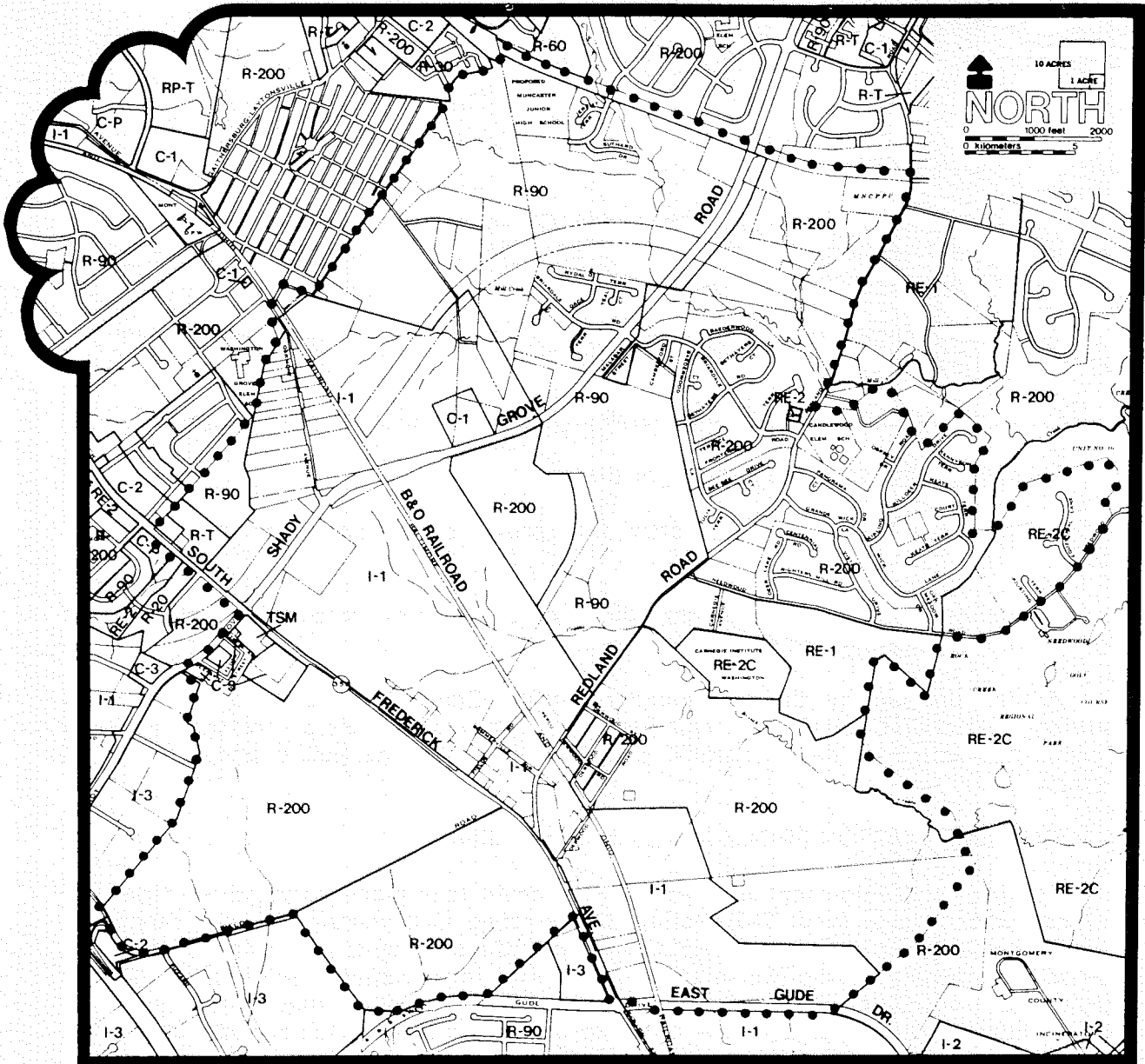


IMPLEMENTATION

10

FIGURE 37



Single Family	Commercial
RE-2	C-P
RE-2C	C-1
RE-1	C-2
R-200	C-3
R-90	
R-60	
Multi Family	Industrial
R-T	I-1
RP-T	I-2
R-30	I-3
R-20	
●●●●● Sector Plan Boundary	

**Proposed
Sectional
Map
Amendment**

SHADY GROVE
SECTOR PLAN
THE MONTGOMERY COUNTY PLANNING BOARD

Chapter 10

IMPLEMENTATION

10.1 INTRODUCTION

The facilities proposed for the Shady Grove sector plan area will serve commuters, area employees, and the needs of local and regional populations. Implementation guidelines are designed to:

- Establish compatible relationships between the various land uses that serve these diverse populations;
- Define a positive relationship between land-uses and circulation patterns;
- Improve the visual appearance of the area;
- Develop a transportation system that provides easy access to the Metro station.
- Promote coordination among the public agencies responsible for the projects to be located in the sector plan area.

After approval by the Montgomery County Council and adoption by the Maryland-National Capital Park and Planning Commission, this sector plan will become the policy guide for future decisions made by the public and private sectors.

10.2 IMPLEMENTATION PROCEDURES AND STAGING

Staging of development in Shady Grove should take place during three time periods: short range (next 2-3 years), middle range (3-8 years), and long range (beyond 8 years). In the short range time frame the staging of public facilities is tied to the opening of the Metro station. Capital improvements are required to provide access and sewerage service to Metro. In the middle range time frame, private development is tied to the construction of Crabb's Branch sewer and the provision of sewerage for this subwatershed.

Although sewerage service will be provided during the middle range time frame the entire sector plan area should not be developed during this period. The King farm, the large expanse of property proposed for Industrial Park (I-3) zoning (planning analysis area 28, see Figure 28), should not develop until sufficient transportation facilities are in place. Thus, during the short and middle range time frames the King farm is proposed to be kept in the present R-200, residential zone. When the transportation facilities outlined below are in place, rezoning to I-3 would be appropriate if all other appropriate planning criteria are met.

The staging mechanisms available to the County, i.e., the Capital Improvement Program, sewer service categories, and sectional map amendment, should be modified to implement the staging recommendations of this Plan.

10.21 Capital Improvement Program

Transportation improvements are the most important capital improvements in the short and middle range time frame. The Metro station is scheduled to open early in the middle time range, September 1981. The successful functioning of the Shady Grove area will depend in large part on the timely construction of roads and bridges necessary to provide access to Metro and to carry traffic through the area. The list below itemizes those projects of highest priority. The list does not include projects already underway, such as the widening of Md. 355 to Shady Grove Road. A complete list of all Capital Improvement projects programmed for the Shady Grove Area is contained in Table 6, Capital Improvement Program Recommendations. The timing of these high priority projects fall into three categories:

1. Construction completion required during construction of Metro.
2. Construction completion required just prior to opening of Metro.
3. Construction completion after opening of Metro.

TABLE 6
HIGH PRIORITY CAPITAL IMPROVEMENT PROJECTS

Project	Completion Date
(Completion during Metro Construction)	
1. East Gude Drive Bridge	Jan. '79
2. Fields-Redland Road bridge and relocation	June '79
3. Derwood Road Bridge	June '80
(Completion prior to Metro opening)	
4. Eastern Arterial (Montgomery Village to Shady Grove Road)	Jan. '81
5. I-370 Metro Connector	Sept. '81
6. Md. 355 - Shady Grove Road intersection improvements	Sept. '81
7. Crabb's Branch Way Extension to Fields-Redland Road	Sept. '81
8. Metro Access Road (Md. 355 to west parking lot)	Sept. '81
(Completion after Metro opening)	
9. I-270 - Shady Grove Road Interchange	June '82
10. Md. 355 (Shady Grove Road to Montgomery Village Avenue)	June '83

10.22 Sewer Service

Figure 38 indicates the sewer service categories in and around the Shady Grove Sector Plan area. About one-half the area has sewerage service at present. This includes the Mill Creek subwatershed and its tributaries. The Crabb's Branch subwatershed does not have sewerage, except for the county service park site. Sewer service for the county service park will be provided by a pumping station which will pump sewage into the Watts Branch sewerage system.

The Crabb's Branch trunk sewer service area was placed in the S-3 category in July 1976, indicating service within two years. The placement of this area in the S-3 category is endorsed, and, since Redland-Fields Road, the Metro station, and storm-water management plans are now being developed, adequate funds should be provided this fiscal year (FY-77) for the Washington Suburban Sanitary Commission to design the sewer in conjunction with the design of these other projects.

As soon as additional sewerage service capacity is available for the Rock Creek basin, service should be provided to the public facilities in the Crabb's Branch subwatershed. These facilities include the county service park, Metro station and storage and inspection yard, and the proposed central processing facility. As sewer service is provided via the Crabb's Branch sewer, use of the pump over in the Watts Basin should be discontinued.

Private development in the Crabb's Branch subwatershed should be provided sewer service as soon as capacity is generally available in the Rock Creek Basin. The provision of sewer service to private development in this area should be subject, however, to County policy allocating sewer service throughout the Rock Creek Basin. This should not preclude private developers' obtaining sewer service through use of a private consortium sewage plant or by any other means.

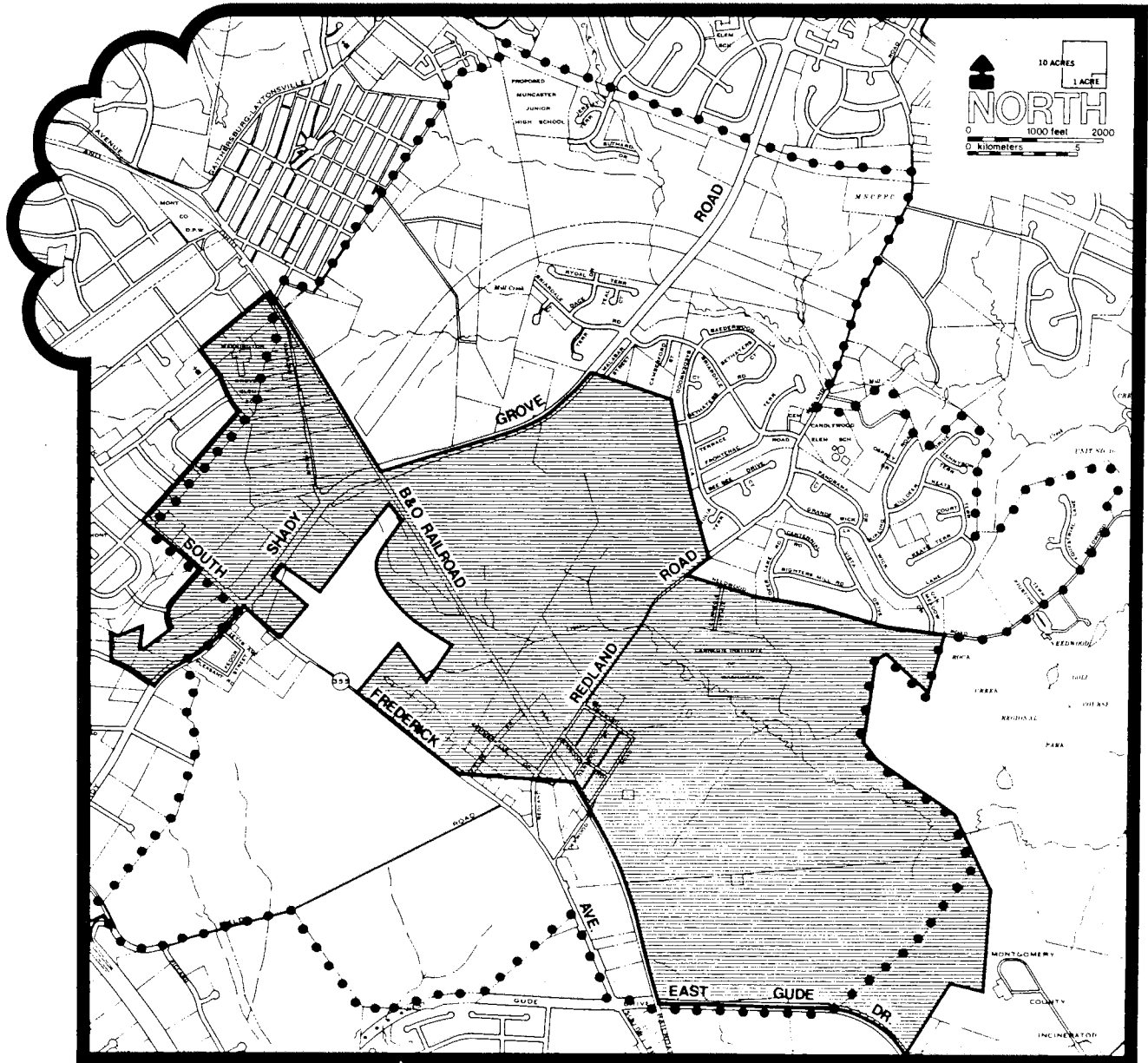
10.23 Sectional Map Amendment




The proposed Land Use Plan (inserted map) describes the recommended ultimate land use pattern. The proposed zoning and highway plan designates the recommended ultimate zoning pattern and highway plan. The zoning pattern shown in Figure 37 indicates the zoning pattern desired by 1984. After approval and adoption of the sector plan, a sectional map amendment will be prepared by the Montgomery County Planning Board of M-NCPPC, reflecting this zoning pattern and affecting the comprehensive rezoning of the area in accordance with the sector plans. As previously mentioned this comprehensive sectional map amendment includes rezoning all the sector plan area to the ultimate zoning pattern analysis area 28. This area is proposed to be maintained in its present R-200 zoning. Rezoning to I-3 on the King farm would be appropriate only after the projects listed in the "High Priority Improvements Projects" listing and the extension of West Gude Drive from Md. 355 to Research Boulevard are in place. A large amount of traffic is anticipated to be generated by I-3 development on this property, and these transportation facilities will be essential to the successful functioning of this area.

10.3 IMPLEMENTATION RECOMMENDATIONS

Facilities located in the County Service Park should meet the urban design guidelines indicated in Chapter 9, so as to enhance and not jeopardize the existing

FIGURE 38



-  S-3 Sewer Service Area
-  S-1 Sewer Service Area
-  Sector Plan Boundary

10-Year Sewer Service Area

SHADY GROVE

SECTOR PLAN

THE MONTGOMERY COUNTY PLANNING BOARD

and future image of the Shady Grove area.

- An area for day-care facilities should be provided within the County Service Park and in privately developed facilities wherever possible, to serve individuals working in this area. Coordination of this facility should occur through the Montgomery County Department of Social Services Day Care Unit. The provision of employer-sponsored day-care facilities is encouraged.

- Proposed residential development should be oriented away from the proposed outer beltway and other arterial roadways.

- Proposed residential development should be oriented toward conservation and parkland areas, where possible.

- All development, public and private, should conform to the urban design and landscaping guidelines indicated in Chapter 9.

- The development of land along Md. 355 should occur on larger parcels with uses grouped to front on access roads, thus avoiding a strip development image.

- State Highway officials are encouraged to:

- modernize and coordinate traffic signals; and

- use mast arms or other aesthetically pleasing structures, rather than suspension wires, to accommodate signal lights.

- Landscaping of the proposed Metro station access road should be so designed that major alteration will not be required when the outer beltway is constructed.

- Identification and preservation of conservation areas should be made by area developers in accordance with conservation area delineations in this sector plan.

- In the light of increased roadway construction, pedestrian crossings should receive special attention throughout the area; the pedestrian flow should not be inhibited.

- The Shady Grove Technical Coordinating Committee should continue to meet as necessary, until projects are built, to ensure continued cooperation among government agencies developing facilities in the area.

- Moderately priced dwelling units (MPDU's) will be constructed in accordance with County legislation.

- Transit easements in the Gaithersburg Vicinity Master Plan area should reflect the changes needed to implement the transportation recommendations expressed in this sector plan.

TABLE 7
CAPITAL IMPROVEMENTS PROGRAM RECOMMENDATIONS

<u>PROJECT</u>	<u>CURRENT PROPOSAL</u>	<u>RECOMMENDATIONS</u>
County Service Park	Under construction	No change
County Service Park Landscaping**	Unprogrammed as separate item	FY 77
Resource Recovery - Central Processing Facility	FY 79	No change
<u>ROADS</u>		
Shady Grove Road (MD 355/Muncaster Mill)	Under construction	No change
Crabb's Branch Way (Service Park Drive)	Under construction	No change
Service Park Drive South Extension (Service Park/Redland/Fields)	Unprogrammed	FY 81
Eastern Arterial (Montgomery Village Avenue/Shady Grove Road)	Beyond 6 years	FY 81
Redland-Fields (Needwood Road/Fields Road)	FY 79	FY 79
Needwood Road (Park/Redland Road)	Beyond 6 years	FY 77-78
Derwood Bridge	Unprogrammed*	FY 80
West Gude Drive (MD 355/Research Boulevard)	FY 81	No change
East Gude Drive Bridge	FY 81	FY 79
East Gude Drive (2-lane addition)	Unprogrammed	FY 80-81
<u>PARK-SCHOOLS</u>		
Amity Drive School (South Mill Creek Towne School)	Unprogrammed	At time of sub-division development
Amity Drive Park	Beyond 6 years	No change
Blueberry Hill School	Unprogrammed	At time of sub-division development
Blueberry Hill Park	FY 79	No change
Redland Park (Development)	FY 79	FY 77-79
Crabb's Branch Park	Beyond 6 years	No change
Mill Creek Stream Valley Park	Beyond 6 years	No change
<u>BIKE TRAILS</u>		
Needwood Road Bike Trail (Park-Fields/Redland)	Beyond 6 years	No change
Redland/Fields Road Bike Trail (MD 355/Needwood)	FY 79	FY 78-80
Crabb's Branch Way Bike Trail (Fields/Redland/Shady Grove through CSP)	Under construction	No change
Redland Road Bike Trail (Needwood/Relocated Muncaster Mill)	Unprogrammed	FY 80-81
Washington Grove/Service Park Drive Bike Trail (Ridge Road/Service Park Drive)	Unprogrammed	FY 82-84
Mill Creek Bike Trail (Redland/Rock Creek Park)	Unprogrammed	No change
Kipling Road Spur (Mill Creek/Candlewood Subdivision)	Unprogrammed	No change

*Possible County Participation

**Includes berming, berm modeling, mature trees, railroad tie slope retaining walls as required for entire CSP parcel.

TABLE 7 (Cont.)

CAPITAL IMPROVEMENTS PROGRAM RECOMMENDATIONS

<u>PROJECT</u>	<u>CURRENT PROPOSAL</u>	<u>RECOMMENDATIONS</u>
Crabb's Branch (Fields/Rock Creek Park)	Unprogrammed	No change
Landfill Spur (Crabb's Branch/Southlawn)	Unprogrammed	No change
Muncaster Pool	FY 79	FY 79
<u>SEWERS</u> Crabb's Branch Sewer	FY 83	FY 77-82

CAPITAL IMPROVEMENTS PROGRAM RECOMMENDATIONS
NON-COUNTY

<u>PROJECT</u>	<u>CURRENT PROPOSAL</u>	<u>AGENCY</u>	<u>RECOMMENDATIONS</u>
Metro (begins operation in September '81)	Fund construction FY 78	WMATA	No change
Route 355 (Mannakee St./ Shady Grove Road)	Under construction	MD SHA	No change
Route 355 (Shady Grove Road/ Montgomery Village Avenue)	Unprogrammed	MD SHA	FY 81
I-270 Interchange (Shady Grove)	Unprogrammed	MD SHA	FY 82
Metro Access East (Metro Station to I-270)	Unprogrammed	MD SHA/WMATA	FY 81
Metro Access West (Metro Parking Lot Access)	Unprogrammed	WMATA	FY 81
Outer Beltway (East of Metro Access Road)	Unprogrammed	MD SHA	No change
Fields Road (I-8/MD 355)		Private developer	Subject to private development
Gaither Road (Fields/Shady Grove Road)		Private developer	Subject to private development
Piccard Drive (I-8) (Fields Road/ MD 355)		Private developer	Subject to private development
Amity Drive (Laytonsville Road/ County Service Park Drive Park Drive North Extension)		Private developer	Subject to private development
Service Park Drive North Extension (Vess Property/Shady Grove Rd.)		Private developer	Subject to private development
Needwood Road Extension (Blueberry Hill Park/Redland/ Fields Road)		Private developer	Subject to private development