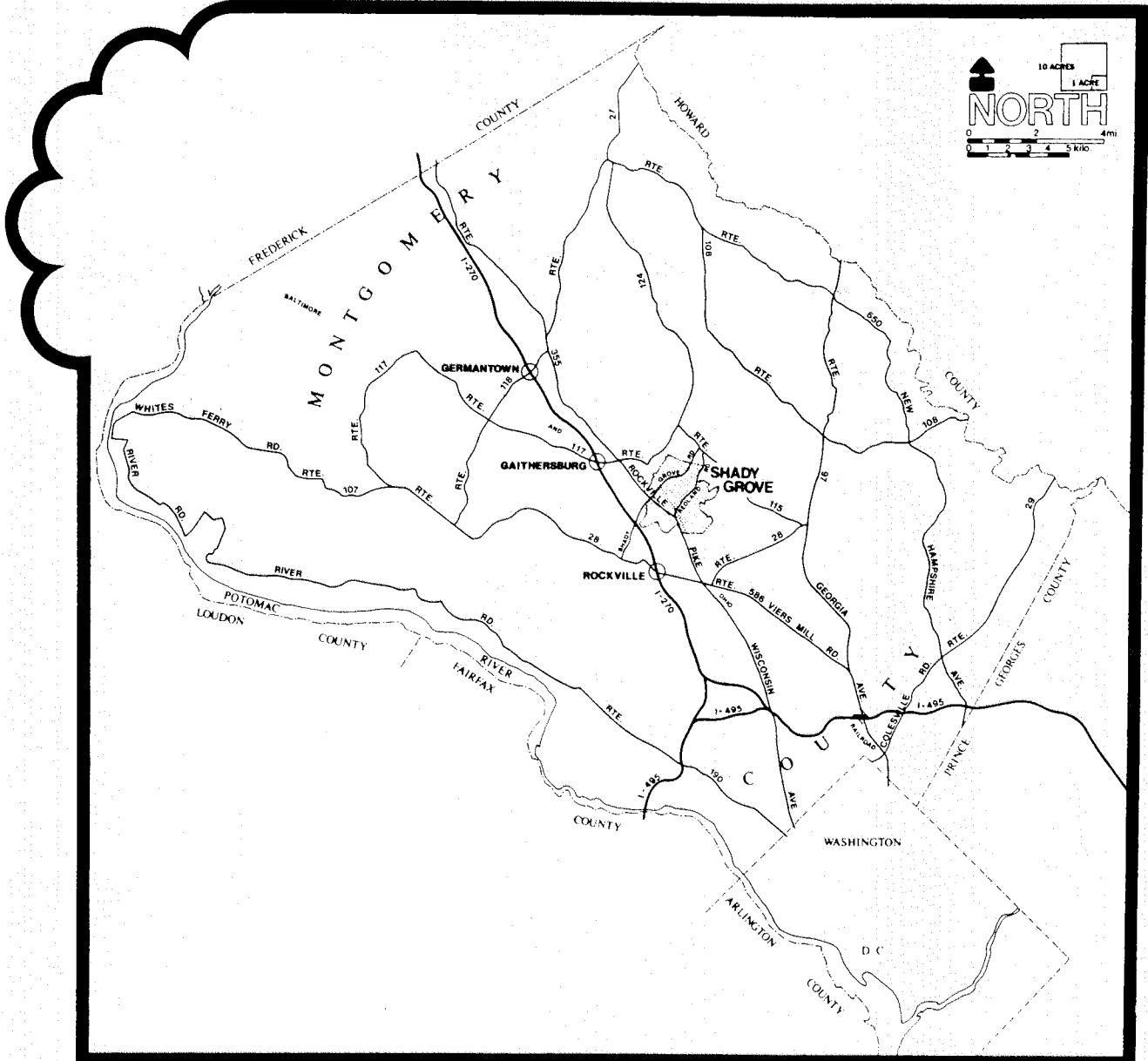


INTRODUCTION

1

FIGURE 1



Regional Map

SHADY GROVE

SECTOR PLAN

THE MONTGOMERY COUNTY PLANNING BOARD

Chapter 1

INTRODUCTION

1.1 INTRODUCTION

The Rock Creek and Gaithersburg Vicinity Master Plans, designated the Shady Grove transit station to be located southeast of the intersection of Shady Grove Road Extended and the Baltimore and Ohio Railroad. Since the station will be built as part of the Metro Rail Adopted Regional System (ARS), it became necessary to prepare a detailed sector plan for development of the area. The Montgomery County Council requested the Washington Area Metropolitan Transit Authority (WMATA) to prepare plans for a terminal station with storage and inspection yards to be located in Shady Grove. The Council also directed the Montgomery County Planning Board to prepare a detailed sector plan for the Shady Grove Transit Station Area (TSA).

1.2 THE PLAN

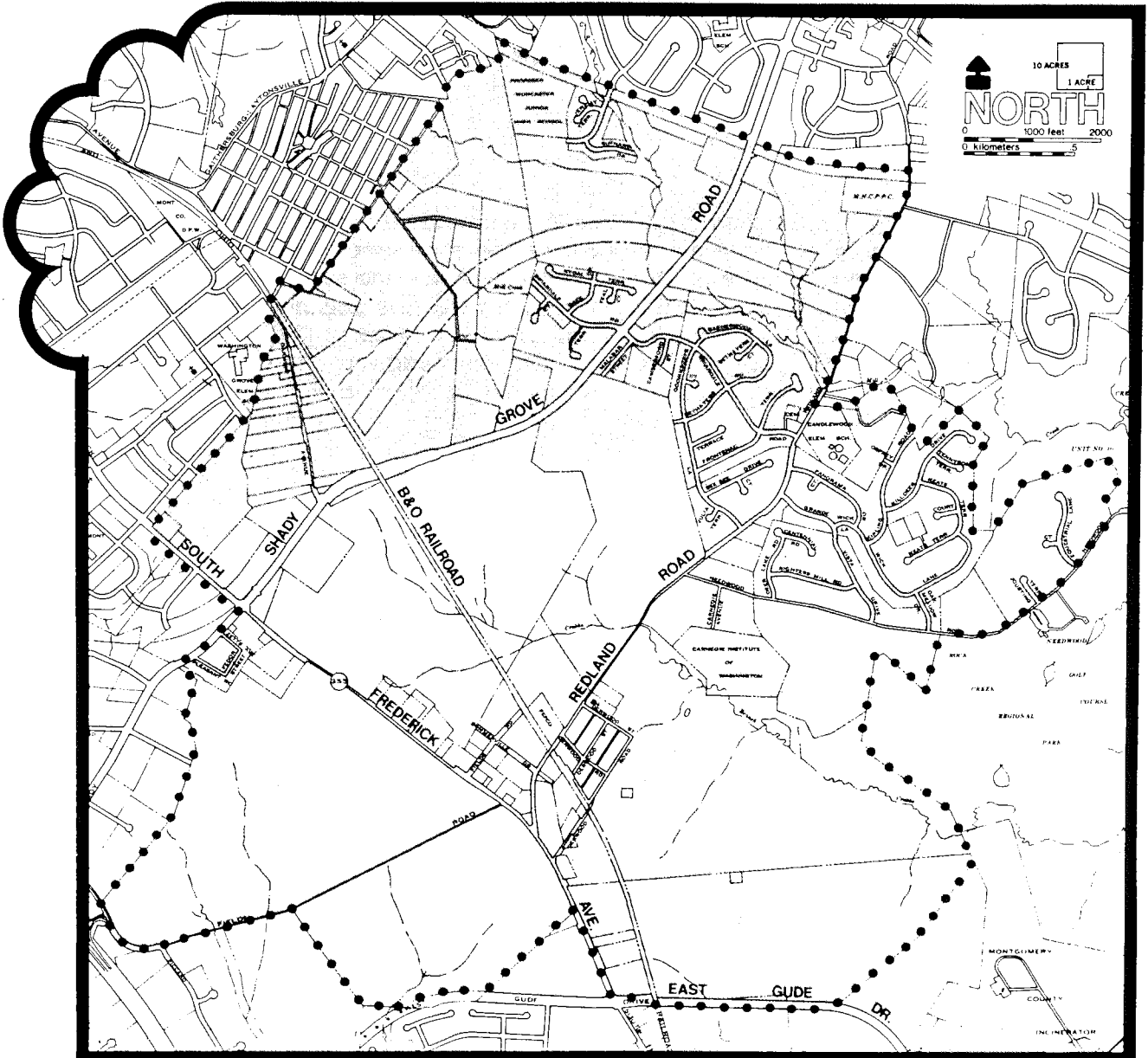
A sector plan is a detailed study of an area within a master plan that shows the location, scale, and timing of development for a central business district (CBD) or a transit station area (TSA). It is used as a basis on which to prepare comprehensive rezoning amendments, to propose public projects for funding, and generally to outline a program for implementation of the plan's recommendations.

The Shady Grove sector plan covers the area between the three corporate municipalities of Rockville, Gaithersburg and Washington Grove and extends from I-270 eastward to Mill Creek Towne. The area is bisected by the B & O Railroad and is immediately south of the Town of Washington Grove.

When approved by the Montgomery County Council and adopted by The Maryland-National Capital Park and Planning Commission, the plan will provide policy guidance for development within the Shady Grove transit station area and will amend the Gaithersburg Vicinity and Rock Creek Master Plans in this area. The master plan will continue to guide development of the land outside the sector plan area. Gaithersburg, Rockville, and Washington Grove, through their master plans, guide development within their respective municipal limits; however, the County has planning responsibility for those areas lying outside city limits and maximum expansion limits.

The decision of the County Council and the County Executive to locate regional public facilities in Shady Grove has significantly increased the area's importance to the entire county. These facilities--which will include the County Service Park, the solid waste central processing facility as well as the Metro transit station complex--are to be clustered in an area that can be considered a major public service activity center. Just as the county office building in Rockville serves office space needs, this area will serve the transportation, industrial, and warehousing needs of the county.

FIGURE 2



Sector
Plan
Area

SHADY GROVE

SECTOR PLAN

THE MONTGOMERY COUNTY PLANNING BOARD

This sector plan is designed to reduce the potential negative effects of the proposed public service activity center and the Metro station complex on the surrounding commercial and residential communities. It is also designed to provide maximum benefit to the overall area and to the county; to solidify and complement the existing residential and commercial areas; to establish a positive Shady Grove image; and to prevent a major lag in public-facilities and services. Implementation of the plan recommendations will bring about the orderly development of Shady Grove. Since the county is the largest developer of land in the area, the County Council and the County Executive will have the primary responsibility to implement this plan.

The transit station area at Shady Grove and the function of the station itself will be significantly different from those of down-county transit stations. The Shady Grove TSA encompasses 2900 acres, compared, for example, to 180 acres in Friendship Heights. Shady Grove is planned as the terminal station for the Rockville Metro line. The station will provide the first opportunity for patrons in the northern part of the county (above Rockville) to board Metro. The land immediately surrounding Shady Grove Station is largely vacant, but the land beyond this immediate area consists of single-family residences, light industry, and farming.

1.3 THE PLANNING PROCESS

The planning process for the Shady Grove TSA differs somewhat from that used in preparing sector plans for other transit stations. Rather than performing a traditional market analysis to determine the commercial potential in preparing the sector plan, an examination was made of the nature of industrial uses that will be attracted to Shady Grove, with an estimation of Shady Grove's ability to compete with other parts of the county for these uses. Since much of the TSA is undeveloped, an environmental analysis was made by computer to determine the natural constraints on development.

This sector plan provides a framework for interagency coordination of both the timing and location of these and supporting facilities.

1.4 TIME FRAME

The sector plan focuses on the 1976 to 1984 time span, based on the assumption that Metro and other public facilities will be built and operating in Shady Grove by 1981 and that, by 1984, considerable adjustment to the presence of Metro will have been made. Since this sector plan will amend both the Gaithersburg Vicinity and Rock Creek Master Plans, the ultimate Land Use Plan also is provided (folded map in back cover).

This sector plan should be updated, by 1981, or upon the completion of Metro, through a restudy of the area.

Considerable commitment has been made by the public sector prior to the preparation of this plan. The Shady Grove area was selected for the site of the County Service Park and the Central Processing Facility. In addition, two major road improvements, widening of Maryland Route 355 and the extension of Shady Grove Road, were undertaken during the preparation of this plan.