

McCray, Tiara

From: Gordon Woodward <gwoodward@grsm.com>
Sent: Wednesday, February 7, 2024 1:42 PM
To: McCray, Tiara
Cc: 'Jay Shepherd'; 'Ed Donohue'; M. Carrier Françoise (fcarrier@bregmanlaw.com)
Subject: Abandonment Case - AB 784 (Washington Grove Ln.) - Supplement to the Record - By HOC - Materials Submitted to WSSC (email 1 of 5)
Attachments: 02-EXIST-520230260.pdf; 03-CNCPT-520230260-001.pdf

[EXTERNAL EMAIL]

Ms. McCray – as you will recall, the Hearing Officer requested that the Housing Opportunities Commission (HOC) submit certain material as a supplement to the record - specifically, the materials that were submitted to WSSC on behalf of HOC by its engineering firm, GLW. Pursuant to this request, we are submitting this material now for the record. This material includes the following:

- 02-EXIST-520230260 (Aerial Photo – Existing Conditions);
- 03-CNCPT-520230260-001 (Survey);
- 03-CNCPT-520230260-002 (Potential Intersection Re-alignment);
- 03-CNCPT-520230260-003 (Existing and Proposed Street Sections);
- 03-CNCPT-520230260-004 (Emory Grove Road – Sections, Existing and Potential);
- 03-CNCPT-520230260-005 (Shady Spring Drive – Sections, Existing and Potential);
- 03-CNCPT-520230260-006 (Mid-County Highway – Sections, Existing);
- 03-CNCPT-520230260-008 (Historical Composite Map);
- 04-SWM-520230260-002 (Storm Water Concept); and
- 04-SWM-520230260-003 (Existing Utility Plan).

As was reviewed at the hearing, based on discussions with WSSC and the submission of this material, WSSC submitted a comment on December 27, 2023, and another comment on January 25, 2024, both of which stated that “[t]he request to vacate the referenced parcel is recommended, subject to the petitioner granting the two easements to the Commission, of sufficient nature and extent to protect the integrity of existing facilities.” As indicated in WSSC’s comment on January 25, 2024, WSSC expects the easements within 60 days after the new plat is recorded. As previously indicated, the parties agree to this condition.

Given the size of some of these attachments, we will submit this materials in five separate emails, which will follow. Should you have any questions or concerns, please let us know.

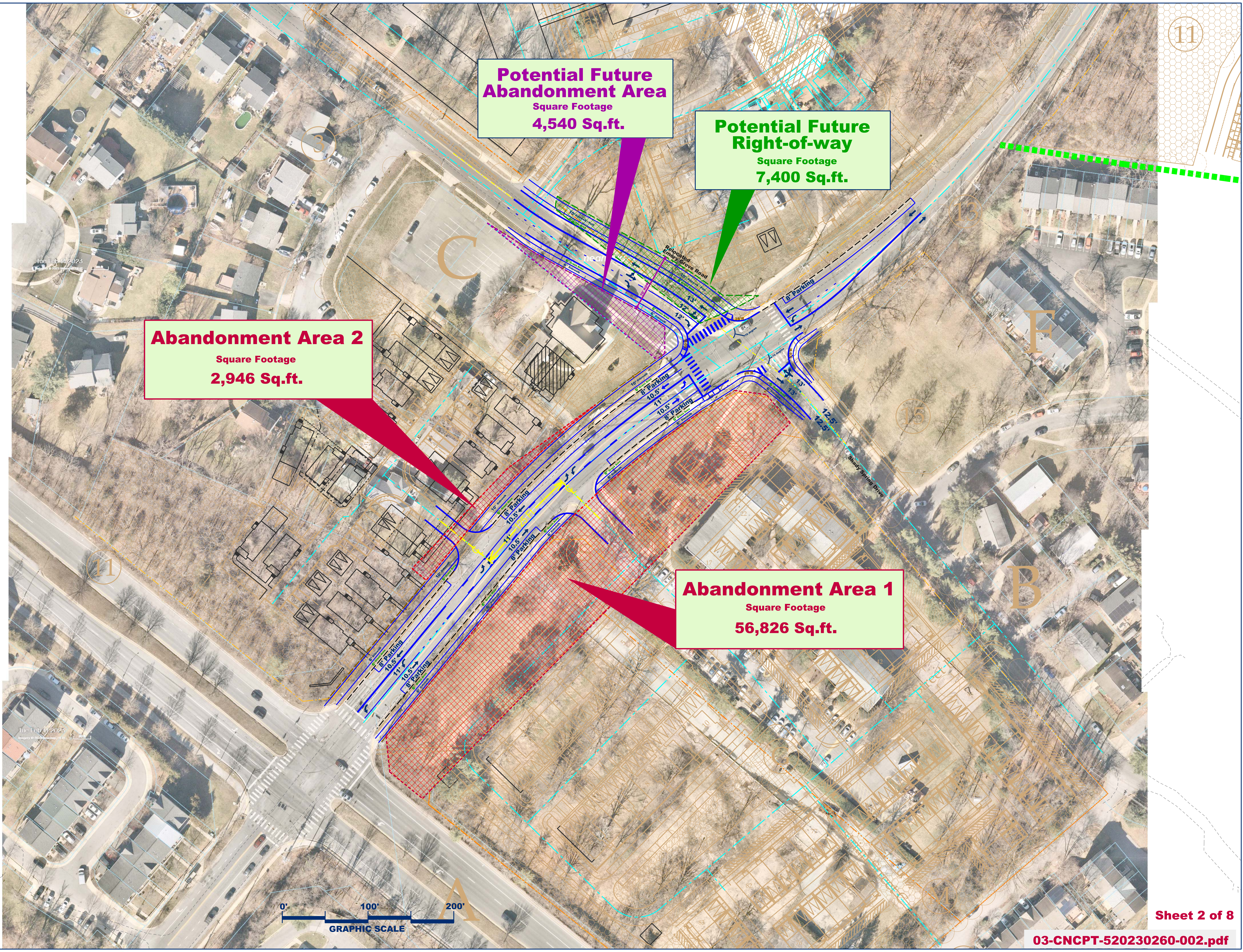
Thank you
Gordon

GORDON S. WOODWARD | Partner

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Phone (301) 512-9218



P	DATE	DATE	DATE
M. Vailath	DESIGNED	DRAWN	APPROVED

PROJECT	NO.
Heritage Emory Grove	5-20230260

SCALE	1" = 100'
LOCATION	Montgomery County, Maryland
JOB NUMBER	2023-0237
FILE NAME	P



F. Neighborhood Connectors

Neighborhood Connectors are residential through streets. While the land uses are predominately medium- or low-intensity residential development, some businesses may be present. Development is typically set back from the street. These streets have longer block lengths and often serve longer-distance travel compared to Neighborhood Streets and Neighborhood Yield Streets. Neighborhood Connectors are important connections for motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Neighborhood Connectors should focus on reducing vehicle speeds, implementing safe crossings, and providing street lighting, sidewalks and bikeways.

- MB** Maintenance Buffer
- SP** Sidepath
- SB** Street Buffer
- TV** Travel Lane
- SW** Sidewalk



Figure 2-48. Neighborhood Connector

Key Features:

- » **Development intensity:** Moderate- to low-intensity development, primarily residential
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Moderate volume of personal vehicles
- » **Transit service:** Moderate to frequent
- » **On-street parking:** Provided in some locations, where feasible
- » **Other key features:** Moderate frequency of driveways, street trees

1. MINIMUM REQUIREMENTS

**CLOSED SECTION
NO PARKING &
NO CENTER TURN LANE**

MB:	2	@	2'	=	4'
SP:	1	@	10'	=	10'
SB:	1	@	6'	=	6'
TV:	2	@	10.5'	=	21'
TVI:	0	@	10'	=	0'
PL:	0	@	8'	=	0'
CM:	0	@	6-10'	=	0'
FZ:	0	@	3'	=	0'
TL:	0	@	10'	=	0'
SW:	1	@	6'	=	6'
TOTAL:					47'

TS:	25 MPH
PS:	25 MPH
MTL:	2

3. MINIMUM REQUIREMENTS

**CLOSED SECTION WITH
ON-STREET PARKING**

MB:	2	@	2'	=	4'
SP:	1	@	10'	=	10'
SB:	1	@	6'	=	6'
TV:	2	@	10.5'	=	21'
TVI:	0	@	10'	=	0'
PL:	2	@	8'	=	16'
CM:	0	@	6-10'	=	0'
FZ:	0	@	3'	=	0'
TL:	0	@	10'	=	0'
SW:	1	@	6'	=	6'
TOTAL:					63'

TS:	25 MPH
PS:	25 MPH
MTL:	2

2. MINIMUM REQUIREMENTS

**CLOSED SECTION
NO PARKING WITH
CENTER TURN LANE**

MB:	2	@	2'	=	4'
SP:	1	@	10'	=	10'
SB:	1	@	6'	=	6'
TV:	2	@	10.5'	=	21'
TVI:	0	@	10'	=	0'
PL:	0	@	8'	=	0'
CM:	0	@	6-10'	=	0'
FZ:	0	@	3'	=	0'
TL:	1	@	10'	=	10'
SW:	1	@	6'	=	6'
TOTAL:					57'

TS:	25 MPH
PS:	25 MPH
MTL:	2

4. MINIMUM REQUIREMENTS

**CLOSED SECTION WITH CENTER
TURN LANE & ON-STREET PARKING**

MB:	2	@	2'	=	4'
SP:	1	@	10'	=	10'
SB:	2	@	6'	=	12'
TV:	2	@	10.5'	=	21'
TVI:	0	@	0'	=	0'
PL:	2	@	8'	=	16'
CM:	0	@	6-10'	=	0'
FZ:	0	@	3'	=	0'
TL:	1	@	10'	=	10'
SW:	1	@	6'	=	6'
TOTAL:					79'

TS:	25 MPH
PS:	25 MPH
MTL:	2

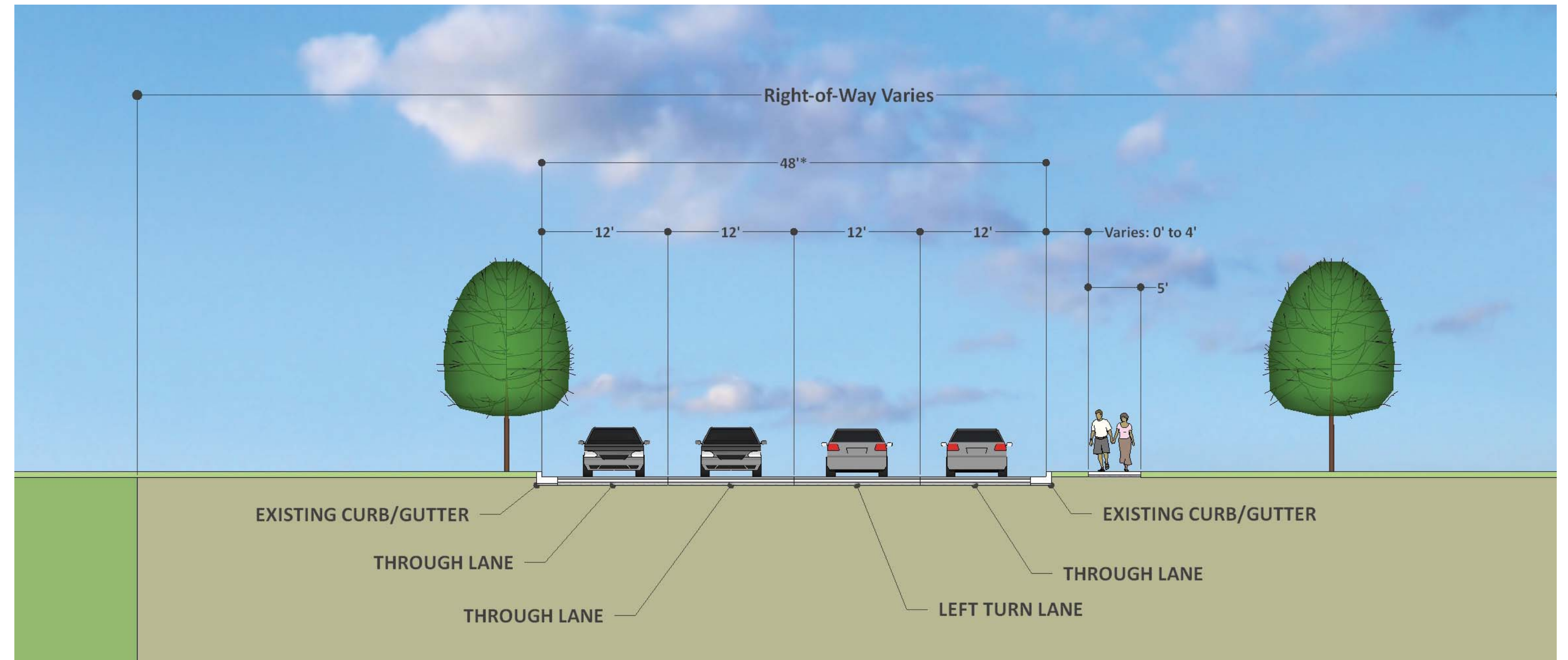
Approved 2022 Complete Streets Manual Neighborhood Connector

- Key:**
- MB:** Maintenance Buffer
 - SP:** Sidepath
 - SB:** Street Buffer
 - TV:** Outside Travel Lanes
 - TVI:** Inside Travel Lanes
 - PL:** Parking Lanes
 - CM:** Center Median
 - FZ:** Frontage Zone
 - TL:** Turn Lanes
 - SW:** Sidewalk
 - TS:** Target Speed
 - PS:** Posted Speed
 - MTL:** Max. Through Lanes

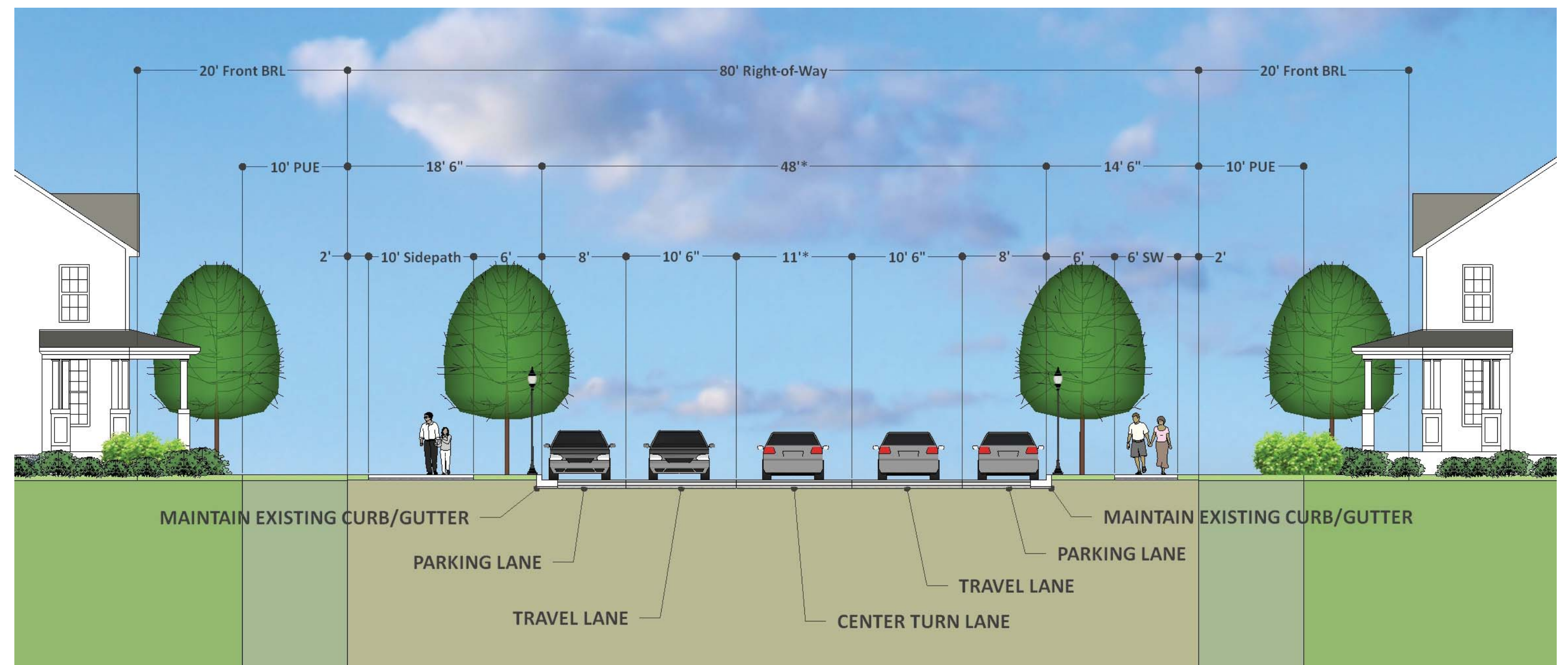
MB:	2	@	2'	=	4'
SP:	0	@	10'	=	0'
SB:	2	@	9'	=	18'
TV:	2	@	11'	=	22'
TVI:	0	@	10'	=	0'
PL:	2	@	8'	=	16'
CM:	0	@	6'	=	0'
FZ:	0	@	3'	=	0'
TL:	0	@	10'	=	0'
SW:	2	@	5'	=	10'
TOTAL:					70'

TS:	30 MPH
MTL:	2

Street Standard MC-2003.12 Primary/Principal Secondary Streets



Existing Street Section for Washington Grove Lane NEIGHBORHOOD CONNECTOR / PRIMARY STREET



Proposed Street Section NEIGHBORHOOD CONNECTOR / PRIMARY STREET

MB:	2	@	2'	=	4'
SP:	1	@	10'	=	10'
SB:	2	@	6'	=	12'
TV:	2	@	10.5'	=	21'
TVI:	0	@	10'	=	0'
PL:	2	@	8'	=	16'
CM:	0	@	6-10'	=	0'
FZ:	0	@	3'	=	0'
TL:	1	@	10'	=	10'
SW:	1	@	6'	=	6'
TOTAL:					80'

TS:	25 MPH
PS:	25 MPH
MTL:	2

Washington Grove Lane is a Primary Residential Road (P-5) per the Master Plan of Highways and Transitways (MPOHT), with two existing travel lanes. There is an additional west-bound travel lane and center turning lane between Shady Spring Road and Mid-county Highway. The MPOHT proposes a total of two travel lanes within a planned right-of-way of 70-feet.

The proposed abandonment petition requests a reduction of the existing right-of-way to that which is recommended in the MPOHT with a slightly wider right-of-way near Mid-County Highway in order to accommodate turning lanes. The petition does not request any changes to the existing curb & gutter and/or pavement, with the exception of modifications to two existing entrances, and the closing of one existing entrance and two driveways.

A new 6-foot sidewalk is proposed on the south-east side of the road in certain areas, that will be blended with the existing 5-foot sidewalk. A new 10-foot wide sidepath will be provided on the north-west side of the road consistent with the Bikeway Master Plan. In order to accomplish these future improvements, an 80-foot right-of-way is proposed between Mid-County Highway and Shady Spring Road, and a 70-foot right-of-way is proposed east of Shady Spring Road. As indicated on the tables above, the proposed petition can accommodate multiple configurations of the roadway under the Complete Streets criteria as well.

Between Mid-County Highway and Emory Grove Road, there are two proposed striping options:

- Option 1: Maintain existing pavement striping and lane configurations.
- Option 2: If permitted to narrow lanes, pavement will be restriped to provide on-street parking where allowed by code.

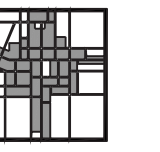
No changes to the width and/or configuration of the road and/or curb & gutter is required and/or proposed under either option.

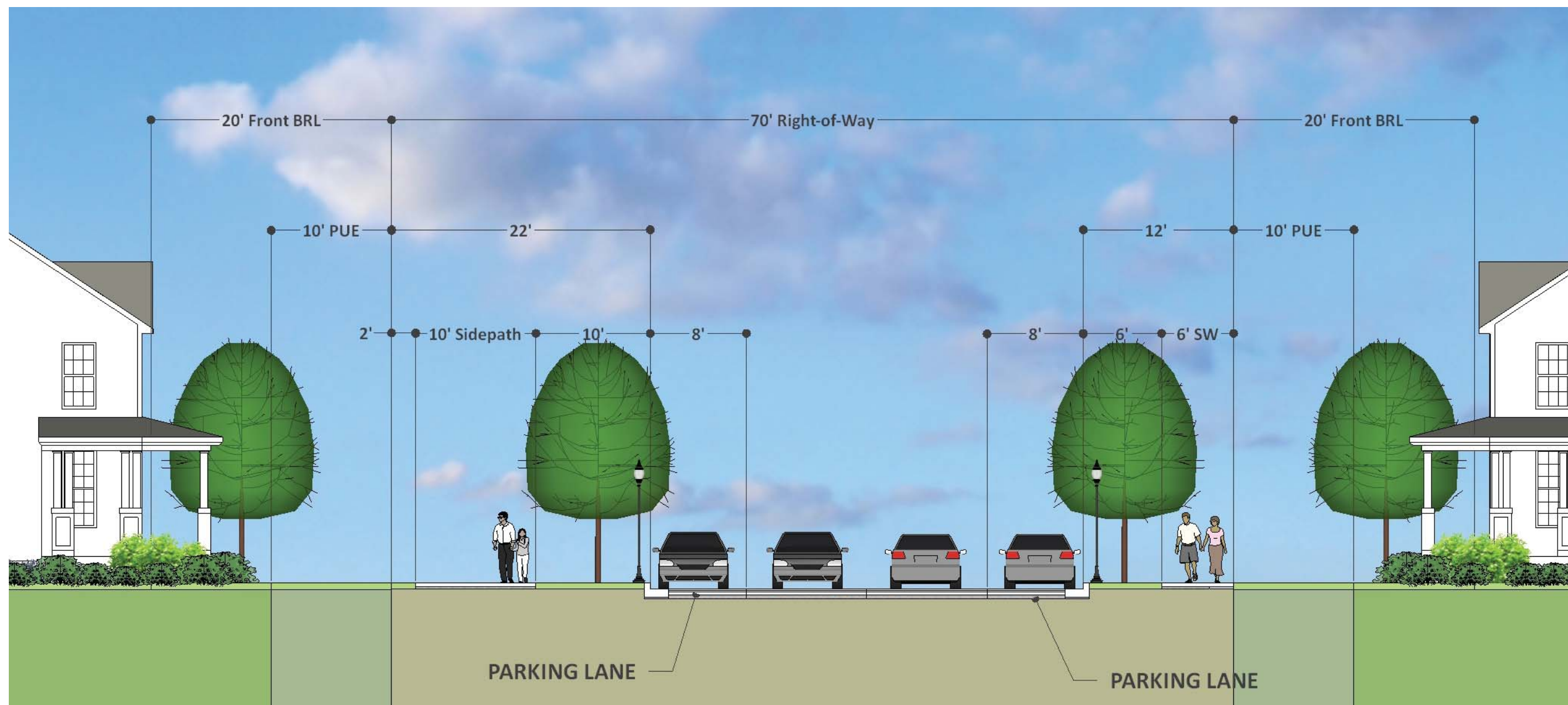
Section: Washington Grove Lane (P-5)

These plans are for conceptual use only and are subject to change and refinement.

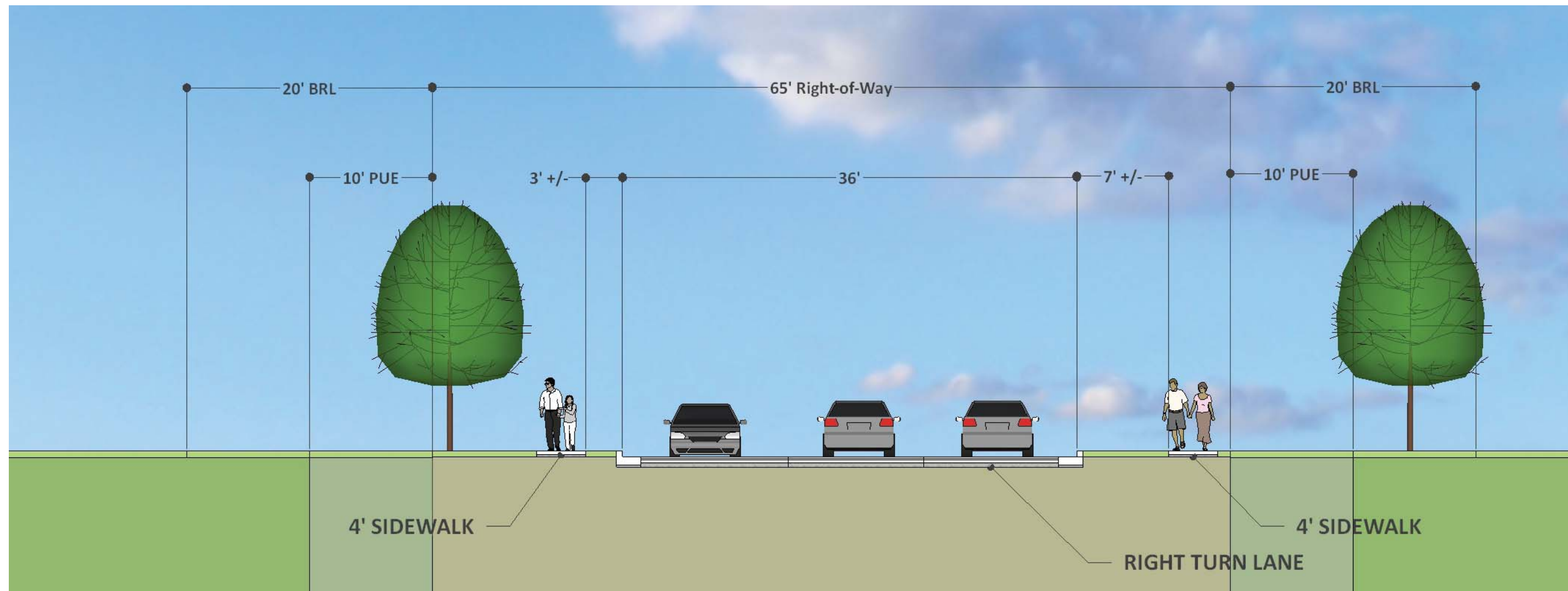
AB 784

Election District #9
WSSC Grids 224NW08 and 225NW08
Tax Map: GT122





Potential Future Emory Grove Road
Looking South-East

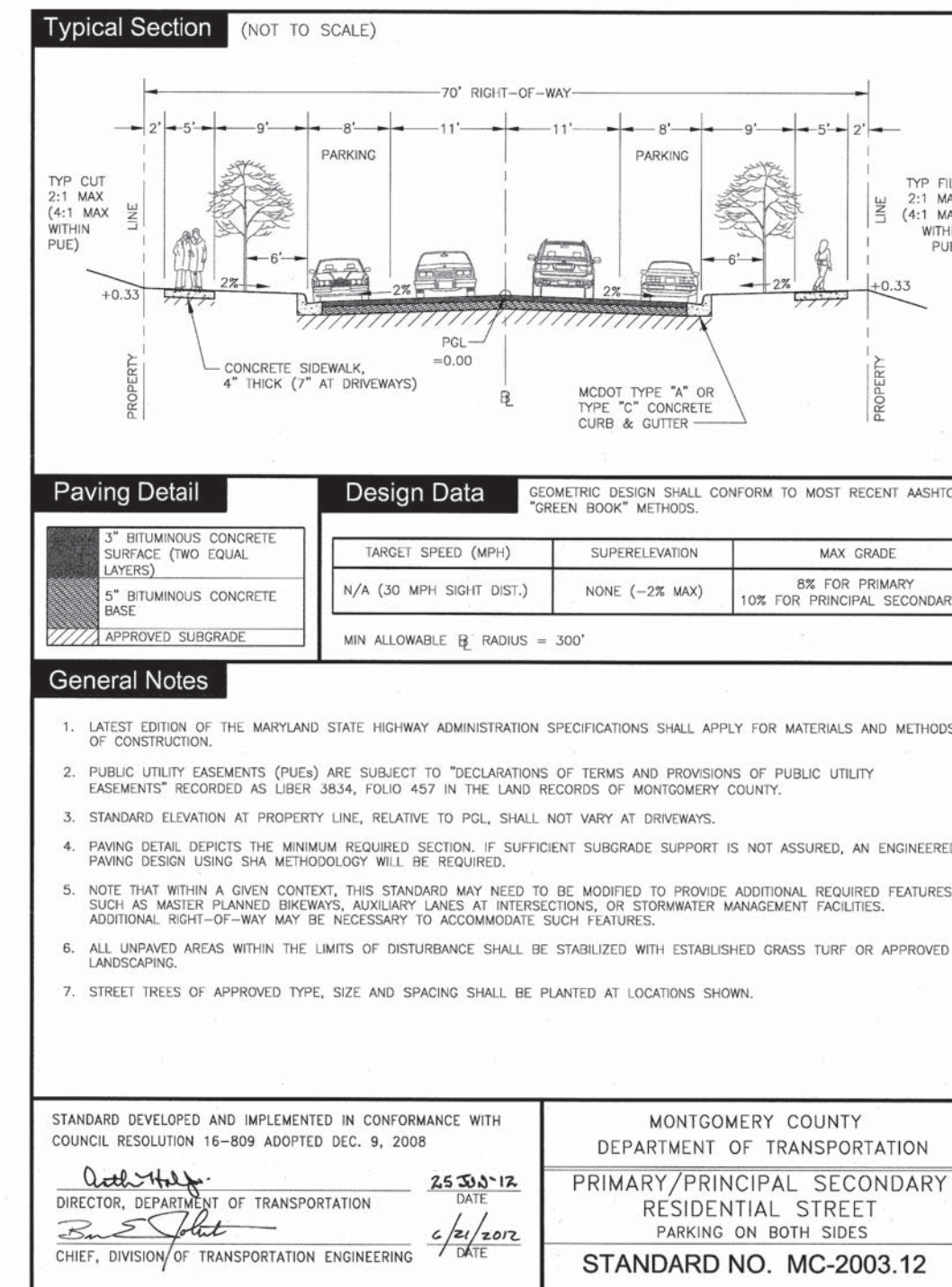


Existing Emory Grove Road
Looking South-East

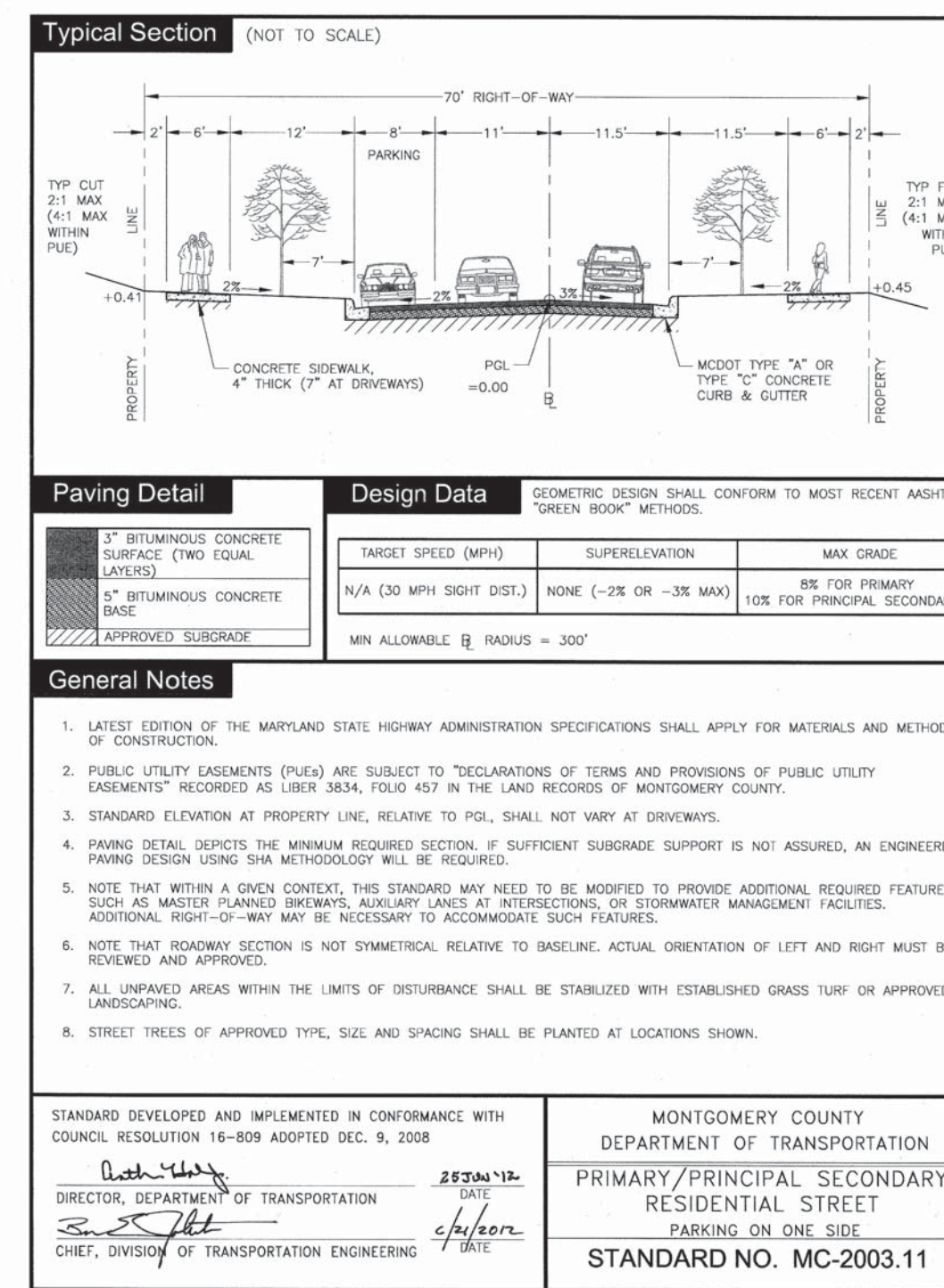


Existing Emory Grove Road
Looking South-East

Street Standard MC-2003.12
Primary / Principal Secondary Residential Street
Parking on both sides.



Street Standard MC-2003.11
Primary / Principal Secondary Residential Street
Parking on one side.



EXISTING CONDITIONS
CLOSED SECTION

MB:	1	@	1'	=	1'
MB:	1	@	10'	=	10'
FZ:	0	@	7'	=	0'
SP:	1	@	3'	=	3'
SB:	1	@	7'	=	7'
TV:	2	@	12'	=	24'
TVL:	1	@	12'	=	12'
PL:	0	@	8'	=	0'
SW:	2	@	4'	=	8'
TOTAL:					65'

PS: 25 MPH
MTL: 2

*May be located on private property if required.

Narrative:

Emory Grove Road is an existing 2-lane primary roadway with an existing right-of-way is 65-feet. The Complete Streets Manual (CSM) classifies this road as a Neighborhood Street. The Master Plan of Highways and Transitways (MPOHT) recommends a planned right-of-way of 70-feet. The existing pavement width is 36-feet. There are existing sidewalks on both sides of the roadway. A 10-foot sidepath bike facility is planned on the north side of this roadway.

The proposed abandonment does not impact this roadway.

This existing right-of-way does not meet the requirements of the Complete Streets Manual and/or the MPOHT. Additional dedication of right-of-way may be required. Future development on the Up-County Center Property may be required to dedicate additional land in order to provide sufficient right-of-way for the future sidepath. Future development may also request approval for on-street parking. The proposed section is for illustrative purposes only. Determination of necessary right-of-way, on-street parking, and other improvements will be determined at preliminary plan approval of adjacent development.

Approved 2022 Complete Streets Manual

G. Neighborhood Streets

Neighborhood Streets serve predominantly residential areas with low volumes of motor vehicle traffic. Pedestrian and bicycle activity are common along these streets. Neighborhood streets should have sidewalks on both sides of the street, though in retrofit applications, a sidewalk on one side of the street may be an interim objective in existing neighborhoods with limited right-of-way. Most, but not all, Neighborhood Streets in Montgomery County offer on-street parking. Design for Neighborhood Streets should focus on encouraging slow speeds, pedestrian safety, healthy street trees, and well-defined routes to nearby parks, transit, and schools.

Key Features:

- **Development intensity:** Moderate- to low-intensity residential development
- **Pedestrian and bicycle activity:** Moderate
- **Vehicle activity:** Low volumes of personal vehicles
- **Transit service:** Typically, limited or none
- **On-street parking:** Varies/ context-dependent
- **Other key features:** Frequent curb cuts/driveways, street trees

- MB Maintenance Buffer
- SW Sidewalk
- SB Street Buffer
- P Parking Lane
- TV Travel Lane



Figure 2-55. Neighborhood Street

MINIMUM REQUIREMENTS
CLOSED SECTION - NO PARKING

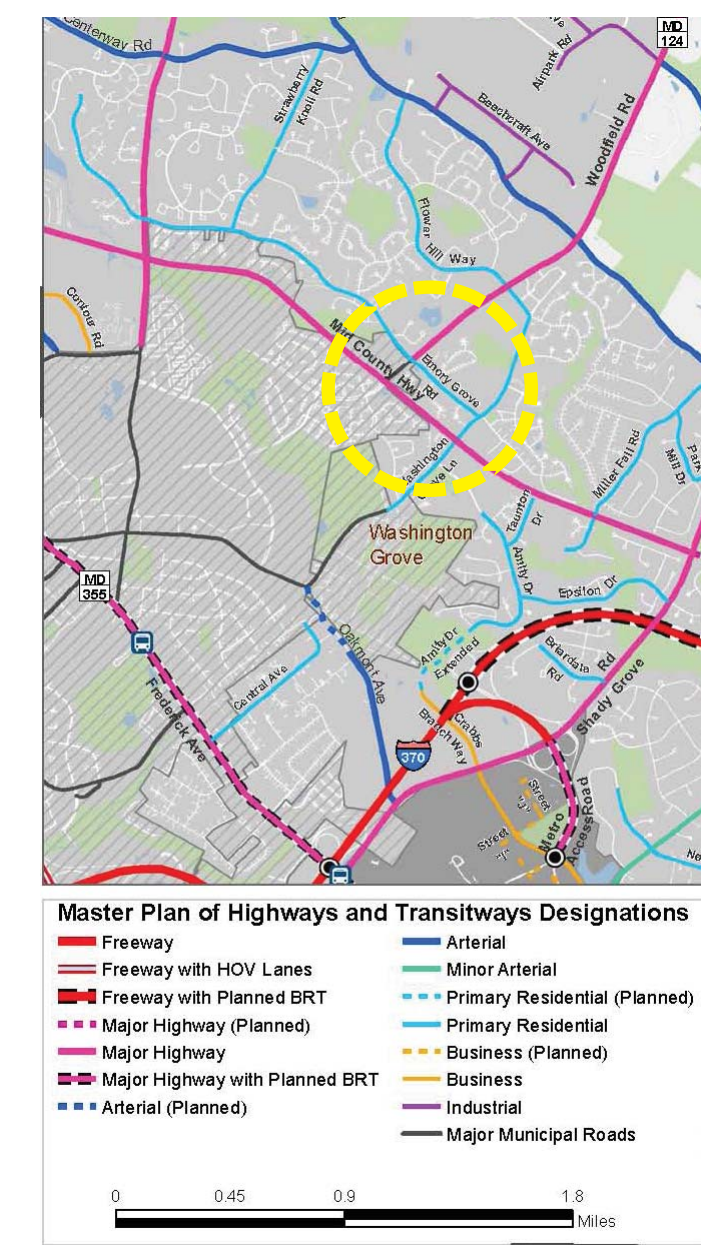
MB:	2	@	2'	=	4'
FZ:	0	@	7'	=	0'
SP:	1	@	10'	=	10'
SB:	2	@	6'	=	12'
TV:	2	@	10'	=	20'
PL:	2	@	8'	=	16'
SW:	1	@	6'	=	6'
TOTAL:					68'

TS: 20 MPH
MTL: 2

*If required, may be provided on private property.
**Number of parking lanes to be determined at preliminary plan.

Key:

- MB: Maintenance Buffer
- FZ: Frontage Zone
- SP: Sidepath
- SW: Sidewalk
- BL: Bike Lanes
- SB: Street Buffer
- TV: Outside Travel Lanes
- TVL: Inside Travel Lanes
- PL: Parking Lane(s)
- TL: Transit Lane(s)
- CM: Center Median
- TL: Turn Lane(s)
- SH: Shoulders
- BS: Bikeable Shoulder
- TS: Target Speed
- PS: Posted Speed
- MTL: Max. Through Lanes

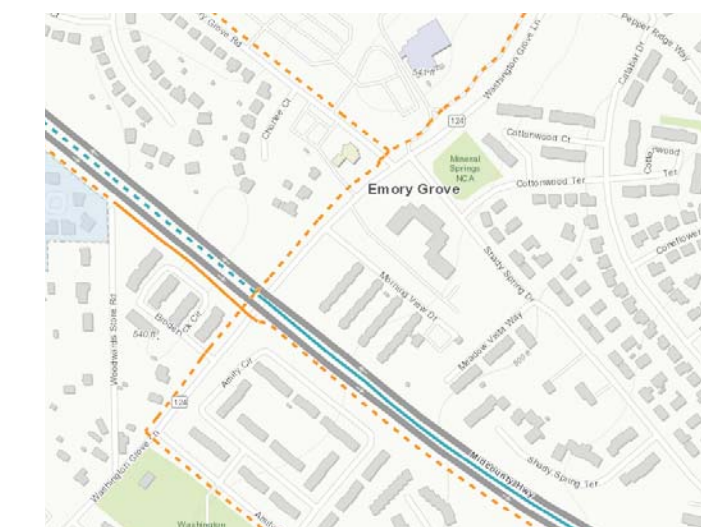


Approved 2018 Master Plan of Highways and Transitways
Effective: 07/24/2018

- Mid-County Highway (M-83): Major Highway w/ 4-6D in 150' RW
- Washington Grove Lane (P-5): Primary Residential w/ 2D in 70' RW
- Emory Grove Road (P-3): Primary Residential w/ 2D in 70' RW
- Shady Spring Drive: Unclassified

2022 Complete Streets Manual

- Mid-County Highway: Boulevard w/ 150' RW
- Washington Grove Lane: Neighborhood Connector w/ 70' RW
- Emory Grove Road: Neighborhood Street w/ 70' RW
- Shady Spring Drive: Neighborhood Street w/ 60' RW



- Existing Proposed
- Trails
- Sideways
- Separated Bike Lanes
- Striped Bikeways
- Bikeable Shoulders
- Shared Roads

2022 Bicycle Master Plan

- Mid-County Highway: Existing Bikeable Shoulder (East) Prop. Sidepath (West)
- Washington Grove Lane: Sidepath (Northwest Side)
- Emory Grove Road: Sidepath (Northeast Side)
- Shady Spring Drive: No Recommendation

AB 784

Election District #9
WSSC Grids 224NW08 and 225NW08
Tax Map: GT122

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TOWNSCAPE DESIGN LLC
TOWN PLANNERS AND LANDSCAPE ARCHITECTS

DRAWN BY: DA
DESIGNED BY: DA
CHECKED BY: DATE: 08/22/2023
SCALE: As Shown
REVISIONS

Housing Opportunities Commission
10400 Derrick Avenue
Kensington, MD 20895
Attn: Jay Shepherd
(240) 627-9437

5-20230260
CONCEPT PLAN
Heritage Emory Grove
ROW Abandonment
Gaithersburg, Maryland

4 SHEET
OF 8

Section: Emory Grove Road (P-3)

These plans are for conceptual use only and are subject to change and refinement.

C. Boulevards

Boulevards are critical roadways that typically connect employment and entertainment centers, civic, commercial, and institutional land uses and may also provide cross-county and regional connections. Some buildings are positioned closer to the street, while others are set back. These streets are currently dominated by motor vehicle traffic and have less pedestrian and bicycle activity compared to Downtown Streets and Downtown Boulevards; however, much of the walking on these streets is to access frequent transit service. Street design for Boulevards emphasizes safety for pedestrians and bicyclists by managing vehicle speeds, improving access management, and providing comfortable and continuous sidewalks and bikeways, frequent opportunities for pedestrians and bicyclists to safely cross the street, and separation from high speeds and volumes of traffic.

Key Features:

- Development intensity: Moderate to low-intensity mixed-use, retail, or residential development
- Pedestrian and bicycle activity: Moderate
- Vehicle activity: Moderate to high volume of personal vehicles
- Transit service: Frequent
- On-street parking: Uncommon, though provided in some instances
- Other key features: Infrequent driveways, street trees

- MB Maintenance Buffer
- SP Sidepath
- SB Street Buffer
- TV Travel Lane
- TB Transit Buffer
- TL Transit Lane
- FZ Frontage Zone

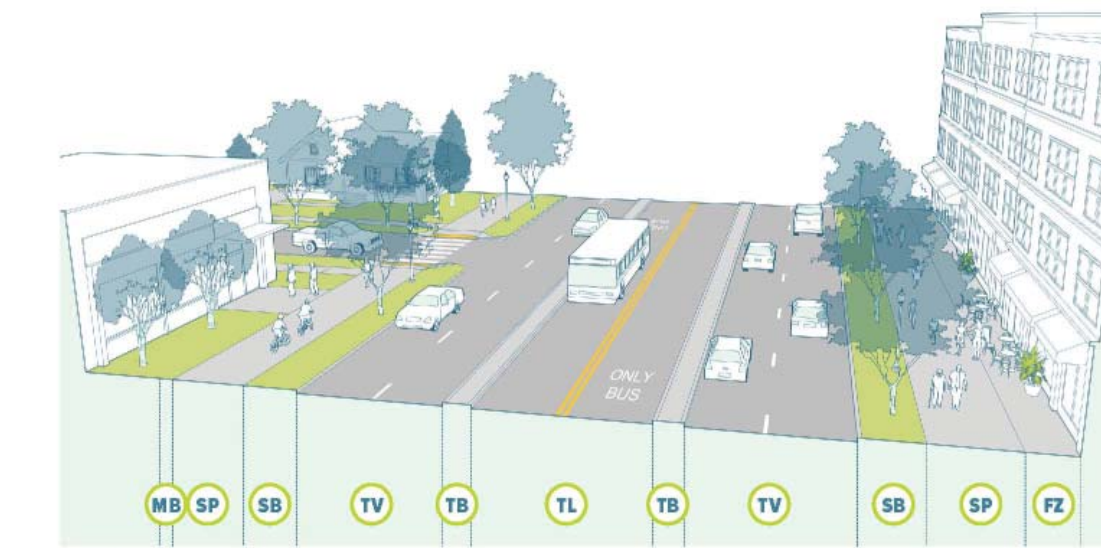


Figure 2.27: Boulevard

MINIMUM REQUIREMENTS
CLOSED SECTION - NO PARKING

MB:	2	@	2'	=	4'
FZ:	0	@	7'	=	0'*
SP:	1	@	11'	=	11'
SB:	2	@	8'	=	16'
TV:	4	@	11'	=	44'
TVI:	2	@	10'	=	20'
PL:	0	@	8'	=	0'
CM:	1	@	6-16'	=	16'
TL:	0	@	10'	=	0'*
BS:	1	@	8'	=	8'
SW:	1	@	6'	=	6'
TOTAL:					125'

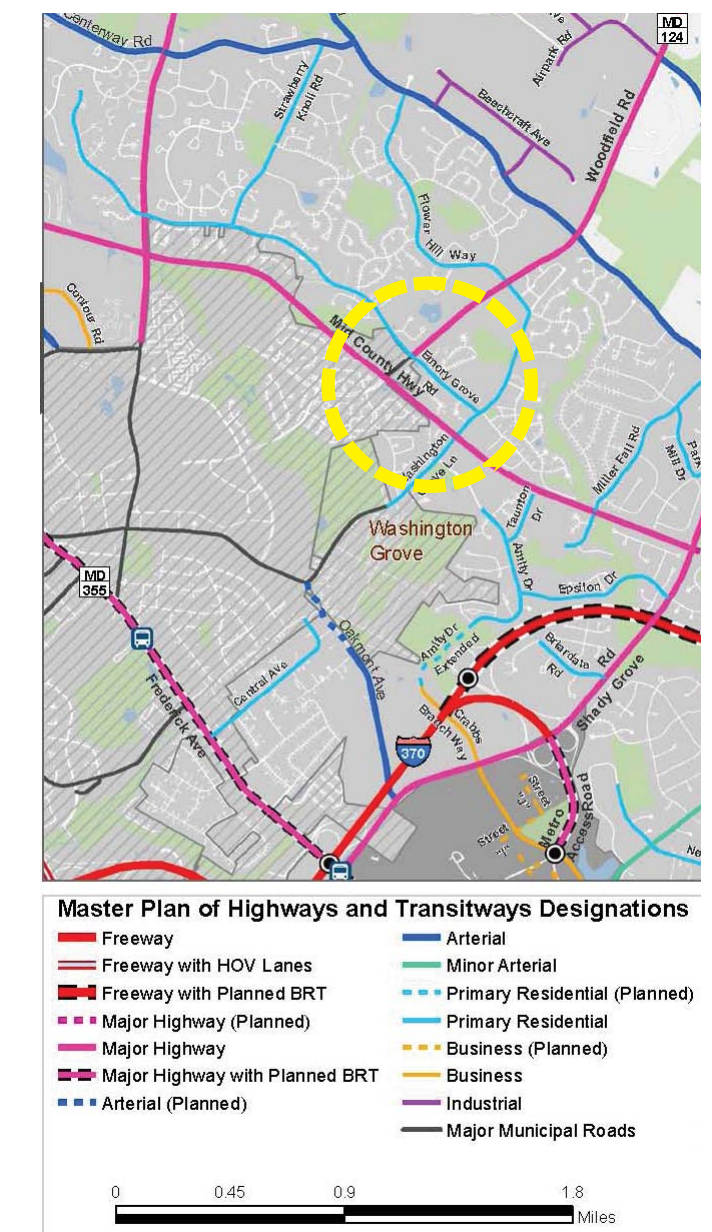
TS: 35 MPH
MTL: 4-6

*If required, may be provided on private property.
**Included in center median dimension.

Key:

- MB: Maintenance Buffer
- FZ: Frontage Zone
- SP: Sidepath
- SW: Sidewalk
- BL: Bike Lanes
- SB: Street Buffer
- TV: Outside Travel Lanes
- TVI: Inside Travel Lanes
- PL: Parking Lanes
- TL: Transit Lane(s)
- CM: Center Median
- TL: Turn Lane(s)
- SH: Shoulders
- BS: Bikeable Shoulder

TS: Target Speed
PS: Posted Speed
MTL: Max. Through Lanes



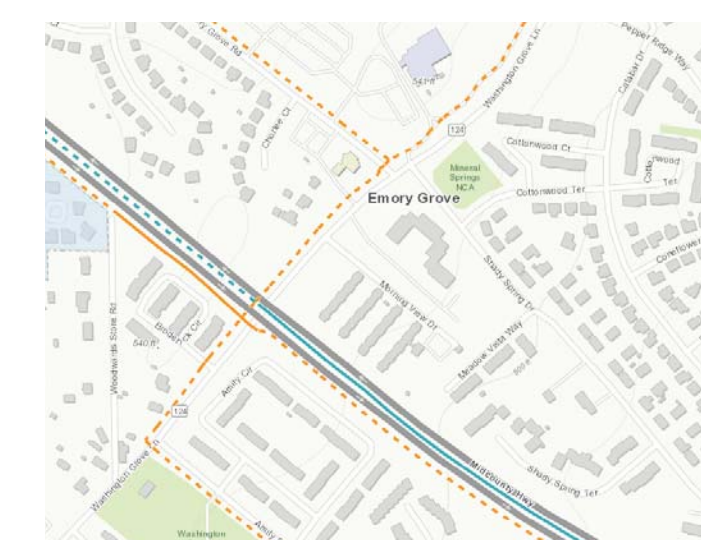
Effective: 07/24/2018

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- Shady Spring Drive: Unclassified

2022 Complete Streets Manual

- Mid-County Highway: Boulevard w/ 150' RW
- Washington Grove Lane: Neighborhood Connector w/ 70' RW
- Emory Grove Road: Neighborhood Street w/ 70' RW
- Shady Spring Drive: Neighborhood Street w/ 60' RW

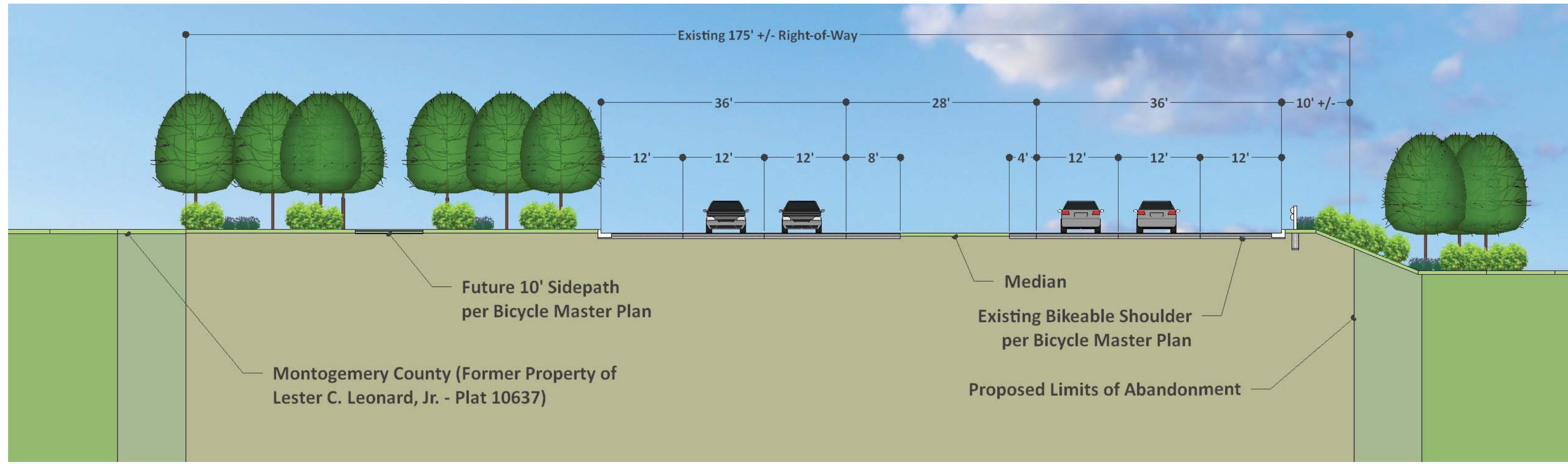


- Existing Proposed
- Trails
- Sidepaths
- Separated Bike Lanes
- Striped Bikeways
- Bikeable Shoulders
- Shared Roads

2022 Bicycle Master Plan

- Mid-County Highway: Existing Bikeable Shoulder (East) Prop. Sidepath (West)
- Washington Grove Lane: Sidepath (Northwest Side)
- Emory Grove Road: Sidepath (Northeast Side)
- Shady Spring Drive: No Recommendation

AB 784
Election District #9
WSSC Grids 224NW08 and 225NW08
Tax Map: G1122



Existing Mid-County Highway (M-83)
Looking North-West



Existing Mid-County Highway (M-83)
Looking North-West

EXISTING CONDITIONS
CLOSED SECTION - NO PARKING

MB:	0	@	2'	=	0'
FZ:	0	@	7'	=	0'*
SP:	0	@	11'	=	0'
SB:	2	@	25'	=	50'
TV:	4	@	12'	=	48'
PL:	0	@	8'	=	0'
CM:	1	@	6-16'	=	16'
TL:	0	@	10'	=	0'*
SH:	1	@	8'	=	8'
SH:	1	@	4'	=	4'
BS:	2	@	12'	=	24'
SW:	0	@	6'	=	0'
TOTAL:					150'

PS: 45 MPH
MTL: 4

*Included in center median dimension.

Street Standard MC-2008.04B
Major Highway - Suburban - Design Speed 45-55 mph

Typical Section (NOT TO SCALE)

Layer	Thickness
3" BRUSHED CONCRETE SURFACE (ONE EQUAL LAYERS)	3"
4" BRUSHED CONCRETE BASE	4"
6" UNBOUND AGRICULTURAL BASE (TWO EQUAL LAYERS)	6"
APPROVED SUBGRADE	

Design Data	Superelevation Distribution	Max. Grade
Target Speed (MPH)	ASHTO METHOD 2 (4% MAX)	5 1/2%
ASHTO METHOD 5 (4% MAX)		5%

General Notes:

- LATEST EDITION OF THE MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS SHALL APPLY FOR MATERIALS AND METHODS OF CONSTRUCTION.
- PUBLIC UTILITY FACILITIES (PUE) ARE SUBJECT TO "DECLARATIONS OF TERMS AND PROVISIONS OF PUBLIC UTILITY FACILITIES" RECORDED AS LIBER 3284, FOLIO 421 IN THE LAND RECORDS OF MONTGOMERY COUNTY.
- DRAWING ACCESS IS DISCONTINUED ON SUBURBAN MAJOR HIGHWAYS. STANDARD ELEVATION AT PROPERTY LINE, RELATIVE TO P.L. SHALL NOT VARY AT DRIVEWAYS.
- PAVING DETAIL SPECIFICS THE MINIMUM REQUIRED SECTION. IF SUFFICIENT SUBGRADE SUPPORT IS NOT ASSURED, AN ENGINEERED PAVING DESIGN USING SHM METHODOLOGY WILL BE REQUIRED.
- NOTE THAT WITHIN A GIVEN CONTEXT, THIS STANDARD MAY NEED TO BE MODIFIED TO PROVIDE ADDITIONAL REQUIRED FEATURES SUCH AS MASTER PLANNED BIKWAYS, AUXILIARY LANES AT INTERSECTIONS, OR STORMWATER MANAGEMENT FACILITIES. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY TO ACCOMMODATE SUCH FEATURES.
- SELECTION OF APPROPRIATE TARGET SPEED (EQUAL OR SLIGHTLY LESS THAN DESIGN SPEED) IS SUBJECT TO COUNTY REVIEW AND APPROVAL. APPROVED TARGET AND DESIGN SPEEDS MUST APPEAR ON CONSTRUCTION DRAWINGS.
- ALL UNPAVED AREAS WITHIN THE LIMITS OF DISTURBANCE SHALL BE STABILIZED WITH ESTABLISHED GRASS TURF OR APPROVED LANDSCAPING.
- STREET TREES OF APPROVED TYPE, SIZE AND SPACING SHALL BE PLANTED AT LOCATIONS SHOWN.

STANDARD DEVELOPED AND IMPLEMENTED IN CONFORMANCE WITH COUNCIL RESOLUTION 16-809 ADOPTED DEC. 9, 2008

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION
SUBURBAN MAJOR HIGHWAY
6 LANES WITH BIKE LANES
45 & 50 MPH
STANDARD NO. MC-2008.04B

Check: [Signature] 2/23/2012
DIRECTOR, DEPARTMENT OF TRANSPORTATION
Chief, Division of Transportation Engineering

Narrative:

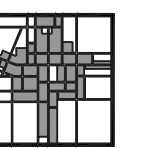
Mid-County Highway is an existing 4-lane dualized major highway that connects Shady Grove Road and Montgomery Village Avenue. The existing right-of-way is 150-feet or greater. This existing right-of-way meets and/or exceeds the requirements of the Complete Streets Manual (CSM) and the Master Plan of Highway and Transitways (MPOHT). Montgomery County Standard Section MC-2008.04B appears to be the most similar section. CSM recommendations can be accommodated within the existing right-of-way.

There are 4 existing lanes for vehicular travel and two broad 12-foot wide paved bikeable shoulders. There is a planned sidepath on the southern side of the road which does not affect this project. The Bikeway Master Plan also indicates that the existing bikeable shoulder on the north side of the road provides appropriate improvements and connectivity.

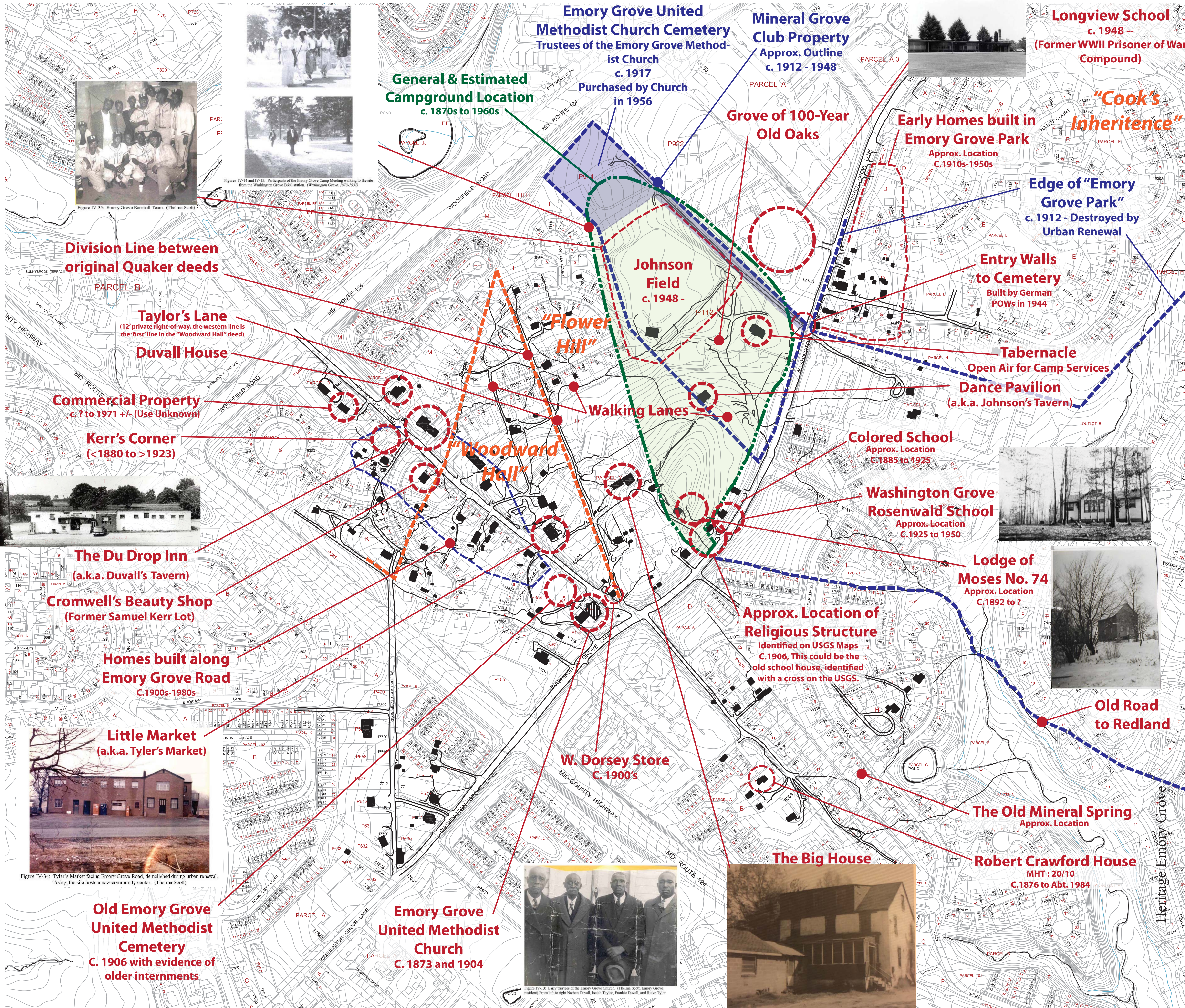
The proposed abandonment does not impact this roadway.

Section: Mid-County Highway (M-83)

These plans are for conceptual use only and are subject to change and refinement.



DRAWN BY: DA
DESIGNED BY: DA
CHECKED BY: [Signature]
DATE: 08/22/2023
SCALE: As Shown
REVISIONS



General Notes Regarding this Historical Summary Map.

1. This document was compiled from multiple sources, including, oral and written history from Emory Grove United Methodist Church congregants, census data, deeds, plats, historic aerial photos, USGS mapping, early 19th century maps, Urban Renewal documents, Montgomery County planning documents, and other research publications documenting the history of Emory Grove and the Camp Meetings that were held there.
2. The information summarized on this plan is not complete but does provide a general understanding of the deep history of the place. Please review other documents in this set for further information as well as the accompanying reports and source documents.
3. To the extent feasible, the author has attempted to represent key elements of the history of Emory Grove prior to the 1971 Gaithersburg and Vicinity Master Plan and the 1974 Urban Renewal Project. Some interpretation has been included in this summary. There may be refinements to this plan as additional information is uncovered and added to the project.
4. As identified elsewhere in these documents, Emory Grove began shortly after the civil war. The Gaithersburg to Laytonsville Road (now WGL) was a key stage coach road. The ground that would later become Emory Grove was purchased from several early Quaker settlers including the Woodwards, Cooks, Plummers, and Bowmans, among others. The ground was (is) extremely rocky and not well suited for farming, but despite that, Emory Grove was founded.
5. The church was built soon after the war and was prominently featured on the Hopkin's Map of 1878. It is our understanding that the outdoor camp meetings actually pre-date the church and may have started as early as 1867. The camp meetings were held for 3 consecutive weeks in August, every year up to the late 1960s. Emory Grove was one of the most important spiritual meeting grounds on the east coast for African Americans.
6. By 1880, the area was being settled at a rapid rate and the Walker Mill at Whetstone Run was of key importance, so much so, that a public road to the mill from the church was approved by the County Commissioners. This road linked Emory Grove with 'The Road to Seneca Bridge' (now Goshen Road) and increased trade and opportunity with northern Montgomery County and beyond. This road would later become Emory Grove Road.
7. The early 20th century saw rapid growth and development in Emory Grove. The one-room Colored School was built in 1885, and replaced with the 2-room Rosenwald School in 1925. The Lodge of Moses #74 was built on the hill just behind the old school in 1892. It provided cooperative financing for residents in an era of deep segregation. In 1905, the old church was replaced with the one that stands on the corner today. The camp meetings continued and reached their peaks in this time period. It was reported that as many as 10,000 souls would make the trek to Emory Grove in heat of August, some from as far away as Boston.
8. By all accounts, Emory Grove was a very close and deep-knit community that grew to be a small, but complete village of modest homes and commercial ventures. Plans were already in place for further growth. The substantial subdivisions of Emory Grove Park and Laytonia were started about 1910.
9. After World War II, there was a surge in new enterprises in Emory Grove. The Du Drop Inn opened sometime in the 1940s and was a key stop on the Chattering Circuit. Prominent African American entertainers played here, including Ike and Tina Turner. In addition, Ruize Tyler built the Little Market in 1947, providing convenient food and services to the community. In that same year, Edward Johnson purchased a large tract of land and built what is now known as Johnson's Field. This site included parking for buses and a Dance Hall. It was one of the first fields 'under the lights' and was a prominent stop on the Negro Baseball League circuit.
10. In the early 1950s, Rockville and Gaithersburg were planned to be added to the Municipal District. The 1964 General Plan (On Wedges and Corridors) included this area for moderate growth. In the late 1960s, the Washington Suburban Sanitary Commission (WSSC) determined sewer extensions to Emory Grove were not financially feasible. As a result, the County solicited federal funds through the Urban Renewal (UR) program. The Urban Renewal Plan was approved in 1974 and all of Emory Grove, including the sacred camp meeting grounds, were slated for demolition and redevelopment into single family detached homes that none of the former residents could afford. Permanent displacement occurred as a result. The taking of these properties through condemnation were complete by the late 1970s, and redevelopment began.
11. In 1982, demolition of the camp meeting grounds and the site of the former school, Johnson's Field, and the Lodge of Moses were halted at the last minute. The southern and eastern portion of the single family detached Urban Renewal plan were abandoned. Portions of the lands held by Johnson were turned over to the M-NCPPC as a park. The balance of the area not already under construction, was retained by the county and the Upper County Community Center and Pool were built.
12. The 1985 Gaithersburg Vicinity Master Plan, the last update of a master plan for this area, simply reflected the 'existing conditions' of the post-Urban Renewal era. This is generally what is on the ground today. After more than 35 years, it is time for a new beginning for Emory Grove.

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 TOWN PLANNERS AND LANDSCAPE ARCHITECTS

DRAWN BY: DA
 DESIGNED BY: DA
 CHECKED BY: DA
 DATE: 12/18/18
 SCALE: As Shown

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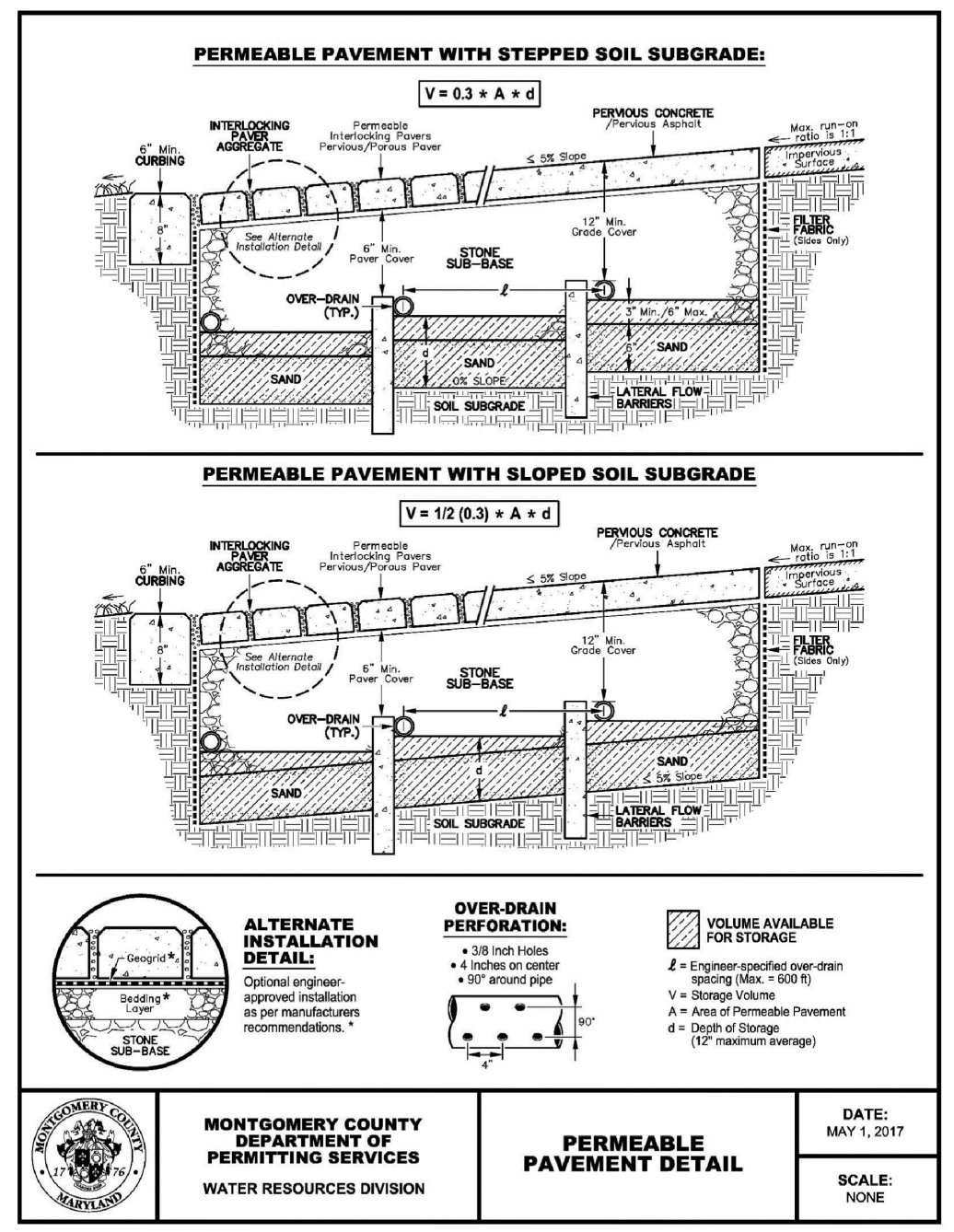
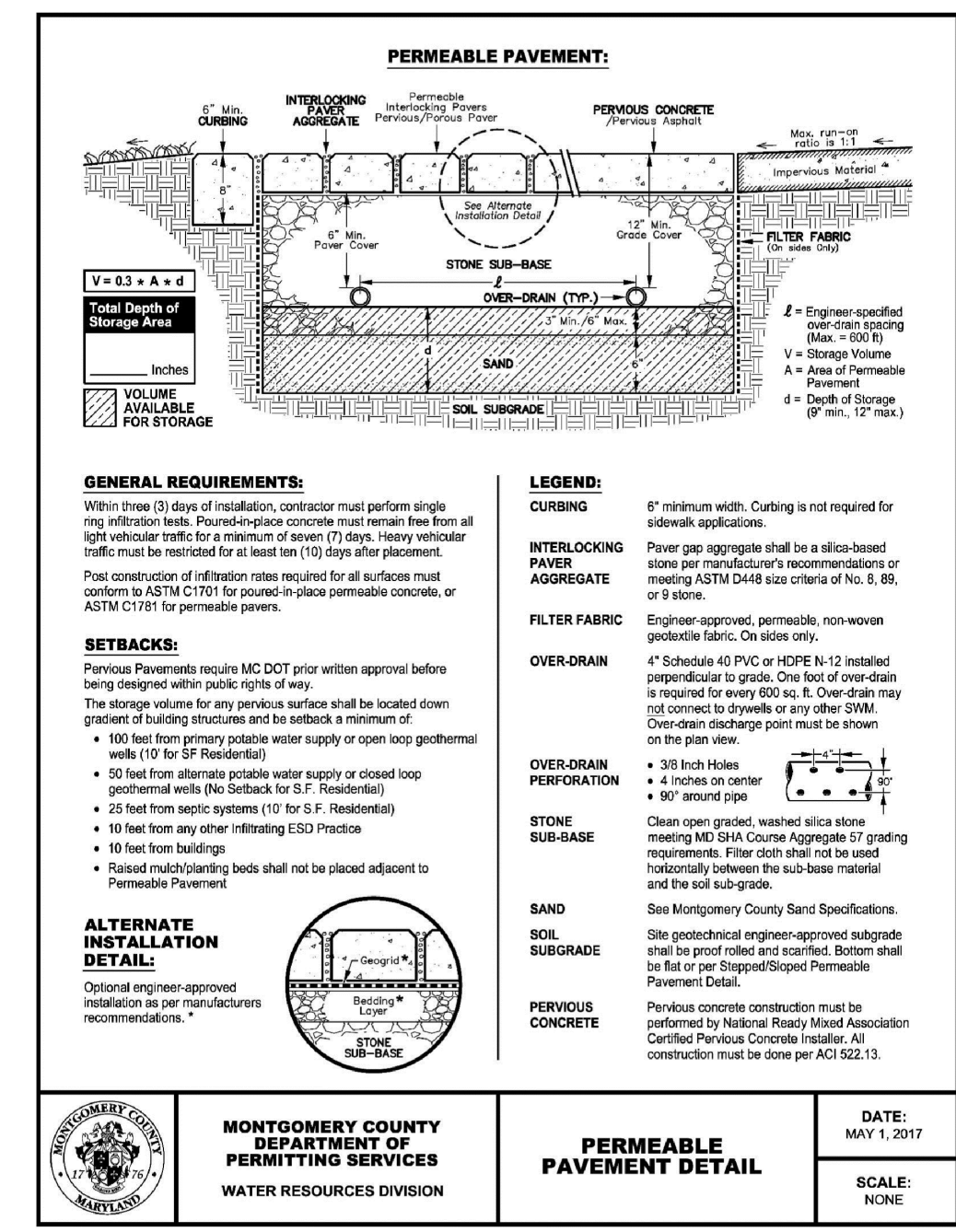
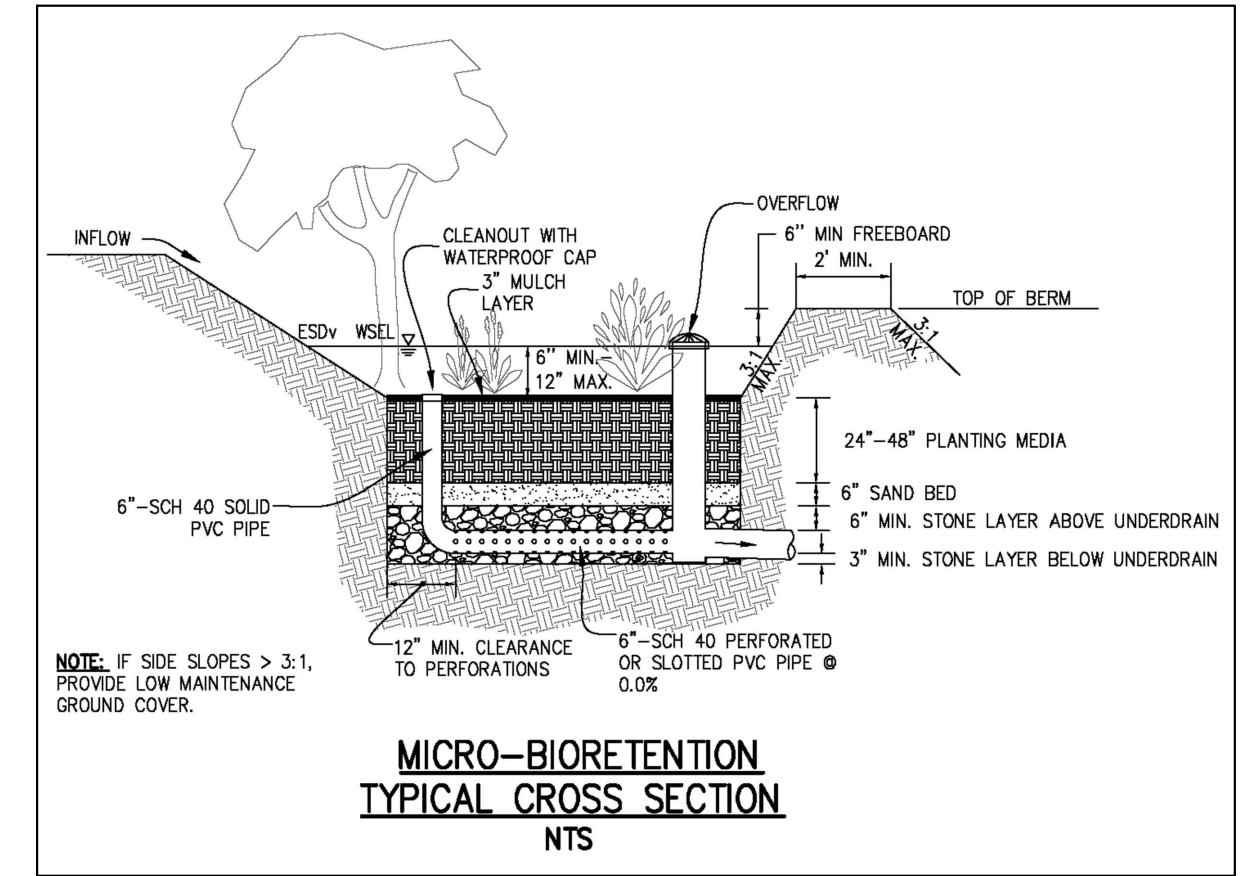
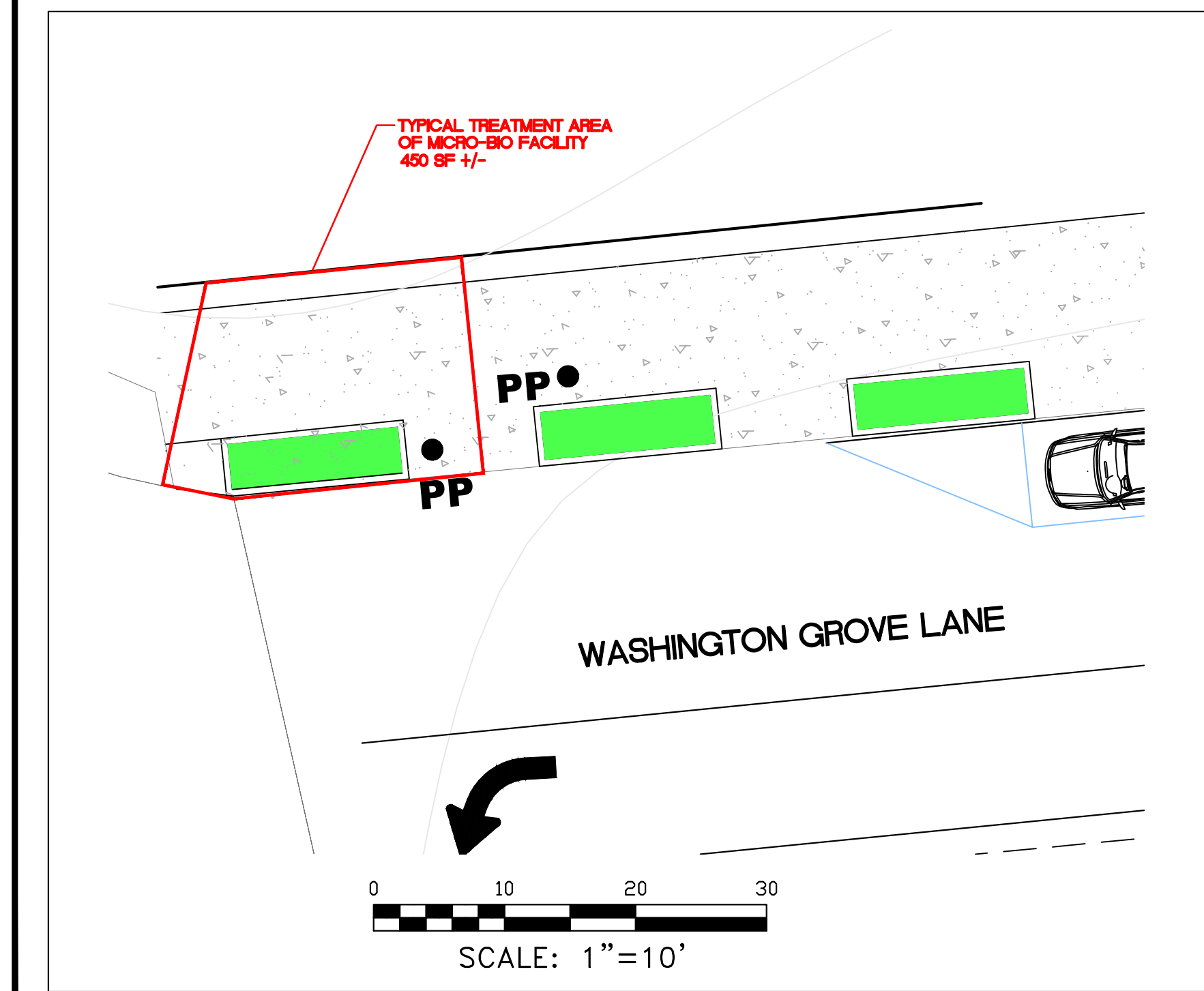
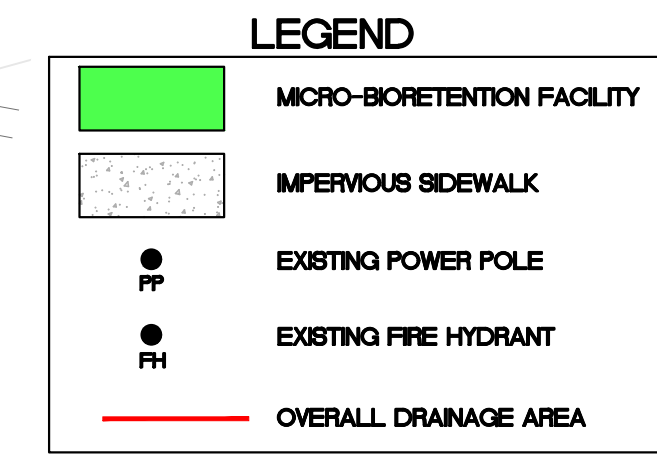
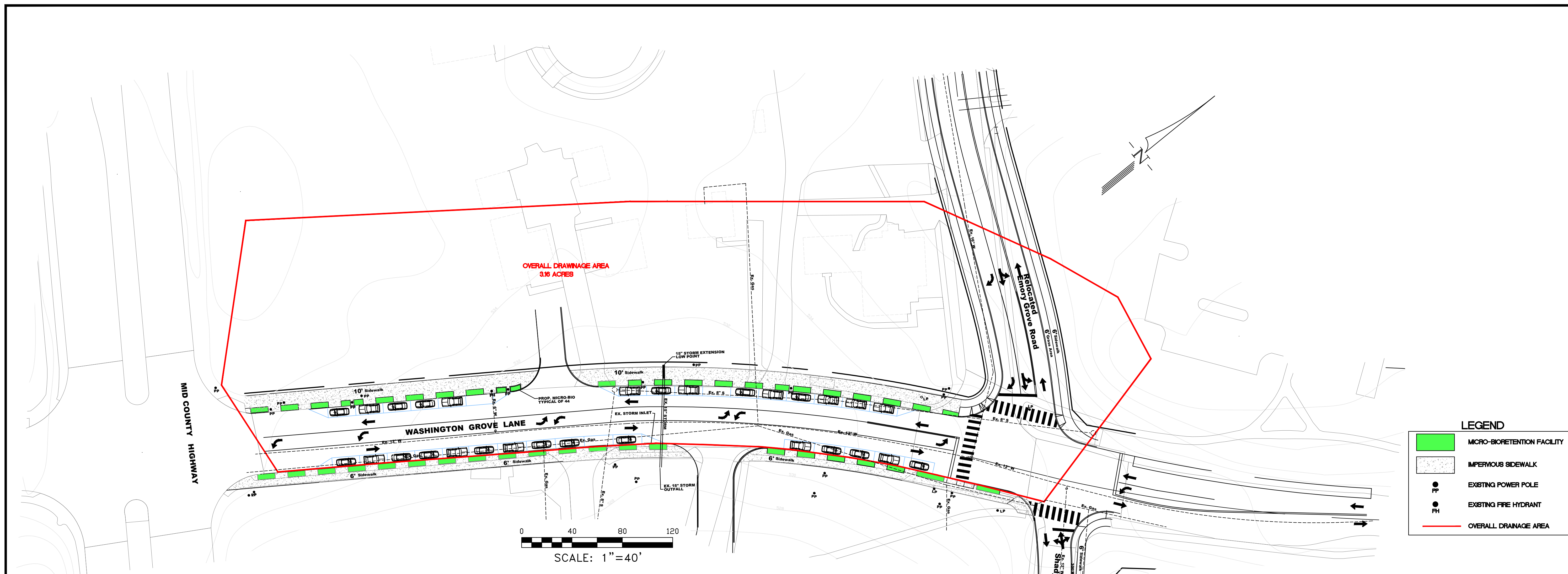
Updated: Sept. 22, 2020
Updated: Sept. 30, 2020
Updated: Oct. 10, 2020
Updated: Feb. 19, 2021
Updated: June 28, 2021
Updated: July 7, 2021
Updated: August 22, 2023

Housing Opportunities Commission
 10400 Detrick Avenue
 Kensington, MD 20895
 Attn: Zechary Marks
 (240) 627-9613

5-20230260
HISTORIC COMPOSITE MAP
 Heritage Emory Grove
 ROW Abandonment
 Gaithersburg, Maryland

1 **OVERALL PLAN**
 Scale: 1:200

8 SHEET
 OF 8



Professional Certification

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

License No.: 22538
Expiration Date: 11-24-23

CMS ASSOCIATES LLC
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CIVIL ENGINEER

HERITAGE EMORY GROVE R.O.W. ABANDONMENT
STORMWATER CONCEPT

TAX MAP 42 GRID GT12
9th ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

PLAN NO.:
SCALE: AS NOTED
DATE: 06/24/2023
SHEET 1 OF 1
FILE NO: 23-029

8-20230260



LEGEND

- MICRO-BIORETENTION FACILITY
- IMPERVIOUS SIDEWALK
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING LIGHT POLE

• TELEPHONE AND CABLE RECORDS NOT YET RECEIVED
 ** POWER IS OVERHEAD

**HERITAGE EMORY GROVE R.O.W. ABANDONMENT
 EXISTING UTILITY PLAN**

TAX MAP 42 GRID GT12
 9th ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

REV. NO.	DATE	REVISIONS/PROG. TO APPROVAL

CMS
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