

REGIONAL & LOCAL COMMUNITY FACILITIES

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Chapter 4

REGIONAL AND LOCAL COMMUNITY FACILITIES

4.1 INTRODUCTION

Shady Grove is the planned site for several large public projects that will have enormous short-term and long-term effects on the surrounding communities and on the roadway system. Several of these facilities will be regional in nature, including the county solid waste central processing plant, and the multiagency county service park, and the terminal Metro transit station on the Rockville Line with its associated storage and inspection yard accommodating 144 Metro cars.

The installation of these facilities, and the population growth expected in Shady Grove, will also require the development of smaller, locally oriented public facilities. These will include parks, bike lanes and trails, schools, and fire and rescue service facilities. The planned County Medical Center, located at Md. 28 and Shady Grove Road, is two and one-half miles from the study area, but will have a significant impact on traffic and land use adjacent to the sector plan area and, in so doing, on the Shady Grove area itself.

This chapter describes the public and private community facilities both existing and planned for the area, and makes recommendations regarding future needs.

4.2 REGIONAL PUBLIC FACILITIES

4.21 Metro Transit Station Complex

The Metro station will be located along the B & O Railroad north of a relocated Redland-Fields Road and of the Somerville Industrial Park. Parking will be provided on both sides of the tracks; approximately 2000 spaces will be provided east of the tracks, with connection to Shady Grove Road and the Metro access link to I-270, and approximately 1000 spaces west of the tracks, with access from Md. 355 and from Fields Road. Patrons will be able to walk from one side of the tracks to the other by way of pedestrian underpass.

The storage and inspection (S & I) yards will be located west of the B & O Railroad and immediately north of the station. Storage will be provided for 144 of the 556 Metro cars. A special washwater recycling system will be used. Residue from the wash water will drain into sanitary sewers.

4.22 County Service Park

Overview

The county service park will group in one area public facilities that will serve countywide needs. The site provides access to the B & O Railroad, to I-270,

eventually to an expanded and improved road system, and to adequate undeveloped acreage. With proper county planning and quality design, the county service park can be attractive, as well as operationally functional and efficient. The impact on the Shady Grove community, however, will be significant in terms of traffic generated by the county service park and the physical design of the facility itself. Stringent development guidelines must be followed by county agencies to create the best possible development on this 130-acre site.

The 130-acres set aside for the county service park, located north of Redland Road, south of Shady Grove Road Extended, and immediately east of the B & O Railroad, will include:

- County government road maintenance and construction depot;
- County liquor warehouse, including offices, warehousing, and distribution facilities;
- Board of Education Central transportation repair and maintenance, and regional bus storage facilities;
- The Maryland-National Capital Park and Planning Commission's park maintenance depot, serving the park system in the east-central region of the county.

One basic objective of the Shady Grove sector plan is to identify the specific effects of the county service park on the neighboring business and residential communities and to recommend appropriate action to assure that Shady Grove remains a pleasant, enjoyable place to live and work.

Recommendations

- No facility not programmed at present for the county service park should be added if it would generate significant amounts of additional automobile or truck traffic to cause the "level of service" at intersections adjacent to the county service park to fall below Service Level "D" (see Transportation, Chapter 5, section 5.2 for a description of Level of Service).
- Space should be provided for county service park employee services, which might include a basketball court, picnic tables, a day-care center, and a turn-off drive for a hot food truck or similar service near the buildings.
- Development guidelines for all buildings constructed within the county service park should be contained in the lease agreements made between the county and user agencies.
- The landscaping and design features of the county service park should follow the Urban Design recommendations of Chapter 9.
- Landscaped berms should be used to soften visual and noise impacts where shown on the Concept Landscape Plan.

Shady Grove Road will provide primary access to the county service park until the outer beltway link and the Metro access road are completed. These two roads will eventually accommodate regional traffic to and from the county service park. Shady Grove Road will remain the primary access route for local traffic to and from the county service park. When the Crabb's Branch Way is extended through to Redland-Fields Road, it will provide secondary access for local county service park traffic. Crabb's Branch Way will serve county government needs within the service park. This road should be four lanes wide within a minimum right-of-way of 80 feet. Crabb's Branch Way will extend from the industrial area north of the outer beltway location, intersecting at grade with Shady Grove Road and extending through the county service park, then intersecting with Redland-Fields Road and extending through the residential and industrial area to the south, and finally terminating at Gude Drive. The road will serve both industrial and residential development. The design of Crabb's Branch Way, therefore, should reflect the fact that it will be used by residents going to and from Shady Grove and Redland-Fields Road, as well as by industrial vehicles. There should be a bike lane from Shady Grove Road to relocated Redland-Fields Road, parallel to this road.

4.23 Central Processing Facility

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In order to reuse solid wastes, it is necessary to separate them into their constituent parts. Applying a mechanical separation system is the most feasible way to handle and separate solid wastes economically and safely. The proposed central processing facility (CPF) is, in part, a physical plant that contains the necessary machinery to shred materials into small pieces and separate marketable ferrous metal from the non-ferrous glass, organic matter, and other heavier wastes. Light paper and plastics will also be separated out and possibly turned into an economical source of heat for use as a replacement for coal in electric power plants.

The physical plant itself is only one part of the processing facility. Space on the plant site is needed for queuing up, weighing, storing, and maintaining collection vehicles; storing by-products for disposal in a landfill; road and rail service to and from the facility; and screening and landscaping.

The site selected for the central processing facility is 53 acres east of Md. 355 and south of Shady Grove Road. This land is currently classified in the light industrial (I-1) zone. The central processing facility will be located immediately west of the Metro storage and inspection yards. The rail siding to the central processing facility is parallel to the siding for the Sears warehouse (see Figure 3).

The central processing facility will probably operate Monday through Saturday from 7:30 a.m. to 8 p.m. Since all major private and public trash collection services currently work a single shift, however, deliveries to the central processing facility will probably occur between the hours of 9 a.m. and 3:30 p.m. Most of the truck traffic to the processing facility will occur at off-peak hours (11 a.m. to 2 p.m.). This is less traffic impact than that ordinarily experienced from an industrial or warehouse use. Not only will the processing facility traffic be generated at off-peak hours, but the total amount of such traffic will be much less than that associated with a private development, such as the Sears warehouse.

Devices to reduce noise levels will be used inside the central processing facility building. Landscaping and building design should be attractive, with on-site operations screened wherever possible. If the site is to be used for rail transfer of solid waste, the need for screening and buffering is all the more important and these features should be in place prior to beginning rail transfer operations.

4.3 LOCAL COMMUNITY FACILITIES

4.31 Recreation

Existing Facilities

Rock Creek Regional Park, with its 3000 acres is the largest developed recreation facility in Montgomery County. Rock Creek extends throughout the eastern part of the planning area, and includes the Needwood Golf Course and the historic Needwood mansion as well as conservation areas along stream tributaries. Lying entirely within the park are Lake Needwood and Lake Frank, which are multipurpose facilities serving watershed protection, flood water retention, sediment control, and recreation functions. Lake Needwood comprises 74 acres, extending north and south from Needwood Road almost to Southlawn Lane. It provides for outdoor recreation, including fishing, boating, and ice skating. Lake Frank, a smaller 54-acre lake, is primarily dedicated to outdoor, environmental education.

Washington Square Local Park is a 5-acre facility, near Washington Grove, on Md. 124. Nearing completion, the park has lighted tennis courts, a lighted multiuse court, an athletic field, parking, and playgrounds already in use. A recreation building was recently completed.

Proposed Facilities

Local Parks

Redland Local Park (formerly called Blueberry Ridge) will be a 10-acre facility on the west side of Redland Road, south of the proposed relocation of Md. 115 (Muncaster Mill Road). Selection and planning of facilities will be done in consultation with neighboring communities and the area Recreational Advisory Board. Construction of these facilities is programmed to take place within the FY 78-83 CIP program period. The Gaithersburg Vicinity Master Plan originally designated this facility as a park and school combination, but elementary school enrollment figures show no need for a school at this location.

Blueberry Hill Local Park will be a 10-acre facility connected to an 8-acre school and located between Shady Grove Road Extended and Redland Road, west of Parkside Estates. The land will be acquired in fiscal year 1977; facilities will be constructed sometime thereafter. Planning of facilities will be done in consultation with neighboring communities and with the area Recreational Advisory Board.

Amity Drive Local Park will be a 10-acre park, located on the east side of Amity Drive, approximately one-half mile from Md. 124 (Laytonsville Road). This will be a joint facility with an elementary school to be built in conjunction with subdivision activity in the area. Facilities will be selected and planned after consultation with neighboring communities and the area Recreational Advisory Board.

Ridge Local Park is no longer planned. It was proposed originally as an 18-acre park and school facility, to be located south of Washington Grove, west of the B & O Railroad tracks. Neither the school nor the park is needed due to decreased school enrollment.

Stream Valley Parks

Crabb's Branch Stream Valley Park will extend from Redland Road northeast to Rock Creek Regional Park. Protection of the stream from encroachment by subdivision and industrial development in the headwaters, which could cause flooding and erosion, makes preservation of this land a priority issue.

The project will require 100 acres along Crabb's Branch and connecting to the Rock Creek Regional Park system. Hiking and bike trails will link Crabb's Branch to Lake Needwood and other portions of Rock Creek Park.

Crabb's Branch Stream Valley Park is particularly important for use as a visual and open space focal point for residential areas built on the Mobley-Gude tracts. It will also provide a link between the new areas of Shady Grove and existing Rock Creek Park.

Mill Creek Stream Valley Park will add 9 acres of stream valley parkland to the existing 44 acres extending along Mill Creek south of Muncaster Mill Road to its confluence with Rock Creek. This piece of land joins together two larger sections and provides a vital link in the proposed area-wide bikeway system (see Chapter 5, Transportation).

4.32 Schools

Existing Facilities

Candlewood, Mill Creek Towne, and Washington Grove Elementary Schools are the three facilities which now serve Shady Grove. However, schools immediately outside the area that are projected to have excess future capacity, such as the College Gardens and Woodley Gardens Elementary Schools in Rockville, could accept children from the Shady Grove area, especially from the Mobley and Gude tracts south of Derwood Road.

Candlewood Elementary School is located off Redland Road and Panorama Drive in the Candlewood subdivision. About 525 children from Needwood Estates, Redland Station, Roundtree, Tewksbury, Countryside, Candlewood, Field Stone Farm, and Parkside Estates attend this school. Some three percent of the children come from the Needwood Road area. Approximately 20 percent of the children walk to Candlewood School, and the remainder arrive by bus. Additional classrooms and a new gymnasium, now being built, will increase Candlewood's capacity to 600 children.

Mill Creek Towne Elementary School is located off Fall Drive in the Mill Creek Towne subdivision. This school is a large facility, with an enrollment of over 750, and an ultimate capacity of 850. The school serves Mill Creek Towne, parts of Emory Grove, Mill Creek Towne East, Redland Estates, Redland Knolls, and Laytonia.

Washington Grove Elementary School is located off Oakmont Street, near the Walnut Hill subdivision. It now enrolls over 600 children, who either walk from Walnut Hill, Deer Park, and Washington Grove or are bused from Derwood, Laytonsville, Newport, Town Crest, Mill Creek Gardens, and Wedgewood.

Proposed Facilities

Plans for elementary schools in the 1971 Gaithersburg Vicinity Master Plan must be altered. School enrollment projections in the plan were based on a factor of 0.9 school child per dwelling unit. Today for a number of reasons, the school enrollment factor has been reduced to 0.5 elementary school child per dwelling unit. Therefore, some schools previously planned for the area have been deleted from the sector plan. Neither Ridge nor Redland School (formerly called Blueberry Ridge School) will be built, although land for the Redland Local Park (part of the previously planned combined park and school facility) has been acquired.

Blueberry Hill Elementary School will be built when subdivision construction activity warrants. There will be an ultimate capacity of 550 children serving Redland Station, part of Parkside Estates, and the future Mobley tract north of Derwood Road. It could have twenty classrooms, plus a playground area.

Amity Drive Elementary School will be built after the surrounding property has been developed and Mill Creek Towne and Blueberry Hill Elementary Schools have reached capacity. This school probably will serve 600 children.

Table 1 summarizes existing and proposed elementary school enrollment in Shady Grove.

4.33 Libraries

There are two main libraries near the area, one in Gaithersburg and another in Rockville. No new library facilities are planned for the Shady Grove sector plan area within the foreseeable future.

4.34 Fire and Rescue Services

Existing Facilities

There are two fire stations currently serving the Gaithersburg-Shady Grove area—Station 8 and Station 28.

TABLE 1
 SUMMARY OF EXISTING AND PROPOSED
 ELEMENTARY SCHOOL ENROLLMENT
 SHADY GROVE AREA

	<u>EXISTING*</u>	<u>PROPOSED (1984)</u>
Candlewood	525	600
Mill Creek Towne	750	850
Washington Grove	580	606
Blueberry Hill	N.A.	550
Amity	<u>N.A.</u>	<u>600</u>
	<u>1,855</u>	<u>3,206</u>

*Data supplied by the Board of Education.

Station 8, located at 13 East Diamond Avenue, has been in operation since 1928. Station 8 now houses three fire trucks and two ambulances. It is old, in need of repair, and inadequate to support the currently required level of service. Because of rapid growth and the increase in multiple story buildings, the Gaithersburg area now requires the immediate availability of a 100-foot, aerial ladder truck. The present facility is not deep enough to house such a unit and cannot be remodeled because of its location next to the B & O Railroad tracks.

Station 8 serves a 49-square-mile area with a high level of population density (estimated 35,242) and extensive developments of multifamily dwellings. The area also has an increasing number of commercial and industrial facilities. An increase in growth of the service area will result in additional fire protection needs that will exceed the level of protection that Station 8 can provide. When the two fire stations at Montgomery Village and Russell Avenues and in the County Medical Center open, Station 8 will be closed.

Station 28, located at 7272 Muncaster Mill Road, was placed in service in 1968. It protects a 12-square-mile area with a population of 7,875. It houses two fire trucks and one ambulance.

Future Facilities

A fire station is planned in the vicinity of Shady Grove Road and Md. 28. This location will provide the additional protection that will be required in this area and will provide good access to major existing and proposed highways. The fire station and rescue squad will both be located at the County Medical Center.

An additional station site has been selected to serve the Gaithersburg area. This site is north of Montgomery Village Avenue and east of the proposed Russell Avenue. This station is under construction at present.

These facilities are consistent with the Final Draft Fire Station Master Plan.