

# **SUMMARY OF THE PLAN**

## Chapter 2

### SUMMARY OF THE PLAN

#### 2.1 INTRODUCTION

Land use, transportation, and environment are the key elements of the plan. This chapter includes a summary of recommendations for each of these elements. This summary is followed by a discussion of the need for a sector plan, in light of the development activity that the Shady Grove area is experiencing. The chapter concludes with a description of issues that confront Shady Grove.

#### 2.2 RECOMMENDATIONS

##### 2.21 Land Use

- Confirm the basic land use patterns recommended in the Gaithersburg Vicinity and Rock Creek Master Plans.

- Modify the recommendations of the Rock Creek Master Plan concerning the Shady Grove area to reflect the master plan relationship to the sector plan proposals.

- Provide rezoning in stages, as the road system is developed, to accommodate increased traffic.

- Maintain the plan for commercial centers, rather than allowing strip commercial development.

- Maintain the plan for low-density residential areas, along with light industrial areas, around the proposed Metro station.

- Preclude the development of Shady Grove as a competing urban core between the Cities of Rockville and Gaithersburg.

- Provide a mechanism to assure unified, cohesive design and landscaping for the development of this area as a pleasing transition between Rockville, Gaithersburg, and Washington Grove, while allowing existing and future Shady Grove communities to retain their own identities.

- Schedule the construction of major public facilities (for example, sewer, water, and roads) to prevent a major lag in services and to assure their efficient development.

##### 2.22 Transportation

- Develop all modes of transportation to the Metro station, including Metro bus service, as well as facilities for bicycles, pedestrians, and cars, and, if feasible, mini-loop bus service.

- Reduce local traffic congestion by providing a limited-access road from I-270 to the Metro station.
- Keep roads serving industrial development separate from roads serving residential areas, where possible.
- Provide a transit easement, or right-of-way, through Gaithersburg to Germantown, adjacent to the B & O Railroad, for the future expansion of Metro or other public transportation.
- Provide a system of bikeways, as shown in Figure 19.
- Modify primary and arterial roads as shown on the Highway Plan (see folded map in back cover).

### 2.23 Environmental

- Minimize air pollution by providing a highly accessible public transportation system.
- Provide adequate facilities to manage both the quantity and quality of storm-water runoff from the area above Redland Road and to provide protection for the remainder of the Crabb's Branch stream valley.
- Modify land use recommendations in areas of potential noise pollution, wherever possible.
- Recognize natural constraints, especially in the preparation of land use recommendations.

## 2.3 SHADY GROVE IN TRANSITION

Shady Grove is characterized by open farmland and low-density residential development. Dense residential or commercial development is not proposed for the area (see Figure 1, Regional Map). The development policies established in the sector plan comply in this respect with the intent of "... On Wedges and Corridors," the county's General Plan.

Migration to this area is recent. Because of the low-density and the abundance of open space, Shady Grove has been found quite desirable by families moving from down-county and other more urban areas. The migration to Shady Grove, of course, has resulted in a decrease in open space. Residents are increasingly concerned about the impact of newcomers on the area's available space and services. All are especially concerned about an adequate road system, and many are worried about the identity of their community.

The trend toward less open space can be seen in the area's zoning and development history. Farms were predominant in the area until 1950 when a rapid change to residential development began. Ninety percent of the present homes were built after 1950; and over 50 percent since 1965. It is expected that by 1984

residential development will be complete. The Shady Grove area is now beyond the halfway mark in transition from farmland to residential communities.

Change is also apparent in employment, in the environment, and in transportation. In employment, the shift is from farming and related occupations to industrial and office jobs. About nine percent of the ultimate zoning capacity of the area for commercial and industrial employment is in use at present.

Change in the environment is indicated by the increase in developed land. More intensive development affects air quality, storm-water runoff, quality of streams, community image; hence, the area's environment.

The transition from two-lane country roads to higher-capacity suburban roads has begun. The construction of Shady Grove Road Extended is one example.

Development by the private sector--residential, commercial, and industrial--has been under way for 15 to 20 years and is about 18 percent complete. By 1984, or shortly thereafter, approximately 75 percent of the area will be developed.

Public sector development, on the other hand, characterized by schools, roads, and parks, is only 14 percent complete. The result is a lag in public services. Some of the difficulties this creates, however, can be abated by the proper timing of the construction of facilities critical to the area. With Metro coming to the area, certain facilities--primarily access roads to the Metro station--become critical (see Figure 3, "Proposed Major Public Projects," and Figure 18, "Proposed Transportation Plan").

## 2.4 THE FUTURE: ISSUES FOR PLANNING

### 2.41 Introduction

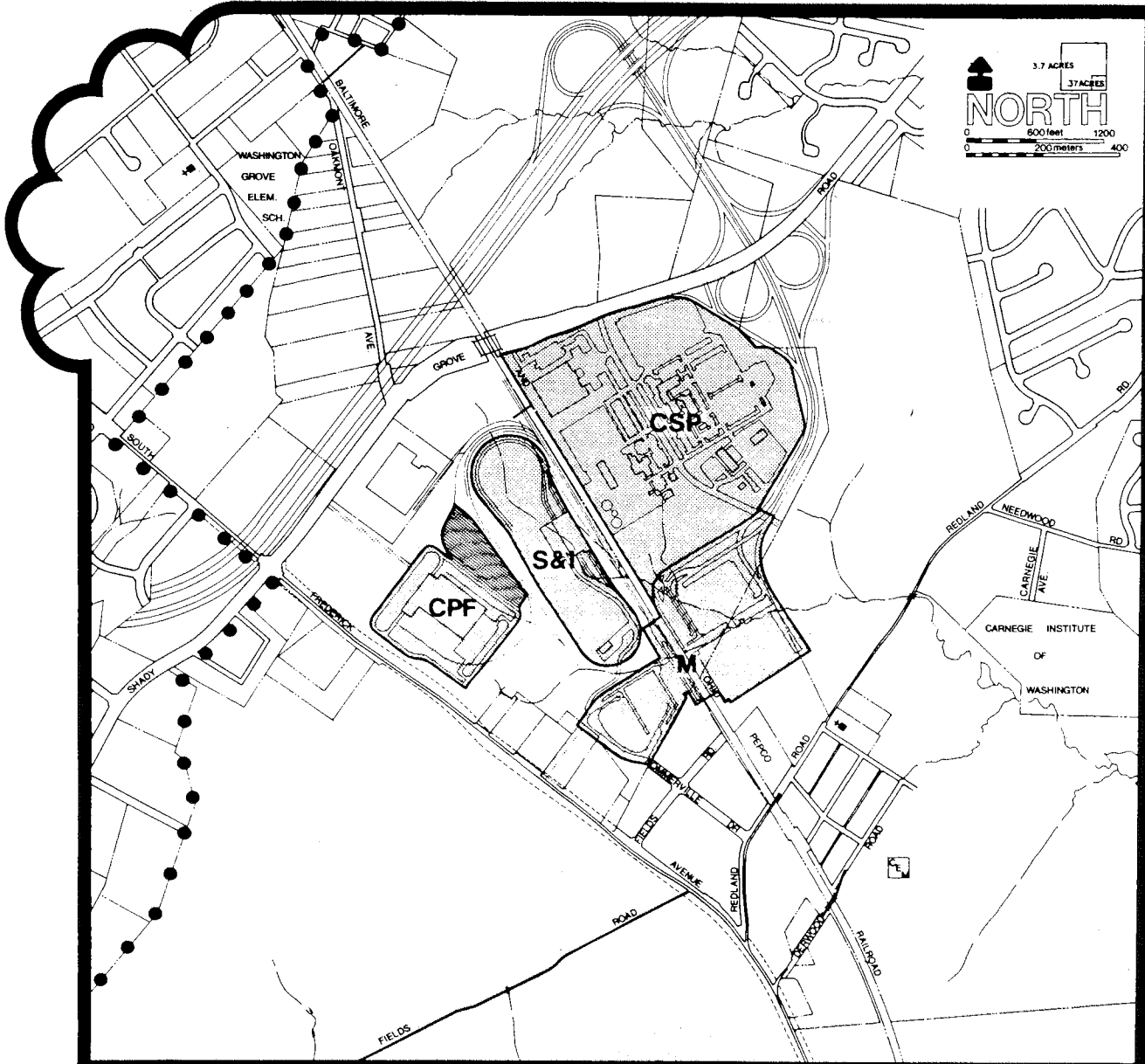
The significance of the change that will occur in the Shady Grove area requires clear identification of the issues facing the community.

Due to the presence of Metro and the proposed major road network, Shady Grove will become more accessible. This greater accessibility, along with the location of many regional and county facilities, will create enormous pressures for denser development than that which is recommended in the county's general plan.

Additionally, rapid change of an area that is presently farmland with scattered subdivision development to a low-density residential and light industrial nature may result in even greater lag in the provision of adequate public services and in a chaotic distribution of development mixed with open space. Rapid change may also bring with it potential for the loss of identity by older, established communities and for development of an amorphous "Shady Grove" community.

Pressure for light industrial development in Shady Grove is felt, as well, from the proximity of similar development along I-270 and along Shady Grove Road from I-270 to Md. 355. This pressure must be reconciled with the General Plan, which portrays Shady Grove as an area of partly industrial, partly low-density residential development. The challenge is to maintain residential integrity while meeting industrial employment needs.

FIGURE 3



- Proposed Public Projects
- CSP County Service Park
- CPF Central Processing Facility
- S&I Storage & Inspection Yard
- M Metro Station
- Sector Plan Boundary

**Proposed  
Major  
Public  
Projects**

**SHADY GROVE  
SECTOR PLAN**  
THE MONTGOMERY COUNTY PLANNING BOARD

## 2.42 County Service Park

Montgomery County has proposed a multi agency 130-acre development scheme along Shady Grove Road Extended, immediately east of the B & O Railroad tracks, which includes the following county facilities:

- County government liquor warehouse, including offices, warehousing, and distribution facilities;
- County government road maintenance and construction depot;
- M-NCPPC park maintenance depot serving the east-central region of the county;
- Department of Education regional transportation bus storage facility and its central transportation repair and maintenance facilities.

Issues involved in the development of this County service park are:

- Appropriate zoning for the county service park;
- Compatibility with existing and proposed development;
- Impact on traffic circulation patterns;
- Control of noise pollution;
- Compliance with urban design recommendations;
- Impact on Crabb's Branch stream caused by storm-water runoff; and
- Scheduling of development to coincide with the development of other public facilities.

## 2.43 Metro Transit Station

A 96-acre site is proposed for a Metro transit station immediately south of the county service park. The area will also include a parking area for automobiles on both sides of the B & O Railroad and adjacent Metro storage and inspection yards west of the B & O Railroad.

Issues of concern in the development of the Metro station area are:

- Access to patrons traveling south on I-270, Md. 355, and the Eastern Arterial roadway as well as to nearby residents;
- Visual compatibility with existing commercial and residential communities;
- Impact on peak-hour traffic volume;
- Implications for development in the immediate area surrounding the station;

- Architectural characteristics of the station.

#### 2.44 Metro Access Road/Outer Beltway

A direct Metro access road is proposed using the outer beltway right-of-way, originating at I-270 north of the existing Shady Grove Road interchange and terminating at the Metro station parking facility. The proposed roadway (I-370) will provide direct access to the Metro station without interfering with local traffic circulation patterns. An interchange with the proposed Shady Grove Road is also planned. Use of the access road may be expanded in the future for cross-county travel as part of an outer beltway.

Issues to be addressed in development of the Metro access road are:

- Scale of roadway construction;
- Effect of construction on Shady Grove traffic patterns;
- Impact of the road itself on the safety, appearance, and traffic flow in adjacent residential communities; and
- Potential for eventual expansion of the road as part of the proposed outer beltway.

#### 2.45 Central Processing Facility

The County Executive and the County Council have chosen a site on Md. 355, in the vicinity of the Sears warehouse, for the solid waste central processing facility.

Issues of concern that emanate from the proposed facility are:

- A possible change in the character of the Shady Grove Road area from light to heavy industrial uses;
- Impact of trash trucks traveling past residential communities close to the facility;
- Visual appearance from Md. 355, adjacent residential communities, and Shady Grove Road;
- Possibility of noise pollution; and
- Design and landscaping of the facility.

#### 2.46 Maryland Route 355

Maryland 355 is scheduled for improvement to a six-lane, divided highway in the State of Maryland Capital Improvement Program for Fiscal Years 1975-1977 and, at present, is under construction.

Issues to be addressed regarding this change in the highway's character include:

- Timing of necessary construction and its completion;
- Containment of strip commercial development;
- Construction of a bikeway system; and
- Provisions of landscaping.

#### 2.47 Redland-Fields Roads

The Montgomery County Capital Improvements Program for Fiscal Years 1978-1983 provides for the extension of Fields Road from Md. 355 to Redland Road. Fields Road will be upgraded to include curbs, gutters, sidewalks, a bike lane and a bridge over the B & O Railroad.

Issues of interest in the Redland-Fields Road plan are:

- Impact on safety, appearance, and traffic flow in adjacent residential communities; and
- Timing of construction and completion;
- Extension of Fields Road west from its intersection with Md. 355, through the King Farm, to Piccard Drive. (See Figure 18. "Proposed Highway Plan.")

#### 2.48 Urban Design

Shady Grove will be the scene of widely diverse types of development--from single-family residential to commercial, light industrial, and perhaps office uses--constructed by both the public and the private sector. There is great likelihood that, unless carefully planned and developed, the total area may appear discordant and "cluttered" with buildings.

Issues presented by the area's over all design include:

- Guidelines for the design of nonresidential structures in Shady Grove;
- A harmonious landscaping pattern;
- Flexibility in the expression of personal taste; and
- Maintenance of the present identify of established communities.