

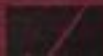
cloverly

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS

Master Plan

A comprehensive Amendment to the 1981
Eastern Montgomery County Master Plan

July 2002



APPROVED AND ADOPTED

CLOVERLY MASTER PLAN

An amendment to the Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, 1981, as amended; the Functional Master Plan for the Patuxent River Watershed, 1993, as amended, the Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County, 1980, as amended; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, 1964, as amended; and the Master Plan of Highways within Montgomery County, as amended.

Prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning
8787 Georgia Avenue
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November 1996

Approved by

THE MONTGOMERY COUNTY COUNCIL

July 8, 1997

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 16, 1997

ABSTRACT

TITLE: Approved and Adopted Cloverly Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan for the Cloverly Master Plan Area

DATE: July 1997

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
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ABSTRACT: This document contains text and supporting maps for the Planning Board (Final) Draft Master Plan for the Cloverly Master Plan Area. This Plan will serve as a comprehensive amendment to the *Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended.

CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the *Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended; *The Functional Plan for the Patuxent River Watershed*, 1993, as amended, *The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County*, 1980, as amended; *The Master Plan of Bikeways*, 1978, as amended; the *Master Plan for Historic Preservation*, 1979, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended, and the *Master Plan of Highways within Montgomery County* as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 13-981 on July 8, 1997, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 97-18 on July 16, 1997 after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 908 square miles; its parks jurisdiction, the Metropolitan District, comprises 75 square miles.

The Commission has three major functions:

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

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

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NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a benchmark point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Master plans generally look ahead to a time horizon of about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. It is recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on. Any sketches or site plans in an adopted plan are for illustrative purposes only, and are intended to convey a general sense of desirable future character rather than any specific commitment to a particular detailed design.

THE MASTER PLAN PROCESS

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

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

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

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

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

The Master Plan Process in Brief

Planning Board submits and County
Council approves:

Annual Work Program

Park and Planning staff initiates
community participation and prepares:

Issues Report

Park and Planning staff reviews Issues
Report with Planning Board and then
prepares:

Staff Draft Plan

Planning Board reviews Staff Draft
and, with modifications as necessary,
approves plan as suitable for public
hearing.

**Public Hearing (Preliminary)
Draft Plan**

Planning Board reviews public hearing
testimony, receives County Executive
comments at Board worksessions, and
adjusts Public Hearing Draft to
become:

Planning Board (Final) Draft Plan

County Executive reviews Planning
Board Draft and forwards fiscal impact
analysis and comments to County
Council.

**Planning Board (Final) Draft Plan
Transmitted to County Council**

County Council holds public hearing
and worksessions and approves,
disapproves, or amends Planning
Board Draft, which is forwarded to
M-NCPPC to become:

**Approved and Adopted
Master Plan**

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PLAN HIGHLIGHTS

COMMUNITIES AND CENTERS

This Plan supports and reinforces the existing land use patterns of Cloverly's communities and encourages development in the commercial center to strengthen its function and serve Cloverly's residents.

Cloverly contains a variety of communities with different types of neighborhoods that include farms, rural neighborhoods, historic African-American communities, suburban subdivisions, and commercial areas set among parks and undeveloped areas that result in a generally suburban and rural appearance. The Cloverly Master Plan implements the 1993 *General Plan Refinement*, which identified the area as containing parts of the Agricultural Wedge, Residential Wedge, and Suburban Communities. One of the Plan's fundamental planning principles is to reinforce the character of Cloverly's communities.

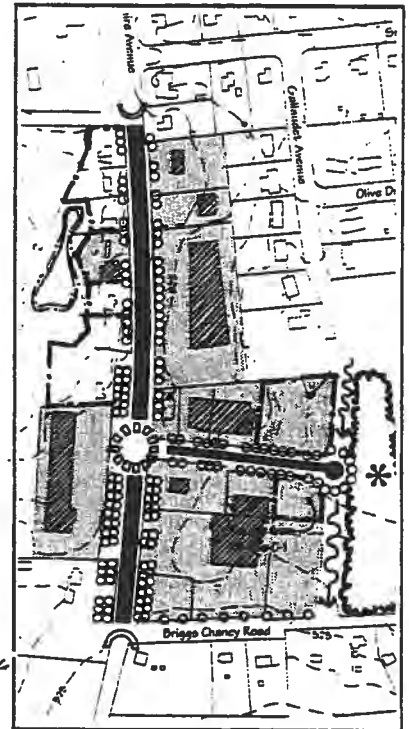
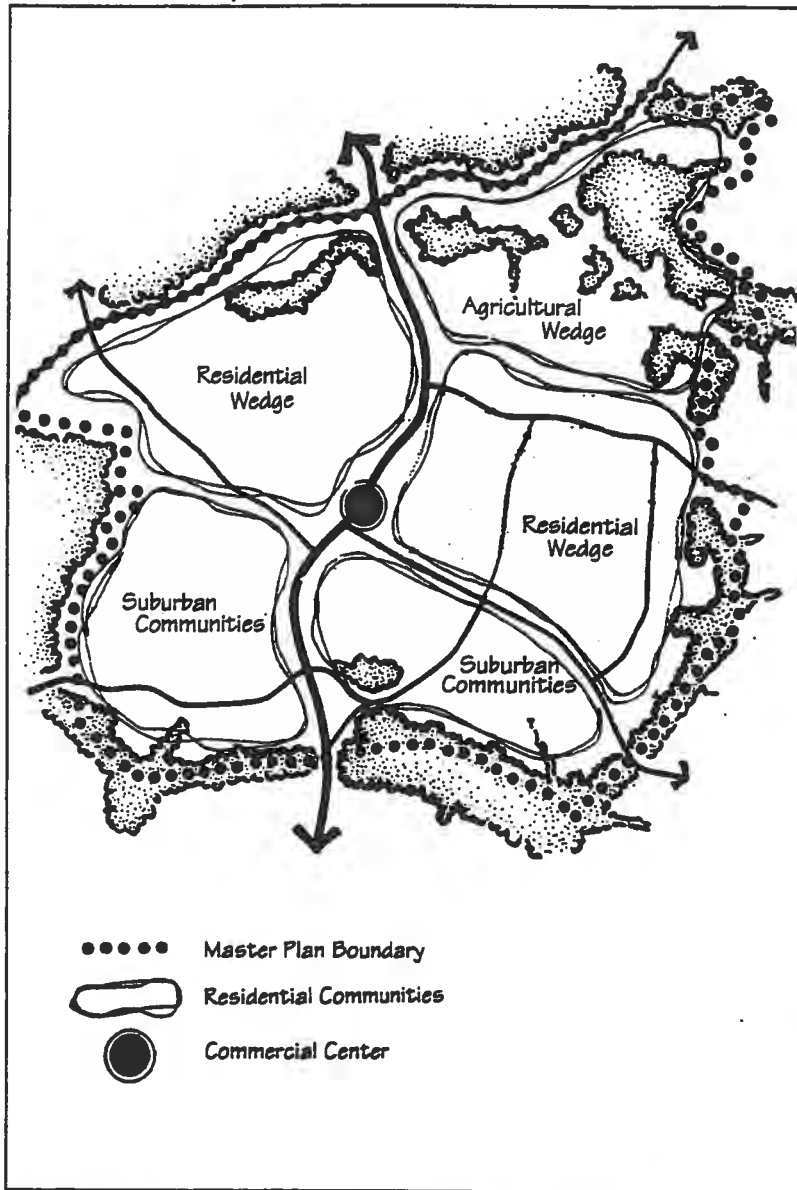
The Cloverly Commercial Area at New Hampshire Avenue and Briggs Chaney Road has served as the center of Cloverly for decades. Plan recommendations provide opportunities for the modernization and expansion of the grocery store, seek to improve the selection of goods, particularly grocery goods, and increase the amount of commercial zoning, provide guidance for redevelopment, streetscape improvements, and propose a park adjacent to the commercial area, to make the center a more attractive shopping and gathering place for Cloverly's residents.

This Plan:

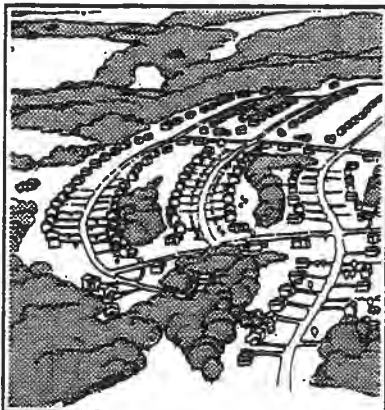
- Retains the low-density residential zoning of most undeveloped property.
- Provides improved guidance for the evaluation of special exceptions.
- Provides the opportunity for a limited expansion of the Cloverly Commercial Area, especially of a supermarket to provide for the neighborhood shopping needs, and the addition of adjacent parkland to serve as a community gathering place for Cloverly's residents.

COMMUNITIES AND CENTERS

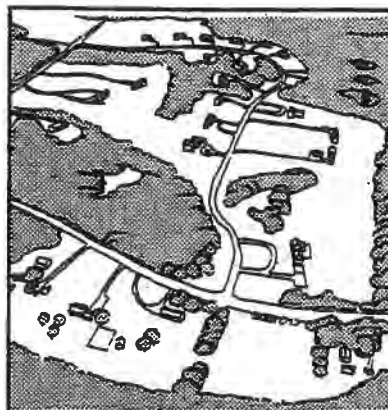
FIGURE 1



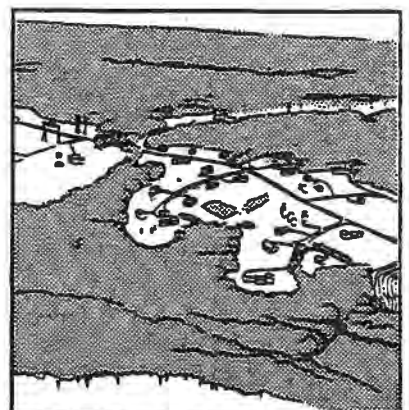
Cloverly Commercial Area



Suburban Communities



Residential Wedge



Agricultural Wedge

TRANSPORTATION NETWORK

This Plan recommends improvements to the road network that improve local and non-local travel in Cloverly and retain its rural and suburban character.

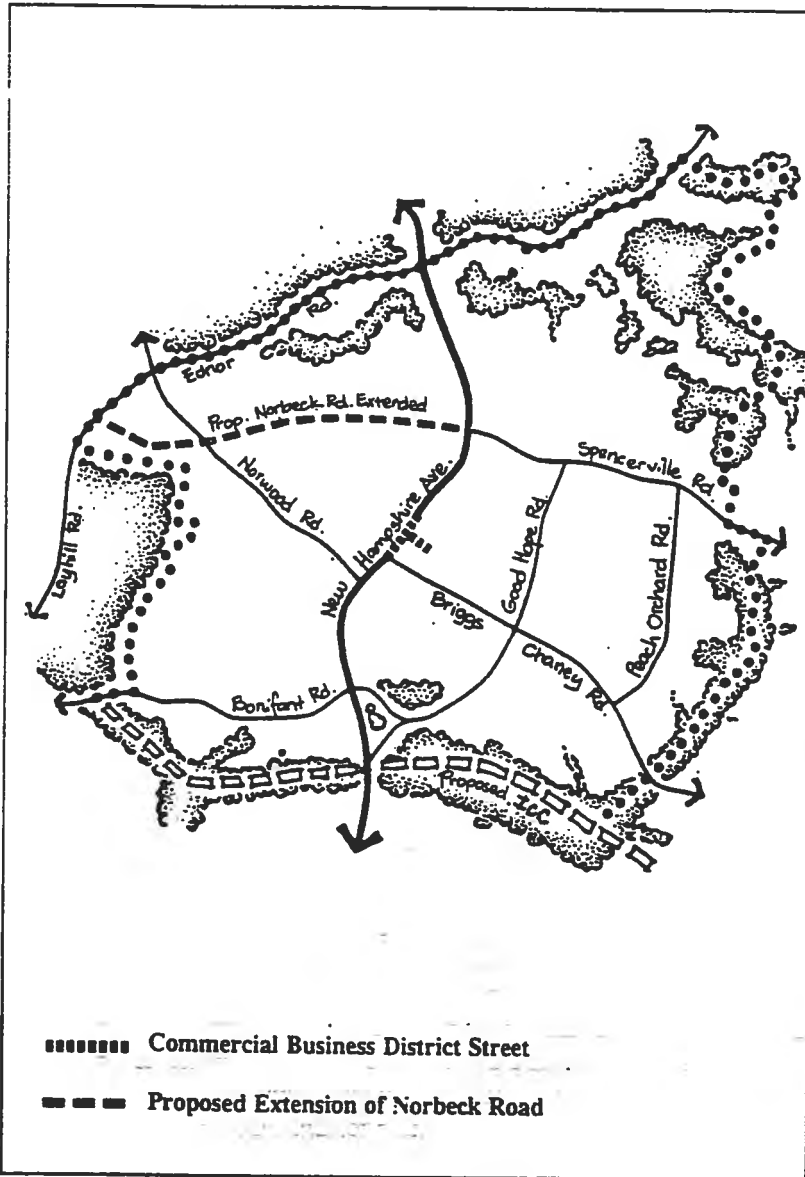
The rural road network in Cloverly is one of the defining elements of Cloverly's character. The demands placed on Cloverly's roads by commuters and residents require increased traffic capacity in some locations. This Plan seeks to protect Cloverly's rural character, while improving the safety and capacity of its road system.

This Plan:

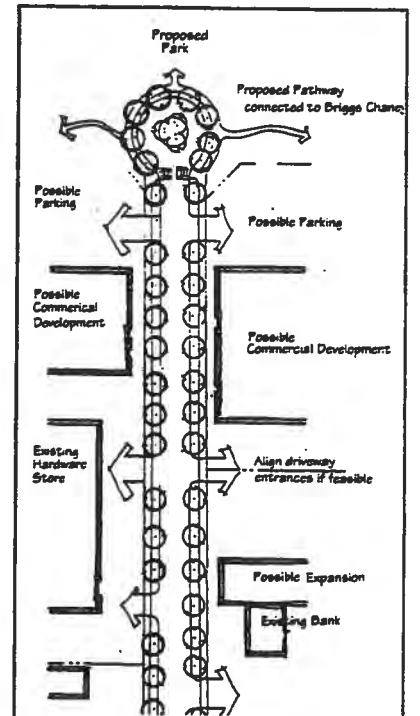
- **Recommends the construction of Norbeck Road Extended (2 lanes initially, 4 lanes ultimately) and widening Spencerville Road to 4 lanes to improve east-west travel in Cloverly.**
- **Provides design guidance to retain the rural character of roads.**
- **Recommends streetscape improvements including trees and sidewalks to strengthen existing community character, and improve pedestrian access and safety.**
- **Recommends improved interconnection of neighborhood streets to provide options for local neighborhood circulation without having to use arterial and major roadways.**
- **Recommends intersection improvements at key locations while protecting rural character and improving pedestrian safety.**
- **Recommends an expansion of the bikeway network to provide a variety of biking environments and interconnect parks, schools, recreation centers, commercial areas, and communities.**

TRANSPORTATION NETWORK

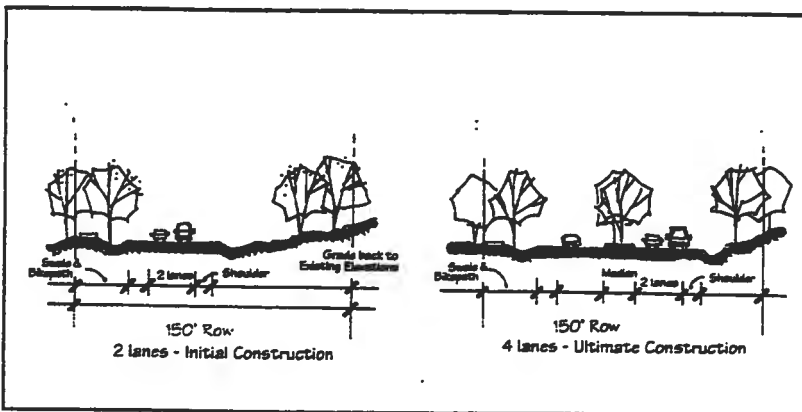
FIGURE 2



Bike Path



Proposed Cloverly Street



Proposed Cross-Sections for Norbeck Road

COMMUNITY FACILITIES AND LINKAGES

This Plan recommends an expanded park and open space system with a variety of linkages to parks, schools, recreation centers, commercial areas, and communities.

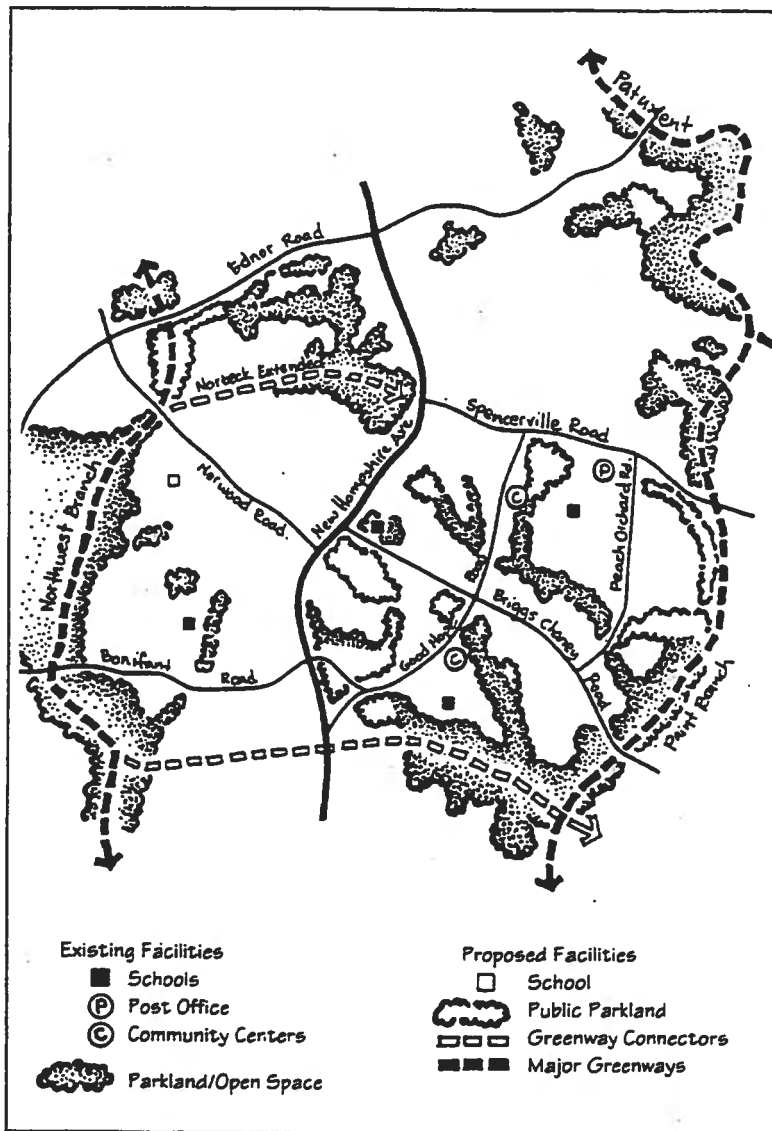
Cloverly's community facilities are oriented towards education, recreation and environmental protection. Cloverly relies on adjacent areas for the provision of some community facilities such as fire/rescue, police, libraries, and government centers. This Plan recommends improved connections where possible to provide options for accessing community facilities, shopping areas, bus stops, and the park and open space system.

This Plan:

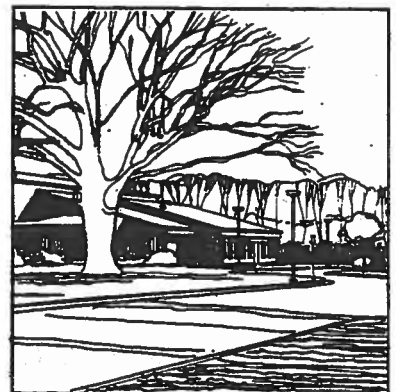
- **Recommends an integrated network of vehicular, pedestrian, equestrian and bicycle linkages between parks, schools, recreation centers, commercial areas, and communities.**
- **Recommends a greenway system that provides linkages between the greenways in the Northwest Branch, Paint Branch, and Patuxent River watersheds, and surrounding communities.**
- **Recommends the extension of public water and sewerage service to areas that meet the community character and environmental protection aims of this Plan and may be logically and economically served.**
- **Recommends low-density zoning and land use that do not require the provision of public sewerage service in the Patuxent Watershed to protect water quality and rural character. Sewerage service also is not recommended in a portion of the Northwest Branch to limit development so that it is compatible with the surrounding development.**
- **Recommends the acquisition of additional parkland to protect natural and archeological resources.**
- **Recommends a park, like a village green or commons, at the end of Cloverly Street to serve as a community gathering area for community events and passive recreation.**

COMMUNITY FACILITIES AND LINKAGES

FIGURE 3



Proposed Public Park near Cloverly Commercial Area



Good Hope Community Center

ENVIRONMENT

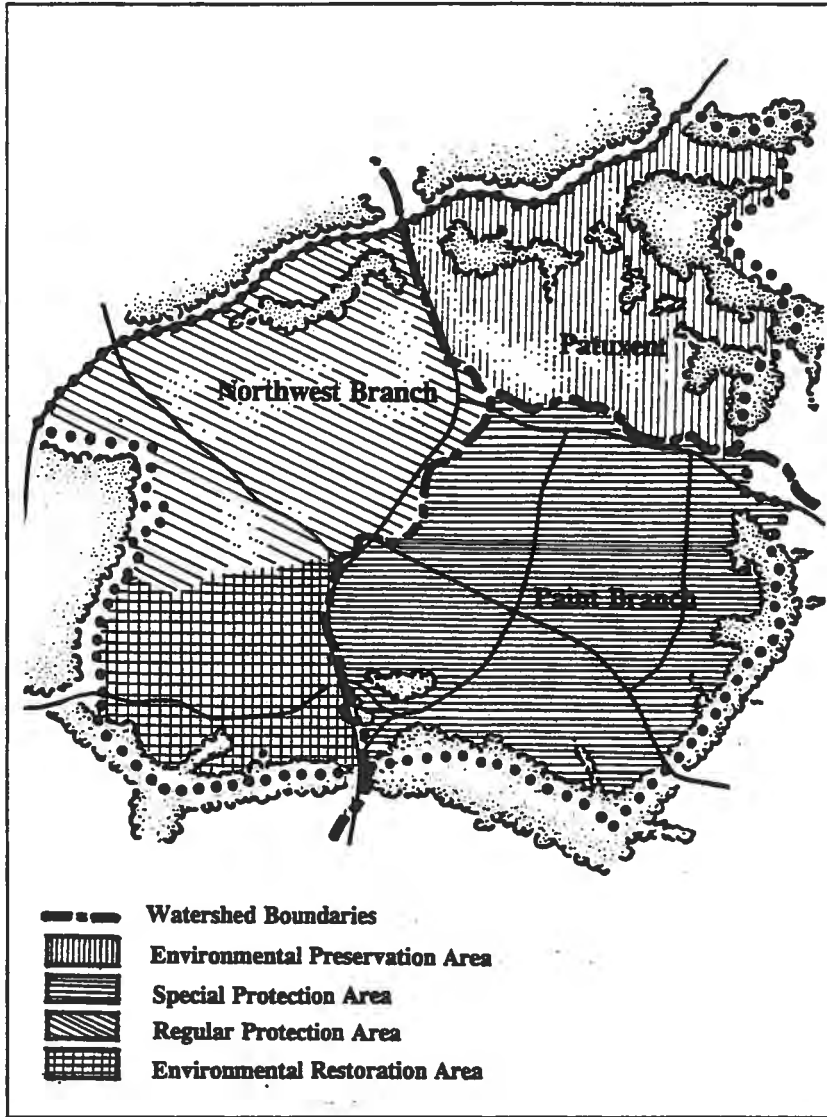
This Plan recommends the protection of Cloverly's natural resources for human enjoyment and to sustain animal and plant populations.

Watershed protection is a fundamental planning principle of this Plan, as it was in the 1981 Plan. Each of Cloverly's watersheds has special characteristics worthy of protection. These different characteristics require different sets of protective measures. In the upper Northwest Branch, low-density zoning and the standard County, state, and federal environmental regulations and guidelines provide sufficient protection. In the upper Paint Branch, a much more aggressive park acquisition program and special protection area designation are necessary to protect the water quality that supports unique brown trout habitat and spawning areas. In the Patuxent River watershed, rural zoning and the guidelines from the *Functional Plan for the Patuxent River Watershed* are necessary to protect water quality that supports a public drinking water supply.

These recommendations influence the character of Cloverly's communities by affecting the amount of development, open space, and other protective measures that influence the character of the Agricultural Wedge, the Residential Wedge, and the Suburban Communities. The recommendations seek to protect the natural environment and balance that protection against development for each community and watershed.

This Plan:

- **Recommends low-density land uses in most of Cloverly to protect the Northwest Branch, Paint Branch, and Patuxent River watersheds.**
- **Recommends the acquisition of additional parkland for water quality protection in each watershed with a substantial increase in the upper Paint Branch watershed.**
- **Recommends an overlay zone in the upper Paint Branch to provide additional water quality protection.**
- **Targets priority areas, such as unforested stream buffers for reforestation to protect water quality and create continuous vegetated areas for wildlife habitat protection.**
- **Supports efforts to identify and implement stormwater management and stream restoration projects.**



View of Northwest Branch



View of Patuxent River



View of Paint Branch

I. INTRODUCTION

The Cloverly Master Plan is one of four contiguous master plan areas covering Eastern Montgomery County. (See Figure 5, page 2.) These four master plan areas (Cloverly, Fairland, White Oak, and Four Corners) are being considered simultaneously so that common issues can be addressed in each master plan in a comprehensive and consistent manner. Supporting information regarding the analysis of the region covered by the four plans can be found in the following documents referenced in this Plan: *Population and Household Profile Eastern Montgomery County Master Plan Areas* (1995), *Eastern Montgomery County Neighborhood Retail Study* (1994), *Transportation Report: Eastern Montgomery County Master Plan Areas* (Revised 1996), *Historic Resources of the Eastern Montgomery County Master Plan Areas* (1995), *Environmental Resources: Eastern Montgomery County Master Plan Areas* (Revised 1996), and *The Upper Paint Branch Watershed Planning Study* (1995).

The Cloverly Master Plan is an amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak* (1981), as amended. The 1981 Eastern Montgomery County Master Plan is being updated through the development of three individual master plans (Cloverly, Fairland, and White Oak). The Four Corners Master Plan area has been included as part of the Eastern Montgomery County update because of its physical relationship to common issues with the region covered by the 1981 Eastern Montgomery County Master Plan.

In this Plan, the term “master plan area” is used to define the area covered by the individual master plan. The master plan area boundaries are established to respond to common issues, natural boundaries, community affiliations, or other characteristics. Master plan areas often differ from other geographic boundaries in Montgomery County, such as “planning areas” and “policy areas,” that have been established and used by the County Council for other purposes.

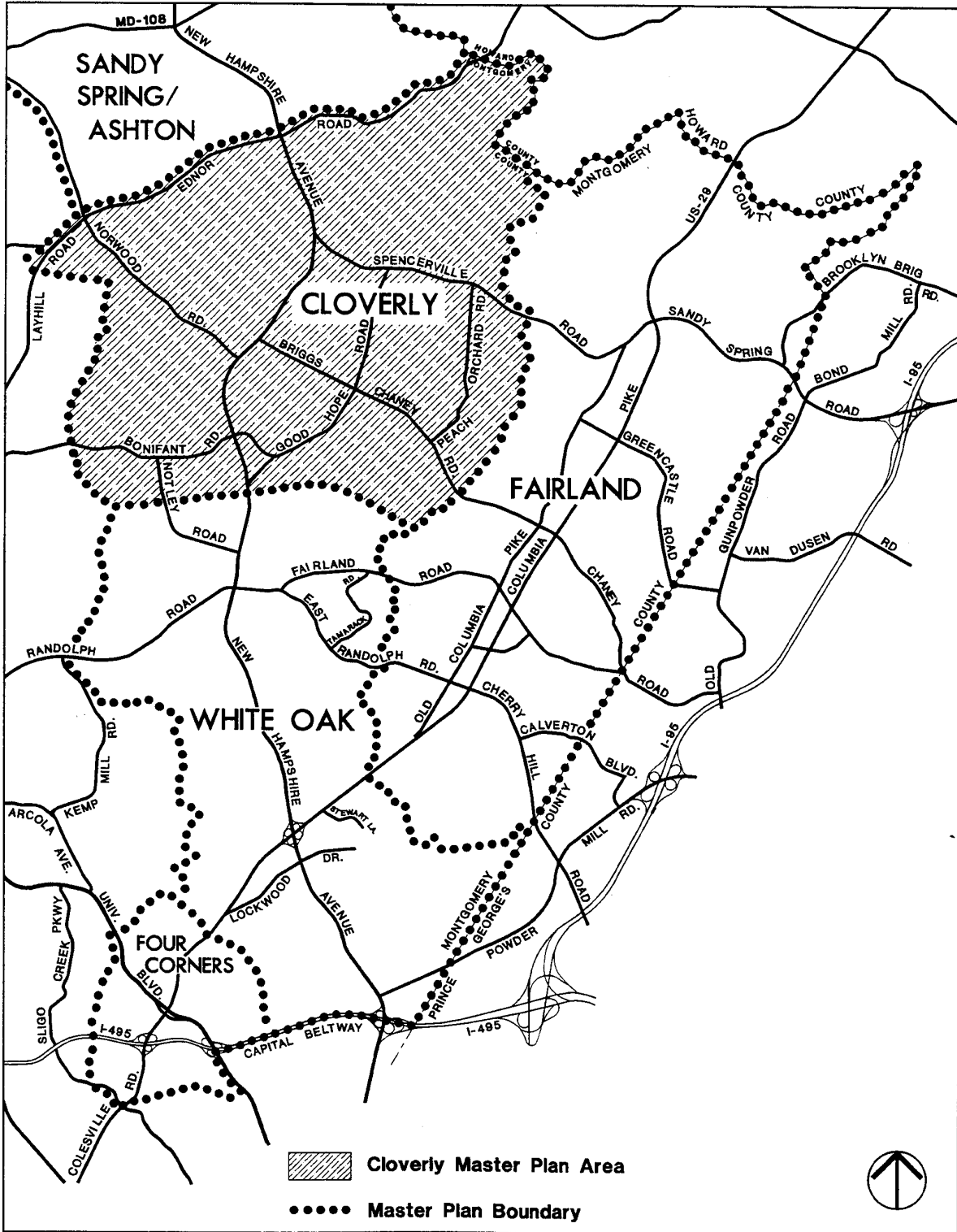
In 1992, at the direction of the County Council, the Planning Department hired a consultant to assist in designing a consensus-based citizen participation process that would be used in revising the Four Corners, White Oak, Fairland, and Cloverly Master Plans. The consultant team selected was The Concordia Systems Group and The Institute for Conflict Analysis and Resolution at George Mason University. The Montgomery County Planning Board endorsed the consultant recommendations to initiate a collaborative method for citizen involvement in the four Eastern Montgomery County master plans. The major changes that have been applied to the Citizens Advisory Committee (CAC) process for these four master plans include: selection of a chairperson by the CAC members, development and presentation of the Issues Report and subsequent master plan drafts as a collaborative effort between the Planning Department staff and the CAC, and extension of the life of the CACs through County Council adoption of the master plan.

This Plan is the culmination of a three year process that has featured many meetings of the Cloverly Master Plan CAC, M-NCPPC staff, and County agencies. During these meetings, issues and concerns regarding Cloverly were discussed. Additional forums with the other Eastern Montgomery County CACs and informational meetings with various citizens groups in the Master Plan Area have also been held.

This Master Plan is a guide for the communities that make up the Cloverly Master Plan Area, the general public, and government agencies to direct and assure that public investment and future growth occur in a manner that is consistent with and enhances the essence of these communities. The Cloverly Master Plan supports the goals of “*On wedges and corridors, a General Plan for the Maryland-Washington Regional District in Montgomery and Prince George’s Counties*” (the General Plan) and the seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act). This Plan presents a vision for the future of the Cloverly Master Plan Area and a concept that is supported by the recommendations in the Land Use, Transportation, Community Facilities, Environmental Resources, and Historic Preservation Chapters.

RELATIONSHIP TO EASTERN MONTGOMERY COUNTY

FIGURE 5



II. BACKGROUND

GENERAL DESCRIPTION OF THE MASTER PLAN AREA

The Cloverly Master Plan Area consists of approximately 14 square miles located in the eastern portion of Montgomery County, Maryland. (See Figure 6, page 3.) In 1990, Cloverly contained approximately 4,900 housing units with a population of 15,600 residents. The southern boundary of the area is approximately six miles north of Washington, D.C. The master plan area is roughly bordered by Ednor Road and Howard County to the north, Burtonsville Local Park and the Right Fork of the Paint Branch to the east, the proposed master plan alignment of the Intercounty Connector to the south, and the Northwest Branch Golf Course to the west. (See Figure 7, page 7.)

CONFORMANCE WITH THE MARYLAND PLANNING ACT OF 1992 AND THE GENERAL PLAN FOR MONTGOMERY COUNTY

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) and the 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* together establish State and County-wide planning objectives that must be reflected in local master plans.

The seven visions of the Planning Act, as stated in Article 66B of the Annotated Code of Maryland are:

1. Development is to be concentrated in suitable areas.
2. Sensitive areas are to be protected.
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected.
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is to be practiced.
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined.
7. Funding mechanisms are to be addressed to achieve these objectives.

In addition to the seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect natural features that are important to the health of the Chesapeake Bay watershed. Sensitive areas are described in the Planning Act as 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes.

The Cloverly Master Plan supports and confirms these seven visions. The Environmental Resources Chapter complies with the sensitive areas requirement of the Planning Act and the regulatory strategies for protecting these areas.

The General Plan Refinement amends the 1969 *Updated General Plan for Montgomery County* (approved in 1970). The General Plan Refinement provides the framework for the development of specific area master plans, functional plans, and sector plans. It provides clear guidance for the general pattern of development in Montgomery County while retaining enough flexibility to respond to unforeseeable circumstances. The General Plan Refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities, and the Wedge. Each area is defined in terms of appropriate land uses, scale, intensity, and function. The geographic components provide a vision for the future while

acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. In particular, they confirm two distinct sub-areas of the Wedge: an Agricultural Wedge and a Residential Wedge. They also recognize the transitional areas of generally moderate density and suburban character that have evolved as Suburban Communities between the Wedge, Corridor, and Urban Ring.

In addition to defining geographic components, the General Plan Refinement provides seven goals and associated objectives and strategies that give guidance to development within those geographic components. The goals, objectives, and strategies provide a future vision for Montgomery County and establish a frame of reference for decision-making to make that vision become a reality. The seven goals relate to Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity and Design, and Regionalism.

The visions established in the Planning Act generally coincide with the General Plan Refinement goals. The Cloverly Master Plan fulfills these visions by proposing a continuation of the established suburban and rural characters of the area. The following discussion is keyed to the seven goals of the General Plan Refinement and also includes discussion of the Cloverly Master Plan's relationship to the 1992 Planning Act.

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

The Cloverly Master Plan directly supports the Land Use goal and Wedges and Corridors concept by maintaining residential uses and supporting commercial uses at appropriate densities. Additional residential and commercial opportunities in Cloverly are limited; thus the Plan supports both the General Plan objective to “direct the major portion of Montgomery County's future growth to the Urban Ring and I-270 Corridor” and the environmental protection guiding principle. The Cloverly Master Plan also conforms with Vision 1 of the Planning Act—development is to be concentrated in suitable areas—and Vision 3—rural growth is to be directed to population centers and resource areas are to be protected.

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

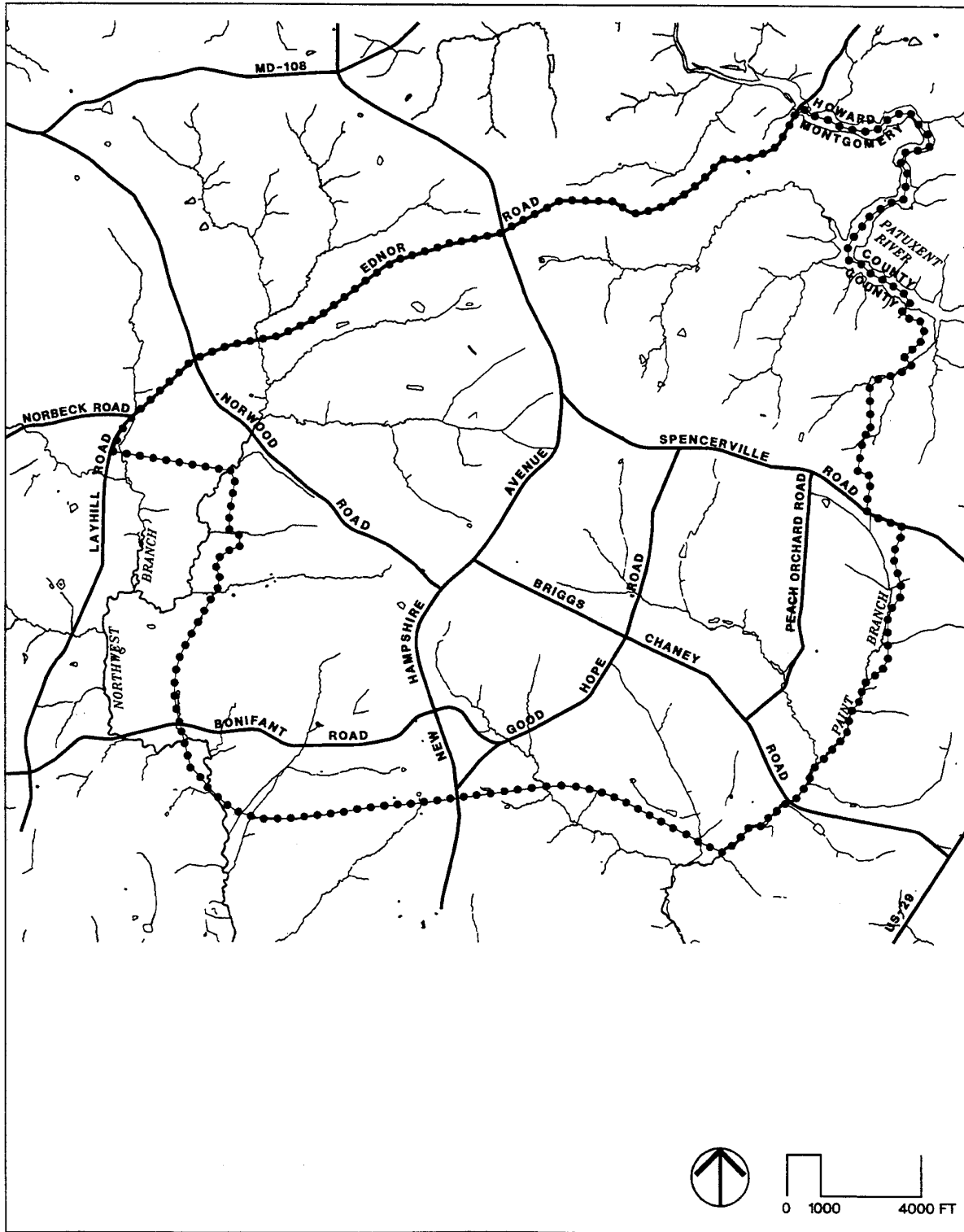
Because Cloverly is located in the lower density Agricultural Wedge, Residential and Suburban Communities areas, it does not offer as wide a choice of housing types as found in more urban communities. Single-family detached homes make up 87 percent of existing units. Attached housing units, multi-family units, and housing for the elderly constitute only 13 percent of total units. Reinforcing the character of Cloverly's communities is the main housing objective of the Plan. This objective is also in accordance with the General Plan objective to “maintain and enhance the quality of housing and neighborhoods.” Despite projections for significant population growth in the County, relatively few additional homes are planned for Cloverly, while higher density housing development is planned in the Urban Ring and I-270 Corridor.

Promote a healthy economy, including a broad range of business, service, and employment opportunities at appropriate locations.

This Plan recommends limited expansion of commercial zoning to provide for additional retail space to meet Cloverly's neighborhood shopping needs. Streetscape improvements in the commercial areas are intended to improve retail vitality. Guidance for the evaluation of special exceptions is designed to determine whether individual applications for businesses in residential zones are appropriate.

CLOVERLY MASTER PLAN AREA

FIGURE 7



Improved connections between commercial centers and residential areas are promoted in the Plan, as envisioned by the General Plan Refinement. These recommendations are in accord with Vision 6 of the Planning Act encouraging economic growth in existing areas of development.

Provide a safe and efficient transportation system that serves the environmental, economic, social, and land use needs of the County and provides a framework for development.

The Cloverly Master Plan supports many of the General Plan Refinement transportation principles, including the improved interconnection of streets and an improved bikeway system. This Plan recommends the construction of Norbeck Road Extended to support the General Plan strategy to “give priority to improving east-west travel.”

Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations. Manage the impacts of human activity on our natural resources in a balanced manner to sustain human, plant, and animal life.

Watershed protection is one of two fundamental planning principles of this Plan. Stream quality, wetlands, forest cover, and floodplain protection are all environmental issues addressed by both the Cloverly Master Plan and the General Plan Refinement. The Cloverly Plan calls for the acquisition of portions of the Paint Branch headwaters and encourages restoration projects to improve stream quality. Public acquisition, zoning, and limited public facilities are tools used to protect the Northwest Branch as well as the Patuxent River, which serves as a drinking water reservoir. The Environmental Chapter identifies sensitive areas to be protected in compliance with Vision 2 of the Planning Act and reflects the County's stewardship of the Chesapeake Bay and watershed (Vision 4). Recommendations for resource conservation comply with Vision 5 of the Planning Act.

Provide for attractive land uses that encourage opportunity for social interaction and promote community identity.

Reinforcing the character of Cloverly's communities is one of two fundamental planning principles of the Cloverly Master Plan. The recommendations of this Plan are consistent with General Plan Refinement objectives designed to reinforce the character and identity of each community and to ensure that commercial areas are functional and accessible and that historic features are preserved. The Cloverly Plan implements these objectives through recommendations concerning special exception uses and streetscape elements that are designed to preserve and reinforce the community's residential and rural character. New parkland recommendations will help maintain the attractive wooded landscape while protecting water quality.

Promote regional cooperation and solutions of mutual concern to Montgomery County, its internal municipalities, and neighbors.

This Plan's commitment to watershed protection benefits neighboring counties and states by protecting the quality of the Anacostia River, Patuxent River, Potomac River and Chesapeake Bay.

Rationale for Chosen Priorities

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

The Plan attempts to maintain or restore, where necessary, the balance between environmental protection and land use. Overall, this Plan makes protection of environmental features a priority over new development. In some cases, innovative measures are encouraged to achieve recommendations. The Plan recommends a limited expansion of the Cloverly Commercial Area because of the community benefits of a vital commercial area with an expanded supermarket. Special attention to water quality is necessary since the Cloverly Commercial Area is located in the Paint Branch and Northwest Branch watersheds.

CLOVERLY TODAY

The Cloverly Master Plan Area is primarily residential in nature. In accordance with the General Plan Refinement, the more densely developed Suburban Communities in the southern half of the area gradually transition to the less densely developed Residential and Agricultural Wedges in the northern areas. (See Figure 8, page 11.)

The Suburban Communities portion of Cloverly is south of Norwood and Briggs Chaney Roads and generally is developed with 2 houses per acre. The Suburban Communities west of New Hampshire Avenue, in the Northwest Branch watershed, is more fully developed than other parts of Cloverly and has only scattered vacant properties. To the east of New Hampshire Avenue, in the Paint Branch watershed, there are a number of large undeveloped properties. The large amount of open space creates a broad transition between the Suburban Communities and the Residential Wedge.

The Residential Wedge in Cloverly is roughly the area bounded by Norwood and Briggs Chaney Roads to the south and the area just north of Spencerville Road and Ednor Road to the north. This area is zoned at one and two acre densities (RE-1, RE-2, and RE-2C). The Residential Wedge contains portions of the Northwest Branch and Paint Branch watersheds. The major undeveloped areas in Cloverly are located in the Residential Wedge and Agricultural Wedge.

The Agricultural Wedge is north of Spencerville Road and east of New Hampshire Avenue in the Patuxent River watershed and is in the Rural Cluster Zone (one house per 5 acres with lots as small as one acre). In Cloverly, the protection of open space rather than agriculture is the primary purpose of the Agricultural Wedge.

The varying physical character of the different parts of Cloverly helps to create a community that is unique in Montgomery County. Today, Cloverly is seen as a study in contrasts that include, large expensive homes and small modestly priced homes, produce stands and a shopping center, farms and subdivisions, clear trout spawning streams and streams in pipes, and busy major thoroughfares and virtually empty country roads. This diversity sets it apart from much of the rest of the County.

While Cloverly's demographic profile is similar to many County-wide averages, its resident profile also stands out in a number of ways.

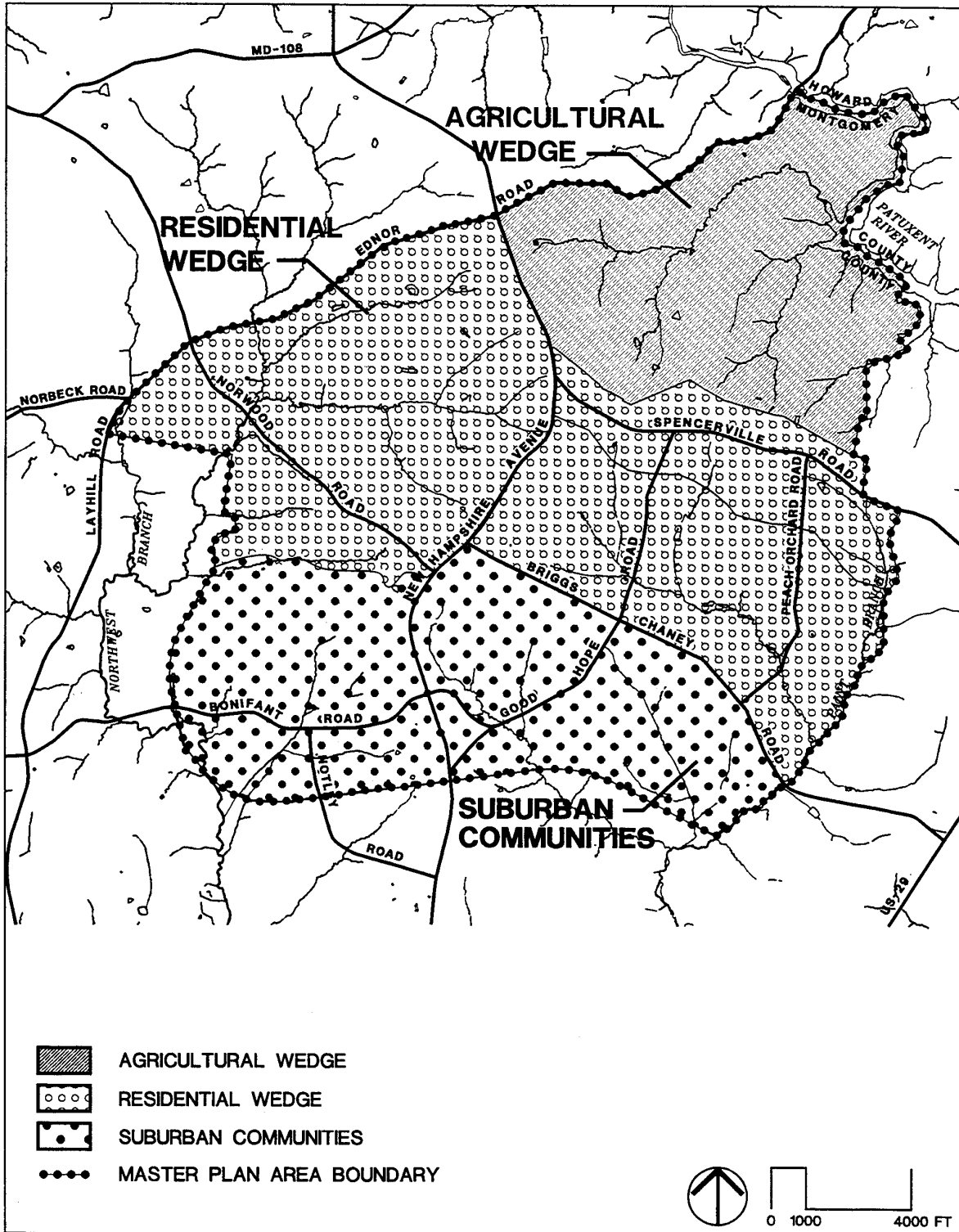
- 78 percent of Cloverly's households are headed by married couples compared to 58 percent County-wide.
- The median sized household in Cloverly contains 3.27 persons compared to 2.65 County-wide.
- The median age of 33.9 years is the same for Cloverly and the County.

- Cloverly's population is 70 percent white, 16 percent black, and 13 percent Asian, compared to 77 percent white, 12 percent black, and 8 percent Asian County-wide.
- 87 percent of Cloverly's homes are single family detached compared to 52 percent County-wide.
- Cloverly's median resale price of \$216,250 for a single-family detached house in 1991 was slightly higher than the County-wide average of \$208,800.
- 55 percent of Cloverly's residents lived in the same home since 1985, compared to 47 percent County-wide.
- Cloverly's median income in 1989 was \$63,215, compared to \$54,089 County-wide.
- 77 percent of Cloverly's resident workers drive alone to work compared to 68 percent County-wide.

Additional demographic information based on the 1990 Census and other data can be found in the *Population and Housing Profiles Eastern Montgomery County Master Plan Areas*.

CLOVERLY'S COMMUNITIES

FIGURE 8



III. PLAN FRAMEWORK

VISION FOR THE FUTURE

This Plan sets the framework for the development of Cloverly over the next 20 years. The vision for Cloverly is:

Cloverly will continue to be a place to live where the countryside is close at hand as a result of an extensive park and open space system that protects Cloverly's watersheds. The park and open space system, in combination with low-density zoning, reinforces Cloverly's low-density character. The public and private open space systems contain areas for recreation and public use as well as conservation areas where public use is limited.

An expanded Cloverly Commercial Area serves Cloverly residents. The commercial area and the park between the commercial area and Cloverly Elementary School serve as a focal point and gathering area for Cloverly residents.

FUNDAMENTAL PLANNING CONCEPTS

This Plan is guided by two fundamental planning concepts: **Protect Watersheds** and **Reinforce the Character of Cloverly's Communities**. These concepts are described below. The Plan's goals, objectives, and recommendations support the fundamental planning concepts.

Protect Watersheds

Watershed protection was the underlying principle of the 1981 Plan and is a fundamental planning concept of the Cloverly Master Plan. All three of Cloverly's watersheds have particular ecological significance and require continued protection. The protection of Northwest Branch is critical to the restoration of the Anacostia River. Protection of Paint Branch also is critical to the restoration of the Anacostia River and to maintain the high water quality evidenced by a naturally reproducing brown trout population. The protection of the Patuxent River maintains the quality of a portion of the bi-county water supply. Each watershed also provides valuable recreation opportunities and wildlife habitat. Like the 1981 Plan, this Plan responds "by limiting development to relatively low-densities" and by recommending additional parkland appropriate to protect the resources of each watershed.

Reinforce the Character of Cloverly's Communities

Cloverly contains three of the geographic components described in the General Plan Refinement: Agricultural Wedge, Residential Wedge, and Suburban Communities. (See Figure 8, page 11.) The Agricultural Wedge in Cloverly contains large-lot residential areas and is an environmental preservation area that protects the water quality of the T. Howard Duckett Reservoir.

This Plan seeks to protect and reinforce the character of each of Cloverly's three communities by:

- Maintaining low-density zoning.
- Providing the opportunity for a limited expansion of the Cloverly Commercial Area.
- Recommending additional parkland.
- Providing guidance for the review of special exceptions.
- Retaining the rural and residential character of many of Cloverly's roadways.

IV. LAND USE AND ZONING

Cloverly is made up of three communities located in areas designated by the General Plan Refinement as the Suburban Communities, the Residential Wedge, and the Agricultural Wedge. The Agricultural Wedge, located in the northern portion of Cloverly, has a mixture of large-lot residential development and permanently undeveloped open space that is designed to protect natural resources. The Residential Wedge, located in the central and northwestern portion of Cloverly, is made up of subdivisions of large lots, and contains the Cloverly Commercial Area and Spencerville Commercial Area. This area can be seen as a transition between the more developed southern part of Montgomery County and the less dense areas to the north and west. The Suburban Communities in the southern area contains several large subdivisions of single-family houses on moderately sized lots along with the Cape May Road/New Hampshire Avenue Commercial Area.

The land use goals, objectives, and recommendations for Cloverly are best seen in the context of these three communities. This chapter describes the evolution of the three communities, followed by community specific recommendations and general recommendations that apply throughout Cloverly. The overall aim of this Plan is to recognize the connection between Cloverly's natural resources, the appropriate use of its land, and to make recommendations that protect those natural resources while maintaining and building on the character of its three communities.

Cloverly's topography and landscape have through time influenced the use of the land, and together create the character of the community. In the 18th and 19th centuries, the rolling terrain suited the settlers who built log houses and grew tobacco in the cleared fields. Later, roads were built along the ridges separating the Northwest Branch, Paint Branch and Patuxent River watersheds, and farmers shipped goods to rail depots at Rockville and Laurel. Where the roads met, or where large landowners constructed their farmhouses, hamlets were often established, creating places for merchants and artisans to live and work.

Use of the land in Cloverly changed significantly, as it did elsewhere in Montgomery County, during the first half of the 20th century. With that change in use came a marked change in the character of Cloverly's communities. As the function, size and influence of the federal government grew and Washington attracted a larger number of government workers, land that had been farmed began to house families. The suburbs crept towards Cloverly between 1920 and 1940. The postwar suburban housing boom brought rapid subdivision of some, but significantly not all, of Cloverly's farms.

The evolution from agricultural district to suburb is most visible in the southern third of Cloverly, in the Northwest Branch and upper Paint Branch watersheds. Along New Hampshire Avenue, Bonifant Road, Notley Road and Good Hope Road, single-family houses on half-acre and smaller lots dominate the upland areas above the streams. The stream valleys, too steep to be pasture land or homesites, remain open, either for the use of subdivision residents or as public parkland. These valleys also carry sewer lines that have enabled development at suburban densities.

In the 1970s and 1980s, continuing suburbanization was tempered by increasing awareness of the importance and value of preserving natural resources and open space. As a result, the remaining two-thirds of Cloverly, the upper Northwest Branch watershed west of New Hampshire Avenue and along Norwood Road, the northern portion of the Paint Branch watershed, and the Patuxent watershed above Spencerville Road, developed less intensely. The upper Northwest Branch watershed is rural and residential, with many homes on lots of two acres and more and includes Cloverly's largest pieces of as-yet-undeveloped land. Development of some of these properties will result in large areas of dedicated open space. The Patuxent watershed contains significant amounts of open space, created by Washington Suburban Sanitary Commission (WSSC) watershed

conservation areas, conservation parks, farms, and recent residential development with one home for every five acres.

The decreased residential densities and inclusion of significant amounts of open space in these two communities reflect the recognition that low-density development was a more effective way to limit environmental impacts than were engineering solutions. Increased awareness and analysis, particularly in the more developed southern portion of Cloverly, recognize that earlier efforts at resource protection, which relied in large measure on managing stormwater runoff to reduce environmental impacts, were not sufficient. While water quality in the upper Paint Branch watershed remained high enough to support self-sustaining trout populations, the stream system by the end of the 1980s had begun to show signs of stress, suggesting that engineering solutions alone could not satisfactorily maintain high-quality natural resources.

The 1981 Plan recognized the importance of protecting Cloverly's stream systems and made watershed protection its primary goal. That Plan recommended reduced densities in the Northwest Branch to maintain rural character and to protect the stream valley by increasing open space. In the Patuxent watershed, the recommendations for very low-density development protected the drinking water reservoir while maintaining the area's rural and agricultural character. The 1993 *Functional Master Plan for the Patuxent River Watershed* reinforced these policies. Although it reduced residential densities, the 1981 Plan was less able to influence development in the upper Paint Branch watershed since much of it was underway during the master plan process, and was completed after the plan was approved.

As the settlers recognized so clearly two centuries ago, the natural resources that contribute to topography and landscape continue to exert considerable influence on use and character of the land. Today, the character of two of Cloverly's three communities, the Residential Wedge of the upper Northwest Branch watershed and the Agricultural Wedge of the Patuxent watershed, can generally be said to be balanced with natural resources. In the third, the Suburban Communities of the upper Paint Branch watershed, the major resource, the high-quality upper Paint Branch stream system and the sensitive aquatic habitat associated with it, shows signs of stress from the cumulative effect of development over time.

The recommendations in this Plan reflects these conditions. Where land use, the community character derived from it, and the environment are in balance, recommendations are designed to maintain or enhance existing conditions. Where they are not, this Plan makes recommendations designed to bring them back into balance.

As shown in Table 1, 3,499 acres (44.6 percent) of Cloverly are residentially developed. In 1990, Cloverly contained approximately 4,900 housing units with a population of 15,600 residents. More than 40 percent of Cloverly is still in agricultural use or vacant. When combined with the 10 percent of Cloverly in parkland and public open space and the large parks along Cloverly's borders, the expansive open space creates Cloverly's rural character. Cloverly's existing land use pattern is shown in Figure 9, page 18. The proposed land use pattern is shown in Figure 10, page 19. The concentration of commercial and institutional land uses, particularly places of worship, along major travel routes has affected Cloverly's rural character. In some cases, these uses are located in established neighborhoods, threatening both the community character and the quality of watersheds.

Recently approved development will transform farms and vacant land into new residential neighborhoods. In the most dramatic example, 716 vacant acres known as Hampshire Greens will eventually contain 286 homes, an 18-hole public golf course, a WSSC elevated water storage facility, a four-lane major highway, bike paths, equestrian trails, and homeowners association recreation areas.

LAND USE GOAL:

Recognize, reinforce, and, where necessary, restore the balance between natural resources and land uses in Cloverly's three distinct communities.

Table 1
EXISTING LAND USE

LAND USE	ACRES	PERCENT
Single Family Residential	3,499	44.6%
Commercial/Office	47	0.6%
Park and Public Open Space	790	10.1%
Public/Institutional	249	3.2%
Agricultural/Vacant	3,257	41.5%
Total	7,842	100.0%

Source: Montgomery County Planning Department, Research and Information Systems Division, July 1995

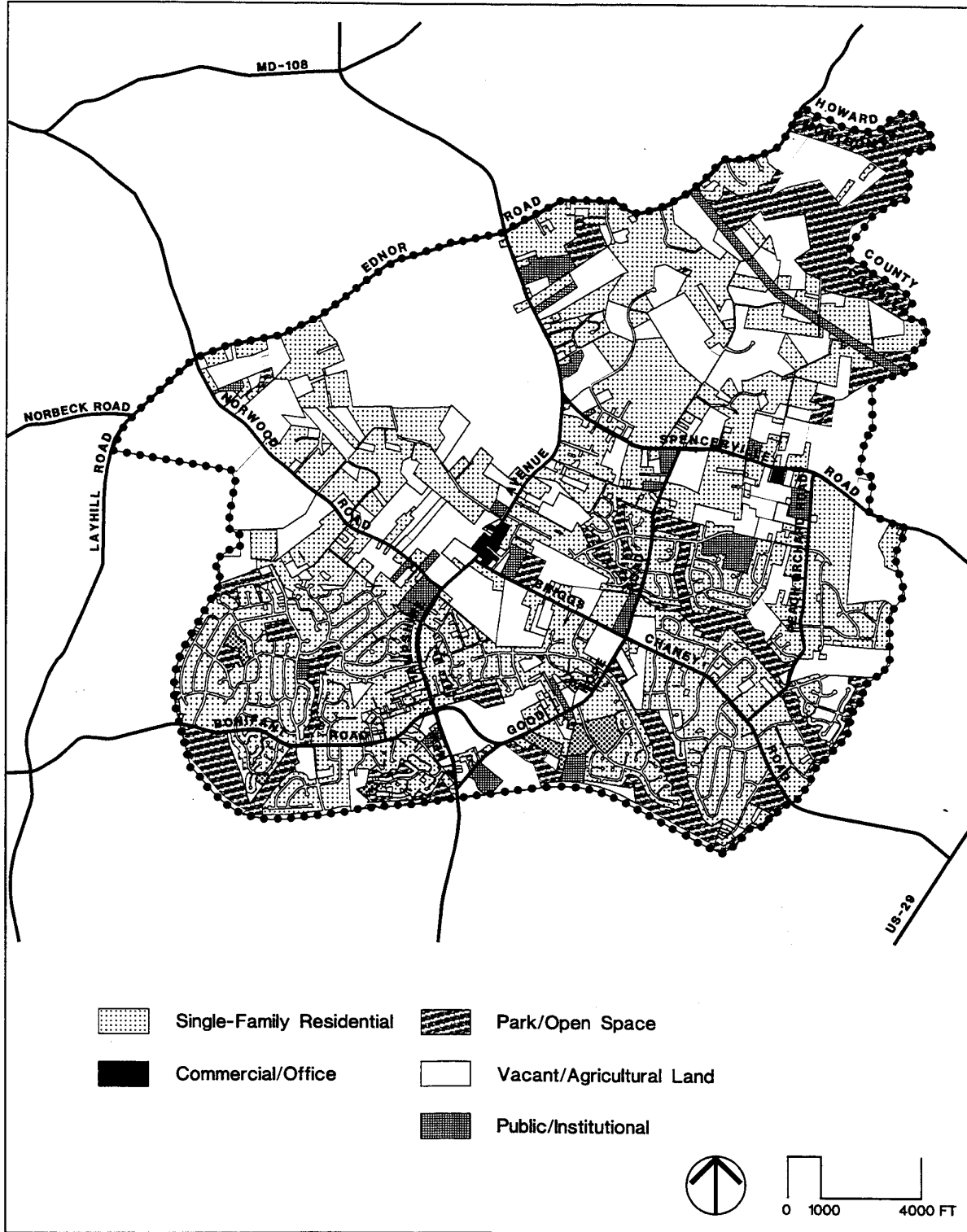
AGRICULTURAL WEDGE

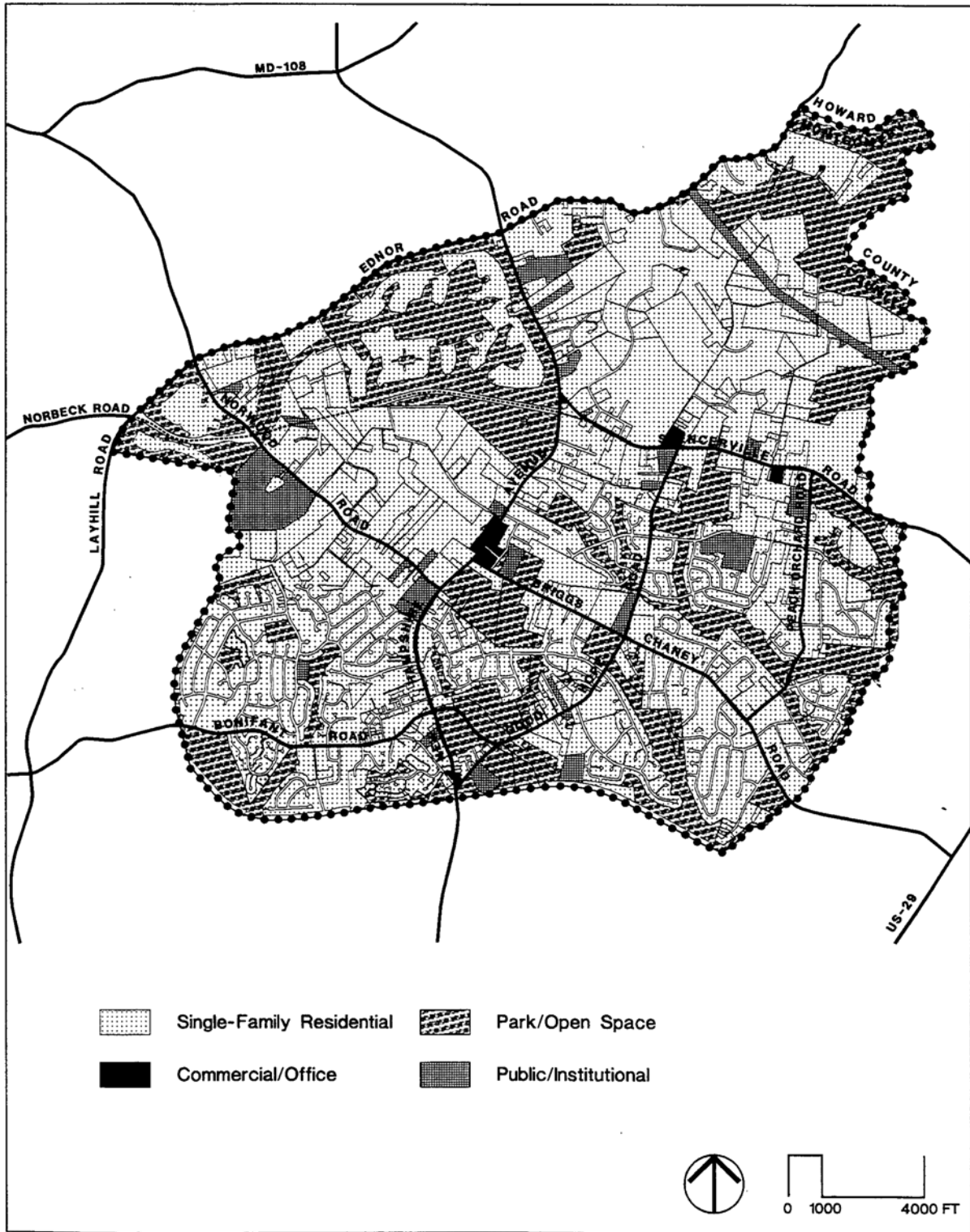
The Agricultural Wedge is the area of lowest planned density in Cloverly. Located north of Spencerville Road and east of New Hampshire Avenue, the entire area is in the Patuxent River watershed. This area has developed at low-densities because the zoning changes since the 1960s have decreased the permitted densities over time. Additionally, the *Comprehensive Water Supply and Sewerage Systems Plan* does not support sewer service to these low-densities. These strategies have been used for decades to protect the quality of the drinking water reservoir. The low residential densities permitted in the Rural Cluster (RC) zone, conservation parks, WSSC reservoir protection areas and adequate best management practices (BMPs) along with continued monitoring and analysis of sedimentation and nutrient runoff are the primary methods of protecting and better understanding of the overall health of the reservoir. There are concerns that special exceptions, institutions, places of worship, and other large developments may adversely affect the rural character and the water quality of tributary streams.

The entire watershed in Montgomery County was the subject of the 1993 *Functional Master Plan for the Patuxent River Watershed*. As a result of that plan, the Planning Board's environmental guidelines now include specific provisions for protection of the watershed. Among those provisions is a 10 percent impervious guideline for properties that contain the Primary Management Area (PMA). The PMA is a management area that is 1/4 mile (1,320 feet) from the Patuxent River mainstem and reservoir and 1/8 mile (660 feet) from individual tributary streams. In the PMA, standard stream buffers, as delineated in the Planning Board's Environmental Guidelines, are a minimum of 100 feet (wider buffers are necessary if steep slopes or extensive wetlands and floodplains are present). The PMA restrictions are applied to properties at subdivision. In addition to the findings of the *Functional Master Plan for the Patuxent River Watershed*, a technical study concluded that the implementation of current zoning patterns in the Patuxent watershed in Montgomery County would have both positive and negative effects. While nutrient loading would be reduced, development would increase sediment loads. The technical study made recommendations to provide further water quality enhancements.

EXISTING LAND USE

FIGURE 9





The Patuxent watershed is identified as an Environmental Preservation Area in the Environmental Resources Chapter. This designation does not entail additional regulation and is intended solely to denote areas with low- and very-low density and sensitive stream resources. These areas have limited public infrastructure, and no significant new infrastructure is proposed to support development. The Natural Resources Conservation Service and the Chesapeake Bay Restoration Program work with agricultural interests in an ongoing cooperative effort to reduce the impacts of agricultural practices on water quality and stream habitat.

This Plan continues the low-density recommendations of previous plans to protect the Patuxent watershed and provide for a rural living environment while enhancing park and recreation linkages. The combination of existing zoning as it relates to protection of water quality and recent additions to the Planning Board's environmental guidelines precludes the need for major changes in land use recommendations specific to the Agricultural Wedge. The General Land Use and Special Exceptions sections of this chapter also provide guidance for the Agricultural Wedge and for Cloverly as a whole.

OBJECTIVE: Maintain the existing mix of low-density residential neighborhoods and open space that preserves the valleys of Patuxent River tributaries, creates this community's rural character and keeps the built and natural environments in balance.

RECOMMENDATIONS:

- Retain the existing RC (Rural Cluster) and RE-1 (1 house per acre) zoning throughout the Agricultural Wedge with the exception of the following changes: (See Figure 11, page 21.)
 - Rezone five properties north of Spencerville Road from RC and RE-1 to RC because they are located entirely within the Patuxent watershed (Figure 11, numbers 1-5).
 - Rezone one property at the end of Armond Lane from RC and RE-1 to RC because only a small portion of the property is located outside of the Patuxent watershed (Figure 11, number 6).
 - Rezone one property from RC and RE-1 to RE-1 because only the northern tip of the property is zoned RC (Figure 11, number 7).
 - Rezone two properties bordered by Old Spencerville Road, New Hampshire Avenue and Spencerville Road Relocated from RE-1 to C-1 (Figure 11, numbers 8 and 9). Development of the entire C-1 zoned area at this location should be accomplished with the following design guidelines:
 1. Commercial buildings should be located in a manner which maintains the rural character of New Hampshire Avenue with building setbacks comparable to adjacent properties.
 2. Driveway entrances shall be minimized in width to maintain a safe and clearly defined edge of pavement along New Hampshire Avenue.
 3. All proposed landscaping shall enhance and reinforce the rural character of New Hampshire Avenue and Spencerville Road. This shall be accomplished by screening all parking and internal vehicular circulation from the roadway with a low, evergreen hedge. A significant number of deciduous shade trees should be planted around the perimeter of the site to create a natural woodland setting.

4. If a gas station is the proposed use for the site, the configuration of the building and canopy should be sited so as to minimize visual impacts from New Hampshire Avenue and Spencerville Road in order to reinforce the rural character of the area.
 5. Night lighting shall be located predominately under the canopy to avoid glare and excessive lighting which is incompatible with the rural setting.
- Retain low-density residential and parkland Land Use designations consistent with the 1981 Plan throughout the Agricultural Wedge and the Patuxent watershed.



RESIDENTIAL WEDGE

The Residential Wedge is located in the upper Northwest Branch watershed and in the upper Paint Branch watershed, north of Briggs Chaney Road.

The northern portion of the Northwest Branch in Cloverly is zoned RE-2 and RE-2C (1 house per 2 acres). This area is identified in the Environmental Resources Chapter as a Regular Protection Area. In this protection area, a combination of low-density zoning, park acquisition, and standard environmental requirements to mitigate effects of new development is used to protect water quality. The ultimate subwatershed imperviousness levels should remain in the 10 to 15 percent range which is within the generally acceptable limits for the protection of cold water stream systems in Maryland. Individual developments with high site-imperviousness should be discouraged.

The RE-2C zone was applied to properties of sufficient size to provide substantial amounts of open space or properties within the historically African-American community of Holly Grove where lot sizes are generally smaller than the 2-acre minimum of the RE-2 zone. Development in the RE-2 zoned area between Norwood Road, Northwest Branch, Hampshire Greens, and New Hampshire Avenue will be limited by this Plan's recommendations to restrict access to sewer service. Although water service may be available on a case-by-case basis consistent with the *Comprehensive Water Supply and Sewerage Systems Plan*, the Cloverly Master Plan recommends that this area remain primarily low-density residential in character. The Paint Branch portion of the Residential Wedge is zoned RE-1 (1 house per acre) with the exception of the Cloverly Commercial Area, Spencerville Commercial Area, and an existing use in the Country Inn Zone.

This Plan continues the low-density land use recommendations of the 1981 Plan to protect the Northwest Branch and Paint Branch watersheds through low-density residential zoning and enhanced park and recreation linkages. As stated earlier, existing protective measures preclude the need for major changes in land use recommendations that apply specifically to the Northwest Branch portion of the Agricultural Wedge. However, the Paint Branch requires extensive parkland acquisition and an environmental overlay zone to maintain the balance between land use and environmental protection.

General recommendations for the Paint Branch watershed are located in the Suburban Communities section of this chapter and in the Environmental Resources Chapter and also apply to development in the Paint Branch portion of the Residential Wedge. The General Land Use and Special Exceptions sections of this chapter provide guidance for the Residential Wedge and for Cloverly as a whole.

OBJECTIVE: Retain land use and environmental policies that minimize impacts on the upper Northwest Branch and upper Paint Branch watersheds and underscore the large-lot character of this community as now-vacant properties develop.

RECOMMENDATIONS:

- Retain the existing RE-2, RE-2C, RE-1, C-1, C-2, and C-INN (Country-Inn) zoning throughout the Residential Wedge with the exception of the changes identified in this section.
- Retain the low-density residential, parkland, and retail land use designations consistent with the 1981 Plan throughout the Residential Wedge in the Northwest Branch and Paint Branch watersheds.

Cloverly Commercial Area

The Cloverly Commercial Area at New Hampshire Avenue and Briggs Chaney Road is the primary retail area and center of Cloverly. (See Figure 12, page 24.) The grocery store and hardware store are the area's anchors.

The existing grocery store is undersized by today's standards and does not adequately serve Cloverly's grocery needs. An expanded grocery store can be supported in Cloverly and is recommended by this Plan. A full-service grocery store provides important services for the community and strengthens the role of the Cloverly Commercial Area as the center of the community.

The current location is the most suitable location for a grocery store in the commercial district. Part of the site is located in the Paint Branch Special Protection Area and (SPA) is subject to SPA environmental management requirements. In considering redevelopment proposals, the Planning Board should carefully weigh the significant benefit to the Cloverly community of an expanded commercial area against the environmental constraints of the site. If there are requirements of the SPA that cannot be met, then the Planning Board and the Department of Permitting Services should determine if the remaining impacts are balanced or offset by the community benefits of an expanded commercial area. These benefits, together with the ability of the developer to minimize environmental impact through site design and engineering, may support a decision for a waiver from SPA requirements.

Redevelopment of the commercial area should strengthen retail vitality and encourage its use as a public gathering place. The Plan accommodates redevelopment of commercial properties along Cloverly Street and Briggs Chaney Road, which can permit expansion of the grocery store and improve its layout. The Plan also proposes a park adjacent to the commercial area which will serve as a conservation area with community-oriented open space similar to a village green or commons at the end of Cloverly Street and Gallaudet Avenue and will buffer the commercial area from Cloverly Elementary School.

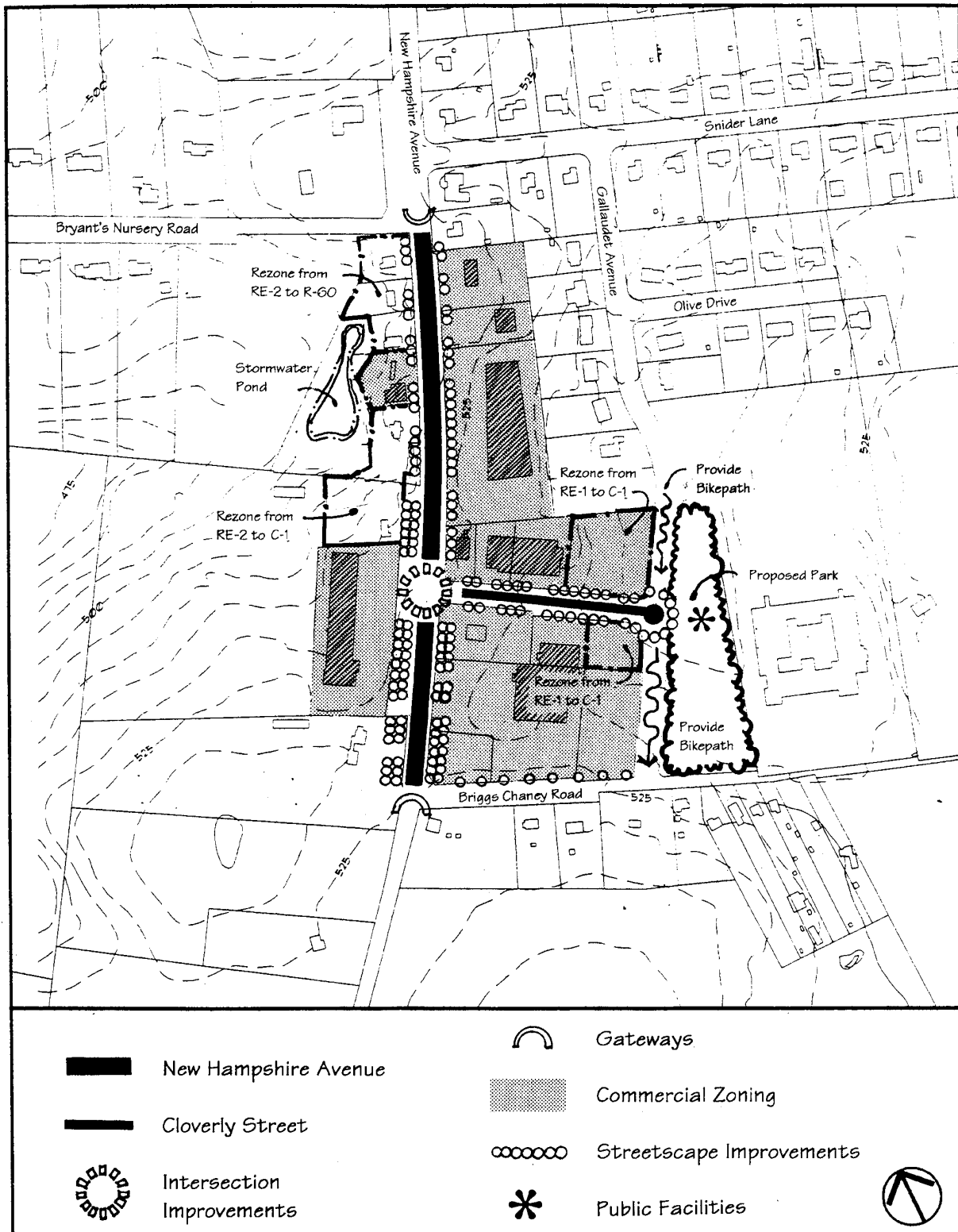
Two redevelopment scenarios, non-assemblage and assemblage, are possible. Both are supported by this Plan. In the non-assemblage scenario, Safeway could expand on the three parcels it owns and the remaining properties to the north (NationsBank, 721 Cloverly St., and Cloverly Hardware Store) would redevelop independently. Cloverly Street would remain as a public street to provide access to internal parcels and the proposed park. Development would occur on individually owned properties. In the assemblage scenario, Cloverly Street may be abandoned if the commercial properties between Cloverly Street and Briggs Chaney Road are assembled and developed under common ownership and public access to the proposed park is maintained through a private street, easement, or covenant.

The recommendations of the Cloverly Master Plan will be implemented as development occurs. The Cloverly Commercial Area (Figure 12) will exceed 15 acres of C-1 zoning and site plan review is recommended for any new development or redevelopment that takes place in the Cloverly Commercial Area. This Plan relies on text amendments to the C-1 zone to implement the recommendations for the Cloverly Commercial Area. These amendments are discussed in the General Retail recommendations and Cloverly Commercial Area recommendations, as appropriate.

- Encourage street oriented development along Cloverly Street to provide a walkable, pedestrian-friendly commercial area that encourages social gathering. Street oriented development is achieved by locating buildings close to the street with on-street parking. Sidewalks are to be enhanced with tightly spaced street trees, seating areas, special paving and lighting, and visible and safe connections to the proposed park at the eastern end of Cloverly Street.
- Allow the use of smaller front-yard setbacks to maintain a minimum of 15 feet from the face of the curb along Cloverly Street to provide a “main street” type of development where development is street-oriented with entrances directly adjacent to sidewalks. This recommendation relies on a zoning ordinance text amendment to allow reduced front setbacks in the C-1 and C-2 zones when mainstreet development is proposed in a master or sector plan.
- Support the location of retail postal service in the Cloverly Commercial Area to improve access to postal services and to strengthen the importance of the commercial area as a focal point for the community. Retail postal service could be as basic as a contract postal unit, where a business operates a small postal substation in a larger store.
- Develop the northern end of the proposed park at the eastern end of Cloverly Street as a public gathering area similar to a village green or commons. Allow the southern portion to be devoted to conservation to protect the water quality of the Good Hope tributary of the Paint Branch. The design of the park should address the needs of watershed protection, community use, public safety, and appearance. Special care should be taken to create a safe, attractive relationship between the public gathering area, conservation area, elementary school and commercial development.

CLOVERLY COMMERCIAL AREA

FIGURE 12



- Improve pedestrian and bicycle access in the Cloverly Commercial Area by connecting a bikepath from Cloverly Street to Gallaudet Avenue, the proposed park, Cloverly Elementary School, and the Briggs Chaney Road bikepath. Sidewalks, or clearly marked crossing areas should be extended from retail buildings to public sidewalks, bikepaths, and adjacent commercial developments.
- Improve vehicular access and circulation in the Cloverly Commercial Area by providing interconnected parking lots and coordinated driveways between independently owned properties. Where a connection cannot immediately be made because of the adjacent property layout, provisions should be made for an eventual connection.
- Maintain a 70-foot right-of-way for Cloverly Street to accommodate two travel lanes, on-street parking, and landscaping.
- Provide the opportunity for Cloverly Street to be abandoned, in whole, or part, if the commercially zoned properties along Cloverly Street and Briggs Chaney Road are developed as a cohesive center that complies with the Cloverly Commercial Area recommendations except those requiring Cloverly Street as a public street. The access to the park may be shifted north of Cloverly Street if all other objectives are met and the shift does not negatively affect the park. The development should:
 - Maintain safe, attractive, and adequate public access to the proposed park through an easement, covenant, or other acceptable means.
 - Provide a street-oriented character along the public access to the proposed park.
 - Result in an improved layout due to increased flexibility.
 - Protect the water quality of the Paint Branch and Northwest Branch.
- Allow for a partial improvement of the 70-foot wide Gallaudet Avenue right-of-way, between Cloverly Street and Briggs Chaney Road, for grocery store truck access and a bikepath. The use of this section of Gallaudet Avenue for general traffic is not recommended by this Plan. Impacts to the proposed conservation park and the upper Paint Branch watershed should be minimized through limited disturbance and conveyance of stormwater runoff to the grocery store stormwater facilities. Landscaping and buffering of the improvements from the park also should be provided.
- Rezone the RE-1 portions of parcels N46 and N62 on Cloverly Street to C-1. (See Figure 13, page 26.) These properties are part of commercially developed properties between existing stores and the proposed park and are more suited for non-residential development because of their small size and location.
- Rezone N915, P869, and P859 from RE-2 to C-1. In addition, parcels P804, P803, P765, a portion of the State Highway Administration Stormwater Management facility, and the portion of P760 shown in Figure 13, page 26, are recommended as suitable for C-T (Commercial Transition) zoning to be applied for through the local map amendment process. This Plan recommends that the sectional map amendment rezone P804, P803, and P765 to R-60 and that these parcels are suitable for a special exception application for a non-resident professional office use.

The portion of P760 is only suitable for C-T zoning when combined with other C-T zoned properties since commercial driveway access to Bryant's Nursery Road is not recommended.

The purpose for recommending a portion of the stormwater management facility for C-T zoning is to reduce the required setbacks for design flexibility on the other commercially zoned properties rather than to have development replace the facility. The following development guidelines for site plan and zoning case reviews will improve the compatibility of development and achieve a more unified and attractive appearance:

1. Encourage assemblage in order to achieve more unified commercial development of the properties.
2. Preclude commercial driveway access to Bryant's Nursery Road.
3. Locate parking areas to the side or rear of the buildings to minimize views of parking lots.
4. Provide vehicular and pedestrian connections with adjacent properties to interconnect parking areas, minimize the number of driveway entrances, and minimize traffic congestion along New Hampshire Avenue. If a connection is not possible because an adjacent property has not developed, design parking, access, and pedestrian connections to allow future interconnection.
5. Provide access to the land-locked property (P845) through N915. Encourage shared access, if possible, for N915, P859, P869, and the SHA stormwater management facility.
6. Locate buildings a minimum of 15 feet from the right-of-way for sidewalks, streetscape treatment, and a compatible building line. Achieve a street-oriented form of development with entrances facing New Hampshire Avenue.
7. Provide streetscape in conformance with Master Plan recommendations. (See page 58 of the Plan.)

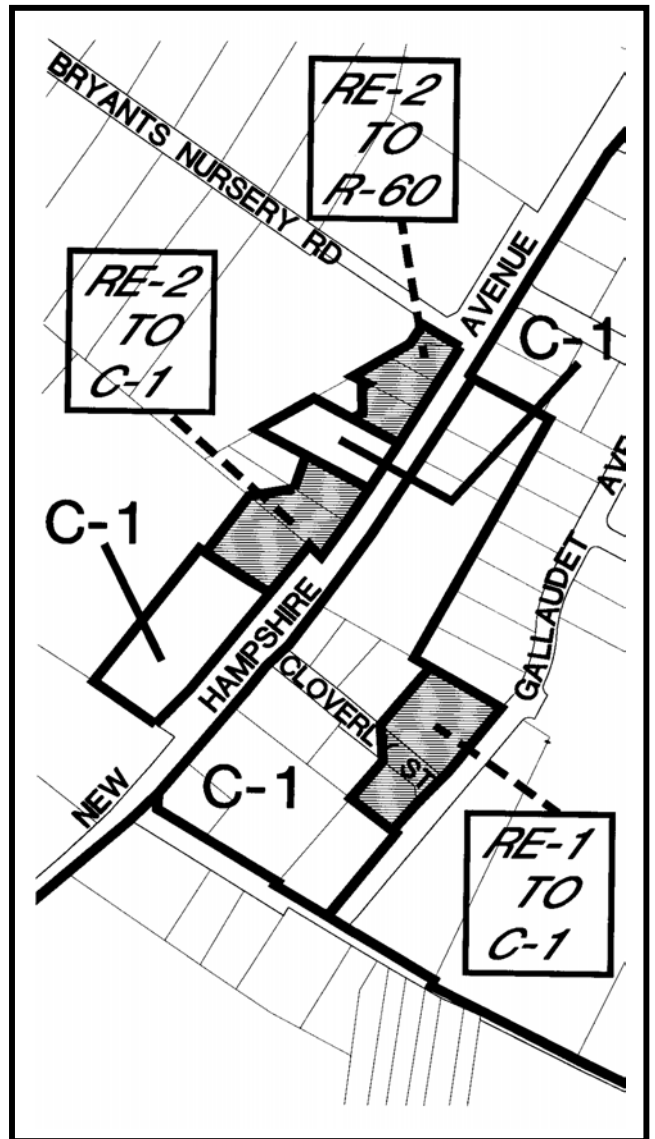


FIGURE 13 CLOVERLY COMMERCIAL AREA ZONING

8. Provide extensive landscaping to create an attractive commercial area and reduce the impacts of any large paved areas.
 9. Locate signage on the buildings. Avoid tall, highway-oriented, pole mounted signs.
- Provide adequate landscape screening between commercial and residential development.
 - The Council is in the process of amending the zoning ordinance (Section 59-C-341.1) to modify the provision that permits site plan review in the C-1 zone so that all development or redevelopment of any portion of a C-1 zoned site that exceeds 15 acres is subject to site plan review. This Plan recommends site plan review of development on all C-1 zoned property in the Cloverly Commercial Area. Since this text amendment affect other parts of the County, it is being processed through the normal text amendment process.

Spencerville Commercial Area

Spencerville was Cloverly's social and commercial center in the late 19th and early 20th centuries. A number of houses, farmsteads, and the general store from that era remain. Although the area around the intersection of Spencerville Road and Batson Road was reviewed for designation as a historic district, only one house is recommended for designation as historic site. A second site, the Methodist Camp Meeting Ground, is recommended for future consideration as a historic site. Several surrounding farmsteads associated with the Spencer and Stabler families are already designated as historic sites.

The Spencerville Commercial Area contains approximately 0.75 acres of C-1 and 0.7 acres of C-2 zoned property with a convenience store and an electrical installation business. With the exception of the post office property, the rear portions of other commercially zoned properties are zoned RE-1. A sliver of C-1 zoning is located on P436, which has an existing single-family residence and is currently owned by the same property owner of other commercial properties in Spencerville. Residents are concerned about the impact of through traffic along Spencerville Road on the character of Spencerville, the ability to replace the current post office trailer with a more permanent facility, and the functioning and appearance of the commercial businesses in Spencerville.

The post office and the convenience store serve as focal points for the Spencerville community and as a retail area for those who travel Spencerville Road. This Plan recommends that these important functions continue, with limited redevelopment to improve cohesiveness, vehicular and pedestrian safety, and the appearance of the area for the benefit of the local community and the traveling public.

- Rezone P436 from RE-1 and C-1 to RE-1 to eliminate unusable slivers of C-1 zoning on residential property. (See Figure 11, page 21.) Although redevelopment is supported, this Plan does not support an expansion of commercial zoning to the residential portion of these properties in order to limit the amount of impervious area in the Paint Branch. These properties must meet the criteria of the upper Paint Branch SPA, which will limit the amount of additional development possible on the site. The residentially zoned portions of commercially zoned properties may be used to help meet SPA criteria for commercial development.
- Support efforts to replace the temporary post office trailer with a permanent post office in Spencerville in the existing commercially zoned area.

SUBURBAN COMMUNITIES

The Suburban Communities cover parts of the Northwest Branch and Paint Branch watersheds. Although the Suburban Communities contain Cloverly's most densely developed areas, the densities are relatively low (2 houses per acre) when compared to other parts of the County.

The Northwest Branch watershed covers most of Cloverly west of New Hampshire Avenue. Much of the southern part of the watershed in Cloverly (in the Suburban Communities) was developed prior to the establishment of environmental regulations. Erosion, flooding, and aquatic and wildlife habitat protection are the primary issues in the southern portion of Northwest Branch. This area is almost fully developed and is identified in the Environmental Resources Chapter as an Environmental Restoration Area. The Cloverly Master Plan maintains the R-200 zoning in this area and supports the use of environmental guidelines and laws to mitigate the impact of new development. The Plan also supports the use of restoration programs to address the most severe environmental effects of existing development. These protective and restoration measures are implemented by individual developers as required by the Montgomery County Department of Environmental Protection through approved development plans and through stream enhancements and retrofit projects with public funding.

The Paint Branch has been identified as a watershed requiring extraordinary protection to maintain water quality in an acceptable range for a Use III stream and to continue support of a unique fishery resource (see the Environmental Resources Chapter for details). During the development of this Plan two significant actions occurred to protect the watershed. First, the County Council designated the upper Paint Branch Special Protection Area on July 11, 1995. This designation allows for the use of performance criteria to minimize the impacts of new development in the watershed and to limit site imperviousness levels to 10 percent. Second, a limited amendment to the 1981 Eastern Montgomery County Plan for expanded park acquisition in the Paint Branch watershed was adopted. The limited amendment adds 247 acres of parkland in the Good Hope and Gum Springs subwatersheds to protect water quality. This Plan adds an additional 136 acres to the Left Fork and Right Fork subwatersheds. In addition to the increased amount of parkland, this Plan recommends an environmental overlay zone for the entire upper Paint Branch Watershed.

RECOMMENDATIONS:

- Retain the existing RE-2, RE-2C, RE-1, R-200, PD-2, and C-1 zoning throughout the Suburban Communities with the exception of the changes identified in this section.
- Retain low-density residential and parkland land use designations consistent with the 1981 Plan throughout the Suburban Communities in the Northwest Branch and Paint Branch watersheds.
- Create an environmental overlay zone for the upper Paint Branch watershed that generally follows the SPA boundaries. The overlay zone should have the following components:
 - Maximum site imperviousness of 10 percent for all new development.
 - Prohibit or place conditions on permitted and specific special exception uses that create unacceptable adverse impacts on the resources of the Paint Branch.

Cape May/New Hampshire Avenue Commercial Area

The Cape May/New Hampshire Avenue Commercial Area was originally a crossroads where commercial business located. Bonifant Road used to intersect with New Hampshire Avenue in this area until it was relocated 1½ miles to the north. The current terminus has the appearance of a temporary barrier, does not provide a suitable turnaround area in the public right-of-way, and is considered by many to be unattractive.

The Cape May/New Hampshire Avenue Commercial Area (Figure 14, page 31) contains a gas station and barbershop on C-1 zoned property as well as a landscape contractor (special exception) and a construction company on Old Bonifant Road located on residentially zoned property. There is a vacant property in the northeast corner of Cape May Road and New Hampshire Avenue that is zoned C-1 and RE-2C. Convenience-oriented commercial uses are recommended to continue on commercially zoned and developed properties to continue the area's existing function and service recommendations to the community.

- Rezone P786, P781, lot 7, and lot 8 on the northeast corner of New Hampshire Avenue and Cape May Road from C-1 and RE-2C to RE-1 and recommend that the properties may be suitable for special exception use. Development of the site should provide landscaping and design features that serve as a gateway into the Cloverly Master Plan Area. The shallow depth of the property will limit the amount of development that could occur without a variance from the rear and side yards setback requirements. The Board of Appeals should review carefully any variances that could adversely affect the potential residential use of adjacent recorded residential lots, even if they currently are used for a special exception. This recommendation assumes that an adequate rear yard will be provided with the development of this property and that this may limit the amount of retail development possible on the site. In addition, the rear portion of this property is in the Paint Branch watershed and is subject to the special protection area performance criteria which may further limit the amount of development.
- Maintain the R-200 zoning on the 1.15- acre Romano property (P778) on Old Bonifant Road which was the subject of zoning map amendment G-647. The property's sole point of access is on a secondary residential road. The existing construction company is not permitted in this zone and is in conflict with the existing and proposed master plans.
- Maintain the zoning pattern on the west side of New Hampshire Avenue while recommending that the residentially zoned portions of P723/724 and P670 may be appropriate for special exception uses. The assemblage of these properties may improve the layout and appearance of development while allowing coordinated access from New Hampshire Avenue.
- Construct a suitable turnaround at the end of Old Bonifant Road to improve the safety and appearance of the area.

GENERAL LAND USE RECOMMENDATIONS

The General Land Use recommendations provide guidance for development in the Agricultural Wedge, Residential Wedge, and Suburban Communities. Where specific recommendations for each community conflict with general recommendations, the specific recommendations apply.

The following pages contain a table and maps that show existing and proposed zoning for Cloverly. Zoning recommendations for retail areas are discussed in the General Retail section of this chapter. An environmental overlay zone that covers all residential and commercial zoned land in the upper Paint Branch is discussed in the Watershed Protection section of this chapter. The Implementation and Staging Chapter describes how this zoning will be implemented.

Residential Areas

The boundaries between the Agricultural Wedge, Residential Wedge, and the Suburban Communities are not always clearly delineated in Cloverly. Large amounts of undeveloped agricultural land and parkland, when coupled with older development patterns that differ from what is currently permitted in the Agricultural Wedge and Residential Wedge, blur the distinctions between the areas. The substantial amount of vacant land that will be acquired as parkland in the Paint Branch portion of the Suburban Communities will maintain the existing character of the area.

The boundaries between the Suburban Communities and the Residential Wedge are most clearly seen in the Northwest Branch watershed where existing subdivisions (Stonegate and Naples Manor) developed at about 2 houses per acre about low-density areas (Norwood Manor and Holly Grove) where one house per 2 acres is allowed. In the upper Paint Branch watershed, Briggs Chaney Road serves as the boundary.

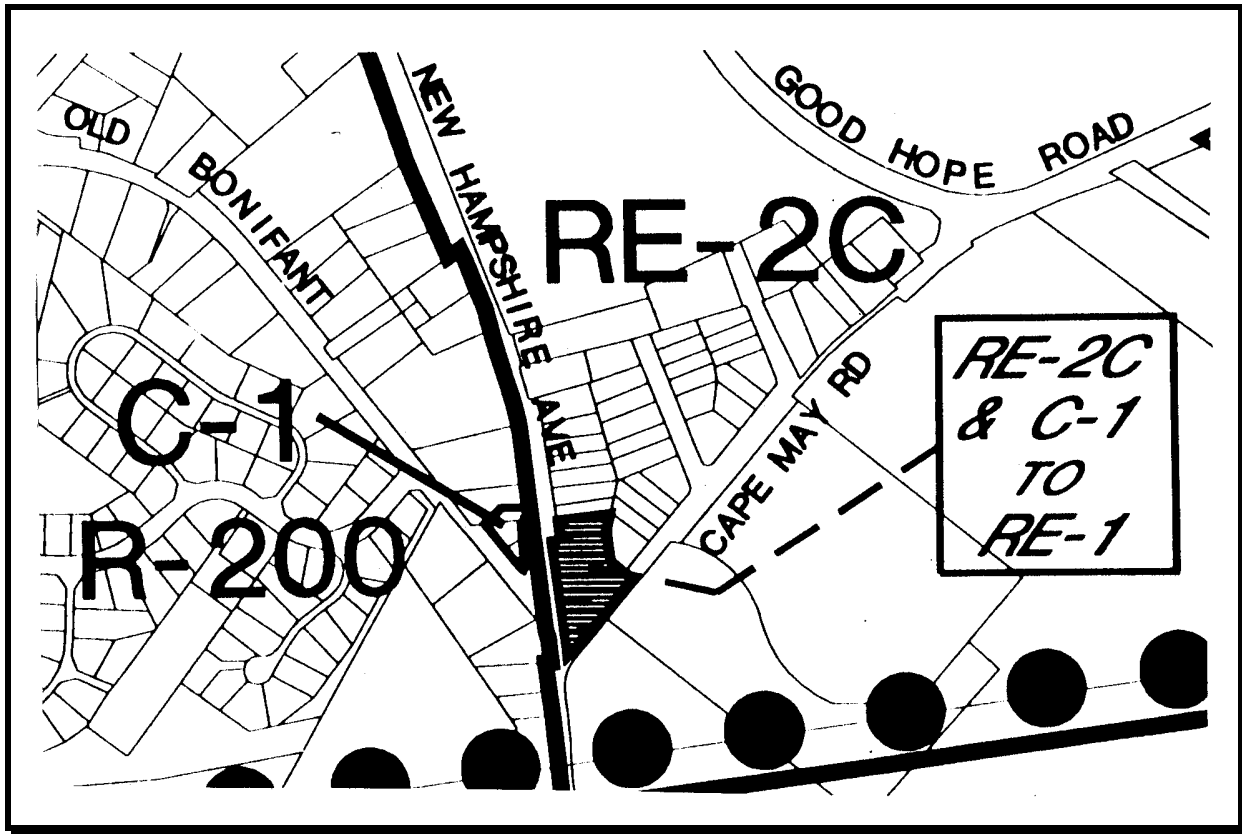
The current boundaries between the Agricultural Wedge and the Residential Wedge are not clearly defined because much of the land along the border in the Residential Wedge has not developed. With the development of Hampshire Greens and properties along Spencerville Road, this boundary will become more defined.

The blurring of these community boundaries is one of Cloverly's strengths. Instead of monolithic areas of uniform density, the variety of house and lot sizes continues to enhance Cloverly's distinctive character. In most areas, future development will occur at densities lower than those in surrounding neighborhoods. Many of Cloverly's neighborhoods are shown in Figure 17, page 36, for reference. Overall, the mix of suburban and rural areas will remain one of Cloverly's strengths. This section provides general recommendations that apply to the three areas.

OBJECTIVE: Maintain the mix of suburban and rural communities resulting from watershed protection and rural development patterns to reinforce the strength of residential areas and to enhance the quality of life.

RECOMMENDATIONS:

- Maintain low-density zoning to protect residential stability, neighborhood character, and rural character.
- Join new development with existing neighborhoods through street and pedestrian connections. Interconnections between neighborhoods create a greater sense of community by eliminating barriers between residents. The design of interconnections can utilize measures that provide for local circulation without creating cut-through routes that attract an excessive level of cut-through traffic.
- Use the roadway character and streetscape recommendations of the Transportation Chapter to maintain or improve the rural, suburban, and commercial character appropriate for each part of Cloverly.



- Maintain the rural and suburban character of New Hampshire Avenue through greater front-yard setbacks. Residential development should be set back 80 feet from the property line and non-residential development in residential and agricultural zones should be set back 100 feet to maintain the open nature of the road. Eighty feet is typical of the current setbacks for houses. The additional setback for non-residential uses is designed to minimize the impact of buildings that tend to be taller, wider, and more massive than homes. The setback area should be forested or landscaped in a naturalistic manner. Flexibility may be necessary where there are established setbacks or to minimize environmental impacts.
- Protect existing homes from the effects of traffic and road improvements, including stormwater management facilities, through careful design, minimal grading, tree preservation, and landscape treatments.
- Support the retention of existing agricultural uses throughout Cloverly to maintain the rural character, open space, and traditions of Cloverly while encouraging the use of best management practices to reduce water quality impacts.
- Encourage clustering of development to provide open space that protects natural resources, provides recreation, and contributes to the rural and residential atmosphere. Cluster subdivisions should be configured to protect environmentally sensitive areas, provide forested stream buffers and forested open space along arterial and major highways, provide access and views of parkland and open space and provide a transition to similar lot sizes of adjacent subdivisions. However, there may be individual properties where cluster development does not adequately address environmental or compatibility issues and would be inappropriate.

- Extend the opportunity to use the cluster option to all RE-1 zoned properties to allow the use of cluster on smaller properties provided that environmental concerns are addressed.

General Retail

Cloverly residents, like most people, shop in a variety of locations for different types of goods; however, Cloverly does not have the complete selection of goods that many people desire on a regular basis. As a result, many residents travel out of Cloverly to shop for groceries and other basic items. Cloverly residents would like an improved selection of goods and improved appearance, convenience, and accessibility of stores so that more of their shopping needs can be met in Cloverly. The stability of neighborhoods is enhanced by access to goods and services. The Cloverly Commercial Area has the potential to meet these needs and to serve as a focal point for Cloverly's residential communities. Other retail areas provide convenience goods that simplify daily life by limiting the distance and time residents need to travel to pick up one or two items.

The amount of neighborhood retail that Cloverly can support is limited by its population, the character of the area, and the close proximity of competing retail centers (See the *Eastern Montgomery County Neighborhood Retail Study* for more details). This Plan seeks to increase the amount of retail to meet neighborhood commercial needs without creating a regional shopping area. As with any shopping area there will be individual stores with regional markets, but these should not be the major element of the retail mixture.

The recommendations of this section provide guidance for all retail development in Cloverly. These recommendations are designed to improve the function, interconnection, and appearance of retail uses to protect Cloverly's character and to increase the marketability and community benefit of retail uses. Where specific guidance is provided in the Cloverly Commercial Area, Spencerville Commercial Area, and the Cape May/New Hampshire Avenue Commercial Area sections conflict with these general recommendations, the more specific recommendations apply.

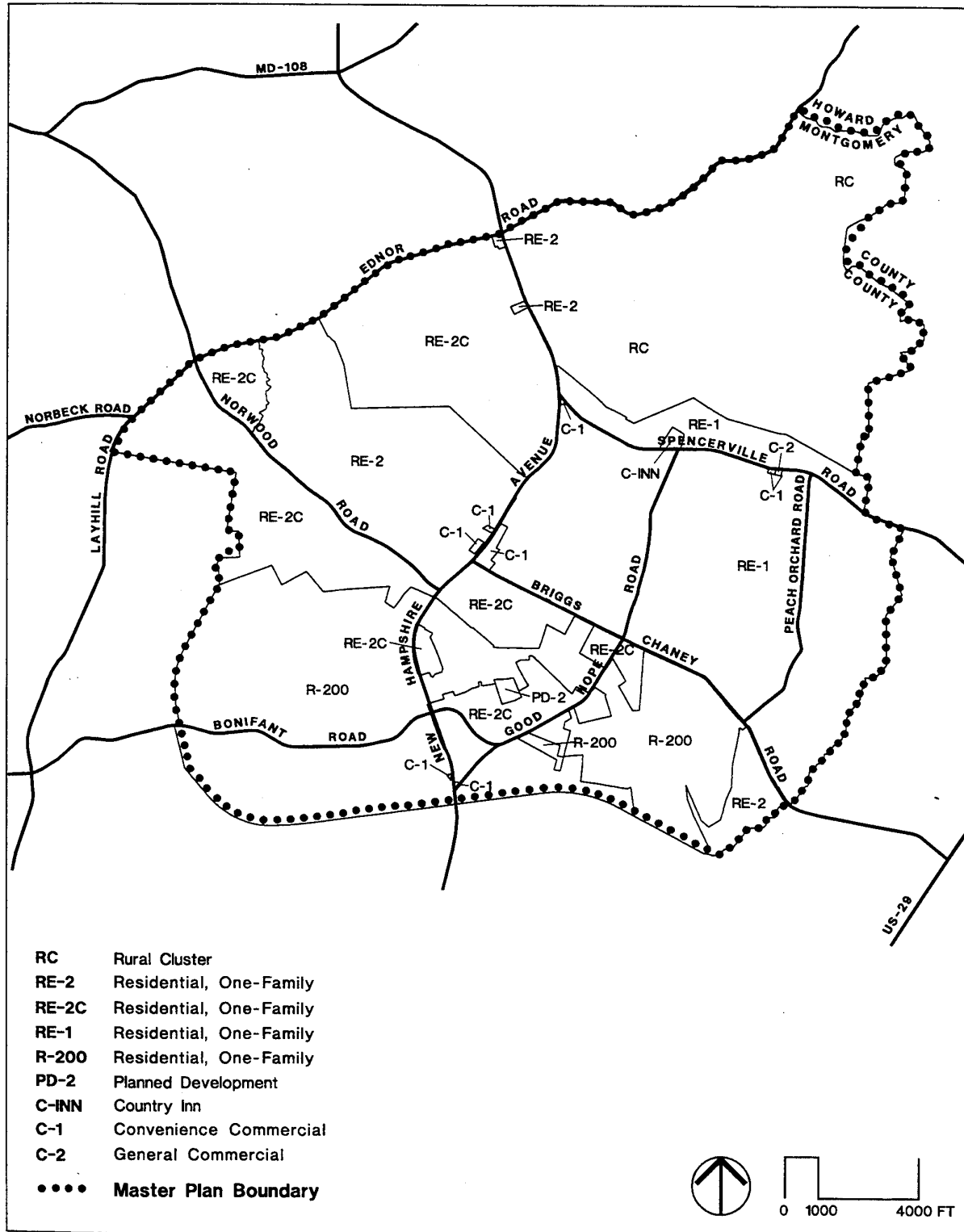
OBJECTIVE: Provide opportunities for sufficient retail space to meet the neighborhood and convenience shopping needs of Cloverly residents.

RECOMMENDATIONS:

- Concentrate retail uses and commercial zoning in existing commercial areas to support the neighborhood retail needs. Commercial zoning should be limited as recommended in this Plan to maintain the viability of the Cloverly Commercial Area.
- Reduce the visual impact of parking through the use of street-oriented development patterns to distribute and divide parking areas into smaller segments that are landscaped with trees and bushes. Such measures will provide screening, shade, improved visual appearance, and improved pedestrian accessibility.
- Increase the amount of landscaping in commercial areas by extensive planting of street trees along the roadways, in medians where feasible, and in parking areas.
- Encourage architectural styles that improve compatibility between independently owned commercial developments.

EXISTING ZONING

FIGURE 15



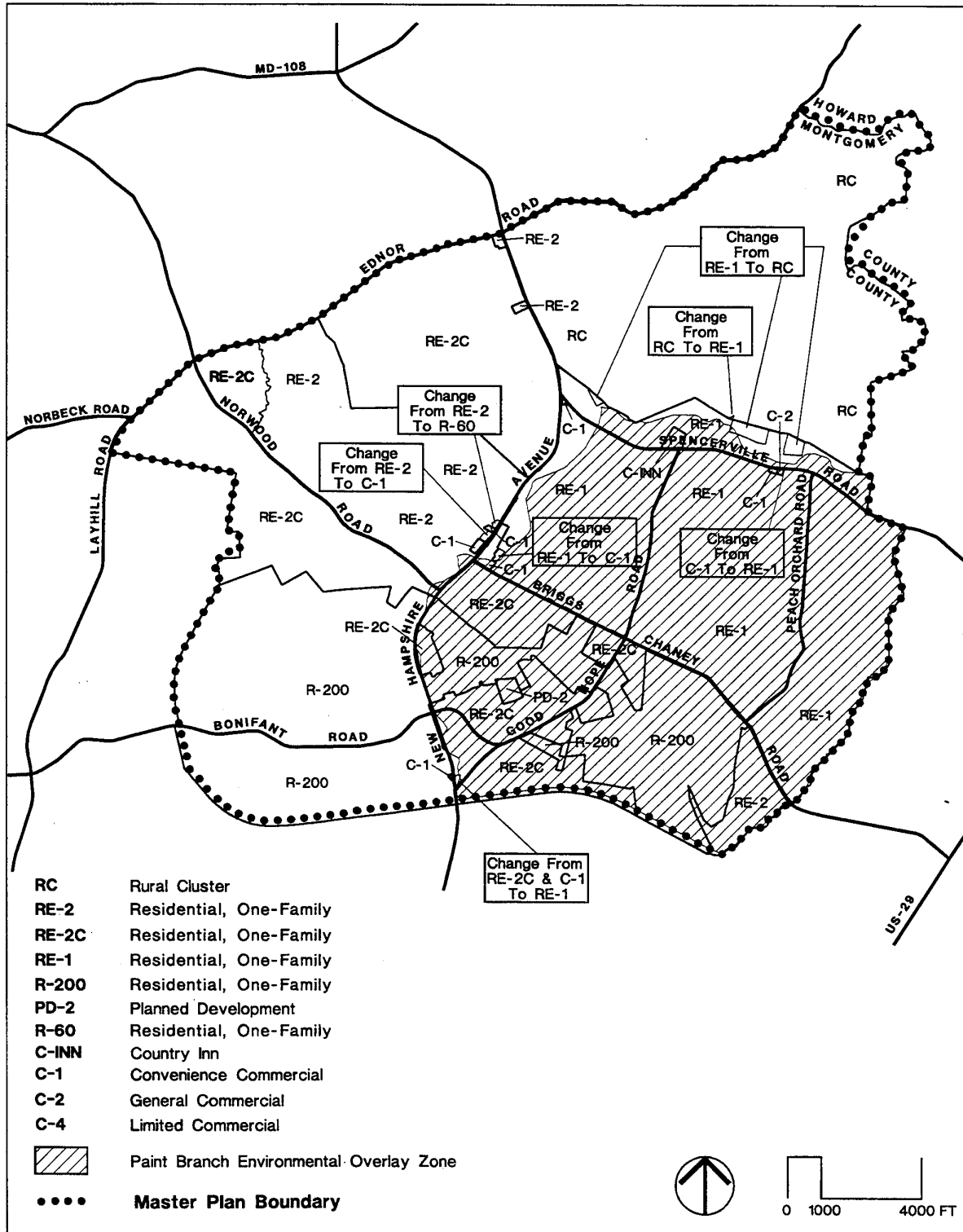


Table 2
EXISTING AND PROPOSED ZONING

Cloverly Master Plan Area

ZONE	EXISTING		PROPOSED	
	ACRES	PERCENT OF AREA	ACRES	PERCENT OF AREA
RC	1,811	23.1%	1,831	23.3%
RE-2	814	10.4%	813	10.4%
RE-2C	1,811	23.1%	1,809	23.1%
RE-1	1,809	23.1%	1,789	22.8%
R-200	1,565	20.0%	1,565	20.0%
PD-2	9	0.1%	9	0.1%
R-60	0	0.0%	1	0.0%
C-1	15	0.2%	16	0.2%
C-2	1	0.0%	1	0.0%
C-4	0	0.0%	1	0.0%
C-INN	7	0.1%	7	0.1%
TOTAL	7,842	100%	7,842	100%

Notes: Numbers may not add due to rounding.

Source: Montgomery County Planning Department, Research and Information Systems Division, April 1995.

NEIGHBORHOODS OF CLOVERLY

FIGURE 17



- Support the use of project design review in commercial zones by the Department of Environmental Protection (DEP) to implement recommendations in retail areas. A zoning ordinance text amendment is being developed by M-NCPPC and DEP staff to allow project design review for non-CBD commercial zones throughout the County.
- Interconnect parking lots and coordinate driveways between independently owned commercial properties. Where a connection cannot immediately be made because of the layout, provisions should be made for an eventual connection.

Special Exceptions

The concentration of non-residential uses in Cloverly makes the retention of residential character an important element in this Plan. This Master Plan provides guidance to the Board of Appeals with respect to the relationship between special exceptions and the unique character of Cloverly's neighborhoods and the strong desire to reinforce the Cloverly Commercial Area concept by concentrating commercial uses in that area. The Plan highlights those issues which are of greatest concern to prevent erosion of Cloverly's existing and planned low-density residential areas, to encourage commercial uses to locate in the commercially zoned area, and to strengthen the character of Cloverly as a low-density suburban/rural area with unique environmental assets and a focus for commercial uses and neighborhood interaction.

RECOMMENDATIONS:

When the Board of Appeals considers any application for a special exception in the Cloverly Master Plan Area, it should consider the following factors in order to maintain, to the greatest extent feasible, the residential character of the area.

- Maintenance of a residential appearance, where feasible.
- Compatibility with the scale and architecture of the adjoining neighborhood, consistent with the proposed use.
- The impact of signs, lighting, and other physical features on surrounding residential communities.
- Location of parking, loading, and other service areas to maintain residential appearances to the extent feasible.
- Options for landscaping that minimizes the non-residential appearance of the site and the view from surrounding properties and roads. It is preferable for landscaping to reinforce Cloverly's rural character and be consistent with the streetscape standards (see page 49 in Transportation Chapter) of the Master Plan and the landscaping standards for special exceptions.
- When special exceptions are adjacent to each other or to commercial properties, review whether it is feasible and reasonable to consolidate driveways and connect parking areas.
- Any special exception application that exceeds the recommended imperviousness level for a particular watershed in a SPA must be reviewed to determine compliance with the appropriate laws.

V. TRANSPORTATION

The transportation network in Cloverly serves local residents and those who travel through Cloverly to reach other parts of Montgomery County and Howard and Prince George's counties. The main components of the existing highway network are New Hampshire Avenue, Spencerville Road, Ednor Road, Norwood Road, Briggs Chaney Road, Bonifant Road and Good Hope Road. These roads serve many, and sometimes conflicting, roles since they carry significant amounts of through-traffic and also travel through residential areas and provide access to individual homes and commercial areas. Because of Cloverly's low-density rural and suburban character, limited transit service, and limited sidewalk and bikeway network, residents must rely on autos for most of their travel. There are, however, opportunities, to improve the sidewalk and bikeway network.

Much of the road network recommended in the 1981 Plan is in place with the exception of Norbeck Road Extended, the Intercounty Connector, and several primary road extensions, and the widening of New Hampshire Avenue (which is under construction). Nevertheless, portions of the network are not built to current Montgomery County standards. The recommendations of this Plan focus on maintaining Cloverly's character while improving safety and capacity.

The following transportation recommendations are based on analyses of historical trends, existing traffic conditions, and modeled future traffic demand to determine necessary transportation improvements. Details of these analyses can be found in the *Transportation Report: Eastern Montgomery County Master Plan Areas*.

These recommendations are designed to improve all modes of travel in ways that directly support the non-transportation recommendations of this Plan.

This chapter is organized in sections that cover recommendations for roadways, transit, bikeways, and pedestrian circulation.

TRANSPORTATION GOAL:

Improve the convenience, adequacy, and safety of all types of travel in and through Cloverly while upholding the community, environmental, and land use goals of the Master Plan.

ROAD NETWORK

A properly designed roadway system recognizes that some roads should carry large traffic volumes, emphasizing movement, while others provide access to homes and employment, with frequent opportunities for entering and leaving the road or street. A hierarchy of roadways in Montgomery County is outlined in Table 3. At each step down the hierarchy, speed and movement of traffic give way to more access. Arterial roads are connected by primary residential streets, which in general provide access to 200 or more households. In commercial areas, business district streets are designed to provide parking, more pedestrian space and access to stores and offices, and to encourage slower movement of traffic.

Table 3

MONTGOMERY COUNTY ROAD CLASSIFICATIONS

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

OBJECTIVE: Provide an interconnected network of roadways that allows safe and efficient movement of local and through-traffic.

RECOMMENDATIONS:

The roadway recommendations of the Cloverly Master Plan are shown in Figure 18, page 41, and Table 4, page 42. Individual Secondary and Tertiary Residential Roads are not classified in master plans. Selected recommendations are detailed in the text following Table 4. These recommendations are organized by roadway classification.

Freeways

Intercounty Connector

The Intercounty Connector (ICC) is a planned, limited-access transportation facility linking US-1 in Prince George's County with I-370 and the I-270 corridor in Gaithersburg. Federal permitting processes require a detailed Environmental Impact Statement, consideration of alternative alignments, and the determination of a preferred alignment and design. Seven alternative alignments are being considered for the facility.

- This Plan assumed the alignment shown in the 1981 *Approved and Adopted Master Plan for the Eastern Montgomery County Planning Area*. If this alignment is not selected, this Master Plan and other master plans will be amended accordingly.

STREET AND HIGHWAY PLAN

FIGURE 18

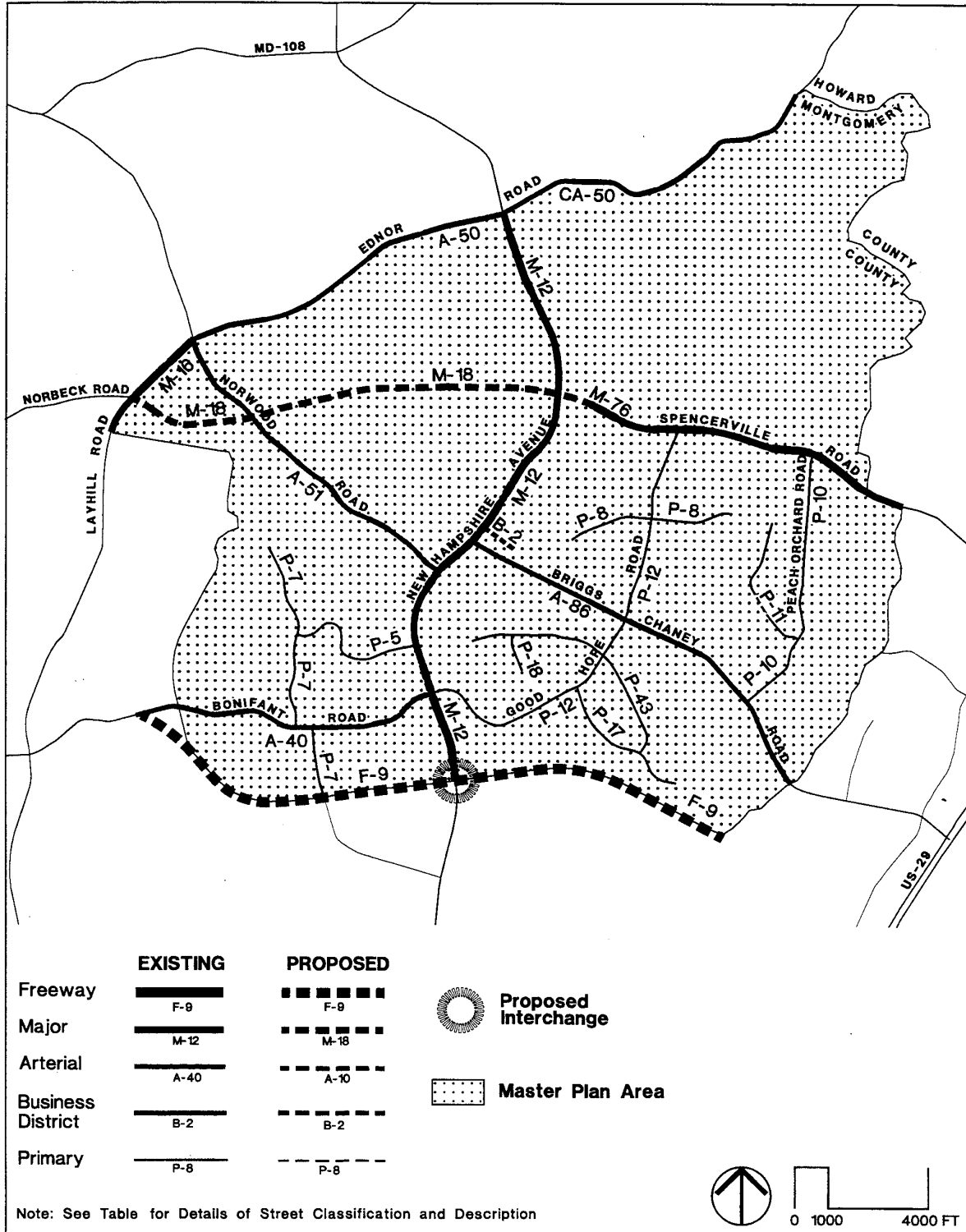


TABLE 4 (Cont'd.)

Proposed Street & Highway Classification

Table 4

STREET & HIGHWAY CLASSIFICATION

Master Plan Roadway Designation	Name	Limits	Recommended Number of Lanes ¹	Minimum Right-of-Way Width ²	Notes (See Text for Detailed Recommendations)
Freeways					
F-9	Intercounty Connector	Northwest Branch to Paint Branch	To be determined	300'	SHA environmental study underway
Major Highways					
M-12	New Hampshire Avenue (MD 650)	Proposed Intercounty Connector to Norwood Road	4 lanes	125'	Under Construction - Sidewalks and Bikeway along entire length, Rural streetscape
		Norwood Road to Briggs Chaney Road	4 lanes	125'	Rural streetscape
		Briggs Chaney Road to 250' north of Cloverly Street	4 lanes	120'	Commercial/suburban streetscape
		250' north of Cloverly Street to Bryant's Nursery Road	4 lanes	100'	Commercial/suburban streetscape
		Bryant's Nursery Road to Spencerville Road	4 lanes	125'	Rural streetscape
		Spencerville Road to Ednor Road	2 lanes	120'	Includes Southbound Auxiliary Lane and bikeway, rural streetscape
M-18	Norbeck Road Extended	Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	2 lanes initially, 4 lanes divided ultimately	150'	Programmed - Bikeway, rural streetscape
M-76	Sandy Spring-Spencerville Road (MD 198)	New Hampshire Avenue to Thompson Road	4 lanes	120'	Bikeway, rural streetscape
		Thompson Road to 360' east of Batson Road	4 lanes	70'	No turning lanes recommended
		360' east of Batson Road to Oursler Road	4 lanes	120'	Bikeway, rural streetscape
M-16	Layhill Road (MD 182)	Norbeck Road (MD 28) to Norwood Rd./Ednor Road	4 lanes divided	150'	

TABLE 4 (Cont'd.)

Proposed Street & Highway Classification

intersection

Arterial Roads					
A-40	Bonifant Road	Northwest Branch to New Hampshire Avenue (MD 650)	2 lanes	80'	Existing, rural streetscape
A-50	Ednor Road	Norwood Road to New Hampshire Avenue	2 lanes	80'	Existing, rural streetscape
A-51	Norwood Road*	Ednor Road to New Hampshire Avenue	4 lanes	80'	Rural streetscape & Bikeway
A-86	Briggs Chaney	New Hampshire Avenue to Paint Branch	2 lanes	80'	Existing, rural streetscape
Country Arterial Roads					
CA-50	Ednor Road	New Hampshire Avenue to Howard County line	2 lanes	80'	Existing, rural streetscape
Commercial Business District Streets					
B-2	Cloverly Street	New Hampshire Avenue to Gallaudet Avenue	2 lanes + on-street parking	70'	Existing plus short extension + commercial/ suburban streetscape
Primary Residential Streets					
P-5	Stonegate Drive	New Hampshire Avenue to Notley Road	2 lanes	70'	Existing
P-7	Notley Road	Proposed Intercounty Connector to existing northern terminus	2 lanes	70'	Existing
P-8	Rainbow Drive/ Thompson Road	Existing western terminus to Peach Orchard Road	2 lanes	70'	
P-10	Peach Orchard Road	Briggs Chaney Road to Spencerville Road (MD 198)	2 lanes	70'	Existing
P-11	Kingshouse Road	Peach Orchard Road to Thompson Road	2 lanes	70'	Existing plus extension
P-12	Good Hope Road	New Hampshire Avenue to Spencerville Road	2 lanes	70'	Existing
P-17	Twig Road	Windmill Lane to Good Hope Road	2 lanes	70'	Existing
P-18	Peachwood Drive	Piping Rock Road to Windmill Lane	2 lanes	70'	Existing
P-43	Windmill Lane	Eastway Drive to Twig Road	2 lanes	70'	Existing

*In approving the widening of Norwood Road to four lanes, the Council indicated that it should not be constructed until and unless the need for the widening is confirmed in the next update of the Cloverly Master Plan. (See p.20 Council Resolution 13-981.)

TABLE 4 (Cont'd.)

Proposed Street & Highway Classification

Notes:

- 1 These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.
- 2 Right-of-way width is the minimum and generally varies to accommodate grading, intersection, and stormwater management. Existing right-of-way that exceeds the recommended width should be retained to allow for flexibility of design.

Major Highways

New Hampshire Avenue (MD 650)

The State Highway Administration (SHA) and the Montgomery County Department of Public Works and Transportation (DPW&T) are currently widening New Hampshire Avenue from Randolph Road to Spencerville Road. The existing 2-lane roadway will be widened to 6 lanes south of Cape May Road, and 4 lanes between Cape May Road and Spencerville Road. There will be a 5-lane section with a continuous left turn lane between Briggs Chaney Road and 350 feet north of McNeil Lane. Construction is scheduled to be completed in 1997.

- Improve New Hampshire Avenue as a 2-lane major highway between Spencerville Road and Ednor Road. Forecasts indicate that this portion of New Hampshire Avenue will be very close to its capacity by the year 2020, and that widening it would not draw a great deal of additional traffic. In an effort to retain the rural character of this area, the roadway should remain 2 lanes, but full shoulders and turn lanes should be provided to increase effective capacity where necessary. Sidewalks and bikepath should be separated from travel lanes by a planting strip that includes grass and trees. An auxiliary southbound lane between Millgrove Place and Spencerville Road will be constructed by the developer of the Hampshire Greens subdivision to eliminate a potentially unsafe merge area between the improvements planned at the two intersections.
- Maintain New Hampshire Avenue as a major highway in the Cloverly Commercial Area. Its design should reflect moderated travel speeds with more pedestrian-friendly design standards, including street tree plantings, tighter corner turning radii, medians in appropriate locations, wider sidewalks, and safer pedestrian crossings. These improvements will strengthen the economic vitality of the commercial area and enhance the visual character of the community. The intent of this Plan is not to reduce the traffic capacity of New Hampshire Avenue but to ensure an attractive and safer pedestrian environment and more orderly access to local shopping. Sidewalks should be separated from travel lanes by a planting strip that includes grass and trees. The relocation of the sidewalks would occur at the time of redevelopment of properties in the commercial area.

- Consider a future signalized intersection at New Hampshire Avenue and Cloverly Street. With redevelopment of the east side of the Cloverly Commercial Area, more pedestrians and vehicles will be crossing, or wishing to cross, New Hampshire Avenue between the retail areas. When redevelopment of the commercial area occurs, the DPW&T and SHA should review the warrants for a traffic signal to make vehicular and pedestrian crossings easier and safer.

Norbeck Road Extended

The construction of Norbeck Road Extended as a two-lane major highway between Layhill Road and New Hampshire Avenue is programmed for completion in FY 2001. DPW&T has requested permits for the 1981 Plan alignment. Norbeck Road Extended is an important link in the road network that improves travel time and avoids the use of north-south roads such as Layhill Road and New Hampshire Avenue to travel east-west.

- Extend Norbeck Road to Spencerville Road generally following the 1981 Plan alignment as a 2-lane major highway, but reserve sufficient right-of-way for an ultimate 4 lanes. The recommended cross-section is shown in Figure 19, page 46.

The initial two lanes and bikepath should be constructed to minimize modifications when the road is widened. This Plan recommends that the 1981 Plan recommendation for a Class II (striped on-road bike lane) bikepath be changed to a Class I (separate off-road bike lane) bikepath to maximize safety and enjoyment.

- Provide an equestrian underpass where Norbeck Road Extended crosses the Northwest Branch.

Spencerville Road (MD 198)

- Widen Spencerville Road (MD 198) to 4 lanes between New Hampshire Avenue and Oursler Road. This Plan recommends that the right-of-way be reduced to approximately 70 feet in the commercial area between Thompson Road and 360 feet east of Batson Road. A Class I bike path is recommended along the entire length of Spencerville Road. This Plan also eliminates the 1981 Plan recommendation to realign Spencerville Road in the vicinity of Oursler Road. Due to the close proximity of buildings to the road, turning, acceleration and deceleration lanes are not recommended in this section.

Arterial Roads

Briggs Chaney Road

- Remove the Briggs Chaney/Norwood realignment from the Master Plan and reclassify 1,700 feet of Briggs Chaney Road, east of New Hampshire Avenue, from primary residential to 2 lane arterial. Environmental issues present a substantial hurdle to the approval of the 1981 Plan realignment recommendation. The intersection of New Hampshire Avenue and Briggs Chaney may require additional turning lanes to accommodate future traffic. Improvements along Briggs Chaney Road should not extend paving southward beyond the existing pavement edge to minimize impacts on existing homes and to avoid the removal of trees.

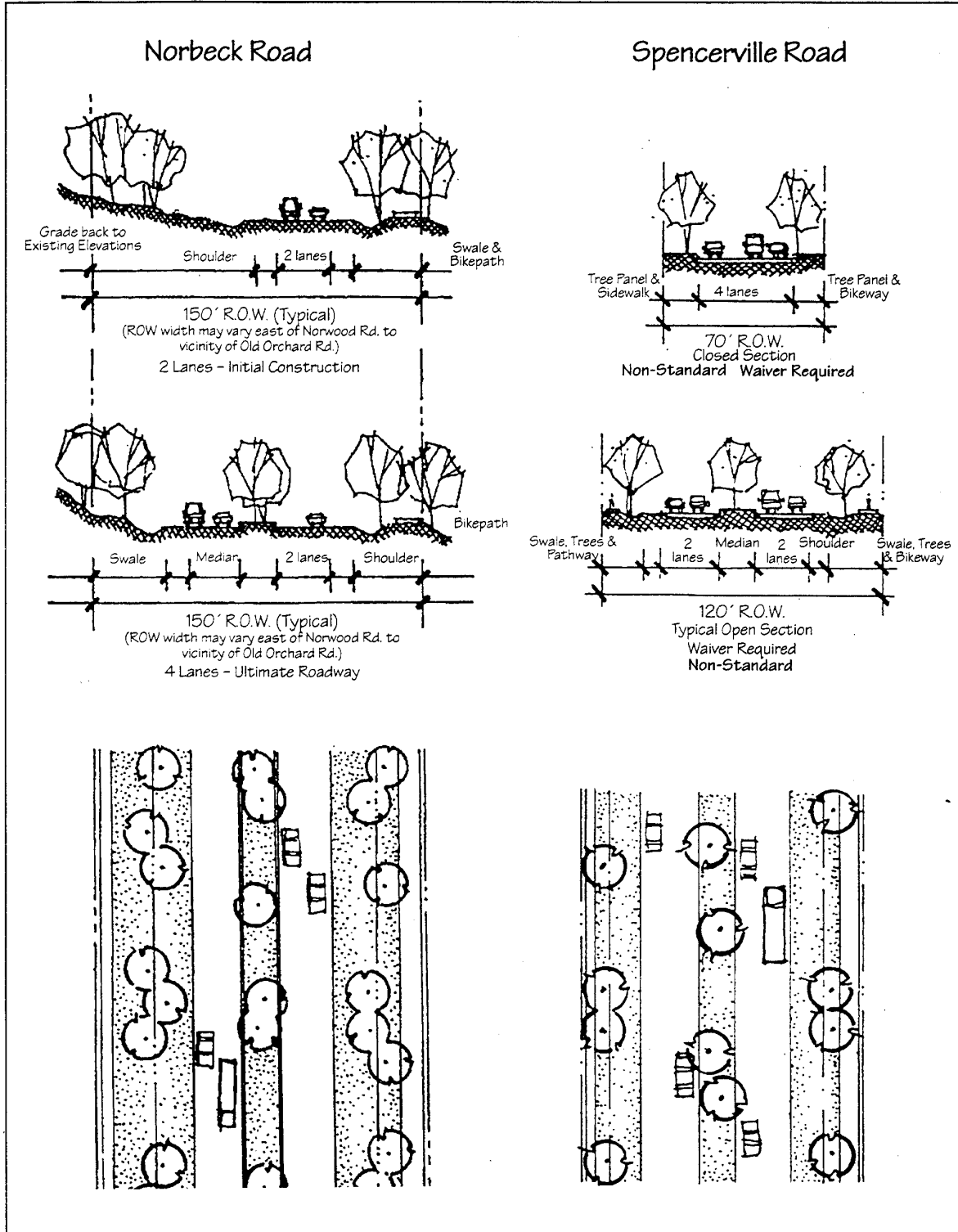
Ednor Road

- Reclassify Ednor Road from a primary residential street to a 2-lane country arterial road east of New Hampshire Avenue. The country arterial classification permits better property access controls; in addition this classification recognizes the actual function of the road as a connection to Howard

County and provides a logical extension of the arterial road classification from west of New Hampshire Avenue.

NORBECK ROAD EXTENDED AND SPENCERVILLE ROAD

FIGURE 19



The safety of individual locations should be improved, but massive reconstruction should be avoided to maintain the character of the road and discourage speeding. Anticipated safety improvements include the selective widening of shoulders, improvement of horizontal and vertical curves, and the relocation of utility poles where necessary. Trees should be preserved wherever possible.

Commercial Business District Streets

Cloverly Street

- Classify Cloverly Street as a commercial business district street. (The 1981 Plan did not classify Cloverly Street.) Upgrade Cloverly Street with streetscaping and a circular turn-around at the proposed park on the eastern end. This street provides access to individual properties in the commercial area and to proposed parkland. Cloverly Street may be abandoned if the commercial properties on Cloverly Street and Briggs Chaney Road are assembled and developed under common ownership and public access to the proposed park is maintained through a private street, easement, or covenant. The Maryland Department of Transportation (MDDOT) and MCDPW&T should evaluate the need for a traffic signal to improve vehicular and pedestrian access between the shopping centers on both sides of New Hampshire Avenue.

Primary Residential Streets

Notley Road

- Delete the 1981 Plan recommendation to relocate the southern leg of Notley Road at Bonifant to intersect with the northern leg. Realigning the roads would encourage through-traffic on Notley Road, conflicting with County efforts to limit and slow traffic on Notley Road south of Bonifant Road. In addition, the realignment would require two crossings of Northwest Branch tributaries.
- Delete the 1981 Plan recommendation to connect Johnson Road and Notley Road. A connection with Notley Road would worsen existing cut-through traffic problems on Notley Road, where traffic circles and signal timing are used to limit traffic. A sidewalk is recommended to connect Notley Road to the proposed Northeast High School.
- Construct a sidewalk along the west side of Notley Road between Bonifant Road and the proposed Intercounty Connector to connect with the recommended sidewalk in the White Oak Master Plan Area.
- Construct a sidewalk along Notley Road between Stonegate Road and the northern end of Notley Road to provide safe pedestrian circulation along Notley Road and to Stonegate Elementary School and to the path leading to Johnson Road and the proposed Northeast High School. The location of the sidewalk should be determined in consultation with DPW&T and the affected property owners.

Peachwood Drive

- Delete the extension of Peachwood Drive between Windmill Lane and Briggs Chaney Road. The property that this alignment crosses is recommended for park acquisition.

Rainbow Drive

- Retain the recommended connection of Rainbow Drive and Thompson Road from the 1981 Plan. A bikeway and pedestrian connection should be constructed between Rainbow Drive and Thompson Road. See the Thompson Road recommendations for details about school-related safety improvements.
- Remove the recommended connection of Rainbow Drive to Briggs Chaney Road from the 1981 Plan.

Thompson Road

- Improve the western section of Thompson Road, near Briggs Chaney Middle School to enhance safety for the drop-off of students and on-street parking. In addition, a turn-around would improve safety and circulation. A specific design is not recommended by this Plan. Since this improvement would take place on school property or in the right-of-way, the Planning Board will review it as part of a mandatory referral. A sidewalk is under consideration by the DPW&T and is endorsed by this Plan.

INTERSECTION IMPROVEMENTS

The following intersections have been identified for improvements because of existing or forecasted levels of congestion. Other intersections that are not highlighted here also may require improvements. General types of improvements include the addition of turning lanes, bypass lanes, or changes in signalization and signage. In all cases, modifications to intersections should minimize impacts on the rural character of the area while improving pedestrian safety and convenience. The detailed design of each improvement will occur closer to its actual construction and should be consistent with the roadway character and streetscape recommendations. Improvements to the intersections along Ednor Road should be coordinated with the Rural Entry recommendations of the Sandy Spring/Ashton Plan.

New Hampshire Avenue/Ednor Road
Norwood Road/Layhill Road/Ednor Road
Norwood Road/Attleboro Road
New Hampshire Avenue/Briggs Chaney Road
New Hampshire Avenue/Norwood Road
Spencerville Road/Peach Orchard Road

ROAD INTERCONNECTIONS

There are limited street connections between neighborhoods. This restricts opportunities for local circulation and requires residents to travel longer distances and use major and arterial highways for short, local trips. As development occurs, connections to existing residential streets can be designed to improve local circulation without creating excessive levels of cut-through traffic.

OBJECTIVE: Provide connections between communities.

RECOMMENDATION:

- All new residential developments should include, where feasible, interconnected vehicle and pedestrian networks that permit movement between existing and proposed neighborhoods and public

facilities. The design of interconnections can utilize measures that allow local circulation without creating routes that attract an inappropriate level of cut-through traffic.

ROADWAY CHARACTER AND STREETScape

The rural and suburban character of Cloverly is experienced by many through the view from, and of, roadways. In addition to low-density land uses, the character of roadways is an important element of Cloverly's suburban and rural character. Narrow road widths, forested areas directly adjacent to the pavement, sharp curves, varied sight distances, tree canopy, hedgerows, low rural fences, lack of curbs, gutters and sidewalks, and minimum grading of roads and shoulders combine to set the character of Cloverly's roads. Roads with these characteristics usually do not comply with current engineering standards. It is the intent of this Plan to preserve as many elements of the rural character as possible while maintaining or improving the safety of the roadway system.

Streetscape improvements are designed to reinforce the character of the Agricultural Wedge, Residential Wedge, and Suburban Communities; encourage pedestrian circulation; enhance adjacent properties; improve the visual appearance of the community; and contribute to its economic vitality. The recommendations of this section directly support the fundamental planning principle of protecting community character.

OBJECTIVE: Enhance and maintain the suburban, rural, and commercial character of Cloverly's roadways while accommodating the needs of vehicular and pedestrian travel.

RECOMMENDATIONS:

This Plan recommends the following to maintain and enhance Cloverly's suburban and rural character. Some of these recommendations may require the approval of waivers by DPW&T.

- Use open section roadways throughout Cloverly to maintain the rural and suburban character and to protect the environment. The primary exception is in commercial areas where closed section roads are recommended to define access points, reduce street widths, and permit trees and sidewalks close to the road.

The Montgomery County Code requires the use of open section roads in Use III and Use IV watersheds, such as the Paint Branch and Northwest Branch. See the *Eastern Montgomery County Environmental Resources Report* for details on the State stream classification system.

The M-NCPPC Planning Department and the DPW&T are developing a variety of open section road cross sections that will be appropriate for use in Cloverly. Future open-section road cross sections that are narrower than those recommended in this Plan are strongly encouraged for use in Cloverly. In all cases the shoulders of open section roadways should not be paved, unless a Class II bikeway is recommended, to minimize environmental impacts and maintain rural character.

- Preserve the existing character of roads by minimizing grading and clearing within the right-of-way while meeting minimum safety requirements.
- Provide uniformly spaced or naturalistic groupings of trees along existing and future roadways where appropriate to reinforce or enhance the character of the immediate area.

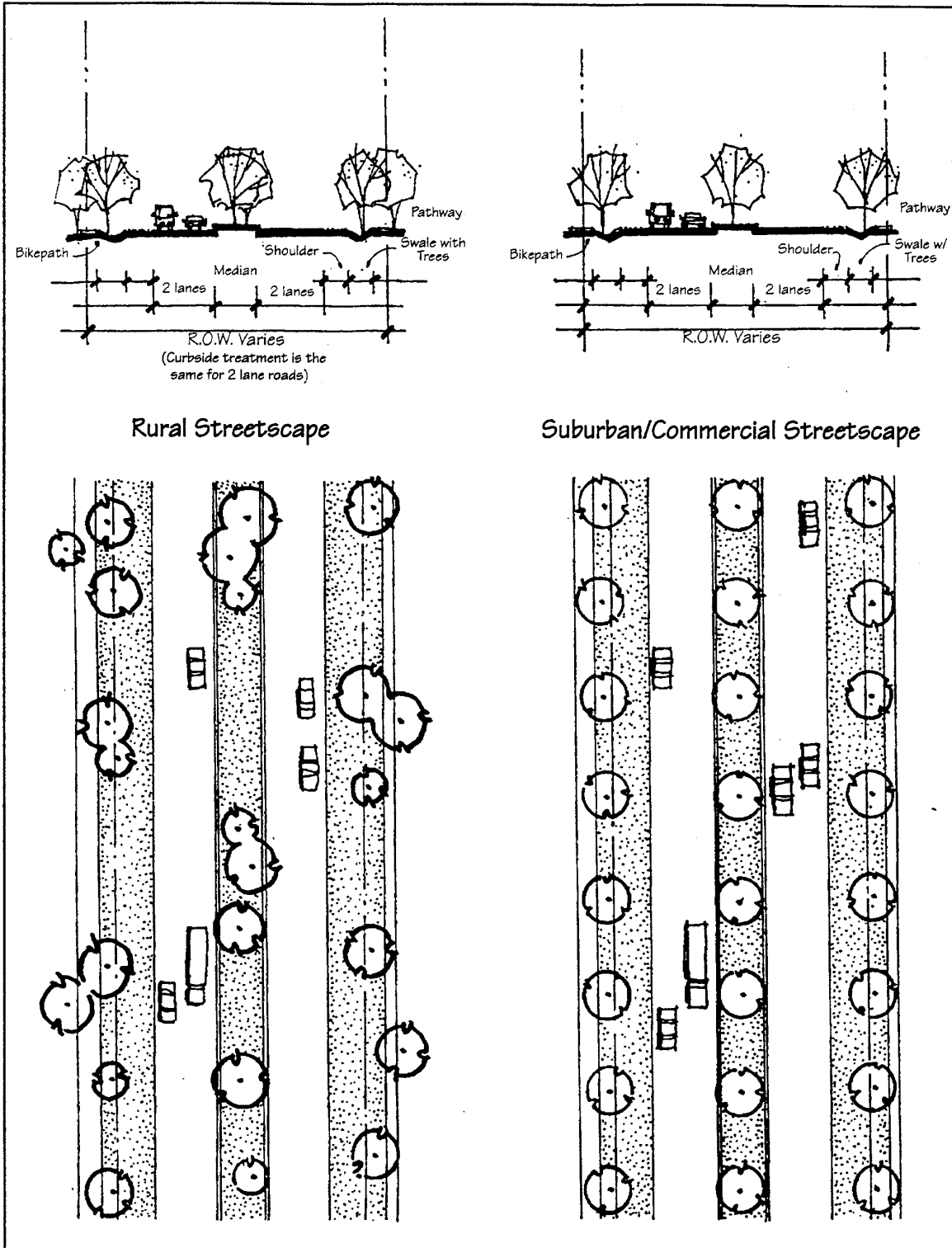
Uniform tree spacing is appropriate in commercial areas and suburban residential streets. Naturalistic groupings are appropriate along rural arterial roads and in rural areas or to expand wooded areas, frame views, or to provide variety in commercial and residential areas. Expand the DPW&T

approved street tree list to include suitable native trees. Trees should be located as close to travel lanes as safety conditions permit to help retain and re-establish Cloverly's rural character. Rural streetscape and commercial/suburban streetscape treatments are illustrated in Figure 20, page 51. New Hampshire Avenue streetscape recommendations are shown in Figure 21, page 52.

- Use the following guidelines for properties along and adjacent to rustic roads to protect character by retaining significant features:
 - Retain hedgerows and trees located along rustic roads.
 - Retain existing fences or use styles typically found on the individual rustic road or that are typical of other rural fence styles used in the area. Monumental entrances to subdivisions are discouraged.
 - Situate buildings and open space to retain views and vistas where practical.
 - Locate Public Utility Easements (PUE) on the opposite side of hedgerows from the road to minimize clearing and pruning along the road. Care should also be taken to avoid adverse impact from the installation and maintenance of utilities on significant individual trees.
 - Use wooded areas along rustic roads to meet forest conservation requirements with a preference for retaining existing vegetation.
 - Minimize the visual impact of roadway drainage systems.
- Provide upgraded streetscape in the Cloverly Commercial Area, including special pavement and lighting along Cloverly Street and special landscaping along New Hampshire Avenue.
- Improve the safety and appearance of the Old Bonifant Road terminus by constructing a suitable turnaround. Bonifant Road used to intersect with New Hampshire Avenue until it was relocated 1-1/2 miles to the north. The current terminus is a temporary barrier that does not provide a suitable turnaround area in the public right-of-way and is considered by many to be unattractive.
- Separate sidewalks and bikepaths from travel lanes to improve safety and visual character. This recommendation applies to the construction of new roads as well as the relocation of sidewalks and bikepaths when development occurs. The use of asphalt paving is encouraged to help maintain Cloverly's rural character.
- Use medians where feasible to improve pedestrian and vehicular safety by channelizing turning movements, consolidating access points, and providing areas for pedestrians to wait while crossing streets. Medians should not be located in areas which block access to business. Medians should contain grass and trees whenever possible. Medians along New Hampshire Avenue in the commercial area should be evaluated after changes to traffic patterns due to the widening of New Hampshire Avenue are established.
- Provide crosswalks at areas of expected pedestrian crossings, especially in the Cloverly Commercial Area and near bus stops.

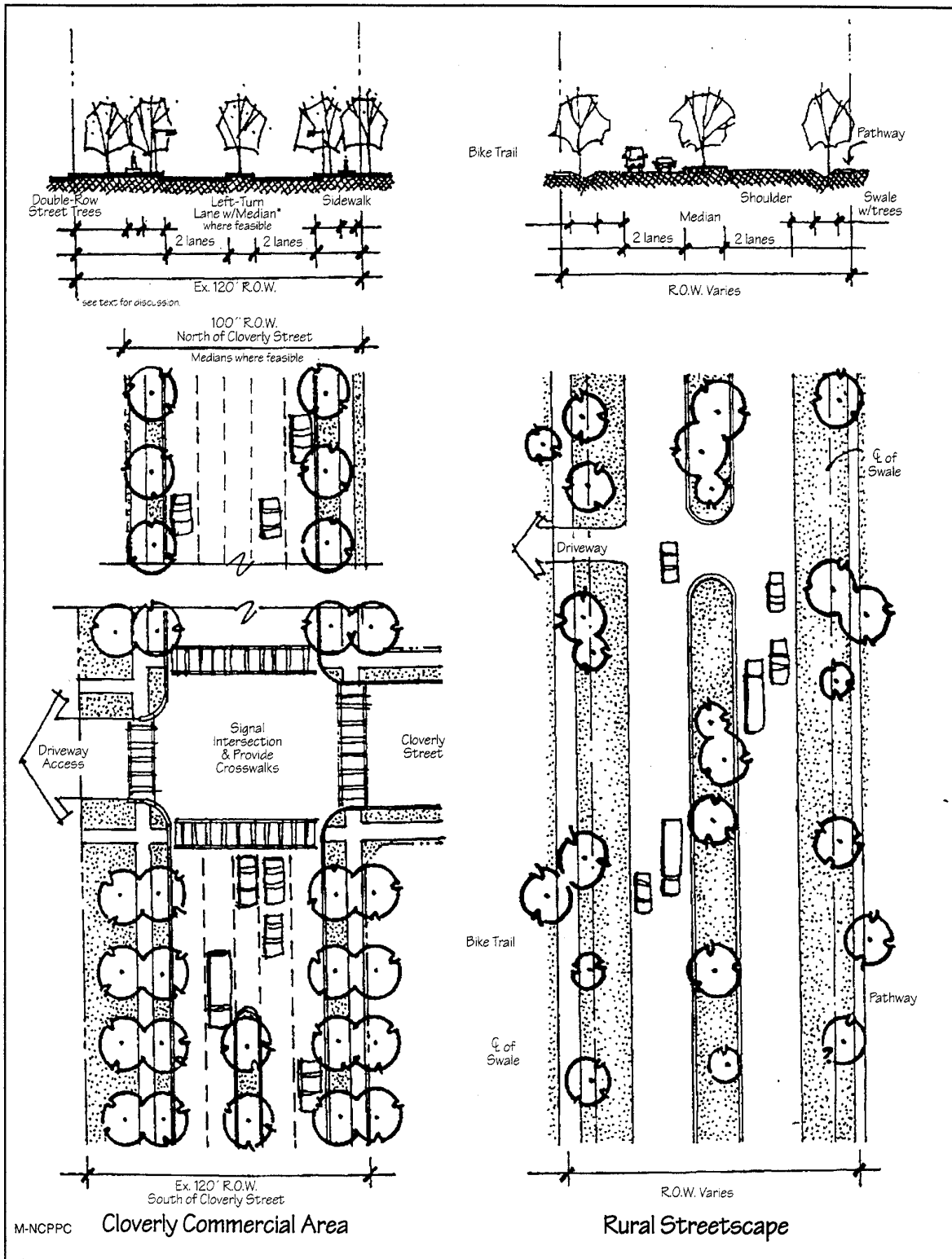
STREETSCAPE TREATMENTS

FIGURE 20



NEW HAMPSHIRE AVENUE STREETSCAPE

FIGURE 21



ROAD RIGHT-OF-WAY ABANDONMENTS

- Recommend the abandonment of Cloverly Street if the conditions on page 25 are met.
- Recommend the retention of the unimproved section of the Gallaudet Avenue right-of-way. This section is to be improved with a bikepath to connect the Montgomery View subdivision, Cloverly Commercial Area, and Briggs Chaney Road. In addition, this Plan supports a partial improvement of the right-of-way to provide access to the grocery store loading area.

RUSTIC ROADS

In 1993, Montgomery County adopted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. The program defines two categories of roads: rustic roads and exceptional rustic roads. The *Rustic Roads Functional Master Plan* does not address roads on the Interim List of Rustic Roads that are outside the Agricultural Reserve. These are addressed in the relevant area Master Plan.

The roads discussed below and shown in Figure 22, page 58 are on the Interim List of Rustic Roads or were suggested by the Citizen Advisory Committee. The roads were evaluated in the context of the land use and transportation recommendations of this master plan and according to the Rustic Roads Program criteria.

Link Road was identified as an exceptional Rustic Road on the interim list. The classification of Link Road was changed to Rustic Road when part of the road was abandoned in 1993 during the approval of a preliminary plan of subdivision.

OBJECTIVE: Preserve the scenic and historic character of specific roads while making them safe for vehicular travel.

RECOMMENDATIONS:

Access Road to Maydale Nature Center

This is a narrow (10 feet) one-way street providing access to residential areas and the Maydale Nature Center. This road connects Maydale Nature Center to Briggs Chaney Road and extends for a few blocks. It is unclear from existing recorded plats if the 25-foot right-of-way shown for the Maydale access point is actually dedicated. The alignment is straight and the traffic volume very low. The road is a residential street and presents no significant rural quality. No accidents were reported on this road between 1993-1995.

- Do not designate Access Road to Maydale Nature Center as rustic because there are no significant rustic characteristics along this roadway.

Avoca Lane

Avoca Lane is a narrow (17 feet) asphalt road extending over 1,000 feet from Oak Hill Road with no shoulder. The alignment of the road is mostly straight except for slight elevation changes in certain locations. The traffic volume is low and there was one accident reported on this road between 1993 and 1995. Avoca Lane is a public road that is on the Interim Rustic Roads List.

Most of the road has complete tree canopy enclosure. There are a few homes with forested buffers in front. Forested areas block the view of distant locations. There are no historic sites on this road.

- Designate as a rustic road for its entire length.

Awkard Lane

Awkard Lane is a narrow (13 feet) asphalt road extending 1,000 feet south of Holly Grove Road with no shoulder. The road is straight. The traffic volume is very low and predominantly used by local residents. No accidents were reported on this road between 1993-1995.

This public road provides access to large-lot residential homes. Except for mature trees, there are no significant rustic features along the road.

- Do not designate Awkard Lane as a rustic road because there are no significant rustic characteristics along the roadway.

Batson Road

Batson Road is a narrow (varies from 14-18 feet) asphalt road extending 1.3 miles from Spencerville Road with no shoulder. The alignment of this road consists of long straight sections with gentle curves and elevation changes. The traffic volume is low and there was one accident reported on this road between 1993 and 1995. Batson Road is a public road and on the Interim Rustic Roads List.

The northern half of Batson Road is forested and provides tree enclosure over the road, with a steep hill leading to the WSSC conservation area. The southern half has individual large trees and some forested sections. Homes are concentrated along the southern half of Batson Road, as well as several landscape constructing businesses. PEPCO transmission lines cross the road and overhead utilities are located along its entire length. An equestrian trail is located at the northern end. There are two historic sites located along the road. One is Spencerville Historic District (Atlas Site 15/54 - not recommended for designation) and the second is Michael Murphy House (Atlas Site 15/56 - not recommended for designation), both are visible from the road.

- Designate as a rustic road for its entire length.

Bryant's Nursery Road

Bryant's Nursery Road is a narrow (varies from 16 to 18 feet) two-lane asphalt road, extending 1.4 miles between Norwood Road and New Hampshire Avenue with no shoulder. The traffic volume is low and there were two reported accidents on this road between 1993 and 1995. The alignment of this road consists of sharp curves and a gradual elevation change in a few locations. This is a public road.

The majority of the road has partial to complete canopy enclosure. Overhead utilities are visible all along the road. Single-family homes are visible from a distance on both sides of the road. There is an historic site, listed on the *Locational Atlas and Index of Historic Sites in Montgomery County*, Old Moore Farm, which is demolished and not visible.

- Designate as a rustic road for its entire length.

Brogden Road

Brogden Road is a narrow (16 feet wide) asphalt road extending more than 2,600 feet from Batson Road with no shoulder. The alignment of this road includes sharp curves and a continuous grade drop for its entire length. The traffic volume is low and there were no accidents reported on this road between 1993 and 1995. Brogden Road is a public road that is on the Interim Rustic Roads List.

Except for certain locations that are forested, the remainder of the road is lined with houses. PEPCO transmission lines are visible near the end of the road. An equestrian trail is located at the northern end of Brogden Road. There is no historic site on this road.

- Do not designate as a rustic road because there are no significant rustic characteristics along the roadway.

Heil Road

Heil Road is a narrow (13 feet) two-lane roadway extending approximately 800 feet west of New Hampshire Avenue with no shoulder. This is a gravel road with straight alignment. The traffic volume is very low and used predominantly by local residents. No accidents were reported between 1993-1995.

Heil Road is a private road. It provides access to a residential subdivision and has no significant rustic features other than paving materials. The Hopkins-Frey historic site (28/32) is located on this road.

- Do not designate as rustic road because it is a private road and there are no significant rustic characteristics along its border.

Holly Grove Road

Holly Grove Road is a narrow (14 feet) asphalt road with no shoulder extending approximately 2,000 feet south of Norwood Road. The section north of Norwood Road was not evaluated. The alignment of the road is straight with a horizontal curve toward the end. The traffic volume is low and used predominantly by local residents. No accidents were reported between 1993-1995. The only rustic feature of this public road is small, open-space areas. The road mainly provides access to residential homes.

- Do not designate Holly Grove Road as a rustic road because there are no significant rustic characteristics along the roadway.

Johnson Road

Johnson Road is a narrow (width varies from 15 to 20 feet) asphalt road with no shoulder, extending approximately 2,600 feet west of Norwood Road. The alignment of this road consists of horizontal curves and little elevation change. The traffic volume is very low and predominantly used by local residents. No accidents were reported during the three-year period between 1993-1995.

The road is surrounded by wooded areas and a few single-family homes. Johnson Road is publicly maintained but only part of the right-of-way is currently dedicated.

Johnson Road, in its present form, qualifies as a rustic road. The concern is that the rustic features of the road are likely to change in the future. The proposed Northeast High School will be constructed along the northwest side of the road. There also is the potential for the number of homes accessing the road to more than double as vacant property develops. The location, design and character of driveways or subdivision

streets should be carefully evaluated to maintain as many significant features as possible. The significant features of Johnson Road are the narrow pavement width, tree canopy, and sharp turns.

A path between the north end of Notley Road and the Northeast High School may be needed to provide pedestrian access between the school and the Stonegate and Naples Manor subdivisions. The path should be located to minimize the impact on the environment, residents of Johnson Road and Notley Road, and on the rustic character of Johnson Road.

- Designate Johnson Road, south of the Northeast High School access point (approximately 410 feet from Norwood Road) as a Rustic Road. If the school does not use Johnson Road for access, the entire length should be designated.

Oak Hill Road

Oak Hill Road is a 20-foot wide asphalt road with no shoulder, extending 1.4 miles from Spencerville Road. Its alignment is generally straight with a few gentle curves. The elevation drops steadily to a conservation park. This is a public road that is on the Interim Rustic Roads List. The traffic volume is low and there was one accident reported on this road between 1993 and 1995.

Forested areas mixed with open space and pastures are the dominant view from the road. A few locations have complete canopy enclosure; most of the road has tree canopy over one side. The distant view from Oak Hill Road is mostly wooded area. Overhead utilities are visible all along the road. It presents rustic features worthy of preservation. The historic sites on this road include Edgewood II (15/52), Drayton (15/51 - recommended), and Oak Hill (15/53) which are visible from the road.

- Designate as a rustic road for its entire length.

Old Orchard Road

Old Orchard Road is a two-lane, dead-end road. The width of the road varies from 22 feet near Ednor Road to 18 feet near the end. It extends south of Ednor Road for approximately 2,700 feet. Except for a short section of gravel at the end, it is mostly asphalt. The alignment of the road consists of modest horizontal and vertical curves. The traffic volume is very low and predominantly used by the local residents. No accidents along this road were reported between 1993-1995.

Old Orchard Road is a publicly maintained road which provides access to large-lot modern homes. There are densely wooded areas as well as open space along this road. The rustic characteristics of the surrounding areas contribute to the unique features of this road and make it worthy of preservation.

- Designate Old Orchard Road as a rustic road for its entire length.

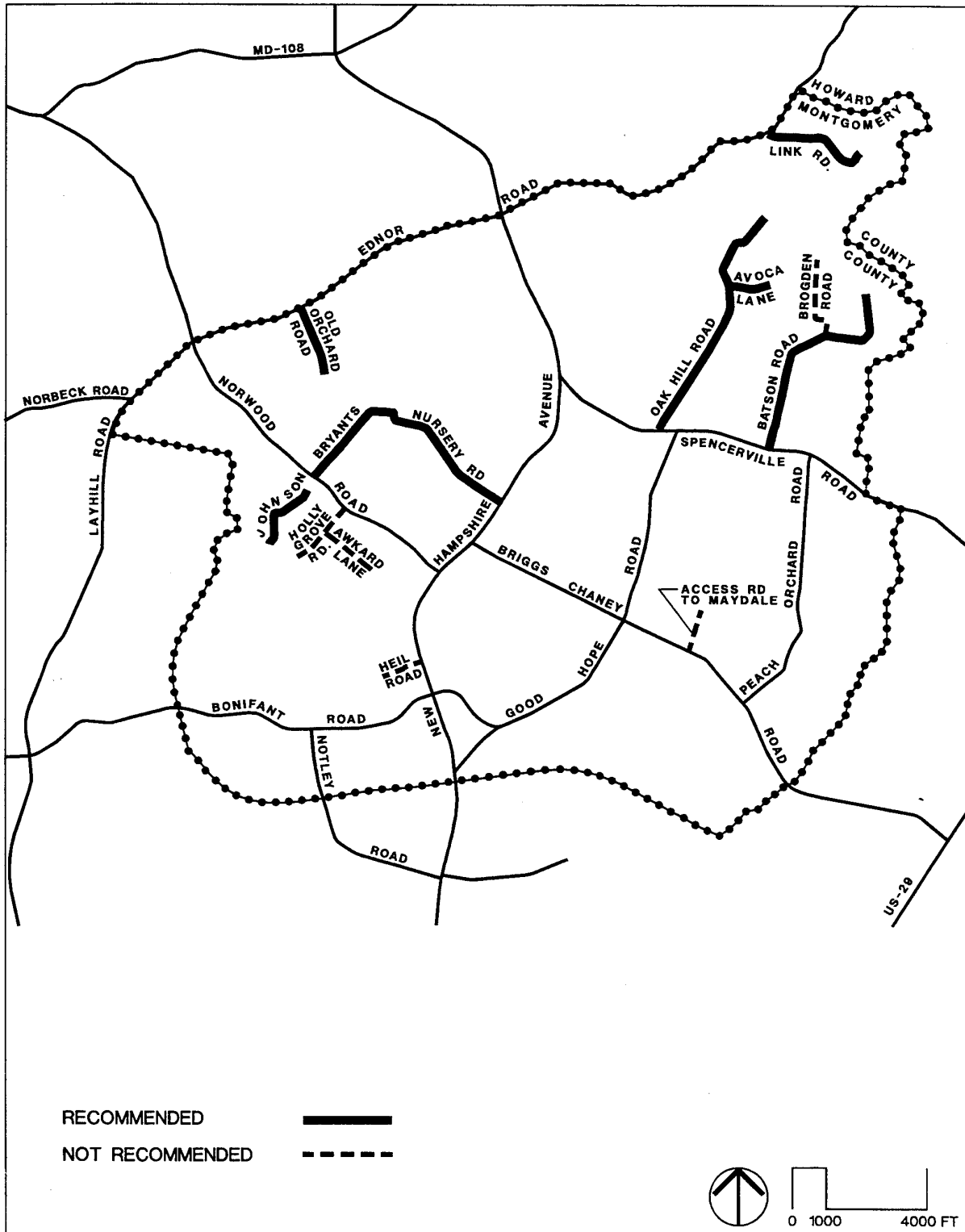
**Summary of Evaluation Criteria of Roads
Considered for Designation as Rustic Roads**

	RUSTIC						EXCEPTIONAL		
	Narrow, Intended for local use	Traffic volume consistent with rustic road	← Outstanding natural features	Outstanding vistas; farm and rural OR	→ Historic Value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
Access Road to Maydale Nature Center	✓	✓				✓			
● Avoca Lane	✓	✓	✓			✓			
Awkard Lane	✓	✓				✓			
● Batson Road	✓	✓	✓		✓	✓			
Brogden Road	✓	✓				✓			
● Bryants Nursery Road	✓	✓	✓		✓	✓			
Heil Road	✓	✓			✓	✓			
Holly Grove Road	✓	✓				✓			
● Johnson Road	✓	✓	✓	✓		✓			
● Link Road	✓	✓			✓	✓			
● Oak Hill Road	✓	✓	✓	✓	✓	✓			
● Old Orchard Road	✓	✓	✓			✓			

● Recommended as rustic.

RUSTIC ROADS

FIGURE 22



TRANSIT

The low-density of development in Cloverly makes effective transit service difficult. However, for those commuters who can use transit for a portion of their trip, faster express bus service from a park-and-ride lot and from increased service on existing routes may be feasible.

OBJECTIVE: Make the use of transit more convenient.

RECOMMENDATION:

- Allow the shared use of parking lots in the Cloverly area for park-and-ride or car pooling activities in underutilized parking lots. The existing park-and-ride lots on New Hampshire Avenue and near US 29 should continue to be the primary park-and-ride facilities for Cloverly. Parking lots in environmentally sensitive areas should not be expanded for this purpose.

BIKEWAYS

OBJECTIVE: Locate, design, and construct safe and convenient bikeways connecting local community centers and services and support a regional bikeways network.

Bikeways serve a variety of users with different needs. Some recreational routes are used by children as well as adult cyclists. Other bikeways serve commuting cyclists. These bikeways should connect with each other and with bikeways in other parts of the County to be effective. Bikeway design should include safe crossing of major roadways and signs to promote motorist awareness.

Figure 23 on page 60 shows and Table 5 on page 61 lists existing and proposed bikeways in Cloverly. Three classes are specified: Class I is a separate off-street path; Class II and Class III are on-street facilities with either a striped separate bike lane or shared/widened lanes both with signs to indicate the route. Several bikeways, particularly those within stream valleys and parks, are discussed in the Community Facilities Chapter.

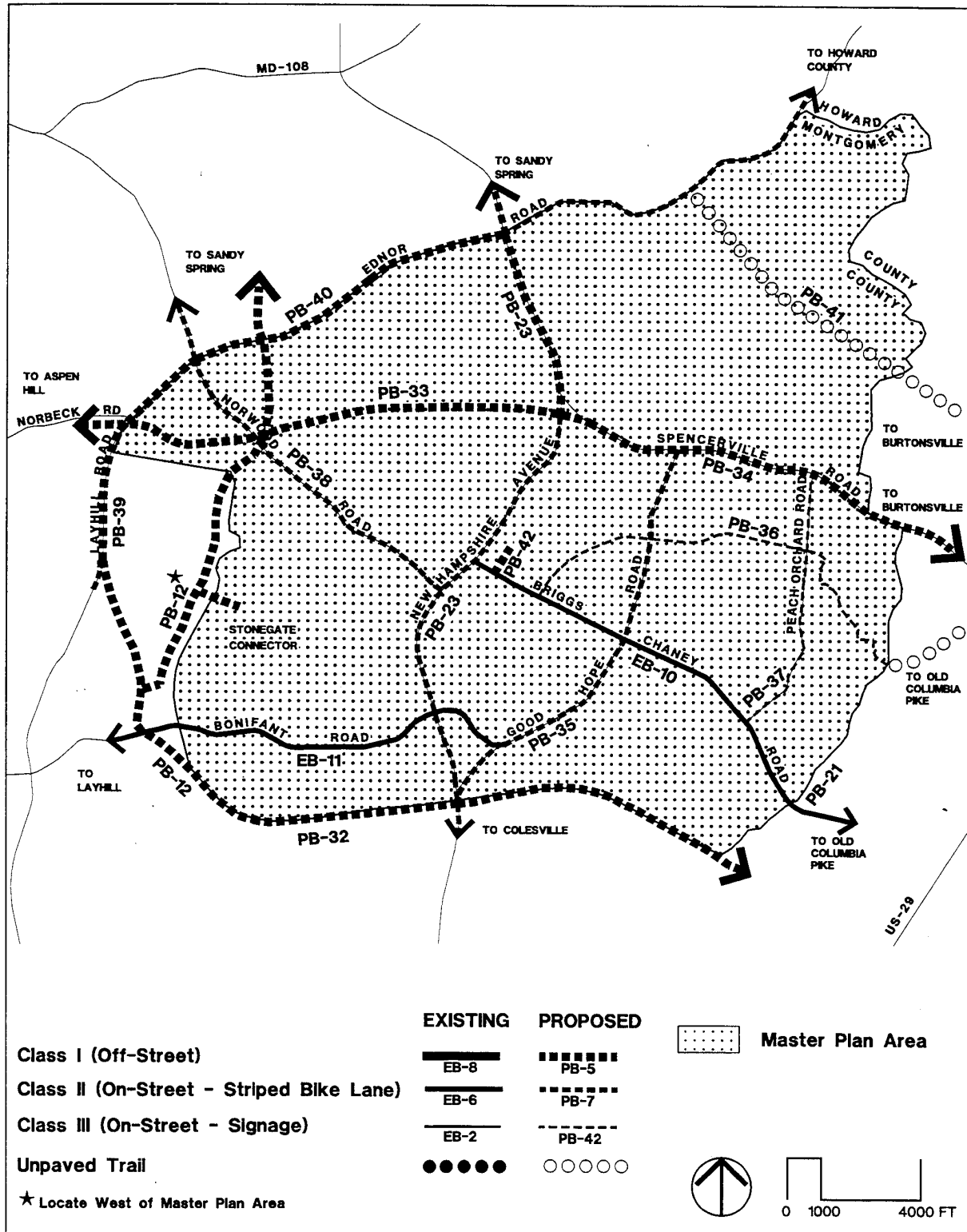
All bikepaths in parks are subject to an environmental feasibility study, which evaluates the unique conditions in each park. Recreational development in stream valley and flood plains must be sensitive of needs to protect the environment. Each study will determine whether a bikepath is feasible given the environmental conditions, as well as appropriate trail surfaces, location, alignment, linkages to other trails, users (cyclists, equestrians and/or pedestrians), and necessary protective and mitigation measures. The interaction of cyclists, equestrians, and pedestrians on individual trails also will be addressed during the design stage.

RECOMMENDATIONS:

- Provide neighborhood connections to on-road and off-road bikeways.
- Provide adequate signage along Class II and Class III bikeways to direct cyclists and alert motorists that bicycle traffic can be expected.
- Among the bikeways recommended are the following:
 - Construct the Northwest Branch bikeway between the proposed ICC alignment and Ednor Road.

BIKEWAY PLAN

FIGURE 23



**Table 5
BIKEWAY PLAN**

Route¹	Name	Location	Class	Status
EB-10	Briggs Chaney Road	New Hampshire Ave. to Paint Branch	II	Existing
EB-11	Bonifant Road	Northwest Branch to Cape May Road	II	Existing
PB-12	Northwest Branch	Proposed ICC to Ednor Road	I	Trail alignment and surface to be determined by environmental study. Includes Stonegate Connector.
PB-23	New Hampshire Avenue	Proposed ICC to Spencerville Road	II	Proposed with SHA road widening to Spencerville Road
		Spencerville Road to Ednor Road	I	Proposed as part of the Hampshire Greens development
PB-32	Proposed Intercounty Connector	Entire Limits	I	To be evaluated in the Intercounty Connector Environmental Impact Study
PB-33	Norbeck Road Extended	Layhill Road to New Hampshire Avenue	I	To be implemented with road construction
PB-34	Spencerville Road	New Hampshire Avenue to the eastern edge of planning area	I	
PB-35	Cape May Road/ Good Hope Road	New Hampshire Avenue to Spencerville Road	II	
PB-36	Rainbow Drive-Thompson Road to Paint Branch Park	Briggs Chaney Road to Paint Branch Trail	III	Donna Drive-Peachstone Drive-Seibel Drive may serve as an interim connection to Paint Branch Park
PB-37	Peach Orchard Road	Briggs Chaney Road to Spencerville Road	III	
PB-38	Norwood Road	Ednor Road to New Hampshire Avenue	II	
PB-39	Layhill Road	Northwest Branch Trail to Norwood Road	I	To be implemented with future widening of Layhill Road.
PB-40	Ednor Road	Norwood Road to New Hampshire Avenue	I	
		New Hampshire Avenue to Howard County	II	
PB-41	Patuxent Trail	Ednor Road to eastern planning area boundary	I	Conditioned on PEPCO approval.
PB-42	Gallaudet Avenue	250 feet north of Cloverly Street to Briggs Chaney Road	I	

Note: 1. EB = Existing Bikeway; PB = Proposed Bikeway

Route¹	Name	Location	Class	Status
Bikeways may be provided by developers.				

An environmental feasibility study is underway between Randolph Road and Bonifant Road to determine the best location for this bikeway. Another environmental feasibility study will determine the location and surface of the trail north of Bonifant Road. It may need to be located west of the Northwest Branch and follow Layhill Road to Ednor Road.

- Construct the Stonegate Connector, a Class I bikeway connecting Cutstone Way at Balboa Drive to the Northwest Branch bikeway.
- Construct a Class I bikeway as part of the Norbeck Road Extension and a Class I bikeway along Spencerville Road.
- Include a Class I bikeway in the design of the Intercounty Connector depending on the outcome of the environmental impact study.
- Provide a recreational off-road trail along the PEPCO transmission line right-of-way passing through the Patuxent watershed. The topography along the PEPCO right-of-way is quite hilly in places, so this route would be available for use by off-road bicycles only.
- Construct a paved connection for pedestrian and bikeway traffic to link the paved portion of Gallaudet Street with Cloverly Street and Briggs Chaney Road. Locating the bikepath on the east side of the right-of-way, behind the grocery store, should be considered to increase separation between the path and store.

PEDESTRIAN CIRCULATION

Pedestrian circulation in Cloverly is limited because of the absence of sidewalks in many areas. Most existing sidewalks are located in the southern half of Cloverly where development densities are highest. In some locations, such as Briggs Chaney Road and Bonifant Road, the bikepath or hard shoulder serve as sidewalks. This Plan identifies proposed sidewalk locations and is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

OBJECTIVE: Provide a sidewalk network that connects residential areas to public facilities, commercial areas, and bus stops.

RECOMMENDATIONS:

- Provide sidewalks on both sides of new roads and when existing roads are improved. The construction of sidewalks and paths along one side of a road may be acceptable to limit environmental impact.
- Connect existing sidewalks to public facilities, commercial areas, bus stops, neighborhoods, and other sidewalks.
- Use asphalt paths, where practical, to help maintain Cloverly's rural character. It is important that the existing character of neighborhoods be preserved if sidewalks are constructed along residential streets. The use of concrete sidewalks may be appropriate to maintain safety where paths are located directly adjacent to open section roads or where connections are made to other concrete sidewalks.

- Determine the location of new sidewalks through DPW&T's sidewalk program in consultation with affected property owners.
- Relocate the sidewalk along New Hampshire Avenue in front of commercial properties to improve safety and the visual appearance when development occurs. The current improvements to New Hampshire Avenue place the sidewalk directly adjacent to the curb. The intent of this recommendation is to incorporate a planting strip with grass and trees between the travel lanes and the relocated sidewalk when development or redevelopment occurs.
- Provide a sidewalk along the west side of Notley Road south of Bonifant to connect with a proposed path in the White Oak Master Plan.
- Construct a sidewalk along Notley Road between Stonegate Road and the northern end of Notley Road to provide safe pedestrian circulation along Notley Road and to Stonegate Elementary School and the proposed Northeast High School. The location of the sidewalk should be determined by DPW&T in consultation with the affected property owners.
- Provide a sidewalk connecting Notley Road to the proposed Northeast High School along Johnson Road. The path should be located to minimize the impact on the environment, on residents of Johnson Road and Notley Road, and on the rustic character of Johnson Road. The path would connect to the internal high school path system around the southern boundary of the school property.
- Provide a sidewalk along Cape May Road to connect residents on Good Hope Road with bus service along New Hampshire Avenue.
- Provide a sidewalk along Thompson Road between Peach Orchard Road and Briggs Chaney Middle School.
- Provide a sidewalk along Good Hope Road.
- Provide a sidewalk along Peach Orchard Road.

DELETIONS FROM THE 1981 PLAN

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

- (1) Peachwood Drive (P-18): Delete extension between Windmill Lane and Briggs Chaney Road.
- (2) Rainbow Drive (P-8): Delete connection to Briggs Chaney Road.
- (3) Notley Road North (P-7): Delete connection via Johnson Road to Norwood Road.
- (4) Notley Road (P-7): Delete connection north and south of Bonifant Road.
- (5) Briggs Chaney Road (A-51): Delete realignment to Norwood Road.

VI. COMMUNITY FACILITIES

Community facilities such as parks, recreation centers, nature centers, schools, equestrian trails, and the post office, contribute to the character of Cloverly. Other facilities that serve Cloverly, such as government centers, libraries, fire stations, and police stations are located in adjacent, more densely populated communities.

This Plan recommends an expanded park and open space system that serves as a greenway system, equestrian trails, and improved retail postal service. These recommendations support the fundamental planning principles of protecting Cloverly's watersheds and community character.

COMMUNITY FACILITIES GOAL:

Provide appropriate public facilities and strengthen the links between Cloverly residents and community facilities.

PARK AND RECREATION FACILITIES

The existing park and open space system is one of Cloverly's defining elements. The rural and suburban character of Cloverly is reinforced by the relatively large amount of open space that provides active and passive recreation opportunities. The primary role of much of the existing and proposed park and open space is to protect the quality of Cloverly's watersheds. This Plan strengthens community character and protects watersheds by recommending additional parkland in each watershed. Park acquisition does not preclude improvements needed to assure safe and adequate access for purposes of public safety and service.

Cloverly contains approximately 800 acres of parkland and public open space. There is parkland or public open space along approximately 75 percent of Cloverly's borders. This system extends beyond Cloverly's boundaries into adjacent areas along the Paint Branch Stream Valley Park, the Northwest Branch Stream Valley Park, and the WSSC property along the Patuxent River.

Local and neighborhood parks in Cloverly include: Cloverly Local Park, Ednor Local Park, Good Hope Local Park, Peachwood Neighborhood Park, Spencerville Local Park, Stonegate Local Park, and Wembrough Local Park. The Maydale Nature Center was closed in 1992, due to budget cuts, but is currently operated by the Friends of Maydale, a group of local residents. In addition, Burtonsville Local Park, the Countryside Neighborhood Park, and the Woodlawn Cultural Park are located in the Fairland Master Plan Area and Sandy Spring/Ashton Special Study Area but are on the border of Cloverly. A community center is located in Good Hope Local Park, and the Ednor Local Park, Spencerville Local Park, and Maydale Nature Center contain buildings that may be rented for activities.

OBJECTIVE: Protect sensitive or high-quality natural, archaeological, and historic resources located on parkland in Cloverly.

RECOMMENDATIONS:

- Acquire additional parkland as necessary for resource protection. (See Figure 24, page 67.)

Northwest Branch Watershed

Acquire an additional 33 acres north of Norwood Road to permit trail construction outside the stream buffer. The park acquisition recommendations of the 1981 Plan do not provide sufficient area for construction of a trail. The Cloverly Master Plan also recommends additional parkland along the tributary that connects the mainstem to open space in the Hampshire Greens subdivision.

Paint Branch Watershed

Acquire an additional 121 acres of parkland for the protection of the upper Paint Branch watershed. Approximately 173 acres were recommended for acquisition by the 1981 Plan, but have not been acquired. This Plan removes approximately 6 acres of parkland, recommended in the 1981 Plan from the area between Good Hope Road and Windmill Lane. This allows property owners with existing homes to continue to have reasonable use of their land and preserve the Good Hope community while protecting the water quality of the east branch of the Good Hope Tributary. The Plan recommends the acquisition of a minimum of 7.75 acres on P330 at the corner of Spencerville Road and Good Hope Road. This property will have to go through the SPA process which may result in constraints on the size or location of any development. The process may also result in significant additions to the amount and/or changes to the configuration of parkland. Additional parkland acquisition may be necessary if it is determined that development of the property cannot be accomplished consistent with applicable SPA guidelines and regulations.

An additional 247 acres have been approved in the limited amendment for park acquisition in the Paint Branch watershed. The total amount of parkland recommended in the Cloverly portion of the watershed will be approximately 1,904 acres.

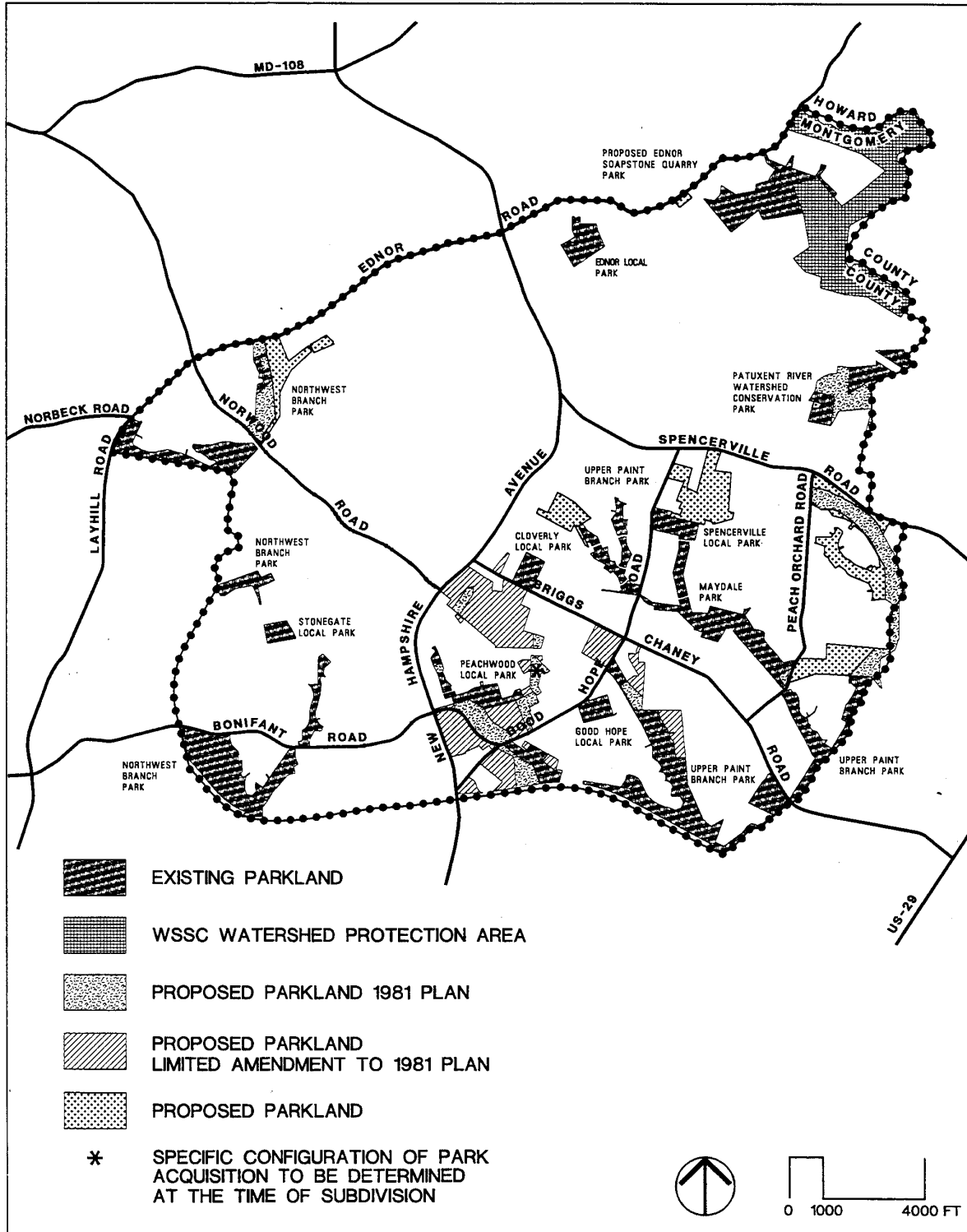
Patuxent River Watershed

Acquire the Thompson/Lethbridge Soapstone Quarry as an archaeological site. The Thompson/Lethbridge Soapstone Quarry is located on Ednor Road near the crossing of the PEPCO power transmission lines. Artifacts from the site indicate that it was most heavily used from about 2500 to 500 BC. The site was originally documented by pioneering Smithsonian archeologist William Henry Holmes in 1897. It is one of the few steatite (soapstone) quarries in Maryland that has not been destroyed by commercial quarrying. Public protection of the site is critical because a portion of the site has been recently damaged by private activities.

- Maintain strict compliance with Planning Board Environmental Guidelines for the development of park facilities.

PARK PLAN

FIGURE 24



- Apply aggressive education and enforcement efforts to reduce encroachment and clearing by adjacent property owners in parks and public open space.

OBJECTIVE: Provide adequate and accessible recreational opportunities for Cloverly's residents.

RECOMMENDATIONS:

- Create a community gathering place at the eastern end of Cloverly Street in the northern portion of the proposed 2.77 acre park to serve as a village green or commons as a focus for community activities. Environmental conditions limit the southern portion of the site to conservation uses and the northern end to open space with limited facilities. The park should include a path system that formalizes current informal connections among the Montgomery View subdivision, Cloverly Commercial Area, Cloverly Elementary School and the Briggs Chaney Road bikepath.
- Coordinate with Montgomery County Public Schools (MCPS) use the residual land on the Northeast High School site for ballfields. In addition, other parts may be suitable for conservation or recreation uses, depending on environmental impacts.

OBJECTIVE: Locate and design parkland multi-use trails to support a regional recreational bikeways and pedestrian network.

All bikepaths in parks are subject to an environmental feasibility study, which evaluates the unique conditions in each park. Development in stream valleys and floodplains must be sensitive of needs to protect the environment. Each study will determine whether a bikepath is feasible given the environmental conditions, as well as appropriate trail surfaces, location, alignment, linkages to other trails, users (cyclists, equestrians and/or pedestrians), and necessary protective and mitigation measures. The interaction of cyclists, equestrians, and pedestrians on individual trails also will be addressed during the design stage.

RECOMMENDATIONS:

- Provide neighborhood connections to stream valley parks and trail systems, where feasible.
- Provide a neighborhood connection from Thompson Drive to the proposed trail in Fairland that connects to Old Columbia Pike.

A connection to the Rainbow Drive -Thompson Drive bikeway is desired because of connections to Briggs Chaney Middle School, Cloverly Local Park, and the Cloverly Commercial Area. Until Thompson Drive is extended, Donna, Peachstone, and Seibel Drives may serve as connections to the park.

- Construct a trail in the Northwest Branch Stream Valley Park between Sandy Spring/Ashton and White Oak. A trail or trails will be evaluated as part of the environmental feasibility study. Environmental conditions, separation of user groups, and the presence of the Northwest Branch Golf Course may cause the path to be located along Layhill Road and Norbeck Road Extended before joining the bikepath north of Norwood Road. Trail through the park will require a trail(s) between the existing park and the Northeast High School and for the Norbeck Road Extended bridge at Norwood Road and the Northwest Branch to accommodate a below-grade crossing of the trail.

- Coordinate with MCPS to locate a trail or trails along the south side of Northwest Branch outside of current parkland. This would require acquisition or an easement between the stream and the Northeast High School. A connection to the school's internal path system is recommended.
- Repair existing erosion problems on soft surface trails through coordinated efforts between the Department of Parks and local residents.
- Designate trails by types of users to prevent environmentally damaging uses and/or conflicts between user groups.
- Close undesigned, duplicate trails and restore vegetation.

GREENWAYS

Greenways are linear open spaces set aside for recreation and conservation uses. Greenways link people, communities, and the natural environment. The greenway system is not a regulatory or land acquisition program. It is a unifying approach that uses existing regulatory and/or voluntary programs to create a network of green spaces in the County and throughout the state. The stream valley parks form the core of the greenway system.

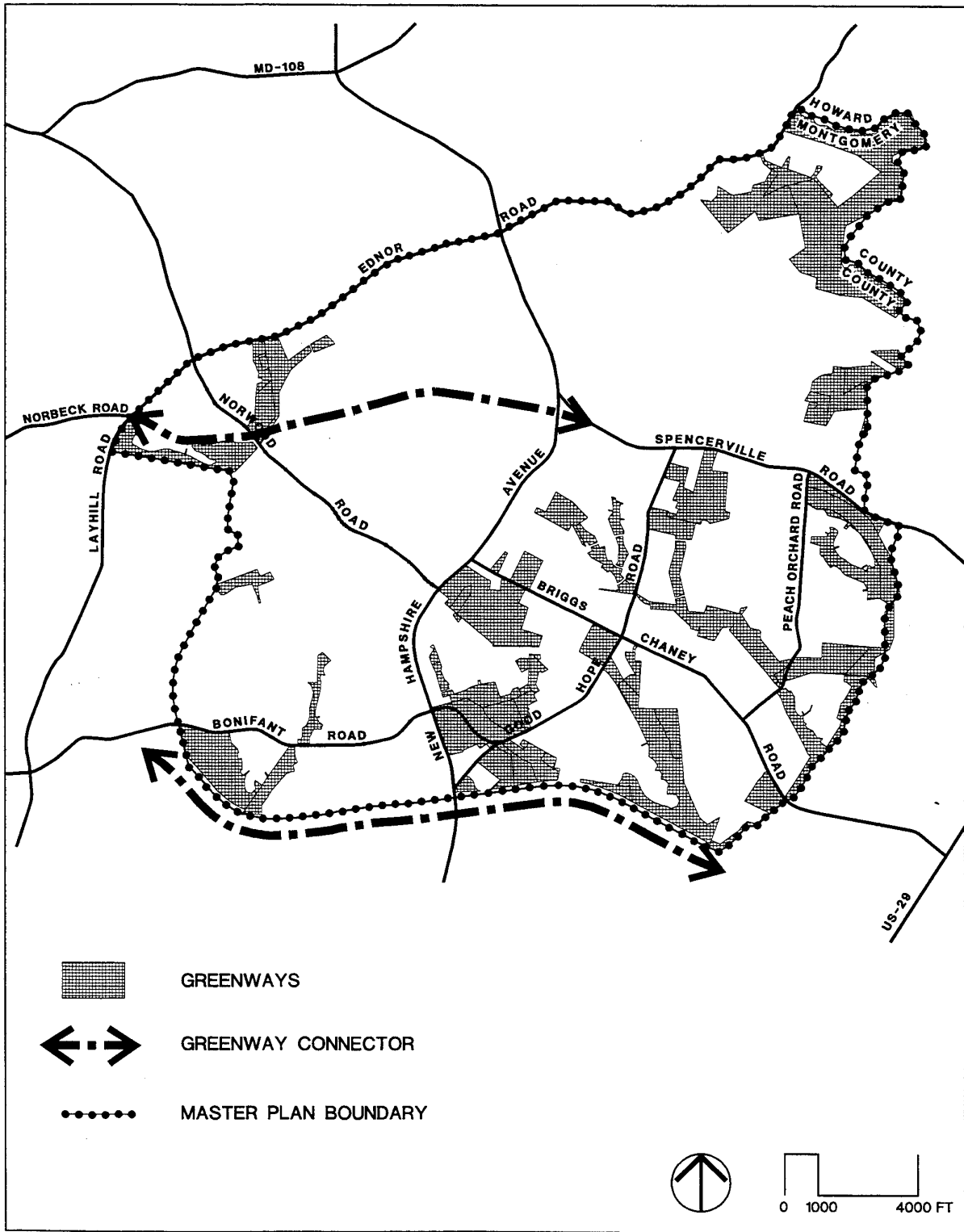
The greenway connectors are major pedestrian and/or bikeway connections that, although they may contain varying amounts of or no green space, are especially important to provide access to greenways. In some places the connectors cross private land where property owners have granted access, as is the case where the Trail Riders of Today (TROT) negotiated easements for public access along specific routes.

The Northwest Branch and Paint Branch greenways form part of a larger greenway network that extends to Prince George's and Howard counties. A key link is made along Cloverly's border with Fairland between the Paint Branch and the Patuxent through the Burtonsville Local Park. Due to the environmental sensitivity of this area, access may be limited to hikers and equestrians. A major greenway connector between the Little Paint Branch, the Paint Branch, and the Northwest Branch can be provided by a separated bikeway along the route of the proposed Intercounty Connector. The Parks and Recreation section recommends connections between neighborhoods and parkland.

OBJECTIVE: Identify and preserve connections within and between stream valley parks to protect natural features and habitats and to provide appropriate access to these areas.

RECOMMENDATIONS:

- Designate the Northwest Branch mainstem, the Patuxent River, and the Paint Branch mainstem and headwaters tributaries as greenways.
- Designate the entire length of the proposed Intercounty Connector as a connector between the Northwest Branch greenway and the Paint Branch greenway.
- Protect a continuous greenway between the Patuxent River and the Paint Branch via the Burtonsville Local Park and the Right Fork of the Paint Branch.



- Protect a continuous greenway between the Northwest Branch mainstem to connect through Sandy Spring to the Patuxent.
- Designate park access trails in the following locations:
 - Via Seibel Drive to Paint Branch Park
 - Via Cutstone Way to the Northwest Branch Park
- Identify and protect areas on developable properties and parkland where natural linkages between habitats can be made and included within the greenway system.

EQUESTRIAN TRAILS

The rural character of Cloverly is enhanced by and helps support numerous equestrian trails. The ability to ride a horse over the countryside epitomizes the rural lifestyle that attracted some residents to Cloverly. The sight of people riding horses, horses grazing in a pasture, and barns to house the horses contribute to Cloverly's rural feel. Equestrian activity is not limited to the Agricultural Wedge, but also occurs in the Residential Wedge and Suburban Communities where trails in parks and undeveloped land have been used for years. Trails have developed over time through private arrangements between riders and property owners. Some of the arrangements are informal agreements while others have been formally designated through the subdivision process. The routes shown in Figure 26, page 73, represent currently used equestrian trails or extensions of routes that should be formalized as properties are subdivided.

This Plan recognizes the existence of equestrian trails in Cloverly and the need to create a more interconnected system of such trails. However, there may be areas where equestrian trails could cause adverse environmental impact if they are improperly located.

In particularly sensitive watersheds such as upper Paint Branch, existing or proposed trails that are identified for equestrian use should be carefully evaluated by M-NCPPC on a site-by-site basis before these trails are constructed or maintained for equestrian use.

Existing trails may need to be relocated and new trails sited to avoid disturbance in or near environmentally sensitive areas such as streams, wetlands, floodplains, steep slopes, and areas supporting rare, threatened, or endangered species or unusual or exceptionally high-quality plant and animal communities.

Some trails may not be possible because of the sensitive nature of certain stream valleys and the limited land available to locate a trail with adequate buffering from sensitive features.

OBJECTIVE: Designate adequate equestrian trails to provide a pleasant riding experience without conflicting with other users or with conservation of natural resources.

RECOMMENDATIONS:

- Encourage the creation and continuation of equestrian easement agreements between the property owners and user organizations such as Trail Riders of Today, Inc. (TROT) when preliminary plans of subdivision are reviewed.

- Provide equestrian access to all established and suitable unpaved trails in parks, except where specifically prohibited (e.g., playgrounds, nature centers, ballfields, high-traffic pedestrian areas, wetland areas, and sensitive natural areas).
- New trails in parks should be located to minimize environmental impacts, impacts on other park uses, and adjacent properties.
- Encourage trail crossings in areas of good visibility and with crossing warning signs.
- Consider the use of underpasses where feasible. (See the Transportation Chapter for the underpass recommendation for Norbeck Road Extended.)
- Provide adequate signage that indicates where pedestrian use is allowed and advises other users that equestrians may be encountered on the trail.

PUBLIC FACILITIES

Figure 27 on page 74 shows the location of schools, recreation centers, the Spencerville post office, and Hampshire Greens golf course.

Schools

Cloverly is part of three public high school clusters: Paint Branch, Sherwood, and Springbrook. The proposed Northeast High School is scheduled to open in September 1998 at the intersection of Norwood Road and Johnson Road. The Board of Education adopted a preferred choice boundary plan for Springbrook, Paint Branch and the new Northeast High School and has defined base areas for the three high schools. The location of the high school in Cloverly can be used to enhance Cloverly's community identity. Methods to achieve this result could include naming the school after the area instead of an individual, using excess lands for community benefit and utilizing architecture that reflects the style of nearby historic homes. See page 48 for pedestrian access recommendations.

The Briggs Chaney Middle School, Cloverly Elementary School, Charles Drew Elementary School, and Stonegate Elementary School are in Cloverly. The Cloverly Master Plan Area also contains Spencerville Academy, a private school located on Good Hope Road.

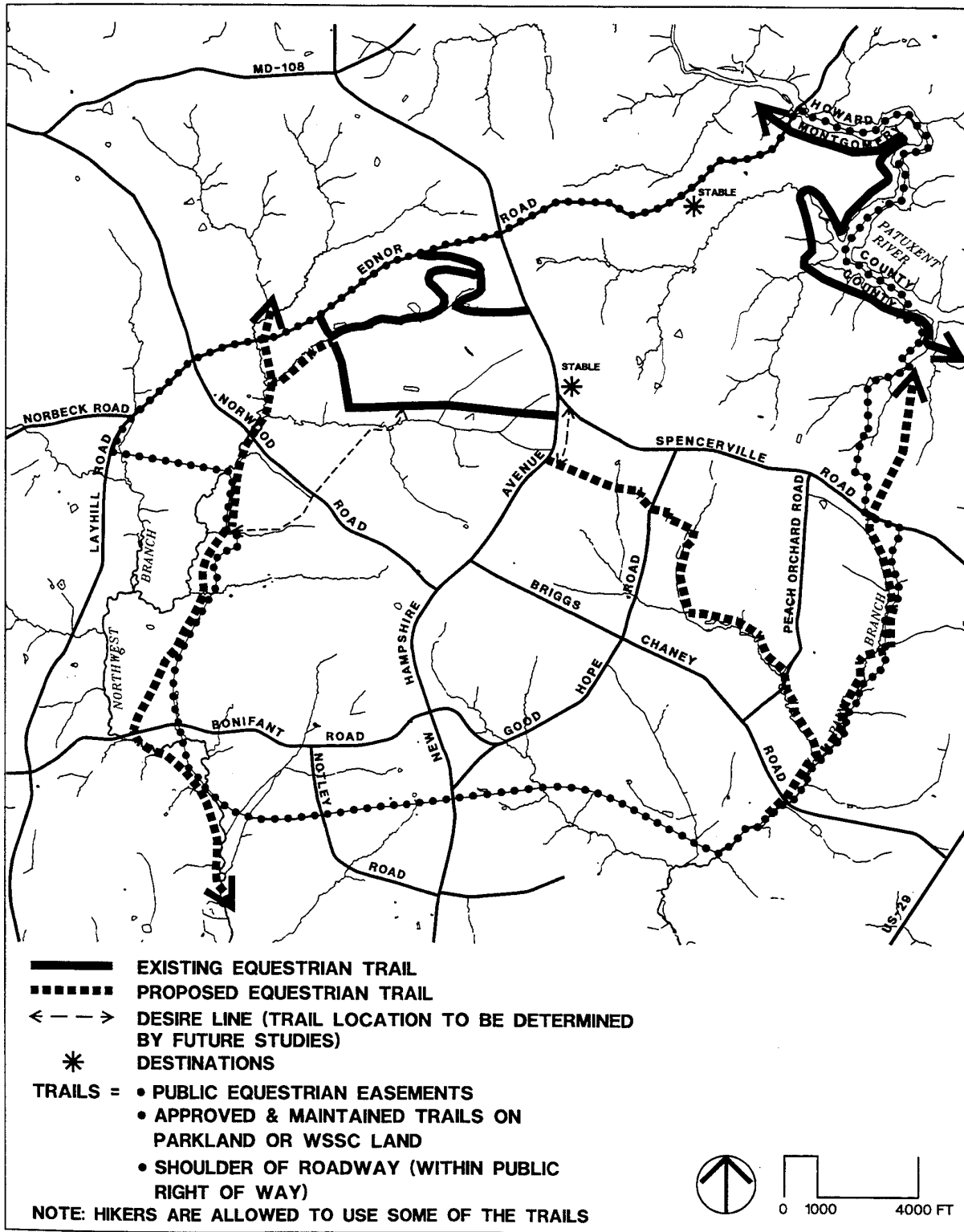
Additional school sites in Cloverly are not anticipated due to the relatively small amount of growth that can occur. The Northeast High School, Briggs Chaney Middle School, and Charles Drew Elementary School are designed to accommodate expansions, if needed. However, some Sherwood school children have been reassigned to Cloverly Elementary School and Stonegate Elementary School to ameliorate overcrowding.

Public Safety

The Cloverly Master Plan Area is served by the Montgomery County Police Department's Wheaton-Glenmont Station. The Montgomery County Department of Police developed a strategic implementation plan in 1993 called *Transition to Community Policing*. The Briggs Chaney Satellite Station Trailer was opened in 1994 at the Briggs Chaney Shopping Center in Fairland. The Montgomery County Police Department is currently developing a facilities master plan. This facilities plan may make recommendations regarding police facilities in the Cloverly Master Plan Area. The Police Department is also currently working to amend Police District boundaries to better distribute workload. The Wheaton-Glenmont District boundaries may change during the life of this Master Plan.

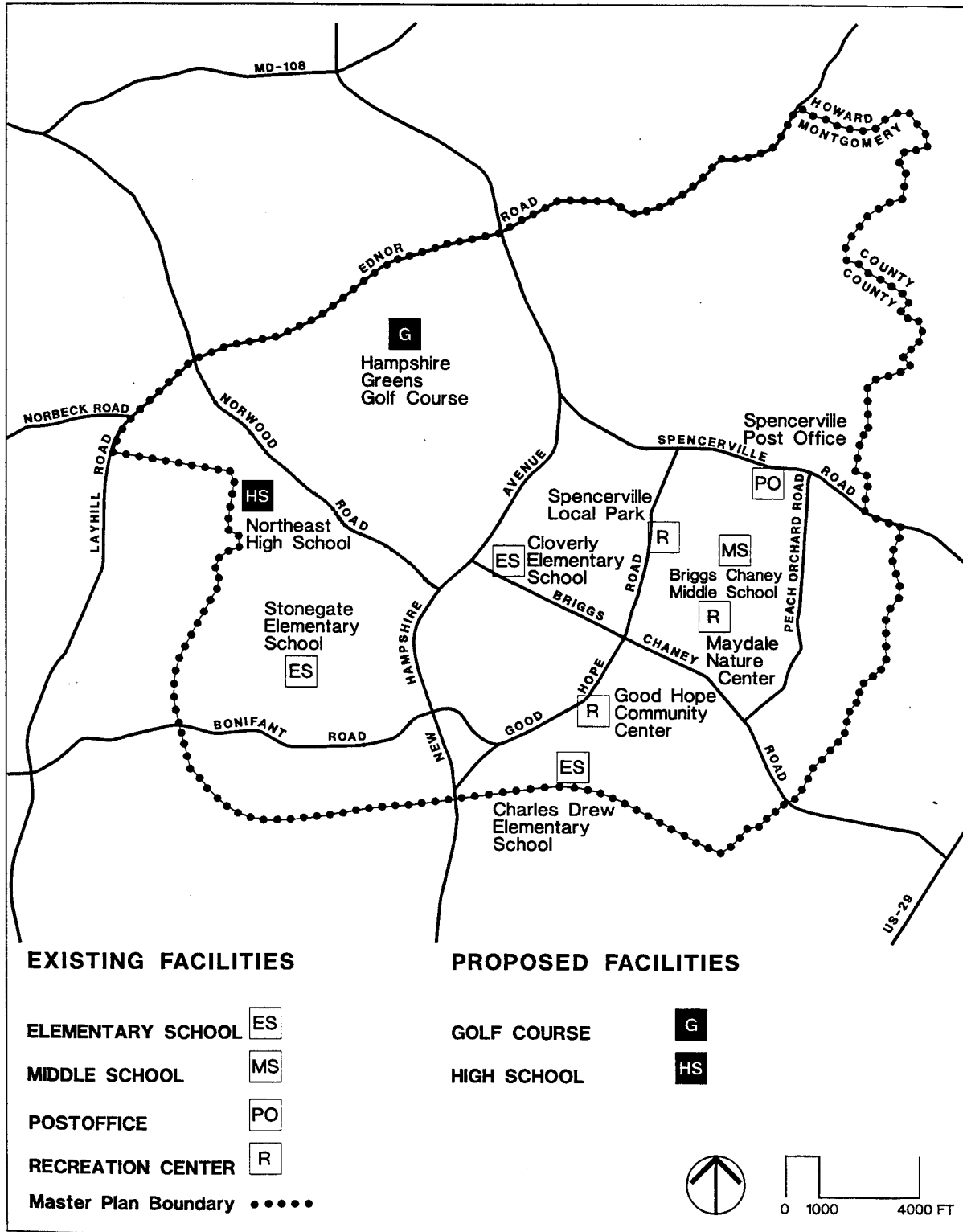
EQUESTRIAN TRAIL SYSTEM

FIGURE 26



COMMUNITY FACILITIES PLAN

FIGURE 27



Fire and Rescue

The Cloverly Master Plan Area is primarily served by Burtonsville Firestation 15, Hillendale Firestation 24, and Sandy Spring Firestation 4. Additional stations provide occasional service. As is the case with other public facilities, Cloverly will not have a sufficient population to support a new fire and rescue station.

The 1994 *Fire, Rescue, and Emergency Medical Services Master Plan* recommended the replacement of the Sandy Spring Firestation. The location of the new station will also be addressed in the upcoming Sandy Spring/Ashton Master Plan.

Post Office

The Spencerville Post Office (20868 zip code) is the only post office located in Cloverly. The remaining zip codes (20904 and 20905) are served by the Colesville Branch Post Office on New Hampshire Avenue in White Oak. Despite a distance of 6 miles or more from Silver Spring, these zip codes have Silver Spring place names. The use of a more relevant name such as Cloverly for 20905 would strengthen community identity.

RECOMMENDATIONS:

- Support efforts to replace the temporary post office trailer with a permanent post office at the southwest corner of Spencerville Road and Peach Orchard Road.
- Support the location of retail postal service in the Cloverly Commercial Area to improve access to postal services, and to strengthen the importance of the commercial area as a focal point for the community. Retail postal service could be as basic as a contract postal unit, where a business operates a small post office in a larger store.
- Support the renaming of the 20905 zip code from Silver Spring to Cloverly.

Libraries

Cloverly is served by the Aspen Hill, Fairland, and White Oak public libraries. This Plan does not recommend a library in Cloverly due to the relatively small population and the proximity to other libraries.

VII. ENVIRONMENTAL RESOURCES

The environmental setting in Cloverly is composed of the natural features (such as streams, stream valleys, forest cover, and other habitats) and the air and noise environments. The environmental setting affects and is affected by the land uses in Cloverly. Greater detail on watershed resources and water quality may be found in the 1996 technical report, *Environmental Resources: Eastern Montgomery County Master Plan Areas*.

The 1981 Plan considered the natural resources of Cloverly an integral part of the stream ecosystems of the area and evaluated the ability of these resources to protect and enhance the stream systems. This Plan also supports and recommends natural resource protection and enhancement, generally by watershed. (Cloverly's watersheds are shown in Figure 28, page 80.)

Watershed protection is a fundamental planning principle of this Plan as it was in the 1981 Plan. Recommendations on air quality, and noise follow watershed-based recommendations.

Many natural resources in Cloverly are associated with streams, forests and wetlands. Cloverly contains large portions of the headwaters for two major stream systems in the Anacostia Basin: the Northwest Branch and the Paint Branch. Cloverly also contains many small tributaries of the Patuxent River that feed into one of two major drinking water reservoirs in the County. Most of the forested areas in Cloverly are in the stream valley park system and, to a much smaller extent, along the streams traversing private property. The subwatersheds of the Patuxent River have the highest proportion of land in forest cover; forest stands in Paint Branch and Northwest Branch within Cloverly are more fragmented. The condition of these forests vary widely, depending on the stand location and maturity. These forest stands provide habitat for terrestrial plants and animals, and are important contributors to the protection and recharge of baseflow for streams, wetlands, seeps, and springs in the area.

Wetlands in Cloverly are freshwater wetlands with varying types of vegetation. Most wetlands occur in narrow bands along streams or are associated with springs, seeps, farm ponds, and stormwater management ponds. The frequency, size, distribution, and diversity of wetlands is greater in less developed areas of watersheds than in more developed areas.

Protection of the health of watersheds in Cloverly was the basis for the reduction in zoning densities in the 1981 Plan. For the most part, that effort has been successful in the Northwest Branch and the Patuxent River watersheds. This Plan retains protective land use and zoning categories, and provides additional guidance. The Paint Branch, however, supports a more sensitive resource than found in the other watersheds of Cloverly. Even with the limited increase in development in the watershed since the adoption of the 1981 Plan, the Paint Branch is currently under stress and requires even greater protection.

In 1981, much of Cloverly was undeveloped, or used as farmland. There was substantial vacant acreage in the upper Paint Branch, upper Northwest Branch, and Patuxent watersheds. Key environmental issues at that time were: controlling flooding, soil erosion, and degradation of water quality due to stormwater runoff. The 1981 Plan implemented the County-wide environmental policy of watershed protection using two strategies:

- Reducing development potential in the watersheds to preserve water quality, and
- Recommending use of Best Management Practices (BMPs), such as: clustering, maintaining vegetation, phased land clearing, application of stringent stormwater management, and sediment and erosion controls.

Since 1981, more data has become available on the effects of urbanization and suburbanization on the natural environment and particularly on key resources, such as the Chesapeake Bay and the Patuxent and Anacostia Rivers. The County and the State have developed a more systematic approach to environmental protection. Forest protection, habitat protection, and wetland protection, along with new tools and legislation for managing natural resources, have broadened local and State environmental goals and policies.

This Plan builds on the knowledge gained and data collected since 1981, including the effectiveness of BMPs and land use controls as mechanisms to limit resource degradation, and implements the County-wide policy of expanded protection of natural resources. By protecting the environment in Cloverly the Plan supports fundamental concepts of protecting watersheds and community character. Cloverly's watersheds support a variety of ecosystems that benefit from the recommended watershed protection measures. The suburban and rural characters of Cloverly's communities benefit from the visibility of and access to forests, meadows, and streams.

APPROACH TO ENVIRONMENTAL RESOURCE PROTECTION

A master plan attempts to balance appropriate land use intensities with water resource quality goals. In most cases, master plans achieve a satisfactory balance, so that standard federal, state and County-wide environmental requirements make proposed development consistent with water resource protection goals. However, where intense land use patterns exist or are desired to accomplish other planning goals, additional mitigation efforts may be needed to enhance existing water quality or maintain sensitive water resources.

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

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

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

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

In general, current environmental regulations (as updated from time to time) are designed to protect most environmental resources from the avoidable impacts of new development. Regular Protection Areas are those where master-planned densities are compatible with maintenance of acceptable water resources, given implementation of standard environmental requirements.

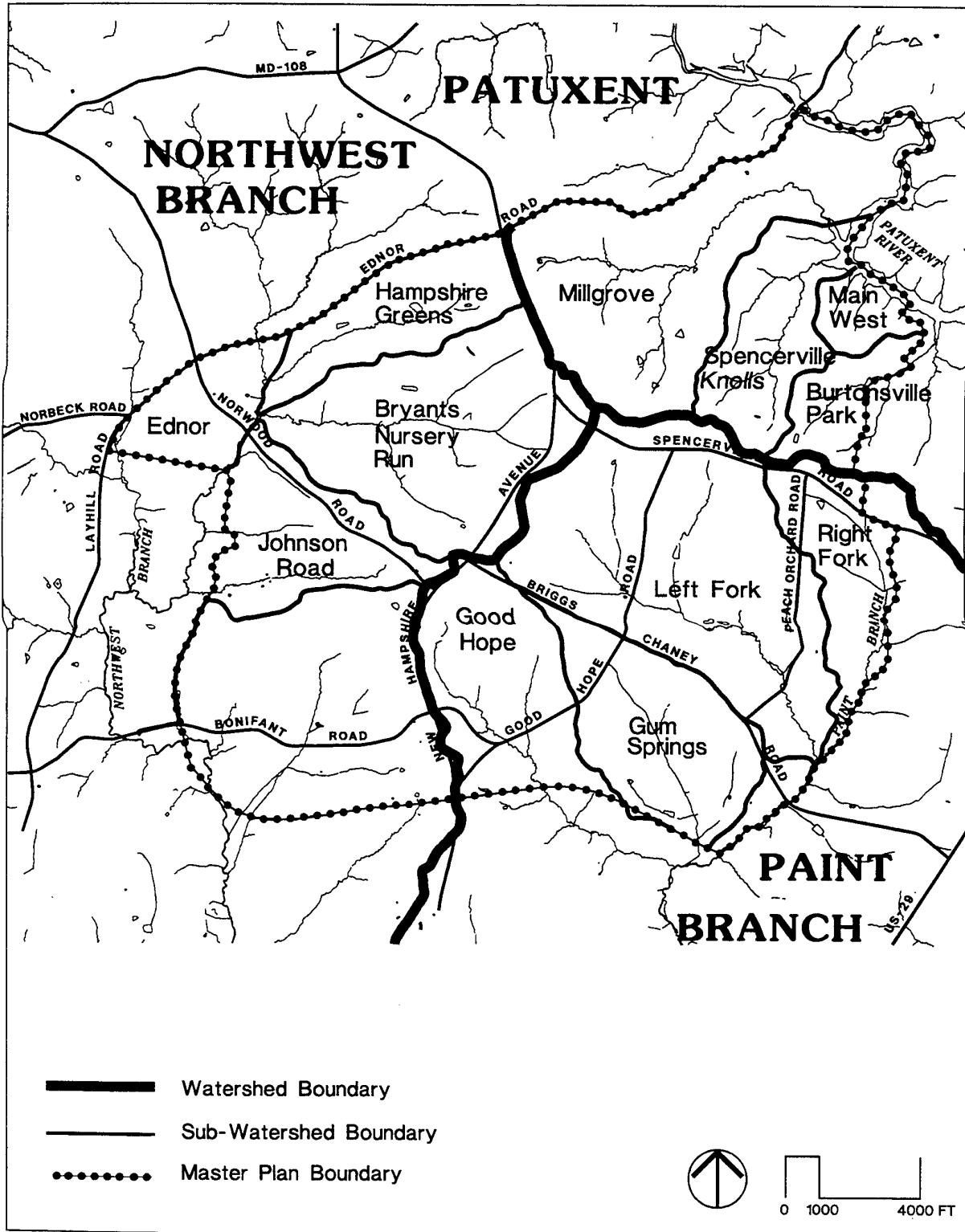
Some areas of the County are protected by virtue of the fact that no intensive development is planned. Rural areas, such as Agricultural Reserve and the Patuxent watershed, that contain high quality and sensitive resources derive some protection from low-intensity land uses and zoning. These areas are considered, in this Master Plan, Environmental Preservation Areas. This designation does not entail additional regulation and is intended solely to denote areas with low- and very-low density and sensitive stream resources. These areas have limited public infrastructure, and no significant new infrastructure is proposed to support development here. The Natural Resource Conservation Service and the Chesapeake Bay Restoration Program work with agricultural interests in an ongoing cooperative effort to reduce the impacts of agricultural practices on water quality and habitat.

Parts of this master plan area have suffered from intense development prior to the establishment of environmental regulations and planning. Stream conditions in these areas show adverse environmental effects from existing development that cannot be significantly improved by changes in land use for remaining open land. Streams in older neighborhoods tend to have significant erosion and sedimentation and impaired water quality. Fish and macroinvertebrates generally are limited to hardier species that can survive under stressful conditions. Subwatersheds with these characteristics are designated as Environmental Restoration Areas to reflect the focus on rehabilitation of water quality and aquatic habitat conditions. Although some stream segments or tributaries may experience fewer problems or have higher water quality, watershed management is done at the subwatershed scale to respond more effectively to the overall characteristics of the system. Public projects that improve stream conditions in key locations are needed to help restore the watershed's ecology.

The Environmental Restoration Areas do not entail special legislation or additional regulations beyond standard environmental protection measures for new development. Restoration efforts are undertaken through the County's Capital Improvements Program (CIP). The master plan may identify specific environmental problem areas and support the efforts of implementing agencies to address these problems. The County's Department of Environmental Protection (DEP) is responsible for stormwater management retrofit or stream enhancement projects in coordination with M-NCPPC and appropriate state or federal agencies. DEP also seeks to inform and involve the community early in the process of site selection and design. Residents are invited to participate in determining environmental priorities and in planning, implementing, and maintaining the improvements.

However, there are also sensitive or especially high quality resources that require special protection to reduce the potential for damage to these resources. These may be designated as Special Protection Areas (SPAs) through the master planning process or by other actions of the County Council. SPAs are defined as geographic areas where existing water resources and associated features are of high quality or are unusually sensitive and where planned development would threaten the resources. The designation of SPAs may be considered as an addition to the standard protection afforded by existing environmental requirements for the entire county.

The Special Protection Area designation requires protection of high stream quality through stringent controls on new development, including such measures as expanded buffers, additional reforestation/afforestation considerations, extraordinary BMPs and monitoring requirements. These requirements can be found in the Planning Board's *Guidelines for Environmental Management of Development* and in County's regulations, *Water Quality Review For Development in Designated Special Protection Areas*.



ENVIRONMENTAL GOAL:

Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations. Manage the impacts of human activity on our natural resources in a balanced manner to sustain human, plant, and animal life.

The Maryland Planning Act of 1992 identifies stream buffers; 100-year floodplains; habitats of rare, threatened, and endangered species; and steep slopes as sensitive areas. All new development must comply with current state and county environmental requirements, including stormwater management, sediment control provisions, forest conservation standards, and development restrictions on stream valley buffers (including steep slopes), 100-year floodplains, and wetlands. Sensitive areas, as defined by State law, are protected from disturbance by new development under the Planning Board's *Guidelines for Environmental Management of Development*. These requirements are addressed at the subdivision stage for each individual property.

STREAM SYSTEMS (INCLUDING AQUATIC HABITAT) AND WATER QUALITY

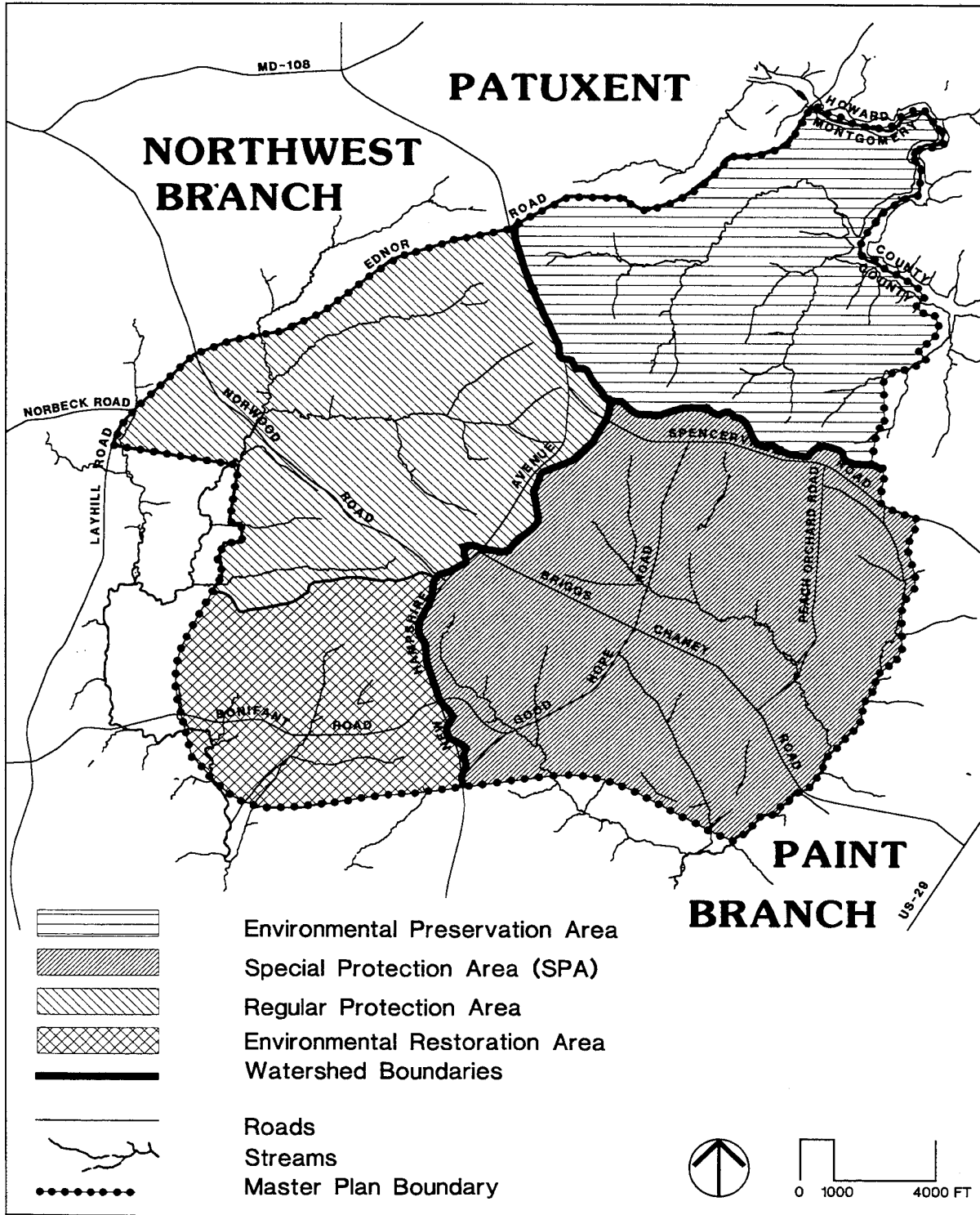
OBJECTIVE: Maintain the quality of each stream system through low-density residential land use patterns and provide appropriate best management practices to mitigate adverse impacts from new development.

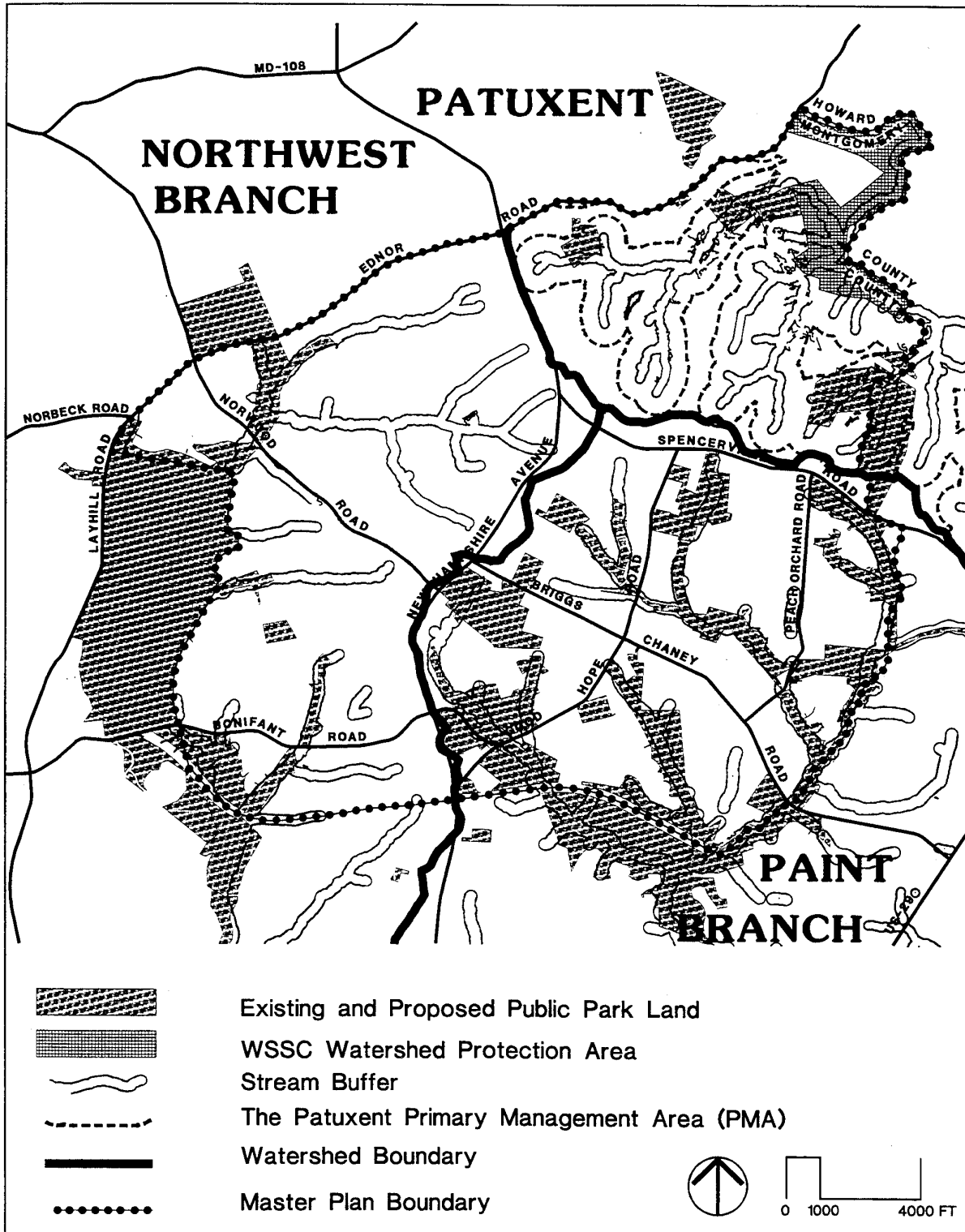
AREAWIDE RECOMMENDATIONS:

- Reconfirm the fundamental planning principle of watershed protection found in the 1981 Plan by encouraging continuation of the predominantly low-imperviousness land uses in the various watersheds of Cloverly with special attention to protecting water quality when multiple watersheds are affected by a single development.
- Protect and enhance the function and value of stream buffers by placing stormwater management and sediment and erosion control measures outside the stream buffer areas whenever feasible.
- Maintain and protect the existing stream buffer forest and enhance existing riparian forest by replanting any unforested buffer.
- Support efforts to provide more stringent County inspection programs for development sites and stringent inspection and maintenance programs for stormwater management facilities.
- Support efforts to identify and implement stormwater management and stream restoration projects in a timely manner to improve water quality and aquatic habitat in streams that are exhibiting stressed conditions.
- Encourage clustering of development to protect environmentally sensitive areas. Provide forested stream buffers and open space that protect natural resources. Support waivers of minimum tract size requirements for cluster development which minimize environmental impacts.
- Support efforts to implement best management practices as part of agricultural uses and activities.

SPECIAL PROTECTION, ENVIRONMENTAL PRESERVATION & RESTORATION AREAS

FIGURE 29





WATER RESOURCES

Northwest Branch Watershed

The Northwest Branch, is a tributary of the Anacostia River. The upper headwater streams of the Northwest Branch in Cloverly and Sandy Spring/Ashton are generally high quality. The Northwest Branch sustains diverse, environmentally sensitive aquatic communities, including aquatic macroinvertebrates. The M-NCPPC Environmental Planning Division found healthy, diverse aquatic macroinvertebrate communities in the very limited monitoring that was conducted in the summer of 1993 and 1996. The Northwest Branch in Montgomery County, a Use IV stream system, supports an adult brown trout fishery. The trout population is sustained mainly by the Maryland Department of Natural Resources stocking of the stream system, although there are some trout surviving from year to year.

The headwater streams in Northwest Branch tend to be siltier and carry a higher sediment load than the headwater streams in Paint Branch, which prevent them from supporting a self-sustaining trout population. This condition is due to a combination of factors, including erodible soils and geology. The Northwest Branch watershed contains more erodible soils than the Paint Branch watershed. In addition, the agricultural uses in the Northwest Branch watershed cover a larger area than in upper Paint Branch and this use typically results in significant sediment loads to streams. Even without the ability to support trout spawning, the Northwest Branch is a high quality stream requiring a high level of protection. This protection is provided, in large part, by the density of land use approved in the 1981 Plan, stream valley parkland, and through existing regulations and guidelines.

In Cloverly, the Northwest Branch headwaters subwatersheds are sufficiently protected by the land use zoning densities proposed in the 1981 Plan, and thus are considered Regular Protection Areas which rely on implementation of standard environmental protection requirements. No significant changes are planned for this subwatershed that would jeopardize its water quality. The lower part of Northwest Branch and some of its tributaries within Cloverly, however, are currently under stress because existing development predates stormwater management controls or because the facilities are outdated. This area is shown as an Environmental Restoration Area where some problems can be addressed through the Anacostia Watershed Restoration effort.

The current master plan analysis on imperviousness levels indicate that 1990 levels for the Northwest Branch headwater subwatersheds ranged from 5.3 to 8.0 percent. (See Appendix I.) In the lower part of the Northwest Branch mainstem, which extends into the White Oak Master Plan Area, 1990 imperviousness is 16 percent, with buildout expected to result in 17.3 percent imperviousness. The 1981 Plan zoning of RE-2 and RE-2C, with a very small area of RE-1 on the east side of New Hampshire Avenue, would result in subwatershed imperviousness ranges from 9.2 to 15.0 percent at build-out. This range is within the generally acceptable limits for protection of coldwater streams in Maryland. New development in the upper Northwest Branch should minimize imperviousness and stormwater management waivers should be avoided to the greatest extent possible.

OBJECTIVE: Protect the Northwest Branch mainstem by assuring that new development in the subwatershed does not create significant negative impacts on the mainstem.

RECOMMENDATIONS:

- Protect headwater streams in the Northwest Branch by assuring that ultimate subwatershed imperviousness remains within the 10 to 15 percent range that the generally acceptable limit for protection of coldwater stream systems in Maryland and by discouraging individual developments with high site-imperviousness.

- Support County programs to implement a process to manage and protect the Northwest Branch and its headwaters, that includes the following components:
 - Prioritize subwatersheds based on health, quality of resources, and anticipated threats to these resources from increases in impervious cover.
 - Assess changes in subwatershed imperviousness and relate those changes to the stream system's conditions on a continuing and regular basis.
 - Define subwatershed imperviousness thresholds above which additional protection measures may be needed to protect the resource.
 - Identify and implement appropriate protection measures when such imperviousness thresholds are reached for each applicable subwatershed.

Most of the above components are being developed as part of the County-wide Stream Protection Strategy (CSPS) to protect and manage all of the County's subwatersheds, including those in Northwest Branch. Implementation of protection measures recommended through the CSPS for specific subwatersheds may require programs or actions outside the CSPS process.

- Maintain the low-imperviousness land use pattern and encourage continuation of low-density residential land uses in the Hampshire Greens, Bryant's Nursery Run, Ednor Road, and Johnson Road subwatersheds.
- Use best available technology for stormwater, sediment, and erosion control measures for the remaining developable properties.
- Avoid stormwater management waivers to the greatest extent possible.
- Support the consideration by DEP of shared stormwater facilities when possible and beneficial to the environment.

OBJECTIVE: Reduce current stresses and problem areas in the stream system and correct problems that have resulted in degraded conditions in various parts of Northwest Branch.

RECOMMENDATION:

- Support efforts by DEP to examine and implement stormwater restoration projects throughout the watershed. One area of concern is a Northwest Branch tributary that runs through the Stonegate subdivision that frequently floods private property.

OBJECTIVE: Avoid or mitigate impacts on the Northwest Branch from commercial uses.

RECOMMENDATIONS:

- Direct treated stormwater runoff from new or reconfigured commercial uses in the Cloverly commercial area into the Northwest Branch. Use on-site stormwater management quantity and quality controls unless arrangements can be made to expand the SHA stormwater management facilities being constructed to serve New Hampshire Avenue. Treat stormwater diverted into the Northwest Branch to Use III discharge standards.

- Configure any expansion of commercial use in the Cape May Road area so that stormwater runoff from these uses can be directed to the Northwest Branch watershed. Use on-site stormwater management quantity and quality controls to minimize impacts to Northwest Branch. Treat stormwater diverted into the Northwest Branch to Use III discharge standards.

Paint Branch Watershed

The Paint Branch watershed, in the Cloverly, White Oak, and Fairland Master Plan Areas is the only stream system in the County that has a proven, long-term record of sustaining naturally-reproducing trout. Cloverly covers all or part of the major headwaters subwatersheds that provide the very high quality water and in-stream habitat that support the fishery. The quality of all the streams in the Paint Branch are affected by actions in Cloverly. The streams in the upper parts of the watershed (north of Fairland Road) are generally of high quality, as represented by the healthy and diverse aquatic insect and fish communities found in these streams. In recognition of this, the Montgomery County Council designated the upper Paint Branch a Special Protection Area on July 11, 1995.

The Paint Branch headwaters are examined in detail in *The Upper Paint Branch Watershed Planning Study* and are shown in Figure 28, page 80. This study documents the current conditions of the stream system and projects future conditions through analysis of current and potential impacts of development. The findings of the study clearly indicate the decline of water quality and habitat conditions since the early 1980s, and the expectation that if 1981 Plan development were to be built out, the high-quality stream conditions associated with the trout spawning and nursery habitat of the Good Hope and Gum Springs tributaries would be lost. The Right Fork and Left Fork tributaries, which provide stability and resilience in the system, must also be protected. The study recommends significant additions to parkland in the Good Hope and Gum Springs subwatersheds and acquisition in the Left Fork and Right Fork subwatersheds to protect the viability of key natural resources that contribute to high stream quality. These two tributaries contribute cold water baseflow, food sources, and adult trout habitat, as well as limited trout spawning and nursery areas. The mainstem above Fairland Road and up to the confluence of the Right and Left Forks, also serve as auxiliary spawning areas and adult trout habitat which supplement the Good Hope and Gum Springs.

OBJECTIVE: Protect and improve water quality and aquatic habitat and maintain overall imperviousness at or near 1990 levels. Provide the highest level of protection for the most fragile and sensitive natural resources and features to preserve the high quality conditions in the upper Paint Branch watershed.

RECOMMENDATIONS:

- Acquire an additional 247 acres of parkland in the Good Hope and Gum Springs tributaries as recommended in the approved and adopted limited amendment to the 1981 Plan. (See Figure 24, page 67.)
- Acquire an additional 121 acres of parkland in the Right and Left Fork tributaries to protect sensitive stream valley and upland resources that contribute to the health of the watershed. (See Figure 24, page 67.)
- Protect environmentally sensitive features that are not part of a recommended park acquisition area. These features (including springs, seeps, and wetlands) should be protected through the creation of conservation easements on private property.

- Implement and strictly enforce the requirements and guidelines of the Special Protection Area Law and the 1981 Performance Criteria for any land developed in the upper Paint Branch watershed including a 10 percent imperviousness limit for individual properties and additional setbacks from streams, wetlands, springs, and seeps to reduce the impacts of development on the watershed.
- Reduce existing imperviousness where possible.
- Create an environmental overlay zone for the upper Paint Branch watershed that generally follows the SPA boundaries. The overlay zone should have the following components:
 - Maximum site imperviousness of 10 percent for all new development.
 - Prohibit or place conditions on permitted and specific special exception uses that create unacceptable adverse impacts on the resources of the Paint Branch.

OBJECTIVE: Ensure and document the long-term implementation and effectiveness of the various watershed protection measures and programs that are adopted and implemented within Paint Branch.

RECOMMENDATIONS:

- Support DEP efforts to develop an SPA conservation plan for managing the upper Paint Branch watershed in a timely manner.
- Support County efforts to develop a system to track increases in subwatershed imperviousness over time in the upper Paint Branch and the relationship of increased imperviousness to water quality.

OBJECTIVE: Reduce current stresses to the stream system and correct existing problems that have resulted in declining or degraded conditions in various parts of Paint Branch.

RECOMMENDATIONS:

- Identify the Paint Branch watershed as a high priority area for the County to examine and implement in a timely manner stormwater management and stream restoration projects. Some projects already have been examined by DEP; some are programmed for implementation. Some areas of concern within Cloverly include:
 - Uncontrolled stormwater runoff from existing development in the Left Branch of Good Hope tributary (north of Good Hope Road).
 - Water quality at the DPW&T maintenance facility on Cape May Road.
 - Improvement of habitat conditions in the lower section of the Right Fork tributary.
 - Existing wet ponds and associated thermal impacts at and above the Maydale Nature Center.

Patuxent Watershed

The natural resources of the Patuxent River watershed include the high-quality streams and wetlands, associated steep-sloped valleys, and the large forested areas that are partly on private land and partly protected through WSSC land ownership. In addition, the T. Howard Duckett (or Rocky Gorge) Reservoir, a major drinking water supply source for the Washington metropolitan area, lies within the Cloverly portion of the Patuxent River. Imperviousness ranged between 3.1 and 6.8 percent (see Appendix I) in 1990 in various subwatersheds of the Patuxent River in Cloverly.

In addition to the current master plan analysis, the Patuxent River watershed in Montgomery County, which includes the portion lying within Eastern Montgomery County, was the subject of the *Patuxent Watershed Management Study, Technical Report* and the *Functional Master Plan for the Patuxent River Watershed*. The technical study and the master plan concluded that the overall water quality of the upper Patuxent River system and the two water supply reservoirs is relatively good for the intended uses, including drinking water supply and recreation. The reservoirs are stressed by excessive nutrients, especially phosphorus loadings. WSSC monitoring data suggest very low dissolved oxygen levels regularly occur in the bottom layers of the reservoir's waters. These water quality problems originate from agricultural activities and suburban development. The implementation of current zoning patterns in the Patuxent watershed in Montgomery County would have both positive and negative effects on the stream system and the reservoir. While nutrient loading would be reduced, development would increase sediment loads.

The functional master plan sets forth recommendations to protect and improve the water quality of the watershed and reservoir through improved urban stormwater and sediment erosion control programs, incentives for implementing agricultural BMPs, application of the Planning Board's environmental guidelines (including the Primary Management Area Concept), and continuous assessment of the effectiveness of the various implementation efforts. The functional plan does not recommend any land use or zoning changes to that part of the 1981 Plan that pertains to the Patuxent watershed. Significant efforts by the County, M-NCPPC, WSSC and the U.S. Army Corps of Engineers are being developed to address the effects of existing land uses.

The Patuxent subwatersheds in Cloverly are considered Environmental Preservation Areas where very low-density development, i.e., development without substantial structural stormwater management, is expected to protect this sensitive resource area in combination with efforts to address existing sources of nutrients and sediments.

The ultimate imperviousness levels are projected to range from 4.4 to 8.5 percent in the Patuxent River watershed in Cloverly. This finding, coupled with implementation of the recommendations from the *Functional Master Plan for the Patuxent River Watershed* (e.g., application of the Primary Management Area concept, voluntary implementation of BMPs for agricultural activities), support for the efforts of the intergovernmental Patuxent Reservoir Protection Group as well as guidelines should provide adequate water quality protection for the tributaries and mainstem of the Patuxent River in Eastern Montgomery County.

OBJECTIVE: Protect the public drinking water supply and preserve the high quality aquatic communities by maintaining the low-impervious land uses of the watershed and the policies that support the maintenance of rural land patterns.

RECOMMENDATIONS:

- Maintain the low-density land use pattern in the watershed consistent with the application of the Primary Management Area as recommended in the 1993 *Functional Master Plan for the Patuxent River Watershed*.

- Discourage new uses that result in more than 10 percent imperviousness on properties in the primary management area as recommended in the *Montgomery County Planning Board's Environmental Guidelines*.
- Support aggressive efforts to reduce the impacts of existing development and agricultural uses on the reservoir and associated streams through reforestation, retrofit, agricultural Best Management Practices (BMP's) and public education programs.
- Do not extend sewer service to RC zoned properties except to relieve public health problems or to address other specific *Comprehensive Water Supply and Sewerage Systems Plan* policies. Sewer service can be considered for properties zoned RE-1.
- Sewer service, where provided, should be extended from existing mains within the Northwest Branch and Paint Branch watersheds. New capital-size sewerage facilities, including pumping stations, should be avoided in the Patuxent watershed, except where necessary to relieve public health problems.
- Locate stormwater management facilities outside of regulatory stream buffers, consistent with the primary management area requirements in the environmental guidelines.

AIR QUALITY

The quality of air affects both human health and the health of native plant and animal communities. Air pollution and the improvement of air quality are primarily dealt with at a scale that involves the entire Washington metropolitan area. Federally mandated pollution control equipment and efforts to reduce region-wide pollution levels should reduce future air quality problems. The master plan process supports these region-wide efforts by improving access to community facilities and transit so that the number of auto trips can be reduced.

OBJECTIVE: Improve air quality by encouraging pedestrian, bicycle and transit access in existing and new development to help meet the intent of the Federal Clean Air Act.

RECOMMENDATIONS:

- Expand the system of bikeways and walkways to improve access to and from bus stops, community retail centers, schools, and employment areas.
- Design and locate public spaces to minimize human exposure to localized pollution, such as major intersections.

NOISE

Excessive noise is an environmental health problem. Noise from roadway traffic is the single most pervasive noise source in Cloverly. Transportation noise impacts usually occur on residential sites that are adjacent to heavily traveled roadways, such as arterial and major highways.

OBJECTIVE: Minimize noise impacts on existing and new development, to help provide a noise environment that is compatible with existing and proposed land uses.

RECOMMENDATIONS:

- Incorporate abatement measures where possible for existing and projected noise impact areas as part of future road widening projects.
- Continue to require noise-compatible site design for new residential development within noise impact areas along roads.

WATER AND SEWERAGE SERVICE

Community water and sewerage service in Cloverly is limited as a result of previous master plans and the *Comprehensive Water Supply and Sewerage Systems Plan* policies. The limited availability of water and sewerage service has been used in previous plans to control the density and timing of development in Cloverly. The recommendations in this Plan directly support the efforts to maintain rural character and watershed protection and they reflect changes in policies since the 1981 Plan. As a result some properties may be unable to develop to the maximum permitted in a given zone.

All of the Paint Branch watershed and all of the Northwest Branch watershed, with the exception of RE-2 zoned properties, were recommended by previous plans for water and sewerage service. The 1981 Plan specifically recommended against the provision of water and sewerage service in the Rural Cluster zone to protect the water quality of the Rocky Gorge Reservoir. The Cloverly Master Plan reconfirms the policies of the 1964 *General Plan*, the 1968 *Fairland-Beltsville Plan*, the 1980 *Functional Master Plan for the Preservation of Agriculture and Rural Open Space*, the 1981 *Eastern Montgomery County Master Plan*, and the 1993 *Functional Master Plan for the Patuxent River Watershed* in recommending that no new sewerage service or extensions occur in the Patuxent watershed. The only exception is for RE-1 zoned properties where sewer service can be provided from existing mains within the Northwest Branch or Paint Branch watersheds. In addition, community water service without sewer service within the Patuxent watershed can be considered on a case-by-case basis consistent with current policies in the *Comprehensive Water Supply and Sewerage Systems Plan*.

The Washington Suburban Sanitary Commission (WSSC) will construct an elevated water storage facility in the southwest quadrant of New Hampshire Avenue and Norbeck Road Extended on a portion of the Hampshire Greens property. The existing standpipe on Spencerville Road will be removed after the new facility is completed.

The RE-2 zoned area bordered by Norwood Road, Northwest Branch, Hampshire Greens, and New Hampshire Avenue is not recommended for sewer service. This recommendation is designed to maintain the rural character that results from low-density residential development that in turn relies on septic suitability of soils to determine the location and number of houses. This Plan recognizes that development on individual properties in the RC and RE-2 zones may be limited due to the lack of public sewerage service. The timing

of necessary extensions of public water and sewer service should be determined by development activity and the need to correct existing health problems. Development in Cloverly in conformance with this Plan is relatively small and would not be the determining factor in the need for relief sewers downstream of Cloverly.

OBJECTIVE: Provide appropriate public sewer and water facilities with minimal impact on natural resources to reinforce land use management policies.

RECOMMENDATIONS:

- Extend community water and sewerage service in an environmentally sensitive manner. When feasible, water and sewer lines should be located outside stream buffers, especially wooded stream buffers. Where extensions or major improvements would be too damaging, alternatives such as pump-over systems and force mains should be considered, along with their fiscal impact.
- Provide community water service to all areas in Cloverly with the following limitations:
 - Extend water service in the RC zone on a case-by-case basis to residential properties that meet the recommendations of this Plan and use the cluster option of development or to properties with insufficient acreage to use the cluster option. The *Comprehensive Water Supply and Sewerage Systems Plan* was amended in April, 1995 to include specific language regarding the provision of water to cluster subdivisions in the Rural Cluster (RC) zone. The Water and Sewer Plan states that “the decision to extend or restrict water service should focus on conformance with master plan land-use and development recommendations, rather than on generalized water service areas.”

This Plan recognizes that development on individual properties in the RC Zone may be limited due to the lack of water service. This limitation on development supports efforts to maintain the low-density character of these areas.
 - Extend water service to RE-2 zoned land on a case-by-case basis following the guidance of the *Comprehensive Water Supply and Sewerage Systems Plan*. Water service will improve fire protection and provide residents with the opportunity for individual hook-ups.
- Provide community sewerage service with the following limitations:
 - Provide sewerage service throughout Cloverly except in the RC and RE-2 zones to maintain a low-density, rural character. The extension of sewer service to residential, institutional, and special exception uses in the RC and RE-2 area (except to relieve public health problems or to address other specific *Comprehensive Water Supply and Sewerage Systems Plan* policies) is not consistent with this Plan because of potential impacts on the low-density character of both areas and conflict with the long standing recommendation not to provide sewer service in the Patuxent watershed in order to control water quality in the reservoir. The presence of public water service does not justify the extension of sewer service in the RE-2 and RC zones. An exception is a part of the Gum Springs neighborhood zoned RE-2. This area is included in the existing community sewer envelope. Sewer service was extended throughout the area prior to adoption of the 1981 Plan.

- Sewer service, where provided within the RE-1 zoned areas of the Patuxent watershed, should be extended from existing mains within the Northwest Branch and Paint Branch watersheds. New capital-size sewerage facilities, including pumping stations, should be avoided in the Patuxent watershed, except where necessary to relieve public health problems. There are small areas north of Spencerville Road that are in the Patuxent watershed but were zoned RE-1 as a result of the 1981 Plan.
- Water and Sewer Plan policies generally do not provide for the extension of community sewer service to areas zoned RE-1, except as recommended by local area master plans. This Plan recommends such an exception, conditionally confirming the recommended sewer service area proposed in the 1981 Plan. Community sewer service is readily available to much of the RE-1 zoned areas in Cloverly due to:
 - Service extended to adjacent, more densely-zoned areas, including service to PD-2 zoned properties (this floating zone option for the RE-1 Zone was removed by the 1990 Trip Reduction Amendment);
 - Service extended to RE-1 cluster development which requires public sewer service in order to implement the cluster option;
 - Service extended to areas zoned R-200 and rezoned to RE-1 as a result of the land use and zoning recommendations included in the 1981 Plan.
- This Plan recommends RE-1 zoning for much of the headwaters of Paint Branch which is designated as a Special Protection Area. The County Council has previously concurred with the provision of service to the RE-1 areas in Cloverly provided the main extensions were logical, economical, and environmentally acceptable. This Plan further recommends that the approval of community sewer service to properties zoned RE-1 in the upper Paint Branch SPA should be coordinated with the approval of subdivision plans which address the environmental concerns associated with development in these headwaters areas, and which further must demonstrate an environmental benefit resulting from development supported by community sewer service, rather than that supported by septic systems.
- The provision of community sewer service to areas zoned RE-2C is usually required to implement the cluster development option. Many of the RE-2C zoned areas of Cloverly—particularly along Norwood and Briggs Chaney Roads—include a mix of large parcels suitable for cluster development and smaller properties with minimal potential for subdivision and/or cluster development. Sewer service extensions provided to serve cluster development, or to serve adjacent higher-density development, are often in close proximity to these smaller properties. Where the provision of community sewer service is found to be logical, economical, and environmentally acceptable, the County Council has concurred with the provision of sewer service to these properties. This Plan endorses this policy, again confirming the recommended sewer service area proposed in the 1981 Plan.

VIII. HISTORIC PRESERVATION

The Cloverly Master Plan Area contains 7 historic sites designated on the *Master Plan for Historic Preservation* and an additional 19 historic resources to be evaluated for possible designation. The historic properties summarized in this chapter date from the late-eighteenth to the mid-twentieth century; they represent the historic land use and evolution of Cloverly from an agricultural area to a suburban and rural residential area. The continued presence of historic sites from Cloverly's agricultural past reinforces the character of Cloverly's communities by maintaining connections with cultural and architectural traditions. The location of the historic sites and resources are shown in Figure 31, page 94.

The *Eastern Montgomery County Historic Preservation Report* gives a historic overview of the Cloverly Master Plan Area and eastern Montgomery County, as well as descriptions and pictures of the historic sites currently designated on the *Master Plan for Historic Preservation* and resources evaluated as part of this master plan.

The *Master Plan for Historic Preservation* and the Historic Preservation Ordinance (Chapter 24A of the Montgomery County Code) are designed to protect and preserve Montgomery County's historic and architectural heritage. Placement on the *Master Plan for Historic Preservation* officially designates the property as a historic site or historic district and places it under the protective provisions and procedural requirements of the County's preservation ordinance. The status affects only the exterior historic appearance of the structures and their environmental settings. Owners of designated properties can qualify for a number of County and State preservation tax credits, as well as other financial aids and incentives, to assist with the maintenance and preservation of their properties.

HISTORIC PRESERVATION GOAL:

Identify and protect historic resources that represent important links to the cultural and architectural history of Cloverly.

OBJECTIVES:

- **Highlight the properties that are important in maintaining the character of Cloverly.**
- **Protect and enhance Cloverly's historic and architectural heritage for the benefit of present and future residents.**
- **Integrate historic properties into new and existing development.**

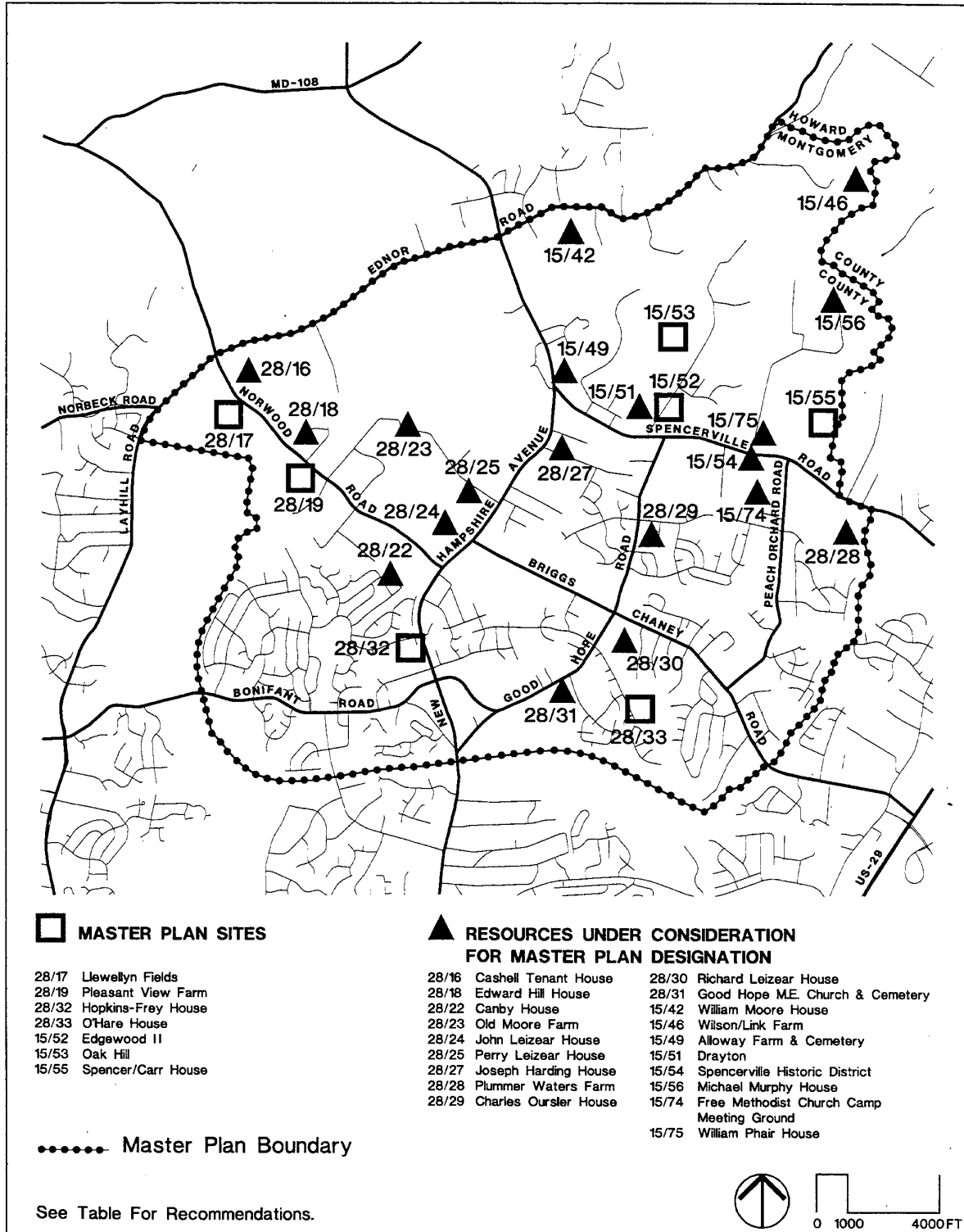


TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

RECOMMENDATIONS:

The following table identifies this Plan's recommendations for historic properties.

Table 6

THE CLOVERLY MASTER PLAN AREA'S HISTORIC RESOURCES

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
#28/17	Llewellyn Fields	950 Norwood Road	Important example of transitional Georgian/Federal style house, built around 1820, with strong associations with the region's agricultural history.	Master Plan	
#28/19	Pleasant View Farm	410 Norwood Road	A significant ca. 1879 Folk Victorian I-house with an intact farmstead that includes a historic barn, corn crib, log smokehouse, and shed outbuildings.	Master Plan	
#28/32	Hopkins-Frey House	204 Heil Road	Log and frame farmhouse, originally built around 1853 with later additions ca. 1885 and 1940s, which is a rare extant example of a yeoman farmer's central chimney house type in Eastern Montgomery County.	Master Plan	
#28/33	O'Hare House	14420 Basingstoke Lane	Outstanding local example of a vernacular Georgian brick I-house constructed ca. 1825. The house is an important statement of traditional building practice in the County during the period of full fledged artisan construction.	Master Plan	
#15/52	Edgewood II	16101 Oak Hill Road	Originally built ca. 1858, Edgewood II is a significant vernacular farmhouse that has strong historical associations with the Stabler	Master Plan	

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
			family and with the reclamation of farmland in the County by enterprising Quakers during the mid-nineteenth century.		
#15/53	Oak Hill	16400 Oak Hill Road	Like Edgewood II, this ca. 1865 Stabler residence combines Victorian and later early twentieth century vernacular Neoclassical architectural additions and ornament, to create an expansive frame two and one-half story farmhouse. The building also has important associations with the agricultural development of the region and is believed to have been a stop on the Underground Railroad.	Master Plan	
#15/55	Spencer/Carr House	2420 Spencerville Road	Originally constructed ca. 1855, the Spencer/Carr House is a rare surviving example of a once common farmhouse type locally identified as the "Spencerville style." Probably built by Spencerville's founder William Spencer, the symmetrical building is a variation of the three-bay I-house form that adds a distinctive third (attic) level decorated by three-over-three vernacular Greek Revival frieze band windows.	Master Plan	
SITES RECOMMENDED FOR DESIGNATION ON THE MASTER PLAN FOR HISTORIC PRESERVATION					
#28/22	Canby House/Rosehill	10 Watergate Court	This remodeled two-story log and frame I-house, built in sections around 1800 and 1885, is one of a handful of vernacular farmhouses that have survived in Eastern	Yes	Yes

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
			Montgomery County and well represents the traditional residence built and expanded by Eastern Montgomery County farm families as they prospered in the nineteenth century.		
#28/27	Joseph Harding House	1130 Harding Lane	Mid-nineteenth century vernacular I-house remodeled in the Colonial Revival style in 1934. The house represents the dramatic changes in domestic architectural style in the County as the area's job base shifted from agriculture to employment by the federal government and banking, real estate, and insurance industries between 1920 and 1940.	Yes	Yes
#28/31	Good Hope Methodist Episcopal Church and Cemetery	14655 Good Hope Road	This burial ground contains a major concentration of gravemarkers with historical associations with the settlement and growth of the African American rural village of Good Hope as it flourished during the late nineteenth and early twentieth centuries. Modern renovations have diminished the church's ability to reflect its historic importance or past architectural significance to the community.	Yes (cemetery only)	Yes (cemetery only)
#15/51	Drayton	16100 Oak Hill Road	This historic house is an amalgam of a traditional clapboarded two-story log house erected about 1841 and a twentieth century Neoclassical Revival renovation completed in 1941. Drayton was the home of Caleb Stabler, an important nineteenth century	Yes	Yes

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
			Quaker farmer and community leader, which a century after its original construction was transformed into the present imposing country residence by wealthy realtor J. Dallas Grady.		
#15/75	William Phair House	2130 Spencerville Road	A highly unusual two-story log, center hall I-house that was built by Irish nurseryman William Phair about 1857 and operated as a stage stop along the Laurel Road (MD 198) during the latter half of the nineteenth century.	Yes	Yes
SITE RECOMMENDED BY THE PLANNING BOARD TO REMAIN ON THE <i>LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES</i>					
#15/74	Free Methodist Church MD-VA Conference Camp Meeting Ground	15712 Peach Orchard Road	Historically significant religious facility that was established in Spencerville during the early years of the Great Depression. The camp is an important example of a vernacular historic landscape created by the traditional Methodist camp meeting horseshoe site layout, tabernacle, and frame "tent" buildings. The property contributes to our understanding of the development of cultural and religious lifeways in the County during the period between 1932 and 1945.	Yes	Deferred until Development Proposal is Presented
RESOURCES RECOMMENDED BY THE HPC OR PLANNING BOARD FOR REMOVAL FROM THE <i>LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES</i>					
#28/16	Cashell Tenant House	821 Norwood Road	Greatly altered two-story gable front and wing tenant house built about 1870 on land that was once part of the Llewellyn Fields (#28/17) farm. The building	No	No

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
			has been remodeled on numerous occasions in the twentieth century and was recently modernized for use as office space by a landscaping company.		
#28/18	Edward Hill House	411 Norwood Road	Early twentieth century I-house later remodeled in the Colonial Revival style that has minimal local architectural or historical importance.	No	No
#28/23	Old Moore Farm	75 Bryants Nursery Road	This farmstead was razed in 1980 to make way for the construction of Norwood Estates.	No	No
#28/24	John Leizear House	15360 New Hampshire Avenue	Late nineteenth century I-house remodeled in the Colonial Revival style in 1925 that has minimal local architectural or historical importance.	No	No
#28/25	Perry Leizear	15524 New Hampshire Avenue	Heavily remodeled I-house, originally built about 1870, which no longer recalls its associations with the agricultural history or vernacular architecture of the region.	No	No
#28/28	W. Plummer Waters Farm	2701 Spencerville Road	Late nineteenth century I-house that was later ornamented with Colonial Revival style porch and window details. The farmhouse and its smokehouse, corncrib, and dairy have been demolished.	No	No
#28/29	Charles Oursler House	15435 Good Hope Road	Built about 1890 the Oursler residence was a "Spencerville style" house with distinctive half-windows at the third or attic level. However, the building's original form and	No	No

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
			architectural design has been significantly diminished by recent alterations and the construction of a connecting two- story Colonial Revival garage/guest house.		
#28/30	Richard Leizear House	1515 Briggs Chaney Road	Greatly altered frame vernacular farmhouse built about 1868 that was damaged by fire and rebuilt as a simple Colonial Revival residence in 1935. Recently the house's architecture was radically modernized with a brick veneer addition that doubled the structure's size and changed the orientation of the house's main facade from Briggs Chaney Road to a driveway on the east.	No	No
#15/42	Atholwood/ William Moore House	1201 Ednor Road	Heavily remodeled log and frame vernacular I-house originally constructed about 1855. Subsequent alterations and a recent major renovation have diminished the architectural character and historical importance of the house.	No	No
#15/46	Wilson/Link House	2535 Link Road	A remarkably well-preserved late nineteenth century farmstead that comprises a ca. 1894 gable front and wing Queen Anne style main house and eight period outbuildings. The farmhouse, barn, meathouse, wagon shed, chicken coop, and other outbuildings, with the farmhouse, collectively represent the everyday operation of the general farm and the architecture of agriculture at the turn of the twentieth century in Eastern Montgomery County.	Yes	No

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommendation	Plan Recommendation
#15/49	Alloway Farm and Cemetery	16301 New Hampshire Avenue	An eclectic Art Moderne style house and a collection of deteriorated nineteenth and early twentieth century outbuildings are all that remain of this nineteenth century farm owned by Warwick P. and Mary Stabler Miller. The Stabler farms once stretched from Brown's Corner to Spencerville and members of this prominent Quaker family had been buried at Alloway. The bodies were later reinterred at Sandy Spring Cemetery when the house passed from family ownership in the 1960s.	No	No
#15/54	Spencerville Historic District	2100-2400 Spencerville Road	Spencerville comprises the remnants of a once thriving nineteenth century rural village that grew up along Spencerville Road (MD 198) roughly between what today are Thompson and Peach Orchard Roads. Characterized by the nucleated development of more than a dozen farmsteads along a major road connecting Sandy Spring and Laurel, Spencerville today has only a heavily altered 1892 general store and a few late nineteenth century farmhouses to recall its heyday as a prominent rural crossroads village in the northeastern section of the County.	No	No
#15/56	Murphy House	16616 Batson Road	Originally a single-cell log cabin built about 1850, the Michael Murphy house was significantly expanded in the late nineteenth and early	No	No

TABLE (Cont'd.)

Cloverly Master Plan Area's Historic Resources

Survey #	Name	Address	Comments	Historic Preservation Commission Recommen- dation	Plan Recommen- dation
			twentieth centuries. After a fire damaged the Bungalow style addition in the 1970s, the present owner remodeled the house in an eclectic Colonial Revival style after historic buildings constructed in Louisiana and Virginia. The house no longer conveys its associations with any period or type of historic architecture indigenous to Montgomery County.		

IX. IMPLEMENTATION AND STAGING

The Cloverly Master Plan will be implemented through many public and private actions over its life span. The balancing of competing needs must continue through implementation and enforcement if the fundamental planning principles of protecting watersheds and community character are to be achieved.

ZONING

The zoning recommendations shown in Figure 16, page 34, will be implemented by the sectional map amendment that follows the adoption of this Plan.

ZONING ORDINANCE TEXT AMENDMENTS

Some issues identified during the development of this Plan require zoning ordinance text amendments for implementation. Since the following text amendment affects other parts of the County, it should be processed through the normal text amendment process. The following amendment is identified here for reference and to establish the desirability of this change in Cloverly.

- The Council is in the process of amending the zoning ordinance (Section 59-C-341.1) to modify the provision that permits site plan review in the C-1 zone so that all development or redevelopment of any portion of a C-1 zoned site that exceeds 15 acres is subject to site plan review. This Plan recommends site plan review of development on all C-1 zoned property in the Cloverly Commercial Area.

The Council recently adopted an environmental overlay zone for the upper Paint Branch watershed as discussed on pages 28 and 87.

The Cloverly Master Plan also supports text amendments recommended by other master plans, and relies on them for implementation. Following is a brief description of these text amendments. The initiating master plan also is noted.

1. Allow front yard building setbacks in the C-1 and C-2 zones to be reduced in order to achieve a minimum of 15 feet from the face of the curb when approved in a site plan. Reduced front yard setbacks will allow buildings to be located along the pedestrian thoroughfare and will encourage pedestrian activity. (From the *White Oak Master Plan*)
2. Allow only those uses in rural zones that are consistent with rural character by their very nature, such as riding stables. Remove from consideration in Sandy Spring/Ashton and Cloverly any special exception uses that are not consistent with the preservation of rural character by evaluating the types of uses currently permitted in rural zones by special exception. (From the *Staff Draft Sandy Spring/Ashton Master Plan*)
3. Allow only agricultural uses in the open space created through rural cluster development. Non-agricultural uses should not be counted as part of the required percentage of preserved open space. An evaluation of uses currently permitted in the Rural Cluster zone, particularly by special exception, should be undertaken. (From the *Staff Draft Sandy Spring/Ashton Master Plan*)

COMPREHENSIVE WATER SUPPLY AND SEWERAGE SYSTEMS PLAN

The Montgomery County *Comprehensive Water Supply and Sewerage Systems Plan* governs the provision of water and sewer service throughout the County. The goal of the Plan is to assure that existing and future water supply and sewerage system needs of the County are satisfied in an orderly and cost-effective manner consistent with the County's land-use planning policies and other environmental and public health goals. The Plan designates for all properties in the County one of six water and sewer staging categories that are primarily based on master plan development staging strategies and/or capital program infrastructure staging. The authority to adopt and amend the Plan resides with the County Council, and the County Executive administers the Plan through the Department of Environmental Protection (DEP).

This Master Plan recommends comprehensive water and sewer service area map amendments for the Water and Sewer Plan which will place properties in the appropriate service area categories consistent with the policies of the Water and Sewer Plan and the recommendations of the Master Plan. MCDEP will prepare the amendments, in consultation with the Maryland-National Capital Park and Planning Commission, for consideration by the County Council.

Specific recommendations related to the provisions of community water and sewer service are listed starting on Page 90 of this Plan. This Plan does not recommend any formal staging of community service; the timing of water and sewer service extensions should depend on development activity, infrastructure requirements, and the need to relieve public health problems. Properties that require community water or sewer service must be in categories S (Sewer)-1, 2, or 3, and W (Water)-1, 2, or 3, indicating the highest priorities for community service, to proceed with the development process. Construction of water main extensions necessary for the proposed WSSC Brown's Corner storage tank at the Hampshire Greens site is unrelated to a specific development project.

Changes in WSSC's front foot benefit assessment charge (FFBA) policies in 1994 results in the deferral of FFBA assessments for residential properties with a functioning well and/or septic system until those properties connect to the community system. This change only affects properties fronting new mains; it does not affect FFBA assessments already charged to property owners fronting on older mains.

STREETSCAPE

The streetscape recommendations in this Plan are designed to create or maintain the character of the surrounding community as new roads are built and existing roads are modified. Many of these recommendations will be accomplished through retrofit projects on existing roads and will occur as adjacent properties develop or as government projects are implemented. The net effects of the streetscape recommendations are improved pedestrian safety, environmental quality, and visual character.

STAGING

All capital facilities proposed in the Cloverly Master Plan must be evaluated and placed in priority; they cannot be programmed simultaneously. The amount of development that can be accommodated in the Cloverly Policy Area in any fiscal year is determined by the Annual Growth Policy (AGP). Those portions of the Cloverly Master Plan Area that are north of Spencerville Road and east of New Hampshire Avenue are in the Rural Policy Area and are therefore subject to local area review, but not to the policy area ceiling, provisions of the AGP.

CAPITAL IMPROVEMENTS PROGRAM

The following improvements recommended in this and previous plans should be included in future Capital Improvements Programs:

Table 7
RECOMMENDED ADDITIONS TO THE CAPITAL IMPROVEMENTS PROGRAM TO SERVE THE CLOVERLY MASTER PLAN AREA

Location/ Description	Estimated Improvement
Park Acquisition	
Northwest Branch Stream Valley	
Paint Branch Stream Valley	
Patuxent Conservation	
Roads	
Spencerville Road Widening	10,500 LF*
Old Bonifant Road Terminus Reconstruction	
Kinghouse Road Extension	1,150 LF
Intersection Improvements	
Streetscape Improvements	
Sidewalk Improvements	
Cape May Road	2,400 LF
Johnson Road	1,100 LF
Notley Road	3,030 LF
Bikeways	
Gallaudet Avenue	750 LF
Patuxent Trail	9,750 LF
* LF = Linear feet	

APPENDIX

SUBWATERSHED IMPERVIOUSNESS LEVELS

This Appendix contains data that was calculated and analyzed as part of an M-NCPPC planning level study of stream quality and imperviousness in eastern Montgomery County watersheds. A more detailed description of the study can be found in two technical reports: *Environmental Resources: Eastern Montgomery County Planning Areas*, M-NCPPC, revised August 1996, and *Upper Paint Branch Watershed Planning Study*, M-NCPPC, October 1995.

REFERENCE MATERIALS

Approved and Adopted General Plan Refinement of the Goals and Objectives for Montgomery County, The Maryland-National Capital Park and Planning Commission, December 1993.

Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, November 18, 1981.

Approved and Adopted Limited Amendment to the Master Plan for the Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, The Maryland-National Capital Park and Planning Commission, May 1996.

Approved and Adopted Amendment to the Master Plan for the Eastern Montgomery County Planning Area: Trip Reduction Amendment, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, July 11, 1990.

Cloverly Master Plan Issues Report, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, July 1993.

Eastern Montgomery County Master Plan Areas Population and Household Profiles, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, May 1995.

Eastern Montgomery County Neighborhood Retail Study, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Fall 1994.

Environmental Resources: Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Revised 1996.

Functional Master Plan for the Patuxent River Watershed, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, November 1993.

Historic Resources of the Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, September 1995.

Technical Report to the Patuxent River Watershed Management Study, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission and Greenhorne & O'Mara, Inc., Greenbelt, Maryland, February 1990.

Transportation Report for the Eastern Montgomery County Master Plan Areas, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, October 1995.

Upper Paint Branch Watershed Planning Study, Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, October 1995.

APPENDIX—Table 1

1990 LAND COVER CONDITIONS

Subwatershed	Size of Subwatershed (Acres)	1990 % Imperiousness	1990 Existing + Pipeline % Imperiousness	% Imperiousness from Developable Land Under 1981 Zoning	Existing + Pipeline + Developable % Imperiousness Under 1981 Master Planned Zoning	% Imperiousness from Master Planned Roads ¹	1981 Master Plan Build-out % Imperiousness	Percent of Subwatershed in:		
								Developable Land	Forest Cover	Wetland Cover ²
PAINT BRANCH										
Left Fork	1,400	12.1	12.4	2.2	14.6	N/A	14.6	25.2	19.9	2.6
Right Fork	941	9.6	10.4	4.4	14.8	N/A	14.8	46.9	21.7	3.0
Good Hope	986	9.8	10.4	2.4	12.8	1.7	14.5	30.6	54.4	1.8
Gum Springs	624	15.6	17.5	0.2	17.7	0.6	18.3	3.8	24.6	0.4
Fairland Farms	198	11.8	12.6	2.5	15.1	N/A	15.1	15.0	15.2	1.3
Hollywood Branch	996	24.1	24.3	0.0	24.3	N/A	24.3	0.0	13.6	0.2
West Farm	727	17.9	35.6	16.9	52.5	N/A	52.5	23.8	20.5	0.3
Mainstem	3,828	21.0	21.5	1.1	22.6	0.3	22.9	3.5	29.2	2.3
LITTLE PAINT BRANCH										
Silverwood	1,295	15.1	18.0	6.8	24.8	N/A	24.8	21.2	40.5	0.7
Galway	622	24.5	26.4	0.5	26.9	N/A	26.9	1.2	15.8	0.5
Tanglewood	631	23.5	23.8	8.1	31.9	1.9	33.8	24.4	31.5	0.4
Greencastle	901	29.7	32.6	5.7	38.3	0.6	38.9	14.6	20.1	1.8
NORTHWEST BRANCH										
Hampshire Greens	709	5.3	8.7	0.5	9.2	N/A	9.2	7.1	34.0	1.3
Mainstem	5,147	16.0	16.5	0.3	16.8	0.5	17.3	1.5	21.5	1.5
Johnson Rd	498	8.0	11.5	1.8	13.3	0.3	13.6	25.7	32.3	0.4

Table 1 (Con'd)

1990 LAND COVER CONITIONS

Subwatershed	Size of Subwatershed (Acres)	1990 % ImperVIOUSness	1990 Existing + Pipeline % ImperVIOUSness	% ImperVIOUSness from Developable Land Under 1981 Zoning	Existing + Pipeline + Developable % ImperVIOUSness Under 1981 Master Planned Zoning	% ImperVIOUSness from Master Planned Roads ¹	1981 Master Plan Build-out % ImperVIOUSness	Percent of Subwatershed in:		
								Developable Land	Forest Cover	Wetland Cover ²
Bryants Nursery Run	1,030	7.9	11.2	1.7	12.9	2.1	15.0	23.4	39.4	0.2
SLIGO CREEK	626	31.3	N/C	N/C	N/C	N/A	N/C	N/C	10.5	0.0
PATUXENT										
Belle Cote	723	9.5	9.5	2.7	12.2	N/A	12.2	44.8	47.7	0.8
Burtonsville Park	442	4.5	4.5	2.0	6.5	N/A	6.5	49.2	45.0	0.1
Spencerville Rd	449	5.6	6.5	1.3	7.8	N/A	7.8	26.7	55.2	3.5
Dustin Rd	425	8.4	8.4	1.3	9.7	N/A	9.7	36.3	41.7	2.2
Main East	293	5.3	5.3	0.6	5.9	N/A	5.9	13.6	61.8	3.2
Rocky Gorge	963	7.7	10.2	1.4	11.6	N/A	11.6	32.6	42.2	1.9
Millgrove	1,161	6.8	7.6	0.9	8.5	N/A	8.5	24.5	32.6	2.3
Main West	190	3.1	3.4	1.0	4.4	N/A	4.4	22.3	63.7	2.9

Source: Data based on GIS analysis of 1990 conditions

N/A - Not applicable N/C - Not calculated

1. Master planned roads include only Briggs Chaney Road realignment at MD 650, MD 28-MD 198 connector, and a 6-lane Intercounty Connector.
2. Wetlands coverage is based on MD DNR non-tidal wetlands data for 1988.

APPENDIX—FIGURE 1

ASSUMPTIONS USED IN CALCULATING SUBWATERSHED IMPERVIOUSNESS FOR EXISTING CONDITIONS

1. Use 1990 planimetric data (most current data available on GIS at this time) to represent existing conditions.
2. Driveways for single-family detached lots are not included in the GIS data bases. Assume the following average dimension for a driveway:

30 ft. x 15 ft. in Paint Branch
3. Imperviousness due to forest cover = 1%
4. Imperviousness due to non-forest, non-paved cover (i.e., meadow, pasture, lawn, field, shrub-shrub) = 3%
5. Imperviousness due to buildings and pavement = 100%
6. Sidewalks appear in the GIS data as linear features, not polygons. Assume sidewalks have an average width of 4 feet.
7. Percent subwatershed imperviousness in 1990 =

$$100\% \times \frac{\left(\begin{array}{c} \text{Acres} \\ \text{of roads} \\ \text{buildings} \end{array} \right) + \left(\begin{array}{c} \text{Estimated} \\ \text{acres of} \\ \text{driveways} \end{array} \right) + \left(\begin{array}{c} \text{Estimated} \\ \text{acres of} \\ \text{sidewalks} \end{array} \right) + (.01) \left[\left(\begin{array}{c} \text{Acres} \\ \text{of forest} \\ \text{cover} \end{array} \right) \right] + (.03) \left[\left(\begin{array}{c} \text{Acres of non-} \\ \text{forest, non-} \\ \text{paved cover} \end{array} \right) \right]}{\text{Subwatershed size in acre}}$$