

December, 1967



MASTER PLAN for

# Potomac-Travilah and Vicinity



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

POTOMAC-TRAVILAH  
*and*  
VICINITY  
MASTER PLAN

*Published December, 1967*

Certificate of Adoption

This Master Plan for Potomac-Travilah 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 by The Maryland-National Capital Park and Planning Commission pursuant to the provisions of Chapter 780, Laws of Maryland, 1959, as amended, by Resolution dated February 16, 1966, after a duly advertised public hearing held on January 25, 1966.

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*William J. Stevens*  
WILLIAM J. STEVENS  
Chairman

Certificate of Adoption of Amendments

The Amendments to the Master Plan for Potomac-Travilah and Vicinity shown on the Resolution in the Appendix of the attached text, said Amendments being incorporated in the text and on the maps for said Master Plan, and being Amendments to The General Plan for the physical development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, were adopted pursuant to the provisions of Chapter 780, Laws of Maryland, 1959, as amended, by Resolution of January 25, 1967, pursuant to, and in accordance with, the recommendations of the District Council.

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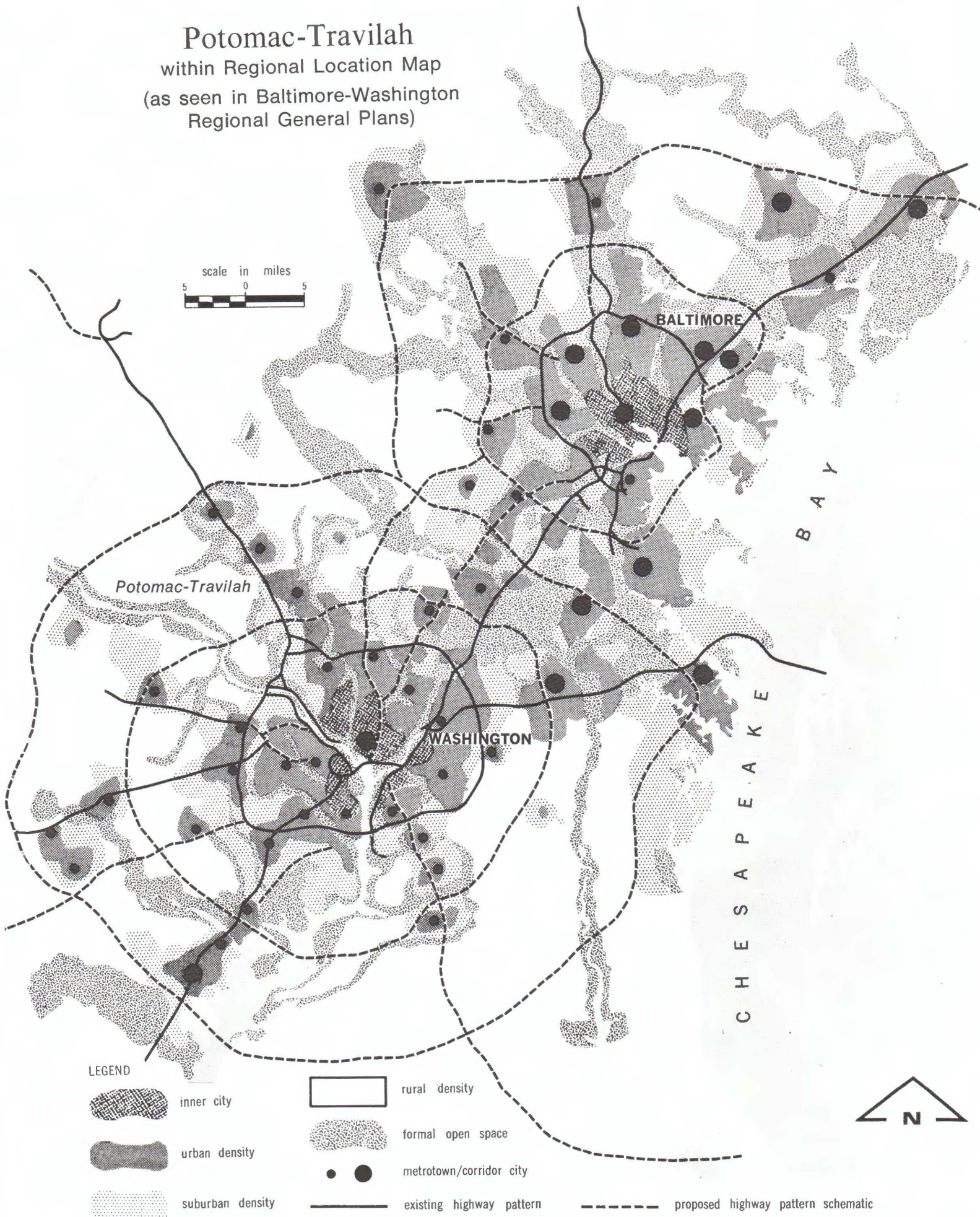
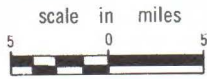
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# Potomac-Travilah

within Regional Location Map  
(as seen in Baltimore-Washington  
Regional General Plans)



Potomac-Travilah

BALTIMORE

WASHINGTON

B A Y

C H E S A P E A K E

LEGEND



inner city



urban density



suburban density



rural density



formal open space



metrotown/corridor city



existing highway pattern



proposed highway pattern schematic



# Introduction to the Plan

## Background

The Potomac-Travilah and Vicinity Planning Area, situated along the Potomac River and acclaimed as one of Montgomery County's finest residential areas, received its first area plan in early 1965. This plan, commonly known as the Potomac-Travilah and Vicinity Sketch Plan and general in nature, was unveiled by The Maryland-National Capital Park and Planning Commission at a public forum on June 8, 1965. Undergoing necessary modification and extension since that time, the Sketch Plan has progressed and developed into a more specific, sophisticated area plan.

This revised plan, the Potomac-Travilah and Vicinity Preliminary Master Plan, reflecting a more detailed planning area analysis and study by The Maryland-National Capital Park and Planning Commission professional staff, was published at the end of 1965. On January 26, 1966, it was presented before the Potomac-Travilah residents at an official public hearing for additional citizen participation. In light of contributing private and public observations and comments, The Maryland-National Capital Park and Planning Commission reviewed the Preliminary Master Plan and on February 16, 1966, approved the Preliminary Master Plan with further modification. With this acceptance by the Park and Planning Commission, the modified Preliminary Master Plan portrayed the broader needs of the County and the region, while representing more accurately the needs and suggestions of the citizens of Potomac-Travilah. Finally, the accepted Preliminary Master Plan was submitted to the Montgomery County Council for its official recognition and approval. The final version of the original Preliminary Master Plan, with several minor changes by the Council, received the County Council's stamp of legislative approval on February 7, 1967.<sup>1</sup>

This publication discusses the final Master Plan product for Potomac-Travilah and Vicinity, as adopted and approved by the Montgomery County Council and the Park and Planning Commission. The Master Plan herein presented is the fruitful result of coordinated

efforts and consultation among the County Council representatives, the professional planners, and the citizens concerned.

## Location and Boundary

The Potomac-Travilah and Vicinity Planning Area lies generally between the shoreline of the Potomac River and the intensively developing Interstate Route 70-S corridor which extends northwest from the District of Columbia. The Capital Beltway bypasses the southeast portion, while Maryland State Route 28—originally a covered wagon trail to the west—comprises the northern limit of the planning area. The major axes, or crossroads, of the Potomac-Travilah area consist of River Road, a country-like road, and Falls Road, which serves as a major arterial link between the picturesque Great Falls on the Potomac and the intensively developed areas along I-70S (see Land Use Map). The Potomac-Travilah area also overlaps into small portions of two adjacent planning areas which are parts of other officially adopted Master Plans—the Cabin John Watershed Master Plan and the Rockville-Gaithersburg and Vicinity Master Plan. Because of proximity and accessibility of both the I-70S radial and the Capital Beltway, the Potomac-Travilah area has a favorable location on a regional basis.

The specific boundaries of the planning area are as follows (refer to Land Use Map):

- *due north from the Cabin John Bridge to the Rockville City limits;*
- *westerly around, and coincident with, Maryland State Route 28 to a point 500 feet west of the intersection of Maryland Routes 28 and 118;*
- *due south to the Potomac River and southerly along the Virginia shoreline to the point of beginning (at the Cabin John Bridge).*

While portions of the adjoining Cabin John Watershed Master Plan are colored for reference purposes on the Land Use Map, no recommendations have been proposed for those areas which lie beyond the dotted line delineating the boundaries of the formally approved Master Plan (see Land Use Map).

<sup>1</sup> See Appendix for changes by the County Council.

## Description

The Potomac-Travilah and Vicinity Planning Area—comprising some 44 square miles of richly vegetated piedmont land—is recognized throughout the metropolitan region for its natural, rugged terrain and its aesthetic, rural-like, residential appearance. Its landscape setting is a pleasant combination of refreshing stream valleys, undulating green hills, tall oaks, woody thickets, and wild honeysuckle. With this salubrious setting, the area has been described by many as the “Potomac Hunt Country,” referring to its exciting fox hunts. The Potomac-Travilah area is accentuated throughout by splendid views of spacious farms from a bygone era and of large estates of the wealthy present-day population. A host of different and unusual identifying features adds to the Potomac-Travilah atmosphere. An extinct gold mine, polo grounds, the historic C. & O. Canal, an internationally popular Girl Scout Camp, horse stables, a military prep school, a private golf course, an authentic French manorial estate, the Congressional Country Club, orchards, white fences, a pheasant farm, even a farm with an American buffalo—all can be found in the area.

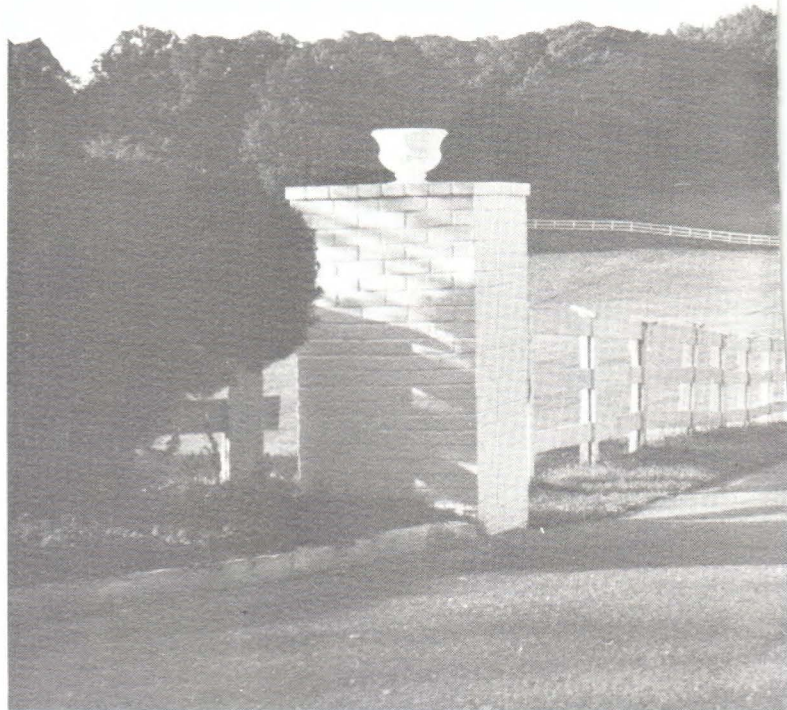
Less than 10 percent of the planning area has been interrupted with man-made development, as can be witnessed by its scattered, residential character. And although a power line swathes a disenchanting north-westward path through Potomac-Travilah, this visual distraction is more than compensated by the area’s pronounced, prodigious natural beauty. It is this striking rusticity which satisfies a County and regional need for a calm, fresh-air relief from the hustle-and-bustle pace of the growing nearby Washington metropolitan urbanization.

## Policy, Goal Statements, and Design Concept

### Policy

As in other area plans for Montgomery County, the Master Plan for Potomac-Travilah and Vicinity bases its objectives on, and operates within, a definite policy guideline. Briefly stated, this guideline is the preservation and maintenance of the present rural-residential setting and the natural physical character so strikingly prevalent throughout the Potomac-Travilah area. The setting down of this policy realistically keeps within:

- *the regional need for large, open areas dedicated to outdoor recreational activity to satisfy a quickly growing and urbanizing population;*



- *the need for “white-fence” development in the County and the region, since it offers the regional housing market an appropriate area and setting for large-lot, “estate” development;*
- *the Federal policy, as directed by the President, for a model conservation area of the entire Potomac Basin;*
- *The Maryland-National Capital Park and Planning Commission General Plan policy for “wedges and corridors” development.*

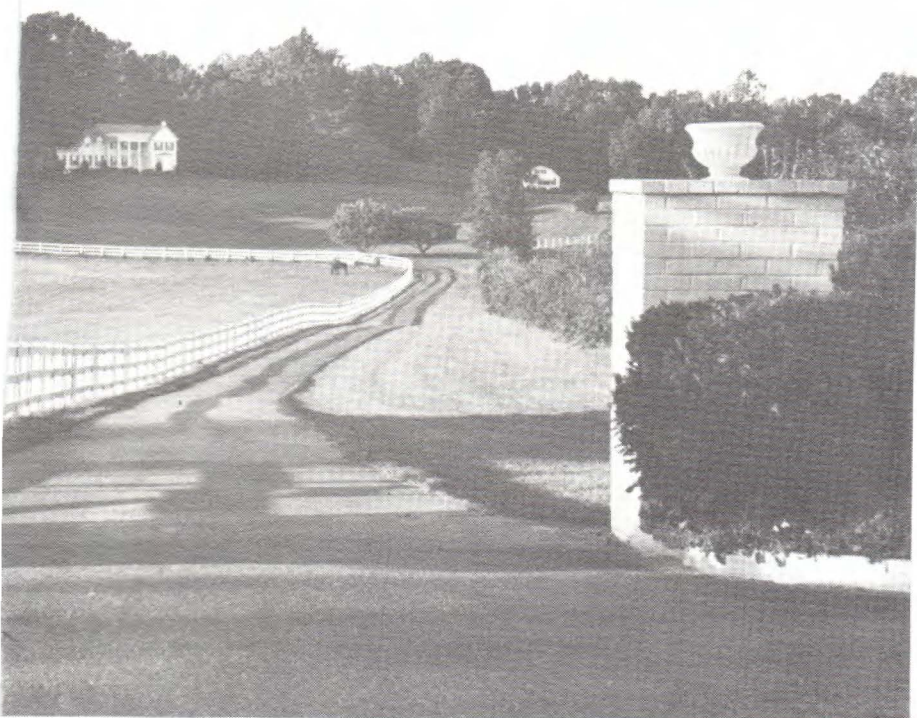
Thus, the Potomac-Travilah area—unlike many other planning areas designed for more intensive land use—is suggested for development as a low-density, single-purpose planning area. This development policy clearly views Potomac-Travilah, not only on the local planning-area scale, but also from the vantage point of the broader and even more important regional or metropolitan area.

### Goals and Objectives

In line with the stated policy, the comprehensive goals and specific objectives, toward which the Potomac-Travilah and Vicinity Master Plan aims, are:

#### GENERAL GOALS

- **Maintenance and further completion of a viable, well-balanced environment for the present and future population of Potomac-Travilah**



*Typical  
large-lot "estate"  
development*



*"Potomac  
Hunt Country"*

*Along the canal . . .*

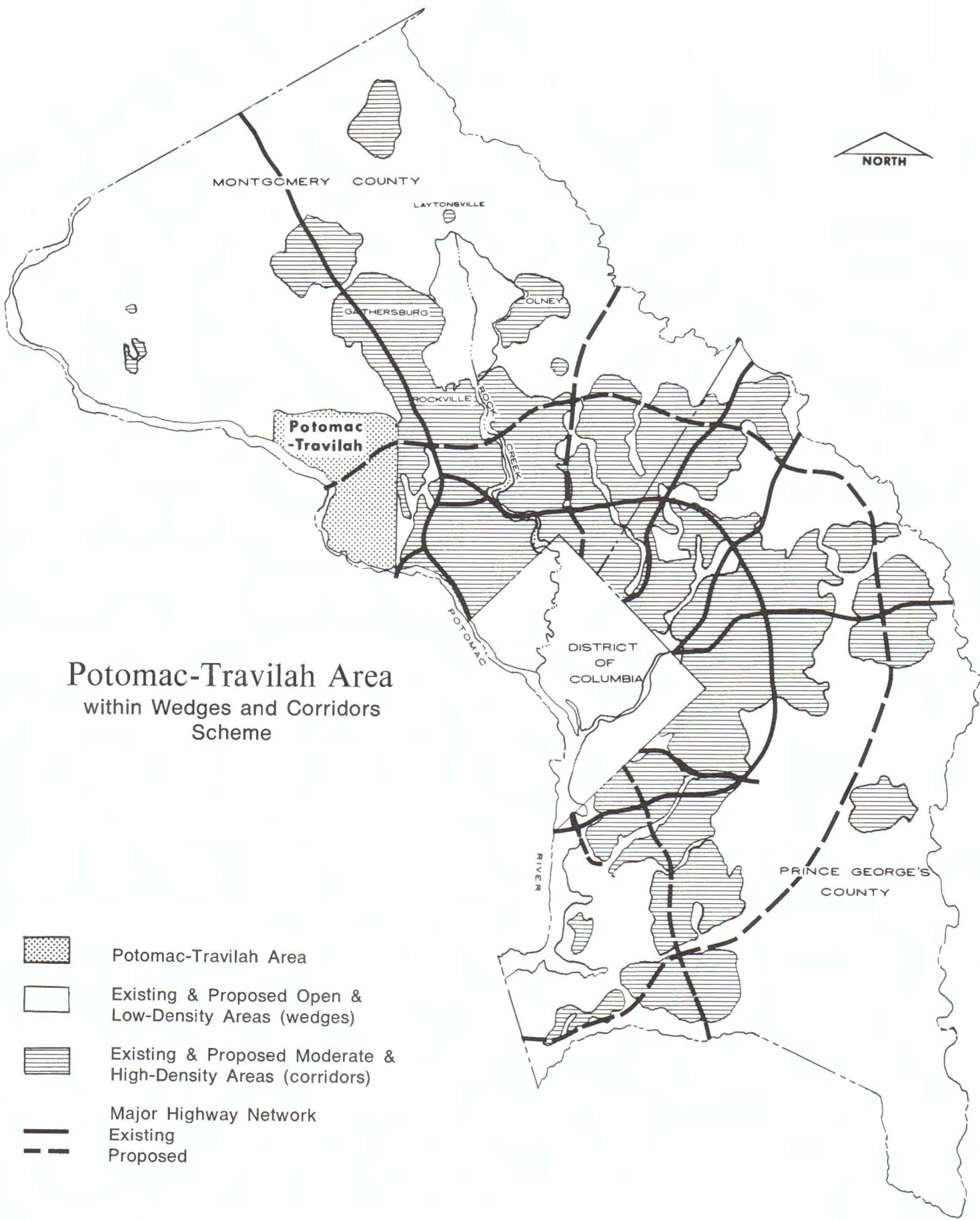
- Implementation of the objectives of "On Wedges and Corridors: A Comprehensive General Plan," as applied to the planning area
- Preservation of the natural features and regional open-space assets in the planning area
- Development of a balanced circulation system of primary, arterial, and major roads to meet the travel needs of the present and future residents of Potomac-Travilah
- Insure the availability of adequate community facilities and services for the future social, educational, and cultural needs of the area

#### **MORE SPECIFIC OBJECTIVES**






- Maintenance and encouragement of the present low-density, residential character now prevailing in the planning area
- Discouragement of extensive, multi-land use development throughout the planning area
- Protection of the Potomac River shoreline and of the historic C. & O. Canal, both so important for conservation and outdoor recreational purposes
- Designation of the George Washington Memorial Parkway as a scenic park roadway, to serve also as a needed commuter route
- Establishment of a local and regional stream valley park system







**Potomac-Travilah Area**  
 within Wedges and Corridors  
 Scheme

-  Potomac-Travilah Area
-  Existing & Proposed Open & Low-Density Areas (wedges)
-  Existing & Proposed Moderate & High-Density Areas (corridors)
-  Major Highway Network Existing
-  Major Highway Network Proposed

## Concept

The design concept for Potomac-Travilah and Vicinity envisions an integrated local-regional structure. It is this conceptual aspect which offers a distinct uniqueness to the Potomac-Travilah area, as compared to other planning areas in the region.

The structure at the local planning area level treats Potomac-Travilah as a single-purpose planning unit. Basically, this involves designing the Potomac-Travilah area with a residential network of very low density. The design of the residential network is strongly dependent upon the development of the area in a two-acre land use pattern. Complementing the residential design is a simple commercial network which is scaled to accommodate or serve neighborhood and sub-neighborhood retail activities. The residential land use pattern and the commercial network act together to keep Potomac-Travilah and Vicinity an open living environment. The Potomac Village area, in which a small shopping center is planned on the major crossroads of River Road and Falls Road, provides the focal point of this residential-commercial system. Interwoven throughout the residential commercial network is a sophisticated system of local and regional stream valley parks, which further ensures "openness" and "viability" for the future Potomac-Travilah area.

The structural framework of the Potomac-Travilah area expands into a larger, integral regional network—that is, the planning area serves important regional and County needs by providing for open space, low-density development. In turn, the region, especially in the adjacent planning areas, serves an important need to the Potomac-Travilah planning area by providing the area with necessary community and regional amenities. This local-regional planning area network is relatively dependent upon the provision of an adequate circulation system to meet the intra-planning-area travel needs of present and future Potomac-Travilah residents.

## The Elements of the Plan

The Potomac-Travilah Master Plan includes several major elements within the planning area. These are the key elements in the future growth of the Potomac-Travilah area and are identified as follows: living areas, commercial and industrial areas, work places, natural open-space areas, transportation, and community facilities and services. All of these elements are closely interrelated and, together, constitute the fabric of the

planning area. For the sake of better comprehension of the Plan's proposals, these elements are presented separately.

### The Living Areas

**TODAY** The total amount of presently developed land within the Potomac-Travilah area consists of only 9.5 percent of the planning area. And, as in all the County's planning areas, the largest portion of this development is in residential land use. Unlike many of the other developing planning areas, however, Potomac-Travilah has, to the present time, been spared from rapid, intensive residential development. In this respect, the character of its residential or "living" area is considered sparse and dispersed, concentrations of development occurring only:

- in the Potomac Village area,
- along the Falls Road approach to Rockville,
- at Glen Hills, and
- in the vicinity of Darnestown.

These developments have, for the most part, sprung up within the last 10 years. The majority of the homes of the planning area range from expensive, single-family residences, located on minimum lots of 9,000 square feet, to spacious estates and large farms of several hundred acres, although a number of older, less-expensive homes also exist in the area. Concomitantly, many of the residents of the Potomac-Travilah area are considered high-middle- to high-income people, most of whom enjoy an advanced degree of education and a professional level of employment.<sup>2</sup> There are presently about 9,000 residents in the planning area.

**TOMORROW** The basic intention of the Master Plan is to preserve the present characteristics of living environment and open space of the Potomac-Travilah area. To accomplish this, the Plan proposes that the Potomac-Travilah residential land uses of the future reflect residential densities and land uses approximately the same as those which occur in the existing zoning framework of the area. To fully comprehend the intent of this residential proposal, it is necessary to view the area within the scope of the land use concept set down for the bi-County Maryland-Washington Regional District by the policies of the broader "On Wedges and Corridors" General Plan.

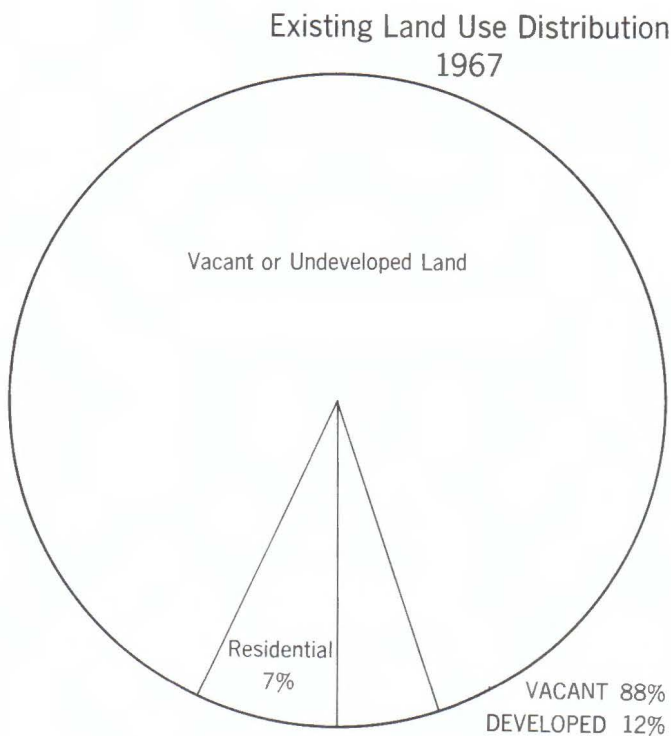
<sup>2</sup> The Maryland-National Capital Park and Planning Commission Technical Bulletin No. 12.

The General Plan concept is based on a structural land use arrangement which assigns intensive and extensive land uses along "corridors," radiating outward from the District of Columbia. These corridors, which specifically accommodate high-density, residential development and contain various uses such as commercial facilities and employment centers, are to be separated by rural low-density, open-space, residential areas called "wedges." The wedges are intended to be rural or semi-rural in character and also to accommodate the lowest of residential densities and other complementary open-space uses of less intensity. The most clearly defined wedge area of the General Plan is found southwest of Interstate 70-S, in which wedge the Potomac-Travilah area is contained. The low-density, residential proposal attempts to further clarify and extend this wedge-corridor concept, as applied to Potomac-Travilah and vicinity.

The success of this low-density, residential proposal is strongly dependent upon the preservation of the existing zoning framework of the Potomac-Travilah area. If developed to the fullest extent possible, the present zoning density of the area would yield 3.0 persons per acre in the planning area. However, the Plan proposes that only 2.5 persons per acre shall be allowed as the ultimate future residential density. This includes the following specific residential categories:

<i>Residential</i>	<i>Acres</i>	<i>Population</i>
RA .....	12,000	17,760
RE .....	1,270	4,250
RR .....	7,800	43,300
R-150 .....	450	5,180
Residential Total .....	21,520	70,490
Non-Residential .....	6,546	—
Total .....	28,060	70,490

(or 2.5 persons per gross acre)



Although the estimated population capacity based on Potomac-Travilah's present zoning is 78,000, the Plan, in accordance with the "On Wedges and Corridors" General Plan, provides for a slightly lower population capacity of 70,600. Also, the Master Plan and the General Plan envision a threefold increase of today's population by 1980, in which 20,000 persons are expected to reside in the Potomac-Travilah area. The actual 1960-1965 population growth rate of the planning area seems to correspond with the above population proposals; and, according to this actual growth rate, Potomac-Travilah will meet 28 percent of its population capacity by 1980 and 56 percent by the Year 2000. (See "Alternative Populations and Growth Rate" chart.)

The following table compares the Potomac-Travilah population totals with the totals for Montgomery County and the National Capital Region in 20-year periods:

	1960	1980	2000
Potomac-Travilah and Vicinity .....	5,200*	20,000	40,000
Montgomery County .....	340,928	643,400	995,000**
National Capital Region	2,096,662	3,638,000	5,000,000**

Sources:

\* U.S. Census of Population, 1960.

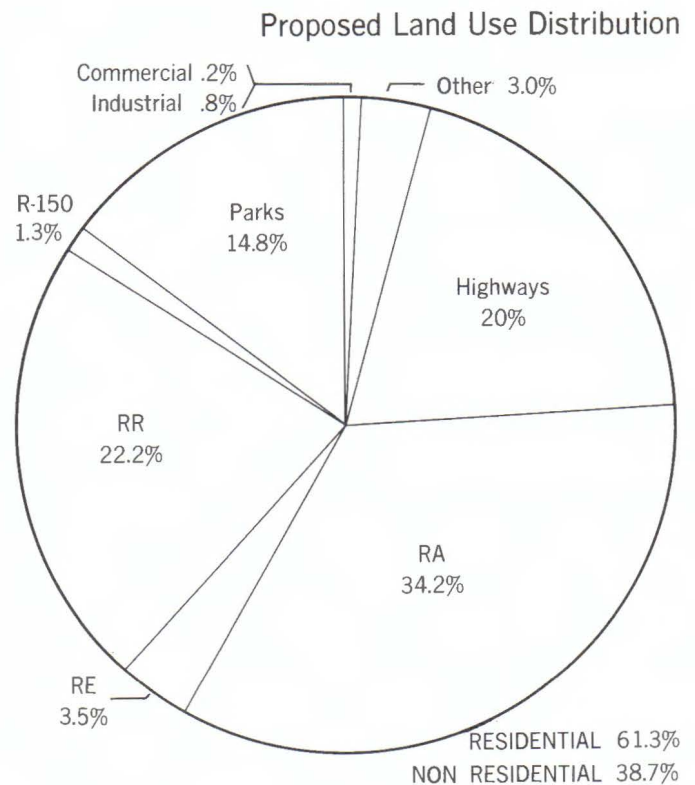
\*\* The Maryland-National Capital Park and Planning Commission General Plan "On Wedges and Corridors."

## PROBLEMS—

### Present and Future

The Potomac-Travilah area today experiences relatively few "living" area problems. However, some problems do exist. Perhaps the most severe problem is the threat of encroaching higher-density "subdivision" developments extending into the planning area from the direction of Washington and the Interstate 70-S corridor. This threat has become greater within the last few years because of the ideal regional accessibility available to the Potomac-Travilah area by way of the Capital Beltway and I-70S. To allow encroaching, higher-density, subdivision development to penetrate Potomac-Travilah would upset the policy intent of this Plan—the preservation of the present rural setting of the area. It may be necessary to examine a number of tools other than large-lot zoning that may be used effectively to diminish this higher-density development threat. These additional tools could appropriately include the following:

- use of limited-access sewers through rural sections, to provide adequate service to urban areas without encouraging urbanization of rural areas
- new tax policies, relating land assessment to zoning and extending preferential assessment to confirmed open-space uses of land
- denial of proposals to establish subdivisions that would place large-scale, urban-type development in rural areas
- use of park acquisition to separate rural from suburban areas
- purchase of public recreation rights and scenic easements to expand open space beyond publicly owned land through the coordination of the numerous Federal, State, and local programs for rural development, conservation, and open-space acquisition
- encourage private landowners in the wedge areas to provide recreational opportunities to the public under income-producing, multiple-use arrangements

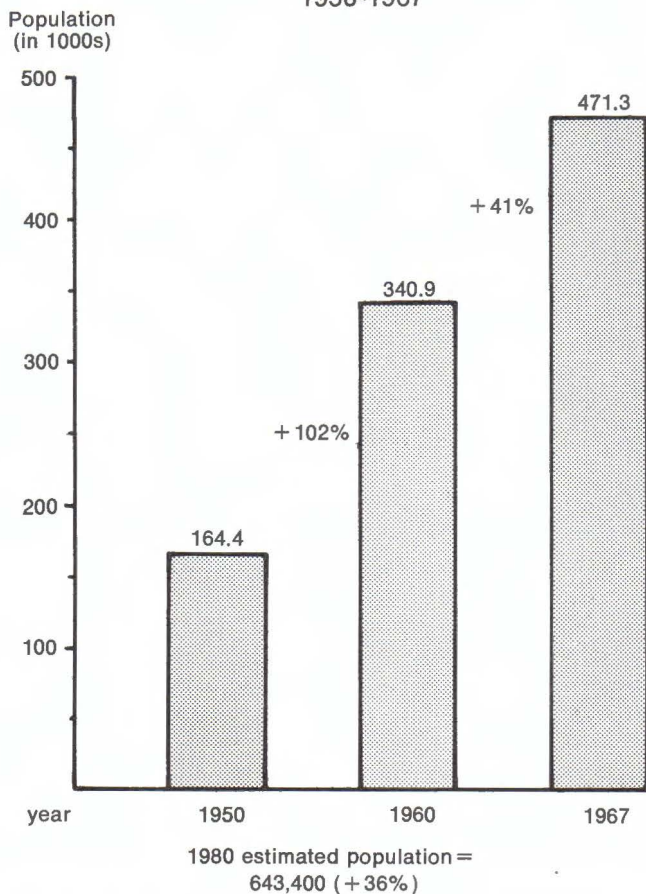


The second residential problem facing the planning area is the problem of residences which do not meet minimum standards and requirements. This problem particularly manifests itself in the small community of Tobytown. As in most of the other deficient communities in the Maryland-Washington Regional District, this community is one of long-time, established residents. Since the Master Plan is essentially physical in nature, offering basically a future low-density land use arrangement, it is difficult to make direct proposals to remove inherent housing deficiencies (with all the related implications). The Plan, however, in recognizing the needs of the residents of Tobytown, does suggest that this community be upgraded and reoriented, transforming the area into a viable residential unit—that it not be eliminated for future reuse of its land.

Though the Plan, in itself, is not the proper vehicle to achieve this end, other avenues can be taken, in concert with County agencies:

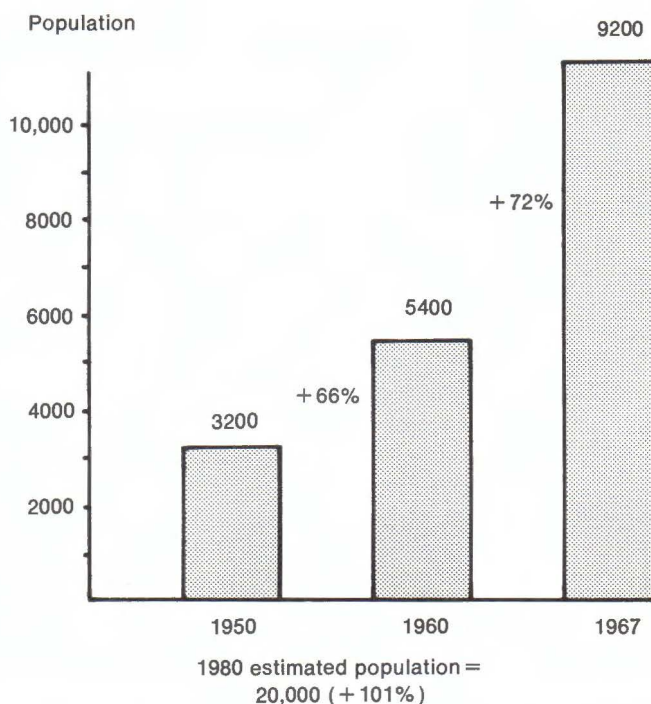
- the establishment of a County residential rehabilitation program for existing, deteriorating housing
- the creation by the County of a neighborhood self-improvement district
- the enactment of a County code enforcement program, facilitating new techniques and grants-in-aid to arrest present deterioration; to restore properties and their environs to standard conditions; and to avoid future deficiencies
- the improvement of techniques for the provision of adequate sanitary facilities for small, isolated areas in need of relief—sewage oxidation ponds, for example, have been proven practical and efficient in other sections of the country
- the proper coordination of County Government with Federal agencies and applicable Federal Programs for such assistance (e.g., water and sewer facility programs, code enforcement program, rehabilitation and urban renewal program, etc.)

Montgomery County Population Chart  
1950-1967



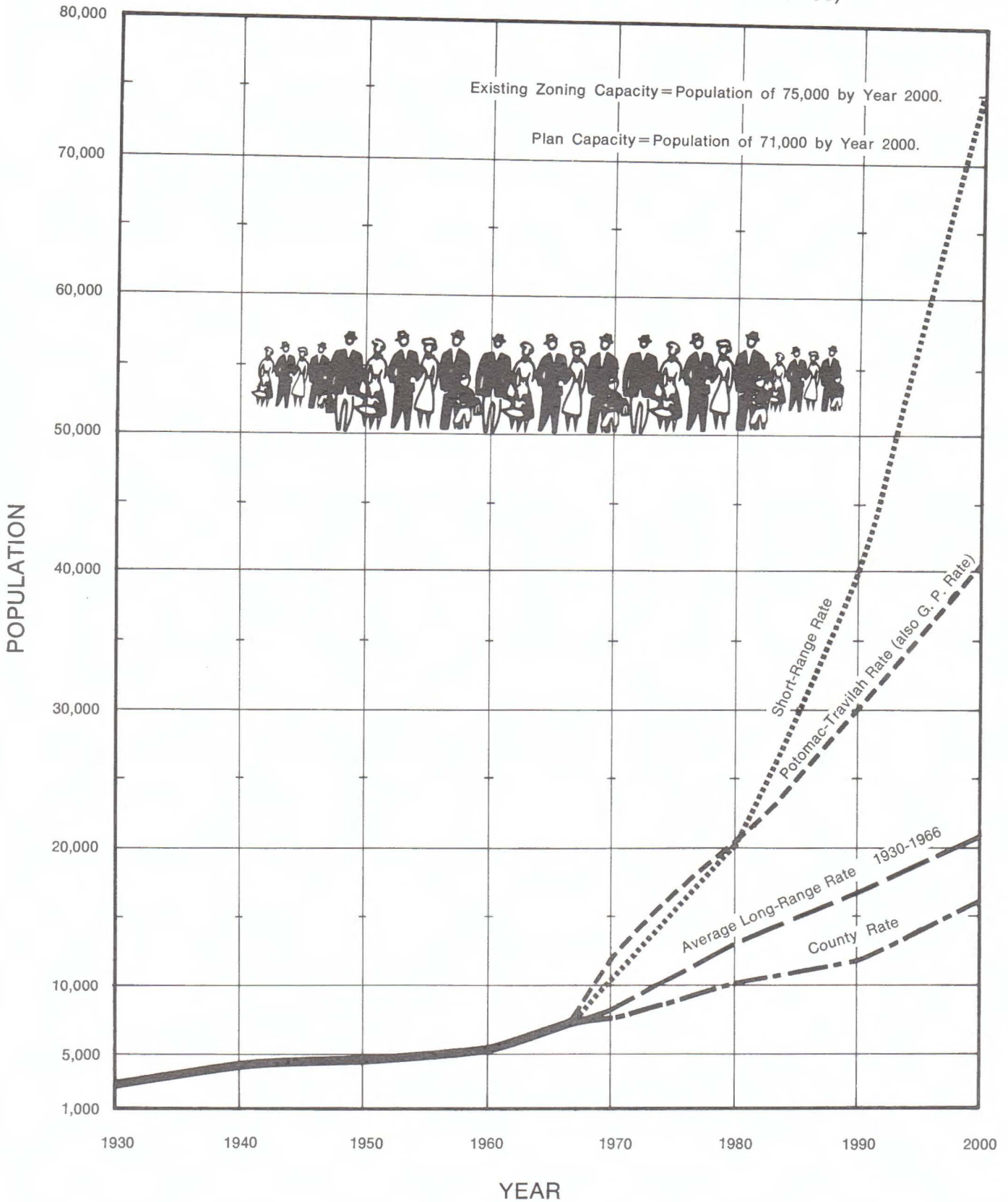
Source: Based on U.S. Bureau of Census and estimates from MNCPPC Research Report Bulletin Number 12.

Potomac-Travilah Population Chart  
1950-1967



Source: U.S. Bureau of Census 1950, 1960 and estimates from MNCPPC Research Report Bulletin Number 12.

# POTOMAC-TRAVILAH AREA (Alternate Population Capacities and Growth Rates)



## Commercial and Industrial Elements

**TODAY** The 44 square miles of the picturesque Potomac-Travilah area reflect little commercial land use. Only 33.4 acres of the area are actually zoned commercial, although commercial activities also occur in several non-commercially zoned locations.<sup>3</sup> Potomac Village contains the largest commercial concentration in the area and offers the planning area's only complete neighborhood-size commercial center. The remaining commercial land use activities are sprinkled throughout Potomac-Travilah in the form of small, sub-neighborhood establishments. These smaller commercial areas can be found along Route 28 and Travilah Road and at the intersection of Falls Road and MacArthur Boulevard. There are no larger community-size commercial centers located within Potomac-Travilah. Nearby community centers, readily accessible in adjacent planning areas, adequately serve the need for this type of commercial activity.

Contrasting this small amount of commercial land acreage, a larger amount of industrial acreage is reflected in Potomac-Travilah. This comprises some 275 acres, zoned for heavy industrial use and concentrated at one site along Piney Meetinghouse Road. This con-

centrated industrial location may appear incongruous with the surrounding low-density, single-family residential development. It is necessary, however, since it allows stone quarry operations and on-the-site processing of materials (such as crushed stone and macadam) — a prerequisite set by the Montgomery County Zoning Ordinance for such activity. Providing as it does needed road and building construction materials to this dynamically growing metropolitan area, this stone quarry operation is economically and commercially important to the County and to the region.

**TOMORROW** The Plan, in its commercial land use proposals, offers a realistic framework for limited commercial development in Potomac-Travilah.<sup>4</sup> Basically, the location, extent, and type of residential density dictates the location, extent, and type of commercial facilities. It is the degree of residential use which determines the marketable support for commercial land activity. Since Potomac-Travilah is planned as a residential area with a low-density population, the economic support for commercial facilities will not be great, nor will it vary greatly. Therefore, the Plan proposes a neighborhood

<sup>3</sup> It should be noted that these non-conforming uses were in operation before the Zoning Ordinance became effective in this area and, as such, are legal operations.

<sup>4</sup> Since the Potomac-Travilah area is expected to house but 20,000 people by 1980 and 40,000 by the year 2000, the population will support fewer commercial areas and at more widely spaced intervals than most urbanized areas.



and sub-neighborhood commercial structure as adequate to support the local service requirements. The Plan envisions no need for larger retail centers, especially in view of the fact that commercial functions of that type are served by community and regional centers in the nearby, quickly accessible I-70S corridor. In addition to providing efficiently for the commercial needs of Potomac-Travilah, this "limited" commercial structure also serves the goal of maintaining the area's open, rural-living character.

The Plan specifically allocates a total of about 70 commercial acres, strategically divided into sub-neighborhood and neighborhood commercial areas, to service the future Potomac-Travilah capacity population of 70,600. The sub-neighborhood centers occur along Route 28 and Travilah Road and at Falls Road and MacArthur Boulevard. Most of these sub-neighborhood centers reflect and capitalize upon the smaller existing commercially zoned sites in the planning area. The neighborhood commercial emplacements occur at Potomac Village, Darnestown, Quince Orchard, Travilah, and at the intersection of the proposed Outer Belt and Falls Road.

The more important recommendations for neighborhood commercial activity are:

- *modest expansion in the commercial design of Potomac Village on the four quadrants of the intersection of River Road and Falls Road, the major crossroads of the planning area, as the most significant proposal in the plan's commercial picture for tomorrow—the Village proposals provide a commercial neighborhood complex of 16.9 acres serving a future population of about 17,000. Also recommended as a buffer to the four-corner Village center are a number of acres which can accommodate special exception uses (see Quadrant III of Potomac Village Land Use Map). A green conservation strip is recommended to buffer the Village center (Quadrant III and Quadrant IV) from the surrounding low-density residential uses.<sup>5</sup>*
- *a new neighborhood commercial center at the Outer Belt and Falls Road—this commercial neighborhood complex comprises some 14 acres and will serve as a neighborhood convenience center for 25,000 persons. The center will also serve as a commercial land use complement to the Potomac Village center. The ultimate design of the proposed Outer Belt interchange will determine the delineation and practicability of commercial use at Falls Road.<sup>6</sup>*

<sup>5</sup> As a result of an exchange of ideas between the Montgomery County Council and the Planning Board, this amended scheme for Potomac Village was agreed upon prior to the Council's approval of the Plan. Full explanation of this proposal is documented in Appendices A, B, and C. See also the Potomac Village Land Use Scheme, which graphically reflects the final design for this center.

<sup>6</sup> See Appendices B and C for further comment on this center.

- *a proposed neighborhood center, at the northern limits of the planning area, in the vicinity of Darnestown—however, the need for this center will be felt more in the long-range future than now—and, thus, the commercial site is shown on the Land Use Map symbolically, rather than precisely as was done with Potomac Village and the Outer Belt-Falls Road center. The Darnestown center also will serve future residents to the north of and outside the planning area.*

The master plan recognizes the industrial zoning and activity which already exist but proposes no additional industrial acreage. Increased industrial acreage would seriously affect the low-density intent of the Plan and, if feasible, would better be located within the adjacent I-70S corridor. In recognizing the present 275 acres of industry within Potomac-Travilah, the Plan maintains this as a necessary zoning prerequisite for the processing operations at the stone quarry, since the quarry's natural resources are so economically necessary to the County and the region. It should be emphasized that the large deposits of stone at this particular quarry site will involve long-term operations before the natural resources are exhausted. To avoid future land use relationship problems, the Plan suggests the possibility of providing a Natural Resource Zone as a more fitting means of controlling stone quarry operations and similar uses throughout the County.

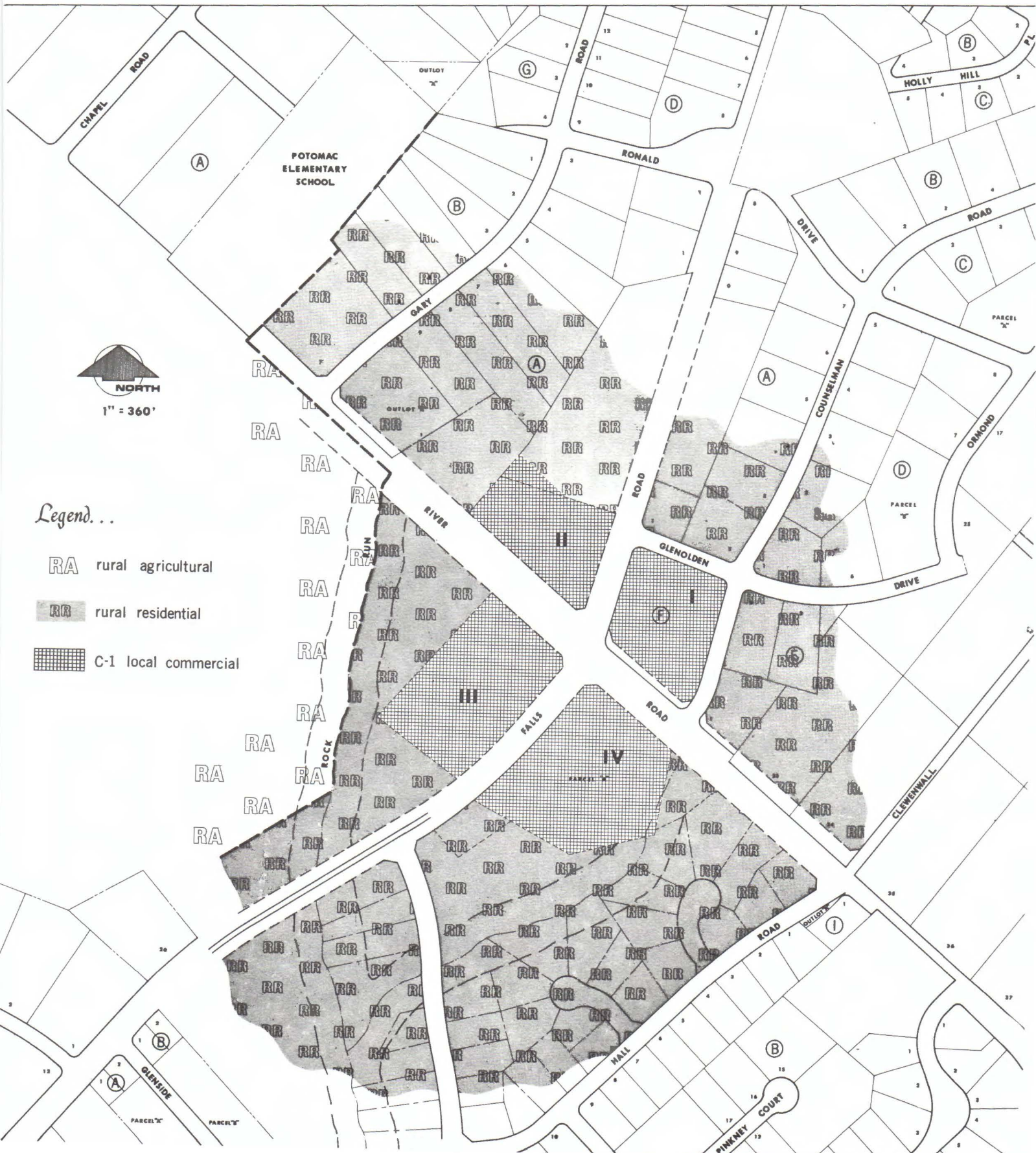




# POTOMAC

## zoning plan

A PART OF THE MASTER PLAN FOR POTOMAC-TRAVILAH AND VICINITY



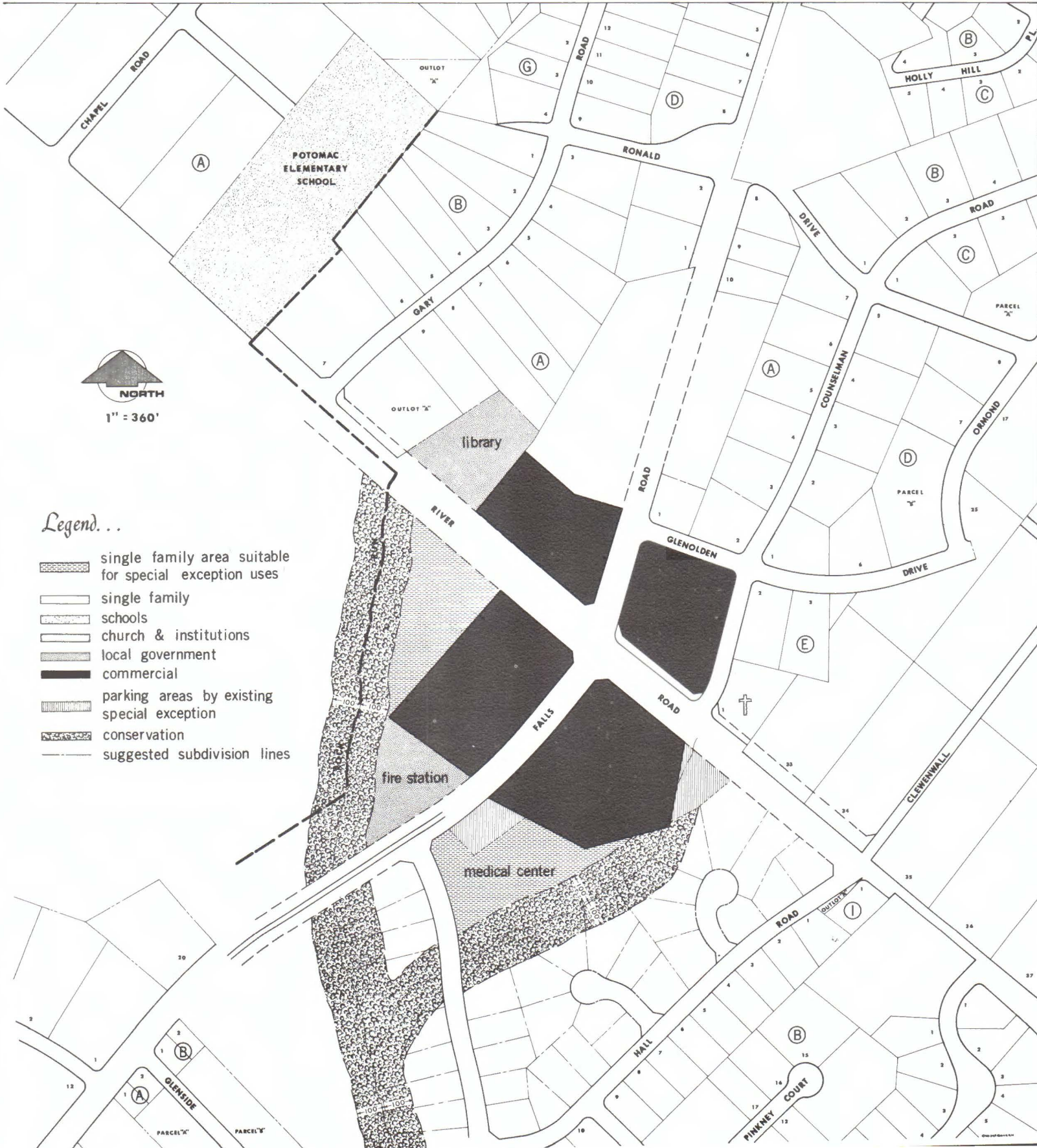
Legend...

- RA rural agricultural
- RR rural residential
- C-1 local commercial

# VILLAGE

## land use plan

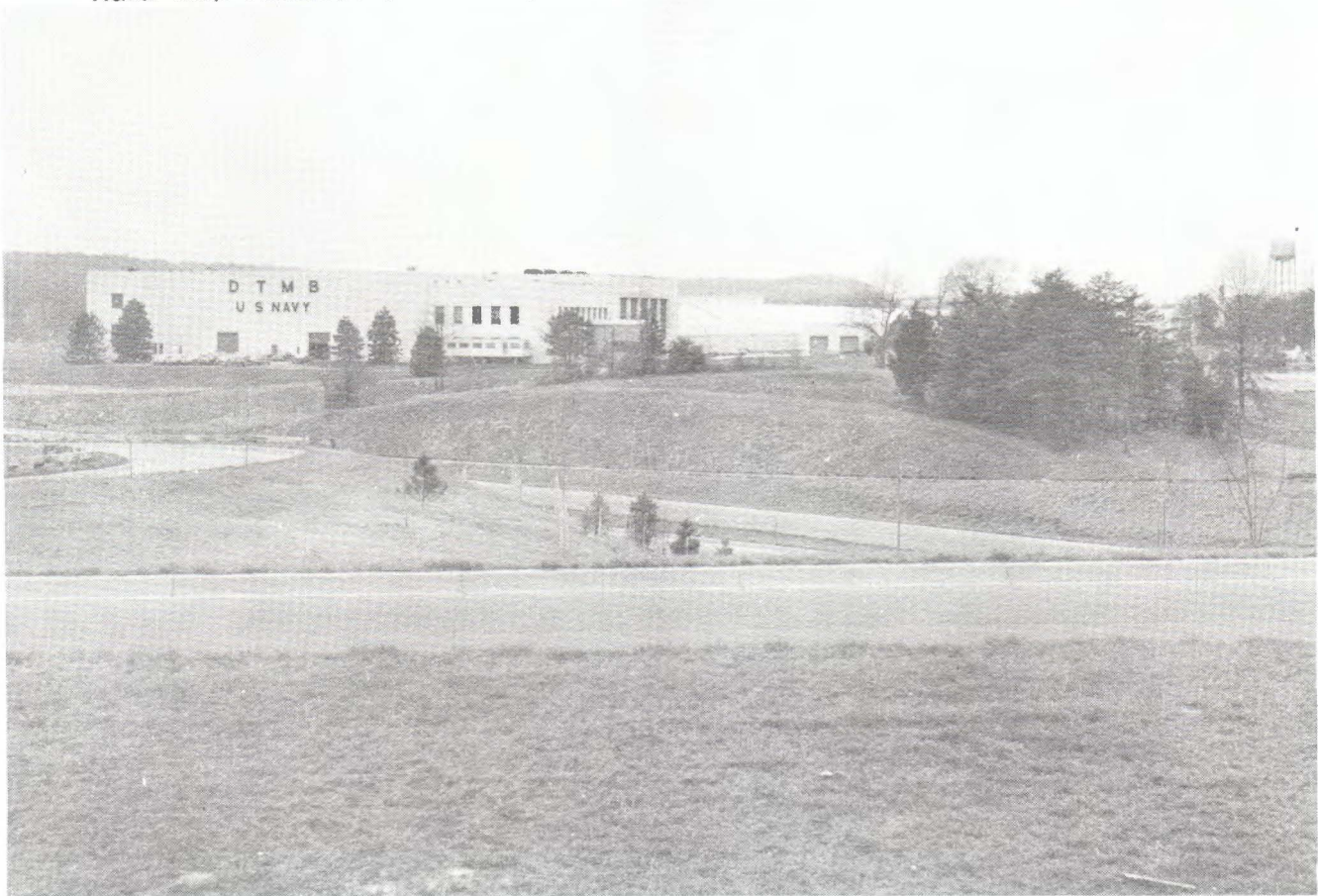
A PART OF THE MASTER PLAN FOR POTOMAC-TRAVILAH AND VICINITY



*Legend...*

- single family area suitable for special exception uses
- single family
- schools
- church & institutions
- local government
- commercial
- parking areas by existing special exception
- conservation
- suggested subdivision lines

## Naval Ship Research and Development Center



### Work Center Elements

**TODAY** Although the Potomac-Travilah area does not contain many employment centers, two major work centers do exist—the David Taylor Model Basin<sup>7</sup> and the aforementioned stone quarry.

- *The more significant of these two employment centers is the David Taylor Model Basin, a Federal installation. This work center is a region-oriented employment complex, attracting employees from northern Virginia, the District of Columbia, and suburban Maryland. The total employment at the Model Basin consists of about 2,000 workers, most of whom are engaged in hydrodynamics (or ship research). Over 65 percent of the Model Basin employees are white-collar workers.*
- *The stone quarry, of less significance, employs about 90 persons—most of whom are laborers. This employment center is locally oriented in the planning area, also providing regional resource needs.*

<sup>7</sup> Presently known as the Naval Ship Research and Development Center.

A small amount of employment activity also occurs in the commercial establishments throughout the area.

The majority of the Potomac-Travilah residents are employed outside the planning area. Many of the residents work at centers within the adjacent I-70S corridor.

**TOMORROW** In accordance with its established policy and goals, the Plan has limited the major employment facilities. The Plan does recognize the two centers presently established at the David Taylor Model Basin<sup>7</sup> and the stone quarry as adequate to meet employment needs of the area and, accordingly, proposes no additional work centers. Any need for additional centers would be adequately satisfied by nearby employment centers in adjacent planning areas—for example, the National Geographic Society has recently located a research center just north of Route 28, immediately outside the planning area.

The Federal Government is currently planning to expand the Model Basin facility to house 3,000 em-

ployees. In harmony with the Master Plan, the Federal plans for the Model Basin include the screening and beautification of the site, erection of new buildings, and the eventual demolition of temporary storage buildings. Since the Model Basin is a Federal installation, not subject to local zoning regulations, the Master Plan retains the site of the facility in its existing R-R zoning classification.

In addition to the anticipated expansion of employment at the Model Basin, the proposed neighborhood and sub-neighborhood commercial centers, when established, will attract an increased number of employees in the planning area. These employment facilities, combined, do keep within the planning objectives for a low-density residential area—the expressed intent of the Plan.

### Natural Environmental Elements

**TODAY** The Potomac-Travilah Planning Area now enjoys natural environmental assets not witnessed in other sections of the County. For example, three stream valley tributaries of the Potomac River (Rock Run, Watts Branch, and Muddy Branch) meander through Potomac-Travilah's verdurous countryside. The area's rugged, natural character and scenic beauty, thus, not only allow an aesthetic relief from the more urbanized areas nearby, but also provide a rustic framework for development for future outdoor recreational activity, so important to the residents of the area and to the increasing number of nature lovers within the metropolitan region. Many private open space areas, such as the Potomac Polo Grounds and Congressional Country Club, are interspersed throughout the planning area. Falls Road Golf Course is the only public golf course in the area. In addition, an extensive bridle trail system weaves itself throughout parts of Potomac-Travilah. Although no developed parks (except Federally owned park land) are located within the area, the notable Cabin John Regional Park lies comfortably adjacent to the southeastern portion of the planning area. The Federal Government has purchased a large amount of Potomac shore land within the planning area for park and outdoor recreational purposes, in accordance with the Federal Government's expressed intention to conserve the Potomac shoreline in its natural state. The park land is sometimes referred to as the "gold mine tract"—a locale once famous for the mining of gold ore.

The entire natural, open-space setting of today's Potomac-Travilah is pleasingly complemented by the low-density use and rural make-up of the land. The

open-space proposals of the Plan attempt to protect, preserve, and improve upon these present natural environmental features of the Potomac-Travilah area.

**TOMORROW** The nature and location of Potomac-Travilah expand the importance of the planning area as a natural, open-space area for the County and the region. For this reason major portions of Potomac-Travilah have been designed to serve regional, as well as local, open-space demands. Within this context, the Plan allows 5,200 acres for park, outdoor recreation, and open-space activity and subregional conservation needs. The usual standard for locally owned parks within a planning area is 35 acres for each thousand persons.<sup>8</sup> Because of the importance of the regional open-space aspect of Potomac-Travilah, however, a larger amount of park land has been designated. Of the 5,200-acre total, the Federal Government will own 2,575 acres along the Potomac shoreline.

Briefly stated the natural open-space proposals<sup>9</sup> are:

#### GENERAL PROPOSALS

- preservation of the natural state of the Potomac shoreline for conservation purposes and for insuring the availability of the shoreline for outdoor recreational activity—(This will involve Federal ownership of a major portion of the land along the Potomac and the islands in the river and possibly the use of scenic easements.)
- continuance of the Potomac Valley Park and its recreation system by acquisition of park lands adjacent to Muddy Branch and Watts Branch—(The preservation of major tributaries, such as Muddy Branch, by public acquisition is necessary and desirable to insure implementation of the conservation and beautification program for the central Potomac Basin.)
- use of County scenic easements or development right tools, where needed, as a means of preservation of open space on privately owned lands

#### SPECIFIC LAND USE PROPOSALS

(see map)

- two regional parks—*Travilah Regional Park*, at the confluence of Muddy Branch and the Potomac River, and *Piney Grove Regional Park*, south of the stone quarry
- two stream valley parks, one along Muddy Branch to the Gaithersburg City limits and the other along Watts Branch from River Road to the Rockville City limits—(In addition, the Plan proposes that most of the stream valley park acreage be conserved in a natural state and utilized in

<sup>8</sup> The Maryland-National Capital Park and Planning Commission standard for park acquisition program.

<sup>9</sup> These proposals are in accordance with recommendations of the Potomac Task Force.

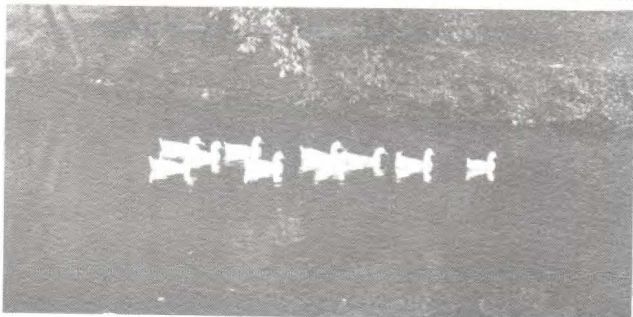
part to complement the extensive bridle trail system now in existence.)

- five local parks, ranging in size from 21 to 35 acres — (These parks will be located at South Potomac, Poplar Grove, Kentsdale, Glen Hills, and Big Pines.)
- conservation strips (200 feet wide) along Rock Run and its tributary from the local park to Potomac Village — (These conservation strips will serve as buffers between the Potomac Village center — Quadrants III and IV — and the surrounding rural residential land use.)<sup>10</sup>
- five park-school complexes to complement the park system and provide year-long use of these combined facilities.

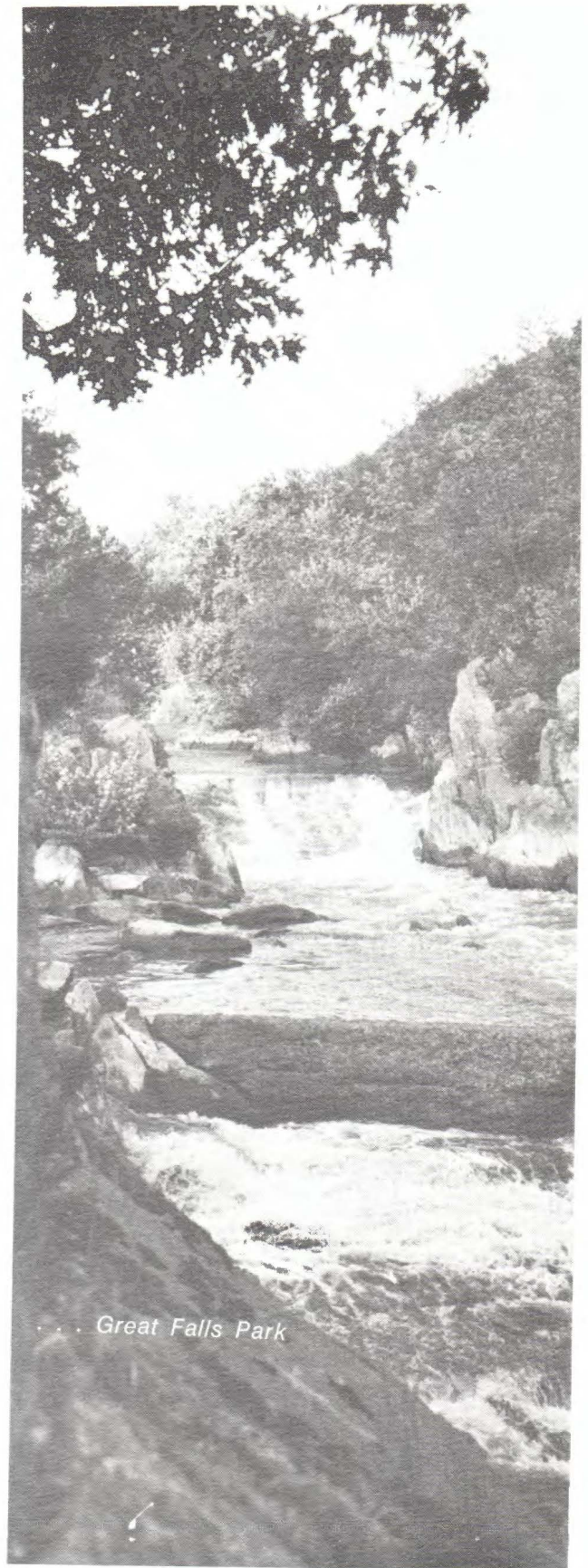
<sup>10</sup> See Appendix.



. . . Golf Course

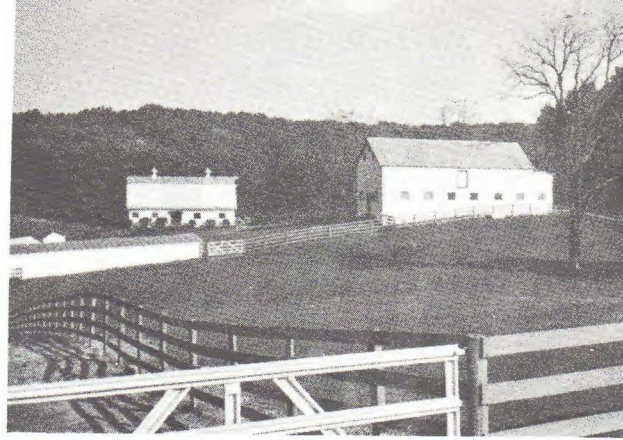


. . . C&O Canal



. . . Great Falls Park

Potomac-Travilah . . .



. . . a low-density, single-purpose planning area

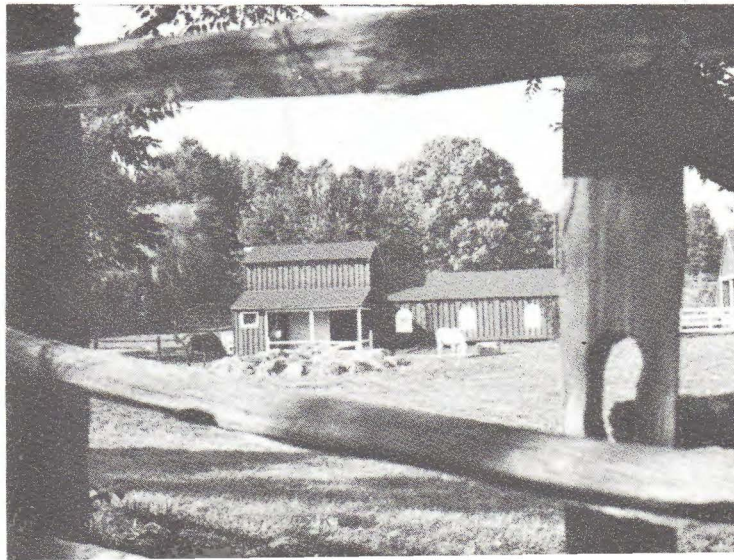
The Plan allows 5,200 acres for "open-space" activities . . .



WSSC Filtration Plant



. . . aesthetic relief from more urbanized areas nearby



## Circulation Elements

**TODAY** The circulation or transportation system of the Potomac-Travilah area is basically a highway-oriented system. This highway system, for the most part, consists of old rural and State roads. As such, the highway system is in need of considerable improvement and upgrading to meet the planning area's ever growing highway demands and needs. Many rural roads do not even meet minimum safety requirements and minimum grade alignments, as set down and required by the Bureau of Public Roads. Some of these roads, in the open areas of farmland, are not paved or graveled; and others, in the developing sections of Potomac-Travilah, are serving functions beyond their limits as "thru" roads and primary "feeder" roads.

The more important existing roads in the Potomac-Travilah area are River Road and Falls Road, both two-lane, secondary State roads; Maryland Route 28, an important State thoroughfare; and Democracy Boulevard and Bradley Boulevard, both County arterial roads.

Usually, highways, streets, and roads in typical suburban areas of the County encompass from 25 to 30 percent of the total area acreage. In Potomac-Travilah, though, the present road system occupies less than 20 percent of the total land because so much of the area is vacant or undeveloped. This will change, as Potomac-Travilah becomes more developed. Since the Potomac-Travilah area is planned for low-density development and because large areas of it are to be reserved for open-space purposes, however, fewer interior roads will be necessary within the planning area's confines. Thus, the total highway acreage of the planning area is not expected to reach the average suburban ratio of highways and streets to total land area.

**TOMORROW** It is important for the attainment of the policy and goals of this Plan that the internal-external highway network operate at full efficiency since it serves as the key inter-connecting link between land use elements within and beyond Potomac-Travilah. To accomplish this, the highway recommendations of this Plan attempt to upgrade and refurbish the present Potomac-Travilah highway network. In this context, the future inter- and intra-planning area travel needs for the Potomac-Travilah residents can, and will, be adequately served.

The Plan's recommended circulation pattern includes:

### GENERAL

- recognition of the designed circulation system of road categories and alignments as reflected in the adopted

General Plan, the Master Plan of Highways, and the adopted Master Plans of Cabin John and Vicinity and Rockville-Gaithersburg and Vicinity — (The Plan must, of necessity, recognize the existing and proposed highway and transportation plans in adjacent parts of the County.)

- development of a highway network for the planning area, which will consist of major arterial and primary thoroughfares, recognizing and supplementing present Potomac-Travilah highway patterns
- provision of adequate thoroughfares to handle increased inter- and intra-traffic flow which will be generated by the additional people and facilities in the future development of the Potomac-Travilah area
- provision of efficient and safe highways of a limited-access nature in the planning area to facilitate traffic movement through the area
- provision of an internal highway system of arterial and primary roads allowing access to all properties within the planning area

### SPECIFIC<sup>11</sup>

#### *major highways*

- establish and upgrade River Road, in accordance with the Master Plan of Highways, as a controlled major County highway (involves insuring the preservation and widening of the road's right-of-way from 80 feet to 150 feet) — This thoroughfare, a north-south route, serves as the major radial linking Potomac-Travilah to the urbanized areas extending from Washington. It also links Potomac-Travilah with the nearby Capital Beltway, giving the planning area a favorable and accessible regional location within the Washington metropolitan area.
- establish and upgrade Falls Road as a major County highway (involves insuring the preservation and widening of the right-of-way from 120 feet to 150 feet) — This thoroughfare, an east-west route, links the Potomac-Travilah area with the nearby intensively developed I-70S corridor and Rockville to the east and with the George Washington Parkway via MacArthur Boulevard to the west.
- establish and upgrade Maryland Route 28 as a major highway (involves insuring the preservation and widening of the right-of-way); also slightly realign the right-of-way of Route 28 in the vicinity of Darnestown to the north as indicated on the Land Use Map
- extend Democracy Boulevard to meet the proposed Outer Belt expressway; also establish and upgrade Democracy Boulevard as a controlled major County highway (involves insuring the preservation and widening of the road's right-of-way from 120 feet to 200 feet) — This highway, a north-south route east of and parallel to River Road, will serve as a major link from the planning area to Old Georgetown Road.
- establish and upgrade Bradley Boulevard as a major County highway (involves insuring the preservation and widening of the road's right-of-way from 100 feet to 120 feet) — This highway connects the southern limits of the planning area via River Road to Wisconsin Avenue, which extends from the District of Columbia.

<sup>11</sup> See the highway table for a complete description of all the proposed highways, streets, and roads for the Potomac-Travilah area.

### *arterial highways*

- establish and upgrade the following roads as arterial highways:
  - *Kentsdale Drive, Persimmon Tree Road, and most of Brickyard Road in the lower portion of the Potomac-Travilah area*
  - *Seneca Road, River Road Extended, Esworthy Road, Stoney Creek Road, Dutief Road, Quince Orchard Road, Piney Meetinghouse Road, and Muddy Branch Road Extended in the upper portion of the Potomac-Travilah area*
- provide an arterial highway connection, A-13, between Falls Road and Persimmon Tree Road

### *primary roads*

- establish and upgrade the following roads as primary roads or streets:
  - *Turkey Foot Road, Jones Lane, Query Mill Road, Glen Road, Travilah Road, Glen Mill Road, Old Route 28, Viers Drive, Scott Drive, Watts Branch Drive, in the upper section of the Potomac-Travilah area*
  - *South Glen Road, Bells Mill Road, Kendale Road, and MacArthur Boulevard in the lower portion of the Potomac-Travilah area*
- eliminate MacArthur Boulevard as a route for primary vehicular traffic, as recommended by the Army Corps of Engineers<sup>12</sup>
- provide a primary connection, P-8, between Brickyard and Persimmon Tree Roads — This connection, following the ridge line between Rock Run and the Potomac River, allows access to areas presently fronting on MacArthur Boulevard in which primary vehicular traffic is to be eliminated.<sup>12</sup>

### *freeways (express facilities)*

- provide an Outer Beltway route alignment south of, and somewhat parallel to, Watts Branch in accordance with regional highway plans; provide also for reservation of right-of-way for this freeway — Also included in the Outer Belt route are two interchanges, one at River Road and the other at Falls Road (see Land Use Plan Map).<sup>13</sup>
- extend the George Washington Memorial Parkway north to a connection with River Road to Piney Meetinghouse Road and reserve the necessary right-of-way to accomplish this — It is also recommended that the George Washington Memorial Parkway be designated a scenic commuter route, restricting commercial vehicles.

<sup>12</sup> MacArthur Boulevard, a primary road, presents an acute problem for Potomac-Travilah. It passes over deteriorating, 100-year-old water conduits which supply water to the Nation's Capital area. The Army Corps of Engineers has recently requested the elimination of all primary vehicular traffic from this road, with the final intention of closing it. This action creates highway-access problems for adjacent houses paralleling MacArthur Boulevard. Solutions to these difficulties are subsequent to the recommendations of this Plan and will be based on a recent highway consultant study, the "Feasibility Study for MacArthur Boulevard."

<sup>13</sup> The location of the Outer Belt crossing of the Potomac River has been for some time, and still is, under study by this Commission—See Appendix.





# Potomac -Travilah and Vicinity

## STREET AND HIGHWAY CLASSIFICATIONS

	Name	Limits	Right-of-way	Recommended Minimum Paving Width
<b>FREEWAYS AND PARKWAYS</b>				
F-1	I-495 and 270	From Virginia to Democracy Boulevard	300'	6-8 Lanes Divided
F-2	Proposed Outer Beltway	From Virginia to I-70S	300'	4-6 Lanes Divided
F-3	U.S. 240 and I-70S	From Tuckerman Lane to Maryland Route 28	300'	6 Lanes Divided
PW-1	George Washington Memorial Parkway	From present terminus to River Road	Varies	4 Lanes Divided
<b>MAJOR HIGHWAYS</b>				
M-3	River Road Route 190	From Esworthy Road to Beltway (I-495)	150'	4-6 Lanes Divided
M-6	Darnestown-Rockville Road, Maryland 28	From Rockville to limit of plan west of Route 118	120'	4-6 Lanes Divided
M-7	Democracy Boulevard	From Outer Beltway to Seven Locks Road	Varies	4-6 Lanes Divided
M-8	Bradley Boulevard	From River Road to Beltway (I-495)	100'	4-6 Lanes Divided
M-11	Falls Road, Route 189	From G.W.M.P. North to I-70S	100-150'	4-6 Lanes Divided
<b>ARTERIAL HIGHWAYS</b>				
A-1	Brickyard Road	From Falls Road to P-8	80'	24'
A-2	Persimmon Tree Road	MacArthur Boulevard to River Road	72'	24'
A-3	Bradley Boulevard	From Persimmon Tree Road to River Road	80'	24'
A-4	Kentsdale Drive	From Falls Road to Bradley Boulevard	80'	24'
A-6	Tuckerman Lane	Falls Road to Seven Locks Road	80'	48'
A-7	Esworthy Road	From Seneca Road to River Road	80'	24'
A-8	Stoney Creek Road	From River Road to Travilah Road	80'	24'
A-9	Quince Orchard Road	From Dufief Mill Road to Maryland 28	80'	24'
A-10	Seneca Road, Route 112	From Maryland Route 28 to boundary	80'	24'
A-11	Dufief Mill Road	From Travilah to Maryland 28	80'	24'
A-12	Travilah Road	From A-8 to A-11	80'	24'
A-13	Oaklyn Drive	From Falls Road to Persimmon Tree Road	80'	24'
A-15	Extension of Old Germantown Road	From Maryland Route 28 to Seneca Road	80'	24'
A-16	Maryland Route 190	From Elsworthy Road to boundary	120'	24'
A-17	Piney Meetinghouse Road	From River Road to Maryland Route 28	120'	24'
A-18	Muddy Branch Road	From Maryland 28 to Piney Meetinghouse Road	80'	24'

# Potomac -Travilah and Vicinity

## STREET AND HIGHWAY CLASSIFICATIONS—Continued

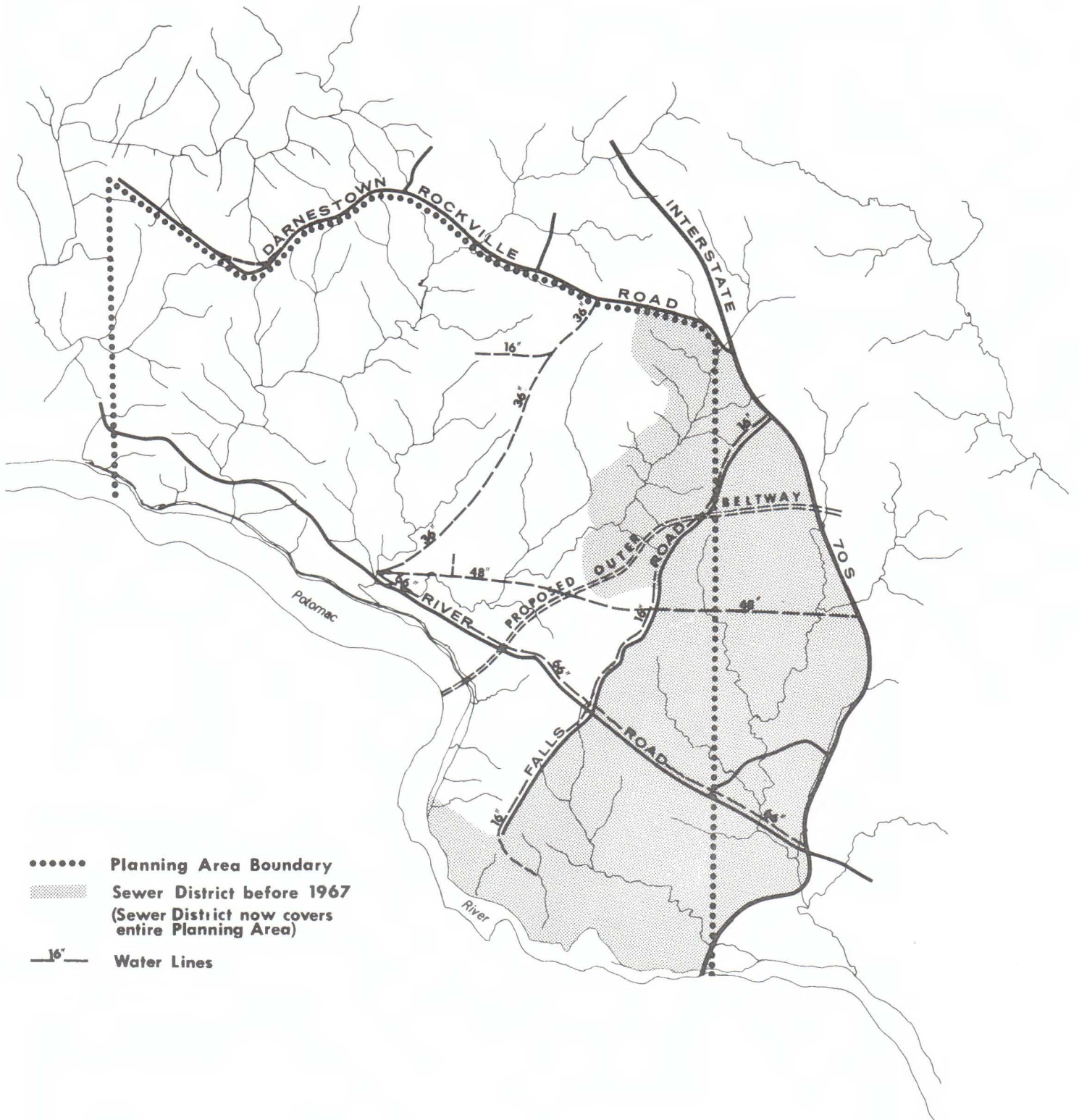
Name	Limits	Right-of-way	Recommended Minimum Paving Width
<b>PRIMARY STREETS</b>			
P-1	Proposed . . . . . From Piney Meetinghouse Road to P-3	70'	24'
P-2	Viers Drive-Scott Drive . . . From Glen Mill Road to Falls Road . . . .	70'	24'
P-3	Glen Mill Road . . . . . From Watts Branch Drive to Route 28	70'	24'
P-4	Overlea Drive . . . . . From Watts Branch Drive to P-2 . . . . .	70'	24'
P-5	Watts Branch Drive . . . . . From Piney Meetinghouse Road to Falls Road . . . . .	70'	24'
P-6	Glen Mill Road . . . . . From Glen Road to Watts Branch Drive	70'	24'
P-7	Glen Road . . . . . From Query Mill Road to Falls Road . . .	70'	24'
P-8	Proposed . . . . . From Brickyard Road to Persimmon Tree Road . . . . .	70'	24'
P-9	MacArthur Boulevard . . . . . From Falls Road to Cropley Road . . . . .	70'	24'
P-10	Bells Mill Road . . . . . From Falls Road to Seven Locks Road	70'	24'
P-11	Query Mill Road . . . . . From Esworthy Road to Turkey Foot Road . . . . .	70'	24'
P-12	Broad Green Drive- Eldwick Way . . . . . From Falls Road to Glen Road . . . . .	70'	24'
P-13	Travilah Road . . . . . From River Road to A-12 . . . . .	70'	24'
P-14	Travilah Road . . . . . From A-12 to Maryland Route 28 . . . . .	70'	24'
P-15	Jones Lane . . . . . From Turkey Foot Road to Maryland Route 28 . . . . .	70'	24'
P-16	Piney Meetinghouse Road . From Travilah Road to A-17 . . . . .	70'	24'
P-17	Old Maryland Route 28 . . . From Rockville to Relocated Route 28	70'	24'
P-18	South Glen Road . . . . . From Glen Road to Falls Road . . . . .	70'	24'
P-19	Turkey Foot Road . . . . . From Maryland Route 28 to Travilah Road . . . . .	70'	24'
P-20	Proposed . . . . . From Falls Road to A-13 . . . . .	70'	24'
P-21	Kendale Road . . . . . From Bradley Boulevard to Kentsdale Drive . . . . .	70'	24'
P-22	Proposed . . . . . From Democracy Boulevard to Kentsdale Drive . . . . .	70'	24'
CP-8*	Proposed . . . . . From River Road to Kentsdale Drive . . .	70'	24'
CP-9*	Proposed . . . . . From Kentsdale Drive to CP-8 . . . . .	70'	24'
CP-11*	Proposed . . . . . From Kentsdale Drive to Tuckerman Lane . . . . .	70'	24'
CP-12*	Gainsborough Road . . . . . From Democracy Boulevard to Seven Locks Road . . . . .	70'	24'
CP-13*	Post Oak Road . . . . . From Tuckerman Lane to Seven Locks Road . . . . .	70'	24'
CP-14*	Victory Drive . . . . . From Falls Road to Gainsborough Road.	70'	24'
* PRIMARY ROADS INDICATED ON CABIN JOHN PLAN			

### BUSINESS STREETS

B-1	Old Route 28 through Darnestown . . . . . From Seneca Road to M-6 . . . . .	80'	48'
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# Potomac-Travilah Area

## SANITATION DISTRICT & WATER LINES



- ..... Planning Area Boundary
- ▨ Sewer District before 1967  
(Sewer District now covers entire Planning Area)
- 16"— Water Lines

## Community Services and Facilities

**TODAY** Relatively few residents live within the bounds of the Potomac-Travilah area, and for this reason the area has displayed a minimal demand for community services and facilities. Thus, the usual number of community facilities—such as libraries, fire stations, sewers, etc.—found in the more intensively developed planning areas are not evidenced in Potomac-Travilah. Most of these facilities and services—such as the County Police Station at Seven Locks Road in the Rockville area serving the upper and western part of Montgomery County—are adequately provided for in the adjacent, more intensely developed areas. The Potomac-Travilah area does reflect some direct community facilities and services. These are:

### public educational facilities

- the planning area is served by four elementary schools (Darnestown, Travilah, Potomac, and Beverly Farms)
- one junior high school and one senior high school service parts of the planning area—(These schools, the Herbert Hoover Junior High School and the Winston Churchill Senior High School, are located at Tuckerman Lane near Falls Road, immediately adjacent to the planning area.)
- Montgomery Junior College, located in Rockville, is within easy reach of the planning area

### fire and police services

- the Potomac-Travilah area falls within two fire tax districts—the Cabin John Fire District and the Rockville Fire District—and is serviced by three fire stations outside the planning area boundaries (two at Rockville and one within the Cabin John area)<sup>14</sup>
- the planning area is located within the larger Police District encompassing the entire upper County from Rockville east to the Potomac and north to the Montgomery-Frederick County line

### post office services

- a “contractor” Post Office, located at Potomac Village, presently services the planning area—(A contractor post office is a facility located in a privately owned commercial establishment)

<sup>14</sup> Presently a bill is pending before the Montgomery County Council to reduce to two the number of Fire Tax Districts within the County (one for the upper part of Montgomery County and the other for the lower portion). Potomac-Travilah will be located in the lower County Fire District, if this bill is given legislative approval.

### utilities

- only a small portion of Potomac-Travilah (the southeastern section) was formerly included in the Washington Suburban Sanitary Sewer District but recent County Council action has changed this, placing the entire County within the Sewer District<sup>15</sup>
- the developed sections of the planning area receive adequate water service—(Three trunk water lines, extending from a major WSSC filtration plant on the Potomac in the vicinity of Watts Branch, traverse the planning area)—These major lines service (via trunk spur and feeder water lines) not only the planning area but also the County water needs.
- the planning area receives sufficient gas and electric services—(Major gas transmission pipelines and a major Potomac Electric Power Company transmission line traverse Potomac-Travilah.)
- public bus service from Potomac Village to Rockville and the District of Columbia is provided via Falls Road, River Road, and Bradley Boulevard

### solid waste disposal

- refuse disposal services for Potomac-Travilah are adequately provided by WSSC (through use of its own service or WSSC-contracted private collection service)

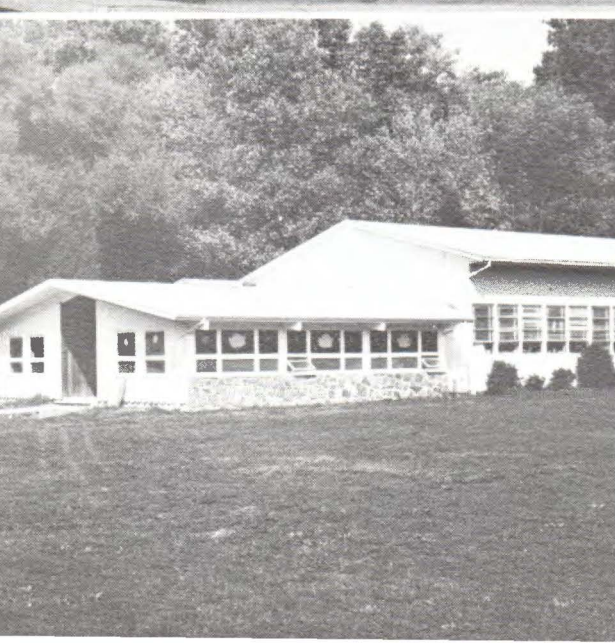
### private community facilities and services

- three country clubs—the Congressional Country Club in the planning area, the Washington and Lakewood Country Clubs both adjacent to the planning area boundaries—are available to the residents of Potomac-Travilah for recreational, cultural, and social activities
- two theaters—Shady Grove Music Fair and Inverness—are immediately adjacent to the planning area
- a number of private and parochial schools and other private institutions—such as the Bullis Military Preparatory School, the Potomac Montessori School, the Holy Child High School for Girls, and the Villa Mercy Convent—exist in the lower section of the planning area
- six churches throughout Potomac-Travilah and six churches immediately adjacent to the Potomac-Travilah area are available for the residents of the planning area

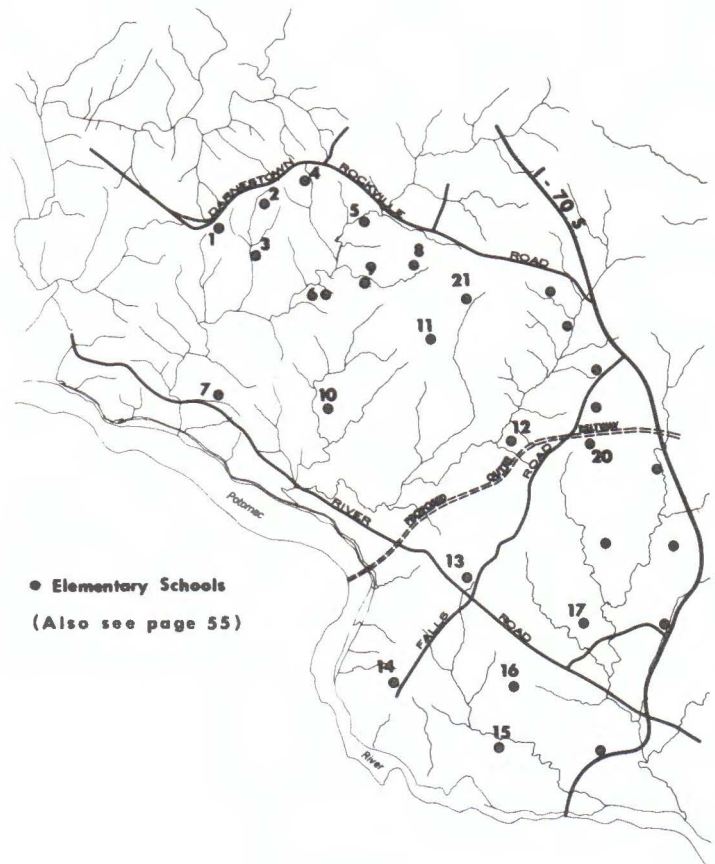
**TOMORROW** Although the Potomac-Travilah area, today, does not reflect a great demand for additional community facilities and services,<sup>16</sup> the area, as it becomes more developed,

<sup>15</sup> The Plan originally proposed that WSSC not include all of the planning area within the Sanitary Sewer District; however, recent legislation (Maryland General Assembly) nullified this by placing all of Montgomery County within the WSSC Sanitary Sewer District.

<sup>16</sup> The area, for the most part, is well serviced; however, some sections do suffer from inadequate utility services. (See The Living Areas Section, page 9.)



## Elementary Schools



● Elementary Schools  
(Also see page 55)

will need increased community services. This will involve the services of more schools, a library, a post office, medical facilities, and a fire station.

More specifically, the Master Plan suggests the following future community services and facilities (as the planning area develops):

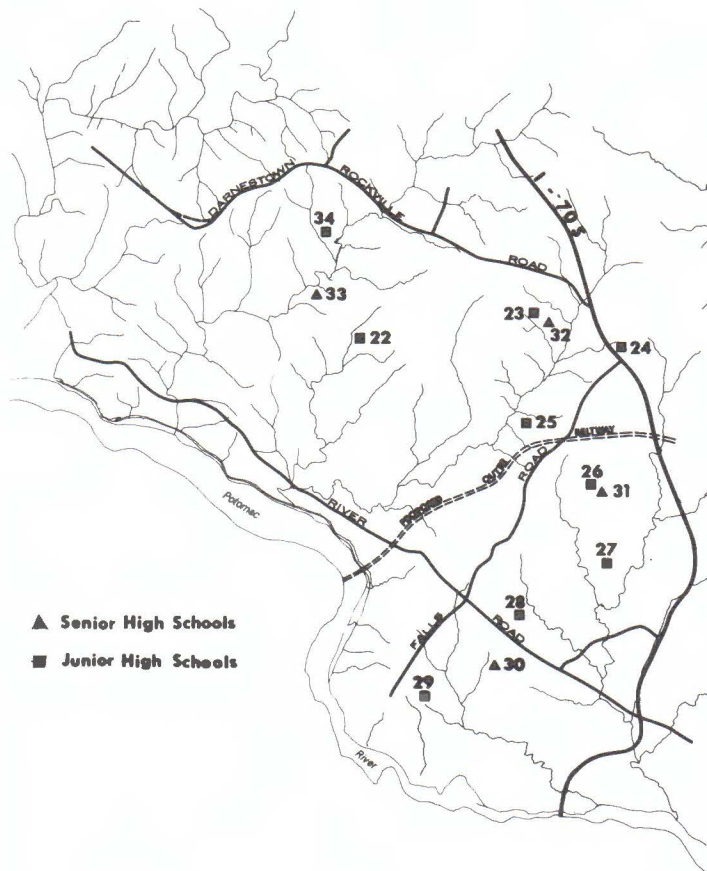
### *educational facilities*<sup>17</sup>

- 19 new elementary schools to service an ultimate elementary school enrollment of 15,000, based on the Plan's proposed residential densities for Potomac-Travilah<sup>18</sup>

<sup>17</sup> The identification of specific locations for future Potomac-Travilah school sites is premature at this time since most of the proposed schools will not be required for many years to come. Thus, the school land use maps identify only the general location of each future school site, as accepted by the Montgomery County School Board.

<sup>18</sup> Five elementary schools are proposed as park-school facilities. (See recommendation for Natural Environmental Elements, page 19.)

## Secondary Schools



- 5 new junior high schools to service an ultimate 9,500 junior high school students — (Four additional junior high schools immediately adjacent to the planning area also will help serve the Potomac-Travilah junior high school students.)
- 2 new senior high schools to service an ultimate senior high school enrollment of about 6,500 students — (two additional senior high schools, located immediately adjacent to the planning area, will also help service the ultimate Potomac-Travilah senior high school enrollment)

### library facilities

- a small-size library—which could be designed for expansion—within the Potomac Village center complex to provide future community library services, a planning area need also foreseen by the Montgomery County Library Board — The library site could, in ad-

dition, serve as a transitional land use between Potomac Village's commercial area and the surrounding residential land use.

### fire and police facilities

- a fire substation, located either within the Potomac Village center or farther north on Falls Road toward Rockville, in keeping with the minimum standards adopted by the Maryland Board of Fire Underwriters
- extension of existing police facilities to provide additional police services, as the Potomac-Travilah area becomes more developed

### post office facilities

- in agreement with the Post Office Department, the Plan foresees the need for an expansion of the post office facilities now serving the Potomac-Travilah area

### utility services

- provisions for limited-access, trunk sewer facilities in conjunction with the WSSC's sewer programs through the major drainage basins of Watts Branch and Muddy Branch in accordance with the low-density development policy of the plan to serve the sewerage needs of developing sections of Potomac-Travilah<sup>19</sup>
- provisions for adequate future water supply through expansion of, and enlargement upon, the present water transmission mains<sup>19</sup>

### medical facilities

- a small medical complex or clinic (either privately or County operated) to provide the Potomac-Travilah area a center for concentrating various medical facilities — This medical site is suggested for location in the Potomac Village center and could act as a transitional land use between the Village center's commercial activity and the surrounding residential land use.

### private community facilities and services

- expansion of present bus system to support and balance the proposed local and regional highway network
- the planning area may require additional sites for religious purposes to service its ultimate population— (According to the National Council of Churches, the minimum standard for religious facilities is one site for each 700 dwelling units in the planning area.)<sup>20</sup>

<sup>19</sup> The WSSC's Water Program for 1968 to 1972 proposes extension of water trunk lines in Potomac-Travilah, especially north to and along Maryland Route 28.

<sup>20</sup> Note: A minimum of three acres each should be acquired in the selection of future church sites. This is exclusive of portions needed for future highway widening. In addition future church sites should be located adjacent to arterial or major highways.

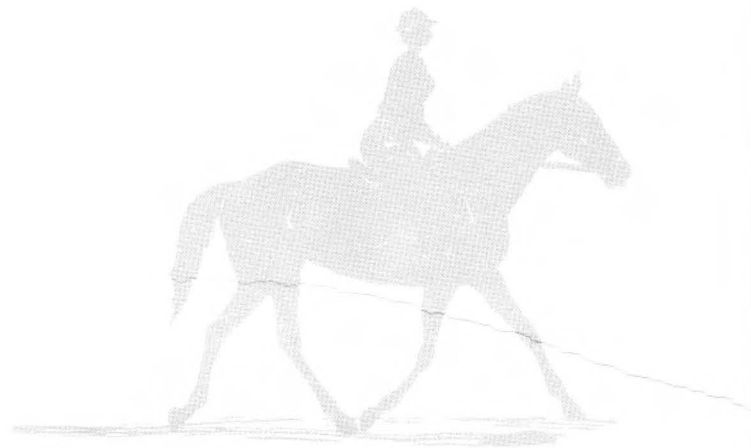


## The Effectuation of the Plan

The Potomac-Travilah and Vicinity Master Plan presents, for the people of the planning area, the County, and the region, a viable land use vision for the future Potomac-Travilah and its environs—however, it does not stop there. The Plan is still in process. It must be carried out. The Plan, if properly implemented, *can* and *will* encourage and provide the opportunity for low-density, white-fence development and the important asset of “natural openness”—both so needed to enhance the living environment of prosperous, fast-growing Montgomery County.

The eventual success and fruition of the Master Plan are dependent upon the effectiveness of, and the availability of tools for, placing the Plan into effect. The major County tool available for use in controlling and guiding the area’s future open-space, low-density development is the zoning instrument. Other implementing techniques—such as subdivision review and public facility acquisition and development—also are available to supplement the use of the zoning tool. Concomitant with these tools is the need to examine the effectiveness of existing regulatory ordinances and provide additional means of implementation, where needed. Some of these tools and their uses were discussed under “The Living Areas” section of this Plan.

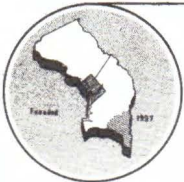
Finally, it should be understood that effectuation of the Potomac-Travilah and Vicinity Master Plan is also dependent to a great extent upon the favorable support and active interest of the Potomac-Travilah citizenry. This citizen cooperation, if it is to be a positive force in attaining the proposed land use future of Potomac-Travilah, must be motivated not only by a desire to protect private interests and enhance personal goals, but also by careful consideration for the future welfare of the community of Potomac-Travilah and of the County in general.





# Appendix

## THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



### TELEPHONES

JUniper 9-1480  
APpleton 7-2200

JESSE F. NICHOLSON  
Executive Director and Secretary-Treasurer  
8787 Georgia Avenue      4811 Riverdale Road  
Silver Spring, Maryland      Riverdale, Maryland

WILLIAM J. STEVENS      • Chairman  
BYRON SEDGWICK      • Vice-Chairman

### Commissioners

MRS. BENJAMIN E. COSCA      JOHN B. LAUER  
MRS. T. PAUL FREELAND      BLAIR LEE III  
LOUIS A. GRAVELLE      JOHN L. PYLES  
EVERETT R. JONES      MRS. RUSSELL WILTBANK

### RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Section 63 of Chapter 780 of the Laws of Maryland, 1959, as amended, is authorized and empowered to make and adopt and, from time to time, amend, extend or add to, a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Commission, pursuant to law, held public hearings on June 8th and 9th, 1965 and on January 25th and 27th, 1966, on a proposed Master Plan for Potomac-Travilah and Vicinity, said Master Plan being a proposed amendment of, and addition to, the Master Plan of Highways and the General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Commission has, in its discretion, determined to adopt the said Master Plan for Potomac-Travilah and Vicinity, as said Plan was duly advertised prior to the Second Public Hearing held thereon, together with the amendments, extensions and additions to the Plan which are hereafter enumerated:

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1. Reclassification of Piney Meetinghouse Road (formerly M-2), to arterial status (A-17). This reclassification is justified since the area traversed by Piney Meetinghouse Road is proposed for relatively low density and a major highway is not required to handle the traffic generated by this type of development. Traffic originating outside the planning area would not, according to the latest forecasts, over-burden an arterial road.
2. Reclassification of the proposed extension of Muddy Branch Road (formerly M-5) to arterial status (M-18). This reclassification is justified on the basis of the reclassification of Piney Meetinghouse Road (A-17), from major to arterial status,- the arterial to which Muddy Branch Road connects.
3. Reclassification of that portion of MacArthur Boulevard, (formerly M-17), to primary Status (P-9), from Cropley to Falls Road. This reclassification is justified on the basis that MacArthur Blvd., is not a primary radial route from the District of Columbia and that the Corps of Engineers intends to restrict traffic on MacArthur Boulevard. Primary status on the designated portion of MacArthur Blvd., will afford sufficient access to the properties between Cropley and Falls Road.
4. The connection of proposed roads P-8 and P-9 (entire road now designated P-8). This change is justified on the basis of providing access to those properties between MacArthur Blvd., and Rock Run.
5. Alteration of Park taking lines along Watts Branch Stream Valley Park at Glen Road. These changes are justified on the basis of eliminating existing residential development from park areas.
6. Addition to the stream valley park system along Watts Branch from Glen Road to River Road. This change is justified since this extension will provide a continuity of access from park lands along the Potomac River through the Watts Branch valley and serve as protection for a major drainage area.
7. Alteration of the proposed taking lines of the proposed

## Appendix

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local park on Watts Branch Drive. This change is justified on the basis of pending subdivision activity and the need for recreational facilities in the Glen Hills area.

8. Indication of Park-School facilities (by symbol). This change is justified to reaffirm the Commission's intent to provide recreational facilities in conjunction with elementary schools when appropriate.
9. Change from the R-E zone to the R-A zone, that portion of the R-E zone between P-8 and Rock Run. This change is justified on the basis that P-8 follows a ridge line and the subject area falls in the Rock Run watershed proposed for low density (R-A) use.
10. The village concept plan was abandoned because of high right-of-way and construction costs inherent with the relocation of River Road, and because of the difficulty of implementing the land use proposals under the fragmented land ownerships and relatively inflexible status of existing and pending land uses.

The new concept is based upon the at-grade intersection of River and Falls Roads, which utilizes existing rights-of-way. The resulting commercial area is "symetrically" arranged in the four quadrants of the intersection and insulated from the adjacent residential area by a belt of parking areas proposed to be established as special exceptions in the R-R zone. The fire station, library and health center have been located contiguous to the parking area as a compliment to the concept. This new village plan affords definition and stability to the commercial-retail and service area and protection to existing and proposed residential land uses adjacent thereto.

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby adopt the Master Plan for Potomac-Travilah and Vicinity, said Plan being an amendment of, and addition to, the Master Plan of Highways and the General Plan for the Physical Development of the Maryland-Washington Regional District,

## Appendix

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this said adoption containing the amendments, extensions or additions to the Plan as presented at the public hearings are more particularly enumerated above; and

BE IT FURTHER RESOLVED, that the Master Plan for Potomac-Travilah and Vicinity, as herein adopted, consists of a map entitled "Land Use Plan for Potomac-Travilah and Vicinity" and a map entitled - "Zoning and Highway Plan for Potomac-Travilah and Vicinity", together with the description and explanatory matter attached thereto; and

BE IT FURTHER RESOLVED that the boundaries of the said Plan, as adopted herein, are those boundaries which are shown on the said Land Use, and Zoning and Highway Plan Maps; and

BE IT FURTHER RESOLVED, that, for the limited purposes of Chapter 311 of the Laws of Maryland, 1965, (Section 73-41A of the Montgomery County Code), it is the recommendation of this Commission that said Master Plan be disapproved by resolution of the Montgomery County Council within 120 days of this resolution, as to any extension of the Washington Suburban Sanitary District beyond the proposed extension of said District delineated on the Zoning and Highway Plan Map; and

BE IT FURTHER RESOLVED, that this adoption shall be recorded on the said Plan as heretofore described by an appropriate certificate of adoption containing the identifying signatures of the Chairman and the Secretary-Treasurer of this Commission; and


# Appendix

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BE IT FURTHER RESOLVED, that an attested copy of the Plan and all parts thereof shall be certified by the Commission to, and filed with, the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties.

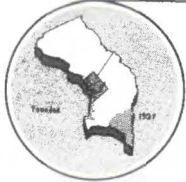
\* \* \* \* \*

THIS IS TO CERTIFY that the foregoing is a true and correct copy of a resolution adopted unanimously by The Maryland-National Capital Park and Planning Commission at its regular meeting held on Wednesday, February 16, 1966, at its Silver Spring Office, at which meeting 9 of the 10 members of the Commission were present.

  
\_\_\_\_\_  
JESSE F. NICHOLSON (SEAL)  
Secretary-Treasurer

# Appendix

## THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



### TELEPHONES

JUniper 9-1480  
APpleton 7-2200

JESSE F. NICHOLSON  
Executive Director and Secretary-Treasurer

8787 Georgia Avenue      4811 Riverdale Road  
Silver Spring, Maryland      Riverdale, Maryland

WILLIAM J. STEVENS      Chairman  
BYRON SEDGWICK      Vice-Chairman

### Commissioners

MRS. BENJAMIN E. COSCA      JOHN B. LAUER  
MRS. T. PAUL FREELAND      BLAIR LEE III  
LOUIS A. GRAVELLE      JOHN L. PYLES  
EVERETT R. JONES      MRS. RUSSELL WILT BANK

February 24, 1966

Hon. Kathryn E. Diggs, President  
Montgomery County Council  
County Office Building  
Rockville, Maryland

Dear Miss Diggs:

The Commission is pleased to transmit herewith copies of the official documents which together comprise the Master Plans of Olney and Vicinity and Potomac-Travilah and Vicinity, as adopted by the Commission on February 16, 1966.

Last week each Council member was mailed copies of the adopted Zoning and Highway Plans and accompanying resolutions for both planning areas. Today's transmittal includes, in addition to those items already forwarded to you, color photographs of the adopted land use plans.

The adopted Plan for Olney and Vicinity herewith submitted includes:

1. Zoning and Highway Plan.
2. Land Use Plan.
3. Detailed Zoning Plan for Olney.
4. Resolution of Adoption.

The documents which comprise the adopted Potomac-Travilah Plan as herewith submitted include:

1. Zoning and Highway Plan.
2. Land Use Plan.
3. Detailed Zoning Plan for the Falls Road-River Road intersection.
4. Resolution of Adoption.

## Appendix

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In adopting the Potomac-Travilah Plan, the Commission instructed the staff that the descriptive text material, when it becomes available, contains reference to a study currently under way by the National Capital Region Transportation Planning Board concerning a possible relocation of the Outer Belt crossing of the Potomac River. Pending the conclusions and recommendations of such a study, the Commission adopted the Plan showing the proposed Outer Belt as indicated with the proviso that the river crossing location might be changed at some future date.

The resolutions of adoption indicate those changes made in both plans as a result of a second public hearing and open work sessions with the Commission, staff and representatives of each planning area.

The Commission has also directed that I call your attention to those portions of the two resolutions which concern the expansion of the Washington Suburban Sanitary District. In light of the present state of the laws, if the Council does not disapprove the plans for the purposes of sanitary district expansion, the district will automatically be expanded to the outermost boundaries of the plans.

Respectfully yours,

  
JESSE F. NICHOLSON  
Executive Director

# Appendix



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY  
WASHINGTON 25, D. C.

MAR 10 1966

Dear Miss Diggs:

It was a pleasure to meet with you and other members of your Council to discuss our mutual problems and opportunities concerning the Potomac Valley. Montgomery County certainly holds a key position in creating a more livable National Capital area and in supporting the President's effort to make the Potomac a "model of scenic and recreation values for the entire country."

Your Planning Commission's Master Plan for the Potomac-Travilah Area represents a most important step in this direction. Its provisions for low densities and a green sheathing along the Potomac will, to a great extent, preserve the natural setting and scenic values of the riverscape. The islands of the Potomac in particular represent a most important element of the scene and should without exception be placed in responsible public ownership. We understand that the Master Plan is being revised to indicate such action.

We also understand that your Planning Commission is restudying the proposed Outer Beltway crossing and we appreciated the opportunity to discuss this with your staff and the Transportation Planning Board. Our staff has agreed to study a location between the gas pipelines west of Riverbend and the Board is soliciting the opinions of other agencies. Our main reason for suggesting a relocation of this crossing is to preserve the integrity of important scenic and recreation values in the Riverbend area in your proposed Muddy Branch Regional Park, and in the Blockhouse Point area on both sides of the river. Without doubt this is one of the most scenic, pleasurable segments of the entire Potomac.

At the recent joint meeting of your Planning Commission and your Council, we expressed our disappointment that the Greenbriar Branch and Sandy Branch Stream Valley parks had been dropped from the Potomac-Travilah Master Plan. We urge you to reincorporate these



## Appendix

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narrow green belts into the Plan in order to provide important trail access from regional parks and major population centers to the Potomac River.

We are also reviewing your Planning Commission's proposal to extend the George Washington Memorial Parkway beyond Great Falls. This has merit but should receive more study before being included in the Master Plan. I understand our staffs are discussing this now.

The most critical problem we have is to preserve lands threatened by urban development which are important to the conservation of the river and which have been identified as potential park lands in both your plan and ours. We understand, for example, that lands at Blockhouse Point, others west of Muddy Branch and some east of Seneca Creek, are undergoing extensive review by private developers. Action must be taken soon to preserve these valuable recreation and open space lands. Perhaps you can buy such land now, whereas we must await Congressional authorization, which may come too late to save them. As a first step I believe we should work to clearly delineate future take lines for park lands along the river.

As indicated in my Interim Report to the President, we believe that the Seneca Reservoir site should be preserved in its present low-density use to meet possible future water-impoundment needs, even though we do not believe that such a reservoir should be constructed now. River-side lands and islands here should be acquired immediately for public recreation, wildlife, and protection of the riverscape. Other lands in the reservoir site should, I believe, be zoned by Montgomery County to maintain their present level of economic development. The challenge before us is great and it is apparent that the decisions we make along the shores of the Potomac River today will determine the character of the metropolitan area for generations to come. We are looking forward to working with the Montgomery County Council to achieve this objective.

Sincerely yours,

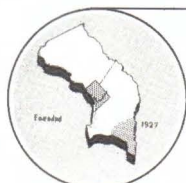


Kenneth H. DeLoach  
Assistant Secretary of the Interior

Miss Kathryn E. Diggs  
President  
Montgomery County Council  
County Office Building  
Rockville, Maryland 20850

# Appendix

## THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



### TELEPHONES

JUniper 9-1480  
APpleton 7-2200

JESSE F. NICHOLSON  
Executive Director and Secretary-Treasurer  
8787 Georgia Avenue      4811 Riverdale Road  
Silver Spring, Maryland      Riverdale, Maryland

WILLIAM J. STEVENS      •      Chairman  
BYRON SEDGWICK      •      Vice-Chairman

Commissioners  
MRS. BENJAMIN E. COSCA      JOHN B. LAUER  
MRS. T. PAUL FREELAND      BLAIR LEE III  
LOUIS A. GRAVELLE      JOHN L. PYLES  
EVERETT R. JONES      MRS. RUSSELL WILTBANK

May 5, 1966

Hon. Kathryn E. Diggs, President  
Montgomery County Council  
County Court House  
Rockville, Maryland

Dear Miss Diggs:

Thank you for your letter of March 31, 1966 enclosing a letter you received on March 11, 1966, from Hon. Kenneth Holum, Assistant Secretary of the Interior, concerning land development along the shores of the Potomac River. The Commission is pleased to submit the following comments:

1. DELETION OF THE GREENBRIAR BRANCH AND SANDY BRANCH AS STREAM-VALLEY PARKS ON THE ADOPTED MASTER PLAN.

Representatives from the Department of Interior appeared at the second public hearings held in January, 1966 on the Potomac-Travilah & Vicinity Plan and urged the Planning Commission to reinstate those two drainage areas and Watts Branch as stream-valley parks. After evaluating this recommendation with respect to the structure of the complete park system proposed by the Master Plan, the Commission concluded that Greenbriar and Sandy Branches were minor stream valleys which traversed low density (R-A zone) residential areas and, as such, the cost to acquire a strip of land even 200 feet in width on both sides of these streams could not be justified nor is the acquisition necessary.

The Commission strongly believes that the public interest can best be served if the National Park Service and the County would concentrate their efforts and resources to acquire land in the major stream valleys of the Watts and Muddy Branches, the islands in the Potomac, the Potomac shoreline, and the Piney Grove Regional Park. These proposed land acquisitions would total about 5,200 acres of which 1,800 acres would be Federal park and 3,400 acres would be local park.

The Commission does, however, recognize the value of preserving the Greenbriar and Sandy Branches as drainage streams and has recommended that the streams be designated as private conservation areas and maintained as open space through subdivision control.

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## 2. ACQUISITION OF PARK LAND

The members of this Commission completely agree with Mr. Holum's viewpoint concerning the critical problem we have to preserve potential park lands threatened by urban development. The success we have in solving this problem will depend largely upon the availability of acquisition funds and upon the close coordination of Federal and local park programs and administrative policy. This Commission feels that a good working relationship with the Department of Interior has been established and that the County officials and the Park and Planning Commission are, and have been, working toward a common goal to preserve critical park and recreation areas adjacent to the Potomac River. Our efforts in this respect are clearly demonstrated by the proposals shown on the adopted Master Plan for Potomac-Travilah and Vicinity. However, in our opinion, it should be made abundantly clear to the Department of Interior that due to their national importance, the responsibility for the acquisition of lands within the proposed taking lines of the Potomac Valley Park lies with the Federal Government, and that available local funds will have to be channeled into the acquisition of land in those portions of the Watts and Muddy Branches located north of River Road. Special emphasis should be directed to the fact that County funds, at least in the foreseeable future, could not be expended to acquire riverside lands and islands which would be inundated should a dam be constructed at Blockhouse Point. Of course, this Commission recognizes the need to preserve these areas as open space and will do everything within its authority to discourage private development.

The members of the Commission wish to thank you for the opportunity to express its views with respect to the acquisition of park land in the Greenbriar Branch and Sandy Branch stream valleys and the islands and riverside lands of the Potomac River.

Respectfully yours,

(Signed) JESSE F. NICHOLSON

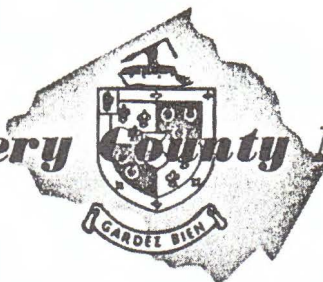
JESSE F. NICHOLSON  
Executive Director

JFN/er

ccs- Chairman  
Vice-Chairman  
General Counsel  
Director of Public Relations  
Director of Planning  
Director of Parks  
Chief, Advance Planning  
Secretary-Treasurer

## Appendix

# Montgomery County Maryland



Office of  
The County Manager

County Office Building  
Rockville, Maryland 20850

Area Code 301  
279-1216

May 25, 1966

The Maryland-National Capital Park and  
Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland

Re: Potomac-Travilah Master Plan

Ladies and Gentlemen of the Commission:

The County Council has instructed me, pursuant to Chapter 599 of the Laws of Maryland 1965, to write you with reference to the above noted master plan. This is the plan which you adopted on February 16, 1966, copies of which were received in the County Office Building February 24, 1966.

As instructed by the Council the plan is being returned to the Commission. The separate reasons for returning the plan were stated by one or more members of the Council and there were no objections raised by the Council as to the reasons given by one or more members.

The reasons are set forth below:

1. Proposed Parks. Several members of the Council expressed concern over the extent of the proposed park acquisition particularly in the Muddy Branch Watershed. It was the belief of these Council members that the amount of land proposed for parks has not been justified in view of the over-all proposed land use, which would in itself result in extensive open space. The Council noted that the proposed park changes referred to in the resolution adopted by the Commission on February 16, 1966 could not be evaluated from the map submitted with the resolution.

2. R-A at Falls Road and Bells Mill Road. Several members of the Council believe that the area bounded on the west by Falls Road, on the north by Bells Mill Road and on the south by Democracy Boulevard should be in the R-R classification. It was noted that approximately one-half of this area could be served

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by the Buck Branch Sewer.

3. School Sites. The Council expressed concern over some of the school sites which are proposed near the headwaters of drainage basins in the proposed two acre zone thus making it difficult to provide sewer service. In view of the sometimes unacceptable percolation tests, the Council believes that the location of these sites should be restudied.

4. Route 28 - R-R. If it is intended to serve the Muddy Branch portion of this area by other than a Muddy Branch trunk sewer direct to the Potomac, the Council believes the number of tributary watershed areas should be reduced.

5. R-A at Outer Beltway and South Glen Road. The Council questions the retention of a small strip of R-A in the northeast quadrant.

6. Public Buildings - Potomac Village. The zoning plan as submitted does not show the proposed location of public buildings as referred to in the text. With reference to a public library, it is doubtful that this area could justify a community library within the next twenty years on the basis of the population forecasts. There are no indications that a health center should be planned for this area.

7. The text should contain estimates of public expenditures for capital improvements which would be required by the plan.

Sincerely,



M. A. Butcher  
County Manager

MAB:meb

## Appendix

# Montgomery County Maryland



Office of  
The County Manager

County Office Building  
Rockville, Maryland 20850

Area Code 301  
279-1216

December 27, 1966

Mr. B. Houston McCeney  
Executive Director  
Maryland-National Capital Park and  
Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland

Re: Potomac-Travilah  
Master Plan

Dear Mr. McCeney:

The County Council at its meeting today in reviewing the Potomac-Travilah Master Plan instructed that I write you the following:

1. In the master plan for the Potomac Village, the County Council requests the deletion of the designation of the area for parking by special exception.
2. The Council asks for a review by the Commission of the requests of Deigert and Yerkes and Associates (copies of letters enclosed).
3. The Council noted that the area known as "Toby Town" has not been given specific recognition, which would have this community continue as a non-conforming use. The Council recommends that the Commission consult with the County Manager, the County Health Department, the Department of Inspection and Licenses, the Office of Community Development, and others and work toward a long range solution for this area.

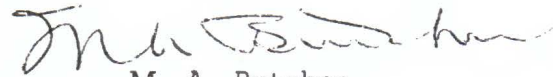
## Appendix

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4. The Council questions the inclusion of the I-2 zone along Piney Meeting House Road since this area is surrounded by low-density residential land. The Council believes that this operation should be subject to a special exception.

It is hoped that the Commission will reply to these comments prior to or at least by the time of the scheduled meeting of the Council with the Planning Board on January 6.

Sincerely,

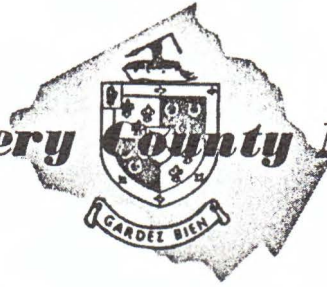


M. A. Butcher  
County Manager

Enclosure

# Appendix

## Montgomery County Maryland



Office of  
The County Manager

County Office Building  
Rockville, Maryland 20850

Area Code 301  
279-1216

December 30, 1966

Mr. B. Houston McCeney  
Executive Director  
Maryland-National Capital Park and  
Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland

Re: Potomac-Travilah  
Master Plan

Dear Mr. McCeney:

In addition to the items contained in my December 27 letter to you, the County Council instructed that I write you regarding the commercial land use designated on the plan as Falls Road and Tuckerman Lane. The Council wishes to know the Commission's reason for including this.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. A. Butcher".

M. A. Butcher  
County Manager



# Appendix

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING  
COMMISSION

# COPY

SILVER SPRING, MD.

January 25, 1967

The Hon. David Scull, President  
Montgomery County Council  
County Office Building  
Rockville, Maryland 20850

Dear Mr. Scull:

The Montgomery County Planning Board, at its regular meeting on January 10, 1967, and at an open public work session on January 19th, considered the five items enumerated in communications dated December 27 and December 30, 1966 from Mr. Mason A. Butcher, County Manager, to Mr. B. Houston McCeney, our Executive Director.

The Planning Board requested that I advise you as follows:

*Item I. "County Council requests the deletion of the designation of the area for parking for special exception in the Land Use Plan for the Potomac Village intersection."*

The accompanying map entitled, "Land Use Plan, Potomac Village" will indicate various proposed revisions in terms of the four quadrants of the Potomac intersection, hereafter identified as Quadrants I, II, III, and IV as shown on the map.

The Planning Board agrees that the parking areas located on the north side of Glenolden Drive in Quadrant I of the intersection, and located north of the proposed commercial area in Quadrant II of the intersection can, and should be deleted.

In Quadrant III: the Board would suggest that a 200-foot wide conservation strip, or possible scenic easement centered on Rock Run be added to the Land Use Plan as a buffer, and that the area now delineated for parking by special exception, be redesignated on the Plan for Rural Residential, suitable for special exception uses.

The Planning Board, in its various plans, has developed the term Conservation Area to mean and include existing or proposed private open spaces, drainage easements, unbuildable lands, flood plain soils, etc.

## Appendix

- 2 -

Quadrant IV: The Board suggests a 200-foot wide conservation strip centered on a branch of Rock Run be added to Land Use Plan, and that all of the area lying east of this conservation strip, or beyond existing property already granted parking by special exception, be deleted from the Plan as parking by special exception, and redesignated as Rural Residential. The area shown for parking by special exception would be reduced from approximately 9.8 acres to the 1.3 acres which already has been granted by the Board of Appeals. The Plan now proposes the relocation of proposed road P-20 closer to the River Road-Falls Road intersection, in such a manner that the Medical center facilities proposed earlier might possibly be situated between the existing commercial and the new road alignment. This center would be buffered to the east by the aforementioned conservation strip. This strip would also be extended in the area on the far side of the P-20 road so that the entire commercial area below River Road, in Quadrants III and IV would be buffered from adjoining residential land uses in a manner best illustrated on the accompanying map.

The members of the Planning Board believe this revised proposal is a reasonable solution to the land use problems and compatible utilization of properties adjacent to the Potomac intersection. I might also add that the residents of Potomac, who were present at our meeting expressed a feeling that this revised Plan was superior and would be acceptable to the people. All members of the Board concurred in this solution of the four quadrant area.

*Item 2. "The Council asks for a review by the Commission, of the request of Deigert and Yerkes Associates, concerning the deletion of the R-A zoning on their property between Road P-8 and Rock Run."*

After an exhaustive review of the zoning history on this land, and the evidence and arguments presented by Deigert and Yerkes, as well as the staff, the members of the Planning Board concluded that the Master Plan reflect the current R-E zoning for this property. The topography of the land is such that developable portions are located immediately adjacent to the ridge between the drainage going directly into the Potomac River and the Rock Run drainage basin, and therefore, the property had better be utilized by using the smaller lots permitted in the R-E zone. On this point, three members of the Board favored return of the R-E category and two favored retention of the R-A designation.

*Item 3. "The Council recommends that the Commission consult with the County Manager, The County Health Department, the Department of Inspection and Licenses, and Office of County Development and others, in an effort to work out a long range solution for the problems existing in Toby Town."*

The staff reported to the Planning Board that on Jan. 4, 1967, representatives from several County agencies, met to discuss a long range solution for the current problems of Toby Town. Several solutions were advanced, but the one which seemed to have the greatest merit at the moment was submitted by S. W. Parrish. At the present time, there are twenty-one families living in Toby Town. Ten of these families have some interest in the ownership of the land, the other eleven families are "renters." Mr. Parrish suggests that ten acres be assembled by an appropriate entity, and that five 2-family dwellings be constructed thereon. The existing R-A zoning would not have to be changed, but there would have to be exceptions made to the provisions of the subdivision and zoning regulations.

Further study of this, or other possible solutions is necessary after Mr. Parrish prepares an information memorandum, setting forth the work that already has been done. The staff of the Commission has been instructed to continue to work with several County agencies recommended by the Council and Commission as soon as possible.

*Item 4. "The Council requests that consideration be given to deleting the I-2 zone along Piney Meetinghouse Road, since this land is surrounded by low density residential land. The Council believes that this operation should be subject to a special exception."*

The staff's interpretation of the zoning ordinance indicates that the removal of natural resources would be a permitted use as a special exception, however, the processing of material that is so removed, would require I-2 zoning. There is presently in operation on the site, a large rock crusher, equipment for grading the crushed material into various sizes, and an asphalt batching plant. The entire operation employs about sixty persons, and the Board members feel that the owners and operators of the quarry, do have a vested right to I-2 zoning, even though the land is completely surrounded

by low density single family zoning. It is, therefore, recommended that the Master Plan recognize the existing industrial zoning on this tract of land. The Commission is considering proposing a natural resource zone which might become a more fitting category and other similar uses elsewhere in the County.

*Item 5. "The Council requests the Commission's reason for including the commercial land use at Tuckerman Lane and Falls Road."*

The Planning Board recommends that this proposal be retained on the adopted and approved Master Plan. This commercial center was proposed on the Plan to provide a distribution of neighborhood shopping facilities at appropriately spaced distances from each other, and compatible to the residential development of the area. The center would be convenient and adjacent to the higher density R-150 and R-90 areas, and it would occupy a land that may be undesirable for low density use when the Falls Road-Outer Belt interchange is constructed. The reduction in size of the Potomac Village Center would tend to further justify the need for this facility.

At the Board's request, the staff re-examined the relationship of the proposed commercial acreage in this area and that of Potomac Village, in relation to the estimated population which these centers would serve when the area is totally built-up to the zoning proposals based upon the Plan. The 13.8 acre center at the intersection of Falls Road and the proposed Outer Belt would serve as a convenience center for an estimated 25,100 persons. The 12.5 acres of proposed commercial land use in the Potomac Village center would serve an estimated 17,300 persons. The criteria for convenience centers has often been used as one acre per thousand persons. An additional acre per thousand for more general commercial uses is also usually recommended, however, the premise of the Potomac-Travilah Plan has always been that this type of commercial use would be met outside of the planning area by the facilities already in existence along Rockville Pike. (In some instances, it has been the Planning Board's policy to recommend more than the minimum estimated commercial need in order to allow the commercial land user some choice in site selection and avoid creating monopoly ownerships of commercial. This was followed in the Damascus Plan, at the specific request of the Community.)

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After the Commission adopted the Potomac-Travilah and Vicinity Master Plan, the County received a gift from the Gudelsky family of a 50 acre tract of land located on Route 28, to be used for the purpose of a Medical Center. It is suggested that the adopted and approved plan recognize the purpose of this gift by indicating a Medical Center with an appropriate symbol on the Land Use Plan. At the moment, a symbol is more appropriate than showing the exact boundaries of the tract because the staff, at the request of the County Council, is now engaged in a survey to determine the feasibility of a public health complex in this immediate area.

Very truly yours,



Louis A. Gravelle  
Chairman,  
Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Section 63 of Chapter 780 of the Laws of Maryland, 1959, as amended, is authorized and empowered to make and adopt and, from time to time, amend, extend or add to a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Commission, pursuant to such laws, held public hearings on June 8th and 9th, 1965, and on January 25th and 27th, 1966, on a proposed Master Plan for Potomac-Travilah and Vicinity, said proposed Master Plan, as advertised, being an amendment of and addition to the Master Plan of Highways and the General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, as the result of said public hearing, the Commission did in its discretion determine to adopt the said Master Plan for Potomac-Travilah and Vicinity; and

WHEREAS, on February 16, 1966, the Commission adopted the Master Plan for Potomac-Travilah and Vicinity; and

WHEREAS, on February 24, 1966, the Commission referred the adopted Master Plan for Potomac-Travilah and Vicinity to the District Council for Montgomery County; and

WHEREAS, on May 25, 1966, the District Council returned the adopted Master Plan for Potomac-Travilah and Vicinity to this Commission, together with written reasons for such return, for further consideration; and

WHEREAS, on December 27th and 30th, 1966, the District Council sent to the Commission additional written amendments for further consideration; and

WHEREAS, the District Council reviewed the Commission's letter of January 25, 1967 and concurred in the changes to the Plan listed therein;

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission hereby adopts the following amendments to the Master Plan for Potomac-Travilah and Vicinity, said Master Plan, consisting of a map and descriptive matter, being an amendment of, and addition to, the Master Plan of Highways and the General Plan for the Physical Development of the Maryland-Washington Regional District:

- (1) The parking areas originally shown on the Land Use Plan for Potomac Village on the north side of Glenolden Drive in Quadrant I and north of the proposed commercial area in Quadrant II of the Falls Road-River Road intersection are now deleted;
- (2) The areas delineated for parking by special exception on the Potomac Village Land Use Plan are now designated for Rural Residential, suitable for special exception use, except for the 1.3 acres already granted for this purpose by the Board of Appeals in Quadrant IV;
- (3) Conservation strips, 200-feet in width and centered on Rock Run and its branch, have been added to the Potomac Village Land Use Plan at Quadrant III and IV, to serve as a buffer between the Potomac Village Center and the adjoining residential land uses;
- (4) The alignment of the proposed Road P-20 has been relocated closer to the Falls Road-River Road intersection in such manner that the medical center facilities shown in Quadrant IV of the Potomac Village Land Use Plan can be situated between the existing commercial and the new alignment of Road P-20;
- (5) The property between Rock Run and Road P-8 is now designated as R-E zoning on the Master Plan in place of the originally proposed R-A zoning;
- (6) A symbol has been added to the Master Plan Land Use Map indicating a Medical Center on the Gudelsky tract at Route 28.

BE IT FURTHER RESOLVED, that these amendments and an appropriate certificate of adoption shall be recorded on the map, plan, and descriptive matter, said certificate shall contain the identifying signatures of the Chairman and the Secretary-Treasurer of this Commission; and

BE IT FURTHER RESOLVED, that the Plan, as amended, be and is hereby readopted, and that an attested copy of the Plan and all parts thereof shall be certified by the Commission to, 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 unanimously by The Maryland-National Capital Park and Planning Commission at its regular meeting held on Wednesday, January 25, 1967, at the Riverdale office, at which meeting 8 of the 10 members of the Commission were present.

(signed) B. HOUSTON McCENEY (SEAL)  
\_\_\_\_\_  
B. HOUSTON McCENEY  
Secretary-Treasurer

## APPENDIX

## ELEMENTARY SCHOOLS

Site No.	Name	Present Capacity	Projected Ultimate Enrollment
1	Darnestown	450	450
2	Proposed		570
3	Proposed		600
4	Proposed		570
5	Proposed		570
6	Travilah	425	525
7	Proposed		500
8	Proposed		525
9	Proposed		525
10	Proposed		400
11	Proposed		600
12	Proposed		600
13	Potomac	560	630
14	Proposed		440
15	Proposed		680
16	Proposed		700
17	Proposed		560
18	Proposed		700
19	Proposed		700
20	Beverly Farms	616	600
21	Proposed		600

## JUNIOR HIGH SCHOOLS

22	Proposed		1100
23	Proposed		1200
24	Proposed		1200
25	Proposed		1200
26	Herbert Hoover Jr. High	1000	1200
27	Proposed		1200
28	Proposed		1200
29	Proposed		1180
34	Proposed		1260

## SENIOR HIGH SCHOOLS

30	Proposed		2100
31	Winston Churchill Sr.High	1400	1700
32	Proposed		1700
33	Proposed		2025





**POCKET MAPS:**

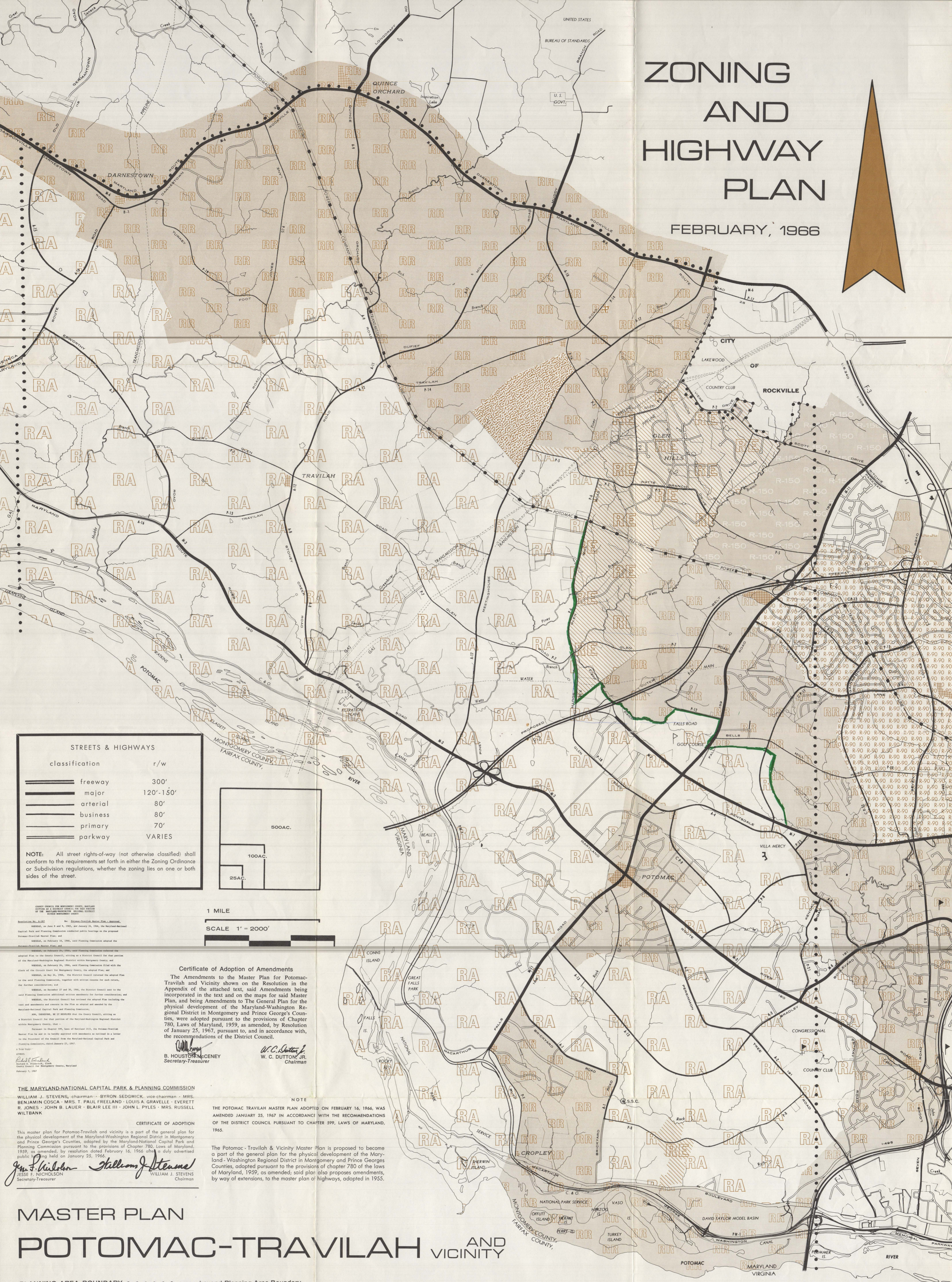
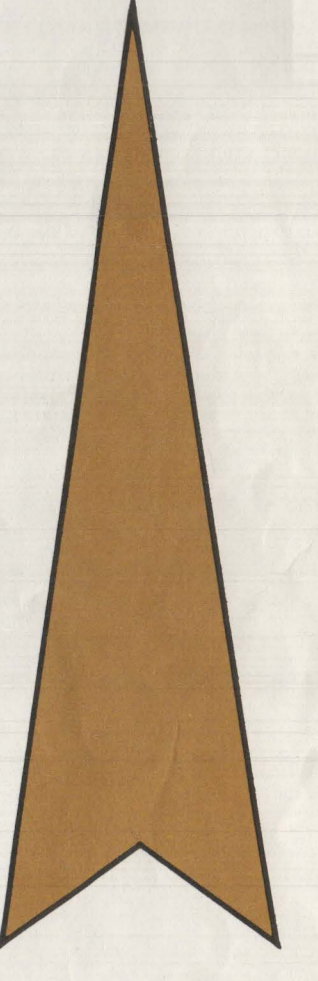
- (a) Land Use Plan
- (b) Zoning, Highway Plan



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

# ZONING AND HIGHWAY PLAN

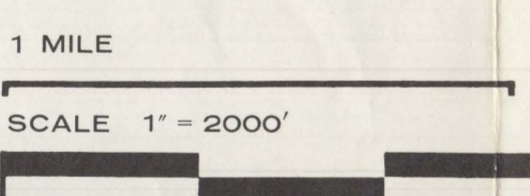
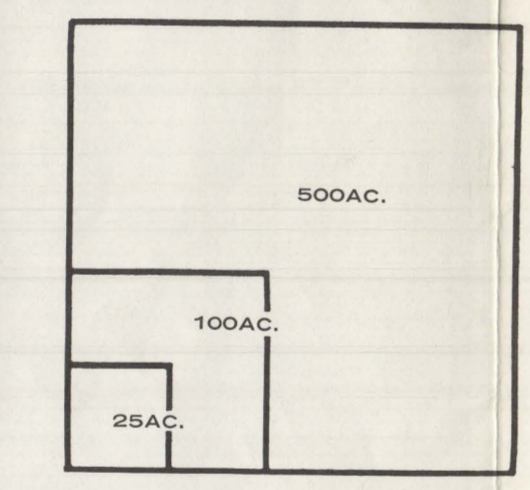
FEBRUARY, 1966



**STREETS & HIGHWAYS**

classification	r/w
freeway	300'
major	120'-150'
arterial	80'
business	80'
primary	70'
parkway	VARIES

**NOTE:** All street rights-of-way (not otherwise classified) shall conform to the requirements set forth in either the Zoning Ordinance or Subdivision regulations, whether the zoning lies on one or both sides of the street.



**Certificate of Adoption of Amendments**

The Amendments to the Master Plan for Potomac-Travilah and Vicinity shown on the Resolution in the Appendix of the attached text, said Amendments being incorporated in the text and on the maps for said Master Plan, and being Amendments to The General Plan for the physical development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, were adopted pursuant to the provisions of Chapter 780, Laws of Maryland, 1959, as amended, by Resolution of January 25, 1967, pursuant to, and in accordance with, the recommendations of the District Council.

*W.C. Dutton, Jr.*  
W. C. DUTTON, JR.  
Chairman

*B. Houston McENEY*  
B. HOUSTON MCENEY  
Secretary-Treasurer

**THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION**  
WILLIAM J. STEVENS, chairman - BYRON SEDGWICK, vice chairman - MRS. BENJAMIN COSCA - MRS. T. PAUL FREELAND - LOUIS A. GRAVELLE - EVERETT R. JONES - JOHN B. LAUER - BLAIR LEE III - JOHN L. PYLES - MRS. RUSSELL WILT BANK

**CERTIFICATE OF ADOPTION**

This master plan for Potomac-Travilah 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 by the Maryland-National Capital Park and Planning Commission pursuant to the provisions of Chapter 780, Laws of Maryland, 1959, as amended, by resolution dated February 16, 1966 after a duly advertised public hearing held on January 25, 1966.

*Jesse F. Nicholson*  
JESSE F. NICHOLSON  
Secretary-Treasurer

*William J. Stevens*  
WILLIAM J. STEVENS  
Chairman

**NOTE**

THE POTOMAC TRAVILAH MASTER PLAN ADOPTED ON FEBRUARY 16, 1966, WAS AMENDED JANUARY 25, 1967 IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE DISTRICT COUNCIL PURSUANT TO CHAPTER 599, LAWS OF MARYLAND, 1965.

The Potomac - Travilah & Vicinity Master Plan is proposed to become a part of the general plan for the physical development of the Maryland - Washington Regional District in Montgomery and Prince Georges Counties, adopted pursuant to the provisions of chapter 780 of the laws of Maryland, 1959, as amended; said plan also proposes amendments, by way of extensions, to the master plan of highways, adopted in 1955.

## MASTER PLAN POTOMAC-TRAVILAH AND VICINITY

PLANNING AREA BOUNDARY ..... areas beyond Planning Area Boundary are illustrated as proposed in Existing Plans and are shown for reference purposes only.

