2002 APPROVED AND ADOPTED
POTOMAC SUBREGION MASTER PLAN

An amendment to the Master Plan for the Potomac Subregion, 1980, as amended; the Gaithersburg Vicinity Master Plan, 1985, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, 1964, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Master Plan of Bikeways, 1978, as amended.

Prepared by

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

Approved by

THE MONTGOMERY COUNTY COUNCIL
March 5, 2002

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
April 11, 2002 (Ratified May 15, 2002)

ABSTRACT

TITLE:	Approved and Adopted Potomac Subregion Master Plan
AUTHOR:	The Maryland-National Capital Park and Planning Commission
SUBJECT:	Master Plan for the Potomac Subregion
DATE:	April 2002
PLANNING AGENCY:	The Maryland-National Capital Park and Planning Commission 8787 Georgia Avenue Silver Spring, Maryland 20910-3760
SOURCE OF COPIES:	The Maryland-National Capital Park and Planning Commission 8787 Georgia Avenue Silver Spring, Maryland 20910-3760
NUMBER OF PAGES:	146
ABSTRACT:	This document contains the text, with supporting maps and tables, for the Planning Board Draft for the Potomac Subregion. This Plan will amend the 1980 *Master Plan for the Potomac Subregion,* as amended; the *Gaithersburg Vicinity Master Plan*, January 1985, as amended; the *Master Plan of Bikeways,* May 1978, as amended; and the Master Plan of Highways within Montgomery County.

CERTIFICATE OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Master Plan for the Potomac Subregion, 1980, as amended; the Gaithersburg Vicinity Master Plan, 1985, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, 1964, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Master Plan of Bikeways, 1978, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No.14-1170 on March 5, 2002 and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 02-05 on April 11, 2002, and ratified on May 15, 2002, after duly advertised public hearings pursuant to Article #28 of the Adopted Code of Maryland.

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The Commission has three major functions:

(1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties.*

(2) The acquisition, development, operation, and maintenance of a public park system.

(3) In Prince George's County only, the operation of the entire County public recreation program.

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

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The listing of names of members of the Master Plan Advisory Group (MPAG) does not indicate approval or disapproval of this document by any committee member. The MPAG advises the Montgomery County Planning Board regarding the problems, needs, and views of the groups or areas they represent. These views are then considered by the Planning Board in its deliberations regarding the Master Plan.

Notice to the Reader

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 (On Wedges and Corridors) for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans (such as the *Master Plan of Highways Within Montgomery County, Maryland*; the *Master Plan for Historic Preservation*; and the *Master Plan for the Preservation of Agricultural and Rural Open Space*), they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries. Local municipalities also adopt ordinances and approve plans that may provide guidance for public and private decisions.

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

The Master Plan Process

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

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

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

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

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

The Master Plan Process in Brief

Planning Board submits and County Council approves:

Annual Work Program

Park and Planning staff initiates community participation and prepares:

Purpose and Outreach Report

Park and Planning staff reviews Purpose and Outreach Report with Planning Board and then prepares:

Staff Draft Plan

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

Public Hearing (Preliminary) Draft Plan

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

Planning Board (Final) Draft Plan

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

Planning Board (Final) Draft Plan Transmitted to County Council

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

Approved and Adopted

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PLAN HIGHLIGHTS

As Potomac has evolved from rural and agricultural to a semi-rural and suburban subregion, it has retained much of its green character and environmental qualities. These qualities are under threat. Inexorable population growth continues to foster intense development pressure on the Potomac Subregion. This Master Plan strongly recommends that sustaining the environment be the pre-eminent policy determinant in a subregion so defined by its natural resources. New development and redevelopment must respect and enhance the Subregion's environmental quality, while helping to build communities and resources that will serve existing and future generations of residents.

This Master Plan is based on environmental principles and the following recommendations are designed to implement the Plan's vision of the Potomac Subregion as a "green wedge."

Protect the Subregion's rich natural **environment** and unique ecosystems.

- Maintain and reaffirm a low-density residential "green wedge" for most of the Subregion.
- Augment existing stream valley parks and provide additional protection for water quality by the acquisition of key vacant parcels.
- Acquire unique forest areas in the Greenbriar watershed, to be preserved as conservation park land.
- Reconfirm the Piney Branch Special Protection Area.
- Limit sewer extensions to within the recommended sewer envelope.
- Explore the ultimate use of the Rockville Crushed Stone Quarry as a regional reservoir.

Rely on the **land use** framework established by earlier plans to strengthen and support the Subregion's residential communities.

- Rezone a limited number of development and redevelopment sites.
- Rezone the Cabin John Center to provide development flexibility while ensuring neighborhood compatibility through the site plan review process.
- Amend the 1980 Master Plan recommendation for Fortune Parc in order to create a mixed-use development.
- Propose alternative uses for two of Potomac's stone quarries as their reserves become exhausted.
- Create a Rural Village Overlay Zone for Darnestown Village center to address its unique characteristics.

- Protect the Chesapeake & Ohio Canal National Historical Park, major transportation corridors, and residential communities from incompatible design of special exception uses.

- Avoid an excessive concentration of special exceptions along major transportation corridors.

Maintain a **transportation** network that provides needed links and alternatives, while preserving the Subregion's semi-rural character.

- Maintain Potomac's two-lane road policy that limits road capacity expansion.

- Designate nine identified roads or road segments as rustic or exceptional rustic.

- Do not recommend a new Potomac River crossing within the Subregion.

- Adjust road classifications to provide a rational hierarchy.

- Provide an interconnected system of Class I bikeways.

- Support as a priority, a study of paratransit options for Tobytown.

Establish and expand **community facilities** to provide needed services and help create a sense of community.

- Acquire surplus school sites as new parks.

- Establish a greenway system of park trails, primarily with a natural surface.

- Acquire sites for the North Potomac community recreation center, fire station, and a regional services center satellite office.

- Expand the Scotland community center.

Use **historic preservation** to contribute to the Subregion's unique sense of community.

- Protect Potomac's historic resources.

BACKGROUND

Definition of the Potomac Subregion

The Potomac Subregion takes its name from the Potomac River flowing along its southern and western boundaries. The Subregion encompasses the three planning areas of Potomac, Travilah, and Darnestown, an area of about 66 square miles bounded by I-270 and I-495 on the east, the Potomac River on the south, Seneca Creek to the west, and Darnestown Road and the City of Rockville to the north. (See Map 1.) This Master Plan addresses the Subregion's four main communities: Potomac, North Potomac, Travilah, and Darnestown. (See Map 2.)

History of the Subregion

Based on evidence of habitation discovered along the banks of the Potomac River, the area known as the Potomac Subregion was initially settled by Paleo-Indians some 12,000 years ago. European explorers settled the area in the early 1700s, establishing large estates and tobacco plantations that employed slave labor. Tobacco was the most suitable crop for the region's climate and soil, and eventually the most profitable.

When the continuous cultivation of tobacco led to depletion of nutrients from the soil, local planters turned to wheat, and from the end of the Revolution until the mid-19th century, wheat was the area's most widely-planted crop. However, agricultural production continued to decline and by 1840, many farmers became discouraged and moved west on roads that followed Indian trails. Along the Potomac, River Road developed from a trail to a wagon road built to help farmers carry produce to market. Eventually, public roads connected Georgetown and its urban markets with the farmlands of Potomac and Rockville.

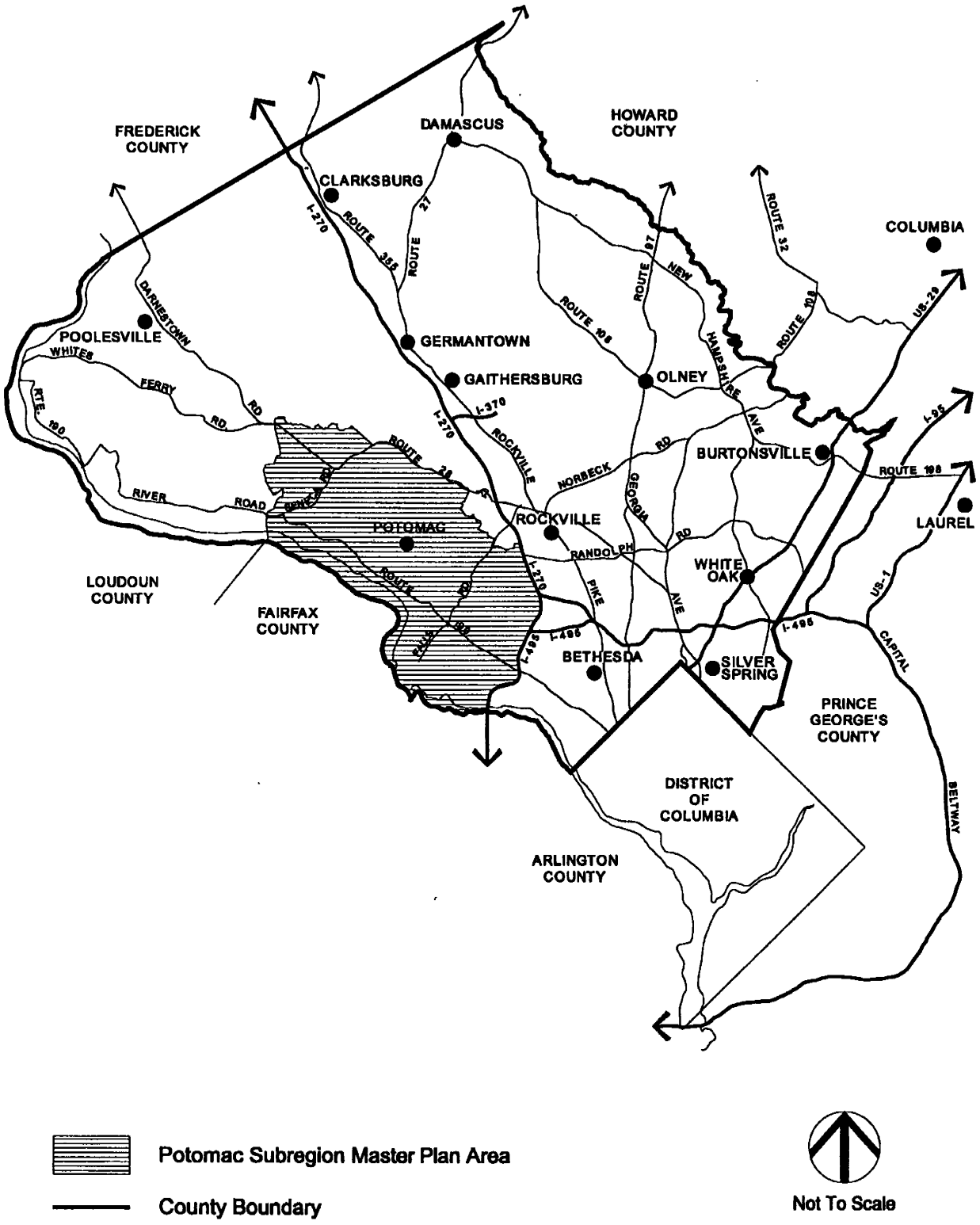
Seven Locks Road was a wagon road that became so well used that land owners petitioned the County to have it designated as a public thoroughfare. Other roads designated and improved in this fashion included South Glen Road, Kentsdale Drive, Tuckerman Lane, Bells Mill Road, and Brickyard Road.

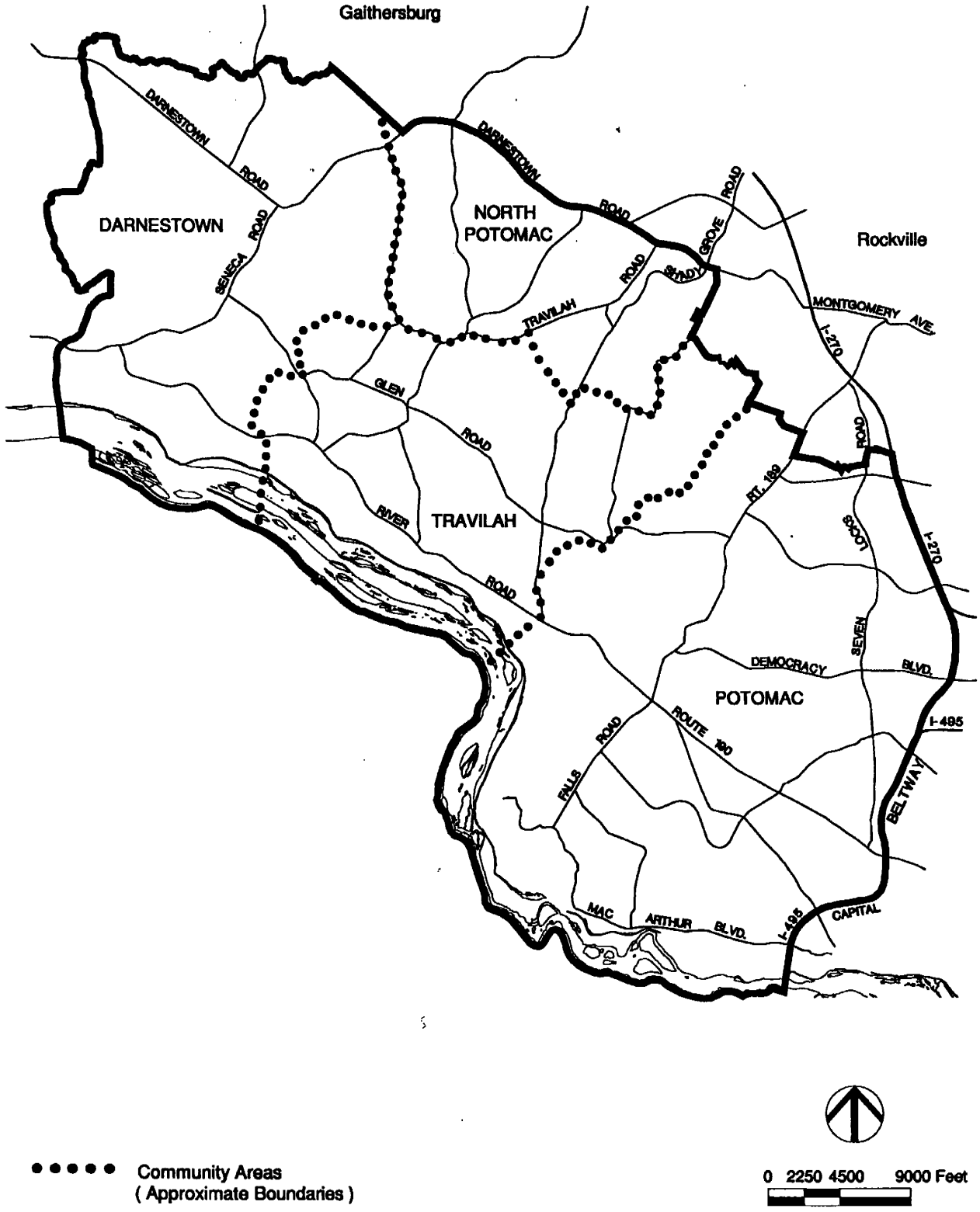
Other transportation improvements led to growth in Potomac. In 1828, President John Quincy Adams broke ground for the C&O Canal near Little Falls, and by 1831, there were approximately twenty miles of canal in use between Georgetown and Seneca. By 1850, the Canal extended to Cumberland. Fertilizer was imported by canal into the area to enrich the soil, and with easier access to markets, farms located near the canal began to prosper. By 1859, and despite competition from the railroad, the Canal was thriving, transporting grain, flour, coal, and farm produce.

Other industries in the area included stone quarrying. The Seneca Stone Quarry's distinctive reddish sandstone was mined from 1774 until 1900 and was used in the Smithsonian Institution building (now the Arts and Industries Building). Many of the lockhouses and most of the aqueducts along the Canal were also built of Seneca sandstone.

Regional Location

Map 1




Gaithersburg
DARNESTOWN ROAD
DARNESTOWN
SENECA ROAD
DARNESTOWN
NORTH POTOMAC
ROAD
GROVE ROAD
Rockville
SHADY ROAD
TRAVILAH ROAD
MONTGOMERY AVE.
I-270
GLEN ROAD
RT. 189
ROAD
RIVER ROAD
TRAVILAH
LOCKS
I-270
SEVEN
DEMOCRACY BLVD.
POTOMAC
I-495
ROUTE 190
FALLS ROAD
BELTWAY
MAC ARTHUR BLVD.
I-495
CAPITAL
Community Areas
(Approximate Boundaries)
0 2250 4500 9000 Feet

Construction of the Washington Aqueduct in the 1850s contributed to the area's growth. This project was designed to tap an abundant supply of clean water above Great Falls for use in the rapidly growing District of Columbia. A dam was built at Great Falls to divert water into a conduit which ran to reservoirs in the District. Not only did this project bring new workers to the area, it also improved access with the construction of Conduit Road above the piping system.

During the Civil War, area residents divided their loyalty between North and South. Darnestown was the scene of Civil War activity due to its strategic location near Potomac River crossings and its proximity to Washington. Some 18,000 Union troops were garrisoned in and around Darnestown in 1861, and in 1864, large numbers of both Union and Confederate troops moved through the area.

After the Civil War, the County's population increased, the Canal boosted the local economy, and the Great Falls aqueduct encouraged further development. When Civil War soldiers discovered gold, they envisioned another California Gold Rush. As word of the gold spread after the war, mines were established along Rock Run and the Canal. Although the success of the mines varied, they attracted newcomers to the area.

After emancipation, many African-Americans were able to buy land and establish relatively autonomous communities where they made their living as laborers for neighboring farms while providing food for their families on their own small farms. These communities included homesteads near Oaklyn Road, and in the Cropley community near Great Falls, where Angler's Inn now stands.

Through the 1930s, area farms and orchards were generally productive, but in the late 1940s and early 1950s, many farms between Potomac Village and Rockville were developed for housing. During the 1960s, development accelerated and Potomac experienced a rapid 287 percent population increase. These development trends have continued as Montgomery County has become more populated. In the past three decades, much of the farmland and woodland in the Potomac Subregion has been subdivided for residential use. Spreading suburbanization, the loss of agricultural open space, and the impact of roads and traffic on a formerly rural area present major challenges for the creation of communities and the preservation of historic and environmental resources.

Planning History of the Subregion

The first area Master Plan for the Potomac-Travilah and Vicinity Planning Area evolved from a 1965 sketch plan and culminated in an adopted Plan in December 1967.

The Plan treated Potomac and Travilah as a single planning unit with a predominantly low-density residential land use pattern. The commercial network was scaled to serve neighborhood retail activities, with Potomac Village as the focal point of this residential-commercial system. The Plan intended to serve regional and County needs for open space and low-density development and recommended several stream valley parks. Many of the Plan's recommendations were designed to preserve the area's rural-residential character.

In May 1980, the current *Potomac Subregion Plan* was adopted. It expanded the planning area to include areas to I-270/I-495 on the east, Seneca Creek on the west, and retained boundaries at Route 28 and the City of Rockville on the north and the Potomac to the south. Since its adoption, the Plan

has been amended six times. The first amendment (September 1982) implemented the recommendations of the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County* by designating receiving areas for Transferable Development Rights (TDRs). The second amendment (July 1984) designated the Avenel Farm as a TDR receiving area, as the site for an advanced water treatment plant, and as a private golf course. The third amendment (July 1984) established the right-of-way for a realigned Seven Locks Road and designated it as a principal secondary road linking River Road and Bradley Boulevard.

In January 1985, the *Approved and Adopted Gaithersburg Vicinity Master Plan* provided the fourth amendment by designating the Percontee/Traville property as the Conference Center Staging District of the Shady Grove West area. The Gaithersburg Plan noted "A Master Plan Amendment will determine recommendations for these areas." Those recommendations were provided in an amendment approved and adopted in July 1990. The fifth amendment (June 1986) designated criteria for the local retail commercial expansion in Potomac Village.

On March 1994, the sixth amendment added the 48-acre Rapley Tract to the Avenel Farm transferable development rights receiving area. Including the Rapley Tract in Avenel Farm ensured that future homeowners would have appropriate notice if construction of the advance wastewater treatment plant was proposed. The amendment also recommended changing the Rapley Tract's zoning to make it compatible with the surrounding area.

This Plan is also part of a hierarchy of plans. The Maryland Planning Act and the County's General Plan both address regional and local issues to ensure a consistent approach and broad policy guidance.

Maryland Planning Act of 1992

The *Potomac Subregion Master Plan* embraces and confirms the seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992. These seven visions are:

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

The Planning Act also requires local plans to address environmentally sensitive areas. The Potomac Subregion's 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes are addressed in the Environmental Resources Plan, which complies with the Planning Act and suggests protection strategies.

General Plan for Montgomery County

The comprehensive and strategic *General 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*, adopted by the Maryland-National Capital Park and Planning Commission in 1964.

The *General Plan*'s basic concept is a system of wedges and corridors, with employment and residential nodes concentrated in corridors served by rail, transit, and major highways.

The Potomac Subregion is composed of two geographic components defined by the General Plan: Suburban Communities, and the residential portion of the Wedge. The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* described the Suburban Communities as single-family subdivisions built on quarter- and half-acre lots. These communities contain few employment opportunities and few are anticipated. The Suburban Communities (such as North Potomac) tend to be separated from other neighborhoods, from transit, and from services.

Challenges for future community building in the Potomac Subregion's Suburban Community include: protecting environmentally sensitive areas, providing a sense of community identity, enhancing park and recreation links, and increasing transportation options.

The Wedge is divided into two distinct areas. The Agricultural Wedge is land delineated as the Agricultural Reserve in the 1980 *Functional Master Plan for the Preservation of Agriculture and Rural Open Space*. The Residential Wedge is defined as all Wedge areas outside the Agricultural Reserve.

In the Potomac Subregion, the Residential Wedge is located between the Potomac River, the Suburban Communities to the east and north, and the Agricultural Wedge to the west. The Residential Wedge in Potomac is characterized by predominantly two and five-acre residential areas such as Darnestown with occasional small-scale commercial uses serving the local community.

The future of the Residential Wedge contains many challenges. Some of the most important are: maintaining a low-density residential character, limiting rural centers, and protecting environmentally sensitive areas.

Population, Jobs, and Housing

During the past 30 years, the order of magnitude of population growth accommodated by Montgomery County has been extensive. Since 1970, the County's population has increased from 522,000 to 855,000, an increase of 11,000 per year, 213 per week, or 30 persons per day, an extraordinary growth rate. During this period, Potomac's population rose from 30,395 to 80,155. Significant societal changes have also occurred during these decades, leading for example, to more women in the workforce, fewer persons per household, and a gradual shift from one-car families to one vehicle per person of driving age. All of these factors contribute to either increased development or congestion without population growth.

It is illuminating to set Potomac's growth rate over the last decade in context with those for the County, State, and nation. Since 1990, the population increase in the United States, State of Maryland, Montgomery County, and Potomac has been 26 million, one-half million, 100,000, and 9,000 respectively. The percentage increases were 10.4, 10.3, 12.9, and 12.7 percent respectively, all approximately in the same range. Therefore, the growth of the County and Potomac was not significantly different from the State or nation as a whole. What is significant about the Potomac percentage increase in the 1990s (12.7 percent) is that it is a significant drop from the 1980s (47.1 percent) and the 1970s (59.2 percent).

It is anticipated that Potomac's rate of growth, already slowing, will drop even further during the next 20 years. The number of existing dwelling units in 1999 was 26,327, and the number of dwelling units forecast for 2020 is approximately 32,000. In 1999, jobs in Potomac numbered 15,576. The number of jobs forecast by 2020 is 23,000 with most new jobs anticipated at Traville and Fortune Parc.

ENVIRONMENTAL RESOURCES PLAN

This Plan addresses the following environmental topics and makes recommendations for each: forests, water resources, and wetlands. A description of individual watersheds precedes recommendations for conservation park acquisition. General recommendations regarding sewer service are then followed by detailed recommendations for the Glen Hills area, the Piney Branch Subwatershed, the Darnestown Triangle, Hanson Farms, sewage transmission and treatment facilities, and public water supply. The Environmental Resources Plan concludes with recommendations addressing air quality and noise, including a discussion of Shady Grove Road.

Introduction

The Potomac Subregion is rich in natural resources, many of which are protected in park land. Potomac's physical character has been shaped by distinctive ecosystems such as wetlands, steep slopes along stream valleys, rock outcrops, and meadow-like environments on farm land and large estate lots. Within these systems exist a variety of plant and animal species, some uniquely adapted to specific habitats and highly sensitive to disturbance.

The 1980 Potomac Master Plan recognized the Subregion's unique environmental resources and relied primarily on low-density residential zoning, private and common open space, and park land acquisition to protect the area's sensitive natural resources. This approach has been effective in several subdivisions such as Merry-Go-Round Farms and the Palisades. However, with increasing demand for homes in the area and recent development and redevelopment trends, especially where public (community) sewer service is provided, this strategy has not been effective in achieving environmental goals. Average home and garage sizes have doubled in many locations with many properties also featuring large patios, circular driveways, pools, and tennis courts, markedly increasing the amount of impervious surface per lot.

The primary challenge in the Subregion is to maintain environmental integrity in light of these development trends. The Subregion's natural resources–forests, floodplains, wetlands, and stream valleys–benefit the entire region and their protection is critical.

Background

Montgomery County is situated in a transition zone between the Coastal Plain and Piedmont physiographic regions, and between vegetation zones with northern and southern affinities. It is bounded on the south by the Potomac River, one of the major eastern pathways for natural plant migrations between the Appalachian Mountains and the Atlantic Coast. These factors, coupled with a unique geology, originally gave the County one of the more diverse native floras in the state of Maryland. Only scattered remnants remain of the forests that once blanketed the County. The fragments of natural vegetation that have survived often support plant species now considered to be rare, threatened, or endangered. Most of the remaining rare species are restricted to a narrow strip of remnant forests along the Potomac and on a few undeveloped areas of serpentinite outcrop located in the Greenbriar Branch subwatershed.

The Subregion covers portions of three watersheds, all draining south to the Potomac River. The more northern areas along MD 28 and the cities of Rockville and Gaithersburg have a gently sloped topography that transitions to low-density developments on steeply sloped land to the south, especially in the stream valleys approaching the Potomac River. Great Falls is typical of the deeply-incised topography in the lower Potomac Subregion.

Watts Branch, Muddy Branch, and Great Seneca Creek drain into the Potomac River at points up-stream of raw water in-takes of the filtration plants that supply suburban Maryland and the District of Columbia with drinking water, leaving little time, especially during low flows, for aquatic systems to assimilate and mitigate effects of urban development. For this reason, protecting water quality in the Subregion is of the highest priority.

A unique natural resource in the Subregion is the two thousand acre outcrop of serpentinite rock that creates very shallow soils and extreme mineral conditions. Where soils exist, they are inhospitable to typical plant life, creating unique habitats for rare, threatened, and endangered species suited to these harsh conditions. This impervious rock at shallow depths inhibits foundation and infrastructure construction, and severely limits septic systems. The serpentinite rock is also mined by the Rockville Crushed Stone Quarry.

Forest Resources

Almost one quarter of the Potomac Subregion is forested. Of the estimated 11,000 acres of forest, almost 80 percent is dominated by deciduous species. The remaining forest area is about eight percent mixed deciduous/coniferous forest, seven percent successional woodlands, and three percent of pure coniferous forest. The tulip poplar association is the predominant forest type and major tree species include tulip poplar, red oak, white oak, red maple, sycamore, and eastern red cedar. Seneca Creek State Park contains several rare stands of hemlock. Because of park acquisition patterns and difficult topography, most of the Subregion's undeveloped forest areas are along the Potomac River and tributary stream valleys.

Much of the forest is contained within large blocks, generally consisting of at least 100 acres or with a riparian width of at least 300 feet. Blockhouse Point Conservation Area, portions of the Watts Branch and Lower Seneca watersheds, and areas directly adjacent to the Potomac River contain some of the largest blocks of forest. These unfragmented tracts are suitable habitat for forest interior-dwelling bird species and their protection is crucial. For example, the bald eagle requires a combination of large forested areas and river access for survival. The many bald eagles that nest along the Potomac's shores provide evidence of success in protecting these ecosystems.

Forest Recommendations

- **Preserve priority reforestation areas (see Foldout Map E). These areas are primarily within stream valleys, but connections between forest tracts should also be preserved.**

- **Preserve properties containing forested areas (see Foldout Map F) to prevent fragmentation or to maintain stream valley buffers. This may be accomplished under the current zoning, where it allows clustering of homes away from sensitive areas.**

- **Preserve mature, high quality deciduous forest on the southwest corner of the Fortune Parc site and on the steep slopes along Seven Locks Road.**

Water Resources

Protecting the Subregion's water resources is critical. The area contains several exceptionally healthy aquatic ecosystems. In addition, the Watts Branch drains to the Potomac River just north and upstream of the WSSC Potomac Water Filtration Plant, directly affecting raw water quality. County and statewide efforts to improve water quality in tributaries have influenced the general approach to water resource protection in the subregion. Local initiatives have also addressed water resources issues at specific locations. These efforts include the 1983 Chesapeake Bay Agreement, the 1992 State Planning Act, and the 1997 Smart Growth Act.

The County has undertaken a number of measures to protect water quality. The 1997 *Countywide Stream Protection Strategy* (CSPS) evaluated water quality conditions throughout the County, placing each subwatershed in a management category with corresponding tools to address varying stream conditions. Watersheds in the Subregion ranged from good to poor. Generally, water quality improves moving away from dense development in the east and north toward the more rural west and south.

The 1967 *Master Plan for Potomac-Travilah and Vicinity* defined some of the Subregion's stream valleys. One of the most significant results of the Plan's recommendations was park acquisition to protect stream valleys along the Watts Branch and Muddy Branch. The Plan targeted the most environmentally sensitive areas–steep slopes leading down to riparian areas of wetlands and floodplains. Although these areas are now park land, population growth and demand for sewer lines, drainage easements, trails, and other recreational developments have compromised the integrity of some of these sensitive areas. In the Watts Branch, where park land along the stream valley is relatively narrow, these impacts are particularly noticeable. Furthermore, ecologically significant tributaries of the mainstem streams, particularly the Greenbriar and Piney branches, have very little associated park land, although the Greenbriar Branch is home to many rare, threatened, and endangered species. The Piney Branch, a special protection area for the enhancement or protection of water quality, also has relatively little associated park land, although stream buffers in recent developments have been set aside in forest conservation easements.

Wetland Resources

There are about 8,000 acres of wetlands in the Subregion, mostly associated with the Potomac River and its tributary floodplains. Approximately 34 percent of the Subregion's wetlands are forested. The remainder are either emergent shrub, emergent shrub riparian, or open water wetlands. Wetlands of statewide value include the Great Falls floodplain, the Great Falls National Heritage Area, and the Violettes Lock floodplain. Many of the most important wetlands in the Subregion are located within

park land, affording some measure of protection. However, wetlands throughout the developed portions of the Subregion have been adversely affected by streambank erosion, tree loss, and sedimentation. Utilities, drainage easements, and paved trails also create adverse impacts, even in park land. These impacts often impair a wetland's function to buffer streams, adversely affecting stream water quality.

Unusual Ecosystems and Rare Plants

More than any Maryland county, Montgomery County hosts plant species now considered to be rare, threatened, or endangered (RTE). The Subregion is home to many of these RTEs because of unique habitats and the large tracts of forest primarily located in stream valley parks. Many RTE species are found along the Potomac River, especially in the Great Falls section of the Chesapeake & Ohio Canal National Historical Park. They are protected by the undisturbed park land along the river and its adjacent tributaries. The Potomac River valley has been a historical migratory route for plants and animals, fostering strong biodiversity.

The Greenbriar Branch watershed is another major site for RTE species. (See Table 1.) The unique habitat here is due to serpentinite rock that underlies the area and supports species that have adapted to harsh conditions or rely on those species for sustenance. This ecosystem is rare, both in the County and nationwide. Other areas of locally significant habitat include parts of Cabin John Regional Park, the Blockhouse Point Conservation Park, and the Buck Branch, Watts Branch, and Muddy Branch, all of which are stream valley parks.

The following are general recommendations for the protection of water resources. Detailed recommendations follow by watershed area.

General Water Resources and Wetland Recommendations

- **Protect the function and value of stream buffers by placing storm water management and sediment and erosion control measures outside the stream buffer areas.**

- **Maintain and protect existing stream buffer forest and supplement the existing riparian forest by replanting any unforested buffer.**

- **Support efforts to provide more stringent County inspection programs for development sites, and inspection and maintenance programs for storm water management facilities.**

- **Support efforts to identify and implement storm water management and stream restoration projects in a timely manner to improve water quality and aquatic habitat in streams exhibiting deteriorating conditions.**

- **Encourage development clustering to protect environmentally sensitive areas. If applicable, development sites should provide forested stream buffers and open space to protect natural resources.**

- **During plan review, consider incorporating site design features that will protect water resources, including dumpster container design and inlet design that will keep litter from entering the storm water facility, and using landscape medians for stormwater treatment and control.**

- **Incorporate site design features to preserve the acreage and functions of existing priority wetlands if redevelopment of private golf courses is proposed.**

- **Support efforts to implement best management practices as part of agricultural uses and activities.**

Table 1

State Listed Plants on the Miller and Smith/Pepco and Lower Greenbriar Properties

Latin Name	Common Name	State Rank	State Status	Location
Carex hirtifolia	Pubescent sedge	S-3	Watchlist	Miller & Smith
Gentiana villosa	Striped Gentian	S-1	Endangered	Both
Krigia dandelion	Potato Dandelion	S-1	Endangered	Both
Amelanchier spicata	Running Juneberry	S-2	Rare	Lower Greenbriar
Melica mutica	Narrow Melic Grass	S-1	Threatened	Both
Myosotis macrosperma	Large-seeded Forget-me-not	S-2/3	Rare/Watchlist	Lower Greenbriar
Stenanthium gramineum	Featherbells	S-1	Threatened	Miller & Smith
Dirca palustris	Leatherwood	S-2	Threatened	Miller & Smith
Scutellaria leonardii	Leonard's Skullcap	S-2	Threatened	Both
Calystegia spithamaea	Low Bindweed	S-2	Rare	Lower Greenbriar
Castanea dentata	American Chestnut	S-2/3	Rare/Watchlist	Miller & Smith
Scirpus verecundus	Bashful Bulrush	S-2/3	Rare/Watchlist	Miller & Smith
Asclepias verticillata	Whorled Milkweed	S-3	Watchlist	Lower Greenbriar
Aster infirmus	Cornel-leaf Aster	S-3	Watchlist	Both
Coreopsis verticilillata	Whorled Coreopsis	S-3	Watchlist	Both
Eleocharis engelmannii	Engelmann's Spikerush	S-3	Watchlist	Pepco
Eupatorium altissimum	Tall Thoroughwort	S-3	Watchlist	Pepco
Galium concinnum	Shining Bedstraw	S-3	Watchlist	Lower Greenbriar
Isoetes engelmannii	Appalachian Quillwort	S-3	Watchlist	Miller & Smith
Lespedeza violacea	Violet Bushclover	S-3	Watchlist	Pepco
Myosotis verna	Spring Forget-me-not	S-3	Watchlist	Miller & Smith
Phyllanthus caroliniensis	Carolina Leaf-flower	S-3	Watchlist	Miller & Smith
Senecio pauperculus	Balsam Ragwort	S-3	Watchlist	Both

Watersheds and Stream Valleys

Each watershed in the Subregion differs in character and will be uniquely affected by land use decisions. Even within the watersheds, smaller subwatersheds vary in terms of water quality and quantity, plant and animal species, quality of habitat, and levels of impact from development.

Rock Run is the only watershed entirely contained within the Subregion. The headwaters of both Muddy Branch and Watts Branch are located north and east of the Subregion, although substantial portions of the watersheds are within it. The watershed of Cabin John Creek also extends outside the Subregion. The Seneca Creek watershed is much more extensive than the others, and only the Lower Seneca portion is within the Subregion.

Although the watersheds vary, they share some similar characteristics. For the most part, the tributary headwaters lie within developed areas, which can have significant deleterious impacts on the quality of the water and habitat downstream. However, as the tributaries approach their confluence with the Potomac, they are surrounded by low-density development, steep slopes, and broad floodplains. This, together with public ownership of the stream valleys, helps mitigate some of the adverse conditions stemming from development in the headwaters.

The following sections evaluate individual watersheds and subwatersheds using water quality as an indicator of overall environmental health and to establish the relative importance of these areas and the effects of land use decisions.

Watts Branch Watershed

Watts Branch has the highest concentration of unique environmental features in the Subregion. Although Watts Branch watershed has its headwaters outside the Subregion, it has three significant tributaries–Piney Branch, Greenbriar Branch, and Sandy Branch–that are large, highly sensitive, and whose headwaters lie entirely within the Subregion. Water quality in Watts Branch is generally fair with the exception of two subsheds in Piney Branch and Lower Sandy Branch which have good water quality. A serpentinite outcrop supports a delicate hydrology and unique botanical community. The lower mainstem has a rich species diversity and extremely steep slopes to the Potomac River. The Piney Branch subwatershed is a Special Protection Area (SPA) due to unusually good water quality, a fragile ecosystem, and susceptibility to development pressures. Other notable features in Watts Branch watershed are the Stoney Creek subwatershed, with the highest water quality in the Subregion; the Rockville Crushed Stone Quarry, a one half square mile pit, over 400 feet deep; The Glen, the confluence area of Kilgour Branch with the Watts Branch mainstem where Glen, South Glen, and Glen Mill Roads come together at a one-lane bridge; and the WSSC's Potomac Water Filtration Plant, the drinking water source for approximately one million people in the Washington region.

Piney Branch Subwatershed

Montgomery County designated the Piney Branch subwatershed as an SPA due to its unusually high water quality, fragile ecosystem, and the existing and proposed high-density development (including

mixed uses and TDR receiving areas) planned for the headwaters. The lower Piney Branch remains in medium- to low-density residential zoning despite heavy development pressures. Sewer connections in the Piney Branch are guided by the Restricted Access Policy (RAP), which considers adjacency to the Piney Branch trunk sewer, property location in a TDR receiving area, and public health in allowing sewer hook-ups.

Greenbriar Branch Watershed

The Greenbriar Branch watershed contains some of the County's most unique and sensitive habitat, focused on the large serpentinite rock outcrop underlying the entire upper portion of the watershed. This monolith creates an inhospitable environment for most native vegetation. The soils tend to be very shallow, stunting tree growth. The thin layer of soil has little capacity for water storage and tends to create xeric conditions during dry seasons and poorly drained conditions when the weather is wet. The soils are derived from the unusual underlying geology and have high concentrations of naturally occurring heavy metals and an absence of nutrients.

This rock outcrop also affects the nature of stream. Numerous seeps and springs feed into stream channels that are often shallow and wide as surface drainage works its way along impermeable rock. Wide braided stream systems exist in several areas. This, together with the shallow soil, creates harsh conditions that have fostered a globally rare botanical community of over forty unusual species. Twenty-two of these species are rare in Maryland, and seven are classified by the state as threatened or endangered. Four of these species are found in fewer than five other locations statewide.

Past construction experience on this outcrop—Piney Glen Village, Mills Property, and Palatine–has shown that extensive blasting, grading, and filling is needed for development. The result has been a severely altered hydrologic regime and landscape, with massive die-back of remaining vegetation, even in undisturbed areas. Recovery of native vegetation or survival of landscaping is minimal without significant soil amendments and watering. Of the 2,200 acres on the outcrop, less than 500 remain undeveloped. Of these, only about 370 acres remain in an unfragmented natural condition capable of supporting a viable ecosystem.

Even though this area is geographically small in comparison with other important natural environmental areas in Maryland, it comprises a significant remnant of unique habitat within a single watershed, and its preservation in viable tracts is critical.

Muddy Branch Watershed

The Muddy Branch watershed is a mix of urbanized areas in and around the headwaters, and suburban and rural areas to the south and west. Park land, small farms, and large-lot residential development typify the watershed within the Subregion, though somewhat more urbanized development occurs along the Subregion's northern boundary at Route 28. Sensitive areas within the Muddy Branch watershed occur primarily in the stream valleys, many of which are protected by park land. Water quality in the Muddy Branch watershed is fair in the northern more urbanized reaches, and improves as it nears the Potomac River.

Hanson Farms

Hanson Farms presents several opportunities for environmental protection since it is adjacent to the Muddy Branch Stream Valley Park and the sewer main located there. Widening the stream valley park will help protect forested areas large enough to sustain interior forest habitat and will allow trails to be placed outside of the broad floodplain and on pre-existing farm roads. The wetlands located on Hanson Farms, mostly associated with the tributaries to Muddy Branch, have been identified as having a high functional value. Standard method development would subdivide the entire parcel with large lot development, but clustering homes on the higher, flatter areas of the property, closer to Quince Orchard and Travilah Roads, would preserve the lower, steeper, more sensitive areas adjacent to Muddy Branch Stream Valley Park.

Lower Seneca Creek Watershed

Nine square miles of this watershed are within the Subregion. The watershed is characterized by a rural landscape consisting primarily of farm land, woodlands, and some large-lot residential development. Most of the stream valley is contained within Seneca Creek State Park and is mature upland or floodplain forest. Because of the largely undeveloped character of the area, the Lower Seneca watershed contains forest areas, many of which support forest interior-dwelling bird species. Sensitive areas typically are contained within park land.

Hookers Branch Subwatershed

The Hookers Branch portion of this watershed has been identified as having exceptional headwater wetlands and in-stream habitat, large blocks of mature forest, and few intrusions of roads or utilities. A diabase seam (linear rock outcrop) has been identified along a portion of the Left Fork of Hookers Branch. Diabase can be an indicator of rare plant habitat and at least one rare plant has been identified in this location.

Rock Run Watershed

The Rock Run watershed is the only watershed contained entirely within the Subregion. Near its headwaters lies Potomac Village, a major commercial area. However, the rest of the watershed is generally characterized by low-density, large lot residential development and steep, wooded stream valleys. As in nearly all the other watersheds in the Subregion, most of the sensitive areas in the Rock Run watershed occur along the stream valleys. Only a small portion of these areas are protected by park land.

Cabin John Creek Watershed

The Cabin John Creek watershed is the most urbanized of the Subregion. Surrounding development includes high-density commercial and office uses, and residential uses in a range of densities. Virtually all the development in this watershed is served by community sewerage systems. Cabin John Regional Park is located along the mainstem of the creek. In addition to the typical hiking and

wildlife observation activities associated with stream valley parks, the Cabin John Park includes baseball, volleyball, soccer, tennis, ice skating, picnicking, and camping facilities.

Intense development has created 20 percent imperviousness in almost two thirds of the watershed. As a result, the base flow in the creek is lower than normal and flows during storms are much greater. These variances in flow, along with the amount of pollutants and sediment that are washed into the creek from hard surfaces, contribute to degraded water and habitat quality, including a highly eroded stream channel.

Two subwatersheds within the planning area, in the vicinity of Gainsborough Road, and I-270, have poor stream quality and high levels of erosion. Uncontrolled storm water runoff and channelization have resulted in significant impacts. The remaining subwatersheds along the western side of the mainstem have good stream condition, and generally have less dense development with more storm water runoff controls. The mainstem itself is classified as fair and is surrounded by high quality forest buffers.

Watershed and Stream Valley Recommendations (See Foldout Map C)

- **Acquire by dedication the forested riparian area and unique geologic formation (diabase seam) along the left fork of Hookers Branch tributary.**

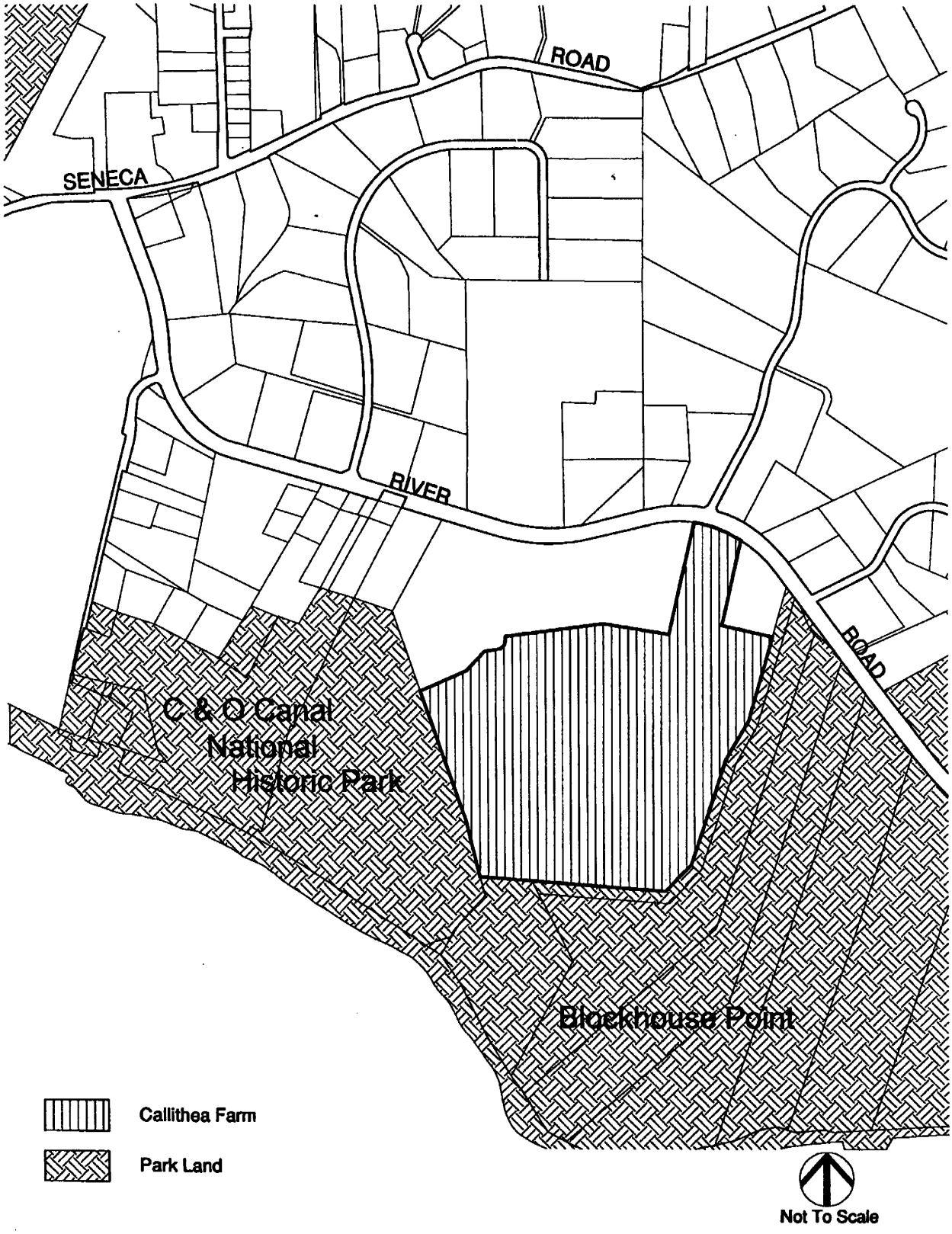
- **Acquire the 7.74-acre Cahoon property, an area of steep slopes west of Glen and Glen Mill Roads. This property is almost surrounded by park land and would be a significant and important addition to the Watts Branch Stream Valley Park.**

- **Acquire the vacant school site, parcel P160, along the mainstem of Piney Branch and adjacent to Circle Drive as a conservation addition to the Glen Hills Local Park to protect scarce and important forest areas along this tributary.**

The first two of the following recommendations are for the Greenbriar Branch and are intended to preserve residual serpentinite area and their rare and unusual ecosystems in a natural, viable, and sustainable state rather than as scattered fragments. These sites comprise one of the few remaining serpentine barren ecosystems in the County and State, hosting twenty-three rare plants, seven of which are listed as threatened or endangered. The two sites also feature many non-listed plants that are unusual for this general area, but typical for this ecosystem. Developing a management plan for this area and the associated rare and endangered species is an essential part of conservation.

The properties listed below are recommended for parkland (or conservation easements when acquisition or dedication is not possible). The primary purpose of most of these recommendations is conservation; however a few of these sites offer the potential for recreational opportunities such as trails or ballfields. Each site added to the park system should be evaluated for potential recreational opportunities.

Callithea Farm **Map 3**



- **Acquire the Miller & Smith (Pepco) property (258 acres) as conservation park land.**

- **Acquire by dedication significant portions of the Tipton tributary properties in the lower Greenbriar Branch as conservation park land. These properties include the Tipton, Piney Grove, Weihe, and Semmes properties. Priorities include the Greenbriar Branch mainstem riparian areas along with the forested area west of the gas line easement.**

- **Acquire by dedication portions of the Hanson Farm along the border of Muddy Branch Stream Valley Park, including the northern corner where a trail connection is desirable and where the mainstem is close to the property line.**

- **Protect the riparian area along the Turkey Foot tributary of Muddy Branch through acquisition, dedication or conservation easement.**

- **Acquire forested property (parcel 170) adjacent to Muddy Branch Stream Valley Park land at the end of Cervantes Avenue and with access from Esworthy Road.**

- **Acquire property south of Esworthy Road (parcel 121), surrounded by the Muddy Branch Stream Valley Park.**

- **Acquire the surplus school site located inside the bend on Brickyard Road to protect scarce forested land in this densely developed area.**

- **Designate the 97-acre Callithea Farm (Figure 3) bordering Blockhouse Point and the Chesapeake & Ohio Canal National Historical Park as park land that will include a publicly owned horse farm.**

- **Explore designation of part of Gokturk Woods, on Berryville Road in Seneca Village, as a neighborhood conservation area.**

Sewer Service Policies

A critical policy related to water quality is the provision of community sewer service. Providing community sewer service to relieve failed septic systems minimizes groundwater contamination. However, the provision of community sewer service can damage the environment and water resources by facilitating development to the maximum zoning density. Extensions along stream valleys can also create habitat disturbance, threatening species survival, and can adversely affect the natural hydrologic system due to wetland fragmentation. Once sewer lines are in place, their structural integrity may deteriorate over time, resulting in sewage leaks and further disturbance to the ecosystem. This is particularly troublesome where eroding or shifting stream channels expose sewer mains and manholes, leaving them more susceptible to damage.

In general, the County's water and sewer policies allow the provision of sewer service only to those areas zoned for moderate to dense development (i.e., greater than or equal to one unit per 20,000

square feet). However, at the recommendation of the 1980 Master Plan, sewer service has been provided to some areas zoned for one- and two-acre lots, creating both a policy dilemma and, in some cases, environmental damage. Typically, low zoning densities (such as RE-1 and RE-2) are used to protect the natural environment by minimizing development impacts. Low and, in some cases medium, density areas (such as R-200) are dependent on septic suitability, often resulting in actual development yields well below the maximum allowed by zoning. Extending sewer lines into these areas has the potential to allow development density at or near the zoned maximum, to disrupt the environment and to provide rationale for further extensions and greater density. One of the greatest challenges facing the Potomac Subregion and this Master Plan has been to develop compatible land use and sewer service recommendations which protect the Subregion's environmental quality. The section addressing sewerage systems provides detailed recommendations regarding these sewer service issues.

Community sewer service in the Subregion is provided through trunk lines which parallel most of the major tributaries. These trunk mains drain to the Potomac Interceptor, a large sewer line that parallels the Potomac River and conveys sewage to the Blue Plains Treatment Plant in the District of Columbia.

The County's policies on the provision of community sewer service are governed by the *Water and Sewer Plan*, the County's *General Plan*, master plans, the State's Smart Growth policies, and other policy documents. Master plans recommend where sewer service is to be provided, generally in areas of dense development, consistent with *Water and Sewer Plan* policies. The *1980 Potomac Subregion Master Plan* is one of the County's few master plans recommending sewer service for zones such as RE-1 and RE-2, an exception to the general policies for sewer extension. The County Council has asked that as part of the Potomac master plan update, the Planning Board study the effects of sewer service in these areas on land use, infrastructure, the environment, and budget.

Low-Density Areas

In part, the 1980 Potomac Master Plan's intent was to use community sewer service to take maximum advantage of the allowed density in lower-density zones such RE-1 and RE-2 where it was appropriate. Much of the undeveloped area zoned RE-1 and RE-2 was placed in master plan sewer stage IV where the provision of community sewer service was evaluated case-by-case on the basis of logical, economical, and environmentally acceptable service. Twenty years later, a comprehensive evaluation indicates that providing community sewer service to areas zoned for one-and two-acre development, and contrary to smart growth policies, has undermined the environmental emphasis of zoning areas for low-density development, especially where septic suitability is marginal. With increasing demand for homes and recent development and redevelopment trends, especially where sewer service is provided, this exception to the general sewer service policy is no longer effective. Much of the remaining undeveloped RE-1 and RE-2 land is beset by environmental constraints limiting development potential without sewer.

Under the prior master plan, the Subregion has experienced substantial provision of community sewer service to lower-density areas. Because of this, and because the County considered the approvals for much of this service on a case-by-case basis, the current Potomac community sewer

envelope is irregular, established by demand rather than by plan. Voids within the envelope and irregular boundaries along its perimeter abound. Although this Master Plan generally recommends against the continued provision of community sewer service to low-density (RE-1 and RE-2) areas, it does support limited approvals for community sewer service for the low-density areas within the envelope and along its currently-established edge. The focus of this limited service and expansion should be on properties which already abut existing or proposed mains and on properties which can be served by sewer extensions within public rights-of-way. Main extensions that would disrupt streams and their undisturbed buffer areas should be avoided. Any approvals granted along the currently-established edge should not be cited as justification for expanding the sewer service envelope beyond the limits recommended in this Plan.

Sewer Service Recommendations

- **Provide community sewer service in the Subregion generally in conformance with *Water and Sewer Plan* service policies. This will generally exclude areas zoned for low-density development (RE-1, RE-2, and RC) not already approved for service from further extension of community service.**

- **Allow for the limited provision of community sewer service for areas zoned RE-1 and RE-2 within and at the periphery of the proposed sewer service envelope. (See Foldout Map D.) Exclude from this peripheral service policy properties adjacent to and in the vicinity of the Palatine subdivision and the lower Greenbriar Branch properties, and all properties within the Piney Branch Subwatershed, the Darnestown Triangle, and the Glen Hills Area (until completion of the study described on page 24, which will evaluate whether this exclusion should continue in the future). Emphasize the construction of sewer extensions, if needed, along roads rather than through stream valleys.**

- **Help to protect water quality in the Stoney Creek subwatershed of Watts Branch by requiring that sewer main extensions to serve the few properties approved for community service be located along River and Stoney Creek Roads, rather than along the stream valley.**

- **Deny the provision of community sewer service to the areas zoned R-200 near the intersection of River and Seneca Roads.**

Glen Hills Area

The Glen Hills area consists of several established subdivisions with lots generally at least one acre in size. Most of the lots were established in the 1950's and 60's using septic systems. At that time, septic standards did not include septic buffers, water table testing, multiple depth testing, and the consideration of fractured rock. The Department of Permitting Services (MCDPS) has raised concerns about the periodic septic failures which occur in the neighborhood because subsurface conditions often do not allow for replacement systems which satisfy current septic regulations. This Plan supports a study of the septic failures in Glen Hills to develop the measures necessary to ensure

the long-term sustainability of septic service for new home construction and existing home renovations, and to address the need for limited sewer extensions if needed. This study, conducted in conjunction with the citizens of this area and the appropriate public agencies, shall include the following elements:

- Delineation and possible reasons for known septic failures.
- Groundwater testing if needed.
- Preparation of a logical and systematic plan for providing community sewer service if needed.
- Emphasis on extension of sewer mains within public right-of-way rather than within stream valleys.
- An evaluation and recommendation of the abutting mains policy for this area.
- Exclusion of properties that are environmentally sensitive and cannot be developed in conformance with established environmental guidelines.

This Plan recommends restricting further sewer extensions in Glen Hills to those needed to relieve documented public health problems resulting from failed septic systems. New sewer main extensions needed to relieve public health problems will be evaluated on a case-by-case basis for logical, economical, and environmentally sensitive extensions of service, with an emphasis on locating main extensions along public right-of-way, rather than stream valleys. Because of the concern that the sewer envelope will expand inappropriately, the abutting mains policy should be deferred subject to the results of the Glen Hills study.

Glen Hills Recommendation

- **Conduct a study described above of the Glen Hills area. Based on the results of that study develop a policy outlining the measures needed to ensure the long-term sustainability of septic service for new home construction and existing home renovations, minimizing the need for future sewer service extensions. Under this policy the sole basis for providing new sewer service would be well-documented septic failures where extension could be provided consistent with results of the study and in a logical, economical, and environmentally acceptable manner. Until a policy is developed, restrict further sewer service extensions in Glen Hills to properties with documented public health problems resulting from septic system failures.**

Piney Branch Subwatershed

The Piney Branch subwatershed presents a specific sewer service issue. Shallow bedrock and poor percolation rates severely limit development potential in the Piney Branch, Sandy Branch, and Greenbriar Branch basins unless sewer service is provided. However, these areas tend to have fragile or rare plant and animal communities as well as good water quality. The Piney Branch Trunk Sewer was constructed to serve development generated by TDRs in the upper subwatershed in North Potomac. Concerned over the potential environmental damage that could result from increased development density due to the availability of community sewer service along the rest of Piney Branch, the Council adopted a restricted sewer access policy for the subwatershed. This restricted

sewer service policy supercedes both the *Water and Sewer Plan's* countywide sewer service policies and the master plan's general sewer service recommendations. Introduced into the *Water and Sewer Plan* in 1991, the policy establishes specific conditions that properties within the Piney Branch subwatershed must satisfy for the provision of community sewer service.

This Plan supports the restricted sewer access policy, but with three modifications. Two of these modifications will allow the County to consider the provision of community sewer service to all properties in the upper part of the watershed which were intended as part of the 1980 Master Plan sewer service area, designated as master plan sewer stages I and II. The current policy unintentionally prevents some of these properties from receiving service, even in cases where sewer mains abut the sites. The modifications will also allow single home sewer hookups within the Piney Branch watershed for existing lots that abut and predate an existing sewer main.

The third modification would allow public sewer service, with a pressure system, for four parcels at the southeast quadrant of Boswell Lane and Piney Meetinghouse Road in the west Piney subwatershed. (See Land Use and Zoning Plan - PMH Joint Venture, Fling, and Casey Properties.)

Piney Branch Subwatershed Recommendations

- **Confirm the existing restricted access sewer policy in the *Comprehensive Water Supply and Sewerage Systems Plan* for the subwatershed with three exceptions:**
    - **Amend Piney Branch Restricted Access Policy to allow single home sewer hookups in the Piney Branch subwatershed for existing lots that abut and predate an existing sewer main. This exception is for single houses only and shall not be used to allow for multiple sewer hookups for subdivision/resubdivision of existing properties.**
    - **Former Stage I and II Properties – Provide sewer to former sewer Stage I and II properties that were not TDR receiving areas and therefore not generally eligible for community sewer service. These properties are now enclaves in the existing sewer envelope among the moderate- and high-density development in northern Piney Branch.**
    - **Provide public sewer service in the RE-2C Zone for a cluster development at the southeast quadrant of Boswell Lane and Piney Meetinghouse Road. (See Land Use and Zoning Plan - PMH Joint Venture, Fling, and Casey Properties.)**

Darnestown Triangle

The Darnestown Triangle area is formed by Darnestown Road (MD 28), Turkey Foot Road, and Jones Lane. Although zoned R-200, the 1980 Master Plan recommended that it remain served by septic systems rather than by community sewerage systems. The recommendation was intended to yield a variety of lot sizes based on suitability for septic systems. This Plan reconfirms the recommendations in the 1980 Plan to retain R- 200 zoning without community sewer. (See Land Use section.)

Darnestown Triangle Recommendation

- **Public sewer service should not be extended to this area except as is technically and economically feasible to relieve any public health threat due to failing septic systems.**

Hanson Farms

To support opportunities for environmental protection in the Muddy Branch watershed, this Plan recommends rezoning the Hanson Farms site for the planned development, PD-2 Zone, instead of the current RE-2, (see Land Use recommendations). Cluster development for this site will necessitate the provision of community sewer service. The provision of community sewer service to this site is not intended to open up service to nearby areas zoned for standard two-acre development.

Hanson Farms Recommendation

- **Provide community sewer service on the Hanson Farm only if development is clustered away from environmentally sensitive features and if an emphasis is placed on minimizing wetland disturbance caused by sewer main construction.**

Sewage Transmission and Treatment Facilities

The Rock Run Waste Water Treatment Plant was planned in the 1970s to accommodate projected growth in the central and western parts of the County. It was intended to withdraw and treat approximately 20 million gallons per day (mgd) of sewage from the Potomac Interceptor, and discharge the effluent to the Potomac River below Little Falls. This would avoid exceeding agreed transmission capacity limits in the Potomac Interceptor and treatment capacity limits at the Blue Plains Treatment Plant. Since then, the County has planned for the expansion of the Seneca Creek Wastewater Treatment Plant, which will treat much of the effluent that the Rock Run facility would have treated, thus postponing the need for the treatment plant. At the request of the County, the WSSC will perform an update of the *1993-94 Strategic Sewerage Study* to better evaluate the effect of recent sewage transmission and treatment decisions and trends, such as the expansion of the Seneca plant, to better evaluate the need for and timing of additional facilities such as the Rock Run plant.

The Seneca Waste Water Treatment Plant's capacity is being expanded from five mgd to 20 mgd with potential for expansion to 26 mgd. The higher discharge rate to Seneca Creek (upstream of the Potomac Subregion) of this modernized treatment plant is expected to generate treated effluent that meets or exceeds federal and State NPDES requirements.

The WSSC projects that two of the Subregion's major sewer trunk lines in the Muddy Branch and Cabin John watersheds will reach capacity during the life of this Plan. Although the WSSC will need upgrades to these trunk sewers to accommodate increased flows, it is not expected to involve work beyond what would be undertaken as part of routine maintenance.

Sewage Transmission and Treatment Recommendation

- **Continue monitoring the mainstem of Seneca Creek concurrent with the operation and expansion of the Seneca Creek Wastewater Treatment Plant.**

Public Water Supply

Community water service is widely available throughout the eastern and north- and south-central parts of the master plan area. However, some areas within the community water service envelope continue to use individual wells.

The WSSC provides community water service to the master plan area primarily from its Potomac Water Filtration Plant located on River Road just east of Stoney Creek Road. The WSSC draws raw water from the Potomac River just below its confluence with Watts Branch. This water is treated at the plant and delivered to both Montgomery and Prince George's Counties. The City of Rockville, the Washington Aqueduct Division of the U.S. Army Corps of Engineers (supplying water for the District of Columbia), and the Fairfax County Water Authority also draw water from the Potomac River for their community water supply systems.

The State of Maryland and the WSSC recently agreed to find an alternative means of disposing sediment generated at the Potomac Plant during the water filtration process to comply with the U.S. EPA Clean Water Act. By 2003, the WSSC will no longer pump these sediments back into the river.

The WSSC is currently conducting a study to evaluate possible efficiency improvements for the Potomac Plant. As part of that study, the WSSC will evaluate the feasibility of using a mid-river raw water intake, as opposed to the existing bank-side intake below Watts Branch. The study will also evaluate the feasibility of the Rockville Crushed Stone Quarry as a long-term reservoir and/or settlement pond after mining operations cease. The WSSC could pump sediment-laden water from the filtration plant to the quarry along existing WSSC right-of-way. Reversible flow could release water from the quarry for treatment at the plant, during drought conditions. A reservoir could address some of the region's water quality and quantity issues, and be an attractive community amenity.

Public Water Supply Recommendation

- **Continue to address the provision of community water service in the Subregion consistent with Comprehensive Water Supply and Sewerage Systems policies.**

Air Quality

The 1980 Potomac Master Plan identified only carbon monoxide (CO) levels as a problem in the Subregion, and correctly anticipated that federal vehicle emission controls would effectively eliminate the problem. Since 1980, ozone, rather than CO, has proven to be the most serious regional air quality issue.

The Washington metropolitan region, which includes all of Montgomery County, is currently classified as a "moderate" non-attainment area under the new eight-hour standard for ground-level ozone. Over the 1993-2003 period, the area exceeded the older one-hour ozone standard five days per year on average. Over the same period, the Washington region's ozone levels would have exceeded the new eight-hour standard on an average of 28 days per year.

Ground-level ozone is an invisible gas formed when two pollutants–volatile organic compounds (VOC) and nitrogen oxides (NOx)–react in sunlight. The primary sources of these pollutants are utilities and other industries, motor vehicles, small gasoline powered engines, and small businesses using solvents, cleaning solutions, paints, and insecticides.

Once emitted, these pollutants can travel miles before reacting to form ozone. On a typical summer day, over half of the pollutants that cause ozone in the Washington region come from sources outside the region, including other states, hundreds of miles away. Likewise, sources in the Washington area emit pollutants that travel and eventually affect ozone concentrations in other regions and states.

The Washington region has made considerable progress in reducing VOC and NOx emissions through actions of federal, state, and local governments. The biggest improvements have come from high-tech motor vehicle inspection and maintenance programs, vapor recovery nozzles at service stations, reformulated gasoline, reformulated surface coatings, and new federal emission standards for both small and large engines. The Washington region's air quality plans also set an upper limit on the overall tons of pollutants that motor vehicles can emit in the region. The region's Transportation Improvement Program and Constrained Long-Range Plan must conform to this limit.

In 1997, the EPA strengthened ozone and particulate matter standards in light of new scientific evidence that federal standards were insufficient to protect public health. As a result, the one-hour ozone standard has been replaced with a stricter eight-hour standard, and the particulate matter standard has been supplemented with twenty-four hour and annual limits for very small particulate matter. The Washington region is classified as a non-attainment area under both of these new standards, which will go into effect in 2005. The region will have to prepare a new State Implementation Plan (SIP) for ozone by mid-2007 and for very small particulate matter by early 2008.

These new standards pose additional challenges for reducing air pollution not only in the Washington region, but nationwide. To help meet those challenges, EPA has taken several important actions. First, it is requiring twenty-two states in the eastern third of the country to substantially cut their NOx emissions to reduce the amount of pollutants that drift from state to state. Each state can decide how emissions will be reduced, but most are expected to focus on utilities and industrial plants that generate electricity with coal.

Second, the EPA has established a National Low-Emission Vehicle Program to further reduce the amount of pollutants emitted from the ever-increasing number of cars. Car manufacturers have voluntarily agreed to build cars with more stringent tailpipe emission standards, and each state will have the opportunity to adopt the new standards and implement the program. Third, to supplement the voluntary program, the EPA has adopted new emission reduction standards for diesel trucks, buses, and off-road heavy equipment, requiring manufacturers to produce motor vehicles that are 77-

95 percent cleaner than those on the road today. Finally, the nation's refiners will be required to reduce gasoline sulfur levels by 90 percent. These efforts will significantly reduce emissions of VOC, NOx, and particulate matter.

Because air pollution in the Washington region is area-wide, a multi-state strategy will certainly be important. Nevertheless, it is essential that Montgomery County supplement that strategy with local initiatives that can reduce vehicle emissions and, to the extent possible, also reduce traffic congestion.

Air Quality Recommendations

- **Undertake local initiatives to address air pollution, including:**
  - **Encourage automobile alternatives such as bikeways and improved pedestrian access to transit to reduce air pollution.**
  - **Support expanded regional and County programs to reduce emissions.**
  - **Design new development and redevelopment to prevent conditions that create local air pollution nuisances.**

Noise

Noise levels in the Subregion are affected by the area's proximity to two high-speed interstate highways (I-270 and I-495), several quarrying operations, especially the Rockville Crushed Stone Quarry on Travilah Road, and by aircraft at Ronald Reagan Washington National Airport.

Effective noise control helps maintain the community as a desirable place to live, work, and conduct business. It is the public sector's responsibility to design roads, streetscapes, and public areas to minimize noise nuisances. As a minimum guideline, the private sector should plan and design development using the receiving property standards of the 1997 County Noise Control Ordinance.

The noise impact of the 800 or more truck trips per weekday emanating from the Rockville Crushed Stone Quarry and the F.O. Day asphalt operation has become an issue to residents who live along and near Shady Grove Road. After road improvements to a short section of Piney Meetinghouse Road are completed, this section and Shady Grove Road will be formally designated as a haul route for the quarry-related trucks. The land surrounding the proposed haul route is zoned and developed as residential with the exception of a portion of Traville and the University System of Maryland Shady Grove Center. There are major concerns over the noise impact that this haul route has for existing and proposed development, and the quality of life for existing and future residents.

Montgomery County has developed a comprehensive Highway Noise Abatement Policy to provide for a consistent response to citizen complaints and to requests for traffic noise mitigation throughout the County. This Policy responds to concerns with both existing roadway conditions and proposed road improvements under consideration by the County, and addresses what citizens perceive to be inconsistent treatment on matters of noise mitigation. This process is subject to public review and approval by the County Executive and the County Council.

Under the Abatement Policy, traffic noise mitigation will typically take the form of noise barriers (either earth berms or free-standing walls) but also may include changes to the roadway vertical or horizontal alignment or the inclusion of buffer zones for mitigation. Since noise barriers are the primary noise control devices, noise exposures are evaluated at ground level and first-floor elevation receptors to avoid excessive barrier height. The policy governs noise impacts from all roads built and maintained in Montgomery County, with the exception of freeways. Impacts from rail and aviation noise sources are not addressed by the Policy.

The Policy guides the identification of highway projects to be considered for noise abatement, the quantification of noise exposures from the identified projects, the determination of the need for noise mitigation, and the design of noise mitigation measures. When a project has been determined to warrant mitigation, and mitigation is reasonable and feasible, the Policy guides the involvement of the community in determining the acceptability of the proposed mitigation measures and, if appropriate, the willingness of those benefiting to share the cost of noise control. For projects receiving community support, the Policy defines County funding process and prioritization criteria, and procedures for, and alternatives to, projects not receiving funding in the current County budget cycle. In addition, the Policy reiterates the responsibilities of developers to prevent the creation of noise impacts when proposing residential development adjacent to roadways likely now or in the future to produce objectionable noise exposures.

A special Technical Noise Report study for Shady Grove Road extended was undertaken in 2002 to determine existing noise levels, to predict the effect that the extension of Shady Grove Road and the rerouting of quarry traffic from Travilah Road to Shady Grove Road had on noise levels, and to determine if noise criteria were exceeded and mitigation measures feasible and reasonable in conformance with Montgomery County policy. The study indicated that based on current traffic volumes, the 67dBA threshold was exceeded at two locations and that investigation of mitigation was warranted. The study also indicated that nighttime noise levels were within the threshold indicated in the County's Highway Noise Abatement Policy since implementation of a reduced nighttime speed limit of 25 MPH.

Barrier walls were considered at these locations with a total length of 1003 feet and average height of 12 feet. These locations are eligible to compete with similarly affected neighborhoods in other areas of the County based on scores calculated according to the Montgomery County Noise Policy and based on seven factors: noise impact during peak-noise hour, noise impact for day and night, projected time to reach Level of Service D, home construction date, home purchase date, number of benefited homes, and extent of benefit.

The Study concluded that the proposed barriers as described above were a feasible and reasonable mitigation measure. While an effective barrier can be designed to lower hourly equivalent noise levels by 7 to 10 dBA, it would not be as effective in reducing single peak events. Because the majority of the single peak events are due to trucks that exceed speed limits, use jake brakes, or are in need of maintenance, controlling the noise generated by these trucks by either more stringent maintenance procedures or possible technological improvements to trucks and their exhaust systems may be a more feasible approach to the noise problem in the study area.

Noise Recommendations

- **Design new development and redevelopment to prevent conditions that may create local noise pollution nuisances.**

- **Given the noise issues resulting from Shady Grove Road as the quarry truck route and existing and proposed residential development, all reasonable and feasible efforts must continue to be made to implement noise mitigation strategies to enhance compatibility.**

- **Significant reductions in nighttime quarry-related noise have been accomplished through reductions in truck noise levels. Continued enforcement shall be provided to assure that the reductions are permanent, or other offsetting reduction mechanisms shall be implemented.**

LAND USE AND ZONING PLAN

Introduction

The Master Plan for the Potomac Subregion builds on the policy framework established by the plans that preceded it, and which firmly established the character and stability of the Subregion. This updated Master Plan embraces most of the goals and objectives set forth by its predecessors and recommends achieving those goals in only slightly different ways–through the use of more sophisticated analytical techniques and a number of new planning and zoning tools.

This Land Use and Zoning Plan contains the objectives and development policies for the Potomac Subregion followed by zoning recommendations for specific sites organized by the four community planning areas of the Subregion.

Environmental Principles

This Master Plan is based on environmental principles. The Subregion embodies the "green wedge" concept, and is an integral component of the County's "Wedges and Corridors" planning policy. Its significant and unique natural resources and its semi-rural character are supported by local neighborhood centers, trails and bikeways, and a two-lane road network. Accordingly, this Plan's land use, transportation, and community facility recommendations are all made in consideration of environmental objectives. Environmental sustain ability is recommended as the most critical policy determinant in a Subregion so defined by its natural resources.

- Maintain and reaffirm a low-density residential "green wedge" for most of the Subregion.
- Encourage an ecologically sensitive and energy-efficient development pattern, with an emphasis on respecting the environment and on conservation.
- Retain the road system's two-lane cross-section, in spite of congestion, to preserve the Subregion's semi-rural character.
- Develop expanded park and bikeway systems to preserve open space, protect significant environmental features, and provide recreation and transportation alternatives.

Design Principles

These principles are designed to preserve the Subregion's green and rural character, while creating a pedestrian and bicycle-friendly environment. These principles are also intended to create cohesive, attractive, and efficient community centers that not only provide needed goods and services, but that create an enduring community image.

To create environmentally sustainable development:

- Design and locate parking lots and structures to minimize impervious surfaces.

- Adequately shade parking facilities and include shade tree planting areas within parking lots.

- Provide storm water management according to current standards and retrofit projects for currently untreated sites. Incorporate alternative techniques that increase filtration and enhance natural hydrology, such as small bioretention areas, rooftop gardens, disconnection of impervious cover, alternative pavers, soil amendments and conditioning, or other landscaping techniques.

Provide facilities that promote transit use, walking, and biking as alternatives to car trips.

- Provide incentives to minimize car trips such as fringe parking lots and shuttle services to Metro.

To create neighborhood centers:

- Create a grid of intersecting streets consisting of short blocks 200 to 400 feet long, organized around major axes and a "Main Street."

- Design streets that are defined with buildings, animated with active uses, and made pleasant with streetscape and landscape features to encourage pedestrian activity.

- Locate public and private community facilities and open spaces within and adjacent to centers.

- Create pedestrian and bike links to surrounding neighborhoods to encourage community access.

To create developments with interconnected street patterns:

- On larger sites, create an internal system of active, tree-lined streets rather than a series of driveways and parking lots.

- Establish a street pattern of short blocks and main axes that allow walking.

- Provide pedestrian and bike links to surrounding streets and neighborhoods.

- Provide paths through open spaces to complete the pedestrian/bicycle system.

To design streets with pedestrian activity:

- Locate buildings along streets to create a strong street definition.

- Provide street activating uses, such as residential entrances and ground level retail in commercial buildings and parking garages.

- Limit roadway widths to minimum dimensions.

- Provide on-street, parallel parking on most streets.
- Provide attractive streetscaping, generally consisting of a row of street trees along the curb and adequately sized sidewalks.
- Design streets to include attractive traffic calming features.
- Provide well-defined crosswalks at reasonable intervals, generally not exceeding 400 feet.

To incorporate open space and community facilities into new development:

- Provide visible and accessible open spaces and community facilities, including active plazas and passive garden areas for community gathering.
- Reinforce links to existing and future community facilities.
- Link existing open spaces, parks, and trails.
- Provide facilities and amenities for community gathering and entertainment.

Special Exception Policy

This Plan endorses guidelines for locating special exception uses in residential areas and recommends a re-examination of the approval process for telecommunication facilities, particularly monopoles.

Special exception uses, as identified in the Montgomery County Zoning Ordinance, may be approved by the Board of Appeals or the Hearing Examiner if they meet the specific standards and requirements for a use, and the general conditions for special exceptions as set forth in the Zoning Ordinance. A special exception may be denied if the concentration of such uses is deemed to be excessive or if it is inconsistent with Master Plan recommendations. The Master Plan seeks to provide guidelines that will protect residential areas while also attempting to meet important policy goals.

Recommendations

- **Limit the impacts of existing special exceptions in established neighborhoods. Increase the scrutiny in reviewing special exception applications for highly visible sites and properties adjacent to the Chesapeake & Ohio Canal National Historical Park.**
- **Avoid an excessive concentration of special exceptions along major transportation corridors.**

Sites along these corridors are more vulnerable to over-concentration because they have high visibility. Uses that might diminish safety or reduce capacity of roadways with too many access points or conflicting turn movements should be discouraged.

- **Protect the Chesapeake & Ohio Canal National Historical Park, major transportation corridors and residential communities from incompatible design of special exception uses.**

In the design and review of special exceptions uses, the following guidelines shall be followed, in addition to those stated for special exception uses in the Zoning Ordinance:

a. Adhere to Zoning Ordinance requirements to examine compatibility with the architecture of the adjoining neighborhood. The Council is considering amendments to strengthen this section of the Zoning Ordinance.

b. Parking should be located and landscaped to minimize commercial appearance. In situations where side or rear yard parking is not available, front yard parking should be allowed only if it can be adequately landscaped and screened.

c. Efforts should be made to enhance or augment screening and buffering as viewed from abutting residential areas and major roadways.

There are a number of private educational institutions in the planning area and concerns have been raised about parking and traffic problems caused by queuing for drop-off and pick-up. The Council is considering amendments to the special exceptions provisions in the Zoning Ordinance to address these issues.

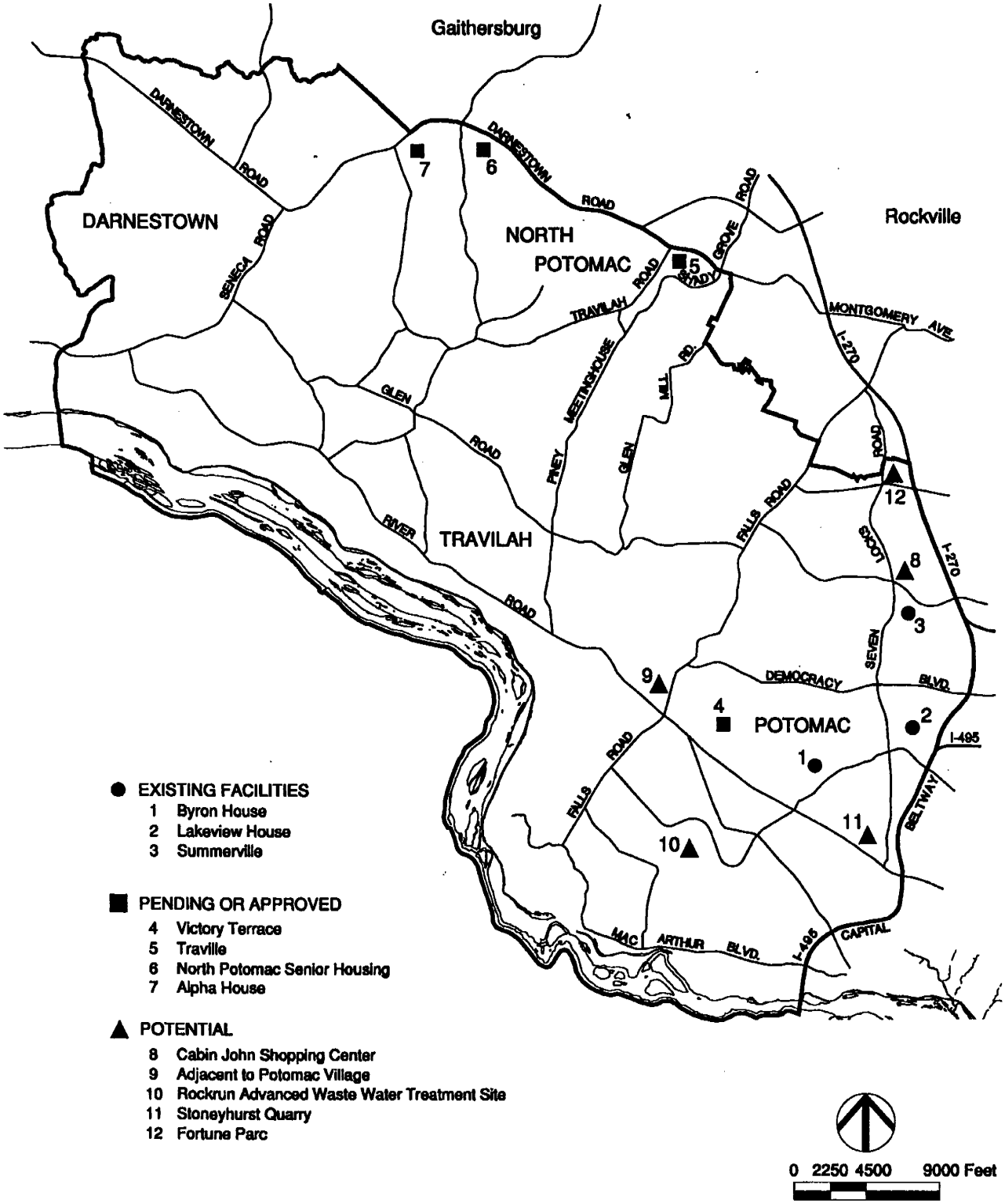
Housing for the Elderly

The Potomac Subregion does not fully meet its residents' needs for senior housing within it boundaries. At this time, the Subregion is approximately 450 units short of industry demand standards. This unmet need will increase significantly by 2020. The Subregion will need to accommodate close to 750 units during the next 20 years, in addition to those already existing or approved to accommodate growth in its older population. The Subregion should meet it own senior housing needs within its boundaries. (See Map 4.)

It is paramount that the needs of area low-income households should be addressed, even though these households constitute a comparatively small share of the older households in the Subregion. A large proportion of the Subregion's existing and approved senior housing is affordable. The area currently has 359 units in four projects that are approved or pending approval. Two of these, totaling 306 units, are designated for low-income residents. About two-thirds of existing senior housing units in the Subregion are designated for low-income residents.

Housing for the Elderly

Map 4



A reasonable senior housing target for the Subregion for the next 10 to 15 years might be an average of 40 units per year, that would probably be built in larger increments every few years. Communities for households with moderate and middle level incomes should receive the highest priority, since these households currently have the fewest choices that they can both afford and qualify for. The one type of housing that might justify exceeding this recommendation for a limited increase in units is an extremely well designed life care facility. The County currently does not have any housing that meets a strict definition of life care.

Senior housing is appropriate throughout the Subregion wherever zoning permits this use, either by right or as a special exception use. Projects must meet Zoning Ordinance standards for this use, and impacts on the surrounding neighborhood must be minimized. When significant impacts cannot be mitigated, projects should be located elsewhere in the Subregion. Where it is a special exception, the project must also meet the Special Exception Guidelines in this Master Plan.

The following locations appear to be appropriate for elderly housing:
- Cabin John Shopping Center
- Stoneyhurst Quarry
- Fortune Parc.

In addition, there may be other sites including:
- Rock Run Advanced Waste Treatment Site (Avenel)
- A site adjacent to Potomac Village, including the Habibi and Srour Properties west of Falls Road and north of River Road.

The recommended zoning for Stoneyhurst Quarry is RMX-1/TDR-6. Senior housing is not currently permitted in this zone. The proposed zoning text amendments emerging from the Comprehensive Zoning Ordinance Review recommend adding senior housing as a permitted use in all RMX Zones. If this change does not occur before the Master Plan is implemented, senior housing should be added to the zone as part of the master plan process.

Affordable Housing

One goal of this Master Plan is to retain and expand the supply of affordable housing in the Potomac Subregion. The Plan supports the Montgomery County Housing Policy and endorses opportunities that will result in meeting the Policy's objectives. The Plan also supports measures to provide affordable housing in the Subregion and recommends continuing to seek ways to fill this need.

As of January 2000, the Subregion contains approximately 800 of the County's 15,600 government subsidized or mandated affordable housing units. Government funded low-income complexes include Chelsea Towers, 22 units; Lakeview House, 151 units for the elderly; Magruder's Discovery, 134 units; and Scotland, 65 units, all in the Potomac Planning Area. In addition, Potomac contains 69 scattered site units. All of these scattered site units are in the North Potomac section of the Travilah Planning Area. Finally, the Subregion offers about 260 privately owned, price controlled MPDUs.

Information on affordable housing is derived from the Department of Park and Planning's September 2000 publication, *Affordable Housing in Montgomery County, Status and Inventory*. That study also reports that the Subregion lost affordable housing between 1994, when the first Inventory was published and 2000. The loss results from construction of too few new MPDUs to replace MPDUs ending the price control period between 1994 and 1999. Such losses occurred throughout the County.

In the Potomac and Travilah Planning Areas, 3.4 percent and 3.1 percent of all housing units are affordable. These percentages place these planning areas toward the bottom of the middle third of all County planning areas outside the rural area. Darnestown has a much lower percentage of affordable housing, just under one percent. Darnestown's rural residential zoning and rural infrastructure have not lent themselves easily to affordable housing.

Overall, the Subregion's zoning, land values, and infrastructure are less conducive to affordable housing than the zoning and infrastructure of areas planned for more density. The Subregion is characterized by large lot residential zoning. MPDUS are not required in zones of one acre or more, although a change in this policy is currently under study. The preponderance of low density zoning also limits multi-family development which constitutes most of the County's affordable housing supply. In spite of constraints, this Plan recognizes that more affordable housing is needed in the Subregion.

Since Potomac faces unusual obstacles for producing affordable housing, the Subregion requires special tools for overcoming the barriers. Some strategies for achieving affordable housing in the Subregion are outlined below.

1. *Encourage the Housing Opportunities Commission (HOC) and the Department of Housing and Community Affairs (DHCA) to acquire the maximum number of new and existing MPDUs in Potomac to retain as rental units or for resale as affordable housing.*

   HOC and County nonprofit organizations are permitted to purchase up to 40 percent of all MPDUs[1]. Ownership by these organizations means that units remain affordable for as long as the organizations own them. Privately owned, for-sale MPDUs are price controlled for 10 years, rental units for 20 years. In addition to longer-term price control, HOC and nonprofit owned units usually serve a lower income population.

   HOC and nonprofit organizations have been active in acquiring MPDUs in the Subregion. They do not, however, own the full 40 percent they are allowed. Instead, they owned about 21 percent of the 1999 supply, 268 units compared to a possible total of 515 units.

   Units purchased by these agencies may be retained as affordable housing or they may be resold at affordable prices with a new price control period.

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[1]HOC is permitted to purchase up to a third of all MPDUs produced. Non-profits may purchase units up to a total of 40 percent when combined with those owned by HOC.

2. *In the future, there may be a possibility for affordable housing on appropriately located publicly owned land that is proposed for reuse or sale.*

3. *Study the potential for a program to set aside land in larger subdivisions for affordable, senior, and special needs housing.*

   During 2001, as it considered a number of issues surrounding provision of housing for the elderly, the Planning Board suggested creating a program to set aside land for senior housing in large subdivisions. Some variation of this concept could also be appropriate for affordable housing (in addition to the MPDU program). The Housing Policy supports this idea.

   Such a program is not currently available but appears suitable for use in Potomac. The challenge is to develop appropriate incentives or tradeoffs for a set aside. Added density may not always be the best choice; adjustments to development standards, such as lot sizes and unit types, or some other benefits may be better options.

4. *Recognize the difficulty of providing affordable housing in the Potomac Subregion when distributing public funding for affordable housing.*

   Potomac Subregion's high land prices and desirable location exacerbate the cost of producing affordable housing. Private and nonprofit housing providers find it particularly difficult to produce such housing in the area without assistance. As a result, production and retention of any adequate supply of low-income housing will probably depend upon directing a share of available government assistance to the Subregion.

   Relevant government agencies are encouraged to direct financial assistance to projects that can reduce the shortage of affordable housing in the Potomac Subregion.

Land Use and Zoning

The land use and zoning recommendations for the Subregion highlight those parcels or areas recommended for a change in use or density. (See Foldout Map B.) A brief analysis of properties for which landowners have requested a zoning change not supported by this draft master plan is also included.

Each site was evaluated in the context of the overall objectives of this Plan, as well as for compatibility with the surrounding community. Environmental constraints, types of use, buffering, access, and the comparative density of nearby properties were considered in determining compatibility.

This Plan supports the retention and reconfirmation of existing zoning for all developed, underdeveloped, and undeveloped land in the Subregion, except for those sites recommended for change in the Plan. This Plan also supports the use of TDRs wherever increases in residential density are proposed. Further, this Plan supports the retention of existing public facilities sites in the area. Any disposition of County owned property should only occur after a careful examination of all needed services including parks and recreation.

Potomac

Introduction

The Potomac area is the easternmost part of the Subregion and is more developed than the other three community areas. Since residential development is dispersed throughout the area, this Plan recommends infill development of the remaining vacant properties with residential development essentially similar to what is now there, unless specifically stated otherwise in this Plan.

This Plan does not recommend the development of additional shopping centers within the Potomac community area, except a small retail component at Fortune Parc. At present, the community has three commercial centers: Potomac Village, Cabin John, and Montgomery Mall (a regional shopping center). The Potomac area is also served by convenience and regional centers just outside of its boundaries. It is anticipated that these commercial areas will accommodate the community's shopping needs. This Plan also recommends developing better vehicular, pedestrian, and cycling circulation in and around the four quadrants of Falls and River Roads in Potomac Village.

The development of the 28.1 square mile Potomac area has been driven by its closeness to the urban core. With its long history of subdivision development, the Potomac area has the highest percentage (93 percent) of its capacity already developed. According to the *1997 Census Update Survey*, the Potomac Planning Area had a population of 1,596 residents per square mile and grew by a mere five percent over the preceding ten years. This slowing growth was anticipated because Potomac was the first area in the Subregion to experience development, and therefore the first to reach a mature growth stage.

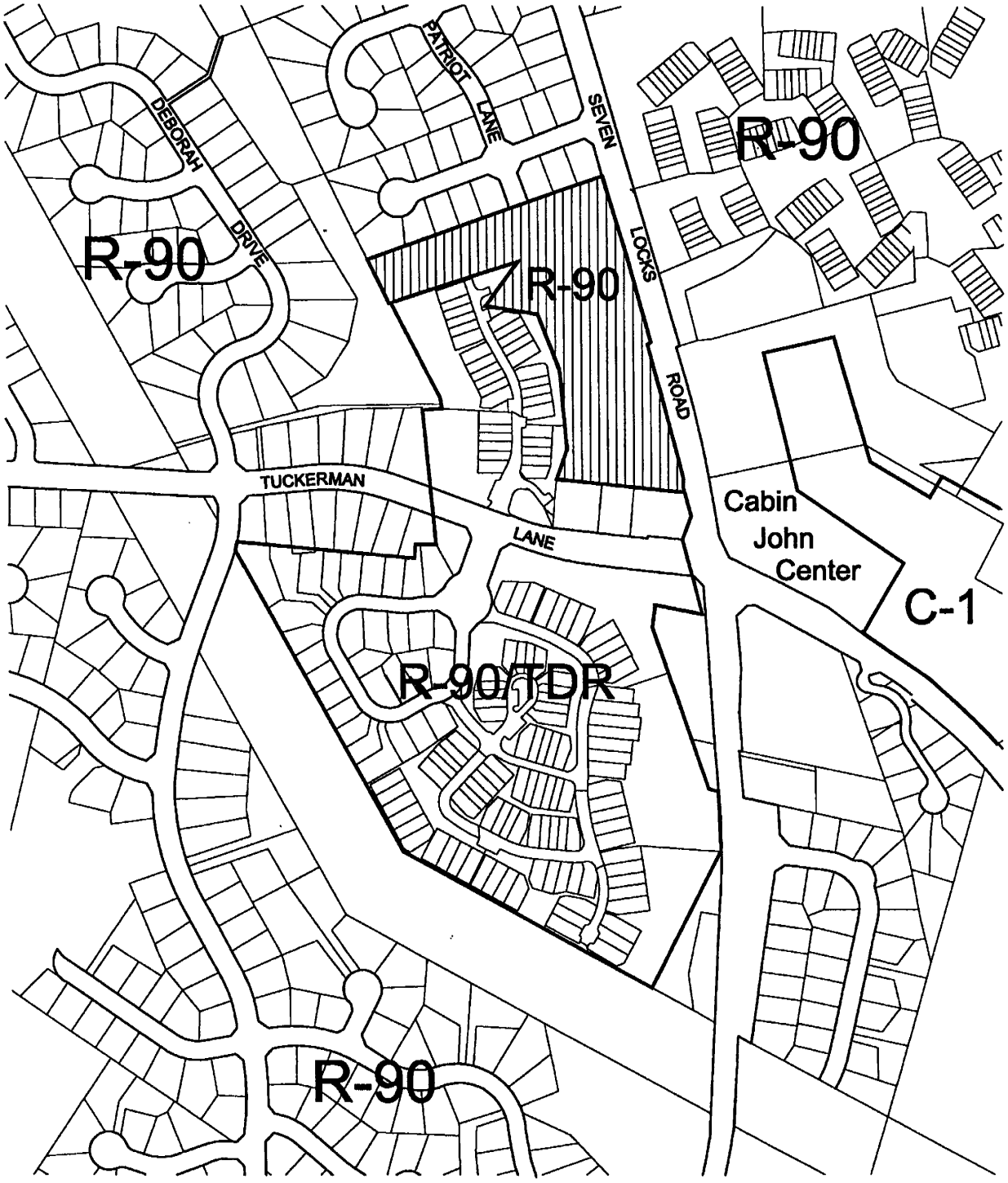
With its access to major employment centers, Potomac has large areas of older, well-established residential communities. Although the Potomac Planning Area showed a relatively slow percentage of growth, it absorbed 30 percent of all household growth of the entire Subregion between 1987 and 1997. In the future, as Potomac continues to mature, its population is apt to decrease as declining household size outweigh fewer added households.

Though nearly completely built-out, Potomac's village center could be strengthened to better serve the community. Recommendations for Potomac Village, its surrounding sites, and other sites with development potential follow. These sites are also subject to the general development and design guidelines outlined in this Plan.

Barnhart Property

This property is located on the northwest quadrant of Tuckerman Lane and Seven Locks Road. (See Map 5.) Tax records indicate that the property extends to 4.93 acres but it appears to be almost double that size. It is zoned R-90 with townhouses to the south, west and northeast, single family homes in the Regency Estates subdivision to the north, and the commercial Cabin John Center to the east. The property is heavily wooded with one single family home and a number of sheds. The center of the property is fairly level and open, the ground moderately sloping down to the west and to the south. The owner has requested townhouse zoning on the property.

Barnhart Property **Map 5**



Barnhart Property

Not To Scale

Potomac Subregion Master Plan

Planning Board Draft October 2001

The property to the west was specifically addressed in a 1982 amendment to the 1980 Potomac Subregion master plan, which recommended that the presence of TDRs was not to be construed or cited as justification for granting townhouse zoning in the Seven Locks Road corridor. The amendment also recommended that single-family detached homes should adjoin the existing homes in the Regency Estates subdivision on lots of similar size and recommended no direct access to Seven Locks Road. This Plan affirms these recommendations.

Recommendations

- **Retain the existing R-90 zoning.**
- **Access shall be from the existing stub on Patriot Lane and not from Seven Locks Road.**
- **Maintain a tree buffer along Seven Locks Road.**

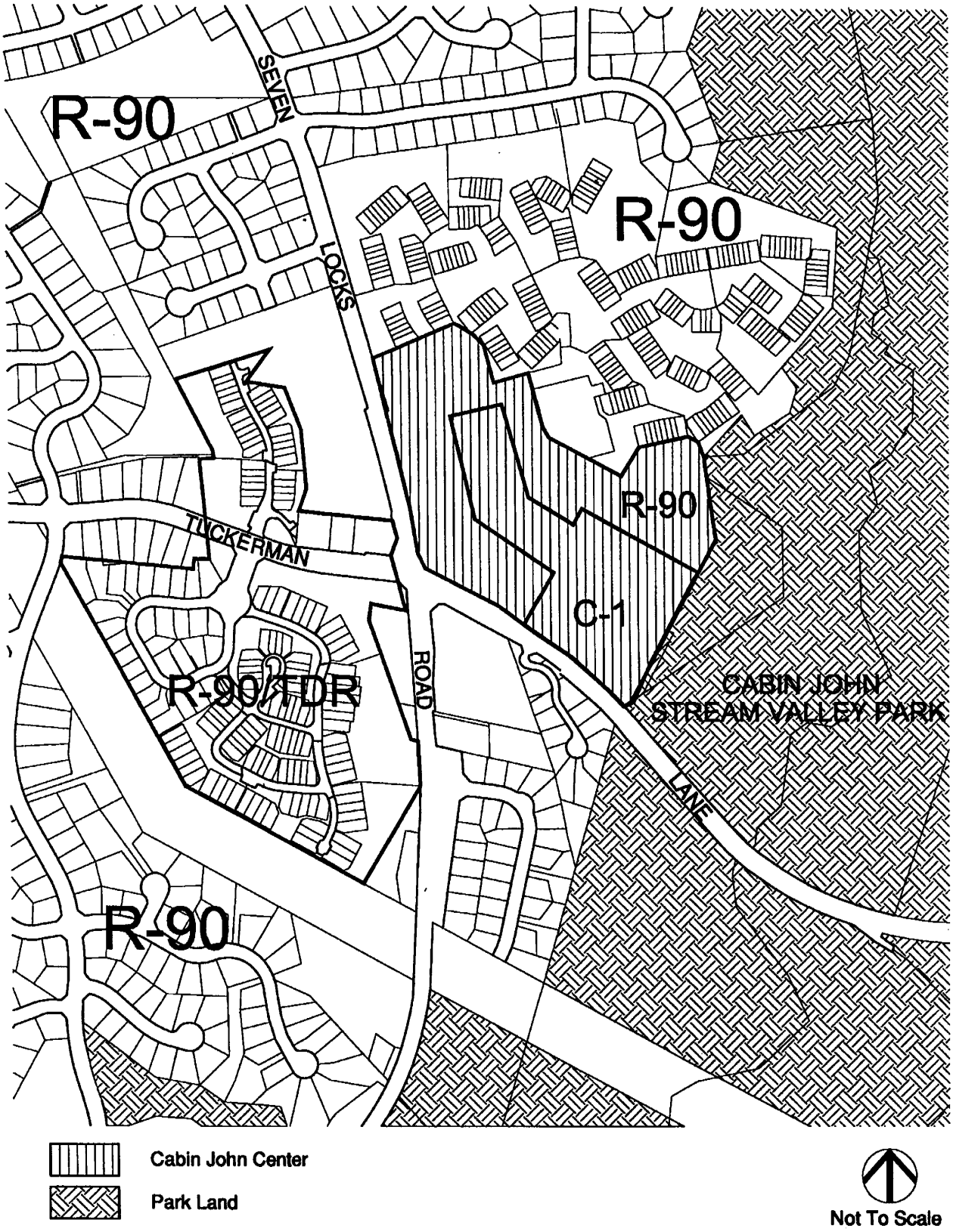
Cabin John Center

This 25.3-acre site is located in the northeast quadrant of Tuckerman Lane and Seven Locks Road. (See Map 6.) Cabin John Regional Park is located to the southeast. The site is subdivided into two areas: 23.085 acres of commercially developed land, consisting of parcels A, C, and a portion of parcel O with a storm water management pond on the remaining area of parcel O. An abutting 2.70-acre site, held by the same owners, is developed with 44 townhouses. Surrounding development is primarily residential, with an assisted living facility to the south developed by special exception.

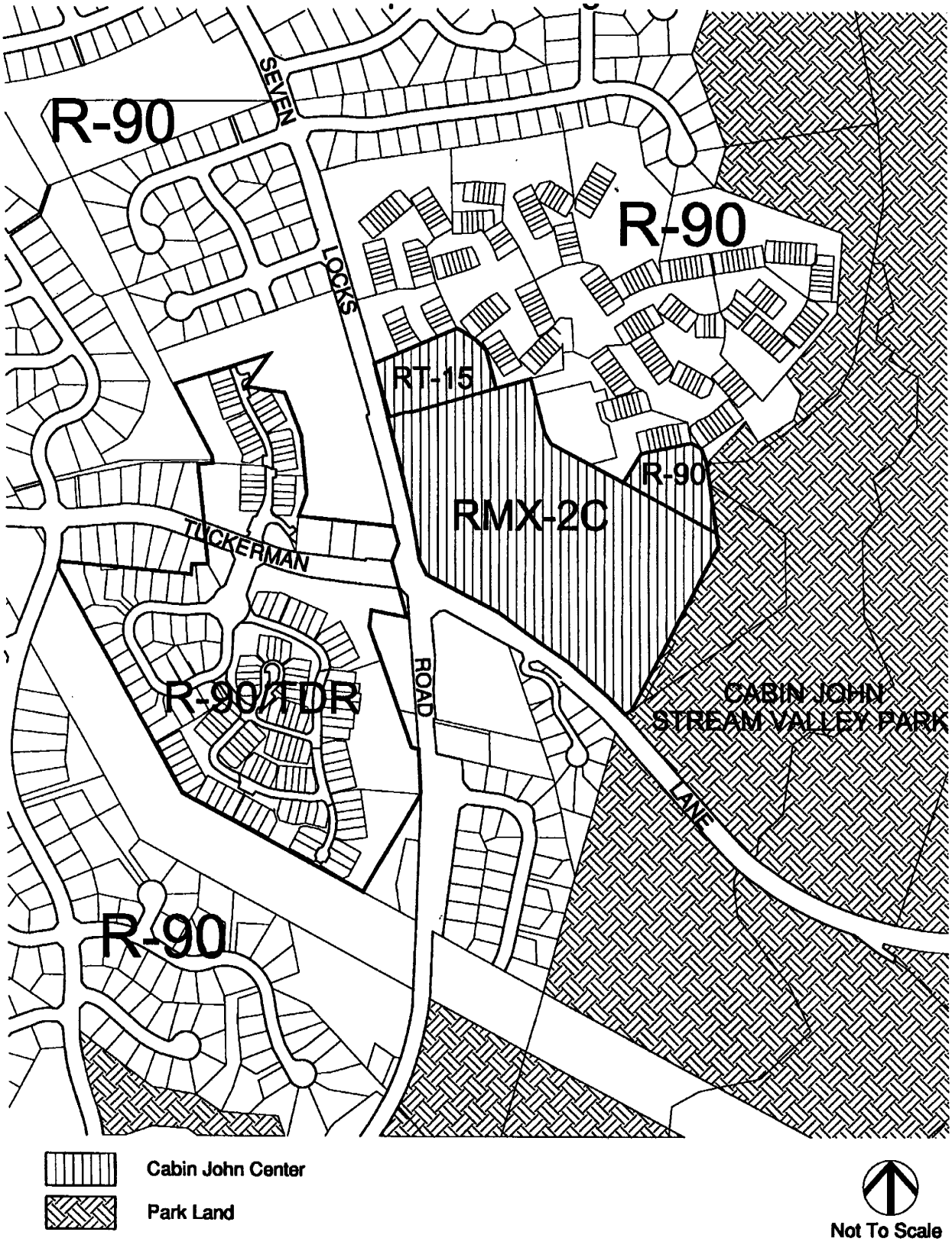
The 213, 824 square foot shopping center can be described as a community center, smaller than a regional mall, but larger than a neighborhood shopping center. It includes a two-story mall and a single-story strip center with a grocery store and convenience shopping. The mall has 38,851 square feet of retail space and 41,723 square feet of office. The strip center is primarily retail, 116, 260 square feet, with 17, 260 square feet of office. The site's configuration and resulting circulation patterns are inefficient. While the uses in the center serve the needs of the surrounding community, pedestrian and bicycle access and circulation are unsafe.

The site is currently split-zoned. C-1 zoning covers 9.79 acres, with the remainder zoned R-90. The R-90 land is used primarily for parking by special exception. Since the C-1 Zone has no FAR limit, development on the site is limited by the zone's 30 foot height restriction and setback requirements. This height would support a two-story commercial building or a three-story parking garage. There is, therefore, significant development potential under the existing zoning. Such development, which could theoretically exceed 400,000 square feet, would not require site plan review or a public hearing.

Staff, with the input of the property owner and surrounding citizens, considered a number of zoning options including zoning six additional acres along Tuckerman Lane C-1, or zoning the entire site C-1, either of which would trigger site plan review. However, the C-1 density controls and development standards were found to be incompatible with the surrounding neighborhoods. RMX-2C allows a reasonable density and a range of appropriate uses while encouraging a compatible development pattern.


R-90
SEVEN
LOCKS
R-90
R-90
TUCKERMAN
C-1
R-90/TDR
ROAD
CABIN JOHN
STREAM VALLEY PARK
LANE
R-90
Cabin John Center
Park Land
Not To Scale

Cabin John Center - Proposed Zoning **Map 7**



The following recommendations are intended to provide redevelopment flexibility while ensuring that such redevelopment will create a walkable village center compatible with adjacent neighborhoods, through the site plan review process.

Recommendations

- **Provide a pedestrian-friendly, mixed-use village center consisting primarily of retail uses and also including offices, housing, open space, and small scale entertainment/recreational activities. (See Figure 1.) Retail uses must be neighborhood-serving; regional and big box uses must be avoided. Stores must not exceed 8,000 square feet with the following exceptions: a grocery store limited to 50,000 square feet and one additional anchor limited to 30,000 square feet. If the gas station is relocated within the property, compatibility with housing must be maintained by adequate separation, efficient vehicular access and circulation, and reduction of visual impact by attractive landscaping.**

- **Rezone the 23.085-acre existing commercial area to RMX-2C. This area will produce densities recommended for the site. A minor amendment to the zone would be required to preclude undesirable uses.**

- **Rezone the existing 2.70-acre townhouse site to RT-15, for a maximum yield of 40 dwelling units.**

- **Commercial development is limited to 300,000 square feet of gross floor area.**

- **Housing is not permitted under the standard method. Under the optional method, the following residential components are permitted up to a total of 135 dwelling units (including MPDUs): 75 units of elderly or affordable housing, to be generally located at the northeast section of the site; (135 units will only be permitted if 75 units are elderly or affordable); up to 40 townhouses located to provide a transition to the adjacent residential community and to enhance the residential character of Coddle Harbor Drive; and up to 40 dwelling units in a single story above retail, located to enliven the street environment. The combination of housing units in the latter two categories shall not exceed 60 units.**

Land Use and Design Guidelines

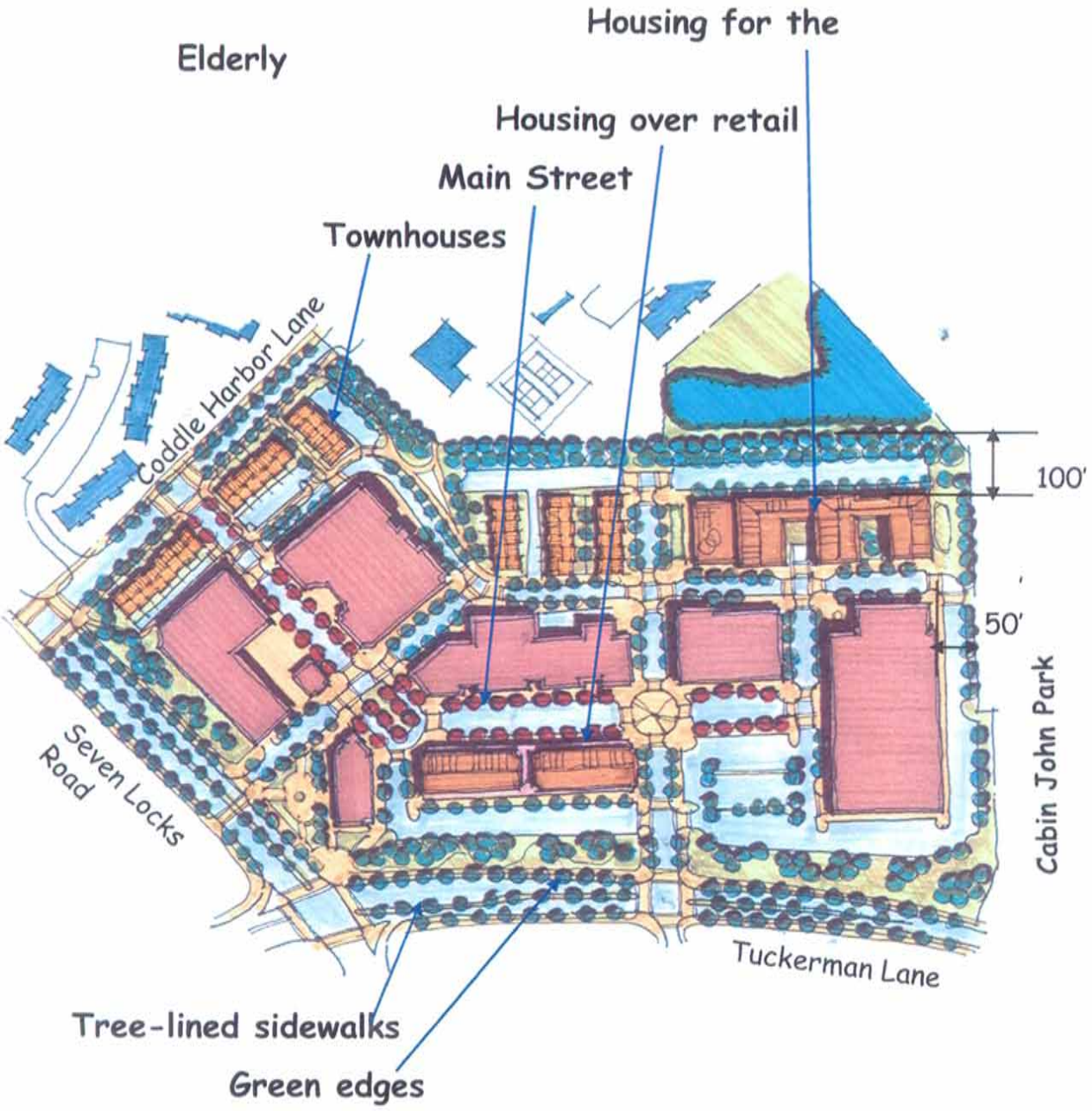
The following guidelines apply to both the standard and optional methods of development:

- Development on this site shall meet this Plan's general design principles.

- Provide sidewalk improvements at the confronting quadrants of Tuckerman Lane and Seven Locks Road to facilitate pedestrian access to the center.

- A bus shelter and shuttle service to Metro or acceptable traffic mitigation alternatives must be provided with any increase in density.

Cabin John Center Concept **Figure 1**



- Any new auxiliary lanes at the intersection will require the installation of a tree-lined median and clearly marked pedestrian crosswalks to provide pedestrian refuge when crossing Seven Locks and Tuckerman Roads, subject to DPW&T and M-NCPPC approval.

- Provide intersection improvements on Tuckerman Lane and Seven Locks Road to facilitate pedestrian crossing, subject to DPW&T and M-NCPPC approval, prior to any new construction.

- Link the on-site pedestrian street and path system to intersection improvements at Tuckerman Lane and Seven Locks Road to draw pedestrians and bikers to the site from confronting properties.

- Provide a tree-lined hiker/biker path along the site perimeter on Tuckerman Lane and Seven Locks Road. The path should be eight to ten feet wide and separated from the road by a landscaped panel extensively planted with shade trees.

- Landscaped medians to provide pedestrian refuge when crossing Seven Locks and Tuckerman Roads.

- Heights of buildings, including combinations of housing and structured parking, shall not exceed 35 feet to ensure a scale compatible with the surrounding neighborhoods.

- Maintain the existing berms and wide margin of trees along the perimeter of the site, especially adjacent to Cabin John Stream Valley Park.

- Meet a significant portion of the parking requirements in structured parking. Place as large a proportion as possible below grade. Any parking structure above grade must be located in the northeast corner of the site and be limited in height to 20 feet. Housing may be placed on top of the garage, however, the combined above grade height shall not exceed 35 feet. A parking structure must be designed with compatibility features that minimize its bulk such as landscaped building elevations, wall offsets, and architectural articulation. The structure shall be designed to shelter grocery store shoppers from inclement weather.

- Provide 100-foot building setback along the northeastern property line (see Figure 1) of which 50 feet is a continuous landscaped buffer between any development and adjacent residential neighborhoods. The buffer shall include evergreen and shade trees and be designed to deter trespassing into the adjacent Inverness Knolls community.

- Enhance the residential character of Coddle Harbor Lane by removing the gas station, providing townhouses along Coddle Harbor Lane, and relocating access to the center away from the adjacent neighborhood.

- Provide streetscaping along Coddle Harbor Lane that is consistent with its residential character.

- Explore with DPW&T whether a traffic light is warranted at Seven Locks Road and Coddle Harbor Lane to enhance vehicular and pedestrian safety and accommodate the traffic volume.

The following guidelines apply to the optional method of development:

- Provide public facilities and amenities, such as a green park.

- To achieve a more compatible site layout that accommodates a significant residential component, the required building setbacks may be reduced to 50 feet with appropriate landscaping in the following locations (See Figure 1.): along Cabin John Park, along the R-90 zoning boundary line at the stormwater management pond, and along Coddle Harbor Lane if residential townhouses are provided.

- Locate the housing for the elderly in proximity to Cabin John Park and integrate it with other residential projects on the site.

- Ensure compatibility of housing for the elderly with the adjacent townhouses at Inverness Knolls in terms of setbacks, landscape, height, bulk, and architectural details.

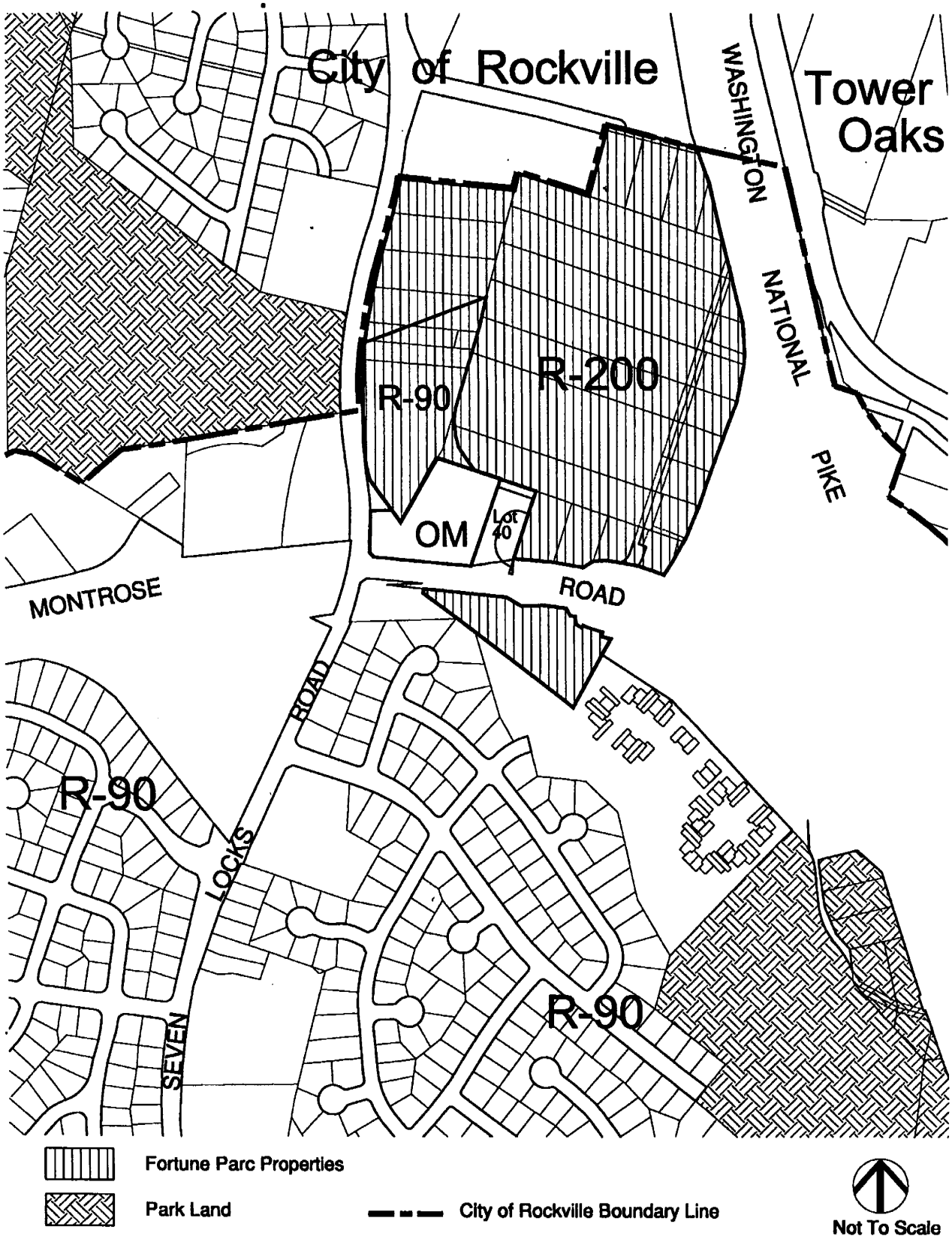
Fortune Parc

This wooded, 50.91-acre site is located at the northwest quadrant of I-270 and Montrose Road and includes the adjacent 1.85-acre Cohen site on Montrose Road (Lot 40, zoned O-M) and land south of Montrose Road that will remain undeveloped. (See Map 8.) Agreements between Fortune Parc, the State Highway Administration, and the abutting property owner to the south have included land purchases and exchanges, and construction of an access road system and underpass from Fortune Parc to Montrose Road and I-270.

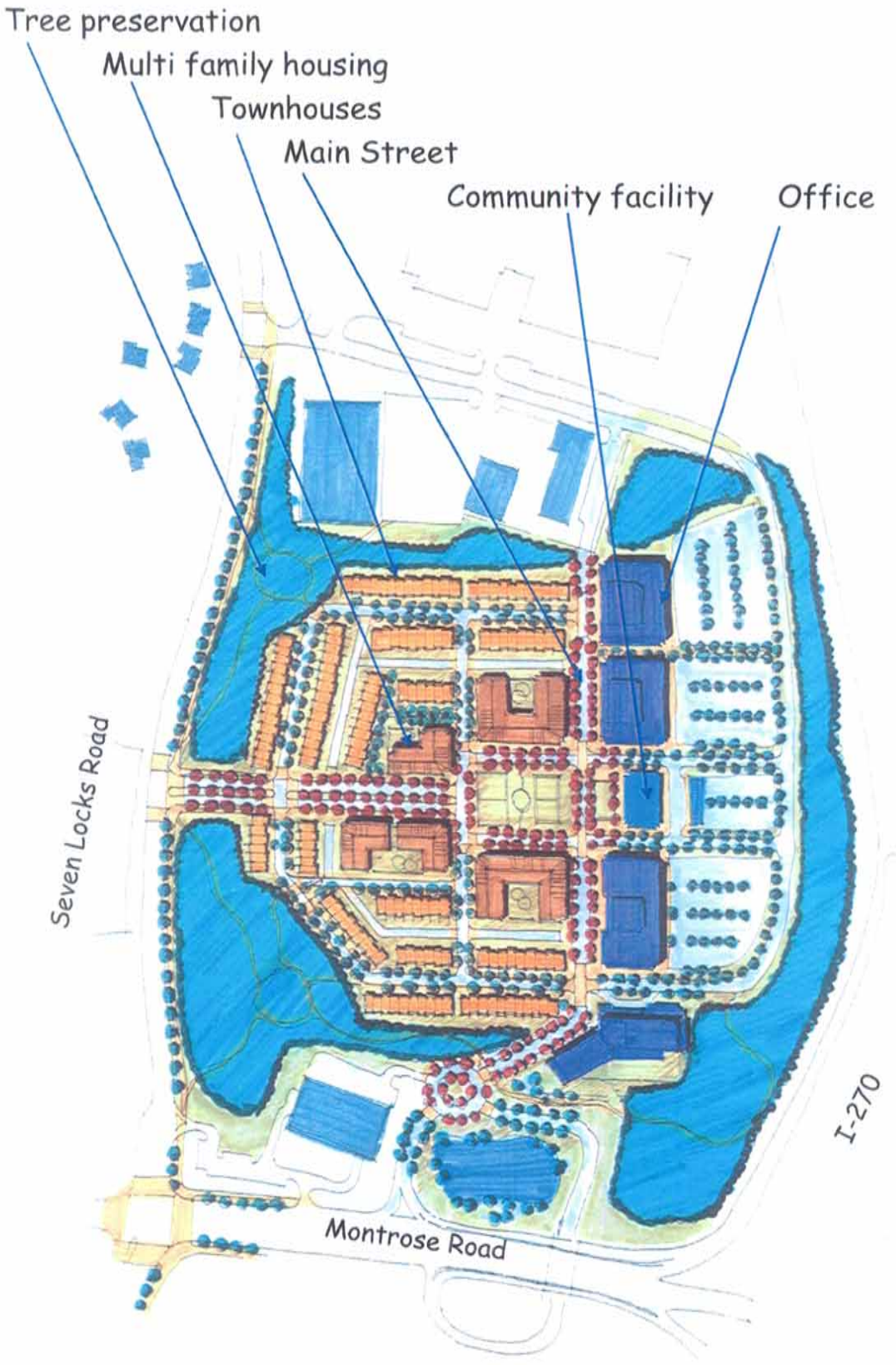
The site is within the City of Rockville's Urban Growth Area Limit and could be annexed to the City. The majority of Fortune Parc lies within the City of Rockville sewer service district. State law requires the Montgomery County Council to consent to annexation if the proposed land use is not substantially different from that recommended by the County master plan. In this case, the *City of Rockville Master Plan* (1993) recommends that Fortune Parc be developed as campus-like offices with visual buffers and height limits. This Plan recognizes the site's commercial potential, but envisions an environment developed with mixed uses and a compact pedestrian-friendly development pattern, interspersed with open spaces.

Fortune Parc is currently zoned R-200 and R-90, but was recommended for I-3 in the 1980 Plan in response to the site's size, location, and development trends in the I-270 Corridor. In 1980, the maximum density in the I-3 Zone was 1.5 FAR, which could have yielded 3,326,459 square feet of development on Fortune Parc. The I-3 Zone was subsequently amended to reduce the FAR to 0.5, yielding a maximum of 1,108,820 square feet.

This Plan's recommendations set density limits consistent with the current I-3 Zone. While employment uses are highly desirable along the I-270 corridor, it is also important to create a mix of uses rather than the sterile environment of a single-use office park.


City of Rockville
Tower Oaks
WASHINGTON
NATIONAL
PIKE
R-90
R-200
OM
Lot 40
MONTROSE
ROAD
ROAD
R-90
LOCKS
SEVEN
R-90
Fortune Parc Properties
Park Land
City of Rockville Boundary Line
Not To Scale

Fortune Parc Concept **Figure 2**



Recommendations

- **Create an option in the I-3 Zone adding housing and retail uses to create a mixed-use development with a commercial component having an employment emphasis, when recommended by the applicable master plan. A TDR program should be part of this option and housing for the elderly should be a permitted use. In the event that the County Council does not adopt a zoning text amendment to create such an option, this master plan recommends the I-3 zone at time of sectional map amendment and the floating MXPD Zone as the ultimate zone for the property.**

- **Create a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.**

- **Including the adjacent Lot 40, the allowable density on the site will not exceed 850,000 square feet (0.39 FAR) of commercial space or, without Lot 40, 800,000 square feet; office, street retail, and hotel, 300 apartments, and 150 single family homes. An additional 150 dwelling units may be provided as part of a TDR program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.**

- **Should Lot 40 not be incorporated into the development plan for the Fortune Parc tract, this plan reconfirms the O-M Zone existing on the property.**

- **Include the property in the Washington Suburban Sanitary District (WSSD).**

- **A shuttle service or other transit connection should be provided to Metro when development supports the service as determined at time of development plan approvals. Additional trip mitigation measures such as the provision of a park-and-ride facility, or financial contribution to such a facility, should be considered at site plan.**

Land Use and Design Guidelines

- Development on this site shall meet this Plan's general design principles.

- Preserve the mature upland forest on the southwest portion of the site and, to the maximum extent possible, the steep slopes along Seven Locks Road.

- Create a public "Main Street" through the site that connects to existing office development on Montrose Road and with commercial development at Fortune Terrace. This axial street should contain buildings with ground floor retail uses where appropriate, including restaurants and sidewalk cafes that animate the street. (See Figure 2.)

- Provide a public street to connect "Main Street" to Seven Locks Road.

- Locate a residential neighborhood with a variety of housing types and adequate community and recreation facilities on the site's west side.

- Locate offices on the site's east side, between the "Main Street" and 1-270, with buildings defining the street and structured parking to the rear. Buildings should be limited to eight stories unless the Planning Board finds during development review that additional height would be compatible with surrounding development. Buildings should include ground floor retail where appropriate.

Kachina Lane Properties

7808, 7810, and 7820 Kachina Lane cover 7.27 acres and are located on the north side of Kachina Lane, a private street. The property is zoned RE-2, with three existing single-family detached houses. The property is bordered to the north by Congressional Country Club, to the east and south by single-family detached houses of the Carderock Springs subdivision, and to the west by the Adat Shalom Reconstructionist Temple and single-family houses of the Congressional Country Club Estates.

The property owners have requested a zoning change from RE-2 to RE-1, which could yield an additional four units, reasoning that the unanticipated presence of the Temple has altered the land use and provides justification for change. The Carderock Springs subdivision opposes the request, arguing that a new subdivision would lead to a public cul-de-sac street at the end of Carderock Drive, a de facto connection between Carderock Drive and Kachina Lane, and unwanted traffic and parking generated by the Temple.

With the exception of the Temple, land use in the area has remained virtually unchanged since the early 1960s. The site is part of a low-density buffer between the Carderock Springs subdivision and the golf course. This allows for a transition from the more heavily developed areas in the east to the less dense areas in the west. The presence of the Temple is insufficient justification to alter the zoning in the vicinity and could be an undesirable precedent for other areas in proximity to religious institutions. Altering the zoning pattern would have little positive effect on the community.

Recommendation

- **Retain the existing RE-2 zoning.**

Moaadel Property

This 43,560-square foot property is located south of River Road, east of the Potomac Village Center, and is zoned R-200 (single-family residential). The property is bordered by Hall Road on the east, River Road to the north, and is surrounded by R-200 single-family detached houses.

The property owner is requesting a zoning change from R-200 to the C-4 Zone (limited commercial). Despite several special exception uses in the vicinity of the site, the area still retains its single-family detached residential land use character and the site does not abut the commercial core of Potomac Village. Access to River Road would exacerbate congestion on River Road while access to Hall Road would be inappropriate for commercial traffic due to the area's residential nature. Further, this Plan does not support the expansion of commercial zoning beyond the existing core of the Potomac Village Center even for contiguous properties. This site, surrounded by residential zoning, is even less suitable for commercial use.

Recommendation

- **Retain the existing R-200 zoning.**

Normandie Farm

This 6.47-acre site includes a restaurant and its related parking, and is located on Falls Road opposite the Bullis School. (See Map 9.) The restaurant is a legal non-conforming use in the RE-2/TDR Zone. To the north is a nursing home and to the west are single-family detached dwellings.

This Plan's recommendations allow for a modestly sized country inn to be developed in a way compatible with the existing restaurant and the general character of the surrounding area.

Recommendations

- **Rezone the site to the Country Inn Zone.**

- **Allow the development of a country inn that complements the restaurant use and is compatible with the character of the neighborhood.**

- **The allowable density on the site shall not exceed 10,000 square feet in addition to the existing restaurant.**

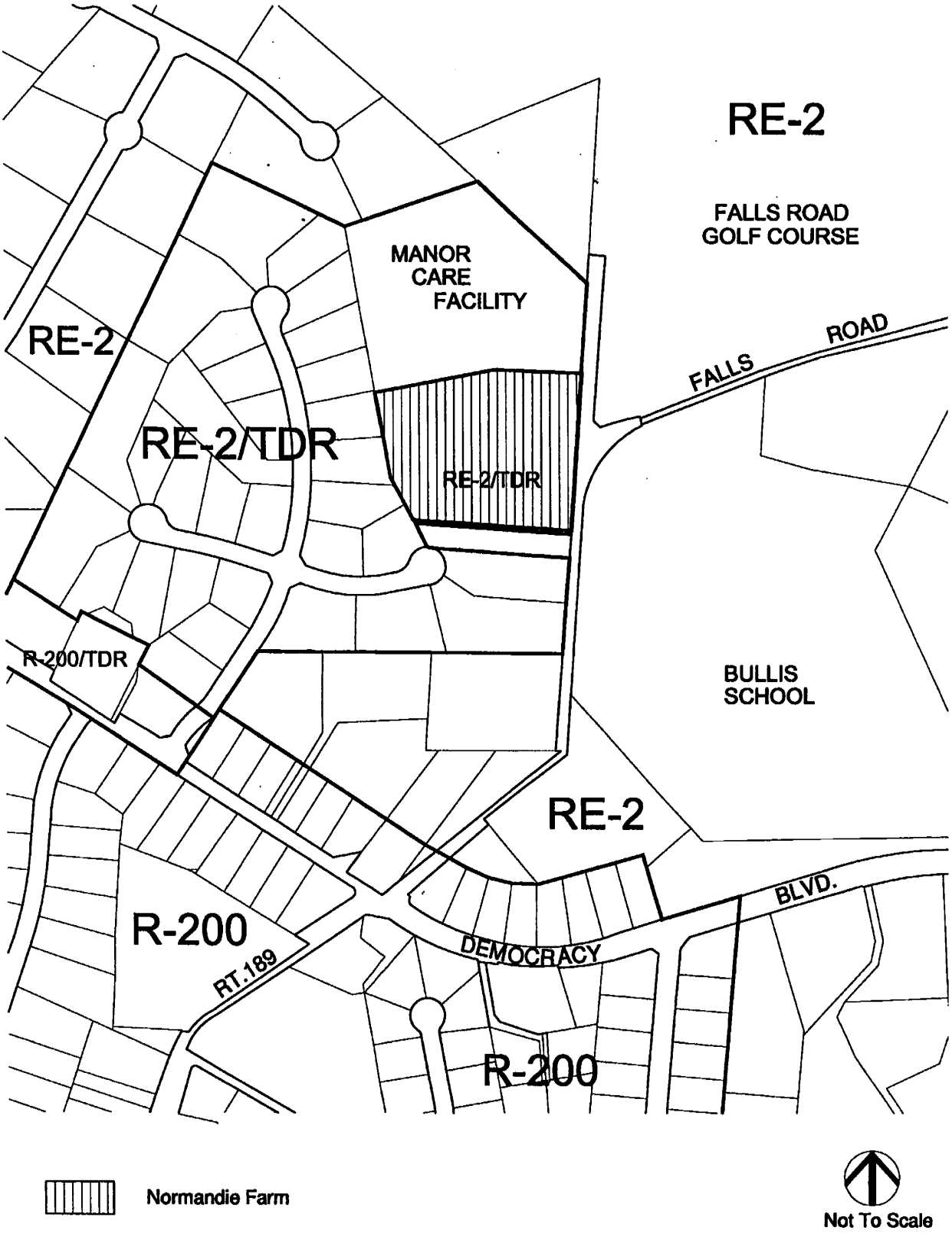
Land Use and Design Guidelines

- Provide a new structure not to exceed 10,000 square feet to accommodate a country inn. The inn should complement the existing restaurant with generous setbacks from lot lines.

- Locate and configure the storm water management pond and afforestation area to emphasize an attractive rural setting.

- Locate and design parking areas to include trees and soft surfaces, and to complement the site's existing gardens by providing garden areas for outdoor activities.

- Create green, park-like edges along the site's perimeter.


RE-2
FALLS ROAD
GOLF COURSE
MANOR
CARE
FACILITY
RE-2
FALLS ROAD
RE-2/TDR
RE-2/TDR
R-200/TDR
BULLIS
SCHOOL
RE-2
R-200
RT.189
DEMOCRACY BLVD.
R-200
Normandie Farm
Not To Scale

Potomac Quarries

The Potomac area has three working quarries near the intersection of River and Seven Locks Roads. (See Map 10.) These quarries are zoned R-200 and are nonconforming uses in that zone. The Subregion has a long history of stone quarrying, but while these three quarries are still operating, their commercial viability varies. Since this is a long-term plan, looking out 20 years, recommendations are made for each site. The Giancola Quarry and the Stoneyhurst Quarry may terminate operations during the 20-year period of the Master Plan. The Tri-State Quarry has the most extensive reserves and is anticipated to continue operating for at least 20 years.

Giancola Quarry

The 4.87-acre Giancola Quarry, located in the northeastern quadrant of the intersection of River and Old Seven Locks Roads, is zoned R-200. For many years, this quarry produced mica schist used for veneer, building stone, or fieldstone. The property is bordered to the north by single-family detached housing in the Seven Locks Hill subdivision, to the east by park land and the Capital Beltway, to the south by River Road and publicly-owned land, and to the west by Old Seven Locks Road, single-family detached houses, and the Magruders Blacksmith historic site. Because of the proximity of the Capital Beltway, single-family detached dwellings are not considered appropriate for this site. As part of the abandonment of Old Seven Locks Road, a portion of the right-of-way (9,380 square feet) has reverted to the site's owner.

Recommendations

- **Rezone the property from R-200 to R-200/TDR-8, which would permit residential townhouses up to eight per acre, yielding a maximum of 40 units. A waiver of the requirement for 15 percent detached dwellings is also recommended.**

- **Retain the adjoining parcel 616, owned by the Quarry, as a forest conservation area as part of future development. This Plan also recommends that River Road remain the primary access point. Access may be problematic and the number of units may be reduced if these problems cannot be addressed at subdivision.**

Stoneyhurst Quarry

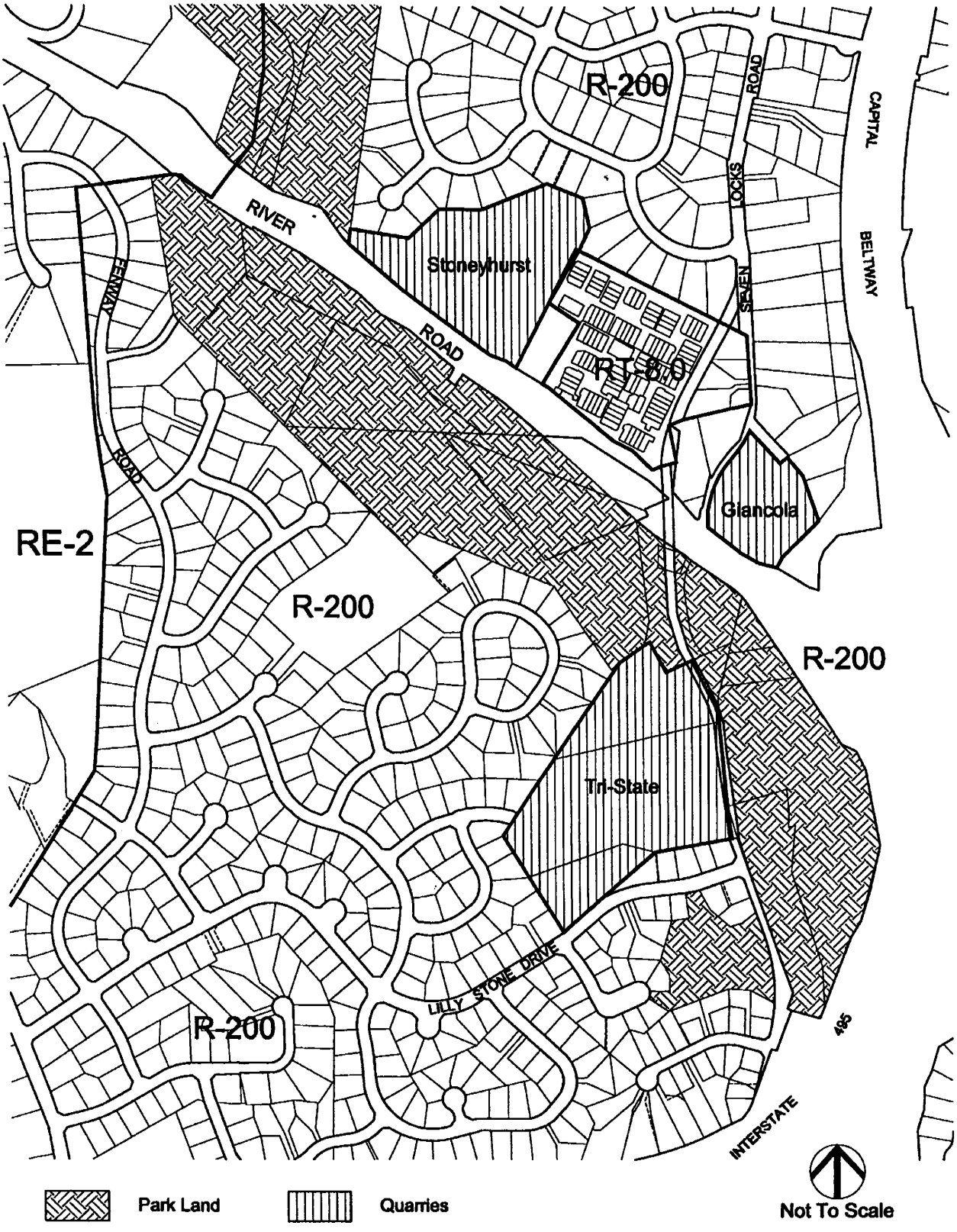
Stoneyhurst Quarry covers 13.3 acres on the north side of River Road, west of the intersection of River and Seven Locks Roads. The site is currently zoned R-200. Surrounding development is primarily housing, with single-family detached housing to the north, townhouses and the Cabin John fire station to the east, and the Cabin John Creek Stream Valley Park to the south. Most of the site is excavated to elevations of 150 feet to 175 feet, forming a crater with exposed rock formations. A perimeter zone of approximately 100 feet remains undisturbed at elevations ranging from 175 feet to 225 feet. The reserves for Stoneyhurst Quarry are approaching exhaustion. Because of its unique configuration and topography, the site is appropriate for multi-family residential development, including housing for the elderly. This should not be considered a precedent for multi-family development in the surrounding area because they do not have the topographic features unique to this site.

Recommendations

- **Zone the site RMX-1/TDR-6 to create a residential community. Housing for the elderly is a suitable special exception use for the site. Development for transportation, communication and utilities, commercial, services, cultural, entertainment and recreational, and other non-residential uses would not be appropriate and are not recommended.**

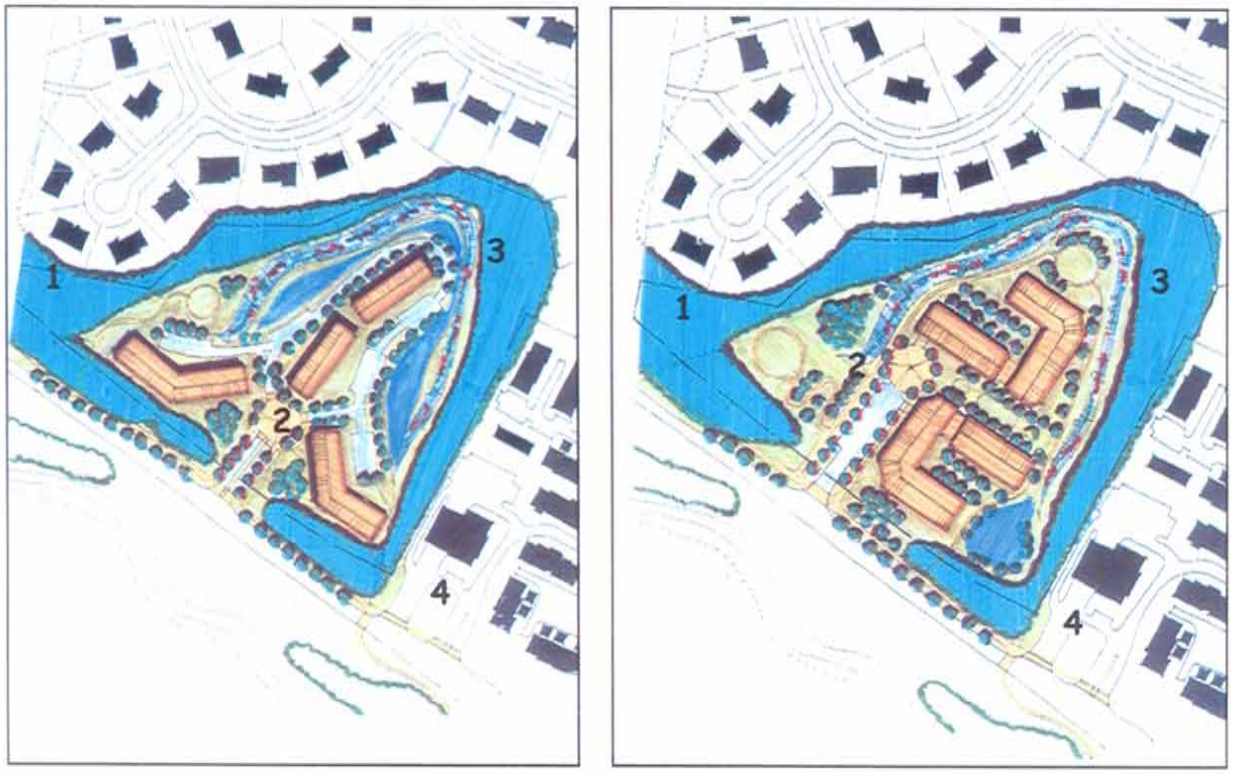
- **The maximum density on the site must not exceed 80 single family-units (including MPDUs) under the standard method. A waiver of the requirement for 15 percent detached dwelling is recommended. Under the optional method, up to 97 units (including MPDUs) are permitted.**

Stoneyhurst, Giancola, and Tri-State Quarries **Map 10**



Stoneyhurst Concept (Standard Method) **Figure 3**

Stoneyhurst Concepts (Optional Method) **Figure 4**



1. Park
2. Vistas to rock formations
3. Green buffers
4. Existing fire station

Land Use and Design Guidelines

- Development on this site shall be in accordance with this Plan's recommendations and these land use design guidelines.

- Development should incorporate an attractively landscaped wet storm water management pond.

- To enhance compatibility, new development should maintain vistas to rock formations, maintain wide wooded buffers along the site's edges and provide green frontage with extensive planting and streetscaping. Building roof elevations must not exceed elevation 225 feet above sea level.

- Provide direct pedestrian links to adjacent subdivisions and a connection to park trails in Cabin John Park.

- Dedicate a park along the western edge of the site that draws on the site's rock formations and incorporates attractive water features.

- The site should provide 50 percent green areas with extensive planting.

- Attractive lighting internal to site with no glare or impact on surrounding area.

- Ample planting of evergreens, other trees, shrubbery and indigenous wildflowers and use of berms.

- Planting of indigenous trees, shrubs and flowers around entire perimeter of structure.

- Provide connection of the development to the existing sewer line in River Road in order to avoid direct connection to the main in the Cabin John Stream Valley Park. If adequate capacity is not available in the existing River Road sewer line, there must be a public review of sewer options.

- Comply with the most stringent applicable stormwater management regulations in effect at the time of application to minimize and manage stormwater runoff to Cabin John Creek. Efforts should be made to ensure stability of the banks of Cabin John Creek. Encourage the use of innovative techniques in accordance with state and local law to further reduce the impact of stormwater to Cabin John Creek.

- Special consideration should be given to management of vehicular traffic relating to development of this site, including possible use of a traffic management plan, service roads and signalization.

If the site is to be developed for multi-family use, the following additional guidelines apply:

- A minimum of 60 percent of the site should be green areas, and as much as 75 percent if feasible.

- No parking spaces between the front of the building and River Road.
- Higher structures should be sited to the rear of the property with shortest structures nearest to River Road.
- Maximum height for any portion of building to be five stories.
- Building coverage of not more than 18 percent, and as little as 14 percent if feasible.
- The facade of the building should be developed in a manner to reduce the appearance of a monolithic or institutional like structure.
- No telecommunications towers or other high utility structures on the roof other than a satellite dish serving the occupants of the building.
- Residential parking to be provided in a garage structure beneath the building, with some surface parking on the side of the building for visitors and guests.

Figures 4 and 5 are illustrative concepts, which depict two of many possible development scenarios under the optional method. Any future development must meet the Master Plan's guidelines and all findings for approval under sections 59-D-2 and 59-D-3 of the Zoning Ordinance.

Tri-State Quarry

This 21.49-acre quarry (historically known as the Carderock Quarry) is located at 8200 Seven Locks Road, southwest of the interchange of River Road and the Capital Beltway. The property is zoned R-200 and is a legal non-conforming use as the quarry and building supply operation predates implementation of the zone. The quarry is bordered by Cabin John Park to the north and east and to the west and south by the single-family detached homes of the Carderock Springs subdivision. Most of the site is dedicated to mineral resource recovery and material stocking operations and is highly disturbed, with the largest pit facing Seven Locks Road. The quarry is in fourth generation ownership and the reserves are extensive.

While floods, fire, or other disasters are not the same threat to a quarry and building supply operation as they are to other legal non-conforming uses, the quarry and building supply owners have requested a public review mechanism that would both legitimize the present non-conformity, and permit future applications with public hearings for either modified or ancillary uses. For example, these could include a showroom to display and store natural stone and/or building supplies, an enlarged service garage, or an enlarged truck scale.

Recommendation

- **Draft a minor zoning text amendment to legitimize the present non-conforming quarry and building supply operation, and to permit additional or expanded related ancillary uses through the special exception process.**

Potomac Village

Potomac Village is composed of properties under different ownership and is the commercial heart of the Potomac community. Shops, services, and offices cover about 26 acres, and total about 337,710 square feet at the intersection of Falls and River Roads. The existing pattern of strip centers separated from roads by parking lots is very auto-oriented and uncoordinated. Circulation patterns are inefficient and the area lacks adequate pedestrian and bike facilities.

The Potomac Village Center is zoned C-1 (see Map 11) for the most part and because the commercial zoning exceeds 15 acres, new development requires site plan approval. Some of the Center's parking is provided by a special exception on land zoned R-200. The plan supports the continued use of special exceptions on the property currently used for parking in lieu of expanding the C-1 zoning and development potential on land adjacent to residential properties. Surrounding development is primarily residential with a post office, library, day care center, church, and veterinary clinic in the vicinity. This Plan's recommendations encourage improvements to the village center that will enhance overall circulation and create a pedestrian-friendly environment incorporating civic uses and open spaces The Plan does not recommend additional lanes on Falls Road or River Road.

Recommendations

- **Provide a pedestrian-friendly mixed-use village center consisting primarily of retail uses but also including offices, housing, and entertainment/recreational activities at a compact village scale. (See Figure 4.)**

- **Retain the current C-1 zoning. Given the site area, new development will require site plan review and conformance with the Plan's guidelines. Dwellings units should be allowed as special exceptions.**

- **Retain current R-200 zoning of transitional areas within the northwest quadrant of the Village Center. Housing for the elderly is an appropriate special exception use.**

Land Use and Design Guidelines

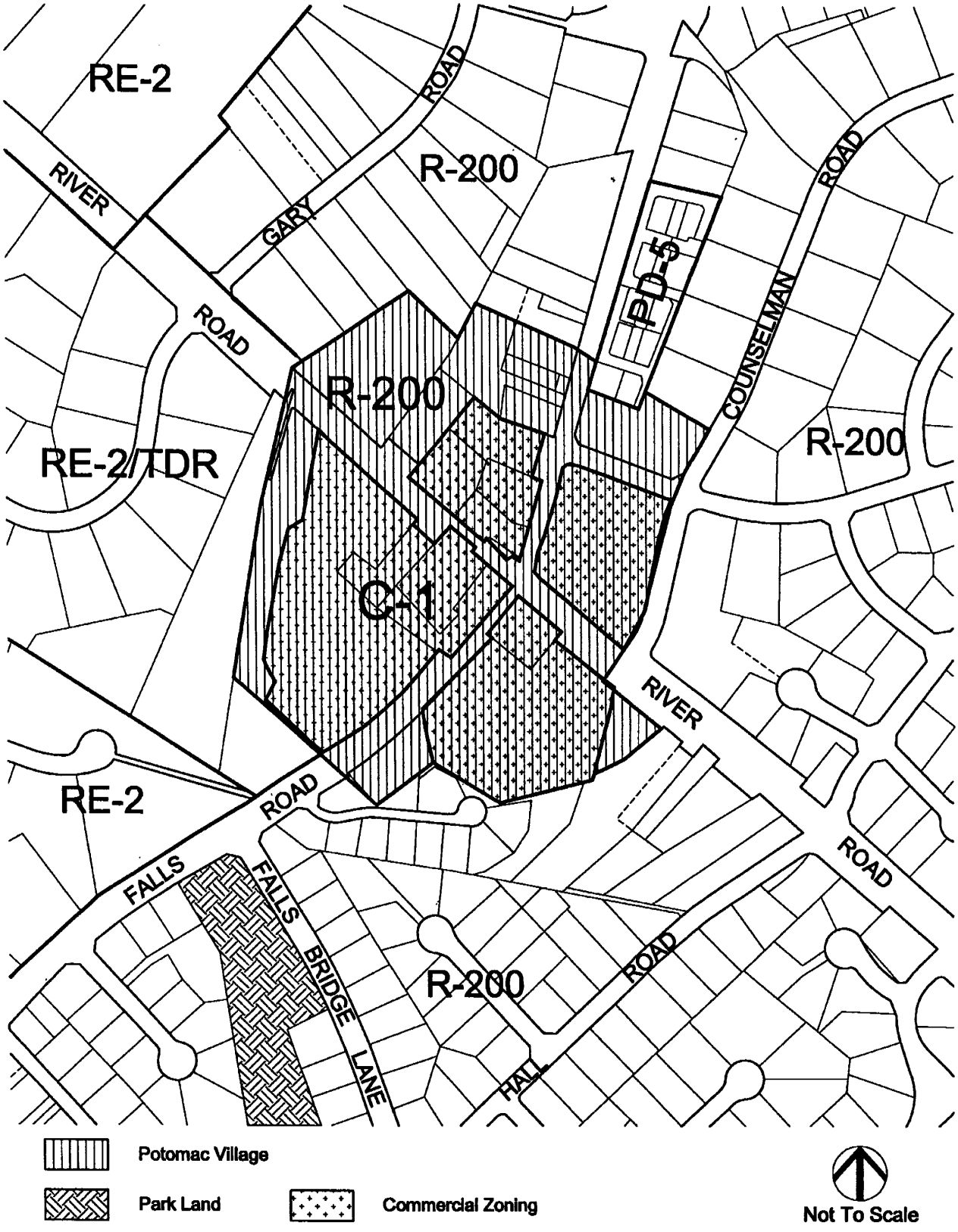
- Development on this site should meet this Plan's general design principles.

- Preserve and restore remaining riparian areas along the headwaters of Rock Run.

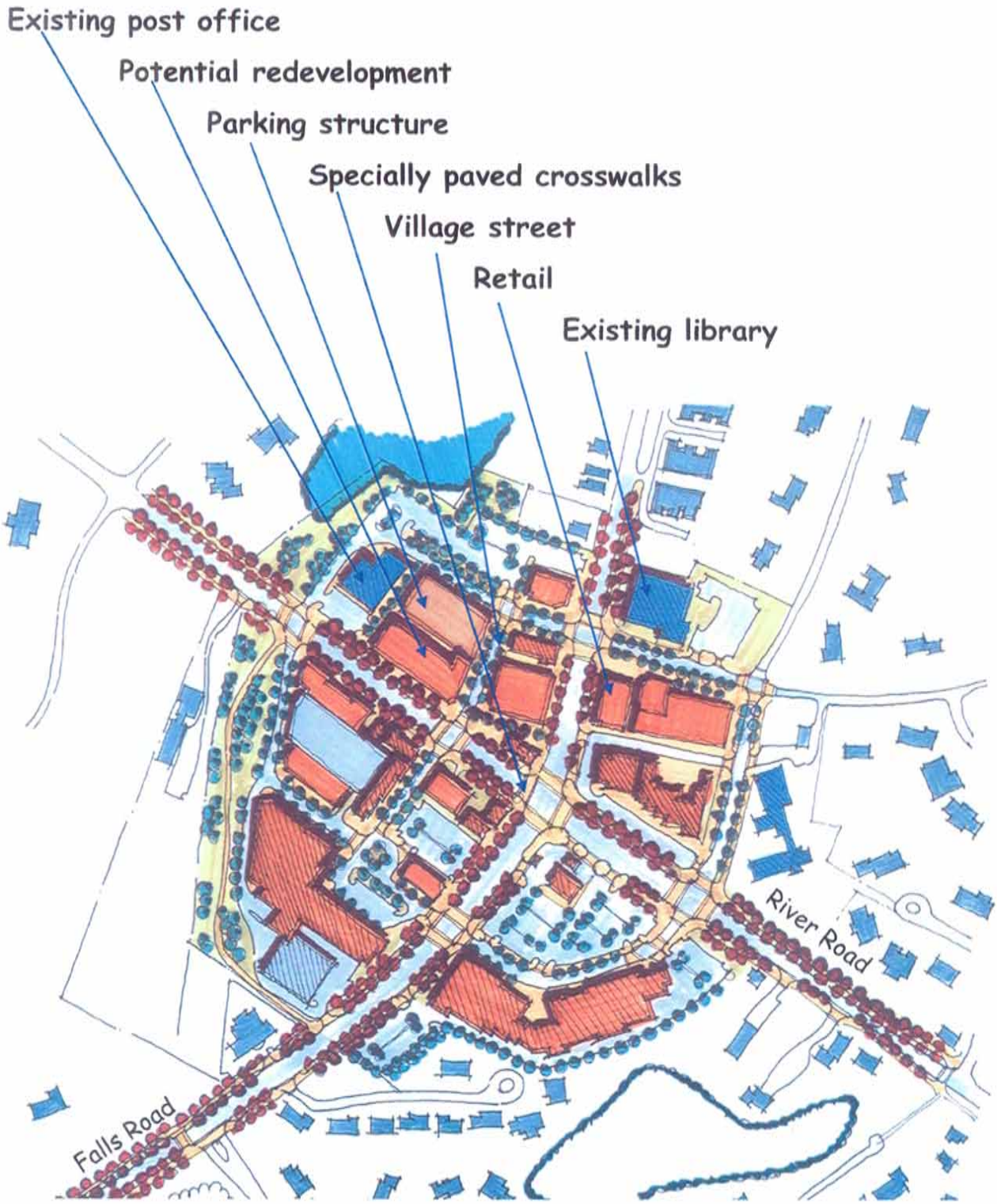
- Create green, park-like edges along the village's perimeter by linking existing parks and open space.

- Additional uses, such as housing over retail, are encouraged.

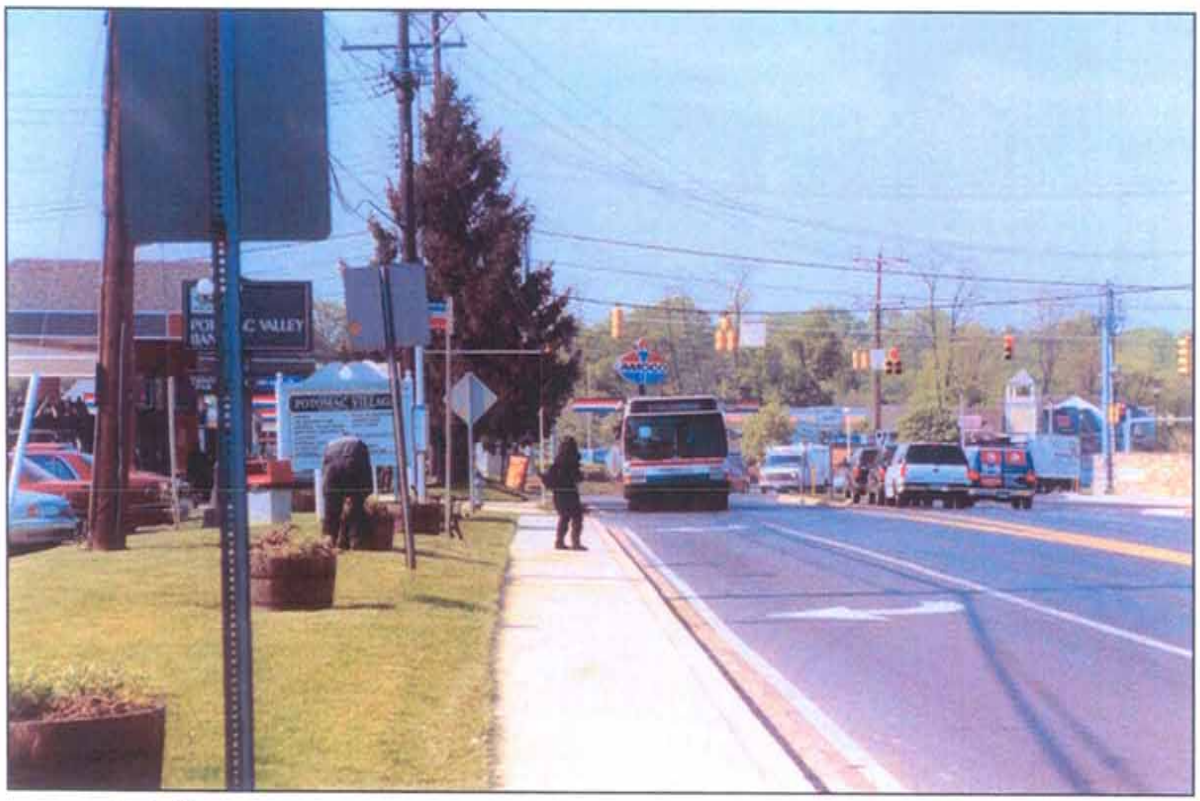
- Provide an attractive "Main Street" environment along Falls and River Roads (see Figure 5) that is compatible with the community's green character and promotes pedestrian and bicycle circulation with wide sidewalks shaded by street trees, specially paved crosswalks, and a minimal number of curb-cuts.


RE-2
RIVER
ROAD
GARY
ROAD
R-200
PD-5
COUNSELMAN
ROAD
R-200
R-200
RE-2/TDR
C-1
RIVER
RE-2
ROAD
FALLS
ROAD
FALLS
BRIDGE
LANE
R-200
ROAD
HALL
ROAD
Potomac Village
Park Land
Commercial Zoning
Not To Scale

Potomac "Village" Concept **Figure 5**



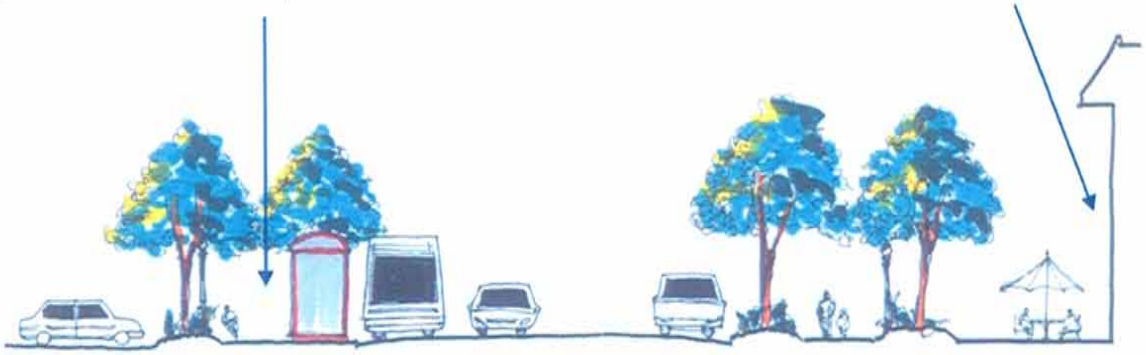
Potomac "Main Street" Streetscape **Figure 6**



Existing

Streetscape for a pedestrian-friendly street

Buildings along street provide street definition and animation



Proposed

- Provide a continuous loop of village streets, as redevelopment occurs, within all four quadrants of the center for local circulation and improved pedestrian connections. This loop should incorporate existing community facilities such as the post office, library, church, and day care into the village center.

- Provide ground floor retail in compatible buildings not more than 35 feet high.

Habibi/Srour Properties

These 2.96-acre properties at 10006, 10008, and 10010 Falls Road are located in the northwest quadrant of the intersection of Falls and River Roads between the commercial core of Potomac Village and the residential areas to the north and west. The property is zoned R-200 and is adjacent to single-family lots to the north and west in the same zone. The Potomac Public Library (R-200) and the Village at Potomac subdivision zoned PD-5 are to the east, the U.S. Post Office and Potomac Electric Power Company (R-200) are to the southwest and an office building and bank zoned C-1 are to the south.

The property owners have requested a zoning change from R-200 to the C-1 convenience commercial zone, reasoning that the three residential-office special exception uses that exist on the property provide justification for change. Despite the fact that rezoning this property could possibly facilitate a by-pass loop of the village center (similar to Counselman Drive and Glenolden Road), this Plan does not recommend a change in zoning. The property presently forms a transition from the commercial core to the single family residential area bordering the village. Glenolden Drive forms an appropriate northern boundary for the commercial area, while an extension would tend to destabilize the abutting residential area to the north. A zoning change based on the existence of special exceptions would be an undesirable precedent for Potomac Village as special exceptions exist as transition uses on several other edges of the commercial core. However, housing for the elderly would be an appropriate special exception use for this site and may facilitate the implementation of a by-pass loop.

Recommendations

- **Retain the existing R-200 zoning.**

- **The site is suitable for housing for the elderly.**

Seven Locks Road Post Office

This 83,739-square foot site is located east of Seven Locks Road north of Bradley Boulevard and is zoned R-200. The existing building has a gross floor area of 11,611 square feet and has been used as the West Bethesda Post Office. With the Post Office planning to relocate services, the site could be redeveloped.

Recommendation

- **Retain the existing R-200 zoning. A less intensive special exception use on the site may be appropriate if impervious surfaces and traffic are reduced, and if additional perimeter screening, storm water management, landscaping, and increased parking lot setbacks are included. Housing for the elderly is also an appropriate special exception use for this site.**

North Potomac

Introduction

North Potomac is an emerging community that was previously part of the Darnestown and Travilah areas. Residents are striving to create a clear identity for their community and are seeking needed local community services, such as a recreation center.

Located roughly between Darnestown Road and Travilah Road, abutting Rockville and Gaithersburg, North Potomac covers only seven square miles, but has the largest population of any of the Subregion's four communities and is the most densely populated.

Even though the Travilah Shopping Center, the University of Maryland Shady Grove Campus, and the proposed Traville development are in the Subregion, they were reviewed as part of the July 1990 *Shady Grove Study Area Master Plan*, which included specific design objectives and concepts to guide area development.

This Plan reconfirms both the general and specific objectives and concepts for those properties. Further, this Plan recommends no new shopping centers in North Potomac, except for the retail component of the proposed Traville development.

Potential Planning Area

The Potomac Subregion is comprised of three planning areas, Potomac, Travilah and Darnestown, with internal boundaries defined by the Watts Branch and the Muddy Branch. Since the last Potomac Subregion master plan was prepared in 1980, the area of North Potomac has emerged, receiving a census area designation in 1990. North Potomac straddles parts of the Planning Areas of Travilah and Darnestown, yet is fundamentally different from both. For example, the population density per square mile in North Potomac is 3,361, compared with 421 in Travilah and 272 in Darnestown.

The northern and western boundaries of North Potomac (Darnestown Road and Jones Lane) are relatively easy to define, the southern and eastern boundaries less so. To prepare a demographic profile, staff defined North Potomac as the six traffic zones generally corresponding to the recommended sewer service envelope and the Transfer Development Rights Zones.

Citizens in North Potomac have requested that a new North Potomac Planning Area be created, a separate County Council legislative action from master plan approval. The basis of the request is that North Potomac has a unique identity, is internally cohesive, and differs from the remainder of the Subregion.

Recommendation

- **The County Council should authorize the Planning Board to study the creation of a new North Potomac Planning Area, with the participation of the citizens associations of Darnestown, North Potomac, and West Montgomery.**

Country Corner Properties

This 4.18 acre site is located at 10312 and10304 Darnestown Road, at its intersection with Hunting Lane and Key West Avenue. (See Map 12.) The uses on the site include a horticultural nursery, permitted by special exception, and an interior decorating store that is a non-conforming use. These two uses are situated on several parcels zoned R-200. Surrounding uses include a proposed church, single family and low-density townhouse residences, and office and commercial development (both existing and proposed).

Circulation in the immediate vicinity is somewhat difficult due to one-way travel lanes and oddly angled intersections. Hunting Lane is a secondary road serving residential development, with connection to both Darnestown Road and Travilah Road (via Nolan Drive). A prescriptive right-of-way exists on Hunting Lane along the site's western property line. Darnestown Road is classified as an arterial east of Key West Avenue and a Major Highway to the west, the same classification as Key West Avenue. Because Darnestown Road and Key West Avenue serve as major access roads to I-270, regional circulation to and from the site is good.

The character of the neighborhood surrounding the site is one of roadway-oriented non-residential uses and inward-facing residential areas. Residential densities in the area vary from single-family homes on half-acre lots to townhouses that average around eight dwelling units per acre. To the east, a residential subdivision bordering the site is zoned R-200/TDR and to the west, land is zoned R-200 and PD-3. On the northern side of Darnestown Road, land is zoned R&D on the north and west side of Key West Avenue and C-3 and O-M on the east and south side.

Despite the current use as a commercial business, this site remains a desirable place for a residential use. The existing zoning, which permits about two dwelling units per acre, and surrounding development, which averages between two and eight units per acre, indicate that a fairly low density should be maintained here. This Plan recommends that the property be rezoned to R-200/TDR-10, and at time of site plan, the number of units be capped at 38. The unusual traffic patterns along Darnestown Road will require careful study as to the best point(s) of access and to circulation. Additionally, a 60 foot right-of-way consistent with the width required for a secondary road will be required along Hunting Lane. Planting vegetated buffers along the perimeter of the property will help to screen out noise and visual impacts from Darnestown Road and Key West Avenue.

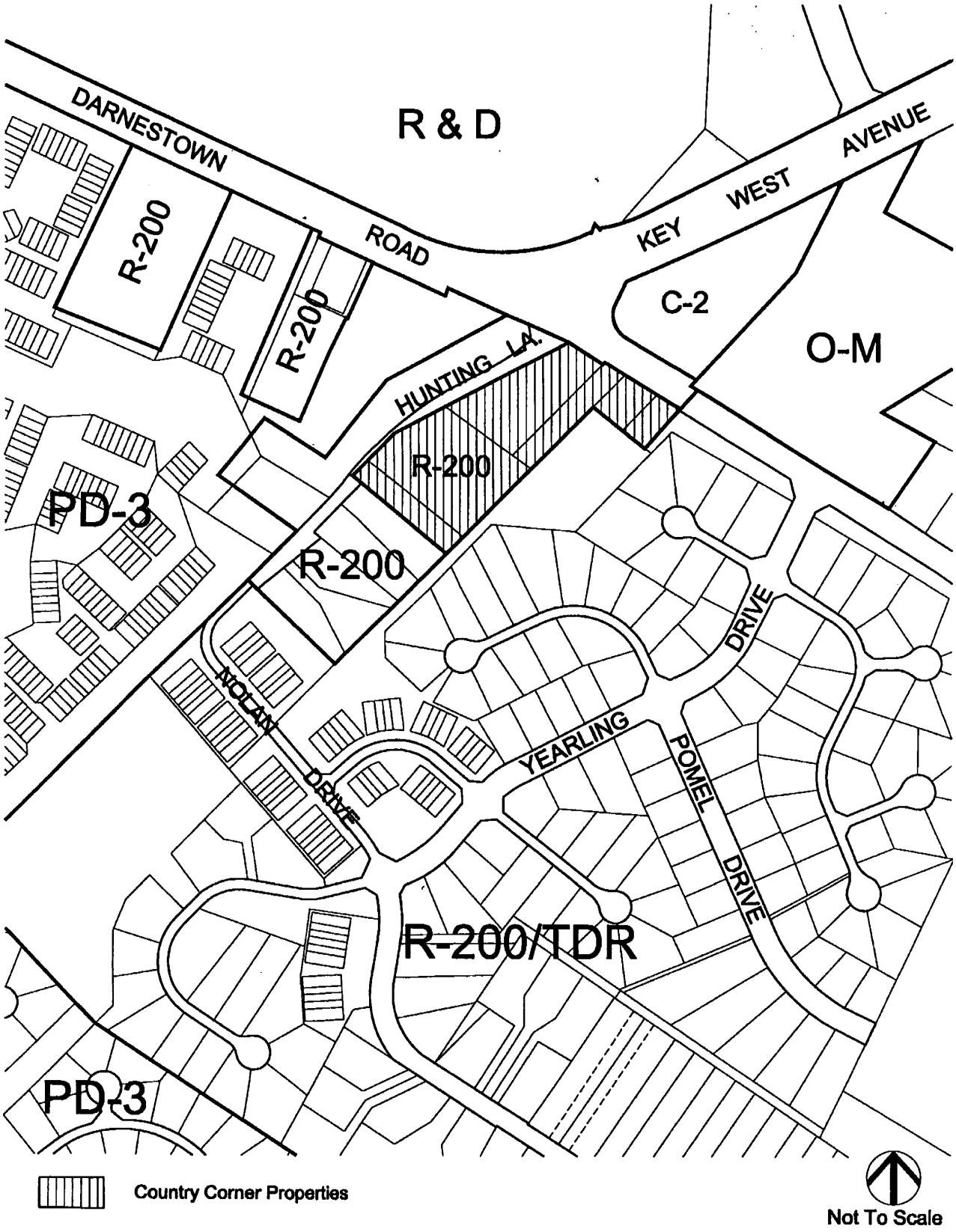
Recommendations

- **Rezone parcels 881, 883, 884, 885, 933, and 958 at 10312 and 10304 Darnestown Road from R-200 to RT-200/TDR-10, limiting the number of units to a maximum of 38. A waiver of the requirement for 15 percent detached dwellings is also recommended.**

Hanson Farms

The 170-acre Hanson farms are located along Muddy Branch Park, west of Quince Orchard and Dufief Mill Roads and north of Travilah Road. (See Map 13.) The Potomac Horse Center is located to the east of the property on Quince Orchard Road. The Hanson Farms are in dual ownership with the northern 95 acres referred to as the "Hanson Farm" and the southern 75 aces referred to as the "Trust Property."

Country Corner Properties **Map 12**



Almost the entire 170-acre site, which includes several environmentally sensitive areas, drains to the Muddy Branch, either directly or via three unnamed tributaries. Two farm ponds are located on the Trust Property, one of which is spring fed. The property has been actively farmed by three generations of the Hanson family, raising beef cattle, grain and timber. Because the fourth generation of Hansons are not farmers, the owners have contemplated development proposals within the time frame of this Master Plan. However, due to the fact that the owners wish to continue farming as long as possible, it may be many years before the property is developed.

Ultimately, the development of this 170-acre working farm will present an opportunity to preserve environmentally sensitive lands, expand the stream valley park system, provide a needed public facility, and create a walkable residential community. (See Figure 6.)

Located in the northwest quadrant of the intersection of Travilah Road and Quince Orchard Road, and east of the Muddy Branch Stream Valley Park, the farm is surrounded by R-200 and RE-2 residential development. The site includes several structures along Quince Orchard Road and there is a single-family lot to the north of the farm structures, improved with a dwelling unit. The site includes sensitive areas, such as steep slopes and forested areas along stream valleys and along Travilah Road. It is zoned RE-2, which would allow for development of two acre lots outside the environmentally sensitive areas.

Recommendations

- **Rezone the site from RE-2 to PD-2 with a TDR option, to encourage more compact development, expand the regional stream valley system, protect sensitive areas, provide community facilities, and promote walking and biking.**

- **Limit the allowable density to a maximum of 170 dwelling units, including MPDUs. The Council is considering a text amendment to provide a TDR option in the PD zone. If this change is approved, TDR density incentives may be used to increase the maximum number of dwelling units by 10 percent, to 187.**

- **Include large lots at the perimeter to buffer existing residences, generally on the south and east.**

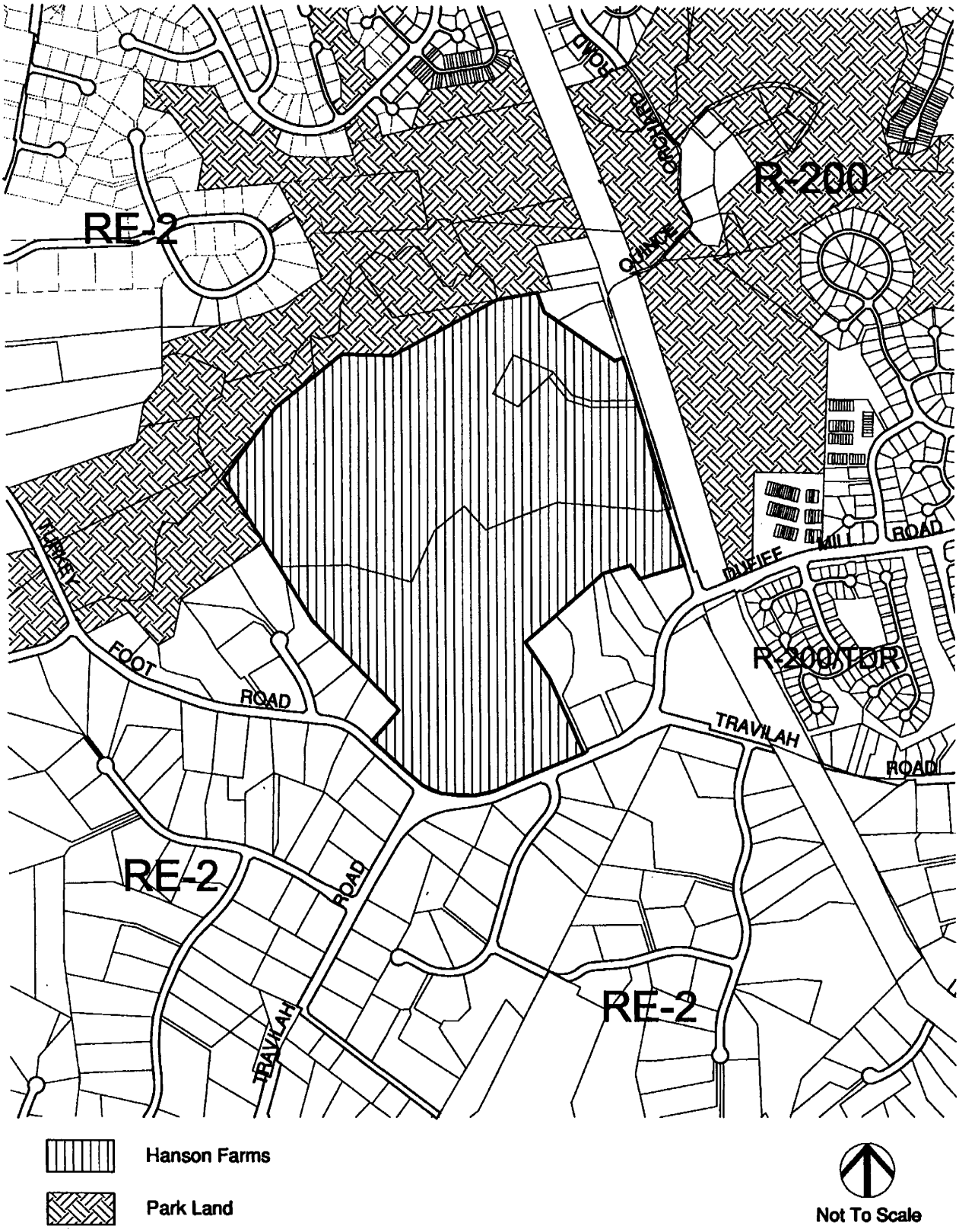
- **Retain both existing Hanson residences and incorporate them into the fabric of the new community.**

- **Dedicate land for the North Potomac Community Recreation Center if the County Council does not select the preferred site for the center on Travilah Road. (See Community Facilities Plan.)**

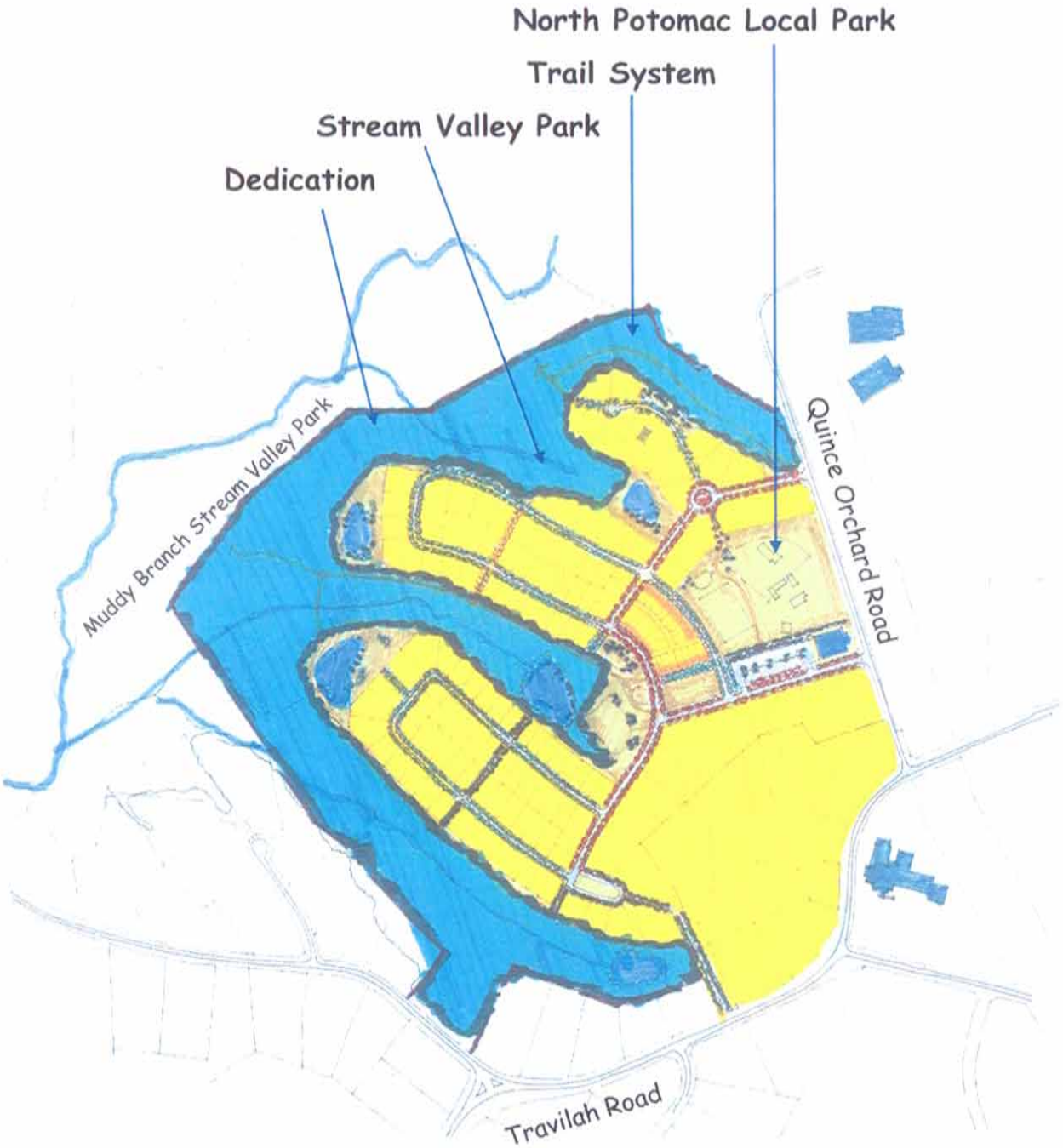
- **Maintain adequate setbacks between playing fields and the adjacent homes.**

- **Provide links from the local park to the Muddy Branch Stream Valley Park.**

Hanson Farms **Map 13**



Hanson Farms Concept **Figure 7**



Land Use and Design Guidelines

- Development on this site should meet this Plan's general design principles. (See Figure 6.)

- Cluster development away from environmentally sensitive resources.

- Dedicate a 12-to 13-acre site for a community recreation center along Quince Orchard Road to ultimately include the existing farm. The site should accommodate a 24,000 net square foot recreation center, playing fields, and adequate parking.

  If the County Council selects the preferred community recreation center site on Travilah Road, (Community Facilities Plan), then the following guidelines apply for alternative recreational facilities at Hanson Farms:

- Dedicate a ten-acre site as a local park, sufficient to accommodate two ball fields and adequate parking.

- Development on this site must not exceed 50 percent of the total site area, excluding the potential community recreation center.

- Expand the regional stream valley park system by dedicating:

  - forested area along northernmost tributary, including the existing farm road, which can be incorporated into the trail system

  - areas of sensitive features, such as steep slopes and a 200 foot buffer along the Muddy Branch main stem

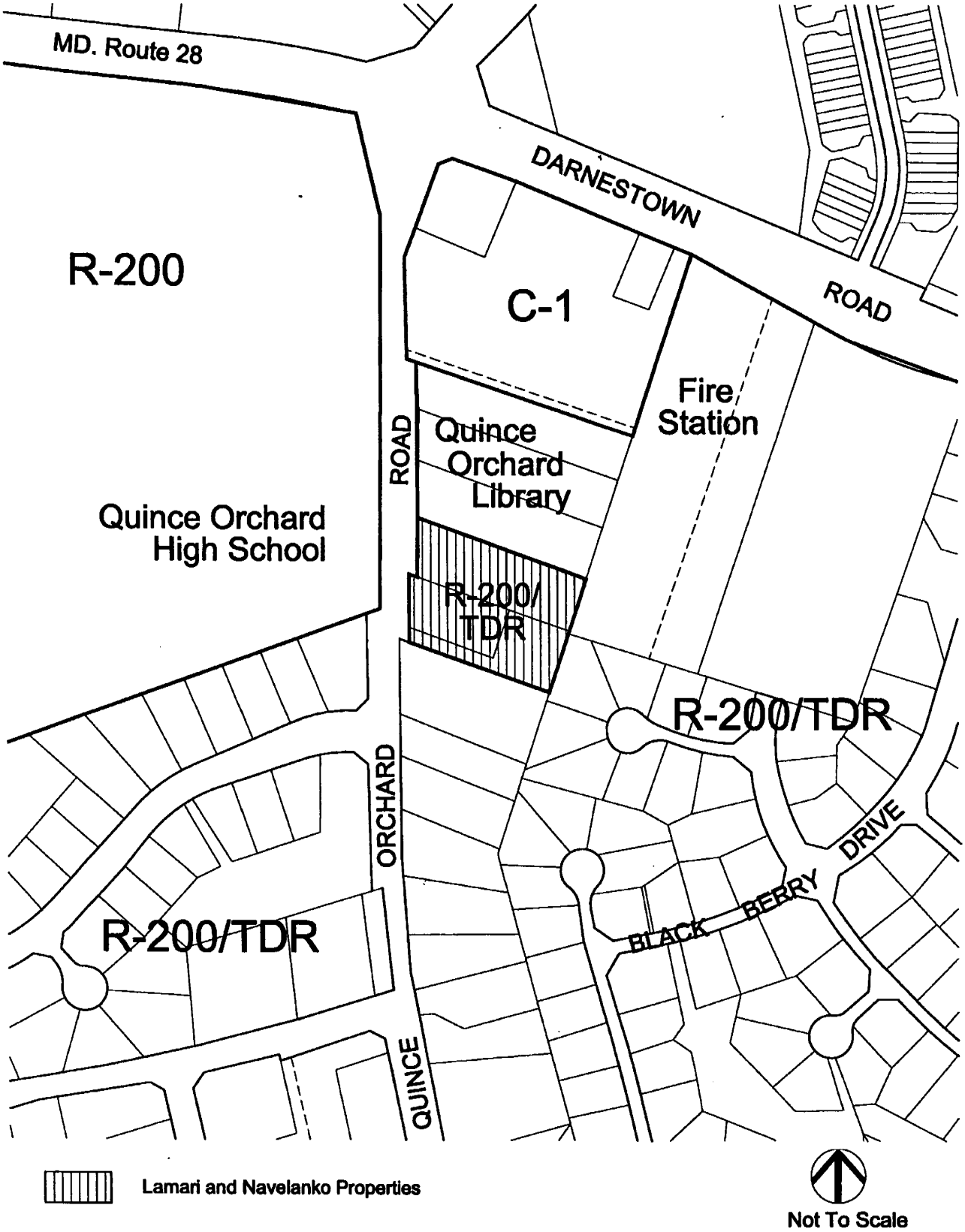
  - forested area adjacent to Travilah Road and adjacent stream valleys to connect with the existing stream valley park.

- Provide paths between the community center or local park, the Potomac Horse Center, Travilah Road, and the stream valley park.

- Provide frequent pedestrian links to the trail system in the stream valley park that provide community access to the park.

Lamari/Navelanko Properties

These three residential lots in the R-200/TDR Zone, each improved with a single family house, are located on the east side of Quince Orchard Road, south of the Quince Orchard Library, east of the Quince Orchard High School, and west of a fire station with a telecommunications tower and site of a proposed collapse rescue building. (See Map 14.) The properties are therefore almost surrounded by non-residential public uses, none of which were anticipated by the 1980 Potomac Master Plan.


MD. Route 28
DARNESTOWN ROAD
R-200
C-1
Fire Station
Quince Orchard Library
ROAD
Quince Orchard High School
R-200/ TDR
R-200/TDR
ORCHARD
R-200/TDR
BLACK BERRY DRIVE
QUINCE
Lamari and Navelanko Properties
Not To Scale

Although the area is beginning to take on the character of a government center, it is not appropriate for high intensity uses. The northern part of the property was subject to a zoning request for the O-M Zone in 1989. The Planning Board was split on the issue, and the Hearing Examiner recommended a remand to permit the applicant to revise the schematic development plan. The County Council concurred and in 1991 granted a request to withdraw the zoning request without prejudice.

Recommendations

- This site should be considered for public uses such as expansion of the Quince Orchard Library and the provision of a Regional Services Center satellite office.

- In the alternative, the property should be zoned O-M, with the land use and development standards restricted to those of the C-T Zone, via a schematic development plan with binding elements.

Rickman Property

This 13-acre property comprises six parcels in four different zones and is located on the east side of Travilah Road south of Nolan Drive and extending almost to Shady Grove Road. (See Map 15.) The property is bordered on the north and east by the Traville property, zoned MXN. The Rickman property is currently zoned C-1, C-2, R-200, and R-200/TDR while older single family homes and a school on the west side of Travilah Road are zoned R-200/TDR and PD-3 respectively. The property to the south is zoned R-200/TDR.

Two large commercial/industrial buildings occupy the central portion of the site, one of them the site of the former Travilah Trading Company. The northeast portion of the property was the location of a longstanding dump, which has since been extensively rehabilitated by the present owner. The C-1 and C-2 portions of the site could be developed for commercial purposes without benefit of site plan review. A research and development use for the property, possibly associated with the biotech industry, with a generous setback from Travilah Road and dedication of a badly needed recreational field at the southern end, would substantially improve the appearance of these parcels.

Recommendations

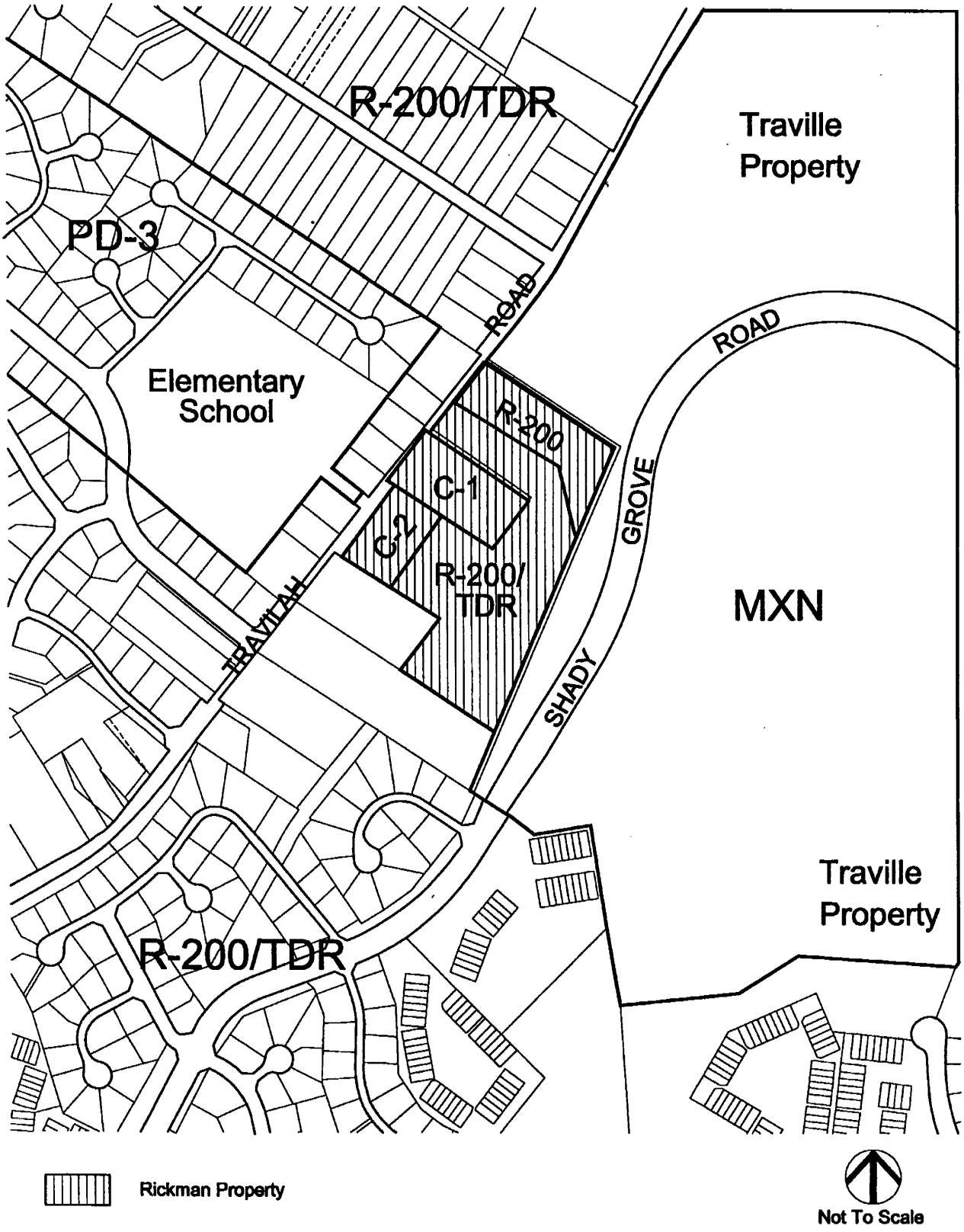
- Rezone the property from the C-1, C-2, R-200, and R-200/TDR Zones to the R&D Zone.

- Dedicate sufficient land for a regulation size soccer field on this site or elsewhere in the Subregion or, in the alternative, provide funding in lieu of land.

- Orient the site to Shady Grove Road by providing for access via the property to the north during the subdivision process, possibly by the use of easements or joint access to Shady Grove Road extended. Such access shall only be allowed if it can be accomplished without impacting endangered species in the area. Provide a pedestrian and bike link from Travilah Road to the southeast edge of the property facing Shady Grove Road.

- Design the site to meet the Plan's design principles.

Rickman Property **Map 15**



Rockville Crushed Stone Quarry

The Rockville Crushed Stone Quarry on Piney Meetinghouse Road, zoned I-2 (heavy industrial), covers over half a square mile and is over 400 feet deep in places. It is anticipated that its reserves will continue to be mined beyond the life and projections of this Master Plan. In the very long term, it offers the potential of a reservoir after mining operations cease.

The Quarry's heavy industrial zoning is the only such zoning in the Potomac Subregion. Because of the extensive area and unique configuration of the quarry, and the proximity of surrounding residential development, any future redevelopment or rezoning proposal by the Quarry owners should be subject to specific public review.

Recommendation

- **Should redevelopment or rezoning of the Rockville Crushed Stone Quarry be proposed prior to another master plan amendment, an advisory group will be formed to ensure public review and comment on the proposed redevelopment or rezoning.**

Travilah

Introduction

This central and southern portion of the Potomac Subregion is a low-density area that acts as a transition from the higher densities of Potomac and North Potomac to lower densities in Darnestown and the natural environment of the Potomac River. This community is under intense development pressure and contains natural features of County and State significance. Travilah has one small commercially zoned area and is served by retail centers in the Subregion and beyond. These commercial areas beyond Travilah are expected to accommodate the shopping needs of the community.

Like Darnestown, Travilah is a more rural portion of the Subregion, and the area's dependence on septic systems has ensured low-density residential neighborhoods. According to the 1997 *Census Update Survey*, Travilah's population was 421 residents per square mile. Travilah's one commercial area is served by a septic system and there is no industrial zoning. The area is dominated by low-density, single-family detached residential development in the R-200, RE-1, RE-2, and RE-2C Zones.

Greenbriar Branch Watershed Sites

Within this watershed are two unprotected areas on serpentine bedrock that contain valuable, high quality, and sensitive natural resources, including habitats for rare, threatened, endangered, or watchlist species. (See Environmental Resources Plan.)

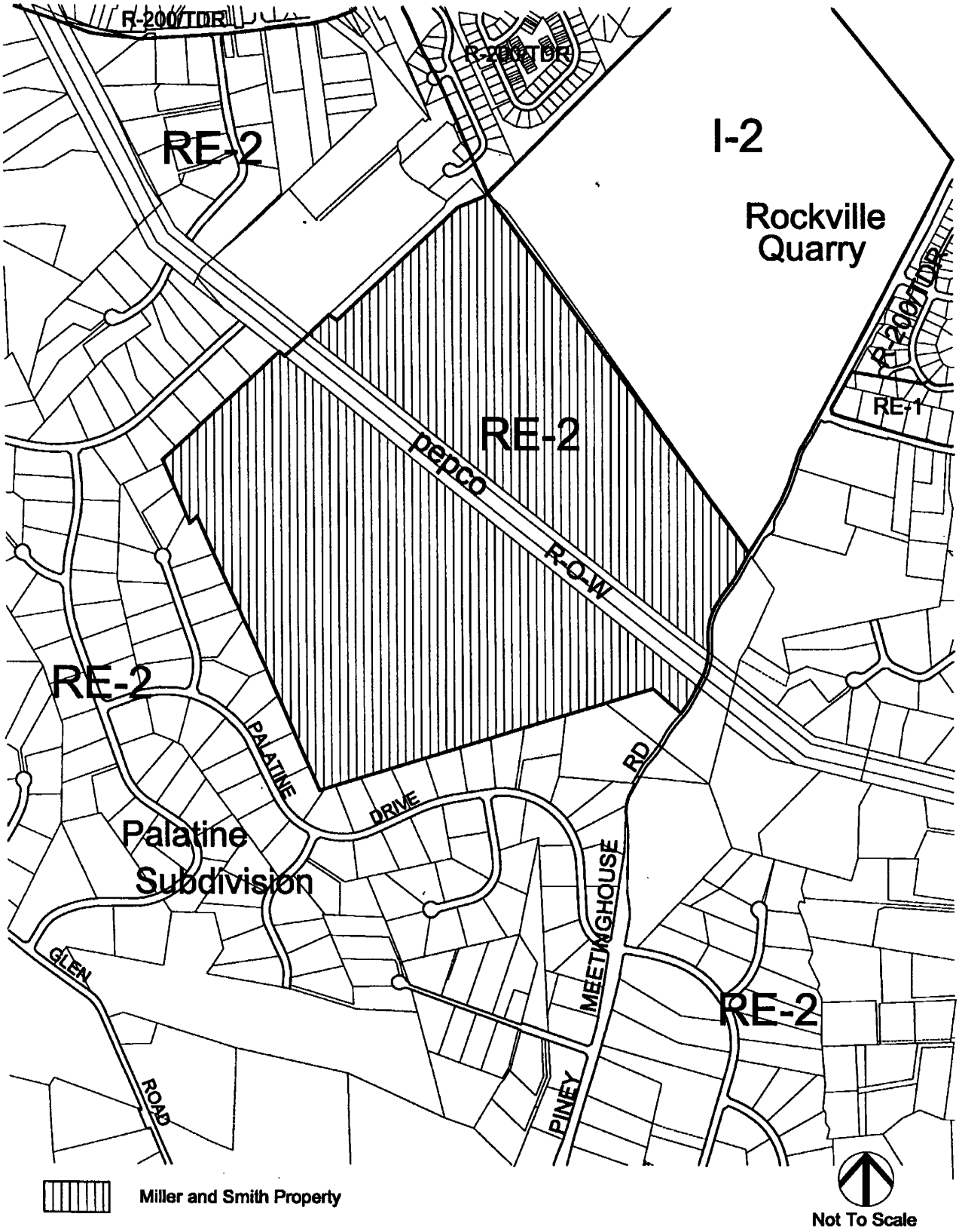
The first area is the 258-acre Miller and Smith property. The second area (145 acres) referred to as the Lower Greenbriar, includes four properties, Tipton, Piney Grove, Weihe, and Semmes. These properties have been identified by the Legacy Open Space Program as particularly important for acquisition, as there are no alternative properties of like quality and size anywhere else in the County.

These areas are of State, as well as County, significance and the Maryland Department of Natural Resources has determined that preserving such areas will protect and enhance the biodiversity of the State of Maryland. The Miller and Smith property is zoned RE-2, is outside the sewer service envelope recommended by this Master Plan, and is currently under intense development pressure. Without expeditious action by the Planning Board and County Council, much of the unique, second generation climax forest vegetation on this property will be lost forever.

Miller and Smith Property

This 258-acre site is located west of Piney Meetinghouse Road and is zoned RE-2. (See Map 16.) It is bisected by the Pepco right-of-way (250 feet wide, 4,135 feet long and approximately 23.7 acres) and shares the same unique geological formation as the Rockville Crushed Stone Quarry to the north and the Palatine subdivision to the south. To the east is Piney Meetinghouse Road and the Piney Glen Farms and Glen Knolls subdivisions, both zoned RE-2.

Miller and Smith Property **Map 16**



This property, also known as the Travilah Serpentine Area, is a rare natural community located on a large outcrop covered by thin nutrient-poor and chemically unusual soil. Considered the State's rarest natural community type, the Miller and Smith property is one of four serpentinite-influenced sites remaining in Maryland. It is the second largest of these sites, and supports seven state-listed threatened or endangered species together with 13 watchlist species adapted to the prevalent harsh condition. (See Table 1, page 15). See also page 17 under the heading "Greenbriar Branch Watershed".

The property owners have proposed a residential development and request RE-2C zoning. A clustered single-family housing development of 103 units is proposed within three development pods totaling approximately 90 acres. Also proposed are two entrances off Piney Meetinghouse Road with internal roads and sewer lines connecting the three development pods. The plan was designed to economically support the conservation park on the remainder of the property (130 acres). It would be developed as a conservation park with a series of natural, interpretive trails and entirely funded by the private sector. The property owners propose to provide public water and sewer to this property.

This Plan has three main disadvantages: it would constitute an intrusion beyond the sewer service envelope boundary proposed by this Master Plan; it would fragment further the viability of the island remnants of serpentinite and their rare and unusual ecosystems; and it would require excavating new sewer lines along stream valleys, with concomitant environmental damage.

These properties have been recommended for acquisition by the Legacy Open Space Program. The Miller and Smith property is also identified as a priority for acquisition by the Park Acquisition Program. This Master Plan endorses these recommendations.

Recommendations

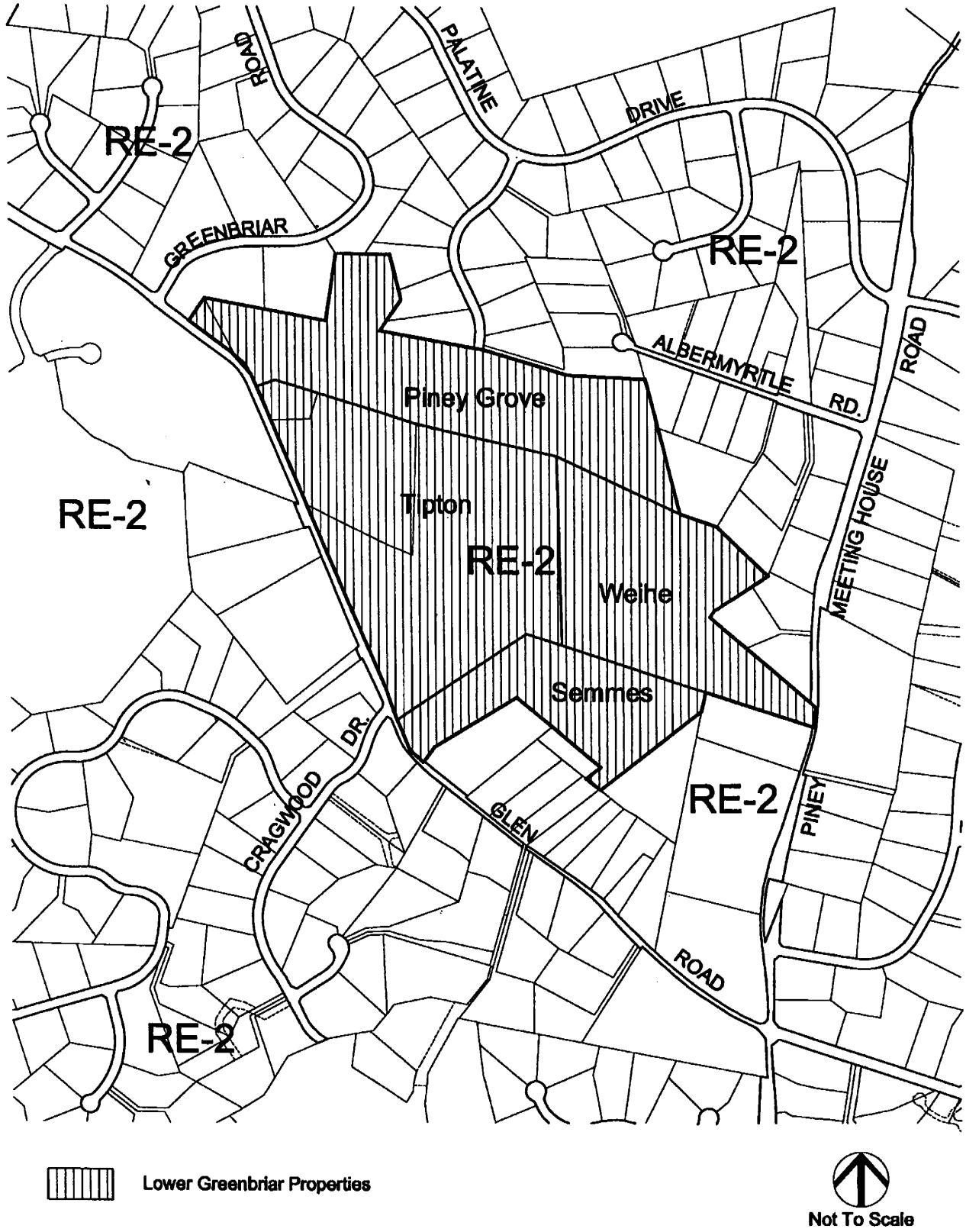
- **Retain the existing RE-2 zoning.**
- **Acquire the properties as conservation park land, if possible during the first budget cycle after Master Plan adoption.**
- **Do not include properties within the sewer service envelope.**

Tipton Property, Piney Grove, Weihe and Semmes

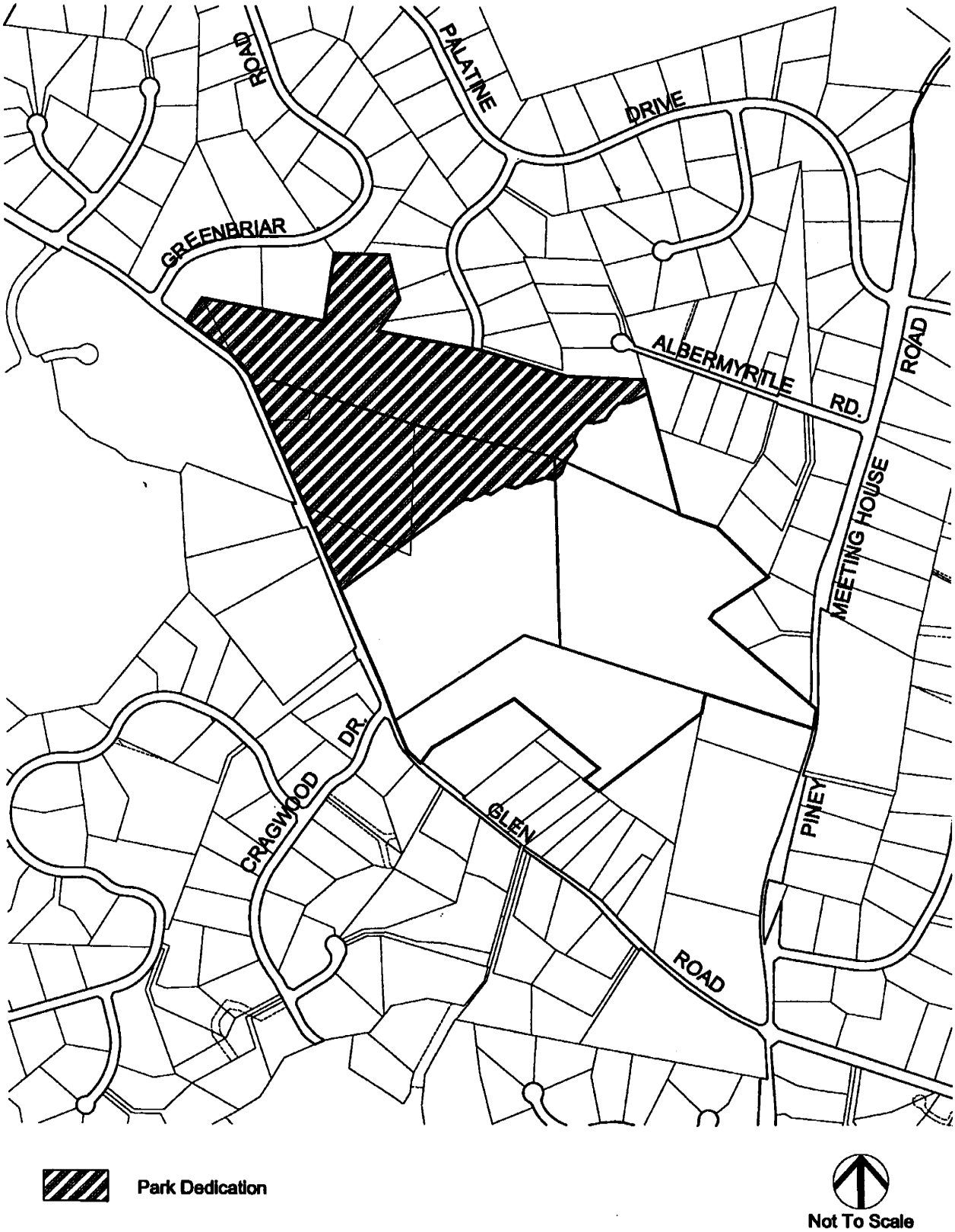
The Tipton Property on the northeast side of Glen Road contains 51.83 acres. (See Map 14.) It has been owned by the Tipton Family since 1946. The properties to the north (Palatine) and south (Great Elm Farm) are served by public sewer. Applications for sewer services have been filed since 1989, but each has been deferred (or denied) for various reasons. The property is traversed by a major underground pipeline right-of-way which is devoid of trees and crosses the existing small streams.

The three other parcels are also zoned RE-2 and total approximately 93.0 acres. (See Map 17.) Piney Grove is located between the Palatine subdivision and the Tipton property. The Weihe parcel abuts the east boundary of the Tipton property. Taken together, Piney Grove and Weihe have access to Piney Meetinghouse Road to the east and Glen Road to the west.

Lower Greenbriar Properties **Map 17**



Lower Greenbriar - Park Dedication **Map 18**



The property owners have requested that these properties be designated for Rural Neighborhood Cluster (RNC) under the optional method. Under such a designation, the owners have proposed a cluster development of 62 single-family detached homes and preservation of approximately 44 acres (65 percent of the property) as a Greenbriar Stream Valley Park.

Recommendations

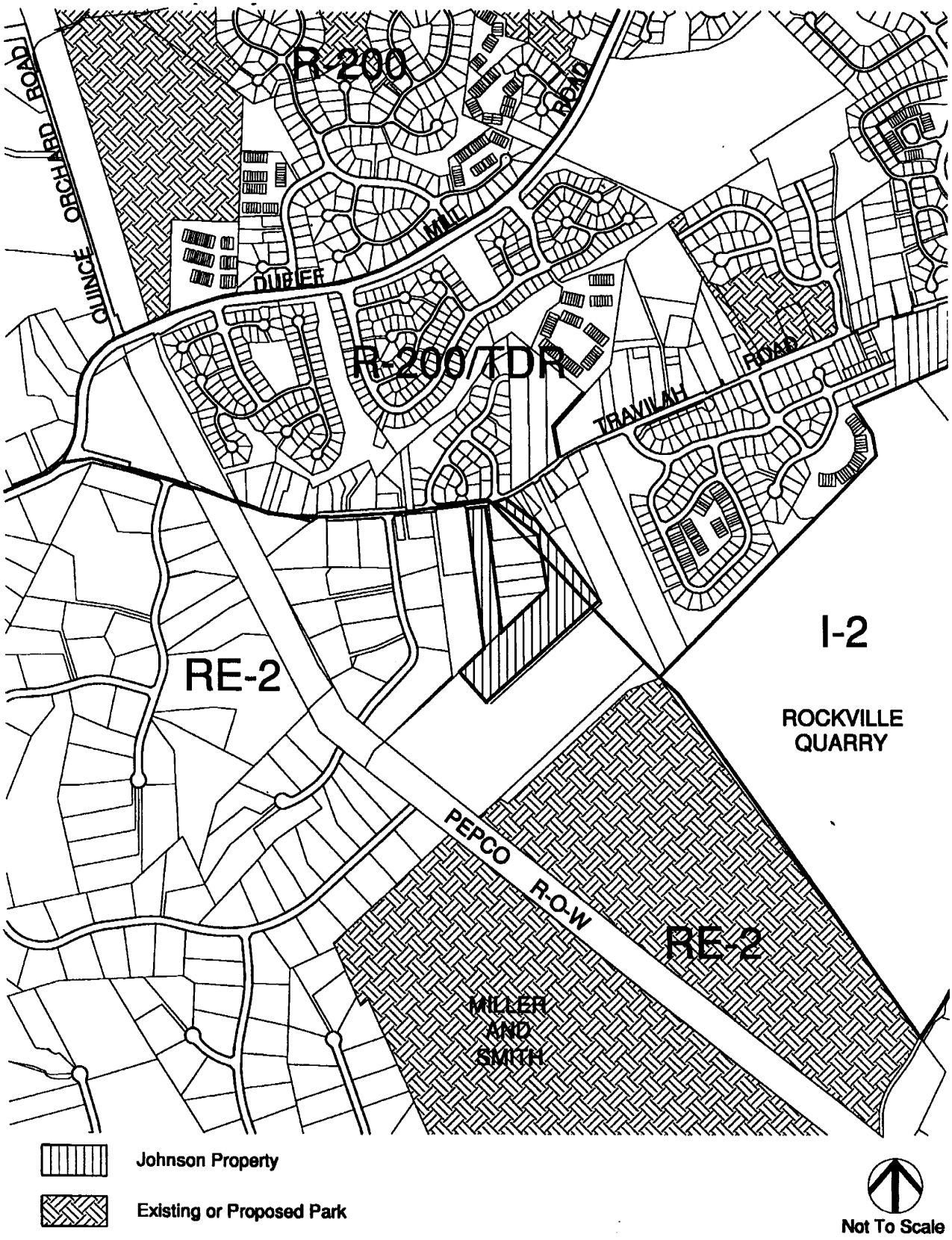
Rezone these properties RNC with the provision of public water and sewer service with the following conditions:

- **The properties must be subject to a single development application, or in the alternative, two applications, each of which must include at least 40 percent of the housing units and 40 percent of the dedicated open space.**
- **Dedicate as park land the 60 acres west of the gas line easement and west of the northern most tributary east of the gas line easement.**
- **Provide sewer service via pressure system rather than by gravity.**
- **The design and implementation of the pressurized waste water system serving these properties must meet the standards and satisfaction of staff in the WSSC's Engineering and Construction Team.**
- **Retain 70 percent open space. Stream buffers should be maximized (providing larger than minimum buffers wherever feasible) through dedication or the use of private conservation easements.**
- **Maximum of 62 lots (based on compatibility and sewer feasibility).**

Johnson Property

This 13.8-acre site is located on Travilah Road near the dividing line between the North Potomac and Travilah communities. The "Johnson property" is actually two parcels: a 3.45-acre rectangular property and a 10.38-acre irregularly shaped parcel. Both parcels have access to Travilah Road. In the center of the two U-shaped Johnson parcels are five other parcels owned by three different groups. Most of the property is zoned RE-2 with a small portion (approximately ten percent) zoned R-200/TDR. The owner has requested a zoning change to R-200 or RE-2/TDR2 and extension of public sewer service. (See Map 19.)

The Johnson property has existing community water and sewer service for one hook-up. The property is adjacent to the proposed sewer service boundary, but is not included within the proposed sewer envelope. Much of the site is currently used for business operations that are allowed by several special exceptions. The site contains several buildings, large dump trucks, large gravel surfaces, trailers, storage containers, as well as abandoned vehicles, tires, and old equipment.


R-200
QUINCE ORCHARD ROAD
MUD
DUBIER
R-200/TDR
TRAVILAH ROAD
I-2
RE-2
ROCKVILLE QUARRY
PEPCO R-O-W
RE-2
MILLER AND SMITH
Johnson Property
Existing or Proposed Park
Not To Scale

Residential land use would be more compatible with the surrounding area than the current uses. Rezoning of this property could substantially upgrade the area, enable assemblage of unrecorded parcels, and eliminate commercial special exceptions and nonconforming uses in the area.

However, while residential development is encouraged, increasing the zoning density for this site would be contrary to several of the stated policies in the Public Hearing Draft Potomac Subregion Master Plan. For example, the County's water and sewer policies generally allow the provision of sewer service only to those areas zoned for moderate to dense development. The Plan establishes a policy that generally recommends against the provision of community sewer service to low-density areas, such as those with RE-2 zoning.

It is not recommend that community sewer service be extended outside of the proposed sewer envelope. While the Plan does support limited approvals for sewer service along its currently established edge, the focus of any such limited service is on properties that can be served by sewer extensions within public rights-of-way. The Johnson property could not be served by sewer extensions within the public right-of-way.

Recommendations

- **Confirm the existing zoning of RE-2 that covers 90 percent of the site.**

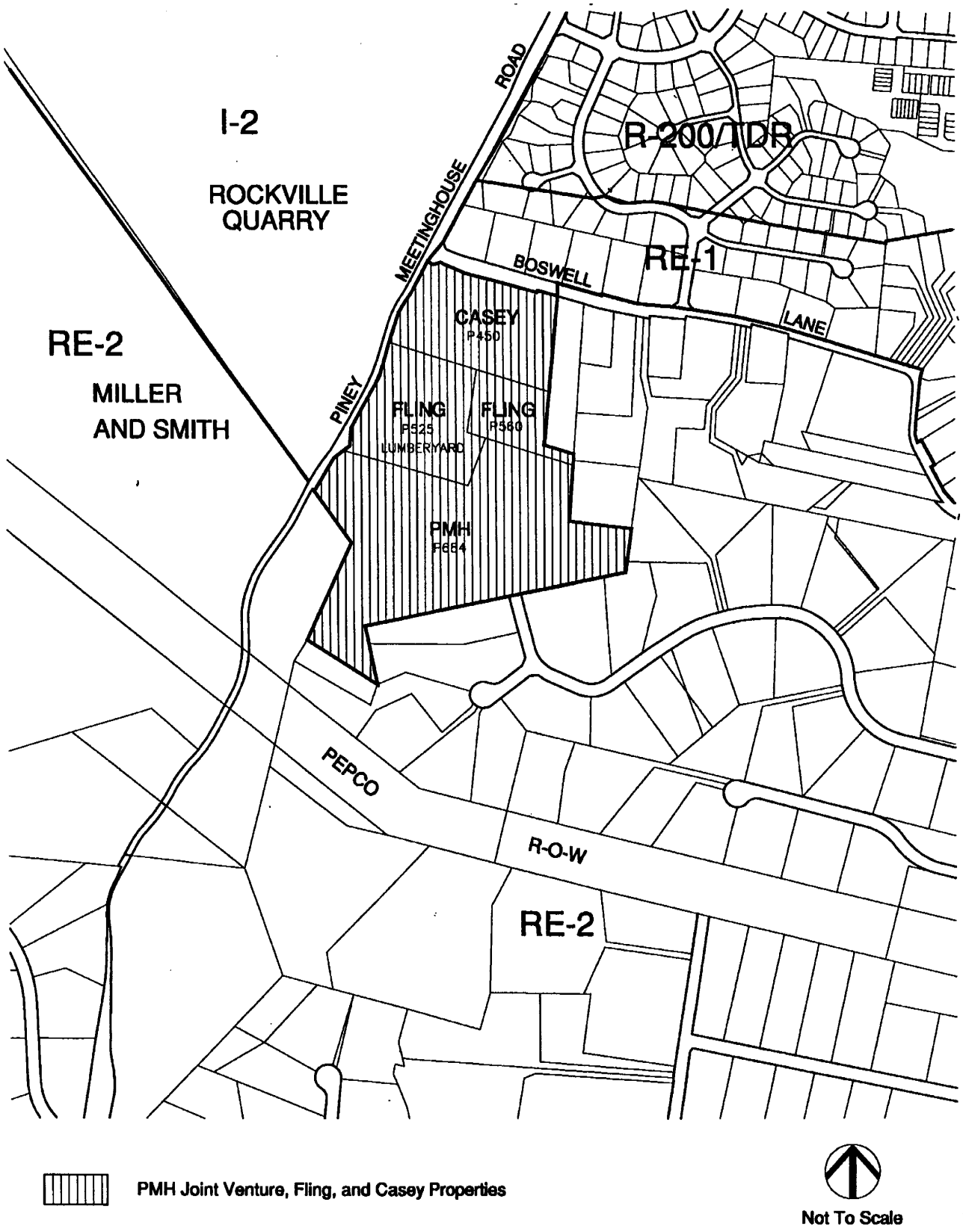
- **Correct a zoning anomaly (i.e., the split zoning) that exists on the site by rezoning the R-200\TDR-3 portion (approximately 10 percent) of the property to RE-2.**

PMH Joint Venture, Fling, and Casey Properties

These RE-2 zoned properties are located at the southeast quadrant of Piney Meetinghouse Road and Boswell Lane, confronting the I-2 zoned Rockville Crushed Stone Quarry on the west and the RE-1 zoned land north of Boswell Lane. The Casey property (Parcel 450) covers 6.84 acres, while the Fling properties (Parcels 525 and 560) are 6.39 and 2.59 acres respectively. The largest parcel (P684) covers 19.89 acres and is owned by PMH Joint Venture. Parcel 525 is a commercial lumberyard that is bereft of vegetation, has spilled over into the adjacent PMH property and into Parcel 560, and has mulch piles that are leaching into adjacent stream waters. The owners of Parcels 525, 560, and 684 have presented a joint request for the RE-2C Zone and an amendment to the sewer service envelope. (See Map 20.)

The subject parcels are located in the western tributary of the Piney Branch watershed and restricted from access to community sewer service due to the County Council's Restricted Access policy for Piney Branch watershed. The PMH parcel is bisected by the West Piney Branch and almost entirely forested. The parcels are located on the eastern edge of the serpentinite outcrop and are unlikely to support more than two or three conventional septic systems due to shallow bedrock and a high water table.

PMH Joint Venture, Fling, and Casey Properties **Map 20**



PMH, Fling, Casey - Proposed Conservation Area **Map 21**

There does not appear to be any method of permitting a sewer extension to these properties with a standard RE-2 subdivision without setting a precedent that would essentially nullify the County Council's Restricted Access Policy for the other developable properties within this sub-basin. The County's water and sewer policies generally allow the provision of sewer service only to those areas zoned for moderate to dense development. The Plan establishes a policy that generally recommends against the provision of community sewer service to low-density areas, such as those with RE-2 zoning.

Environmentally, the lumberyard is a degraded site. Sustaining the environment is the pre-eminent policy determinant of the Draft Plan, and the following is proposed as the sole exception to the West Piney Branch Restricted Access Policy to achieve a net environmental gain for this area:

1. A small residential cluster development eliminating a very degraded commercial site of around seven acres.
2. Preservation through a Conservation Easement of approximately 22 acres of riparian forest with rare plants.
3. An improvement to water quality.

Recommendations

Rezone the PMH Joint Venture, Fling, and Casey properties (Parcels 684, 525, 560, and 450) to the RE-2C Zone with the following conditions:

1. **A single combined application for the PMH and Fling properties with all lots limited to lumberyard parcel (6.39 acres) and disturbed edge of Parcels 684 and 560.**

2. **Remaining area of approximately 22 acres to be a Category A Conservation Easement to protect water quality and rare plants. (See Map 21.)**

3. **Planning Board waiver of 50-acre minimum tract for RE-2C Zone only if all conditions are met.**

4. **WSSC approval of pressure sewer feasibility. Pumping to be to Piney Meetinghouse Road and north to Boswell Lane.**

5. **Public sewer service will require use of cluster option as recommended in the Master Plan.**

6. **Cluster development on Casey property will only be considered subsequent to Planning Board approval of PMH/Fling cluster. In the alternative, a joint application for all four parcels, meeting all above conditions, may be made. In either case, a significant proportion of riparian forest on the Casey property will be required as a Category A Conservation Easement.**

Reiver Property

This two acre site, zoned RE-2, is located in the northeast quadrant of the intersection of Travilah and Glen Roads. The Property is surrounded on three sides by the single-family detached houses of the Belvedere, Travilah Park, and Greenbriar Estates subdivisions, is zoned RE-2, and retains a single-family detached residential character. A small commercial convenience center is located diagonally across the intersection from this site. The owner has requested O-M zoning, with a schematic development plan, arguing the need for small office in the area, and that the proximity of the existing structure to the Glen and Travilah rights-of-way limits its use for residential purposes.

Even on well and septic, and with the safeguards of a schematic development plan, this site is not appropriate for office use. Such a change would constitute an undesirable precedent in the RE-2 Zone.

Recommendation

- **Retain the existing RE-2 zoning, but allow appropriate special exception uses.**

Tobytown

The Tobytown community is bounded by River Road and Pennyfield Lock Road, approximately five miles west of Potomac Village (see Map 22). The Tobytown Cemetery, which contains the remains of its founders, is the last original site remaining in the community. The Tobytown Cemetery is a master planned historic site, #25/014, and is described in Appendix C.

Tobytown was established in 1875 by William Davis, Ailsie Martin, and Emory Genus. The community's first residents were former slaves. With the exception of one two-story house, all the original fifteen houses were one-story houses with one, two, and three bedrooms. The community had no post office or school (Montgomery County denied residents' request to construct a school in 1917) and classes were held in the Baptist Church.

The community prospered as most residents worked on surrounding farms as laborers, gardeners, domestics, and cooks. However, in the 1950s and 1960s, demand for rural labor declined as the area developed with exclusive residences. With limited job and educational opportunities, Tobytown began to suffer; most of the seventy-five residents lacked indoor plumbing and electricity and had no garbage collection.

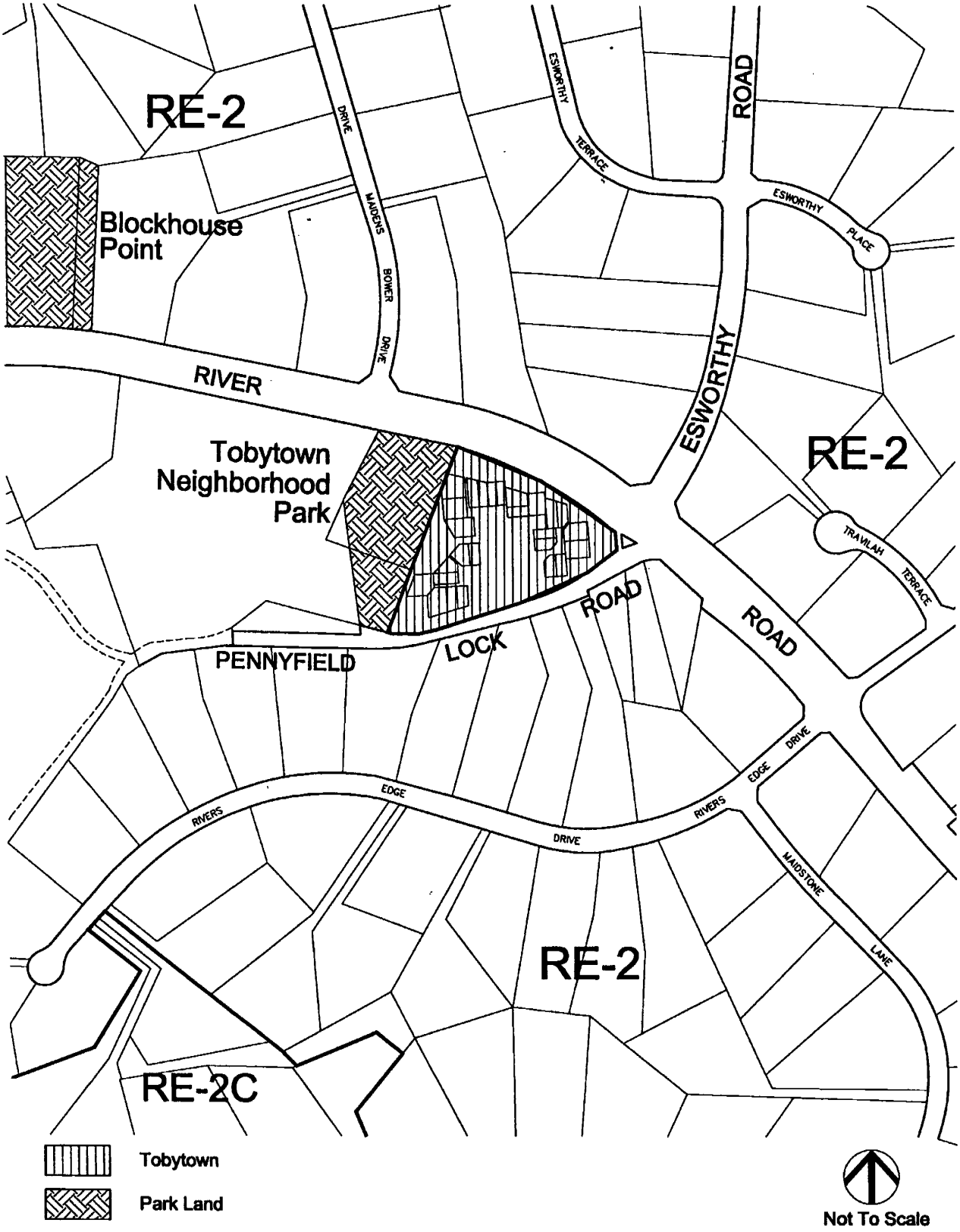
In 1965, the County health department issued an order to improve sanitation conditions, including wells and outhouses. The County Council designated Tobytown as an urban renewal area in 1967 and directed the Housing Authority to establish a nonprofit development corporation. Thus, the Tobytown Development Corporation, consisting of residents, interested citizens, and government staff, was appointed.

The U.S. Department of Housing and Urban Development approved the development corporation's housing plan in January 1972 and new townhouses were occupied by December 1972. Today, Tobytown has approximately 125 residents in 26 townhouses on 16 acres of land.

they also feel isolated from jobs and retail centers. This Master Plan supports paratransit, possibly a minivan supplied by the Department of Recreation, for the citizens of Tobytown, to address an immediate need.

Recommendation

- **Support a study of paratransit options for Tobytown as a priority. (See Transportation Plan.)**


RE-2
Blockhouse Point
MADDENS BOWER DRIVE
ESWORTHY TERRACE
ESWORTHY ROAD
ESWORTHY PLACE
RIVER
Tobytown Neighborhood Park
RE-2
TRAVILAH TERRACE
PENNYFIELD LOCK ROAD
ROAD
RIVERS EDGE DRIVE
RIVERS EDGE DRIVE
MAIDSTONE LANE
RE-2
RE-2C
Tobytown
Park Land
Not To Scale

Darnestown

Introduction

By 1749, the Darnestown community was established at the intersection of two main roads, one connecting Georgetown to the mouth of the Monocacy River (now Route 28), and the road from Seneca Mills. By 1879, Darnestown was an important commercial and service center including stores selling dry goods, groceries, and hardware; a blacksmith shop; a wheelwright; and a tavern, post office, and physician's office.

The Darnestown Planning Area is the westernmost area in the Potomac Subregion and is in the semi-rural lower reach of the Seneca Creek Valley. Most of the Darnestown area is zoned Rural Cluster, intended to provide a compatible mix of agricultural uses and low-density residential development that promotes agriculture and protects scenic and environmentally sensitive areas. The Darnestown Village center still offers residents a mix of commercial shops and services, and has the potential to become a thriving center of community life.

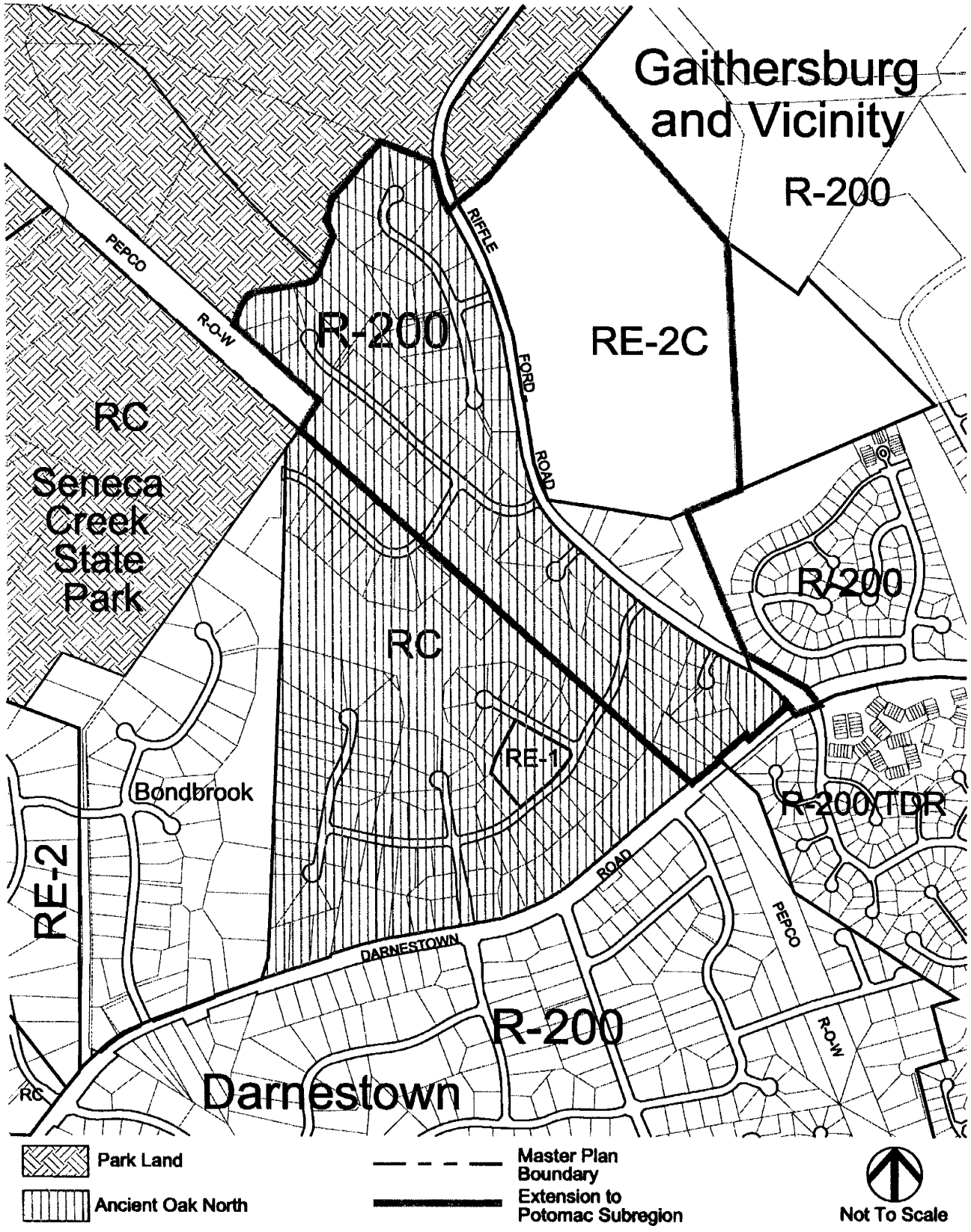
While no longer an area primarily used for farming, Darnestown still has a rural character and a very strong sense of community. This Plan's recommendations are designed to preserve, protect, and enhance Darnestown's unique residential and community character and to review major undeveloped sites for their potential to contribute to park land and open space. Recommendations for development patterns and density are designed to provide a transition between the suburban areas to the east and the prime agricultural areas to the west.

Ancient Oak North Subdivision

The Ancient Oak North Subdivision is bordered by Seneca Creek state park to the north, Riffle Ford Road to the east, Darnestown Road to the south and the Bondbrook subdivision to the west. (See Map 23.) It straddles the Pepco right-of-way, the boundary between the Darnestown and Gaithersburg and Vicinity Planning Areas. The subdivision is split-zoned with the Darnestown properties zoned RC (Rural Cluster) and the Gaithersburg and Vicinity properties zoned R-200. Conversely, the properties zoned for 20,000 square foot lots average double the size of the properties in the five acre RC Zone. Taken together, the lots range from 25,800 to 194,300 square feet and have an average lot size of 47,000 square feet.

In 1999, the Pipkin property, centrally located on 12901 Meadow View Drive on the Darnestown side of Riffle Ford Road was rezoned from RC to RE-1. The Pipkin property is the largest single-family lot in this section of the Ancient Oak North Subdivision.

This Plan recommends uniting the Ancient Oak North subdivision within the Potomac Subregion Planning Area. The Plan also recommends rezoning both sections of the subdivision from RC and R-200 respectively to the RE-1 Zone. The minimum lot size of 40,000 square feet in the RE-1 Zone more accurately reflects the existing lot sizes and character of this area of Darnestown. The RE-1 Zone would provide a consistent zone throughout the Ancient Oak North Subdivision, would conform with the recent precedent set by the Pipkin case, and would provide a better transition between the R-200 Zone east of Riffle Ford Road in the Gaithersburg and Vicinity master plan area and the RE-2 zoning in the Haddonfield subdivision in the Darnestown Planning Area.


Gaithersburg and Vicinity
R-200
RIFFLE
FORD
ROAD
PEPCO
R-O-W
R-200
RE-2C
RC
Seneca Creek State Park
RC
R-200
RE-1
Bondbrook
RE-2
R-200/TDR
DARNESTOWN
ROAD
PEPCO
R-O-W
R-200
RC
Darnestown
Park Land
Ancient Oak North
Master Plan Boundary
Extension to Potomac Subregion
Not To Scale

Recommendations

- **Unite all of the Ancient Oak North subdivision and properties within the Darnestown Civic Association boundaries in the Potomac Subregion by shifting the boundary line from the Pepco right-of-way to east of Riffle Ford Road. (See Map 23.)**

- **Rezone the Ancient Oak North subdivision from RC and R-200 to RE-1.**

- **Confirm the R-200 and RE-2C zoning east of Riffle Ford Road.**

Darnestown Triangle and Vicinity

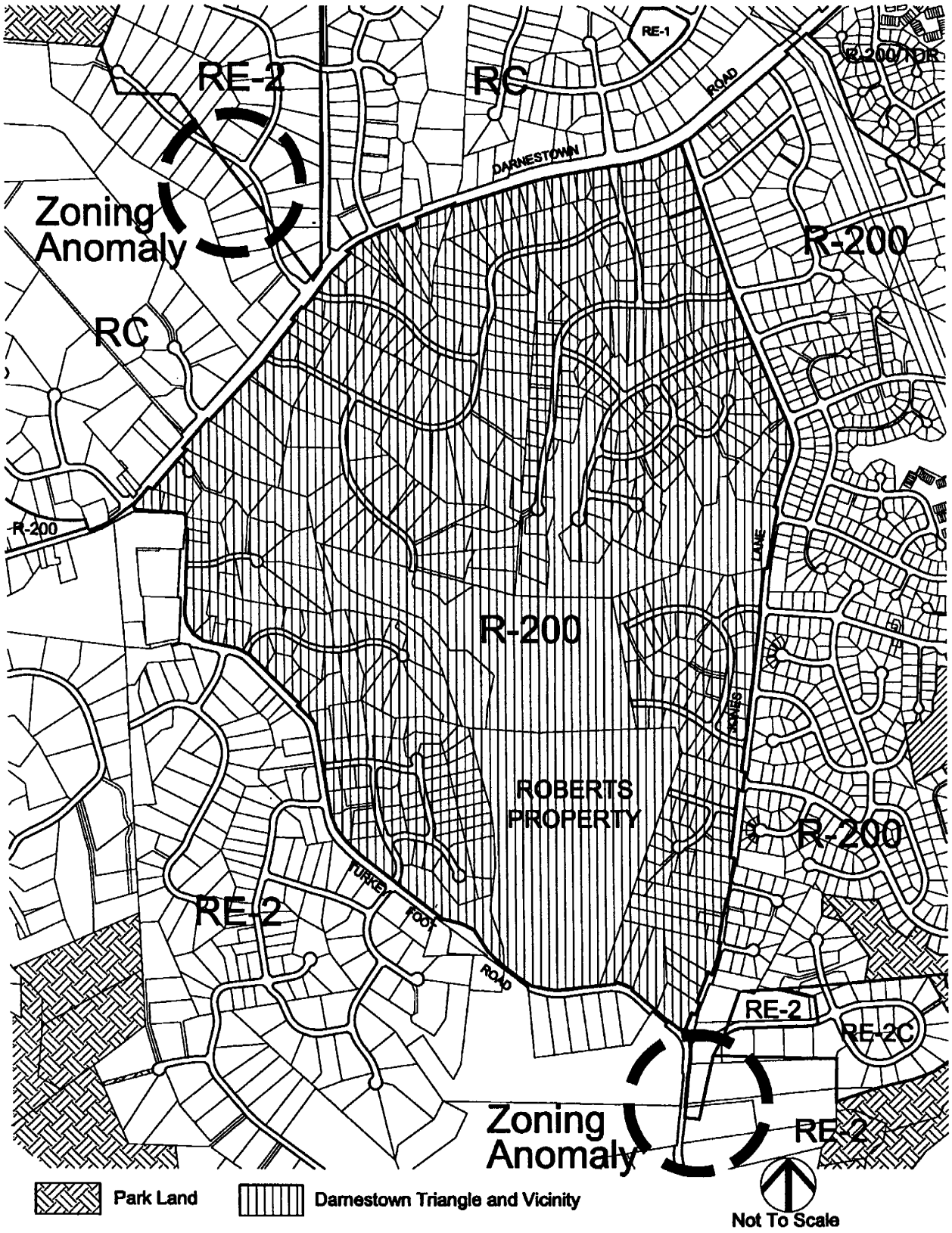
The Darnestown Triangle is formed by MD 28, Turkey Foot Road, and Jones Lane. (See Map 24.) Although the entire Triangle is zoned R-200 (half-acre lot minimum), the *1980 Potomac Subregion Master Plan* recommended that it remain served by septic systems rather than sewer. This was done to provide varied lot sizes, resulting from actual septic system suitability, as a transition between moderate density development east of Jones Lane and low density rural areas in western Darnestown. This Master Plan reconfirms the recommendations in the 1980 Plan to continue the R-200 zoning without community sewer. Much of the triangle area has undergone development since 1980, and therefore rezoning the area to a lower development density more compatible with the use of septic systems at this late date would provide little benefit. This recommendation addresses unusual and in some ways unfortunate land use and sewer service recommendations from the 1980 Master Plan. In that regard it does not serve as a precedent for the application of the R-200 zone to other areas of the County dependent on private septic service.

Of the few parcels having substantial subdivision potential in the Darnestown Triangle, the most significant is the 79-acre Roberts property at its southern end. Septic requirements make it unlikely that the undeveloped portions of the site can be developed at R-200 densities, but this zoning will provide the property owner with the flexibility to create some lots less than one acre in size. While this plan does not support extensive development of half-acre lots using septic systems, some smaller lot sizes may allow for clustering development away from more sensitive environmental features on this site.

The recommended public sewer envelope excludes the Darnestown Triangle and the lower-density zoned areas west and north of the Muddy Branch Stream Valley Park. The County should authorize the extension of community sewer service mains to this area only to relieve a public health threat due to failing and irreparable septic systems. Although Water and Sewer Plan policies allow for single sewer hookups from these sewer mains, extensions provided for public health reasons shall not be used to promote the subdivision or resubdivision of properties abutting those mains.

Several zoning anomalies are evident in the vicinity of the Darnestown Triangle. (See Map 25.) For example, the zoning line between the RC and RE-2 Zones crosses Haddonfield Lane several times. To the south, the R-200 Zone extends beyond Jones Lane and High Meadow Road along the east side of Turkey Foot Road. Both these anomalies result in split-zoned lots and should be rectified by a correctional Sectional Map Amendment.

Darnestown Triangle and Vicinity **Map 24**



Recommendations

- **Maintain the existing R-200 zoning.**

- **Do not extend community sewer to the Darnestown Triangle except as necessary for public health reasons due to failing septic systems.**

- **Acquire through dedication the western (and undevelopable) stream valley portion of the Roberts property. This recommendation also applies to the Turkey Foot property (90 acres) to the south which is recommended for protection through voluntary dedication, acquisition or conservation easements. The preserved area on these two properties would augment the Muddy Branch Stream Valley Park, extending water quality protection north as far as Rollinmead.**

- **Correct zoning anomalies (split-zoned lots) by Sectional Map Amendment.**

Darnestown Village Center

Darnestown's commercial center covers about 10.18 acres and is located at the intersection of Darnestown and Seneca Roads. (See Map 25.) Surrounding development is primarily low-density housing, mostly zoned RE-2. The center is also bounded by a 189-acre site owned by the Archdiocese of Washington, west of Seneca Road, zoned RC. The Archdiocese site currently houses a church, regional parish school, and youth recreational facility. Additional institutional uses related to Archdiocesan activities may be developed on this large property consistent with applicable regulatory requirements. Rural Cluster residential development may also occur. Lacking sewer, development is subject to septic requirements. Current development in the Village Center is auto-dominated and includes a Food Lion grocery store, a gas station, and several one- and two-story retail and office structures.

The village's zoning is mixed, approximately 8.53 acres zoned C-1, and approximately 1.65 acres in the O-M Zone. There are several concerns with the existing zoning:

Development in the C-1 Zone does not require site plan review or a public hearing and has resulted in patterns that are objectionable to the surrounding community.

- The O-M Zone is inappropriate in this location. Its densities are too high for a rural village and for an area reliant on septic systems.

- The current combination of zoning and septic requirements prohibit some desirable uses, such as a restaurant.

Absent an existing commercial zone appropriate for a rural area, this Plan recommends a new Overlay Zone based on existing zones and designed to allow compatible uses in a rural village pattern. Its purpose is to retain and enhance the commercial crossroads character through compatible scale, massing, siting, and setbacks for new and expanded uses; to encourage a variety of uses that serve the needs of the local community; to provide opportunities for new and existing business expansion, while keeping the commercial area compact and low density; to create a pedestrian-

friendly commercial area; and to draw on the open, green character of the surrounding area, emphasizing this character through streetscape design.

The Rural Village Center Overlay Zone would delete certain C-1 uses considered inappropriate for a rural village. The Overlay Zone would include development standards for green area, location of buildings and parking, building height, and density.

Recommendations

The following recommendations are intended to create a cohesive, pedestrian-friendly, rural center for the Darnestown community and to provide guidelines for future development:

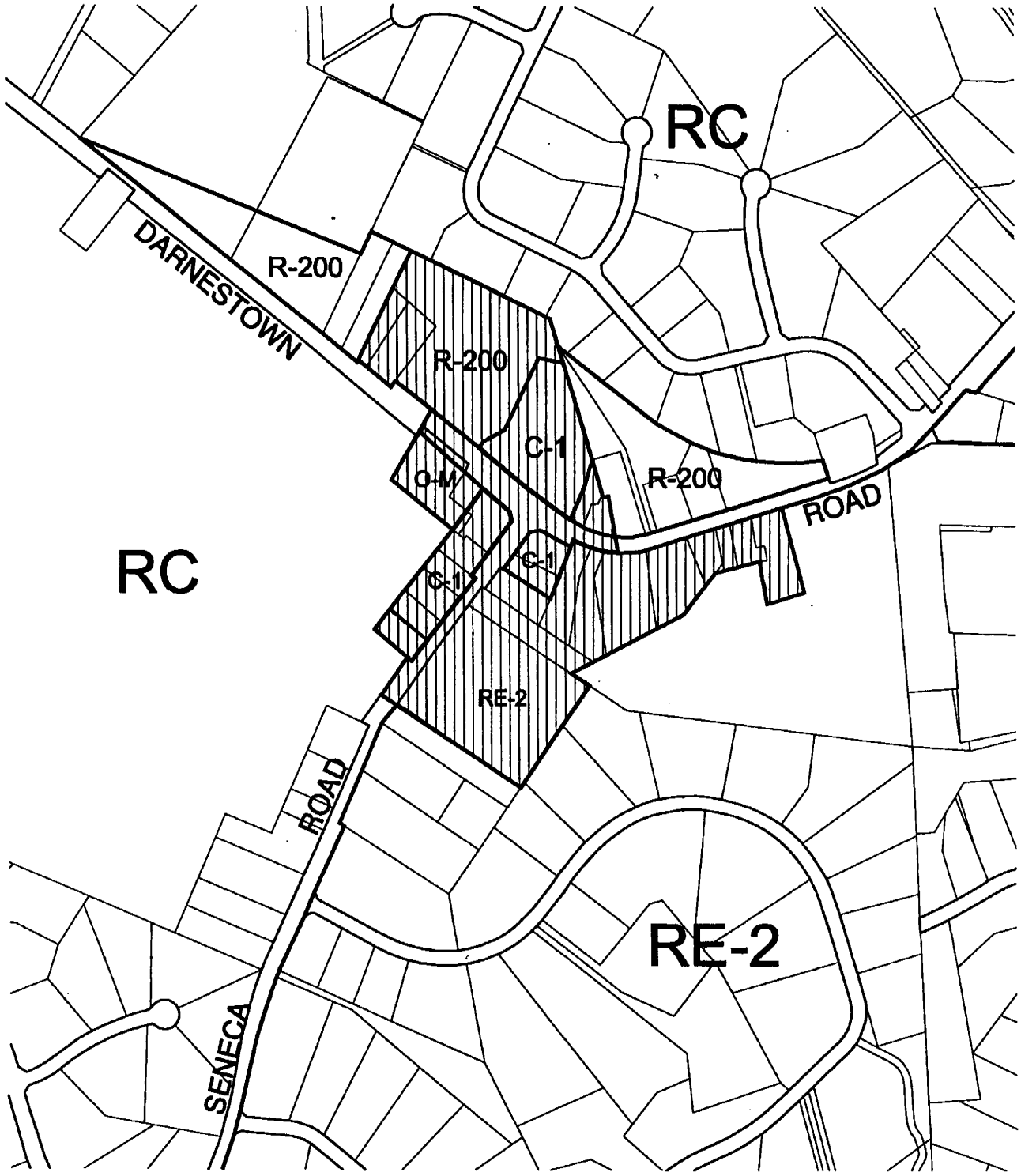
- **Create an attractive, pedestrian-friendly rural village center, consisting primarily of retail uses. Draw upon the open, green character of the surrounding area. (See Figure 7.)**

- **Use the overlay zone to limit the uses that would otherwise be allowed in the base zones (C-1 and O-M) to those that would be appropriate for a rural village.**

- **Develop standards in the overlay zone to promote the objectives of the rural village center, including green character and a pedestrian friendly environment.**

- **Allow residential properties adjacent to commercial properties to be used for the septic fields (to serve the commercial properties) where recommended by the Master Plan.**

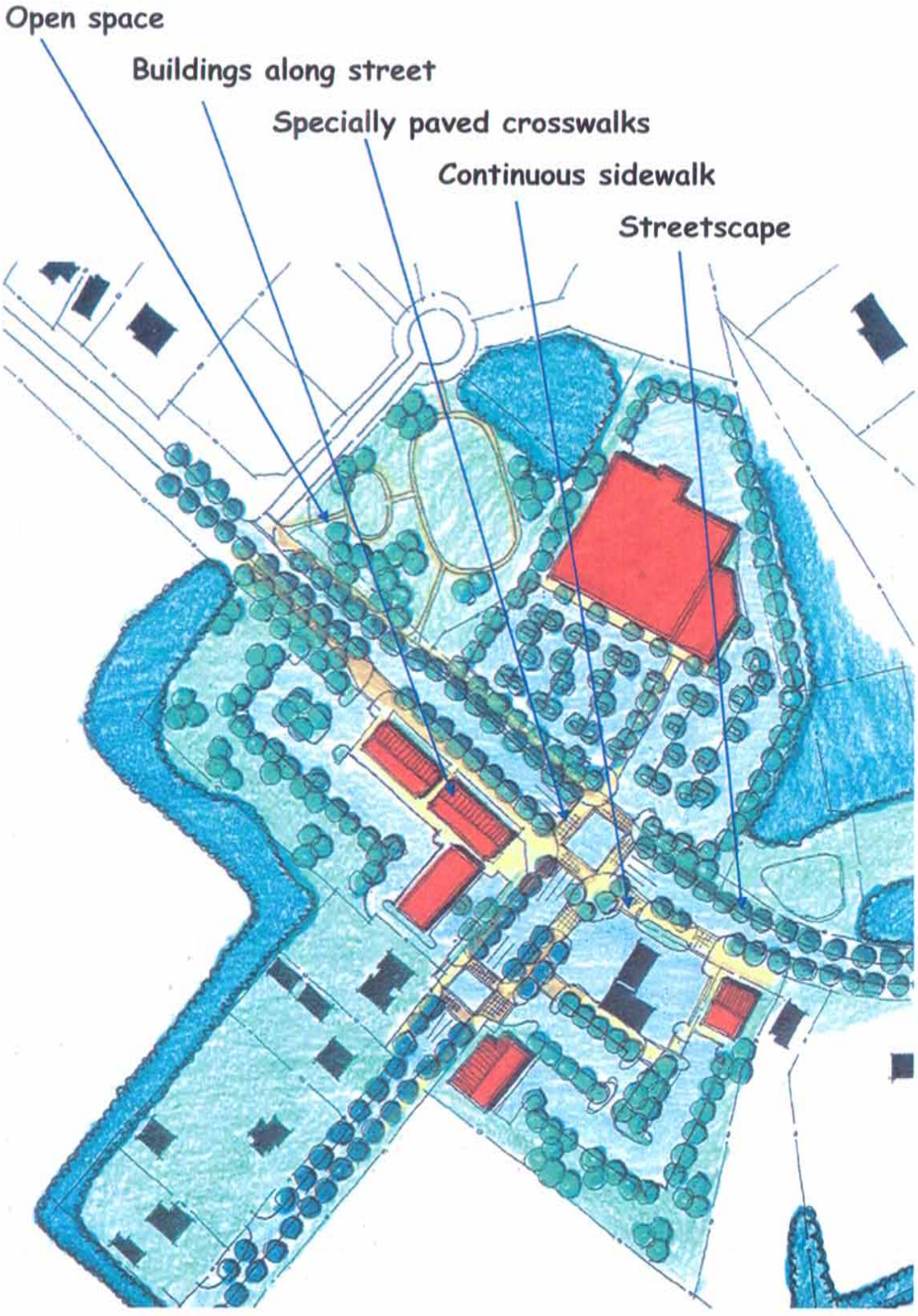
- **Apply the RE-2/Country Inn zone to 11 acres on the east side of Seneca Drive including parcels 655, 708, and 641.**

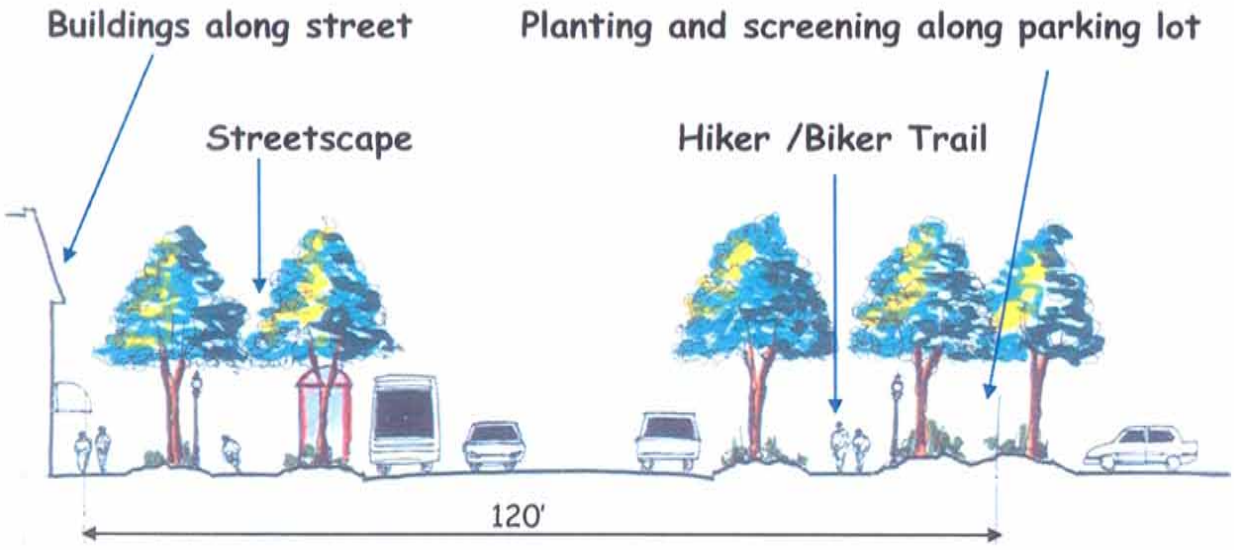


Darnestown Rural Village Center

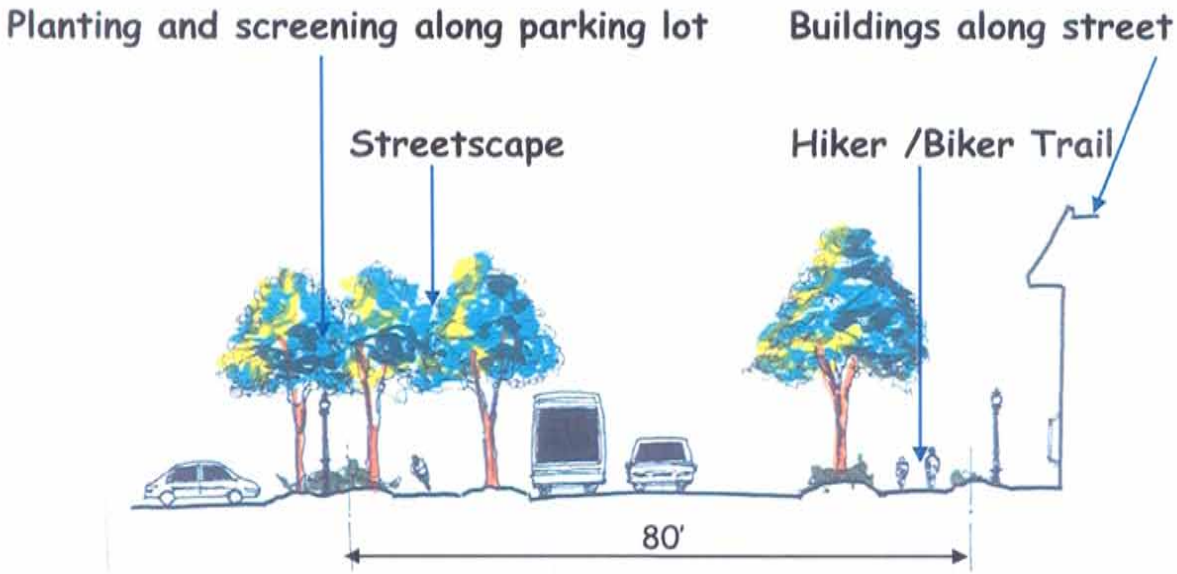
Not To Scale

Darnestown Village Concept **Figure 8**





Proposed Streetscape – Darnestown Road **Figure 9**



Proposed Streetscape – Seneca Road **Figure 10**

Land Use and Design Guidelines

The following guidelines apply to future development under the proposed Overlay Zone, the Country-Inn Zone, and special exception uses in Darnestown Village. Figures 9 and 10 illustrate the general character envisioned for Darnestown and Seneca Roads.

- Development in this area should meet this Plan's general design principles.
- Commercial buildings should not be higher than 35 feet, to achieve a compatible scale with surrounding neighborhoods.
- Provide green frontage to development with extensive planting and streetscaping, and green buffers between commercial and residential development.
- Provide an attractive, rural village center at Darnestown and Seneca Roads that is pedestrian-oriented and compatible with the adjacent areas.
- Locate buildings along Darnestown and Seneca Roads to create a strong street definition; provide parking in the rear.
- Provide continuous "Main Street" development along Darnestown and Seneca Roads within the village center.
- Explore the feasibility of a landscaped circle at the intersection of Darnestown and Turkey Foot Roads to mark the entrance to Darnestown.
- Design streets that include traffic calming features such as specially paved crosswalks, that minimize curb cuts and that include sidewalks, providing continuous pedestrian and bicycle circulation.
- Provide open spaces throughout the Village. Development standards for sites within the commercial overlay should include a requirement for 35 percent open space, which includes "green" parking lots and setbacks. Lots 30, 31, and outlot B will be designated for open space use with septic capacity to allow additional retail construction on parcel G, the Food Lion site.

Turkey Foot Property

This 90-acre property is located on the southwest quadrant of Turkey Foot Road and Jones Lane and directly abuts the Muddy Branch Stream Valley Park. (See Map 26.) The property is zoned RE-2 and was in agricultural use as recently as 1993. The site also abuts 15 residential lots developed on septic fields in the RE-2 Zone. It lies outside the sewer service envelope proposed by this Master Plan. Much of the western portion of the property is undevelopable as it consists of the stream valley for the Turkey Foot tributary of the Muddy Branch.

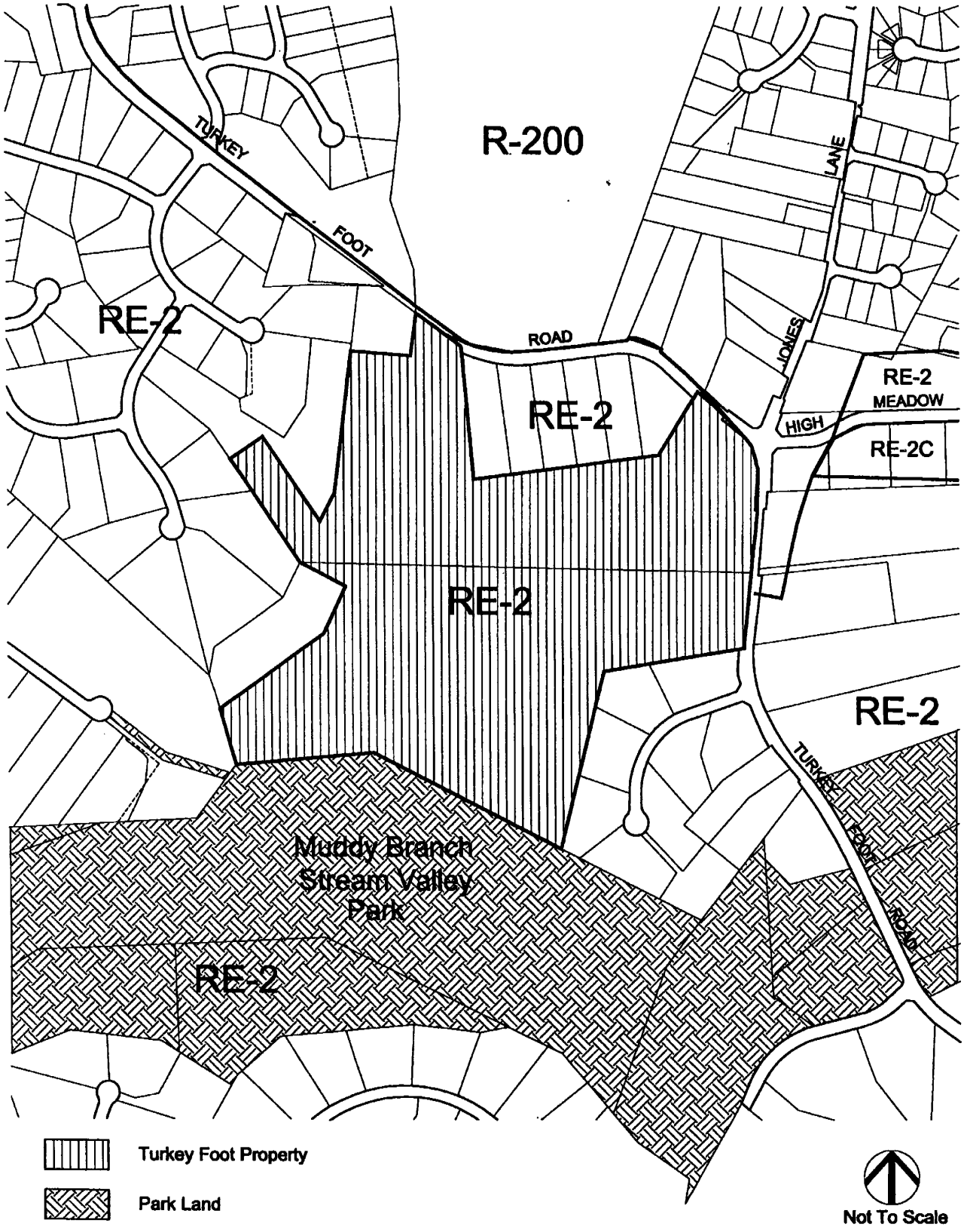
The contract purchaser for the property has requested the RNC (Rural Neighborhood Cluster) Zone at a density of one unit per 2.5 acres, with 65 acres (72 percent) reserved for park land. The applicant proposes a connection to the Muddy Branch trunk sewer and also proposes to employ engineering techniques that would preclude extension of the sewer beyond the property without M-NCPPC consent.

Notwithstanding the fact that this is a creative proposal, the applicant's plan has three main disadvantages: it would constitute a clear intrusion beyond the sewer service envelope boundary (Jones Lane and the Muddy Branch Stream Valley Park) proposed by this Master Plan, it would set a precedent encouraging "leapfrog" applications for sewer service to the north of Turkey Foot Road, and it would require running a new sewer line connection through the Muddy Branch Stream Valley Park, with concomitant environmental damage.

Recommendations

- **Retain the existing RE-2 zoning.**

- **Protect the stream valley of the Turkey Foot tributary, via voluntary dedication, acquisition or conservation easements, connecting the Roberts property with the Muddy Branch Stream Valley Park.**


R-200
TURKEY FOOT ROAD
JONES LANE
RE-2
RE-2
RE-2
RE-2
RE-2
MEADOW HIGH
RE-2C
RE-2
TURKEY FOOT ROAD
Muddy Branch Stream Valley Park
RE-2
Turkey Foot Property
Park Land
Not To Scale

TRANSPORTATION PLAN

Introduction

The Potomac Subregion is bounded on the east by the County's busiest transportation facilities, but its internal communities are not easily accessible from the County's primary highways, I-270 and I-495. Nonetheless, most of the Subregion's residents drive to work and experience congestion on that commute.

While it is true that significant road construction would ease congestion, at least in the short term, one of this Master Plan's goals is to preserve the Subregion's existing character. To that end, a two-lane road policy has been established and the rustic roads program applied. While these policies help preserve community character, they also constrict the road network. The area's semi-rural nature makes it difficult to serve with transit, despite apparent need and increasing traffic congestion. However, that same semi-rural character offers the opportunity to create an extensive network of off-road bikeways.

This Plan addresses streets and highways, transit, and bikeways in an effort to create a comprehensive system that, while not alleviating congestion, can serve residential communities and commercial centers, and preserve the Subregion's physical character.

Forecasting

Travel conditions in the Potomac Subregion are a function of the location and amount of development and the available transportation infrastructure and services. Developing the Subregion's circulation plan included analysis of year 2020 forecast travel conditions with a focus on the level of service provided on the area's roads.

The evaluation of transportation impacts of proposed land use patterns included three analyses. First, a regional travel demand model evaluated area-wide levels of service and forecasted regional travel demand trends. Second, a Local Area Transportation Review (LATR) assessed travel demand changes generated by development forecasts in the Subregion. Third, an intersection analysis assessed the localized impacts on intersection congestion and identified potential geometric and operational improvements.

The regional model analysis indicated that the number of trips through the Subregion would not change significantly, either by route or in total, through 2020. The LATR analysis found that critical lane volume (a measure of peak-hour intersection congestion) is currently below standard at two of thirteen studied intersections. Congestion is forecast to be worse than the standard at ten of thirteen studied intersections if no additional geometric improvements are implemented. If the improvements described in Appendix B are made, four of the thirteen intersections would still fail to meet the LATR standard. (See Table 2.)

Table 2

Summary of Potomac Subregion Intersection Review

Intersection congestion determined by Critical Lane Volume (CLV)

	Existing		Master Plan land use Without Improvements		Master Plan land use With Improvements	
	AM	PM	AM	PM	AM	PM
Seven Locks Road at River Road	1559	1207	1837	1345	1368	1304
Seven Locks Road at Democracy Boulevard	1509	1173	1515	1178	1315	1121
Bradley Boulevard at River Road	1419	1479	1879	1941	1264	1204
Falls Road at River Road	1479	1461	1848	1972	1848	1972
Falls Road at Democracy Boulevard	1108	1115	1150	1186	1150	1186
Seven Locks Road at Tuckerman Lane	1695	1526	1744	1656	1284	1151
Shady Grove Road at Darnestown Road	1398	852	2831	2810	N/A - Interchange	
Great Seneca Highway at Darnestown Road	1172	881	1775	1559	1652	1559
Quince Orchard Road at Darnestown Road	1318	1280	1977	1704	1380	1440
Muddy Branch Road at Darnestown Road	1371	1268	1700	1975	1376	1665
Seneca Road at Darnestown Road	680	868	974	1849	974	1849
Dufief Mill Road at Travilah Road	652	731	836	954	836	954
Piney Meetinghouse Road at River Road	1415	1005	1868	1461	1228	1461

Notes:

1. CLV of 1600 or greater translates to Level of Service (LOS) F.
2. CLV standard for Potomac, North Potomac and R&D Village Policy Areas is a CLV of 1525 or lower.

The Plan recognizes that, given anticipated economic development, the transportation network in the Potomac Subregion will not be sufficient to meet current congestion standards. During the next 20 years approximately 7,000 new jobs and 5,000 new households are forecast to be located in the Subregion. Residential and employment growth outside the Subregion are also forecast to increase. Few improvements in transportation facilities or services are planned to accommodate these new residents and employees. As a result, traffic congestion is forecast to deteriorate.

Streets and Highways

Many of Potomac's roads reflect a rural legacy in terms of location and character, yet have to serve current suburban communities and meet future demands. Those demands have to be balanced with the unique environmental character of the Subregion and the goal of creating communities with pedestrian links to commercial and public facilities.

The two-lane road policy and the rustic roads policy are the guidelines that have most influenced the development of the Subregion's street and highway system. Their goals are supported by policies regarding a Potomac River crossing, road rights-of-way, and intersection improvements.

Two-Lane Road Policy

The two-lane road policy is intended to preserve the community's visual aspect and character by discouraging the expansion of existing roadways from two to four lanes. The policy retains the rights-of-way and setbacks during the subdivision process, and while those rights-of-way may never develop, their preservation enhances safety, allows for intersection improvements, leaves potential for pedestrian and bicycle facilities, and provides space to offset the effects of auto emissions and roadway noise. Visual screening for residences also becomes possible when ample rights-of-way are preserved.

The two-lane road policy does not prohibit the construction of localized intersection improvements such as turn lanes or auxiliary lanes. For instance, auxiliary through lanes at the intersection of Falls and River Roads in Potomac Village are consistent with the two-lane road policy. Auxiliary lane improvements cannot be mandated on an area-wide basis, but must be evaluated on a case-by-case basis.

With the exception of a few locations at the Subregion's northern and eastern periphery, there are currently no roads in the Subregion wider than two lanes. The combined effect of low-density zoning and a network of two-lane roads contributes to the area's desirable semi-rural ambience.

Recommendation

- **Maintain the 1980 Potomac Subregion Plan's system of two-lane roads with limited opportunity to expand road capacity.**

Rustic Roads

Montgomery County's Rustic Roads Program preserves historic and scenic roads that reflect the County's agricultural character and rural origins. The Program defines two rustic road categories– rustic and exceptional rustic, and two country road categories – country road and country arterial. Roads are designated based on surrounding land uses and natural features, historic value, and road characteristics. (See Table 3.)

The *Rustic Roads Functional Master Plan* (December 1996) designates five roads within the Potomac Subregion. Black Rock, Pennyfield Lock, Rileys Lock, and Violettes Lock roads are all rustic, and Swains Lock Road is designated as exceptional rustic. The Rustic Roads Program was developed, in part, to protect the sylvan nature of the Subregion's roads, particularly in Watts Branch Glen where Glen Road intersects with Glen Mill and South Glen Roads. However, the traffic volumes and accident history of these roads would typically exclude them from rustic road designation. These volumes are not due to development in the immediate vicinity, but are generated by constraints on the road network created by the two-lane road policy. For example, if River Road were widened from two to four lanes throughout the Potomac Subregion, traffic volumes and accidents in the Watts Branch Glen might be reduced to a point consistent with the present rustic roads legislation. Therefore, the eligibility of the Watts Branch Glen roads for rustic road designation is hampered by the two-lane road policy. This Plan recommends a minor change in the legislation to redefine the traffic volume and accident history criteria as guidelines, allowing the other rustic road criteria to be weighted more heavily for unique local situations where flat numerical standards may not be appropriate.

The 1980 Potomac Master Plan recommended realigning Quince Orchard Road within the Muddy Branch stream valley. In 1993, this section of Quince Orchard Road was designated an interim exceptional rustic road. The County's Department of Public Works and Transportation is currently conducting a facility planning study on this rare case of an arterial rustic road. The results of the study indicate that the full realignment recommended in the 1980 Plan is not feasible due to environmental and community concerns. The existing roadway through the stream valley is an integral portion of the needed arterial function of Quince Orchard Road, and is therefore not "intended primarily for local use" as required by the rustic roads legislation. The interim exceptional rustic road designation should therefore be removed from this portion of Quince Orchard Road. Within the Muddy Branch Stream Valley Park, any improvements required to provide the arterial function should apply the most environmentally conservative treatment possible, essentially following the existing roadway alignment.

Recommendations

- **Make a minor amendment to the rustic roads legislation, allowing traffic volume and safety criteria for rustic roads designation to be waived for roads in a planning area where a comprehensive two-lane road policy is in effect.**

- **Remove Quince Orchard Road's interim exceptional rustic road designation.**

- **Designate nine additional rustic roads: Berryville Road, Boswell Lane, Glen Road (segment), Glen Mill Road (Two segments) Poplar Hill Road, Query Mill Road, South Glen Road (Segment), Stoney Creek Road, and Turkey Foot Road. (See Table 4.)**

- **Designate the portion of South Glen Road between Deepglen Drive and Falls Road as a Country Road. (See Table 4.)**

Table 3

Evaluation of Interim Rustic Roads

			RUSTIC						EXCEPTIONAL		
		Compatible planned land use	Narrow, intended for local use	Traffic volume consistent with rustic status	Outstanding natural features ← OR → Outstanding vistas of rural landscape		Follows historic alignments	Accident history suggests safe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Would be negatively affected by modifications
●	Berryville Road	✓	✓	✓				✓	✓	✓	✓
●	Boswell Lane	✓	✓	✓			✓	✓			
●	Glen Road (Piney Meetinghouse Rd to Beekman Pl)	✓	✓				✓		✓	✓	✓
●	Glen Road (Query Mill Rd to Piney Meetinghouse)	✓	✓		✓						
●	Glen Mill Road (Red Barn Ln to Glen Rd)	✓	✓	✓	✓		✓	✓	✓	✓	✓
●	Glen Mill Road (Red Barn Ln to Circle Dr)	✓	✓				✓				
	Old Quince Orchard Road	✓						✓	✓		✓
●	Poplar Hill Road (Berryville Road to Parev Terrace)	✓	✓	✓	✓		✓	✓			
●	Query Mill Road	✓	✓	✓	✓		✓	✓			

			RUSTIC						EXCEPTIONAL		
		Compatible planned land use	Narrow, intended for local use	Traffic volume consistent with rustic status	Outstanding natural features	Outstanding vistas of rural landscape	Follows historic alignments	Accident history suggests safe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Would be negatively affected by modifications
					← OR →						
●	South Glen Road (Glen Rd to Deepglen Dr)	✓	✓		✓				✓		✓
	South Glen Road (Deepglen Dr to Falls Rd)		✓					✓			
●	Stoney Creek Road	✓	✓	✓	✓		✓				
●	Turkey Foot Road	✓	✓	✓			✓				

● Recommended as rustic.

Table 4

Street and Highway Classifications

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
Freeways				
F-8	Capital Beltway (I-495)	I-270 Spur to Potomac River	300	8, divided
F-1	I-270	Rockville City Line to I-270 Spur	300	12, divided
F-1a	I-270 Spur	I-270 to I-495	300	6, divided
Major Highways				
M-22	Darnestown Rd	Seneca Creek to Riffle Ford Rd	120	2
M-22	Darnestown Rd	Riffle Ford Rd to Muddy Branch Rd	120	4, divided
M-22	Darnestown Rd	Muddy Branch Rd to Key West Ave	150	6, divided
M-90	Darnestown Rd	Great Seneca Hwy to Glen Mill Rd	150	6, divided
M-61	Darnestown-Germantown Rd	Darnestown Rd to Great Seneca Creek	120	2-4, divided
M-5	Democracy Blvd	Seven Locks Rd to I-270 Spur	150	6, divided
M-14	Falls Rd	River Rd to Rockville City Line	120	2
M-2	River Rd	Esworthy Rd to Seven Locks Rd	150	2
M-2	River Rd	Seven Locks Rd to I-495	150	4, divided
Parkway				
EP-5	Clara Barton Pkwy	MacArthur Blvd to I-495	Varies	4
Arterials				
A-39	Bradley Blvd	I-495 to Persimmon Tree Rd	100	2
A-280	Darnestown Rd	Key West Ave to Great Seneca Hwy	100	4
A-73	Democracy Blvd	Falls Rd to Seven Locks Rd	80	2
A-32	Dufief Mill Rd	Travilah Rd to Muddy Branch Road	80	2
A-314	Falls Rd	River Rd to MacArthur Blvd	120	2
A-72	Glen Mill Rd	Wootton Pkwy to Darnestown Rd	80	2
A-300	MacArthur Blvd	I-495 to Falls Rd	80	2

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
A-293	Montrose Rd	Falls Rd to Seven Locks Rd	300	2
A-293	Montrose Rd	Seven Locks Rd to I-270	300	6, divided
A-32	Muddy Branch Rd	Dufief Mill Rd to Darnestown Rd	80	2
A-39	Oaklyn Dr	Persimmon Tree Rd to Falls Rd	80	2
A-77	Persimmon Tree Rd	River Rd to I-495	80	2
A-34	Piney Meetinghouse Rd	River Rd to Cavanaugh Dr	80	2
A-265	Quince Orchard Rd	Dufief Mill Rd to Darnestown Rd	80	2
A-1	River Rd	Seneca Rd to Esworthy Rd	80	2
A-29	River Rd	Seneca Creek to Seneca Rd	80	2
A-29	Seneca Rd	River Rd to Darnestown Rd	80	2
A-79	Seven Locks Rd	Bradley Blvd to Rockville City Line	80	2
A-34	Shady Grove Rd Ext.	Cavanaugh Dr to Darnestown Rd	100	4
A-32	Travilah Rd	Dufief Mill Rd to River Rd	80	2
A-71	Tuckerman La	Falls Rd to I-270	80	2
A-85	Westlake Dr	Democracy Blvd to Westlake Ter	90	4
A-85	Westlake Ter	Westlake Dr to I-270 Spur	90	4
Primary Residential				
P-10	Bells Mill Rd	Falls Rd to Seven Locks Rd	70	2
P-23	Brickyard Rd	Falls Rd to MacArthur Blvd	70	2
P-12	Broad Green Dr	Eldwick Way to Glen Rd	70	2
P-1	Cavanaugh Dr	Piney Meetinghouse Rd to Glen Mill Rd	70	2
P-101	Dufief Dr	Dufief Mill Rd to Darnestown Rd	70	2
P-3	Dufief Mill Rd	Darnestown Rd to Muddy Branch Rd	70	2
P-12	Eldwick Way	Broad Green Dr to Falls Rd	70	2
P-102	Esworthy Rd	River Rd to Seneca Rd	70	2
P-20	Falls Bridge La	Falls Rd to end of road	70	2
P-4	Falls Chapel Way	Falls Rd to Falls Rd	70	2
P-17	Gainsborough Rd	Democracy Blvd to Seven Locks Rd	70	2

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
P-7	Glen Rd	Beekman Pl to Falls Rd	70	2
P-3	Glen Mill Rd	Circle Dr to Wootton Pkwy	70	2
P-15	Jones La	Darnestown Rd to Turkey Foot Rd	70	2
P-21	Kendale Rd	Kentsdale Dr to Bradley Blvd	70	2
P-103	Kentsdale Dr	Newbridge Dr to Bradley Blvd	70	2
P-104	Lake Winds Way	Dufief Mill Rd to Travilah Rd	70	2
P-8	Newbridge Dr	River Rd to Democracy Blvd	70	2
P-1	Piney Meetinghouse Rd	Shady Grove Rd Ext. to Travilah Rd	70	2
P-29	Postoak Rd	Tuckerman La to Seven Locks Rd	70	2
P-2	Scott Dr	Rockville City Line to Rockville City Line	70	2
P-26	Seven Locks Rd	I-495 to Bradley Blvd	70	2
P-25	Sorrell Ave	Democracy Blvd to Bentcross Dr	70	2
P-24	Spring Meadows Dr	Darnestown Rd to Seneca Rd	70	2
P-30	Stonebridge View Dr	Muddy Branch Rd to Travilah Rd	70	2
P-14	Travilah Rd	Darnestown Rd to Dufief Mill Rd	70	2
P-16	Victory La	Falls Rd to Gainsborough Rd	70	2
P-28	Westlake Dr	Westlake Ter to Tuckerman La	70	2
Country Roads				
CR-18	South Glen Rd	Deepglen Drive to Falls Rd	70	2
Rustic				
R-10	Black Rock Rd	Entire Length in planning area	70	2
R-1	Boswell Ln	Piney Meetinghouse Rd to Glen Mill Rd	70	2
R-2	Glen Rd	Query Mill Rd to Piney Meetinghouse Rd	70	2
R-3	Glen Mill Rd	Red Barn La to Circle Dr	70	2
R-33	Pennyfield Lock Rd	Entire Length	70	2
R-4	Poplarhill Rd	Berryville Rd to Parev Terrace	70	2

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
R-5	Query Mill Rd	Esworthy Rd to Turkey Foot Rd	70	2
R-40	Rileys Lock Rd	Entire Length	70	2
R-7	Stoney Creek Rd	Travilah Rd to River Rd	70	2
R-6	Turkey Foot Rd	Darnestown Rd to Travilah Rd	70	2
R-42	Violettes Lock Rd	Entire Length	70	2
Exceptional Rustic				
E-4	Berryville Rd	Seneca Rd to Darnestown Rd	80	2
E-1	Glen Rd	Piney Meetinghouse Rd to Beekman Pl	80	2
E-2	Glen Mill Rd	Red Barn La to Glen Rd	80	2
E-3	South Glen Rd	Glen Rd to Deepglen Dr	80	2
E-9	Swains Lock Rd	Entire Length	80	2

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

Potomac River Crossing

Maryland and Virginia have opposing policies for additional river crossings upstream of the District of Columbia. The Montgomery County *Master Plan of Highways* does not include a new Potomac River crossing. However, elected officials on the Transportation Coordinating Council (TCC) of Northern Virginia are preparing a Northern Virginia 2020 Transportation Plan that includes a "Northern Potomac Crossing" highway alignment, also commonly referred to as the "Techway", for construction beyond the year 2020.

This Plan does not recommend a new bridge crossing the Potomac River because it would be in conflict with the primary environmental and community objectives upon which this Plan is based. A new river crossing and its connector road or roads would severely disrupt the natural environment and would have substantial right-of-way impacts on established communities.

A "Techway" with access within the Subregion would significantly change travel patterns, increase travel demand on Subregion roads, and endanger the ability to maintain both the two-lane roadway policy and the rustic road designations. Changed regional traffic patterns would affect land values and subsequently influence development patterns, subverting the semi-rural character that has guided planning and zoning decisions since the 1964 General Plan.

A "Techway" with limited or no access within the Subregion is also inconsistent with this Plan. First, it is unrealistic to expect that such a restriction could be maintained indefinitely. Second, and more importantly, a restricted access "Techway," presumably with grade separations, would entail bisection of the Potomac Subregion, resulting in severe environmental disruption without community benefit.

Given the significant impacts on the Subregion of a new bridge crossing, such a crossing cannot be accommodated within this Plan as it is set forth. Accommodation of such a crossing would require a fundamentally different Plan.

Recommendation

- **This Master Plan does not recommend a new river crossing within the Subregion.**

Roadway Functional Classification Changes, Recommended Rights-of-Way, and Alignment Changes

The County's road classifications identify road function, service and ultimate right-of-way (width), in order to create a rational road hierarchy and ensuring room for streetscape, sidewalks, and bikeways. (See Foldout Map A.) Road classification changes are intended to make the Subregion's roads consistent with road definitions in the County Code, intended road function, and ultimate road design and right-of-way.

The minimum road rights-of-way and number of lanes identified in Table 3 are used in the regulatory process as a guide to right-of-way dedication and other elements such as sidewalks and streetscape.

With the exception of those listed in Table 5, this Master Plan does not make specific recommendations for secondary or tertiary residential roads. Recommended rights-of-way on these roads are described in the County Code.

The 1980 Potomac Subregion Transportation Plan recommended road realignments or extensions that were mapped but not described in master plan text. In some cases, these realignments would use undeveloped land that is either publicly owned or held in reservation for transportation rights-of-way. These parcels should continue in reservation for potential future use, but this Plan recognizes that this may not transpire for a considerable time.

Recommendations

- **Retain the following proposals from the 1980 Master Plan.**

    - Realign Falls Road in three locations, listed from north to south:

        - Coldspring Road to Falls Farm Drive
        - Marseille Drive to Eldwick Way
        - across Bullis School property.

    In the first two cases, a substantial portion of the necessary right-of-way is already in the public domain, acquired as part of the right-of-way for the now-defunct outer circumferential freeway. In the third case, right-of-way would be required from the Bullis School, a possibility that was recognized by the school's special exception plan.

    - Realign River Road, between Norton Road and Tara Road, to the south to reduce the severity of the S-curve. Right-of-way would be required from up to five parcels.

- **Change the functional classification in the Master Plan of Highways for the roads listed in Table 5.**

Kendale Road

Kendale Road is classified as a primary residential road connecting Bradley Boulevard (an arterial) with Kentsdale Road (an arterial recommended by this Master Plan as a primary residential road). Kendale Road serves some 65 residential lots, a very low number for a primary road.

In 1969, the Federal Republic of Germany obtained special exception approval for a school, dedicating property for a re-alignment of Kendale Road along the full depth of the property. Despite the dedication, approval of the special exception was conditioned on sole access from Chateau Drive. Parcel 808, the vacant 10.5-acre property north of the German School and fronting Kendale Road, is owned by the Board of Education. Although no construction is planned, it is indicated on the Board's inventory as a future Kendale elementary school. As a minimum standard, access to an elementary school requires a primary residential road.

Schools in the vicinity do not have enrollment problems and, given the stable demographic situation in the area, the possibility exists that the Kendale elementary school site may eventually be declared surplus.

Recommendation

- **This Master Plan recommends that Kendale Road remain classified as a primary residential road. In the event that the Kendale elementary school site is declared surplus and sold for single-family housing and not for another use such as a private school, it is recommended that the primary residential road classification be removed.**

Willowbrook Drive

Willowbrook Drive is classified in the 1980 Plan as a primary residential road between Tuckerman Lane (an arterial) and Democracy Boulevard (an arterial). Willowbrook Drive has been constructed piecemeal and currently four gaps remain in the 1980 Plan alignment, two in the northern section between Tuckerman Lane and Bells Mill Road, and two in the southern section between Bells Mill Road and Democracy Boulevard. No further subdivision activity is anticipated in the northern section.

The completion of Willowbrook Drive as shown in the 1957 *Cabin John Watershed Master Plan* and the 1966 and 1980 Potomac Master Plans has been repeatedly challenged, including a Master Plan amendment in the mid 1980s and an abandonment case in the early 1990s. The connection is not needed to meet current or anticipated transportation planning or County Code requirements. Subdivisions between Tuckerman Lane and Democracy Boulevard will remain adequately served with the current discontinuous roadway and the reclassification from primary residential to secondary residential will not significantly affect the adjacent communities.

Recommendation

- **This Master Plan recommends that the classification of Willowbrook Drive be amended from a primary residential road to a Secondary Residential road and that continuity between Tuckerman Lane and Democracy Boulevard not be required during the subdivision process.**

Scenic Byways

The Maryland State Highway Administration has designated 31 scenic byways throughout the state to promote tourism and offer resources to enhance and protect scenic, historic, recreational, cultural, natural, and archaeological resources adjacent to the scenic byways. The C&O Canal Route Scenic Byway stretches 106 miles along the C&O Canal from the District of Columbia to the city of Cumberland. Within the Potomac Subregion, several roadway segments are designated part of the C&O Canal Route Scenic Byway, including: Clara Barton Parkway, MacArthur Boulevard between the Clara Barton Parkway and Falls Road, Falls Road between MacArthur Boulevard and River Road, River Road between Falls Road and Seneca Road, Seneca Road between River Road and MD28, and MD28 from Seneca Road beyond the Subregion boundary.

The scenic byway designation allows local governments or private non-profit agencies to compete for federal funds to conduct corridor management planning; promote tourism; implement transportation safety, bicycle, or pedestrian facility improvements; and seek easements to protect adjacent resources. The scenic byway designation should be considered in the evaluation of any developments or improvements along or adjacent to these roadways.

Recommendation

- **This Master Plan recommends that curb cuts be limited on MacArthur Boulevard and that access management techniques, such as consolidated driveways, be used wherever possible.**

Bicycle Compatibility

This Plan recommends a network of specific bike paths and bikeways to improve bicycle accessibility and safety between major community destination points. However, on-road bicycle use is legal on all roadways within the Subregion except for I-270 and the Capital Beltway, and bicycle safety should be augmented by considering safety improvements to improve bicycle compatibility on all major highways and arterials.

Local Intersection Improvements

By limiting road expansion, the two-lane road policy contributes to increasing traffic congestion at levels considered substandard by the County's Annual Growth Policy. Despite the congestion, this Plan generally does not recommend capacity improvements, such as road widening and realignment, to preserve the Subregion's semi-rural character. Master Plan recommendations are designed to last twenty years, and because development in the Subregion will be limited, and because the method used to forecast congestion formulates short-term projections, improvement decisions should be made case-by-case.

However, some of this congestion can be relieved with local intersection improvements. Table 2 shows the improvements that can be achieved with the types of intersection improvements described in Appendix B. These or other similar improvements could reduce the forecast 2020 critical lane volume from more than 1,800 to below 1,525, meeting the congestion standard applicable for most of the Potomac Subregion. Local capacity and safety improvements throughout the Subregion should be considered on a case-by-case basis using standards that would allow desirable development and limit severe community impacts.

Examples of the types of intersection improvements that might be considered include:

- northbound and eastbound auxiliary through lanes at the intersection of Seven Locks Road and Tuckerman Lane, similar to those existing in the southbound and westbound direction.

- eastbound River Road between Seven Locks Road and the I-495 ramps reconstructed to add a through lane, and a third southbound left turn lane from Seven Locks Road to the widened section of River Road.

- eastbound right turn lane on Democracy Boulevard at Seven Locks Road restriped to create a shared lane for through traffic and right turns.

- eastbound auxiliary through lane on River Road at Piney Meetinghouse Road.

- eastbound and westbound auxiliary through lanes on River Road at the intersection with Bradley Boulevard.

Recommendation

- **Allow local intersection improvements on a case-by-case basis to address safety and congestion issues.**

Table 5

Proposed Roadway Classification Changes (Other than Rustic Roads)

Road Name/Limits	Previous Classification	Recommended Classification
Brickyard Road (south of New London Drive)	Secondary Residential	Primary Residential
Charleston Drive	Primary Residential	Secondary Residential
Dufief Drive	Secondary Residential	Primary Residential
Eldwick Way	Principal Secondary	Primary Residential
Esworthy Road	Arterial	Primary Residential
Falls Road (south of River Road)	Major Highway	Arterial
Kentsdale Drive	Arterial	Primary Residential
Lake Winds Way	Secondary Residential	Primary Residential
MacArthur Boulevard (west of Clara Barton Parkway)	Primary Residential	Arterial
MacArthur Boulevard (east of Clara Barton Parkway)	Secondary Residential	Arterial
Seven Locks Road (south of Bradley Boulevard)	Principal Secondary	Primary Residential
Travilah Road (west of Stoney Creek Road)	Primary Residential	Arterial
Willowbrook Drive	Primary Residential	Secondary Residential
Wooden Bridge Road	Primary Residential	Secondary Residential
Coldspring Road (south of Wooden Bridge Road)	Primary Residential	Secondary Residential

Bikeways

Biking in the Subregion, as in the rest of the County, is a popular recreational activity and a growing commuter option. Biking appeals to all age groups and skill levels, and bikeways can link neighborhoods, commercial centers, and community facilities. This Plan recommends the expansion of the existing bikeway system within the Subregion to accommodate the greatest number of users while protecting the environment. (See Foldout Map A.) All of the following recommended bikeway routes are outside of stream valley parks.

The following criteria were considered in bikeway planning and development:

- community destination points
- linking proposed and existing bikeways
- feasibility, based on available rights-of-way or existing obstructions
- existing sidewalks that could link bikeways
- creating bikeway corridors to complement the county-wide bikeway system
- existing recreational bike routes listed in cycling guide books.

Montgomery County bikeways are designated as Class I, Class II, and Class III to respond to different field conditions and routes. Table 6 describes and Foldout Map A shows proposed bikeways and their classification.

> **Class I**: A bikeway physically separated from motorized vehicular traffic by an open space or barrier, and located either within the highway right-of-way or within an independent right-of-way. It is generally eight to ten feet wide so it can be used by both bikers and pedestrians. Referred to as a bike path.
> **Class II**: A 5-foot wide portion of roadway designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. Referred to as a bike lane.
> **Class III:** A travel lane shared by the bicyclist and motorist, either a curb lane or a lane with little or no shoulder. Referred to as a shared use roadway.

Recommendations

- **Where possible, build Class I bikeways. If Class I bikeways are not possible because of right-of-way constraints or other obstructions, Class II or Class III designs may be used. One bikeway may be built to different standards along its route, but every effort should be made to use Class I bikeways.**

- **Create a system of bike routes that serves riders with varying degrees of experience.**

- **Locate bike racks at community facilities served by bikeways.**

- **Mark bike lanes with diamonds to indicate their locations on roads for drivers and cyclists.**

Table 6

Bikeway Classifications

Bikeway Designation	Name	Limits	Class Type
PB-1	Darnestown Road	Seneca Road to Glen Mill Road	Class I (off-road bike path)
PB-2	Montrose Road	Falls Road to I-270	Class I (off-road bike path)
PB-3	Tuckerman Lane	Falls Road to I-270	Class I (off-road bike path)
PB-4	Democracy Boulevard	Falls Road to I-270	Class I (off-road bike path)
PB-5	Bradley Boulevard	Persimmon Tree Road to I-495	Class I (off-road bike path)
PB-6	River Road	Seneca Creek to I-495	Class I (off-road bike path)
PB-7	Oaklyn Drive	Falls Road to Persimmon Tree Road	Class I (off-road bike path)
PB-8	Persimmon Tree Road	Bradley Boulevard to I-495	Class I (off-road bike path)
PB-9	Seneca Road	Darnestown Road to River Road	Class II (on-road bike lane)
PB-10	Quince Orchard Road	Darnestown Road to Dufief Mill Road	Class I (off-road bike path)
PB-11	Dufief Mill Road	Darnestown Road to Travilah Road	Class II (on-road bike lane)
PB-12	Travilah Road	Darnestown Road to River Road	Class I (off-road bike path)
PB-13	Shady Grove Road Extended Piney Meetinghouse Road	Darnestown Road to Cavanaugh Drive Cavanaugh Drive to River Road	Class I (off-road bike path)
PB-14	Falls Road MacArthur Boulevard	Rockville City Line to MacArthur Boulevard Falls Road to I-495	Class I (off-road bike path)
PB-15	Seven Locks Road	Rockville City Line to I-495	Class I (off-road bike path)
PB-16	Rileys Lock Road	Entire length	Class III (shared use roadway)
PB-17	Violettes Lock Road	Entire length	Class III (shared use roadway)
PB-18	Pennyfield Lock Road	Entire length	Class III (shared use roadway)
PB-19	Swains Lock Road	Entire length	Class III (shared use roadway)

This Plan also recommends the following eleven bike routes be added to the Master Plan of Bikeways.

- **Complete a Class I/Class II bikeway along Seven Locks Road from Wootton Parkway to River Road.**

Portions of Seven Locks Road, from River Road to Bradley Boulevard and Post Oak Road to Wootton Parkway already have Class I bikeways (although some sections may be less than eight feet wide). The middle segment of this stretch contains a wide paved shoulder that could be used as a Class II bikeway. The northern and southern sections should be connected with a Class I bikeway from Post Oak Road south to Bradley Boulevard, serving as a north-south connection for the Subregion that will also link to east-west routes.

- **Complete the Class I bikeway along Falls Road from Wootton Parkway to MacArthur Boulevard.**

This link would create a valuable north-south route connecting residential areas with Potomac Village, the library, schools, and the C&O Canal. This link would incorporate the existing Falls Road section of Class I bikeway, and provide a well located north-south route within the Subregion.

- **Construct a Class I bikeway from Darnestown Road to River Road, via Shady Grove Extended and Piney Meetinghouse Road.**

Piney Meetinghouse is a centrally-located north-south route through the planning area. This section would incorporate existing wide sidewalks adjacent to Potomac Glen and the Class I bikeway on Shady Grove Road extended. Right-of-way on both sides of the road is not always consistent, and the bikeway may have to cross the road or become a Class II bikeway along certain sections.

- **Construct a Class I bikeway on Travilah Road from Darnestown Road to River Road.**

This route will connect the growing population of North Potomac to community facilities, commercial areas, and natural resources. The Travilah bikeway should be constructed in conjunction with the proposed Falls Road bikeway to provide a north-south link that will connect the most populated areas. Construction of a Class I bikeway from Darnestown Road to Dufief Mill Road is scheduled to begin during 2002. Several discontinuous sections of Class I bikeway already exist along this road; joining these segments will create a north-south bikeway route between Darnestown Road and River Road. This Plan proposes a Class I bikeway, feasible along most of this route. Right-of-way restrictions and obstructions may require a Class II route in some locations.

- **Construct a Class I or II bikeway along Quince Orchard Road from Darnestown Road to Dufief Mill Road. Final classification should be determined during the facility planning phase based on the road's alignment. If part of the existing Quince Orchard Road is bypassed, the existing Quince Orchard Road should be used as a Class I bikeway.**

Quince Orchard High School, a commercial center, and a library are located at the intersection of Quince Orchard and Darnestown Roads, and ideally should be bicycle-accessible. Linking these destination points with the residential areas along Quince Orchard, Travilah, and Dufief Mill Roads is appropriate given the growing population in these areas.

- **Construct a Class II bikeway along Seneca Road from Darnestown Road to River Road. Extending this bikeway past River Road should be considered in the future.**

Seneca Road already provides scenic and rural recreational rides for many on-road cyclists and is mentioned in several different cycling guides for the area. This proposal aims to improve safety and riding conditions for existing users.

- **Extend the Class I bikeway along Darnestown Road from Main Street, Lakelands to Seneca Road.**

The extension of the Darnestown Road bike path provides a continuous east-west connection along the northern periphery of the Subregion, linking those paths that provide north-south access to River Road and the C&O Canal.

- **Build a Class I bikeway along Tuckerman Lane from Falls Road to Seven Locks Road to connect with the existing bikeway adjacent to the Herbert Hoover Middle School and Winston Churchill High School.**

Tuckerman Lane is an ideal location for an east-west connection through Cabin John to Falls Road where it can meet a proposed north-south bikeway. On the north side of Tuckerman, an asphalt sidewalk less than five feet wide but separated from the road runs adjacent to the middle and high schools. Connecting with this route is a logical link between Seven Locks and River Roads that will encourage biking to school. This route can also provide a commuter connection to the Grosvenor Metro.

- **Construct a Class I bikeway along Montrose Road between Seven Locks and Falls Road.**

The significant amount of available right-of-way on Montrose makes a Class I bikeway a feasible option and this route would provide another valuable east-west bikeway connection.

- **Construct a Class I bikeway along River Road from Seneca Road to Seven Locks Road, connecting existing bikeway segments.**

River Road is a valuable east-west link for riders who do not wish to ride along the unpaved C&O Canal tow path. This route can link residents with commercial centers, schools, the library, parks, and other north-south bikeway corridors.

- **Construct a Class I bikeway along Persimmon Tree Road from Bradley Boulevard to I-495.**

The Persimmon Tree Road bike path would connect the network of Class I bikeways serving the Avenel community with the Cabin John community east of I-495 in the Bethesda-Chevy Chase Planning Area. Based on the high level of community support expressed for this concept, easements across private property should be explored where right-of-way or environmental constraints exist. Network connectivity would be enhanced by extending the bike path within the Bethesda-Chevy Chase Planning Area to MacArthur Boulevard.

Public Transit

Travel forecasts indicate that the Potomac Subregion will become increasingly congested in the next twenty years, but a primary goal of this Plan is to preserve the Subregion's semi-rural character. A greater emphasis on transit and travel demand management can increase the efficient use of the roads and help reduce congestion. Continued County planning for public transit should further examine opportunities to expand public transit services in the Subregion to complement the environmental goal of the Plan and the two-lane road policy.

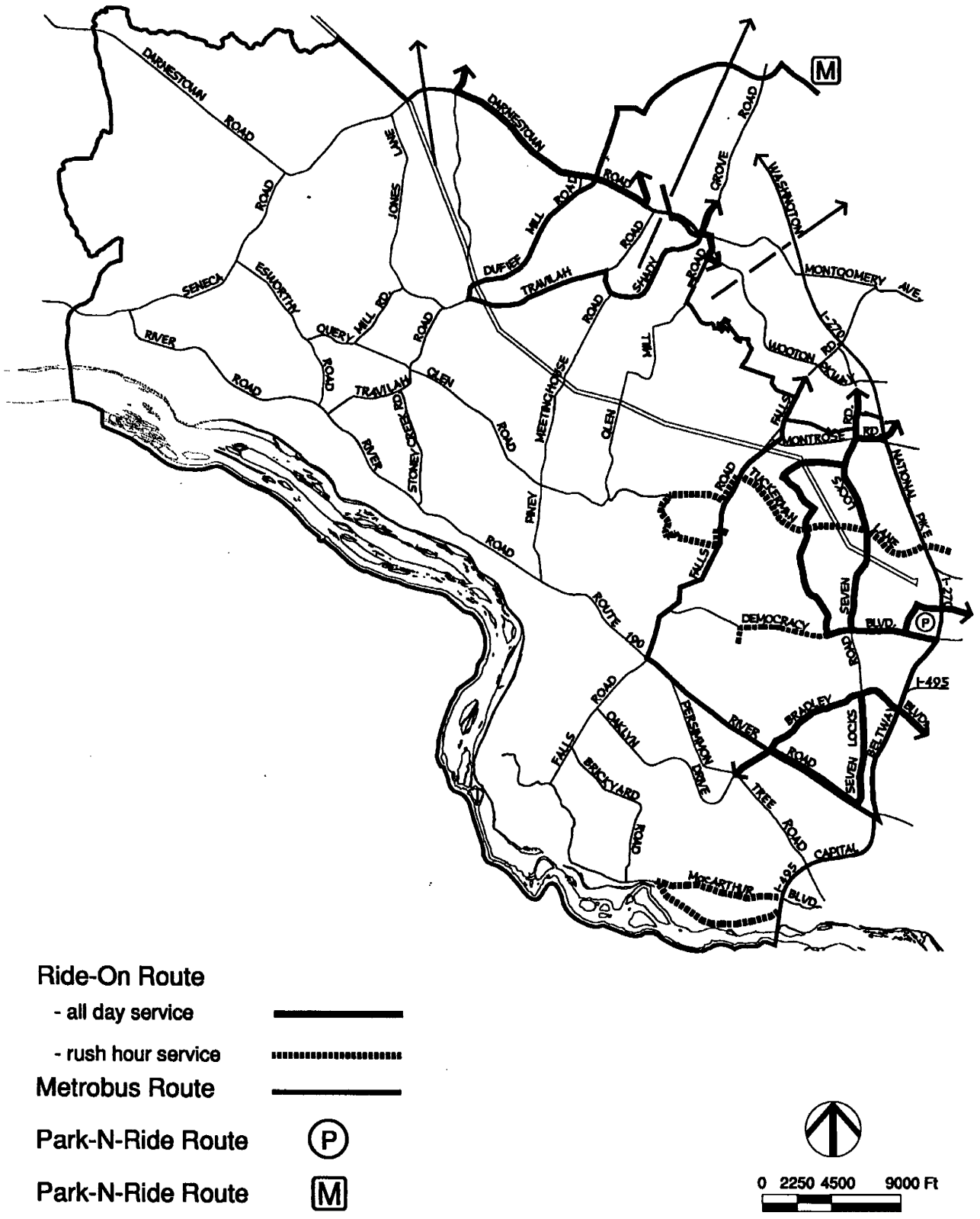
Public transit typically serves two constituencies. Some users choose transit as a competitive alternative to auto travel, others are transit-dependent and auto travel is not an option. The Subregion has both types of users and requires a transit plan which addresses the needs of both groups. Transit is an attractive option where development densities are sufficiently high to generate travelers on shared routes. Areas can then be served by vehicles operating on fixed routes or schedules. In North Potomac and part of the Potomac Planning Area sector of the Subregion, densities are high enough for transit to the I-270 corridor, which is served by rail transit–Metrorail and MARC–connecting suburban and ex-urban residents to downtown Washington and to several Montgomery County business districts. (See Map 27.)

The fixed-route WMATA and Ride-On bus systems in Potomac are generally laid out to serve the largest commuter demands for travel to job centers or to Metrorail and MARC stations. The buses also provide access to community and institutional services such as the Potomac Community Center and the Connelly School. These fixed-route bus services are periodically evaluated and revised to meet changing community needs. Private educational institutions often provide transit services to meet a substantial portion of their travel needs. The feasibility of site-specific transit service should be considered in all development proposals in the Potomac Subregion.

This Plan supports existing recommendations for the North Bethesda Transitway, proposed to connect Montgomery Mall via Rock Spring Park to the Grosvenor-Strathmore Metrorail station. A potential circumferential regional rail transit route is being evaluated by the State's *Capital Beltway Corridor Transportation Study*. This route, tentatively identified as a purple line addition to the Metrorail system, could pass through the Subregion near the Capital Beltway right-of-way. This Plan endorses the purple line concept if the study suggests it can be effectively implemented. If potential rail alignments or stations are identified in the Subregion, a limited master plan amendment would be required.

Recommendations

- **Establish two multi-modal transit centers–at the western terminus of the planned North Bethesda Transitway near Montgomery Mall and at the Traville development.**
-
- **Consider transit accessibility and the potential for applicants to provide additional transit services in all Potomac Subregion development proposals.**


DARNESTOWN ROAD
DARNESTOWN ROAD
JONES LANE
SENECA ROAD
ESWORTHY ROAD
QUERY MILL RD.
RIVER ROAD
TRAVILAH ROAD
GLEN ROAD
STONEY CREEK RD.
RIVER ROAD
DUFIEF MILL ROAD
TRAVILAH ROAD
MEETINGHOUSE ROAD
SHADY ROAD
GLEN MILL ROAD
GROVE ROAD
WASHINGTON
MONTGOMERY AVE.
I-270
WOOTON PKWY
FALLS RD.
MONTROSE RD.
NATIONAL PIKE
TUCKERMAN ROAD
LOCKS LANE
SEVEN LOCKS ROAD
DEMOCRACY BLVD.
I-270
I-495
BELTWAY BLVD.
BRADLEY BLVD.
PINEY ROAD
ROUTE 190
FALLS ROAD
OAKLYN ROAD
BRICKYARD ROAD
PERSIMMON DRIVE
RIVER ROAD
TREE ROAD
CAPITAL
MCARTHUR BLVD.
I-495
M
P
Ride-On Route
- all day service
- rush hour service
Metrobus Route
Park-N-Ride Route
Park-N-Ride Route
0 2250 4500 9000 Ft

Paratransit

Paratransit includes taxicab and van shuttle services that run on unfixed routes, on a demand-responsive schedule. While most Subregion residents have access to automobiles, with a ratio of autos to households higher than the remainder of Montgomery County, some community members, such as the elderly, handicapped, and low-income residents are transit-dependent and not efficiently served by fixed-route transit services. The Tobytown community in particular would be much better served by paratransit service.

Recommendations

- **Support continued study of paratransit options to expand or supplement the existing MetroAccess and Call 'N' Ride programs to provide accessibility for all Subregion residents.**

- **Support as a priority, a study of paratransit options for Tobytown.**

Travel Demand Management

Travel Demand Management (TDM) describes a range of policies and programs designed to discourage use of the single-occupant auto and to encourage alternative forms of travel, including transit, ridesharing, bicycling, and walking. These policies and programs range from regional and county-wide information and education programs to employer-based financial incentives.

Montgomery County has legislated TDM activities in areas of concentrated commercial development with high traffic congestion. In these areas, a Transportation Management Organization (TMO) is established to implement and monitor TDM activities. Two TMOs serve portions of the Subregion. The North Bethesda TMO includes the Westlake commercial area between Democracy Boulevard and Tuckerman Lane, and the Shady Grove Share-A-Ride District includes the Traville property south of Darnestown Road.

Recommendation

- **Continue to develop and expand TMOs to reduce reliance on auto travel for both workers and residents in the Subregion.**

COMMUNITY FACILITIES PLAN

Introduction

Community facilities provide a network of services to meet the physical, social, cultural, and protective needs of the community. Their success and quality help determine the community's desirability as a place to live and work.

The Community Facilities Plan makes recommendations for the Subregion's parks, trails, greenways, community centers, schools, libraries, safety services, regional services, and post offices. The objective is to reinforce the Potomac Subregion's sense of community–the social cohesion developed from a feeling of belonging to a local area and having an interest and a stake in what happens there.

Parks and Public Open Space

Background

With its location along the Potomac River and the Chesapeake & Ohio (C&O) Canal, the Potomac Subregion is graced with generous public open space, a stream valley park system, and park land developed for active recreation. The Subregion has a significant amount of private open space, due to its predominantly low-density residential development, and substantial private recreational clubs and facilities.

The Subregion has over 3,400 acres of park land and open space, including State and federal parks, as well as a hierarchy of regional, community, and local parks. The County's *Park, Recreation and Open Space Master Plan* (PROS) describes this hierarchy, identifies needs, and makes recommendations to meet those needs.

Stream valley parks run to and alongside the C&O Canal and the Potomac River, creating park links through the Subregion's three planning areas and to the rest of the County. These stream valley parks serve as conservation and passive recreation parks. The main parks in the Subregion include all or part of the Cabin John, Rock Run, Watts Branch, and Muddy Branch Stream Valley Parks.

The Cabin John Regional Park, which is adjacent to the Cabin John Stream Valley Park, is the most intensively developed park in the Subregion and the largest in the Potomac Planning Area. This regional park includes one of only two publicly-owned indoor tennis facilities and ice rinks in the County.

The Subregion is also served by community-use parks that generally offer playgrounds, fields, and courts. The Potomac Planning Area has 20 community-use parks that are well-developed with active recreational facilities, including 16 playgrounds, 11 ballfields, and 14 tennis courts. Travilah has seven community-use parks that include five playgrounds, two baseball and two softball fields, nine tennis courts (five of which are lighted), and two football/soccer fields. The Darnestown Planning Area has four community-use parks that offer three playgrounds, two softball fields, three multi-use courts, four unlighted and two lighted tennis courts, and three football/soccer overlay fields. School facilities provide additional recreation opportunities when fields are not being used by students.

School fields are available for public use on evenings and weekends. They are often adjacent to local parks, expanding the recreation facilities available in the area.

Several outstanding State and federal parks enhance the Subregion's recreational options and natural resource protection opportunities including the Chesapeake & Ohio Canal National Historical Park. The park contains significant historical and natural resources. Most of the park's land is forested and provides habitat for several rare, threatened, and endangered plant and animal species.

Seneca Creek State Park is located on the Subregion's western boundary, which is formed by Seneca Creek itself. The park's 6,290 acres lie along 12 miles of the creek between I-270 and the Potomac River. The park includes a 90-acre lake and facilities for boating, fishing, hiking, picnicking, and hunting. Virtually all developed portions of the park are outside the Subregion.

Currently Planned Park Improvements

Park renovation proposals and planned improvements are reflected in master plans and in *Parks at a Glance*, which lists the Capital Improvements Program (CIP) for fiscal years 1999 through 2004. The CIP outlines improvements, renovations, and acquisitions proposed in the Potomac Subregion. Renovations already funded or underway in the Subregion include a substantial renovation of Cabin John Regional Park, and renovations of playgrounds and other facilities are planned at several local parks.

The only new park planned for construction is Greenbriar Local Park. Facilities may include one softball and one soccer field, one basketball court, and a playground. Travilah Local Park is being developed in conjunction with the Traville development in North Potomac and will include one soccer field, one basketball court, and a picnic and playground area.

Active Recreation Needs

The active recreation needs for the Potomac Subregion are documented in the July 1998 PROS Plan. Active recreation needs are determined by calculations that consider the number and types of recreation facilities available, how many people use them, and an estimated demand for these facilities in the future. The plan identifies needed ballfields, tennis courts, basketball courts, and playgrounds for the Potomac, Darnestown, and Travilah Planning Areas.

There is a current deficiency of eight ballfields in the Potomac Subregion and that is expected to increase to 12 by the year 2010. The number of basketball courts needed increases from five to seven by 2010, and playground need increases from two to four. Tennis needs have been met through a combination of adequate supply and decreasing demand.

The PROS Plan indicates that recreation needs in the Potomac Planning Area have been met to the year 2010. In Darnestown, demand can be met by adding one ballfield. The greatest need for recreation facilities is in the fast growing North Potomac community in the Travilah Planning Area. Although recreation needs are determined by planning area, solutions may come from anywhere in the Subregion. For example, ballfield needs in Travilah may be met by vacant sites in Potomac because users will drive further to use ballfields.

Recommendations

These recommendations attempt to meet the demand for certain types of facilities and are based on the availability of sites to fill these needs.

- **Surplus and future school sites offer potential for fulfilling some of the recreation needs of the Potomac Subregion. All school sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including park land, if they are declared as surplus.**

The Brickyard Junior High School, Kendall Elementary School, and Churchill Elementary School could be developed as local parks with ballfields or other recreational uses. (Recreational uses should be evaluated along with other public uses identified elsewhere in this Plan to determine the priority use for each available site.) Any site acquired for parkland should be evaluated to determine whether it is appropriate for recreational opportunities (e.g., trails, ballfields, etc.).

- **Should any private schools close, examine the feasibility of property acquisition to meet PROS needs for active recreation or other public uses.**

Many private schools have active recreation facilities that could be converted to public use after acquisition. Each school would need to be individually evaluated to determine feasibility, suitability, and compatibility with the adjacent neighborhood.

Current and projected growth in the North Potomac area of Travilah indicates a need for another local or recreational park. There is a strong demand for ballfields and only one local park (Greenbriar) coming on line in the near future.

- **Examine all opportunities in the Subregion to create new parks, including the Hanson Farms site.**

If developed under the PD-2 Zone (see Land Use and Zoning Plan), and a community recreation center is located elsewhere in North Potomac, this site has the potential to include a hard surface trail connection, and a local park, accommodating two ballfields.

- **Examine all parks in the Master Plan for potential refurbishment and possible physical modifications consistent with Crime Prevention Through Environmental Design (CPTED) principles.**

Park Trails

The Potomac Subregion includes Seneca Creek State Park and three major stream valley parks (SVP) that currently include a variety of natural surface trails: Cabin John, Watts Branch, and Muddy Branch. These stream valleys constitute irreplaceable natural resources and all contain sensitive environmental features.

The *Countywide Park Trails Plan* (1998) envisions the Muddy Branch and Watts Branch stream valley parks and Seneca Creek State Park as part of a cross-county greenway system between the Potomac and Patuxent Rivers. Trails within Muddy Branch and Watts Branch are proposed to connect to trails through the cities of Gaithersburg and Rockville respectively and continue through Rock Creek Regional Park and Rachel Carson Park to the Patuxent.

The *Countywide Park Trails Plan* and park specific plans provide additional detail about each of these trails, including which portions are recommended for hard surface trails and natural surface trails.

Recommendations

Watts Branch SVP

- **Remove Class I bike path designation currently shown on *Approved and Adopted Potomac Master Plan* (1980) from Watts Branch.**

Cabin John SVP

- **Remove Class I bike path designation currently shown on *Approved and Adopted Potomac Master Plan* (1980) from Cabin John.**

- **Explore opportunities for an improved network of trails in Cabin John Regional Park during the upcoming park master plan process.**

Muddy Branch SVP

- **Remove Class I bike path designation currently shown on the *Approved and Adopted Potomac Master Plan* (1980) in Muddy Branch.**

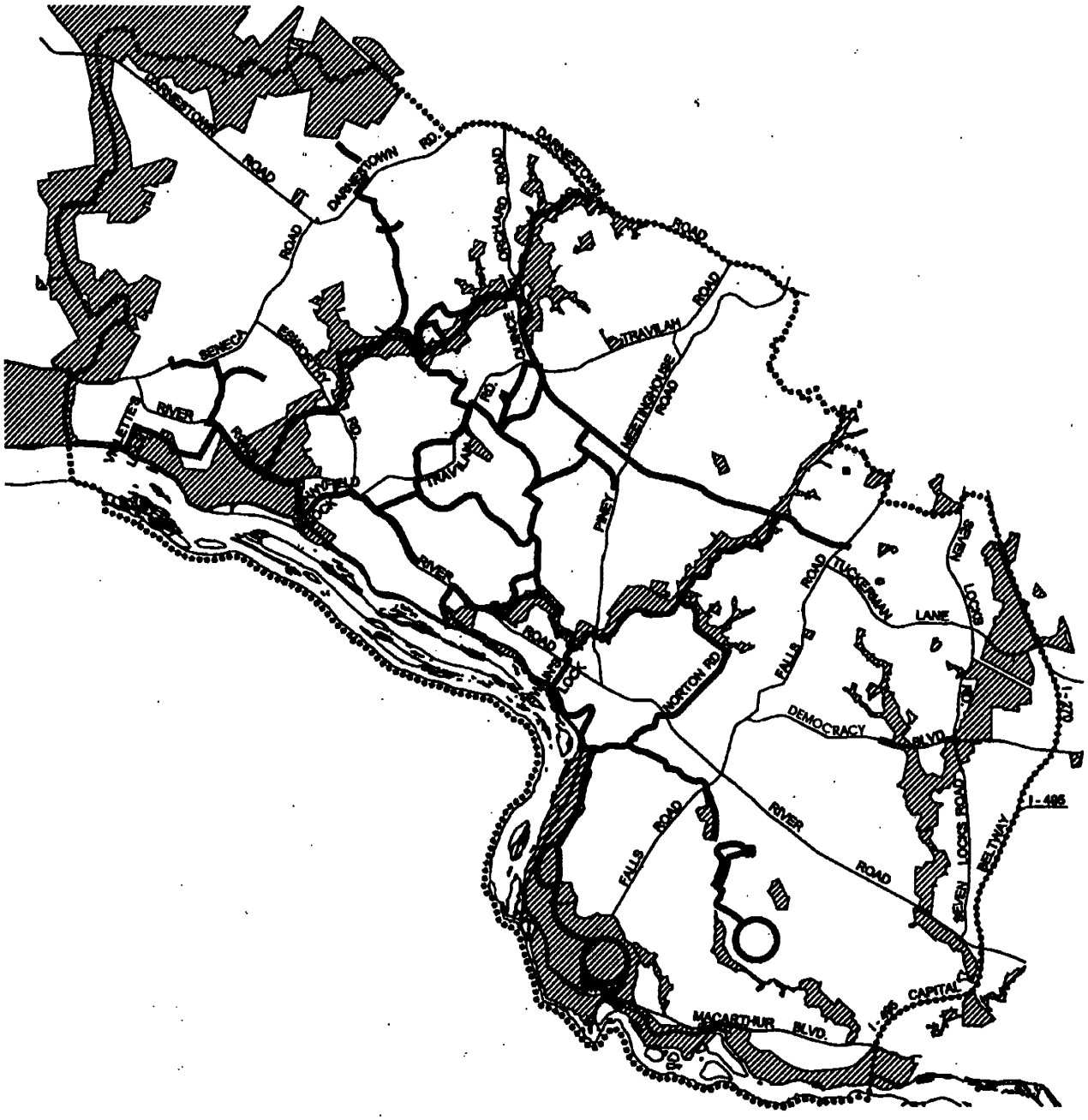
The location of park trails and specific trail surface types are decided in the context of park and trail master plans rather than community master plans. For this reason, a separate trail plan has been prepared for Muddy Branch Stream Valley Park to address the issues raised in the *Countywide Park Trails Plan.* This Plan addresses a range of issues including trail surfaces, trailhead access and parking, community trail connections and environmental analysis.

Greenways

Greenways are linear open spaces set aside for recreation and conservation uses. Greenways link people, communities, and the natural environment. The greenway concept is a unifying approach using existing regulatory and voluntary programs to create a county-wide network of green spaces. The network will provide for protection of stream valley habitats and linkages for human and animal movement throughout the County. The greenway concept will be implemented through a variety of techniques, including regulation and acquisition, such as the creation of private conservation easements or the purchase or dedication of land for parks. Greenways can be on public or on private lands. Private land in greenways may be protected through conservation easements to provide open space and wildlife habitat, and public access in cases where the property owner has given special permission. Greenways on public land may provide differing levels of public access depending on the sensitivity of natural resources and physical constraints imposed by steep slopes, wet soils, or floodplains.

Recommendation

- **Designate Cabin John, Watts Branch, Muddy Branch, and Seneca Creek Parks as greenways for purposes of State and federal funding for park acquisition or natural surface trail construction.**


DARNESTOWN ROAD
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WESTERNHOUSE ROAD
SENECA
ESWORTHY RD
RIVER
WINFIELD
TRAVILAH
PINEY
ROAD
LOCK
NORTON RD
TUCKERMAN LANE
FALLS
DEMOCRACY BLVD
I-270
I-495
RIVER ROAD
FALLS ROAD
SEVEN LOCKS
BELTWAY
CAPITAL
MACARTHUR BLVD
Equestrian Trails
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Community Recreation Centers

Community recreation centers accommodate community meetings, social gatherings, and programmed activities for all members of the community. Community recreation facilities can provide space for group and self-directed physical activities, senior programs, civic and social meetings, public program and service information, social service programs, and separate but adjacent space for privately operated child care services. One such facility is the Potomac Community Center located at 11315 Falls Road.

The Montgomery County Department of Recreation has identified the need for a community recreation center in North Potomac and the capital improvement program includes an item for facility planning for such a center. Identifying an appropriate site in North Potomac has been part of this master plan effort.

The criteria for evaluating sites included the following: suitable topography, a minimum usable ten acres, availability of water and sewer, a minimum number of parcels to be acquired or assembled, accessibility to residents, compatibility with adjacent uses, and proximity to an existing local park. Promising sites became unavailable during the plan process due to subdivision activity. The site search has concluded with a recommendation that properties on the 13800 Block of Travilah Road generally between Patrick Avenue to the west and Big Pines Local Park to the east have the greatest potential for the expeditious siting of a North Potomac community recreation center. (See Map 29.) An alternative site, the Hanson Farms, is unlikely to be available for many years. (See Land Use and Zoning Plan.)

The Travilah Road site has 13 parcels zoned R-200/TDR with a combined total of 17.41 acres. The primary use of the land is single-family detached dwellings, with two vacant parcels and one parcel with a special exception for a landscape contractor. This site has the major advantage of directly abutting the existing Big Pines Local Park. This site can also be easily connected by pathways to the Potomac Ridge, Bellewood Manor, and Amberlea Farm subdivisions.

These properties have attracted strong interest for assemblage and subdivision, taking advantage of the R-200/TDR 3 option for development. The minimum area typically required for a community recreation center (10 acres) coincides with the threshold for an increase in density. If the County Council approves the Travilah Road site, there is therefore an immediate need for site acquisition to at least remove the possibility of subdivision, and to provide certainty for property owners.

Recommendations

- **Acquire property on the 13800 Block of Travilah Road for the North Potomac Community Recreation Center, the precise acreage to be determined by the Department of Recreation's facility planning study. The site must be adequate for a 24,000 net square foot facility and necessary parking.**

- **The new community recreation center should allow maximum program flexibility and should be capable of reasonably easy physical modification to adapt to changing community demographics and leisure interests.**

Proposed Site for North Potomac Community Recreation Center **Map 29**

- **The center should be accessible and visible, and located in a setting where outdoor play space can complement the indoor features.**

Scotland Community Center

The Scotland community historically extended along Seven Locks Road between Tuckerman Road and Democracy Boulevard. Many of its residents are descendants of free blacks who settled the area in 1865. Although none of the original 19th century structures remain, Scotland AME Zion Church, built in 1906, still exists and is a County historic landmark.

Originally, Scotland consisted of small houses on lots that had been subdivided many times as they were handed down from generation to generation. Most houses lacked public water and sewer and the majority of lots were too small to meet County septic standards. Building permits were granted only if houses were brought into full compliance with the County building codes.

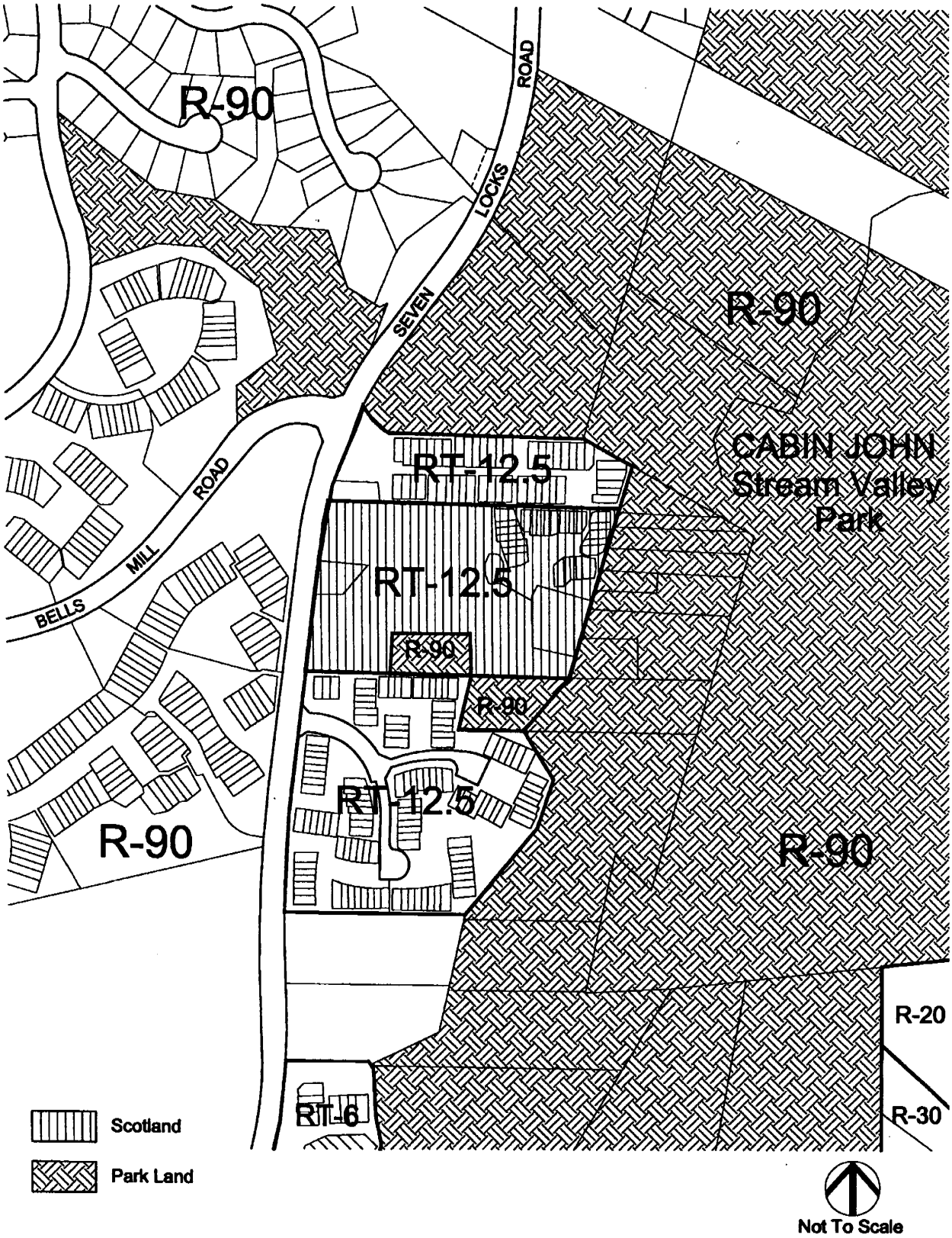
In the 1960s, the Scotland community was under intense development pressure. Developers wanted to demolish Scotland and construct high value homes similar to others in the vicinity. Residents organized Save Our Scotland (SOS), which evolved into the Scotland Development Corporation (SDC). The SDC assembled the small, privately-owned parcels into a community corporation, obtained public water and sewer, and secured government funding for new townhouse construction. Residents were active participants in the design of the new townhouses.

The community retained 16 acres for the construction of 100 townhouses. (See Map 30.) The townhouses were built between 1967-1971 with HUD funds, and 90 percent of the original residents remained in the community. Of the 100 units, 75 are rental units, and 25 are owner-occupied. In 1998, there were approximately 500 residents, of which 33 percent were original Scotland residents.

The focal point of the Scotland community is a community center which is undersized and inadequate to handle the diverse social and recreational needs of the residents. The site is constricted and the available space in the center is approximately half that for a typical elementary school gymnasium. Storage space is virtually non-existent. An expansion and renovation is necessary in order to facilitate athletic and recreational activities for the children and youth population of Scotland. Relocating or constructing a new facility elsewhere in the community does not appear feasible, requiring improvements to be confined to the present site.

Recommendation

- **Expand the community center at its present location.**


R-90
SEVEN LOCKS ROAD
R-90
CABIN JOHN
Stream Valley
Park
RT-12.5
MILL ROAD
BELLS
RT-12.5
R-90
R-90
RT-12.5
R-90
R-90
R-20
R-30
RT-6
Scotland
Park Land
Not To Scale

Schools

Public schools are an essential component of community life and an integral part of community structure. Montgomery County's public schools are divided into clusters of elementary, middle, and high schools, with cluster boundaries drawn to serve their surrounding residential communities, while maintaining a balanced socio-economic student population.

Students in the Potomac Subregion are primarily served by three clusters: Winston Churchill, Quince Orchard, and Thomas Wooton. Subregion students also attend schools in the Northwest and Walt Whitman clusters. School sites are determined when land is subdivided. As residential communities develop appropriate school sites are identified, dedicated, and constructed. However, some school sites remain unbuilt for many years, including several in Potomac. The need for new schools is determined by both the capacity of existing schools and the projected increase in student enrollment. If the Board of Education determines that existing sites are not needed for schools, those sites provide opportunities to serve other public purposes identified in this Plan. Surplus school sites should be evaluated for their potential to serve unmet recreational needs, environmental objectives, affordable housing goals, or other public purposes requiring vacant land. In particular, Brickyard Junior High School, Kendall Elementary School, and Churchill Elementary School should be evaluated for public purposes if they are ever declared surplus.

The Board of Education programs funds for school modernizations through its capital budget, with funds set aside to improve the quality of existing schools and to build new schools. The Board of Education also modifies service areas to balance enrollment with facility space. As growth has varied in each of the Subregion's four community areas, so has school capacity. Both Potomac and North Potomac are at capacity or slightly over capacity, and a search is underway for a new middle school for the Quince Orchard cluster. Only one of the search sites, the Roberts property, is within the Subregion. This site is not favored by planning staff as it lies outside the recommended sewer service envelope. The Board of Education is also in process of enlarging Robert Frost Middle School, Lakewood Elementary School, and Wooton High School. The Darnestown area has experienced little growth, and with available capacity, no new schools are planned.

Recommendations

- **Support Montgomery County School Board's Capital Improvement Program.**
- **Do not support the Roberts property as the location of a new middle school for the Quince Orchard cluster.**
- **Re-use surplus school sites as parks.**

Libraries

Three full-service libraries serve the Subregion. There is also a special library that serves the whole County located just outside the Subregion. The Davis Library at 6400 Democracy Boulevard was built in 1964 and serves a diverse residential, student, and commuter community. Collocated with the Davis Library, the Special Needs Library serves the residents of the whole County. It provides

service to people with disabilities, as well as their families and service providers. It also provides Talking Books for people with visual impairments.

The Potomac Library, at 10101 Glenolden Drive in Potomac, was built in 1985 and is at the geographical and commercial center of Potomac. The Quince Orchard Library opened in 1999 with a collection of 100,000 items and is one of the busiest branches in the County. With the opening of this branch, the County's Department of Public Libraries considers the Subregion to be adequately served with library facilities well into the future.

Recommendations

- **Acquire the Lamari and Navelanko properties (see Land Use and Zoning Plan) for potential expansion of community facilities adjacent to the Quince Orchard Library.**

Fire and Rescue

The Subregion population will continue to grow over the next 20 years, and much of this increase will be in the area of North Potomac. More significantly, the population will be aging. By 2005, 34 percent of the population will be over the age of 50, and this age group will place a considerably higher demand on emergency medical services.

In 1999, the total number of dwelling units in the Subregion was estimated to be 26,327. By 2020, this number is projected to increase to approximately 32,000. Fire, rescue, and emergency medical service (EMS) demands in the Subregion are further increased by unique land uses, including two large assisted living facilities, four stone quarries, the Naval Surface Warfare Center, the U.S. Postal Training Facility, and two water filtration plants. The Potomac River and Great Falls Park are visited annually by approximately three million residents and tourists, and their recreational activities create further demand for rescue and EMS services. The Montgomery County Fire and Rescue Service (MCFRS) receives approximately 60 calls per year for water rescues, occurring mostly on the Potomac River, requiring more resources for extended periods of time compared to other emergency calls.

Four fire and rescue stations are presently located within the Potomac Subregion. Cabin John Park Station 30 is located at 9404 Falls Road, about 0.8 mile south of the intersection of Falls and River Roads, and Cabin John Park Station 10 is located at 8201 River Road, about 0.1 mile west of the intersection of River and Seven Locks Roads. Rockville Station 31 is located at 12100 Darnestown Road, about 0.05 mile west of the intersection of Darnestown and Quince Orchard Roads, and Rockville Station 33 is located at 11430 Falls Road, about 0.1 mile south of the intersection of Falls and Glen Roads. Continued operation of all four stations is required to meet future fire, rescue and emergency medical service needs within the Subregion, as well as the addition of a fifth station in the vicinity of Darnestown and Shady Grove Roads (see below). Station 30, which opened in 1974 and is the smallest fire station in the County, requires extensive renovation and expansion to meet present and future functional requirements. Renovation of this station is a high-priority project in the MCFRS Capital Improvements Program, as recommended in the *Fire, Rescue, and Emergency Medical Services Master Plan*, as amended. In general, Stations 10, 31, and 33 meet present and future functional needs and remain in good physical condition.

Phase I of the Fire and Rescue Service Station Location and Resource Allocation Work Group, titled *Need for Upcounty Fire-Rescue Resource Enhancements*, and amendments to the *Fire, Rescue, and Emergency Medical Services Master Plan* state that a Class II fire-rescue station is needed in the vicinity of Shady Grove and Piney Meeting House Roads to serve the Travilah-Shady Grove area. The station would serve a high incident call load area, including the existing and planned developments of Traville, Hunting Hill, Piney Glen, The Willows, Fallsgrove, Shady Grove Hospital, and the Life Sciences Center. This report recommended the Traville property as a priority site.

Recommendations

- **Build a new Class II fire-rescue station in the Travilah/North Potomac area, preferably in the vicinity of Darnestown Road and Shady Grove Road. The 52-acre Public Service Training Academy site should be explored for this facility. This area will continue to grow in population and will require a station in the vicinity to meet increasing demands for service.**

- **Cabin John Park Volunteer Fire Department Station 30, presently located at 9404 Falls Road, should be renovated on site. Any renovation/expansion should maintain the fire station's residential appearance and compatibility with the surrounding residential neighborhood.**

Police

Montgomery County is currently divided into five police districts. The Subregion is primarily served by the Rockville District, which covers approximately 86 square miles. The Montgomery Mall sub-station is part of the Bethesda District, but serves a portion of the Subregion. The sub-station is housed in a mobile unit located in the Mall parking lot.

The Police Department does not have any plans to increase the number of stations in this area. Depending on need, the Police Department may decide to use satellite stations within a district to provide decentralized service in the future.

Recommendation

- **Support a police satellite substation in the Subregion if warranted.**

Regional Services Centers

The Subregion is served by two regional service centers—the Upcounty Regional Services Center and the Bethesda-Chevy Chase Services Center. The Upcounty Center, located in Germantown, serves one-half of the County, including many rural areas. The Bethesda-Chevy Chase Center, in downtown Bethesda, serves a smaller population, providing fewer services than the Upcounty Center.

As the Darnestown, Travilah, and North Potomac areas continue to grow, the need for a service center in the area will increase. According to Montgomery County's *Services Center Facilities Strategic Plan,* (1995) a service center satellite office is recommended to be located within the Subregion. Initially, this new center would be supervised by either the Upcounty Center or by coordinated efforts between the Upcounty and Bethesda-Chevy Chase centers. Initially, the Subregion's center would be housed in an existing public facility, such as a library. The Quince Orchard Library is convenient for both Darnestown and North Potomac and would be an excellent location for a new satellite service center.

Recommendation

- **Support an expanded Quince Orchard Library site as the location for a regional services center satellite office.**

Post Offices

The Subregion is currently served by retail post office facilities in Potomac Village and West Bethesda (Seven Locks Road). The West Bethesda Post Office is presently leased, and with that lease coming to an end, the U.S. Postal Service has purchased the former Best Products building on Motor City Drive (adjacent to Montgomery Mall) to relocate this service.

Recommendation

- **See Land Use and Zoning Plan for recommendation regarding Seven Locks Road Post Office.**

Appendix A: Land Use

Euclidean and Floating Zones

Since 1971 it has been standard practice in all master plans adopted in Montgomery County to designate a base Euclidean zone for every parcel and to indicate for some parcels an appropriate floating zone, which allows somewhat different uses 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, an entire site may be divided into lots of approximately equal size.

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 standards, but they may be approved by 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. 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 an area's stability.

Transferable Development Rights (1982 Master Plan Amendment)

Transferable Development Rights (TDRs) constitute one method of preserving agricultural land whereby owners of agricultural land sell the rights to development. This Plan amends the 1980 Master Plan for the Potomac Subregion, as amended, including the 1982 Amendment Designating Receiving Areas for the Transfer of Development Rights. This Plan designates several parcels of land for TDR receiving areas and removes the designation from others. Receiving areas may be permitted to develop to a specified density greater than the base zoning density. Unless amended by this Master Plan, these specified densities remain as designated in the 1982 Amendment.

The zoning density of a development in any residential zone within a designated TDR receiving area may be increased (subject to Planning Board approval and in conformance with an approved and adopted master plan) by one dwelling unit for each development right received from a rural property designated a sending area.

The zoning density in a receiving area may not be increased by transferring development rights beyond the density recommended by the land use plan. A request to use development rights on a property within a receiving area is submitted in the form of a preliminary plan of subdivision. This preliminary plan must include at least two-thirds of the maximum number of development rights permitted to be transferred to the property.

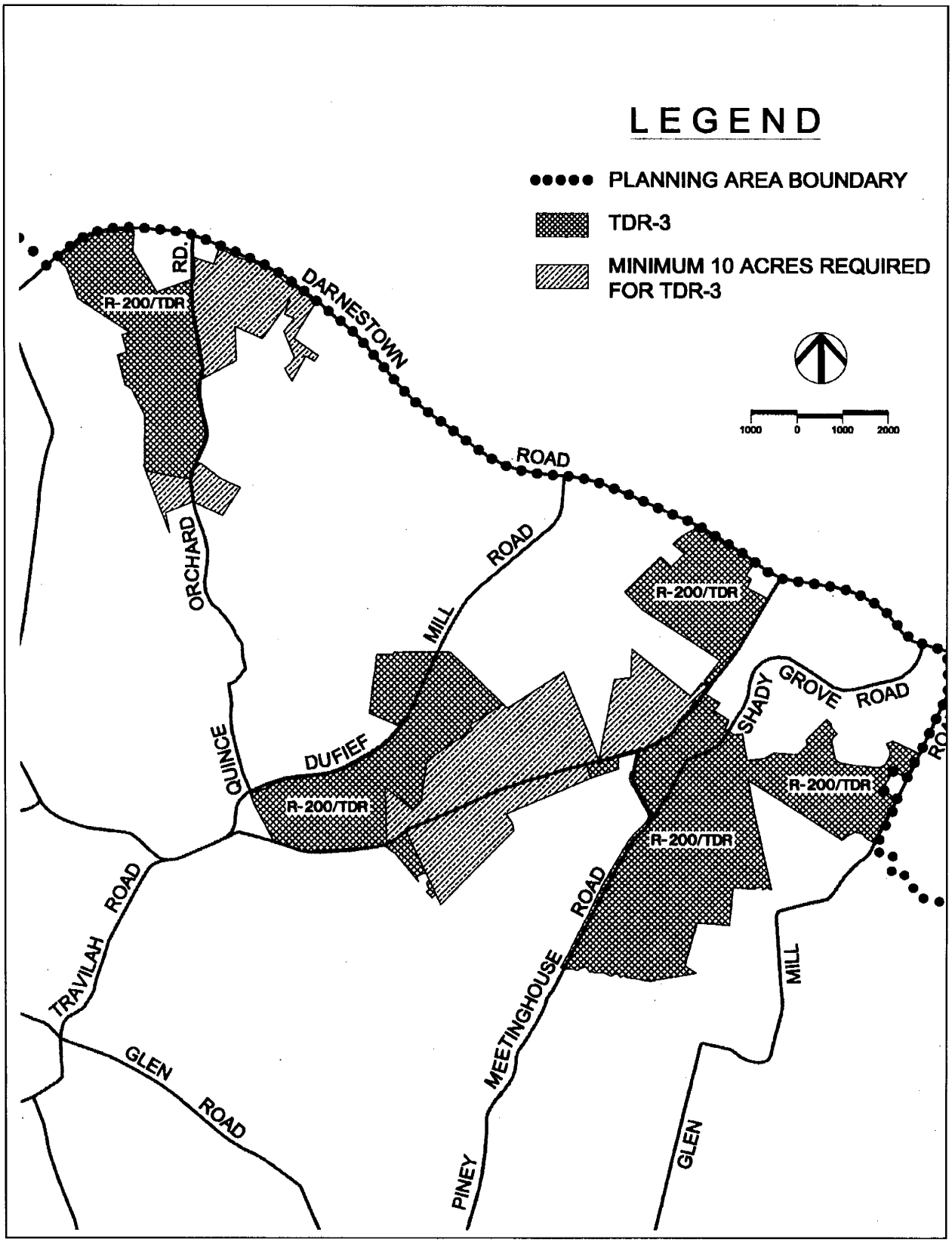
A TDR development must provide moderately priced dwelling units (MPDU) in accord with the Montgomery County Code. The MPDU requirement is calculated on the total dwelling unit count, including TDR units. (Additional TDRs do not have to be purchased to exercise the MPDU bonus.) Development with TDRs must conform to the standards of the Planned Development (PD) Zone nearest (but not higher) in density to the TDR density shown on the master plan.

Moderately Priced Dwelling Units

It is important to note that on any given property, the residential densities and allowable types of dwelling units shown may be modified by the requirements of the Montgomery County Moderately Priced Dwelling Units (MPDU) Ordinance. This ordinance is designed to ensure that new development includes some housing that is affordable by households of modest means. The ordinance applies to any residential development of fifty or more dwelling units that is constructed in any residential zone with a minimum lot size of a half-acre or less or in any planned development, mixed-use zone.

A portion of the units in any such development must be MPDUs. MPDU prices are controlled, and buyers or renters are subject to limitations on maximum income. The required number of MPDU's is based on the total number of dwelling units approved for the development. Effective in early 1989, the percentage ranges from 12.5 percent to 15 percent of the total number of dwelling units and is dependant on the level of density increase achieved on the site.

This density increase, or MPDU bonus, is allowed as compensation for requiring some below market-rate housing. The bonus may be no more than 22 percent above the normal density of the zone, according to the optional MPDU development standards in the zoning ordinance. In some zones, these standards also provide for smaller lot sizes and dwelling types than would be allowed otherwise. For example, the density of a subdivision in the R-200 Zone is normally two units per acre, the minimum lot size is 20,000 square feet, and only one-family, detached houses are permitted. In a subdivision developed according to MPDU standards, the maximum density may be as much as 2.44 units per acre, the lot size for a detached house may be as small as 6,000 square feet, and some units may be townhouses or other types of attached dwelling units.


LEGEND
PLANNING AREA BOUNDARY
TDR-3
MINIMUM 10 ACRES REQUIRED FOR TDR-3
1000 0 1000 2000
R-200/TDR
RD.
DARNESTOWN
ROAD
ORCHARD
MILL
ROAD
QUINCE
DUFIEF
SHADY GROVE ROAD
TRAVILAH ROAD
GLEN ROAD
MEETINGHOUSE ROAD
PINEY
GLEN
MILL

Appendix B: Transportation

Travel conditions in the Potomac Subregion are a function of the location, type, and amount of development, which generates trips, and a function of the available transportation infrastructure. The development of the Subregion's circulation plan is based on analysis of estimated 2020 travel conditions and development patterns, focusing on roadway level of service.

Forecasting Process and Assumptions

The transportation impacts of development proposed in the Subregion were evaluated two ways. First, a regional travel demand model was used to evaluate area-wide levels of service and to forecast regional travel demand trends. The second analysis looked at the Subregion's primary intersections to assess local travel demand changes generated by forecast development in the Subregion. Both analyses were used to estimate level of service (intersection congestion and roadway capacity), and to identify potential geometric and operational improvements.

The first analysis, a Policy Area Transportation Review (PATR) used TRAVEL/2.3, a four-step subregional transportation planning model to measure an average congestion index (ACI). Recognizing the traffic impacts generated outside an area can affect local traffic (commuters, cut-throughs), this regional model measures travel demand in Montgomery County and surrounding metropolitan Washington jurisdictions for its impact on levels of service within the Subregion.

The regional model evaluates master plan build-out conditions based on the Metropolitan Washington Council of Governments (MWCOG) Round 6.0a Cooperative Forecasts. These demographic forecasts contain the land use activities (housing and employment) for Montgomery County and the Washington region. MWCOG forecasts assume that Montgomery County will grow from 835,000 residents in 1998 to over one million by 2020, with a commensurate increase in the number of jobs. The regional model applies this estimate to existing transportation facilities along with those that have been assumed by MWCOG to be funded for construction by the year 2020. These facilities are called the Regional Constrained Long Range Plan.

The regional model analysis indicated that the number of trips through the Subregion would not change significantly, either by route or in total, through the year 2020. This is a result of two travel trends which generally offset each other. First, increased regional development and traffic congestion would tend to increase traffic seeking a shortcut route through Potomac. However, increased shortcut traffic through Potomac would be offset by the second trend: an increase in Subregion development, which, by generating new trips within a constrained transportation network would tend to divert existing through trips away from the Subregion.

The second analysis, the Local Area Model (LAM) is a finer-grained, more detailed analysis. It applies the Local Area Transportation Review (LATR) process used to evaluate transportation impacts of individual subdivisions to a number of sites in a planning area, in this case, the Potomac Subregion. The LAM analysis measures the level of service (LOS) based on critical lane volume (CLV). Measurements for AM and PM peak hours are gathered by intersection congestion analyses that consider intersection geometry and signal phasing, and time of day turn prohibitions and lane use changes.

Travel Behavior

Analysis of intersections and demographics also revealed information about travel patterns in the Subregion. The *1997 Census Update Survey* describes several differences between the Subregion and the rest of Montgomery County, based on its location, its primarily residential nature, and its demographics.

Compared to the rest of Montgomery County, Subregion residents are more likely to commute by car. Approximately 88 percent of employed Subregion residents travel to work by auto compared to 81 percent of employed County residents. This characteristic is consistent with auto ownership patterns. The average Subregion household owns 2.2 cars, compared to the 1.8 cars per household in the remainder of the County.

The percentage of employed Subregion residents who reported that they worked at home is slightly higher, five percent, than the three percent reported for the rest of the County. This characteristic is consistent with computer and Internet access patterns. About 83 percent of Subregion households owned a computer in 1997, compared to 66 percent of County households. The reported difference between Internet access was not as great, with 72 percent of Subregion residents on-line compared to 62 percent of County residents.

More than half of employed Subregion residents work in Montgomery County. The percent of Subregion residents who work in the County, 58 percent, is identical to the countywide percentage of residents who work in the County. Potomac residents, with relatively easy access to the American Legion Bridge, are more likely to work in Virginia than residents in most other areas of Montgomery County. About 12 percent of employed Subregion residents work in Virginia, compared to about eight percent of employed County residents.

The commuting patterns for the year 2020 are expected to change, but only slightly. The percent of people who telecommute or otherwise work at home is forecast to remain a relatively consistent percentage of the total workforce.

Employed Subregion residents are forecast to be distributed throughout the region by the year 2020 as follows:

- 25 percent working in Rockville or North Bethesda
- 22 percent working in the District of Columbia
- 15 percent working in Northern Virginia
- 13 percent working in Bethesda/Chevy Chase
- 3 percent working in the Potomac Subregion
- 20 percent working elsewhere in Montgomery County
- 2 percent working elsewhere in Maryland.

Subregion residents will continue to commute to other locations, primarily to the south and east along radial commuter routes such as I-270 and River Road. The expectation, therefore, is that peak period congestion on these radial routes toward Washington in the morning and returning in the evening will be further degraded by 2020.

Existing and Forecast Travel Conditions

The regional and local transportation analysis also measured the degree to which travel conditions are forecast to change in the Potomac Subregion during the next two decades. The sufficiency of the Subregion's transportation network was measured in a Policy Area Transportation Review (PATR) that indicates an "average congestion index" (ACI–a ratio of volume-to-capacity weighted by vehicle-miles of travel) determined by comparing existing and forecast traffic volumes on major roads. A more specific measure was the LATR process, which uses critical lane volume to measure peak-hour intersection congestion at numerous intersections in the Subregion.

The Plan recognizes that, given anticipated economic development, the Subregion's transportation network will be insufficient to meet current congestion standards. The County's Annual Growth Policy (AGP) defines both area-wide and localized measures of congestion that are used to implement the Adequate Public Facilities Ordinance. During the next twenty years residential and employment growth in the County and the Subregion is expected to increase.

Approximately 6,000 new jobs and 5,000 new households are forecast in the Subregion. Few improvements in transportation facilities or services are planned to accommodate these new residents and employees. Traffic congestion, is therefore forecast to worsen. In fact, the Subregion is not expected to meet current PATR or LATR congestion standards.

- The PATR indicates that the ACI for the Potomac Policy Area is forecast to be 0.61 by the year 2020, worse than the standard of 0.57. Currently, the ACI is 0.54, better than the standard.

- The LATR indicates that congestion will be worse than the standard at ten of thirteen intersections studied (Table 1) if no additional geometric improvements are implemented. If improvements are made, five of the thirteen intersections would still fail to meet the LATR standard. Currently, two of the thirteen intersections fail to meet the LATR standard.

Localized Intersection Improvements

Several individual intersections have substandard levels of service even after recommended capacity improvements are made. This substandard level despite improvements is unique to the Subregion, partially a result of the two-lane roadway policy that limits road expansion.

The Plan's circulation system recommendations are designed to accommodate travel demand in the year 2020. This Plan does not explicitly recommend roadway capacity improvements to achieve LATR standards, for five reasons:

- A major goal is to preserve the Subregion's rural heritage. In some cases, improvements that increase roadway capacity create negative community impacts.

- The congestion forecasting methodology is best at identifying short-term, localized improvements, while the Plan examines the development impacts over a twenty year time frame. The forecasting methods are useful for assessing long-term trends, but not for

programming twenty-year needs on an intersection-specific basis. At the time of construction, a new analysis should be undertaken.

- The extent of new development in the Subregion is nominal compared to other areas of the County.

- The Subregion is somewhat isolated from more developed portions of the County. The adverse effects of traffic congestion are generally limited to residents of the Subregion and don't substantially impede transportation elsewhere in the County.

- Changes to the congestion standards could be adopted during the Plan's time frame. The County Council conducts biennial reviews of the AGP Policy Element.

This Plan recommends improvements that can be implemented without severe community impacts. For instance, three of the thirteen improvements recommended in the 1990 *Shady Grove Study Area Plan* were assumed to be implemented.

- An interchange at intersection of Darnestown Road and Shady Grove Road.

- Widening Darnestown Road to four lanes through the intersection of Quince Orchard Road.

- Widening Great Seneca Highway to six lanes through the intersection of Darnestown road.

Examples of intersection improvements that might be considered at other Potomac Subregion intersections include:

- constructing northbound and eastbound auxiliary through lanes at the intersection of Seven Locks Road and Tuckerman Lane, similar to those existing in the southbound and westbound direction

- reconstructing eastbound River Road between Seven Locks Road and I-495 to add a through lane, and constructing a third southbound left turn lane from Seven Locks Road to the widened section of River Road

- restriping the eastbound right turn lane on Democracy Boulevard at Seven Locks Road to a shared lane for through traffic and right turns.

- constructing an eastbound auxiliary through lane at the intersection of River Road and Piney Meetinghouse Road

- constructing eastbound and westbound auxiliary through lanes at the intersection of River Road and Bradley Boulevard.

At these five locations capacity improvements would reduce the forecast 2020 CLV from greater than 1,800 to below 1,525. Currently, the congestion standard for the Subregion is a CLV less than 1,525, except for intersections in the Darnestown/Travilah Policy Area, which has a congestion standard of 1,450. No policy area in the County has a congestion standard higher than 1,800.

Such localized capacity and safety improvements throughout the Subregion should be considered on a case-by-case basis. Therefore, should a desirable development opportunity affect an intersection where congestion standards would otherwise preclude its consideration, the development might be accommodated by providing capacity improvements other than those explicitly described in this Plan.

Table 7

Rustic Roads Criteria

The legislation that established the Rustic Roads Program for Montgomery County identified the criteria to designate a road as a rustic road or an exceptional rustic road. The legislation states that before classifying a road as rustic, the County Council must find that an existing public road or road segment:

- is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character
- is a narrow road intended for predominantly local use
- is a low-volume road
- has one or more of the following features:
  1. outstanding natural features along its borders
  2. outstanding vistas of farm fields and rural landscape or buildings,
  3. access to historic resources, follows historic alignments, or highlights historic landscapes
- has a history of vehicle and pedestrian accidents which does not suggest unsafe conditions.

An exceptional rustic road:

- meets rustic road criteria
- contributes significantly to the natural, agricultural, or historic characteristic of the County
- has unusual features found on few other roads in the County
- would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the Rustic Roads Program.

Appendix C: Historic Preservation

Objective

The intent of the County's preservation program is 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. It serves to highlight the values that are important in maintaining the individual character of the County and its communities.

Summary

Historic resources in the Potomac Subregion were evaluated in three separate documents, the November 1993 *Approved and Adopted Amendment to the Historic Preservation Master Plan; Potomac Area Resources,* the 1996 *Darnestown/Travilah Historic Resources,* and the 1979 *Master Plan for Historic Preservation.* As a result of these master plan processes, a total of 48 historic sites were placed on the *Master Plan for Historic Preservation* and one site was placed on the *Locational Atlas and Index of Historic Sites* for later evaluation.

Table 8 provides a summary of the Subregion's historic resources and Map 31 gives the general location of these properties. This Appendix contains a description and a photograph or map of each master plan site, organized chronologically. The Appendix also includes an explanation of the historic preservation designation criteria and the effects of historic site designation.

Table 8

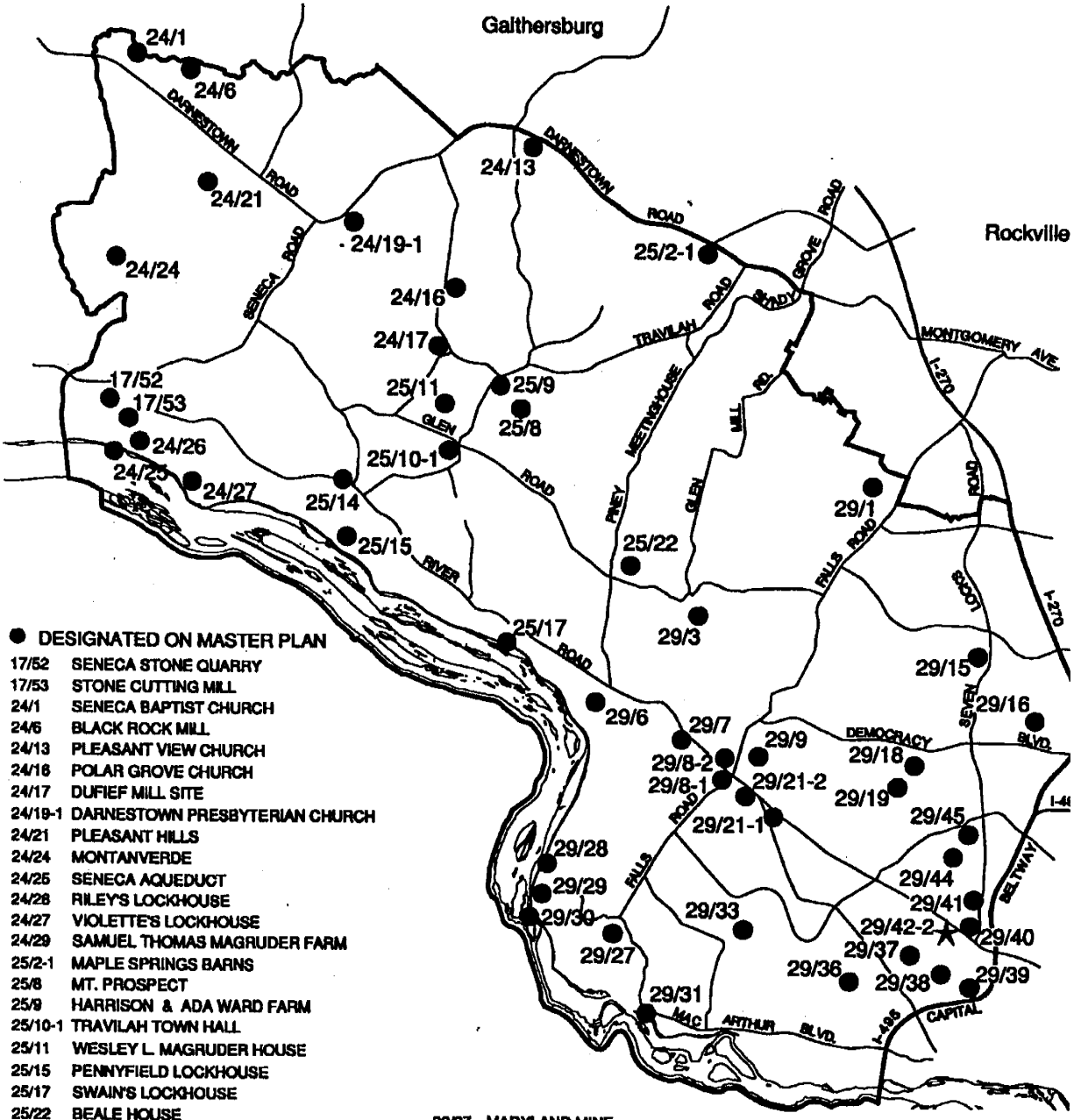
Potomac Subregion Historic Resources
Historic Sites Designated on the Master Plan for Historic Preservation

Resource #	Resource Name	Address
24/001	Seneca Baptist Church	15811 Darnestown Road
24/006	Black Rock Mill	Black Rock Road at Seneca Creek
24/013	Pleasant View Church #2	11900 Darnestown Road
24/016	Poplar Grove Baptist Church	14621 Jones Lane
24/017	Dufief Mill Site	Turkey Foot Road and Muddy Branch River in Muddy Branch Park
24/019	Darnestown Presbyterian Church	15120 Turkey Foot Road
24/021	Pleasant Hill	14820 Kelley Farm Road
24/024	Montanverde	14601 Berryville Road
24/025	Seneca Aqueduct	Mouth of Great Seneca Creek off River Road
24/026	Riley's Lock House	Rileys Lock Road and C&O Canal
24/027	Violette's Lock House; Lock #23, Dam #2	End of Violettes Lock Road
24/029	Samuel Thomas Magruder	14800 Seneca Road
25/002-001	Maple Spring Barns	15021 Dufief Mill Road
25/008	Mount Prospect	13601 Travilah Road
25/009	Harrison Ward Farm	13501 Travilah Road
25/010	Travilah Town Hall	12808 Glen Road
25/011	Wesley L. Magruder House	Glen Road (Demolished)
25/014	Tobytown Cemetery	East Side Pennyfield Lock
25/015	Pennyfield Lock House, Lock, Store	End of Pennyfield Lock Road Vicinity of 12649 Tobytown Drive
25/017	Swain's Lock House, Lock	End of Swains Lock Road
25/022	Beale Estate	11011 Glen Road
29/001	Harriss Farm Springhouse	East of 12 Cold Spring Court
29/003	Glen Store and Post Office	11530 South Glen Road
29/006	Marwood/Grady Gore Estate	11300 River Road

Table 8 (Continued)

Potomac Subregion Historic Resources
Historic Sites Designated on the Master Plan for Historic Preservation

Resource #	Resource Name	Address
29/007	John McDonald House	10600 River Road
29/008-1	Edgar Perry House	10200 River Road
29/008-2	Perry Store	9900 Falls Road
29/009	Dr. C. E. Willett House	10101 Falls Road
29/015	Scotland A.M.E. Zion Church	10902 Seven Locks Road
29/016	Locust Grove I/Magruder House	7401 Lakeview Drive
29/018	Kentsdale	9510 Hemswell Place
29/019	Offutt House/Joseph Magruder House	9813 Kendale Road
29/021-001	S. Case House	9595 Persimmon Tree Road
29/021-002	Case Brothers House	9800 River Road
29/027	Maryland Mine	Near MacArthur Boulevard and Falls Road
29/028	Lock #20/Great Falls	End of MacArthur Boulevard
29/029	Water Supply Building	End of MacArthur Boulevard
29/030	Great Falls Tavern/Crommelin House	11710 MacArthur Boulevard
29/031	Angler's Inn	10801 MacArthur Boulevard
29/033	Rock Run Gold Mines	Falls Road and Persimmon Tree Road
29/036	Ellerslie	9030 Saunders Lane
29/037	Hermon Presbyterian	7801 Persimmon Tree Road
29/038	Glenmore	8311 Comanche Court
29/039	Gibson Grove A.M.E. Zion Church	7700 Seven Locks Road
29/040	Magruder's Blacksmith Shop	8300 Seven Locks Road
29/041	Stoneyhurst	8314 Seven Locks Road
29/044	Robert Llewellyn Wright House	7927 Deepwell Drive
29/045	Electric Trolley Substation	8100 Bradley Boulevard
Potential Historic Resources on Locational Atlas and Index of Historic Sites		
29/042-002	Abandoned Quarry	Cabin John Creek, south of River Road



- DESIGNATED ON MASTER PLAN

17/52 SENECA STONE QUARRY
17/53 STONE CUTTING MILL
24/1 SENECA BAPTIST CHURCH
24/6 BLACK ROCK MILL
24/13 PLEASANT VIEW CHURCH
24/16 POLAR GROVE CHURCH
24/17 DUFIEF MILL SITE
24/19-1 DARNESTOWN PRESBYTERIAN CHURCH
24/21 PLEASANT HILLS
24/24 MONTANVERDE
24/25 SENECA AQUEDUCT
24/26 RILEY'S LOCKHOUSE
24/27 VIOLETTE'S LOCKHOUSE
24/29 SAMUEL THOMAS MAGRUDER FARM
25/2-1 MAPLE SPRINGS BARNS
25/8 MT. PROSPECT
25/9 HARRISON & ADA WARD FARM
25/10-1 TRAVILAH TOWN HALL
25/11 WESLEY L. MAGRUDER HOUSE
25/15 PENNYFIELD LOCKHOUSE
25/17 SWAIN'S LOCKHOUSE
25/22 BEALE HOUSE
29/1 HARRISS FARM SPRINGHOUSE
29/3 GLEN STORE and POST OFFICE
29/6 MARWOOD ESTATE
29/7 JOHN McDONALD HOUSE
29/8-1 EDGAR PERRY HOUSE
29/8-2 PERRY STORE
29/9 Dr. C.E.WILLETT HOUSE
29/15 SCOTLAND A.M.E. ZION CHURCH
29/16 LOCUST GROVE I / MAGRUDER HOUSE
29/18 KENTSDALE
29/19 OFFUTT HOUSE / JOSEPH MAGRUDER HOUSE
29/21-1 C. CASE HOUSE
29/21-2 CASE BROTHERS HOUSE

29/27 MARYLAND MINE
29/28 LOCK #20 / GREAT FALLS
29/29 WATER SUPPLY BUILDING
29/30 GREAT FALLS TAVERN / CROMMELIN HOUSE
29/31 OLD ANGLER'S INN
29/33 ROCK RUN GOLD MINES
29/36 ELLERSLIE
29/37 HERMON PRESBYTERIAN
29/38 GLENMORE
29/39 GIBSON GROVE A.M.E. ZION CHURCH
29/40 MAGRUDER'S BLACKSMITH SHOP
29/41 STONEYHURST
29/44 ROBERT LLEWELLYN WRIGHT
29/45 ELECTRIC TROLLEY SUBSTATION

★ DESIGNATED ON LOCATIONAL ATL
29/42-2 ABANDONED QUARRY

0 2250 4500 9000

Montgomery County Historic Preservation Program

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

Historic Preservation Designation Criteria

Protecting this historic heritage is accompanied by the challenge of weaving protection of these resources into the County's planning program 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. Historic 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;
   d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities; or
   e. represents an established or familiar visual feature of the neighborhood, community or County due to its singular physical characteristic or landscape.

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.

Effects of Historic Designation

Once designated on the *Master Plan for Historic Preservation*, historic sites 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 parcels, the amendment will provide general guidance for the refinement of the setting by indicating when the setting may be reduced 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 that 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.

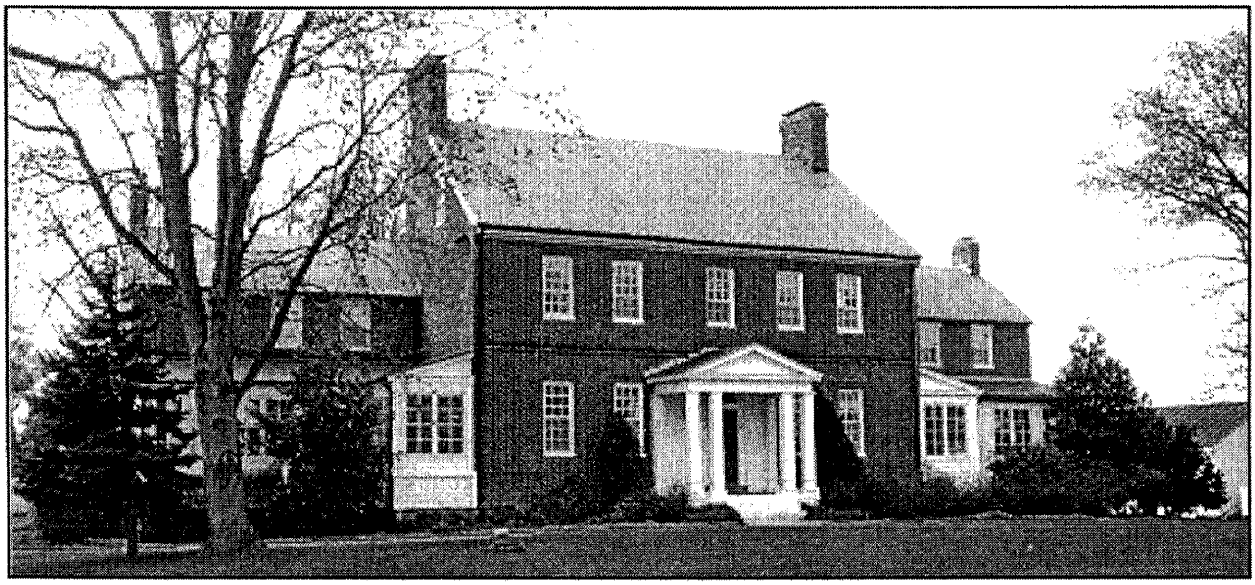
Public improvements can profoundly effect the integrity of a historic area. Section 24A-6 of the Ordinance states that a Historic Area Work Permit for work on public or private property must be issued prior to altering a historic resource or its environmental setting. The design of public facilities 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 processes.

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 that provides 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.

Historic Resources



24/21 Pleasant Hills (c1760-1765)
14820 Kelley Farm Drive

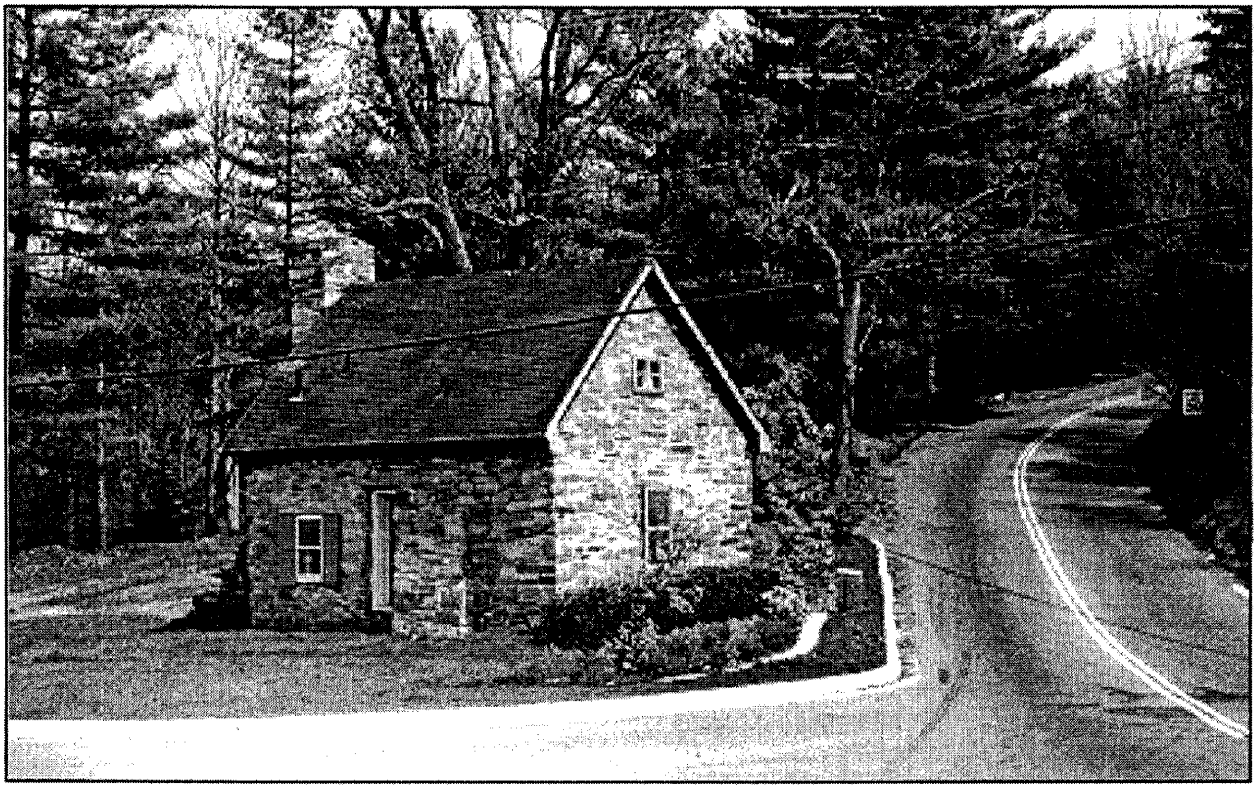
Pleasant Hills, believed to have been built between 1760 and 1765, is one of the earliest brick houses built in Montgomery County. An outstanding example of a Georgian Revival house, Pleasant Hills is representative of late 18th century manor houses built by prosperous families in Maryland and Virginia. Typical of houses of this period, the residence was built with two front facades of equal importance, one facing the driveway and the other facing the garden. The house was once accessed from Darnestown Road by a long tree-lined drive.

The main block of the house was built by Charles Gassaway, a prominent local landowner. According to tradition, Gassaway's slaves made the bricks on site in 1763. In 1799, Gassaway requested a new land patent for 1700 acres, which he called *Pleasant Hills*. Elizabeth Gassaway, daughter of Charles, married William Darne, who established nearby Darnestown in 1798. Her brothers, Thomas and Charles, managed the Pleasant Hills estate after their father's death in 1810. The Gassaway family sold the property in 1829.

During the Civil War, the substantial residence attracted Union troops from Massachusetts who established quarters in the house and camped on the grounds. The estate was owned and farmed by John T. Kelley and his descendants from 1868 throughout most of the 1900s. J. Thomas Kelley was a noted Washington surgeon in the early 1900s. His son, Thomas C. Kelley, was a Washington lawyer, member of the first County Council (1948), and served as chairman of the Upper Montgomery County Planning Commission. The property included 540 acres under the Kelley ownership.

The three-story center section is built of red Flemish bond brick and set on a fieldstone foundation. Notable details include the beltcourse that visually separates the first and second floor, and substantial chimneys that punctuate both gable ends. The first story of the east wing was built c1870 on the site of the original detached kitchen building. The west wing and matching second story of east wing, designed by Washington architect Clarke Waggaman, were constructed c1918.

Environmental Setting: Lot 56, Block G (10.52 acres).



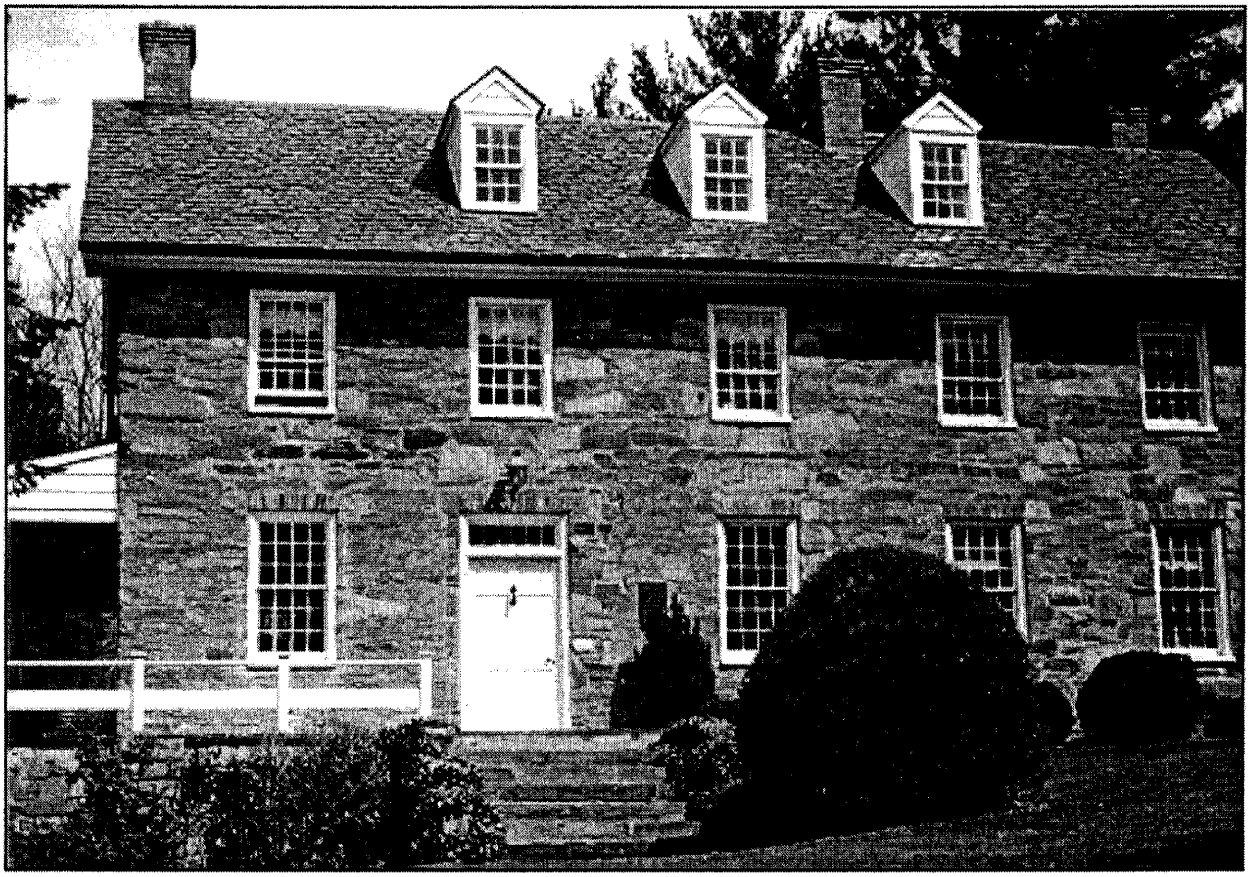
29/40 Magruder's Blacksmith Shop (By 1751)
8300 Seven Locks Road

The oldest known standing structure in Potomac is a familiar landmark and one of the oldest structures in the County as well. Evidence suggests the building was used as a blacksmith shop and was built for Ninian Magruder before his death in 1751. His initials are carved on the chimney.

River Road was one of the earliest roads in the area, used in the 1700s for transporting barrels or hogsheads of tobacco to the port of Georgetown. The smithy served the needs of merchants and travelers along this road, as well as local residents.

Constructed of uncoursed rubblestone, this building probably incorporated living quarters as well. Ninian conveyed this property to his son, Samuel Magruder, who later built the manor house known as Stoneyhurst (see separate description on following page).

Environmental Setting: Parcel P610 (13,608 square feet).



29/41 Stoneyhurst (1767)
8314 Seven Locks Road

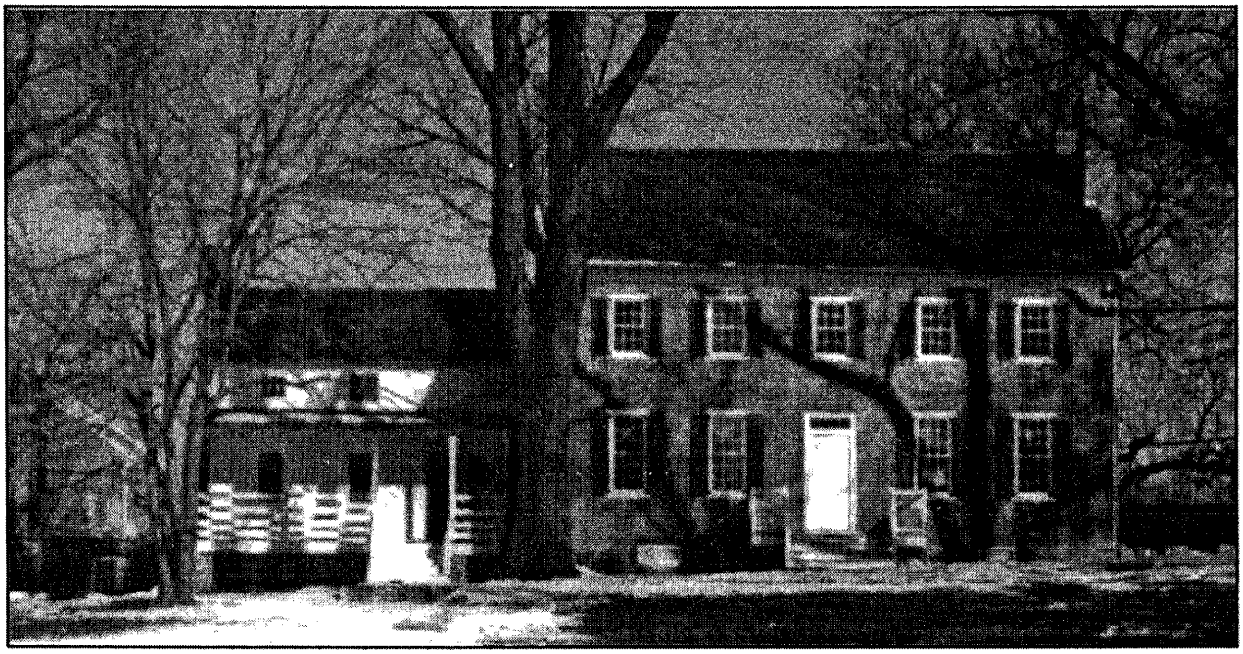
This handsome stone house was owned by a distinguished family in the early history of Montgomery County. The original core of the residence was built by Samuel Brewer Magruder (1744-1818), who became a lieutenant in the Revolutionary War. Magruder is believed to have built the house in 1767. A stone adjacent to the west door is carved with this date and the initials of Magruder and his wife Rebecca. Magruder had inherited the 316-acre property from his father Samuel Magruder III.

The property remained in the Magruder family until 1853. The property has additional historic significance for its association with Lilly Moore Stone who owned the house for the first half of the 1900s. Lilly and her husband Frank remodeled Stoneyhurst in 1909. As a widow in the 1920s, Stone was a pioneering business owner, managing the Stoneyhurst Quarries on River Road, west of the house, and personally operating them for 30 years. Lilly Moore Stone was an influential figure and community leader whose family home, Glenmore is also a designated historic site (#29/38). Stoneyhurst has been owned by the Eger family since 1956.

The original section of the house is the western portion which was probably a hall and parlor plan. The front facade was on the south side. The east wing is composed of an early 1 ½ story kitchen wing that was raised, incorporated into the main block, and faced with stone on the front facade. In 1909, the Stones renovated the house, installing plumbing and heating systems. Additional renovations in the 1960s led to window replacements and addition of dormer windows.

The property includes a historic stone springhouse with a steeply sloped pyramidal hip roof covered with cedar shakes. A stone garage, built with a porte cochere spanning the driveway, serves as a gateway to the house.

Environmental Setting: Parcel P524 (1.3 acres).



29/16 Locust Grove I (c1773)
7340 Westlake Terrace

Locust Grove is one of Montgomery County's few brick 18th century houses. Samuel Wade Magruder inherited the land in 1751 and built the house between 1773 and 1781. Magruder was a significant figure in the political life of the County through the late 1700s. He was lieutenant in the colonial militia in the 1750s, and during the Revolution served first as a captain and later a major in the Maryland militia. Magruder was one of the first justices to sit on the County Court after Montgomery County was formed, serving from 1777 to 1790.

A 1783 visitor, William Wirt–who later became U.S. Attorney General--called the house "a mansion," being "a large two-story brick house." Five bays wide, the substantial house features Flemish bond brick, a beltcourse above the first story, and double end chimneys. As originally built, each floor of the center hall plan has four rooms. Most of the interior woodwork dates from 1890s renovations. A massive stone and brick chimney on the kitchen wing may predate the main block. Now located near Montgomery Mall, the house has been converted to commercial use. In 1985, a branch of Chevy Chase Savings and Loan opened on site.

Environmental Setting: Parcel N509 (1.27 acres). Development rights were transferred from this site to Westlake Park in 1972. M-NCPPC holds a scenic easement on this property.

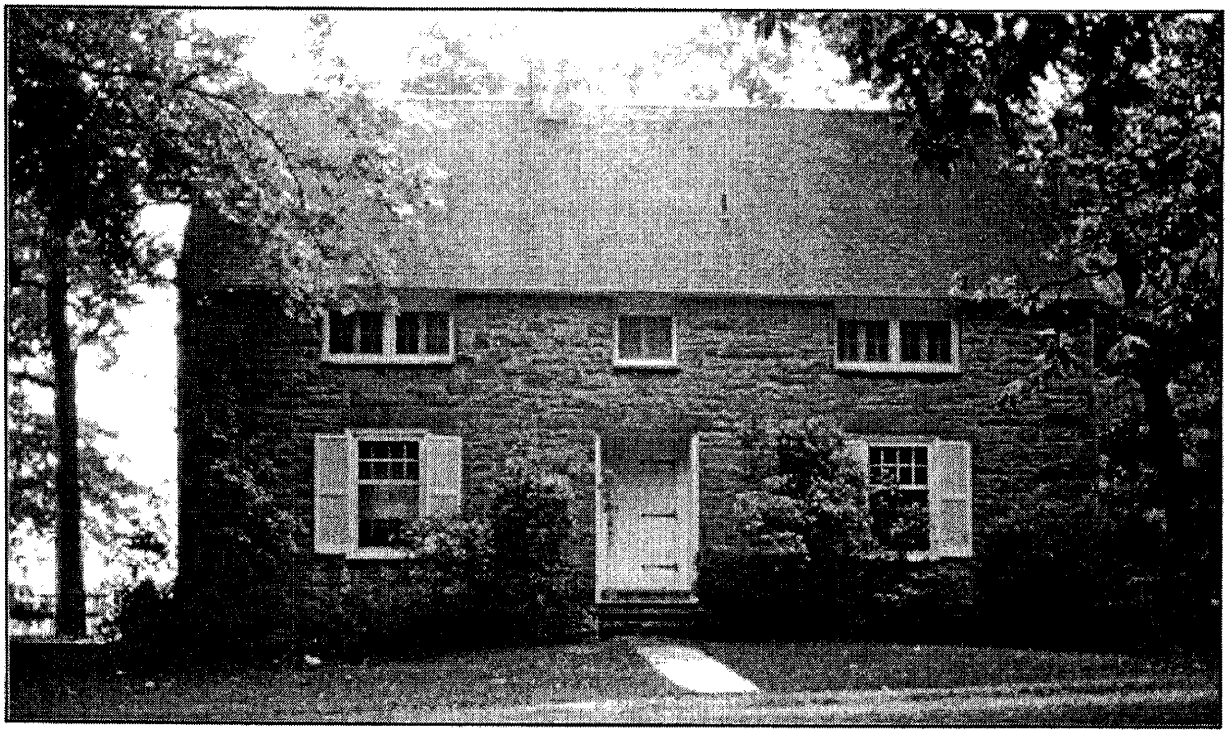
29/19 Joseph Magruder House (1787/c1820s)
9813 Kendale Road

This residence is one of a group of Magruder family houses in the Cabin John Creek area, dating from the late 1700s and highly representative of this prominent and influential family. Revolutionary War patriot Joseph Magruder, built the original brick section of this house in 1787.

The house is architecturally significant for including one of the earliest residential structures in this part of the county. The 1787 date of construction is carved in the stone. The house has additional importance for its evolution, as succeeding additions are distinct, not obscuring the earlier portions. The fieldstone section was built by Thomas S. Bradley c1822. A brick rear ell was constructed in the 1960s. The original section was covered with stucco in the 1930s.

Joseph Magruder, born 1742, was a prominent political figure. He served on the Council of Safety, one of a number of provincial committees which took control of the colony's government in 1774. In 1777, Joseph Magruder was a commissioned captain in the Revolutionary militia.

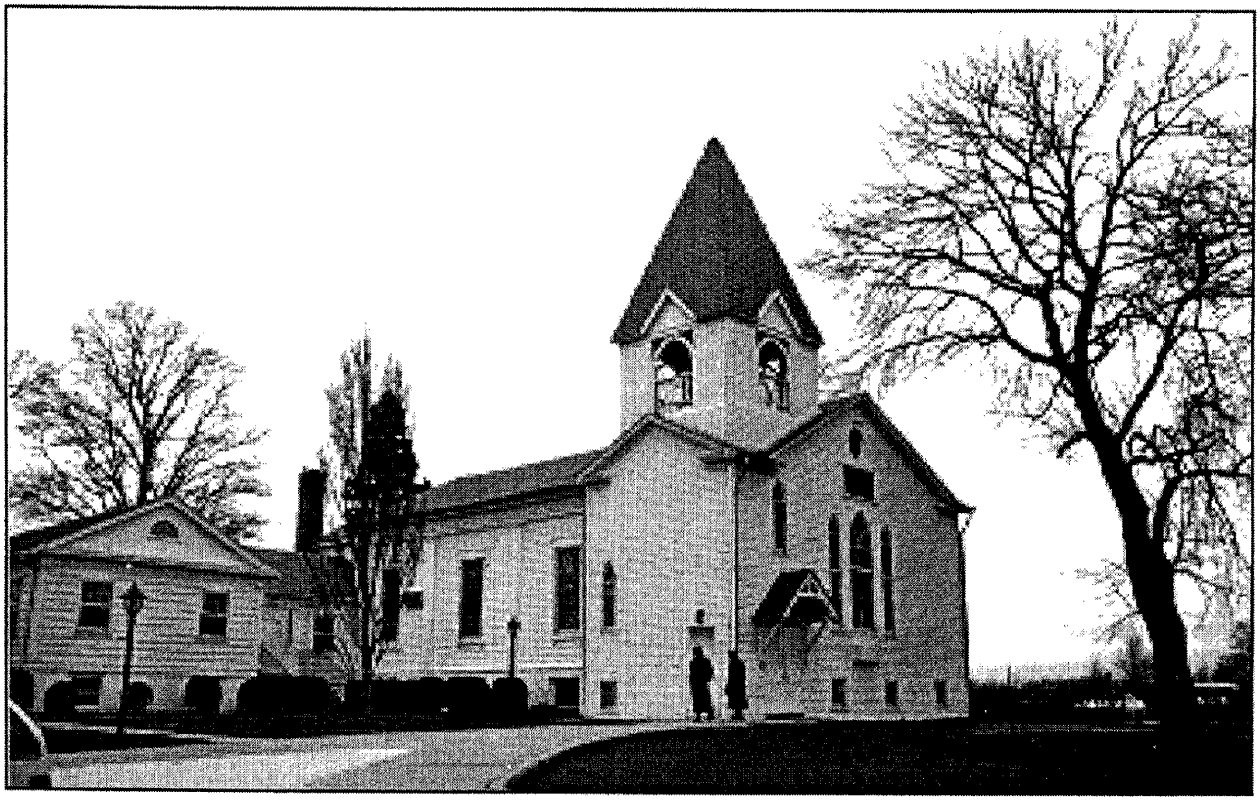
Environmental Setting: Block 5, Lot 41 (24,098 square feet).



24/1 Seneca Baptist Church (c1817)
15811 Darnestown Road

The oldest Baptist church structure in the County, the Seneca Baptist Church is associated with one of the oldest Baptist congregations in the State. This church was organized about 1772 in a log structure near the Seneca Creek. The present structure of Seneca sandstone, constructed c1817, represents one of the earliest stone buildings in the county. The Seneca Church influenced religious reform movements of the late 1700s involving issues of separation of church and state. In the early 1800s members of its congregation branched off to establish other Baptist churches in the county, including Upper Seneca Baptist Church in Cedar Grove. The church remained in use through the 1880s until the congregation, frustrated by frequent flooding of the Seneca Creek which impaired access to their church, built a new frame building in Dawsonville. After a period of abandonment, the deteriorated church building was renovated in 1940 for residential use.

Environmental Setting: The environmental setting of approximately ten acres includes the stone church structure, driveway, and vista from Darnestown Road. The designation also includes the following auxiliary structures dating from c1940 that are subject to more lenient review than the historic structure: tenant house, frame stable/garage, water tank, and windmill.



24/19-1 Darnestown Presbyterian Church (1856, 1897)
15120 Turkey Foot Road

This resource has served as a community center and place of worship for the Darnestown area for nearly 150 years. Since the church was first built c1856, the structure has evolved to meet the growing needs of its active congregation. The earliest section of the church is a noteworthy example of Greek Revival church architecture, with classical pilasters and pedimented windows.

Before this structure was first built, worshipers from various denominations attended a log church at Pleasant Hills, near the intersection of Darnestown and Germantown Roads. As the population grew, residents began building churches for their members. A Presbyterian congregation organized in 1855 with ten members. John DuFief, who operated a substantial mill complex and shipping center (see DuFief Mill, #24/17), donated three acres for a Presbyterian Church. The cornerstone of the church was laid on September 14, 1856, and the completed church building was dedicated on May 22, 1858.

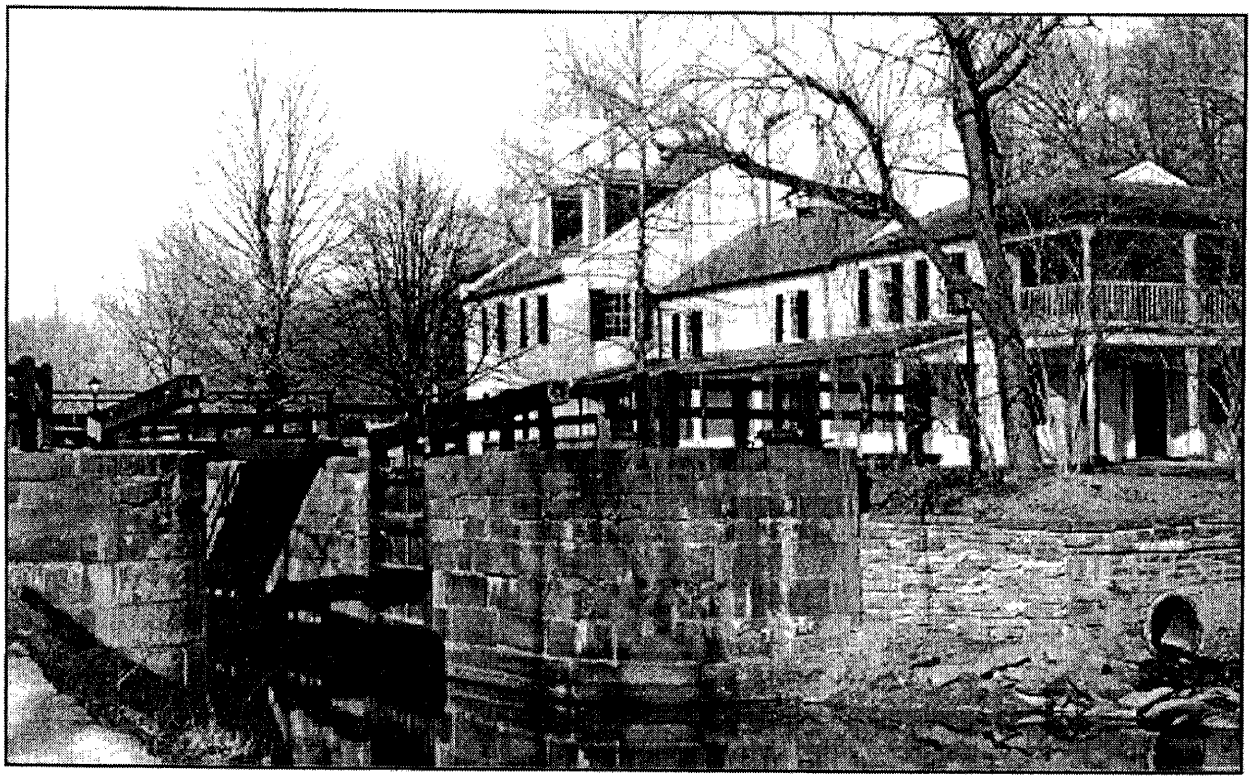
The church building was expanded in the late Victorian era to accommodate its growing congregation. In 1897, a bell tower and church parlor were added to the front of the original structure. Stained glass windows installed in 1905 replaced wooden sash windows. In 1953-54, the sanctuary was remodeled and a rear wing was constructed.

The front section, built in 1897, exhibits late Victorian features with a variety of stylistic influences. Pointed arch windows, and a trussed and bracketed door hood are characteristic of the Gothic

Revival, popular in American church design from the 1850s while the patterned shingle designs and round arched openings in the asymmetrically placed bell tower are typical of late 19th century architecture, notably the Shingle Style.

Buried in the church cemetery are the remains of early settlers of Darnestown, Civil War veterans, and other significant local individuals, including Andrew Small, benefactor of the first formal school in the area; and C&O Canal lock keepers Pennyfield, Violette, and Riley. The iron fence surrounding the cemetery was installed in 1891. Previously the fence had surrounded the Red Brick Courthouse, in Rockville.

Environmental Setting: Parcel P616, 9.73 acres, including cemetery. The setting does not include non-contributing buildings on the site.



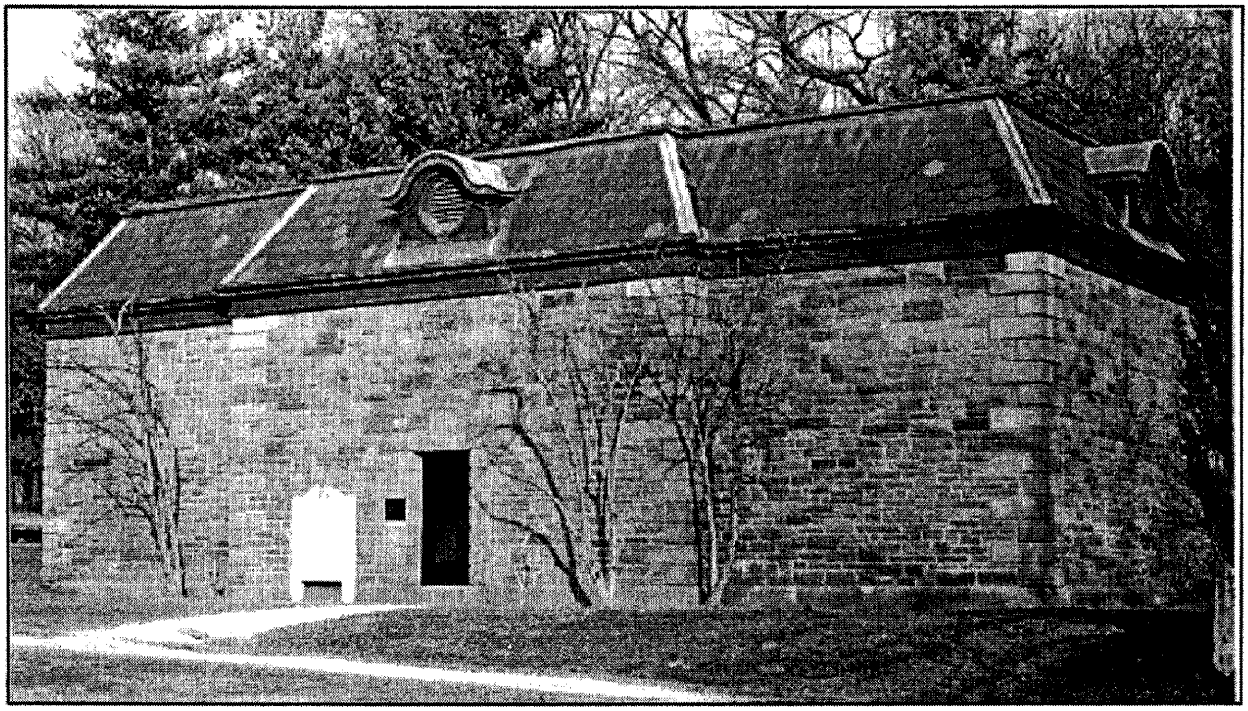
29/30 Great Falls Tavern/Crommelin House (1829/1831)
29/28 Lock #20: Great Falls (1830)

In 1831 the Canal Company identified Great Falls as the ideal location for a tavern and authorized funds for its construction. The original building, completed in 1829, was a fairly typical stone lock house of one and a half stories with end wall chimney. For the tavern, the roof of the lock house was raised and a stone second story was added. A new 2 ½ story front section was built to the north, designed in the Federal style of architecture popular at the time. A two story brick wing with basement was added to the south. A one story porch was built, extending across the central lock house section and the south wing.

W. W. Fenlon, the lock-keeper, became the first tavern keeper. By 1849, the tavern was renamed Crommelin House in honor of a Dutchman instrumental in effecting Dutch loans to the Canal Company. The vicinity once supported a community of buildings to support the tavern operation, including kitchens, storage rooms, and private residences.

Great Falls remains a popular tourist destination and is one of the most heavily visited sites in the C&O Canal Park.

The uppermost of a series of six locks, Lock #20 was completed in the fall of 1830. The lock was originally constructed of local Seneca Sandstone. The lock has bypass cast iron wickets in the upper gate pocket leading into a masonry channel which discharges in three openings in the lock for filling the lock with an eight foot lift. The lock features early type gate straps, while the remainder of the lock gates and hardware are modern. Repairs to the original stonework over the years have been made with limestone, granite, concrete, and common brick.

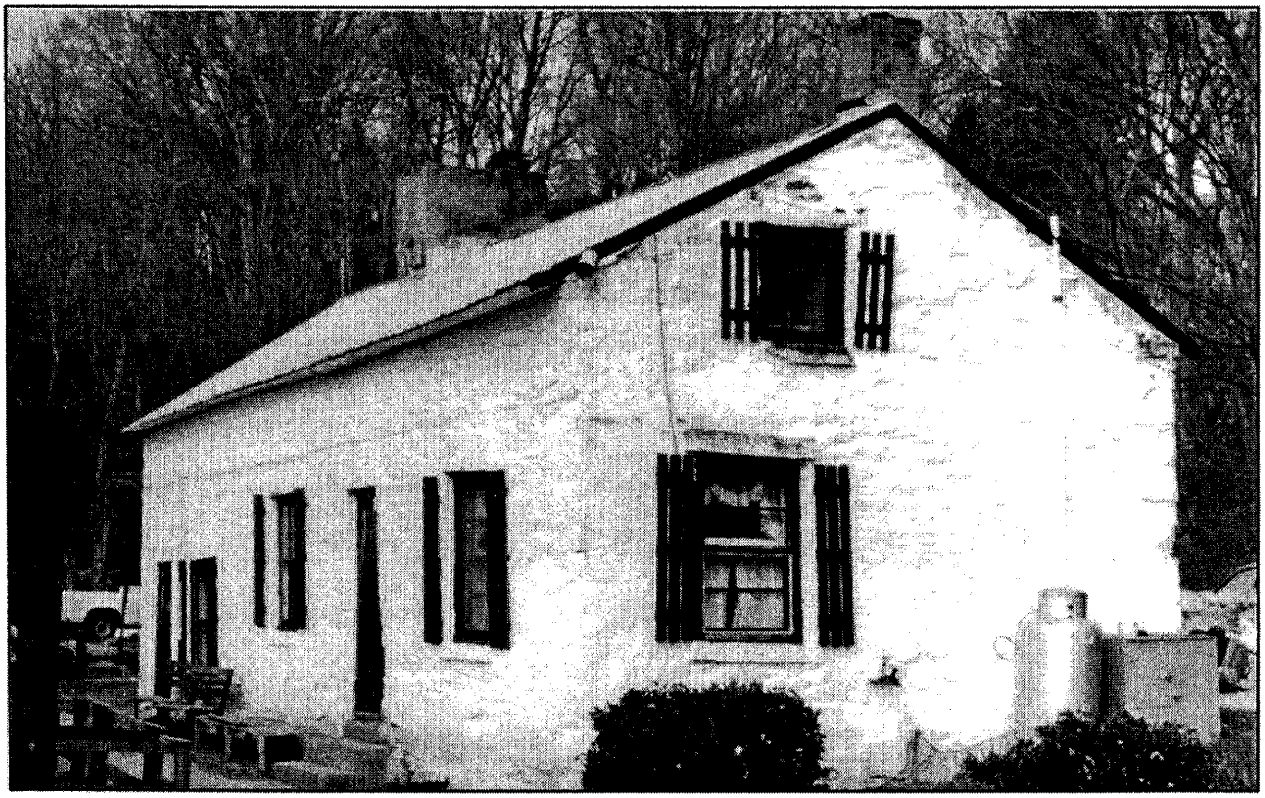


29/29 Water Supply Building *Washington Aqueduct Control Gate House* (1850s)

In the mid-1850s the District of Columbia decided to tap the waters above Great Falls for supplemental water supply. Great Falls Tavern became the center of construction activity. Temporary offices and housing were built nearby, and workers benefitted from the tavern facilities. Constructed northeast of the tavern, the permanent control building was the origin of an aqueduct.

The Water Supply Building is an early example of Second Empire style architecture in the County. The most prominent feature of the high, one-story building is a slate covered mansard roof. The structure is of rusticated Seneca sandstone, of a characteristic red color, with trim and corner quoins of smooth cut stone.

The building was designated a National Historic Landmark in 1975. The building and the property on which it sits are under the control of the U.S. Army Corps of Engineers.

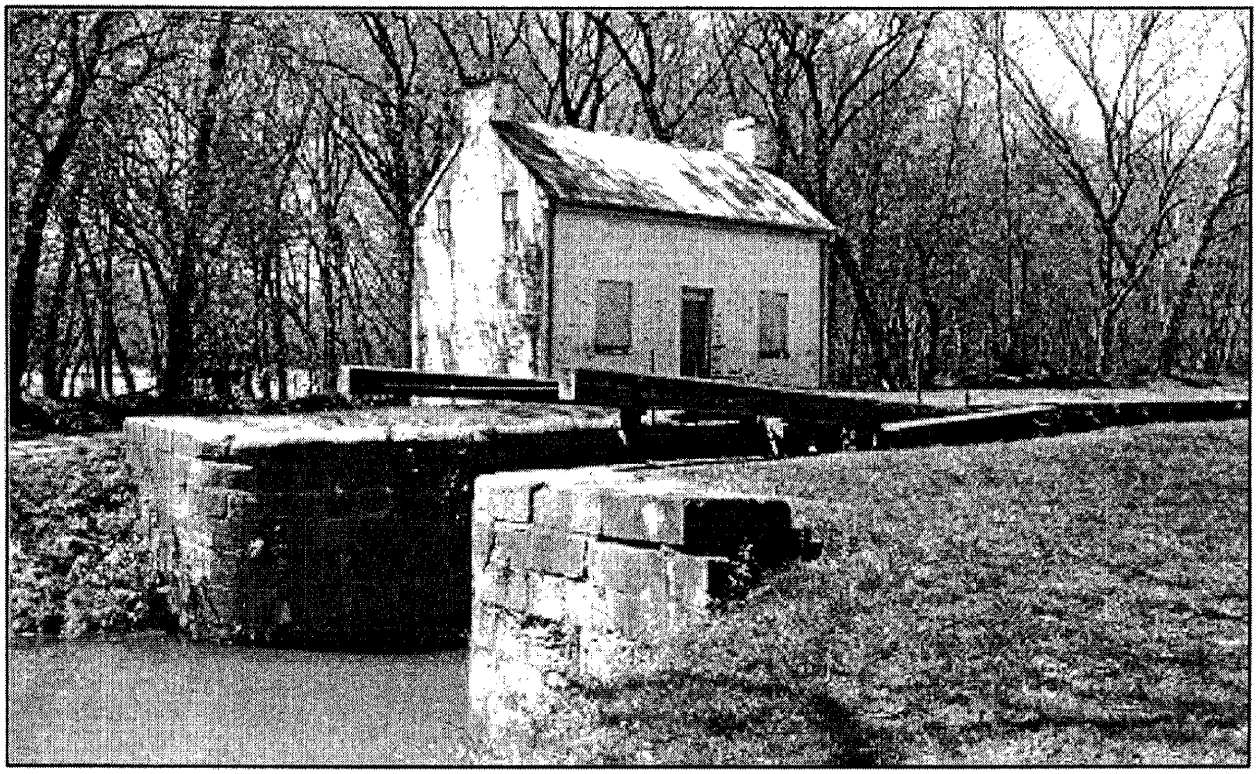


25/17 Swain's Lock House (c1831/c1890s) and Lock #21 (1831)
Swain's Lock Road

Swain's Lock House is noteworthy as one of the largest of the canal lock houses, and for its construction of oversize sandstone blocks. In a devastating flood of 1889, the north, upstream end wall of the original 1831 lock house was swept away. Afterward, the lockhouse was repaired and expanded to its present appearance. The addition has the same massing as the original block but with a main floor level one foot lower. The original chimney was enlarged and another chimney built on the downstream (south) side.

The lock is named for Jess Swain, lock-keeper in the early 1900s. Swain had formerly been a canal boatman, and his father, John Swain, had helped in the excavation and construction of the canal.

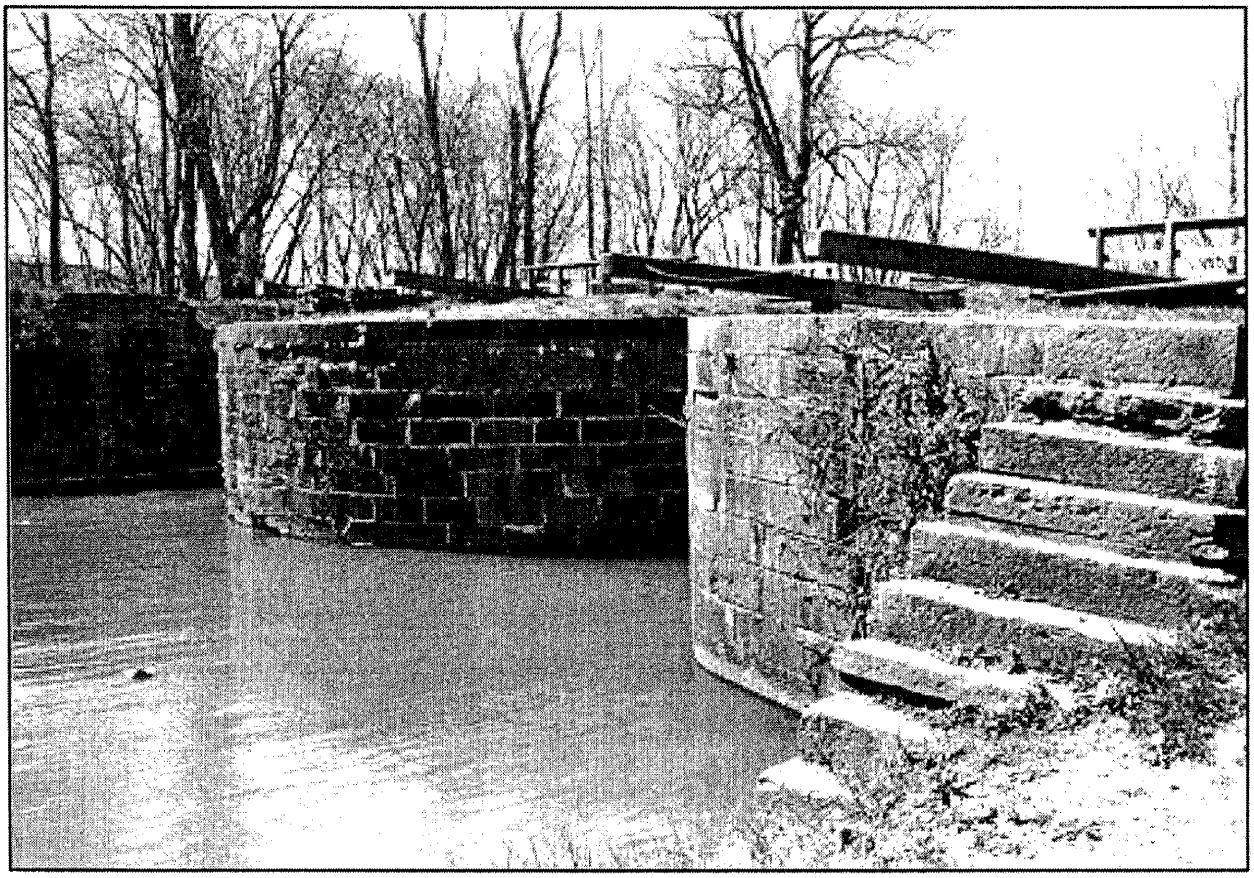
Lock #21, completed in the Spring of 1831, has a typical construction of Seneca sandstone, but with a pebble finish. Most face stones are original with minor patching of concrete. With its eight foot lift, the lock is built with masonry culvert around upper lock gates, controlled by cast iron wicket gates. The vehicular bridge across the lock walls just below the upper gate pocket is modern, with no known original counterpart. Upper and lower lock gates were built and installed by the National Park Service.



25/15 Pennyfield Lock House (1830), Pennyfield House (1879), and Lock #22 (1831)
Pennyfield Lock Road

Pennyfield Lock is known locally as the favorite destination for President Grover Cleveland (c1885-1888) who stayed at a boardinghouse here when he went on fishing excursions. The earliest structure on site is the Pennyfield Lock House, built c1830. Constructed of roughly coursed gray-green shale, the lock house features door and window lintels and sills of Seneca sandstone. The building form is a typical 1 ½ story stone lock house with a full basement. Flush exterior chimneys stand at both gable ends. The original wood shingle roof has been replaced with metal roofing.

The Pennyfield Lock House is a two story frame residence situated inland from the lock house. Built in 1879, it was the home of lock-keeper Charles W. Pennyfield. The house has the informal character of a resort building, with its wrap-around porch, stone pier foundation, and front door opening immediately into a living room. The Pennyfield House is currently in poor condition. A local non-profit organization, which has been awarded a lease by the National Park Service, plans to rehabilitate both structures as much as possible.

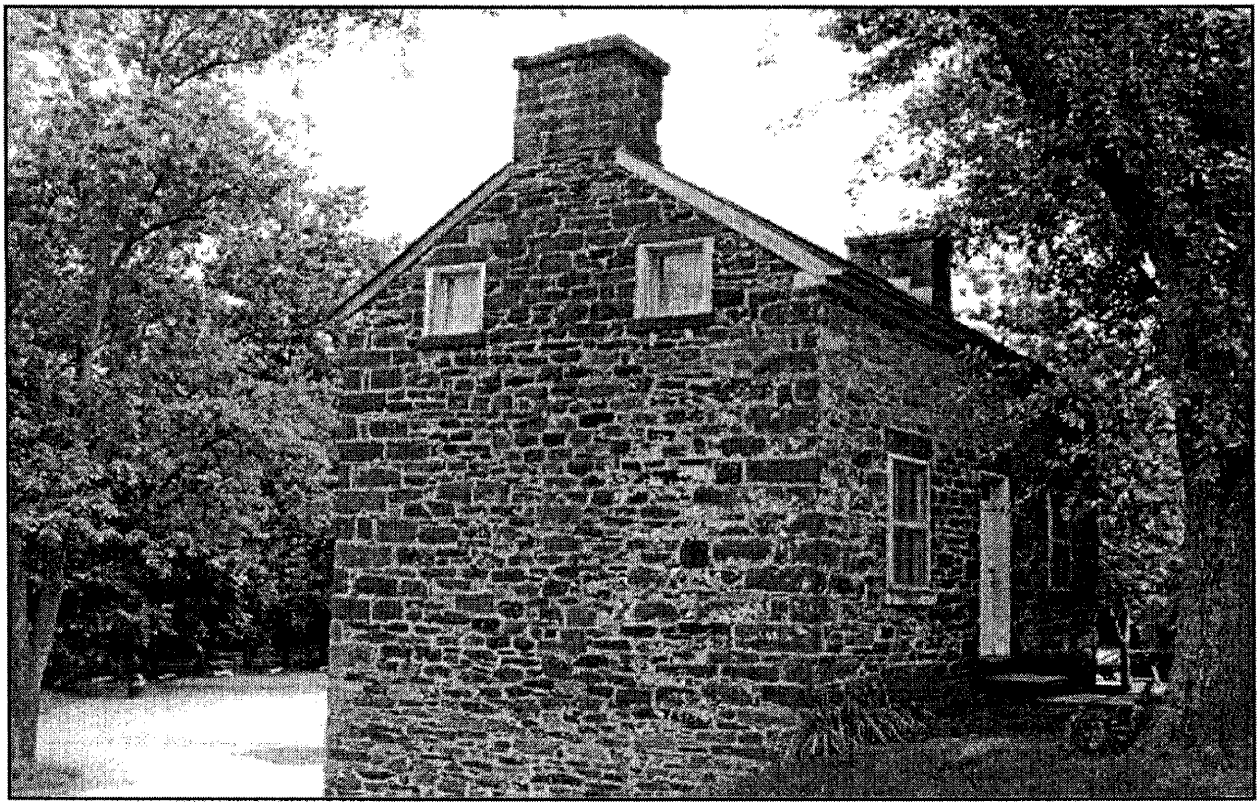


24/27 Violette's Lock #23 (1830), Dam #2/Seneca Dam (1830)
Violette's Lock Road

Violette's Lock, completed in late 1830, is a typical lock of Seneca freestone. The lock was raised 40 inches, probably as a result of previous flood damage, with insertion of blue-gray limestone. The lower lock gates have been replaced by the Park Service with modern replicas of the originals, but there are no upper gates. The vehicular bridge, crossing mid-lock, is modern.

A timber lock house, once inhabited by lock-keeper Alfred (Ap) Violette and family, was destroyed in the 1930s by fire. In the late 1800s, before he became a lock-keeper, Violette worked at the Seneca stone-cutting mill and quarry.

Dam #2, also known as Seneca Dam, feeds water into the canal immediately below Lock #23, thus enabling the opening of the canal for traffic in the Spring of 1831 from this point down to Georgetown. It wasn't until 1833 that the next dam was constructed, at Harper's Ferry, allowing the canal to become operable north of Seneca. Seneca Dam is located to take advantage of several islands and rock outcroppings.



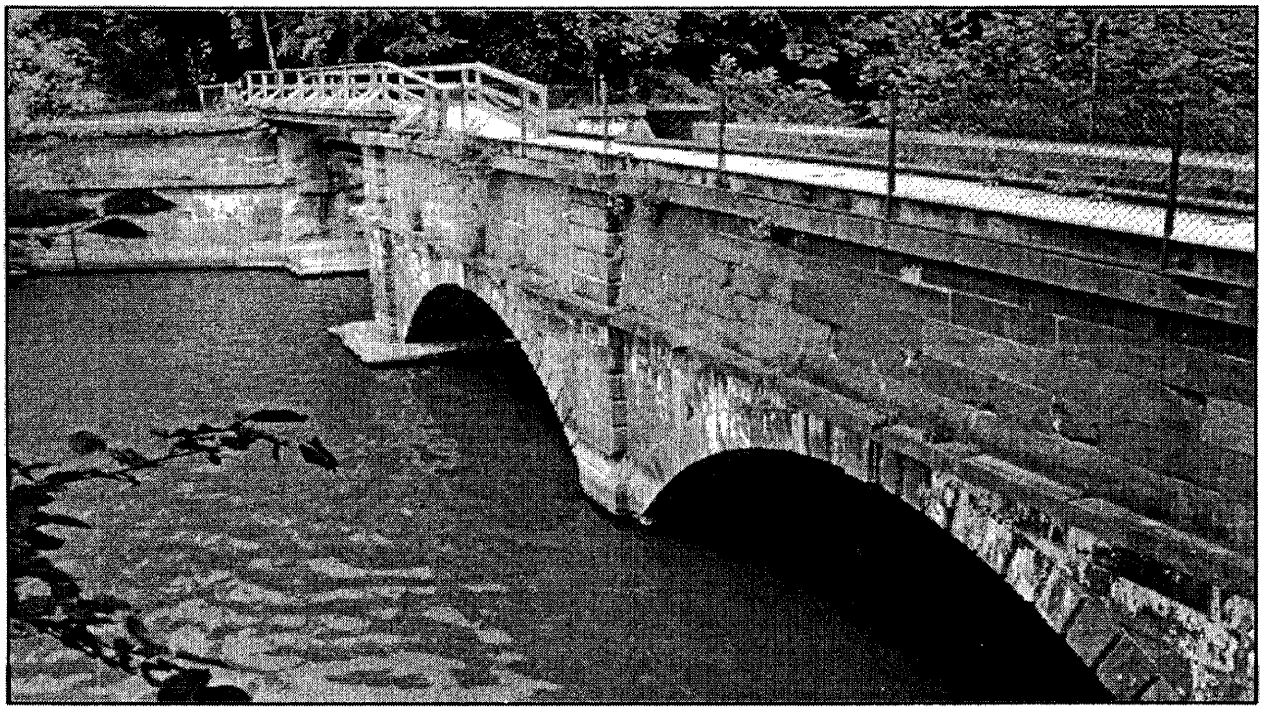
24/26 Riley's Lock House (1831) and Lock #24 (1829-1831)
Riley's Lock Road

No longer whitewashed, this lock house offers an opportunity to admire the beautiful red color of the sandstone. The design is unusual in being built into the bank along the canal, with its basement fully exposed.

John C. Riley was the lock keeper at Lock #24 from 1892 to 1924. His father, William Riley, came from Ireland as a teenager and worked at the Seneca stone quarry and stone-cutting mill complex, just one half mile upriver. John Riley worked at the quarry like his father, until he left to tend lock.

The structure represents the challenge of tending canal locks. The yard could not be fenced as the wall area had to be kept free for loading and unloading the barges. This arrangement proved fatally hazardous to the Riley family when three year old Caroline drowned. The Riley family was as self-sufficient as possible. The acre of land around the lock house included a stable, henhouse, vegetable garden, hog pens, meadow for grazing cattle, and fresh-water spring. The site is interpreted by local girl scouts with tours and demonstrations.

Riley's Lock, begun in 1829 and completed late in 1831, is unique along the canal as an integral part of the adjoining Seneca Aqueduct. The lock provides the rise necessary to carry the barges over the Seneca Creek via the aqueduct.



24/25 Seneca Aqueduct (1831)
Mouth of Seneca Creek

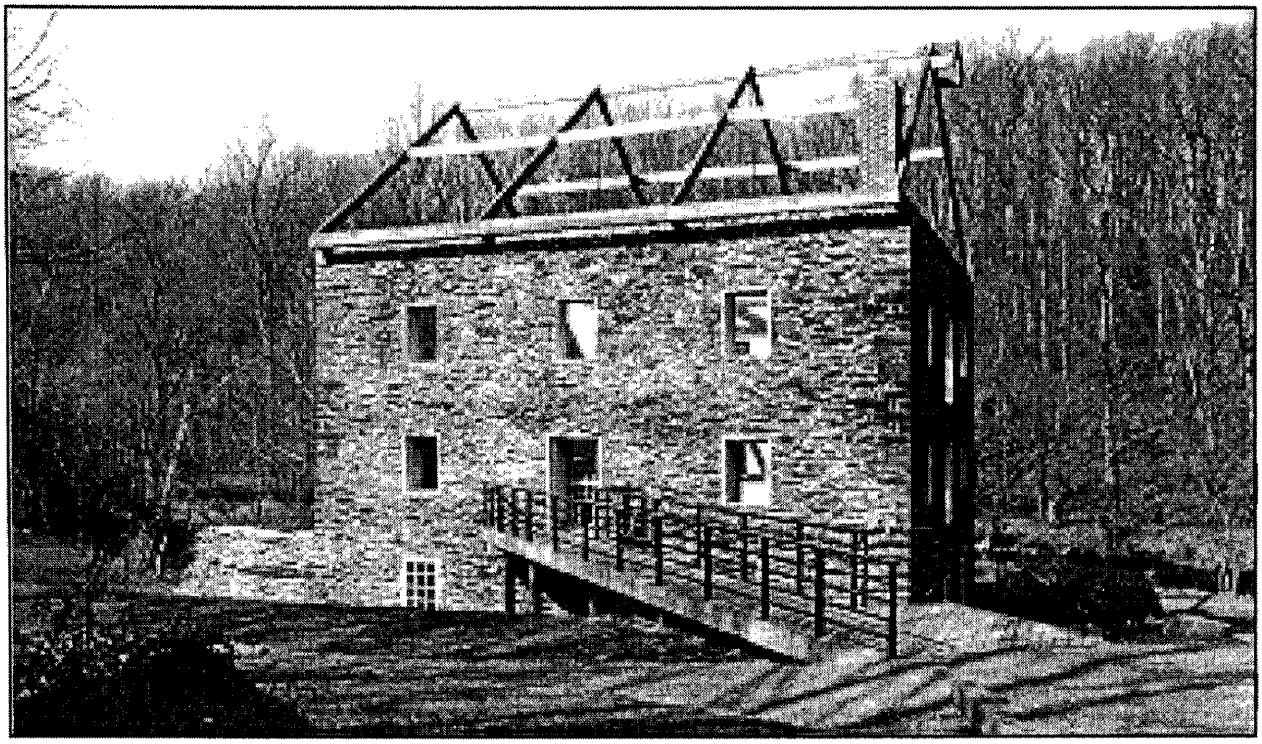
Seneca red sandstone was used to build numerous canal structures, including locks and lock houses. Of the 11 C&O Canal aqueducts, however, only the Seneca Aqueduct was made of Seneca sandstone. The only source for the stone was a quarry located a half mile upriver. This aqueduct is one of the most important and admired canal structures. It is the only aqueduct contiguous to a lock.

Between the completion of the aqueduct in late 1831 and the closing of the canal in 1924, thousands of boats crossed this 126 foot long aqueduct, including scows that carried sandstone from the quarry to Georgetown. An integral part of the historic canal community of Seneca, the aqueduct was used by residents and quarry workmen to cross Seneca Creek, and was protected by Union garrisons during the Civil War. In the 1870s, the aqueduct was partially dismantled and rebuilt.

The aqueduct provides reminders of the periodic floods endured by local residents and travelers. An artifact of a devastating flood is found on a substantial stone post on the downriver wing wall. The highwater mark was carved into the post by J.W. Fisher, dated "1889, Ju 2". A flash flood in 1971 caused the upstream arch and parapet to collapse. The National Park Service stabilized this section with steel beams.

On the walls of aqueduct and lock are more than a dozen geometrically shaped mason's marks believed to have identified individual stoneworkers. Some of the marks may have been added more recently. Sections of original wrought iron railings with arrowhead finials still survive on wingwalls both upstream and downstream.

Mills



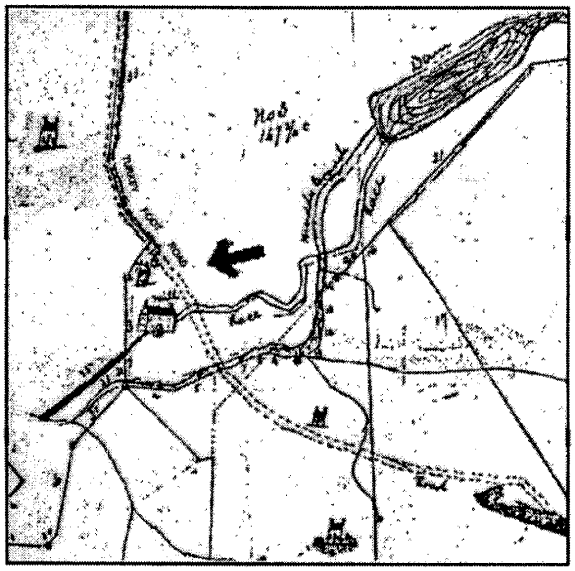
24/6 Black Rock Mill (1815)
Between 16510 and 16821 Black Rock Road

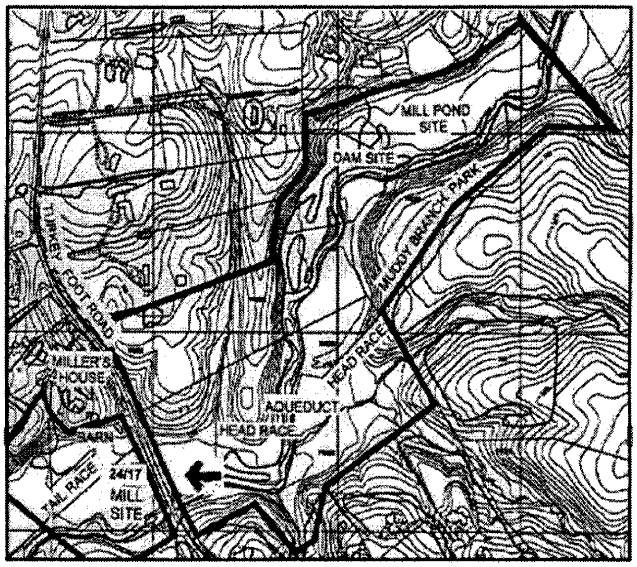
Black Rock Mill is a rare surviving example of the 50 or more water-powered mills that were once vital to Montgomery County farmers and residents. A wooden undershot water wheel harnessed the water power of Seneca Creek to grind wheat and corn, using three sets of mill stones, and to cut lumber, with a circular saw blade. The flour or grist mill was mainly used following harvests, while the sawmill operated year round. Lumber sawed at Black Rock Mill was used to build the Liberty Mill, a steam operation in Germantown which ironically, helped put Black Rock Mill out of business.

Built by Thomas Hilleary in 1815-16, Black Rock Mill is constructed of local, uncoursed rubblestone with sandstone quoins defining the corners. Its name derives from a local landmark located across the stream, a large black rock which was the namesake for the original land grant in this area. The mill race was short and the dam was located just 50 feet up Seneca Creek. Though it has been much altered, the miller's house still stands south of the mill.

Located in Seneca Creek State Park, the mill is leased to M-NCPPC Parks Department, which stabilized the structure in 1986 and erected interpretive signs.

Mills





24/17 DuFief Mill Archeological Site (c1850s)
Muddy Branch Park near Turkey Foot Road

The DuFief Mill site contains rare physical evidence of a significant pre-Civil War merchant mill. This industrial complex, influential in the development of the southeastern portion of the county, once included a flour and saw mill, miller's house, blacksmith shop, warehouse, barrel house, and a wharf on the C&O Canal. A road network was established to afford access to the milling operations by local farmers from the Damascus, Gaithersburg, and Germantown areas. The remains of the mill site are found on both sides of Turkey Foot Road, in the Muddy Branch Regional Park. On the east side of Turkey Foot Road are evident wooden-beam footings of the mill pond dam and of an aqueduct that carried the head race across the Muddy Branch. Stacks of flat cut stone on the nearby banks are remnants of the dam and aqueduct structures. Most of the head race is still evident, characterized by a wide earthen trough flanked by approximately four foot high berms.

The mill structure was located on the west side of Turkey Foot Road, in the approximate location of a large mound north of the Muddy Branch. According to tradition, a barn located nearby was constructed with wood salvaged from the mill. The tail race is still clearly evident to the southwest. The miller's house for the DuFief Mill has not been designated a historic site, though the extensively renovated house still stands at 14000 Turkey Foot Road.

Environmental Setting: Encompasses the limits of the site, including the following features: mill pond site, stone and wood footings of the mill pond dam, head race, stone and wood footings of aqueduct, tail race, and mill site mound. The stabling barn is also included in the environmental setting.

24/24 Montanverde (c1806-1812)
14601 Berryville Road

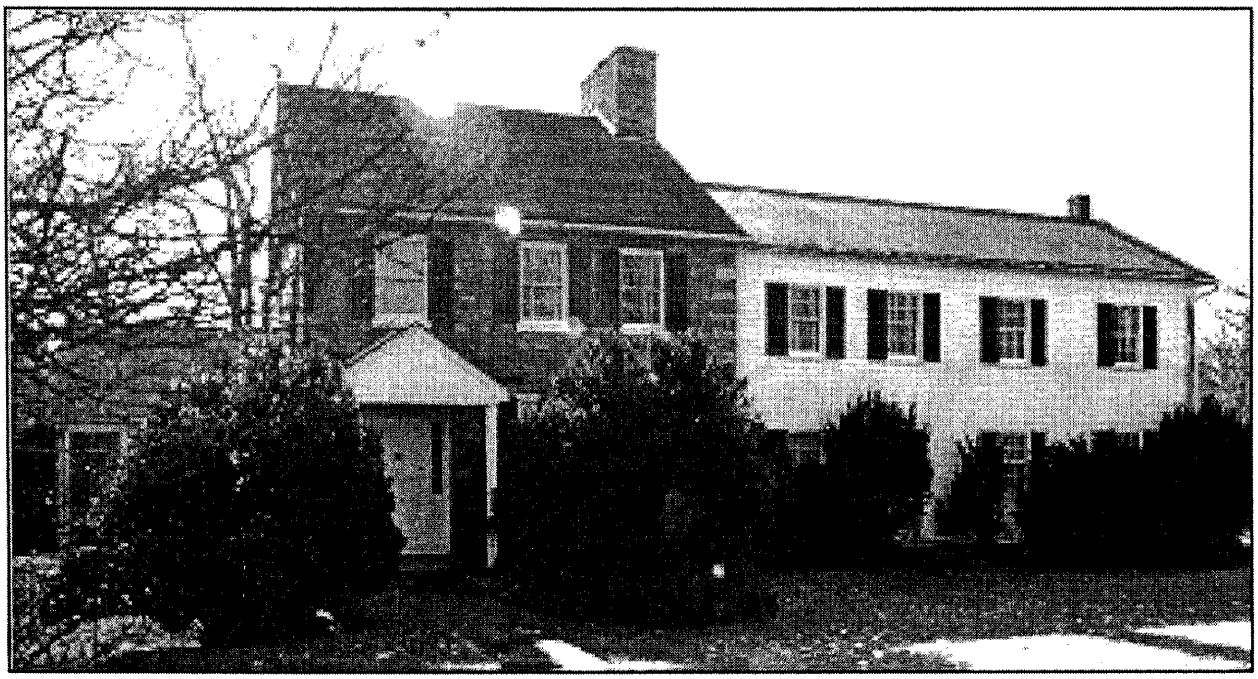
Montanverde is an important resource for its association with Major George Peter, an influential figure in both military and political spheres. In addition, the early 19th century house is architecturally significant for its outstanding integrity and noteworthy details. George Peter was appointed Second Lieutenant in the 9th Infantry, in 1799, by President John Adams, receiving his commission from George Washington at Mt. Vernon. Serving in the Missouri Territory, he was said to have fired the first salute upon the return of the Lewis and Clark expedition. He was assigned to watch the movements of Aaron Burr, serving later as a witness at Burr's trial, in 1807. He was made a captain in the Artillery and then promoted in 1808 to major.

This estate was established by Peter between 1806 and 1812 as a summer resort, with the inheritance of a sizeable fortune from his prominent father, Robert Peter, first mayor of Georgetown. With this fortune and a new bride, in 1809, Peter resigned from distinguished military service and began a well-acclaimed political career. Over the following fifty years, Peter served in both the U.S. Congress and the Maryland General Assembly.

In the 1820s, Major Peter became a permanent Montgomery County resident, making Montanverde his year-round home. During this period he served as the County delegate to the first two sessions of the C&O Canal Convention. Peter held a well-documented political rally at Montanverde in 1848 that was attended by freshman Congressman Abraham Lincoln. Lincoln stayed overnight at the house in the west-wing room still referred to as the Lincoln Room.

The Federal style house is remarkable in its high level of architectural integrity. Noteworthy details typical of this era include half-round molding that frames six-over-six sash windows, a three light transom over the front door, and exterior brick chimneys. Covered with clapboard siding, the house is said to be of brick construction, possibly half-timbering with brick nogging, a technique not uncommon in this era. This five bay house with center hall plan is a good example of the building type known as an I-house, being two stories tall and one room deep.

Environmental Setting: Parcel P304 (approximately 13 acres). The property is subject to subdivision and the setting could be reduced in the future under the Rural (five-acre lot) zoning. Noteworthy features to be retained in the environmental setting include the winding, tree-lined driveway and gambrel roof barn.



29/36 Ellerslie (c1853)
9030 Saunders Lane

Ellerslie was built during the heyday of the C&O Canal by John Saunders, a native of Virginia who moved to Potomac, established this farm, and prospered in proximity to the canal. The original stone section was built in 1853, according to the date painted on an interior cellar wall. With the date appear the initials "THD", which may be those of the builder. A log section was replaced in 1904 by the present frame wing. The front facade of the stone section retains its natural finish, while the other three sides have been stuccoed.

John Saunders was a successful farmer who increased his land holdings fourfold. A local leader, he served as County Commissioner between 1875-78, and helped establish and supervise a community school.

While the interior of the frame section was rearranged and renovated in 1948, the stone section retains its original floor plan and woodwork. The property has remained in the same family for some 150 years.

Environmental Setting: Parcel N222 (3.3 acres).

Early 1800s Residences

24/29 Samuel Thomas Magruder Farm (1830s/1850s)
14800 Seneca Road

The Samuel Thomas Magruder Farm is historically significant for its function during the Civil War as headquarters for the Union Army and station for the U.S. Signal Corps. Strategically located on a high point of land overlooking the Potomac River, the recently built and commodious farmhouse was the headquarter for General Nathaniel Banks and his staff, in 1861. The U.S. Signal Corps operated a station built in a large chestnut tree on the farm, relaying signals between Sugarloaf Mountain and Washington, D.C. A topographic camp was also established on this site at the time.

The earliest section of this house is the rear ell, believed to have been built in the 1830s. The front section, built by Samuel Thomas Magruder probably in the late 1850s, exhibits Greek Revival influence, including flush board siding on the main facade, a wide cornice, and full pediments in both gable ends.

Environmental Setting: The environmental setting is the 5.4-acre Lot 103 in the approved subdivision plan, including bank barn and mature trees, and the view of the bank barn from Seneca Road. The environmental setting is not to be reduced in the future. On a separate lot (104) is a sandstone springhouse that is not included in the designation, however its preservation is highly recommended.

25/14 Tobytown Cemetery (c1875+)
Vicinity of 12649 Tobytown Drive

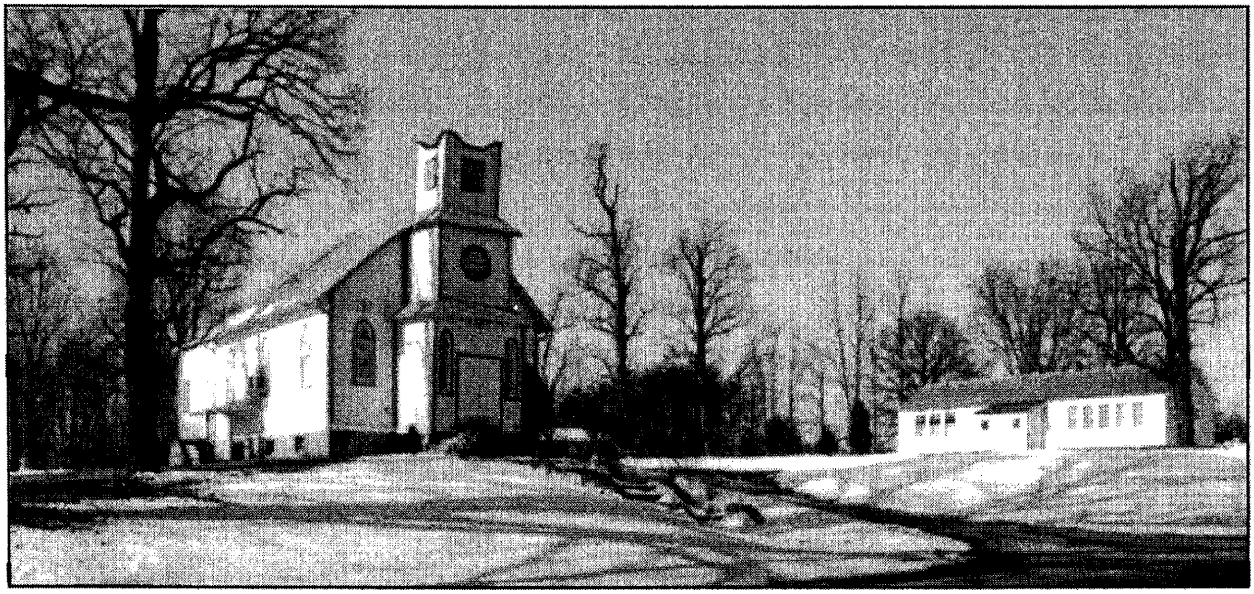
The Tobytown Cemetery is significant as the only remaining historical resource associated with this important black settlement. Tobytown was established in 1875 by freed slaves William Davis, Ailsie Martin, and Emory Genus. The community is believed to have been named for Ailsie Martin's son, Tobias Martin.

Historically, Tobytown included 15 detached houses and a church. With the exception of one known two-story house, the houses were single story structures of one, two, and three rooms each. A Baptist Church was constructed on land donated by Ailsie Martin in 1887. At the time this was one of the few Baptist churches for black congregations in the upper county. Tobytown residents earned their livelihood working on farms in the vicinity, and obtained food and supplies from a store at the nearby Pennyfield Lock on the C&O Canal.

The Tobytown community was relatively stable until the 1940s when the demand for rural labor dropped off markedly as working farms were converted to residential estates. During this period, community members often lacked such basic services as transportation to schools and collection of refuse. In an urban renewal effort of 1972, the original 15 houses were replaced with 26 townhouses. The cemetery and 13 of the townhouses are owned by the Montgomery County Housing Opportunities Commission, the remainder being privately owned. The original houses were located on the site of the present neighborhood park, which was established in 1978.

The cemetery contains the remains of early settlers and their families. Approximately two dozen red sandstone markers are scattered through the site which is surrounded by a chain link fence. Typical of many early African-American cemeteries, stones for the most part are unmarked. Only one stone bears recognizable markings, "Marrishh, b. –27, 1888. d. –2, 1890." Another notable large stone lies flat on the ground, yet has no visible inscription.

Environmental Setting: The environmental setting is the perimeter of the cemetery enclosed by a chain link fence.



24/13 Pleasant View Methodist Episcopal Church (1914) and
Quince Orchard School (c1875)
11900 Darnestown Road

Church

Pleasant View Church is representative of the post-Civil War era growth of the Methodist Church in general, and the Washington Negro Conference in particular. It is estimated that between 1870 and 1910, more than 66 percent of all new congregations in the County were Methodist.

Reflecting the Gothic Revival tradition of church architecture, Pleasant View features lancet or pointed arch windows, and a three part central entrance tower crowned with a crenelated turret. In 1950, a rear wing was built and the original church renovated to accommodate a pastor's study, choir room, and choir loft.

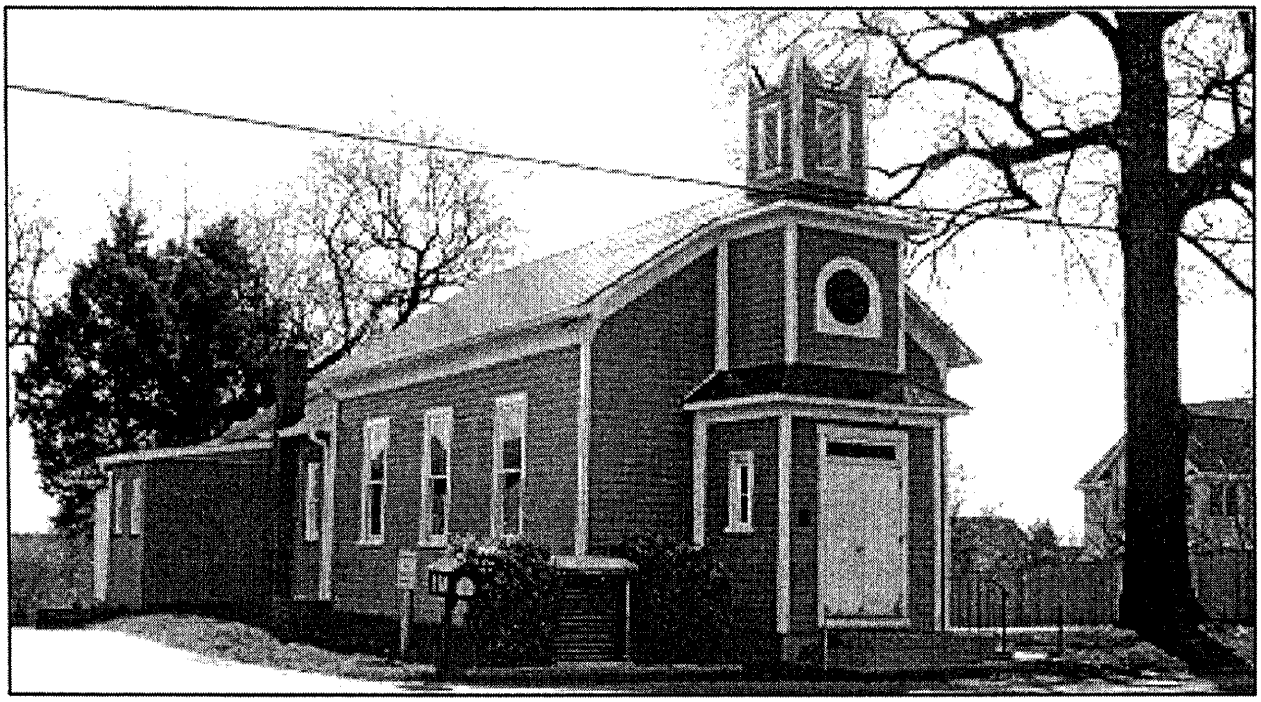
The original church on the site was built in 1888 by the Howard brothers. In 1914, the structure was in such poor condition that it was razed and rebuilt. The congregation was established about 1868, when the land was first acquired for a church. Early services were likely held in a nearby house until the church was built.

School

In 1874, a school for black children was established in a Quince Orchard area house. After a fire destroyed the building in 1901, a school building, abandoned by the white population, was moved to the site. The latter, built about 1875, had been located on the opposite (north) side of Darnestown Road.

The Quince Orchard School is representative of the crowded and inadequate facilities that were the result of segregation in the late 1800s. This one-room school served one of the largest groups of black children in the County. In 1940, the school served 122 children in seven grades, making it the fifth largest elementary school for blacks. The following year the building was expanded with two additional rooms. Soon thereafter, the school consolidated with Tobytown and Seneca Colored Schools. After county-wide integration of black students with white, the school building was used as a parish house for Pleasant View M.E. Church.

Environmental Setting: Parcel P560 (3 acres), including the church, school, cemetery, and a privy.



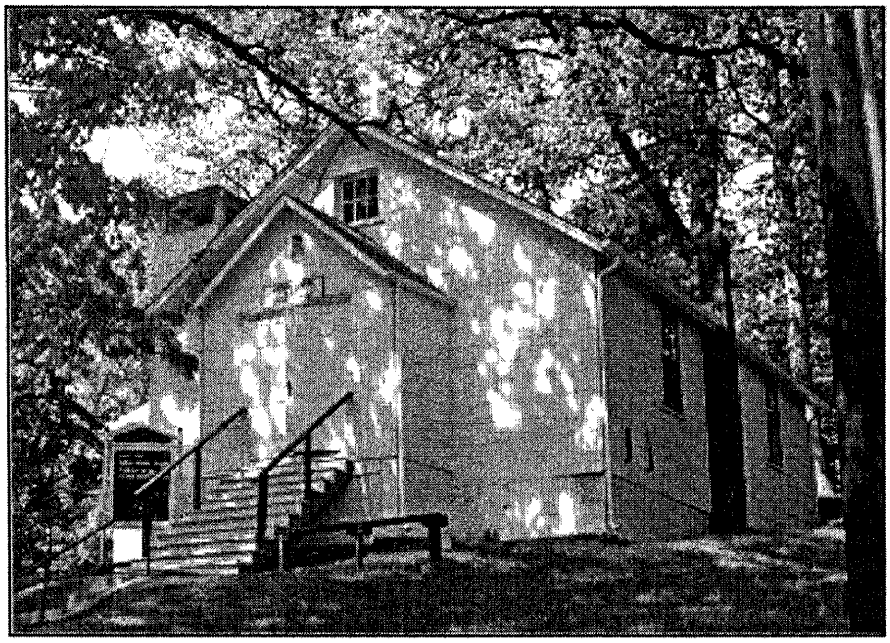
24/16 Poplar Grove Baptist Church (1893)
14621 Jones Lane

This modest, frame structure is the sole surviving 19th century Baptist church of an African-American congregation in Montgomery County. Poplar Grove Baptist Church was built in 1893 by brothers Joseph and Henry Mobley. The design of the three-part entrance tower, with its crenellated turret, is nearly identical to that of Pleasant View Methodist Episcopal Church (see previous page).

The church was conveniently located near a tributary of the Muddy Branch River where early water immersion rites or baptisms are said to have taken place. The congregation was originally established in 1863 in an earlier log building, donated by Sandy Butler, which stood near the present church. The log church was moved to a neighboring farm after it was abandoned by the congregation.

In a restoration effort that culminated in rededication of the historic church building in 1999, the top tier of the entrance tower was rebuilt. The church structure includes a rear wing of concrete block built in the 1950s. Since 1988, the congregation has held regular services in a new church built nearby, while the historic church is used for auxiliary functions.

Environmental Setting: Parcel N290 (1.88 acres). The setting includes that part of the historic church which extends into the right-of-way for Jones Lane. In addition to the historic church, the setting includes a cemetery and the non-historic church.



29/39 Gibson Grove African Methodist Episcopal Zion Church (1923)
7700 Seven Locks Road

This church represents the historic Gibson Grove community of African-Americans established in the late 1800s. The church structure exemplifies a popular building type for modest rural churches with a one room block and off-center belfry.

The Gibson Grove community grew out of land sales in the 1880s to black farm workers in the area. About 1885, J. D. W. Moore, a white farmer and stone quarry operator, sold several five-acre lots to black families who had worked on his farm. Families included the Scotts, Carters, and Jacksons. The namesake for the community was Sarah Gibson who donated part of her land for the establishment of a church and school, to provide the opportunity for blacks to worship and be educated near their homes.

The Gibson Grove AME Zion Church was organized in 1898 when a log structure was built on the land donated by Sarah Gibson. This denomination was originally formed in New York City in the early 1800s, after black members of a white Methodist congregation experienced discrimination. Gibson Grove is one of three AME Zion Churches known to have been formed in Montgomery County, the others being Scotland AME Zion (see following page), and Clinton AME Zion, in Rockville.

The present church was constructed in 1923. The building exemplifies a popular building form with its front facing gable and corner belfry. A rear frame ell was added in 1979.

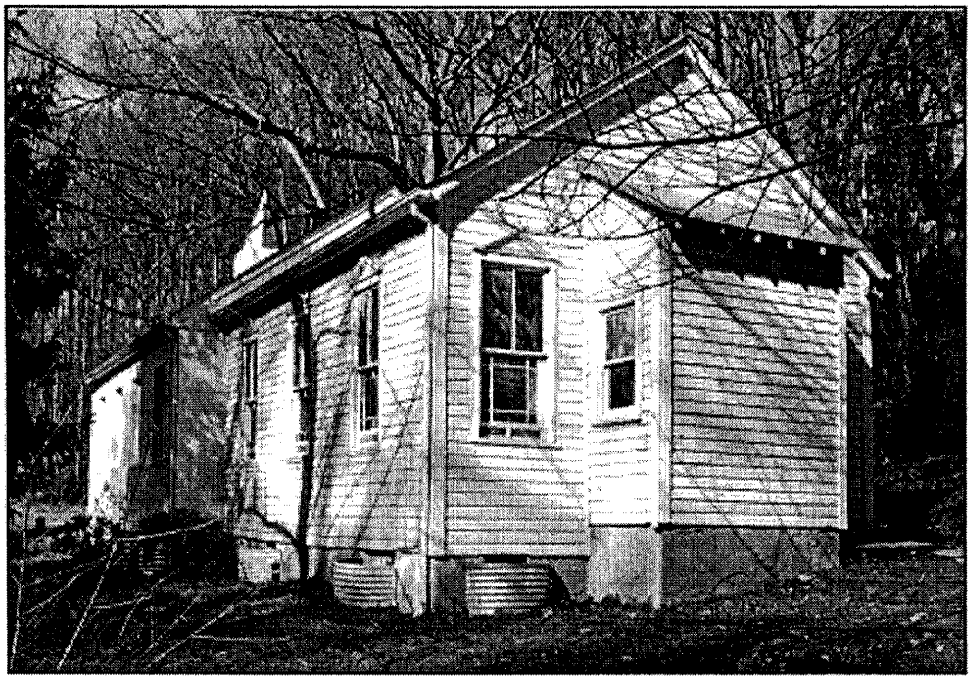
Environmental Setting: Parcel P361 (1/3 acre).

Addition, completed 1967

29/15 Scotland African Methodist Episcopal Zion Church (1915/1967)
10902 Seven Locks Road

Scotland African Methodist Episcopal Zion Church stands as a pillar of continuity, representing the early days of this post-Civil War black settlement. The congregation was organized in 1906 in a nearby house. Construction of the original church was begun in 1915 on land acquired from Otho Simms. The Scotland community dates from the post-Civil War era. A school for black children, known as Scotland School, had been built near the church site in 1874. The Scotland name originated with land patents to Scottish settlers in the 1700s.

Like Tobytown, the Scotland community, consisting of small one to four room houses, was identified for urban renewal in the 1960s due to its substandard living conditions. New townhouses, and sewer and water service improved daily life for Scotland residents, but also changed the physical environment dramatically.

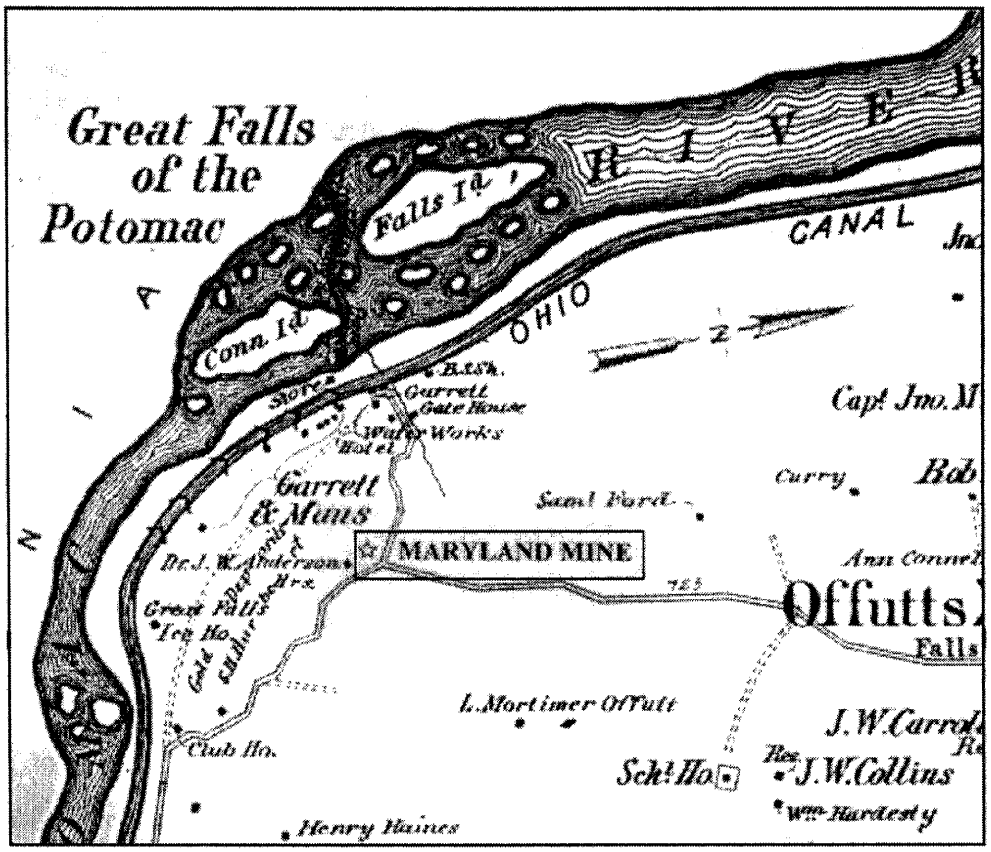


Original Section, begun 1915

The church building dates from two periods. Construction of the original section, now a rear wing, was begun in 1915 and completed in 1924. An addition, completed in 1967, was built in front of the original church. The original section is frame with German siding and has pedimented windows with stained glass panes. The main front section, constructed of concrete block, was built in the 1960s. The first service in the addition was held in November 1967, and the cornerstone was laid in February 1968. The structure has been in continuous use as a religious meeting place since its construction.

Environmental Setting: Parcel N829, Parcel A (37,338 square feet).

Gold Mines



29/27 Maryland Mine (1867)
Falls Road and MacArthur Boulevard

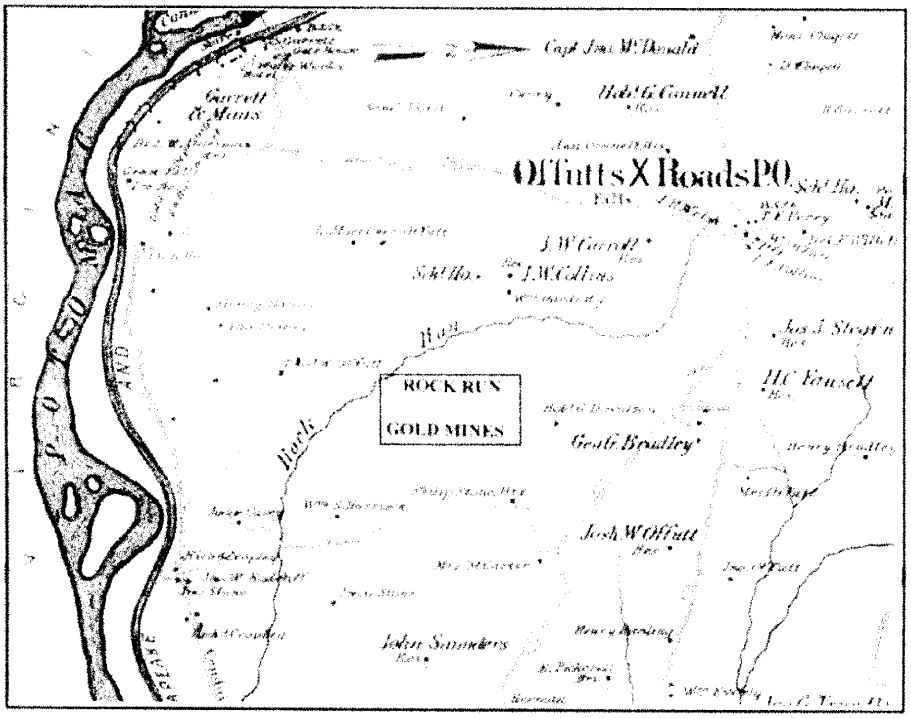
The Maryland Mine is an outstanding reminder of the nationwide gold fever that grabbed county residents in the mid-1800s. This mine was the first of several gold mines in the county to be commercially exploited. The Maryland Mine was discovered in 1861 by a former California gold prospector and opened in 1867. Of the 14 gold mines in the Potomac area, it was the longest lived, operating intermittently until 1951. The Maryland Mine, which like other Montgomery County gold mines is part of an Appalachian gold belt extending from Alabama to Maryland, is said to have been one of the largest gold mines in the Eastern United States.

This gold mine site includes the only gold mine-related structures on a County-designated historic site. Structures at the mine include a reconstructed boiler house, water tower on original cement supports, amalgamation mill ruins, and three mine shafts.

The mine is important for representing a type and method of construction, and as an established and visual landmark located at the entrance to Great Falls Park. The Maryland Mine is owned by the National Park Service, which has installed an interpretive display on-site.

Environmental Setting: Approximately 12 acres surrounding the limits of the site and bordering MacArthur Boulevard.

Gold Mines



29/33 Rock Run Gold Mine (1887)
Watts Branch Regional Park

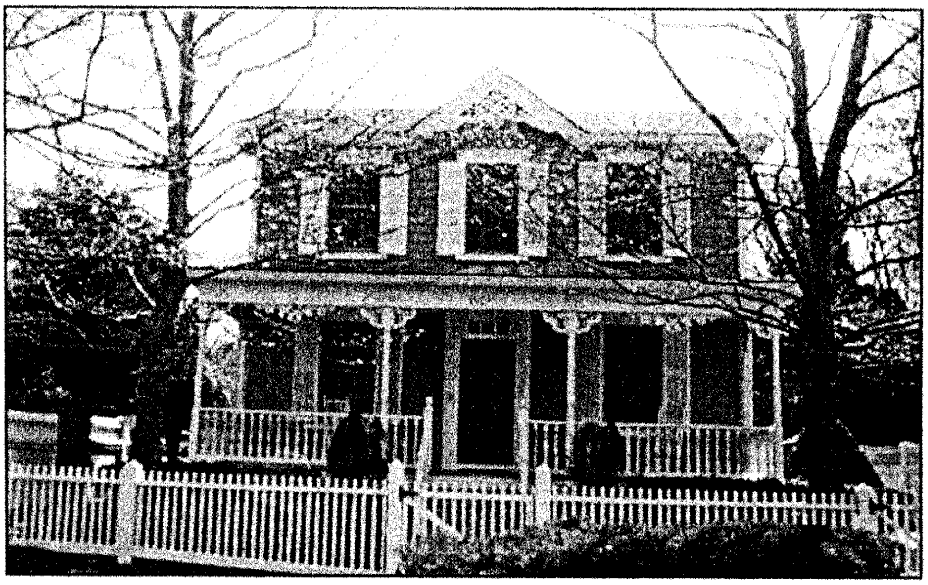
Rock Run Gold Mine, an archeological site, provides an excellent example of small-scale gold mining operations which were numerous in the Potomac area in the late 1800s. In contrast to the large-scale commercial nature of the Maryland Mine (Site #29/27), the Rock Run Mine was a hand-dug, folk enterprise. Prospecting here took place in the 1860s, though formal exploration didn't begin until 1887, under the leadership of W.T.S. Kirk, an experienced Georgian miner and an astute businessman.

The Rock Run Mines included the Sawyer, Eagle, Reserve, and Irma Mines. Mining at the Reserve Mine was conducted with a sluice box, being a series of attached descending sieves placed within a stream. The other mines were worked through a shaft.

The largest of the mines was the Sawyer Mine which used an inclined railroad to transport ore. Over $20,000 in gold was obtained in the first year of operation. Most of the profits were lost however, in a lawsuit brought by local farmers whose cattle died from drinking the cyanide runoff generated by mining operation.

Environmental Setting: This resource is located in the Watts Branch Regional Park. The setting includes the limits of the site, including hand-dug mines, and open trenches.

Post-Civil War Houses



29/9 Dr. Cephas Willett House (c1870)
10029 Gable Manor Court

Built about 1870 for local physician Cephas Willett, this house is believed to be the oldest remaining dwelling in Potomac Village. A fine example of a Gothic Revival style dwelling, the Willett House is characterized by handsome bargeboard or gingerbread detailing in the front gable and cutwork porch brackets.

When he built his house, Dr. Cephas F. Willett was 53 years old. In 1879, Willett was one of two doctors with a practice in Potomac Village (than known as Offutt's Crossroads). He lived in this residence until his death in 1880. His wife Elizabeth sold the property three years later to Matthew O'Brien, a Potomac Village blacksmith, whose family owned the property until 1945.

Sheltered by a center, cross-gable roof characteristic of the Gothic Revival style, the frame Willett House rests on a stone foundation. In 1874, the residence was described as having ten rooms and a cellar. At that time, the four-acre property included a meat house, hen house, stable large enough for six horses, a corn crib, granary, and wagon shed. A water pump was located near the door to the house.

The Willett House is now incorporated into the Potomac Mews subdivision.

Environmental Setting: Lot 15, Block A (4,278 square feet) and outlot area, Parcel C.

29/7 Capt. John McDonald House (c1873)
10600 River Road

The McDonald House was built by Captain John McDonald, an influential local figure. McDonald was a Civil War Veteran who retired to this Potomac farm in 1870 and became a prominent politician and community activist. Elected to the State Legislature in 1882 and State Comptroller in 1891, McDonald became the first Republican Congressman from the Sixth District, in 1896.

McDonald is best known locally for successfully petitioning for a post office in the area, and for changing the name of the community from Offutt's Crossroads to Potomac. He was also active in the Grange Movement and the County Agricultural Society. The property was owned by the McDonald family until 1941.

The farm was established in the early 1800s by Thomas Levi Offutt, a member of the family that had originally settled the area. It was inherited by Thomas Marshall Offutt who operated a store at the intersection of Falls and River Roads. The original Offutt House was destroyed by fire in 1873. McDonald replaced the Offutt House with the present house soon after the fire.

Restoration of the McDonald House in 1995 included reconstruction of a full-width front porch and installation of a center cross gable. A post and beam barn adjacent to the house, dating from the McDonald ownership, was built c1890-1910.

Environmental Setting: Lot 42, Block D, approximately two acres, including the house and barn.

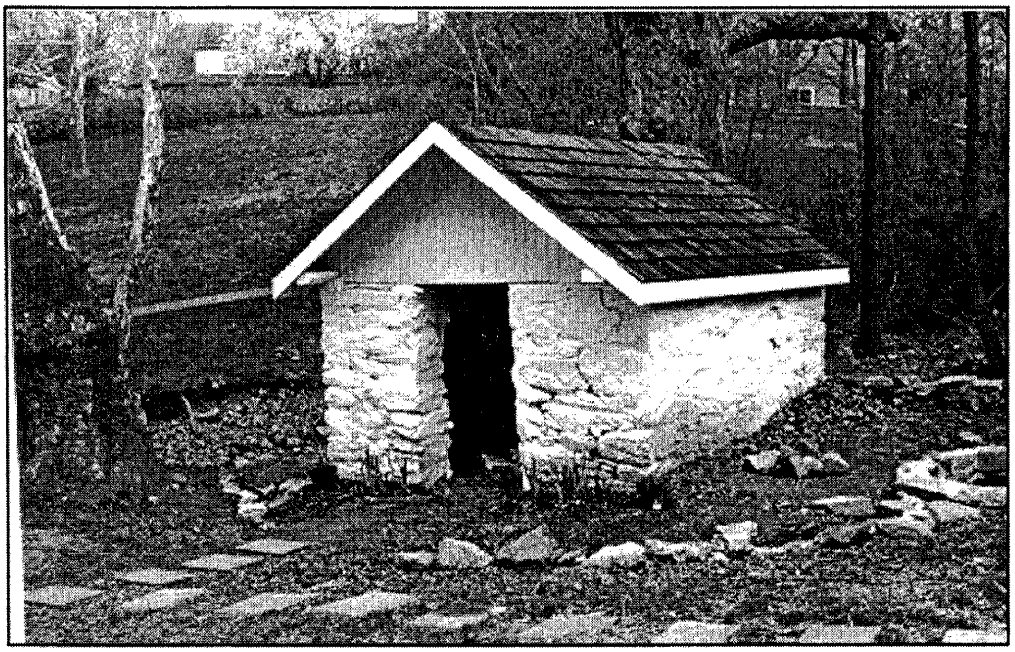
Post-Civil War Farms

25/9 Harrison and Ada Ward Farm (c1885)
13501 Travilah Road

The Harrison and Ada Ward Farm contains a handsome pairing of center cross gable house and barn structures with noteworthy classical architectural details. The substantial house features a hipped-roof tower, fishscale shingles, and wrap-around porch. The bank barn, prominently located on the edge of Travilah Road, is remarkable for a level of architectural detail uncommon in an agricultural outbuilding: pedimented louvered windows, ocular windows, and wooden cupolas with turned finials. It is one of the few bank barns in the county built with a cross-gable roof, a form usually found only in farmhouses.

The house was built, probably c1885, by Harrison Gilmore Ward and Ada M. Thrift Ward, who raised seven children here. The Wards were well-respected members of the local community, instrumental in the founding of the Travilah Hall Company and active in the Darnestown Presbyterian Church. The Ward Farm prospered from its proximity to Pennyfield Lock on the C&O Canal to which crops were hauled. For some 65 years the Wards farmed here, first operating a general farm, growing wheat, corn, and hay, and later specializing in dairy cows. In addition to the farmhouse and bank barn, historic structures include a corn crib and a board and batten garage.

Environmental Setting: Block 2, Lot 10 (4.02 acres). The environmental setting is not to be reduced in the future.



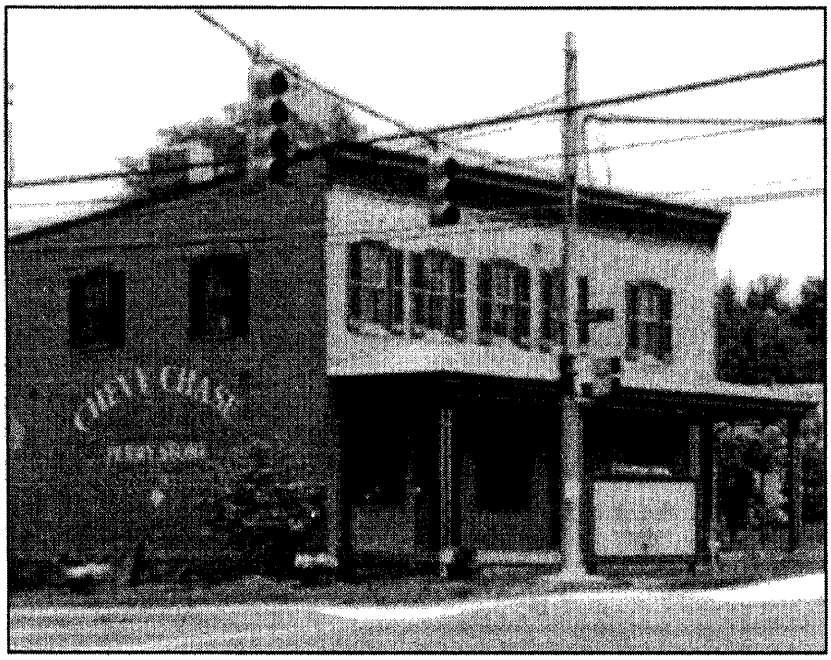
29/1 Harriss Farm Springhouse (late 1800s)
Cold Spring Court

The springhouse, one of the last remaining agricultural era structures in the North Potomac area, represents the significance of farming in the late 1800s in this region. Used in an era before refrigeration, springhouses, built over a spring or stream, used a continuous supply of cold water to keep milk, produce, and other goods. The structures were typically built of stone, though some brick examples are also found in Montgomery County.

John Henry Harriss operated a 260-acre farm, fronting on Falls Road in the North Potomac area, between 1879 and 1909. The property remained as open farmland until 1967 when the Kettler Brothers developed the Copenhaver subdivision.

The springhouse, the only remaining structure from the Harriss farm, is located in the nine-acre community center park, maintained by a homeowners association, with a man-made lake, tennis courts, and open areas.

Environmental Setting: One acre of park land immediately surrounding the resource.



29/8-2 Perry Store (1880)
9900 Falls Road (10211 River Road)

The Perry Store is the only 19th century commercial building remaining in the community once known as Offutt's Crossroads, today's Potomac Village. Prominently located at the intersection of Falls and River Roads, the brick structure serves as a historical focal point. Italianate details include the ornate, oversize cornice brackets and the segmentally arched windows.

The store was built in 1880 by Thomas Perry. Perry, born in 1845, had been a partner in the 1870s with Winfield Offutt in the operation of a store built by Offutt. The partnership dissolved and Perry built his own store on the opposite side of Falls Road from the Offutt store.

The two story structure, divided into two units, was constructed of common bond brick with a stone foundation. The southern section of the Perry building contained the store, while the northern section was the Perry residence. The post office moved from the Offutt store to the Perry store in 1881 when Thomas' wife, Marian, was appointed postmistress. The same year the town name officially changed from Offutt's Crossroads to Potomac.

After Thomas Perry's death at 39 in 1884, the business was operated by Marian and their 14 year old son Edgar. Edgar continued to operate the store as an adult, and after his mother's death in 1908. He sold the property out of the family in 1928. In 1986, Chevy Chase Savings and Loan acquired the building, moved it 21 feet to allow the widening of Falls Road, and restored it for use as a bank.

Environmental Setting: Parcel P270 (21,011 square feet).

29/37 Hermon Presbyterian Church (1874)
7801 Persimmon Tree Lane

The Hermon Presbyterian Church is architecturally significant as one of the finest and earliest examples of ecclesiastical Gothic Revival in the County. Oversize brackets that visually support the roof and pointed arch windows are hallmarks of this architectural style popular in the Post-Civil War era. The central entrance tower has an open belfry capped by a pyramidal hipped roof. Focal points of the entrance are a bracketed door hood surmounted by a three-part stained glass window.

Built in 1874, this church is important historically as an early Presbyterian church in this part of the County. Before its construction, members of this faith had to make long trips, in this pre-automobile era, to Rockville, Bethesda, or Georgetown to attend church. The Hermon Presbyterian Church is named for Mount Hermon, a 9,000-foot mountain on the Syria-Lebanon border which has long been recognized as a sacred landmark in ancient Palestine.

The Hermon Presbyterian church was organized early in 1874, in the Persimmon Tree Road home of Mary Catherine Holmes Magruder Carter, a direct descendant of Ninian Beall, who is known as the father of Presbyterianism in Maryland. The church was erected the same year on a 3/4 acre site donated by Thomas and Amanda Dowling. The completed church was dedicated on November 8, 1874. The original 100-foot spire was destroyed by a 1902 storm and replaced by the present belfry.

Environmental Setting: Parcel P45 (1.5 acres) including church and cemetery.

29/3 Glen Store and Post Office (c1892-1899)
11530 S. Glen Road

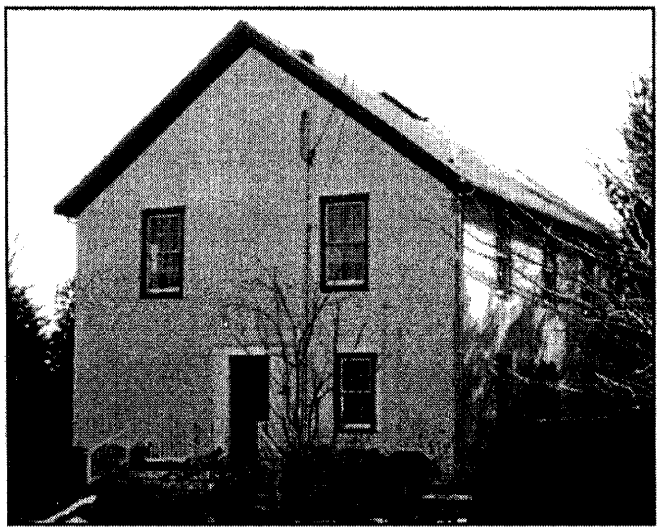
The Glen Store and Post Office is a well-preserved example of a rural, commercial structure with residential quarters dating from the Victorian era. The building, located near the Watts Branch, is the only survivor of the Glen community, established in the early 1800s around a saw and grist mill.

According to tradition, the store was built in the late 1890s for George Fountain Peters, known as Fountain, and his wife Annie Trevey Peters who are said to have settled here sometime after their marriage in October 1894. Fountain's mother, Lucy J. Peters, had acquired the Glen Mill and 86 acres in 1884. His father apparently was W. T. Peters who died in 1887, shortly after moving here from Frederick County.

A journalist described Fountain Peters in March 1900 as a "new merchant" with a "flourishing business." The store accommodated the community post office. In 1892, Lucy Peters was named postmistress of the Glen Post Office. The post office remained open until 1902. The store remained open until 1937, and the building remained in the Peters family until 1957.

In contrast to another commercial structure of the same era, the Perry Store in Potomac Village, the Glen Store has a distinctly residential design in keeping with its more rural context. This frame building with full-width porch features a central gable dormer with a diamond-shaped pane.

Environmental Setting: Parcel P872 (2 acres).



25/10-1 Travilah Town Hall (1910)
12808 Glen Road

The Travilah Town Hall is an early example of a town hall building constructed for a rural community. Built in 1910, this simple rectangular building has stucco-finished walls and a front gable entrance.

The form and function of the building had its origins in the general store. From the early 1800s, general stores were two-story, front gable buildings. While the first level typically housed the commercial function, the second level was used for community events, including meetings and dances.

Local residents formed the Travilah Hall Company in March 1910. The purpose of the corporation was "the building and maintaining of a house or hall to be used for public purposes and for the meeting of such educational or other associations as may exist or be formed in the neighborhood..." One of the members of the company was Harrison G. Ward whose farm was one-half mile north on Travilah Road (see Harrison Ward Farm, #25/9). The Travilah Town Hall contained one large room on each of the two levels and an attached one-story kitchen. The community held strawberry festivals and minstrel shows at the hall. After 1918, the hall was owned privately, yet continued to function as a community center as owners continued to host social events.

The Travilah Town Hall represents the community that grew around the intersection of Travilah Road and Glen Road, routes that led to two productive mills, Glen Mill and DuFief Mill. By the time the town hall was built, the community supported a general store and post office, a Baptist Church, and a school. The community was named for Travilah Clagett, first postmaster of the community (1883). The general store closed in 1967. The church, located across the street from the town hall, was built in 1894 and destroyed by fire in 1980.

Environmental Setting: Parcel P616 (4,536 square feet).

29/31 Anglers Inn (c1910/1957)
10801 MacArthur Boulevard

The Anglers Inn is historically significant as a community gathering place. The original building was constructed c1910 as the Cropley General Store and Post Office and served this function until 1939.

The original Anglers Inn was located on the opposite side of MacArthur Boulevard and was the meeting place for the Anglers Association, a club of sportsmen and naturalists whose members included several U.S. presidents. When that building was destroyed by fire in 1945, the Cropley Store and Post Office became the new meeting place of the Anglers Association, and became known as Anglers Inn, taking its name from the original. The Anglers Association is said to have been established in the 1860s.

A favorite story associated with this resource occurred when Supreme Court Associate Justice William O. Douglas, C&O Canal advocate and frequent hiker, visited the Anglers Inn. Unrecognized, he was ordered out of the inn when he tracked mud over freshly scrubbed floors.

The Anglers Inn is a local landmark, having a highly visible location close to the edge of MacArthur Boulevard on the inside of a sharp curve. Located at the head of the Berma Road Trail, the building also serves as a landmark for local hikers who park nearby at the Widewater Lot to hike this trail along the C&O Canal, operated by the National Park Service.

Environmental Setting: Parcel P530 (15,153 square feet). The stone terrace and walls are contributing elements to this resource.

Post Victorian Era Residences

29/8-1 Edgar Perry House (1902)
10200 River Road

The Edgar Perry House is one of two historic buildings remaining in the center of Potomac Village. An early example of hand-formed concrete block construction, this handsome residence was built in 1902 by Potomac merchant Edgar Perry.

The Edgar Perry House has long been regarded as an attractive and well-constructed residence. In 1919, a journalist described this Potomac house as "one of the best and most substantial [houses] in that part of Montgomery County." The concrete blocks were made from sand hauled by horse-drawn wagon from Watts Branch, near Glen Mill. Each block was individually screened and hand-formed. Because of the slow and painstaking method, the building took about a year to complete.

Edgar Reed Perry was born May 3, 1871 to Thomas and Marian Perry. He worked in the family business, the Perry Store, since the age of 14. After a brief partnership with Winfield Offutt, his father built a brick store about 1880 at the northwest corner of Falls and River Roads. Thomas Perry died four years later, leaving his wife and son Edgar to operate the business. The life of a storekeeper apparently suited Edgar Perry for he continued running the commercial enterprise into his adulthood and after the 1908 death of his mother. Edgar Perry was postmaster of Potomac Village from 1900 until 1914.

The house was built on 21 acres of land that Perry had purchased in October 1900. The house is believed to have been completed by the close of 1902. The setting of the house was reduced in 1922 when Edgar and his wife Bertha Louis Ball sold the house and 8 ½ acres to a cousin. Since that era, the structure has been used for commercial business.

Environmental Setting: Parcel P325 (1.01 acres).

Post Victorian Era Residences

Charles S. Case House, 9595 Persimmon Tree Road (1915)

29/21 Case Family Houses

These two substantial houses are outstanding examples of early concrete block construction. Exemplifying the early 20th century prosperity of the Potomac area, the residences have become local landmarks, prominently located near the intersection of River and Persimmon Tree Roads.

Built on poured concrete foundations of hand-formed concrete blocks, the houses feature rusticated quoins which define each corner. Both feature stacked bay windows on each side elevation, glazed front doors with transom and sidelights, and have generous hip roofs with a single front dormer. The River Road house is five bays wide, while the Persimmon Tree Road house is three bays with segmentally arched windows, set in pairs in the outer bays.

Case Brothers House, 9800 River Road (c1912)

The Case Family owned land in the Potomac Village area since 1884. Brothers Charles A. Case and Samuel T. Case built a house at 9800 River Road about 1912. Charles' son built the Persimmon Tree Road house soon after. Charles S. Case, born about 1884, the son of Charles A. and his wife Emma, lived at that address until his death in 1956. After his father died in 1927, and his uncle in 1940, his mother continued to live in the River Road house until her death in 1954.

Charles S. Case was depicted on a U.S. postage stamp in 1912, the first ordinary citizen to receive that honor. An employee of the U.S. Postal Service since 1908, Case was shown on the stamp sorting mail at his workplace in a Washington D.C. Post Office.

Environmental Setting: 9595 Persimmon Tree Road, Parcel P720 (1.06 acres) and 9800 River Road, Parcel P582 (.685 acres).

25/8 Mount Prospect (c1902)
13601 Travilah Road

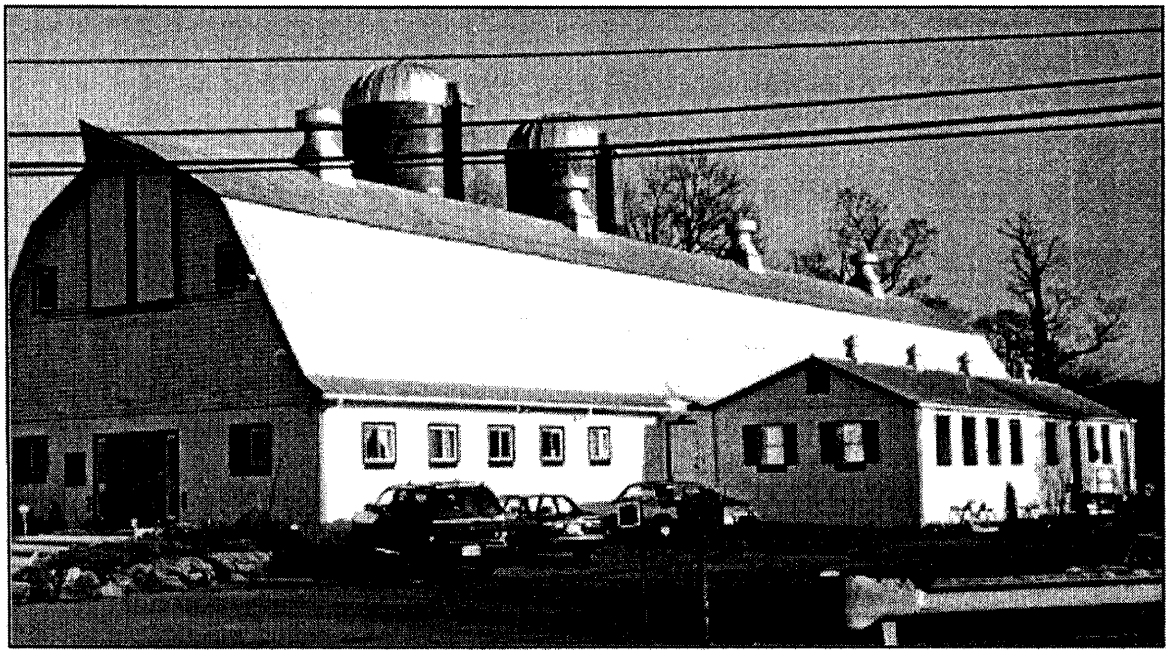
Constructed about 1902, Mount Prospect is a significant local example of Colonial Revival design. The substantial residence was designed by Rockville architect Thomas C. Groomes. The front facade of the 2 ½ story, five bay dwelling is graced by a pedimented, three-part window with finely detailed applied molding. A Palladian style dormer window punctuates a low hipped roof with generous eaves. Unusual rectangular attic windows are built into the wide cornice. The corners of the house are embellished with classical pilasters. A one-story front porch spans the width of the house.

The house was built by Moses and Julia Montgomery who operated a farm here for some 15 years. Between 1941 and 1989, the property was farmed by brothers Ira and Charles Ward who grew corn and wheat, and raised cattle and hogs.

In addition to the house, which is the oldest structure on the property, the farmstead includes significant early 20th century outbuildings built by the Ward brothers. A hay barn built in 1942 when modern construction methods were available, nonetheless follows local traditions with timbers that are sawn, mortised and tenoned, and pegged. The smaller granary, built soon after, uses the same materials and techniques. The corn crib, dating from the 1960s, is also quite traditional in design and appearance.

Environmental Setting: Parcel P219 (14.39 acres). Not included in designation are a hipped roof barn and concrete silo.

Progressive Era Farms



25/2 Maple Spring Barns (c1918-1942)
15021 DuFief Mill Road

A prime example of an early 20th century, state-of-the-art agricultural facility, Maple Spring Farm was one of the leading dairy operations in Maryland. The collection of barns, built between c1918 and 1942, date from the heyday of specialized large-scale dairy farming.

Maple Spring Farm was recognized in the metropolitan region as a model dairy operation with its mechanized milking parlor, sanitary concrete interiors, and above-average milk production. The 355-acre, 110-cow farm was owned and operated by Thomas Moore Garrett, a statewide agricultural leader who served as a director of the Farm Bureau, the Soil Conservation Board, and the Southern States Cooperative, and was a charter member of the Maryland-Virginia Milk Producers Association, established in 1920. The primary structure is the 19-bay long dairy barn (1942), with gambrel roof punctuated by four metal ventilators. The barn is highly visible on this section of well-traveled Darnestown Road in the densely populated Gaithersburg-Rockville area.

Other important agricultural structures include two terra cotta silos, a concrete block milk house, a two-story horse barn, one story wagon house/granary, and an equipment building. Not included in this designation is the house associated with this farm, located at 10810 Darnestown Road (25/2-2), since it has been dramatically altered through loss of most of its historic fabric and construction of an attached medical facility.

Environmental Setting: All of Lot 2, Block V, and northern portion of Lot 3 including an equipment building (approximately two acres).

Progressive Era Estate

29/38 Glenmore (c1864-1870/1937)
8311 Comanche Court

Glenmore was the home of Lilly Moore Stone, a civic leader who founded the Montgomery County Historical Society and a businesswoman who operated Stoneyhurst Stone Quarries. The house itself is sheathed in Stoneyhurst stone, a granite-like mica schist known for its color, versatility, and durability.

The house was in Lilly Moore Stone's family from 1879, when purchased by her father, John D. W. Moore, until 1993, when sold by a granddaughter. Lilly lived here in her early life as a child, newlywed and young mother, and then came back, after residing in the house at Stoneyhurst (#29/41), to live at Glenmore as a widow and businesswoman. In 1937, she updated the original Italianate style house, built c1864-1870 by adding stone sheathing from her quarry, constructing a classical front portico, and adding a west wing.

Lilly Moore Stone (1861-1960) is a significant local figure who was active in many civic and fraternal organizations. A founding member of the Hermon Presbyterian Church, Stone served as organist for 50 years. She was regent, chaplain, and charter member of the local chapter of the Daughters of the American Revolution. With her keen interest in local history, she hosted a meeting at Glenmore in 1944 and organized a group of people to found the Montgomery County Historical Society.

After the death of her husband, Frank Pelham Stone, in 1921, followed by a disastrous barn fire, Lilly, in her early sixties, turned to a career in stone quarrying. Under Stone's direction over the next 30 years, Stoneyhurst stone gained a reputation as an excellent building material and was used in buildings and structures throughout the metro region, including the Washington Cathedral's Chapel of Aramathea and the National Zoo's birdhouse.

Environmental Setting: Approximately 35,000 square feet, being part of Lot 18.

29/18 Kentsdale (1926/1961)
9510 Hemswell Place

This architecturally outstanding property includes an Italian Renaissance style mansion (1926) and Spanish Colonial chapel (1961). The property was originally a 1,000-acre country estate for stockbroker and financier Lyman Kendall. From 1931 to 1988, Kentsdale became a religious and educational haven as it became first a convent and then a monastery for two successive Catholic organizations.

Washington architect Wolcott Waggaman designed Kentsdale based on the architecture of northern Italian villas. Sheathed in stucco and covered with a terra cotta tile roof, the house is constructed of hollow tile and features a barrel-vaulted portico with carved Corinthian columns and pilasters. Details include sculpted lion heads under an upper loggia, and stone quoins marking the corners of the house.

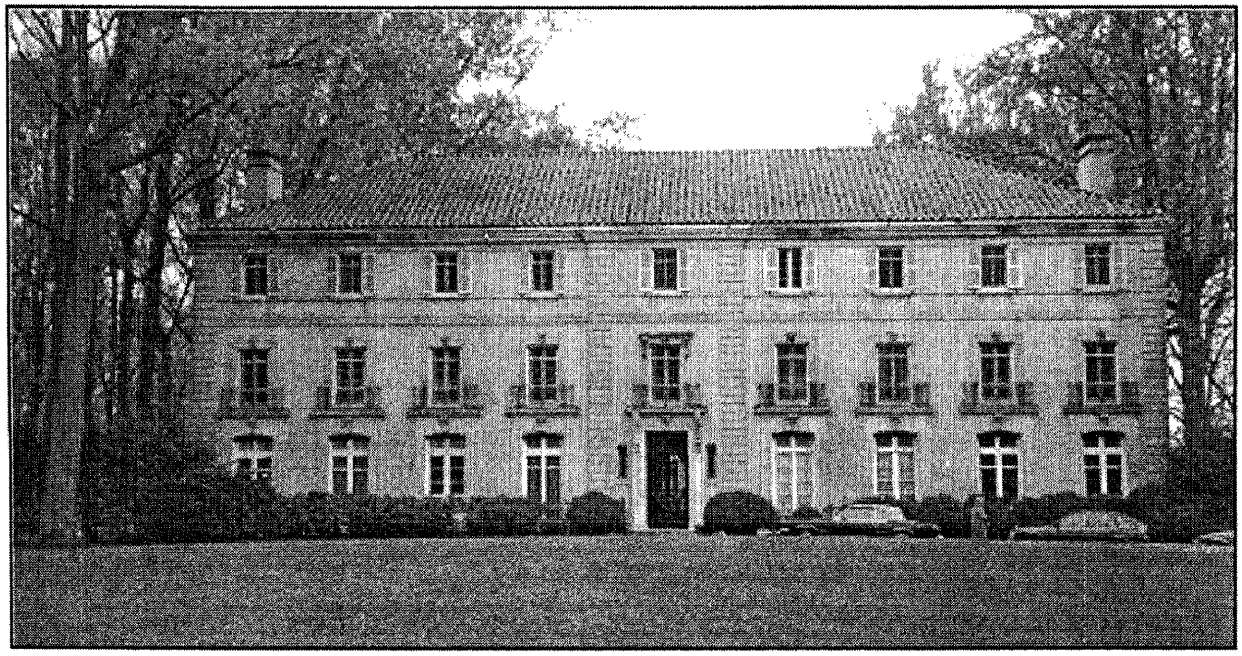
Historically, Kentsdale represents a prosperous era when cosmopolitan and powerful Washingtonians established country estates in fashionable Montgomery County. Lyman and Elizabeth Kendall already owned houses in New York, Bar Harbor, and Miami when they commissioned this mansion. The estate was lauded by the press as an impressive landmark and the Kendalls entertained lavishly. The Kendall's tenure was cut short, however, when Lyman died unexpectedly in 1929, less than three years after the house was built.

In 1931 the property was purchased by the Sisters of Mercy, a Catholic order with a special concern for women and children suffering from poverty and illness, to establish local headquarters and a convent school. The following year, the Sisters of Mercy built a large north addition for use as classrooms. For nearly 30 years, Kentsdale was the place from which the Sisters of Mercy administered the building and staffing of countless orphanages, schools, and hospitals in the Western Hemisphere.

In 1960 the mansion and 15.5 acres became a monastery and library for another Catholic order, the American Academy of Franciscan Studies, an organization devoted to researching the 500-year history of Franciscan monks in the new world. The next year, the Academy built the Chapel of Our Lady of Guadalupe just north of the house to serve staff and a growing Catholic and Hispanic community. Copied from a 16th century Peruvian building, the chapel is typical of stylized Spanish Colonial architecture. In 1988, the Academy sold the mansion, which is once again used as a private residence.

Environmental Setting: Lot 64 (73,309 square feet).

Progressive Era Estate



29/6 Marwood (1931)
11231 River View Drive (main house) and 11200 River Road (gatehouse)

Marwood is an exceptional example of a country estate house established in the Potomac region in the early 1900s. The Beaux Arts style house was designed by Washington architect John J. Whelan, who also designed the Norwegian Legation. The property has historical importance for its association with Col. H. Grady Gore, prominent Maryland politician. Many prominent political figures have been entertained at Marwood, including Franklin Delano Roosevelt, Robert and John F. Kennedy, and Richard Nixon.

The grand scale, three-story mansion has a nine-bay symmetrical facade defined by a central pavilion marking the front entrance. The low-pitched hipped-roof is covered with red terra cotta tiles. Classical details include acanthus leaf brackets and classical head ornaments surmounting first and second story windows. Associated outbuildings include a poolhouse and gatehouse both built in 1952 in a style and material compatible with the main house.

The estate was originally built for Samuel Klump Martin III, grandson of a Chicago entrepreneur Otto Young. Martin and his wife Jane Catherine Martin spent part of the year at Marwood, entertaining lavishly, and part abroad. The Martins had a theater installed for entertaining family and friends. They leased the estate for a year as a summer and weekend retreat for Joseph P. Kennedy when he was Chair of the Securities and Exchange Commission. In 1935, Samuel Martin died of a heart attack shortly before his 27th birthday. Jane Martin remarried in 1937 and sold the estate to Grady Gore in 1943.

This estate is historically significant for its association with the politically prominent Gore family. A Tennessee native, Colonel H. Grady Gore relocated to Maryland in 1926 and became a wealthy businessman active in real estate and Maryland politics. He acquired Marwood in 1943 and the property stayed in the Gore family until 1995. Gore was appointed by President Eisenhower to the International Employees Loyalty Board, served as Finance Chair of the Republican Party of Maryland for many years, and was a member of the Maryland Economic Development Commission from 1966 to1970. After Gore's death in 1980, his daughters Louise Gore and Mary Dean Gore continued to reside at Marwood and were active in State Republican affairs. Louise Gore served in the State House of Delegates from 1962 to 1967, and in the State Senate from 1966 until 1971.

Environmental Setting: For the main house and poolhouse, the setting is Lot 74 (13.13 acres). For the gatehouse, Lot 47 (25,500 square feet).

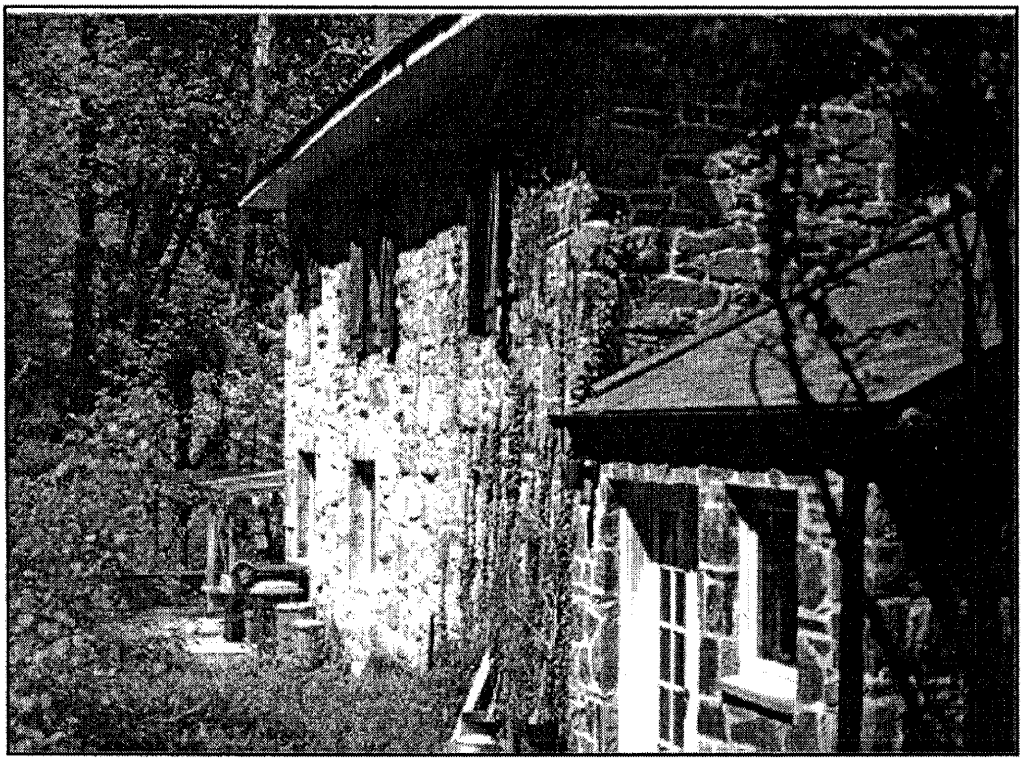
Progressive Era Estate

25/22 Colonel Edward Beale House (1938)
11011 Glen Road

This resource is an outstanding Colonial Revival style residence, designed by architects George Edwin Pope and Albert Kruse of Wilmington, Delaware. It is a fine representative of a significant trend in Montgomery County when white-collar professionals and their young families moved from Washington to the country to enjoy weekend farming and fox hunting. The house was built in 1938 as the centerpiece for a 500-acre estate owned by Colonel Edward B. Beale, a patent attorney and engineer, and Ruth Eshelman Beale, who worked for the U. S. Postmaster General.

Patterned after farmhouses found in southeastern Pennsylvania, this academic style of architecture includes high quality materials, including slate roof and walls of 19-inch thick Stoneyhurst stone, and such noteworthy details as nine-over-nine pane sash, stone keystone lintels, and solid paneled shutters. The house appears today largely as it was built, with both stone and frame sections and attached garage. The Beales resided here for 37 years before the property was subdivided.

Environmental Setting: 6.49 acres. The property is subject to a historic preservation easement that prohibits further subdivision.



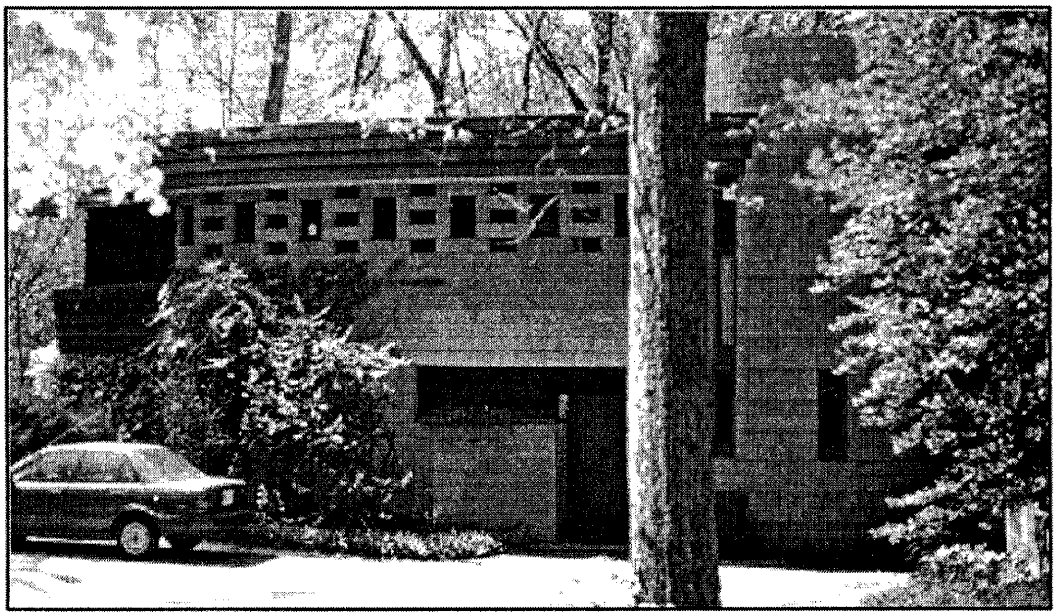
29/45 Electric Trolley Power Station (c1914)
8100 Bradley Blvd.

This trolley power station is historically significant for representing the streetcar era when electric trolley lines were constructed to encourage suburban development. The Washington and Great Falls Railway was chartered in 1912 when the fashionable Bradley Hills subdivision was established.

This structure was built c1914 as the power station for the streetcar, housing the dynamo powered by the nearby Cabin John Creek. Designed to look like a traditional farmhouse, it is constructed of native stone with multipane windows beneath flat lintels. An oversize door in the left front bay facilitated servicing of the machinery.

The streetcar line did not prove successful, and the building was converted for residential use in 1928. The Bradley Boulevard roadbed was constructed along the old streetcar thoroughfare. The house has been expanded with a compatible one-story side addition. A springhouse stands behind the house, converted for storage use.

Environmental Setting: Parcel P110 (1.53 acres).



29/44 Robert Llewellyn Wright House (1953)
7927 Deepwell Drive

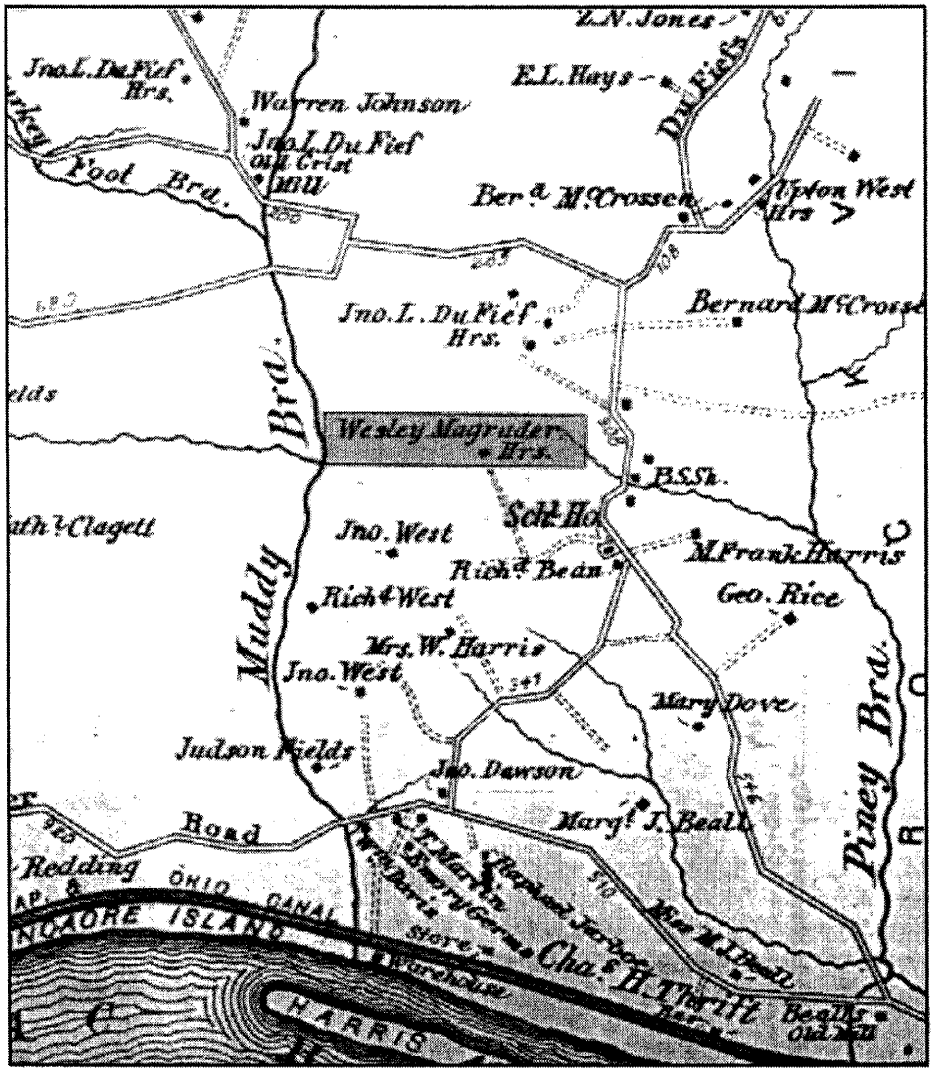
In 1953, Frank Lloyd Wright designed this house for his sixth child, Robert Llewellyn Wright. The house exemplifies the last phase of Wright's work. Between 1941 and 1957, Wright designed a series of hemicyclical or football-shaped houses based upon concentric and intersecting segments of a circle. The Robert Llewellyn Wright House is one of twelve hemicyclical Wright houses that were built.

The house is located on a steep, wooded slope near a creek in the Cabin John area of Bethesda. Wright used site plans to design the house since he did not visit the project until it was completed. The house features a flat over hanging roof, recessed entrance, concrete block walls, and mahogany exterior woodwork.

Construction of the house was begun in 1957 and completed the following year, under the supervision of Wright student Robert Beharka, a Taliesin Fellow. Beharka had also supervised construction of the Martin House in McLean, Virginia, another Wright design. In 1960, Lloyd Wright, another son of Frank Lloyd Wright, created a landscape plan that was implemented in the immediate area surrounding the house.

Environmental Setting: Lot 11 (approximately two acres).

Demolished Resource



25/11 Wesley Magruder Farm (1859)
Lantern Hollow Drive

The Wesley Magruder Farm was a fine example of the building tradition of a successful 19th century farmer. Settling here in1859, Magruder and his family operated this farm until 1901.

The frame, T-shaped house, built about 1859, featured Palladian style windows with stained glass panes, a graceful full-width porch, and elaborate interior woodwork.

This resource was one of the group of original sites designated on the Master Plan for Historic Preservation in 1979. Soon thereafter, the house was destroyed by fire.

Resolution No.: 14-1170
Introduced: March 5, 2002
Adopted: March 5, 2002

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

By: District Council

Subject: Approval of Planning Board Draft Potomac Subregion Master Plan

1. On September 28, 2001 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Potomac Subregion Master Plan.

2. The Planning Board Draft Potomac Subregion Master Plan amends the approved and adopted Master Plan for the 1980 Master Plan for the Potomac Subregion, as amended; the Gaithersburg Vicinity Master Plan, January 1985, as amended; the Master Plan of Bikeways, May 1978, as amended; and the Master Plan of Highways within Montgomery County.

3. On October 24, 2001, the County Executive transmitted to the County Council his fiscal analysis of the Potomac Subregion Master Plan.

4. On December 4 and December 6, 2001 the County Council held a public hearing regarding the Planning Board Draft Potomac Subregion Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.

5. On January 15, 22, and 28, 2002 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Potomac Subregion Master Plan.

6. On February 5, 2002, the County Council reviewed the Planning Board Draft Potomac Subregion Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

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

The Planning Board Draft Potomac Subregion Master Plan, dated October 2001 is approved with revisions. Council revisions to the Planning Board Draft Potomac Subregion Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 14: Add the following bullet at the end of the page:

- During plan review, consider incorporating site design features that will protect water resources, including dumpster container design and inlet design that will keep litter from entering the storm water facility, and using landscape medians for stormwater treatment and control.

Page 19: Amend the third bullet on the page as follows:

Acquire the vacant school site, parcel P 160, along the mainstem of Piney Branch and adjacent to Circle Drive as a conservation addition to [and] the Glen Hills Local Park to protect scarce and important forest areas along this tributary.

Page 19: Insert the following language before the last two bullets on the page:

The properties listed below are recommended for parkland (or conservation easements when acquisition or dedication is not possible). The primary purpose of most of these recommendations is conservation; however a few of these sites offer the potential for recreational opportunities such as trails or ballfields. Each site added to the park system should be evaluated for potential recreational opportunities.

Page 21: Amend the second bullet as follows:

- Protect [Acquire] the riparian area along the Turkey Foot tributary of Muddy Branch through acquisition, dedication or conservation easement.

Page 21: Delete the sixth and seventh bullets:

- [Acquire two forested parcels located between Seven Locks Road and the Cabin John Stream Valley Park to enhance community character and protect the steeply sloped areas.]

- [Recommend three parcels north of MD 28 as additional Seneca State Park land (P574, 52.66 acres; P706, 21.0 acres; P606, 15.92 acres). These parcels are linked to the park by private open space].

Page 23: Amend the second bullet on the page as follows:

- Allow for the limited provision of community sewer service for areas zoned RE-1 and RE-2 within and at the periphery of the proposed sewer service envelope. (See Foldout Map D.) . . . Exclude from this peripheral service policy properties adjacent to and in the vicinity of the Palatine subdivision and the lower Greenbriar Branch properties, and all properties within the Piney Branch Subwatershed, the Darnestown Triangle, and the Glen Hills Area (until completion of the study described on page **, which will evaluate whether this exclusion should continue in the future) [from this policy]. Emphasize the construction of sewer extensions, if needed, along roads rather than through stream valleys.

Page 23: Add a new bullet as follows:

- Deny the provision of community sewer service to the areas zoned R-200 near the intersection of River and Seneca Roads.

Page 24: Amend the first paragraph under the heading "Piney Branch Subwatershed" as follows

The Piney Branch subwatershed presents a specific sewer service issue. *(Move the next two sentences to the end of the paragraph and edit, as shown.)* Shallow bedrock and poor percolation rates severely limit development potential in the Piney Branch, Sandy Branch, and Greenbriar Branch basins[,] unless sewer service is provided. However, these areas tend to have fragile or rare plant and animal communities as well as good water quality. The Piney Branch Trunk Sewer was constructed to serve development generated by TDRs in the upper subwatershed in North Potomac[generated by TDRs]. Concerned over the potential environmental damage that could result from increased development density due to the availability of community sewer service along the rest of Piney Branch, the Council adopted a restricted sewer access policy for the [Piney Branch] subwatershed. This restricted sewer service policy supercedes both the *Water and Sewer Plan's* countywide sewer service policies and the master plan's general sewer service recommendations. Introduced into the *Water and Sewer Plan* in 1991, the policy establishes the specific conditions properties within the Piney Branch subwatershed must satisfy for the provision of community sewer service.

Page 25: Amend the first bullet under "*Piney Branch Subwatershed Recommendations" as follows:*

Confirm the existing restricted access policy in the *Comprehensive Water Supply and Sewerage Systems Plan* for the subwatershed with three exceptions:

Page 25: Add text to second bullet on the page as follows:

- Amend Piney Branch Restricted Access Policy to allow single home sewer hookups in the Piney Branch subwatershed for existing lots that abut and predate an existing sewer main. This exception is for single houses only and shall not be used to allow for multiple sewer hookups for subdivision/resubdivision of existing properties.

Page 25: Amend the paragraph under the heading "Darnestown Triangle" as follows:

The Darnestown Triangle area is formed by Darnestown Road (MD 28), Turkey Foot Road, and Jones Lane. Although zoned R-200, the 1980 Master Plan recommended that it remain served by septic systems rather than by community sewage systems. The recommendation was intended to yield a variety of lot sizes based on suitability for septic systems. [Although recommended by the 1980 Plan, the R-200 zoning has not proved compatible with the use of septic systems.] This Plan reconfirms the recommendations in the 1980 Plan to retain R- 200 zoning without community sewer. (See Land Use section.)

Page 28: Update the fourth full paragraph on the page to reflect the most current information on ozone and particulate matter standards.

Page 29: Replace the fourth full paragraph on the page as follows:

[Montgomery County Department of Public Works and Transportation (DPW&T) is drafting countywide roadway noise standards, but current noise standards and guidelines at both the state and local level do not adequately address the nighttime and peaked single event nature of truck noise. The County noise ordinance (MCC Chapter 31B) does not apply to vehicles on public roads, and the State Highway Administration (SHA) noise standards used by the County to evaluate impacts consider the peak hour only, and do not consider or weigh more intrusive, highly peaked night-time noise events. Even though M-NCPPC noise compatibility guidelines address night-time noise, the guidelines do not fully characterize the extent of single event impacts with such peaked profiles.]

A Transportation Noise Policy was adopted by the County Council in October 2001 that establishes guidelines for noise mitigation. A special study is currently underway to address the specific noise impacts generated by the Rockville Crushed Stone Quarry. The expected completion date for this study is spring 2002. *Note that Park and Planning Department Staff will update this information prior to the final publication of the Master Plan.*

Page 32: Add a second sentence to the second bullet as follows:

- Provide storm water management according to current standards and retrofit projects for currently untreated sites. Incorporate alternative techniques that increase filtration and enhance natural hydrology, such as small bioretention areas, rooftop gardens,

disconnection of impervious cover, alternative pavers, soil amendments and conditioning, or other landscaping techniques.

Page 33: Amend the section entitled "Special Exception Policy" as follows:

This Plan endorses guidelines for locating special exception uses in residential areas and recommends a re-examination of the approval process for telecommunication facilities, particularly monopoles.

Special exception uses, as identified in the Montgomery County Zoning Ordinance, may be approved by the Board of Appeals or the Hearing Examiner if they meet the specific standards and requirements for a use, and the general conditions for special exceptions as set forth in the Zoning Ordinance. A special exception may be denied if the concentration of such uses is deemed to be excessive or if it is inconsistent with Master Plan recommendations. The Master Plan seeks to provide guidelines that will protect residential areas while also attempting to meet important policy goals.

Recommendations

- **Limit the impacts of existing special exceptions in established neighborhoods. Increase the scrutiny in reviewing special exception applications for highly visible sites [, such as properties and parcels located at corners of residential streets with major arterial highways, residentially zoned properties adjacent to non-residential zones,] and properties adjacent to the Chesapeake & Ohio Canal National Historical Park.**

- **Avoid an excessive concentration of special exceptions along major transportation corridors.**

Sites along these corridors are more vulnerable to over-concentration because they have high visibility. Uses that might diminish safety or reduce capacity of roadways with too many access points or conflicting turn movements should be discouraged.

- Protect the Chesapeake & Ohio Canal National Historical Park, major transportation corridors and residential communities from incompatible design of special exception uses.

In the design and review of special exceptions uses, the following guidelines [should] shall be followed, in addition to those stated for special exception uses in the Zoning Ordinance:

a. Adhere to Zoning Ordinance requirements to examine compatibility [Any modification or addition to an existing building or construction of a new building to accommodate a special exception use should be compatible] with the architecture of the adjoining neighborhood [and should not be significantly greater in height than nearby structures]. The Council is considering amendments to strengthen this section of the Zoning Ordinance.

b. [Front yard p] Parking should be located and landscaped to minimize [discouraged because of its] commercial appearance. In situations where side or rear yard parking is not available, front yard parking should be allowed only if it can be adequately landscaped and screened.

c. Efforts should be made to enhance or augment screening and buffering as viewed from abutting residential areas and major roadways.

- [Evaluate special exception uses in residentially zoned area and along major highways to minimize:

  - non-residential character
  - size and number of signs
  - visibility and amount of parking
  - traffic generation
  - intrusive lighting
  - size, height, and bulk]

- [Special exceptions for new or expanded private educational institutions must be limited to those that serve the local area.]

  There are a number of private educational institutions in the planning area and concerns have been raised about parking and traffic problems caused by queuing for drop-off and pick-up. The Council is considering amendments to the special exceptions provisions in the Zoning Ordinance to address these issues.

Page 36: Delete the first set of bullets and amend the next sentence as follows:

[Because of the characteristics of Potomac, not every acceptable site will meet all of these criteria. Preferred locations include:

- in or adjacent to activity centers
- planned as mixed-use centers
- well served by public transportation
- convenient to shopping, medical offices and other service amenities
- located in priority funding areas and areas served by public water and sewer
- for less convenient locations, sufficient size to provide amenities on site.]

The following locations appear to [meet the criteria listed above] be appropriate for elderly housing:

Page 36: Amend the section entitled "Affordable Housing in the Potomac Subregion" as follows:

One goal of this Master Plan is to retain and expand the supply of affordable housing in the Potomac Subregion. The Plan supports the Montgomery County Housing Policy and endorses opportunities that will result in meeting the Policy's objectives. The Plan also supports measures to provide affordable housing in the subregion and recommends continuing to seek ways to fill this need.

[Site requirements for affordable housing parallel those for senior housing. Because of the nature of the subregion, not every acceptable site will meet all of these criteria. Ideal locations include sites:]

[X in or adjacent to activity center
X planned as mixed-use centers
X well served by public transportation
X convenient to shopping, medical offices, and other services and amenities
X located in priority funding areas and areas served by public water and sewer.]

As of January 2000, the subregion contains approximately 800 of the County's 15,600 government subsidized or mandated affordable housing units. Government funded low-income complexes include Chelsea Towers, 22 units; Lakeview House, 151 units for the elderly; Magruder's Discovery, 134 units; and Scotland, 65 units, all in the Potomac Planning Area. In addition, Potomac contains 69 scattered site units. All of these scattered site units are in the North Potomac section of the Travilah Planning Area. Finally, the subregion offers about 260 privately owned, price controlled MPDUs.

Information on affordable housing is derived from the Department of Park and Planning's September 2000 publication, *Affordable Housing in Montgomery County, Status and Inventory*. That study also reports that the subregion lost affordable housing between 1994, when the first Inventory was published and 2000. The loss results from construction of too few new MPDUs to replace MPDUs ending the price control period between 1994 and 1999. Such losses occurred throughout the County. [Fortunately, a large proportion of MPDUs remain comparatively affordable, even after price controls end.]

In the Potomac and Travilah Planning Areas, 3.4 percent and 3.1 percent of all housing units are affordable. These percentages place these planning areas toward the bottom of the middle third of all County planning areas outside the rural area. Darnestown has a much lower percentage of affordable housing, just less than one percent. Darnestown's rural residential zoning and rural infrastructure have not lent themselves easily to affordable housing.

Overall, the subregion's zoning, land values, and infrastructure are less conducive to affordable housing than the zoning and infrastructure of areas planned for more density. The subregion is characterized by large lot residential zoning. MPDUS are not required in zones of one acre or more, although a change in this policy is currently under study. The preponderance of low density zoning also [precludes] limits multi-family development which constitutes most of the County's affordable housing supply. In spite of constraints, this Plan [welcomes] recognizes that more affordable housing, [especially

in locations that meet the criteria above and on publicly owned sites if they become available for other uses] is needed in the subregion.

Since Potomac faces unusual obstacles for producing affordable housing, the Planning Area requires special tools for overcoming the barriers. Some strategies for achieving affordable housing in the Subregion are outlined below.

1. *Encourage the Housing Opportunities Commission (HOC) and the Department of Housing and Community Affairs (DHCA) to acquire the maximum number of new and existing MPDUs in Potomac to retain as rental units or for resale as affordable housing.*

   HOC and County nonprofit organizations are permitted to purchase up to 40 percent of all MPDUs.[1] Ownership by these organizations means that units remain affordable for as long as the organizations own them. Privately owned, for-sale MPDUs are price controlled for 10 years, rental units for 20 years. In addition to longer-term price control, HOC and nonprofit owned units usually serve a lower income population.

   HOC and nonprofit organizations have been active in acquiring MPDUs in the subregion. They do not, however, own the full 40 percent they are allowed. Instead, they owned about 21 percent of the 1999 supply, 268 units compared to a possible total of 515 units.

   Units purchased by these agencies may be retained as affordable housing or they may be resold at affordable prices with a new price control period.

2. *In the future, there may be a possibility for affordable housing on appropriately located publicly owned land that is proposed for reuse or sale.*

3. *Study the potential for a program to set aside land in larger subdivisions for affordable, senior, and special needs housing.*

During 2001, as it considered a number of issues surrounding provision of housing for the elderly, the Planning Board suggested creating a program to set aside land for senior housing in large subdivisions. Some variation of this concept could also be appropriate for affordable housing (in addition to the MPDU program.) The Housing Policy supports this idea.

Such a program is not currently available but appears suitable for use in Potomac. The challenge is to develop appropriate incentives or tradeoffs for a set aside. Added density may not always be the best choice; adjustments to development standards, such as lot sizes and unit types, or some other benefits may be better options.

4. *Recognize the difficulty of providing affordable housing in the Potomac subregion when distributing public funding for affordable housing.*

[1] HOC is permitted to purchase up to a third of all MPDUs produced. Non-profits may purchase units up to a total of 40 percent when combined with those owned by HOC.

Potomac subregion's high land prices and desirable location exacerbate the cost of producing affordable housing. Private and nonprofit housing providers find it particularly difficult to produce such housing in the area without assistance. As a result, production and retention of an adequate supply of low-income housing will probably depend upon directing a share of available government assistance to the subregion.

Relevant government agencies are encouraged to direct financial assistance to projects that can reduce the shortage of affordable housing in the Potomac subregion.

Page 44: Amend the bulleted language under "Recommendations" as follows:

First bullet: delete the last sentence and add text as follows:

- [A gas station is not recommended for this site.] If the gas station is relocated within the property, compatibility with housing must be maintained by adequate separation, efficient vehicular access and circulation, and reduction of visual impact by attractive landscaping.

Fifth bullet:

- Housing is not permitted under the standard method. Under the optional method, the following residential components are permitted up to a total of 135 dwelling units (including MPDUs): [approximately] 75 units of [housing for the] elderly or affordable housing, to be generally located at the northeast section of the site; (135 units will only be permitted if 75 units are elderly or affordable); up to 40 townhouses located to provide a transition to the adjacent residential community and to enhance the residential character of Coddle Harbor Drive; and up to 40 dwelling units in a single story above retail, located to enliven the street environment. The combination of housing units in the latter two categories shall not exceed 60 units.

Page 46: Amend the bulleted language under "Land Use and Design Guidelines" as follows:

Sixth bullet:

- Heights of [B] buildings, [heights] including combinations of housing and structured parking, shall not exceed 35 feet to ensure a scale compatible with the surrounding neighborhoods.

Eighth bullet:

- Meet a significant portion of the parking requirement in structured parking. Place as large a proportion as possible below grade. Any parking structure above grade must be located in the northeast corner of the site and be limited in height to 20 feet. [Any h] Housing may be placed on top of the garage [may] , however, the combined above grade height shall not exceed [this height up to the] 35 [foot] feet [height limit]. A

parking structure must be designed with compatibility features that minimize its bulk such as landscaped building elevations, wall offsets, and architectural articulation. The shelter shall be designed to shelter grocery store shoppers from inclement weather.

Page 47: Amend the bullet language under "Cabin John Center guidelines" as follows:

Second bullet:

- To achieve a more compatible site layout that accommodates a significant residential component, the required building setbacks may be reduced to 50 feet with appropriate landscaping in the following locations (See Figure 1.): along Cabin John Park, along the R-90 zoning boundary line at the stormwater management pond, and along Coddle Harbor Lane if residential townhouses are provided.

Page 47: Amend the third paragraph under the heading "Fortune Parc" as follows:

Fortune Parc is currently zoned R-200 and R-90, but was recommended for I-3 in the 1980 Plan in response to the site's size, location, and [increasing] development trends in the I-270 Corridor.

Page 50: Amend the bulleted language under the heading "Recommendations" as follows:

- Create an option in the I-3 Zone adding housing and retail uses to create a mixed-use development with a commercial component having an employment emphasis, when recommended by the applicable master plan. A TDR program should be part of this option and housing for the elderly should be a permitted use. In the event that the County Council does not adopt a zoning text amendment to create such an option, this master plan recommends the I-3 zone at time of sectional map amendment and the floating MXPD Zone as the ultimate zone for the property.
- Create a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.
- Including the adjacent Lot 40, the allowable density on the site will not exceed 850,000 square feet (0.39 FAR) of commercial space or, without Lot 40, 800,000 square feet; office, street retail, and hotel, 300 apartments, and 150 single family homes. An additional 150 to dwelling units may be provided as part of a TDR[S] program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.
- Should Lot 40 not be incorporated into the development plan for the Fortune Parc tract, this plan reconfirms the O-M Zone existing on the property.
- Include the property in the Washington Suburban Sanitary District (WSSD).
- [This development must provide a] A shuttle service or other transit connection should be provided to Metro when development supports the service as determined at time of development plan approvals. Additional trip mitigation measures such as the provision of a park-and-ride facility, or financial contribution to such a facility, should be considered at site plan.

Page 50: Amend the bulleted language under the heading "Land Use and Design Guidelines" as follows:

Third Bullet:

- Create a public "Main Street" through the site that connects to existing office development on Montrose Road and with commercial development at Fortune Terrace. This axial street should [be lined] contain buildings with ground floor retail uses where appropriate, including restaurants and sidewalk cafes that animate the street.

Sixth Bullet:

- Locate offices on the site's the east side, between the "Main Street" and I-270, with buildings defining the street and structured parking to the rear. Buildings should [not exceed] be limited to eight stories unless the Planning Board finds during development review that additional height would be compatible with surrounding development. Buildings [and] should include ground floor retail where appropriate.

Page 54: Amend the bulleted language under "Giancola Quarry" as follows:

Second bullet:

- Retain the adjoining parcel 616, owned by the Quarry, as a forest conservation area as part of future development. This Plan also recommends that River Road remain the primary access point. Access may be problematic and the number of units may be reduced if these problems cannot be addressed at subdivision.

Page 54: Amend the last two sentences in the first paragraph and the bulleted text as follows:

Because of it unique configuration and topography, the site is appropriate for multifamily residential development, including housing for the elderly. This should not be considered precedent for multifamily development in the surrounding areas because they do not have the topographic features unique to this site.

- The zone of the site RMX-1/TDR-6 to create a residential community. Housing for the elderly is a suitable special exception use for the site. [Public and institutional] Development for transportation, communication and utilities, commercial, services, cultural, entertainment and recreational, and other non-residential uses [are also] would not be appropriate [for the site given at its road accessibility. Commercial development is] and are not recommended.
- The maximum density on this site must not exceed 80 single family-units (including MPDUs) under the standard method. A waiver of the requirement for 15 percent

detached dwelling is recommended. Under the optional method, up to 97 [multi-family] units (including MPDUs) are permitted.

Page 56: Insert the two concepts for the Stoneyhurst Quarry approved by the Council for inclusion in the Master Plan to illustrate potential optional method of development projects.

Page 57: Amend the text under "Land Use and Design Guidelines" as follows

- Development on the site shall [meet] be in accordance with this Plan's [general] recommendations and these land use design [principles] guidelines.
- Development should incorporate an attractively landscaped wet storm water management pond.
- To enhance compatibility, new development should maintain vistas to rock formations, maintain wide wooded buffers along the sites edges and provide green frontage with extensive planting and streetscaping. Building roof elevations must not exceed elevation +225ft.
- Provide direct pedestrian links to adjacent subdivisions and a connection to park trails in the Cabin John Park.
- Dedicate a park along the western edge of the site that draws on the site's rock formations and incorporates attractive water features.
- The site should provide 50 percent green area with extensive planting.
- Attractive lighting internal to site with no glare or impact on surrounding area.
- Ample planting of evergreens, other trees, shrubbery and indigenous wildflowers and use of berms.
- Planting of indigenous trees, shrubs and flowers around entire perimeter of structure.
- Provide connection of the development to the existing sewer line in River Road in order to avoid direct connection to the main in the Cabin John Stream Valley Park. If adequate capacity is not available in the existing River Road sewer line, there must be a public review of sewer options.
- Comply with the most stringent applicable stormwater management regulations in effect at the time of application to minimize and manage stormwater runoff to Cabin John Creek. Efforts should be made to ensure stability of the banks of Cabin John Creek. Encourage the use of the innovative techniques in accordance with state and local law to further reduce the impact of stormwater to Cabin John Creek.
- Special consideration should be given to management of vehicular traffic relating to development of this site, including possible use of a traffic management plan, service roads and signalization.

If the site is to be developed for multi-family use, the following additional guidelines apply:

- A minimum of 60 percent of the site should be green areas, and as much as 75 percent if feasible.
- No parking spaces between the front of the building and River Road.

- Higher structures should be sited to the rear of the property with shortest structures nearest to River Road.
- Maximum height for any portion of building to be five stories.
- Building coverage of not more than 18 percent, and as little as 14 percent if feasible.
- The façade of the building would be developed in a manner to reduce the appearance of a monolithic or institutional like structure.
- No telecommunications towers were other high utility structures on the roof other than a satellite dish serving the occupants of the building.
- Residential parking to be provided in a garage structure beneath the building, although there would be some surface parking on the side of the building for visitors and guests .

Figures 4 and 5 are illustrative concepts, which depict two of many possible development scenarios under the optional method. Any future development must meet the Master Plan's guidelines and all findings for approval under sections 59-D-2 and 59-D-3 of the Zoning Ordinance.

Page 57: Amend the last bullet on the page as follows:

Draft a minor zoning text amendment to legitimize the present non-conforming quarry and building supply operation, and to permit additional or expanded related ancillary uses through [a Minor Quarry Overlay Zone] the special exception process.

Page 58: Insert language in the second paragraph as follows:

The Potomac Village Center is zoned C-1 (See Map 11.) for the most part and because the commercial zoning exceeds 15 acres, new development requires site plan approval. Some of the Center's parking is provided by a special exception on land zoned R-200. The Plan supports the continued use of special exceptions on the property currently used for parking in lieu of expanding the C-1 zoning and development potential on land adjacent to residential properties.

Page 67: Amend the second bullet under "Hanson Farms, Recommendations" as follows:

- Limit the allowable density to a maximum of 170 dwelling units, including MPDUs. The Council is considering a text amendment to provide a TDR option in the PD zone. If this change is approved, TDR density incentives may be used to increase the maximum number of dwelling units by 10 percent, to 187.

Page 67: Amend the text under the fourth bullet as follows:

Dedicate land for the North Potomac Community Recreation Center [I] if the County Council does not select the preferred site for the [North Potomac community recreation] center on Travilah Road. (See community facilities Plan.)

Page 70: Amend the bulleted language under "Hanson Farms, Land Use and Design Guidelines" by combining third and fourth bullets as follows and amending the following paragraph:

Third bullet and fourth bullet combined:

- Dedicate a 12-to 13-acre site for a community recreation center along Quince Orchard Road to ultimately include the existing farm. The site should accommodate a 24,000 net square foot recreation center, playing fields, and adequate parking.

If the County Council [does] selects the preferred community recreation center site on Travilah Road, (Community Facilities Plan), then the following guidelines apply for alternative recreational facilities at Hanson Farms:

Page 72: Amend the bulleted language under "Rickman Property, Recommendations" as follows:

Second bullet:

- Dedicate sufficient land for a regulation size soccer field [and associated parking (parking may be shared).] on this site or elsewhere in the Subregion or, in the alternative, [dedicate equivalent parkland elsewhere in North Potomac] provide funding in lieu of land.

Third bullet:

- Orient the site to Shady Grove Road by providing for access via the property to the north during the subdivision process, possibly by the use of easements or joint access to Shady Grove Road extended. Such access shall only be allowed if it can be accomplished without impacting endangered species in the area. Provide a pedestrian and bike link from Travilah Road to the southeast edge of the property facing Shady Grove Road.

Page 75: Amend the section entitled "Miller and Smith Property" as follows:

This 258-acre site is located west of Piney Meetinghouse Road and is zoned RE-2. (See Map 16.) It is bisected by the Pepco [PEPCO] right-of-way (250 feet wide, 4,135 feet long and approximately 23.7 acres) and shares the same unique geological formation as the Rockville Crushed Stone Quarry to the north and the Palatine subdivision to the south. To the east is Piney Meetinghouse Road and the Piney Glen Farms and Glen Knolls subdivision, both zoned RE-2.

This property, also known as the Travilah Serpentine Area, is a rare natural community located on a large outcrop covered by thin nutrient-poor and chemically unusual soil. Considered the State's rarest natural community type, the Miller and Smith property is one of four serpentinite-influenced sites remaining in Maryland. It is the second largest

of these sites, and supports seven state-listed threatened or endangered species together with 13 watchlist species adapted to the prevalent harsh condition. (see Table 1, page 15). See also page 17 under the heading "Greenbriar Branch Watershed".

The property owners have proposed a residential development and [multi-use development and park for this site,] and request RE-2C zoning. [The proposal includes a 70-acre private school campus (or other similar institutional land use) adjacent to the Rockville Crushed Stone Quarry, along Piney Meetinghouse Road. School parking lots would be shared with park users and hikers. Much of the site would accommodate play fields or remain as forest.]

[Thirty-seven acres would be set aside for a "compact elderly housing community for 'active' adults." The owners describe this proposal as an opportunity for Potomac's aging residents to remain in the community in housing more suitable for their evolving needs.] A clustered single-family housing development of 103 units is proposed within three development pods totaling approximately [on] 90 [21] acres. Also proposed are two entrances off Piney Meetinghouse Road with internal roads and sewer lines connecting the three development pods. The plan was designed to economically support the conservation park on[.T] the remainder of the property (approximately 150 [130]acres). It would be developed as a conservation park with a series of natural, interpretive trails and [. The park would be] entirely funded by the private sector. The property owners propose to provide public water and sewer to this property.

This Plan has three main disadvantages: it would constitute an intrusion beyond the sewer service envelope boundary proposed by this Master Plan; it would fragment further the viability of the island remnants of serpentinite and their rare and unusual ecosystems; and it would require excavating new sewer lines along stream valleys, with concomitant environmental damage.

These properties have been recommended for acquisition by the Legacy Open Space program. The Miller and Smith property is also identified as a priority for acquisition by the Park Acquisition Program. This Master Plan endorses these recommendations.

Page 80: Amend the bulleted text as follows:

First Bullet:

- The properties must be subject to a single development application, or in the alternative, two applications, each of which must include at least 40 percent of the housing units and 40 percent of the dedicated open space [a simultaneous application from no more than two entities].

Fifth and Sixth Bullets

- Retain [75] 70 percent open space. [with larger than minimum s] Stream buffers should be maximized (providing larger than minimum buffers wherever feasible) through dedication or the use of private conservation easements.
- Maximum of [40 to 60] 62 lots (based on compatibility and sewer feasibility).

Page 91: Amend the bulleted language at the top of the page as follows:

- Unite all of the Ancient Oak North subdivision and properties within the Darnestown Civic Association boundaries in the Potomac Subregion by shifting the boundary line from the PEPCO right-of-way to east of Riffleford Road. (See Map 23)

- Rezone the Ancient Oak North subdivision from RC and R-200 to RE-1.

- Confirm the R-200 and RE-2C zoning east of Riffleford Road.

Page 91: Amend the section entitled "Darnestown Triangle and Vicinity" on page 91 as follows:

The Darnestown Triangle is formed by MD 28, Turkey Foot Road, and Jones Lane. (See Map 24.) Although the entire Triangle is zoned R-200 (half-acre lot minimum), *the 1980 Potomac Subregion Master Plan* recommended that it remain served by septic systems rather than sewer. This was done to provide varied lot sizes, resulting from actual septic system suitability, as a transition between moderate density development east of Jones Lane and low density rural areas in western Darnestown. This Master Plan reconfirms the recommendations in the 1980 Plan to continue the R-200 zoning without community sewer. Much of the triangle area has undergone development since 1980, and therefore rezoning the area to a lower development density more compatible with the use of septic systems at this late date would provide little benefit. This recommendation addresses unusual and in some ways unfortunate land use and sewer service recommendations from the 1980 master plan. In that regard it does not serve as a precedent for the application of the R-200 zone to other areas of the County dependent on private septic service.

Of the few parcels having substantial subdivision potential in the Darnestown Triangle, the most significant is the 79-acre Roberts property at its southern end. Septic requirements make it unlikely that the undeveloped portions of the site can be developed at R-200 densities, but this zoning will provide the property owner with the flexibility to create some lots less than one acre in size. While this plan does not support extensive development of half-acre lots using septic systems, some smaller lot sizes may allow for clustering development away from more sensitive environmental features on this site.

[The Master Plan recommends that the Triangle be rezoned to the RE-1 Zone (one acre lot minimum) as a transition between the R-200 Zone east of Jones Lane and the RE-2 Zone south of Turkey Foot Road. The goal is to achieve consistency between the Master

Plan and the *Ten-Year Water and Sewer Plan* which typically allows sewer to be extended to properties zoned R-200.]

[From a practical standpoint, the R-200 Zone has not proven compatible with the use of septic systems. The recommendation of the 1980 Master Plan was intended to yield a variety of lot sizes based on suitability for septic systems. Some subdivisions, such as Rollinmead, include R-200 lots that are sized up to four or five acres, which ultimately may lead to future requests for re-subdivision. However, several subdivisions were created with minimal lot sizes. On lots of one-half acre, septic systems typically take up to 10,000 square feet or 50 percent of the property, with little or no margin for reserve areas. This is especially true on lots built to older septic standards or lots smaller than one-half acre. (The smallest lots in the Triangle are 0.36 in size).]

[Excluding the large vacant Roberts Property (See Map 24), the Triangle has 436 lots with a mean lot size of 1.24 acres. Although some lots would be non-conforming, the mean lot size and the character of the Triangle comports with the RE-1 Zone. If the current zoning pattern remains unchanged, future demands for re-subdivision and sewer extensions beyond the recommended sewer service envelope appear inevitable.]

[This Master Plan does not recommend public sewer service extensions] The recommended public sewer envelope excludes the Darnestown Triangle and the lower-density zoned areas west [of Jones Lane, or North or west of] and north of the Muddy Branch Stream Valley Park. [It is recommended that sewer service not be extended] The County should authorize the extension of community sewer service mains to this area [except] only to relieve a public health threat due to failing and irreparable septic systems. Although *Water and Sewer Plan* policies allow for single sewer hookups from these sewer mains, extensions provided for public health reasons shall not be used to promote the subdivision or resubdivision of properties abutting those mains.

Several zoning anomalies are evident in the vicinity of the Darnestown Triangle. (See Map 25.) For example, the zoning line between the RC and RE-2 Zones crosses Haddonfield Lane several times. To the south, the R-200 Zone extends beyond Jones Lane and High Meadow Road along the east side of Turkey Foot Road. Both these anomalies result in split-zoned lots and should be rectified by a correctional Sectional Map Amendment.

Recommendations

- **[Rezone the entire Darnestown Triangle from R-200 to RE-1.]**
- Maintain the existing R-200 zoning.
- Do not extend community sewer to the Darnestown Triangle except as necessary for public health reasons due to failing septic systems.

Page 92: Amend the map to reflect the correct zoning recommendation.

Page 93: Amend the first bullet as follows:

- Acquire through dedication the western open (and undevelopable) stream valley portion of the Roberts property. This recommendation also applies to the Turkey Foot property (90 acres) to the south which is recommended for protection through voluntary dedication, acquisition or conservation easements. [and, taken together,] The preserved area on these two properties would augment the Muddy Branch Stream Valley Park, extending water quality protection north as far as Rollinmead.

Page 94: Amend the first paragraph as follows:

The Rural Village Center Overlay Zone would delete certain C-1 uses [such as automobile repair, sale, and maintenance; drive-in establishments; appliance sale and repair stores; charitable institutions; and family, group, and elderly day care] considered inappropriate for a rural village. The Overlay Zone would include development standards [such as 35 percent] for green area, location of buildings [along the street] and parking [at rear, a maximum], building height [of 35ft.], and [a maximum] density [of 0.2 FAR].

Page 94: Delete all text under "*Recommendations*" beginning with the second bullet and replace with the following:

- Use the overlay zone to limit the uses that would otherwise be allowed in the base zones (C-1 and O-M) to those that would be appropriate for rural village.
- Develop standards in the overlay zone to promote the objectives of the rural village center, including green character and a pedestrian friendly environment.
- Allow residential properties adjacent to commercial properties to be used for the septic fields (to serve the commercial properties) where recommended by the Master Plan.
- Apply the RE-2/Country Inn zone to 11 acres on the east side of Seneca Drive including parcels 655, 708, and 641.

Page 100: amend the last bullet on the page as follows:

- [Acquire through dedication] Protect the stream valley of the Turkey Foot tributary, via voluntary dedication, acquisition or conservation easements, connecting the Roberts property with the Muddy Branch Stream Valley Park.

Page 103: Amend the last sentence as follows:

If the improvements described [herein] in Appendix B are made, [five] four of the thirteen intersections would still fail to meet the LATR standard.

Page 104: Amend the third line of Table 2 as follows:

Bradley Boulevard at River Road	1419	1479	1879	1941	[1879] 1264	[1941] 1204

Page 106: Revise the last sentence of the first paragraph as follows:

The Program defines two rustic road categories – rustic and exceptional rustic and two country road categories – country road and country arterial. [and] [r]Roads are designated based on surrounding land uses and natural features, historic value, and road characteristics. (See Table 3).

Page 106: Revise the last sentence of the second paragraph as follows:

This Plan recommends a minor change in the legislation to [waive traffic volume and accident history criteria if a proposed rustic road is in a planning area where a comprehensive two-lane road policy is in effect.] redefine the traffic volume and accident history criteria as guidelines, allowing the other rustic road criteria to be weighted more heavily for unique local situations where flat numerical standards may not be appropriate.

Page 106: Add a fourth bullet under **Recommendations** as follows:

- Designate the portion of South Glen Road between Deepglen Drive and Falls Road as a Country Road (See Table 4)

Page 110: Amend the second line under the heading **Primary Residential** within Table 4 as follows:

P-23	Brickyard Rd	Falls Rd to [New London Dr] MacArthur Blvd	70	2

Page 111: Delete the twelfth line within Table 4 as follows:

[P-18]	[South Glen Rd]	[Deepglen Dr to Falls Rd]	[70]	[2]

Page 111: Add new lines to Table 4 above the **Rustic** heading as follows:

Country Roads				
CR-18	South Glen Rd	Deepglen Drive to Falls Rd	70	2

Page 112: Add a footnote to Table 4 as follows:

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

Page 116: Add a new subsection before **Local Intersection** Improvements as follows:

Bicycle Compatibility

This Plan recommends a network of specific bike paths and bikeways to improve bicycle accessibility and safety between major community destination points. However, on-road bicycle use is legal on all roadways within the Subregion except for I-270 and the Capital Beltway, and bicycle safety should be augmented by considering safety improvements to improve bicycle compatibility on all major highways and arterials.

Page 116: Revise the second paragraph under **Local Intersection Improvements** as follows:

However, some of this congestion can be relieved with local intersection improvements. Table 2 shows the improvements that can be achieved with the types of intersection improvements described in Appendix B. These or other similar improvements could reduce the forecast 2020 critical lane volume from more than 1,800 to below 1,525, meeting the congestion standard applicable for most of the Potomac Subregion. Local capacity and safety improvements throughout the Subregion should be considered on a case-by-case basis using standards that would allow desirable development and limit severe community impacts.

Page 116: Add a fifth bullet under **Local Intersection Improvements** as follows:

- eastbound and westbound auxiliary through lanes on River Road at the intersection with Bradley Boulevard

Page 117: Add a new line to Table 5 as follows:

Brickyard Road (south of New London Drive)	Secondary Residential	Primary Residential

Page 118: Add a new Table 5A as follows:

Table 5A. Bikeway Classifications

Bikeway Designation	Name	Limits	Class Type
PB-1	Darnestown Road	Seneca Road to Glen Mill Road	Class I (off-road bike path)
PB-2	Montrose Road	Falls Road to I-270	Class I (off-road bike path)
PB-3	Tuckerman Lane	Falls Road to I-270	Class I (off-road bike path)
PB-4	Democracy Boulevard	Falls Road to I-270	Class I (off-road bike path)
PB-5	Bradley Boulevard	Persimmon Tree Road to I-495	Class I (off-road bike path)
PB-6	River Road	Seneca Creek to I-495	Class I (off-road bike path)
PB-7	Oaklyn Drive	Falls Road to Persimmon Tree Road	Class I (off-road bike path)
PB-8	Persimmon Tree Road	Bradley Boulevard to I-495	Class I (off-road bike path)
PB-9	Seneca Road	Darnestown Road to River Road	Class II (on-road bike lane)
PB-10	Quince Orchard Road	Darnestown Road to Dufief Mill Road	Class I (off-road bike path)
PB-11	Dufief Mill Road	Darnestown Road to Travilah Road	Class II (on-road bike lane)
PB-12	Travilah Road	Darnestown Road to River Road	Class I (off-road bike path)
PB-13	Shady Grove Road Extended Piney Meetinghouse Road	Darnestown Road to Cavanaugh Drive Cavanaugh Drive to River Road	Class I (off-road bike path)
PB-14	Falls Road MacArthur Boulevard	Rockville City Line to MacArthur Boulevard Falls Road to I-495	Class I (off-road bike path)

PB-15	Seven Locks Road	Rockville City Line to I-495	Class I (off-road bike path)
PB-16	Rileys Lock Road	Entire length	Class III (shared use roadway)
PB-17	Violettes Lock Road	Entire length	Class III (shared use roadway)
PB-18	Pennyfield Lock Road	Entire length	Class III (shared use roadway)
PB-19	Swains Lock Road	Entire length	Class III (shared use roadway)

Page 119: Amend the text after the second bullet as follows:

This Plan also recommends the following [nine] eleven bike routes be added to the Master Plan of Bikeways.

Page 120: Add a new, second, bullet with accompanying text as follows:

- **Extend the Class I bikeway along Darnestown Road from Main Street, Lakelands to Seneca Road.**

The extension of the Darnestown Road bike path provides a continuous east-west connection along the northern periphery of the Subregion, linking those paths that provide north-south access to River Road and the C&O Canal.

Page 127: Amend the first bullet on the page as follows:

- Surplus and future school sites offer potential for fulfilling some of the recreational needs of the Potomac subregion. All schools sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including [as] parkland, if they are declared as surplus.

The Brickyard Junior High School, Kendall Elementary School, and Churchill Elementary School could be developed as local parks with ballfields or other recreational uses. (Recreational uses should be evaluated along with other public uses identified elsewhere in this Plan to determine the priority use for each available site.) Any site acquired for parkland should be evaluated to determine whether it is appropriate for recreational opportunities (e.g., trails, ballfields, etc.).

Page 127: Delete the text beginning with the second bullet on the page through the sixth bullet and sentence following the sixth bullet.

Page 127: Amend the last bullet on the page as follows:

- **Should any private schools close, examine the feasibility of property acquisition to meet PROS needs for active recreation or other public uses.**

Page 128: Amend the third paragraph under the heading the "Park Trails" as follows"

The *Countywide Park Trails Plan* and park specific plans provide additional detail about each of these trails, including which portions are recommended for hard surface trails and natural surface trails. [proposes natural surface trails in Watts Branch and Cabin John parks and both a natural surface and hard surface trail in Muddy Branch Stream Valley Park. The plan notes that conflicting public policy exists as to the types of trails that should be in the various stream valley parks and notes final decisions on trail surface must await the Potomac Master Plan update. The *Countywide Park Trails Plan* also identified trail planning issues to be addressed in the context of the *Potomac Master Plan Amendment* and the park trails work program.]

Page 128: Delete the fourth bullet on the page as follows:

- [Endorse the *Countywide Park Trails Plan* finding that a natural surface is the most appropriate trail surface in the Watts Branch stream valley.]

Page 129: Amend the first bullet on the page as follows:

- Explore opportunities for an improved network of [natural surface] trails in Cabin John Regional Park during the upcoming park Master Plan process.

Page 129: Amend the second bullet on the page as follows:

- Remove Class I bike path designation currently shown on the *Approved and Adopted Potomac Master Plan* (1980) in Muddy Branch. [Recommend a hard surface trail in Segment 1 and natural surface trail in segments 1, 2, 3, and 4. Rely on Class I bikeways outside the existing stream valley park to provide bicycle connectivity to the C&O Canal towpath.]

Page 129: Delete the heading **Muddy Branch Stream Valley Park Trail Recommendations** and the first paragraph under the heading. Add text to the second paragraph as follows:

The location of park trails and specific trail surface types are [generally] decided in the context of park and trail master plans rather than community master plans. For this reason, a separate trail plan has been prepared for Muddy Branch Stream Valley Park to address the issues raised in the *Countywide Park Trails Plan.* This Plan addresses a range of issues including trail surfaces, trailhead access and parking, community trail connections and environmental analysis.

Page 129: Delete the heading "The Muddy Branch Trail Concept Plan" and all text under this heading on pages 129 and 130.

Page 131-132: Delete Table 6 (Findings And Recommendations Regarding Trails in the Muddy Branch Stream Valley Park).

Page 138: Add the following text to the end of the second paragraph:

If the Board of Education determines that existing sites are not needed for schools, those sites provide opportunities to serve other public purposes identified in this Plan. Surplus school sites should be evaluated for their potential to serve unmet recreational needs, environmental objectives, affordable housing goals, or other public purposes requiring vacant land. In particular, Brickyard Junior High School, Kendall Elementary School, and Churchill Elementary School should be evaluated for public purposes if they are ever declared surplus.

Page 140: Amend the second bullet on the page as follows:

Amend the second bullet on the page as follows:

Cabin John Park Volunteer Fire Department Station 30, presently located at 9404 Falls Road, should be renovated on site. [Should the existing site not accommodate an expanded/renovated facility, the station should be relocated to another site in the vicinity.] Any renovation/expansion should maintain the fire station's residential appearance and compatibility with the surrounding residential neighborhood.

Page B-4: Add a fourth bullet and a fifth bullet under the heading "Examples of intersection improvements....include:" and amend the following paragraph as follows:

- Constructing an eastbound auxiliary through lane at the intersection of River Road and Piney Meetinghouse Road

- Constructing eastbound and westbound auxiliary through lanes at the intersection of River Road and Bradley Boulevard.

At these [three] five locations capacity improvements would reduce the forecast 2020 CLV from greater than 1,800 to below 1,525. Currently, the congestion standard for the subregion is a CLV less than 1,525, except for [the Darnestown Road intersections in the Shady Grove Policy Area, which has a congestion standard of 1,800] intersections in the Darnestown/Travilah Policy Area, which has a congestion standard of 1,450. No policy area in the County has a congestion standard higher than 1,800.

Page C-5: Add the following language to the end of the first paragraph:

The historic properties discussed in this chapter were previously added to the *Master Plan for Historic Preservation.*

General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board Draft Potomac Subregion Master Plan. Maps should be revised where necessary to conform to Council actions. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft Potomac Subregion Master Plan.

Many of the recommendations in this Master Plan require the approval of zoning text amendments. The Council urges the Park and Planning Department to take all actions necessary to finalize those text amendments before the Potomac Sectional Map Amendment. In addition to text amendments specifically described in the Master Plan, the Council indicated its interest in exploring additional special exception uses in the RE-2 zone (that would affect the Reiver property) and its desire to ensure that existing parking on residentially zoned land in the Potomac Village Shopping Center will be grandfathered (including lighting that may be changed to comply with current standards) by pending text amendments.

The Council asked the Park and Planning Department to continue to explore strategies discussed during the Master Plan worksessions to promote affordable housing, specifically: 1) whether properties that do not require MPDUs (either due to zoning or size) could be required to make a monetary contribution to support affordable housing elsewhere in the county; and 2) what type of program could be developed to set aside land in larger subdivisions for affordable, senior, and special needs housing.

This is a correct copy of Council action.

Mary A. Edgar, CMC
Clerk of the Council

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 02-04
M-NCPPC NO. 02-05

RESOLUTION

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

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held duly advertised public hearings on March 29, April 5, and April 12, 2001, on the Public Hearing Draft Potomac Subregion Master Plan, being also an amendment to the *Gaithersburg Vicinity Master Plan, 1985*, as amended, the *Master Plan of Bikeways 1978*, as amended, *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties,* as amended; and the *Master Plan of Highways within Montgomery County*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearings and due deliberation and consideration, on September 20, 2001, approved the Planning Board Draft Potomac Subregion Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft Potomac Subregion Master Plan and forwarded those recommendations to the District Council on October 24, 2001; 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 public hearings on December 4 and December 11, 2001, wherein testimony was received concerning the Planning Board Draft Potomac Subregion Master Plan; and

WHEREAS, the District Council, on March 5, 2002, approved the Planning Board Draft Potomac Subregion Master Plan subject to modifications and revisions set forth in Resolution No. 14-1170.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said *Potomac Subregion Master Plan*, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties,* as amended, and as approved by the District Council in the attached Resolution No. 14-1170; and

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

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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 Wellington, seconded by Commissioner Bryant, with Commissioners Holmes, Bryant, and Wellington voting in favor of the motion, and Commissioners Perdue and Robinson being absent, at its regular meeting held on Thursday, March 21, 2002, in Silver Spring, Maryland.

Trudye Morgan Johnson
Executive Director

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This is to certify that the foregoing is a true and correct copy of a resolution adopted on April 11, 2002, and ratified by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Bryant, seconded by Commissioner Scott, with Commissioners Brown, Bryant, Hewlett, Holmes, Robinson, Scott, and Wellington voting in favor of the motion, and with Commissioners Eley, Lowe, and Perdue being absent, at its regular meeting held on Wednesday, May 15, 2002, in Silver Spring, Maryland.

Trudye Morgan Johnson
Executive Director

Acknowledgments

Montgomery County Department of Park and Planning
Charles R. Loehr, Director

Montgomery County Planning

John A. Carter, Chief
Community-Based Planning Division

Callum Murray
Potomac Team Leader
Community-Based Planning Division

PROJECT STAFF

Clare Lise Cavicchi, Countywide Planning Division, Historic Preservation
Mary Dolan, Countywide Planning Division, Environmental Planning
Daniel Hardy, Countywide Planning Division, Transportation Planning
*Jean Kaufman, Community-Based Planning Division
Ki Kim, Countywide Planning Division, Transportation Planning
Katherine Nelson, Countywide Planning Division, Environmental Planning
Tanya Schmieler, Countywide Planning Division, Park Planning

TECHNICAL STAFF

Holly Adams, Word Processing
Charles Coleman, Reproduction
Sam Dixon, Design
Kevin Leonard, Drafting
*Rick Wheeler, Drafting

... and special thanks to all Park and Planning Department staff who contributed to this Plan.
The contribution by staff of various Montgomery County agencies
is also appreciated.

*Former staff member