

# **FRAMEWORK FOR PLANNING**

**3**

## Chapter 3

### FRAMEWORK FOR PLANNING

#### 3.1 DEVELOPMENT AND ZONING HISTORY

Shady Grove has retained a largely rural character with commercial, industrial, and residential development scattered over about 20 percent of its area. Settlement came later than it did in the eastern and southern parts of the county, with more intensive development occurring mostly in the last decade. The region was originally developed as small farms with a few villages established as trading centers; its earliest settlers were largely former tenant farmers and indentured servants.

Two historic sites are worthy of note--Jeremiah Crabb's grave on the Mobley tract near Derwood Road east of the Baltimore and Ohio Railroad and Matthew Fields' homesite on the Irvington Farm west of Md. 355. The Crabbs and the Fields were among the earliest recorded settlers in the area.

Crabb was an officer of the Fourth Battalion of the Revolutionary Army, a Brigadier General of the Maryland Militia, and a member of the Fourth Congress of the United States. Fields was sheriff and mayor of Rockville, and founded the Montgomery County Sentinel in 1855.

The B & O Railroad's Metropolitan Branch line, opened in 1873, at first brought little significant change to the area but did play an important role later in land use. The small village of Derwood grew up in the 1880's around the intersection of the railroad and Redland Road. Popular belief holds that the name Shady Grove comes from the stand of large trees that for the most part are still standing near the intersection of Shady Grove Road and Route 355.

In 1950 the Upper Montgomery County Planning Commission was created and most of the Upper County was zoned for half-acre residences (R-R--Rural Residential). A few parcels along the B & O Railroad tracks were zoned industrial including a large tract south of Washington Grove, east of the railroad; and two small pieces of land on either side of Derwood Road, east of the railroad. In 1958 the upper county was added to the Maryland-Washington Regional District, thus coming under the planning and zoning jurisdiction of The Maryland-National Capital Park and Planning Commission.

The first request for a zoning change in the area after the transfer of zoning authority in 1958 affected 11 acres of land located between the B & O tracks and Oakmont Avenue. This application for light-industrial zoning (I-1) was approved. Between September 1958 and December 1974 about 380 acres along or near the B & O Railroad were also rezoned I-1. The result was a strip of light-industrial acreage along the railroad tracks.

Residential rezoning has occurred primarily north of the proposed county service park and east of the railroad. Applications for rezoning have been made and approved for higher densities, usually from RE-1 (1 acre residential) to R-90 (one-quarter acre residential) or R-200 (one-half acre residential). More than 300 acres were rezoned to higher residential densities between June 1961 and January 1972. Between 1969 and 1974, about 40 acres were zoned for commercial use (C-1 or C-3) at or near the intersection of Shady Grove Road and Route 355.

The zoning character of Shady Grove today is light industrial and moderate-density residential, with little commercial development. Existing zoning in Shady Grove is shown in Figure 4.

### 3.2 POLICY GUIDELINES

Shady Grove is an area of regional importance, as indicated by the major road system and public facilities planned for it. It is also an area of individual communities--each with its own identity, shopping patterns, schools, and local transportation routes.

Planning for new growth and how that growth will affect present habits is the underlying theme of the sector plan. Policy guidelines for development in Shady Grove derive from the Gaithersburg and Rock Creek master plans, existing zoning, and the public facilities and utilities required to support development. In addition, the County has located two major County facilities in this area, the County Service Park and the Central Processing Facility, thus implementing a portion of the industrial zoning.

#### 3.21 Montgomery County General Plan

The growth boom that occurred in Montgomery County in the mid-1960's was guided by the General Plan adopted by The Maryland-National Capital Park and Planning Commission in January, 1964. The General Plan, which is the framework for ultimate development in the county, calls for wedges of green space in the western and northeastern section of the county and for concentration of population growth along I-270 in "corridor cities."

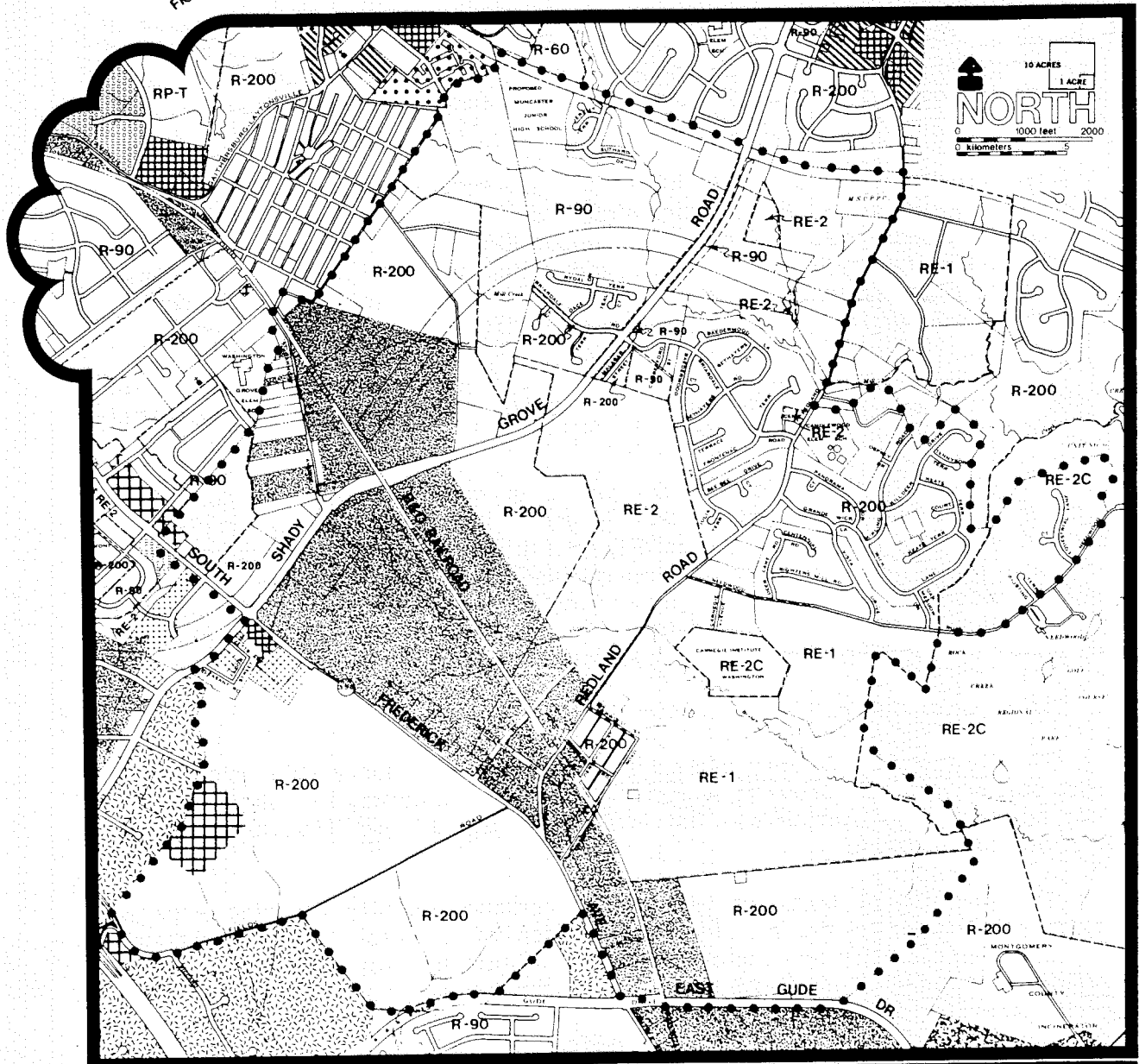
Rockville, Gaithersburg, and Germantown are now separate and partially self-contained corridor cities. These cities are to be separated by greenbelt parkland and low-density development. Shady Grove (located between Rockville and Gaithersburg) is and will remain a low-density residential area, which, because of its central geographic location, will also be the site of large, light industrial development.

#### 3.22 Growth Policy

Montgomery County's annual growth policy reports contain broad public policy statements which provide comprehensive guidance and coordination for all governmental activities affecting growth in the county.

In 1974, the Montgomery County Planning Board prepared and forwarded to the County Council its first annual growth policy report. The second growth policy report was released in the fall of 1975. This report recommended that the county concentrate on actions that will influence growth during the 1974-80 period and

FIGURE 4



<p><b>Single Family</b></p> <p>RE-2      R-200</p> <p>RE-2C      R-90</p> <p>RE-1      R-60</p>		<p><b>Commercial</b></p> <p>C-P      C-2</p> <p>C-1      C-3</p>		<p><b>Existing Zoning</b></p>
<p><b>Multi-Family</b></p> <p>R-T      R-20</p> <p>RP-T      R-30*</p>		<p><b>Industrial</b></p> <p>I-1      I-3</p> <p>I-2</p>		
<p>Zoning Boundary</p> <p>●●●● Sector Plan Boundary</p>				<p><b>SHADY GROVE</b></p> <p><b>SECTOR PLAN</b></p> <p>THE MONTGOMERY COUNTY PLANNING BOARD</p>

that will modify existing policies to encourage some of this growth to occur in selected down-county activity centers. This approach requires a concentration of the county's public transportation strategy on serving the down-county areas of high employment and residential concentration, including the development of Metro feeder and neighborhood bus systems.

The report also urged that before 1980 the county secure funding for, and begin to construct, vital transportation elements (the outer beltway and the eastern and western arterial roadways) needed to support future up-county corridor growth. The report also recommended that the central business district (CBD) and transit station area (TSA) sector plans be completed expeditiously, scaling planned density to levels that public facilities, especially transportation, can support.

In short, the growth policy report recommends encouraging some new growth in the down-county area over the next five years, while planning for substantial future growth in the up-county area.

The growth policy affects Shady Grove in two ways: (1) it recommends detailing transportation plans and obtaining funds for their implementation over the next five years, (2) its mandate for orderly growth in the county makes it necessary to have in place those facilities at present planned for the Shady Grove area--the central processing facility, the county service park, and the Metro station. The Metro station is especially important, as it reinforces the I-270 transportation corridor as the location of more intense development within the county.

### 3.23 Gaithersburg Vicinity Master Plan

The Gaithersburg Vicinity Master Plan, adopted in January 1971, proposed a Metro station at Shady Grove to serve the transportation needs of employees in the area; however, this station was not included in the original 1968 program for Metrorail construction.

The planning of highways for the Gaithersburg Vicinity Planning Area is inextricably linked to the broader consideration of the basic highway network needed to serve county and regional needs. An outer beltway was proposed in A Corridor Feasibility Study (November 1969) to further accommodate cross-county highway travel. This outer beltway would be regional in scope and would provide access to Virginia and Prince George's County, the county service park and other major facilities in Shady Grove, and would greatly expand corridor employment opportunities for many county residents.

The extension of Shady Grove Road east of Md. 355 runs parallel with Redland Road and intersects with Md. 115, providing east-west access in this area.

South of the Shady Grove Road area, Gude Drive would be extended west of Md. 355 across I-270 to intersect with a relocated Md. 28. Gude Drive would then link the east side of Rockville directly with the Research Boulevard area and the proposed Medical Center west of I-270. This link is necessary to prevent an increased flow of east-west traffic, especially truck traffic, through the City of Rockville. Under the Shady Grove sector plan, roads are arranged to accommodate

the movement of vehicles to and from such major sources of traffic and community shopping areas. Md. 355, which is under construction at present, provides the primary, local north-south access.

### 3.24 The Rock Creek Master Plan

The Rock Creek Master Plan was an attempt to propose a land use pattern sensitive to the natural environment without resorting to blanketing the area with two-acre zoning. Rather than a blanket rezoning the land use pattern recommended was based on physical characteristics of the watershed. Generally, lower density uses were established surrounding and adjacent to public open spaces in the lower portions of the Rock Creek Valley with higher densities established on land capable of accepting that level of development. What resulted was a linear pattern of higher density development along two ridges of high ground. Low density in this case was two-acre residential and higher-density R-150, 15,000 square foot lot residential.

The area in the Shady Grove sector plan within the Rock Creek Planning area is that area southeast of Redland Road. Land use recommendations for undeveloped property in this area followed the same principals as outlined in the Rock Creek Master Plan.

## 3.3 COMMUNITY FACILITIES AND SERVICES

### 3.31 Sewerage Facilities

Communities in the Mill Creek watershed are serviced by the Rock Creek trunk sewer. The area west of Frederick Avenue (Md. 355) is served by a sewer that flows into Watts Branch. The central part of the sector plan area does not now have sewerage facilities. Some homes along Redland Road have individual septic tank systems. A large, double pipe, water main crosses the sector plan area from the west, bending to the south along Crabb's Branch (see Figure 5, Existing Sewer and Water).

### 3.32 Schools

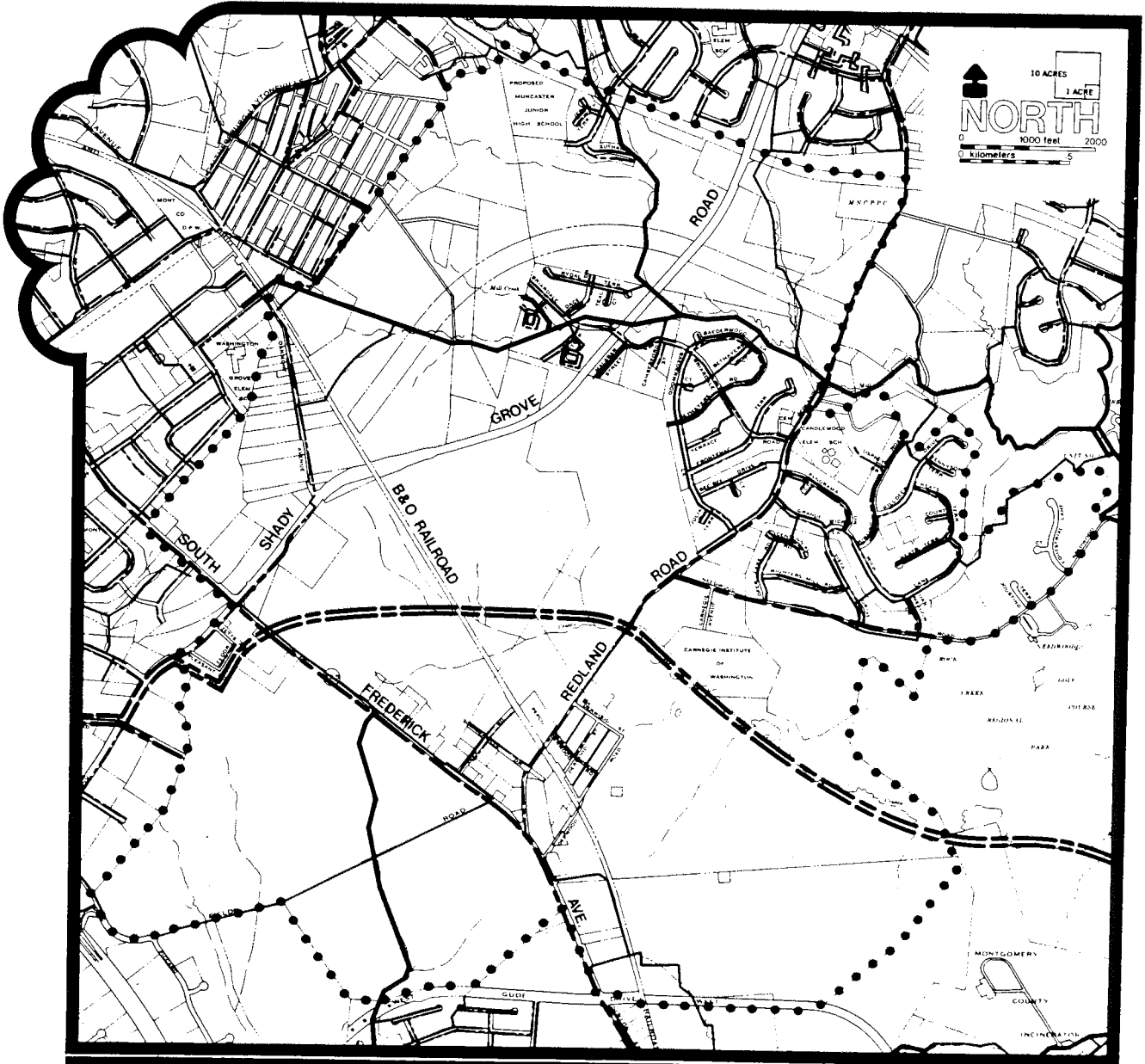
Schools now serving the area are Candlewood, Washington Grove, and Mill Creek Towne Elementary Schools, Redland and Gaithersburg Junior High Schools, and Magruder and Gaithersburg Senior High Schools.

## 3.4 PRIVATE DEVELOPMENT

### 3.41 Residential Communities

Residential communities within the sector plan area are: Redland Station, Parkside Estates, Candlewood Estates, and Derwood. Immediately adjacent are the communities of Rosemont, Walnut Hill, Mill Creek Towne, and the Town of Washington Grove, Laytonia, and Hamlet North.

FIGURE 5



- Sewer Trunk Line
- Sewer Lateral
- Water Trunk Line
- Water Lateral
- Sector Plan Boundary

Existing  
Sewer  
&  
Water

# SHADY GROVE

## SECTOR PLAN

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### 3.42 Commercial Centers

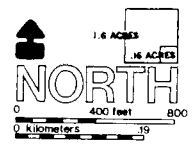
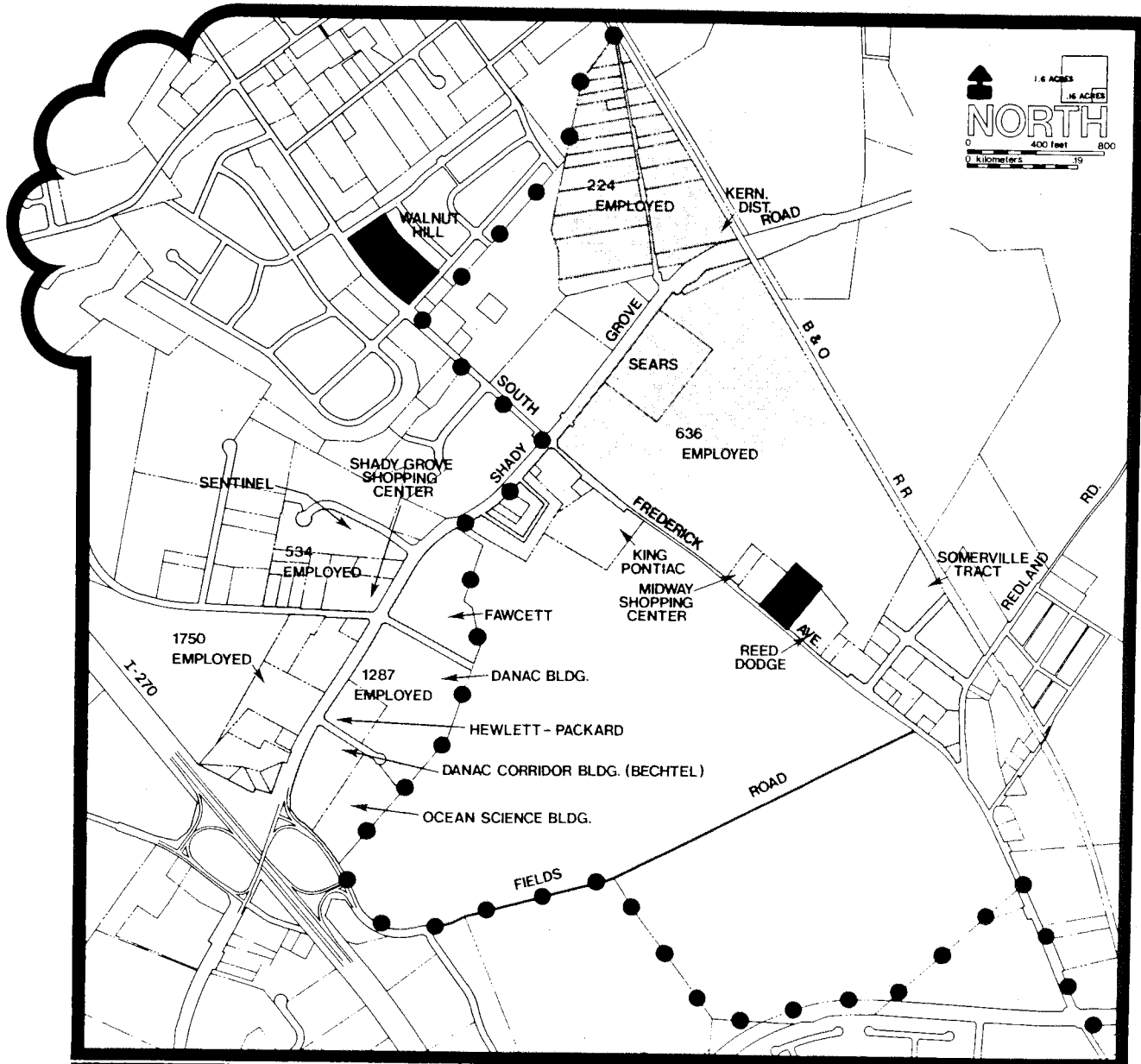
There are six commercial centers that serve the local shopping needs of Shady Grove. The largest of these are the Walnut Hill and College Gardens Shopping Centers. Smaller shopping areas are at Redland Road and Muncaster Mill Road, at the Somerville Industrial Park, and on Md. 355 between Shady Grove Road and Fields Road. A convenience grocery store is at the southwest corner of Washington Grove, and a fast food restaurant is located northeast of Md. 355 and Redland Road. Commercial areas are designated in Figure 6, "Existing Employment and Commercial Areas."

### 3.43 Employment Areas

Employment is centered in three locations--along Oakmont Avenue, adjacent to the B & O Railroad; along Shady Grove Road, between I-270 and Md. 355; and in the Somerville Industrial Park surrounding Fields Road, east of Md. 355 (see Figure 6).



FIGURE 6

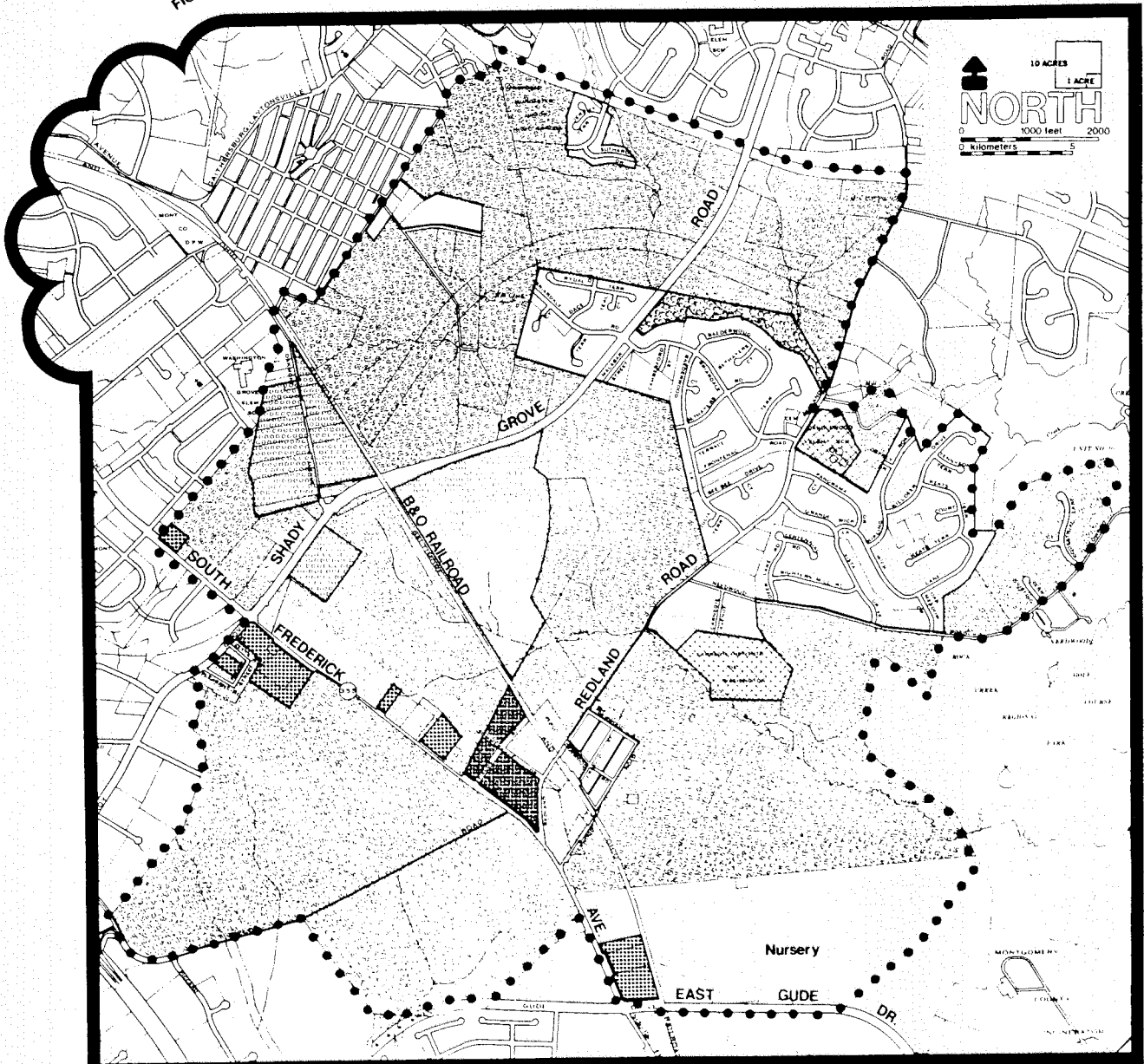









- Employment Areas
- Commercial Areas
- Sector Plan Boundary

## Existing Employment & Commercial Areas

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FIGURE 7



-  Single Family
-  Agricultural / Vacant
-  Commercial
-  Industrial
-  Institution/ Park School
-  Stream Valley Park
-  Industrial/Commercial Mixed
- Sector Plan Boundary

Existing  
Land Use  
1976

# SHADY GROVE

## SECTOR PLAN

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