



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

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

By: District Council

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

Background

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

Action

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 22: Modify the third bullet as follows:

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

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

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

Page 22: Modify the fifth bullet as follows:

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

Page 24: Modify the second bullet as follows:

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

Page 30: Delete the fourth and seventh bulleted paragraphs.

Page 30: Amend the sixth bulleted paragraph to read:

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

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

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

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

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

Page 32: Insert after third bullet:

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

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

Page 34: Delete the second bulleted paragraph.

Page 36: Delete the third bulleted paragraph.

Page 41: Amend the fourth paragraph as follows:

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

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

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

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

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

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

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

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

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

US 29 ([Colesville Road]Columbia Pike)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

under 100 [500] feet

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

Page 62: Amend Table 4 as follows:

Crosswalk at Jackson Road
and New Hampshire Avenue

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

Crosswalk at Lockwood Drive
and US 29

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

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

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

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

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

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

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

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

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

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

Page 66: Amend the fourth bulleted recommendation to read:

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

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

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

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

DELETIONS FROM THE 1981 PLAN

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

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

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

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

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

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

Page 70: Delete the second bullet which reads:

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

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

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

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

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

Page 72: delete third bullet:

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

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

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

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

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

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

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

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

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

Page 74: Change the last paragraph as follows:

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

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

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

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

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

Page 76: Modify the second paragraph as follows:

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

Page 76: Modify the third paragraph as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 95: Modify the second bullet as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Although converted to a bus depot storage facility.]

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

#33/8	Springbrook Historic District [(John T. Bean House)]	Multiple [400 Warren-ton Drive]	This subdivision, largely developed between 1940 and 1955, helps document the rapid transformation of Montgomery County from an agrarian region to a major suburb of Washington, D.C. during the mid-twentieth century. [The] <u>One significant property in the potential district is the Bean House, the 1903 Foursquare Colonial Revival farmhouse at the center of the land that became Springbrook Estates. [is highly representative of what was considered a large, fashionable farmhouse in the early twentieth century.] Since 1952, the house has been the residence of the Lee family and has important associations with the productive life and career of [E.] Blair Lee III. [who served in both houses of the state legislature, was a member of the cabinet, and was acting governor during his years of residency at the Bean House between 1952 and 1985.]</u>	Deferred until adequate time has passed to assure adequate historical perspective of the <u>district and/or any individual resource within the district.</u>
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Page 104: Delete the description of site #33/12 "Colesville School" from this page and add it to Page 102.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6611 Kenilworth Avenue • Riverdale, Maryland 20737

MCPB No.97-04

M-NCPPC NO. 97-08

RESOLUTION

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

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

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

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

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

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

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

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

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

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

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

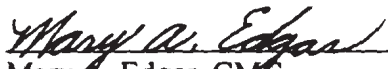
Page 106: Delete the fifth and sixth items under "Transportation."

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

General

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

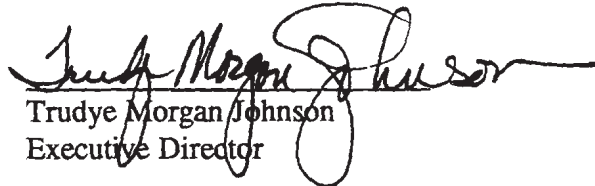
This is a correct copy of Council action.


Mary A. Edgar, CMC
Acting Secretary of the Council

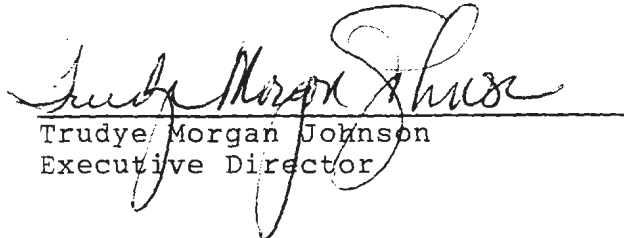
NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said White Oak Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and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

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

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


Trudye Morgan Johnson
Executive Director

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


Trudye Morgan Johnson
Executive Director

Approved and Adopted

WHITE OAK MASTER PLAN

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

Prepared by

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

Approved by

THE MONTGOMERY COUNTY COUNCIL
January 1997

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
March 1997

ABSTRACT

TITLE: Approved and Adopted White Oak Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan for the White Oak Master Plan area

DATE: March 1997

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

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

NUMBER OF PAGES: 97

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

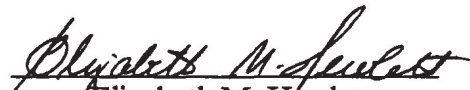
CERTIFICATION OF APPROVAL AND ADOPTION

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

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



William H. Hussmann
Chairman



Elizabeth M. Hewlett
Vice-Chairman



A. Edward Navarre
Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

The Commission has three major functions:

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

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

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

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Isiah Leggett, *Vice President*

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Nancy Dacek

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COUNTY EXECUTIVE

Douglas M. Duncan

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

William H. Hussmann, *Chairman*

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James M. Brown
Regina J. McNeill

PLAN HIGHLIGHTS

COMMUNITIES AND COMMERCIAL CENTERS

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

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

This Plan:

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

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

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

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

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

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

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

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

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

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

RATIONALE FOR CHOSEN PRIORITIES

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

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

THE COMMUNITIES OF THE WHITE OAK MASTER PLAN

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

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

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

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

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

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

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

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

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

III. PLAN FRAMEWORK

VISION FOR THE FUTURE

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

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

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

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

CONCEPT - LIVABLE COMMUNITIES

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

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

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

IV. LAND USE AND ZONING

CURRENT LAND USE PATTERN AND EXISTING ZONING

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

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

Table 2

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

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

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

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

LAND USE AND ZONING GOAL

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

FEDERAL FACILITIES

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

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

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

OBJECTIVE:

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

RECOMMENDATION:

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

HOUSING

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

OBJECTIVE:

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

RECOMMENDATIONS:

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

UNDEVELOPED LAND

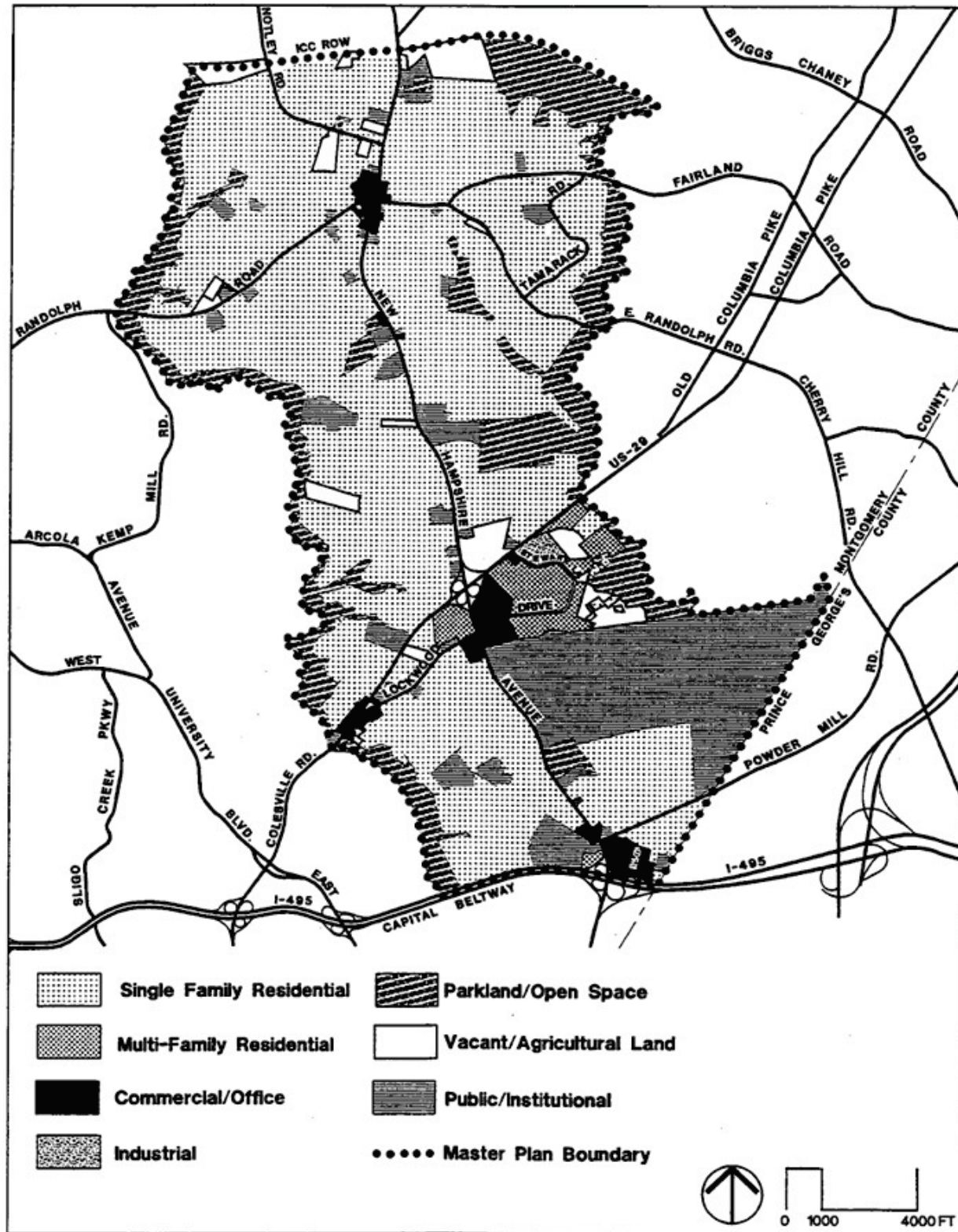
There are approximately 318 acres of undeveloped land that could develop in the White Oak Master Plan area. Of these, approximately 170 acres comprise parcels less than an acre in size scattered throughout the Master Plan area. There are only a few large undeveloped land areas in the White Oak Master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

OBJECTIVE:

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

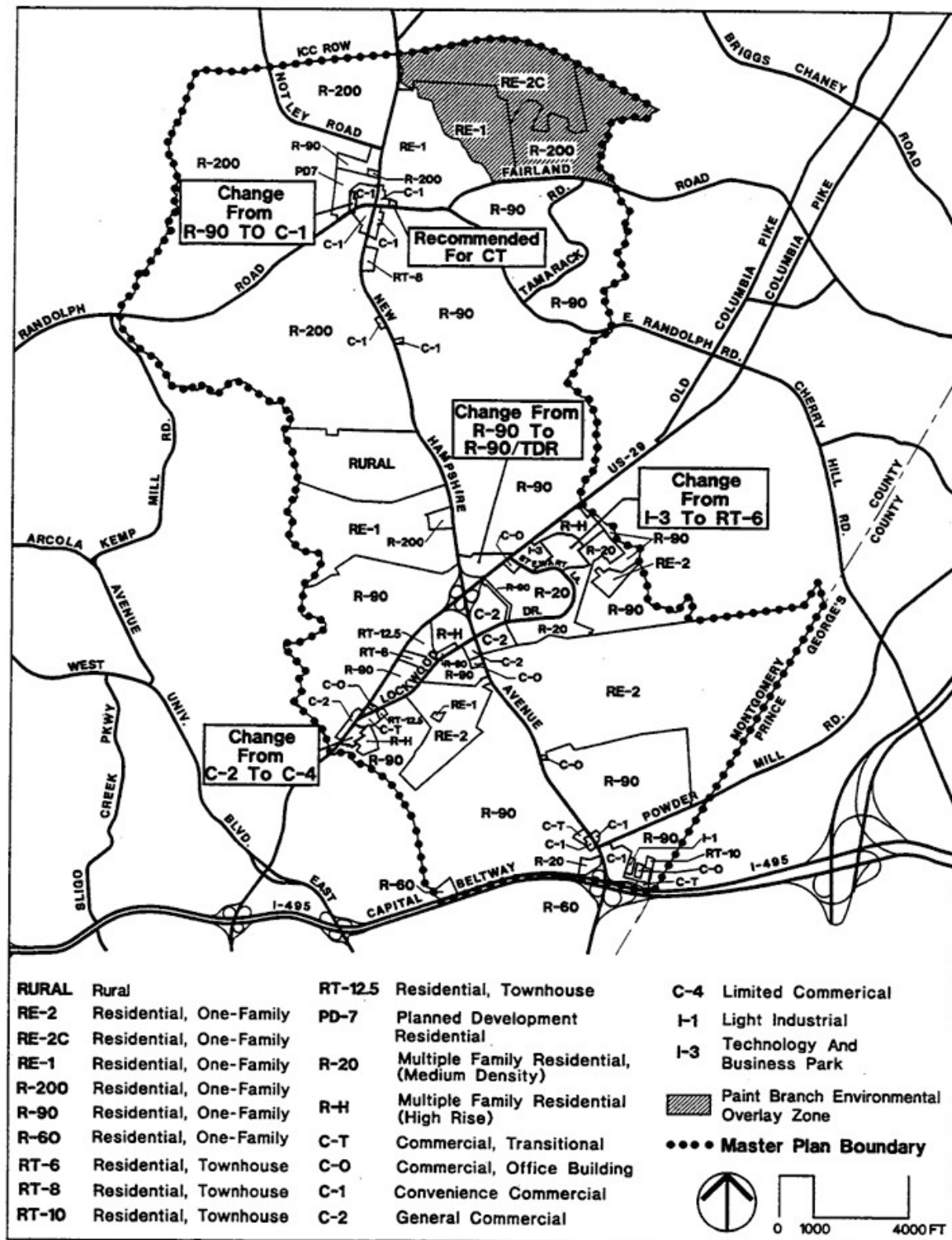
RECOMMENDATIONS:

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



ZONING PLAN

FIGURE 13



GENERAL

OBJECTIVE:

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

RECOMMENDATIONS:

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

