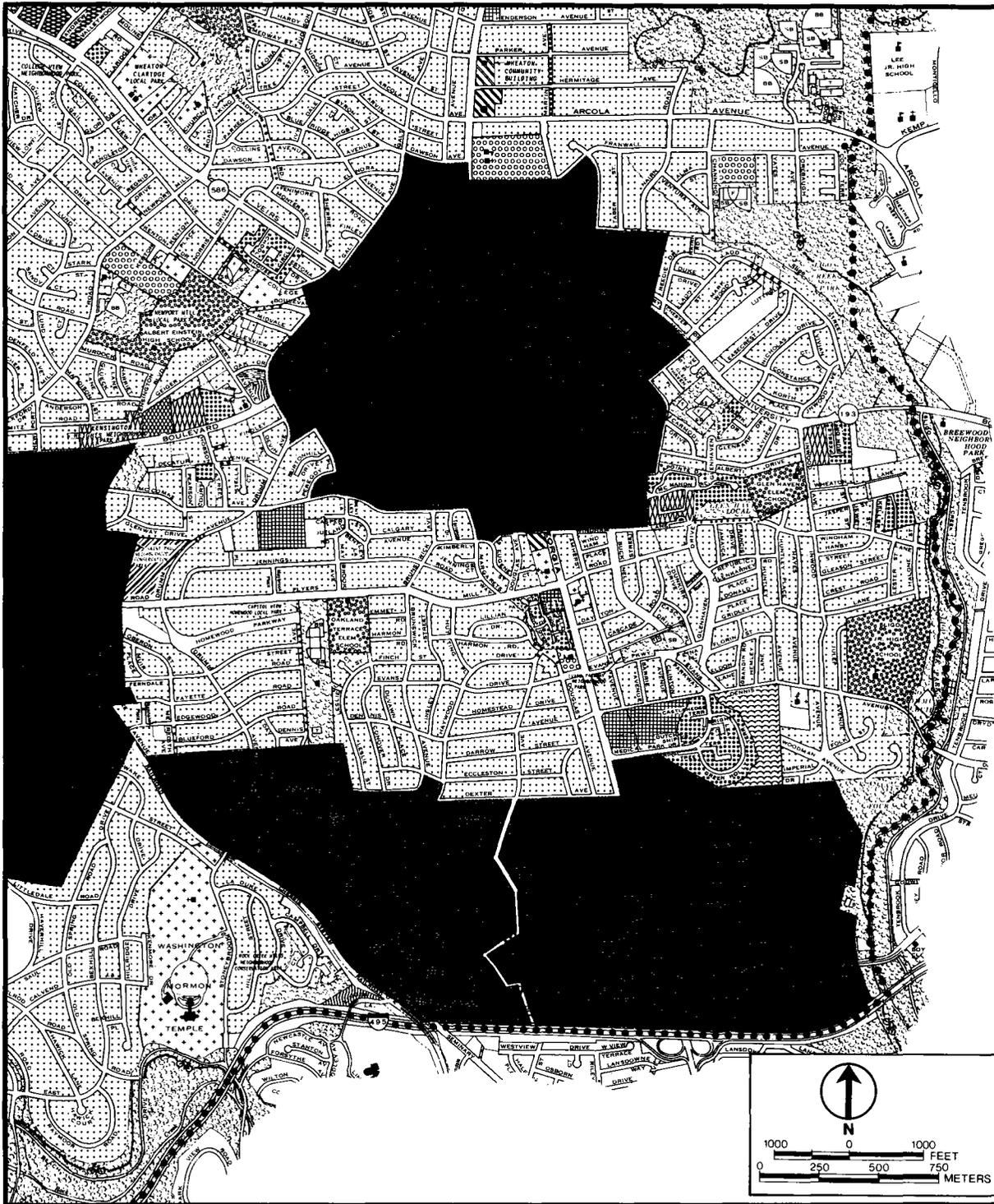
Existing Land Use



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
 - SINGLE-FAMILY
 - ◐ TOWNHOUSE
 - ◑ APARTMENT (1-4 FLOORS)
 - ◒ APARTMENT (OVER 4 FLOORS)
- COMMERCIAL**
 - ◓ GENERAL
 - ◔ OFFICE
 - ◕ INDUSTRIAL
- PUBLIC & QUASI-PUBLIC**
 - ◖ PUBLIC PARK
 - ◗ PUBLIC SCHOOL
 - ◘ GOVERNMENTAL
 - ◙ PRIVATE RECREATIONAL
 - ◚ PRIVATE SCHOOL
 - ◛ HEALTH CARE
 - ◜ RELIGIOUS & OTHER
 - VACANT

Illustration A-4

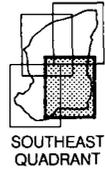
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Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Existing Land Use



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
 - SINGLE-FAMILY
 - DUPLEX
 - TOWNHOUSE
 - APARTMENT (1-4 FLOORS)
 - APARTMENT (OVER 4 FLOORS)
- COMMERCIAL**
 - GENERAL
 - OFFICE
 - INDUSTRIAL
- PUBLIC & QUASI-PUBLIC**
 - PUBLIC PARK
 - PUBLIC SCHOOL
 - RELIGIOUS & OTHER
 - PRIVATE SCHOOL
 - GOVERNMENTAL
 - HEALTH CARE
 - STORM WATER MANAGEMENT
 - VACANT

Illustration A-5

The Maryland-National Capital Park & Planning Commission

Appendix B

ISSUES AND ALTERNATIVES

Neighborhood Stability

Infill and Redevelopment

Increased Traffic on Arterial Roads

Increased Commuter Use

Demographic Trends

Neighborhood Stability

Neighborhood stability is the primary planning problem for an older, fully developed community. A master plan for a developing community has a different task than one for a developed, more established community. In the Kensington-Wheaton planning area, fewer than 500 acres of land were found to have potential for further development. The most critical issue in this community is not how to deal with the pressures of new development, but rather, how to maintain neighborhood stability and protect the community from negative external influences. Most of the homes in Kensington-Wheaton are over 25 years old, as is the infrastruc-

ture of streets, sidewalks, and utilities. As with other areas in the County of similar age, some homes may be in need of greater maintenance or are suffering from deferred maintenance. An increased proportion of renters also points to a greater susceptibility of some homes to inadequate maintenance.

Older areas may lack certain public amenities that are common in recently developed areas. Recreation facilities and pedestrian networks have usually been developed in public ownership, rather than as part of an extensive "amenity package" required of a developer in response to modern development regulations. When contrasted with these newer developments, facilities in older communities are less extensive, less an integral part of the neighborhood, and, in many instances, more difficult to provide. This Plan recommends expansion of the level of community amenity, to ensure that the community is well served. One approach is the identification of a large number of unbuilt and discontinuous roads as an untapped community resource. These can be made into more useful elements of the community by converting them to landscaping and recreational features.

Enforcement of existing regulations is critical to maintaining the soundness of the community. While ultimate responsibility for enforcement rests with County government, the first line of defense is the community itself. Residents must first work with neighbors, and then with the County, to ensure that community standards are being kept. A mechanism that will encourage residents to work

with the appropriate County agencies to provide an effective community marketing and maintenance program is a part of the foundation for ensuring neighborhood stability.

Infill and Redevelopment

Infill and redevelopment opportunities are limited. The development of the remaining parcels in a community such as Kensington-Wheaton becomes an increased challenge when compared to development in a newer community. The nature of infill sites suggests that parcel location, topography, and configuration are less than ideal for strict continuation of the community development pattern. At the same time, existing residents of the community exert considerable influence on the final land use to be built on a site.

The government's role is to ensure that new development is compatible with surrounding development, while at the same time ensuring that the development is the most effective use of the County's resources. The limited number of development opportunities must complement the existing community and achieve the goals of this Plan.

The scarcity of vacant land means that it is often not possible to rely on new development to act as a catalyst for desired changes. More direct action by the government may sometimes be needed.

Increased Traffic on Arterial Roads

Increased traffic on arterial roads has generated serious impacts on older communities. The six major highways that define the community and divide the neighborhoods offer a high level of mobility to the residents of Kensington-Wheaton. As the roads have been widened in response to increases in traffic, the buffering

provided by street trees and other vegetation in the right-of-way has been lost. This is particularly true along Georgia Avenue. On-street parking is also no longer permitted along many of these highways. As a result, the separation and, to a lesser extent, the buffering provided by on-street parking have also been eliminated. The need to accommodate resident parking and safe access by providing parking pads and on-lot turnarounds has further degraded the on-site vegetation. Left unchecked, the effect on these homes is a negative one.

As perceived by passing motorists, the image of these neighborhoods is confused by a distortion of the common perception of neighborhood character, by evidence of delayed structural maintenance, by increased non-residential appearance, and by ill-defined commercial mass.

Increased Commuter Use

Mobility, privacy, and convenience are impaired by increased commuter use of highways and subdivision streets. As the County's population and workforce continue to grow, the transportation network acts as both a constraint and an irritant. Commuters have sought alternate routes through subdivision streets, while opportunities for improvements to the network within existing rights-of-way are limited.

The extension of Metro into Kensington-Wheaton will likely result in a reorientation of traffic, but, more than likely will not relieve congestion of the local roads. Termination of the Red Line at Wheaton for an extended period, rather than at Glenmont, will also have implications for the transportation network connecting the two sector plan areas. This change will make it necessary to re-evaluate plans for station access, commuter parking, and feeder bus service. While these changes would have a more immediate impact

on sector plan areas, changes will be needed within Kensington-Wheaton.

Aside from re-emphasizing a hierarchy of streets, another option is to propose a number of alternatives to commuting by automobile. An extensive multi-use trail system can encourage bicycle commuting to places of employment and to the Metro stations. Park-and-ride lots at the edge of the planning area can be emphasized as a way to capture commuter traffic before it traverses the community.

Demographic Trends

Demographic trends indicate that increasing demands will be placed upon Kensington-Wheaton to function as an inter-generational community. A changing and maturing population structure creates needs originally not considered in the historical development of the communities of Kensington-Wheaton. The area's inherent separation of housing, retail, and service uses places a reliance upon the private automobile that can be frustrating to those who can no longer drive. A doubling of the population over

the age of 75 and an increased awareness of the needs of the disabled indicate that a growing segment of the population may be frustrated in their desire to remain in their present homes or community. Areas throughout the County, not just in Kensington-Wheaton, that are experiencing a higher concentration of elderly or disabled residents in single-family homes or apartments may need to be appropriately retrofitted to minimize such concerns.

Single-parent and dual working-parent households have created a demand for child care facilities only recently recognized and not considered in the historical development of Kensington-Wheaton. While the predominant source of child day care is religious institutions and private home-based operations, the identification of other opportunities to provide day care services is essential.

While much of the effort will come from the County's human services programming, a number of solutions to the needs of the elderly, parents in need of day care, and the needs of the disabled and other disadvantaged populations can be achieved through adjustments in the infrastructure and land use plan and by making appropriate changes in the development regulations.

Appendix C
LAND USE TABLES

PARCELS AND AREAS REVIEWED AND CONFIRMED BY THIS PLAN
Kensington-Wheaton Planning Area, 1986 - 1988

| No. | Location | Tax Map
I.D. Nos. | Size | Existing
Land Use | Existing
Zoning | Recommended
Zoning | Comments |
|-----|---|---|---------------------------|--|--------------------|-----------------------|---|
| 1A. | Connecticut Avenue & Rockville
Facility Right-of-Way | Block 91
Lots 1-3
& 12-20 | 2.21 acres | Vacant | R-60 | R-60 | Already subdivided |
| 2A. | Claridge Road at Moline Road | Parcels 6 &
10 | 2.48 acres | Vacant | RT-12.5 | RT-12.5 | Already subdivided |
| 3A. | Connecticut Avenue & Spruell
Drive | Parcels 937
& 73
Parcel 90 | 7.00 acres
.50 acres | Vacant
Vacant | R-60
R-60 | R-60
R-60 | Already subdivided
Already subdivided |
| 4A. | Decatur Avenue to McComas
Avenue | Block 9
Lots 6-8
Part of
Parcel 50 | .65 acres
.44 acres | Single-family homes
Single-family homes
under construction | R-60
R-60 | R-60
R-60 | Already subdivided
Cannot be assembled |
| 5A. | Metropolitan View Avenue
& Edgewood Road | Block T
Lot 3 | 1.81 acres | Single-family homes
under construction | R-60 | R-60 | Already subdivided |
| 6A. | Alderton Road & Rockville
Facility | Parcel 303
Parcel 396 | 6.37 acres
4.00 acres | Single-family homes
under construction | R-200
R-200 | R-200
R-200 | Already subdivided
Already subdivided |
| 7A. | Alderton Road & Rockville
Facility Right-of-Way | Parcel 218
Parcel 382 | 3.18 acres
19.82 acres | Single-family homes
under construction | R-200
R-200 | R-200
R-200 | Already subdivided |
| 8A. | Glenallen Avenue, Wallace
Avenue, Erskine Avenue &
Starling Drive | Blocks 1,2
3,4,5, 24
Misc. Lots | Total Size:
6.37 acres | Vacant | R-90 | R-90 | Not contiguous and
cannot be assembled |
| 9A. | Wheaton Lane at Jewett Street | Parcel 850 | 2.46 acres | Vacant | R-90 | R-90 | Already subdivided |

LAND USE DISTRIBUTION
Kensington-Wheaton Compared to Montgomery County

| | Kensington-Wheaton | | | County | | |
|--|-------------------------|-----------------------|------------------------------|-------------------------|-----------------------|------------------------------|
| | Number
of
Parcels | Number
of
Acres | Percent of
Total
Acres | Number
of
Parcels | Number
of
Acres | Percent of
Total
Acres |
| Single-Family Residential | 22,526 | 4,500.54 | 47.20 | 187,418 | 77,635.73 | 24.51 |
| Multi-Family Residential | 1,265 | 248.97 | 2.61 | 23,231 | 3,252.73 | 1.03 |
| Group Quarters | 17 | 14.07 | .15 | 158 | 475.20 | .15 |
| Manufacturing | 2 | 2.00 | .02 | 416 | 853.54 | .27 |
| Transportation,
Communication & Utilities | 101 | 91.22 | .96 | 5,798 | 8,885.72 | 2.80 |
| Regional & Sub-Regional Shopping Centers | 7 | 84.57 | .89 | 125 | 764.15 | .24 |
| Convenience Centers | 18 | 23.92 | .25 | 93 | 378.50 | .12 |
| Highway Commercial | 0 | 0.00 | .00 | 8 | 12.06 | .00 |
| Grocery & Other Retail | 204 | 82.29 | .86 | 1,475 | 1,222.38 | .38 |
| Warehouse/Wholesale | 77 | 19.88 | .21 | 521 | 972.43 | .31 |
| Office & Selected Services | 222 | 96.02 | 1.01 | 2,613 | 2,766.70 | .87 |
| Government Services & Institutions | 116 | 549.30 | 5.76 | 1,335 | 17,686.31 | 5.58 |
| Culture & Recreation | 190 | 998.46 | 10.47 | 3,452 | 26,346.64 | 8.32 |
| Agriculture & Mining | 1 | 11.07 | .12 | 2,104 | 108,290.33 | 34.18 |
| Vacant | 963 | 996.69 | 10.45 | 23,962 | 44,916.64 | 14.18 |
| Other Undeveloped & Water | 315 | 132.76 | 1.39 | 2,914 | 2,770.59 | .87 |
| Subtotal | | 7,851.76 | 82.35 | | 297,229.65 | 93.81 |
| Other | | 1,684.24 | 17.65 | | 19,570.35 | 6.19 |
| TOTAL | <u>26,024</u> | <u>9,536.00</u> | <u>100.00</u> | <u>255,623</u> | <u>316,800.00</u> | <u>100.00</u> |

Source: Research Division, Montgomery County Planning Department, Estimate from the Parcel File based on records of the State Department of Assessment and Taxation as of December 1987.

Appendix D

URBAN DESIGN STUDY: Veirs Mill Village And Colonial Plaza Shopping Centers

Existing Conditions

Veirs Mill Village

Colonial Plaza

Existing Conditions

The two shopping centers are most easily identified by their overwhelming similarities. They both serve the local community, they are both small one-story linear buildings, and they both suffer from years of neglect and poor maintenance. Major storefront windows are boarded up in the two centers, the asphalt paving is in poor condition and the parking spaces are so poorly marked that it is difficult to gain a sense of orientation when entering the parking lots. Neither shopping center has any shade trees, interior landscaping, or well defined pedestrian internal walkways, nor has either defined a comprehensive approach to

developing a unique identification. The outdoor lighting is old, non-existent, or incompatible with nearby housing. The signage on the storefronts is, for the most part, old and unappealing.

The two shopping centers differ in the way they confront the adjoining neighborhoods. Colonial Plaza has a mostly solid evergreen hedge screening the back of the shopping center; Veirs Mill Village Shopping Center has no screening at all. At Veirs Mill Village, the storage areas for the hardware store and the dumpsters for all the stores and restaurants are in full view of the confronting neighborhood. At Colonial Plaza, the storage of trailers can be seen from Veirs Mill Road. Local security problems are aggravated by the general conditions of both shopping areas.

Most of the improvements needed are on privately owned land. The public sector can assist by defining an overall concept for future development and by aiding the owners with regulatory initiatives to achieve the goals stated here.

The owners of the two shopping centers have indicated that although renovation plans are currently in progress, several medium term (3-5 years), long-term (20-30 years), and perpetual leases limit the owners' direct control over significant portions of the centers. These are the principal causes of delay in leasing and renovation, although they are expected to be resolved during the life of this Master Plan. Illustration A-6 shows existing conditions (1989) and A-7 shows the Conceptual Plan for the entire commercial area.

Veirs Mill Road and Randolph Road Commercial Area: Existing Conditions

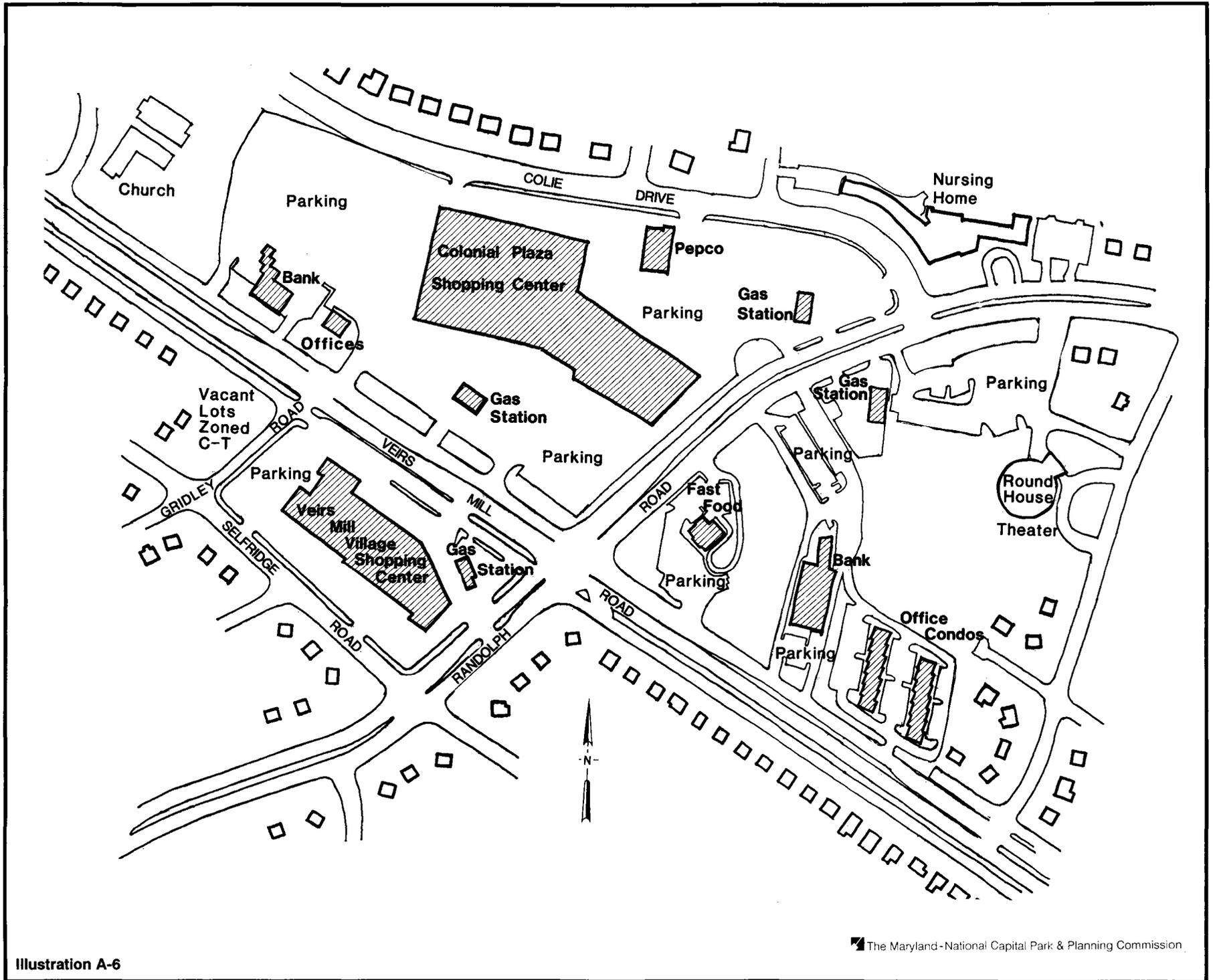


Illustration A-6

The Maryland-National Capital Park & Planning Commission

Veirs Mill Road and Randolph Road Commercial Area: Conceptual Design

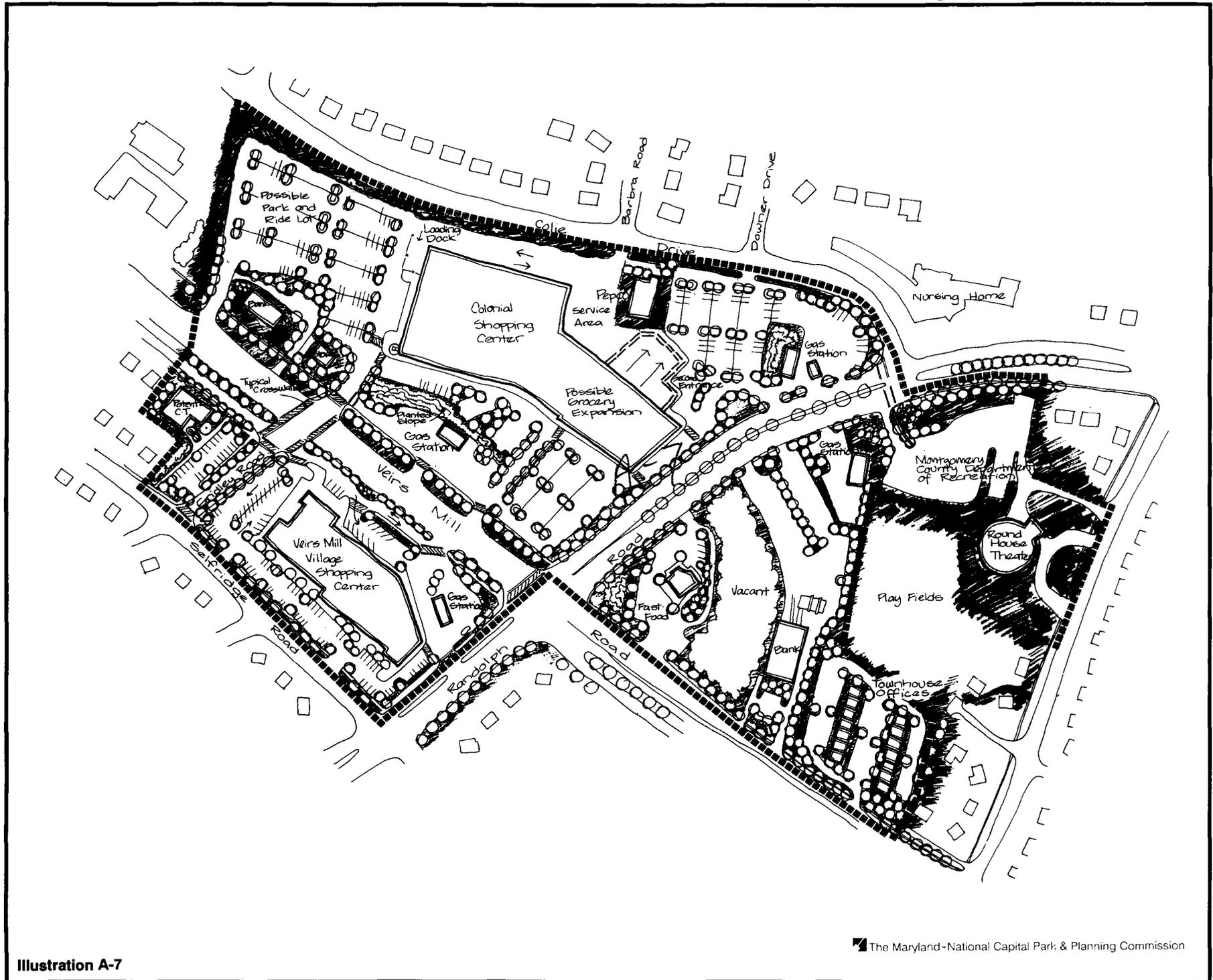


Illustration A-7

Veirs Mill Village Shopping Center

Recent improvements to the facade and signage here have made a positive difference for this shopping center. Windows have been replaced, new signs added, and lights mounted on the building for improved night-time security. Many of the earlier problems remain, however. The following list itemizes recommendations for design improvements and the preceding illustration shows their location:

- Add interior green space and evergreen screening at the right-of-way to the parking lot. Entry features should include planting to create interest and give visual relief from all the pavement in the area.
- Improve pedestrian circulation through the parking lots between the street and the stores. Crosswalks should be added and sidewalks added or widened as needed.
- The boarding of the front entrance to the drug store creates a formidable facade, accentuating the security problems in the area as perceived by the potential customer. Alternate security measures should be pursued to allow windows that will create inviting views into the store to attract customers.
- The rear entrances to the stores and restaurants should be redeveloped to allow additional access. The small parking lot in the front of the store forces increased dependence on the rear entrances. Because these entrances face the neighborhood, they must be attractive and compatible with the views from residences. By realigning the parking spaces, wider walks can be developed, with room for planting and seats or other details. The rear doors and windows and facades should be inviting and attractive as viewed from the neighborhood. These improvements should be coordinated with the parking lot screening, green space, and lighting improvements to be effective.
- The front parking lot that faces Veirs Mill Road is in need of reconfiguration. Given the limited number of parking spaces in

the front of the shopping center, shoppers could be discouraged from shopping if the spaces are always full. The bleak appearance of the shopping center's parking lot because of the lack of green space also detracts from the shopping center's appeal.

The owner has asked the staff to investigate the possible abandonment of the Veirs Mill Road service road. By incorporating this area directly into the shopping center, it appears that it would be possible to significantly improve parking and circulation. The Planning Board supports this concept as part of a comprehensive renovation of the shopping area.

Sketches and plans showing the addition of green space and realignment of the parking spaces are shown as Illustrations A-8 and A-9. These improvements must be incorporated as a package in order to justify the abandonment of or encroachment into the right-of-way. Coordination with the Maryland State Highway Administration is necessary to secure approvals and permits.

- The lighting in the parking lot should be redone to include pole-mounted light fixtures. This type of lighting scheme illuminates the pavement and doesn't emphasize the building. This provides a better edge facing the neighborhood with less light spilling into residences. An attractive light fixture should be selected to complement the shopping center or area as a whole. The lights can be used as a defining element for the shopping center's character.
- Signage should be revised where needed to tie into the improved image of the shopping center. The overhead signs should coordinate with the smaller store signs to become unified and thus have more impact.

Colonial Plaza Shopping Center

This shopping center is best characterized by the vacant, boarded up storefronts and the extreme changes in topography

Veirs Mill Village Center: Parking and Service Drive: Before

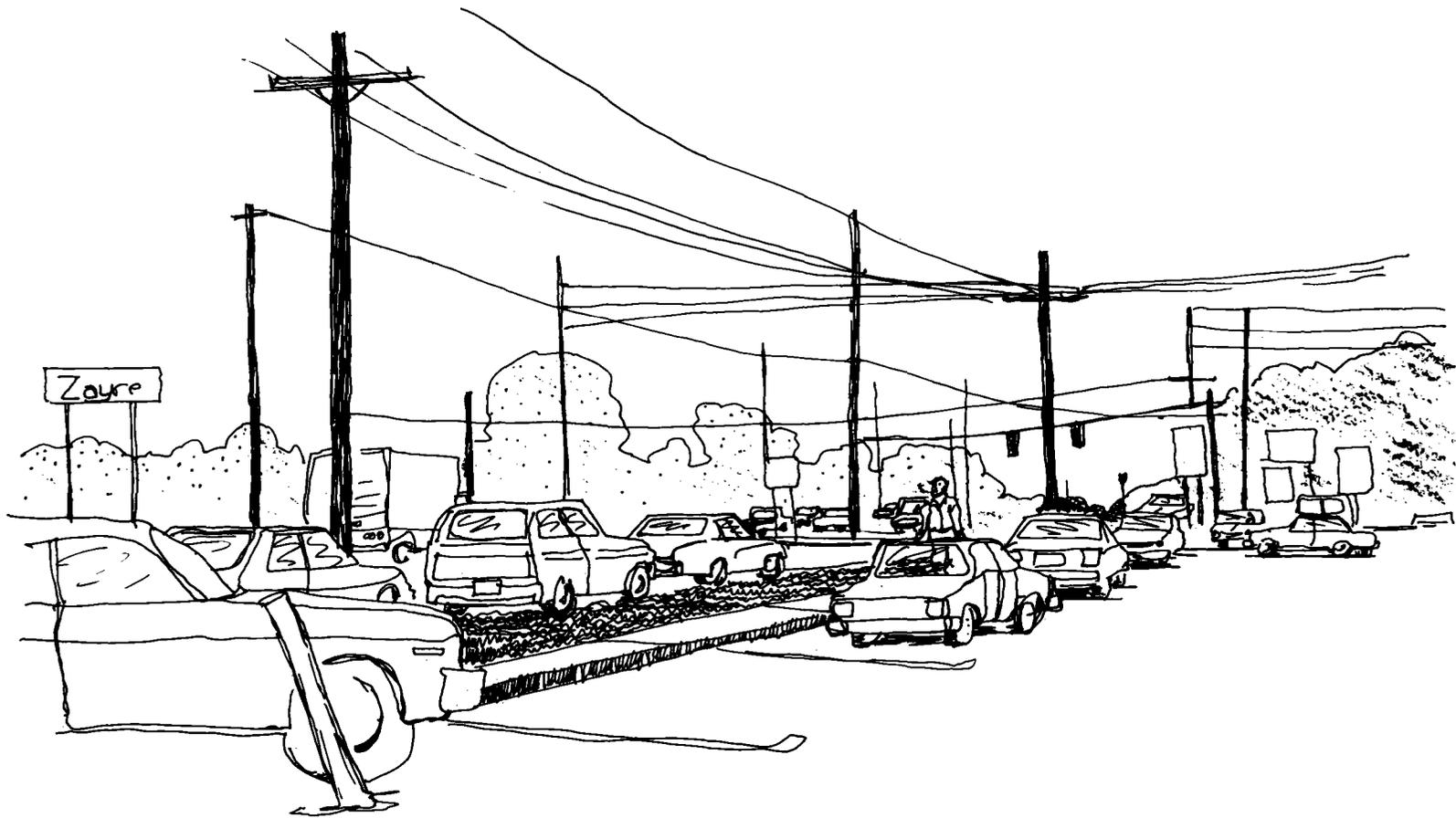


Illustration A-8

Veirs Mill Village Center: Parking and Service Drive: After

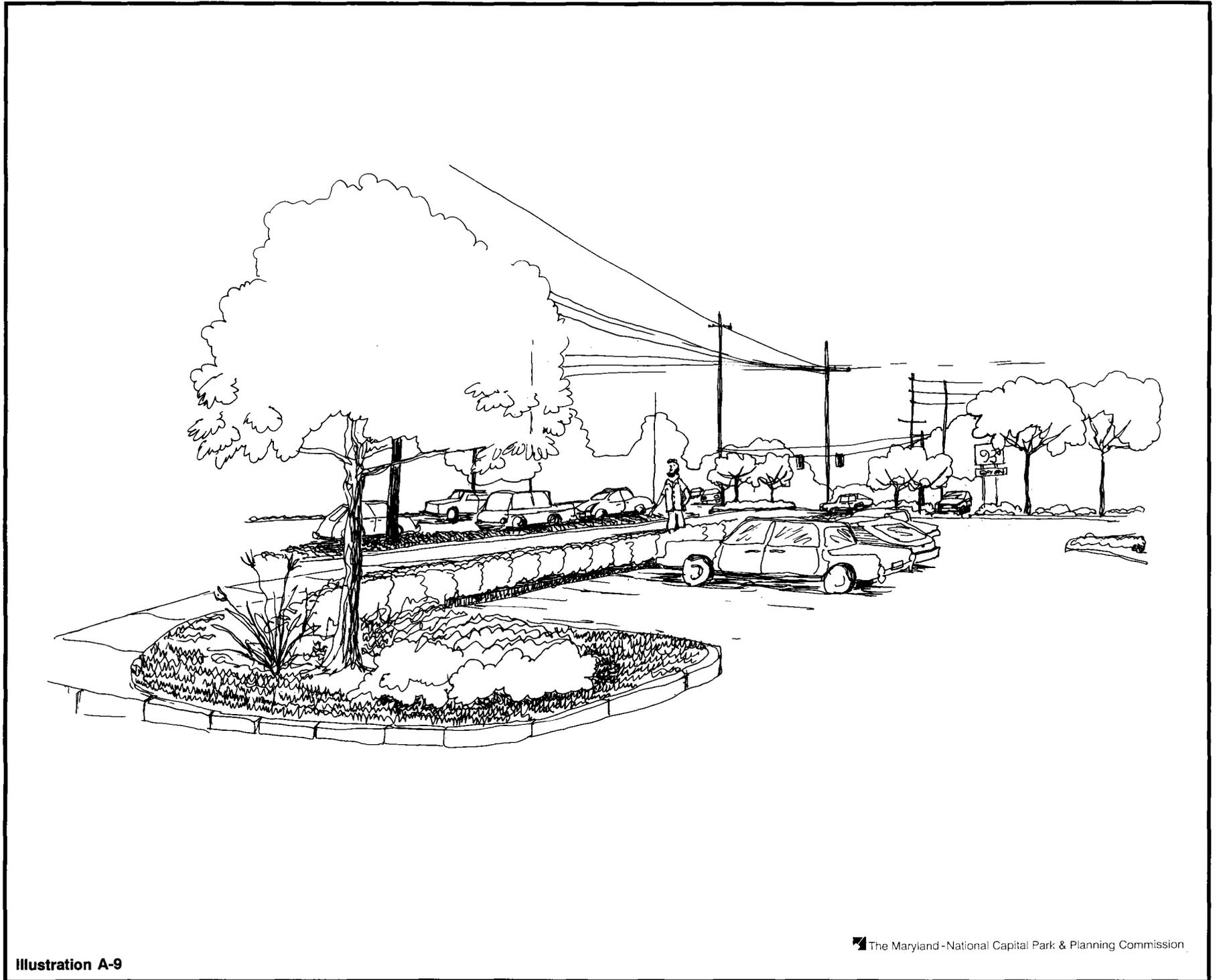


Illustration A-9

within the site. Both have unfortunate effects on the shopping center's image. The major department store that is open is a full story below its frontage on Veirs Mill Road. The store that is closed with boarded up windows is level with Veirs Mill Road and in full view of the street. It takes more than design to open a store but, consideration of the design details here can overcome some of these difficulties for individual stores and the shopping center as a whole.

- The parking lots should include safe, well defined circulation patterns using raised traffic islands, re-stripped parking spaces, and improved aisle and parking space alignment. This would introduce a major improvement for the shopping center by renewing the asphalt paving and introducing green space and shade trees into the parking lot. Illustration 10-F shows a concept for realignment of the parking spaces and traffic aisles.
- Facade improvements for this shopping center should begin with the boarded up stores in the upper portion of the shopping center. Other facades could be made more appealing with newer window design or building treatment. The department store has an attractive fieldstone facade but could use other design details to tie into the other stores in the shopping center.
- Expansions to the shopping center can and should be accommodated to the rear of the stores. The large parking lot could accommodate considerable traffic, which would encourage another entrance to the shopping center along the Randolph Road facade. This would enhance visibility to commuters and pedestrians.
- Pedestrian circulation should be improved within the shopping center by adding crosswalks to and through the parking lots, and connecting the edges of the parking lots with the stores. Awnings could be added to provide covered pedestrian walks next to all the stores.
- The hedge used as a buffer between the shopping center and the

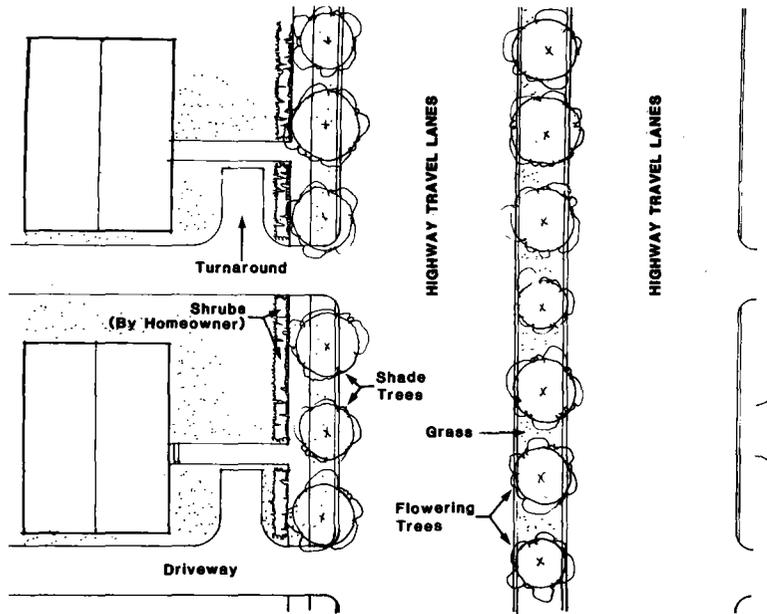
neighborhood is critical in containing and diffusing the incompatible aspects of the shopping center. Its maintenance over a long period of time should become a priority for the owner of this shopping center. Should the hedge ever become ineffective, an attractive wooden fence or masonry wall, whose best side faces the residences, should be installed as a replacement.

- Since the hedge along Colie Drive is such an effective screen, this area has the potential of screening other unattractive elements of the existing parking lots. There are close to a dozen trailers on site which are in full view from nearby roadways. These trailers should be removed from the public's view.
- There are two entrances from the neighborhood at the rear of the parking lot along Colie Drive. If the shopping center does expand its business activity, it may become desirable to move those entrances so they are directly opposite Barbara Road and Downer Drive. This would create less of an impact on the homes that are opposite the current entrances, which would suffer from the increased traffic.
- There are many places where landscaping could be added to the site to enhance the attractiveness and appeal of the shopping center. There is a grassy circle next to Randolph Road where a freestanding sign is located. This could be used for a landscaped sitting area and entry into the rear parking lot. The inclusion of landscaped islands in the parking lots can create colonnades of trees that better define driveways and reinforce a sense of orientation when driving through the parking lots. The increased shade will also increase the desirability of the shopping center as a whole. The steep slope behind the gas stations should be planted instead of paved. This would provide an opportunity to create a unified landscaping theme within the shopping center, again increasing the attractiveness of this setting. Low growing evergreen hedges will better define the setting for the shopping center and make it distinct from the roadway and other paved surfaces.

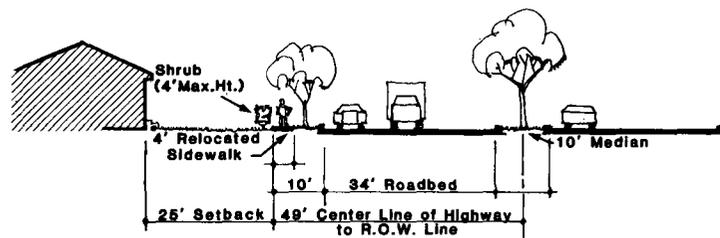
Appendix E

***CONCEPTUAL LANDSCAPE
PLANTING FOR GREEN CORRIDORS***

Conceptual Landscape Planting for Green Corridors

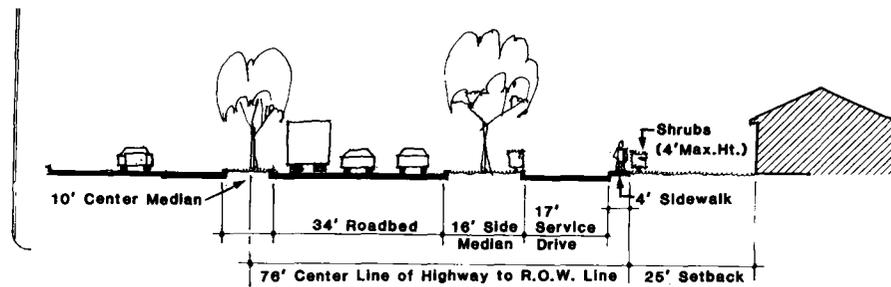


PLAN



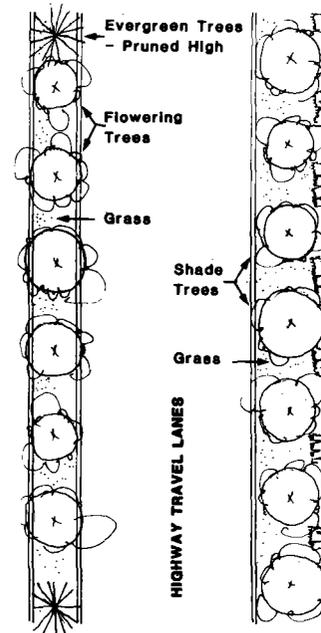
CROSS SECTION
LANDSCAPING SCHEME - TYPICAL HIGHWAY WITH CENTER MEDIAN

HIGHWAY TRAVEL LANES



CROSS SECTION

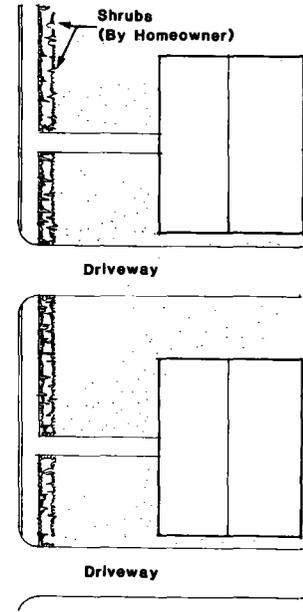
HIGHWAY TRAVEL LANES



PLAN

LANDSCAPING SCHEME - TYPICAL HIGHWAY WITH SERVICE DRIVES AND MEDIANS

SERVICE DRIVE



Driveway

Driveway

Appendix F
MULTI-USE TRAILS

DETAILED ANALYSES – MULTI-USE TRAILS

| Trail | Approximate Length | Class | Location |
|--|--------------------|-------|--|
| NE Quadrant — See Illustration A-11 | | | |
| A/A' | 23,000 ft. | I | Rockville Facility right-of-way between Northwest Branch and Rock Creek. |
| B/B' | 12,000 ft. | I | Northwest Branch/Kemp Mill Road Trail. From the Rockville Facility, along the Northwest Branch, crossing under Randolph Road, crossing Northwest Branch and continuing south on the east side of Kemp Mill Road, turning into Wheaton Regional Park at Stonington Road. |
| C/C' | 9,500 ft. | I | Bel-Pre Neighborhood Park/Northwest Branch Trail. From the Rockville Facility, along the north side of Bel Pre Creek, connecting to Northwest Branch Trail. |
| D/D' | 6,500 ft. | I | Glenallan Avenue/Wheaton Regional Park Trail. Along Glenallan Avenue from Glenmont Metro to Kemp Mill Road. |
| E/E' | 3,000 ft. | I | Starling Drive/Wheaton Regional Park. From the northwest corner of the park to the Shorefield Road parking lot. |
| F/F' | 200 ft. | I | Amherst Avenue Trail. From southwest corner of Wheaton Regional Park, west along Henderson Avenue to Martin Avenue, south of Martin and Amherst Avenues to Wheaton. |
| SE Quadrant — See Illustration A-14 | | | |
| G/G' | 1,000 ft. | I | Wheaton Metro/Glenhaven Park and Sligo Creek Park Trail. From Sligo Creek Trail down Nicholas Drive across University Avenue at proposed pedestrian signal, through Glenhaven Park and toward downtown Wheaton along Carmody Drive and Prichard Road. |
| H/H | 6,000 ft. | I | Dennis Stormwater Management Facility Trail. West from Sligo Creek Park to Woodman Avenue, to Dennis Avenue via the Stormwater Management Facility; then along Evans Parkway to right-of-way abutting vacant parcels to Amherst Avenue. Dennis Avenue from the Park to Amherst Avenue in an alternate route. |

(Appendix F Continued)

| Trail | Approximate Length | Class | Location |
|--|--------------------|-------|--|
| I/I' | 5,000 ft. | I | Forest Glen to Wheaton Trail. From Forest Glen Road along Woodland Road, bisecting Getty Local Park; bisecting the Medical Park property and Dennis Avenue Health Center to the Wheaton CBD via Amherst Avenue. |
| J/J' | 5,000 ft. | I | Forest Glen/Rock Creek Park Trail. From Sligo Creek Park along Forest Glen Road, across Georgia Avenue to Coleridge Drive through Forest Glen Neighborhood Park, paralleling I-495, crossing the B&O railroad under the bridge, and going under Seminary Road and Linden Lane then along the I-495 right-of-way to Beach Drive. Use of the current Linden Lane crossing to Newcastle and Forsythe Avenues is an alternate route if the proposed railroad crossing does not work. |
| K/K' | 4,000 ft. | I | McKenney Hills Trail. From Forest Glen Neighborhood Park along Rosensteel, Holman, and McMillan Avenues through McKenney Hills Center along existing trail to Menlo Avenue to Grant Avenue via Barker Street. |
| L/L'' | 3,000 ft. | I | Stoneybrook/Wheaton Trail. From McComas Avenue via Bentley Lane and Maybrook Avenue, through Capitol View Homewood Local Park, to Grant Avenue via Dennis and Day Avenues to Capitol View Avenue and along Stoneybrook Drive to the Rock Creek Trail. |
| M/M' | 100 ft. | I | Kensington/Wheaton Trail. From the outer drive of Wheaton Plaza parking lot, along the side of the Stephen Knolls School property to McComas Avenue and Drumm Avenue. Along the south to Oberon Street beside the stormwater culvert, to Kensington Parkway and Kensington. |
| SW Quadrant — See Illustration A-13 | | | |
| N/N' | 8,500 ft. | I | Kensington Parkway Trail. North from Rock Creek Trail along Kensington Parkway to Kensington. |

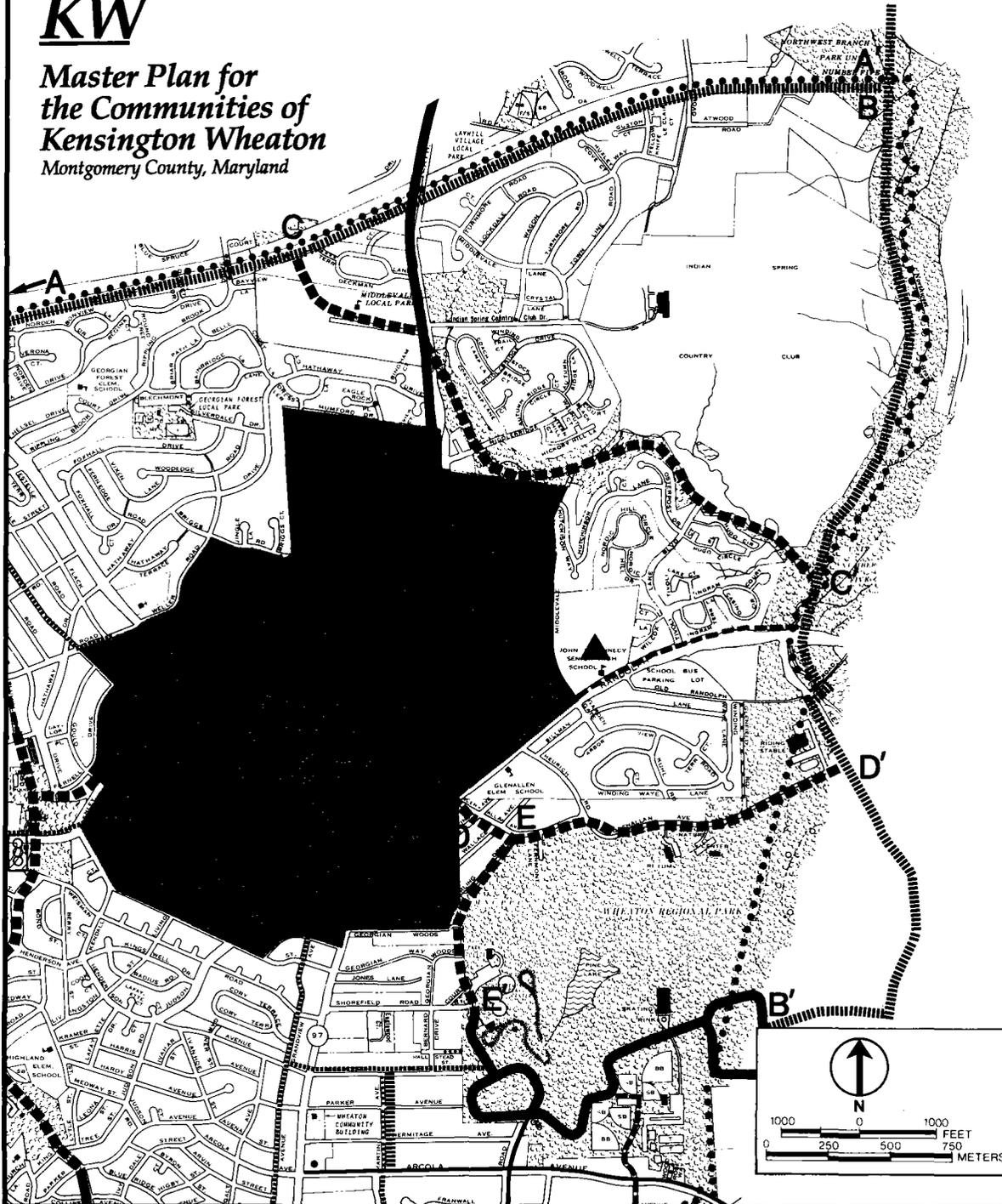
(Appendix F Continued)

| Trail | Approximate Length | Class | Location |
|--|--------------------|-------|---|
| O/O' | 4,000 ft. | I | Wheaton Metro/Rock Creek Trail. From Rock Creek Trail along Wexford Drive to Newport Mill Road via pedestrian signal; to Newport Mill Park, across Albert Einstein School to Kensington Boulevard right-of-way to Wheaton via Upton and East Avenues with connecting legs through Einstein High School and Crossways Community (the former Pleasant View School) to an existing trail to the north. |
| P/P' | 30,000 ft. | II | Beach Drive Lane. A 5' bicycle lane on each shoulder of Beach Drive between Garrett Park Road and Stoneybrook Drive. |
| NW Quadrant — See Illustration A-12 | | | |
| Q/Q' | 10,000 ft. | I | Glenmont Metro/Rock Creek Park Trail. From Rock Creek Trail along the Joseph's Branch stem of Rock Creek to Connecticut Avenue along Huggins and Valleywood Drives; through Glenmont Local Park; along Denley Drive to Glenmont Metro station. |
| R/R' | 250 ft. | I | Wheaton Claridge Local Park. From Valleywood Drive Trail along Moline and Claridge Roads, through Claridge Park, along existing right-of-way trail to Monterrey Drive and the Veirs Mill Service Road. |
| S/S' | 400 ft. | I | Glenmont Local Park/Rockville Facility Trail. From the Rockville Facility along the east side of Connecticut Avenue, then Dean Road, through Weller Road Elementary School to Bluhill Court and Wheaton High School to Glenmont Local Park. |

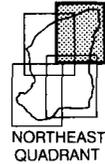
Source: Montgomery County Planning Department.

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Multi-Use Trails and Connecting Routes

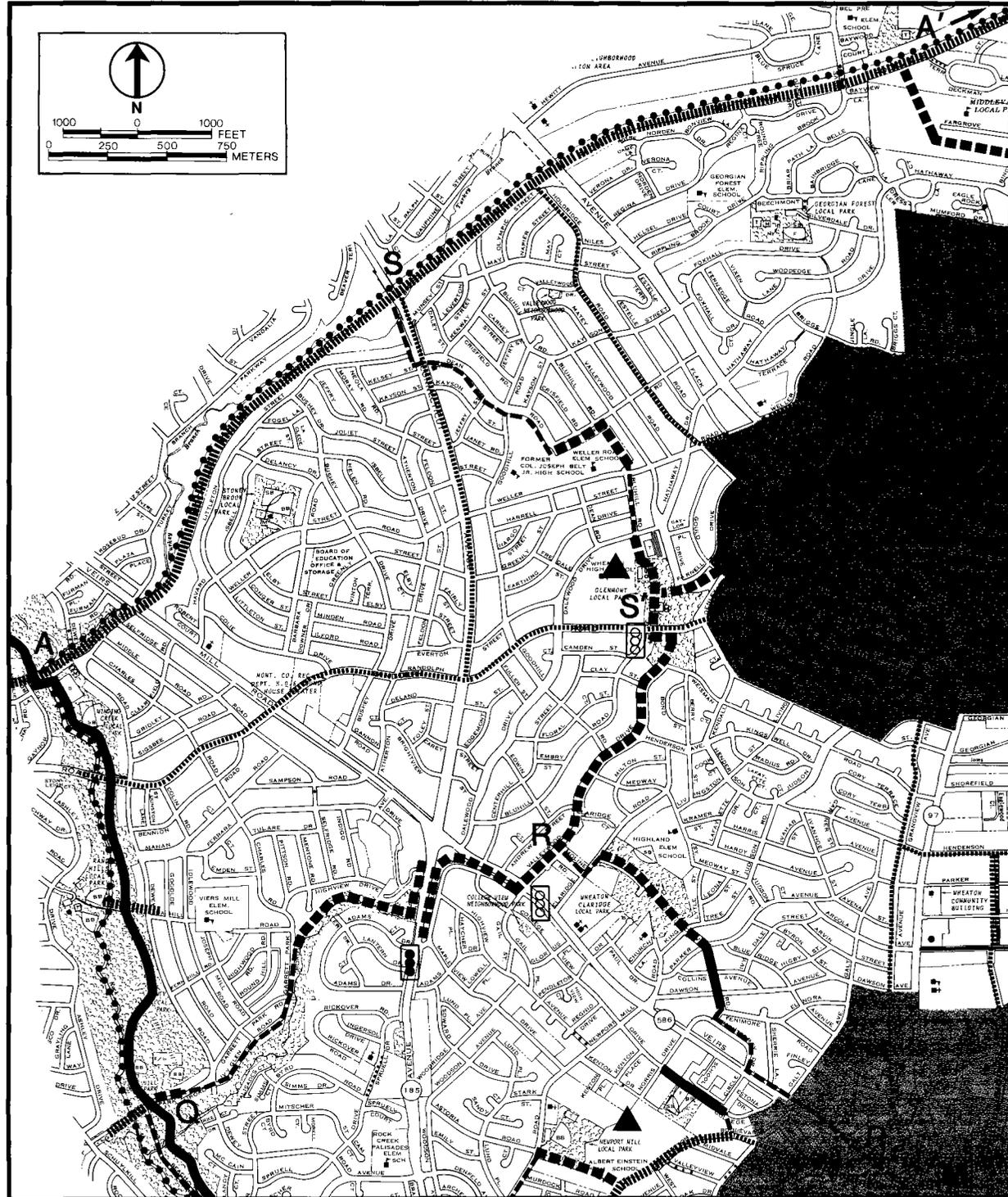
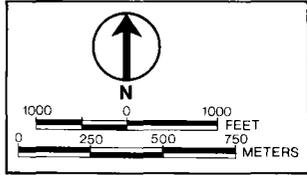


- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◉ EXISTING PARKLAND
- ▬ EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ▨▨▨▨ CLASS I TRAILS RECOMMENDED IN OTHER PLANS*
- ▧▧▧▧ CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- - - CLASS II, CLASS III AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PROPOSED PEDESTRIAN SIGNAL
- P&R PROPOSED PARK AND RIDE LOT
- ▲ HIGH SCHOOL
- METRO STATION
- N/W TRAIL DESIGNATIONS

*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

Illustration A-11

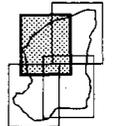
The Maryland-National Capital Park & Planning Commission



KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Multi-Use Trails and Connecting Routes



NORTHWEST
QUADRANT

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ⊙ EXISTING PARKLAND
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ||||| CLASS I TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- - - CLASS II, CLASS III AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PROPOSED PEDESTRIAN SIGNAL
- P&R PROPOSED PARK AND RIDE LOT
- ▲ HIGH SCHOOL
- Ⓜ METRO STATION
- N/N TRAIL DESIGNATIONS

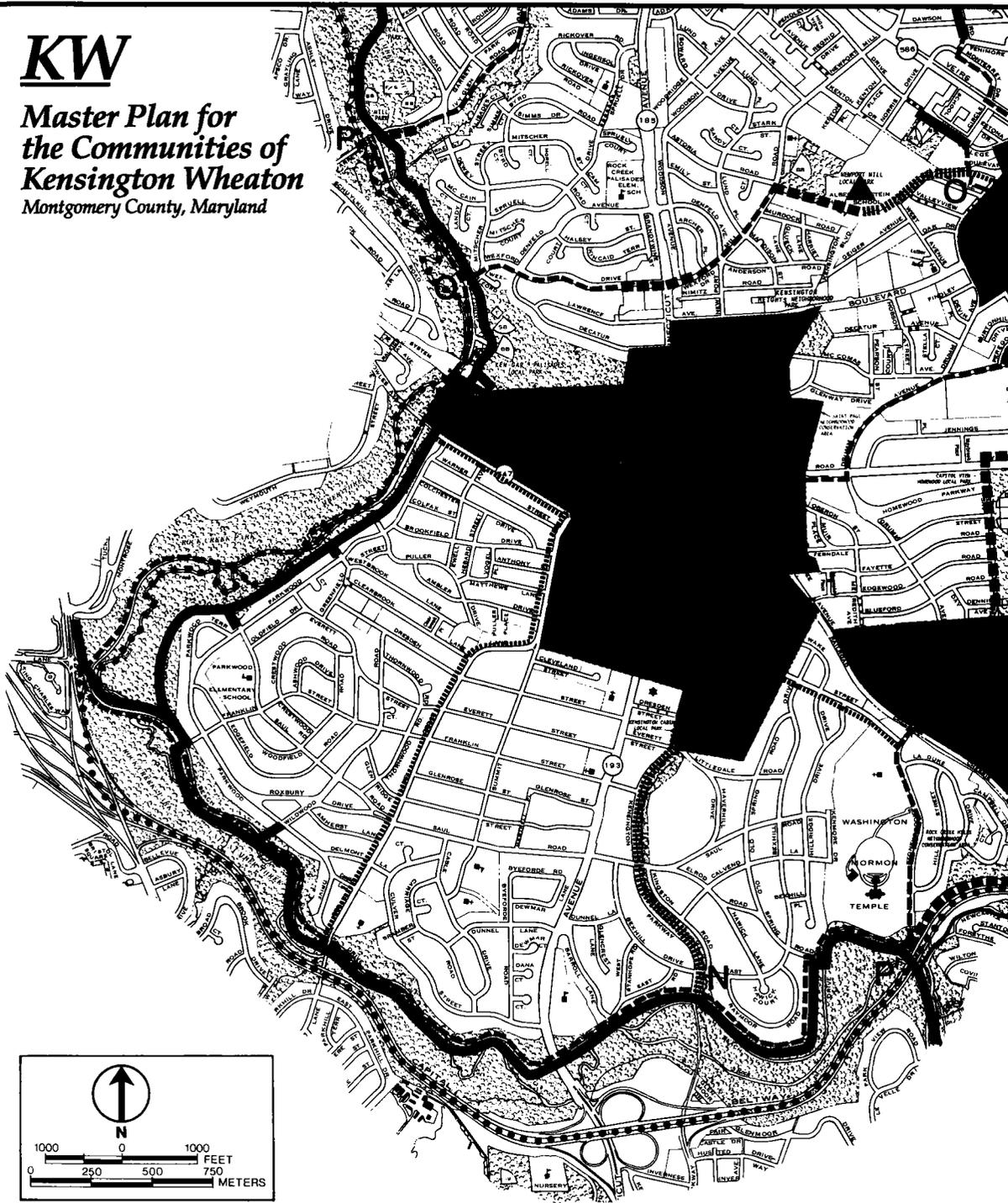
* MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

Illustration A-12

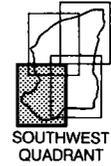
The Maryland-National Capital Park & Planning Commission

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Multi-Use Trails and Connecting Routes



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◉ EXISTING PARKLAND
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ||||| CLASS I TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- - CLASS II, CLASS III AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- Ⓜ EXISTING TRAFFIC SIGNAL
- ▲ HIGH SCHOOL
- METRO STATION
- ⓐ COMMUTER RAIL STATION
- N/N TRAIL DESIGNATIONS

*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

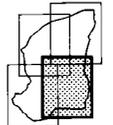
Illustration A-13

The Maryland-National Capital Park & Planning Commission

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

Multi-Use Trails and Connecting Routes



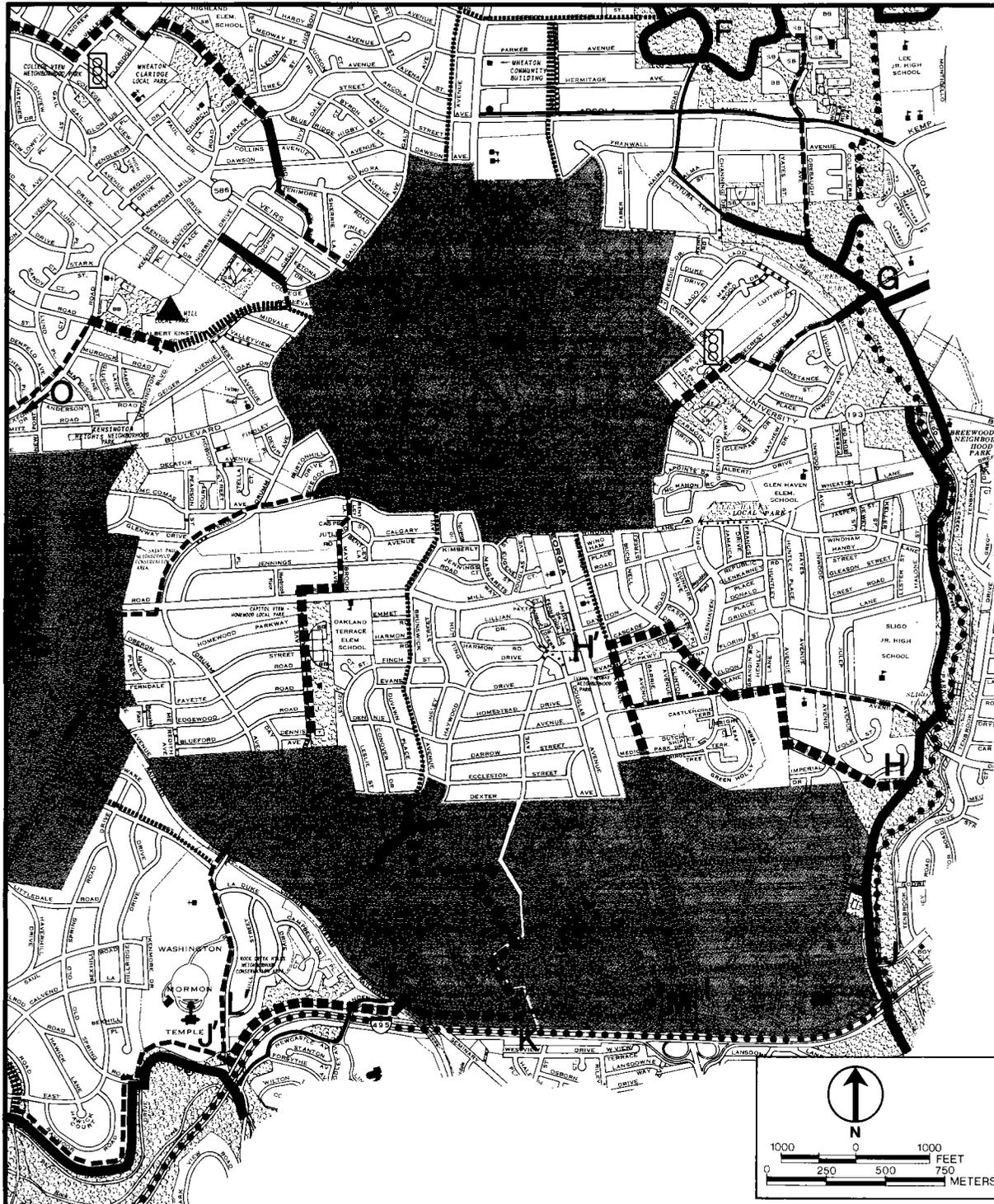
SOUTHEAST
QUADRANT

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ⊙ EXISTING PARKLAND
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ▤ CLASS I TRAILS RECOMMENDED IN OTHER PLANS*
- ▥ CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- - CLASS II, CLASS III AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PROPOSED PEDESTRIAN SIGNAL
- ▲ HIGH SCHOOL
- M METRO STATION
- C COMMUTER RAIL STATION
- N/N TRAIL DESIGNATIONS

* MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

Illustration A-14

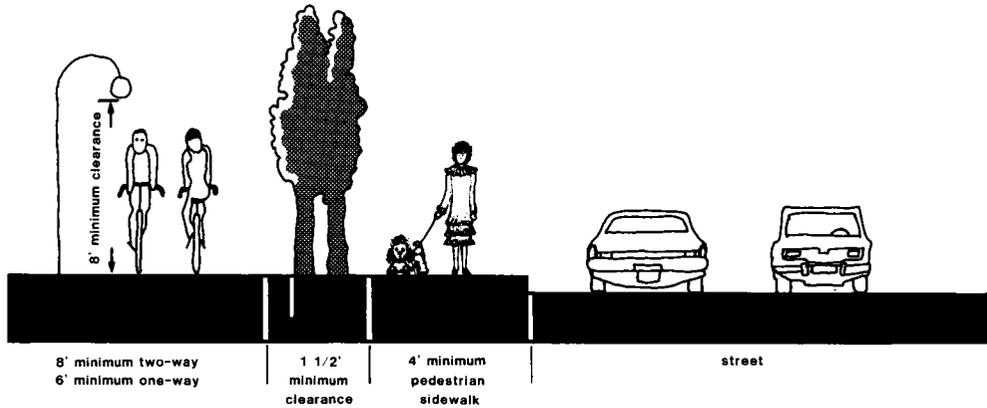
The Maryland-National Capital Park & Planning Commission



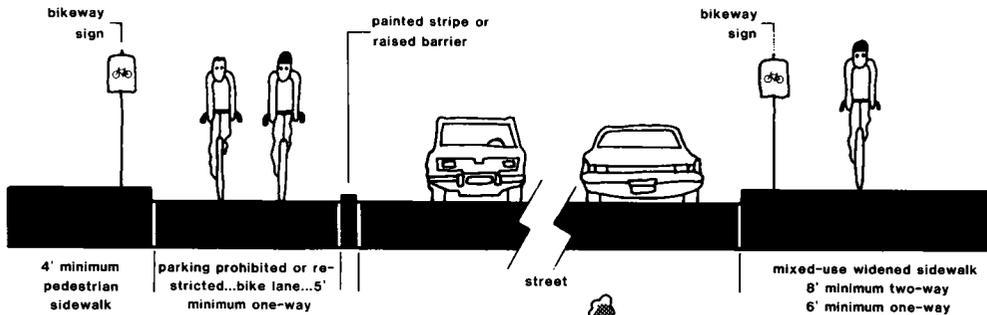
Typical Bikeway Cross Sections

NOTE:
Increased width & lane delineation must be considered
where warranted by volume of users.

class I bike path or trail (mixed pedestrian, bicycle use on bike trails)



class II bike lanes



class III bike routes

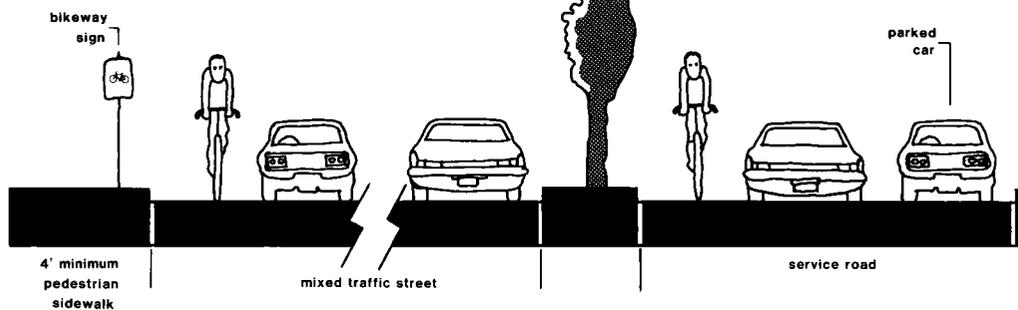


Illustration A-15

The Maryland-National Capital Park & Planning Commission

Appendix G

**MONTGOMERY COUNTY COUNCIL
RESOLUTION NO. 11-1340**

Resolution No. 11-1340
Introduced: March 21, 1989
Adopted: March 21, 1989

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

By: District Council

Subject: Final Draft Master Plan for the Communities of Kensington-Wheaton

Background

1. On July 30, 1988, the Montgomery County Planning Board transmitted to the County Executive the Final Draft Master Plan for the Communities of Kensington-Wheaton.
2. On September 30, 1988, the Montgomery County Executive transmitted to the District Council a rewritten version of the Final Draft Master Plan for the Communities of Kensington-Wheaton. The rewritten version modified the scope, contents, organization and format of the Final Draft prepared by the Montgomery County Planning Board.
3. The Plan amends the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended; the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; the Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for Capitol View and Vicinity, 1982, as amended; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended.
4. On December 1, 1988, the Montgomery County Council held a public hearing regarding the Final Draft Master Plan for the Communities of Kensington-Wheaton.

5. On January 9 and 23 and February 2 and 6, 1989, the Council's Planning, Housing, and Economic Development (PHED) Committee conducted worksessions on the Final Draft Master Plan for the Communities of Kensington-Wheaton, at which time, careful consideration was given to the public hearing testimony and correspondence, and the recommendations of the Montgomery County Planning Board and the County Executive.
6. As a result of the worksession discussions, Council staff prepared a revised Final Draft Master Plan for the Communities of Kensington-Wheaton combining the Committee's preferred sections of the Planning Board and Executive Drafts, and containing the recommended revisions of the Committee. As part of its worksession discussions, the Committee considered issues relating to the scope and format of master plans in general and developed guidelines that would apply to future master plans. Since these guidelines transcend the Kensington-Wheaton Master Plan and relate more appropriately to master plans in general, they should be formalized by future action of the Council and not as part of the Council's action on the Final Draft Kensington-Wheaton Master Plan.
7. On February 28 and March 2, 1989, the District Council conducted worksessions on the Final Draft Master Plan for the Communities of Kensington-Wheaton. The Council reviewed the recommendations of the PHED Committee regarding the Kensington-Wheaton Master Plan, as well as the Committee's guidelines for the scope and format of future master plans.

Action

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

The Final Draft Master Plan for the Communities of Kensington-Wheaton, as prepared by the Montgomery County Planning Board and rewritten and submitted by the County Executive on September 30, 1988, has been reviewed and significantly amended by the District Council. The attached document constitutes the Master Plan for the Communities of Kensington-Wheaton as revised and approved by the District Council with the following amendment:

On page 106 of the Council approved draft, the following language should be added to the end of the paragraph which discusses Rippling Brook Drive:

"... at this time. Should a need arise to improve circulation for neighborhood traffic and facilitate school boundary changes, the unbuilt section may be completed. This section may not be completed without approval by the County Council of an individual Capital Improvements Program Project."

All figures, tables, appendices, and maps are to be revised where appropriate to reflect District Council revisions to the Final Draft Master Plan for the Communities of Kensington-Wheaton. A table of contents and any other non-substantive information normally associated with planning documents are to be incorporated subsequent to the approval of the Master Plan. Handwritten notations appearing on charts and illustrations in the attached document should be incorporated as appropriate. The text is to be edited as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council.

This is a correct copy of Council action.



Kathleen A. Freedman, CMC

Secretary of the Council

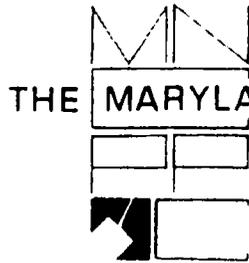
Approved:



Sidney Kramer, County Executive

Appendix H

**M-NCPPC RESOLUTION TO ADOPT
MCPB NO. 89-7, M-NCPPC NO. 89-5**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 89-7

M-NCPPC NO. 89-5

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 a General Plan for the Physical Development of the Maryland-Washington Regional District; 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 August 6, 1987, on the Preliminary Draft of a proposed amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, being also an amendment to the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; the Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for Capital View and Vicinity, 1982; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, 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 13, 1988, approved the Final Draft of the proposed amendment, and forwarded it to the Montgomery County Executive and to the Montgomery County Council for its information; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Final Draft of the proposed amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, and forwarded those recommendations to the Montgomery County Council on September 30, 1988; 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 December 1, 1988, wherein testimony was received concerning the Final Draft of the proposed amendment; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County on March 23, 1989, approved modifications and revisions to the Final Draft of the proposed amendment by Resolution 11-1340; and

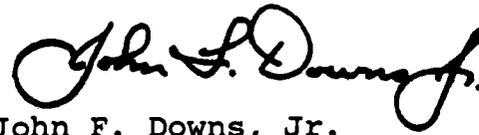
WHEREAS, the Montgomery County Executive approved the Amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, on March 31, 1989;

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, together with the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; the Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for Capitol View and Vicinity, 1982; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended; and as approved by the Montgomery County Council in the attached Resolution 11-1340; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall 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.

* * * * *

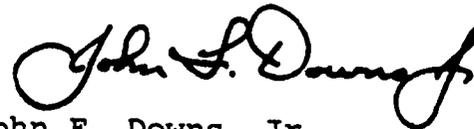
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Hewitt, seconded by Commissioner Floreen, with Commissioners Hewitt, Floreen, Keeney, and Christeller voting in favor of the motion with Commissioner Henry being absent at its regular meeting held on Thursday, April 27, 1989, in Silver Spring, Maryland.



John F. Downs, Jr.
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 by Commissioner Hewitt, seconded by Commissioner Floreen, with Commissioners Botts, Rhoads, Dabney, Christeller, Henry, Floreen, and Hewitt voting in favor of the motion, with Commissioners Keeney, Wootten, and Yewell being absent at its regular meeting held on Wednesday, May 10, 1989, in Silver Spring, Maryland.



John F. Downs, Jr.
Executive Director

Appendix I

**1990 AMENDMENT TO THE 1989 MASTER
PLAN FOR THE COMMUNITIES OF
KENSINGTON-WHEATON**

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

By: District Council

Subject: Approval of Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton

1. On January 2, 1990, the Montgomery County Planning Board transmitted to the County Executive the Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton.
2. On January 31, 1990, the Montgomery County Executive transmitted to the Council the Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton without modification.
3. This Amendment is a technical change to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton for the purpose of amending the Master Plan to conform with the zoning decisions made by the Council during its review of the Kensington-Wheaton Sectional Map Amendment (G-642).
4. This Amendment deletes the Master Plan's recommendation to change the zoning on Critical Parcels and Areas #19 from C-2 to R-60 (suitable for C-T) and in its place recommends retaining the existing C-2 zoning.
5. Section 33A-9(a) of the Montgomery County Code provides that a public hearing is not required if the County Executive has not proposed any additions or deletions or if the District Council does not intend to propose any revisions, modifications, or amendments to the final draft.

6. On February 15, 1990, the County Council reviewed the Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton; and the rationale for the Amendment.

Action

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

The Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton, dated December 1989, recommending retention of the existing C-2 zoning for Critical Parcels and Areas #19, is approved as submitted.

This is a correct copy of Council action.



Kathleen A. Freedman, CMC
Secretary of the Council

BUD405/52-53



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 90-8
M-NCPPC NO. 90-14

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 a General Plan for the Physical Development of the Maryland-Washington Regional District; 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 December 21, 1989, on the Preliminary Draft of a proposed amendment to the Master Plan for the Communities of Kensington-Wheaton; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, 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 December 21, 1989, approved the Final Draft of the proposed amendment, and forwarded it to the Montgomery County Executive and to the Montgomery County Council for its information; and

WHEREAS, the Montgomery County Executive reviewed the Final Draft of the proposed amendment to the 1989 Master Plan for the Communities of Kensington-Wheaton, as amended, and forwarded those recommendations to the Montgomery County Council, on January 31, 1990; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County on February 15, 1990, approved the Final Draft of the proposed amendment by Resolution 11-1876;

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the 1989 Master Plan for the Communities of Kensington-Wheaton, as amended, being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended; and as approved by the Montgomery County Council in the attached Resolution 11-1876;

BE IT FURTHER RESOLVED, that copies of said Amendment shall 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 Floreen, seconded by Commissioner Henry, with Commissioners Keeney, Bauman, Hewitt, Henry, and Floreen voting in favor of the motion at its regular meeting held on Thursday, March 15, 1990, in Silver Spring, Maryland.



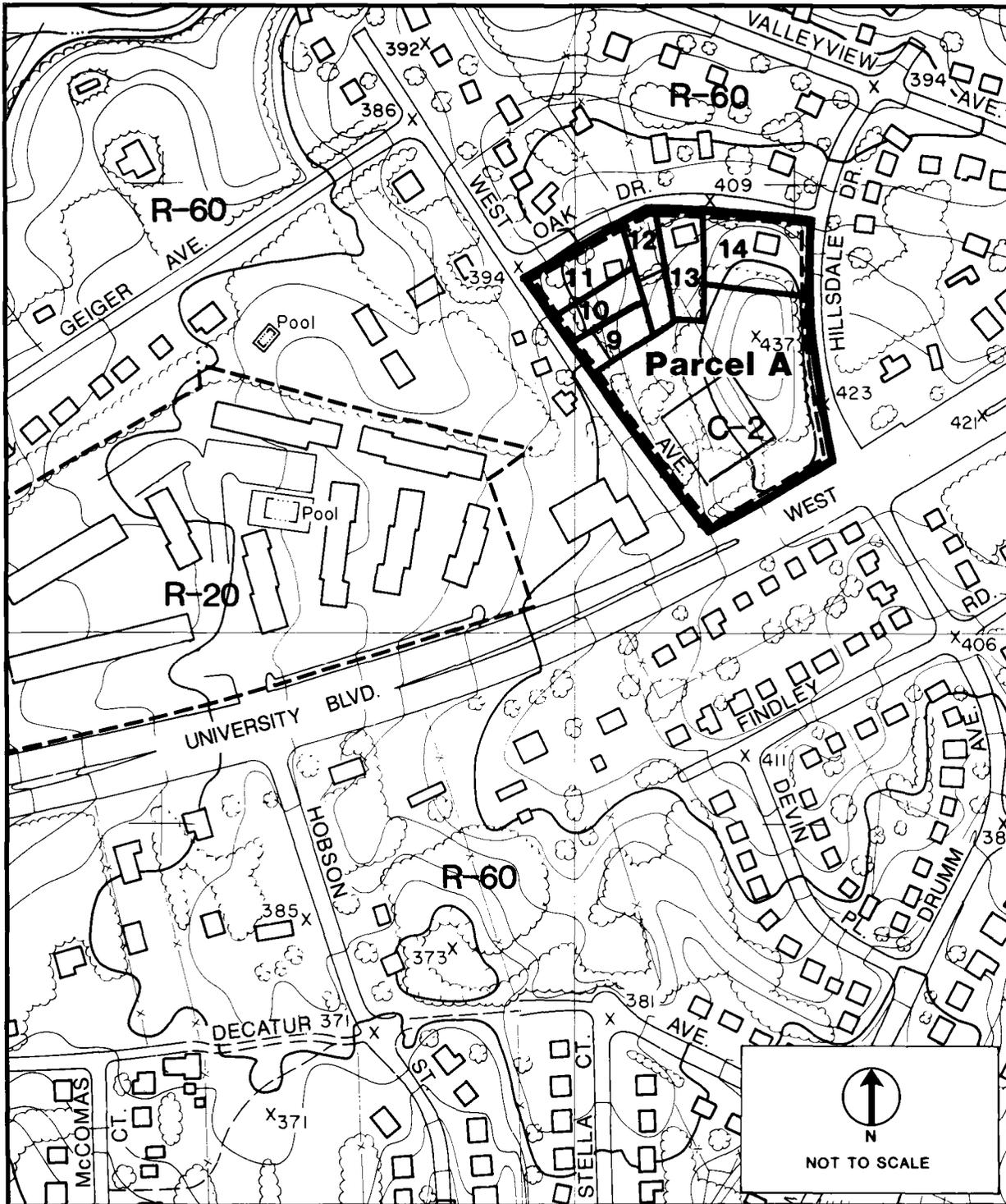
John F. Downs, Jr.
Executive Director

* * * * *

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 by Commissioner Hewitt, seconded by Commissioner Yewell, with Commissioners Botts, Rhoads, Dabney, Bauman, Henry, Wootten, Yewell, and Hewitt voting in favor of the motion, with Commissioners Keeney and Floreen being absent at its regular meeting held on Wednesday, April 11, 1990, in Silver Spring, Maryland.



John F. Downs, Jr.
Executive Director



KW

**Master Plan for
the Communities of
Kensington Wheaton**
Montgomery County, Maryland

*Critical Parcels and Areas
No. 19*

Showing Existing Conditions

- PARCEL BOUNDARY
- - ZONING BOUNDARY

MASTER PLAN AMENDMENT
Adopted May 10, 1990. To delete the Master Plan's recommendation to change the zoning on Critical Parcels and Areas #19 from C-2 to R-60 (suitable for C-1) and in its place recommend retaining the existing C-2 zoning.

Illustration A-16

The Maryland - National Capital Park & Planning Commission

