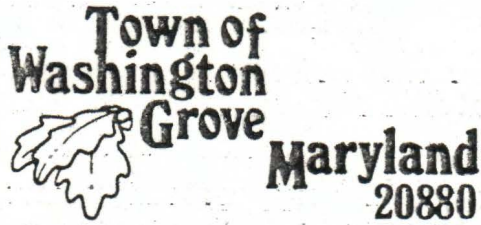


master plan • 1975
town of washington grove • maryland

John
FIVE FYI
(already
filed)





MASTER PLAN
FOR WASHINGTON GROVE

September 15, 1975

Prepared by: The Planning Commission

Barbara Hawk
Ray Knight
Don McCathran
Bob Myers
Joe Work, Consultant
Ann Briggs, Chairman

Cover and Art by Marie Keese

FOREWORD

This booklet constitutes the official 1975 edition of the Master Plan of the Town of Washington Grove. It is being distributed to all Grove citizens and to all parties specified by law. The Plan is focused on preserving the character of Washington Grove. While it has been kept short in the hope that every citizen would find the time to read it through, nevertheless all the recognized issues are treated.

Because the conciseness of this Plan may raise many questions from citizens and officials who seek more background and reasons for the Recommendations (pp. 12 & 13), a detailed report has also been assembled called Master Plan Basis, Town of Washington Grove. This is being published as a limited edition in deference to the Town Budget. Copies will be assigned to certain Town officials (and their successors) and one will be kept on file at the Town Hall for citizen examination.

Even the Master Plan Basis does not contain a complete record of the evolution of the Plan. For those who may later need additional background for revision or implementation of the Plan, a file titled "Master Plan Working Papers" has been established in Town Hall. This contains early outlines, rough draft sections, correspondence, reports, and other information that was used in developing the final Plan. The background material upon which the Plan was based is current to June 1, 1975.

Study of the Master Plan Basis and the reference material will show that preservation of the privacy and integrity of Washington Grove was foremost in the minds of the members of the Planning Commission. In some cases we chose a path not because it would be beneficial to our Town, but because it seemed the least destructive course through the ever-rising waves of noise, trespass, air pollution, and traffic. The Plan is intended to be a living document which is reviewed for implementation at least annually and reviewed for possible revision at least every ten years to keep pace with developments in and around the Town.

GROVE RD. LOOKING NORTH





BROWN ST. PARK
LOOKING TOWARD RAILROAD ST.



McCATHRAN HALL FROM GROVE AVE.

MASTER PLAN FOR WASHINGTON GROVE

I. Purposes of the Plan

There are three major purposes for proposing a Master Plan for Washington Grove:

- The majority of citizens in this enclave are intent upon preserving the integrity of The Grove and thus a way of life to which the first citizens gave direction. Change is inevitable, but in the same fashion as our forebears, we can set its destiny through thoughtful planning. This document, therefore, is intended to be the vehicle for that purpose. Through informal discussion, the Planning Commission agreed that this Master Plan should guide the Town for the next five to ten years, although an annual review is needed.
- The Master Plan can also serve to create an awareness in adjacent jurisdictions of the purposes and plans formulated by the citizens of Washington Grove.
- Finally, because this citizenry currently enjoys the fruits of those who planned for us, it is our intention, and indeed, our legal responsibility to do likewise to the best of our ability. Accordingly, this Plan is formulated pursuant to the provisions and requirements of Section 3 of Article 66B of the Annotated Code of Maryland. The background material upon which the Plan is based is current to June 1, 1975.

II. Background

The Town of Washington Grove comprises three-tenths of a square mile of land that approximates the shape of a triangle. Along the northern limits within the Town are two forest preserves. North of the boundary some of the land is zoned Rural-Residential while other sections are zoned for and contain apartments and townhouses. East of the Town are sections zoned for Light Industrial and Rural-Residential use. Part of that land is planned to contain cluster housing, and a park site is planned to be within that section. The Baltimore and Ohio Railroad line forms the Town's southern boundary. The land south of the railroad right-of-way is zoned Rural-Residential or Commercial. The Town Post Office is contained within a commercial structure in that area. A part of the Town's western boundary is contiguous with that of Gaithersburg's and the remainder borders on County land. Within the Gaithersburg section is a multi-family tract containing quadriplex housing, an undeveloped commercial zone and a proposed school site. The portion under County jurisdiction is zoned Rural-Residential. (See zoning map, Exhibit C, pp. 16 & 17)

Maryland Route #124 passes through the western section of The Grove and separates one forest preserve containing Maple Lake from the remainder of the Town. Ridge Road on the east and Railroad Street on the south boundary of The Grove are County-maintained roads.

The Town limits of Washington Grove encompass 195 acres. There are 12 walkways and 14 roads. Avenues on which most of the homes face are wide, graveled walkways restricted to pedestrians. Access roads, available to automobiles, lead to the rear of the residences. This system of pedestrian and traffic control, dating from the earliest days, is considered a model of town planning. There are 85 acres of Rural-Residential, single-family sites fronting on the walkways. Currently there are 172 dwellings, housing a population of approximately 700. There is a one-acre commercial shopping center located in the southwest corner of the Town and a one-acre property of the Methodist Church. There are 107 acres of forest and park sites, and for the most part, the latter are scattered throughout the residential areas.

The government of the Town is vested in the citizenry assembled in Town Meeting with legislative and administrative authority exercised respectively by a six-member elected council and an elected mayor. The Town employs a Secretary and Treasurer and a full-time maintenance person; and the mayor appoints a Planning Commission. It should be noted that Washington Grove has provided public waste collection and disposal service since the inception of the community more than a hundred years ago.

As noted by Page Milburn, an early resident, in his, "Washington Grove, A Reminiscence," the Town had its beginning through the efforts of the Methodist Church in 1872. A camp meeting on the grounds of what was then the Cook property aroused enthusiasm for the purchase of the site because of its elevation, natural drainage, wellsprings, abundance of woods and not least because a new railroad passed close by. An association was formed, and in 1874 the Maryland Legislature granted a charter. Many church-related activities swelled the ranks of those who visited The Grove, and while the Baltimore & Ohio Railroad helped by granting a rebate to the Association on excursion tickets, it helped even more significantly by shipping lumber free-of-charge when the first permanent structures began to replace tents on the campground. In 1926, a house was built for the pastor and year-round residents began to winterize their cottages.

In 1937, the Association was replaced by a municipal form of government, the Town was incorporated and elected its first mayor and council. The population fell and rose with the advent and then the passing of World War II. When railroad passenger service declined in the early 1960s, modern highways continued to provide access to this retreat. Two sections of woods, 50 acres each, provided citizens with a shield from encroaching development and revenue from timber. About this time the last of the Town-owned building lots was sold and developed. Town philosophy on growth as expressed in Council and Town meetings has been to limit further development and preserve open spaces. The Town meeting is held annually in June, and at other times as deemed necessary, as provided for in the Charter. Working volunteers remain the chief source of getting things done in Washington Grove. The thrust of our efforts as we embark on the Town's second century must be vigilance against merely maintaining the status quo in order that the Town's natural resources can be preserved and improved upon.

III. Planning by Other Jurisdictions with Respect to Town Boundaries and Environs

The Maryland-National Capital Park & Planning Commission's General Plan, in the section "...On Wedges and Corridors," announces the Gaithersburg area as the location for one of several corridor cities and lists Washington Grove within that area. The Master Plan for Gaithersburg vicinity (Jan. 14, 1971) states:

This document contains maps and supporting text of the Approved and Adopted Master Plan for the Gaithersburg Vicinity Planning Area. The Master Plan amends the Montgomery County portions of "... On Wedges and Corridors," the General Plan for the Maryland-Washington Regional District in Montgomery and Prince George's Counties, Maryland, adopted by The Maryland-National Capital Park and Planning Commission in 1964, and the Master Plan of Highways. The Master Plan makes recommendations for the development of the Gaithersburg Vicinity Planning Area over a 29-year projection period to the year 2000. The Gaithersburg Vicinity Planning Area covers 25 square miles of land generally surrounding the City of Gaithersburg and the Town of Washington Grove. The two municipalities are not within the jurisdiction of the Master Plan. Both the City of Gaithersburg and the Town of Washington Grove have their own planning and zoning powers and their own master plans. For purposes of continuity, Gaithersburg and Washington Grove planning proposals are shown in this Master Plan although these two municipalities are not within the jurisdiction of the Master Plan. The planning proposals for Washington Grove are in accord with the Town's Master Plan.

Town representatives have participated in and are following the development of the Shady Grove Sector Plan. This land use Plan, falling under the authority of the County Planning Board, will guide the development of 2,900 relatively undeveloped acres, some of which border on Ridge Road, an eastern boundary of Washington Grove.

Of particular significance to the Grove are the County Service Park and the County Central Processing Facility, both of which will be within the Shady Grove Sector and so have a direct impact on Washington Grove. (See map, Exhibit B, p. 15)

The Service Park, developing under the guidance of the County Executive's staff, is scheduled to incorporate four County facilities: the Department of Transportation maintenance depot, the Public School transportation and maintenance facilities, the Liquor warehouse, and the County Park and Planning maintenance facilities. A Metro station, which will be the terminus for many years to come, and the line's inspection and storage yard for 144 Metro cars will spread from the Service Park across the B&O tracks towards the Central Processing Facility. The earliest building completion date within the Park will be that of the liquor warehouse, already under construction and scheduled for completion in 1975, while the Metro station will not be in operation until 1981. (See Prelim. Shady Grove Plan, March, 1975)

The Central Processing Facility (CPF) is a heavy industrial-type project designed to receive and process all the trash from Montgomery County in order to recycle as much as 75 percent of it in the form of marketable metal and glass, and energy-producing burnables for use in electric power plants. The remainder must be disposed of. It was to have been rail-hauled out of State to rebuild strip-mined areas; but because of complications, that plan may give way to one of trucking all unusables from the CPF to designated land fills within the County. (See "The Selection of ...," Aug. 1974)

By 1976, the Grove will not be within any of the three circles of fire protection recommended in the "Fire Station Master Plan" (final draft, April, 1975) by the MNCPPC. This plan recommends closing the old Washington Grove-Gaithersburg Station #8 as soon as a new station is built in the vicinity of Route 355 and Montgomery Village Avenue. This station will back up Gaithersburg Station #28, a relatively new and, according to the Plan, adequate fire station on Muncaster Mill Road near Redland Road. Another new station at Shady Grove Road and Route 28 is scheduled for completion in 1976. While we agree that additional protection is necessary for the increased density within the greater Gaithersburg area, we feel this must not occur by reducing present fire/rescue service to Washington Grove. Reduction of service, however, will happen if Station #8 is closed.

Recent State legislation requires "Areas of Critical State Concern" that may exist within the Town be designated: The Town currently does not specify areas that meet the requirements set down by the Maryland State Department of Planning. Registration of the Town on the Department of the Interior's National Register of Historic Places is being considered because of the Grove's historically significant land-use planning which gears town layout to the pedestrian walkways and green spaces. Eventual designations in the National Register might affect the Town's standing with the State in relation to "Areas of Critical State Concern."

IV. Land Use and Zoning in Washington Grove

There are no changes recommended in zoning patterns in either the residential areas or the commercial zone. A zoning map (Exhibit C, pp. 16 & 17) and the Washington Grove Code of Ordinances, revised 1974, (included by reference) are incorporated into this Plan. In terms of building permits, it is imperative for the Town to exercise control to conform with Town ordinances. Citizens need to be reminded regularly of the need to secure a permit to build, and that the Planning Commission, charged with processing of such permits, can be consulted when assistance is needed.

There are some parcels of publicly-owned land in residential areas. It is recommended that certain of these plots, specifically part of lot 8, block 31 and part of lot 27, block 26 and marginal strips adjacent to northerly edge of First Avenue be offered for sale to adjacent property owners at fair market value where this would not create additional buildable lots. The proceeds from such sales would be deposited in the Improvement Fund. Any other sale of public land would be considered only if such sale would not violate the Open Space Philosophy, as adopted by Council resolution

of 2/28/73, "...to preserve all existing green space, whether public or private within town borders." For example, there is one publicly-owned parcel, designated lot 7, block 4, which should not be sold. It is located in a residential area which is not immediately adjacent to park land or a wooded area and would be ideally suited for use as a small neighborhood park.

The large Town park, which extends from Boundary Street almost to Brown Street, has three intruding parcels of privately-owned land. These are lots 22, block 9, pt. of lot 2 and all of lots 3, 4, 5, 6, block 22. It is recommended that the Town attempt to acquire these as soon as economically feasible. In addition, there are Town-owned lots designated lot 8, block 23 and lot 8, block 24 within that same park land. These are not recommended for sale. Rather, it is recommended that these be dedicated by the Town as park land and thus remove intrusions into the largest of Town park lands.

Additional landscaping, planting and improved maintenance are recommended for all parks within the Town. Likewise, an active and long-range plan for the care and replacement of the Town's mature hardwood trees is recommended.



THE GAZEBO

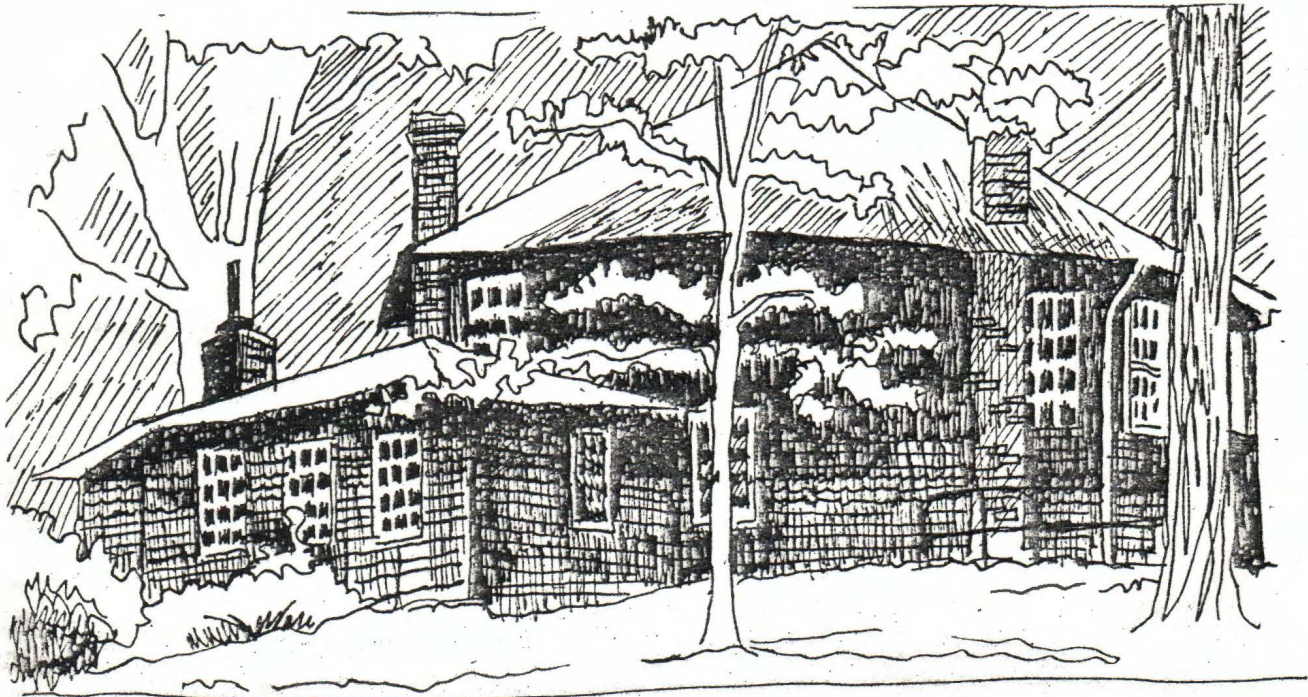
Ornamental lighting for safety and aesthetics is recommended for Gazebo Park, Wade Park and the tennis court and playground areas. The form and type of such lighting should be consistent with the architecture of The Grove and the use of the park areas. In particular, the tennis court area needs to be protected from vandalism, and it will be noted that this is the only area where industrial-type lighting is recommended. A lighting survey of the entire Town in 1974 made recommendations for additional street lighting in some residential areas, and the Council has begun implementation.

This Master Plan recommends the continued preservation and use of Maple Lake for recreation. The lake and the lake woods represent a significant capital asset for the Town and should be protected. Fencing along the lake should be maintained even though it represents a significant budget item for the Town. More planting on the west side of Maple Lake for privacy and

beautification is recommended. It is urged that the pumping station, having reverted to Town ownership, be converted to restrooms. Drainage and erosion studies, and continued testing of the lake water for bacterial content are also recommended. Clearing and restoration of the spring area in the lake woods should be accomplished.

It is urged that the Town government formulate and circulate a reasonable but firm policy with respect to the use by non-residents of the lake, tennis courts and playground and picnic areas. A general upgrading of the facilities in the picnic area is recommended, and playground equipment, as needed, should be repaired. There are facilities at the Town Garage that could be used as restrooms for the recreation area.

McCathran Hall is of great historical significance to Town residents and is the focal point of many community activities as was the Sacred Circle in the Town's earliest days. It is recommended, therefore, that this structure be high on a list of priorities to undergo much-needed repairs. It is further recommended that within the Hall the facilities used as the repository for business records of the Town be upgraded. It is urged that the Hall is also the logical place for an active archives activity. If proper handling and preservation were insured, many residents who hold items of historical interest would be inclined to share them with all. Many residents have expressed an active interest in learning more about the lore of Washington Grove, and for non-residents as well the archives might well become attractive if something in the nature of a museum could be arranged. Likewise, the possibility of locating a self-lending library in McCathran Hall is worth consideration and would enhance the above-suggested activities.



MCCATHRAN HALL FROM CHESTNUT

Increased traffic along Town borders indicates the need for an elementary school located on the Grove side of the B&O tracks. Therefore, this Master Plan supports the present proposed elementary school in the Amity Drive area as well as the junior high school site, as shown on the Shady Grove sector plan. In addition to the proposed highway changes and enlargements when the new railroad bridges are built, the Grove will also be impacted by Metro construction along the same corridor. This construction will displace the Town Post Office; consequently this Master Plan recommends that it be relocated in a suitable commercial area on the Grove side of the railroad/Metro/highway where it would be convenient to residents of the Town as well as nearby commercial areas presently serviced by the postal facility.

Philosophy and action within the Town's forest areas should be governed by the Forest Policy adopted by Council and Town Meeting in 1973, to wit:

1. To protect and maintain the integrity of its forest preserve undiminished in acreage as an indispensable element in preserving the idyllic character of the community.
2. To adapt a management policy treating the forest as a natural reserve and not to undertake a timber harvest plan chiefly for revenue.
3. To preserve all existing green space whether public or private within Town borders.
4. To charge the Forestry Committee (subject to approval of Council) with the management of the Town forests in accord with this policy. This would enable the protection of the woods as we know them and would increase their effectiveness as recreational, esoteric, educational and protective assets of our Town.

This Master Plan recommends abandonment of the "road and lot" designations within the forest areas, leaving this acreage designated as Forest Preserve. Better boundary designation along the East woods and Lake woods is recommended. At the time of adoption of the Plan the Town is commencing a fencing project for the former area which will be costly, but will prove effective if properly maintained.

It is also recommended that dense plantings of evergreens and possibly construction of earth berms be undertaken along Railroad Street. These would offer visual screening as well as noise abatement. Indeed, with the construction of the new railroad bridge and the closing of Aitcheson Crossing, part of Railroad Street will not be needed for vehicular traffic and its alignment can be utilized for plantings to screen this border of the Grove.

V. Borders

The consideration of extending Washington Grove's boundaries is an item logically to be included in the Master Plan. As possible annexation sites, consideration was given to:

1. The small residential area along Route #124 immediately south of Maple Lake.
2. The small parcel along the south side of Railroad Street and west of Ridge Road.
3. A 150-foot strip east of Ridge Road between Brown and Center Streets.
4. Both sides of Ridge Road northeast of Center Street.

It should be noted that annexation would bring about control but not ownership of land and can be initiated either by the Town or by the owners/residents of the parcels. Of particular importance is the fact that land, once annexed by a town, cannot be rezoned to eventual use until several years after annexation. Therefore, this should not be viewed as an immediate solution to our problem of growth impact from the surrounding areas.

There are some considerations with respect to annexation. It could "round out" our borders in some areas and increase the Town's tax base. In the long run, it could provide a buffer to certain types of development. Referring specifically to the parcels in question, annexing the first parcel would forestall expansion of the commercial zone on the west side of Route #124. In the case of the second parcel, the Town would have greater control in our position against extending Railroad Street further south. Annexation of the third and fourth parcels would help control access to Shady Grove Road and would aid in fending off industrial or high density residential zoning on our immediate Eastern border.

However, there are some additional considerations concerning the possible extension of our borders: in so doing, we would increase our responsibility for road maintenance and other municipal services. The additional population (the total number being rather unpredictable) would increase the use of Town recreational facilities, parks and woods. There would be a dilution of the present residents' share of capital investments in park and woods. Speaking specifically to the parcels in question, number 1 would increase our interface with commercially-zoned land. Number 3 would replace our present boundary with a new boundary. However, inherent in all these considerations is increased financial responsibility for the Town and many potentially sensitive issues such as we have already experienced in our present commercial zone, i.e., enforcement of our ordinances.

Feeling that the negatives on annexation outweigh the positives, this Master Plan opposes vigorous pursuit of annexation as Town policy.

VI. Streets, Roads and Walkways

The original subdivision plan for Washington Grove developed by its founders in the late 19th century established a concept of pedestrian walkways separated from vehicular ways, and interspersed with numerous parks and open spaces. Only in recent years has this found widespread use by planners of other communities.

In order to have our network of walkways and roads continue to serve us well in providing for an ideal residential environment, we must have a plan that recognizes and meets the needs of an area-wide transportation system while minimizing the adverse impacts of that system on the Town.

From its founding, Washington Grove has been served by B&O commuter trains. However, with shifting employment and development patterns and increasing reliance on the automobile, this service has decreased over the years to two trips each way on weekdays. Narrow roads and limited parking result in minor use of the Washington Grove stop, except for pedestrian patrons. Ridership from Washington Grove has approximately doubled in the past ten years. No direct bus is available from the Grove to the Washington Metro area.

Currently, the nearest and most severe traffic problem for Grove residents is the rush-hour bottleneck at Brown Street and Maryland Route #124. There are various causes for this congestion, but the chief one seems to be the STOP sign pattern currently in use at the bridge over the B&O tracks. Various patterns have been tried there and found unsatisfactory.

The traffic jam between the bridge and the intersection described above has caused motorists to attempt short cuts through the Grove. This problem gave rise to a special committee which recommended measures to the Town Council. These resulted in the placement of STOP signs within the Grove and DO NOT ENTER signs for traffic both within the Grove and on Route #124. Another recommendation made by the traffic committee was to consider closing certain Grove streets at their intersection with #124. This recommendation was passed to the Planning Commission for consideration in this Master Plan (see page 11).

Two additional concerns are that heavy truck traffic along Railroad Street presents both noise and safety hazards for the Grove, and neither the railroad grade crossing nor the humpback bridge provides safe transit across the tracks. This is particularly true for school buses. Although slowed down by political considerations and the present state of the nation's economy, population growth will continue to increase the pressure of traffic flow on Grove borders.

The presently planned mass transit does not offer much relief. In fact, such plans may increase problems the Grove is having with auto traffic flow when METRO extends beyond Rockville to a Shady Grove terminal near the present Sears warehouse. It is projected that there will be 11,000 riders there by 1990. The METRO will not extend to Germantown in the next 10 years, but the right-of-way is being reserved west of the B&O tracks and will affect Washington Grove. Study has been given to an interim express bus service to feed commuters from Germantown and Montgomery Village to the METRO terminus at Shady Grove, possibly using the reserved METRO right-of-way, but this now appears unlikely.

Projected road improvements would relieve some traffic pressures on the Grove. The extension of Shady Grove Road to Muncaster Mill Road is under construction, but two connecting roads are needed before this will relieve the traffic flow on Route #124 and Railroad Street. The most important road is M-83, which would parallel Emory Grove Road. This is not on the current State

five-year road plan and is listed only for minor planning in the County six-year road program. The other connection involves extension of Amity Drive to Shady Grove Road, but its alignment and timing are uncertain as yet.

The project that would most closely affect the Grove is shown on the Gaithersburg Vicinity Master Plan but is not budgeted. This project is the replacement of the humpback bridge over the B&O tracks. If built, this new bridge would relieve the problem of through traffic for Washington Grove since the Grove would lose all direct access southward. The project would erase the intersection of Railroad Street and Hickory Road, take some property in the area, and abandon most of Railroad Street. Ridge Road would connect to Brown Street, the grade crossing would be closed, and all vehicular access to the Grove would be from Route #124.



An alternative to the major project expense of replacing the bridge is extension of Railroad Street to the East (closing the Aitcheson Crossing and removing the bridge) and connecting it to the extension of Shady Grove Road on the northeast side of the B&O right-of-way. This road, whether a four-lane arterial or a low-cost continuation of the present shoulderless two lanes, would aggravate the impact of corridor traffic on the Grove. East-bound traffic would flow more smoothly than today, with elimination of the stop sign at the foot of the present bridge. However, this would stimulate increased traffic flow which, along with new traffic generated by planned housing developments off Route #124 and heavy trucks serving the Central Processing Facility, the County Service Park, and installations off Gude Drive, would place an "East-West Highway" along the park boundary. In addition to the noise, fumes, and visual assault, there would be increased interference with foot traffic to the school, post office, and store, and with auto egress from Ridge, Grove, and Chestnut Roads. Measures suggested to shield the Town (such as an earthen berm or dense woods) would carry a price in terms of loss of the beauty of the present open, semi-wooded park between Brown and Railroad Streets. The Planning Commission therefore opposes the alternative of extending Railroad Street in lieu of building a new bridge, although the latter admittedly also would have a deleterious environmental impact.

The only other major road change indicated on the Master Plan for the Gaithersburg vicinity that would have significant implications for the Grove is construction of the Outer Beltway. In 1970-71, it was generally felt that this project was at least ten years away, but in 1974, as the environmental impact movement emerged and the energy shortage developed, a number of planners and politicians suggested that the Outer Beltway would never be built. There is, however, a high probability that the sections of this project parallel to and on the Washington Grove side of Shady Grove Road will be constructed within about five years to provide access to the County Service Park and the Shady Grove terminus of METRO.

Traffic generated by the new County Service Park will be considerable. Projections show 2500 vehicles per day initially for the four County facilities. A commuter rail/METRO station is also to be incorporated in this area. The foregoing figure does not include autos and buses carrying the estimated 11,000 METRO riders by 1990. Although most traffic of all kinds in this area will arrive via I-270 or M-83, a significant number will want to use Route #124 and Oakmont Avenue.

For a survey of potential traffic generated by the Central Processing Facility, see the document titled, "The Selection of a Site for the Central Processing and Rail Transfer Facilities for Montgomery County, Maryland," August, 1974.

It appears that problems associated with through traffic on our streets will intensify. The planned signalization of the intersection of Route #124 and Railroad Street will provide for more orderly movement with greater safety at that location, but will cause an increased problem of cars attempting to bypass the signal by using Town streets. An interim plan (Exhibit A) is attached which would call for the temporary closing of both Oak and Center Streets at Route #124 in order to deal with this problem. McCauley Street would remain open, requiring a concentrated effort at enforcement of the "NO LEFT TURN" southbound and "NO RIGHT TURN" northbound as currently posted.

The ultimate plan (Exhibit B) would be implemented when features of adopted adjacent area master plans have been constructed (i.e., the relocation of Route #124 from the Air Park westward into Gaithersburg, the completion of Girard Drive in Gaithersburg, and construction of the new bridge over the B&O Railroad). This plan proposes that the old portion of Route #124 revert to local jurisdictional control and that it be discontinued as a through street, leaving it to serve as a residential access road only. Also under this plan, Oak and Center Streets would be reopened to Route #124, and would provide the only ingress and egress to Railroad Street and Oakmont Avenue.

If the new bridge over the B&O Railroad is constructed before through traffic could be diverted from existing Route #124, the intersections with Oak and Center Streets should be reopened and the intersection with McCauley Street reconstructed with traffic-activated signalization.

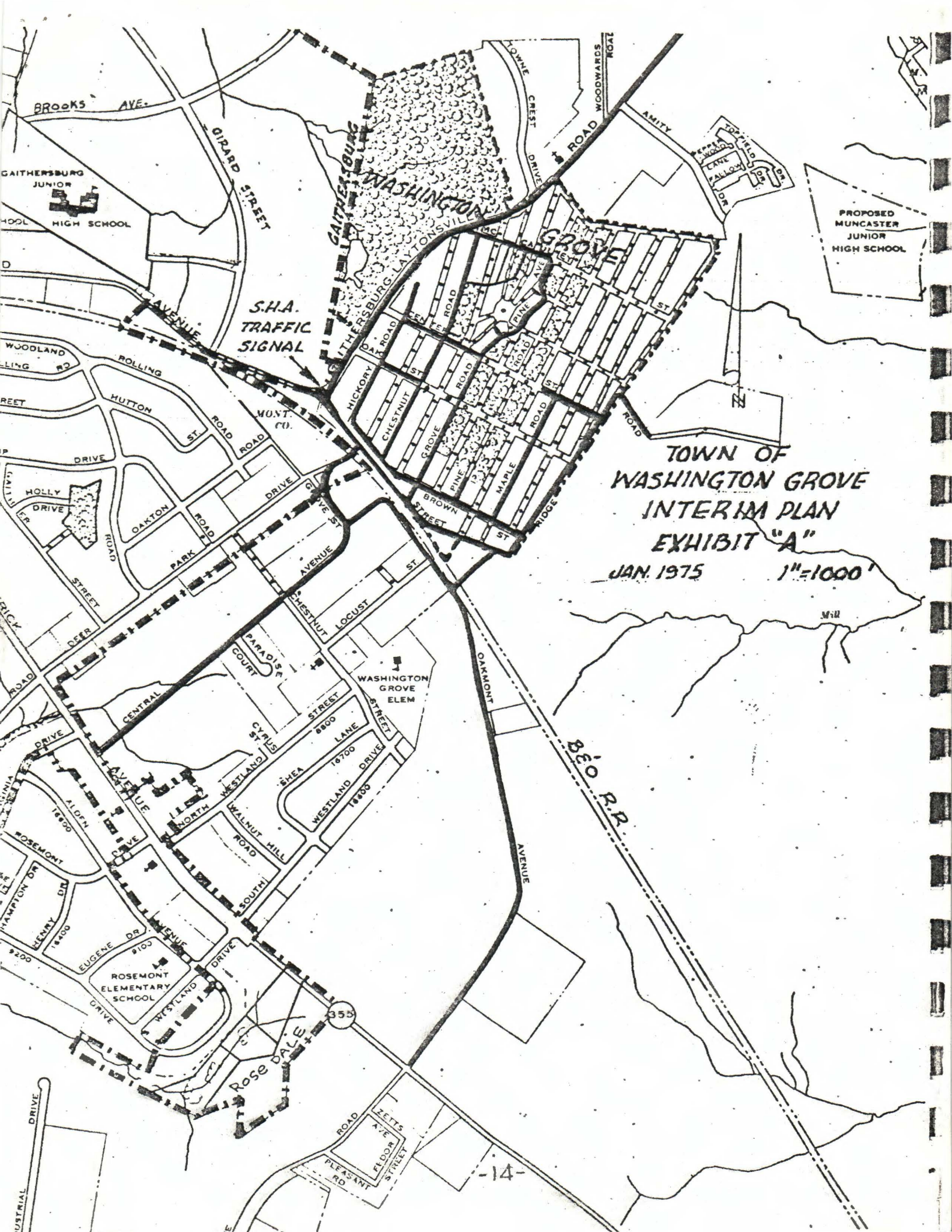
VII. Conclusions

The integrity of this community and the quality of life in Washington Grove can be preserved. However, this will not just happen--it must be pursued vigorously. It will require, among other things, the implementation of this Master Plan. There must be continued and broadened citizen participation in both the formal Town administration and the informal volunteer work. There will also need to be recognition in the Town budget of needs for capital improvements and new operating expenses, either through increased expenditures or reordered spending priorities.

VIII. Recommendations

- A. No major changes need be made in residential or commercial zoning patterns.
 - 1. No expansion or alteration of Town boundaries is necessary or desirable. If such requests were ever initiated by surrounding residents, the Planning Commission would not necessarily recommend that the Town oppose them, but would recommend careful consideration at the time of the request.
 - 2. Several privately-owned lots that intrude into park land should be acquired by the Town and a few small parcels of publicly owned land should be offered to adjacent owners.
 - 3. Appropriate legal action should be initiated to effect abandonment of the "lot & block" pattern in the East forest preserve.
- B. Preserve the pedestrian orientation of the Town by the specific designation of walkways and roadways in accordance with Article III, Section 9 of the Code of Ordinances, 1974.
- C. Numerous improvements are desirable.
 - 1. Town borders on the West and North need better definition and protection through fencing and/or plantings. Plantings and sound barriers are also desirable in other locations such as along the present Railroad Street and ultimately sited along the B&O tracks in the abandoned roadbed of Railroad Street.
 - 2. Community facilities, such as McCathran Hall, need to be improved and services augmented.
- D. Both the East and West woods should be continued as recreational and environmental assets.
- E. The encroachment of external auto traffic should be resisted.

1. Certain features of adopted adjacent area master plans should be endorsed and actively sought:
 - a. Replacement of the present antiquated bridge over the B&O tracks and the concomitant closure of the grade crossing and improvement of Oakmont Avenue will dramatically relieve the problem of external traffic on Washington Grove streets, though this will impose a serious nuisance on Grove residents through loss of direct access to the South.
 - b. The Town should oppose the extension of Railroad Street in lieu of building a new bridge.
 - c. Relocation of Maryland Route #124 from the Air Park westwardly will enhance the utility of the West woods and Maple Lake through improved access and would permit the old portion of Route #124 to revert to local jurisdictional control--serving only as a local access road.
 2. Until the above features become reality, several important interim measures should be taken:
 - a. The County should be urged to make traffic engineering studies of the Railroad Street-Oakmont corridor and provide signal lights, traffic control barriers, or other devices to abate the present nuisance of commuter and other auto and truck traffic and prevent its worsening.
 - b. Internal traffic flow, and access to the outside, should be reoriented as necessary to cope with the pressures of traffic along Route #124 and the Railroad Street-Oakmont corridor. For example, Oak and Center Streets should be temporarily closed at Route #124.
- F. There should be no reduction of any factors that now contribute to fire and rescue services in the Town.
- G. This Plan is intended to be a living document which is reviewed for implementation at least annually and reviewed for possible revision at least every ten years.
1. The Planning Commission has the duty to review the Plan with a view to suggesting further implementation.
 2. The Council and Planning Commission should meet jointly on a yearly basis to work planned implementation into budget requests.



S.H.A.
TRAFFIC
SIGNAL

TOWN OF
WASHINGTON GROVE
INTERIM PLAN
EXHIBIT "A"

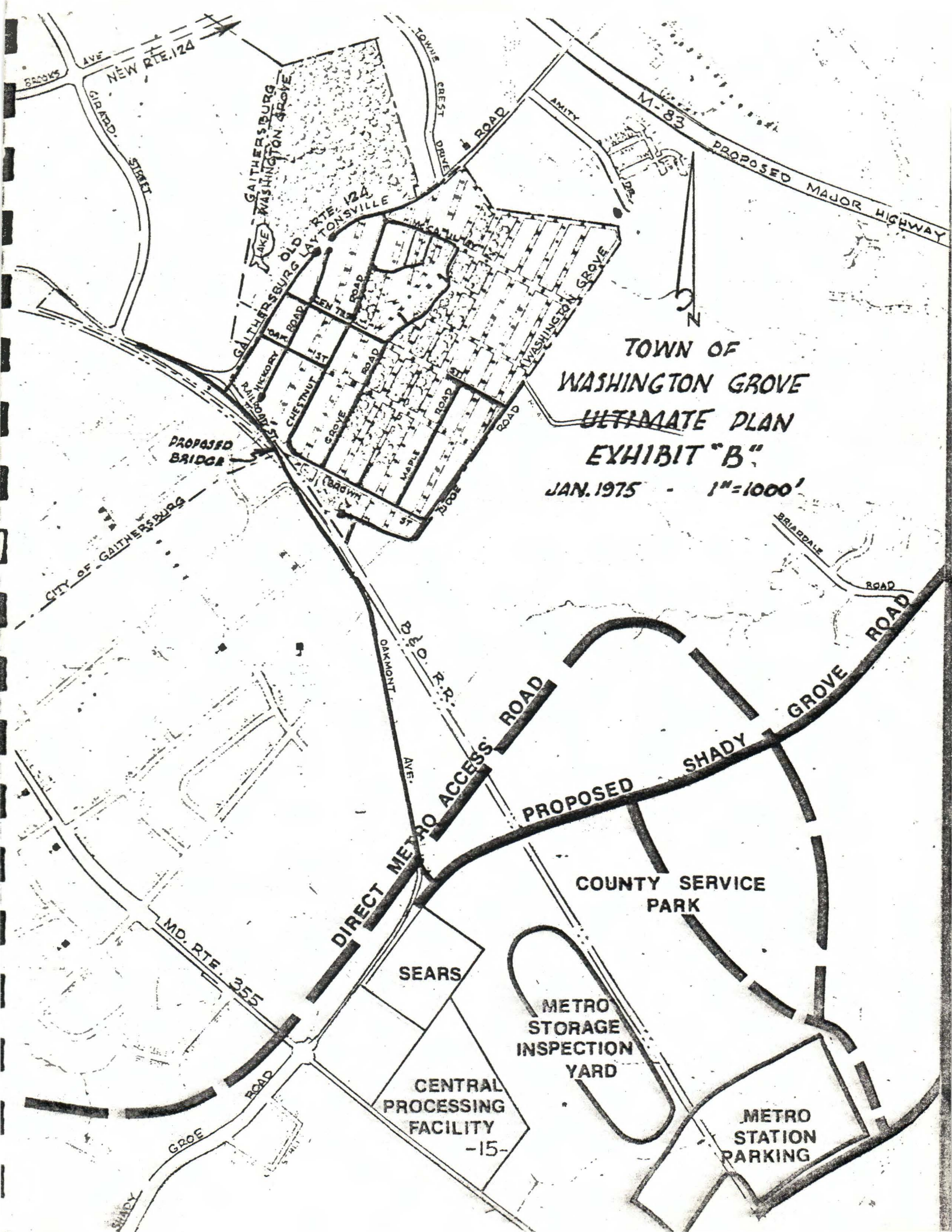
JAN. 1975 1"=1000'

PROPOSED
MUNCASTER
JUNIOR
HIGH SCHOOL

WASHINGTON
GROVE
ELEM

ROSEMONT
ELEMENTARY
SCHOOL

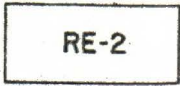


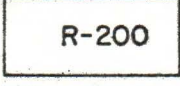
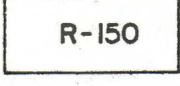
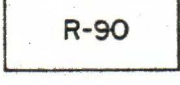
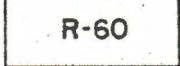
355






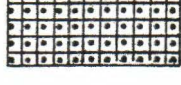
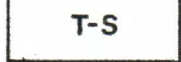


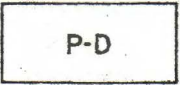







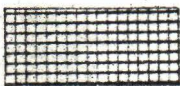



TOWN OF
WASHINGTON GROVE
ULTIMATE PLAN
EXHIBIT "B"
JAN. 1975 - 1"=1000'

BRACKS AVE
NEW RTE. 124
GIRARD STREET
GAITHERSBURG WASHINGTON GROVE
TOWN'S CREST DRIVE
AMITY ROAD
M-83
PROPOSED MAJOR HIGHWAY
OLD RTE. 124
LAYTONSVILLE
GAITHERSBURG
WASHINGTON GROVE
RILEY MEMORY ROAD
CENTRAL GROVE
CHESTNUT ROAD
MAPLE ROAD
BIRCH ROAD
OAKMONT AVE.
D.C. R.R.
BRIARDALE ROAD
CITY OF GAITHERSBURG
PROPOSED BRIDGE
MD. RTE. 355
SHADY GROVE ROAD
DIRECT METRO ACCESS ROAD
PROPOSED
SHADY GROVE ROAD
COUNTY SERVICE PARK
SEARS
METRO STORAGE INSPECTION YARD
CENTRAL PROCESSING FACILITY
-15-
METRO STATION PARKING








LEGEND

 RE-2 RESIDENTIAL ESTATE, 2 AC.
 RE-2C RESIDENTIAL ESTATE, 2 AC, CLUSTER
 RE-1 RESIDENTIAL ESTATE, 1 AC.
 R-200 ONE-FAMILY DETACHED, LARGE LOT
 R-150 ONE-FAMILY CONTROLLED DENSITY
 R-90 ONE-FAMILY DETACHED RESTRICTED RESIDENTIAL
 R-60 ONE-FAMILY DETACHED RESIDENTIAL








 R-T TOWN HOUSES
 R-30 MULTI-FAMILY LOW-DENSITY RES.
 R-20 MULTI-FAMILY MED-DENSITY RES.
 R-10 MULTI-FAMILY HIGH-DENSITY RES.
 R-H MULTI-FAMILY HIGH-RISE PLANNED RES.
 R-CBD RES. CENTRAL BUSINESS DISTRICT
 T-S TOWN SECTOR

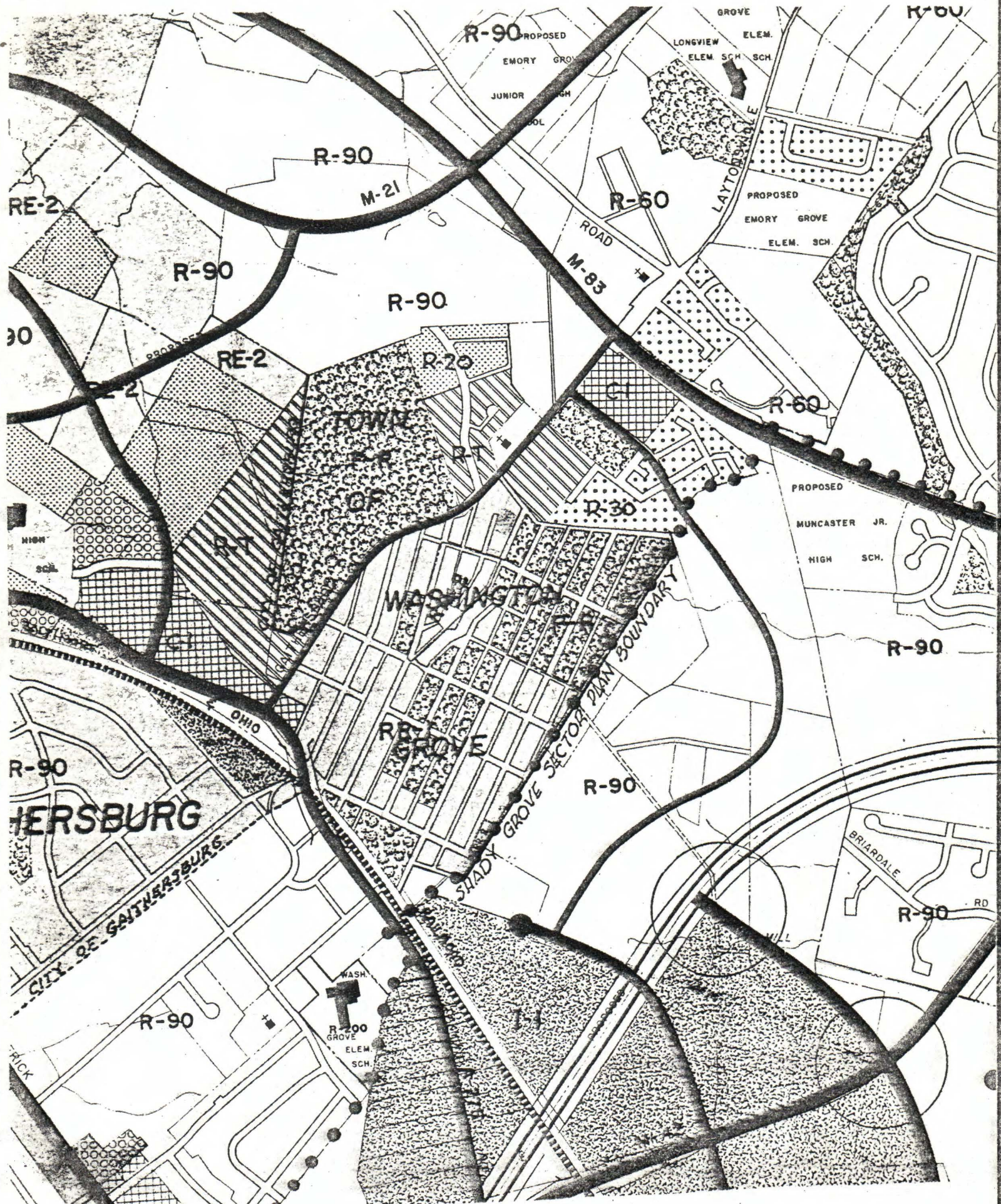
 P-D PLANNED DEV. ZONE	 OFF. BLDG MOD. INTE. O-M	 PARKLAND
 C-O COMM. OFF. BLDG.	 TS-M	
 C-P COMM. OFF. PARK	 C-1 LOCAL COMM.	 I-1 LIGHT IND.
 C-2 GEN. COMM.	 I-2 HEAVY IND.	
 C-3 HWY. COMM.	 I-3 IND. PARK	

HIGHWAYS

	FREEWAY
	MAJOR HIGHWAY
	ARTERIAL / INDUSTRIAL ROAD
	PRIMARY RESIDENTIAL ROAD
	METRO LINE AND STATION
	INTERCHANGE
	BRIDGE

NOTE: ROADS WITHIN CITY OF GAITHERSBURG WERE COMPILED FROM THEIR MASTER PLAN DATED: DEC. 30, 1975.

	POLICE STATION
	FIRE STATION
	CHURCH / SCHOOL
	LIBRARY
	CHURCH AND SYNAGOGUE
	POST OFFICE
	INCORPORATED AREAS



PROPOSED ZONING and HIGHWAY PLAN - 1975
 -17-
 FROM PRELIMINARY REPORT-MCPB SHADY GROVE SECTOR PLAN. EXHIBIT "C"