

Approved and Adopted

Sandy Spring/Ashton Master Plan

An Amendment to the Sandy Spring/Ashton Special Study Plan, A Part of the Olney Master Plan, 1980, as amended; the Master Plan of Bikeways, 1978, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, 1964, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Functional Master Plan for the Patuxent River Watershed, as amended.

Prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

September 1997

Approved by

THE MONTGOMERY COUNTY COUNCIL
July 7, 1998

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
July 15, 1998

1) **Maximum Protection Areas Within the Setting:**

This is the area which should be kept as open space. This area is characterized by open cropland and pasture on a gently rolling terrain. The Planning Board may need to re-evaluate the exact location of the setting so as to protect the views along the Rural Legacy Trail without unnecessarily restricting development. It may be necessary to modify the boundaries to allow for the construction of an access road from the Hoffman property to the Dematatis property.

2) **Areas at the Edge of the Setting Where Development Could Be Accommodated:**

These areas are located at the edge of views from the Rural Legacy Trail. This is where some of the units in the rural neighborhoods can be placed in the landscape and screened effectively. It is not intended to reduce the density of development or preclude development where it can be accommodated.

Design Guidelines

The guidelines shown in Table 2 concern the two areas described above and should be used to achieve the desired results.

- **Develop two new rural neighborhood clusters within the Rural Legacy Area. One cluster neighborhood, the Northern Neighborhood, is to have access to MD 108 and is clustered around Sherwood High School. The second neighborhood, the Southern Neighborhood, is to have access from Ednor Road. *Pedestrian and bicyclist access between these two neighborhoods and the Rural Legacy Trail is crucial to maintain connectivity between the two neighborhoods, the Rural Legacy Trail, Sherwood High School, and the Sandy Spring and Ashton Village Centers.***

A. The Northern Rural Neighborhood



The focus of the new northern neighborhood proposed in this Plan is Sherwood High School. This new neighborhood should relate to the Sherwood High School campus and have strong connections to the village centers. The new homes would be clustered near the school, preserving large areas of the rural landscape on 75-85 percent of the land. The rural landscape would not only form the setting for the new neighborhood but would be an important part of the scenic vista of the Rural Legacy Trail. The new rural neighborhood would also provide diversity of lot sizes that is more in keeping with the way the village area has grown historically.

This new neighborhood would be developed on four properties: Alfandre, Hodges, Johnson, and Lansdale. The purpose for creating a neighborhood around Sherwood High School is to add a new neighborhood close to the existing village and community while at the same time preserving at least 75-85 percent rural open space around the Auburn Homestead, Harewood, Meeting House Road, and the setting for The Sandy Spring. Properties rezoned to the Rural Neighborhood Cluster Zone in this area are Hodges, Alfandre, and Johnson. (See Figure 12).

Lansdale Properties (P455, 452, 451, 450, 449, 447)



The Lansdale properties consist of 6 contiguous parcels. All of the parcels have frontage on MD 108. Three of the parcels are zoned R-200 and are situated such that a public road providing access to the Hodges property could be accommodated. The Plan recommends rezoning these 3 parcels from the R-200 Zone to the R-90 Zone to achieve appropriate density. These parcels will also provide right-of-way for a primary road to properties to the south.

The Lansdale properties (see Figures 12 and 32) are strategically located on the south side of MD 108 between the village centers where they can contribute to the realization of two of this Plan's main objectives: ensuring the access to MD 108 that is needed for a new rural neighborhood at Sherwood High School and maintaining the separation between the two village centers. The Lansdale property should provide a road to serve the new neighborhood and preserve the remaining woodland edge along MD 108 that provides a visual break between the two village centers. Consistent with these objectives, this Plan recommends the following:

- Maintain the woodland edge in the eastern portion of the property next to the school by retaining the existing homestead and allowing its future use as a country inn. Rezone parcel 455 (2.86 acres) from R-60 to RE-2 with recommended future rezoning to the Country-Inn Zone.
- Provide additional homes to reinforce the village edge of Sandy Spring on the western 3 parcels. Rezone these parcels (P447, 449, 450, approximately 4 acres) from R-200 to R-90.
- Ensure continuation of commercial uses in the middle of the property. Rezone parcels 452 and 451, approximately 2 acres, that are currently zoned I-1 to C-2 to limit uses to those consistent with the village center concept.

Hodges Property (P725)



The Hodges property, which contains the homestead, Auburn, is just south of the Lansdale properties. The property is comprised of 47 acres and contains hedgerows and horse pasture. The property does not have frontage on a public road. Access is currently through the portion of Meeting House Road that is a private road. In order to preserve the setting for Meeting House Road and the Rural Legacy Trail, access to this property should be through an extension of a public road from Route 108 through the Lansdale properties (See previous recommendation). The development of this property should include approximately 75-85 percent rural open space. The open space should include the homestead, Meeting House Road, and the surrounding setting for the Rural Legacy Trail as illustrated in Figure 12. Units should be clustered to the east adjacent to Sherwood High School.

Alfandre Property (P131, P766)

This property contains 2 parcels and is comprised of approximately 120 acres. Parcel 766 has frontage on two public streets, Country Hills Drive (Springlawn Development) and Hidden Garden Drive (Wyndcrest Development). Both parcels have access via Hidden Garden Lane and Country Hills Drive or the new access road to MD 108 if development of the Hodges and Lansdale property occurs sooner than anticipated. However, the number of units possible through Country Hills Drive is limited by a stream crossing and the existing pattern of large lot development and should be no more than 6. Potential development through Wyndcrest via Hidden Garden Lane, a tertiary street, would be limited to a total of 75 lots including existing units. There are already 26 lots, therefore, the road can accommodate only 49 more lots.

75-85 percent of the property should be rural open space in order to preserve the setting for both The Sandy Spring and the Rural Legacy Trail. Development should include a diversity of lot sizes, compatible with the Wyndcrest and Springlawn neighborhoods, and should be clustered around Sherwood High School and away from the open space. Pedestrian access to the open space and Rural Legacy Trail should be provided.

Johnson Property (P933)

The Johnson property contains the historic site, Harewood, and consists of 20 acres. This property does not have frontage on a public road. Access to the site is through a portion of Meeting House Road which is a private road. Cluster development on this property should include sufficient open space to provide an appropriate setting for the Rural Legacy Trail. Rural open space between 75-85 percent of the site may be necessary to achieve this goal.

Design Guidelines

The following guidelines should be followed at the time of development of the northern neighborhood.

- Neighborhood development should have a strong relationship to the community aspects of the high school.
- Neighborhood development within or at the edges of the Rural Legacy Trail setting should be supportive of the rural character envisioned for the Trail as stated in the guidelines in Table 2.
- The Northwest Branch Trail and connecting local trails that provide access to the Rural Legacy Trail setting should be part of the development plan.
- Rural open space should be between 75-85 percent of any development.

- The maximum density should be 1 dwelling units per 2.2 acres. There should be a mix of lot sizes within the neighborhood from as low as 4,000 square feet. There may be opportunities within the open space to create very large lots (10 acres or more).
- A small percentage of units such as carriage houses and those designed for zero lot line configurations would be acceptable and should be clustered toward the high school.
- Access to the new neighborhood on the Alfandre property may be through Country Hills Drive, 6 lots only, and Hidden Gate Lane, 49 lots or through the new access road to MD 108 if the Hodges and Landsdale properties develop sooner than expected.
- Access should also be provided to MD 108 by a new primary road (P-4) to serve a portion of the development south of MD 108. The road access should be between the central commercial portion and the western residential portion of the Lansdale property. Access for new homes in the western residential portion of the Lansdale property should occur only from P-4. Any new commercial construction should be required to have access to P-4. Where the road crosses the Hodges property, it should be located along the existing hedgerow and as far from the existing house as possible, unless it is determined by the Hodges family at the time of development that a different alignment is preferred. If the Hodges property is sold to another party prior to development, the location of the road may also change. A primary residential road with a right-of-way width of 70 feet is recommended. The design of the new road should be consistent with the rural character objectives of this Plan including the minimum appropriate pavement width.
- There should be no road connection between the north and south neighborhood to ensure the creation of two distinct neighborhoods. Pedestrian and bicycle access should link the two neighborhoods.

B. The Southern Rural Neighborhood

A second new rural neighborhood area has access only to Ednor Road. Across from this proposed neighborhood and on the south side of Ednor Road lies the Cloverly Master Plan Area, Northwest Branch Stream Valley Park and a Rustic Road, Orchard Road. The Northwest Branch Trail enters Sandy Spring/Ashton Master Plan area at this point and merges with the Rural Legacy Trail. The remaining developable properties in this area are located near Woodlawn Manor. These properties are Dematatis, Hoffman, O'Connell and Schaeffer.

The purpose of the open space in this area would be to preserve rural character along Ednor Road, around the Rural Legacy Trail and around the setting of the Sandy Spring. New development should minimize visibility of lots along Ednor Road. Large lots or open space should be located along Ednor Road. Open space should include all environmentally constrained areas in order to achieve the desired rural character and provide the appropriate setting around the Sandy Spring and along the Rural Legacy Trail. During subdivision and site plan review, the

Olney-Sandy Spring Road/MD 108



MD 108 is an important east-west arterial road which also serves as the “main street” for the Sandy Spring and Ashton villages centers. While the traffic forecast may justify widening to four lanes, this is not desirable because of the negative implications for the character and design of the village centers.

- This Plan recommends the creation of a cross-section for MD 108 that preserves the rural character of the road, the character and scale of the village centers, allows good traffic movement, and yet does not impede pedestrian circulation. The cross-section designs for both open and closed sections are shown in Figure 21. The closed section is recommended within the village centers and the open section elsewhere. The features of the cross-section design include:
 - A right-of-way of 80 feet that maintains a village scale with buildings lining the “main street” as they have in the past.
 - Maximum of three lanes to consist of two through lanes and, where needed, one auxiliary lane used for turning lanes, or acceleration/deceleration lanes.
 - Pavement width of 36-39 feet.
 - Bikeway

Ednor Road

The Cloverly Master Plan changed the designation of Ednor Road from primary to country arterial east of New Hampshire Avenue. This change helps retain rural character along the road and reflects the high traffic volumes and the road's function as a connector between Howard County and New Hampshire Avenue. This Plan maintains the existing two-lane configuration except for safety reasons at intersections.

- If safety improvements are needed to Ednor Road west of New Hampshire Avenue, every effort should be made to retain existing trees north of Ednor Road.

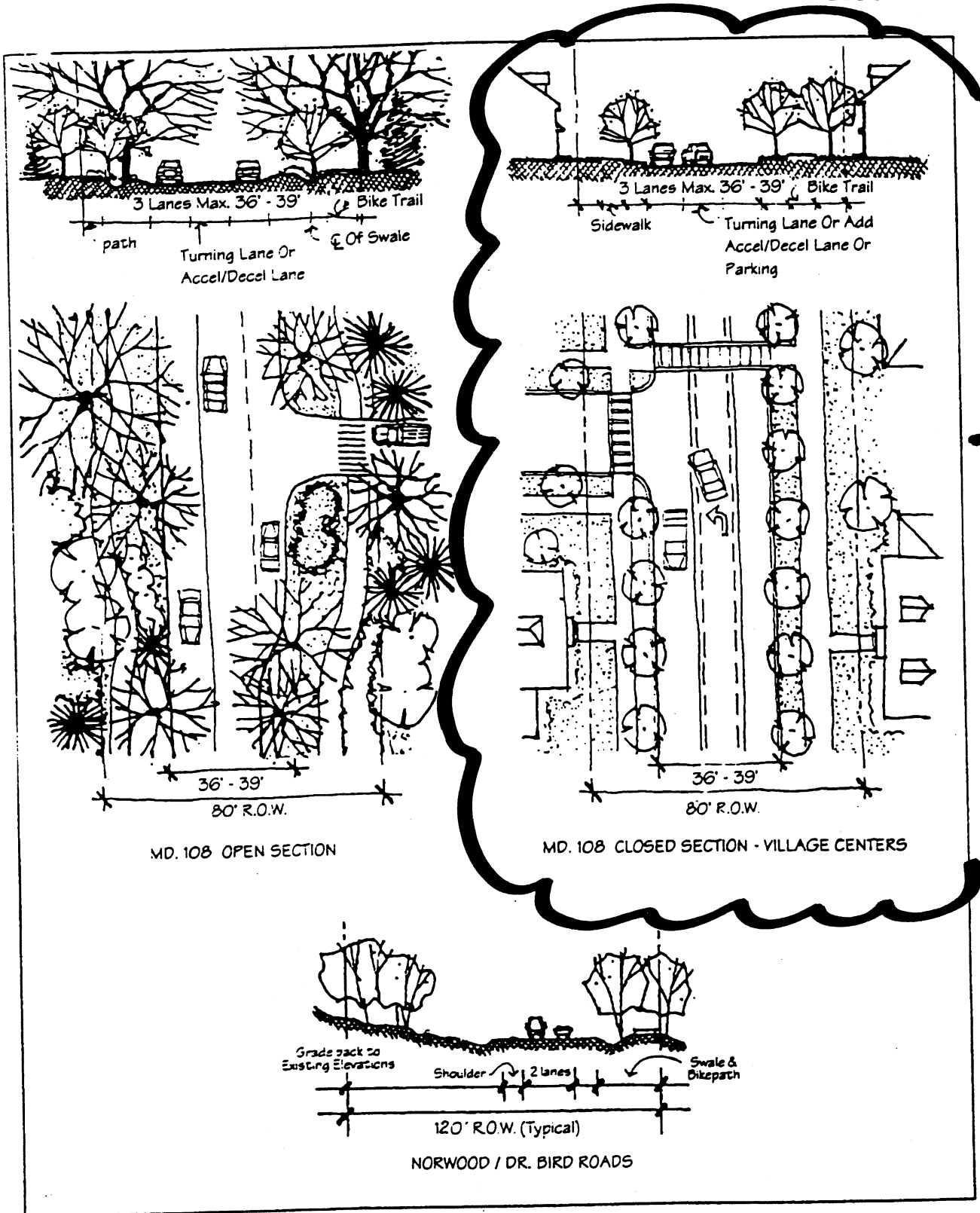
Bentley Road

Bentley Road is one of the original country lanes in Sandy Spring and is associated with the history and development of this rural village. Bentley Road retains the character and quality of a rural road today.

- This Plan reclassifies Bentley Road to a country road. Suggested design features for the cross-section are shown in the *Rustic Roads Plan*. The pavement width would be 18-22 feet wide with shoulders up to 4 feet wide. The design standards would be flexible to allow the Montgomery County Department of Public Works and Transportation (MCDPW&T) to provide safety improvements and other minor improvements compatible with the rural character of the area. The actual width would be determined by design speed and traffic volume. In addition, the intent is that drainage facilities would be constructed only if sheet flow creates problems and would be custom designed to blend into the countryside, infiltration facilities being the first choice.

STREETSCAPE: MD 108 AND NORWOOD/DR. BIRD ROAD

FIGURE 21





Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 26, 2003

Mr. Ronald Welke
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Montgomery County
MD 108
Hodges and Lansdale Property

Dear Mr. Welke:

Enclosed are State Highway Administration's (SHA) comments on the review of the Traffic Impact Study Report by Wells & Associates, LLC dated February 13, 2003 (received by the EAPD on February 24, 2003) that was prepared for the proposed Hodges and Lansdale Property mixed-use development in Montgomery County, Maryland. The comments and conclusions are as follows:

- Access to the development that includes 30 Single Family Detached Dwelling Units and 17,625 square feet of Retail Space is proposed from two (2) full movement access driveways on MD 108. Specific site access design requirements must be coordinated with Greg Cooke of our office (410-545-5595).
- The traffic consultant determined that the proposed development would not cause any intersection to exceed the M-NCPPC Congestion Standard for Rural Policy Areas (CLV less than 1,450).

In conclusion, SHA concurs with the report findings. If you have questions regarding the enclosed, please contact Larry Green at (410) 995-0090 x20.

Very truly yours,

Kenneth A. McDonald, Jr., Chief
Engineering Access Permits Division

cc: Greg Cooke – SHA Engineering Access Permits Division
Cherian Eapen – M-NCPPC Montgomery County
Larry Green – Daniel Consultants, Inc.
Lee Starkloff – SHA District 3 Traffic Engineering
Joseph Finkle – SHA Travel Forecasting Section
William Richardson – SHA Traffic Development & Support Division
Dennis Simpson – SHA Regional Planning
Kevin Sitzman – Wells & Associates, LLC

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com