

**Sustainable Communities  
Bethesda/Chevy Chase Region**

Montgomery County Government five Regional Services Centers represent the County in their respective regions by providing effective, timely liaison between Montgomery County Government and its residents and businesses and by working with individuals, community groups, regional Citizens' Advisory Boards, and other public agencies to provide information, identify and assess regional problems and issues, and recommend and/or implement solutions. The regional Citizens' Advisory Boards will serve as the Sustainable Communities Advisory Committee.

The Bethesda-Chevy Chase Regional Services area is bound on the west by the Potomac River, on the south by the Potomac River and the Washington, D.C. line on the southeast, on the east by Rock Creek Park and northern Rockville City limits to the north. Serving the neighborhoods of Bethesda, Cabin John, Chevy Chase, Friendship Heights, Garrett Park, Glen Echo, North Bethesda, Potomac and Rockville.

The purpose of a Master Plan is to establish the policy framework that will guide the future direction of the region for the next 20 years. A few of the master plans are more than twenty years old. The following Master Plans (*Sector Plans*) are within the Bethesda/Chevy Chase County Region: Bethesda/Chevy Chase Master Plan (1990), Bethesda CBD Sector Plan (1994), Chevy Chase Lake Sector Plan (2013), Friendship Heights Sector Plan (1998), and White Flint Sector Plan (2010).

Map Location	Planning Area	Plan Vision	State Designation	Revitalization Needs	Focus	Potential County Investment	Potential State Investment
	<p><b>Bethesda/Chevy Chase Master Plan (1990)</b>            Perpetuate and enhance the high quality of life which exists in the Bethesda-Chevy Chase Planning Area.            Achieve a level of future employment development that is in balance with a high quality of life and the transportation capacity of the Planning Area.            Provide for a balanced housing supply so that persons of varying income levels, age, backgrounds, and household characteristics may find suitable housing appropriate to their needs.            Protect the high quality residential communities throughout the Planning Area, as well as the services and environmental qualities that enhance the area.            Achieve a significant shift of new travel from auto use to transit and other mobility alternatives.            Protect the natural resources and environmental qualities of the Planning Area.            Contribute to a strong sense of community and help reinforce community cohesion.</p>						
	<i>Bethesda CBD Sector Plan (1994)</i>	Provide opportunities to increase the supply of housing to serve a variety of income levels. Provide opportunities to retain existing businesses and expand opportunities for new businesses. Enhance the existing public arts programs in the Bethesda CBD and provide opportunities for both the visual and performing arts. Focus on improving the safety and character of the existing streets. Establish Norfolk Avenue as the main street in the Woodmont Triangle Study Area. Increase the flexibility in providing the public use space through the Optional Method of Development by allowing off-site and on-site fulfillment of this requirement, and by identifying a list of priority public amenities.		Public and Private Funding needed to enhance the streetscape on Norfolk Avenue, designated as the "Main Street". Funds needed for improving pedestrian safety, the character of the remaining streets in the Woodmont Triangle, and for improving Battery Lane Urban Park. Reduce future commercial development and increase the amount of residential development.	Woodmont Triangle		Community Legacy  Neighborhood Business Works
	<i>Chevy Chase Lake Sector Plan (2013)</i>	Preserve the well-established community character of Chevy Chase Lake by protecting existing residential areas, restoring Coquelin Run, and focusing new development and redevelopment in the Town Center and by defining a standard for compatibility. Enhance quality of life and connectivity within and to the Chevy Chase Lake community by promoting pedestrian-oriented mixed-use development in the Town Center, improving access to different modes of transportation throughout the community. Create new choices in the Chevy Chase Lake		Encourage mixed-use development and promote increased diversity of housing choice, environmentally sound buildings, active streets that connect communities, and innovative design, recommendations for the Town Center will be implemented through use of CRT (Commercial/Residential Town) Zones. Transportation and pedestrian accessibility improvements. Create neighborhood recreational park.	Town Center and neighborhood preservation	Focus redevelopment in existing commercial areas to make a better Town Center Knit together the two sides of Connecticut Avenue with new and enhanced pedestrian crossings, on street parking, and buildings that respect pedestrian scale and support street life. Integrate Purple Line into the community by developing a new street	Transportation Funding  Job Creation Tax Credits; Sidewalk Retrofit Program  Community Legacy

		Town Center with new opportunities for local shopping, housing, public spaces and transit.				beneath the overhead section of the Purple Line, better linking the station entrance to adjacent neighborhoods; and enhancing the design of the bridge over Connecticut Avenue so it better fits community character and activates the space under the bridge. Accommodate future transit options, including the Purple Line and Rapid Transit Vehicles.	
	<i>Friendship Heights Sector Plan (1998)</i>	Protect and reinforce the integrity of existing residential neighborhoods. Direct future development to land nearest to Metro stops and new transit stations, and to areas best served by transportation infrastructure. Preserve and increase the variety of housing stock, including affordable housing. Encourage a mixture of land uses in redeveloping areas to promote variety and vitality. Encourage a land use pattern that provides opportunities for housing and employment centers. Preserve and enhance a spectrum of retail facilities ranging from regional to neighborhood shopping centers. Reduce dependence on the automobile by expanding the availability of transit services. Protect and enhance North Bethesda's historic and architectural heritage for the benefit of present and future County residents.					
	<i>White Flint Sector Plan (2010)</i>	Transform 430 acres of suburban shopping centers and surface parking into a vibrant, mixed use, urban center with public amenities, streetscape improvements & facilities within one quarter-mile of Metro station. Create 5.69 million s.f. of nonresidential development and 9,800 residential units including affordable and workforce housing. Reconstruct MD Route 355's 150 foot right of way into a walkable urban boulevard Realignment Executive Boulevard and Old Georgetown Road.	<b>TOD</b>	Support the private sector creation of 3,000 dwelling units and 2 million square feet nonresidential development. Design for the construction of the realignment of Executive Boulevard, Georgetown Road and Market Street. Construction of the realignment of Executive Boulevard, Georgetown Road and Market Street. Fund streetscape improvements within one quarter mile of the Metro station.	White Flint		

**Sustainable Communities  
East County**

Montgomery County Government five Regional Services Centers represent the County in their respective regions by providing effective, timely liaison between Montgomery County Government and its residents and businesses and by working with individuals, community groups, regional Citizens' Advisory Boards, and other public agencies to provide information, identify and assess regional problems and issues, and recommend and/or implement solutions. The regional Citizens' Advisory Boards will serve as the Sustainable Communities Advisory Committee.

The Eastern Montgomery Regional Services Center links Montgomery County Services with 111,250 residents and businesses in a 47.5 square mile area that includes Burtonsville, Colesville, Cloverly, Fairland, and White Oak Communities.

The purpose of a Master Plan is to establish the policy framework that will guide the future direction of the region for the next 20 years. A few of the master plans are more than twenty years old. The following Master Plans (*Sector Plans*) are within the

Map Location	Planning Area	Vision/Objective County Plan	State Designation	Revitalization Needs	Focus	Potential County Investment	Potential State Investment
	<b>Fairland Master Plan (1997)</b> Burtonsville Crossroads area or the White Oak Science Gateway area plans approved after the Fairland Master Plan	"This Plan envisions physical alterations to US 29 that will alleviate congestion, improve east-west travel, and most importantly, allow bikes and pedestrians to cross US 29 safely to reach facilities and services on either side of the highway.... Sidewalks, bikeways, and hiking trails will link the communities of Fairland and provide access to recreation and public facilities. Neighborhood shopping center at Briggs Chaney will have streetscaping designed to create identity and improve the pedestrian environment.....plenty of green space, jobs, shopping, and most importantly, a variety of housing options to serve a variety of needs and households. Page 17	Burtonsville Community Legacy Area	Enhanced streetscaping and revitalization designed to create identity and improve the pedestrian environment at the Briggs Chaney commercial area; improved access to the natural environment and recreational facilities; increased potential for new housing, including a mix of housing types; revitalization of Gunpowder Golf Course; provide opportunities for redevelopment in the Burtonsville Industrial Area.	Burtonsville Industrial area south of Sandy Spring Rd. between US I-29 and Dino Dr.; Briggs Chaney Commercial area at US Rte 29 and Briggs Chaney Road; high-density housing area along Castle Blvd.	See below	Community Legacy funding for projects;  Neighborhood Business Works loans;  Job Creation Tax Credit; Sidewalk Retrofit Program;  MDOT's Transportation investment
	<b>Burtonsville Commercial Crossroads Neighborhood Plan (2012)</b>  This Neighborhood	<u>Planning Vision: Page 6:</u> "The Plan's vision is to transform the area from a crossroads to a complete community. The Plan supports the transformation by allowing a variety of uses including residential, creating a main street, improving local	Burtonsville Community Legacy Area	Enhanced and expanded network of local streets  Pedestrian walkways and trails to create better access to the 'village center'  Encouragement of infill development including residential and mixed uses	Commercial core area along MD Rte. 198 and north to Dustin Road between Spencerville Road and US Rte. 29 (191 acres)	Burtonsville CIP (including façade improvements, retail center signage, pedestrian and parking lighting, street edge improvements);	Realignment of MD Rte. 198 with associated streetscape enhancements;  Neighborhood Business Works loans to improve retail;  Maryland Sustainable Communities Tax Credit Program;

	<p>Plan builds upon the Fairfield Master Plan (1997)</p>	<p>vehicular and pedestrian connections between properties, providing public spaces for recreation and gathering, and by focusing on infill and redevelopment in the village center and not in the surrounding watersheds and agricultural lands. Roads in the Plan area will serve the local community as well as through traffic."</p> <p><u>Page 7:</u> "connectivity - create an expanded network of streets, bikeways, and pedestrian routes; design - create an identity that will help to foster a sense of place; economy - improve the local economy with a mix of uses and new implementation tools; and environment - preserve tributary headwaters and maintain rural character."</p>		<p>Creating green open spaces for recreation and gathering</p> <p>Improving existing retail conditions and filling commercial vacancies including evaluating potential land use and zoning changes</p> <p>Supporting opportunities for local small businesses to thrive</p>		<p>Burtonsville Access Road (BAR) with County designed and community approved streetscape standards.</p>	<p>Community Legacy funding for projects;</p> <p>Job Creation Tax Credits;</p> <p>Sidewalk Retrofit Program; and</p> <p>MDOT Transportation Investments</p>
	<p><b>White Oak Science Gateway Master Plan</b> (in progress)</p>	<p><u>Planning Vision:</u> <u>East County Science Center Master Plan, Scope of work, 2011, Page 8:</u> "to explore whether a new research and technology node that capitalizes on the growing presence of the Food and Drug Administration (FDA), complemented by mixed-use development, is a realistic option for the future of the area."</p> <p><u>Preliminary Recommendations, 2012, Page 12:</u> "This Plan is addressing: Increased employment options;</p>		<p>large scale new development by the federal government and redevelopment of select sites as transitional areas; reinforced and re-zoned existing shopping centers to CRT or mixed use; preservation and/or creation of green and open space; improved connectivity to include public transit (BRT), sidewalks, bikeways and added streets to improve local networks in high-intensity areas; increased tree coverage, minimized impervious surfaces and improved stormwater management; defined identities for each node, providing landmarks and emphasis on civic, recreational, residential and commercial activity for each.</p>	<p>East of US I-29 to the Prince George's County line and between Cherry Hill Rd. on the north and US I-495 and the Northwest Branch of the Anacostia River on the south (over 3,000 acres); three existing nodes: Cherry Hill, Hillandale and White Oak</p>	<p><u>East County Science Center</u> Create a unique World Class Bio/Life Science, Education and Research Community</p> <p>Explore transit solutions to address road capacity</p> <p>Redevelopment of underutilized industrial land</p> <p>Preserve and</p>	<p>Federal funds invested at the new FDA site;</p> <p>Neighborhood Business Works loans;</p> <p>Maryland Sustainable Communities Tax Credit Program;</p> <p>Job Creation Tax Credit;</p> <p>Sidewalk Retrofit Program;</p> <p>MDOT's Transportation Investments</p>

		<p>Reinvestment in existing centers;</p> <p>Mixed use development in centers;</p> <p>Balance in Land Use and Transportation; Implementation of Transit System."</p>				<p>enhance existing neighborhoods</p> <p>Examine infrastructure needs such as parks, transportation and facilities.</p>	
	<p><u>Cloverly Master Plan (1997)</u></p>	<p><u>Planning Vision: Page 13:</u>  "Watershed protection ... is a fundamental planning concept of the Cloverly Master Plan."  "This Plan seeks to protect and reinforce the character of each of Cloverly's three communities by:  Maintaining low-density zoning;  Providing the opportunity for a limited expansion of the Cloverly Commercial Area;  Recommending additional parkland; Providing guidance for the review of special exceptions;  and Retaining the rural and residential character of many of Cloverly's roadways."</p>		<p>limited expansion/revitalization of small commercial pockets; improved connectivity between residential and commercial areas including bikeways; minor streetscape improvements in retail areas; watershed protection and restoration support</p>	<p>Main commercial pocket is at New Hampshire Ave. and Briggs Chaney Rd.</p>		<p>Neighborhood Business Works loans;  Maryland Sustainable Communities Tax Credit Program;    Sidewalk Retrofit Program;    MDOT Transportation Investments</p>

**Sustainable Communities  
Mid County Region**

Montgomery County Government five Regional Services Centers represent the County in their respective regions by providing effective, timely liaison between Montgomery County Government and its residents and businesses and by working with individuals, community groups, regional Citizens' Advisory Boards, and other public agencies to provide information, identify and assess regional problems and issues, and recommend and/or implement solutions. The regional Citizens' Advisory Boards will serve as the Sustainable Communities Advisory Committee.

The Mid County Regional Services Center serves 220,000 residents and businesses stretching from Howard County to the beltway and Aspen Hill, Brookeville, Capital View, Derwood, Forest Glen, Glenmont, Kemp Mill, Kensington, Layhill, Norbeck, Olney, Sandy Spring, Upper Rock Creek and Wheaton communities. Mid County is home to three Metro stations, a MARC station and Metrorail service.

The following Master Plans (*Sector Plans*) are within the Mid County Region: Aspen Hill Master Plan, Kemp Mill Master Plan, Kensington/Wheaton Master Plan (*Capital View Sector Plan, Forest Glen Sector Plan, Glenmont Sector Plan 2013, Kensington Sector Plan 2011, Wheaton Sector Plan, Wheaton CBD*)

Map Location	Planning Area	County Plan	State Designation	Revitalization Needs	Focus	Potential County Investment	Potential State Investment
78	Aspen Hill Master Plan 1994	Aspen Hill is predominantly residential with few acres undeveloped. The housing is characterized by a wide variety of housing types, ranging from detached homes on large and small lots to townhouses, garden apartments and high-rises. There are a number of neighborhood shopping centers. The majority of the development occurred in the 1950's and 60's. Leisure World, a self contained community for retired persons was opened in 1966. The housing stock and commercial areas are aging.	Sustainable Community Pending	<p><u>Land Use</u> – Achieve a variety of land uses and development densities consistent with the Wedges and Corridors Plan.</p> <p><u>Housing</u> – 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.</p> <p><u>Economic Activity</u> – Promote a healthy economy, including a broad range of business, service and employment opportunities at appropriate locations.</p> <p><u>Transportation</u> – Provide a safe and efficient transportation system that serves the environmental, economic, social and land use needs of the County and provides a framework for development.</p> <p><u>Environment</u> – Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations.</p> <p><u>Community Identity and Design</u> – Provide for attractive land uses that encourage opportunity for social interaction and promote community identity.</p>	Georgia Avenue Corridor (MD 97), Norbeck Rd (MD 28).	Bus Rapid Transit along Georgia Avenue (North) linking BRT passengers to Wheaton and Glenmont Metrorail stations with Aspen Hill and Olney.	<p>Transportation Funding</p> <p>Neighborhood Business Works</p> <p>Community Legacy funding</p> <p>Sidewalk Retrofit Program</p>

105	<b>Kensington-Wheaton Master Plan 1989</b> <i>The Master Plan contains broad policy, land use, and circulation recommendations for an approximately 15 square-mile area roughly bounded by Rock Creek on the west, Sligo Creek on the east, the "Rockville Facility" alignment on the north, and the Capital Beltway (Interstate 495) on the south. The Sector Plans elaborates and details on the recommendations of the General Plan, Master Plan and growth policy recommendations for a small area of the County. There are five sector plans within this Master Plan area. They are Capitol View, Forest Glen, Glenmont, Kensington and Wheaton.</i>		Community Legacy (Wheaton, Long Branch, Silver Spring)  Enterprise Zones (Wheaton)  Arts & Entertainment (Wheaton)  Transit Oriented Development (Wheaton)  Sustainable Community Pending				
67	<b>Capitol View &amp; Vicinity Sector Plan (1982)</b> <i>Note: This 1982 Sector Plan amended the 1959 Kensington-Wheaton Master Plan. The Master Plan was revisited in 1989.</i>	Preservation of the most desirable existing aspects of the Capitol View community and accommodates those elements of change which are appropriate to the historic nature of the community.	Historic District Designation  Community Legacy (Wheaton, Long Branch, Silver Spring)  Sustainable Community Pending				Sustainable Communities Tax Credit (formerly Historic Tax Credit)
81	<b>Forest Glen Sector Plan (1996)</b>	This Plan preserves and strengthens the existing residential communities and the Forest Glen metro station. The Plan also addresses elements of potential change in Forest Glen including the potentially developable or redevelopable properties near Metro. This Plan envisions a community consisting of two stable neighborhoods, identified as Forest Glen East and Forest Glen West, which are separated by Georgia Avenue." Page 11	Community Legacy (Wheaton, Long Branch, Silver Spring)  Sustainable Community Pending	Enhance community identity in Forest Glen East and West. Forest Glen Road should function as the "main street". Belvedere Boulevard, Dameron Drive and Forest Grove Drive should be reinforced as important neighborhood linkages for Forest Glen East.	Georgia Avenue, Forest Glen Road and redevelopment near metro.	Bus Rapid Transit along Georgia Avenue (South) linking activity nodes as Wheaton and Silver Spring CBDs with Forest Glen Metrorail and Montgomery Hills commercial center.	Transportation Funding Neighborhood Business Works  Community Legacy funding  Sidewalk Retrofit Program

86	<b><i>Glenmont Sector Plan Draft (2013)</i></b>	"This plan is a refinement of the 1997 Sector Plan. With a focus on encouraging mixed-use development in the center, it takes a fresh look at the opportunities for revitalization and challenges of transforming the core of Glenmont from an auto-oriented development into a walkable, mixed use community. Its planning and zoning framework is based on the concept of two distinct areas: the core, which comprises Glenmont Shopping Center and four properties with significant redevelopment potential - the Metro Station/Layhill Block, Privacy World, Winexburg Manor and Glenmont Forest; and the surrounding single-family neighborhoods that comprise the rest of the Sector Plan area. Page 19	Community Legacy (Wheaton, Long Branch, Silver Spring)  Enterprise Zones (submitted April 15, 2013)  Sustainable Community Pending	Improve connectivity by: -creating a complete transportation network (roadways, sidewalks, bikeways, transitways and trails) to ensure that all residents and workers - pedestrians, bicyclist and wheelchair users have appropriate access to Metro, Wheaton Regional Park, schools, gathering places, and other local destinations -creating a walkable street grid with short blocks in the core area with a convenient and attractive environment for pedestrian and bicycle circulation". Page 20  -Provide, as a priority, the CR Zone public benefits of Neighborhood Services and Through-Block Connections. -Provide enhanced streetscape along the Georgia Avenue frontage such as pedestrian-scaled lighting, street furniture, and additional plantings with a double row of trees. Some of this landscaped area can be outside the right-of-way on the private property. Page 24  -Develop the east side of Georgia Avenue as a pedestrian-friendly green boulevard with pedestrian-scaled lighting, street furniture and additional plantings outside the right-of-way with a double row of trees. Page 25	Potential redevelopment of "Privacy World" Housing Redevelopment of WMATA owned land as Mixed Income Senior Housing.	Bus Rapid Transit along Georgia Avenue (North) linking activity nodes notably the commercial centers at Wheaton and Glenmont, and their respective Metrorail station. Aspen Hill and Olney are at the northern end with residential uses in between.  Façade Easement Program  Housing Initiative Fund  PILOT	Job Creation Tax Credit  Community Legacy  Enterprise Zone  Sidewalk Retrofit Program  Housing Tax Credits  Rental Housing Works  Rental Housing Production Program
105	<b><i>Kensington Sector Plan (2012)</i></b>	"The Plan protects Kensington's stable residential neighborhoods by maintaining their residential zones and preserves the Town's historic character by recommending	Community Legacy (Wheaton, Long Branch, Silver Spring)  Designated	-Redefining public spaces for people and creating activity along sidewalks through smart design of buildings and the spaces around them. -Defining new public spaces that		County completed an urban design study for West Howard Avenue exploring streetscape, building façade, and	Transportation Funding  Community Legacy  Sidewalk Retrofit Program

		<p>additional areas and sites to be evaluated for addition to the Master Plan for Historic Preservation.</p> <p>The Plan's broad goal is to reinvigorate the Town Center while preserving Kensington's scale and historic character." Assessment: The Kensington Plan emphasizes community conversation for its residential areas but Kensington town Center is a candidate for revitalization. Page 1</p>	<p>Neighborhood</p> <p>Sustainable Community</p> <p>Pending</p>	<p>will exemplify the unique scale and character of Kensington. The Plan's recommendations for better connections in Kensington will give pedestrians priority, especially in the Town Center. Physical and operational improvements can easily accommodate current traffic flows while giving residents the ability to move safely and efficiently through Kensington. Page 1</p> <p>-Encourage pedestrian-level ornamentation, signage, and architectural details</p> <p>-Provide energy efficient street lighting, where appropriate, to improve safety and security along Major Highways, Arterials, and Business District Streets. Areas of high pedestrian activity or primary pedestrian routes should have pedestrian-scale lighting to illuminate the sidewalk.</p> <p>-Provide a pedestrian path in the area of the Montgomery County Housing Opportunities Commission headquarters on Summit Avenue to improve pedestrian connectivity. Page 11</p> <p>Goal: Enhance Connecticut Avenue and University Boulevard to provide better safety and function for all modes of transportation. The development of these roads as boulevards should recognize that streets are a component of the public realm.</p> <p>-Provide sidewalk improvements to separate pedestrians from automobile traffic with trees and</p>		<p>stormwater management improvements. Implementation is dependent upon fund availability.</p>	
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				<p>other buffers along the curb. -Provide landscape improvements including street trees and green medians that enhance appearance and contribute to stormwater management. Page 18 &amp; 19</p> <p>Goal: Develop Howard Avenue as a continuous active pedestrian street on both sides of Connecticut Avenue. It should generate an active street life through the mix and intensity of land uses, as well as through high quality site and building design.</p> <ul style="list-style-type: none"> <li>▪Introduce sidewalks and other pedestrian amenities west of Connecticut Avenue to provide a safe, comfortable experience for users. Page 19</li> </ul>			
104	<b><i>Wheaton Central Business District and Vicinity Sector Plan (2012)</i></b>	<p>"This Plan's task is to build on Wheaton's strengths and encourage investment while maintaining its special character. The Plan's recommendations capitalize on the role of Metro and Wheaton as a regional transit hub to promote high-density, high-quality growth and redevelopment in the business core. Wheaton will emerge as a mixed-use Central Business District (CBD) with new development that blends with existing small and family-owned businesses." Assessment: The Wheaton CBD is a strong candidate for revitalization.</p>	<p>Community Legacy (Wheaton, Long Branch, Silver Spring)</p> <p>Enterprise Zone (Wheaton)</p> <p>Arts &amp; Entertainment District (Wheaton)</p> <p>Transit Oriented Development (Wheaton)</p> <p>Designated Neighborhood</p> <p>Sustainable Community Pending</p>	<p>Improving connectivity within and beyond the Plan area with expanded pedestrian connections, a better street grid, and a bikeway network will allow Wheaton to maximize its potential as a downtown. They will link the Plan's proposed network of flexible "activity-generating-people-places," created in the short-term on publicly owned land and in the longer term through the development process. Better links will also connect the CBD with adjoining neighborhoods and the larger market area." Page 12</p> <p>Existing programs should consider:</p> <ul style="list-style-type: none"> <li>• working with landlords on guidelines for the upkeep and appearance of retail storefronts and restaurants extending streetscaping through the</li> </ul>	Wheaton Town Center – encourage private investment through targeted complementary public investment	Bus Rapid Transit along Georgia Avenue (South) linking activity nodes as Wheaton and Silver Spring CBDs with Forest Glen Metrorail and Montgomery Hills commercial center as well as, neighborhoods to the north such as Olney.	

				<p>development review process and the County's Capital Improvements Program</p> <ul style="list-style-type: none"> <li>• creating a community development corporation to help implement revitalization strategies, including a small retail business incubator, such as a covered food market." Page 24</li> </ul> <p>"Connectivity and Mobility</p> <ul style="list-style-type: none"> <li>• Through-block pedestrian connections</li> <li>• Streetscape</li> <li>• Advance right-of-way dedication"</li> </ul>			
93	<b>Kemp Mill Master Plan (2001)</b>	<p>From the Plan Vision: The Kemp Mill Master Plan acknowledges the established and stable nature of the neighborhoods that make up Kemp Mill. The Plan contains recommendations that reinforce the unique character of these neighborhoods. The Kemp Mill Plan seeks to maintain established communities. Page 17</p> <p>Each of the neighborhoods is unique. On the west side of Arcola are two high rises University towers and Warwick Apartments, as well as, Arcola Towers, an HOC property. Page 19</p> <p>The commercial development and the urban park were built in the 1960s and eventually will be refurbished or rebuilt at some time in the future. Page 24</p>	Sustainable Community Pending	When redevelopment for the Kemp Mill Shopping Center occurs, it should include non-vehicular access through the parking lot from the sidewalk on Arcola Avenue to the trail in Sligo Creek Park. Pedestrian access to the store within the shopping center should be improved. (Detail within the plan Implementation Section) page 24	Commercial Center	Bus Rapid Transit along University Boulevard from Georgia Avenue to New Hampshire Avenue (Corridor 8) Wheaton Metro Station to Takoma/Langley Park Transit Center with stations at Amherst Avenue, Inwood Avenue, Arcola Avenue, Dennis Avenue, US Route 29, East Franklin Avenue and Gilbert Street.	<p>Transportation Funding</p> <p>Community Legacy</p> <p>Sidewalk Retrofit Program</p>

96	<b>Olney Master Plan (2005)</b>	<ul style="list-style-type: none"> <li>▪"This plan...affirms the satellite town concept as the basic framework of land use planning in Olney and focuses on improving current land use patterns through infill development, preserving open space, and upgrading existing facilities."</li> <li>▪"In Southern Olney...the Plan retains southeast Olney as a transition area between the Town Center and the more rural communities of Sandy Spring and Ashton."</li> <li>▪"The Plan recommends rezoning the commercial core to encourage mixed-use developments..."</li> </ul> <p>Assessment: Some areas of Olney are planned to be redeveloped from a suburban to urban character, but revitalization is generally not the goal. Page 3</p>	Sustainable Community Pending	<p>"In the Southeast Quadrant, large blocks should be broken up with through-block pedestrian walkways, as well as vehicular driveways where feasible. Other opportunities to create more pedestrian connections should be pursued as redevelopment occurs in the future."</p> <p>▪"Create pedestrian-oriented streetscape through landscaping, traffic calming measures and other design features." Page 53</p>		<p>Bus Rapid Transit along Georgia Avenue (North) linking activity nodes notably the commercial centers at Wheaton and Glenmont, and their respective Metrorail station. Aspen Hill and Olney are at the northern end with residential uses in between.</p>	
95	<b>Upper Rock Creek Master Plan (2004)</b>	<b>Not included in Sustainable Communities Request</b>					

**Sustainable Communities  
Silver Spring Region**

Montgomery County Government five Regional Services Centers represent the County in their respective regions by providing effective, timely liaison between Montgomery County Government and its residents and businesses and by working with individuals, community groups, regional Citizens' Advisory Boards, and other public agencies to provide information, identify and assess regional problems and issues, and recommend and/or implement solutions. The regional Citizens' Advisory Boards will serve as the Sustainable Communities Advisory Committee.

Silver Spring Regional Area encompasses the area south of the beltway (plus Four Corners), east to the Prince George County line, south to the Washington DC line and west to Rock Creek Park. The Silver Spring region is connected with two Metro stations Takoma Park and Silver Spring Metro stations. The latter is co-located with a MARC station with connecting service to the Metro buses and Ride on. Several Purple Line stations are planned within the Silver Spring Region. Silver Spring is transforming from a urban renewal area to a vibrant future with attractions such as the Filmore, AFI Silver Theater, Round House and an ice skating rink at the Civic Center. Efforts continue to stabilize the small business community and provide affordable housing.

The following Master Plans (*Sector Plans*) are within the Silver Spring Region: **East Silver Spring Master Plan 2000** (*Silver Spring CBD Sector Plan 2000*), (*Long Branch Sector Plan*); **Four Corners Master Plan 1996**; **North and West Spring Master Plan (2000)**, and **Takoma Park Master Plan 2000** (*Takoma/Langley Park Sector Plan*).

Map Location	Planning Area	County Plan	State Designation	Revitalization Needs	Focus	Potential County Investment	Potential State Investment
91	<p><b>East Silver Spring Master Plan 2000</b> - The master plan provides comprehensive recommendations and guidelines for the use of land within its boundaries. The East Silver Spring Master plan covers the area which is substantially east of the Silgo Creek Stream Valley, South of the beltway, west of Prince George's County and north of the City of Takoma Park. There are three sector plans within the East Silver Spring Master Plan, Silver Spring CBD, Long Branch Sector Plan (pending) and Takoma Langley Crossroads Sector Plan. The Takoma Langley Crossroads Sector Plan began as a bi-County planning effort as the international corridor stretches along University Boulevard MD Route 193 in both Montgomery County and Prince George's County. Transportation corridors link the three sector plan areas.</p>						
89	<p><b><i>Silver Spring CDB Sector Plan 2000</i></b></p>	<p>The Plan's recommendations are market-oriented, economically feasible, and offer meaningful incentives for long-term revitalization of the CBD. Land use and zoning recommendations promote activating uses such as housing, offices, retail, culture, and recreation. This Plan promotes the CBD as a center of community civic and cultural life. This Plan advocates public amenities including providing a open space system in downtown Silver Spring. This Plan promotes downtown revitalization supported by significant and continuing public sector resources. This Plan identifies five Revitalization Areas in the CBD: Corridors and Gateways, the Core, Ripley District, South Silver Spring and Fenton Village. This Plan recognizes that downtown revitalization can't be completed by a single project, but needs to be an effort of the entire community. Plan recommendations create opportunities for commercial and residential development of varying size and character.</p>	<p><b>Wheaton, Long Branch, Silver Spring Community Legacy Area</b></p> <p><b>Arts and Entertainment District</b></p>	<p>Expand Silver Spring Metro. Design &amp; Construct mixed use (60,000 s.f. comprehensive library, 20,000 s.f. art gallery and classrooms). The Library site is also a Purple Line station.</p> <p>Develop and preserve affordable housing.</p> <p>Improve connectivity and walkability.</p> <p>Create opportunities to strengthen &amp; retain viable local small businesses &amp; ethnic charm.</p>	<p>Silver Spring Central Business District</p>	<p>Silver Spring Metro</p> <p>Library construction</p> <p>Partner in housing development</p> <p>Construction of streetscapes and linkages.</p> <p>Civic Center events. Progress Place.</p> <p>Potential redevelopment of County owned land including parking lots.</p> <p>Redevelopment of District 3 Police Station.</p> <p>Bus Rapid Transit along Georgia Avenue (South) linking activity nodes as Wheaton and Silver</p>	<p>Transportation funding.</p> <p>Neighborhood Business Works</p> <p>Community Legacy funding</p> <p>Sidewalk Retrofit Program</p> <p>Job Creation Tax Credits</p> <p>Sustainable Communities Tax Credit</p>

						Spring CBDs with Forest Glen Metrorail and Montgomery Hills commercial area.  Bus Rapid Transit along US Route 29 corridor linking the Burtonsville park and ride to the Silver Spring Transit Center, and areas such as Briggs Chaney and White Oak.	
	<i>Long Branch Sector Plan 2013 pending</i>		<b>Wheaton, Long Branch, Silver Spring Community Legacy Area</b>  <b>Enterprise Zone</b>  <b>Priority Place</b>		Long Branch		Transportation funding.  Neighborhood Business Works Community Legacy funding  Sidewalk Retrofit Program  Job Creation Tax Credits  Sustainable Communities Tax Credit
106	<i>Takoma Langley Crossroads Sector Plan</i>	The vision is for a transit oriented pedestrian-friendly community that celebrates and builds on the cultural diversity of the Crossroad community. Smart growth and transit-oriented development support the integration of mixed land uses into communities as a critical component of achieving a better place to live. This Plan reduces automobile dependency by locating a mix of uses convenient to homes and adjacent to transit, and by providing alternatives for walking cycling, and transit within a physical environment that meets the community's needs. The Plan recommends light rail (Purple Line) in the median along University boulevard with a	<b>Wheaton, Long Branch, Silver Spring Community Legacy Area</b>  <b>Enterprise Zone</b>	Pedestrian friendly development with connections to sidewalks, transit, bike paths, and trails. Support the retention of existing affordable housing units, develop workforce housing within the Crossroads District. Use existing economic development incentive and create new incentives to retain stores that sell fresh, healthy foods. Build and invest in community facilities and events that enhance the quality of life within the community and also attract visitors from throughout the region.	Takoma Langley Crossroads	Partnership development of Transit Center and Purple Line.  Bus Rapid Transit along University Boulevard, MD Route 193 linking Wheaton Metro to the Takoma/Langley Park Transit Center.  Bus Rapid Transit along New Hampshire Avenue linking the Colesville park and	Transportation funding.  Neighborhood Business Works Community Legacy funding  Sidewalk Retrofit Program  Job Creation Tax Credits  Sustainable Communities Tax Credit

		stop at the Takoma Langley Crossroads Transit Center located at the intersection of University boulevard and New Hampshire Avenue.		Support coordinated marketing of businesses. Support on-going efforts of the City of Takoma Park and the Montgomery County Department of Housing and Community Affairs to address revitalization needs.		ride with the White Oak Transit Center, FDA employment center, the Takoma/Langley Park Transit Center and on to Eastern Avenue.  Potential partner in housing development.  Promote pedestrian safety improvements.	
82	<b>Four Corners Master Plan 1996</b>						
90	<b>North and West Silver Spring Master Plan 2000</b>	The Plan establishes four area-wide planning themes Commercial Centers; Community Preservation, stability and Character (including historic resources); Neighborhood-Friendly Circulation Systems; and Parks, Community Facilities and Environmental Resources.		Improve Georgia Avenue in Montgomery Hills including commercial revitalization.  National Park Seminary Historic District residential preservation  Provide additional retail parking for businesses in commercial area.  Watershed Restoration Rock Creek and Sligo Creek.	Montgomery Hills  National Park Seminary	Bus Rapid Transit along Georgia Avenue (South) linking activity nodes as Wheaton and Silver Spring CBDs with Forest Glen Metrorail and Montgomery Hills commercial area.  Georgia Avenue road improvements  County invested in a Montgomery Hills streetscape improvement to set stage for further investment	Transportation funding.  Neighborhood Business Works Community Legacy funding  Sidewalk Retrofit Program  Job Creation Tax Credits  Sustainable Communities Tax Credit
92	<b>Takoma Park Master Plan 2000</b> <i>The Takoma Park Master Plan is included as it is a M-NCPPC document. It should be noted that the area is entirely within the corporate limits of Takoma Park, hence in this case "County Plan" is the City Plan and "Potential County Investment" may include either Potential County or City Investment.</i>		<b>Wheaton, Long Branch, Silver Spring Community Legacy Area</b>  <b>Enterprise Zone</b>  <b>Main Street Designation</b>			Bus Rapid Transit along University Boulevard, MD Route 193 linking Wheaton Metro to the Takoma/Langley Park Transit Center.  Bus Rapid Transit along New Hampshire Avenue linking the Colesville park and	

						ride with the White Oak Transit Center, FDA employment center, the Takoma/Langely Park Transit Center and on to Eastern Avenue.	
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**Sustainable Communities  
Up County Region**

Montgomery County Government five Regional Services Centers represent the County in their respective regions by providing effective, timely liaison between Montgomery County Government and its residents and businesses and by working with individuals, community groups, regional Citizens' Advisory Boards, and other public agencies to provide information, identify and assess regional problems and issues, and recommend and/or implement solutions. The regional Citizens' Advisory Boards will serve as the Sustainable Communities Advisory Committee.

The Up County Region is the largest of the five regions with 250 sq. miles or one-half of the County's land area. Much of this area is part of Montgomery County's Agricultural Preservation. The Center's service population is approximately 300,000 people in several communities, including, Gaithersburg, Germantown, Clarksburg, Damascus, Goshen, Laytonsville, Derwood, North Potomac, Darnestown, Boyds, Montgomery Village, Barnesville, Dickerson, Poolesville, Washington Grove, Beallsville, Hyattstown and Tobytown.

The plans within the proposed Sustainable Communities Designation area are Clarksburg Master Plan & Hyattstown Special Study Area (1994), Damascus (2006), Germantown Master Plan (1989), *Germantown Town Center Design Study – Guidance for the Implementation of Future Development of the Town Center (1992)*, *Germantown Employment Area Sector Plan (2009)*, Great Seneca Science Corridor (was Gaithersburg West) (2010), Hyattstown Special Study Area & Clarksburg Master Plan (1994), MD 355/I-270 Technology Corridor Project, Kemp Mill Master Plan-Approved and Adopted (2001), Gaithersburg Vicinity Master Plan (1985).

Map Location	Planning Area	Plan Vision	State Designation	Revitalization Needs	Focus	Potential County Investment	Potential State Investment
73	<b>Germantown Master Plan 1989</b>	<p>The plan directs the growth of the Germantown Planning Area. Germantown's remaining vacant and uncommitted land provides a significant resource in meeting several important community and County-wide objectives. These objectives include:</p> <ul style="list-style-type: none"> <li>Providing a greater sense of community identity for both current and future residents;</li> <li>Providing opportunities for employment land uses for a variety of businesses and enterprises;</li> <li>Increasing the County's total housing stock and concurrently providing an appropriate mix of housing types;</li> <li>Providing a safe, efficient, and adequate transportation system;</li> <li>Increasing transit serviceability, particularly in the Employment Corridor;</li> <li>Providing such public facilities as parks and schools on a timely and adequate basis;</li> <li>Encouraging the preservation of natural resources;</li> <li>Encouraging the preservation of historic resources; and</li> <li>Assuring that increased housing density provided the use of Transferable Development Rights (TDR's) to implement the County's Agricultural Preservation Program.</li> </ul>			Germantown town center Neighborhoods	Corridor City Transitway	Transportation Funding

101	<b>Germantown Employment Area Sector Plan 2009</b>	This Plan establishes a vision that will transform Germantown's central employment corridor into a vibrant town center and mixed-use uptown districts. The Germantown of the future will be the center of business and community life in upper Montgomery County. Complete the economic core envisioned in the General Plan Increase employment; Organize communities around transit; Enhance connections to Germantown's greenbelt and stream valley parks; Pursue design quality and sustainability in the public and private realms; and Build on cultural, historic and civic facilities.		Linkages, shared use paths and bicycle facilities including along Great Seneca Creek connecting commercial and residential areas. Germantown streetscape	The Germantown Sector Plan area crosses 1-270 and focuses on a roughly 2,400 acre areas of Germantown. Roadways and road rights-of-way encompass approximately 600 acres of the Sector Plan area, almost 25 percent of the total acreage. The Metro Red Line, the MARC line, 1-270 and MD 355 form the transportation spine of the up-County. The addition of the Corridor City Transit will complete the transit infrastructure. This Corridor employs almost half of the Montgomery County's workforce and a significant portion of the County's future employment growth.	Corridor City Transitway	Transportation Funding
79	<b>Clarksburg Master Plan 1994</b>	The Plan envisions Clarksburg as a town at a larger scale than the proposed 1968 Clarksburg Master Plan but smaller than a corridor city such as Germantown. The Clarksburg Historic District is a key component of the expanded Town Center. Includes housing mix guidelines by neighborhood. Strives to maintain an identity for Clarksburg separate from Germantown or Damascus. Recognizes the importance of civic spaces and public uses to the town center. Support for improved transit.		There are three historic district in the Clarksburg Study Area; Clarksburg Historic District, Hyattstown Historic District (founded in 1798); and Cedar Grove Historic District (late 19 <sup>th</sup> , early 20 <sup>th</sup> century rural crossroads). Support for existing small businesses within the commercial center.		Clarksburg Fire Station, Library, extension of public sewer and water.	Community Legacy  Neighborhood Business Works  Sustainable Communities Tax Credit
69	<b>Gaithersburg and Vicinity Master Plan 1985- (amended 1996)</b>	See Great Seneca Science Corridor Master Plan and Shady Grove Sector Plan					
103	<b>Great Seneca Science Corridor Master Plan 2010</b> The Great Seneca Science Corridor Master Plan updates the 1990 Shady Grove Study Area Master Plan and portions of the 1985 Gaithersburg Vicinity Master Plan. In	The Great Seneca Science Corridor (GSSC) Master Plan envisions a vibrant Life Science Center (LSC) where the foundation of health care, biotechnology,		Transform LSC into a dynamic live/work community while ensuring growth opportunities for research, medical and bioscience interests	The Life Science Center (LSC)	Corridor Cities Transitway	Transportation Funding  Sidewalk retrofit program  Community Legacy

	addition to the Life Sciences Center, the Master Plan includes the areas west of Quince Orchard and Longdraft Roads, as well as several enclaves -- geographic islands within the County's jurisdiction but surrounded by a municipality. Enclaves include the National Institute of Standards and Technology (NIST), Londonderry/Hoyle's Addition, Oakmont, Rosemont, Washingtonian residential and the Washingtonian light industrial park.	and academia combine to create a dynamic and sustainable science and medical hub. While the plan develops it is essential to preserve the quality of life that residents enjoy. Infrastructure particularly transit must be provided before significant amounts of development can be built.		Align Corridor City Transitway (CCT) through LSC and provide four transit stations. Concentrate density, building height, & civic green spaces at CCT stations. Replace Public Safety Training Academy with mixed use residential community. Maintain established residential neighborhoods.			
97	<b>Shady Grove Sector Plan (2006)</b>	<p>The Shady Grove Sector Plan aims to:</p> <ul style="list-style-type: none"> <li>• Feature a mix of residential, office, retail and commercial development concentrated at the Metro station with parks, recreation and other community serving uses.</li> <li>• Strengthen the Derwood community by providing compatible development, better access to the Metro station, increased recreation and park opportunities and new public facilities including a library and an elementary school.</li> <li>• Support technology uses along the Shady Grove Technology Corridor.</li> <li>• Achieve between 5,400 and 6, 340 new residential units and approximately 7,000 new jobs within the planning area.</li> <li>• Provide a variety of housing choices with affordable and workforce housing.</li> <li>• Create a new street network in the Metro Neighborhoods that improves access to the Metro Station and expand bikeways and the trail system serving the community.</li> <li>• Emphasize transit use by requiring new development to mitigate vehicular trips.</li> </ul>		<p>The following general provisions shall apply to all development within the plan area:</p> <ul style="list-style-type: none"> <li>♣ Shifting of existing employment within the plan area does not count towards staging limits.</li> <li>♣ Staging does not exempt development from other requirements imposed under County law or regulation such as the Adequate Public Facilities requirements.</li> <li>♣ Re-evaluate the need for additional community meeting space before the new library is built and consider the option to co-locate additional meeting space with the library, if needed.</li> <li>♣ Do not approve a preliminary plan for new private development on Jeremiah Park until a site for a new school and the private funding source for acquisition have been identified.</li> <li>♣ Do not approve a preliminary plan for new development on Jeremiah Park or Metro North until a site for a library has been identified by the Planning Board in consultation with the</li> </ul>	Shady Grove Metro	<p>Relocate County Service Park facilities, which are located in the heart of the planning area along Crabbs Branch Way to Shady Grove.</p> <p>Public Private partnership to create a transit-oriented bioscience enclave at the Shady Grove Life Sciences Center that will increase the County's competitiveness;</p> <p>Support construction thousands of new housing units;</p>	<p>Transportation Funding</p> <p>Sidewalk retrofit program</p> <p>Community Legacy</p>

		<ul style="list-style-type: none"> <li>• Create a series of open spaces, urban and public parks, and streetscapes with ground level retail/commercial uses that accommodate pedestrians and encourage street life.</li> <li>• Stage new development to ensure timely provision of public facilities such as schools, parks and transportation improvements.</li> </ul>		<p>Department of Public Libraries and other permitting agencies.</p> <p>♣ Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.</p> <p>♣ Each development receiving preliminary plan approval within the Shady Grove Metro Station Policy Area that generates at least 100 additional peak-hour vehicle trips, excluding pass-by trips, is required to enter into a Traffic Mitigation Agreement (TMAg) in compliance with the Planning Board's policies. The trip mitigation requirement for this agreement is 50 percent of the residential-related vehicle trips and 65 percent of the non-residential -related vehicle trips that would otherwise be expected based on countywide trip generation rates prior to any applicable deduction, such as proximity to a Metrorail station. The breakdown in the reduction of trips should be identified in the contractual agreement. County -owned property in the Shady Grove Policy Area is required to enter into a TMAg on all new development or redevelopment with no deduction of existing trips.</p> <p>♣ Any County owned property, including the County Service</p>			
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			<p>Park, must participate in Trip Mitigation Agreements even if development yields less than 100 additional peak-hour vehicle trips.</p> <ul style="list-style-type: none"> <li>♣ Identify the location of the new elementary school site and depending on location, determine whether immediate acquisition is required.</li> <li>♣ Seek memorandums of understanding with Rockville and Gaithersburg documenting their commitment to abide by the staging principles in the Sector Plan.</li> <li>♣ Where a trigger indicates that a facility needs to be funded, the facility can be funded privately, publicly, through a development district, or any other source.</li> </ul>			
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