



KEMP MILL MASTER PLAN

STAFF DRAFT
JANUARY 2001

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

STAFF DRAFT

KEMP MILL MASTER PLAN

An Amendment to the Approved and Adopted Master for Plan Kemp Mill and Four Corners and Vicinity, The Master Plan of Bikeways, 1978, as amended; The General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended and the Master Plan of Highways within Montgomery County, as amended.

Prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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January 2001

ABSTRACT

TITLE: Staff Draft Kemp Mill Master Plan

AUTHOR: The Maryland National Capital Park and Planning Commission

SUBJECT: Comprehensive update of the Kemp Mill Master Plan.

DATE: January 2001

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

NUMBER OF PAGES: 45

ABSTRACT: Kemp Mill Master Plan was last revised in 1967. This master plan update is a comprehensive review with Appendices of land use, zoning, transportation planning, environmental resources and community facilities for the Kemp Mill Master Plan area.

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

The Commission has three major functions:

- 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;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire County public recreation program.

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

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, 301-4600 or TDD 301-1331.

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MASTER PLAN PROCESS

Staff Draft Plan - Montgomery County Department of Park and Planning prepares the document for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

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

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

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

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

PLAN HIGHLIGHTS

Community and Center

This master plan supports and reinforces the existing development patterns in the Kemp Mill area. The neighborhoods that make up the Community of Kemp Mill include mature residential subdivisions, small cluster subdivisions, medium to high-density apartment complexes, and townhouses. The master plan recognizes each neighborhood's unique character and makes recommendations designed to reinforce the role of the neighborhoods in the Kemp Mill Community. The Kemp Mill Shopping Center, public and private schools, institutions, recreational facilities and open space serve the Kemp Mill Community. The shopping center functions as the town center for Kemp Mill. The land use and zoning recommendations in this master plan are intended to strengthen the role of the town center and ensure that it is attractive, functional, safe and accessible. The master plan employs a "smart growth" philosophy and encourages re-development of properties adjacent to the center with medium-density townhouses.

Transportation Network

The master plan recommends improving mobility by encouraging a safe and efficient transportation system with a range of alternatives. This master plan promotes enhancing the existing sidewalk, bikeways and trail system to provide improved access in, around, and through the neighborhoods. The plan recommends connections to the existing trail system within the adjoining regional and stream valley park system.

Environment Resources

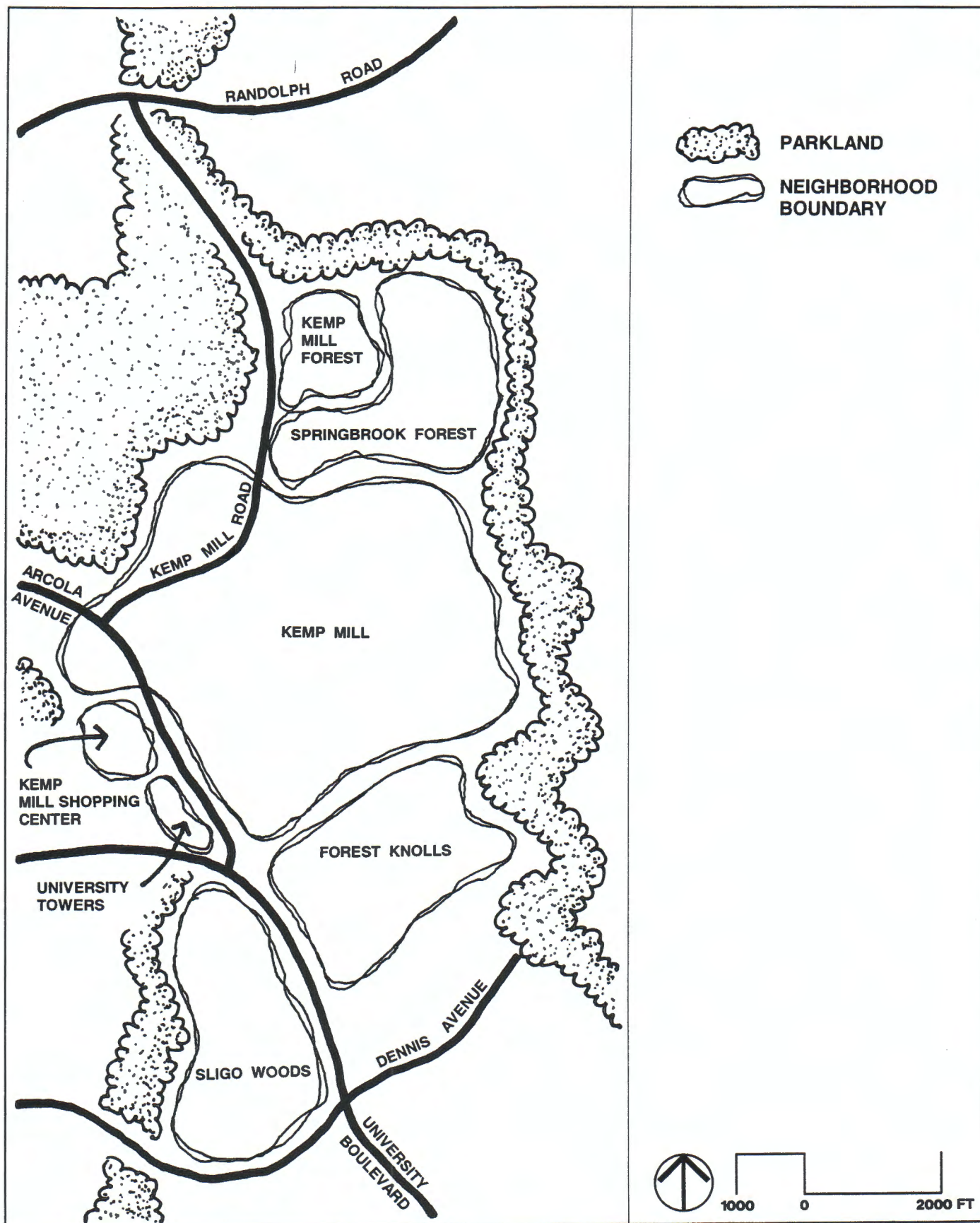
This plan recommends protection and enhancement of the natural resources in the Kemp Mill area for the enjoyment of residents and to sustain a stable and health environment for existing plant and animal communities. This plan recommends the extension of community water and sewer in an environmentally sensitive manner. This plan recommends participation in Montgomery County Department of Environmental Protection's efforts to provide storm water management retrofits and stream valley restoration under the Anacostia Watershed Restoration Program.

Community Facilities and Linkages

Community facilities create and reinforce a sense of social cohesion and should meet the recreational, social, educational and human services needs of area residents. There are a number of local private institutions as well as public facilities that serve the Kemp Mill Community. This plan recommends enhancing pedestrian and cyclist access between the neighborhoods and local facilities and institutions. This plan also recommends improving connections to the trails in the surrounding stream valley and regional parks.

KEMP MILL COMMUNITY AND CENTER

FIGURE



INTRODUCTION

MASTER PLAN AREA BOUNDARY

The boundaries of the Kemp Mill Master Plan, as comprehensive update to the *1967 Kemp Mill-Four Corners and Vicinity Master Plan*, encompasses those contiguous areas not amended since 1967. (Figure 2.)

The boundaries of the 1967 Master Plan extended north to Randolph Road and south to Piney Branch Road. The total land area of the 1967 Plan was about 4,200 acres. (Figure 3.) After 1967, however, portions of the master plan area were amended by other master plans. Portions south of the I-495 became part of the *1978 North Silver Spring Sector Plan* and the *1977 Silver Spring East Plan*. A southeastern portion was included in the *1986 Four Corners Sector Plan* and the *1996 Four Corners Master Plan*.

The boundaries of this Kemp Mill Master Plan are Dennis Avenue and Eisner Street on the south, Sligo Creek and Wheaton Regional Parks on the west, Wheaton Regional and Northwest Branch Parks on the north, and Northwest Branch Park on the east.

REGIONAL CONTEXT

The Kemp Mill master plan area is located east of Georgia Avenue in the eastern part of the county and shares boundaries with the *1997 White Oak Master Plan*, the *1989 Communities of Kensington-Wheaton Master Plan* and *1996 Four Corners Master Plan*.

A SHORT DEVELOPMENT HISTORY OF THE KEMP MILL MASTER PLAN AREA

NINETEENTH CENTURY

Settlement in the Kemp Mill area dates to the mid-eighteenth century. The historical land use in Kemp Mill and adjoining White Oak was agricultural until about 1920. This part of the county lies within the Piedmont geological province that is characterized by rolling topography, deep soils and streams with noticeable changes in gradient. The soils supported forests and the gradient of the streams enabled settlers to build homesteads and water-powered industry. Settlers built saw, grist and flourmills along the stretches of the Northwest Branch where the water flow provided sufficient hydropower. There were a number of mill sites in the general vicinity including Kemp Mill and Burnt Mills. Burnt Mills, built in the mid-eighteenth century, was situated where the Northwest Branch crossed Colesville Road. The mill operated continuously from 1745 until the 1920s.

KEMP MILL MASTER PLAN AREA

FIGURE 2

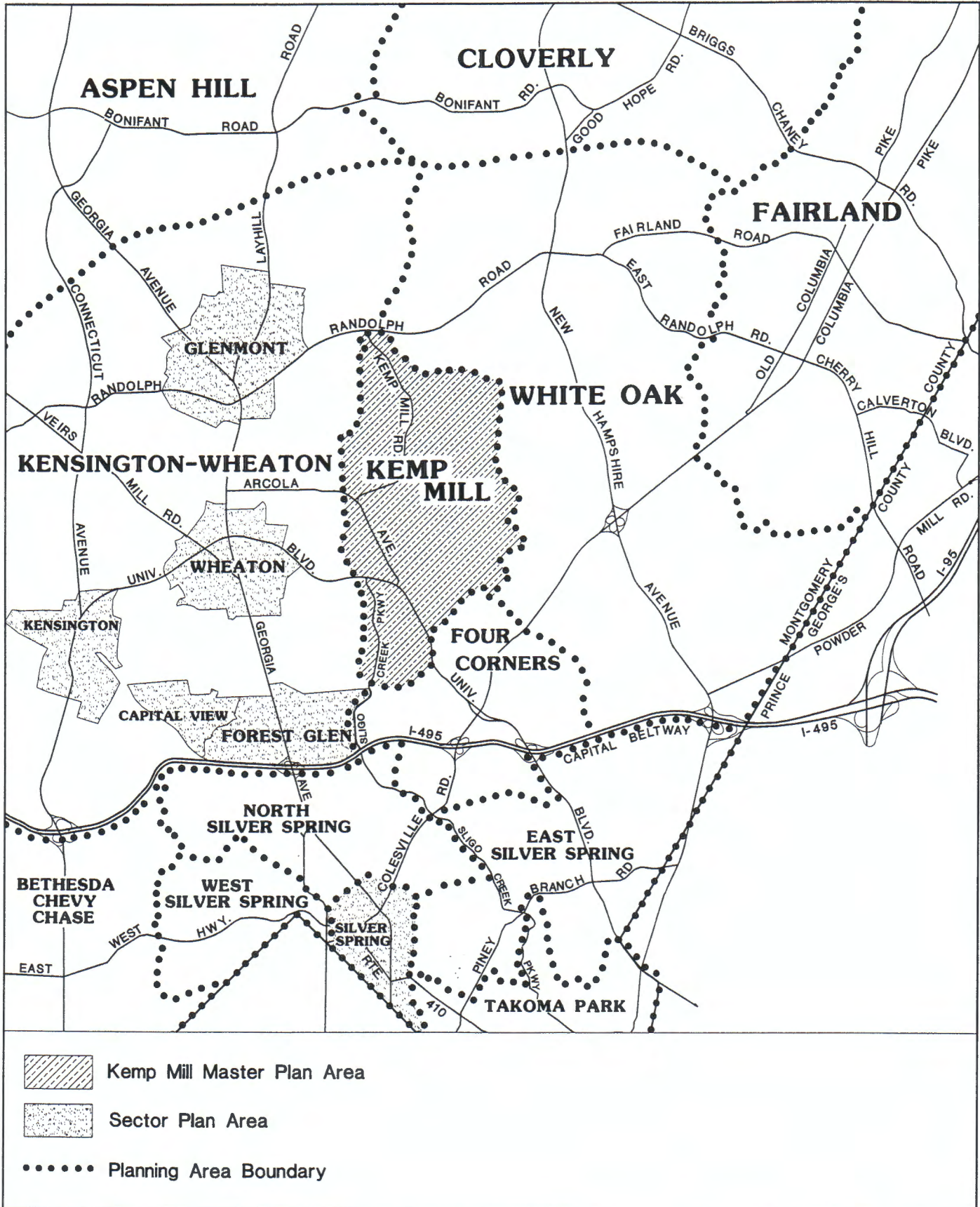


Figure 03: 1967 Master Plan Neighborhoods



Kemp Mill, or Kemp's Mill, was located where the Northwest Branch crossed Randolph Road known at the time as Old Annapolis Road. Kemp Mill, built in the mid-nineteenth century was used for lumber and grist until it too ceased operation in the 1920s. The shift from agricultural uses to residential development in Montgomery County began at the turn of the century. Proximity to growth pressures emanating from the ever-growing federal presence in the District of Columbia generated interest in land use planning within Montgomery County and Prince George's Counties. In 1927, the Maryland General Assembly passed enabling legislation creating a planning agency, the Maryland-National Capital Park and Planning Commission, the M-NCPPC. The bi-county agency was given the mandate to prepare comprehensive plans, specifically park and transportation plans for Montgomery and Prince George's County. The land area under the jurisdiction of the new agency was identified as the Maryland-Washington Metropolitan District and extended as far north as Kemp Mill.

In 1931, the M-NCPPC completed a large map entitled the *Preliminary Master Plan of Highways and Parks* that depicted a system of parks, parkways and highways. Two of the parks originally proposed followed the Northwest Branch and Sligo Creek. Sligo Creek Parkway was purchased and developed during the 1930s and 1940s from county-line to University Boulevard. In 1957, the M-NCPPC acquired 110 acres along the Northwest Branch including the Kemp Mill site. Today, these two parks form part of the eastern and western boundaries for the Kemp Mill master plan area.

Subdivision development within Kemp Mill began shortly after the 1931 Plan. One of the promotional ideas developers used for advertising new residential communities was the concept of creating neighborhoods within a park-like setting since there was a proposed public parks and parkways system. Gray's Estates and Yeatman Parkway in Kemp Mill and Burnt Mills Hills in White Oak were part of the first wave of the ex-urban five-acre lot subdivision development that occurred before World War II. After the war, smaller lot subdivisions, such as Spring Brook Forest, were built following the same "living in the park" concept. The lots in Spring Brook Forest were sized at one acre or more in order to accommodate septic fields and private wells, although the possibility of future public sewer in the Northwest Branch was noted on the record plats. The ambience of the subdivision with its wooded setting, narrow streets, large lots and homes tucked in between the large trees is park like even today.

Between 1940 and 1960, developers built residential subdivisions throughout the master plan area as well as a small neighborhood shopping center at along Arcola Avenue and Lamberton Drive. More than three-quarters of the land within the Kemp Mill Master Plan was improved during the two decades. When the M-NCPPC decided to prepare a local master plan in 1966, there was already a thriving community and comparatively little vacant land.

FIGURE 4



PLANNING CONTEXT

"...ON WEDGES AND CORRIDORS"

In 1964, the MNCPPC adopted the first Comprehensive Land Use Plan for the entirety of Montgomery County, *"...on wedges and corridors, The General Plan for Montgomery and Prince George's Counties."* The General Plan laid forth a land use image of alternating development and green space, the spokes of a wheel centered on the Capital City. Once the General Plan was completed, work began on area master plans to "provide a blueprint for future development" in keeping with wedges and corridors concept. In 1969, the District Councils for Montgomery and Prince George's Counties approved revisions, and the M-NCPPC adopted the revised plan.

THE 1967 KEMP MILL/FOUR CORNERS AND VICINITY PLAN

The purpose of the *1967 Kemp Mill and Four Corners and Vicinity Master Plan* was to provide "a comprehensive guide to help produce a more satisfactory environment for its residents" while acknowledging the master plan's role in the National Capital Region. The building blocks for the master plans were neighborhoods. The 1967 Plan describes the location of Kemp Mill as the base of the Central Wedge and an area of transition from urban to rural densities. This description reflected the fact that Kemp Mill already contained small and large-lot single-family development and high-rise apartment buildings. The 1967 Plan recommended townhouse zoning for properties between the apartments and shopping center along Kemp Mill Road and recast the shopping center into the Arcola Center, a urban park/shopping center complex. (Figure 08.) The Plan reconfirmed the zoning on the vacant acres and the parcels eventually developed in the 1970s and 1980s with residential subdivisions under the cluster method.

THE GENERAL PLAN AND THE 1993 GENERAL PLAN REFINEMENT

The 1967 Plan characterized Kemp Mill as part of the central wedge in the broad context of wedges and corridors concept of the General Plan. The General Plan was revised in 1993. The *1993 General Plan Refinement of the Goals and Objectives for Montgomery County* clarified and modernized the concepts of the original General Plan. The original General Plan defined two patterns of land use: the urban pattern with the urban ring and the corridor cities and the rural pattern with non-urban land uses, parks and open space, and watershed resources. The 1993 Plan divided the county into four geographic components, Urban Ring, the Corridor, the Suburban Communities and the Wedge, that better reflected the existing land use patterns that had developed since the 1960s. Kemp Mill is located within the Urban Ring, as defined by the 1993 Refinement. The Urban Ring is characterized by strong residential neighborhoods, varied transportation options, relatively dense development, active public and private reinvestment and well - established lively centers with jobs and housing opportunities.

The challenges facing the Urban Ring include: accommodating selective additional development, expanding transportation options while accommodating pedestrian needs,

preserving existing neighborhoods, maintaining and enhancing public facilities, enhancing park and recreation linkages and protecting environmentally sensitive areas.

THE STATE OF MARYLAND 1992 PLANNING ACT AND SMART GROWTH

The Maryland General Assembly enacted the Maryland Economic Growth, Resource Protection and Planning Act of 1992 to reshape the way citizens, developers, and State, counties and towns addressed planned growth and resource protection. The Act established statewide planning objectives that would be implemented through local master plans. These objectives were embodied in the following visions: (1) Development is concentrated in suitable areas, (2) Sensitive Areas are protected, (3) In rural areas, growth is directed to existing population centers and resources are protected, (4) Stewardship of the Chesapeake Bay and the land is a universal ethic, (5) Conservation of resources including a reduction in resource consumption is practiced, (6) To assure the achievement of (1) through (5), economic growth is encouraged and regulatory mechanisms streamlined and (7) Adequate public facilities and infrastructure under the control of the county or municipal corporation area available or planned in areas where growth is to occur; and (8) Funding mechanisms are addressed to achieve these visions.

Since 1997, the Maryland General Assembly adopted several specific funding programs that together form the Smart Growth and Neighborhood Conservation initiatives. Collectively, these initiatives direct State resources to revitalize older developed areas, preserve some of Maryland's valuable resource and open spaces, and discourage the continuation of sprawling development into rural areas.

TABLE 1: Smart Growth Program Areas

Smart Growth Goals
(1) Save valuable remaining natural resources before they are forever lost; (2) Support existing communities and neighborhoods by targeting state resources in areas where infrastructure is already in place or planned to support it; and (3) Save taxpayers millions of dollars in the unnecessary cost of building the infrastructure required to support sprawl.
Program Areas
<u>Priority Funding Areas</u> are locations where the State and local government want to target funding efforts to encourage and support economic development and new growth.
<u>Rural Legacy Areas</u> redirect existing State funds into a focused and dedicated land preservation program specifically designed to limit the adverse impacts of sprawl on agricultural lands and natural resources.
<u>The Brownfields' Law</u> limits liability for those redeveloping unused or abandoned brownfields that are contaminated or perceived to be contaminated, unless they exacerbate contamination or create new pollution. The law creates a voluntary clean-up program and provides an opportunity for public participation.
<u>Live Near Your Work Program</u> encourages employees of Maryland's businesses and institutions to buy homes near their workplace. This will help stabilize neighborhoods surrounding the State's major employers by stimulating home ownership in targeted communities.
<u>Job Creation Tax Credit Program</u> encourages mid-sized and smaller businesses to invest in Smart Growth Areas around the State.
Source: www.op.state.md.us/smartgrowth

MASTER PLAN AREA TODAY

The Kemp Mill master plan area is narrow and confined by the large parks on either side. A defining characteristic of Kemp Mill is that open space and greenery is always a backdrop to development. There are long stretches along both sides of Kemp Mill Road where there is abundant greenery. This greenery is the Northwest Branch Park on the east and Wheaton Regional Park to the west side. The high-rises are visible past the trees in Sligo Creek Park. There are approximately 600 acres of forest in the Kemp Mill area almost of which are all located on parkland.

Tree-lined streets and sidewalks characterize much of the master plan area north of University Boulevard. As one walks along the streets, one can note the differences in sizes and styles of the homes. Institutional uses, such as a nursing home, synagogues, churches and schools, and the Kemp Mill Shopping Center, are located along the Arcola Avenue and Kemp Mill Road, the two major arteries. The portion of the Kemp Mill master plan area lying between University Boulevard, Sligo Creek and Dennis Avenue is exclusively residential in the interior.

As noted earlier, by 1967 the master plan area was 90 percent developed, today, there is no vacant land. The development pattern emerged in the 1950s and early 1960s prior to the approval of a local area master plan. Land use regulations consisted of the Zoning Ordinance, Subdivision Regulations and the General Plan. Despite not having a local area master plan, the Kemp Mill area has all the characteristics of having been planned, such as: housing options, transportation options, a commercial core and extensive recreation opportunities within walking distance of all the neighborhoods. These characteristics are today embodied in the Smart Growth philosophy. Even more important than the academic question of having been planned or not planned, it is obvious that the master plan area has matured and revitalized through private initiatives.

DEMOGRAPHIC PROFILE

The Kemp Mill area has some notable demographic characteristics. There is a high percentage of retirees, approximately 26 percent of the population. The population is less diverse than typically countywide and is approximately 90 percent white. More children, 56 percent attend private school than is typical countywide. The apartment dwellers remain almost twice as long as typical countywide, about seven years compared to four years.

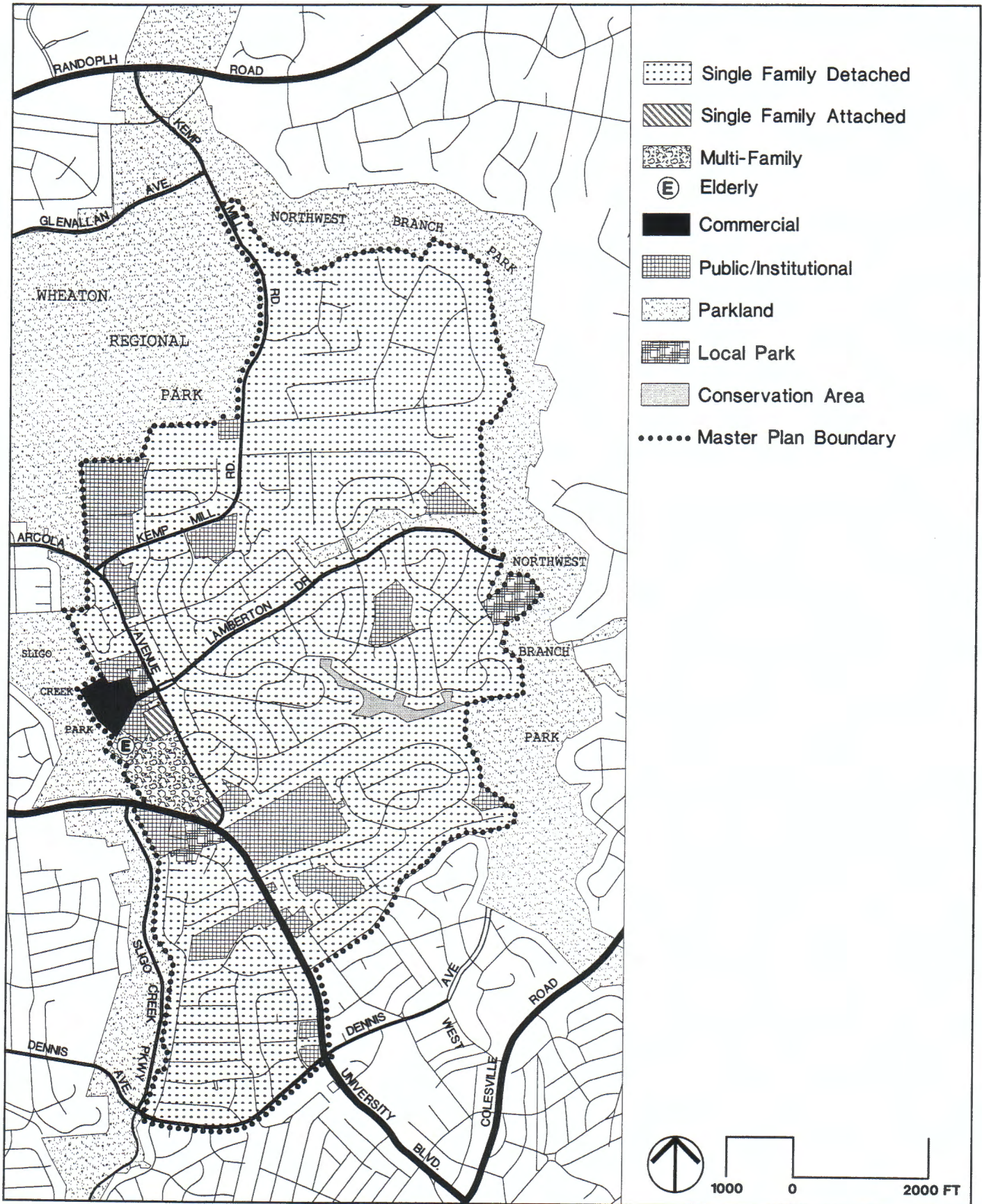
The population has not grown since 1990 and the potential for adding new residential units is limited by the lack of vacant land. The overall population could grow if the number of persons per households grew or shrink if the reverse occurred. For example, if the percentage of retirees grew smaller and families moved into apartments previously occupied by retirees, there might be an increase in the population.

The housing stock on average is affordable and there are many housing types available to accommodate a variety of life-styles. One can rent or buy apartments, town homes, small homes, medium sized homes and large homes. The median sales price for single-family detached home in 1997 was \$169,000. The median condominium price in 1997 was \$75,000.

Kemp Mill offers an ideal mix of housing to permit residents to remain in the community from the time they first form a household through their retirement years. There are starter homes and apartments for young adults, larger homes for growing families, and a number of choices for older adults. Older residents who want smaller quarters can choose among subsidized age-restricted housing, rental apartments, and moderately priced condominiums. The age profile of the area indicates that many residents take advantage of these opportunities to stay in Kemp Mill as their housing needs and life styles change.

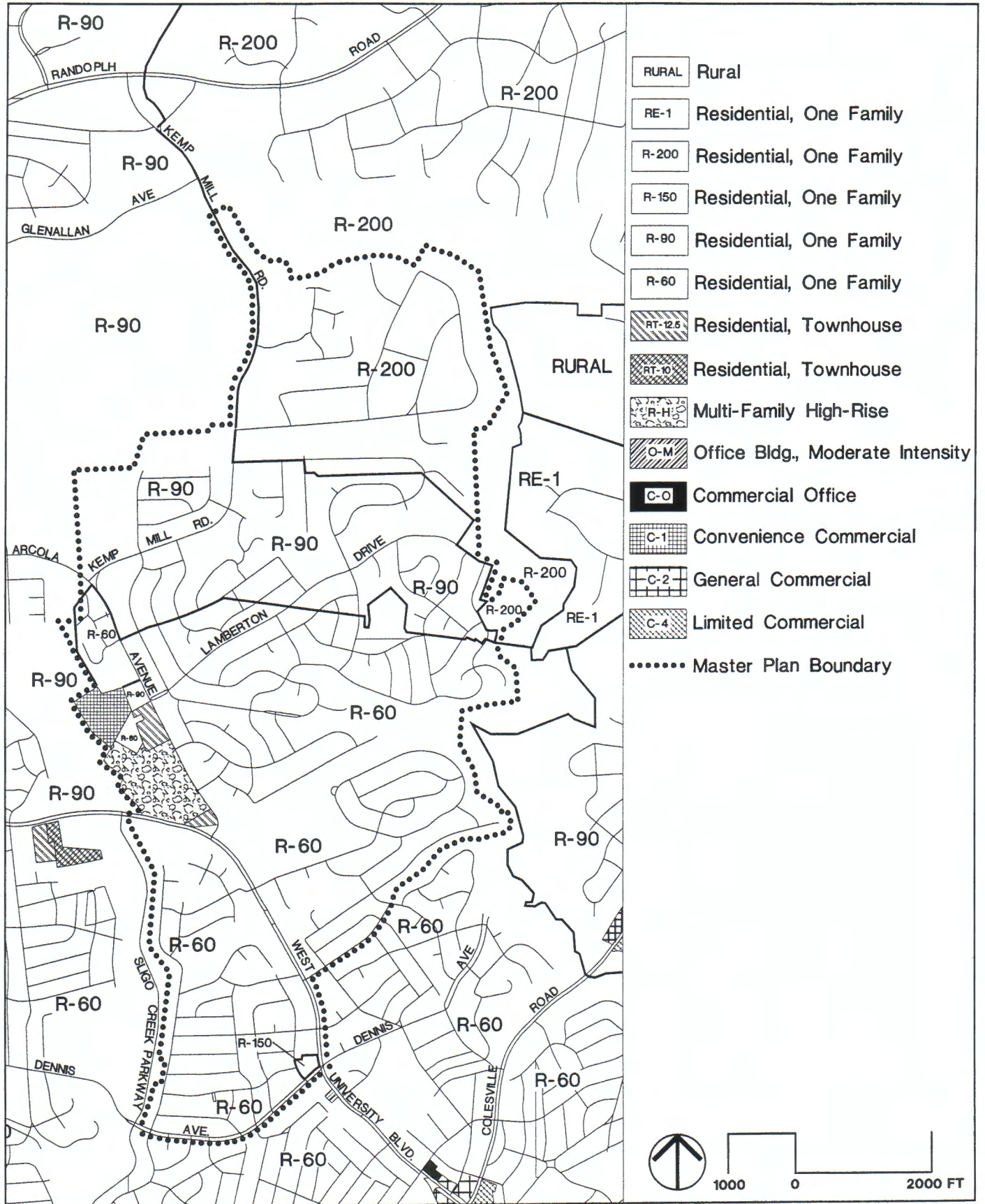
EXISTING LAND USE

FIGURE 5



EXISTING ZONING

FIGURE 6



THE PLAN

PLAN VISION

Communities and neighborhoods often described as fabrics, a weaving together of places, buildings, people and activities. In a successful community these elements come together as one. Kemp Mill is such a community.

Unlike many other suburban communities, Kemp Mill is a place where most residents can walk to goods, services and amenities. The commercial area is within a short walking distance of the highest density residential development, the high-rise apartments where many retirees live. There are sidewalks in most of the subdivisions so that almost every part of the master plan area can be reached on foot.

Large regional and stream valley parks surround the master plan area. There are numerous paved and unpaved trails within the stream valley parks where one can enjoy the forest and observe wildlife. Kemp Mill Urban Park is a Japanese-style urban park with contemplative sitting areas and a pond full of koi, the ornamental fish that attract much attention from children and adults alike. The neighborhood and local parks provide more active recreational opportunities. Playgrounds for young children and ball fields and courts are found in all the local and neighborhood parks. As the Demographic Profile indicated, the housing stock is varied both in style and cost and many of the housing units are affordable. One can find a suitable home to match means and life-style. This characteristic promotes stability since it is possible to move within the master plan area as personal needs change. The intent of this master plan is to insure the future sustainability of this community.

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 Plan recognizes that a neighborhood commercial center should serve as a focal point or center for the surrounding residential neighborhoods. This goals and recommendations of this Plan reflect the concept of "Community and Center." The Plan reinforces the ordering of residential, commercial and instructional and public uses in ways that continue to create neighborhoods in which people can live, play and shop.

PLAN CONCEPT

The Community and Center land use concept for the Kemp Mill Master Plan has four components: Neighborhoods, Center, Open Spaces and Linkages.

Neighborhoods:

Neighborhoods range in size, density, character and age. Additions to any of the neighborhoods should reflect the character and density of the existing neighborhood.

Center:

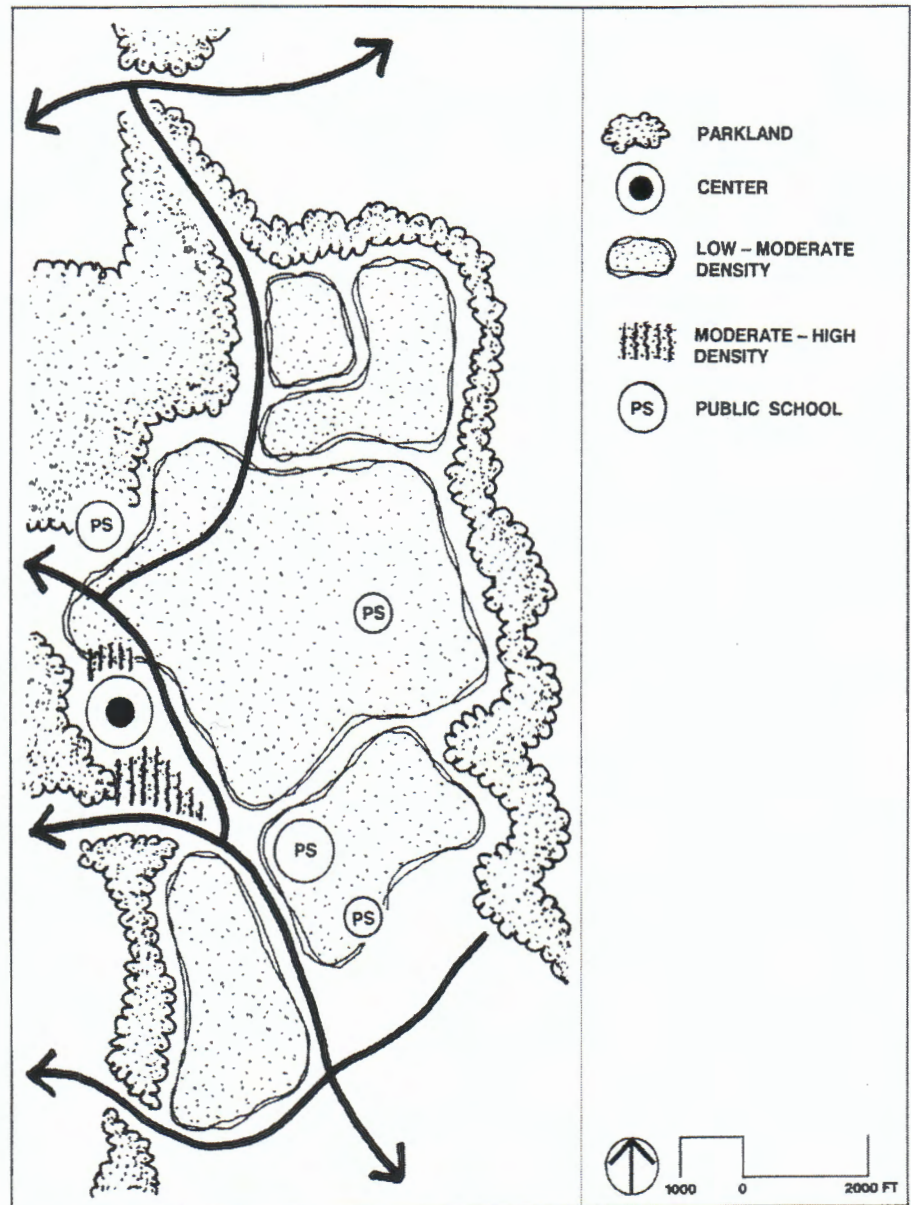
The Center provides local shopping and services. The Kemp Mill Urban Park provides an attractive entryway to the Center.

Open Spaces:

Open spaces surround the Kemp Mill Community.

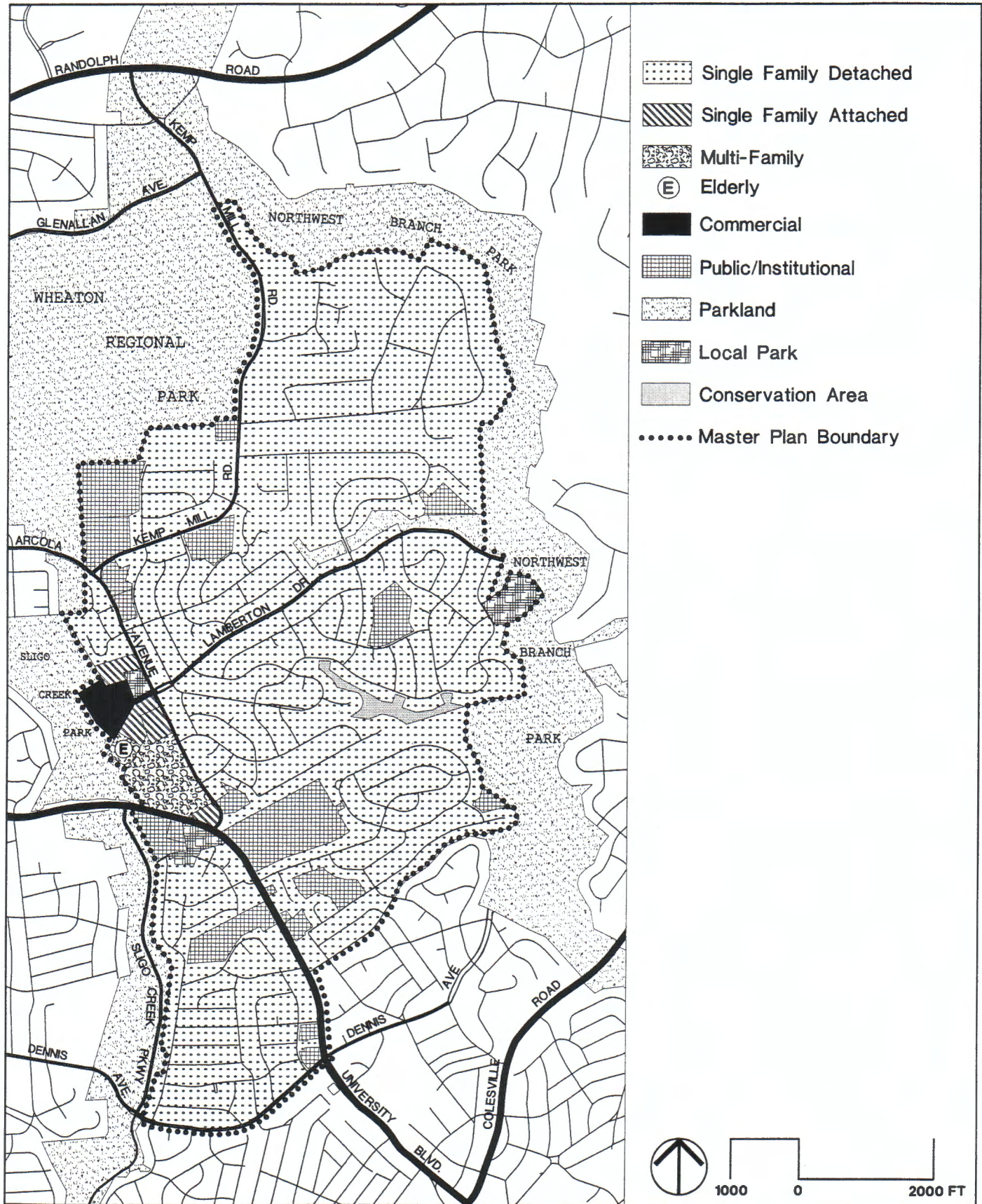
Linkages:

Linkages connect bike-ways, sidewalks, and paths for access between neighborhoods, local facilities and institutions, public facilities and the Center.



LAND USE PLAN

FIGURE 7



LAND USE AND ZONING PLAN

GOAL: Implement the General Plan Refinement goal to “provide for land use patterns and land uses that offer ample opportunity for social interaction and promote a strong sense of community through public and private cooperation.”

COMMUNITY OF NEIGHBORHOODS

A neighborhood-based planning concept was used throughout the country in the 1960s. The 1967 Plan used neighborhoods to provide a basis for planning local facilities, particularly schools and parks. Figure 3 shows the neighborhoods of the 1967 Plan. The General Plan Refinement established goals, objectives and strategies to enhance community identity and design, including: 1) reinforcing each community's unique character; 2) developing attractive and functional centers; 3) preserving historic, scenic and cultural features; 4) locating public facilities where they can foster a sense of community; and 5) using innovative approaches and regulatory processes to create and maintain attractive and safe communities. The following section describes the neighborhoods in Kemp Mill. These neighborhoods, in conjunction with the goals of the General Plan Refinement and the Smart Growth Initiatives, form the building blocks of the Land Use and Zoning Plan.

Each of the neighborhoods has a distinct character formed by similarities in housing types and separated by local streets. To the north are Kemp Mill Forest and Springbrook Forest. Kemp Mill Forest was built in the 1980s under the cluster method and contains both single-family detached homes and townhouses. Springbrook Forest is one of the oldest neighborhoods and is characterized by very large lots, narrow streets and an abundance of large trees. Kemp Mill is located in the middle of the master plan area and dates to the 1950s and 1960s. The development pattern in this neighborhood is traditional suburban: 6,000 – 9,000 square foot lots with brick houses. Many streets have curbs, gutters and sidewalks. There is an elementary school in the interior and there are paved path connections to Northwest Branch Park. Sligo Woods, located south of University Boulevard, and Forest Knolls, located east of Northwood Holding School, are also typical of the suburban development built in the 1950s with brick homes on 6,000-foot lots and a curvilinear street system. Many of the streets have sidewalks and there are paved pathways to the adjoining stream valley parks. On the west side of Arcola Avenue are two high-rise apartment buildings, University Towers and the Warwick Apartments and a mid-rise apartment building, Arcola Towers, which provides housing for the elderly. There is also a townhouse development and a swim club. Just north of the apartments is the Kemp Mill Shopping Center and the Kemp Mill Urban Park that together form the Kemp Mill Town Center.

One of the problems facing a successful community, especially one that has been in existence for decades, is the concern that something will happen to change their community. Planners, as managers of physical change, try to anticipate where changes might occur. One of the indicators of change planners look for is where there may be development potential. Development potential is defined as unrealized development, or

the amount of development that could occur under the current zoning and development regulations.

The impetus for development usually relates to the difference between the value of the land, the value of improvements, if any, and the potential for greater value if improved. Pressure for development is most likely to occur where zoning and land uses are not well matched. For example, the oldest subdivision in Kemp Mill was built prior to community sewer service. The lots were necessarily sized to accommodate septic fields and are in excess of the minimum requirement for the existing zoning. In order to discourage the re-subdivision of lots there must be a better match between zoning and existing lot patterns.

This mismatch exists in the Spring Brook Forest subdivision where the lots are in excess of the minimum standards for the R-200 zoning. R-200 zoning requires 20,000 square feet per lot. Most of the lots in the subdivision are more than 40,000 square feet in size. Therefore, each lot could technically be subdivided into two lots under the current standards. Although the Subdivision Regulations (Chapter 49, County Code) governing re-subdivision may limit potential redevelopment, development pressures may occur in the future. This Plan recommends that the zoning within the subdivision be changed to RE-1 to match the existing pattern of one-acre lots. There are two lots that do not contain 40,000 square feet. Under the provision of the zoning ordinance, the lots that have less than 40,000 square feet would be grand-fathered since the lots pre-existed the proposed zoning.

An example of underused potential is the property located on the north side of the Kemp Mill Urban Park and the Kemp Mill Shopping Center. The property, identified in the land records as N134, Parcel A, contains 3.85 acres, a portion of which is currently used for a private school. The property is zoned R-60. At some time in the future, the owners may wish to expand the current use or sell the property. The property is located adjacent to the shopping center. The property may be suitable for higher residential density than the existing R-60 zone because it is convenient to services. The type of housing not well represented in the existing housing mix is townhouse development. This Plan recommends that should the property be considered for redevelopment, that it would be suitable for residential townhouse development at a density of six units per acre. This density is comparable to the adjacent single-family homes that are zoned R-60. R-60 density, depending on the method of development could generate between 4 and 5 units per acre. The maximum number of units that could be generated on the property at a density of 6 units per acre would be 23. The number of potential units is less than 50; therefore, the property is not subject to the Moderately Priced Development Units (MPDU) ordinance and not eligible for bonus densities. This recommendation is not made to encourage redevelopment of the site, but to ensure that the zoning in this area is consistent, compatible and logical given existing development.

A second property, the Kemp Mill Swim Club, located on Arcola Avenue may also redevelop in the future. The zoning on the 3.25-acre property is R-90. This master plan

recommends townhouse zoning on this property. Higher density residential zones including townhouses and apartments and townhouses at surround the property, therefore, townhouses on the site location would be compatible with adjacent development and would add a housing type underrepresented in the housing stock. The total number of units on this site at a density of 6 per unit would be 20. Again, since the total number of units is less than 50, the property is not subject to the MPDU ordinance and not eligible for bonus densities. This recommendation is not intended to encourage redevelopment or to change the existing use of this site as a swim club. The purpose of this recommendation is to create a zoning pattern that is consistent and compatible.

KEMP MILL TOWN CENTER

The commercial activities of the Kemp Mill Shopping Center, the public amenities of the Kemp Mill Urban Park, and the adjacent medium and high-density residential development of townhouses and apartments function as a town center. 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. The adjacent residential developments have sidewalks that lead to the shopping center and the paved trail from Sligo Creek Park terminates in the same location. Upon reaching the shopping center, however, there are no paved sidewalks or paths that the pedestrian can safely walk on to reach the stores. When the shopping center redevelops or refurbishes through the development process, paved and safe access to the shopping center from the sidewalk for the apartments and elderly housing development and the paved trail in Sligo Creek should be provided.

Recommendations

- Rezone the Spring Brook Forest Subdivision from R-90 to the RE-1 zone.
- Rezone the Parcel N134 and Parcel 273 to RT-6 either through the comprehensive Sectional Map Amendment process or through a Local Map Amendment, if the owners prefer. For a detailed discussion of implementing the recommendation for townhouse zoning on these two properties, please see the Implementation Section.
- 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. This access should be landscaped and separated from free flowing interior vehicular movements. For a detailed discussion of guiding redevelopment and the development process, please see the Implementation Section.

Figure 08: 1967 Arcola Center

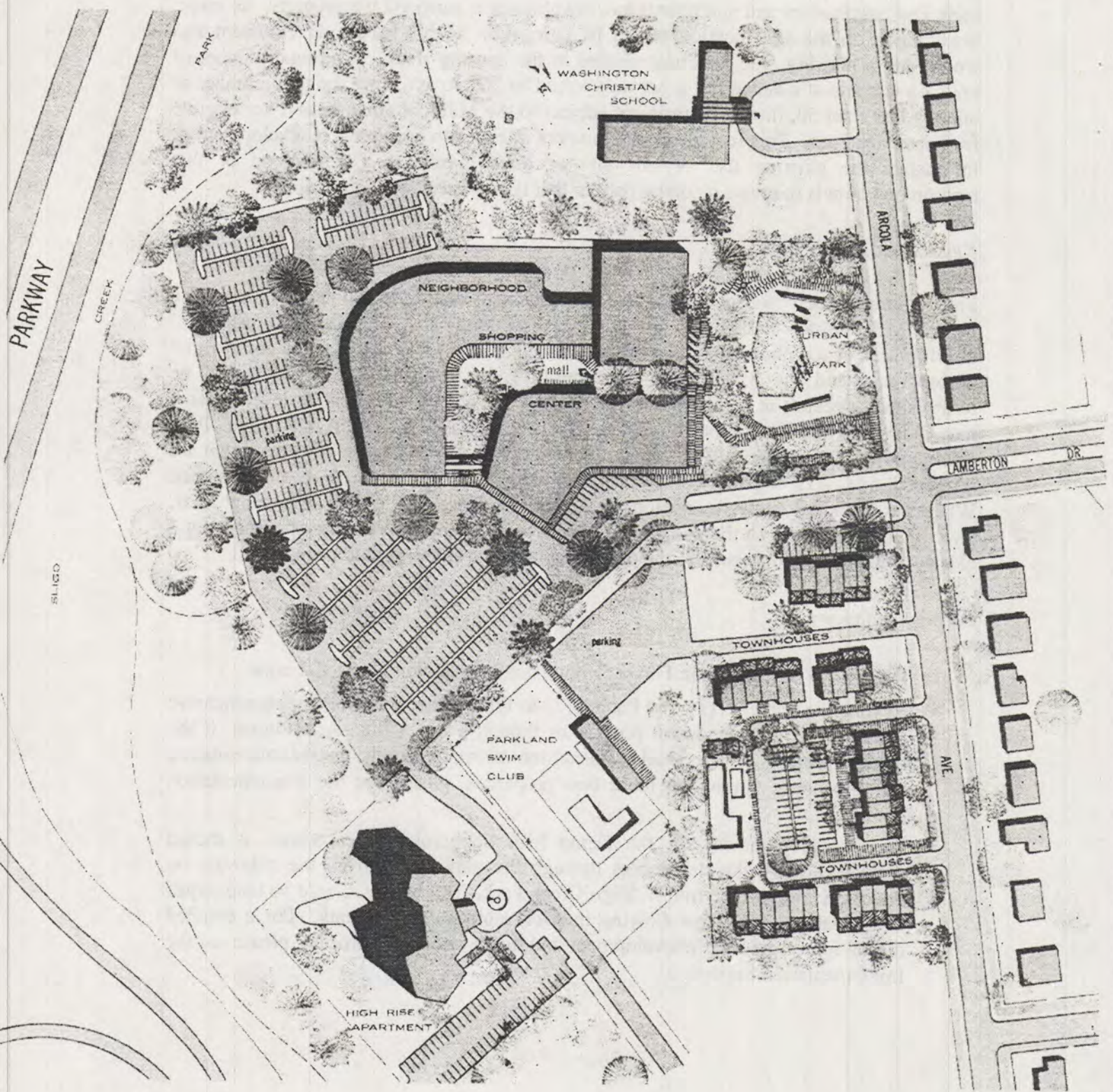
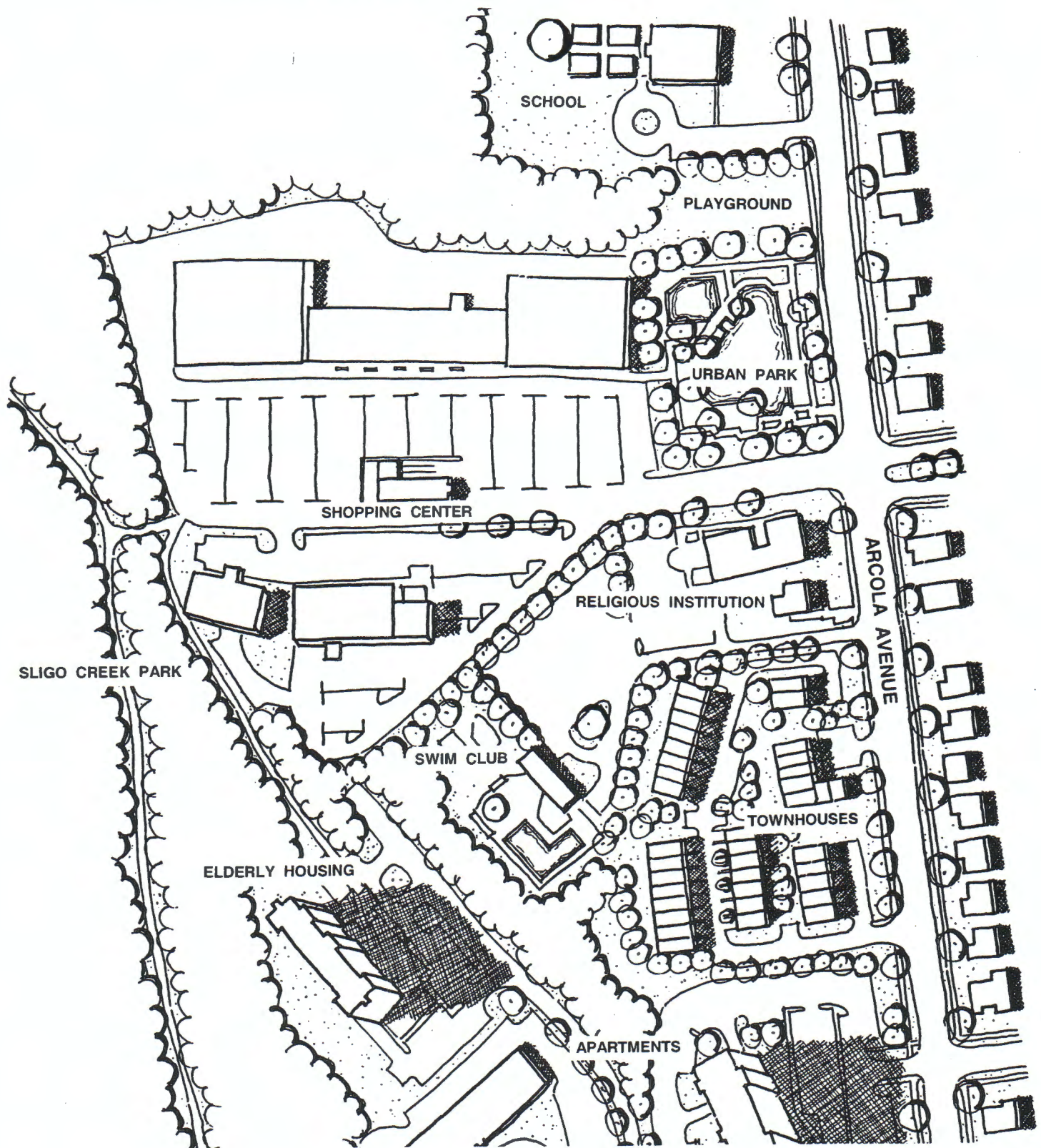
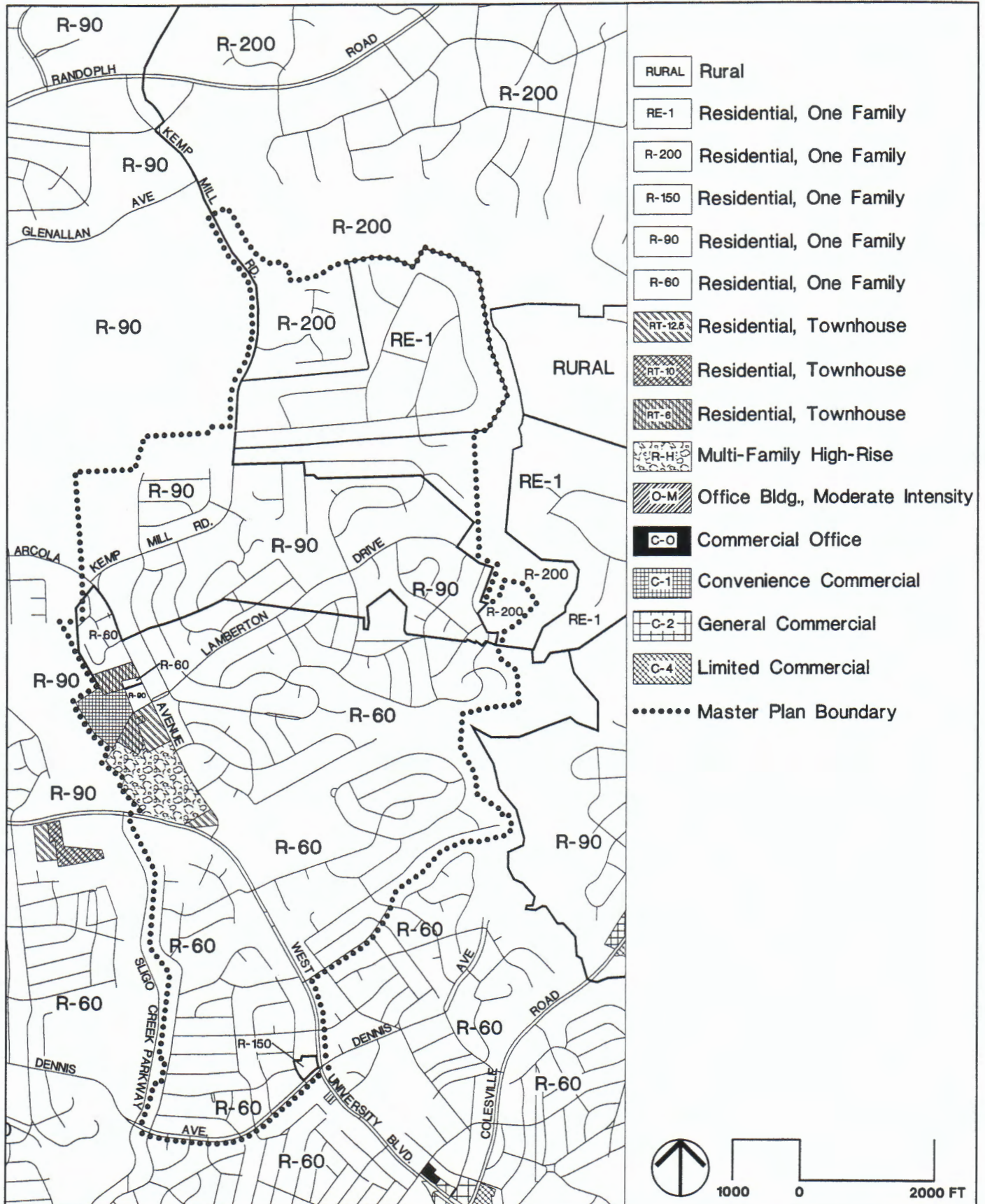


Figure 09: 2001 Kemp Mill Center



ZONING PLAN

FIGURE 10



TRANSPORTATION NETWORK

GOAL: Provide the residents of Kemp Mill a safe means of getting to facilities and services within their neighborhoods and community while improving regional access.

Kemp Mill is a stable, predominantly single-family residential area with some commercial and institutional uses. Today, the Kemp Mill area is nearly fully developed and no major changes are expected in land use. This stable community is not anticipated to become a future generator of traffic that requires additional transportation capacity to accommodate growth. However, the growth in the surrounding communities will contribute to a slight increase in traffic in Kemp Mill. The forecast increase in traffic is not enough to warrant an expansion of roadways or intersections in the foreseeable future.

This plan includes a series of recommendations for safe and efficient use of all modes of transportation. Walking and biking are important forms of transportation in this community. Most residents tend to walk to local shopping centers, religious institutions or visit friends in the surrounding neighborhoods. This is a contributing factor in enhancing a sense of civic pride that could be considered one of the major assets in this community. Most local streets and highways are pedestrian friendly, providing for good walkway connectivity. Recommendations in this plan are primarily aimed at improving safe pedestrian and bicycle activities.

STREET AND HIGHWAY PLAN

The Regional District Act (Article 28 Annotated Code of Maryland) is the governing legislation for planning and zoning in Montgomery and Prince George's Counties. The Act sets forth the requirements and process for approving and adopting a general plan, sector plans, business district plans, and functional plans, including the *Master Plan of Highways*. The *Master Plan of Highways* was last approved and adopted by the District Councils for Montgomery and Prince George's Counties and the M-NCPPC in 1955. Since then, amendments to the *Master Plan of Highways* in Montgomery County have been processed primarily through the amendment of local area master plans and sector plans and approved and adopted by the District Council and the M-NCPPC.

The Master Plan of Highways, therefore, is not a discrete document; rather it is the 1955 Plan as amended by every succeeding local area master plan or sector plan since. In order to maintain continuity and integrity of the *Master Plan of Highways*, each master plan contains a Street and Highway Plan and references changes to the Street and Highway Plan of the previous local area master plan. Because the expanse of time between the first local area master plan, the 1967 *Kemp Mill and Four Corners and Vicinity Master Plan* and this Master Plan, has been long indeed, some of the highways recommended in the 1967 Plan are ancient history. This master plan recommends the removal of these highways from the Kemp Mill Master Plan and the *Master Plan of Highways*.

There are two highways designated in the *1967 Kemp Mill and Four Corners and Vicinity Master Plan* and in the adjoining master plans based on the *1955 Master Plan of Highways*. The Northern Parkway, designated F-4 in the 1967 Plan, was recommended as a limited access highway connecting Washington, D.C. to the Outer Beltway via the western periphery of the Kemp Mill/Four Corners planning boundary within Sligo Creek Park. The 1967 Plan shows an interchange for this highway at Arcola Avenue and Kemp Mill Road. The M-NCPPC removed this facility from the *Master Plan of Highways*, the *General Plan*, and the *1970 Aspen Hill Plan* by Resolution 71-5, February 10, 1971. This Plan recommends removal of the remaining portion of F-4 in Kemp Mill.

A second highway, the Route 29 Spur, designated M-89, was a major highway intended to connect University Boulevard across the Northwest Branch to US 29 through the White Oak area. A portion of M-89 within White Oak was removed in the *1981 Approved and Adopted Master Plan Eastern County Planning Area, Cloverly, Fairland, White Oak*. This Plan removes the remaining portion of M-89 from the Kemp Mill Plan.

The Kemp Mill Master Plan makes recommendations for three classes of roadways: major highways, arterial roads, and primary residential roads. Recommendations include a minimum right-of-way width, the number of lanes and provision of sidewalks.

Major Highways, such as Randolph Road and University Boulevard, provide for less access to adjacent land uses and are designed to carry longer-distance trips to and through the plan area.

Arterial Roads connect to major highways and provide for more access points while moving traffic at lower speed. Typically, more than half of the traffic on an arterial is considered through traffic.

Primary Residential Roads function as collector-distributor roads, providing for access from neighborhoods and carrying some through traffic.

Most of the roadways in the Kemp Mill area are designated secondary or tertiary residential roads whose function is to provide direct access to adjacent properties. These streets are generally not described in master plans nor are recommendations made for tertiary and secondary roadways. However, there are several secondary and tertiary "paper streets" in the master plan area where right-of-way has been dedicated but no street was built. This Plan recommends improving some of these rights-of-way for use by pedestrians and bicyclists. Table 2 and Figure 12 show the recommended classifications for the roadways in the Kemp Mill area.

University Boulevard (M-19) is a major highway serving the southern portion of the planning area. Arcola Avenue, Dennis Avenue, and some local streets gain access from University Boulevard. This is a major commuter road usually experiencing heavy travel

TABLE 2: Recommended Street and Highway Classifications

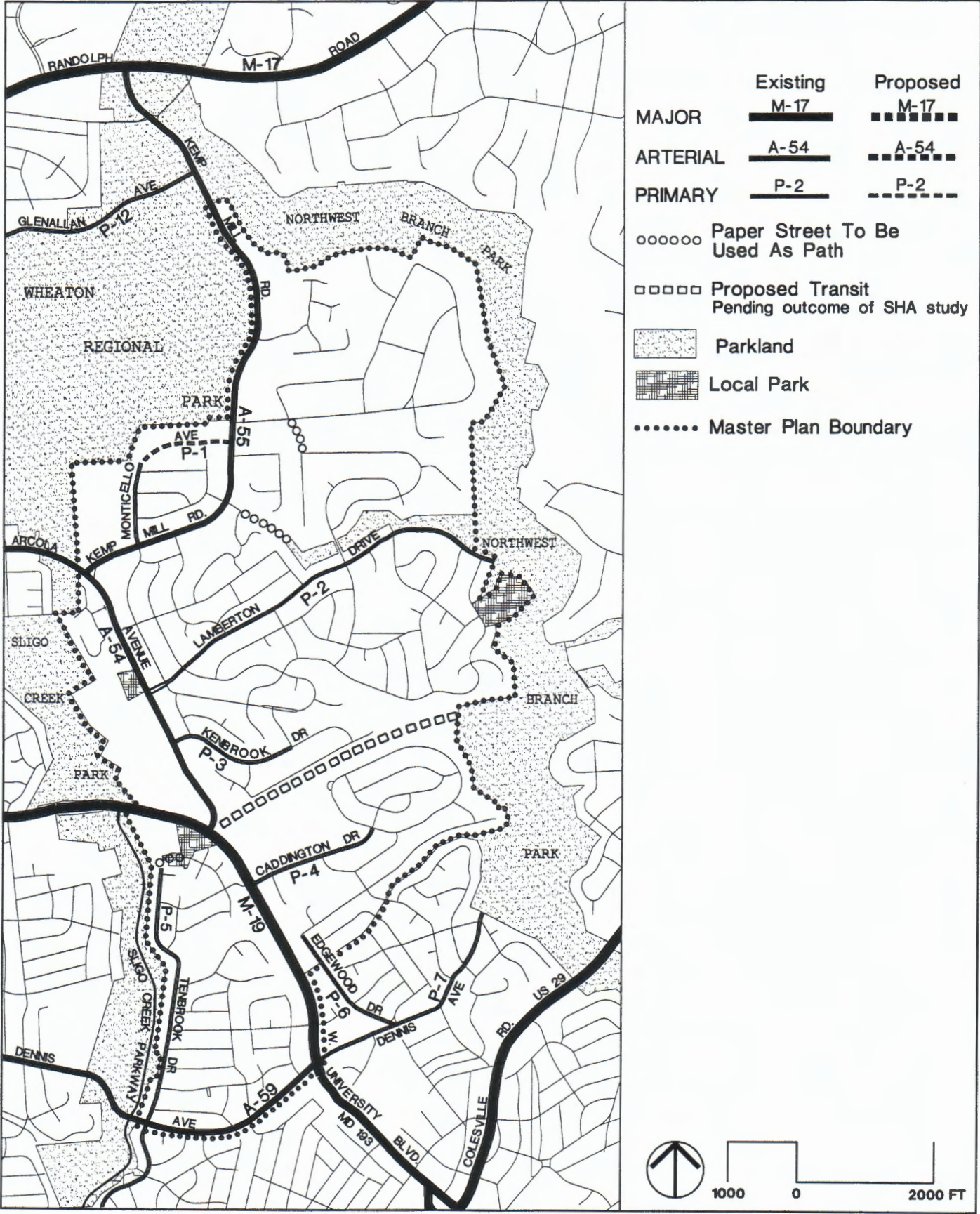
Master Plan #	Name	Limit	Minimum ROW	Proposed Pavement Width or No. Of Lanes
Major Highways				
M -19	University Blvd. (MD 193)	Dennis Avenue to master plan boundary	120'	6 lanes divided
Arterial Roads				
A-54	Arcola Avenue	University Blvd. to master plan boundary	80'	4 lanes
A-55	Kemp Mill Road	Arcola Avenue to master plan boundary	80'	2 lanes
A-59	Dennis Avenue	University Blvd. to master plan boundary	80'	2 lanes
Primary Residential Streets				
P-1	Monticello Avenue and Gray Lane	Kemp Mill Road to Kemp Mill Road	70'	2 lanes
P-2	Lamberton Drive	Arcola Avenue to master plan boundary	70'	2 lanes
P-3	Kenbrook Drive	Arcola Avenue to Healy Street	70'	2 lanes
P-4	Caddington Avenue	University Blvd. to Loxford Terrace	70'	2 lanes
P-5	Tenbrook Drive	Dennis Avenue to Breewood Road	70'	2 lanes
P-6	Edgewood Avenue	Hannes Street to Eisner Street	70'	2 lanes

*Secondary and tertiary streets are not designated on Master or Sector Plans.

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

STREET AND HIGHWAY PLAN

FIGURE 11



during the morning and evening peak periods. Sidewalks are missing on the north side between Caddington Avenue and the master plan boundary and should be added.

Arcola Avenue (A-54) is an east-west arterial road connecting Georgia Avenue in Wheaton to University Boulevard in the southern part of the Kemp Mill community. This road provides access to the west as well as south of Kemp Mill. This road has sidewalks along its entire length. Between the planning boundary and Kemp Mill Road, Arcola Avenue is a two-lane road with on-street parking. South of Kemp Mill Road, Arcola Avenue is a four-lane road with limited use of the curb lane for on-street parking.

Kemp Mill Road (A-55) is a north-south arterial road connecting Randolph Road to the north to Arcola Avenue to the south. It provides access to the northern portion of the Kemp Mill community. All residential developments in this area use this road for travel inside and outside of the community. Commuters in other surrounding neighborhoods also use this road as a cut-through route to avoid congestion on parallel roads such as Georgia Avenue and New Hampshire Avenue. This road has sidewalks and on street parking south of Stonington Road.

Dennis Avenue (A-59) is an east-west arterial road traversing the southern edge of the Kemp Mill community. It functions as a collector of traffic from residential streets to University Boulevard. Sidewalks are provided on both sides except for the area between University Boulevard and Gilmore Drive on the north side and between Proctor Street and Sligo Creek Park trail on the south side.

Monticello Avenue (P-1) is a primary residential street extending north from Kemp Mill Road. This road is recommended to connect with Gray Lane to form a loop road connecting with Kemp Mill Road in two locations. It is the primary access to E. Brooke Lee Middle School. Sidewalks are provided on both sides of the existing portion of the street.

Lamberton Drive (P-2) is a primary residential street extending east from Arcola Avenue. It traverses east west in the middle of Kemp Mill and collects traffic from local streets and distributes it on Arcola Avenue. Sidewalks are provided on both sides of the street except along part of the Northwest Branch park spur.

Kenbrook Drive (P-3) is a primary residential street extending east from Arcola Avenue to Healy Street. To the east of Healy Street, Kenbrook Drive is not a master-planned roadway. Sidewalks are provided on both sides of the street.

Caddington Avenue (P-4) is a primary residential street extending east from University Boulevard to Loxford Terrace. It collects traffic from the southern portion of Kemp Mill residential developments and distributes it on University Boulevard. Sidewalks are provided on both sides of the street.

Tenbrook Drive (P-5) is a primary residential street traversing north south along the western boundary of the planning area. It functions as a collector street for all neighborhoods on the west side of University Boulevard. Sidewalks are provided on both sides of the street.

Edgewood Avenue (P-6) is a primary north-south street extending from Hannes Street to the southern boundary of the planning area. The extension of this street has the same classification in the Four Corners Master Plan. It has sidewalks on both sides of the street.

CAPITAL BELTWAY CORRIDOR TRANSPORTATION STUDY

A number of Federal, regional, state and county agencies are conducting a study of alternative transportation proposals including HOV lanes, light rail, and the "Purple Line." Different options are under consideration and are being evaluated for feasibility. One of the options is to use the right-of-way acquired by the State of Maryland for M-89, the Route 29 Spur. At the conclusion of the current study evaluating "Purple Line" alternatives, the state should determine whether this right-of-way serves a further need for transportation purposes. State law contains provisions for disposal of land acquired for transportation purposes if the state, county and any municipal governments conclude that there is no need to retain the land for transportation purposes. If the study determines that no such further transportation need exists, this Plan recommends that the land should be acquired as parkland.

Recommendations

- Remove F-4, the Northern Parkway, and interchanges located within the Kemp Mill Master Plan area.
- Remove the highway designation for M-89 from the *Master Plan of Highways*. Should the "Purple Line" study determine that the State Highway Administration right-of-way between Arcola Avenue and Northwest Branch Park is not needed for transportation purposes, the land should be acquired for parkland (see also the Park and Trail Section).

SIDEWALKS AND BIKEWAYS

A comprehensive network of pedestrian walkways serves the Kemp Mill area. Some local streets do not have sidewalks due to insufficient right-of-way. This plan does not prescribe sidewalk construction in these cases, but rather confirms the current practice of allowing communities to decide individually. The only recommended locations for new sidewalks are on University Boulevard.

The *Master Plan of Bikeways* is a functional master plan that designates the locations and classes of bikeways throughout the county. There are three classes of bikeways: Class I is a separate off-street path or trail located on one side of the roadway. A Class I bikeway must be a minimum of eight feet wide and provides for two-way bicycle traffic, which is why it can be located on one side of a roadway. A Class I bikeway will also function as a mixed-use path and be shared by pedestrians. Class II bikeway is an on-street bike lane designated for the exclusive or semi-exclusive use of bicycles and is located on both sides of a roadway and designated by a marked pavement area usually five feet wide. A Class III bikeway is an on-street route shared by motor vehicles and bicycles and designated by signing only.

Recommendations

- Provide sidewalks on the eastern side of University Boulevard between Caddington Avenue and the master plan area boundary. This section of University Boulevard should be provided with sidewalk to ensure pedestrian safety and accessibility.
- Study the feasibility of the following paper streets for short and easy access between neighborhoods. The available rights-of-way for use as bike and pedestrian paths are listed below:
 1. Yeatman Parkway between Kemp Mill Road and Northwest Branch Park
 2. Breewood Road to Sligo Creek Trail
 3. Auth Lane between Stonington Road and Hermleigh Road
- Provide bikeways along all major streets as shown in Table 3 and Figure 13 to provide a safe and efficient network of bikeways for the residents of this community.
- The bikeway along Arcola Avenue and Kemp Mill Road, PB-3, is designated Class I. The bikeway should be provided on the west side to connect to trails in the Sligo Creek and Wheaton Regional Parks. This bikeway will help provide a pedestrian and bicyclist link between the two parks.
- There should be a safe crossing between Sligo Creek Park and Wheaton Regional Park at the intersection of Arcola Avenue and Kemp Mill Road. This could be accomplished by a designated crossing at the Kemp Mill Road traffic signal. If the decision is made to put the crossing at this location then the bikeway between Kemp Mill Road and the planning boundary should be located on both sides of the road to ensure continuous safe access to the bikeways in the adjacent parks, Sligo Creek and Wheaton Regional. The Park and Trail Plan proposes two other options for this crossing, which are described in Appendix 2.

TABLE 3: Recommended Bikeway Network

Route #	Bikeway Connection	Notes
PB-1	Kemp Mill Road between master plan boundary and Grays Lane	Class I on the west side along the Wheaton Regional Park boundary
	Gray Lane between Kemp Mill Road and Brentwood Lane, with interim use of the Clintwood Drive right-of-way and Brentwood Lane	Class III
	Wheaton Regional Park between E. Brooke Lee school and the existing path north of Arcola Avenue	Class I
PB-2	West of Arcola Avenue opposite of Lamberton Drive through the Kemp Mill shopping center to Sligo Creek Park Trail	Class I
	Lamberton Drive	Class III
PB-3	Arcola Avenue and Kemp Mill Road between the western master plan boundary and University Boulevard	Class I on west side by widening sidewalks to eight feet
PB-6	University Boulevard between Dennis Avenue and Sligo Creek Park	Class III
PB-10	Dennis Avenue between University Blvd. And Sligo Creek Parkway	Class III
PB-14	Caddington Avenue between University Boulevard and Chiswell Lane	Class III
	Chiswell Lane between Caddington Avenue and Cavalier Drive	Class III
	Cavalier Drive between Chiswell Lane and the master plan boundary	Class III

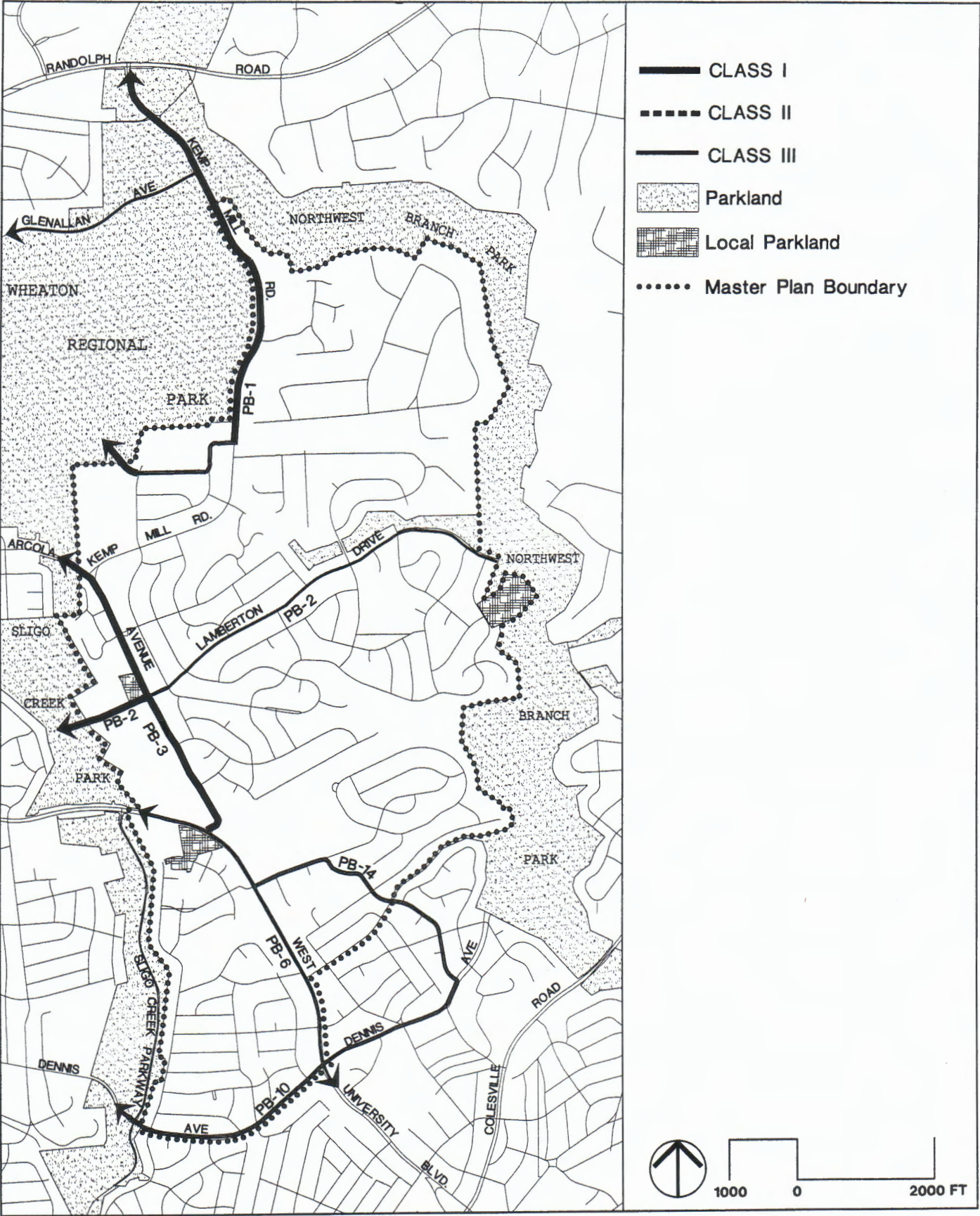
NETWORK ANALYSIS

An evaluation of traffic in the Kemp Mill area suggests that, although the traffic has increased in the past decade, it is still operating within an acceptable level of service for this area. All major intersections are currently operating within the established congestion standard of 1,650 Critical Lane Volume.

Reviewing forecasted conditions at two levels of analysis assessed future travel conditions. First, the area-wide level of service was reviewed using a policy area transportation analysis methodology similar to that applied as part of the Annual Growth Policy analysis. Second, localized level of service was forecasted for several intersections

BIKEWAY PLAN

FIGURE 12



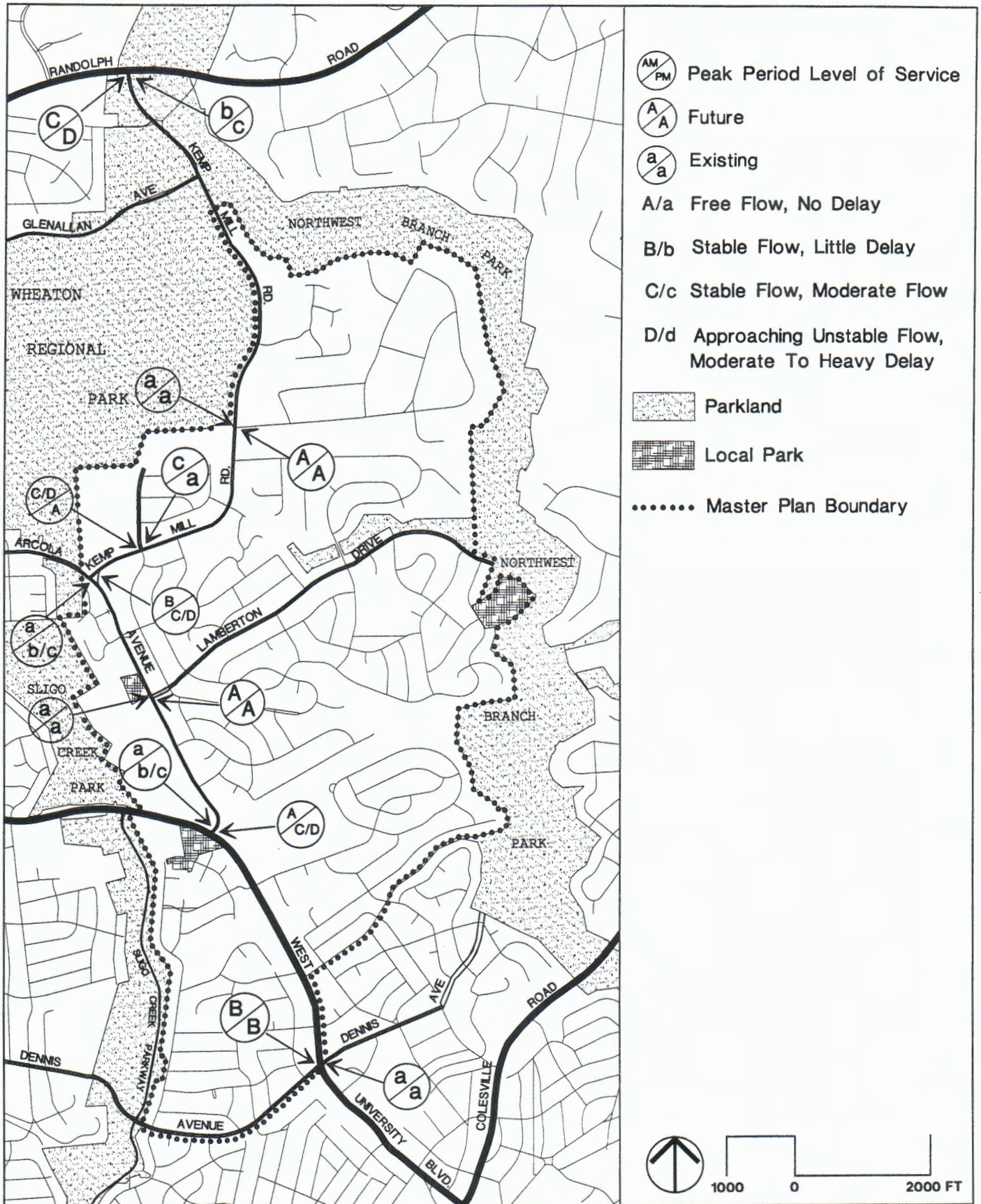
in the plan area using the Critical Lane Volume technique typically applied during the Local Area Transportation Review process. At both levels of analysis, the roadway network in the Kemp Mill area is found to be adequate to support master plan objectives.

The Kemp Mill area is part of the Kensington-Wheaton Policy Area. The current average congestion index, a weighted ratio of average travel demand to roadway capacity, is 0.60 in the Kensington-Wheaton Policy Area. In the master plan build-out scenario, the average congestion index is expected to rise slightly to 0.64, still within the Annual Growth Policy standard of 0.69.

Seven intersections were analyzed to assess localized congestion levels. Intersection congestion levels are commonly quantified using the Critical Lane Volume (CLV) analysis technique and then described using a graduated scale called Level of Service (LOS) that corresponds to the CLV values. Like a school grading system, the LOS grades range from LOS A, indicating free flow conditions with minimal delays, to LOS F, indicating failing conditions with undesirable delays. All seven intersections currently operate at LOS A to LOS C during the morning and evening peak hours on a typical weekday. In the Master Plan build-out scenario, all are forecast to operate at LOS A to LOS D. (Figure 12).

EXISTING & FUTURE PEAK PERIOD OPERATING CONDITIONS

FIGURE 13



ENVIRONMENTAL RESOURCES

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

Environmental resources are important indicators of overall quality of life. Residents in urban areas desire pleasant cool, green surroundings with adequate open space to lessen the impacts of noise, temperature and glare. Kemp Mill was developed prior to current standards for landscaping, green space, forest conservation and storm water management. Today, there are few sites with development/redevelopment potential in the Kemp Mill area. Enhanced landscaping and green space, as well as managed storm water runoff to nearby streams will improve environmental conditions.

The Maryland Planning Act of 1992 supports protection of sensitive environmental areas and stewardship of the lands of the Chesapeake Bay. Sensitive areas include streams and their buffers, 100-year floodplains, habitats of rare, threatened and endangered species, and steep slopes. Sensitive areas are protected from disturbance by development under the *Guidelines for Environmental Management of Development in Montgomery County*. All new commercial and subdivision development must comply with current county and state environmental requirements, including forest conservation, storm water management, sediment control, and development restrictions within streams, wetlands and floodplains. Most of the sensitive areas located within the study area boundaries are found within the Northwest Branch Stream Valley Park, Sligo Creek Stream Valley Park and Wheaton Regional Park. These three forested parks are made up of high-quality, maturing, mixed deciduous forests.

Within Kemp Mill, the primary environmental issues are air quality, noise, landscaping/forest conservation, community water and sewer, and water quality/storm water management.

AIR QUALITY

The Washington metropolitan region, which includes all of Montgomery County, is currently classified as a "serious" non-attainment area under Federal air quality regulations with regard to ground-level ozone. Since 1990, the area has exceeded the one-hour ozone standard, on average, six days every summer. Federal air quality laws permit an average of only one exceedance per summer at a monitor location.

Ground-level ozone (O₃) is an invisible gas formed when two pollutants -- volatile organic compounds (VOC) and nitrogen oxides (NO_x) -- react in sunlight. The primary sources of these pollutants are utilities and other industries, motor vehicles, small gasoline powered engines, and small businesses that use solvents and cleaning solutions, paints, cleaners, and insecticides.

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

Recommendation

- Improve air quality by encouraging pedestrian, bicycle and transit access in existing development and by improving alternatives to automobile transportation.

NOISE

Noise, most simply defined, is unwanted sound. The major source of noise in the Kemp Mill area is roadway traffic. Roadway noise levels vary with traffic volume and speed, types of vehicles on the roadway and the type of roadway. There are few noise mitigation options where existing residential uses line the roadways.

With property owners' cooperation, a fence or wall-type noise barrier could be constructed on private property along the contiguous roadway rights-of-way in situations where driveway access is not along the major road. However, acoustical treatment of an existing structure is often the most feasible option for affected homes and reduces interior noise levels by increasing the noise-reducing characteristics of the exterior facade, particularly windows and doors. Mitigation of noise impacts to and from redeveloping or newly developing properties is addressed during the development review process.

Recommendation

- Support noise compatible site design for new development and redevelopment within the noise impact areas along major roads (Dennis Avenue, University Boulevard, Kemp Mill Road, and Arcola Avenue).

LANDSCAPING/FOREST CONSERVATION

Forest conservation helps retain the natural beauty of the community and protects dependent ecosystems. Trees cleanse water runoff and the air, provide shade to alleviate summer temperatures, and provide cover and food for a variety of wildlife. Since 1992, Montgomery County has required forest conservation under the Forest Conservation Law as part of the application process for land disturbance and development. Two large areas of forested parkland flank Kemp Mill: Sligo Creek and Northwest Branch stream valley parks. Urban forest and neighborhood street trees will enhance these forested areas.

Recommendation

- Enhance the natural environment in Kemp Mill by supporting shade tree planting projects for roadways, residential streets and parking lots.

COMMUNITY WATER AND SEWER

The Washington Suburban Sanitary Commission (WSSC) provides community water and sewer service within the master plan area. Water and sewer are classified as W-1 and S-1 respectively. These categories indicate that the entire master plan area is eligible for community water and sewer service. However, several lots within the Springbrook Forest Subdivision still use well and septic systems. Connection to WSSC community water and sewer is available to these owners at the owner's expense. The provision of service to some areas will require new local main extensions, which also must be paid for by the property owner.

Two major trunk sewer lines serve Kemp Mill: Northwest Branch and Sligo Creek. The WSSC has projected that much of the trunk sewer along the length of the Northwest Branch within the master plan area will require relief due to excessive peak flows in approximately 2010. The County's Comprehensive Water Supply and Sewerage Systems Plan will address the future need to relieve this trunk sewer. The Sligo Creek trunk sewer has recently been upgraded and should not require relief in the foreseeable future. The water supply system is considered adequate to meet the demand of Kemp Mill.

Recommendation

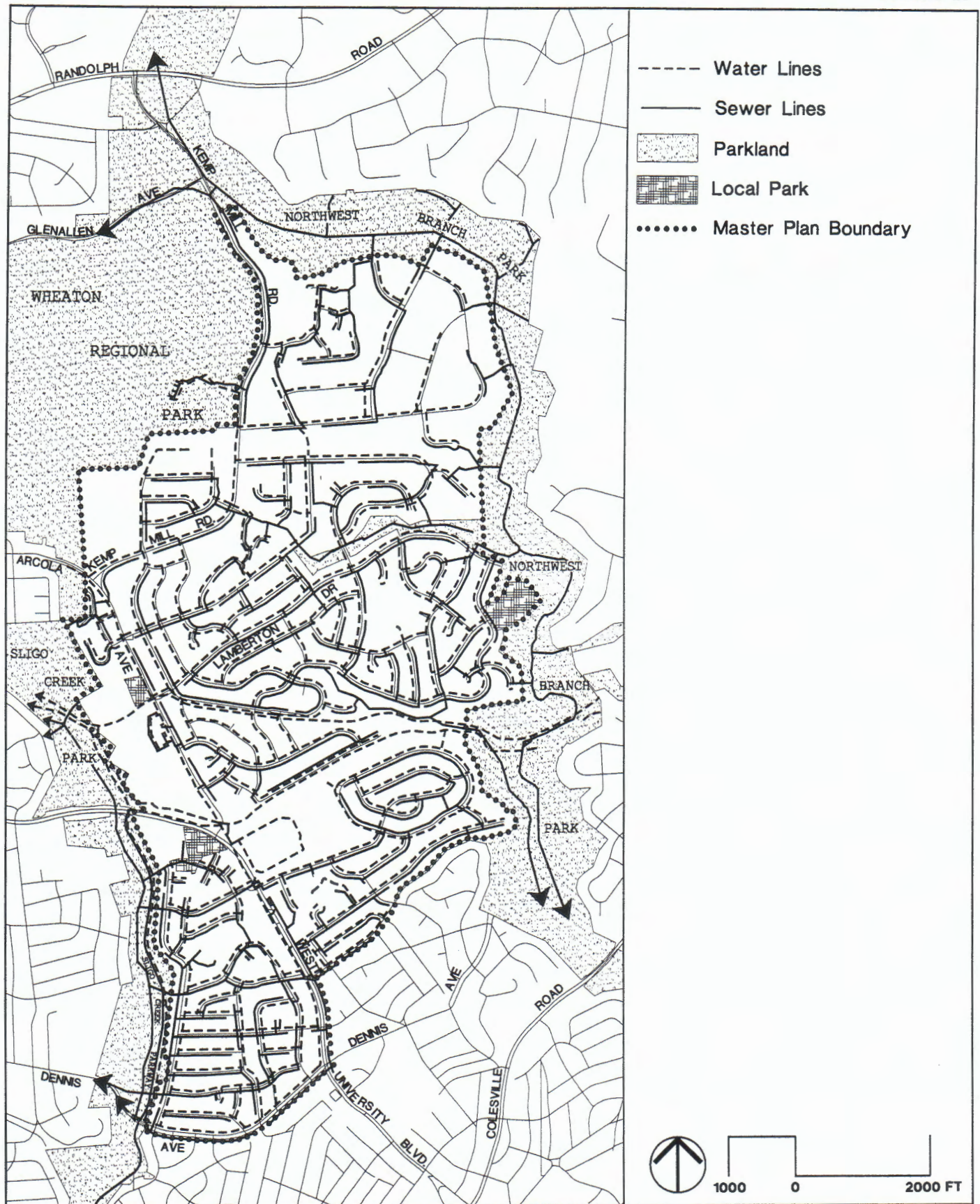
- Manage extension of community water and sewer service to individual lots in an environmentally sensitive manner.

STORM WATER MANAGEMENT

This master plan falls within two major watersheds of the Anacostia River: Northwest Branch and Sligo Creek. Many streams draining the area have been placed underground in a drainage network that empties to tributaries of Northwest Branch and Sligo Creek. These tributaries range from fair to poor condition per the *Countywide Stream Protection Strategy* (CSPS). Six sub-watersheds are either wholly or partially in the Kemp Mill master plan area. The CSPS has determined that three of the sub-watersheds of the Northwest Branch, the Middle Mainstem, Lamberton Drive and Lockridge Drive, are priority sub-watersheds based on the high levels of imperviousness, uncontrolled runoff and poor bank stability that they exhibit (Figure 15). The Montgomery County Department of Environmental Protection (MCDEP), the M-NCPPC and the Army Corps of Engineers coordinate stream restoration projects in the priority sub-watersheds. Most

COMMUNITY WATER AND SEWER

FIGURE 14



recently approved is Phase II of the Anacostia Restoration Project in the Lamberton Drive tributary off Yeatman Parkway. Degraded conditions are due primarily to the effects of uncontrolled runoff from existing development built prior to the application of today's standards for environmental protection. The state of Maryland classifies the Northwest Branch watershed as Use IV stream. A Use IV designation indicates that stream waters are capable of supporting adult trout for catch-and-release fishing. Sligo Creek Watershed is classified as Use I. A Use I designation is defined as suitable for water contact sports, fishing, and the propagation of fish and aquatic life.

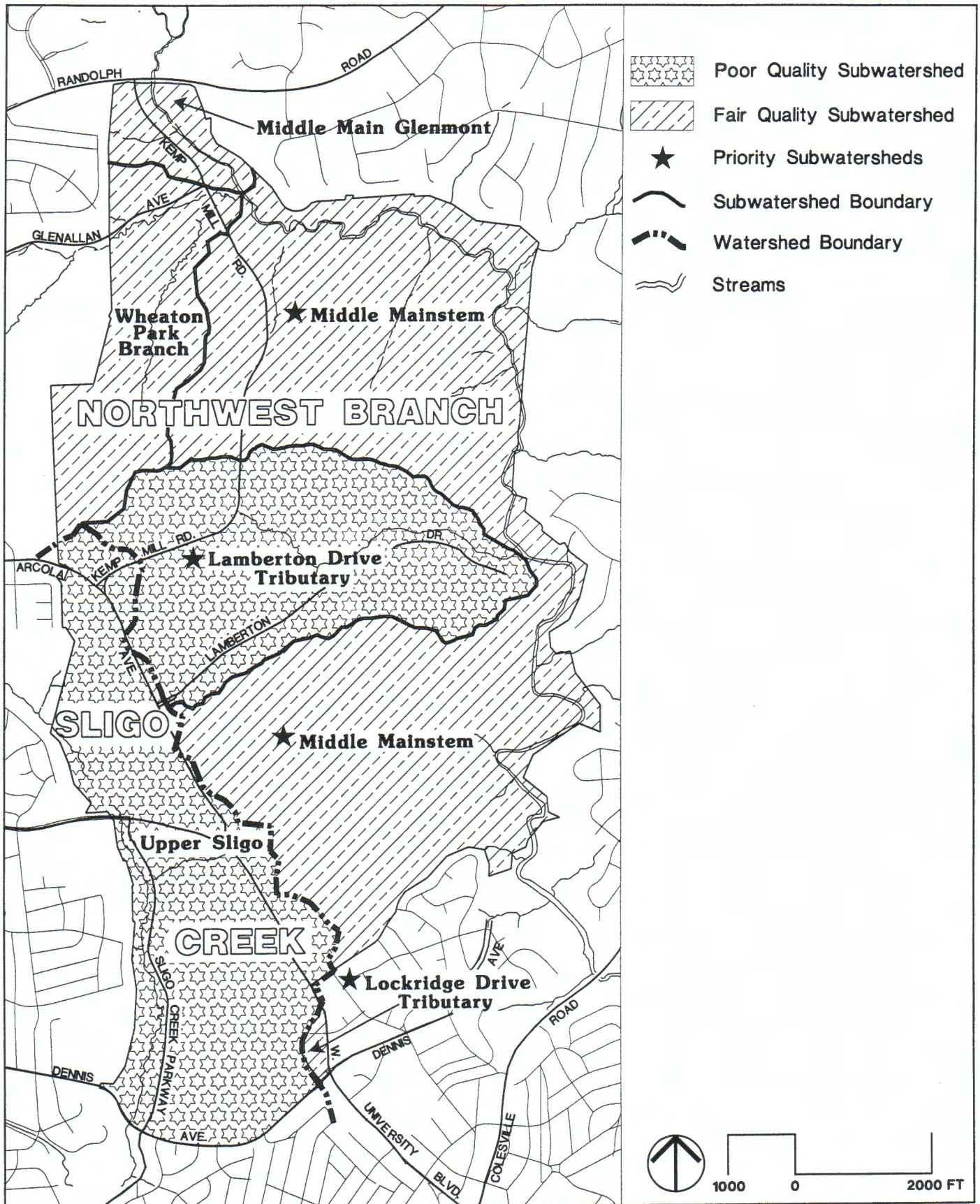
Stormwater management is an important environmental issue in Kemp Mill. The Montgomery County Department of Permitting Services (MCDPS) enforces current stormwater management regulations. Efforts are underway to reduce the impact of storm water in Sligo Creek and Northwest Branch through the Anacostia Watershed Restoration Program and the MCDEP capital improvements program. The following options can improve water quality while simultaneously enhancing the aesthetic quality of Kemp Mill.

Recommendations

- Avoid paving or piping waterways and utilize environmentally sensitive methods to stabilize streams within the Northwest Branch and Sligo Creek.
- Promote the use of areas designed to increase infiltration within required open or green space.
- Improve permeability of surface parking areas with green space that increases infiltration.
- Expand voluntary business pollution prevention programs within commercial zones.
- Explore opportunities to create linear storm water ponds/wetlands within urban open spaces or along greenways.
- Continue the M-NCPPC support for and participation in the Anacostia Watershed Restoration Program and MCDEP efforts to provide stormwater management retrofits, stream valley restoration, and appropriate stormwater management facilities.
- Balance impacts to park resources from storm water retrofit/water quality improvement against the overall environmental benefits.
- 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. Within the review hierarchy, compensation would never be appropriate for storm water management or stream valley restoration projects. If expected impacts from a proposed project could not be sufficiently avoided, minimized, and/or mitigated, the project would not be pursued.

WATER QUALITY AND PRIORITY SUBWATERSHEDS

FIGURE 15



COMMUNITY FACILITIES PLAN

GOAL: Provide sufficient public facilities to support the neighborhoods of Kemp Mill and provide linkages to access local facilities and institutions safely and efficiently.

Public facilities such as schools, libraries, community and recreation centers and parks are an important component of any community. These facilities create and reinforce a sense of social cohesion. The Kemp Mill area, since it is geographically small, does not have many public facilities located within its boundaries. However, many facilities just outside the master plan boundaries are readily available to the community.

PARKS

Most of the homes in the master plan area are within walking distance of parkland. Three large parks surround the master plan area: Wheaton Regional, Sligo Creek and Northwest Branch.

Wheaton Regional provides the widest range of programmed activities including tennis, ice-skating, picnicking, roller hockey, a large playground, miniature train track and a carousel designed specifically for children. Sligo Creek and Northwest Branch are stream valley parks that are linear in form with recreational facilities limited to small playgrounds and paved and unpaved trails. The local parks provide playgrounds, ball fields, tennis courts and basketball courts. A description of the parks in the Kemp Mill area is contained in Table 4.

One of the most important recommendations in the master plan is to determine need for additional parkland. The Parks, Recreation and Open Space Plan (PROS) is a countywide analysis of park needs and is a key determinant of when and where additional parkland is needed. According to the PROS Plan, the current number of parks and recreational opportunities currently provided are adequate to meet future recreational needs. For this reason, this Plan does not recommend acquisition of additional parkland for local or neighborhoods parks.

Acquisition of land for trail connections, however, is recommended. The SHA owns land that was originally intended for a highway connection between University Boulevard and Route 29. (See the Transportation Section) If this right-of-way is not necessary for transportation use, it could provide a greenway connection between the Northwest Branch and Sligo Creek trail systems.

Recommendations

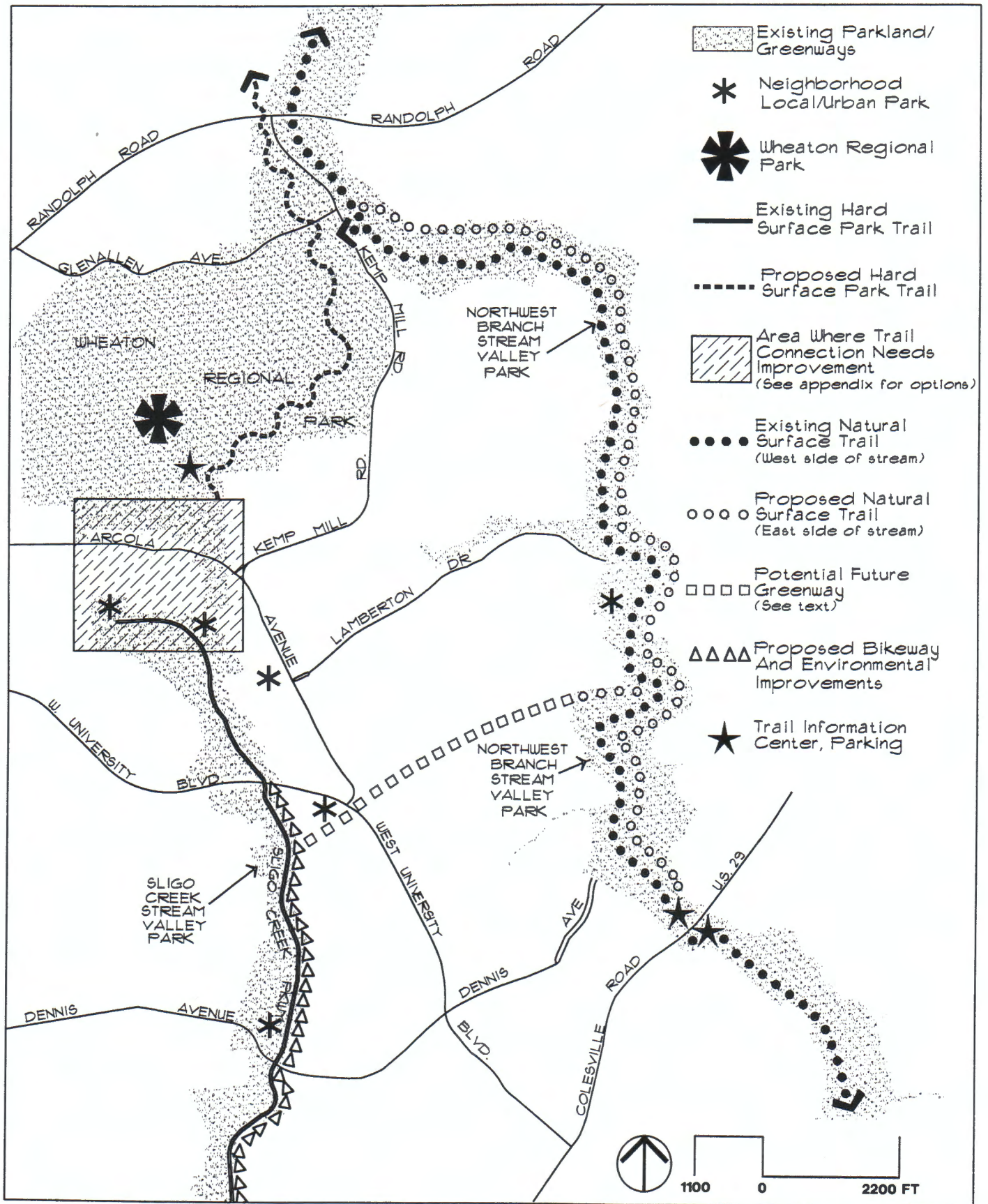
- Provide a new east-west greenway connection between Sligo Creek and Northwest Branch.
- Use bike routes to provide safe and convenient access from neighborhoods to parks.
- Provide a safe connection between the trails in Sligo Creek and Wheaton Regional Park. (See Appendix 2 for details).
- Future revitalization or refurbishing of park facilities should consider the demographic characteristics of the population.

TABLE 4: Public Parks in Kemp Mill

Name of Park	Current Development
Community Use Parks	
Kemp Mill Urban Park (2.68 acres)	Pond, gazebo, paths, playground, basketball court
Breewood Neighborhood Park (4.94 acres)	Undeveloped
Arcola Local Park (4 acres)	Playground, Baseball and overlapping softball and soccer fields shared with adjacent closed school
Kemp Mill Estates Local Park (12 acres)	Small recreation building, playground, softball field, basketball court, 2 lighted tennis courts
Stream Valley And Regional Parks (adjacent to Kemp Mill)	
Sligo Creek Stream Valley Park	Hiker biker trail, playground, picnic areas, exercise course
Northwest Branch Stream Valley Park	Natural surface trails; old WSSC building
Wheaton Regional Park	Arboretum, nature center, picnic playground, ice rink, 6 outdoor and 6 indoor tennis courts, 6 ball fields, carousel, miniature train, equestrian center

PARK AND TRAIL CONCEPT PLAN

FIGURE 16



SLIGO CREEK, WHEATON AND NORTHWEST BRANCH PARK AND TRAIL PLAN

During the Kemp Mill planning process, the Park Planning Unit of the Countywide Planning Division developed a companion analysis and plan for the regional and stream valley parks surrounding the Kemp Mill area. Since these parks serve a larger area than the Kemp Mill community, this effort is done in conjunction with the master plan, but has its own broader public participation process. The plan will be reviewed and approved by the Planning Board as a separate document. Figure 16 identifies some of the park and trail concepts to be addressed in the companion document.

PUBLIC SCHOOLS

The Kemp Mill master plan area is part of the Kennedy High School Cluster. The Kennedy Cluster, the Einstein Cluster, the Blair Cluster and the Wheaton Cluster will be combined into the "Down County" consortium that is scheduled to open in 2002. Northwood High School, which has been functioning as a holding school, will be reopened as the fifth high school within the consortium. Each high school in the consortium will offer a signature program to high schools students within the consortium service area. Students can chose to attend their geographical "base" high school or apply to a signature program within the consortium.

Northwood High School, located at Arcola Avenue and University Boulevard, currently houses the Bethesda-Chevy Chase High School while the BCC building is modernized. The planned schedule is for Bethesda-Chevy Chase High School to reopen in Fall 2001. Rockville High School will then move into Northwood High School until 2003. Northwood High School would then be modernized and reopened as part of the consortium in 2004.

Three schools that are part of the Kennedy Cluster are located within the boundaries of the Kemp Mill area: E. Brooke Lee Middle School, Kemp Mill Elementary School and Forest Knolls Elementary School. There are no plans to change the service areas of these schools.

There are two publicly owned buildings that were once used for schools. Spring Mill Center, located on Kemp Mill Road, was an elementary school, and is now being reused as a Board of Education administrative center. The MacDonald Knolls Elementary School located on Tenbrook Drive was closed and the County is leasing the building to two private institutions, the Center for the Handicapped and Ark of Montgomery County, a day care provider.

OTHER COMMUNITY FACILITIES AND SERVICES

Kemp Mill is part of the Mid-County Service Area and also within the service area of the Wheaton Regional Library District. The regional library for the district is located at

Arcola and Georgia Avenue, approximately one mile west from the western boundary of Kemp Mill Master Plan area. The White Oak Library, located on New Hampshire Avenue just north of the US 29 interchange, is approximately 2.5 miles east of the master plan area boundary. The Kemp Mill area is located within the Wheaton Police District and Fire and Rescue Service District 4. There are no new public facilities planned to be located within the boundaries of the Kemp Mill area.

LINKAGES: SIDEWALKS, PATHS AND CONNECTIONS TO COMMUNITY FACILITIES

As noted earlier, many residents routinely walk to services and amenities in the Kemp Mill area. Figure 17, Community Facilities and Linkage Plan, shows the existing sidewalks and paths and the unimproved public rights-of-way (paper streets) recommended in this master plan to be improved with paving for better access to community facilities. Over the years, residents have worn paths through some of the paper public rights-of-ways. These paths should be surfaced to reduce erosion and to provide a suitable walking surface. (See also the Transportation Section).

Many of the existing trails within the surrounding parks extend to public streets and sidewalks within the master plan area. However, improvements, in particular, pedestrian access between the apartment buildings, Sligo Creek Park, and the shopping center, would better serve the area residents.

The recommended pedestrian links in combination with the Bikeway Plan and the Park Plan will provide non-vehicular access throughout much of the Kemp Mill Community.

FIGURE 17



IMPLEMENTATION

To implement the recommendations of this Plan, actions need to be taken by a variety of governmental bodies. This section provides implementation strategies relating to zoning, the provision of community water and sewer service, the Capital Improvements Program (CIP), and other aspects of the development process.

ZONING

A comprehensive zoning action, Sectional Map Amendment (SMA), should immediately follow the approval and adoption of this Plan. A SMA implements the zoning recommendations on properties where a zoning change is recommended and confirms existing zoning on properties where no zoning changes are proposed. This Plan recommends three changes in zoning: rezoning the Spring Brook Forest subdivision from the R-200 zone to the RE-1 zone, and townhouse zoning for two properties in the Kemp Mill town Center area. The type of zoning recommended for Springbrook Forest is Euclidean Zoning, which must be done through a SMA. Townhouse zoning is a floating zone, which can be accomplished either through the SMA or through a local map amendment process. In the case of a floating zone, the property owner can choose either process. If the property owners do not choose the SMA process, and choose the Local Map Amendment process (LMA), they will be required to prepare a schematic development plan (SDP) at the time of the zoning request. This Plan recommends that the SDP, in addition to issues of compatibility and layout, include careful consideration of appropriate access to public right-of-way and sidewalks or paths.

Typically, a SMA reconfirms all other zoning in the master plan area as previously approved. In the case of the Kemp Mill Master Plan, the last Sectional Map Amendment, E-955, was adopted in 1968. The zoning lines in that SMA followed property lines that predated many of the subdivisions. The SMA did not adjust the zoning lines to reflect subdivisions; therefore, many of the residential lots are split-zoned. Section 59 A-1.6 of the Zoning Ordinance states that where there is uncertainty as to the boundaries of any of the zones, zone boundaries are intended to follow streets, alleys or lot lines parallel or perpendicular thereto. When the SMA is prepared for this master plan, the zoning lines will be adjusted to follow lot lines and streets in order to eliminate split zoning.

This Plan does not make any zoning recommendations for the Kemp Mill Shopping Center; however, the Plan recognizes that redevelopment of this property may occur in the future. Whichever development process is triggered at the time of redevelopment, subdivision review or parking facility review, this Plan recommends that safe, paved access to the shopping center stores be provided at the periphery of the parking lot and that the paths, sidewalks and trails that today stop at the shopping center property boundary be connected to the paved pedestrian circulation within the shopping center.

PUBLIC FACILITIES

There are no new public facilities or road improvements proposed in the master plan. However, there are a number of sidewalks and trail connections proposed that are located within public rights-of-way or parkland that would be constructed through the County's Capital Improvements Program (CIP). The following chart describes the proposed improvements and the agency responsible.

TABLE 5: Recommended Additions to the CIP

Project	Description	Agency
University Boulevard side-walks	Between Caddington Avenue and the Master Plan boundary	SHA/MCDPWT
Breewood Local Park to Sligo Creek Park connection via paper street	Between Breewood Road stub and Sligo Creek Park	MNCPPC
Auth Lane path	Between Stonington Road and Hermleigh Road	MCDPWT
Yeatman Parkway path	Between Kemp Mill Road and parkland	MCDPWT/MNCPPC
Revitalization of Kemp Mill Urban Park		MNCPPC

APPENDICES

Appendix 1:

The M-NCPPC Resolution 71-5 Removing the Northern Parkway from the *General Plan* and the *Master Plan of Highways*

Appendix 2:

Excerpt from the Park and Trail Plan companion document showing alternative crossings for Arcola Avenue.

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THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGES COUNTIES, MARYLAND



Regional Headquarters Building
8787 Georgia Avenue
Silver Spring, Maryland 20907

569-1480
Area Code 301

MNCPPC NO. 71-5

R E S O L U T I O N

WHEREAS, The Maryland-National Capital Park and Planning Commission held a public hearing on March 22, 1967, on a Preliminary Master Plan of Highways, being also a proposal to amend the General Plan for the Physical Development of the Maryland-Washington Regional District, and

WHEREAS, The Maryland General Assembly, by House Joint Resolution No. 111, endorsed the wish of the Montgomery County Delegation to delete the entire road shown as F-4, Northern Parkway, from April 1967 Preliminary Master Plan of Highways for Montgomery County, and includes the deletion of the "Woodside Spur" south of the Beltway, and

WHEREAS, The Montgomery County District Council on April 2, 1970, requested the removal of the Northern Parkway from the Preliminary Master Plan for Aspen Hill, and

WHEREAS, The Montgomery County District Council on July 23, 1970, approved the Updated General Plan "On Wedges and Corridors" for Montgomery County contingent upon the elimination of the Northern Freeway (Parkway) and

WHEREAS, The Montgomery County Planning Board on September 3, 1970, voted to submit a recommendation to the Montgomery County District to approve the deletion of the Northern Parkway (F-4) from the April, 1967 Preliminary Master Plan of Highways and the 1955 adopted Master Plan of Highways, and

WHEREAS, The Montgomery County District Council at its regular meeting on January 10, 1971, approved the proposed amendment as submitted by the Montgomery County Planning Board.

NOW, THEREFORE, BE IT RESOLVED by The Maryland-National Capital Park and Planning Commission that the Master Plan of Highways, together with the General Plan for the Physical Development of The Maryland-Washington Regional District, be, and the same are hereby, amended to delete the Northern Parkway from Georgia Avenue to the boundary between Montgomery County and Howard County.

BE IT FURTHER RESOLVED, that this amendment shall be reflected on copies of the aforesaid Plans and that copies of such amended Plans shall be certified by the Commission, and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board at its regular meeting held in Silver Spring, Maryland, Thursday, January 28, 1971, at which meeting four of the members of the Board were present; and, further, it is certified that the foregoing is a true and correct copy of a Resolution adopted by The Maryland-National Capital Park and Planning Commission at its regular meeting held in Prince George's County Regional Office Building, Riverdale, Maryland, on Wednesday, February 10, 1971, at which meeting 7 of the 9 members of the Commission were present.



Robert C. McPherson
Executive Director

APPENDIX 2

Excerpt from the Park and Trail Plan companion document showing alternative crossings for Arcola Avenue

APPENDIX A

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An Excerpt from the Park and Trail Concept Plan for Kemp Mill Vicinity:

Sligo Hiker/Biker Trail-Wheaton Regional Park Trail Connection

BACKGROUND

The Sligo Creek Park hiker/biker trail is 9.6 miles in length and extends from Piney Branch Road northward toward Wheaton Regional Park. Currently, there is no park trail connection between the end of the trail and Wheaton Regional Park. Trail users are directed to Nairn Road, a neighborhood street, and then must cross Arcola Avenue, a heavily trafficked road, to access Wheaton Regional Park (see Option 1 on Figure A-1). Even though there is a crosswalk, the absence of a traffic signal at the intersection of Nairn Road and Arcola Avenue creates an extremely dangerous situation.

The 1998 Countywide Park Trails Plan identifies the issue of trail connectivity between the Sligo Creek hard surface trail and Wheaton Regional Park as needing study. This Concept Plan identifies and evaluates 3 options for making a trail connection.

OVERVIEW OF OPTIONS

The options that have been studied are shown in Figure A-1. The park trail terminus is now at Channing Drive. A proposed park and trail information center in Wheaton Regional Park is identified as a trail destination (restroom facilities and an information board are already located at the site). From this location, people will have easy access to the new ice rink, the indoor and outdoor tennis courts, several playing fields and the existing hard surface trail network within Wheaton Regional Park. The planning objective is to provide a safe, attractive trail connection between Sligo Creek hiker/biker trail and the information center.

The options are:

Option 1 Existing Route – Continue to rely on neighborhood streets and sidewalks (Ventura Avenue and Nairn Road) for connection

Option 2 Orebaugh Avenue – Direct trail users to Orebaugh Avenue; provide new hard surface trail around tennis courts in Wheaton Regional to provide access to information center.

Option 3 Parkland Connector – Extend Sligo Creek Park trail through undeveloped parkland south of Arcola Avenue and enter Regional Park at small driveway. Continue trail past tennis courts and ice rink to the Information Center.

Each trail option was evaluated for its feasibility, effect on the environment, safety, and overall trail experience. The table below details the pros and cons for each option.

#	Brief Description	Pros	Cons
1	Existing route -- Sligo Creek Park trail to Ventura Avenue to Nairn Road to Wheaton trail network to the Information Center	a. Route exists and is partially signed b. Neighborhood streets are quiet	a. No traffic light at Nairn and Arcola b. Does not deposit bikers directly at the destination area. Must use existing, indirect hard surface trail system to get to ice rink and ball fields. c. Riding along neighborhood streets is not as enjoyable or as safe a trail experience as riding in parkland.
2	Orebaugh Avenue – Sligo Creek Park trail to Orebaugh Avenue to Wheaton Park entrance. To avoid terminating the bike trail in the existing parking lot, the trail would go around the tennis courts to the Information Center	a. Direct route to ball fields b. Quiet neighborhood street	a. No traffic light at Orebaugh and Arcola b. High potential for car/bike conflicts at busy Park entrance and parking lot c. Riding along neighborhood streets is not as enjoyable or as safe a trail experience as riding in parkland
3	Parkland connector – Extend Sligo Creek Park through parkland south of Arcola Avenue and enter Regional Park at small driveway. Continue trail past tennis courts and ice rink to the Information Center	a. Trail experience is enhanced by keeping trail almost entirely in the Park. b. Trail is feasible through the undeveloped section of Park south of Arcola. c. Cross at traffic light at Arcola and Kemp Mill d. Most direct route to ice rink/info center destination in Wheaton RP.	a. Trail would have to be sensitively designed to protect environmental features such as tree canopy, large trees, and natural drainage swale

STAFF RECOMMENDATION

Option 3 best meets the objective to provide a “safe, attractive connection” to Wheaton Regional Park. In terms of safety, the trail’s most important advantage over the other two options is that it would cross Arcola at the traffic light at Arcola and Kemp Mill. This option also removes the trail from neighborhood streets. In terms of attractiveness, Option 3 would traverse parkland, not subdivisions.

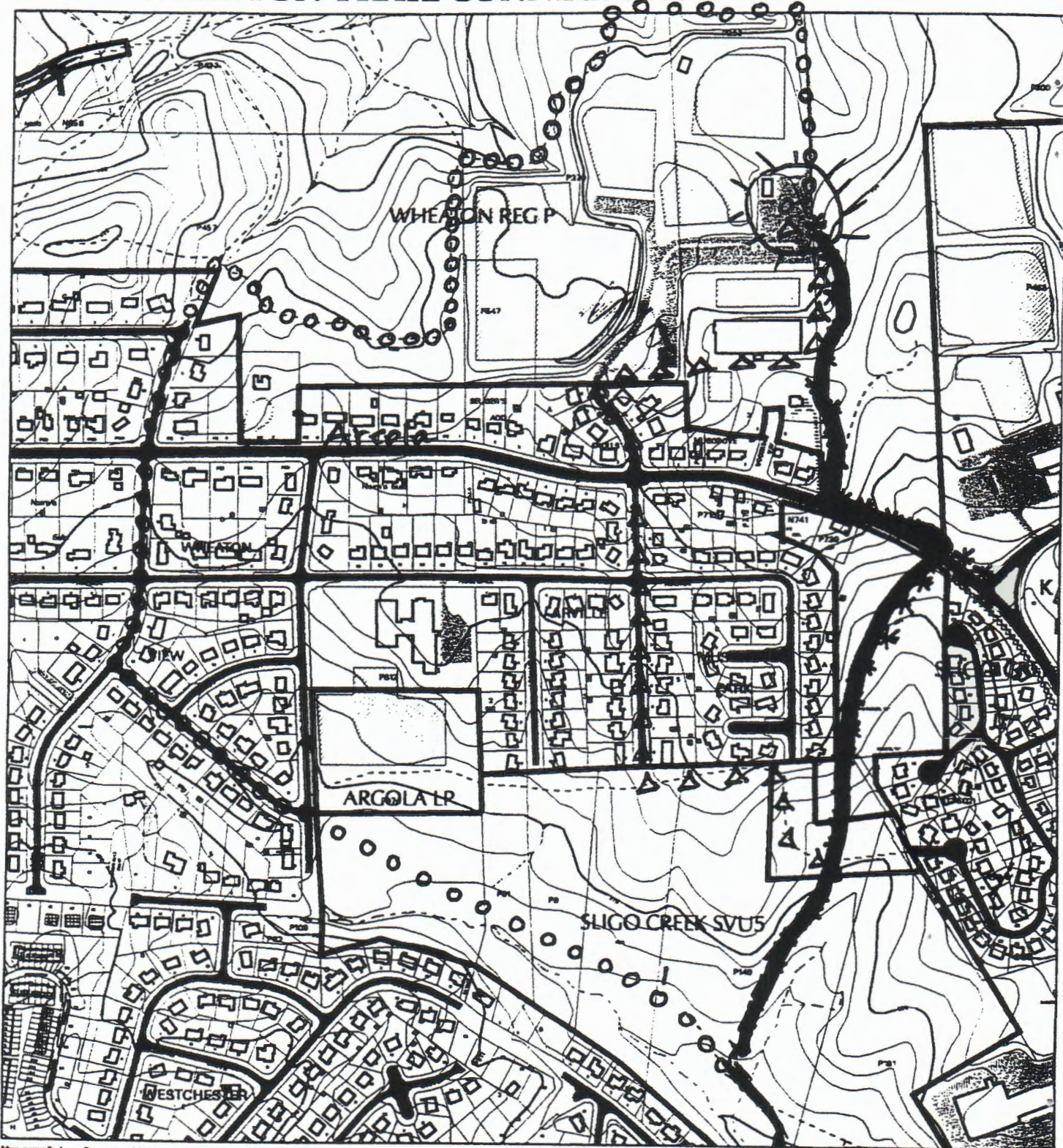
Option 3 traverses a wooded area. Based on field walks with environmental resource staff and analysis of environmental features on the site, design and location of the trail should include the following mitigation elements:

1. Avoid large trees if possible.
2. Keep trail out of swale.
3. Minimize root disturbance.
4. Instead of excavating around trees, bring in soil and compact it.

5. Design trail to provide adequate drainage.
6. Maintain a 50' buffer from private property lines.
7. Maintain tree canopy as much as possible to prevent growth of non-native invasive species.

VICINITY MAP FOR

SLIGO-WHEATON TRAIL CONNECTION



Map compiled on: December 14, 2000 at 2:38 PM | Site located on base sheet no. 215HW02

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2 MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

Destination

Key Map



Revised A Technology Center

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