

**MASTER PLAN FOR
NORTH BETHESDA
GARRETT PARK & VICINITY**



Master Plan
of
NORTH BETHESDA - GARRETT PARK
and VICINITY
Montgomery County, Maryland

MAY 1962

A part of the General Plan for the physical development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, Maryland, pursuant to the provisions of Chapter 780 Laws of Maryland, 1959.

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Silver Spring, Maryland

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Riverdale, Maryland

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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NEIGHBORHOOD IDENTIFICATION

north bethesda garrett park and vicinity

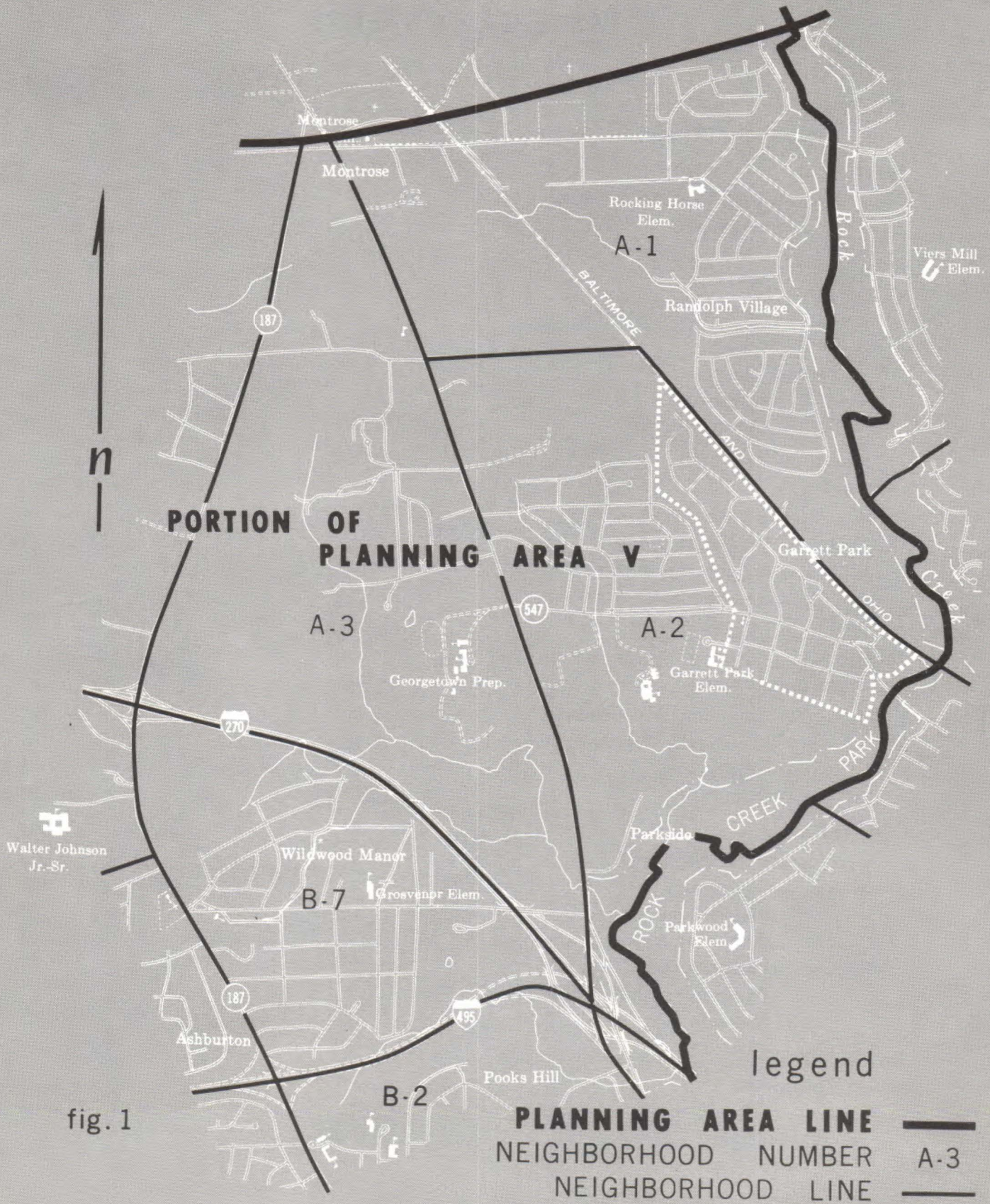
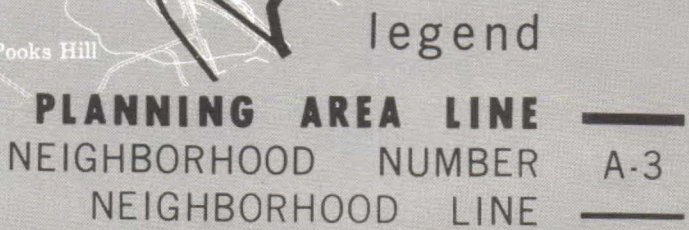


fig. 1



CHAPTER I

LOCATION AND DESCRIPTION

The North Bethesda-Garrett Park and Vicinity Project Area, which covers 2,815 acres, or 4.4 square miles, is bounded on the north by the proposed Outer Circumferential Highway, on the south by the Capital Beltway, on the east by Rock Creek Park and on the west by Old Georgetown Road. Interstate Highway 70-S cuts through the southern portion of the area and the Baltimore and Ohio Railroad parallels Rockville Pike through the eastern portion. In addition, the following adopted plans bound the area: Kensington-Wheaton Plan on the east, Cabin John Plan on the west and the Rockville-Gaithersburg Plan on the north.

The highest elevation in the area is at the northwestern edge, near the intersection of Rockville Pike and Montrose Road. From this high point the land falls generally southeasterly to Rock Creek Park. The land in the northern half is gently rolling and presents no difficult grading problems. At the southeastern end, and along Rockville Pike, at its intersection with Interstate 70-S, portions of the land are quite low, with steep grades.

The area is composed of four neighborhoods, as shown in Figure 1.

CHAPTER II

EXISTING LAND USE

Residential Land Uses (as of June 1961)

There are now 2,909 single family homes and 281 apartment units, with a total population of 11,734 in the planning area. Under existing zoning regulations, the population could increase to 47,272 within the planning area. The values of residential development have a wide range and are discussed in the following paragraphs.

Neighborhood A-1.

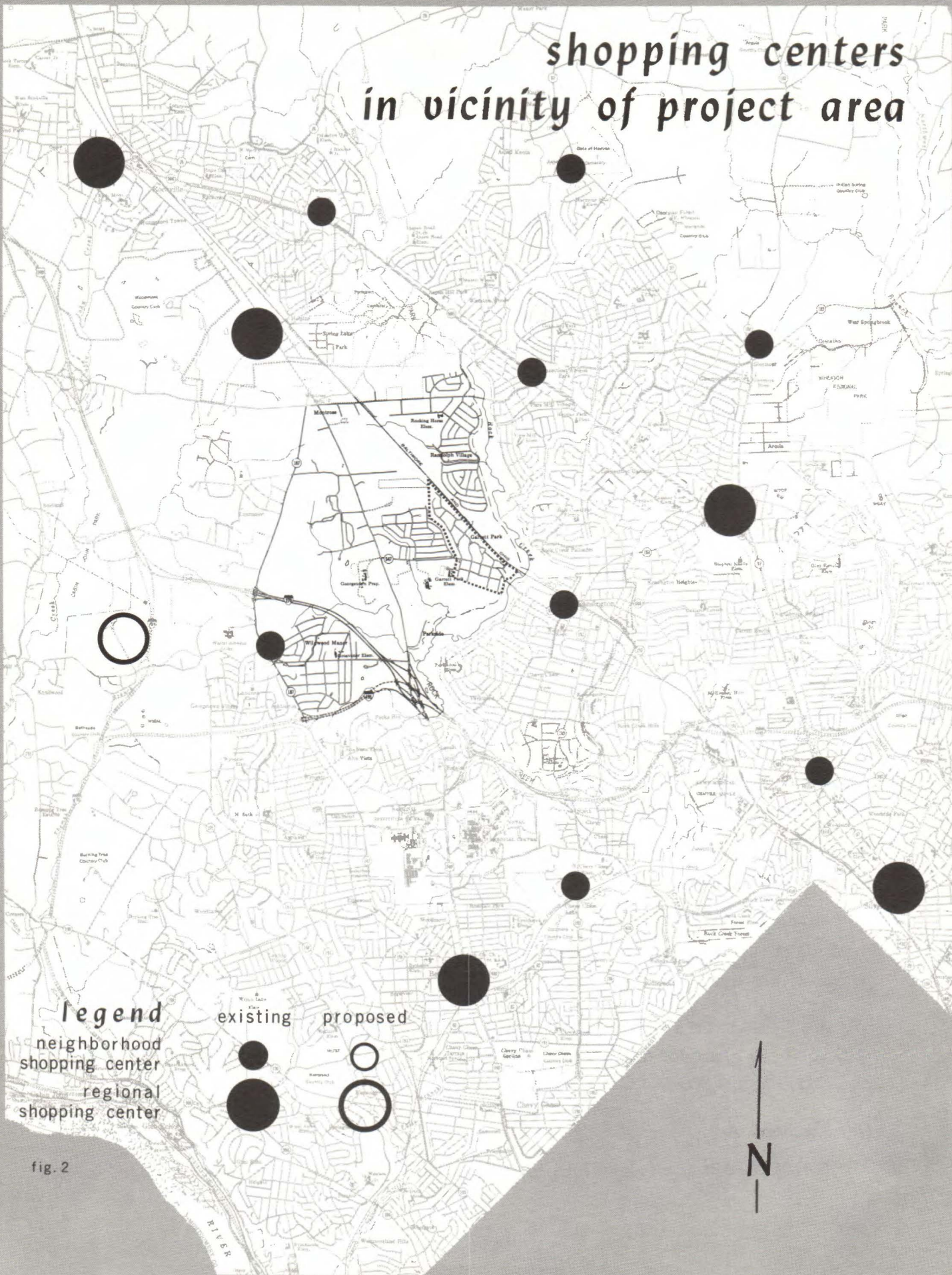
FRANKLIN PARK — Homes built within the last three years, with prices ranging from \$18,000 to \$21,000. Construction is still going on. The newer homes are on 6,000 square foot lots with minimum yard space.

RANDOLPH HILLS — Construction is still going on at the southern extremity. Most houses are brick, and are in a price range of \$18,000. The structures now being built are in a price range of \$21,000 to \$24,000.

Neighborhood A-2.

GARRETT PARK is a fully developed incorporated town. Houses are generally 20 to 30 years

shopping centers in vicinity of project area



legend
neighborhood
shopping center
regional
shopping center

existing proposed

fig. 2

old, but well maintained. Home values are from \$25,000 to \$30,000, with lot sizes and yards generally above minimum requirements. Streets are maintained by the Town, with entrance from Strathmore Avenue only. The Town was founded in 1891 and has maintained its distinctive atmosphere through the years. Originally it was completely surrounded by rural land and developed along the railroad as a commuter stop. Since then, the Town has been engulfed by suburban growth.

GARRETT PARK ESTATES — This subdivision lies between Garrett Park and Rockville Pike. It has been completely developed within the last three or four years and the houses are in the \$20,000 price range and in good condition.

WHITE FLINT — This subdivision is now under development. Only the roads are graded at this time.

PARKSIDE APARTMENTS — There are 281 apartment units with rents beginning at \$150 per month. Additional units are under construction. The structures are designed to give more open area than is usually found in apartment developments.

Neighborhood A-3.

This area has the most diverse housing of all. The structures range from very large mansions, with acreage, to small houses used as rental properties. The majority of the houses are in the \$40,000 and over class in Wickford, and could well serve as a model for future development here. The houses vary in design, but conform architecturally to a Williamsburg style throughout the development. Restrictive covenants add additional prestige.

Neighborhood B-7.

WILDWOOD MANOR — This subdivision is still under construction at the northwest edge. The homes are fairly new, well maintained, and in the \$20,000 to \$30,000 class.

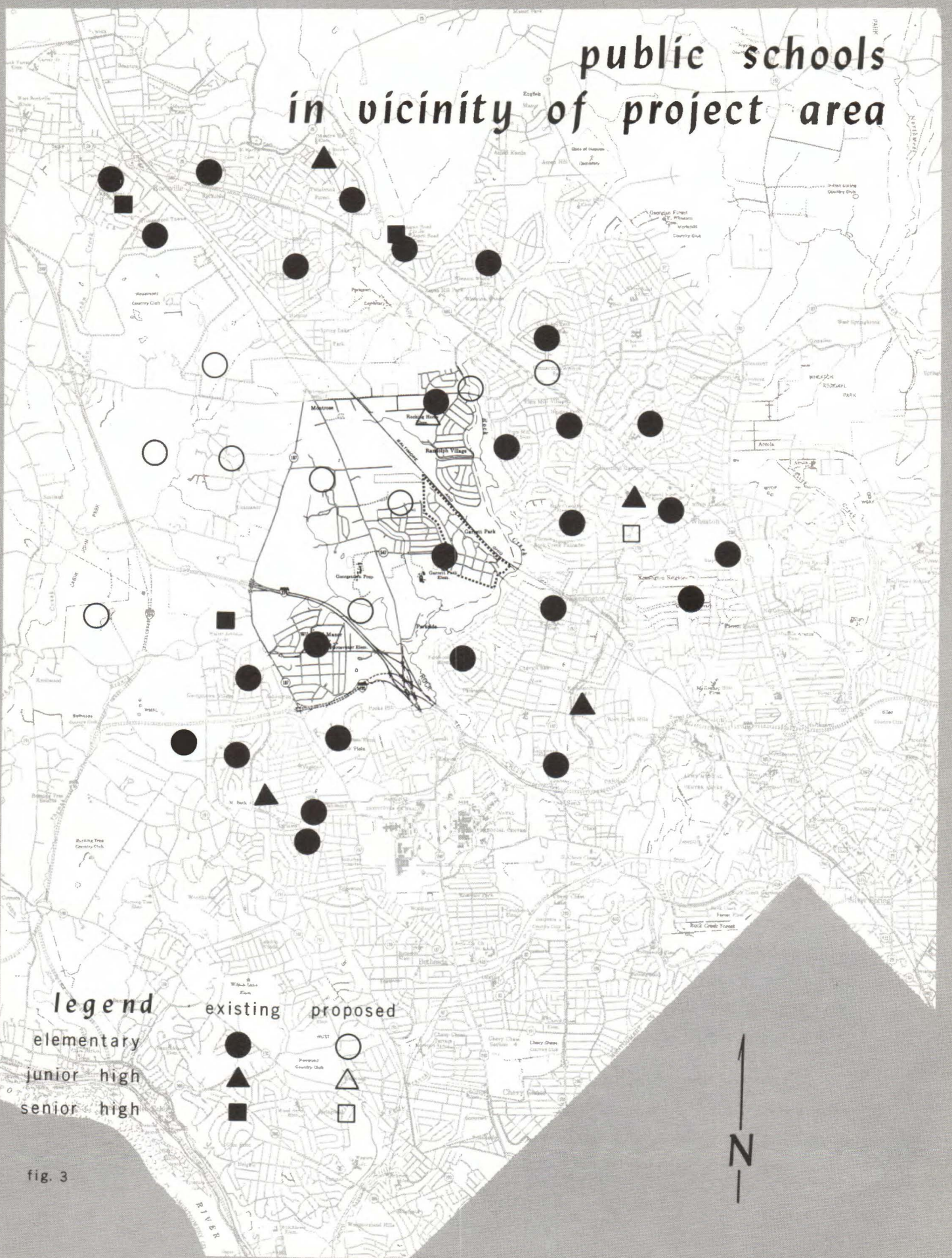
NORTH BETHESDA — Developed with well cared for homes in the \$20,000 to \$30,000 class.

Commercial Uses (Fig. 2)

The major shopping center within the study area is the Wildwood Shopping Center, which contains 6.7 acres and is located on the east side of Old Georgetown Road, north of Grosvenor Lane. This shopping center is an example of a well designed neighborhood service center. Its present area and design are of a proper size to serve its purpose, and the control of signs adds greatly to its attractiveness.

The second largest commercial area is on the west side of Rockville Pike on both sides of Wall Lane. South of Wall Lane is a motel and to the north mixed commercial uses containing 8.7 acres. The remainder of the land zoned and used for commercial purposes consists of scattered mixed uses which in general lie along Rockville Pike, north from Nicholson Lane. These uses

public schools in vicinity of project area



legend

elementary
junior high
senior high

existing proposed

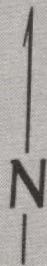


fig. 3

include nursery sales, a golf driving range, taverns, a gas station, restaurant, clothing store, a fabric store and a wholesale toy distributor.

There is a small commercial establishment on Waverly Street in Garrett Park which contains a post office, grocery store and beauty parlor. A GEM department store, having 125,000 square feet of floor area, was recently established just north of Garrett Park on 14.6 acres of industrially zoned land.

Industrial Uses

A total of 153.2 acres is zoned for light industry, but only 44.8 acres are in actual use. These uses range from warehouse and retail sales, such as Market Tire Company on Randolph Road, to Stone and Gravel Company and contractor storage along the B & O Railroad and Randolph Road. This industrial land lies on both sides of the railroad from south of Nicholson Lane to north of Randolph Road.

Community Facilities

HIGHWAYS — The major highway system is adequate for existing development except for Old Georgetown Road, Randolph Road and Nicholson Lane, all of which have been designated for improvement. The subdivision streets are satisfactory because most of them are fairly recent in design and construction. There are, however, several streets and roads which must be supplemented by additional connecting roads. A major deficiency in this respect is the Parkside Apartment development which can only be entered via Montrose Avenue from Rockville Pike. Another is Nicholson Lane, an unimproved country road which extends eastward from Rockville Pike almost to the railroad. With the construction of the GEM store, this road has become inadequate. These and other deficiencies are treated in detail in the final chapter of this report.

SCHOOLS* (Fig. 3) — The school situation at the present time, with the current expansion, would be sufficient for the present land uses; however, any further development would create a critical condition. Current proposals offer some relief. These proposals will have to be supplemented as more intensive development takes place.

* Public school information obtained from Board of Education Budget Request, 1961-62.

Public Elementary Schools

(existing or under construction)

Schools	Class		1961	Prop.	Est. 1962
	Rooms	Capacity	Enrl.	Adn.	Capacity
Grosvenor	14	450	423	6	562
Garrett Park	16	602	554	None	632
Rockinghorse	20	769	759	8	903

In addition, the Twinbrook Elementary School (K-6**, 38 classrooms, 1960 enrollment—1295)

** K-6 refers to kindergarten through 6th grade.

fire stations, libraries, rec. facilities in vicinity of project area

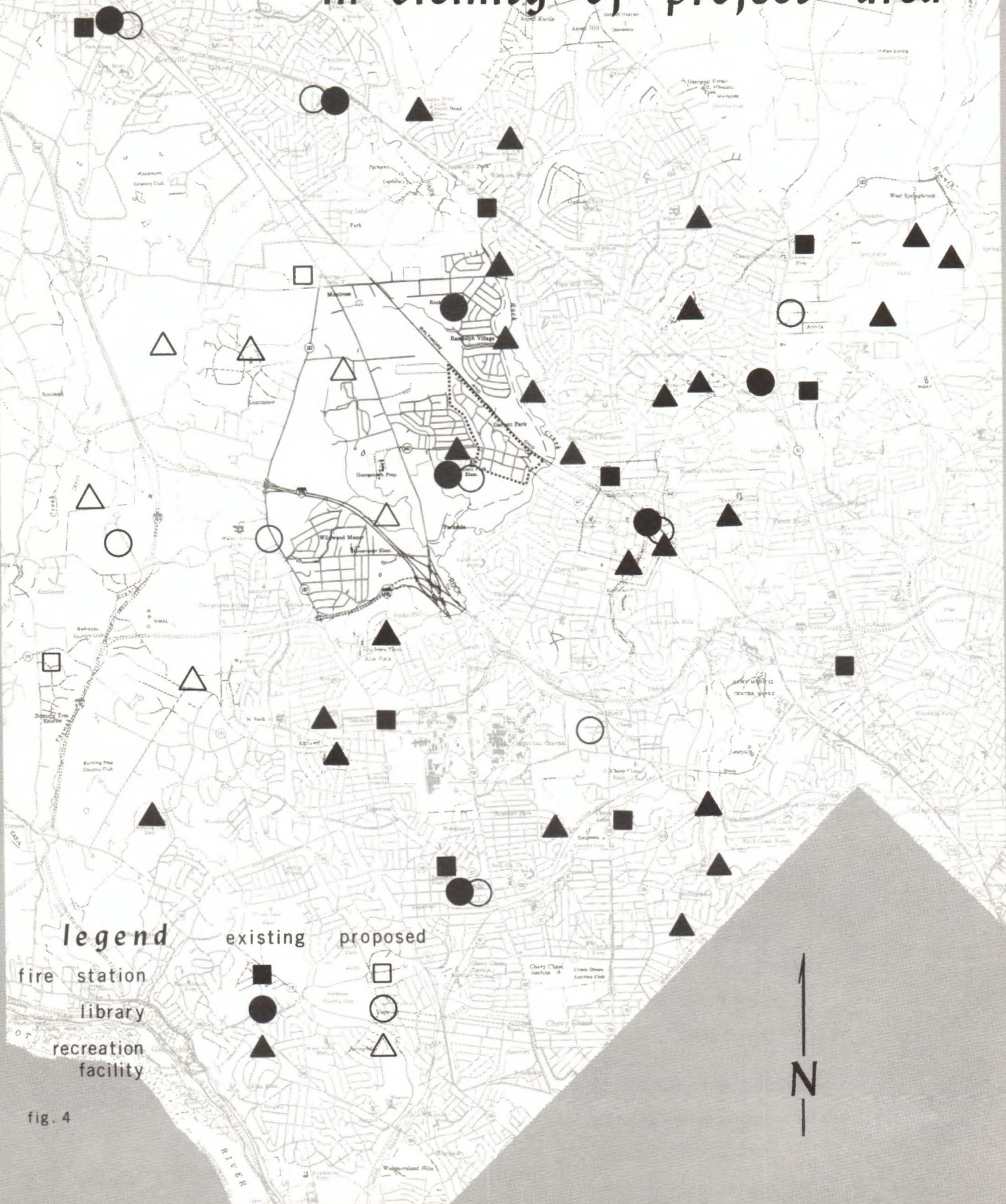


fig. 4

takes children from a small portion of the Franklin Park Subdivision. Hungerford Elementary (K-6, 8 classrooms, 1960 enrollment—234) takes children from the large area between Old Georgetown Road, Rockville Pike and U.S. 70-S.

Public Junior High Schools

Four junior high schools, located outside of the study, serve those portions of the area as described below:

Newport Junior High — the area east of the B & O Railroad.

Broome Junior High — the area north of Wall Lane and west of the railroad.

North Bethesda Junior High — the remaining area west of Rockville Pike.

Kensington Junior High — the remaining area east of Rockville Pike.

Public Senior High Schools

Senior high school students from the study area attend one of the three following schools:

Walter Johnson — serves the entire area south of the proposed Outer Circumferential Highway and west of the railroad.

Wheaton High — serves the students from that portion of the area lying east of the B & O Railroad and south of the Outer Circumferential.

Richard Montgomery — serves the few students in the small area north of Randolph Road.

Parochial Schools

There are three parochial schools using a total of approximately 200 acres of land: Holy Cross Elementary School on Strathmore Avenue; Georgetown Preparatory (secondary) School for boys, on the west side of Rockville Pike; and Angela Hall (secondary) for girls, on the east side of Rockville Pike, just north of the Pooks Hill Interchange.

PARKS AND RECREATION — Rock Creek, which extends along the entire eastern edge of the project area, supplies more recreational acreage than is normally required by park and recreation standards. There are now approximately 195 acres of park land (Rock Creek computed west of the stream line of Rock Creek, the larger portion being included in the Kensington-Wheaton Master Plan). With existing zoning, this amounts to approximately .5 acres of park land per dwelling unit.

In addition to Rock Creek Park, there are other parks under Commission jurisdiction, three of which are within Garrett Park and one in Garrett Park Estates. There is also an existing recreation center, just off Strathmore Avenue, next to the Garrett Park Elementary School (Fig. 4).

LIBRARIES — There are two libraries in this area, neither of which is adequate to serve its purpose (Fig. 4). One is in Garrett Park and consists of an 850 square foot frame addition to the recreation building. Nearly 200 books are withdrawn daily, and during school nights all seats (14) are occupied. This facility contains approximately 10,000 books, but it is far too small to serve the area.

The second library is in the Rockinghorse Elementary School and consists of one room of approximately 1,000 square feet, with some 8,500 books, and a daily attendance of 80 people.

FIRE STATIONS — There are no fire stations within the project area; however, a new station is under construction at the intersection of Gaynor Road and Viers Mill Road. Other fire stations near the area are on Old Georgetown Road, just north of N.I.H., approximately one mile south of the southern edge of the project area, and the Kensington Fire Station at Connecticut Avenue and Plyers Mill Road, approximately $\frac{3}{4}$ mile east of the study area.

CHAPTER III

EXISTING ZONING

Residential

There are approximately 1,545 acres zoned R-90, but only 121 acres are in use. Of the 943 acres zoned R-60, 716 are used. The R-30 zone covers 72 acres, but only 20 acres are developed. All 55 acres zoned R-10 are unused, and the 14 acres zoned R-R are undeveloped.

Commercial

C-1, LOCAL COMMERCIAL — The total land zoned C-1 is 25.7 acres, including the 6.5 acres occupied by the Wildwood Shopping Center. The strip of C-1 zoning along the northern half of Rockville Pike uses approximately 15.3 acres. The remaining C-1 is in Garrett Park, where 1.2 acres are developed.

C-2, GENERAL COMMERCIAL — There are a total of 4.38 acres zoned C-2. The largest site of 2.3 acres is vacant and the remainder developed with only an old structure owned by the American Legion.

Industrial

There are 153 acres zoned I-1, light industrial. The largest portion of 108 acres is vacant, which leaves only 45 acres in actual use and some of this is being used for commercial purposes.

CHAPTER IV

PROPOSED LAND USE

Neighborhood A-1

The single family residential character of the area should be encouraged. Therefore, all the developable land in this area should be compatible with the surrounding uses, presently existing in the R-60 zone. The parcel east of Parklawn Parkway, between the Outer Circumferential Highway and Randolph Road, is recommended as a park to provide a buffer between the industrial zoning (and traffic served by Parklawn Drive) on the west and the residential property on the east.

The area along Boiling Brook Parkway, between the industrially zoned land on the west and a strip of single family dwellings along the western edge of the new junior high school and Rockinghorse Elementary School is also recommended as a buffer between the residential and industrial development. It is a natural water course subject to flooding, and should be left in its natural state.

The triangular parcel between Sections 2 and 3 of Randolph Hills, adjacent to the B & O Railroad, is recommended as a recreational area, possibly as a community swimming pool. At one time this parcel was industrially used by the Chisholm Coal Company, but now it is used primarily as a fuel oil and junk storage yard. The industrial uses are non-conforming under present zoning and their status is not expected to change. The old farm house stands on a fairly high knoll but most of the land is low and subject to periodic flooding. Thus, the land is unsuitable for single family residential development. Higher intensity zoning which could justify the land fill and stream piping costs necessary to make the site buildable would be incompatible with the surrounding neighborhood.

The proposed Randolph Hills Junior High School will be built on the land just west of the existing Rockinghorse School, and this elementary school is to be enlarged by 8 more classrooms. A second elementary school will be built on recently acquired Board of Education property adjacent to Rock Creek Park at Gaynor and Randolph Roads.

The remainder of this neighborhood will be used for the purpose for which the zoning recommendations are made. The southeast quadrant formed by the interchange of the Outer Belt with Rockville Pike is recommended for heavy commercial use. The light industrial uses proposed would logically round out already zoned industrial land. Neighborhood A-1 will require a number of major zoning changes as explained in the next chapter.

Neighborhood A-2

Three land use changes are proposed for this area and all are adjacent to the existing industrial zoning. The first is an elementary school site of approximately six acres already purchased by the Board of Education, between the GEM store property and Rokeby Avenue. The second is commercial office use between the proposed elementary school and Rockville Pike. The third is a

buffer strip of planting between the industrial and commercial land south of Nicholson Lane and the residential land. This strip should be wide enough to screen completely the industrial (or commercial) development and permit neither access, noise, nor vision to infringe upon the abutting residential land to the south.

Neighborhood A-3

This is the neighborhood which would undergo the greatest change because it is mostly undeveloped at the present time. Starting at the north, going south, the following recommendations are made.

COMMERCIAL — The southwest quadrant of the interchange of the Outer Belt with Rockville Pike is recommended for heavy commercial use. The commercial frontage on the west side of Rockville Pike is proposed to be extended north from Wall Lane to realigned Old Georgetown Road. This would close a gap which could not be expected to be developed with residential uses.

PARK SCHOOLS (Fig. 4) — Two elementary park-school sites will be required in Neighborhood A-3. A conservative estimate is that there will be 1,446 single family dwelling units in the area zoned R-90. In addition, there could be as many as 3,288 dwelling units in the R-H zone on the west side of Rockville Pike, north of Grosvenor Lane. A 10 acre park-school should be located somewhere in the vicinity of Wall Lane and Fleming Avenue and one in the apartment area in the northwest quadrant of the Pooks Hill Interchange. This would serve the purposes of both neighborhood recreational and educational needs.

APARTMENTS — A 78.3 acre high rise apartment area is recommended south of highway A-5 between Rockville Pike and Route 70-S.

Pooks Hill Area

A 47.4 acre high rise apartment site, including the existing high rise structure, is recommended south of the Capital Beltway on a tract presently zoned R-30.

CHAPTER V

PROPOSED ZONING

To implement the land use proposals made in the preceding chapter, the following zoning recommendations are shown on the plan. An increase in light industrial zoning is proposed to adjoin existing industrial areas in the northern part of Neighborhood A-1. An increase in apartment zoning is recommended to the existing apartment zoning in the southeast corner of Neighborhood A-3. These two proposals result in some reductions of R-90 zoning, but other zoning changes recommended at this time are quite small.

R-R (Rural Residential, 20,000 square foot minimum lot area)

The only existing R-R zoning in the project area exists in Neighborhood A-1 and totals approximately 15 acres. The R-R is eliminated to conform with the R-60 zoning now existing on three sides.

R-90 (Single Family, 9,000 square foot minimum lot area)

There are no new areas to be zoned R-90. However, several large tracts are proposed to be changed from R-90 to R-60, R-10, C-O, C-1 and I-1. These will be discussed further under each appropriate heading.

R-60 (Single Family, 6,000 square foot minimum lot area)

The only change in the R-60 zoning is in Neighborhood A-1. The two areas zoned R-R and R-90 are to be changed to R-60 to conform with the general zoning pattern. This would leave the entire neighborhood east of the B & O Railroad zoned R-60, except for the industrially zoned land.

R-30 (Multi-Family, 3,000 square foot per apartment)

The only R-30 in the project area is the Parkside Apartments. This zoning should remain as is and the existing apartments be expanded to utilize the entire site.

R-H (High Rise, Multi-Family, 1,000 square foot per dwelling unit)

The only existing R-10 zoning lies in Neighborhood A-3 and is not yet developed. It consists of approximately 54.7 acres; however, it is recommended to be expanded to 78.3 acres and the zoning changes from R-10 to R-H.

C-O (Office Commercial)

A 30.9 acre tract south of the Waverly Sanitarium between Rockville Pike and the proposed White Flint Elementary School is proposed for commercial office, C-O zoning.

C-1 (Local Commercial)

The local commercial zoning will remain as is except for the following: the existing commercial activity is extended on both sides of Rockville Pike north to the Old Georgetown Road realignment to a depth of approximately 450 feet on the west and on the east to industrial road, I-2.

C-2 (General Commercial)

There are two parcels zoned C-2 at the present time in the southeast quadrant of the Outer Belt and Rockville Pike. It is recommended that the C-2 zoning in this quadrant be enlarged to include C-2 east to proposed industrial road, I-2, and south to proposed industrial road, I-1. The southwest quadrant of the same interchange is also recommended for C-2 zoning, south to re-aligned Old Georgetown Road.

PROPOSED ZONING

Total Acres by Zone and Neighborhood ¹

Neighborhood	R-90 Acres	R-60 Acres	R-30 Acres	R-H Acres	C-O Acres	C-1 Acres	C-2 Acres	I-1 Acres	Total Acres
V A-1	—	410.4	—	—	—	21.5	11.5	189.6	633.0
A-2	77.2	402.2	78.3	—	30.9	7.2	—	30.2	626.0
A-3	599.2	—	—	78.3	—	21.5	18.0	—	717.0
B-7	250.3	140.0	—	—	—	14.7	—	—	405.0
B-2 (Part) ²	—	—	28.4	47.4	—	—	—	—	75.8
Total	926.7	952.6	106.7	125.7	30.9	64.9	29.5	219.8	2456.8

Total Acres, Dwelling Units (D.U.s) and Population Potential for Residential Development by Zone and Neighborhood ³

Neighborhood	Acres	R-90 (K=3.0)		R-60 (K=4.2)		R-30 (K=14.0)		R-H (K=42.0)		Acres	Total D.U.s	Population			
		D.U.s	Population	D.U.s	Population	D.U.s	Population	D.U.s	Population						
V A-1	—	—	—	390.4	1640	6281	—	—	—	—	—	—	390.4	1640	6281
A-2	77.2	232	824	255.2	1072	4106	78.3	1096	2641	—	—	—	410.7	2400	7571
A-3	482.2	1446	5133	—	—	—	—	—	—	78.3	3288	7924	560.5	4734	13057
B-7	250.3	751	2666	140.0	588	2252	—	—	—	—	—	—	390.3	1339	4918
B-2 (Part) ²	—	—	—	—	—	—	28.4	398	959	47.4	1991	4798	75.8	2389	5757
Total	809.7	2429	8623	785.6	3300	12639	106.7	1494	3600	125.7	5279	12722	1827.7	12502	37584

¹ Freeways, railroad, Rockville Pike and park lands not included.

² Includes only that portion adjacent to Pooks Hill Interchange zoned R-30 and R-H.

³ Land recommended for use other than residential is not included.

K refers to factor used in computing D.U.s and population.

I-1 (Light Industrial)

Light industrial zoning is extended on both sides of the railroad to fill in the voids in the existing zoning pattern. The I-1 zoning is extended west to industrial road, I-2. The eastern half of the Waverly Sanitarium property completes the I-1 pattern.

CHAPTER VI

PROPOSED THOROUGHFARES

Most of the major thoroughfares in this area have already been determined by previous plans* and programmed by the Maryland State Roads Commission. Along with a few new proposals these will provide adequate access and circulation to serve the land uses as recommended. Each element of the thoroughfare system is described and classified as follows:

Freeways (300 foot right of way)

1. The CAPITAL BELTWAY (F-1) lies near the southerly boundary of the study area and is in various stages of land acquisition and construction.
2. The southeast leg of 70-S (F-2) forms a vital connection to the Capital Beltway and is completed.
3. The OUTER CIRCUMFERENTIAL (F-3) forms the northern boundary of the project and is in the planning stage. These three freeways are part of the general freeway plan which is to connect points outside of the District and to help relieve cross-county traffic.

Major Highways (120 foot right of way)

1. ROCKVILLE PIKE (M-1) — This is a major highway between Rockville and Bethesda, at the present time carrying 25,000 cars daily. The right of way from Bethesda north to Strathmore Avenue will be 120 feet. The right of way from Strathmore Avenue to Rockville will be 200 feet.
2. OLD GEORGETOWN ROAD (M-2) — Old Georgetown Road is to be widened and realigned. Because of the proposed Outer Circumferential Highway, approximately 1,000 feet of the northern end is to be realigned to go due east to Rockville Pike. This is to be a six-lane divided highway.

Secondary Highways (Arterial 80-100 foot right of way)

1. RANDOLPH ROAD (A-1) — The section of Randolph Road running east from Parklawn Drive to Rock Creek Park is to be increased from its present width to a 100 foot right of way. Due to the angle at which the Outer Circumferential Highway crosses the existing Randolph Road and the interchange at Rockville Pike, it is proposed that Randolph Road dead-end at the railroad. It

* State Roads Commission 5 Year Program and Park and Planning Commission Master Plans.

is further recommended that, until the Outer Circumferential Highway is completed, Randolph Road should be re-routed from its present alignment east of the railroad north along Parklawn Drive to the proposed alignment of the Freeway. From this point one lane of the Freeway bridge crossing the railroad should be constructed and Randolph Road again connect with its present intersection at Rockville Pike.

The existing railroad crossing is quite dangerous, yet construction of a bridge would be wasteful, in view of the fact that in the future Randolph Road could not intersect with Rockville Pike.

2. WALL LANE (A-2) — Wall Lane west from Rockville Pike to Old Georgetown Road is to provide circulation for residential development between Old Georgetown Road and Rockville Pike. It is proposed to be widened to an 80 foot right of way.

3. NICHOLSON LANE (A-3) — Nicholson Lane east from Rockville Pike to the B & O Railroad, crossing on a bridge and then swinging north parallel to the west side of the Boiling Brook Parkway to connect with Parklawn Drive. This road is to provide full circulation through the industrial area on both sides of the railroad and forms the boundary between residential development to the east and industrial development to the west.

4. STRATHMORE AVENUE (A-4)—Strathmore Avenue is to be widened to an 80 foot right of way. This would provide a local east-west connection from Rockville Pike to the Town of Kensington.

5. A-5 — This is to extend from Rockville Pike to Old Georgetown Road to provide circulation and easy access for the expected increase in residential development.

6. A-6 — This is to be an extension of Fleming Avenue north of Interstate 70-S and is to run north from A-5 to Wall Lane (A-2), realigned. A-5 and A-6 establish the major thoroughfare network throughout the area bounded by Rockville Pike, Old Georgetown Road, 70-S and Wall Lane. It provides a system of collector streets which will pick up traffic from the major traffic generators without feeding the traffic through the local neighborhoods.

Industrial Roads (80 foot right of way)

1. NEBEL STREET (I-1) — Nebel Street is to be continued on its present alignment, running north and curving to the west, connecting with Rockville Pike.

2. A street known as I-2 will run from Nicholson Lane, north to Randolph Road.

3. RANDOLPH ROAD (I-3) — West from Parklawn Drive to the east side of the B & O Railroad, for access to the industrial center.

4. MARINELLI ROAD (I-4), beginning at Nebel Street and extending to connect with I-2, will serve the industrial and commercial areas north of Nicholson Lane.

5. The north section of the industrial area bounded by the B & O Railroad on the east and Randolph Road to the north will be serviced by industrial road, I-5, connecting Randolph Road and I-1.

See Table for industrial roads, I-6 and I-7.

Primary Residential Streets (70 foot right of way)

1. EDSON LANE (P-1) — Edson Lane is to be widened to 70 feet and extend from Old Georgetown Road to Rockville Pike as a collector street for the residential development in the area.

2. ROKEBY ROAD (P-2) — Rokeby Road is to extend east from Rockville Pike to connect with existing Rokeby Avenue in Garrett Park. This would provide proper circulation for traffic and provide proper access for proposed White Flint Elementary School.

3. FLANDERS AVENUE (P-3) — Flanders Avenue will be extended east from Rockville Pike and then swing south to connect with Strathmore Avenue. It already is a collector street for Garrett Park Estates and will fulfill its purpose better if widened to a primary street.

4. ROCKINGHORSE ROAD - SCHUYLKILL ROAD (P-4) — This route will follow its present alignment from Randolph Road and continue south to the railroad crossing and connect with Strathmore Avenue. This is to provide more than one means of ingress and egress for the Randolph Hills area which at the present time can be entered only from Randolph Road. It also provides access to the Garrett Park Elementary School and the proposed White Flint Elementary School.

5. MONTROSE and KENILWORTH AVENUE CONNECTION (P-5) These streets are dedicated; however, they do not yet connect. It is proposed that the entire length of Montrose Road be open from Rockville Pike to Strathmore Avenue.

6. The following streets are designated as primaries in the North Bethesda area: FLEMING AVENUE (P-6), GROSVENOR LANE (P-7), BROAD STREET (P-8). These roads will provide a network of collector streets to facilitate the proper handling of local neighborhood traffic.

See Table for Primary Roads P-6, P-7 and P-8.

Parkway

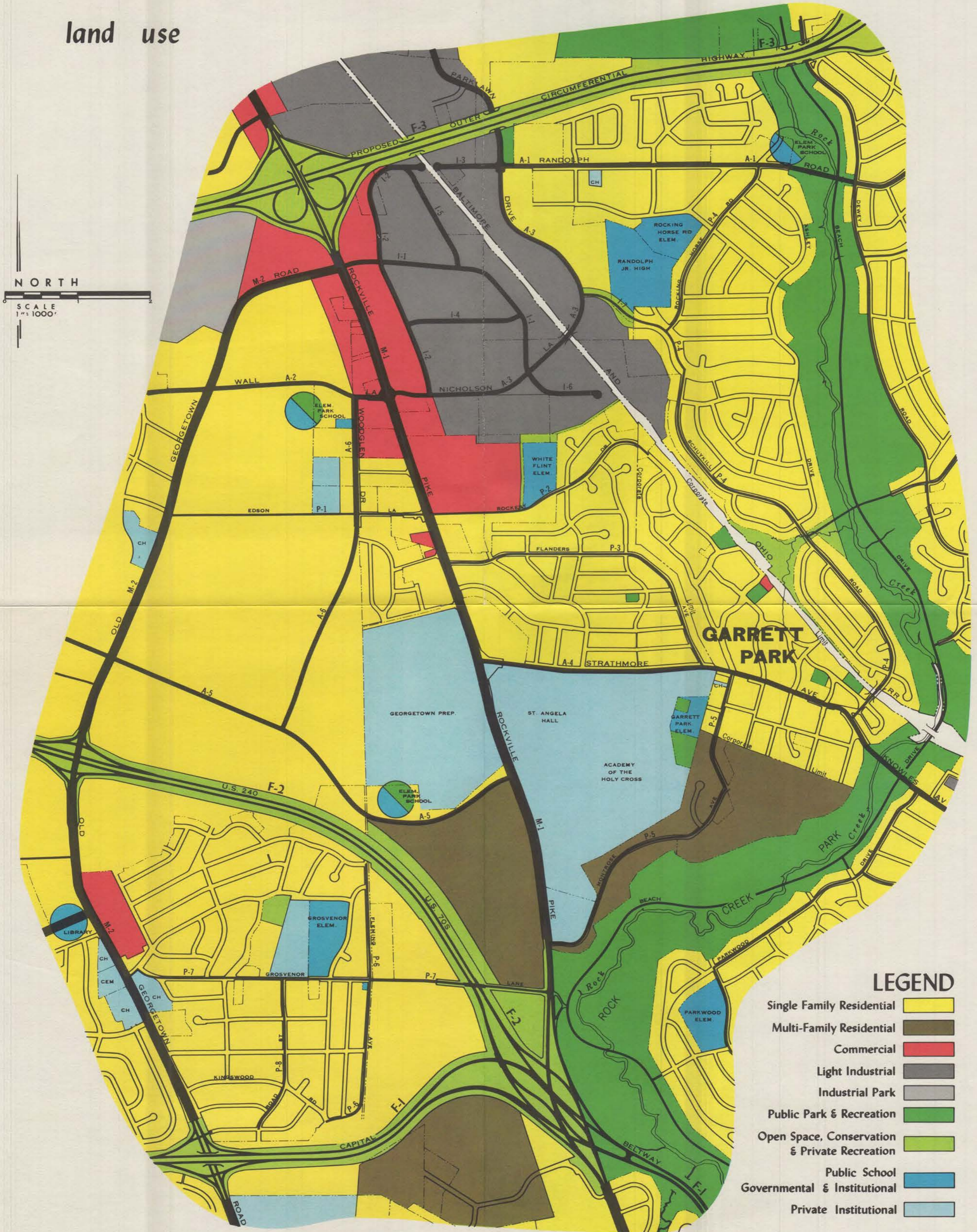
An extension of Beach Drive which will eventually run the full length of Rock Creek Park will be built. The first section will run north from Pooks Hill Interchange to Knowles Avenue. At a later date the parkway will continue on the east side of Rock Creek going from Knowles Avenue under the B & O Railroad across Randolph Road and under the Outer Circumferential Highway.

HIGHWAY AND STREET CLASSIFICATIONS

Name	Limits	Miles	R/W	Recommended Pavement Width	Construction By
Freeways					
F-1 Capital Beltway	Old Georgetown Road to Rockville Pike	.97	300'	6 Lane divided	S.R.C.*
F-2 S.E. Leg 70-S	Old Georgetown Road to Rockville Pike	1.65	300'	4 Lane divided	S.R.C.
F-3 Outer Circumferential Highway	Wisconsin Avenue to Rock Creek	1.31	300'	4 Lane divided	S.R.C.
Major Highways					
M-1 Rockville Pike	Outer Circumferential to Strathmore Avenue	1.52	200'	6 Lane divided	S.R.C.
M-1 Rockville Pike	Strathmore Avenue to Capital Beltway	1.00	120'	6 Lane divided	S.R.C.
M-2 Old Georgetown Road	Capital Beltway to Rockville Pike	2.60	100'	6 Lane divided	S.R.C.
Secondary Roads (Arterial)					
A-1 Randolph Road	Parklawn Drive to Rock Creek	.90	100'	48'	County
A-2 Wall Lane	Old Georgetown Road to Rockville Pike	.45	80'	48'	County
A-3 Nicholson Lane-Parklawn Drive	Rockville Pike to Outer Circumferential	1.24	80'	48'	County and Developer
A-4 Strathmore Ave.-Knowles Ave.	Rockville Pike to Rock Creek	1.12	80'	48'	S.R.C.
A-5	Old Georgetown Road to Rockville Pike	1.27	80'	48'	Developer
A-6	A-5 to Wall Lane	1.00	80'	48'	Developer
Industrial Roads					
I-1 Nebel Street	Nicholson Lane to Rockville Pike	.65	80'	48'	Developer
I-2	Nicholson Lane to I-5	.74	80'	48'	Developer
I-3 Randolph Road	Parklawn Drive to B & O Railroad	.14	100'	48'	Developer
I-4 Marinelli Road	Nebel Street to I-2	.28	80'	48'	Developer
I-5	Randolph Road to I-1	.26	80'	48'	Developer
I-6 Nicholson Lane	B & O Railroad to Nicholson Lane Ext.	.22	80'	48'	Developer
I-7 Boiling Brook Parkway	Nicholson Lane to P-4	.30	Var.	Var.	Developer
Primary Streets					
P-1 Edson Lane	Old Georgetown Road to Rockville Pike	.67	70'	36'	County
P-2 Rokeby Road	Rockville Pike 400' west of Kenilworth Ave.	.60	70'	36'	Developer
P-3 Flanders Avenue	Rockville Pike to Strathmore Avenue	.82	70'	36'	County
P-4 Rockinghorse Rd-Schuylkill Rd.	Randolph Road to Strathmore Avenue	1.80	70'	36'	County
P-5 Montrose Ave.-Kenilworth Ave.	Rockville Pike to Strathmore Avenue	.97	70'	36'	County
P-6 Fleming Avenue	Rossmere Drive to Kingswood Road	.78	70'	36'	County
P-7 Grosvenor Lane	Old Georgetown Road to Rockville Pike	1.09	70'	36'	County
P-8 Broad Street	Grosvenor Lane to Ipswich Road	.41	70'	36'	County

* State Roads Commission.

MASTER PLAN for NORTH BETHESDA - GARRETT PARK & VICINITY land use



CERTIFICATE OF ADOPTION

THIS MASTER PLAN FOR NORTH BETHESDA - GARRETT PARK AND VICINITY IS A PART OF THE GENERAL PLAN FOR THE PHYSICAL DEVELOPMENT OF THE MARYLAND - WASHINGTON REGIONAL DISTRICT IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, ADOPTED PURSUANT TO THE PROVISIONS OF CHAPTER 780, LAWS OF MARYLAND, 1959, AS AMENDED, BY RESOLUTION OF APRIL 4, 1962, AFTER A DULY ADVERTISED PUBLIC HEARING HELD ON JANUARY 25, 1962.

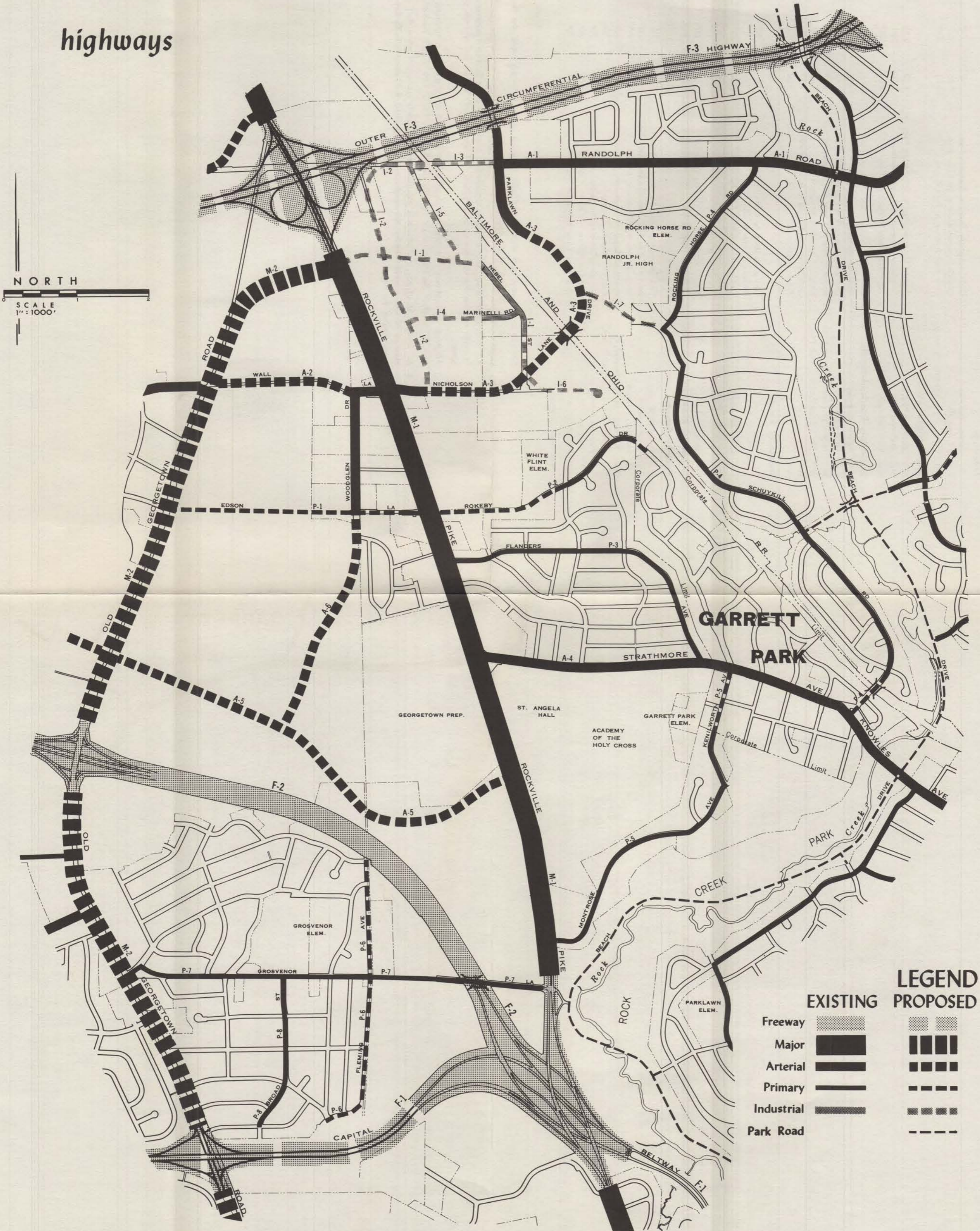
Jesse F. Nicholson
JESSE F. NICHOLSON
Secretary-Treasurer

Herbert W. Wells
HERBERT W. WELLS
Chairman

MASTER PLAN for

NORTH BETHESDA - GARRETT PARK & VICINITY

highways



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Jesse F. Nicholson
 JESSE F. NICHOLSON
 Secretary-Treasurer

Herbert W. Wells
 HERBERT W. WELLS
 Chairman

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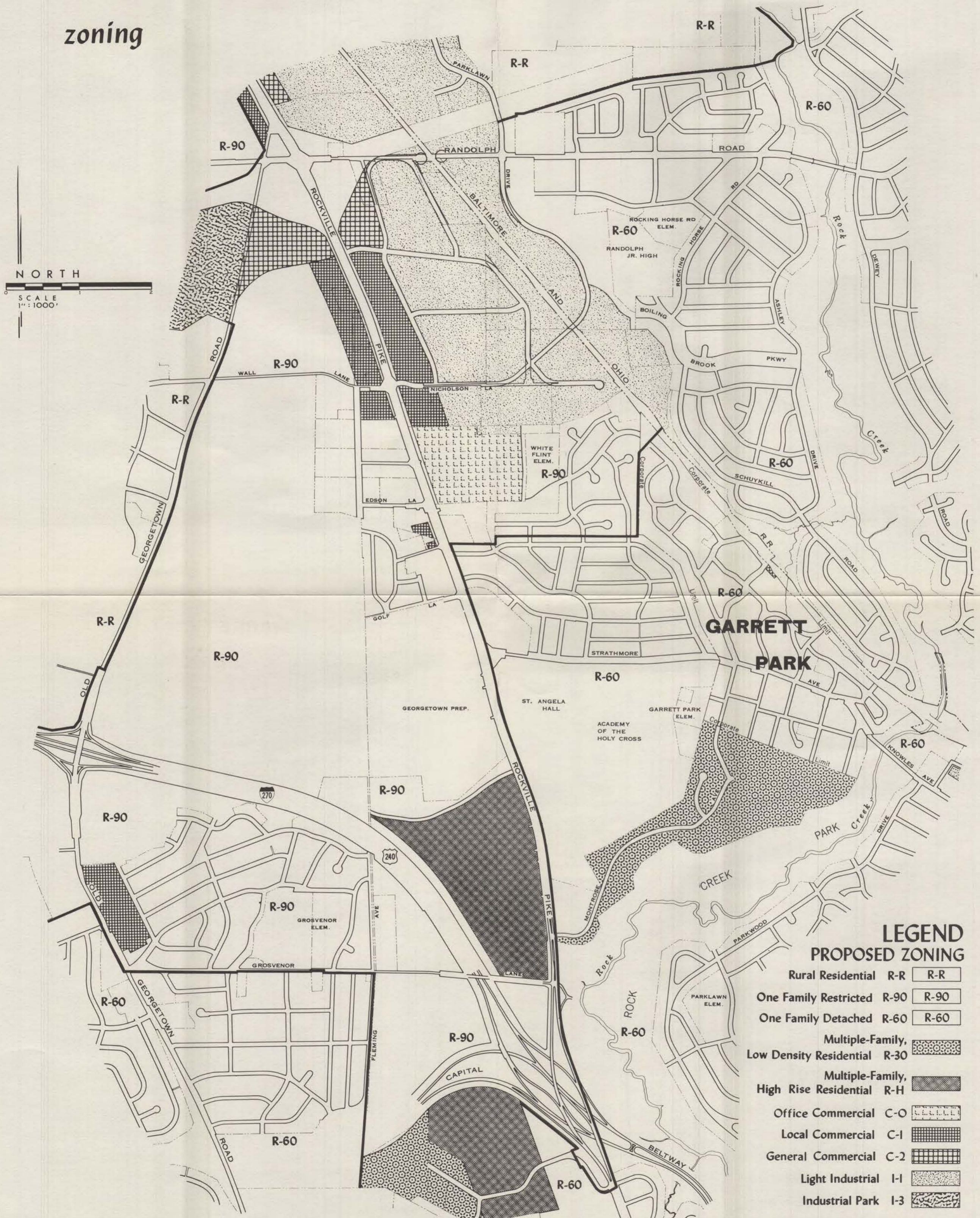
In addition to highways and streets specifically classified in the following table, the three general provisions below shall be binding where applicable:

1. All street rights-of-way (not otherwise classified) in commercial areas shall be a minimum of 80 feet in width whether the commercial zoning (C-0, C-1 and/or C-2) lies on one or both sides of the street.
2. All street rights-of-way (not otherwise classified) in industrial areas shall be a minimum of 80 feet in width whether the industrial zoning (I-1, I-2 and/or I-3) lies on one or both sides of the street.
3. All street rights-of-way (not otherwise classified) in multi-family residential areas shall be a minimum of 70 feet in width whether the multi-family zoning (R-10, R-20 and/or R-30) lies on one or both sides of the street.

MASTER PLAN for

NORTH BETHESDA - GARRETT PARK & VICINITY

zoning



LEGEND PROPOSED ZONING

- Rural Residential R-R R-R
- One Family Restricted R-90 R-90
- One Family Detached R-60 R-60
- Multiple-Family, Low Density Residential R-30 [Pattern]
- Multiple-Family, High Rise Residential R-H [Pattern]
- Office Commercial C-O [Pattern]
- Local Commercial C-1 [Pattern]
- General Commercial C-2 [Pattern]
- Light Industrial I-1 [Pattern]
- Industrial Park I-3 [Pattern]

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