MAYOR AND COUNCIL WORKSESSION

NO. 4 DEPT.: Community Planning and Development Services DATE: October 11, 2004
CONTACT: Jim Wasilak, Chief of Long Range Planning

SUBJECT FOR DISCUSSION:

Shady Grove Sector Plan: Discussion of the Planning Board Draft of the Shady Grove Sector Plan

ORDER OF DISCUSSION:

1. Overview of Shady Grove Sector Plan
2. Review Changes in Planning Board Draft
3. Review Draft Letter to County Council

DISCUSSION ITEMS:

The Shady Grove Sector Plan concept is to create a transit-oriented, mixed-use residential community at the Shady Grove metro station, through relocation of the County Service Park and development of Metro-owned properties. The residential community will be primarily multifamily units, with some townhouses included. As drafted, the ultimate buildout of the area would yield approximately 6,500 units. The Plan also provides for employment through the creation of a Shady Grove Technology corridor along Shady Grove Road. Key recommendations are included in the transportation area as well, including increased transit use, support for the Corridor Cities Transitway, bike and pedestrian trail connections and provision of necessary infrastructure. The Plan also provides for protection of woodlands and wetlands in the vicinity, as well as increased parkland and recreational opportunities. The Plan also recommends the provision of public facilities to achieve this vision.

The draft Shady Grove Sector Plan was developed by Park and Planning staff, working with residents and property owners of the Shady Grove sector plan area, beginning in 2002. The staff draft of the Plan was presented to the public in September 2003, and the Planning Board held a public hearing on the document on December 4, 2003. The Planning Board held a series of worksessions from January until July to address public hearing and Planning Board concerns.

While the overall goals of the Plan remain the same, some noteworthy changes have been made. These include:

- Additional residential development potential, increasing the yield at buildout from 4,000 units to 6,500 units;
- More specificity in the land use recommendations around the Metro station. The highest densities (50-60 du/ac) would be located west of the station, with residential densities transitioning between this area and MD 355 to be compatible in density with the multifamily section of King Farm on the west side of MD 355.
- In residential areas near the Metro station, capping the amount of nonresidential floor area that may be built to 30 percent of the total floor area.
- Increasing the height of the overall "pyramid" of building heights to 15 stories at the core of

the development near the Metro station, transitioning to four stories along MD 355 and Redland Road.

- Removal of an upper limit on parking spaces to serve the Shady Grove Metro station. More flexibility is built in to allow additional parking only if new housing opportunities are not displaced, existing neighborhoods are not negatively affected or if the spaces do not contribute to unacceptable traffic congestion.
- Recommend changes to the County's I-1 Zone to support streetscape improvements recommended in the Plan. This affects properties on the east side of MD 355, between Indianola Drive and where the MD 355 right-of-way is adjacent to the Metro-CSX right-of-way south of Gude Drive, which are proposed to remain in the County's I-1 Zone.
- Support for increased Metrorail service, including elimination of the "turnback" at the Grosvenor station.
- Support for a new Metrorail station near the Rockville campus of Montgomery College.
- Support for the Corridor Cities Transitway as a light rail facility.
- Widening intersections to achieve an acceptable level of service should be considered as a last resort, with trip mitigation measures being the first priority to reduce trips.
- Establishing a detailed staging sequence that includes three stages of development, and specifies what improvements or funding must be in place prior to authorizing the next stage;
- Requiring the review of adequate public facilities at 50 percent build-out. If facilities are found to be inadequate, the Sector Plan's recommendations would be reviewed.

The Planning Board recommended a revised draft, including the above changes, to the County Council on July 29, 2004. The County Council will hold a public hearing on November 4, 2004. The County Council's Planning, Housing and Education (PHED) committee will hold worksessions on the public testimony before making a recommendation to the full Council. Once the Plan is approved by the County Council, it is forwarded to the Maryland-National Capital Park and Planning Commission for adoption.

In order to begin to formalize the City's comments to the County Council at the public hearing, staff has drafted a letter for the Mayor and Council's consideration that address potential issues of concern for the City. The letter identifies impacts from the amount of residential development as the issue of greatest concern.

LIST OF ATTACHMENTS:

1. Draft letter to County Council
2. Planning Board Recommended draft

Attachment 1

October 4, 2004

DRAFT

Steve Silverman, President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: Shady Grove Sector Plan Draft

Dear Mr. Silverman:

On behalf of the Mayor and Council of Rockville, I appreciate the opportunity to comment on the draft Shady Grove Sector Plan document. It is clearly evident that considerable thought and effort has gone into the document and its recommendations, and those efforts should be commended.

In general, the City supports the Plan's recommendations to maximize the existing infrastructure investment at the Shady Grove Metro station through creation of a mixed-use residential community at the Metro station. Further, the City strongly supports the Sector Plan recommendations for the staging of development to coincide with the provision of adequate public facilities to serve the new development. However, the City does have some concerns about the Plan's recommendations that are detailed below.

The type of residential development proposed at the Metro station is appropriate for its location, and should be compatible in form with the existing development pattern in King Farm. However, given the amount of potential new residential development proposed by this draft, the Mayor and Council remain very concerned about impacts on local schools and roadways.

While the staging sequence outlined in the Plan is an appropriate mechanism, the City remains concerned as to whether the staging requirements and related transportation improvements will protect neighborhoods in Rockville from undesirable cut-through traffic and unacceptable levels of service on City streets.

The Plan strongly supports the creation of walkable communities that are focused on alternative modes of transportation, with specific recommendations for pedestrian-friendly intersections. However, MD 355 currently is a difficult and unsafe barrier to cross for those City residents in King Farm that wish to access the Metro station. The City therefore recommends strong language to achieve better at-grade pedestrian crosswalks and signalization of MD 355 to improve pedestrian safety for those crossing the roadway. In addition, support for increased bus service from King Farm through the new Metro neighborhoods to the Metro station would aid in these connections.

While the City is generally supportive of the transportation recommendations contained in the document, particularly the inclusion of the Corridor Cities Transitway, several topics require further discussion between the jurisdictions, including the potential creation of a Transportation Management District, and the need for additional right-of-way on MD 355 and Shady Grove Road.

The Mayor and Council are very concerned about the impact of new development recommended by the Sector Plan on schools, and recommends against allowing new residential development without adequate school capacity available to serve it. Further discussion and coordination on this matter are necessary.

While we agree that mixed-use development along MD 355 in the vicinity of the Metro station is appropriate, redevelopment in the MD 355 South area is also of interest to the City. The City supports the suggested zoning mechanisms to achieve mixed-use development in this area. The City also supports the creation of a boulevard character on MD 355 near the Metro station to complement the frontage treatment along King Farm. In the MD 355 South sector, the City supports the redevelopment recommendations, including the additional streetscape standards be developed for this area to upgrade the aesthetics of the corridor. The City is interested in working cooperatively to achieve uniform standards, as much of the properties on the west side of the MD 355 right-of-way are located within Rockville.

Thank you for the opportunity to comment on the draft Shady Grove Sector Plan. The Mayor and Council look forward to your discussions in committee and as the Council. City staff is available to provide any assistance or coordination that may be necessary.

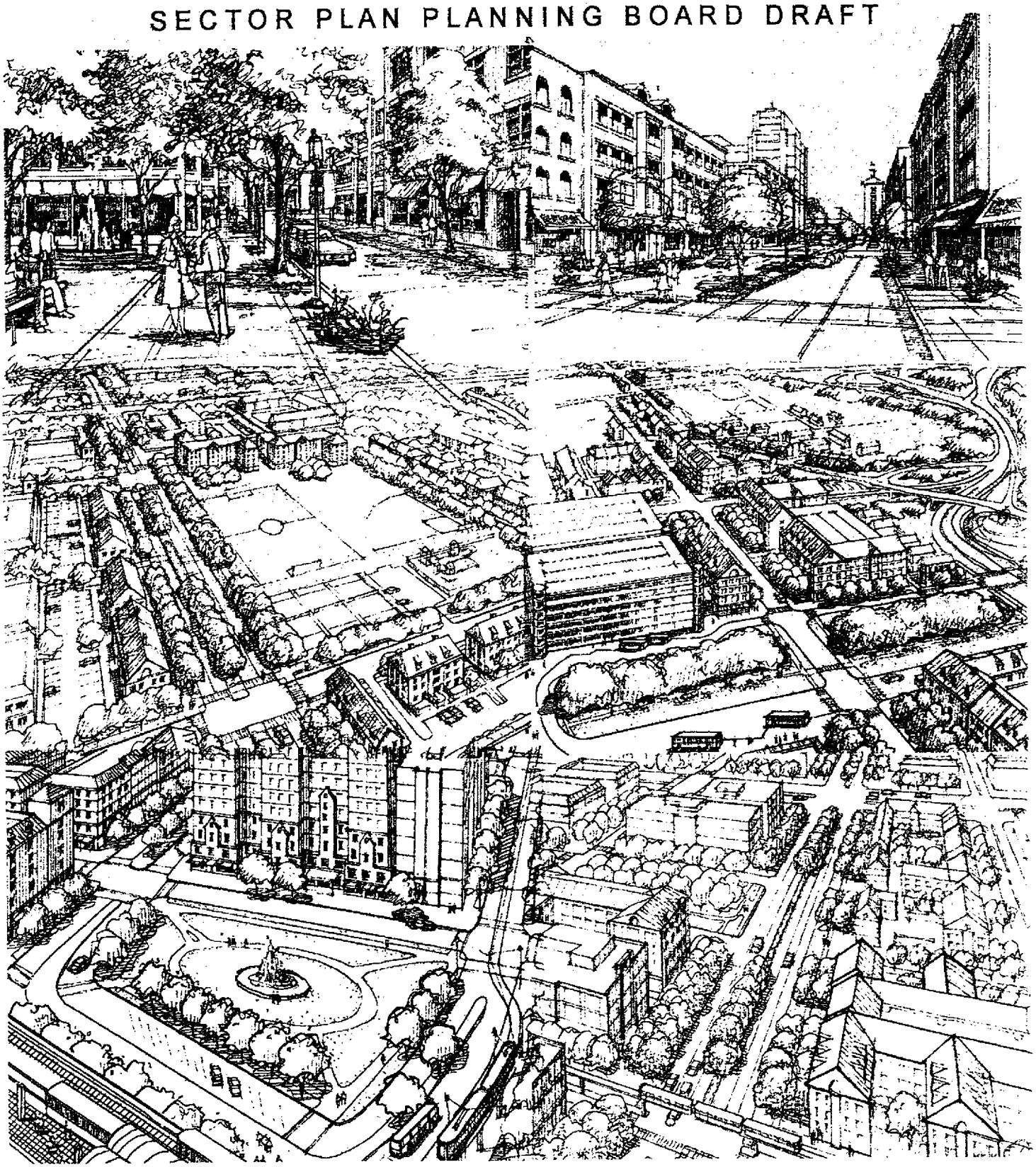
Sincerely,

R. James Wasilak, AICP
Chief of Long Range Planning

/rjw

JULY 2004

SECTOR PLAN PLANNING BOARD DRAFT

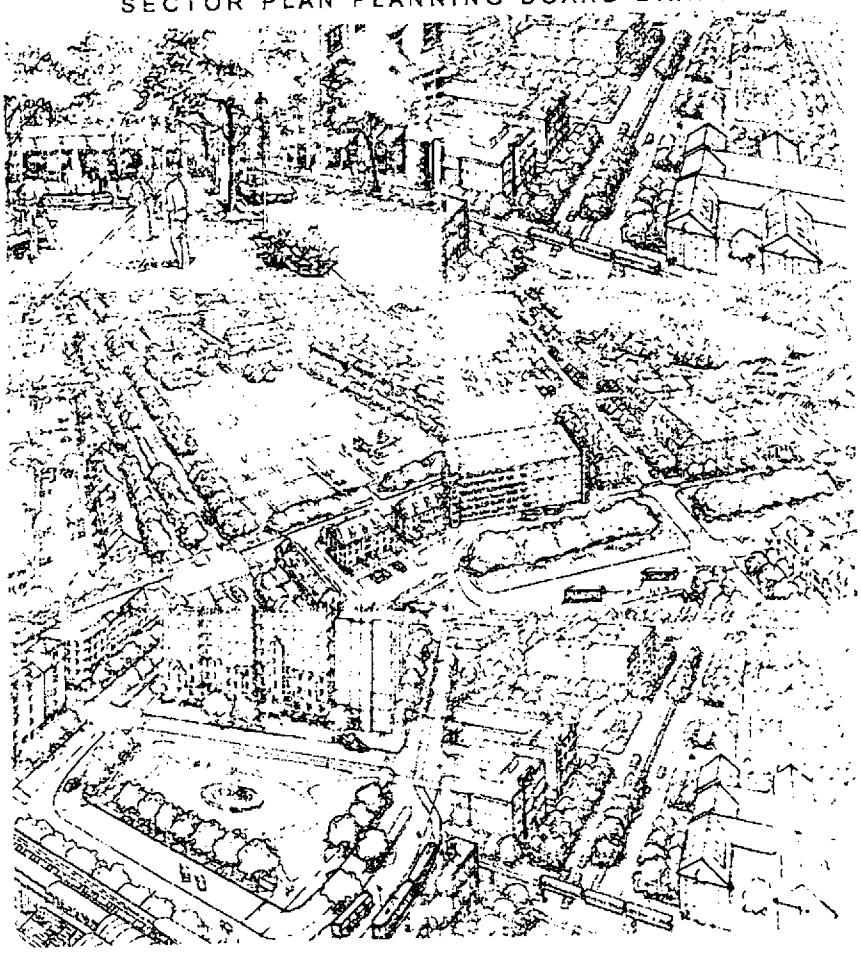


THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

JULY 2004

SHADY GROVE

SECTOR PLAN PLANNING BOARD DRAFT



Prepared by:
The Maryland-National Capital Park and Planning Commission

To be approved by:
The Montgomery County Council

To be adopted by:
The Maryland-National Capital Park and Planning Commission

ABSTRACT

TITLE: Shady Grove Sector Plan Planning Board Draft

SUBJECT: A redevelopment plan for the Shady Grove Metro Station area

DATE: July 2004

SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

ABSTRACT: This document contains the text and supporting maps of the *Shady Grove Sector Plan*. This Sector Plan is a comprehensive amendment to the approved and adopted 1977 *Sector Plan for the Shady Grove Transit Station Area*, 1985 *Gaithersburg Vicinity Master Plan*, 1990 *Shady Grove Study Area Master Plan* and the 1996 *Amendment to the Gaithersburg & Vicinity Master Plan*. It also amends the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended.

CERTIFICATION OF APPROVAL AND ADOPTION

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

1. The preparation, adoption, and, from time to time, amendment or extension of The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties;

2. The acquisition, development, operation, and maintenance of a public park system; and

3. In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, 301-495-4600 or TDD 301-495-1331.

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NOTICE TO READERS

A sector plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its plan area. Each area sector plan reflects a vision of future development that responds to the unique character of the local community within the context of a countywide perspective.

Sector plans are intended to provide a point of reference with regard to public policy. Together with relevant countywide functional master plans, sector plans should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Sector plans generally look ahead 20 years from the date of adoption, although it is intended that they be updated and revised every ten to fifteen years. The original circumstances at the time of plan adoption will change, and specifics of a sector plan may become less relevant as time passes.

THE SECTOR PLAN PROCESS

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Planning Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Planning Board in its worksessions on the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit the Sector Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations regarding the Planning Board Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Sector Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

ADOPTED PLAN — The Sector Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

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INTRODUCTION

The Shady Grove Sector Plan is a step toward the future of the I-270 Corridor in Montgomery County. While the Shady Grove Metro Station may still be at the end of the line, the community around it is fast becoming a mixed-use center. This Plan makes recommendations to build community, incorporate transit, expand open space and parks, improve connections and access, and ultimately, create a "place."

Today, Shady Grove functions as a transportation center and a focus of service and industrial uses. At the junction of highways, it serves industrial traffic, but the central location of the Metro station gives it the potential to be a transit-centered residential resource. For residents of the neighborhoods surrounding the Metro station, Shady Grove is a community, one that needs to be protected and enhanced.

Ideas for this planning area were conceived in a series of community meetings held between 2000 and 2003. These "charrettes" gathered designers, residents, property owners, and government officials in a short time frame to generate ideas for Shady Grove's future. The charrettes, coupled with County and State land use policies, have resulted in this Plan's recommendations for significant land use change, to create a new, mixed-use residential community in the I-270 Corridor.

This Plan provides for appropriate development at a Metro station while reinforcing and protecting nearby residential communities.

WITHIN THE I-270 CORRIDOR

Context

The Shady Grove planning area is centrally located in the I-270 Corridor identified by the *General Plan on Wedges and Corridors* at the junction of two transportation systems, the Metro red line and I-370. The planning area is home to the County Service Park that provides the I-270 Corridor with a variety of needed services. The planning area is less densely developed than other areas of the I-270 Corridor, despite the presence of the Metro station.

Planning History

Local planning efforts are guided by Maryland's 1992 Economic Growth, Resource Protection and Planning Act, which encourages development "concentrated in suitable areas," such as Metro stations. The State's 1997 Smart Growth Act encourages development principles designed to maximize existing infrastructure and focus investments in new infrastructure, including communities that are walkable and transit accessible. The Shady Grove planning area is identified as a Certified Priority Funding Area under the Smart Growth Act.

Redevelopment in Shady Grove and in the I-270 Corridor is governed by the County's *General Plan.* Its vision of wedges and corridors strives to consolidate development in corridors and leave the wedges open for low-density development, open space, and agricultural uses. Land use growth should occur at Metro stations and the *General Plan* generally encourages mixed uses, including housing. The *General Plan* also stresses the need for compatibility with existing communities and protection of these communities from encroachment of non-conforming land uses, excessive noise, and through traffic.

Finally, it recommends expanding transportation options and encourages a pedestrian-scale development with an emphasis on urban design features and traffic management to create a safe and attractive environment..

Planning for the I-270 Technology Corridor is intended to promote transit-focused communities around the existing high-technology uses and transit stations. To create this vision of the I-270 Corridor, the following goals are recommended:

- Provide housing within the Corridor to improve the ratio of jobs and housing, and increase housing choices to a variety of renters and buyers.
- Build new development in a transit-oriented pattern to create walkable communities.
- Provide new transit facilities, including the Corridor Cities Transitway and expanded bus service and park-n-ride facilities.
- Improve pedestrian and bike access and safety to encourage transit use.
- Provide adequate public facilities such as schools, parks, and recreation centers.

The Shady Grove Sector Plan offers the opportunity to reach the goals described in the *General Plan*. Previous master and sector plans for the area include:

- The 1977 *Shady Grove Sector Plan*. This Plan provided the guidance for the location of the Shady Grove Metro Station, the County Service Park, and the residential community to the east. It proposed rezoning tied to transportation improvements and recommended commercial centers, residential neighborhoods, and light industrial uses.

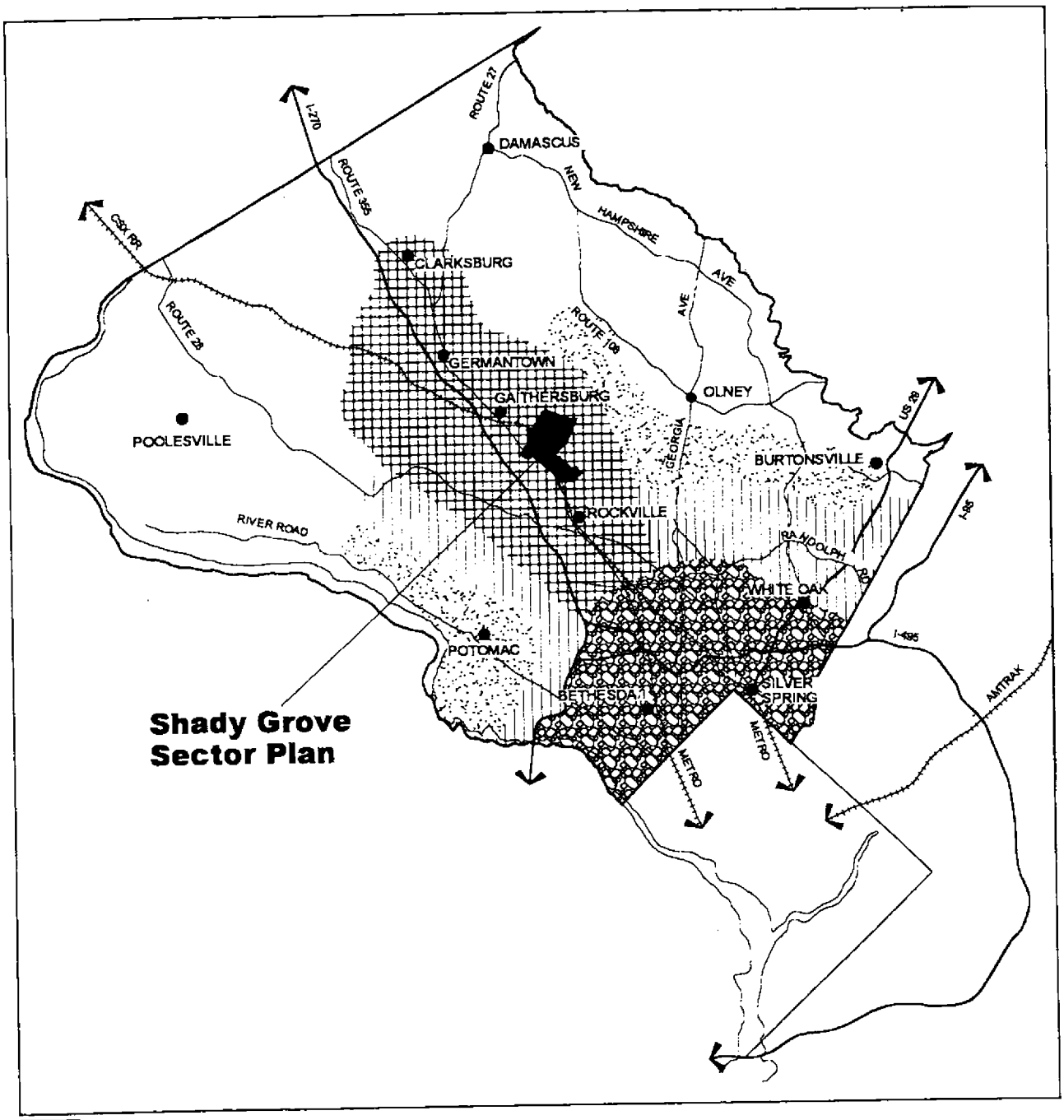
- The 1985 *Gaithersburg and Vicinity Master Plan*. This Plan included the Shady Grove planning area within its boundaries and reduced the number of required schools. The primary focus of the 1985 Plan was on the study areas located north and south of this Sector Plan.

- The 1990 *Shady Grove Study Area Master Plan*. This Plan recommended a shift in land use on the west side of the Metro station from industrial uses to "a major employment and housing center." Recognizing that Shady Grove would not always be a terminal station, the Plan recommended redevelopment of the surface parking lots for mixed-use development. This Plan also recommended the mixed-use neighborhood called the King Farm that has since been annexed by the City of Rockville.

- A 1996 *Amendment to the Gaithersburg and Vicinity Master Plan* This Plan designated the alignment of the Corridor Cities Transitway to connect the Shady Grove Metro Station with the Life Sciences Center to the west and to stops further north along the I-270 Corridor.

The planning area has built out substantially in accordance with the land use planning recommendations of these plans. From the foundation laid in 1977, this area is ready to be revisited. As this area becomes more attractive for development and redevelopment, this Plan seeks to shape growth into a strong community that offers housing, transportation, employment, and recreational opportunities for all groups.

Wedges and Corridors



Shady Grove Sector Plan

Urban Ring

I-270 Corridor

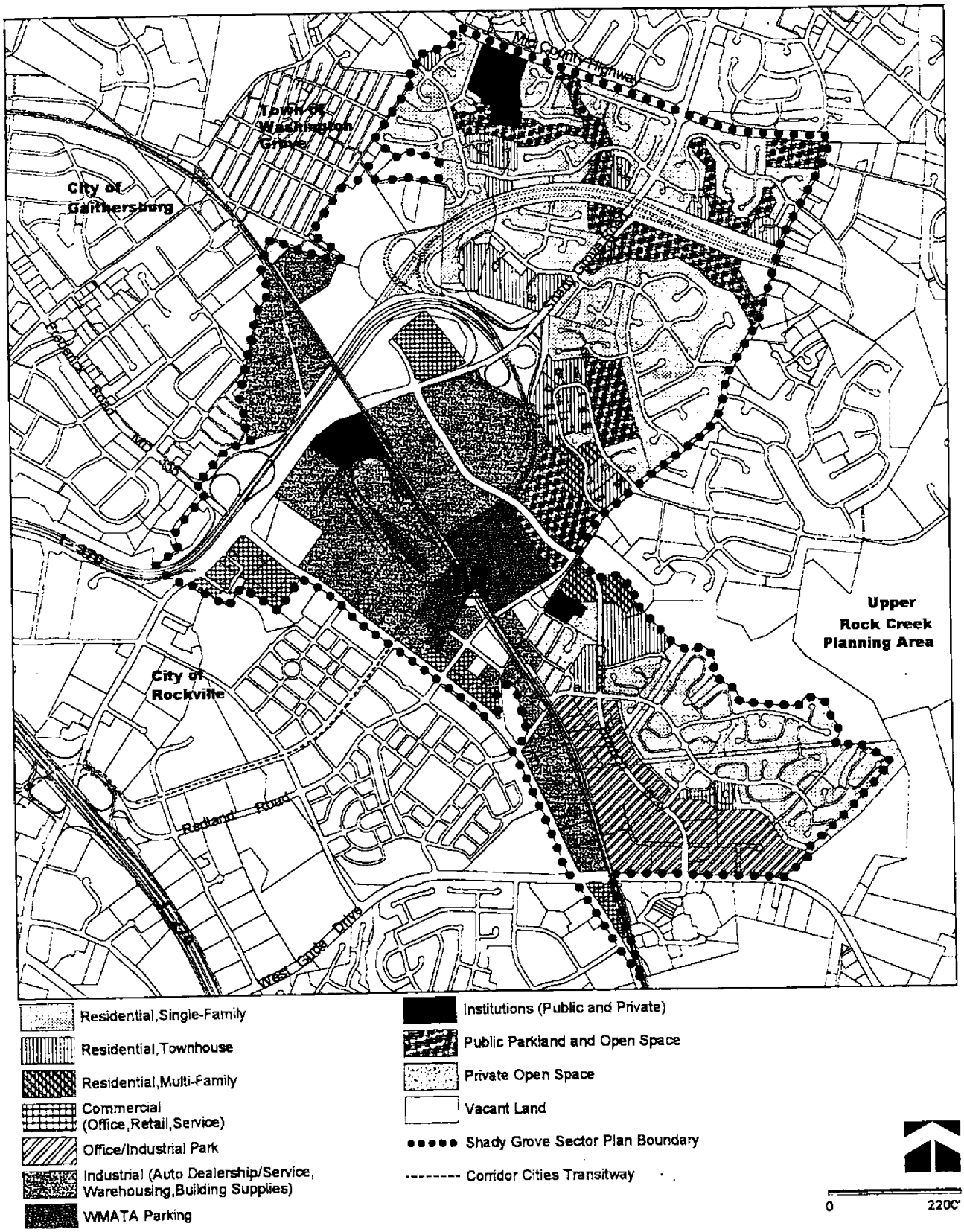
Suburban Communities

Residential Wedge

Agricultural Wedge

NOT TO SCALE

Existing Land Use



DESCRIPTION OF THE SECTOR PLAN AREA

EXISTING LAND USE

The 2,000-acre planning area is composed of a variety of land uses arranged into distinct areas. Within a ten-minute walking distance from the Metro station, the mix includes predominately light industrial uses with commercial uses along the major road corridors. Residential areas are located beyond the Metro station area to the east along Shady Grove Road, Redland Road, and Crabbs Branch Way (see Existing Land Use map).

Industrial land uses (28 percent of the area) are located primarily around the Metro station, within the County Service Park, and along Oakmont Avenue. Originally centered on the rail line, industrial uses now have easy access to I-270 via I-370. Industrial uses include the Oakmont Industrial Park, the Solid Waste Transfer Station, the County Service Park, Metro's maintenance yard and shop, and the office/industrial park located along Crabbs Branch Way.

Commercial uses (two percent of the area) are visibly located along the major corridors of Shady Grove Road, MD 355, and along Redland Road near the Metro station. Auto-oriented uses dominate MD 355 while more retail services are found along Shady Grove Road west of MD 355 and at The Grove. These commercial uses have a significant impact upon the character and appearance of the major corridors.

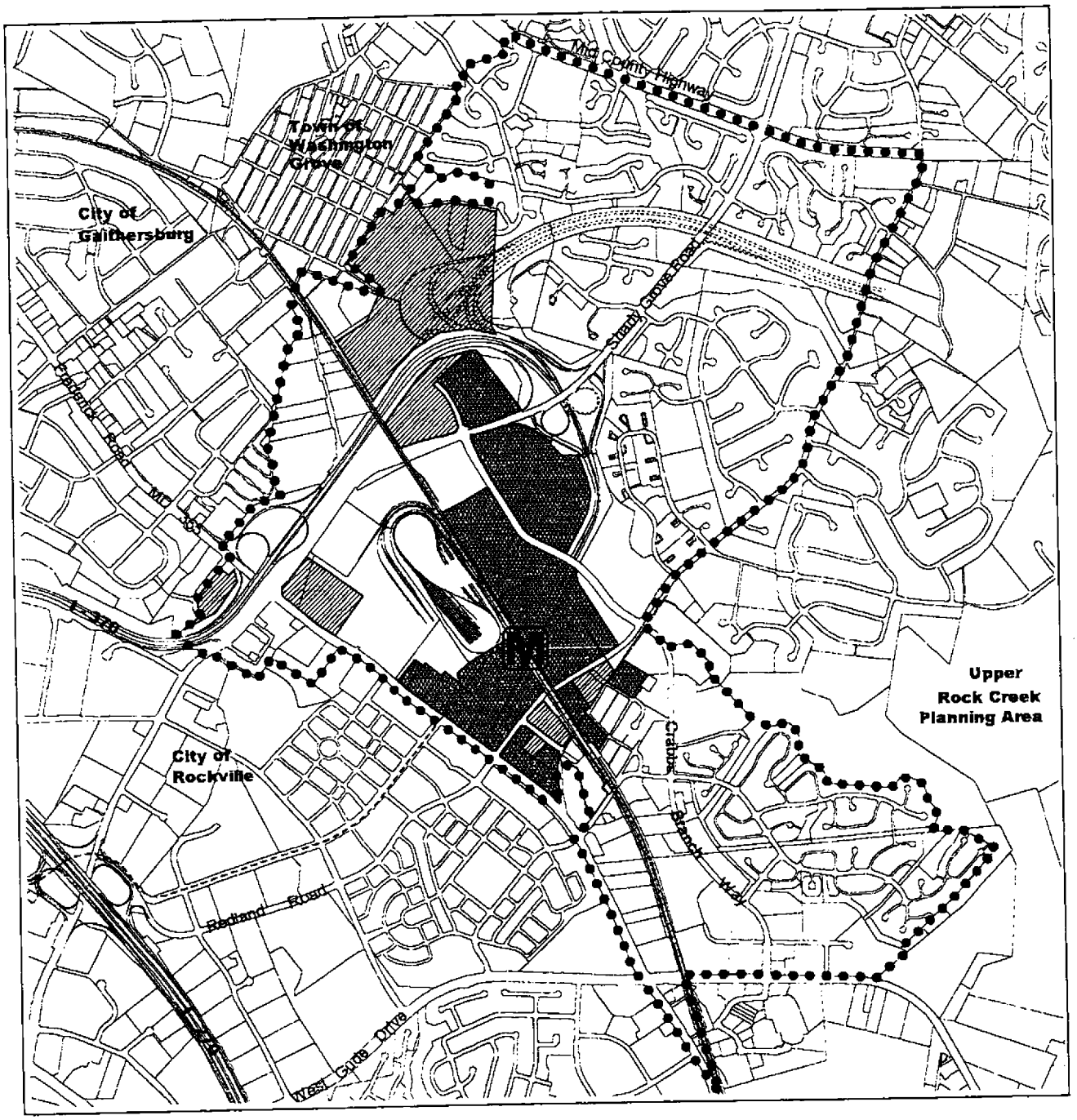
Residential land uses (32 percent of the area) total 2,600 dwelling units. Single-family residences comprise 58 percent of the planning area's homes, 32 percent are townhouses, and ten percent are multi-family units. Many residential communities, such as Derwood Station, Mill Creek South, and Redland Station were developed from the late 1970s through the 1980s (see Residential Communities map). The 3,200 dwelling units of the King Farm in the City of Rockville, southwest of the planning area, represent a significant increase in new housing in the surrounding area.
Undeveloped land and open space (over 20 percent of the area) includes local parks, stream valley parks, and recreation areas. There are approximately 70 acres of potentially developable vacant private property in the planning area, clustered along major roads and intersections. There are also potentially 195 acres of redevelopable land within the Metro station area. This land represents a substantial opportunity for changing to land uses that are more appropriate for a Metro station (see Vacant and Potentially Redevelopable Properties map).

DEMOGRAPHICS

According to the 2000 U.S. Census, whose tracts cover an area slightly smaller than the planning area, the Shady Grove area contains 7,636 residents and 2,445 households. Its residential neighborhoods are stable areas that have experienced very little population growth in the last ten years.

The area's population is a mix of ethnicity that generally mirrors the County's ethnic profile but with a slightly larger Asian population. The area is over 20 percent Asian, compared to 11 percent countywide.

Vacant and Potentially Redevelopable Properties



Vacant Properties

Potentially Redevelopable Properties

●●●●● Shady Grove Sector Plan Boundary

------ Corridor Cities Transitway

0 2200'

Shady Grove/Derwood
Population by Race and Ethnicity

Race/Ethnicity	Shady Grove/Derwood	Montgomery County
White	60.6%	64.8%
African American	10.4%	15.1%
Asian & Pacific Islander	20.4%	11.3%
Other	4.5%	5.3%
2 or more races	4.0%	3.4%
Hispanic (may be of any race)	10.2%	11.5%

The area has a significant number of children under 18 constituting a larger share of the area's population than they do countywide. Children comprise 28.9 percent of the area's population as compared to 25.4 percent countywide. The area has a comparatively small population of persons aged 65 and older, 6.4 percent compared to 11.2 percent countywide.

Housing and Households

Households in the planning area are comparatively large, consistent with the area's high percentage of children. The average household size is 3.07 persons, compared to a countywide average of 2.66. The average renter households are also larger, averaging 2.78 persons, compared to the countywide average of 2.39 persons. Throughout the County, more school-aged children are living in multi-family housing. The data imply that Shady Grove/Derwood is also experiencing this trend.

The planning area is composed of primarily owner-occupied housing with residents who are less likely to rent their housing than households countywide. Twenty-two percent of the households rent compared to 31 percent countywide. In the Derwood area, housing is comparatively affordable with sales prices generally below the County median for each housing type. This is an area with appeal to families with young children and to recent immigrant households purchasing their first homes in the County. The 2000 Census counted only 30 vacant housing units, a low 1.2 percent, compared to the countywide vacancy rate of three percent.

Shady Grove/Derwood Multi-Family Housing

Complex	# Units	Affordable
Mallard Cove	121	
Mill Creek Garden Apartments	148	
Shady Grove Apartments	144	144
Total	413	144

The planning area has a small number of apartment units. The Shady Grove Apartments, which is owned by the Housing Opportunities Commission, provides 88 units of subsidized housing. There is no specialized housing for the elderly, such as nursing homes. There are several small group homes for the elderly or persons with disabilities.

There is a strong housing market in the planning area as evidenced by the low vacancy rates for rental units, the moderate price of existing residences, and the rapid sale of new units in the adjacent King Farm. This evidence suggests a demand for additional housing in the planning area.

EMPLOYMENT AND RETAIL USES

The planning area is an attractive place for new jobs given its proximity to Metro, major transportation routes, and the extensive number of existing technology businesses. The area includes a small concentration of advanced technology and biotechnology firms. The proximity of Celera, a leading biotechnology company located along MD 355 within the City of Rockville, and the County's Life Sciences Center located along Shady Grove Road west of I-270, make this an attractive area for advanced technology and biotechnology businesses.

Several existing retail centers currently serve the planning area. The Grove is 90,000 square feet and is located at the northeast corner of Shady Grove Road and Crabbs Branch Way. Redmill Center is 46,800 square feet located at Muncaster Mill Road and Redland Road, and the King Farm offers 201,780 square feet of neighborhood retail and restaurants. These retail centers total approximately 338,580 square feet within a five-minute drive of the Metro station. Also, a variety of highway-oriented retail businesses are located along MD 355 and just to the west of the planning area along Shady Grove Road. Major retail centers are located nearby in Rockville and along Rockville Pike.

PLANNING POLICIES

Several significant County and State policies have influenced the recommendation of this Plan resulting in its proposal to create a mixed-use residential community at the Metro station. These planning policies are as follows:

- The 1992 Maryland Planning Act and the 1997 Smart Growth Act both guide development to locations served by transit. The Smart Growth Act designates the Shady Grove Metro Station area as a Smart Growth Area, giving it priority for State transportation improvements and encouraging growth.

- The 1993 *General Plan Refinement* recommends channeling growth into the development corridors, specifically to the I-270 Corridor. It also supports the location of housing close to jobs and transit stations in order to reduce travel time and improve the quality of life in the County.

- The County Council's 2002 *Transportation Policy Report* recommends that new residential development be located within the I-270 Corridor at transit stations to improve the Corridor's jobs and housing balance and allow residents to live closer to jobs, thus reducing traffic congestion.

- The County Council's 2003 *Action Plan for Affordable Housing* recommends using underdeveloped land near Metro stations for housing and encourages a full range of housing types to meet the diverse needs for housing in the County.

Shady Grove Existing Development

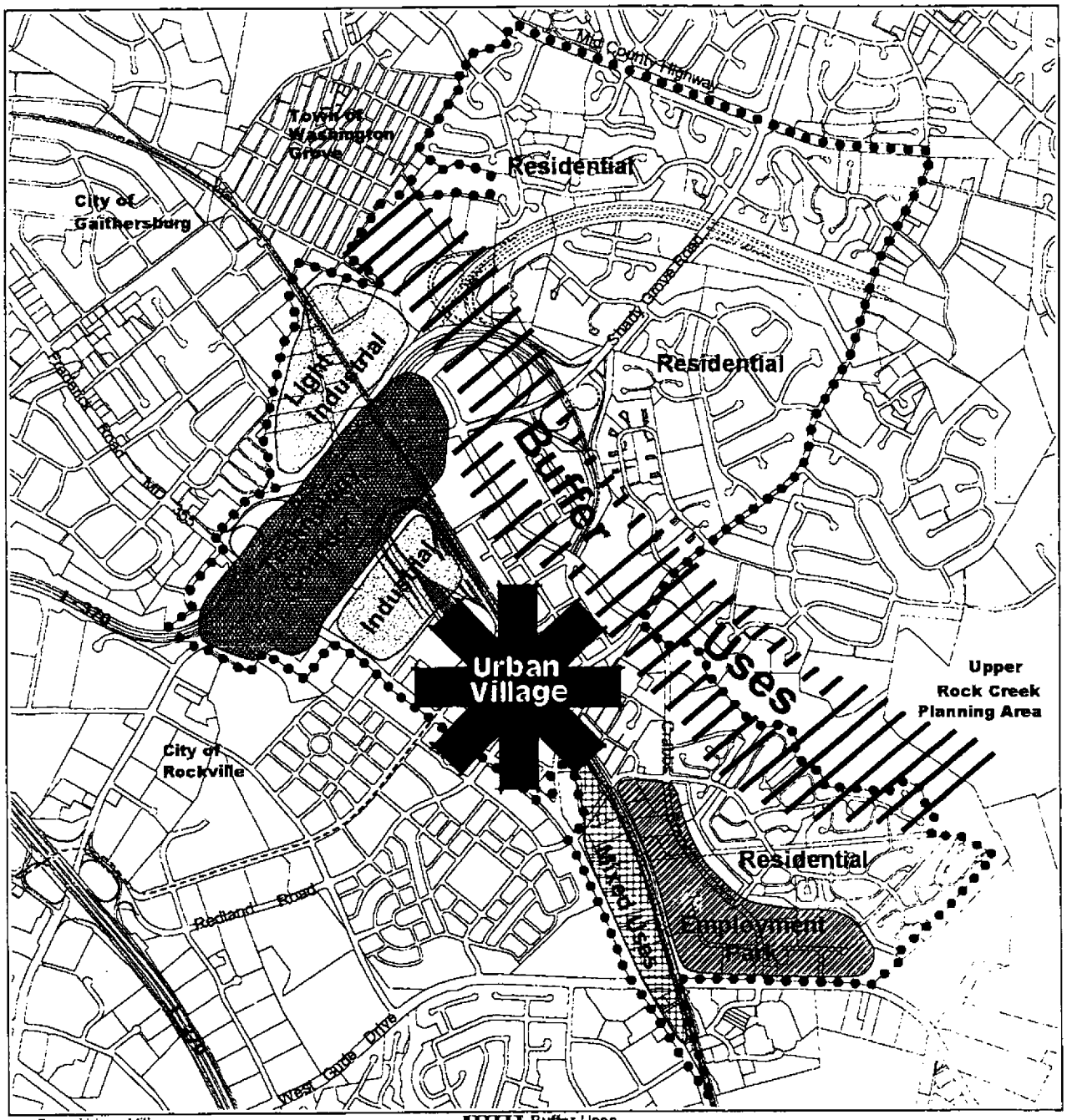
Shady Grove Metro Station

Blueberry Hill Park

The Grove Shopping Center

Residential Community of Parkside Estate

Land Use Vision



Urban Village - mixed-use residential uses at Metro

Technology Corridor - R&D,technology uses

Industrial - maintain existing zoning

Employment Park - maintain existing uses

Mixed-Use Commercial - residential/office

Shady Grove Sector Plan Boundary

Corridor Cities Transitway

Buffer Uses - parks,schools,low-density residential

0 2200'

VISION

Today, Shady Grove is a transit hub, an industrial center, and home to 2,600 households. Historically farmland, the area along the railroad tracks evolved into an industrial center with the Shady Grove Metro Station at its core in the late 1970's and early 1980's, while residential communities emerged further to the east. More recently, residential and commercial growth along MD 355 has increased along with redevelopment pressure. The 1977 Sector Plan envisioned this area as being primarily industrial.

This Sector Plan envisions Shady Grove as a mixed-use community with a new residential focus at the Metro station, one that makes best use of Metro proximity and relocates industrial uses to more efficient sites. The Plan recognizes that residential change has already begun with the King Farm across MD 355 and continues that traditional neighborhood pattern.

The Sector Plan proposes a mix of housing types to serve the County's diverse population. It also offers employment opportunities, building on the existing concentration of advanced technology and biotechnology industries by creating opportunities for expansion. Shady Grove will offer residents a variety of community-serving retail designed to enhance community life and sociability. Residents will be able to visit bookstores, enjoy nearby restaurants, or the convenience of a dry cleaner at the Metro station. Shady Grove is not envisioned as a major retail center given the proximity of major shopping centers along MD 355.

New development will enhance the Derwood community, which will continue as a quiet, residential enclave with access to the Metro station, and to new parks, schools and neighborhoods. Views will be enhanced by screening and streetscaping. Building heights will form a compatible transition to neighboring communities.

A network of bikeways and sidewalks will make Shady Grove a more pedestrian-oriented place by improving access from Derwood neighborhoods to Metro, shopping areas, and parks. Residents will find walking along tree-lined streets and using bike paths as convenient as driving. Those that live too far from Metro to walk or cycle will be able to use expanded kiss-n-ride facilities or Ride-On bus service to the Metro station.

Shady Grove will be a greener community with a significant amount of new parks and urban open spaces. A series of parks are recommended in the buffer area between the Derwood community and the Metro station area. Tree-lined streets will provide shade and green relief. Streetscape treatments including extensive landscaping will be emphasized along all roadways.

Recognizing growth and housing demands, and the need to address alternative travel options, this Sector Plan strives to create a balanced community that provides more housing close to transit and jobs, provides business opportunities, and creates a more convenient and attractive environment for residents and employees. The Sector Plan also recommends staging development to coincide with adequate public facilities.

The Plan recommends a mixed-use community at the Metro station, establishes a technology corridor along Shady Grove Road, and creates a buffer area of parks, schools, and other public institutions.

These distinct elements recognize the needs of both existing and new communities while promoting a walkable environment and improving access throughout the planning area (see Land Use Vision map).

Redevelopment of industrial areas to residential uses significantly changes the ratio of jobs to housing in the planning area and is proposed to increase Metro ridership, provide more housing in the I-270 Corridor, and to enhance the existing residential communities.

GOALS

This Sector Plan has the following goals:

- Balance the need for higher density housing at the Metro station with the need to buffer adjacent Derwood communities.
- Organize future development into a series of defined and attractive neighborhoods around the Metro Station.
- Provide civic uses, public open space, and recreation to serve the needs of employees and residents.
- Include guidelines that provide a variety of housing types and achieve a diversity of households.
- Coordinate the proposed land use changes with open space and streetscape recommendations that encourage transit use and create an attractive community.
- Encourage transit ridership and better manage traffic congestion.
- Balance development with the capacity of the transportation system and public facilities.

PLAN POLICIES

The following polices have guided this Plan's recommendations. They are designed to encourage Shady Grove's evolution from an industrially oriented, commercial edge adjacent to the Derwood community into an attractive transit-and pedestrian-oriented community.

Housing in the I-270 Corridor

This Sector Plan responds to the high market demand for housing by recommending a substantial increase in housing within walking distance of the Metro station. The Plan encourages housing choices that benefit from Metro proximity, including affordable housing, a component of luxury housing, family-friendly units, and senior housing. A range of housing types with Metro access will offer options for singles, couples, families, and elderly residents. This Plan recommends

- Maintaining and protecting the existing residential neighborhoods of Derwood.
- Increasing the number and variety of multi-family units within walking distance to Metro.
- Increasing the number of single-family attached units within walking distance to Metro.
- Locating sites for senior housing within walking distance to Metro
- Providing incentives that encourage developers to provide the maximum amount of affordable housing, including Moderately Priced Dwelling Units (MPDU) and market rate units.

A Mixed-Use Urban Village at Metro

This Plan establishes a mixed-use urban village at the Metro station providing housing, employment, and retail uses within walking distance of the Metro. Public investment in the Metro system warrants guiding growth to this location. A change from industrial to residential uses will increase transit ridership, ease future traffic congestion, and create an attractive place to live and work in the I-270 Corridor.

The Plan's recommended land use change is supported by the 1992 Maryland Planning Act and by the 1997 Smart Growth Act, which guide development to locations served by transit. New residential growth at a Metro station area also is promoted by the *General Plan* that recommends channeling growth into the development corridors, specifically to the I-270 Corridor. The County Council's 2002 *Transportation Policy Report* also recommends that new residential development be located within the I-270 Corridor at transit stations to improve the Corridor's jobs/housing balance and allow residents to live closer to jobs, thus reducing traffic congestion and travel time. Finally, the County Council's 2003 *Action Plan for Affordable Housing* recommends using underdeveloped land near Metro stations for housing. This Plan recommends:

- Creating a traditional town pattern of interconnected streets, street-oriented buildings, interior structured or below-grade parking, and a network of urban open spaces. Vertically mixed-use buildings with ground floor retail are encouraged.
- Locating taller and higher density buildings to the west side of the Metro station, creating a compatible transition to the Derwood community.
- Establishing a new local park, expanded recreational use of the Crabbs Branch stormwater management pond, and a series of urban open spaces and gathering places for residents and employees.
- Creating a transit center at Metro, and coordinating transit circulation and Metro access with new development to maintain and improve the station's visibility, safety, efficiency, and compatibility for all its users.
- Allowing the possibility for increased transit parking to promote transit ridership.
- Providing adequate schools to serve the residential community in a timely manner to avoid overcrowding existing schools.

Protect the Derwood Residential Communities

The existing community of Derwood forms the eastern edge of the Shady Grove Sector Plan area. Its neighborhoods extend into the Upper Rock Creek planning area. This Plan strives to protect existing communities with a buffer area of compatible transitional uses between the Metro station area and the Derwood community. This Plan recommends:

- A pyramid approach to density, locating the tallest and most dense buildings on the west side of the Metro station, stepping down to townhouses and open spaces along the eastern edge of the Metro station area.
- Increasing the woodland edges along the Crabbs Branch Stream and the I-370 interchange to provide visual separation between existing neighborhoods and future development.
- Traffic calming measures on neighborhood roads that experience cut-through traffic.
- Protecting Old Derwood by rezoning adjacent industrial land to residential uses and reducing cut-through traffic with new traffic circles.
- Celebrating the history of Old Derwood and its place in the history of Montgomery County by identifying key sites for consideration as historic resources.
- Noise barriers and extensive landscape treatments along major roadways to mitigate traffic noise.

Employment and the Technology Corridor

The planning area's location at the junction of transit and highways, and the proximity of both office and technology businesses makes this area convenient and attractive for new employment and technology uses. This Plan recognizes the importance of the existing I-270 Technology Corridor and strengthens opportunities by designating a technology corridor along Shady Grove Road. The Plan also recommends redevelopment along MD 355 South in the long term, to achieve a mixed-use character of employment, technology, and housing. This Plan recommends:

- Improving the balance of jobs and housing in the I-270 Corridor to reduce commuting time and congestion.
- Designating an advanced technology and biotechnology corridor along Shady Grove Road to extend the existing adjacent technology character into the planning area.
- Retaining the planning area's existing business parks.
- Relocating County Service Park uses to more efficient locations and providing land uses that increase ridership near the Metro station.

Transportation

This Plan strives to minimize future traffic congestion by land use recommendations, an emphasis upon transit usage and reduction in single-occupancy vehicle trips. The proposed roadway network is complemented by a connected system of transit, paths, sidewalks, and bikeways that offer transportation choices. Roadways also contribute to improving the area's visual character with careful attention to their design by incorporating medians, streetscapes and safe crosswalks. This Plan recommends:

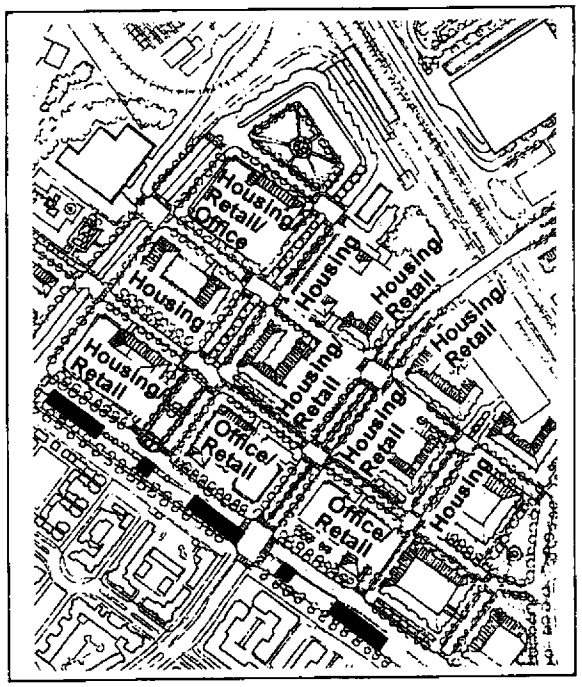
- Establishing a transportation management district and coordination with County transit services to increase transit ridership.
- Providing a transit center with a transit store to coordinate and encourage transit use.
- Redesigning the Metro station's bus, kiss-n-ride, and taxi service to make it a convenient and attractive pedestrian environment.
- Designating roadway classifications that balance through traffic with access to adjacent land uses.
- Creating a network of interconnected local streets that improve Metro access and mobility within and between neighborhoods.
- Providing pedestrian- and bike-friendly street and intersection designs within walking distance of Metro.
- Designating MD 355 within the Metro station area to be developed as an urban boulevard with short blocks and crosswalks to improve pedestrian access.
- New sidewalks and pathways along existing neighborhood streets to improve community access.
- Providing traffic calming measures in neighborhoods that experience cut-through traffic.
- Incorporating the Corridor Cities Transitway (CCT) as an integral part of the Metro station.
- Locating the CCT maintenance and yard shop outside the Shady Grove Sector Plan area.
- Applying trip mitigation measures as the first priority to achieve level of service standards at intersections.

Transit-and Pedestrian-Oriented Development

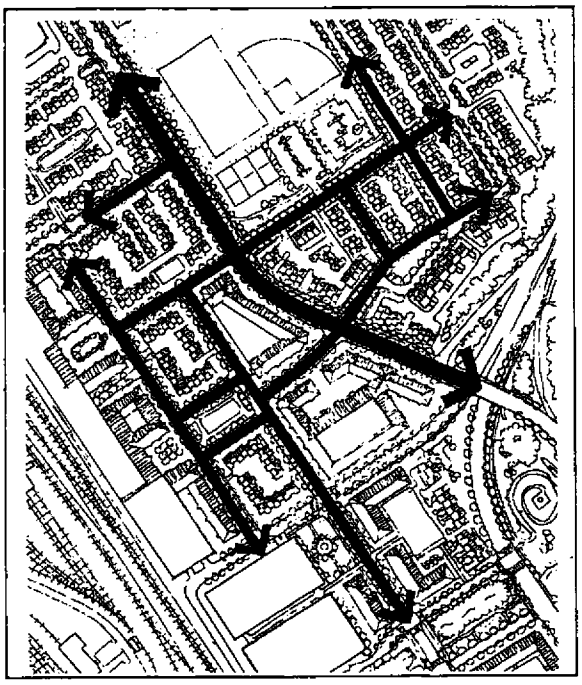
The Plan clusters new transit and pedestrian-oriented development around the Metro station area. This type of development is located close to the street with generous sidewalks and streetscaping to create an attractive and convenient pedestrian environment. This Plan recommends:

- Establishing a mix of uses in vertically integrated buildings in each Metro station neighborhood to meet retail needs, enhance street life activities, and reduce car dependency.
- Creating a network of short block, walkable streets to serve the Metro station area that facilitates pedestrian and Metro access.
- Achieving an interconnected street system throughout the planning area to improve local access between communities and to Metro.
- Creating a street-oriented development pattern with parking in the rear, internal to the block, or below-grade. Locating building front entrances along the street to reduce walking distances and improve street life.
- Discouraging separation of uses or freestanding buildings that increase walking distances for pedestrians.

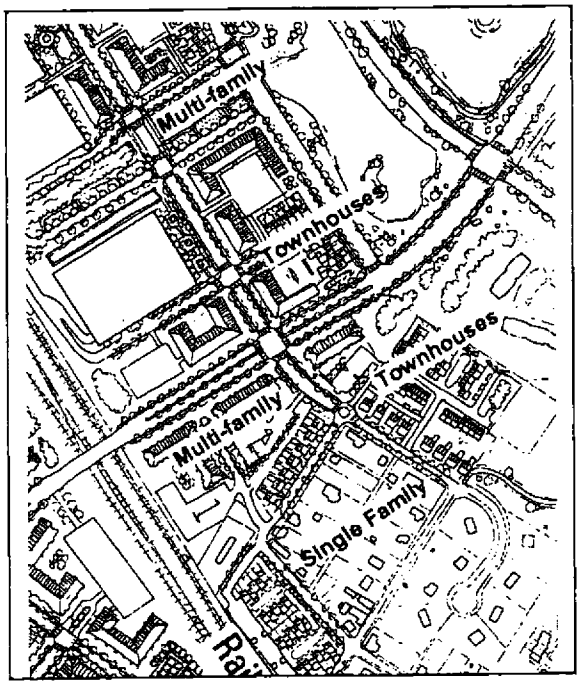
Transit and Pedestrian-Oriented Principles



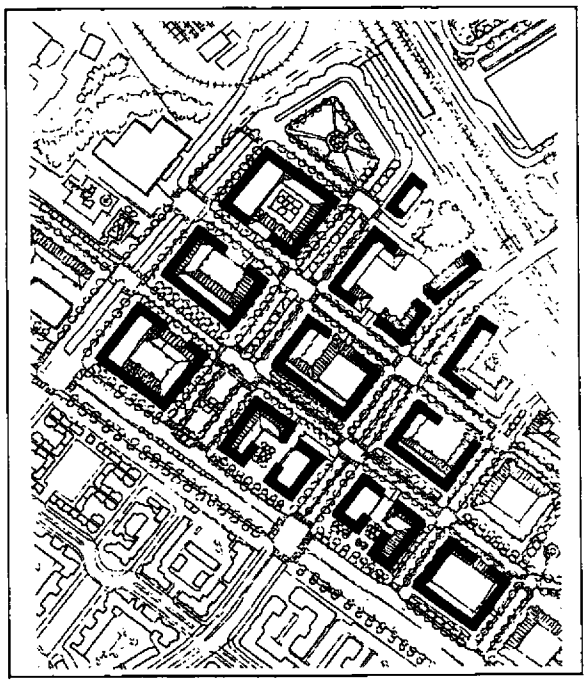
Mix of Uses



Interconnected Streets



Diversity of Housing Types



Street Oriented Buildings

Pedestrian Environment and Access

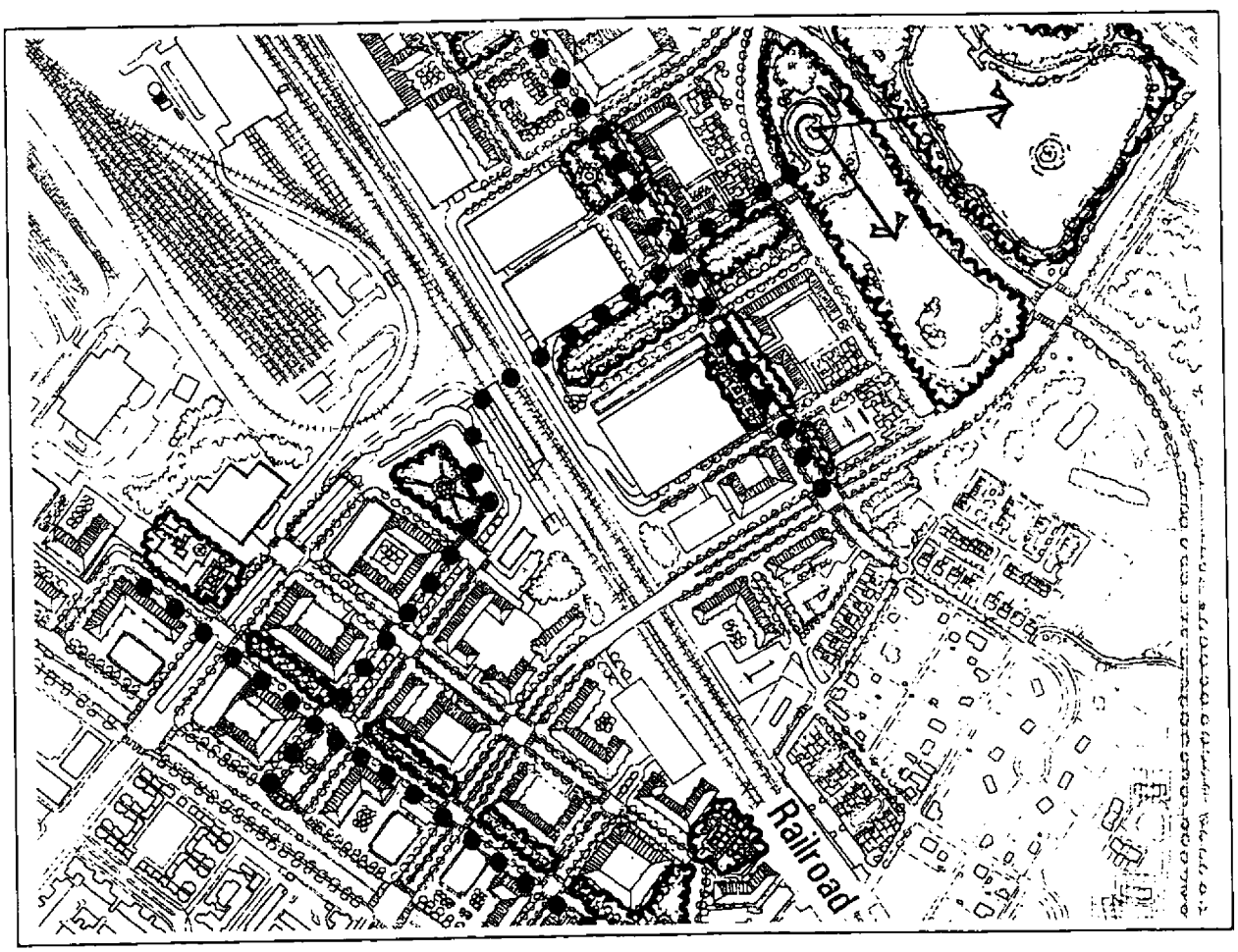
The Plan emphasizes the pedestrian environment, striving to create a safe, convenient, and attractive environment for residents, employees, and commuters. Increased pedestrian access will help reduce car dependency, foster a sense of community, and enhance street life and the community's safety. This Plan recommends:

- Safe streets with generous sidewalks and active uses within the mixed-use areas.
- Convenient and safe connections between neighborhoods, the Metro station area, retail shopping, parks, and schools.
- Safe pedestrian crossings at all major intersections.
- On-street parking along streets with mixed uses to separate pedestrians from moving traffic.
- Extensive streetscaping along all major streets in the Metro station area to create an attractive setting for pedestrians.
  A network of sidewalks and bikeways that provide safe and pleasant routes.

Parks and Open Space

The Plan recommends preserving and enhancing the existing recreational parks and stream valley parks. To meet the increased need for recreation, the Plan recommends providing two new local parks, a nature park, a network of urban open spaces, and a connected bikeway system that provides access to these expanded public facilities.

Park Network



This Plan recommends:

- Creating a series of new parks linked to existing natural areas such as stream valley parks that will form a buffer area between the Derwood community and new residential development around the Metro station.
- Developing a ten-acre active recreational park south of Shady Grove Road on the site of the Montgomery County Public Schools bus depot.
- Providing an approximately six-acre active recreation park on Casey 6 if the County Service Park facilities are not relocated there.
- Providing a passive, nature-oriented neighborhood park along Amity Drive.
- Redeveloping the stormwater management pond to provide passive, nature-oriented recreation.
- Providing urban parks, the Town Common and the Town Square, on each side of the Metro station.
- Creating a network of public urban open spaces in each Metro neighborhood that provides recreation for future residents and employees.
- Providing access to the complete park network and connecting Mill Creek residents to the Metro station via a bikeway along Crabbs Branch Way.
- Locating schools adjacent to local parks and natural areas.
- Providing a safe and convenient recreational link to Upper Rock Creek Regional Park.
- Providing natural surface park trail connections to community destinations.

A Green Environment

This Plan endorses a green environment including increased woodland areas, tree-lined streets, green urban parks, and sustainable building technologies. This Plan recommends:

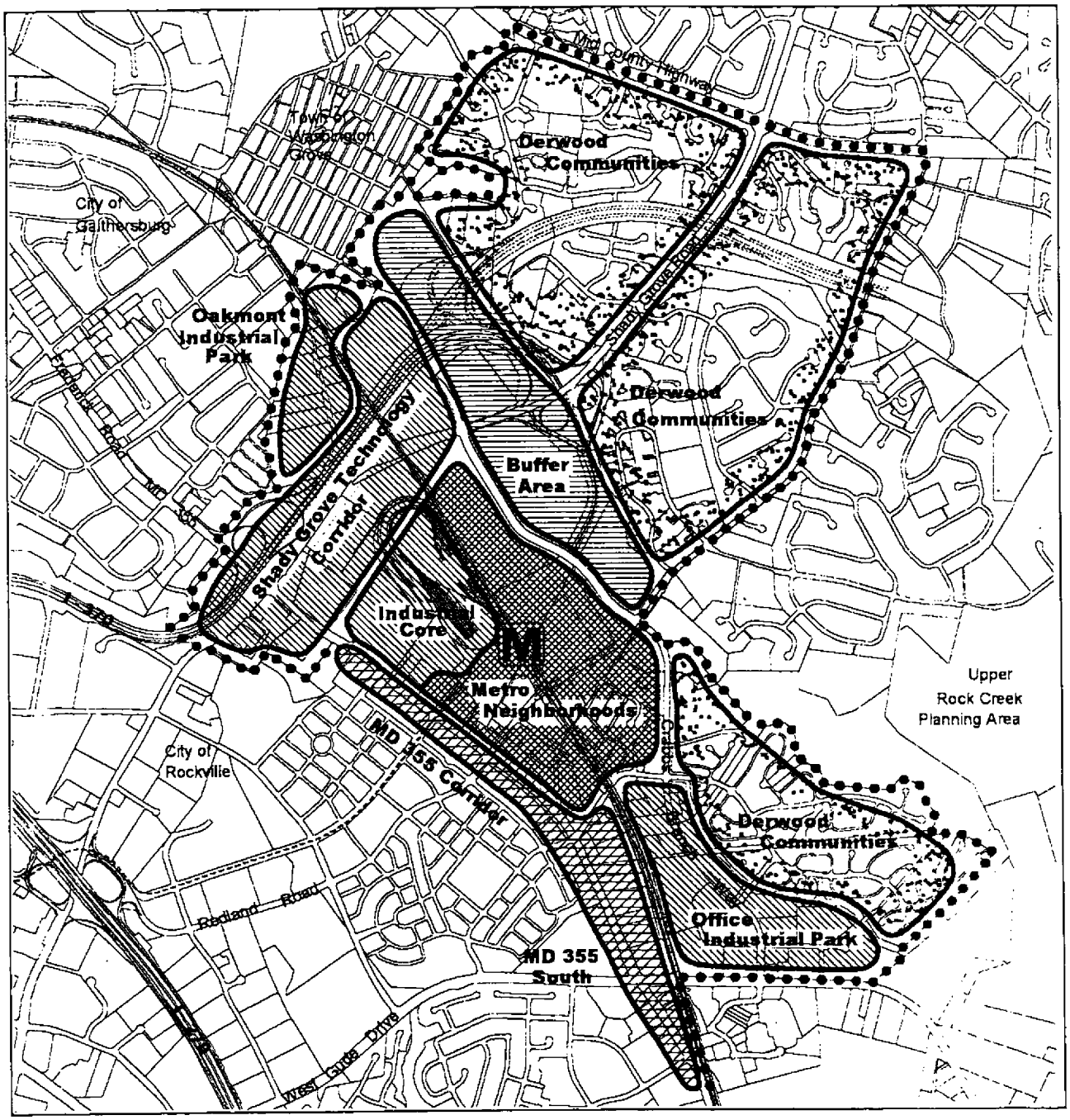
- Establishing a comprehensive streetscape plan that weaves a tree canopy throughout the street network, greening the Shady Grove area.
- Improving water quality with a variety of approaches appropriate to an urban setting.
- Increasing woodland areas where feasible by adding trees to the stream valley network and in highway rights-of-way such as I-370 and the Intercounty Connector.
- Encouraging green building materials and technologies to improve energy efficiency and contribute to environmental quality.
- Providing extensive landscape treatments to visually buffer incompatible uses.

Implementation

This Plan recommends staging future development to ensure that adequate transportation, schools, and other public facilities are provided in a timely fashion. Completing the Plan's recommendations will require relocating County Service Park uses, increased transit service, new schools, and additional parks. This Plan recommends:

- Establishing a staging sequence that requires the creation of a Transportation Management District before new development can occur.
- Coordinating development with needed public facilities.
- Rezoning land within the planning area to achieve the Plan's vision.
- Encouraging public/private partnerships such as WMATA's joint development efforts, private/public land exchanges, and other planning tools.
- Requiring an urban service district to maintain and manage common facilities.
- Requiring a review of adequate public facilities at 50 percent build-out and, if facilities are found to be inadequate, a review of the Sector Plan's recommendations.

Districts and Corridors



0 2200'

LAND USE AND URBAN DESIGN

OVERVIEW

The land use vision for the planning area channels new, mixed-use residential development around the Metro station, promotes advanced technology and biotechnology uses along Shady Grove Road, and creates a buffer of public facilities and transitional housing along Crabbs Branch Way. This represents a significant land use change from current industrial uses including the County Service Park. The employment area along Crabbs Branch Way is recommended for limited mixed-uses, and the MD 355 Corridor south of the Metro is viewed as a potential mixed-use area in the future. The remaining portions of the planning area are not recommended for land use changes (see Land Use Vision map).

This chapter describes the proposed districts and corridors that comprise the planning area. Recommended land use, mix of unit types, density and urban design guidelines are given to achieve the Plan's vision. The design guidelines are particularly important to achieve compatibility and long-term sustainability of the community.

The Shady Grove Sector Plan is divided into geographic areas for the purposes of discussion and density allocation (see Districts and Corridors map). These areas are:

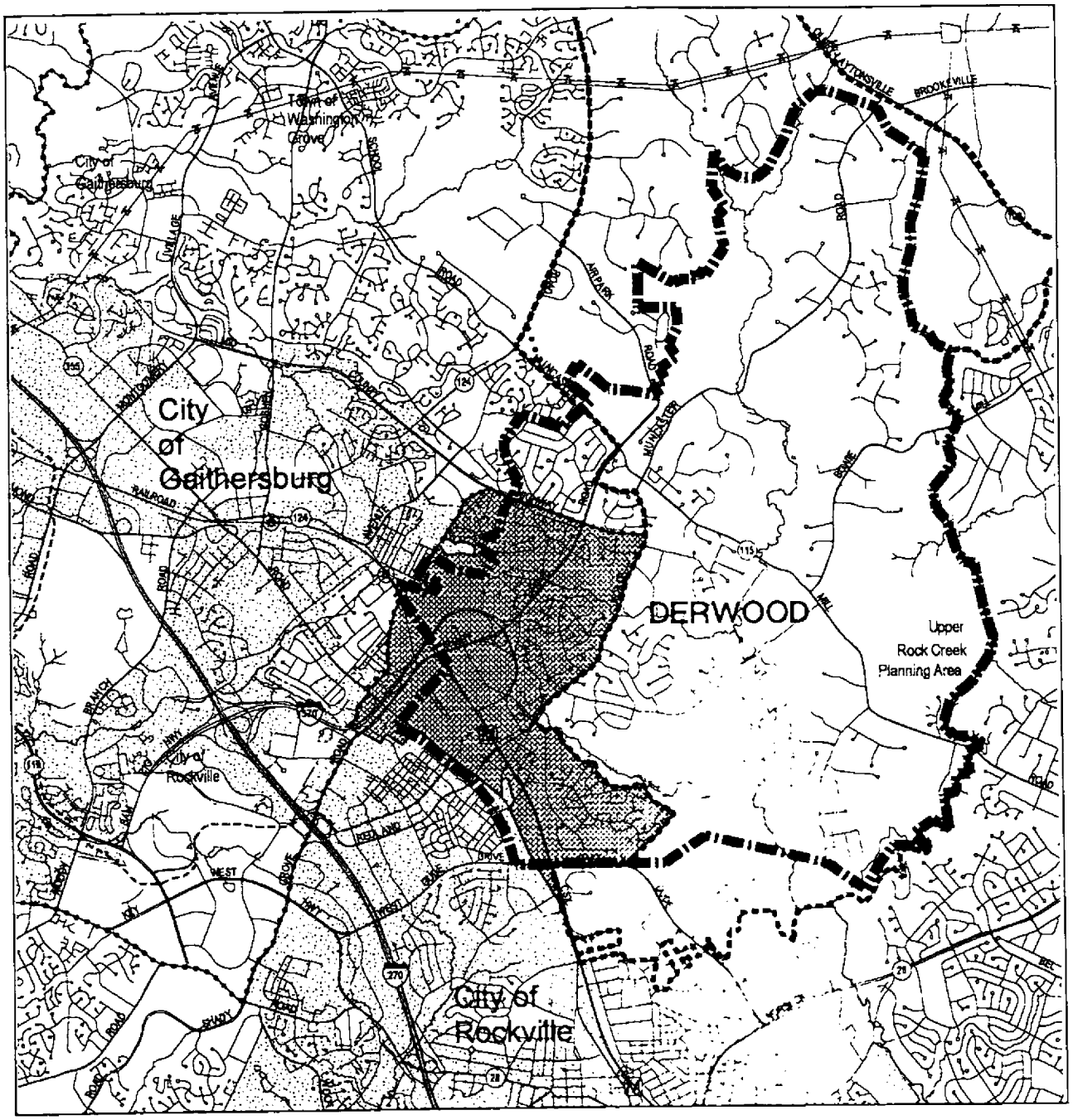
- Derwood Communities
- Shady Grove Technology Corridor
- Metro Neighborhoods
  - Metro West Neighborhood
  - Metro South Neighborhood
  - Metro North Neighborhood
  - Metro East/Old Derwood Neighborhood
- Industrial Core
- Buffer Area
- Office Industrial Park
- MD 355 Corridor
- Oakmont Industrial Park

A key Plan objective is to provide housing adjacent to the Metro station at levels that are compatible with adjacent communities and that do not result in inadequate roads and overcrowded schools.

DERWOOD COMMUNITIES

Derwood is a community of single-family neighborhoods that extend beyond this Plan's boundaries (see Derwood Community map). The Derwood communities within the planning area are the residential neighborhoods surrounding the Metro station on the north, east, and south. Some of these communities abut or are partially in the Upper Rock Creek and Gaithersburg Vicinity planning areas. The Derwood neighborhoods are stable communities, experiencing low resale activity (see Residential Communities map).

Derwood Community



Upper Rock Creek Planning Area

Corridor Cities Transit Way

Gaithersburg Vicinity Planning Area

Derwood Zip Code 20885

Municipalities (City of Gaithersburg,City of Rockville,Town of Washington Grove)

Shady Grove Sector Plan

0 5500'

Derwood's commercial center is the Redmill Shopping Center at the intersection of Redland Road and Muncaster Mill Road, which includes the Derwood Post Office and a nearby fire station. Derwood residents enjoy a significant amount of stream valley parkland in the Mill Creek and Upper Rock Creek tributaries.

The 1977 Plan viewed this area as in transition from farmland to residential communities, and recognized that the advent of a Metro station would contribute to that transition. One of that Plan's goals, shared with this Plan, was to preserve the integrity of the existing residential communities. The 1977 Plan also recognized the challenge of creating a compatible relationship between industrial and residential needs, and generally recommended residential uses to the north and east of the station and industrial/office uses to the south and west, closer to the rail lines and MD 355.

This Plan's recommendations coordinate with planning efforts, conditions, and resources in surrounding communities and planning areas. The land use recommendations focus new development at the Metro station, buffered from existing neighborhoods. In other cases, recommendations try to create safe and useful links between communities with parks, trails, roads, and sidewalks.

Community Concerns

Community participation in this Plan began with the 2000 charrette and continued in a series of community meetings that dealt with areas and topics in the planning area. While there was a range of opinions, there were some shared positions:

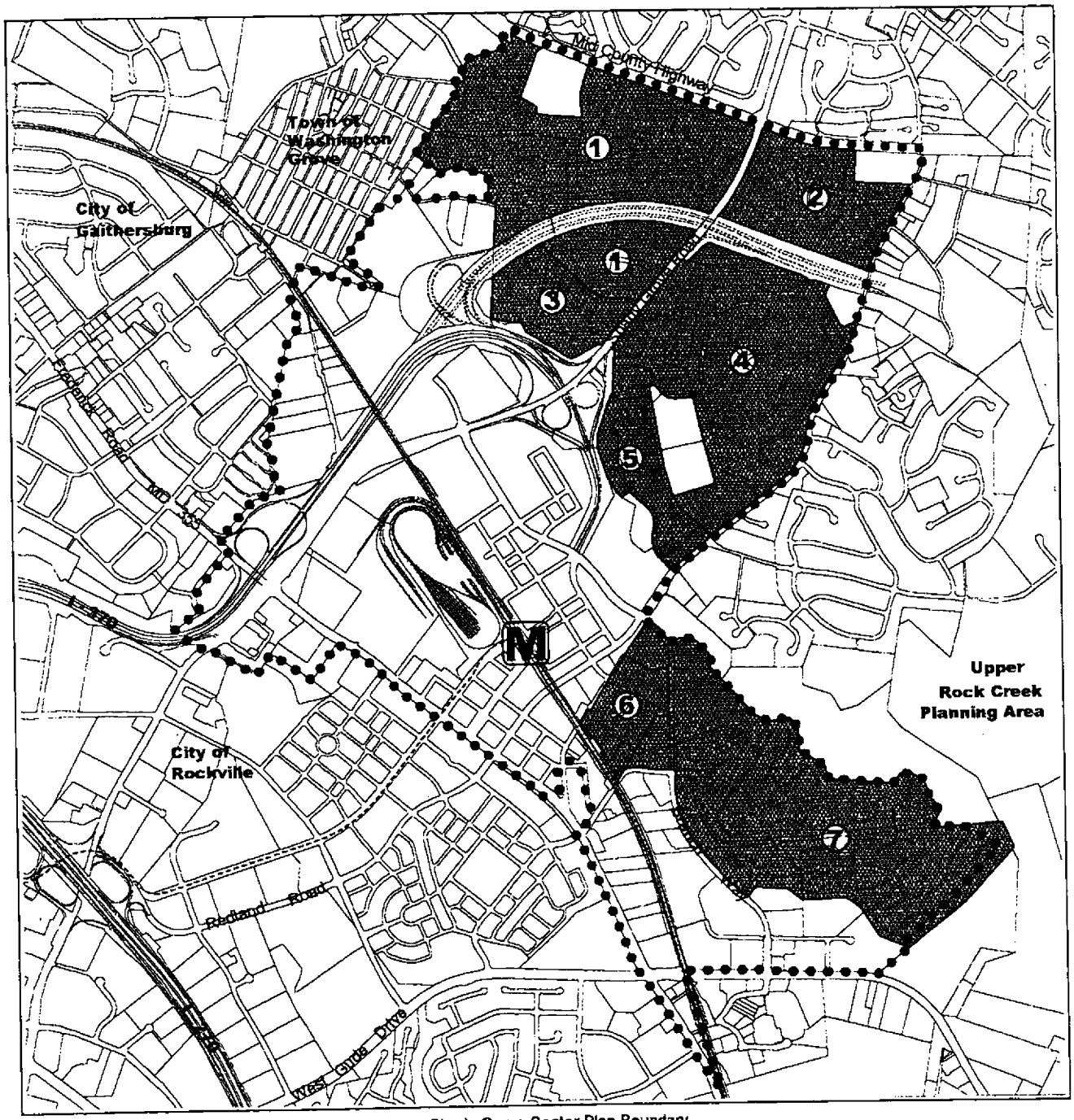
- Improve the area's sense of community and identity by redefining its borders and protecting the existing neighborhoods.
- Improve the pedestrian environment and access.
- The Shady Grove Road Corridor should be a place that works for residents.
- Development should create public facilities for communities and should generate minimal traffic.
- Protect and celebrate Old Derwood.
- Improve access to I-370.
- Support advanced technology businesses.

The Derwood communities have changed little over the past ten years, although traffic has increased and roads have been widened. This Plan supports protecting the Derwood communities from further traffic encroachment into the residential neighborhoods and does not support expansion of commercial uses beyond the proposed Buffer Area.

Objectives

- Preserve the integrity of these residential communities with buffering development and compatible residential zoning.
- Enhance residential areas with streetscaping, sidewalks, bike routes, and traffic calming measures.
- Meet community needs for public facilities, including a new elementary school and local park, along with a network of urban open spaces to serve new and existing residents. Additional community facilities could include a new library and a public/private community center.
- Provide direct and convenient pedestrian, bus, and bicycle access from residential neighborhoods to the Metro station.
- Celebrate Old Derwood's past by providing interpretative information in redevelopment areas.

Residential Communities



1. Mill Creek
2. Founders Mill
3. Redland Station
4. Parkside Estates
5. Park Overlook/Mallard Cove
6. Old Derwood
7. Derwood Station

●●●●● Shady Grove Sector Plan Boundary

-------- Corridor Cities Transitway

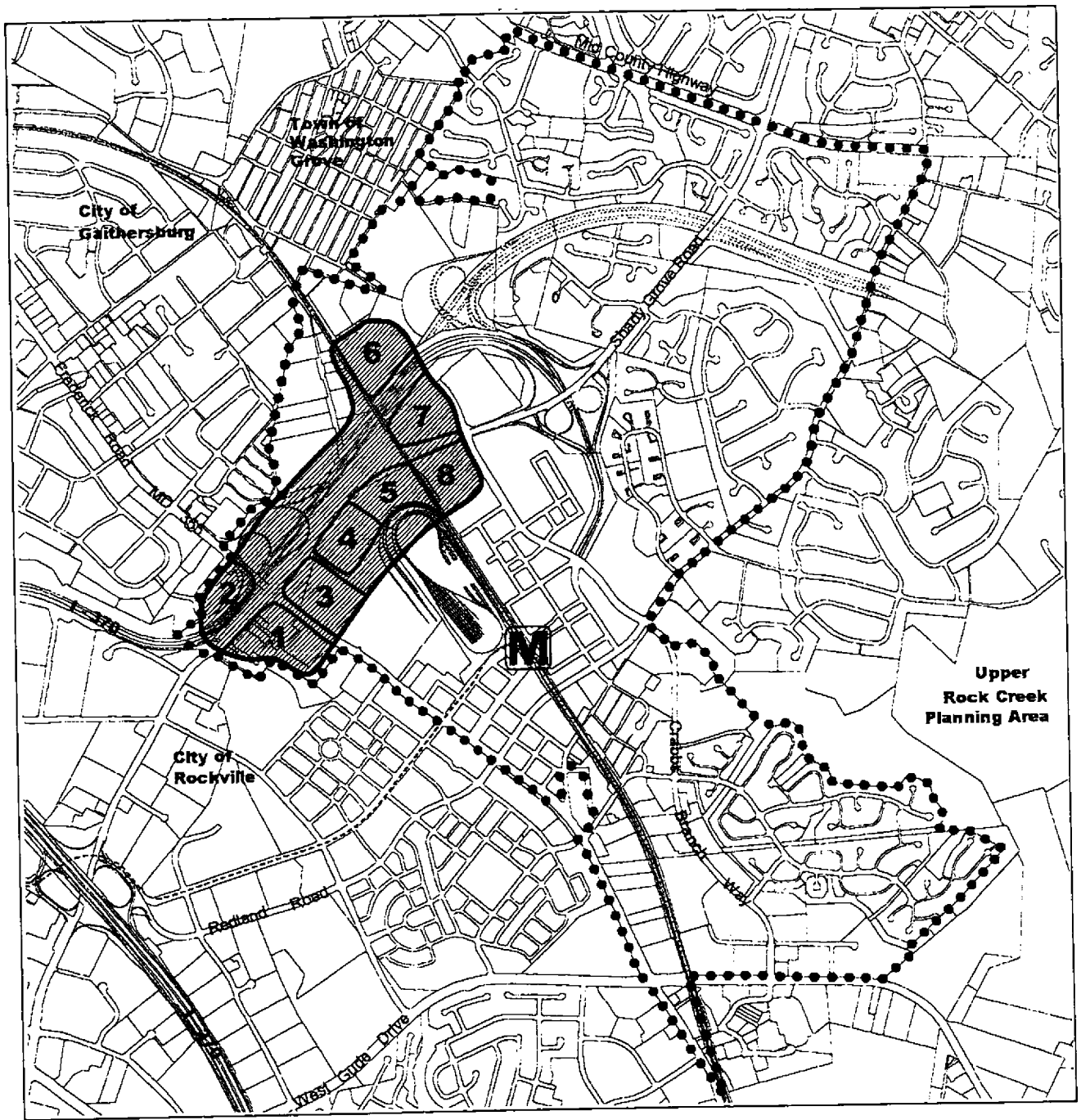
0 2200'

Concept

The Derwood residential neighborhoods are stable communities that will benefit from improved access to Metro and to an increased number of public facilities. This Plan recommends new, compatible residential uses in Old Derwood and no land use changes in the other existing residential neighborhoods. The Plan recommends improved pedestrian connections between existing communities and the Metro station, a transition area of public facilities, residential, and park uses along the eastern edge of the Metro station, and transportation improvements to ease local congestion. This Plan recommends:

- Create a network of pedestrian and bike paths to the Shady Grove Metro Station from surrounding neighborhoods. Ensure safe crossing and direct routes.
- Establish a transitional buffer along the east side of Crabbs Branch Way, adjacent to existing residential communities, and rezone the County Service Park from light industrial to residential.
- Make transportation improvements designed to ease local congestion and mitigate through movement traffic in the residential neighborhoods, including improved pedestrian and bicycle access, noise walls, traffic calming measures, and streetscaping.
- Implement streetscape improvements along Shady Grove Road to improve the visual attractiveness of this roadway that is used extensively by Derwood residents.
- Consider Derwood as a distinct area in future planning efforts.
- Support pedestrian-friendly intersections by using trip mitigation measures as a first priority to achieve adequate service levels at intersections.

Shady Grove Road Technology Corridor



1 Shady Grove Plaza

2 Casey Property

3 Casey Property

4 The Great Indoors

5 Post Office

6 Casey Property

7 Casey Property

8 Department of Liquor Control

●●●●● Shady Grove Sector Plan Boundary

-------- Corridor Cities Transitway

0 2200'

SHADY GROVE ROAD TECHNOLOGY CORRIDOR

Existing Conditions

Shady Grove Road runs through the planning area from Midcounty Highway to MD 355. At its western end, the corridor is commercial and industrial in character, busy with through traffic to the Metro station and I-370, and truck traffic to the Oakmont industrial area and the Solid Waste Transfer Station. East of I-370, the corridor is bordered by residential communities and gives access to neighborhoods. Reconciling these two characters, preserving pedestrian access, and buffering the residential neighborhoods are challenges for this Plan.

Objectives

- Create opportunities for advanced technology and biotechnology businesses along Shady Grove Road, thus extending the existing pattern in the western end of the corridor.
- Relocate, as much as possible, the corridor's current industrial uses to more appropriate locations to change the character of the roadway.
- Minimize the vehicular and environmental impacts of the Solid Waste Transfer Station.
- Protect the Derwood communities from the noise impacts of Shady Grove Road.
- Improve pedestrian and bicycle access to Metro and between the communities bordering the corridor.
- Enhance the visual and landscape character of Shady Grove Road.
- Protect the existing, adjacent residential neighborhoods.

Concept

This Plan creates a Technology Corridor from MD 355 to Crabbs Branch Way, relocates the County Service Park's industrial uses to allow mixed-use residential redevelopment, and preserves existing communities east of I-370. Industrial and commercial areas north of Shady Grove Road such as the Oakmont Industrial Park and vacant industrial land will remain industrial areas. Shady Grove Road should be viewed as a major highway that also provides local access and should be improved with extensive landscape treatment to achieve a more positive visual character for the entire corridor.

Land Use and Urban Design Recommendations

Shady Grove Plaza (Site 1)

This existing mixed-use commercial center is located at the southwest corner of MD 355 and Shady Grove Road at the site of the original "shady grove." Some of the original trees remain. This center is not anticipated to undergo significant redevelopment within the life of this Plan although existing zoning does allow substantial additional density. The existing uses include a hotel, a five-story office building, a variety of retail uses, and auto-related services. Several small vacant parcels located at the end of Pleasant Street will likely redevelop with more commercial uses. This Plan recommends:

- Extending Pleasant Street to connect with the street network of the King Farm community as envisioned in the 1990 *Shady Grove Study Area Master Plan*.
- Preserving existing old trees to maintain vestiges of the original "shady grove."
- Any redevelopment within the commercial area to be street-oriented, with direct and safe pedestrian access, and increased shade trees.
- Maintaining the existing commercial and mixed-use zoning.

Casey Property (Vacant Site 2)

Located in the northwest quadrant of MD 355 and I-370, this five-acre site has limited access but still has the potential to contribute to creating a technology corridor. This Plan recommends:

- Providing technology, research and development, or office uses to help establish the technology corridor.
- Orienting buildings toward O'Neill Drive and screening all loading docks and trash areas from view.
- Rezoning this site from R-20 to R&D with an I-3 standard method allowing expanded employment.

Casey Property (Vacant Site 3)
This highly visible site is located at the intersection of MD 355 and Shady Grove Road and is a key redevelopment opportunity in the Corridor. This site is also appropriate for a fire station, needed in this area. Environmental concerns, vehicular and pedestrian access, and building siting need careful consideration to achieve efficient, compatible, and desirable development of the property. This Plan recommends:

- Providing technology, research and development, and office uses to create a technology corridor.
- Preserving existing wetlands, accommodating afforestation along MD 355, and maintaining the required stream buffer.
- Orienting buildings and entrances toward Shady Grove Road and screen all parking facilities from major roads. Site lighting should not produce glare or dominate the night view from the roadway.
- Prohibiting development along MD 355 due to traffic and environmental conflicts.
- Rezoning this site from I-1 to R&D with an I-3 standard method allowing expanded employment uses. Housing is not appropriate given the site's proximity to the Solid Waste Transfer Station.

Great Indoors Site (Site 4)
While recently redeveloped for a building supply use, this property may eventually have redevelopment potential. At that time, it should contribute to the area's technology uses. This Plan recommends:

- Providing technology, research and development, and office uses to create a technology corridor.
- Orienting buildings toward street frontage and screen parking from Shady Grove Road.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.
- Rezoning this site from I-1 to R&D with an I-3 floating zone. Housing is not appropriate given the site's proximity to the Solid Waste Transfer Station.

Post Office Site (Site 5)
This Plan recognizes the importance of the postal distribution center. If the Post Office or a new user decides to redevelop the site, both use and site design should contribute to the Shady Grove Road Corridor's technology emphasis. This Plan recommends:

- Providing technology, research and development, and office uses to create a technology corridor.
- Orienting buildings toward street frontage and screen parking from Shady Grove Road.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.
- Designing the site to minimize truck traffic on Shady Grove Road.
- Rezoning this site from I-1 to R&D with an I-3 standard method allowing expanded employment uses. Housing is not appropriate.

Casey Properties (Vacant Sites 6 and 7)
These two sites, north and south of I-370, are key sites in redefining the character and function of the Corridor. Their visibility and access to Shady Grove Road give them prominence in the Corridor. Also, their location and size make them potential sites for relocation of County Service Park functions. This Plan endorses relocating County Service Park facilities to these sites. If County Service Park facilities

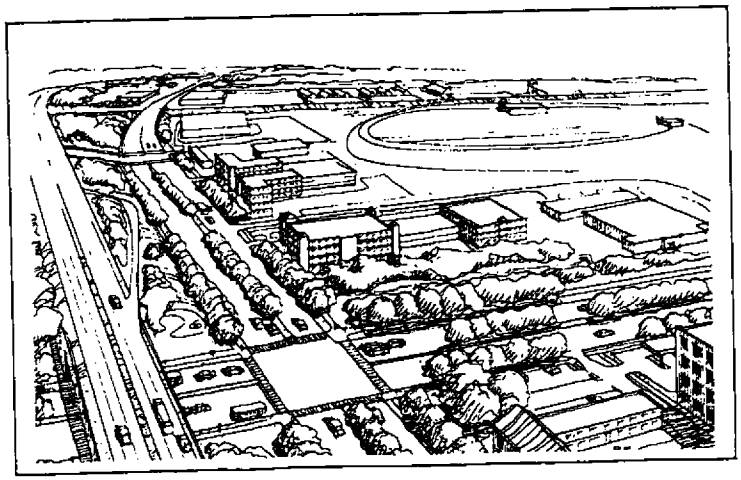
are not relocated to Casey 6 and 7, this Plan recommends options for these sites that contribute to the community and to the envisioned technology corridor. This Plan recommends:

- Endorsing the relocation of some County Service Park uses to these two sites to make land closer to Metro available for housing.
- If the County Service Park facilities are not located on Casey 6 and 7, office, technology, and research and development uses could develop to extend the technology corridor. Only non-residential uses should be located adjacent to the Roberts Oxygen property. Housing is appropriate on both sites, given their convenience to shopping at The Grove.
- If County Service Park facilities are not relocated on Casey 6, a local park of approximately six acres should be acquired adjacent to Roberts Oxygen to help meet recreation needs.
- Locating building entrances along Crabbs Branch Way. Parking facilities, storage areas, and other industrial activities should be located in the sites' interior and screened from roadside views by extensive perimeter landscaping. Site lighting should not create glare or visually dominate the night view along Shady Grove Road.
- Connecting Crabbs Branch Way under I-370 to Amity Drive to improve community access to Metro and shopping at The Grove.
- Limiting building heights to four stories on Casey 6 to establish compatibility with nearby residential communities.
- Limiting building heights to five stories on Casey 7 to establish a mid-rise character along Shady Grove Road.
- Requiring significant landscaping and noise buffers to mitigate development impacts on the adjacent communities of Washington Grove and Mill Creek.
- Rezoning Site 6 from I-1 to I-3 optional method and Site 7 from I-1 to I-3 optional method with a PD-18 option.
- Supporting TDR bonus density under the PD zoning provisions.

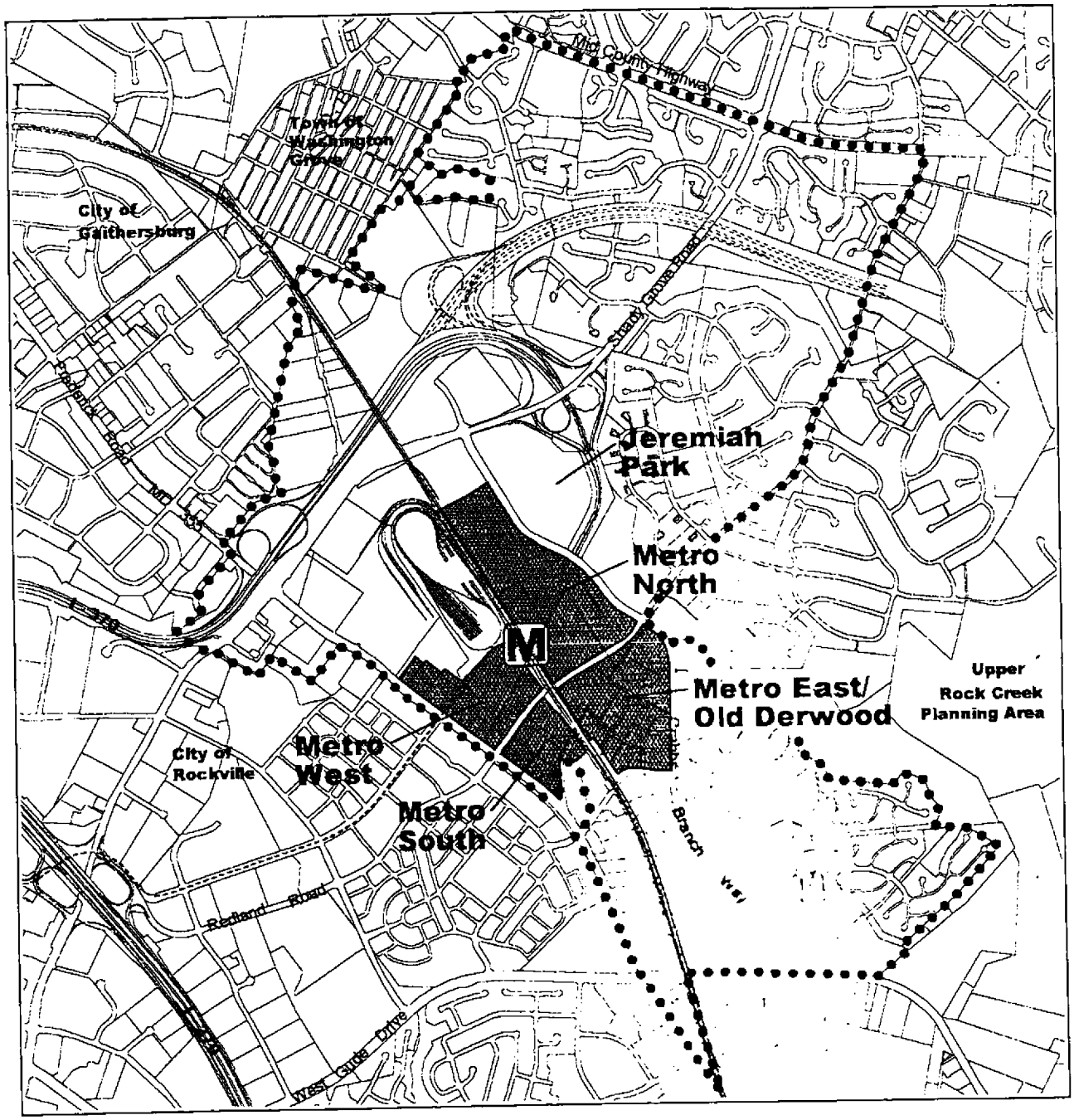
Department of Liquor Control Warehouse (Site 8)
This use should be relocated to another site to encourage technology or housing uses close to Metro. This Plan recommends rezoning the site to allow that potential. This Plan recommends:

- Permitting either technology uses or housing to be developed on the warehouse site.
- Connecting to the local street system within the Metro Neighborhoods.
- Mitigating noise from CSX trains by such measures as building location, noise walls, location of garages, and acoustical measures.
- Rezoning from I-1 to R&D with an I-3 standard method allowing expanded employment uses.

View of Shady Grove Road Technology Corridor



Metro Neighborhoods



Metro Neighborhoods

Shady Grove Sector Plan Boundary

Corridor Cities Transitway

0 2200'

METRO NEIGHBORHOODS

Existing Conditions

The Metro Neighborhoods are located around the Shady Grove Metro Station (see Metro Neighborhoods map). Today, light industrial uses dominate the area and include the County Service Park, Metro parking lots and garages, the Vehicle Emissions Inspection facility, and various industrial businesses. Along MD 355, there is a mix of commercial retail development including car dealerships, gas stations, fast food service, and auto repair businesses. Directly abutting the Metro Neighborhoods to the northwest are the Solid Waste Transfer Station and Metro's maintenance and rail yards. Development directly adjacent to the Metro station is low-density, characterized by expansive parking lots and maintenance facilities.

A Transformation of Place

The Metro station area offers a unique redevelopment opportunity. The vacant and redevelopable sites total approximately 195 acres. This Plan supports the State and County land use policies that recommend housing adjacent to Metro stations to encourage transit use and allow residents to live closer to where they work.

This Plan recommends redeveloping properties surrounding the Metro station. Private property owners and WMATA are encouraged to assemble. The relocation of the County Service Park also is recommended so long as acceptable, alternative relocation sites are achieved and costs are minimal. This would increase land near the Metro station available for housing. The Solid Waste Transfer Station and the WMATA rail yards, which need access to the rail tracks, should not relocate.

Objectives

- Create a series of neighborhoods around the Metro station with a distinct sense of place, a mix of uses, open spaces, and a pedestrian-friendly environment.
- Provide a mix of housing types, including affordable and senior housing within walking distance to Metro that meets housing needs and encourages transit ridership.
- Allow a mix of uses, including office and retail that offers jobs and meets the retail service needs of new residents.
- Accommodate Metro's operational needs with new development in a compatible and desirable manner.
- Ensure that new development is compatible with surrounding, existing single-family communities.
- Create a walkable street pattern with short block lengths and transit-oriented development patterns.
- Provide a variety of open spaces that preserve existing open spaces and expand recreational opportunities.
- Reinforce and enhance the natural environment.
- Minimize environmental impacts of the Solid Waste Transfer Station, CSX tracks, and Metro maintenance and rail yards.

Concept

The Metro Neighborhoods are envisioned as an urban village, a place that provides vitality, convenience, and a human scale of development. It should become a residential mixed-use area with some office and community-serving retail uses, and recreational areas providing a focus for community life and services. Functionally integrated with the Metro station, the proposed street pattern will create an interconnected network of streets and sidewalks that ensure good vehicular and pedestrian access to Metro. Compatibility with nearby existing residential communities is ensured by a buffer area of parks, a potential school or library site, and lower housing density and building heights.

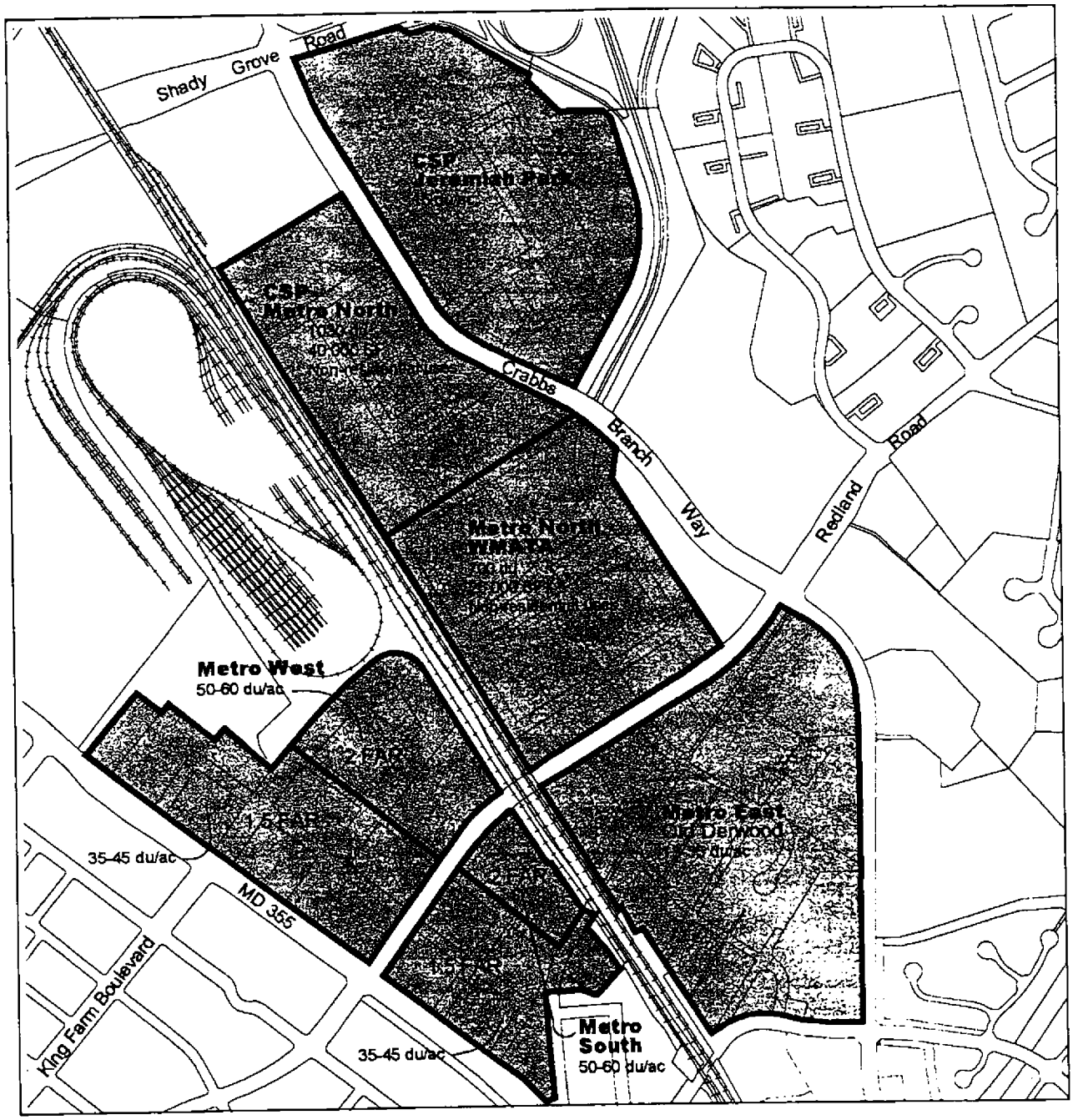
The Metro Neighborhoods comprise four areas: Metro West, Metro South, Metro North, and Metro East/Old Derwood. Each neighborhood is envisioned as offering a mix of uses, a range of unit types, open space, and recreation to meet the needs of residents and employees.

To change the existing land use character from its current industrial nature into a vibrant, mixed-use community with adequate open space is a challenge. This Plan establishes density incentives to encourage redevelopment while also establishing density limits that ensure compatibility and adequate public facilities. A new non-CBD Metro zone is recommended to achieve an attractive and desirable community with densities appropriate for a transit station. This Plan also recommends design guidelines to establish the desired neighborhood character.

Land Use Density and Mix of Uses

The Plan recommends the highest densities, 1.5 to 2.0 FAR, on the west side of the Metro station, to achieve a lively, mixed-use center with a substantially residential character. Density steps down on the station's east side for a compatible transition to Derwood's nearby residential communities.

Density Distribution Map



NOT TO SCALE

General Design Guidelines

The following urban design guidelines should be achieved throughout the Metro Neighborhoods to create a safe, attractive, and pedestrian-oriented environment. Specific guidelines for each neighborhood are provided in the discussion of each area.

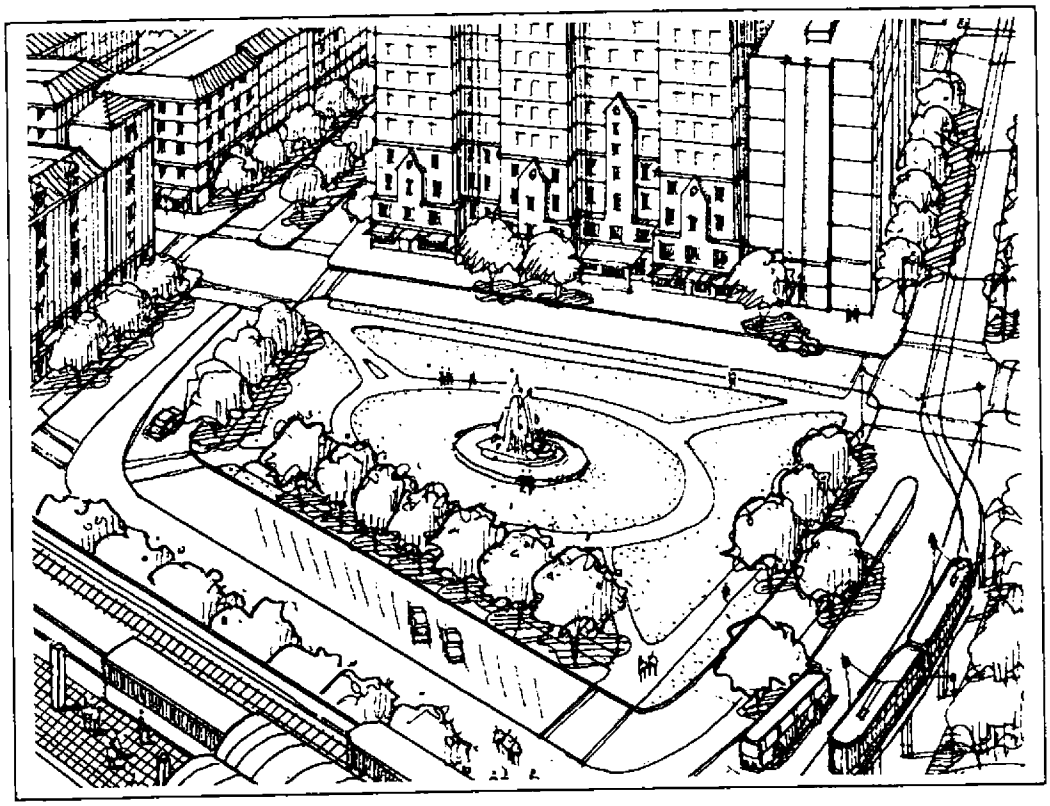
- Create a mixed-use neighborhood with pedestrian-oriented characteristics such as short blocks and buildings oriented to streets.
- Achieve a mix of residential unit types such as townhouses, loft units, family-sized apartments, and housing for the elderly to create a diverse community welcoming families, couples, and singles (see Housing section for further discussion).
- Design buildings with sidewalk and street facing entrances to increase pedestrian activity for safety and street animation.
- Design building facades to reduce bulk and mass, and to create attractive and interesting views.
- Provide open space and parks that offer comfort, interest, and delight, attracting users of all ages.
- Provide generous sidewalks, wider than a 15-foot minimum, to accommodate the anticipated level of pedestrian activity and allow space for sidewalk cafes, landscaping, and seating areas.
- Provide extensive seating along sidewalks, adjacent to buildings, and within urban open spaces throughout the Metro Neighborhoods to create a comfortable pedestrian environment and encourage social interaction.
- Incorporate a garden theme throughout new development to achieve a green, attractive setting for residents, Metro riders, and employees. A garden character can be achieved with extensive street tree planting, green parks, median landscaping, foundation plantings, and container plantings. "Green" rooftops are encouraged and can contribute to the garden theme.
- Locate parking facilities in block interiors or below grade to achieve a street-oriented development pattern. Building designs should minimize the view of parking structures.
- Create a grid system of streets to achieve short walkable blocks and improved Metro access.
- Allow on-street parking along all internal streets and along major roadways, except for MD 355 (see Transportation section for further discussion).
- Provide streetscaping in accordance with recommendations in the Transportation chapter.
- Provide extensive amenities such as landscaping, fountains, public art, and other enhancements that visually delight, enrich, and support the area's long-term viability.
- Provide historic plaques or other interpretive tools to improve public awareness and appreciation of Old Derwood's history.

Public Spaces and Amenities

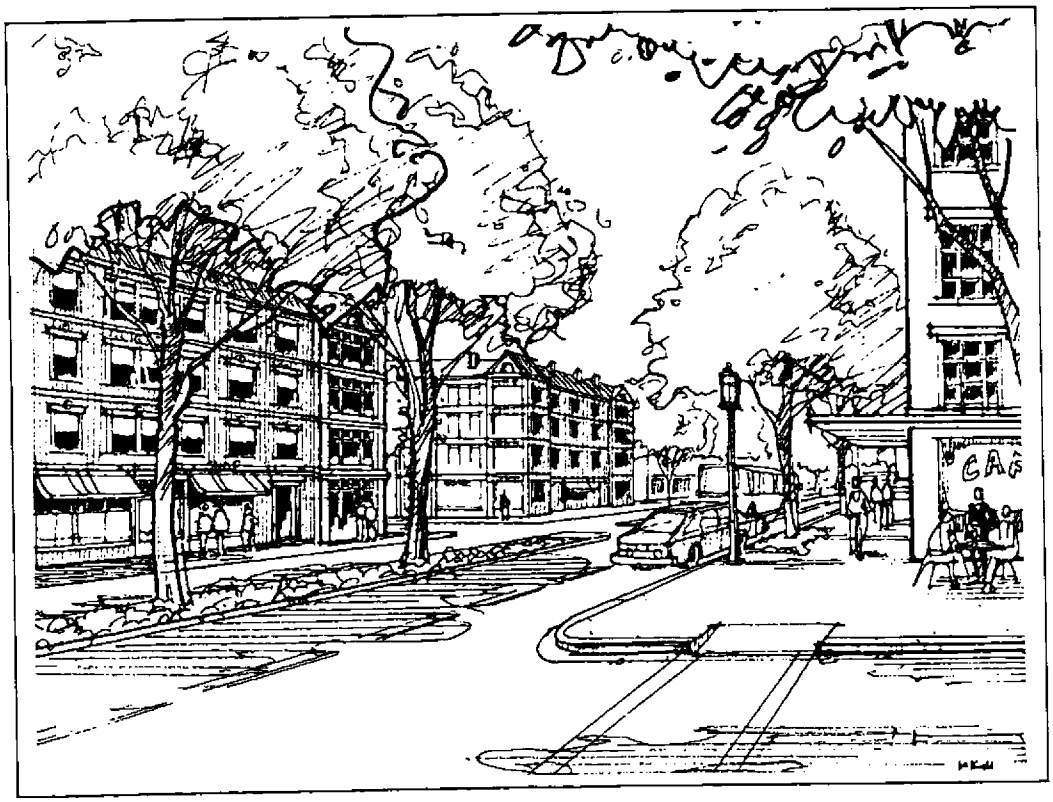
Public amenities should help create attractive places by enriching the urban environment with artwork, gardens, seating areas, programmed activities, and a variety of special features. Amenities support marketing of the community as well as sustain the value of the place over time. Developers should provide public amenities such as those in the following list that support the proposed density and residential communities.

- Develop sites with a garden theme of "the shady grove." Extensive landscaping, especially shade trees within plazas and parks should be provided throughout the Metro Neighborhoods.
- Contribute to the development of an Art Walk. This series of public artworks should weave through the Metro Neighborhoods and through both sides of the Metro station via the underground pedestrian connection. The Art Walk should enhance pedestrian routes to Metro, animate open spaces, and enrich the pedestrian environment.
- Provide on-site and off-site streetscape improvements, where deemed appropriate to complete the length of a block or connect improvements.

View of Town Square



View of Redland Road



- Provide on-site public space that contributes to pedestrian access to Metro and creates a functional, safe, and attractive public place. Public spaces may be seating areas, passageways, plazas, gardens, or other special places that enhance the pedestrian environment. Visibility, convenient access, and welcoming design elements should be provided. Design elements that result in the privatization of public space will not be accepted.
- Contribute to the creation of the promenades, linear urban parks on both sides of the Metro station that connect Metro Neighborhoods and provide opportunities for social gathering and recreation. Design elements should promote social interaction, provide passive recreation, and create a landscaped setting. Design features should include enhancements such as fountains, seating, gardens, artwork, and special lighting.
- Contribute to the creation of the Town Square and Town Common, urban parks to be developed on either side of the Metro station. These urban parks will be privately developed through a public/private joint development with WMATA.
- Provide water features to refresh and attract users to public use spaces. Water features can be as minimal as a water channel or as elaborate as a programmed musical fountain or wading pool.
- Celebrate and expand public understanding of Old Derwood's history by incorporating historical information into design features such as benches, building facades, and pavement areas.
- Provide a high standard of materials in public spaces including large street trees, special paving such as brick or stone, wood seating, extensive street furnishings in cast iron or steel, and special lighting.
- Contribute to programming and sponsorship of special events such as concerts, festivals, art workshops, cultural history day, and other appropriate and meaningful cultural events. Coordination of programmed events will be managed through a Shady Grove Urban Service District, which will be a public/private partnership.
- Place overhead utilities underground, on site. Determination of the extent or feasibility of underground utilities will be established on a case-by-case basis.

View of the Promenade

Metro West

The Metro West neighborhood is the heart of the urban village. The area provides a lively mix of uses including a public town square, mid- and high-rise apartment buildings, offices, a hotel, and street level retail. It achieves the highest density among the Metro Neighborhoods due to its proximity to Metro and the MD 355 Corridor. Property assembly is recommended to achieve the Plan's vision. Existing businesses are encouraged to redevelop and continue their operation in new development. The Metro West neighborhood should continue to provide a child day care facility within the newly redeveloped WMATA property. Also, plans should include a neighborhood-scaled post office within a retail storefront operation to serve new and existing residents.

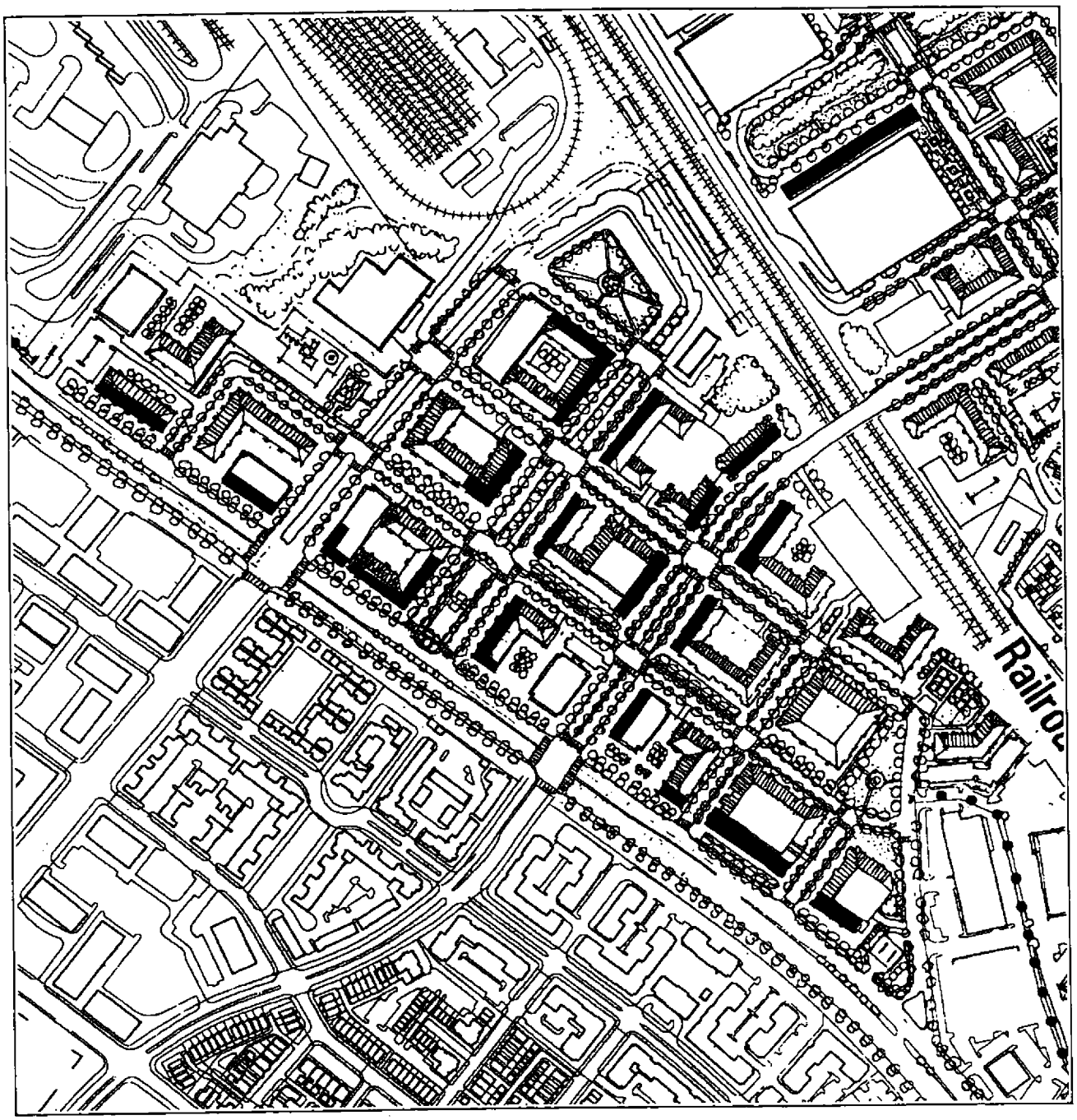
Retail and office uses contribute to a lively land use mix and should not exceed 30 percent of the total land use to ensure that residential uses dominate. The Plan envisions primarily community-serving retail, restaurants, a hotel, and a component of national chain retailers to meet the area's retail needs. A major new retail center is not envisioned, given the ample shopping opportunities along Rockville Pike.

Retail and office uses should be located primarily along MD 355 and Redland Road, providing activity and convenience along major streets, with quieter residential blocks located within the neighborhood (see Potential Retail Locations map). A series of urban open spaces must be provided in the neighborhood for recreation and social opportunities. As with all the Metro Neighborhoods, Metro West must be pedestrian-oriented with building entrances facing wide sidewalks and streetscapes enhanced with amenities. The proposed street grid will provide multiple routes to Metro, accommodate on-street parking, and provide a continuous line of shade trees.

Metro's bus facility and kiss-n-ride spaces need to be reconfigured in order to achieve the Plan's vision. These facilities should be located directly adjacent to the station's entrance to minimize walking distances for transit riders. The Town Square also should be located adjacent to the Metro station to provide an attractive setting and an identity for the station. It should be visible from the Metro trains. A Metro parking structure can be placed adjacent to the Solid Waste Transfer Station partially on County land to help separate the neighborhood visually from the waste transfer station. The Corridor Cities Transitway, running through this neighborhood along the center median of King Farm Boulevard, should be on an elevated track to provide a direct cross-platform connection to the Metro trains. This Plan recommends:

- Orienting office and retail uses primarily along MD 355 and Redland Road.
- Providing some commercial uses within all development to ensure an adequate mix of uses. Retail at the ground level should be achieved on blocks with good market visibility.
- Encouraging assembly of parcels into blocks.
- Incorporating a central, divided urban boulevard with a varied right-of-way that provides direct Metro access and creates a neighborhood focus (see Commercial Streets for Metro Neighborhoods, Transportation Chapter).
- Permitting a maximum of 15 stories adjacent to Metro and stepping down to a four-story edge along Redland Road and MD 355. A pyramid of building heights will create a focus on the Metro station.
- Providing a variety of open spaces to meet recreational needs within the neighborhood including approximately a 1.5-acre public park, the Town Square at the Metro station, a 50-foot wide linear park, known as the Promenade, and a variety of other public use open spaces to satisfy recreation needs. The proposed Town Square should be dedicated to the M-NCPPC.
- Requiring participation by all new development in the Urban Service District and contribution to funding a public/private community center.
- Locating the Corridor Cities Transitway in the median of King Farm Boulevard Extended, elevated above street level to permit a cross-platform connection to Metro trains.

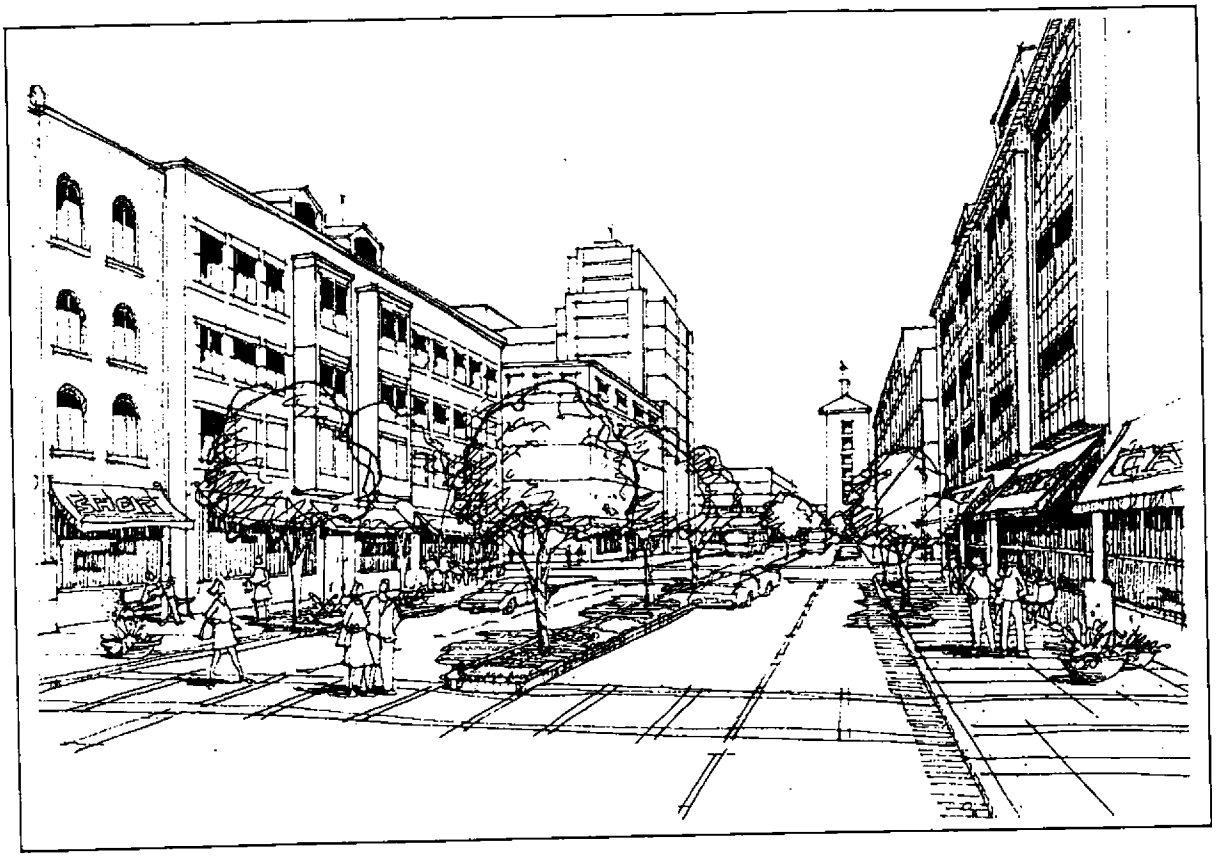
Potential Retail Locations



Potential Retail Locations

NOT TO SCALE

View of Metro Boulevard (Street B)



- Redeveloping and expanding Metro bus, kiss-n-ride, and taxi service directly adjacent to the station in a way that is compatible with new development and that meets WMATA's program requirements.
- Supporting Metro parking in a multi-level parking garage north of King Farm Boulevard, adjacent to the Solid Waste Transfer Station to help separate the neighborhood from the transfer station, or locate below street grade.
- Allowing a density range of 1.5 to 2.0 FAR with a minimum of 70 percent residential uses and a maximum of 30 percent commercial uses. A variety of unit sizes must be provided.
- Rezoning I-1 properties to a new, non-CBD Metro zone, the proposed MXR zone.

Metro South

The Metro South neighborhood is a mixed-use residential area similar in land use character to Metro West. Property assembly is recommended to achieve the Plan's vision. Existing businesses are encouraged to relocate or redevelop in the new development pattern. The neighborhood should be developed with a grid of streets incorporating the existing rights-of-way of Somerville Road and Paramount Drive. A public-use recreation area must be provided within this neighborhood to accommodate recreational needs and avoid requiring residents to cross major roads to find recreation. This Plan recommends:

- Creating a mixed-use residential community with office and retail, oriented toward MD 355 and Redland Road.
- Encouraging property assembly to achieve a series of walkable blocks suitable for housing and mixed-use development.
- Creating a network of local streets that maintains Somerville Road and Paramount Drive.

- Permit a maximum of eight stories on interior blocks and four stories along Redland Road and MD 355.
- Providing a variety of open spaces to meet recreational needs in the neighborhood including a 50-foot wide linear urban park, known as the Promenade. Locate other recreational open space along Paramount Drive and adjacent to the Metro tracks.
- Supporting abandonment of the dead-end portion of Paramount Drive when access is no longer needed and using that portion and adjacent properties to create a public-use recreation space.
- Allowing a density range of 1.5 to 2.0 FAR with a minimum of 70 percent residential uses and a maximum of 30 percent commercial uses.
- Providing some commercial uses within all development to ensure an adequate mix of uses. Retail at the ground level should be achieved on blocks that have good visibility.
- Requiring participation by all new development in the Urban Service District and contribution to funding a public/private community center.
- Rezoning this area from I-1 and C-3 zones to a new, non-CBD Metro station zone, and the proposed MXR zone.

Metro North

The Metro North neighborhood includes Metro property and County-owned land that is currently developed with a Ride-On bus and maintenance facility. The Plan recommends relocating the facility and reconfiguring the Metro station's bus facilities, kiss-n-ride, and taxi parking to achieve better access and integration with proposed residential development. A mix of residential unit types and some office and retail uses primarily located at the Metro station are envisioned. A public or public/private community center is recommended on this side of the Metro station. The proposed grid street network would create Metro access for the new residential community.

This neighborhood is an appropriate location for elderly and affordable housing, on either County or WMATA property. Its proximity to Metro and proposed public facilities make the area ideal for diverse incomes and needs of residents.

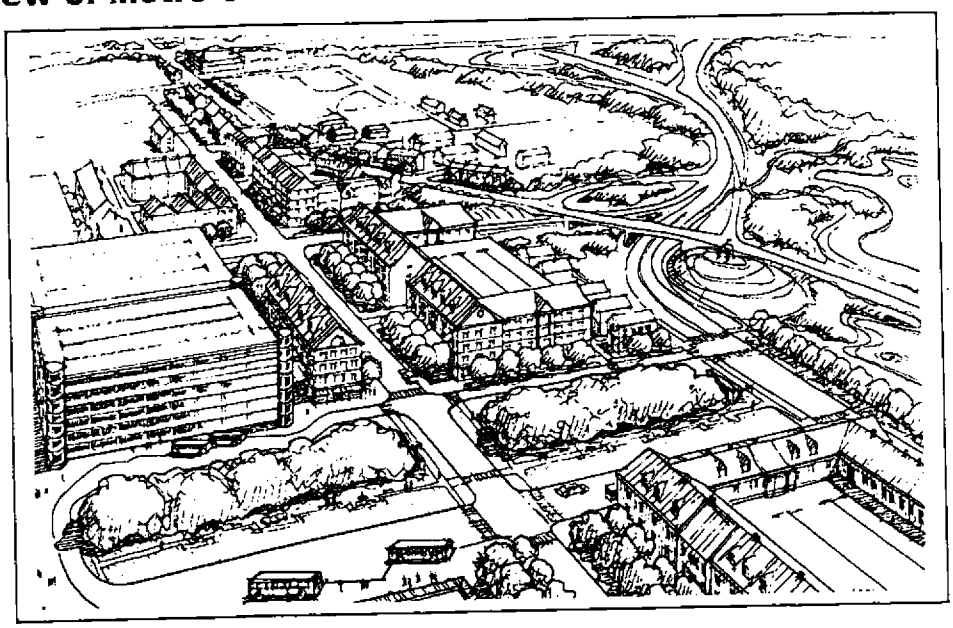
WMATA Property

This Plan recommends:

- Redeveloping WMATA property as a mixed-use residential neighborhood with a range of housing types including townhouses, apartments, and an elderly and affordable housing development.
- Creating a main street between the intersection of Yellowstone Drive and Redland Road and the current County Service Park. The expanded intersection at Redland Road should be signalized to ensure safe pedestrian crossing from the Old Derwood neighborhood.
- Concentrating convenience retail and office uses near the Metro station to serve both commuters and residents. Locate street level retail and second floor offices in front of existing garages to screen the parking garages and activate sidewalks.
- Providing a public/private community center if a public facility is not provided. A public/private community center should include facilities such as a gym, a multi-use court, showers and restrooms, a kitchen, several meeting rooms of varying sizes, and several classrooms that can accommodate computer and arts activities.
- Maintaining building heights at six stories or less to form a compatible transition to the existing single-family neighborhoods to the east. Building heights along Redland Road should not exceed four stories.
- Providing varied open spaces to meet recreational needs within the neighborhood including several small parks and a 140-foot wide Town Common that includes the existing stream channel. The Town Common should be dedicated as a public park.

- Providing an at-grade pedestrian and bike crossing of the redesigned Metro access road where the new street grid creates an intersection. The crossing should connect to the trail system proposed around the stormwater management pond.
- Relocating and expanding the existing bus facility to form a loop around the proposed Town Common.
- Providing all relocated Metro parking in structures adjacent to the CSX rail lines or below-grade to minimize walking distances, and minimize the traffic impacts on residential neighborhoods.
- Providing the majority of Metro parking on the east side of the Metro station with its convenient access via I-370. Additional Metro parking should only be permitted if it does not displace potential housing, negatively affect residential areas or contribute in an unacceptable way to traffic congestion.
- Redesign the Metro access road for two-way traffic connecting to Redland Road, improving access to the parking garages and the new residential neighborhood.
- Allowing up to 700 units in a mix of type and size with some single-family attached units, and up to 26,000 square feet of non-residential uses located in front of the existing, three-story parking garage.
- Requiring participation in the Urban Service District and in funding the private community center, if provided.
- Rezoning this area from I-1 to a new, non-CBD Metro station zone, the proposed MXR zone.

View of Metro Station – East Side



Department of Public Works and Transportation (DPWT) and MCPS Food Services Sites

This Plan recommends:

- Relocating DPWT's Equipment Maintenance Operations Center (EMOC) and MCPS food service facilities to a more appropriate location.
- Achieving a mix of market rate and affordable residential unit types including townhouses, apartments, and live-work units.
- Providing live-work residential units along Crabbs Branch Way.
- Requiring participation in the Urban Service District and funding for the private community center, if provided.

- Limiting building heights to six stories stepping down to four stories along Crabbs Branch Way for a compatible transition to existing single-family neighborhoods to the east. Parking garages adjacent to the CSX tracks may exceed the four-story height limit.
- Avoiding locating residential units directly adjacent to the rail line to minimize noise impacts.
- Incorporating common recreation areas into the neighborhood at visible, safe, and easily accessible locations.
- Allowing up to a total of 1,030 dwelling units and 40,000 square feet of retail.
- Rezoning this site from I-1 to a new, non-CBD Metro station zone, the proposed MXR zone.

Metro East/Old Derwood

The Metro East Neighborhood includes the community of Old Derwood and surrounding properties with some development potential. This Plan includes them in the Metro Neighborhoods because of their proximity to the Metro station and to ensure the community is addressed as a coherent whole.

Old Derwood dates back to pre-Revolutionary War days, but emerged as a distinct place in the 19th century when a cluster of homes and services grew around the original location of the Derwood train station. About 30 houses remain in an area of two blocks, including a cul-de-sac built in the 1980s (see Historic Resources Chapter). The community has two sites listed in the *Master Plan for Historic Preservation*, but it has been encroached upon by commercial and light industrial uses to the west and south, with a religious institution and cemetery on the east. Along with traffic impacts of the industrial uses and the State's Vehicle Emissions Inspection Program (VEIP), the neighborhood also experiences cut-through traffic. The area's streets lack sidewalks and streetscaping, and despite its proximity to Metro, the walk to the station is not convenient. Residents want to affirm and reinforce the residential character of the community.

The Old Derwood Neighborhood

Old Derwood's proximity to the Metro station is consistent with the Plan's goal to locate housing near transit and support existing residential communities. The Plan's recommendations seek to reinforce Old Derwood's residential character with compatible residential adjacent land uses and streetscape improvements that incorporate the area's history. The community will be further supported by direct and convenient pedestrian access to the Metro station, improved streetscape improvements with landscaping and street trees, and illustrations of the area's history. This Plan recommends:

- Relocating non-residential uses within the Old Derwood community to more appropriate industrial areas.
- Permitting four-story, multi-family development fronting Redland Road with building setbacks to match those along Redland Road in the King Farm.
- Maintaining the existing interconnected street pattern and deter non-local traffic through the neighborhood with traffic circles at the intersection of Yellowstone Way and Chieftain Avenue, and at Derwood Road and Squire Court.
- Providing new sidewalks along all new development and extend such sidewalks where feasible into the existing community to improve pedestrian safety.
- Creating a pedestrian pathway connection from Yellowstone Way to Crabbs Branch Way via a public easement on common green space to improve pedestrian access to Metro.
- Providing adequate recreation areas to meet residents' needs within the neighborhood, eliminating the need to cross major roads.
- Encouraging elderly housing within the neighborhood. Appropriate sites are the State-owned land currently developed with the Vehicle Emissions Inspection Program or the Derwood Bible Church property.
- Maintaining the existing historic resources and developing an interpretive program that celebrates Derwood's history (see Historic Resources Chapter for more information).

- Ensuring that new development and redevelopment are compatible with existing residential development and historic resources.
- Requiring all new development to participate in the Urban Service District and in funding a private community center, if provided.
- Supporting use of Transfer of Development Rights (TDR's) as bonus density under the provisions of PD zoning.

Derwood Bible Church Site

This four-acre site between the single-family homes of Old Derwood and the Shady Grove Apartments is developed with a church, parking lot, and school. This Plan recommends:

- Maintaining the existing R-200 zoning. Support PD-13 zoning to allow a mix of townhouses and single-family detached units to be developed.
- If this site is redeveloped, buildings should be oriented toward the street and be no higher than three stories.
- Single-family detached units must front Yellowstone Way to provide a transition to existing residential development.

Vehicle Emissions Inspection Program Station

This 2.8-acre site abuts Redland Road and the CSX tracks. Access to the facility is from Chieftain Avenue, through the Old Derwood neighborhood. This Plan recommends:

- Supporting residential development of this property and elderly housing under special exception provisions.
- Setting new development back from the CSX and Metro tracks to achieve 65 dBL and provide noise attenuation for residential buildings.
- Building heights not to exceed four stories to ensure compatibility with the adjacent residential community.
- Rezoning the site from I-1 to R-90/PD-35 to provide compatible residential development.

Thomas Somerville Site

This vacant site, approximately 4.2 acres, is divided into two parcels by Yellowstone Way. The eastern parcel is approximately 1.2 acres and the western parcel is three acres. This Plan recommends:

- Rezoning the site from I-1 to R-90 and permit PD-35 zoning to allow residential development at 35 dwelling units per acre.
- Building heights along Redland Road should be no higher than four stories.
- Single-family detached or duplex units should front Chieftain Avenue as a transition to the R-200 Old Derwood community and should be no higher than three stories.
- Parking for the larger parcel should be structured or located underground within the development.

The Derwood Store and Post Office

The building on this 11,500-square foot lot is Old Derwood's original general store and post office. This structure should be preserved using zoning incentives that will allow re-use and renovation of the building. The building is included in the *Locational Atlas*. This Plan recommends:

- Maintaining the R-200 zone and supporting a PD-22 zone to allow up to six residential units within the existing structure.
- Supporting a setback waiver, as provided for in the PD zone, to achieve compatibility with adjacent R-200 properties.
- Making sidewalk connections where feasible.
- Allowing on-site parking requirements to be partially met with on-street parking.

Derwood Business Center

This 2.5-acre site between Chieftain Avenue and Derwood Street is developed with industrial uses and offices. This Plan recommends:

- Retaining the I-1 zoning, but allow redevelopment for housing suitable for RT-6 townhouse development.
- Setting new development back from the CSX and Metro tracks to achieve 65 dBL and provide noise attenuation for residential dwellings.

Industrial Core

The industrial core comprises the County's Solid Waste Transfer Station and WMATA's maintenance yard, covering 52 acres. Both of these public sector industrial uses need rail access for their operation and are not likely to relocate. This Plan recommends operational changes that can make them compatible residential neighbors.

Solid Waste Transfer Station

This Plan recognizes the importance of the Solid Waste Transfer Station and the need to maintain its current location due to its use of the rail system for exporting solid waste. Its impacts on existing and proposed residential communities should be mitigated. This Plan recommends:

- Relocating the yard waste functions from the transfer station to a more appropriate site to reduce truck traffic and odors associated with the outdoor trash collection.
- Introducing measures to further reduce noise, odors, and truck traffic, improving compatibility with future residential development of the Metro station area.

WMATA Maintenance Yard

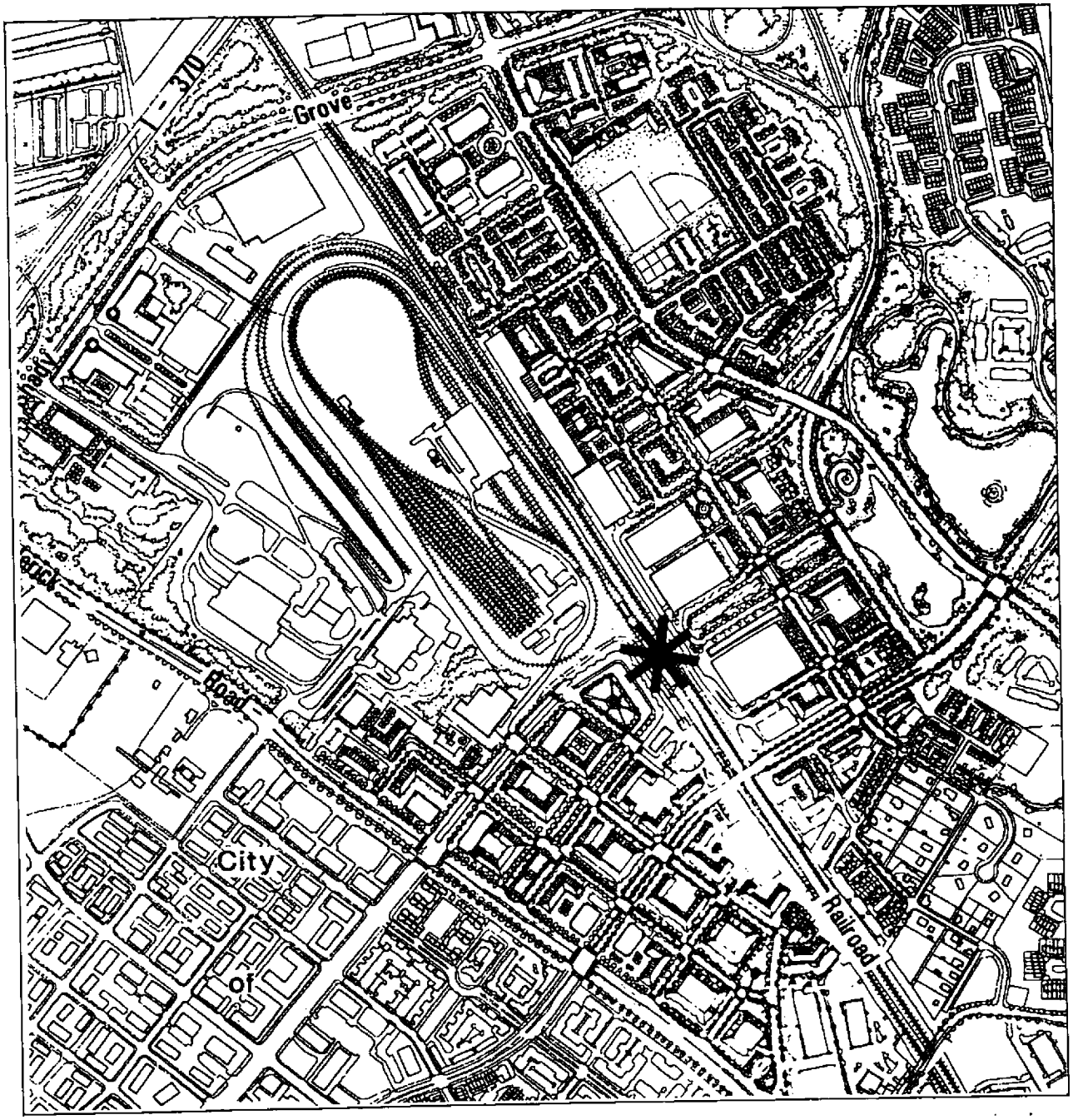
This Plan recommends:

- Providing expansion for storage, track, and maintenance functions within the existing property.
- Encouraging noise mitigation measures on this site and on adjacent sites.
- Permitting additional Metro parking within the maintenance yard.

Metro Neighborhoods Illustrative Concept

The illustrative concept depicts the character and building arrangements within the Metro Neighborhoods and vicinity, the interconnected street system, and open spaces. It is provided to help illustrate the proposed densities and land uses. The concept is a general guide for development proposals. More specific guidance can be found within the design guidelines for each property.

Metro Neighborhoods Illustrative Concept



Transit Center/Metro Center

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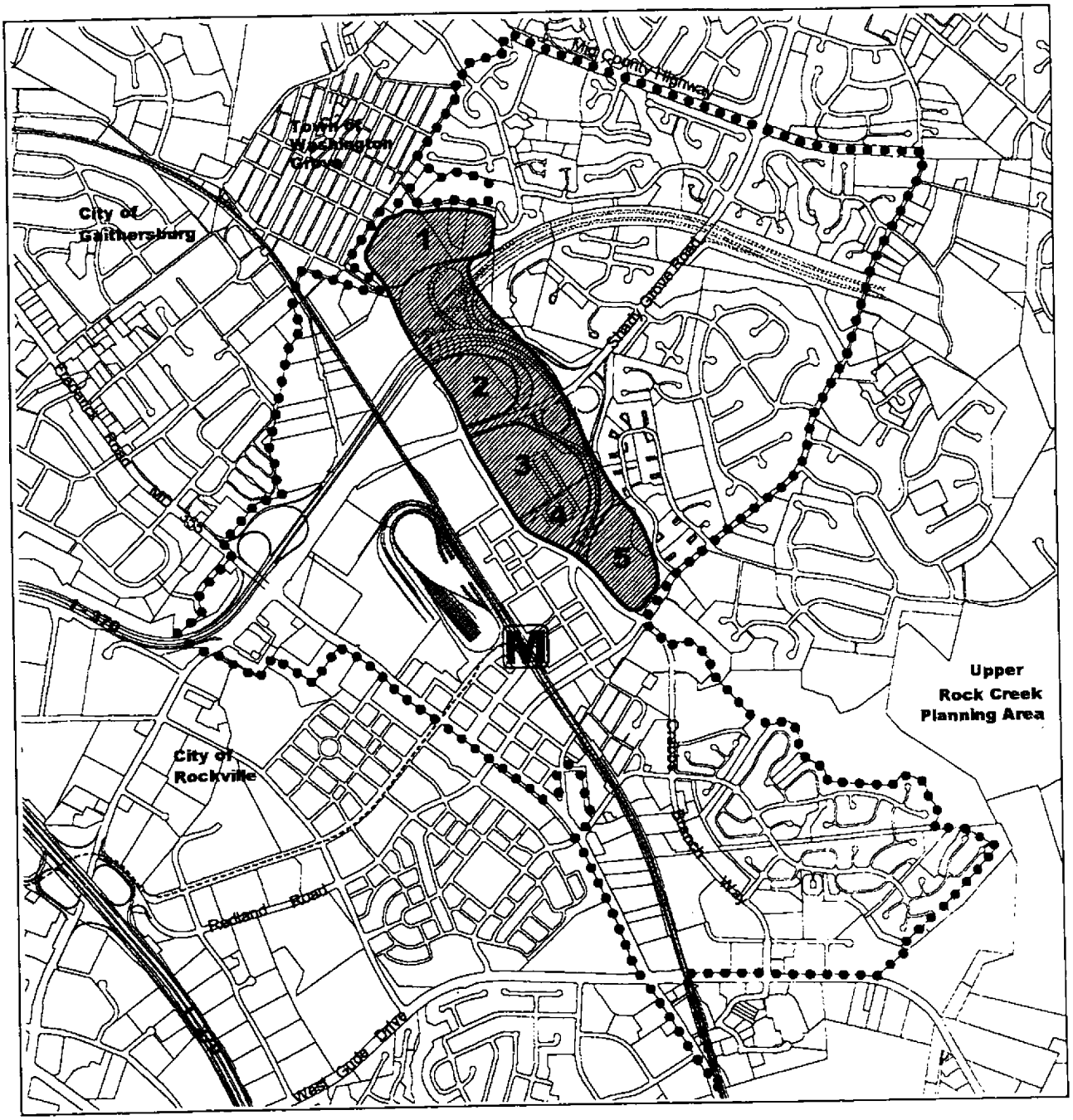
Buffer Area



1 Casey at Mill Creek

2 The Grove Shopping Center

3 Jeremiah Park-MCPS Bus Depot and Maintenance Facility

4 Jeremiah Park-M-NCPPC Park Maintenance Facility

5 Stormwater Management Pond

●●●●● Shady Grove Sector Plan Boundary

-------- Corridor Cities Transitway

0 2200'

BUFFER AREA

Existing Conditions

This area is located between Crabbs Branch Way and the Derwood residential communities. It is characterized by commercial uses at The Grove shopping center to the north, industrial uses within the County Service Park, and by the residential neighborhood of Derwood Station and the Crabbs Branch Stream Valley Park at its southern end. Even with its industrial and commercial character, the community views this area as a buffer, because it physically separates Derwood residences from the Metro station and commercial activity along MD 355.

Objectives

- Achieve compatible uses within the buffer to create a desirable transition to the Derwood communities.
- Provide recreational opportunities in this area to serve both the existing community and the proposed new community.
- Increase lower-density housing opportunities, such as townhouses and apartments as a compatible transition to the Derwood communities.
- Increase woodlands in the Mill Creek tributary area.
- Expand the passive recreational use of the stormwater management pond.

Concept

The Plan creates a series of parks, stream valley conservation areas, townhouses, a school site, and a library to achieve a compatible transition between development at the Metro station and Derwood's existing residential neighborhoods. Redevelopment here will be less dense than the Metro Neighborhoods with open spaces, residential uses, and public facilities to serve the planning area. The Grove shopping center is recommended to expand with mixed-uses including senior housing. The Buffer Area includes a proposed local park and a residential community to be known as Jeremiah Park. The Buffer Area's transitional uses are an opportunity to achieve compatibility and provide needed public facilities for the Derwood Communities.

Sites North of Shady Grove

Casey at Mill Creek (Site 1)

This Plan recommends:

- Providing Legacy Open Space to protect the existing meadow adjacent to the Town of Washington Grove.
- Providing a neighborhood park for passive recreation that is connected to the Legacy Open Space and proposed elementary school via a trail.
- Providing an elementary school site that respects environmental resources and buffers on the site.
- Achieving a bike trail connection from Amity Drive to Washington Grove.

The Grove Shopping Center (Site 2)

This neighborhood shopping center currently offers a mix of convenient uses and has redevelopment potential. The shopping center could become a more active, community-oriented place with uses such as senior housing or community service, medical, or small business offices. This property should not become a major employment center. Given the need for senior housing, this Plan strongly endorses developing senior housing at this center. This Plan recommends:

- Rezoning from C-1 to RMX-2C and encouraging additional mixed-use redevelopment, up to .3 FAR as permitted in the zone.
- Supporting optional method development only for senior housing.
- Locating future development to provide strong pedestrian connections to the existing center and minimize the amount of additional parking.
- Reconfiguring the parking into a more efficient layout with improved pedestrian access and significantly more trees in the parking area to recreate the grove that was its namesake.
- Site lighting that is pedestrian-scaled and minimizes glare.
- Landscaping the I-370 Corridor and interchange with a significant amount of trees to help buffer the sight and sounds of traffic, and also contribute to the right-of-way's reforestation.
- Extending a continuous sidewalk on south side of Shady Grove Road.
- Participating in providing a pedestrian underpass across Shady Grove Road to make a safe pedestrian crossing to Metro and the Metro Neighborhoods.
- Creating a street system with street oriented development and sidewalks to facilitate circulation and pedestrian access.
- Providing outdoor gathering space within the mixed-use commercial center for public enjoyment and interaction.
- Integrating residential development within the mixed-use commercial center. Screen residential development from the I-370 Corridor and interchange.

Jeremiah Park

The proposed Jeremiah Park neighborhood provides the entire planning area with a local park, a library, potentially a community center, and residential development. This neighborhood buffers existing residential communities from the more intensely developed Metro Neighborhoods. The neighborhood is named for Jeremiah Crabb, a Revolutionary War officer and the County's first U.S. Congressman, whose family lived in this area and is buried in the Crabb Family Cemetery, located in Old Derwood. This Plan recommends:

- Providing a range of multi-family and townhouse unit types within the neighborhood's residential area. Townhouse units should include live-work units, rear garage units, and non-garage units. Units adjacent to the local park should face it along the perimeter street.
- Locating live-work units along Crabbs Branch Way to expand housing choices and provide needed local services.
- Limiting building heights to predominately three stories with some four-story units dispersed throughout the neighborhood to achieve a varied roofline within the townhouse area. Allow multi-family development up to five stories.
- Incorporating private recreational space within the neighborhood to meet the recreational needs of the residents while recognizing the proximity of the local park.
- Maintaining a significant setback from the Metro access road right-of-way to establish compatibility and reforestation opportunities.
- Accommodating space for the proposed pedestrian underpass of Shady Grove Road along the east side of Crabbs Branch Way and participation in funding this facility.
- Rezoning from R-200 to R-90/PD-15 option, 50 percent to be single-family attached units.
- Participating in the Urban Service District and funding for a public/private community center if it is provided.

Two sites will be redeveloped to create the Jeremiah Park neighborhood and community facilities, the MCPS Bus Depot and Maintenance Facility and the M-NCPPC Park Maintenance Facility. Specific recommendations for these sites follow.

MCPS Bus Depot and Maintenance Facility (Site 3)

This Plan recommends:

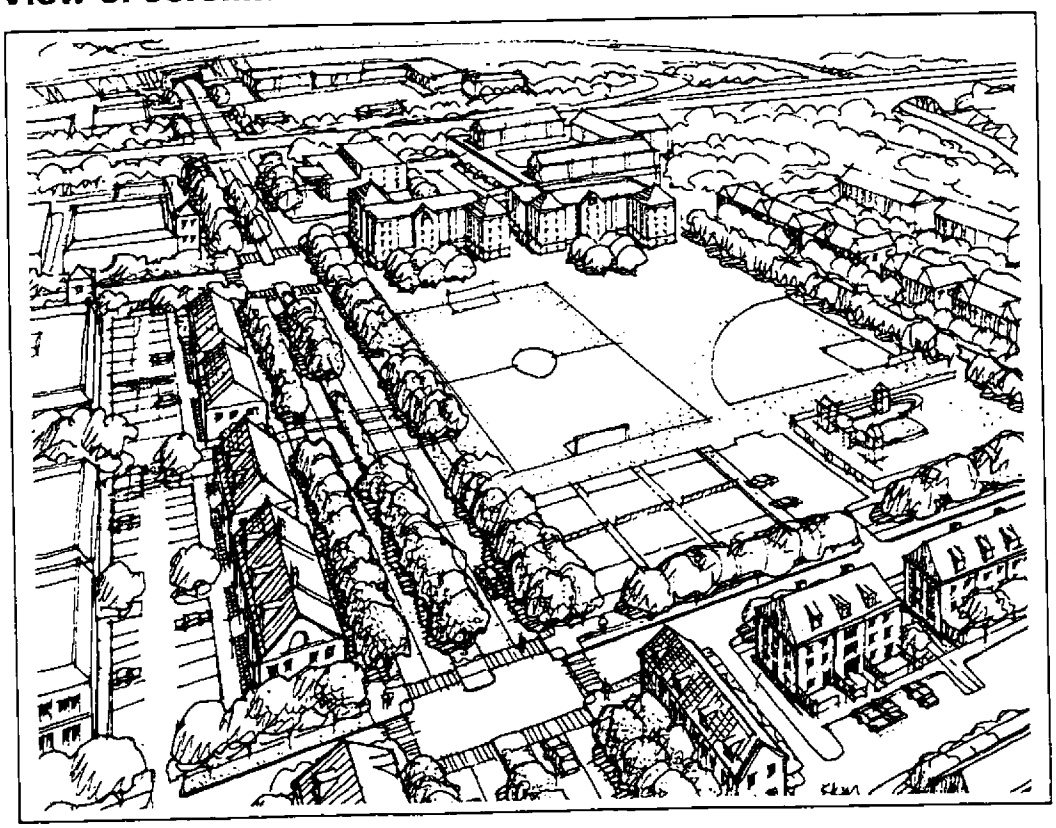
- Relocate the MCPS bus depot to another location(s) proximate to the communities and schools they serve. Relocate the MCPS central maintenance facility to a more appropriate site.
- Provide a minimum of ten acres for a local park and public facility site visible from and oriented along the frontage of Crabbs Branch Way, which will be dedicated to the M-NCPPC.
- Provide a library and a potential community recreation center if need is determined that complements the local park and residential community. Civic buildings should be oriented toward the street with an entrance along Crabbs Branch Way, and parking and drop-off areas to the rear. If the potential public community center is to be located in Jeremiah Park, it should be integrated with the proposed library with shared parking.
- Integrate multi-family units with development of civic uses in an efficient land use pattern that maximizes open space and allows shared parking facilities.
- Locate townhouses along the site's eastern end with street access from a new street network within the M-NCPPC's existing Park Maintenance Facility.
- Create an afforestation area along the Metro access road.

M-NCPPC Park Maintenance Facility (Site 4)

This Plan recommends:

- Relocate the existing maintenance facility to a more appropriate location.
- Locate townhouses within an interconnected street system with common open space for recreation.
- Create an afforestation area along the Metro access road.
- Locate street oriented townhouses along Crabbs Branch Way.

View of Jeremiah Park



Stormwater Management Pond (Site 5)

This Plan recommends:

- Maintain the R-90 zoning and County ownership. Park facilities to be developed and maintained by the M-NCPPC. Storm water management to be maintained by the County.
- Develop the pond as a passive recreation facility with a trail around the pond and with connections to the Metro Neighborhoods and the Derwood Communities. Passive park use should not interfere with the pond's environmental function.
- Provide benches, picnic facilities, and interpretive materials.
- Develop an overlook on the high ground adjacent to the Metro North Neighborhood.

CRABBS BRANCH OFFICE INDUSTRIAL PARK

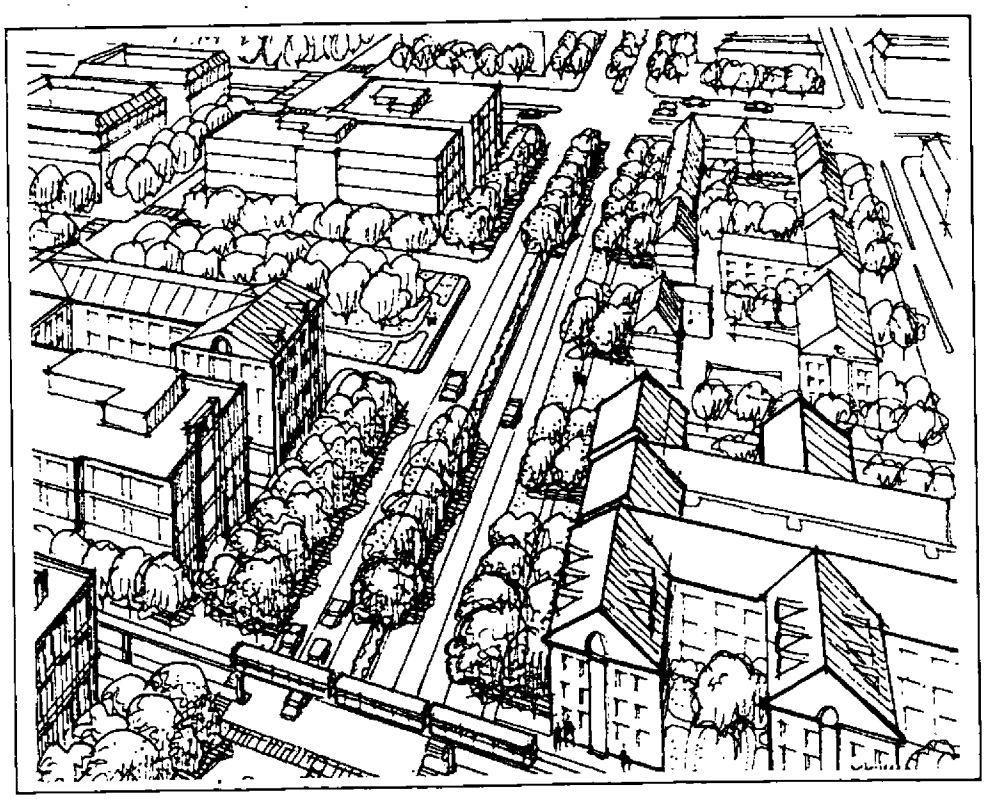
This established industrial park along the southern end of Crabbs Branch Way is home to a variety of advanced technology, biotechnology, and light industrial businesses. A few small parcels remain undeveloped and there is limited redevelopment potential. Appropriate uses would be small service uses to serve the surrounding area. This Plan recommends:

- Maintaining the existing I-1 zoning.
- Amending the I-1 zone to allow additional business support services.

MD 355 CORRIDOR

The MD 355 Corridor is a significant, highly visible, and well-traveled route running the length of the planning area. This Plan recommends upgrading the character of the entire roadway to complement redevelopment, improving pedestrian and bike access, and creating an attractive streetscape.

View of MD 355 Looking South



This Plan divides the Corridor into two segments. MD 355 South begins at the planning area boundary south of Gude Drive and extends north to the Nissan property across Indianola Drive. It provides primary access to businesses and properties. The Metro Neighborhoods section of the Corridor runs from Indianola Drive to the entrance of the Solid Waste Transfer Station. Property west of the MD 355 right-of-way is within the City of Rockville. This Plan recommends developing an urban boulevard along the Metro Neighborhoods section of the corridor that complements Metro-focused development, improves pedestrian safety, and gives identity to the Metro station area.

Land Use and Urban Design Guidelines – MD 355 Metro Neighborhoods

This Plan recommends:

- Provide street-oriented development with buildings fronting on MD 355 with rear or below-grade parking.
- Create an urban boulevard character on MD 355 with a 25-foot wide promenade from curb to building face. Provide a double row of street trees, adequate public sidewalks, seating, bus stops, and extensive planting.
- Create a local street network that improves pedestrian and vehicle access to Metro, and increases street capacity in the Metro station area.
- Improve pedestrian safety and convenience crossing MD 355 with special crosswalk treatments, minimum corner radii to slow turning traffic, increased pedestrian crossing time, and signal timing to discourage high-speed traffic.
- Encourage redevelopment of existing auto service stations to achieve a more urban form of development and an attractive boulevard character. Gas stations can redevelop with side street access, their convenience stores fronting MD 355, and pumps located to the side of the lot. Avoid freestanding stations.
- Rezone from I-1 to the new proposed Metro Mixed-Use Residential zone that allows existing uses (particularly car dealerships) to continue operation.

Land Use and Design Guidelines – MD 355 South

This Plan recommends:

- Encourage redevelopment to increase mixed uses, including housing. Car dealerships do not necessarily require relocation if their surface lots are reconfigured creating development opportunities for other uses. Land use changes in MD 355 South are envisioned as long-term potential.
- Maintain the I-1 zone and encourage housing and limited supporting commercial uses under the provisions of the I-1 zone.
- Amend the I-1 zone to support streetscape improvements recommended in a sector plan.

OAKMONT INDUSTRIAL PARK

This area is an established industrial park with a variety of I-1 uses ranging from research and development firms to utility company service and storage. Oakmont Avenue offers convenient highway access for these businesses. While this clustering of industrial uses should continue, its impacts on neighboring communities should be mitigated. This Plan recommends:

- Maintaining the I-1 zone on the north side of Shady Grove Road within Oakmont Industrial Park.
- Upgrading Oakmont Avenue to County standards with sidewalks and streetscape improvements to improve pedestrian access to transit.

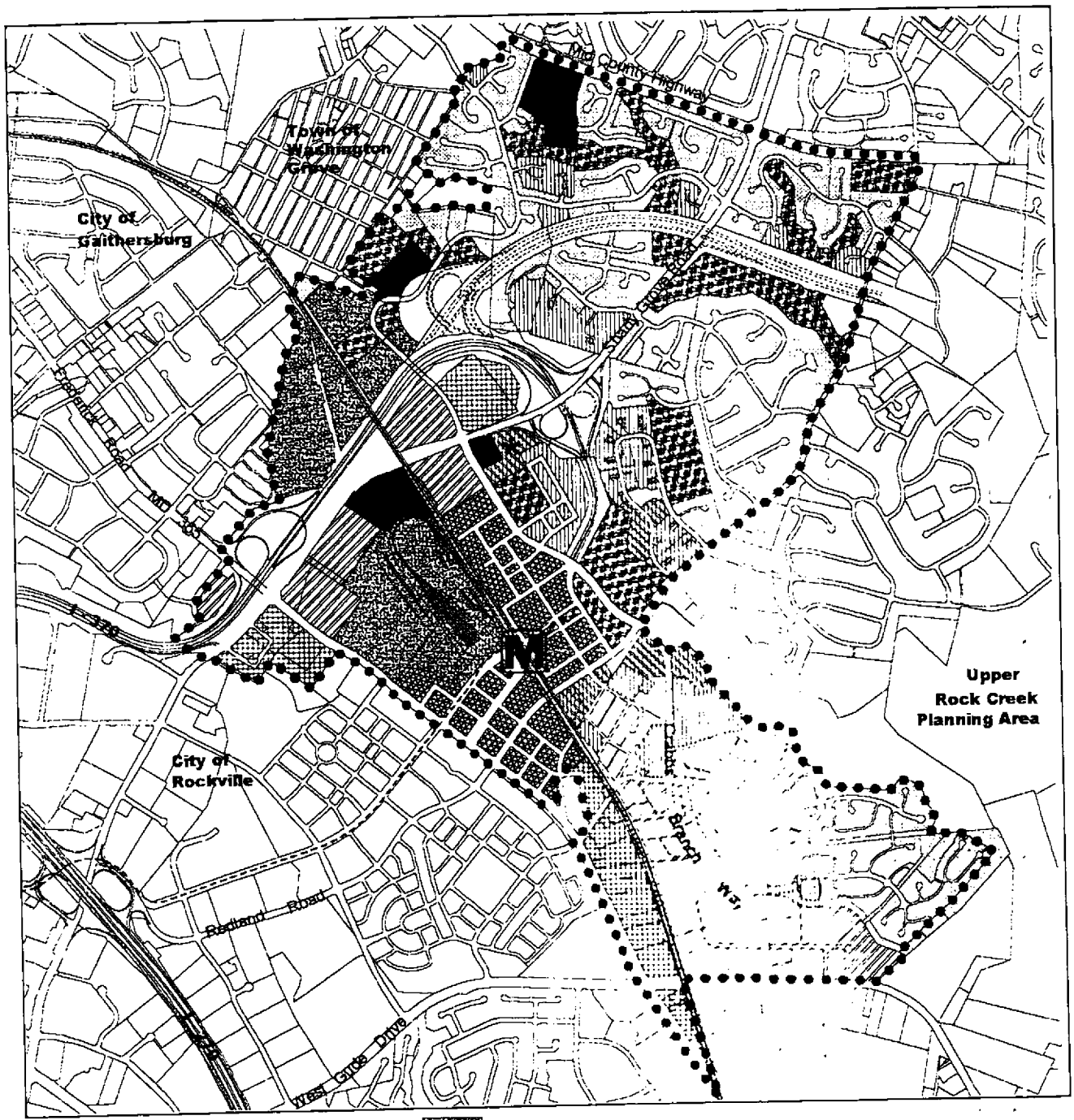
- Mitigating environmental impacts from noise, odors, and visually unsightly industrial activity by measures such as noise walls, landscape screening, and containment of odor producing materials.
- Allowing a new bridge over the CSX tracks and street connection to Oakmont Avenue to be constructed if needed to serve public facilities on the east side of the rail tracks.
- Limiting building heights on properties adjacent to Washington Grove to 42 feet, with a 50-foot setback for landscaped buffering.

SPECIAL EXCEPTION GUIDELINES

This Sector Plan recommends guidelines for special exception uses in the Shady Grove planning area and supports special exceptions that increase the type and diversity of residential development. Protect existing residential areas from incompatible special exceptions that are in conflict with the Sector Plan's goal of maintaining and enhancing communities. Provide opportunities to increase the type and diversity of residential development and community serving needs throughout the planning area. This Plan recommends:

- Avoiding special exceptions for commercial services along the eastern, residential end of Shady Grove Road, and along Redland Road north of Needwood Road.
- Avoiding clustering residential special exceptions in areas of the Derwood Communities, particularly along the eastern, residential end of Shady Grove Road, and along Redland Road north of Needwood Road.
- Supporting special exceptions for housing, particularly senior, assisted living, and other special needs housing.
- Supporting senior housing within the area of the Metro station and specifically on The Grove, VEIP, and WMATA's property on the east side of the station.

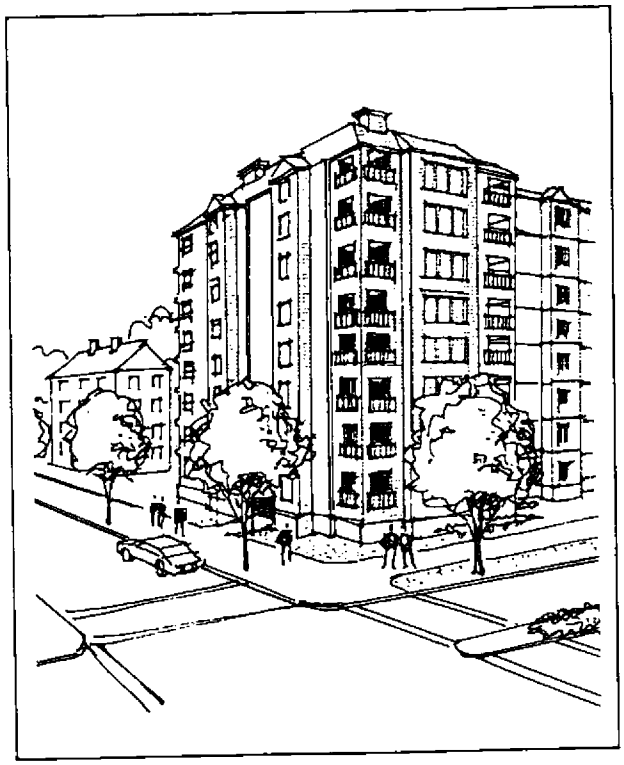
Proposed Land Use



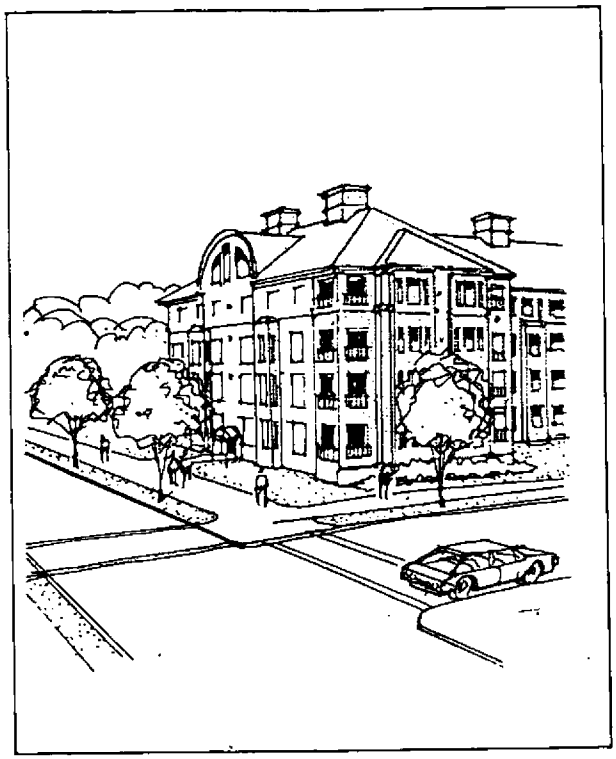
- Residential, Single-Family Detached
- Residential, Townhouse
- Residential, Multi-Family
- Residential, Mixed-Use (Primarily Residential)
- Commercial, Mixed-Use (Office, Retail, Service, Housing)
- Technology, Office (Research and Development)
- Industrial
- Institutions (Public and Private) Schools, Churches, Post Office
- Public Parks and Open Space
- Private Open Space
- Shady Grove Sector Plan Boundary
- Corridor Cities Transitway
- Public/Private Joint Development

0 2200'

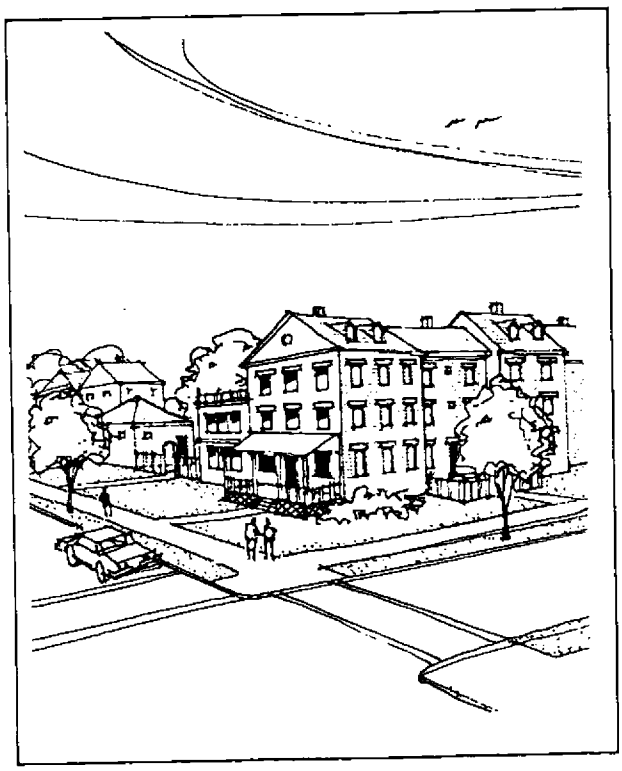
Diverse Housing Types



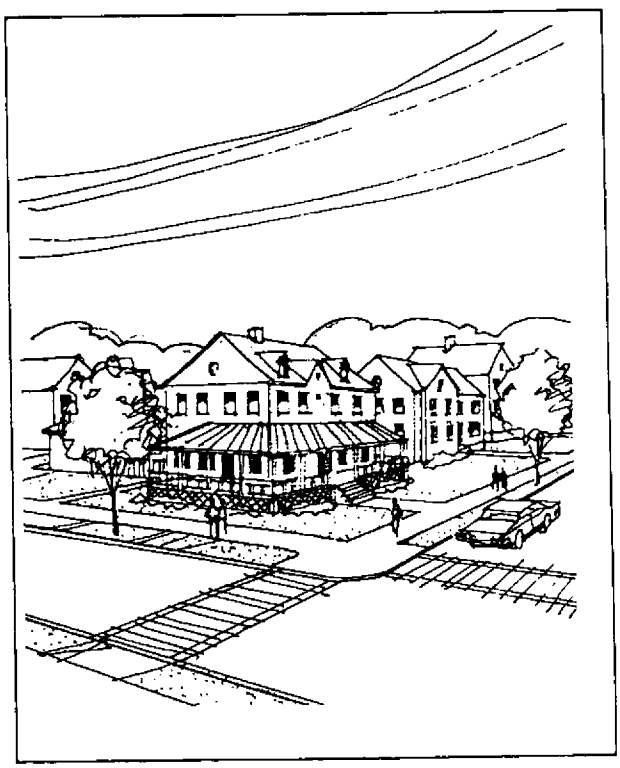
High Rise Housing



High Density/Low Rise Housing



Single Family Attached-Town House



Single Family Detached Housing

AREA-WIDE ELEMENTS

HOUSING

Within the I-270 Corridor, the *Shady Grove Sector Plan* offers an opportunity to increase the range of housing to meet countywide needs for housing. The Plan's goal is to increase housing choice and affordability options while providing adequate recreation, schools, and community services to create a strong and balanced community. The proposed redevelopment of the County Service Park and Metro station area will provide potentially 5,400 to 6,500 new units. This new residential community reflects County policies to locate housing near transit to increase ridership, and near jobs to decrease commuting time and distance.

Policy Context

The long-standing County policy is to adequately meet the housing needs of a diverse workforce.

- The County's 2001 *Housing Policy* reiterates a continuing commitment to provide a variety of housing in sound neighborhoods for all County residents. The policy encourages "innovative design and planning efforts" and "compact residential development in areas served by transit."

- The County Council's 2003 *Transportation Plan* supports increasing housing in the I-270 Corridor and at Metro stations to provide the option of living near work and the potential to decrease commuting times and distances.

- The Planning Board's 2003 *Housing Montgomery* initiative identified both the need for more housing in the County and ways to create it. The report notes that significant housing can be achieved in "mixed use development at transit-oriented locations," specifically in new Metro station zones that encourage housing, the fundamental recommendation of this Plan.

- The County Council's 2003 *Action Plan for Affordable Housing* lists specific and varied actions to increase the supply of affordable housing and techniques to make it more accessible to qualifying households. The *Action Plan* identifies a number of master plan efforts, including new zones and increasing housing density near transportation centers that have been pursued in this Plan.

The provision of affordable housing is another important County policy. As *Affordable Housing in Montgomery County, Status and Inventory* (September 2000) points out, affordable is a relative term. That report identified affordable housing as those units available to households at or below 80 percent of the County's median income. This definition covers subsidized and MPDU units as well as rental and for-sale market rate housing within the income limit. This Plan will use the same definition, consistent with its goal to provide a range of housing types.

Existing Conditions and Needs

Each planning area meets countywide housing objectives by identifying opportunities unique to its area and making specific recommendations. From a demographic review, the Shady Grove planning area is primarily a single-family community and does not offer a significant range of housing options. Given its current stock and proximity to transit, this is a good location for adding new housing types that can create a range of choices and maximize access to transit.

The majority of residents in the Shady Grove planning area live in single-family detached dwellings and in households that are comparatively large. The planning area's housing mix is 58 percent single-family detached, 32 percent townhouse, and 10 percent multi-family.

Residents in Shady Grove are less likely to rent their housing than households Countywide, and the area attracts a high proportion of families with children and working parents. The planning area has a small population of persons aged 65 and older. There is no specialized housing for the elderly, such as nursing homes or assisted living facilities, in the planning area.

Objectives

- Create a diverse and balanced community that offers a range of housing choices, including affordable housing, near Metro.
- Redevelop land around the Shady Grove Metro Station with a variety of distinct residential communities, in a pattern that enables pedestrian access to Metro for existing and new residents, at a density that creates a buffer and offers redevelopment incentive, in a mix that accommodates a range of incomes and households.
- Recognize the need for County services and relocate or reconfigure them for continued and more efficient service delivery.

Concept

This Plan recommends a significant increase in housing around the Metro station area offering a range of housing choices. The mix of unit types and affordability will serve the County's diverse population with a range of housing types and sizes. This housing will be built in five new neighborhoods, each with a provision of recreation facilities, open space, and community-serving retail integrated into the new communities. Land assembly is encouraged to create the desired residential block pattern.

Recommendations

- Rezone land west of Metro, between MD 355 and the station, for high-density residential development, primarily a range of multi-family units. Larger, family-sized units must be provided.
- Rezone the land east of the Metro station for residential development and do not exceed a maximum of 78 percent multi-family units and a minimum of 22 percent single-family attached units.
- Provide a range of unit sizes within each housing type. Multi-family and townhouse units should provide a range of unit sizes. Back-to-back townhouse units are to be avoided.
- Ensure that Metro Neighborhood communities have a component of affordable housing, provided by the public sector, non-profit groups, or through a partnership
- Design residential areas to create attractive communities with defensible public and private space, in a defined neighborhood unit.
- Require MPDUs to be constructed in stages with the market, rather than at one time.
- Enforce the requirement that MPDUs be distributed throughout the five neighborhoods, rather than clustered in one location.
- Provide senior housing developments within the planning area. Appropriate sites include The Grove shopping center site, the VEIP property, and WMATA's property on the station's east side.
- Ensure that land exchange agreements meet the County's functional needs.
- Support the provision of accessory apartment units into existing neighborhoods through the existing development process.

AREA-WIDE ELEMENTS

HISTORIC RESOURCES

The intent of the County's preservation program is to provide a rational system for evaluating, protecting, and enhancing the County's historic and architectural heritage for the benefit of present and future generations. It serves to highlight the values that are important in maintaining the distinctive character of the County and its communities.

A listing of Montgomery County's potential historic resources was established in 1976 with the publication of the *Locational Atlas and Index of Historic Sites.* In 1979, the County established planning and regulatory techniques to protect historic resources by adopting the *Master Plan for Historic Preservation* and Chapter 24A, the Historic Preservation Ordinance of the County Code. The Historic Preservation Commission is charged with initiating evaluation of Atlas properties for designation under Chapter 24A. The evaluation process includes review by the Planning Board, the County Executive and the County Council. The final decision on designation is made by the County Council.

Derwood Historic Resources

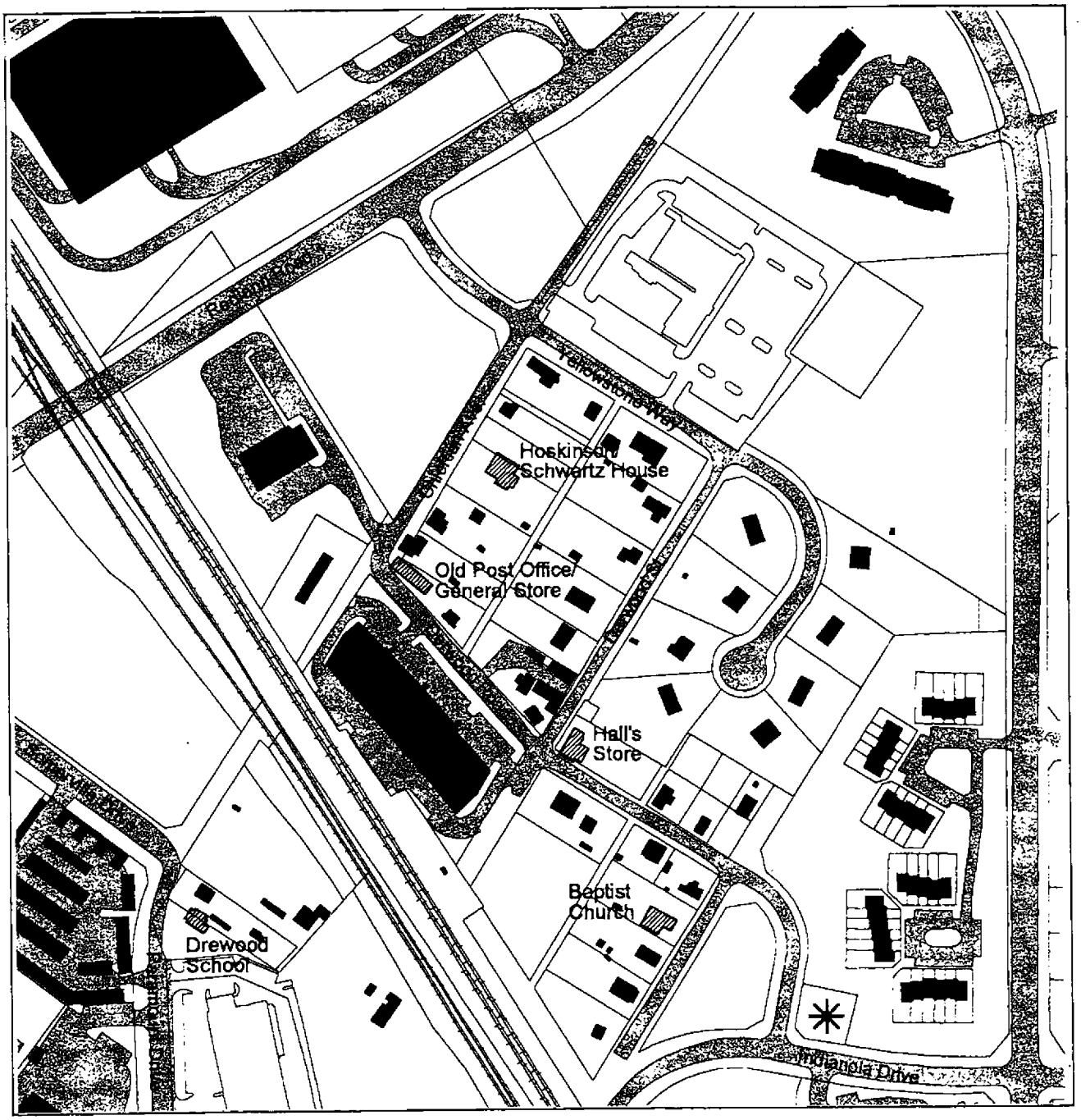
The Plan includes historic resources in Derwood because of their potential historic and architectural significance. This group of resources, located in the Metro East Neighborhood, is near the Metro station and includes properties with redevelopment potential.

Derwood was established in the late 19th century as a railroad community anchored by the train station and a flour mill. Today, the community of about two blocks consists of about 30 houses, including several built on a cul-de-sac established in the 1980s. Located in Derwood is the Crabb Family Cemetery, already designated on the *Master Plan for Historic Preservation*. The Derwood Store and Post Office is listed on the *Locational Atlas and Index of Historic Sites.*

History of Derwood

The area now known as Derwood was settled in the 18th century by the Crabb family. The community of Derwood was established in the late 1800s. The Derwood train stop opened in 1875, soon after the B&O's Metropolitan Branch came through Montgomery County. By the time that the town was platted in 1888, the community had an architect-designed railroad station and a substantial flour mill. The settlement served as a commercial center as farmers brought their grain to Derwood for milling and sent produce to market by train. The community soon included a general store, post office, church, and several substantial dwellings. The flour mill was a mainstay of the railroad stop. In 1954, fire destroyed both the flour mill and the railroad station. Hereafter, the Derwood Station stop ceased to exist. In 1974, the Derwood post office was closed and moved to its present location at Redland and Muncaster Mill Roads.

Existing and Potential Historic Resources



✳ Crabb Family Cemetery
Master Plan for Historic Preservation - # 22/33-1

NOT TO SCALE

Existing Historic Resources

Crabb Family Cemetery, *Master Plan for Historic Preservation* (#22/33-1): This family cemetery is located at the corner of Derwood Road and Indianola Drive. The cemetery is the resting place of General Jeremiah Crabb (c.1760-1800), Montgomery County's first U.S. Congressman who also served as a Lieutenant in the Revolutionary War. The cemetery is located on land patented in 1753 by Jeremiah's father, Captain Henry Wright Crabb, when he was granted a 2,085-acre tract known as *Resurvey for Valentine's Garden* between what is now Rockville and Gaithersburg. This was also the site of the Crabb family farmstead. No Crabb family buildings remain on the property. Four generations of the Crabb family were buried in the cemetery between 1800 and 1925.

The Derwood Store and Post Office, *Locational Atlas and Index of Historic Sites* (#22/33-3): Clarence Hoskinson built the Derwood Store and Post Office in November 1903, at the same time he built his own house on what is now Chieftain Avenue. In 1936, the miller Richard T. Schwartz and his wife, Mary, purchased the Derwood Store. They operated the store for some time, and continued operating the post office even after they closed the store.

The two-bay by six-bay structure is three stories tall. The structure's front porch has been enclosed and the original German siding covered with asbestos shingle siding. The structure has been enlarged with a two-story, rear addition.

The Hoskinson-Schwartz House at 15919 Chieftain Avenue was removed from the *Locational Atlas* at the owner's request. However, it should be included in a reevaluation of the community's historic resources. It is a good example of the 19th century Colonial Revival style and was built by the original owner of the Derwood Store.

Recommendations

- Evaluate the significance of the following resources in Derwood for inclusion on the *Locational Atlas:*
  - **Derwood Baptist Church, 15812 Paramount Drive;**
  - **Derwood School, 15805 Esquire Court;**
  - **Hall's Store, 15833 Derwood Road, and**
  - **Hoskinson-Schwartz House, 15919 Chieftain Avenue.**

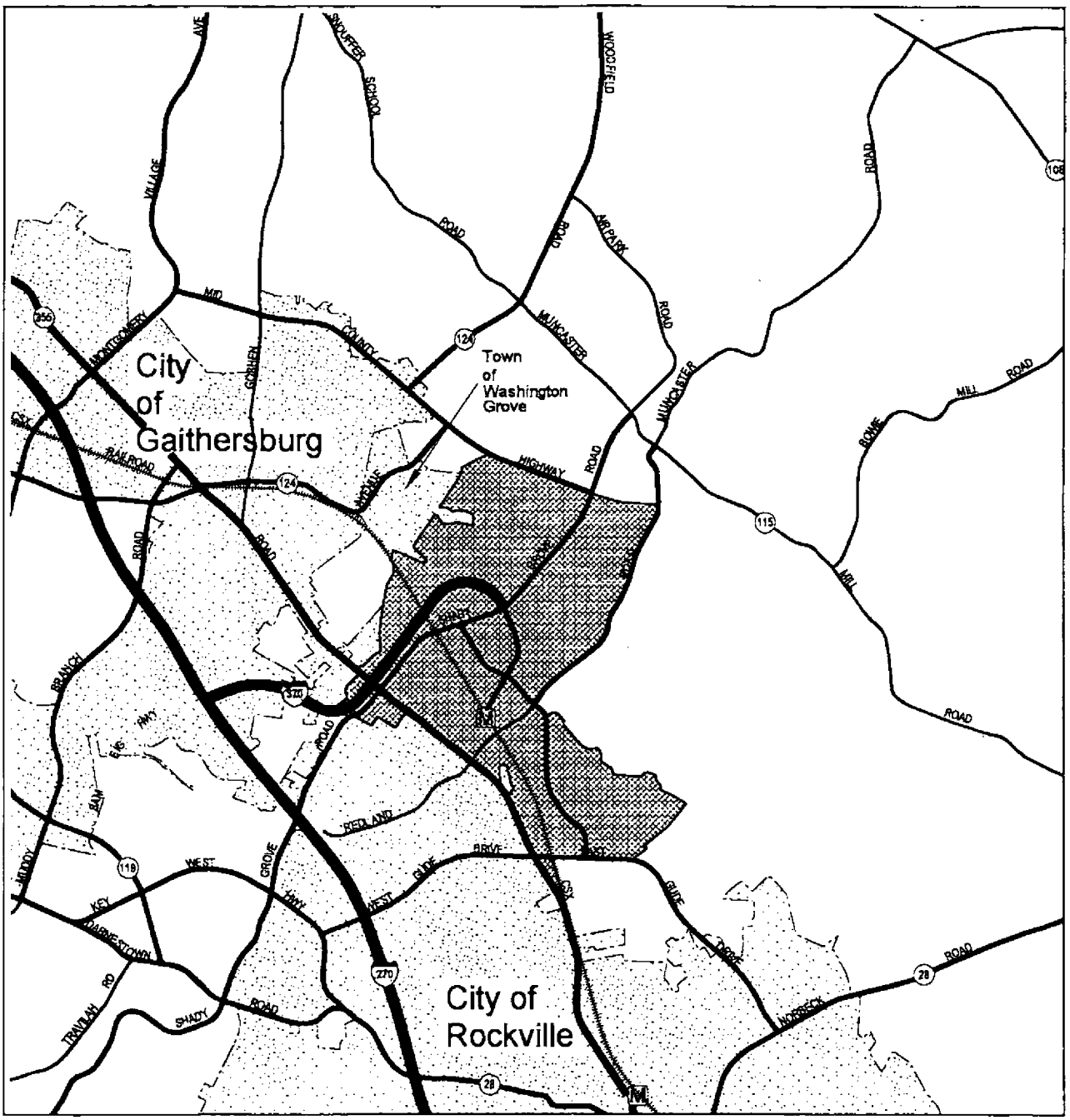
The community has come to view this Sector Plan as an opportunity to reinforce their community's history and residential character, and even though the structures were reviewed for a district in 1990 and found not to merit designation. The community would like these structures to be reconsidered as individual sites.

- Evaluate *Locational Atlas* sites for designation on the *Master Plan for Historic Preservation.*

The Post Office, recently placed on the *Locational Atlas*, should be considered for inclusion in the *Master Plan for Historic Preservation.* Master Plan properties receive the full protection of Chapter 24A. Properties that are removed from the *Locational Atlas* and not designated on the Master Plan are not protected by the Historic Preservation Ordinance.

- Offer redevelopment options that support historic Derwood's character as a residential community and that complement the community's historic structures.

Roadway Network



AREA-WIDE ELEMENTS

TRANSPORTATION

Shady Grove is a transportation hub with major highways, rail lines, and an end-of-the-line Metro station. Access to the Shady Grove Metro Station, provision of the future Corridor Cities Transitway (CCT), and countywide traffic all contribute to a complex transportation context. This Plan seeks to provide a safe, functional, and attractive multi-modal transportation system to serve the current and recommended land uses.

This Plan views transportation facilities as an integral element of the community, accommodating not only traffic but also building community character. The network of major highways and arterials are designed to serve both cross-County commuters and local access. With the Shady Grove Metro station at its center, this Plan places a major emphasis upon transit service as a means to reduce future traffic congestion. A variety of means are recommended to increase transit ridership, ranging from a Transportation Management District to improving pedestrian access. Roadway character is addressed with streetscape recommendations designed to improve the visual character of all the area roadways.

Objectives

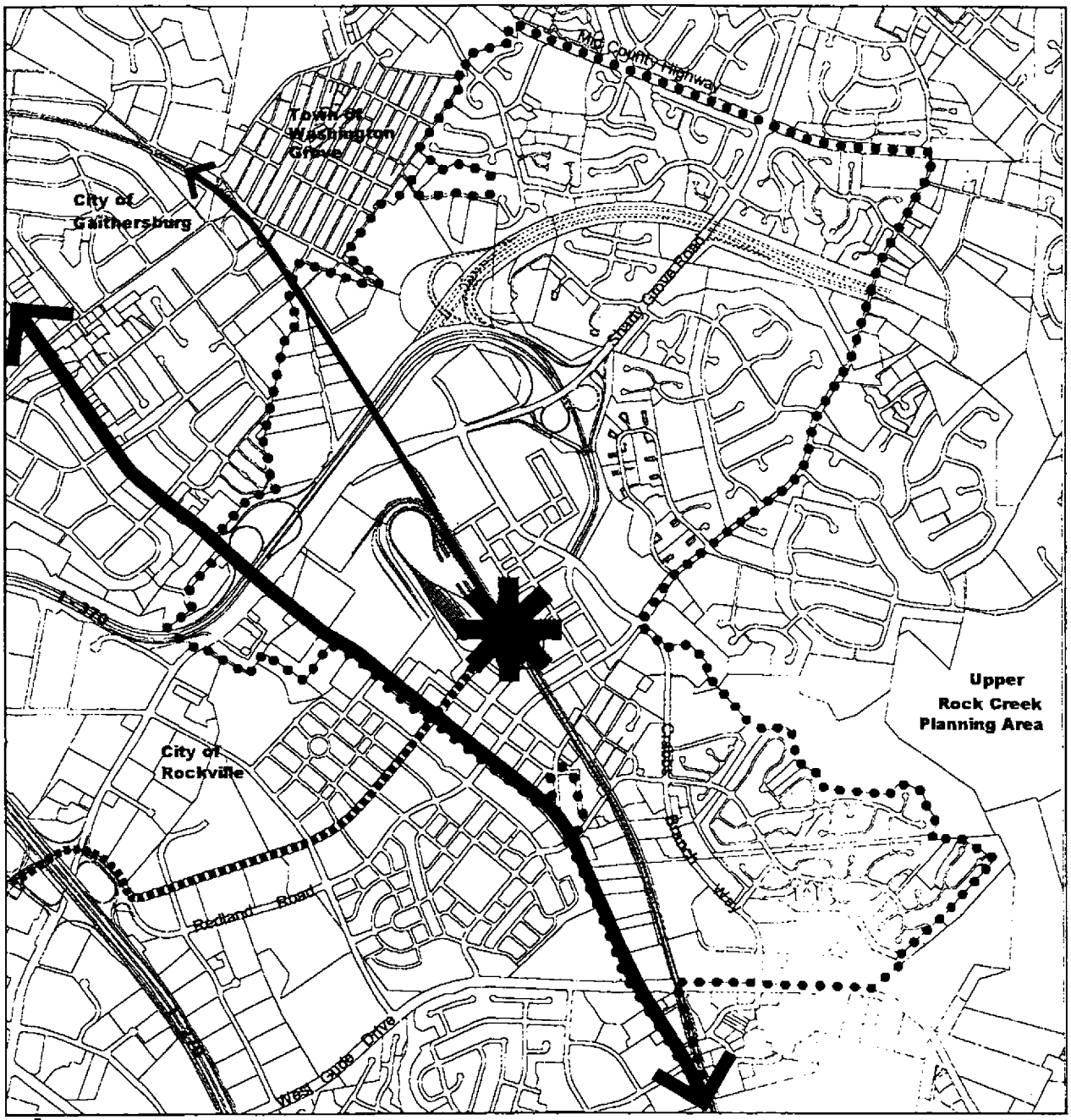
- Improve mobility, local access, and safety.
- Address traffic congestion with a variety of measures that emphasize increasing transit ridership and increasing road capacity where appropriate.
- Increase transit ridership with changes in land use and increased transit service.
- Create a network of local streets to serve the new Metro Neighborhoods.
- Improve pedestrian and bicycle access throughout the planning area and to the Metro station.
- Designate roadway classifications that serve not only through movement traffic but also provide local access to adjacent land uses.
- Design all roadways and intersections with pedestrian-friendly characteristics and improved signage.
- Incorporate the Corridor Cities Transitway into the Metro station to provide convenience for transit riders.
- Improve the streetscape and pedestrian character of all roadways to encourage transit use, enhance residential communities, and create an attractive setting for businesses.

Existing Conditions

The planning area is served by a network of roadways, the CSX rail line that continues through the Sector Plan, and by Metro's red line that ends at the Shady Grove Metro Station. Traffic is heavily congested along the major roadways such as MD 355 and Shady Grove Road. In addition, the Metro station is a magnet for traffic. The limited street crossings of the CSX tracks constrain internal local access. Local access mingles with through traffic along MD 355. A major challenge for this Plan is to identify measures that address traffic congestion, increase transit use, and minimize additional traffic.

Pedestrian activity is increasing within the planning area as a result of the recently built King Farm, across MD 355 from the Metro station. Pedestrian access to the station from the east is less active due to lack of sidewalks and path connections within the existing communities. The existing major highways also create barriers to pedestrian access between communities.

Transit Improvements



Transit Center/Metro Station

Corridor Cities Transitway

Expanded Transit Service

Expanded Transit Improvements

Shady Grove Sector Plan Boundary

Note: Plan supports increasing transit service throughout the planning area.

0 2200'

Concept

This Plan views transportation improvements as serving a combination of traffic, transit, pedestrians, bicyclists, and community building objectives. It places a special emphasis on transit service and traffic management techniques rather than road widening. The Plan's transit centerpiece is the Metro station with its opportunities for land use changes and increased ridership. This Plan recommends the Metro station be redeveloped as an efficient and attractive transit center, offering a range of multi-modal travel options and featuring a "transit store" to promote and coordinate different transit options. The creation of walkable communities, improved pedestrian and bicycle access, and increased transit service to reduce future traffic congestion are key components of the Plan. The Plan also makes recommendations for the regional roadway network that are designed to reduce future traffic congestion.

Transit System

Increased transit ridership is a major transportation goal of this Plan. As the County continues to grow within established areas such as Shady Grove, easing traffic congestion by encouraging people to travel by transit rather than single occupancy cars is imperative. Reducing car usage within the Metro Neighborhoods can be achieved by various measures. The following recommendations are designed to achieve a goal of 35 percent transit ridership for new residential development in the Shady Grove Policy Area.

Shady Grove Metro Station Access and Transit Service

- Allow an increase in Metro parking if such parking does not displace or negatively affect housing opportunities and does not contribute to local intersection congestion.
- Maintain bus priority treatments, including consideration of an exclusive bus lane along the Metro access road (M-94, see Proposed Roadway Network map).
- Consider providing a rental car program for residents of the Metro Neighborhoods as a convenience and to reduce the need to own a car. Other measures may include partnering with WMATA's ZIP Car Program that offers convenient rental cars to transit riders.
- Support countywide efforts to increase park-n-ride lots at appropriate locations to encourage Metro access via transit rather than via single-occupancy vehicles.
- Support increased Metrorail service frequency including elimination of the Metrorail "turnback" at the Grosvenor Station.
- Support a new Metrorail station near the Montgomery College Rockville Campus.

Corridor Cities Transitway (CCT)

Implement the CCT as a light-rail facility (pending confirmation of mode preference by County Council) with a cross-platform connection to Metro that minimizes travel time delays and increases convenience. This Plan recommends:

- Support locating the CCT maintenance yard and shop outside the Shady Grove planning area at a location to be determined.
- Construct a grade-separated route to carry the CCT across MD 355 and incorporate a safe, at-grade pedestrian crossing.

CSX Corridor Transit Services

This Plan recommends:

- Support expanded frequency for MARC rail service.

- Retain the 50-foot transit easement on the west side of the CSX right-of-way, north of the Metro station. Conduct further study of an additional mode (such as expanded Metro service or monorail) after the first phase of the CCT has been in operation for at least two years.

Transportation Management District (TMD)

A transportation management district is a public/private partnership organized to reduce single-occupancy driving by various means including carpooling, subsidizing transit costs, and improving transit service. This Plan recommends:

- Creating a TMD before new development can be approved. (See Implementation section for further discussion.) The TMD should include all businesses and residents in the Shady Grove Policy Area including, if feasible, a larger area such as the Life Sciences Center and the municipalities.
- Reducing peak period vehicle trips in the Shady Grove Policy Area in accordance with AGP Alternative Review Procedures. Strive for a transit ridership goal of 35 percent for residents within the Shady Grove Policy Area, 25 percent for residents elsewhere in the Sector Plan, and 12.5 percent for employees of office development traveling to work.
- Establishing a "transit store" in a central storefront location to dispense route and schedule information, sell fare media, promote transit use, and provide meeting space for coordinating TMD activities.
- Using minimum parking standards as the maximum allowable parking for development in proximity to Metro to support transit use, to lower development costs, and to constrain the amount of new traffic in the planning area. Support CBD parking standards for the Metro Neighborhoods and Jeremiah Park to encourage transit use.
- Increasing opportunities for shared vehicle parking, employee and residential incentives, and bicycle parking.

Bus Service

This Plan recommends:

- Improve pedestrian access from neighborhoods to bus stops.
- Improve all bus stops with shelters, seating, and route information
- Support shifting the MD 355 bus stop located just north of Shady Grove Road farther north, past the I-370 on-ramp, to avoid intersection back-ups.
- Support increased Ride-On bus service within a five-mile radius of the Metro station to increase transit convenience and ridership, especially to community destinations such as local shopping and schools, and particularly Magruder High School. Consider private/public shuttle bus service to meet local access needs.
- Provide further study of MD 355 transit improvements to connect activity centers with development and to better serve transit needs.

Transit Center at the Metro Station

The number of different travel modes serving the Metro station, and the addition of a substantial number of new residents and businesses, warrants the creation of a well-coordinated, multi-modal transit center. The mix of uses and transportation functions are complex and will require on-going management and maintenance to benefit all users.

Within the transit center, a "transit store" should be provided with meeting space to support efficient coordination between transit services and the TMD programs. The "transit store" should also distribute transit information and actively promote transit ridership. Coordinating transit functions, managing transit programs, and promoting transit use would be primary activities at the "transit store." Size and

program needs should be determined through County facility planning. The "transit store's" location should be integrated with proposed retail shops on the Metro station's east side.

The existing Metro station bus, kiss-n-ride, and parking facilities on both sides of the station will need to be redeveloped in conjunction with the creation of a mixed-use residential community. Urban design recommendations are provided in the Land Use section. This Plan recommends:

- Increase the number of bus bays serving the Metro station in coordination with WMATA's required program needs.
- Redesign access to bus facilities on both sides of the station to minimize walking distances, ensure pedestrian safety, and minimize traffic and pedestrian conflicts.
- Provide kiss-n-ride facilities on the east side of the station in garages to provide shelter and avoid conflicts with the bus facilities. On the station's west side, kiss-n-ride facilities can be integrated with the bus facility.
- Expand and improve the pedestrian connection between the east and west side of the station.
- Replace Metro surface parking with new multi-level parking garages in locations that minimize walking distance to Metro and mitigate rail noise. New garage locations on the station's west side may be located adjacent to the existing entry road to the maintenance yard and partially on County-owned land behind the Solid Waste Transfer Station. On the east side, new garage sites may be located parallel to the rail lines to achieve adequate area for residential development.

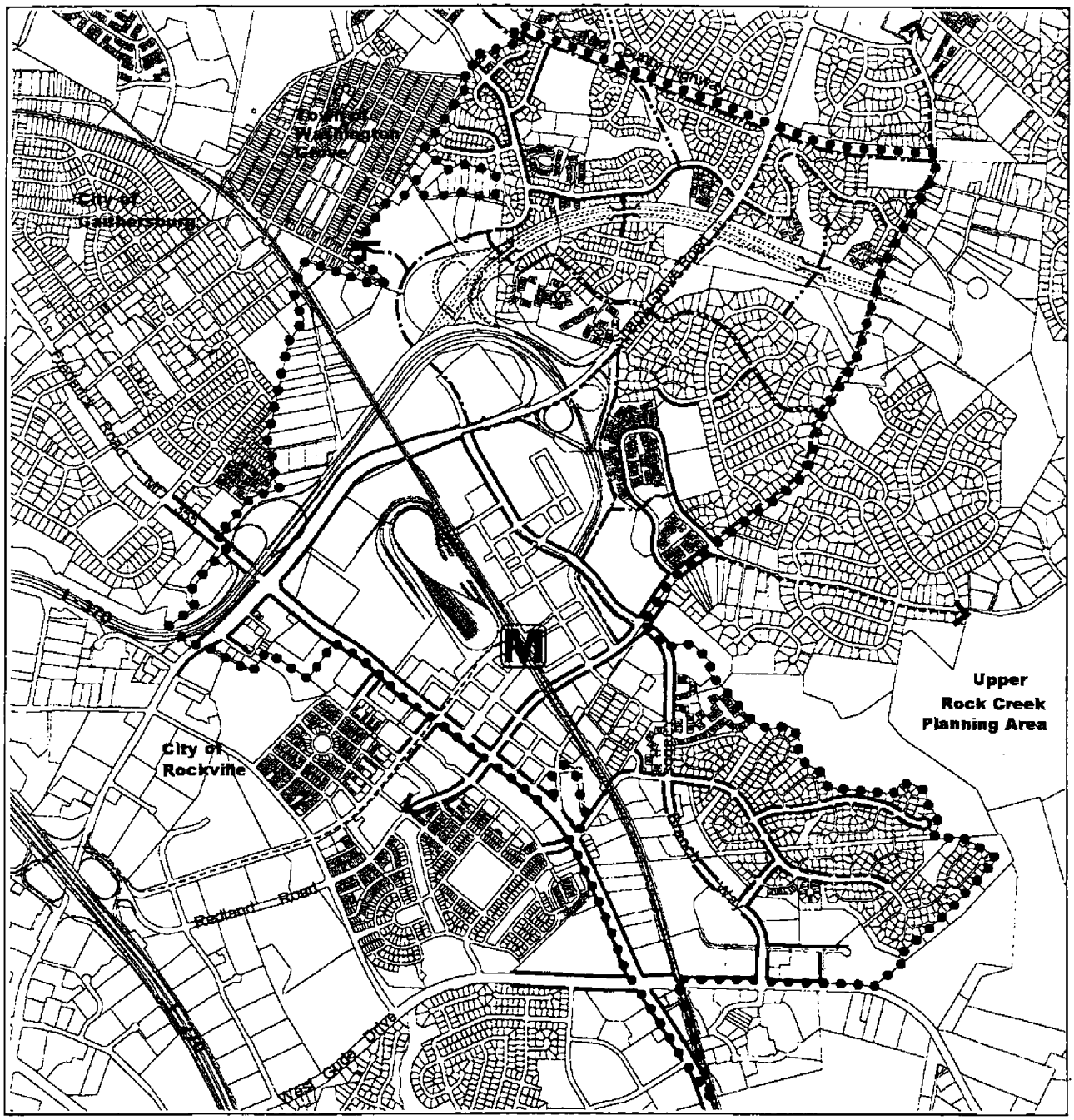
Bikeway and Pedestrian System

(See Pedestrian Network, Existing and Proposed Bikeways, and Table of Bikeway Classifications)

Bike and pedestrian routes support the goal of increased transit use by providing convenient connections and encouraging walking. The Bikeway Classifications table lists the recommended bikeway and sidewalk connections needed to create an interconnected system. Sidewalk and bikeway connections should also meet the following recommendations.

- Place sidewalks back sufficiently from curbs and travel lanes to separate pedestrians from moving traffic.
- Provide four-way crosswalks at all intersections.
- Provide sidewalks on both sides of public streets in the Metro Neighborhoods.
- Provide special crosswalk treatments in the Metro Neighborhoods such as raised crosswalks to emphasize pedestrian movements.
- Include grade-separated pedestrian and bicycle crossings under the ICC to connect Mill Creek to Redland Station and Founder's Mill to Parkside Estates. Specific locations will be determined during ICC project planning.
- Construct a shared use path, Class I underpass at Crabbs Branch Way and Shady Grove Road to ensure a safe and convenient pedestrian and bike path connection to Metro, the future local park, and north to The Grove shopping center.

Pedestrian Network



Existing Sidewalks

Proposed Sidewalks

Proposed Shared-Use Paths (Class I)

Proposed Asphalt Paths (open section)

Proposed Underpass

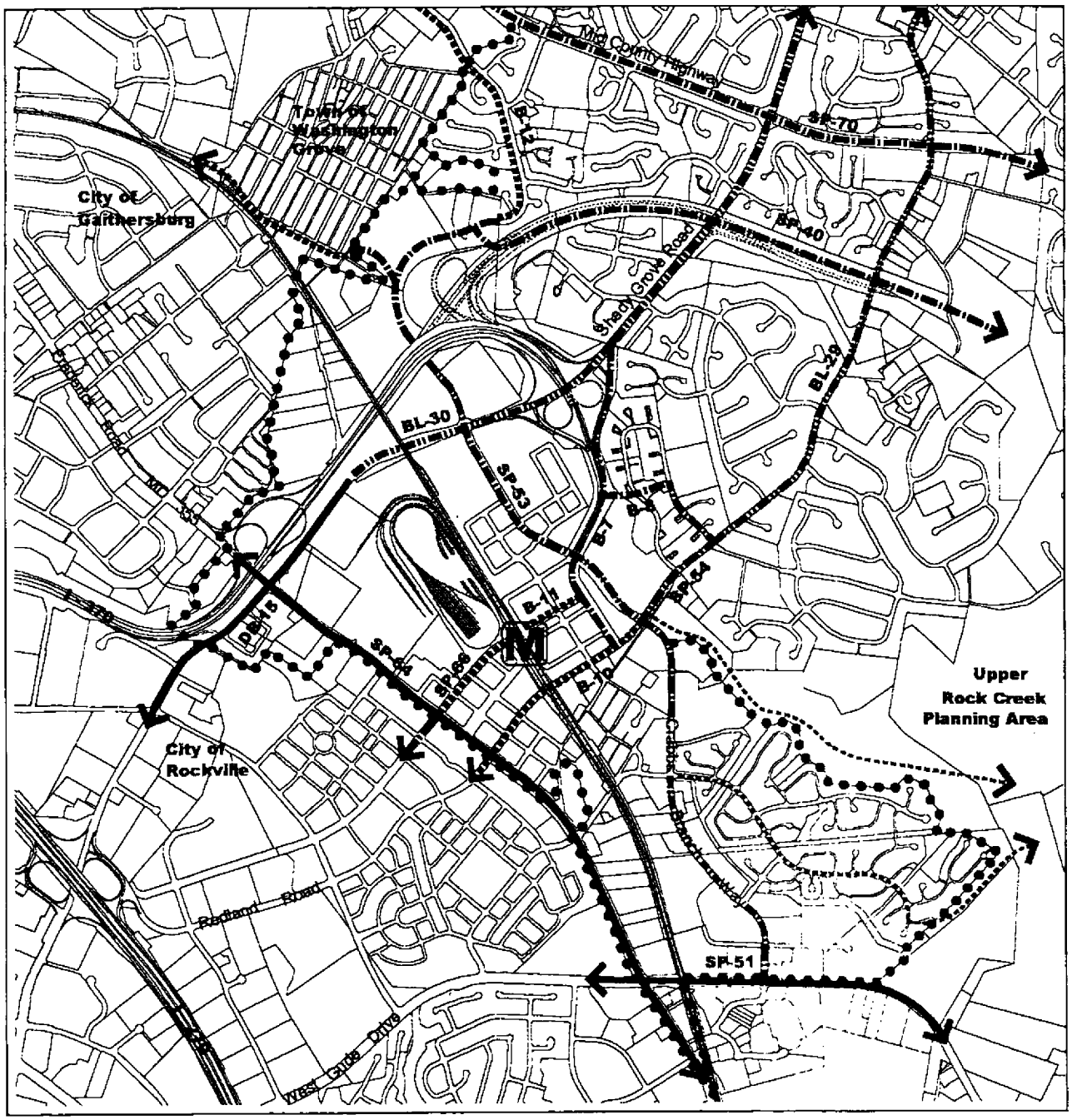
Shady Grove Sector Plan Boundary

Corridor Cities Transitway

Note: All Intersections to be designed with pedestrian friendly characteristics. All Metro Neighborhoods streets to have sidewalks on both sides.

0 2200'

Existing and Proposed Bikeways



Existing Shared-Use Paths (Class I)

Proposed Shared-Use Paths (Class I)

Proposed Bike Lanes (Class II)

Proposed Shared-Use Roadways (Class III)

See Park Trail No. 9 Discussion in Public Facilities Chapter

Shady Grove Sector Plan Boundary

Note: Shared-use paths, Class I, are also shown on Pedestrian Network.
Reference Numbers correlate with County Bikeway Functional Master Plan

0 2200'

Bikeway Classifications

Ref. No.	Name	Limits	Class Type	Comments
B-7	Metro Access Road	Shady Grove Road South to Metro	Shared Use Path Class I	Provide connection to Park Overlook Provide connection from Metro Station
B-8	Park Overlook to Blueberry Hill Park and Needwood Road	Metro Access Road	Shared Use Path Class I	Requires easements from homeowners' association
B-10	Redland Road	MD 355 to Metro Access Road	Bike Lanes Class III	Unmarked lanes adjacent to parking
B-11	New Road	East Side of Metro	Bike Lanes	Unmarked lanes
B-12	Amity Drive	Length of Planning Area	Bike Lanes	Unmarked lanes
BL-29	Redland Road	Crabbs Branch East to Muncaster Mill	Either a Shared Use Path, Class I or Sidewalks with Class III	Classification to be determined at project planning
BL-30	Shady Grove Road	MD 355 to Eastern Plan Boundary	Bike Lanes Class II	Provides sidewalks along both sides
DB-15	Shady Grove Road	Western Plan Boundary	Dual Bikeway Class I and II	Shared use path and bike lanes
SP-40	ICC	I-370 to Eastern Plan Boundary	Shared Use Path Class I	Incorporate into facility design
SP-51	Gude Drive	Length of Planning Area	Share Use Path Class I	Locate on south side, tie into Rockville's Millennium Trail
SP-53	Redland Road	Needwood to Metro Area	Share Use Path Class I (See Proposed Trail Comments)	Locate path on east on side from Amity Drive to Redland Road, Shift to west side to Gude Drive. Provide connections to Metro Station
SP-54	Redland Road	Needwood to Metro	Shared Use Path	Path on north side
SP-64	MD 355	Length of Planning Area	Shared Use Path	Locate along west side
SP-70	Midcounty Highway	Length of Planning Area	Shared Use Path Class I	Locate path on west side, sidewalk on east side

Roadway System

The proposed roadway recommendations improve the existing network by providing intersection improvements, connecting roadway, and creating a series of new streets to improve access within the Metro Neighborhoods. The recommendations that follow range from major highway to local street improvements (see Proposed Roadway Network and Classification Table).

Intercounty Connector (ICC) and Midcounty Highway Extended

The proposed ICC provides a major route for east-west traffic across the County. This Plan retains the previous plan's recommendations for right-of-way and number of lanes. Future decisions regarding the ICC will be made in the context of the federal Environmental Impact Statement (EIS) process. If the final EIS concludes that the full ICC cannot be built as envisioned in area master plans, then alternative east-west transportation projects will be considered. These alternative options are described in the 2002 *Transportation Policy Report* as Option 1 and Option 2 and are included in this Plan's Appendix. Either option is consistent with the Plan's recommendations.

MD 355

MD 355 runs from Friendship Heights to Clarksburg. Within urban metro areas, the roadway is treated as an Urban Boulevard, divided with a median, requiring slower speeds, enhanced with streetscape and emphasizing pedestrian safety and access. This urban character should be achieved along MD 355 between the Solid Waste Transfer Station and Indianola Drive, and is consistent with road character in Rockville and Gaithersburg. This Plan recommends:

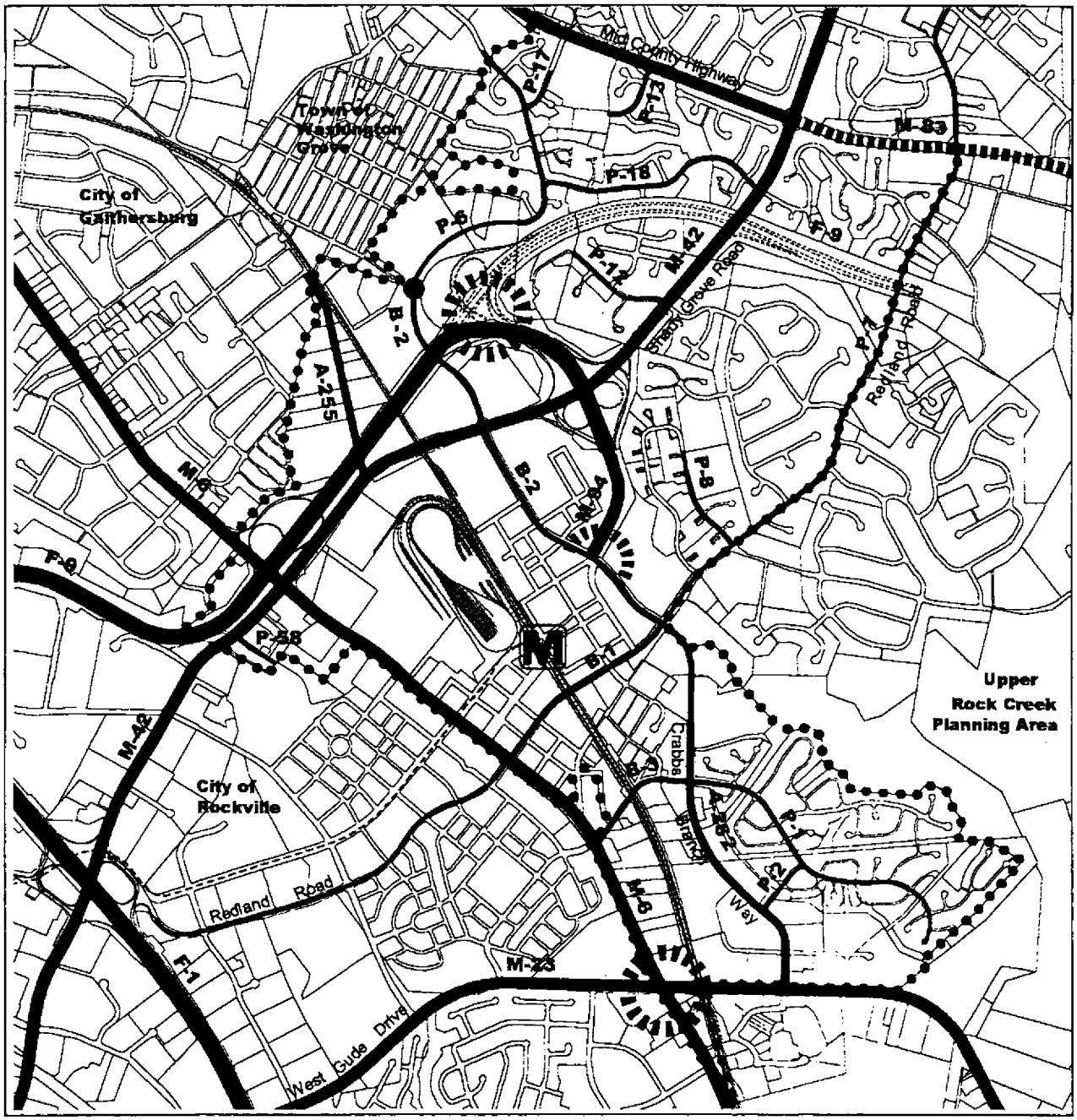
- Maintaining classification as a Major Highway with six lanes, divided. Increase the right-of-way to 150 feet outside the Metro Neighborhoods to ensure adequate curbside space for pedestrians and streetscape improvements.
- Creating an Urban Boulevard character between Indianola Drive and the entrance to the Solid Waste Transfer Station. Maintain the existing 120-foot right-of-way with additional space through a public improvement easement for adequate sidewalks. Roadway design characteristics will include features appropriate for Metro areas with significant pedestrian traffic, such as increased streetscape improvements, slower travel speeds, short intersection spacing, and minimized pedestrian crossing distances at intersections.
- Minimizing direct driveway access from MD 355. The proposed street system is designed to consolidate access to side streets. If driveways are allowed because no alternative access is feasible, use driveway aprons, not corner curb returns. Driveway ramps must reach the level of adjacent sidewalks to maintain a safe sidewalk for pedestrians. Avoid driveways with defining curbs and medians that increase pedestrian exposure to turning vehicles and that encourage high speed turning movements.
- Maximizing pedestrian safety, especially at intersections, by minimizing pedestrian crossing distance, increasing pedestrian time to cross, and ensuring adequate sight distances.
- Allowing short block lengths intersecting MD 355 in the Metro station area (see Commercial Business Streets for Metro Neighborhoods maps). Shorter block lengths better accommodate residential development, improve Metro access by increasing the number of possible routes to the station, and create a more pedestrian-friendly environment.
- Providing the recommended streetscape improvements.

Shady Grove Road

This road is a major traffic route through the planning area connecting with two interstate highways, I-370 and I-270. Local access is limited to a few connecting streets along Shady Grove Road. This Plan recognizes Shady Grove Road's role in cross-County travel. Improvements should address local pedestrian access, noise impacts, and streetscape character. This Plan recommends:

- Maintain Major Highway classification with six-lanes, divided, with an increase to a 150-foot right-of-way west of I-370. Increased right-of-way will provide adequate space for pedestrians and streetscape improvements.
- Improve Shady Grove Road's overall character with streetscape improvements.
- Provide noise walls east of I-370 along residential properties, if found in compliance with the County's noise guidelines.
- Provide a shared use path (Class I) underpass at Crabbs Branch Way under Shady Grove Road (see Existing and Proposed Bikeways map).

Proposed Roadway Network



Redland Road

Redland Road provides a travel route between Muncaster Mill Road and MD 355. This Plan affirms that Redland Road should not be widened to four lanes north of Needwood Road. This Plan recommends:

- Achieve a 70-foot right-of way with a maximum of two lanes from Needwood Road to Muncaster Mill Road.
- Permit roadway improvements between Needwood Road and Crabbs Branch Way that minimize negative impacts on Park Overlook, the adjacent townhouse community.
- Achieve a 100-foot right-of-way from Crabbs Branch Way to MD 355 to create a four lane, divided Commercial Business Street. Support on-street parking during off-peak traffic periods to serve local businesses.
- Develop a full intersection at Yellowstone Way to improve access to Metro and to new residential development.
- Provide a Class III bikeway in the Metro Neighborhoods to accommodate bikes and on-street parking during non-peak traffic periods.

Crabbs Branch Way

Crabbs Branch Way is a significant travel route through the planning area from Gude Drive to Shady Grove Road. It provides access to residential areas, the Metro station and the County Service Park. The road does not extend north of I-370 although a bridge under I-370 was built in anticipation of such an extension. This Plan recommends:

- Extending Crabbs Branch Way with an 80-foot right-of-way, under I-370 to Amity Drive, to improve local connections. To discourage cut-through traffic, a traffic circle should be considered at the intersection of Crabbs Branch Way and Amity Drive. Additional traffic calming measures along Amity Drive should also be considered.
- Achieving a 100-foot right-of-way between Shady Grove Road and Redland Road to accommodate four lanes and a median. Support on-street parking during off-peak hours to provide needed parking for the local park and residents. During peak hours, parking lanes will become travel lanes.
- Creating a partial interchange connecting the Metro access road to Crabbs Branch Way to provide more direct access to I-370.
- Maintaining the current 80-foot right-of-way between Redland Road and Gude Drive.

Interchanges

This Plan recommends:

- Create grade-separated interchanges at:
  - Metro access road and Crabbs Branch Way (limited to the east side)
  - MD 355 and Gude Drive, if found necessary. Minimize impacts on adjacent businesses by measures such as depressing MD 355 under Gude Drive
  - ICC and I-370 (to be developed in the ICC's Draft Environmental Impact Statement).

Intersections

The planning area intersections not recommended for interchanges need to be pedestrian-friendly to encourage walking and transit use. To achieve acceptable levels of service, trip mitigation measures should be the first priority to reduce trips. Widening intersections should be considered as a last resort.

The Plan does not explicitly recommend capacity improvements to achieve current Local Transportation Review standards for four reasons:

- The balance between vehicular congestion and pedestrian accessibility should be made on a case-by-basis through subdivision cases or facility planning studies as needs arise.
- The level of travel demand forecasting performed for the Sector Plan analysis is useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis.
- Current Annual Growth Policy (AGP) processes allow CLV congestion standards to be exceeded in Metro Station Policy Areas as long as operational analyses demonstrate that vehicle queues do not block upstream intersections.
- AGP standards and practices are re-evaluated every two years and are subject to change during the lifetime of the Sector Plan.

Local Street Network

This Plan recommends Commercial Business Street standards to achieve urban street characteristics in the Metro Neighborhoods. Such characteristics include short block intersecting spacing, tight corner radii, variable rights-of-way, and urban streetscape treatments.

- Providing a new grid system of local streets forming short walkable blocks within the Metro station vicinity (see Commercial Business Streets for Metro Neighborhoods). Those streets that are listed in the Street and Highway Classification table are needed to improve access to Metro and local circulation. Additional streets that are illustrated but not listed in the table are also desired..
- Within the Metro Neighborhoods, all streets shall be built to Commercial Business Street standards with primarily 70-foot right-of-ways.
- Designing local intersections with pedestrian-friendly characteristics such as minimal corner radii, raised pedestrian crosswalks, and special crosswalk pavement.
- Providing traffic calming measures along all residential streets experiencing cut-through traffic, particularly in the Old Derwood community.
- Providing a private street connection without a specified right-of-way, may be considered to connect Indianola Drive with Paramount Drive as part of a future mixed development of the Nissan property (Parcel "S"/N524, Derwood). This possible street connection would not be considered while the Nissan property is used for auto related uses.
- Supporting the abandonment of the dead-end portion of Paramount Drive, east of Somerville Drive to provide area for a park.

Other Roadway Improvements

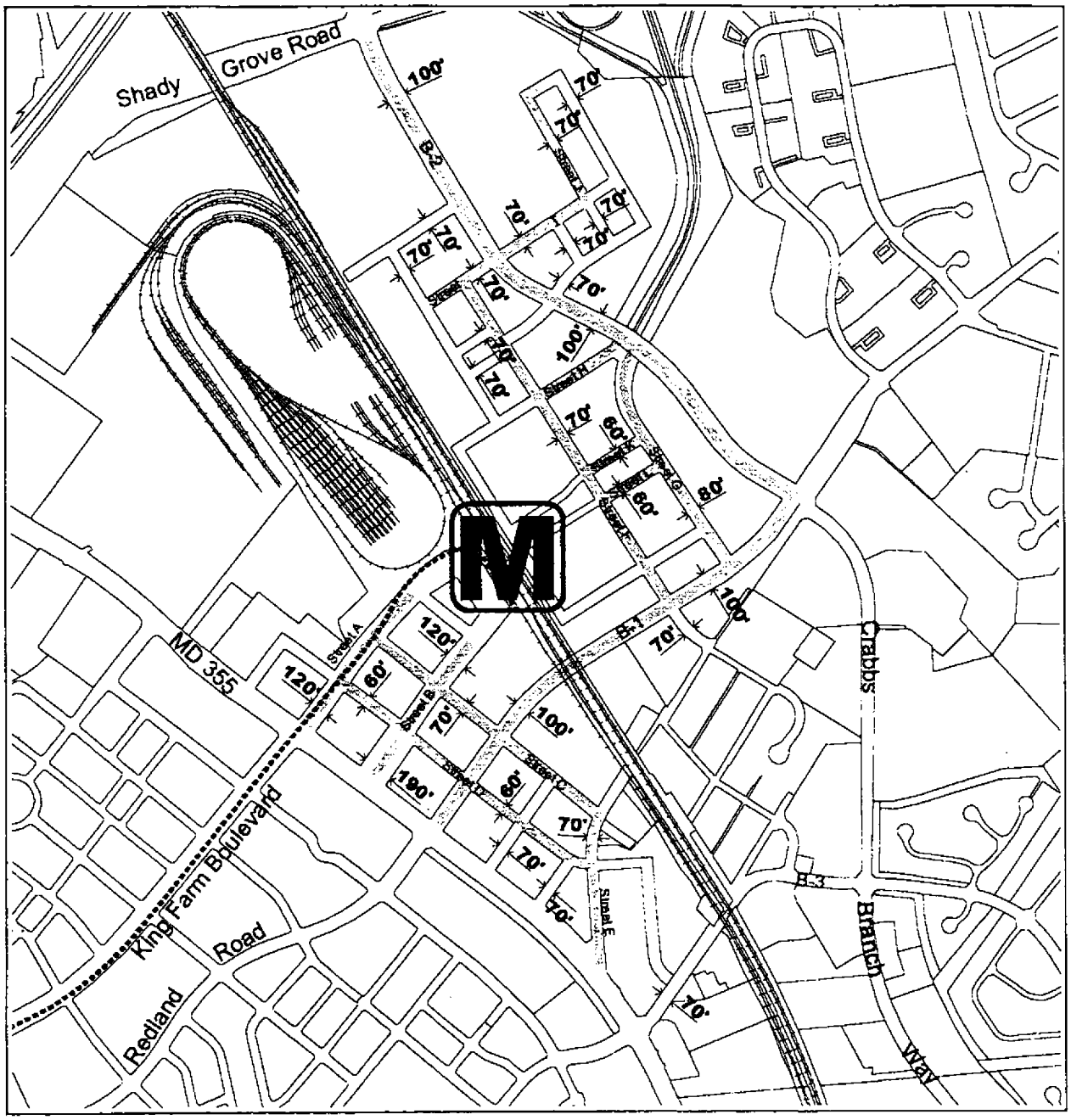
These recommendations are not required by this Plan but are consistent with its objectives.

- If the vacant Casey properties 6 and 7 are developed with relocated County services, permit a new, private street over the CSX tracks and north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- Explore opportunities to create new street connections under the CSX tracks especially at the Metro station where expanding the existing pedestrian tunnel may be feasible.
- Study the need for a new interchange at Midcounty Highway and Shady Grove Road.

Parking Supply and Demand

Parking policies in Metro station areas should be part of an overall strategic plan to encourage transit use while meeting local business and resident parking needs. There is a significant demand for Metro parking spaces, with current facilities at capacity. To reduce future traffic and provide sufficient area to create a mixed-use residential community, this Plan recommends limiting the expansion of parking at the station.

Commercial Business Streets for Metro Neighborhoods



Note : All 70' ROW streets to have parking on both sides.
All 60' ROW streets to have parking on one side only.
Final alignment of proposed roads to be determined by the Preliminary Plan.
Street connection between Paramount Drive (Street E)
and Indianola Drive (B-3) may be a private street with
ROW to be determined by a Preliminary Plan.

Indicates required Master Plan Street.

-------- Corridor Cities Transitway

0 900'

Street and Highway Classifications

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
Freeways				
F-9	Interstate 370	Western Plan Boundary to Intercounty Connector	300	6, divided
F-9	Intercounty Connector (ICC)	I-370 to Redland Road	300	6, divided plus Transitway/Bikeway
Major Highways				
M-6	MD 355, Frederick Avenue	I-370 to Ridgemont Avenue	150	6, divided
M-6	MD 355, Frederick Avenue	Ridgemont Avenue to Indianola Drive	120	6, divided
M-6	MD 355, Frederick	Indianola Dr to Gude Dr	150	6, divided
M-23	Gude Drive	MD 355 to Eastern Plan Boundary	150	6, divided
M-42	Shady Grove Road	Western Plan Boundary to I-370	150	6, divided
M-42	Shady Grove Road	I-370 to Midcounty Hwy	120	6, divided
M-83	Midcounty Highway	Northern Plan Boundary to Redland Road	150	4-6, divided
M-94	Metro Access Road	I-370 to Street "G"	150	4, divided, with Exclusive Transitway
Arterials				
A-255	Oakmont Avenue	Shady Grove Road to Northern Plan Boundary	80	2
A-262	Crabbs Branch Way	Gude Dr To Redland Rd	80	4
Commercial Business District Streets				
B-1	Redland Road	MD 355 to Crabbs Branch Way	100	4, divided
B-2	Crabbs Branch Way	Gude Drive to Shady Grove Road	100	4, divided
B-2	Crabbs Branch Way Extended	Shady Grove Road to 1,000 feet north of I-370	80	4
B-3	Indianola Drive	MD 355 to Crabbs Branch Way	70	2
B-4	King Farm Blvd Extended (Street "A")	1,100 LF from MD 355 to Metrorail Station	120	2
B-5	Street "B"	MD 355 to Street "D"	190	2
B-5	Street "B"	700 LF from Street "D" to Metrorail Station	120	2
B-6	Somerville Drive Extended (Street "C")	Street "A" to Street "E"	70	2
B-7	Street "D"	Street "A" to Street "E"	60	2
B-8	Paramount Drive (Street "E")	MD 355 to CSX Transportation	70	2
B-9	Street "F"	Crabbs Branch Way to Street "K"	70	2
B-10	Street "G"	Metro Access Road to Crabbs Branch Way	80	2
B-11	Street "H"	Metro Access Road to Street "F"	70	2

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
B-12	Street "I"	550 LF West of Crabbs Branch Way to 900 LF East of Crabbs Branch Way	70	2
B-13	Street "J"	Street "I" to 700 LF north	70	2
B-14	Street "K"	Street "F" to Street "G"	70	2
B-15	Street "L"	Street "F" to Street "G"	70	2
Primary Residential Streets				
P-1	Indianola Drive	Crabbs Branch Way to Crabbs Branch Park	70	2
P-2	Monona Drive	Crabbs Branch Way to Indianola Way	70	2
P-6	Amity Drive	Northern Plan Boundary to Crabbs Branch Way Extended	70	2
P-7	Redland Road	Crabbs Branch Way to Needwood Road	70	4
P-7	Redland Road	Needwood Road to Midcounty Highway Extended	70	2
P-8	Needwood Road	Redland Road to Blueberry Hill Local Park	70	2
P-12	Briardale Road	Shady Grove Road to Redland Road	70	2
P-13	Miller Fall Road	Midcounty Highway to Shady Grove Middle School	70	2
P-17	Taunton Drive	Amity Drive to Shady Grove Middle School	70	2
P-18	Epsilon Drive	Shady Grove Road to Amity Drive	70	2
P-58	Pleasant Road	Shady Grove Road to the Southern Plan Boundary	70	2

These are the number of planned through lanes for each segment, not including lanes for turning, parking, acceleration, or other purposes auxiliary to through travel.

Locating residential units close to Metro rather than parking garages, decreases future traffic since a high percent of residents use Metro. Constrained parking at the Metro also results in higher number of transit trips to the station, via Ride-On and Metro buses, and the future Corridor Cities Transitway.

The Plan's parking recommendations strive to provide an adequate supply of short-term parking for retail, restaurant, and small business customers, and make more efficient use of shared parking opportunities with Metro garages through the Transportation Management District. This Plan recommends:

- Supporting CBD parking standards for the Metro Neighborhoods and Jeremiah Park.
- Designating short-term garage spaces and allowing shared long-term parking spaces in off-peak periods to maximize use of parking facilities.
- Allowing on-street parking along major roads in non-peak periods on a case-by-case basis. On-street parking for local streets should be unrestricted. On-street parking contributes to pedestrian safety by physically separating the sidewalk from moving vehicles.
- Providing joint use of Metro parking spaces during non-peak hours for Metro Neighborhood residents. Consider minimum parking requirements as maximum parking permitted.
- Ensuring that all parking facilities adjacent to residential development are designed to be compatible and attractive neighbors.

Streetscape Plan

The Shady Grove planning area needs a safe and an attractive pedestrian environment that encourages Metro use, contributes to social interaction, and provides a setting for public life. Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements. This Plan recommends an extensive network of streetscaping, sidewalks, trails, and crosswalks to improve the pedestrian environment. The recommended streetscape improvements create an attractive setting for pedestrian and business activity, reinforce the stability of existing neighborhoods, and promote the vitality of the new Metro Neighborhoods.

Objectives

- Encourage walking by creating an attractive pedestrian environment that improves access to Metro and other destinations.
- Strengthen community identity by developing streetscapes that distinguish each of the Metro Neighborhoods and the Metro station area.
- Reinforce the street hierarchy by achieving a higher level of streetscape improvements along major corridors and within the Metro station area and in areas of significant pedestrian activity.
- Increase greenery to improve attractiveness and environmental quality by planting closely spaced street trees along all streets.
- Improve pedestrian safety with street lighting that also contributes to community character and identity.
- Reduce visual clutter and create attractive street corridors by placing utilities underground, coordinating public signage, and encouraging attractive commercial signage.
- Maintain streetscape improvements through public/private partnerships.

Concept

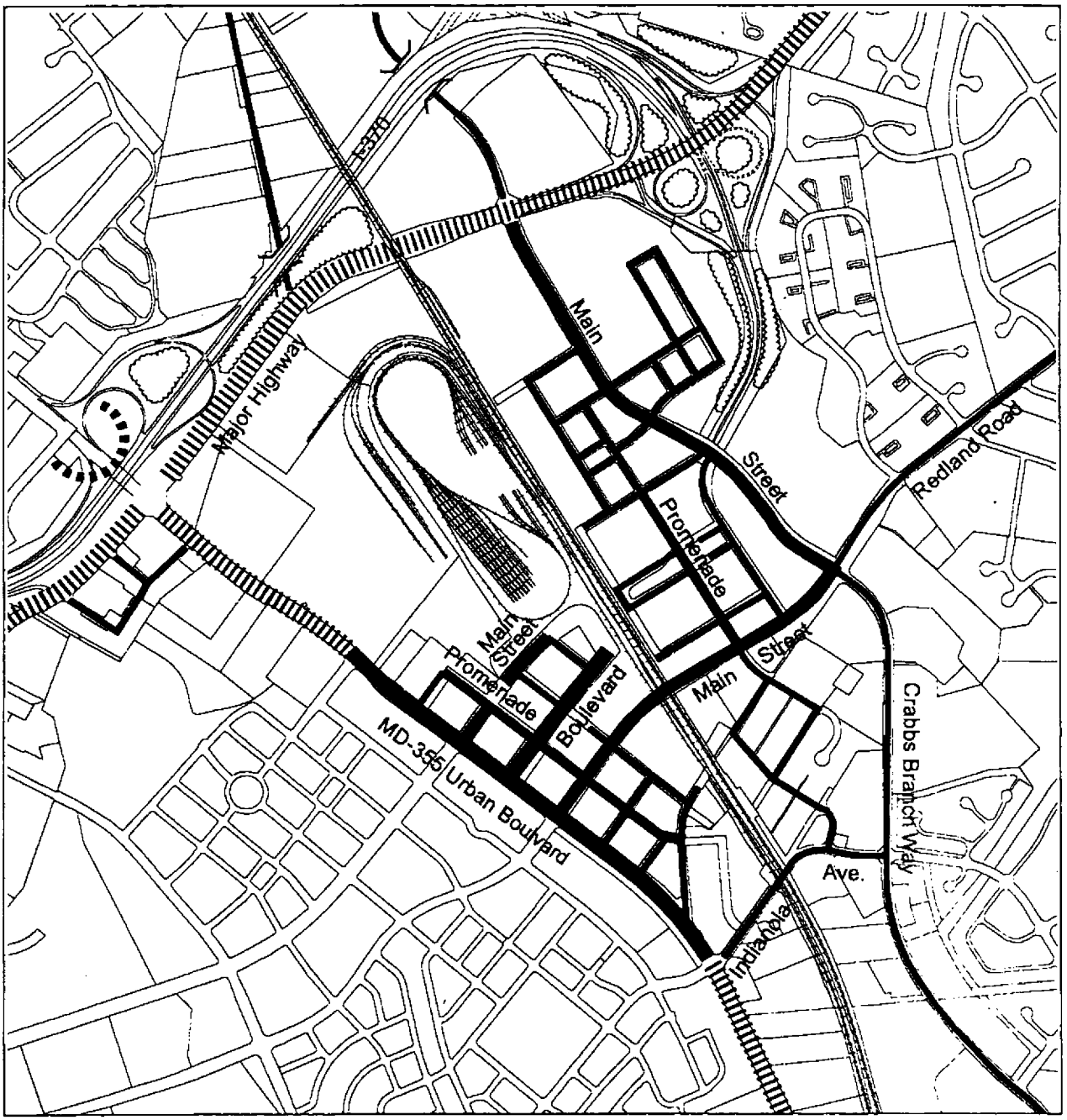
The streetscape concept enhances the existing corridors of Shady Grove Road and MD 355, and creates a new district of streetscape improvements centered in the Metro Neighborhoods. This concept supports the Plan's land use recommendations. A major theme of the streetscape concept is "re-greening the Shady Grove" to create an attractive setting for existing and new communities. A separate document, the *Shady Grove Streetscape Plan*, will include detailed specifications on streetlights, street tree species, paving, and other streetscape elements (see Streetscape Plan map and Proposed Cross-sections map).

Shady Grove Road Corridor

This Plan recommends:

- Upgrade Shady Grove Road with sidewalks, lighting, and extensive landscaping and street trees to create a green, attractive setting along its entire length.
- Reforest the right-of-way between I-370 and Shady Grove Road to increase the amount of greenery in the Corridor.
- Create a naturalized landscape within the I-370 interchange with Shady Grove Road and along both sides of the Metro access road to provide a greater sense of the natural environment.

Streetscape Plan



Gateway

Urban Boulevard

Major Highway

Main Street

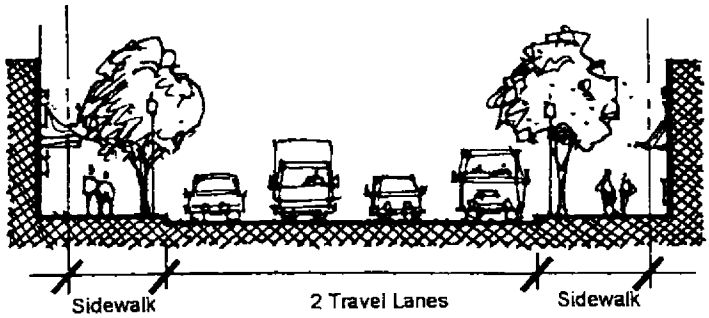
Promenade

Local Streets

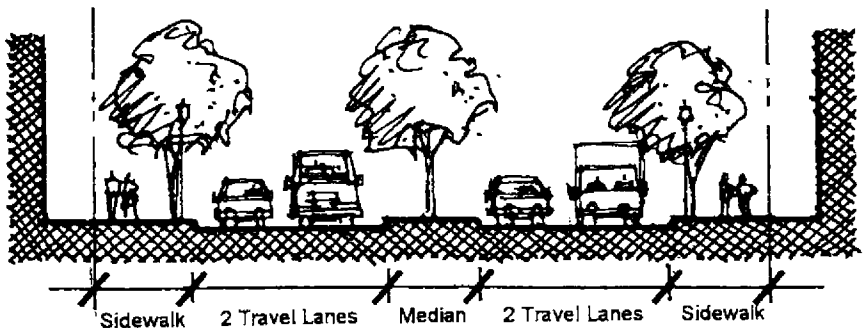
Woodland Treatment

0 1200'

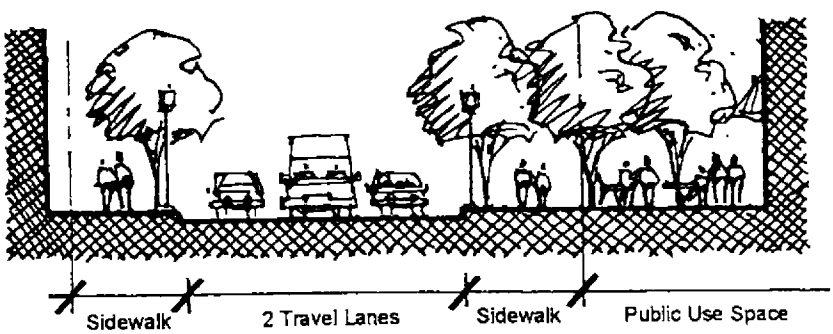
Proposed Street Cross Sections



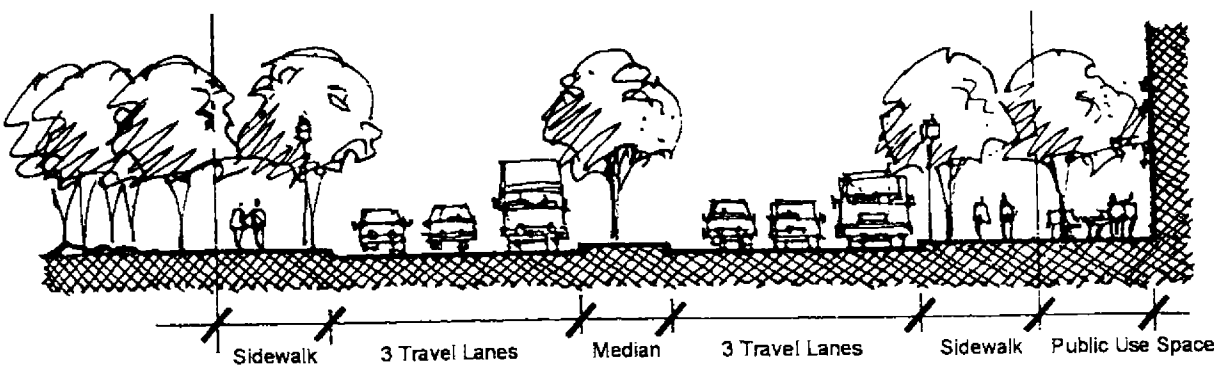
Local Street - 70' ROW



Main Street - 100' ROW



Promenade - 60' ROW



Urban Boulevard - 120' ROW

MD 355 Corridor

This Plan recommends:

- Create an Urban Boulevard from the Solid Waste Transfer Station to Indianola Drive to establish the identity of the Metro station area, facilitate walking, and improve Metro access.
- Within the Urban Boulevard, provide extensive street trees, and special sidewalk and crosswalk paving to improve pedestrian safety and encourage walking.
- Provide a double row of shade trees along both sides of the roadway to help create a boulevard character.

Along the roadway outside the Metro Neighborhoods, north and south of the Metro station area, provide shade trees in a curbside lawn panel to separate pedestrians from moving traffic. Provide a six-foot wide sidewalk at a minimum.

New Streets in the Metro Neighborhoods

This Plan recommends:

- Provide an urban streetscape throughout the Metro Neighborhoods with ornamental pedestrian-scaled lighting, special sidewalk and crosswalk paving, and coordinated street furniture.
- Plant trees according to urban standards for closely spaced street trees to achieve the "regreening of Shady Grove" theme and to create an attractive setting for residents and businesses.
- Provide adequate paved areas outside the right-of-way and directly adjacent to storefront retail uses to accommodate outdoor seating such as movable tables and chairs. Provide foundation plantings where appropriate to increase the sense of greenery.
- Create extensively landscaped Promenades in Metro West, Metro North and Metro South. The Promenade, a linear urban public use space, is partially within the right-of-way and provides seating areas, recreation, and amenities such as artwork, fountains, and seasonal plantings. The Promenade should achieve a garden character compatible with adjacent residential development.
- In the Metro West Neighborhood, create an extensively landscaped boulevard that leads to the Metro station. It should reflect the "regreening of Shady Grove" theme by establishing a garden character in the medians. Seating areas and other amenities should be provided within median areas that are over 50 feet wide to create outdoor places.
- In the Metro West Neighborhood, provide streetscape around the town square with lawn panels, shade trees, and seating areas to create a green urban park.
- In the Metro North Neighborhood, landscape public sidewalks around the town common with lawn panels, shade trees, and seating to create a green urban park

Redland Road between MD 355 and Crabbs Branch Way

This Plan recommends:

- Create a main street with extensively landscaped median. Provide shade trees, special sidewalk paving, and crosswalks to improve pedestrian safety and encourage walking.

Crabbs Branch Way between Shady Grove Road and Redland Road

This Plan recommends:

- Create a main street with extensively landscaped median. Provide lawn panels for street tree planting to complement the primarily residential character.
- Develop the recreation trail, a Class I shared use bike path, on the street's east side with special paving (not asphalt), a double row of shade trees, seating areas, and other special features.

- Design the pedestrian underpass at Shady Grove Road with features that express the garden character. Incorporate artwork into the design of the underpass.
- Provide special sidewalk paving and crosswalks to improve pedestrian safety and encourage walking.

Signage

This Plan recommends:

- Locate commercial signs on building facades or consolidated in a monument sign. Freestanding, pole mounted signs should be avoided to minimize visual clutter and improve overall attractiveness.

Overhead Utilities

This Plan recommends:

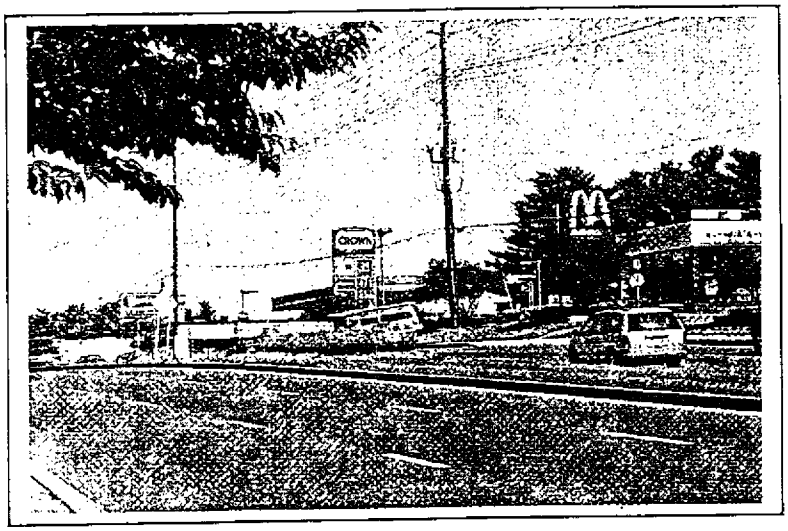
- Require development within the Metro Neighborhoods to underground utilities along new and existing roadways, especially along major roadways with existing overhead utilities.
- Placing existing overhead utilities underground in areas outside the Metro Neighborhoods will be considered on a case-by-case basis.

Neighborhood Protection

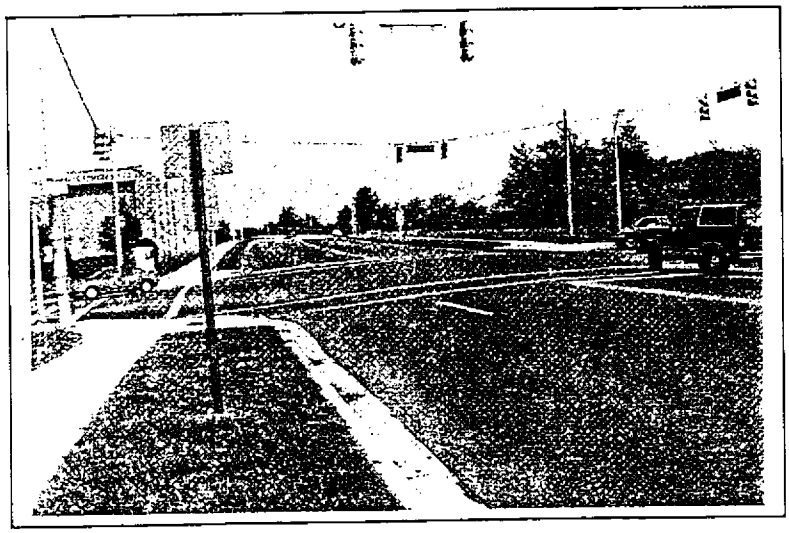
Through traffic is inappropriate within residential communities. It disturbs the peace of a neighborhood and creates a hazard for children and pedestrians. This Plan supports measures to mitigate cut-through traffic and calm travel speeds to help protect the existing single-family communities. This Plan recommends:

- Support several traffic circles in Old Derwood to help reduce cut-through traffic and slow travel speeds.
- Support traffic calming measures and a traffic circle along Amity Drive at its connection with Crabbs Branch Way.
- Encourage the establishment of neighborhood parking permit programs to protect nearby residential areas from non-resident parking.
- Study the need for traffic restrictions within Parkside Estates and Old Derwood to discourage cut-through traffic.

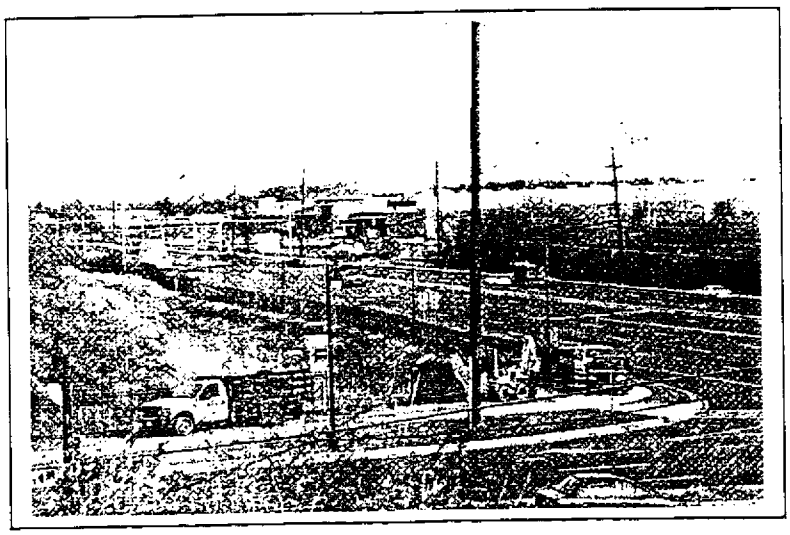
Views of Existing Roadways



MD 355 looking North

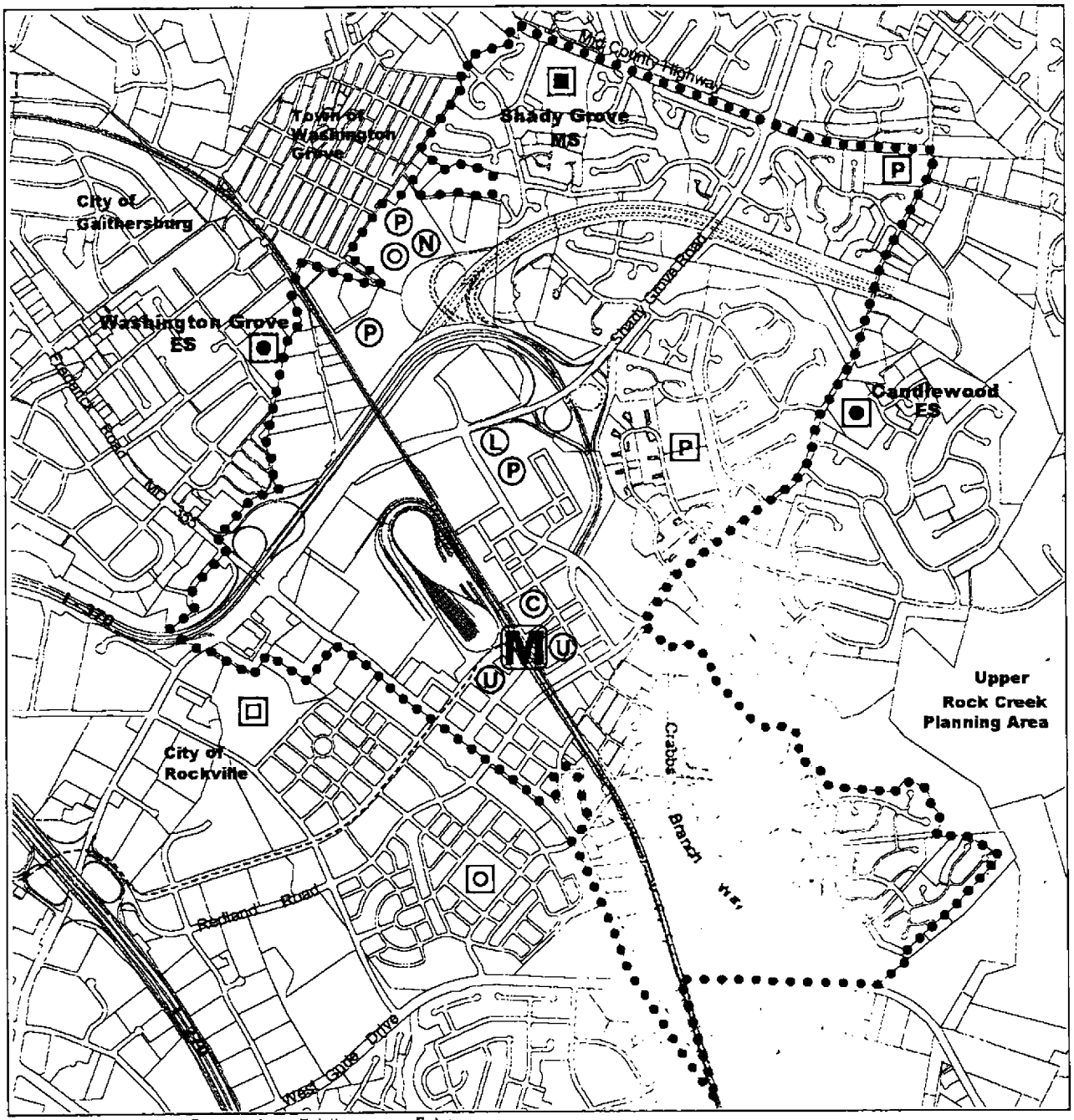


Redland Road



Shady Grove Road

Existing and Proposed Public Facilities



	Proposed	Existing	Future
Elementary Schools	ⓞ	●	○
Middle Schools		■	□
Local Parks	Ⓟ	P	
Neighborhood Parks	Ⓝ		
Urban Parks	Ⓤ		
Library	Ⓛ		
Community Centers	Ⓒ		

●●●●● Shady Grove Sector Plan Boundary

------ Corridor Cities Transitway

0 2200'

AREA-WIDE ELEMENTS

PUBLIC FACILITIES

Public parks, schools, and other civic uses provide needed community services and become gathering places for community life. This Plan recommends a full range of public facilities that should be conceived as civic places, creating community identity and providing a pedestrian-friendly character. The Plan provides general locations for these facilities based on current estimates of future facility needs. The actual number of such facilities should be reevaluated based on actual development yield and County policies when development occurs.

In addition to parks and schools, public facilities in the County Service Park provide needed services such as bus repair, park maintenance, and school lunch service. This Plan recommends gradually relocating the County Service Park facilities since these services do not require proximity to the Metro Station.

Public Facilities Concept

Provide a full complement of public facilities that can serve both new and existing residents. This Plan recommends locating public facilities in the Jeremiah Park area as transitional uses convenient to the community, and on the east side of the Metro station, convenient to transit. Public facilities such as a library and local park located at Crabbs Branch Way and Shady Grove Road should be visible, accessible, and create a civic presence. This Plan also supports a public community center, should one be needed, to serve this community and surrounding communities. Existing County service facilities should be relocated and reconfigured to sites where they can operate more efficiently.

Park and Recreation Facilities

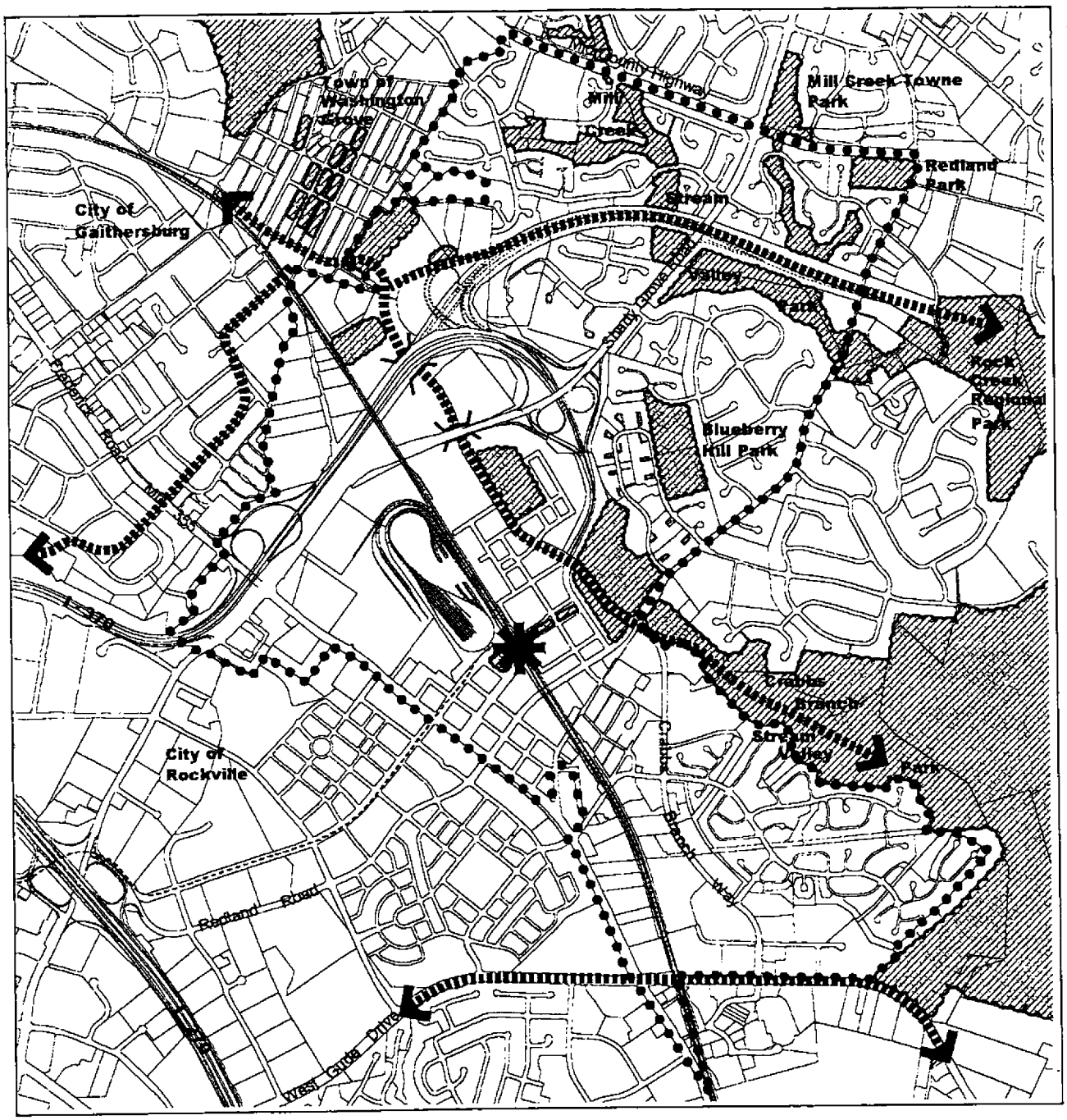
The park system proposed for the Shady Grove planning area will expand recreation opportunities, provide a park trail system integrated with sidewalks and bikeways, and help protect areas of natural and cultural significance.

Objectives

- Provide a series of public and private small urban parks in higher density areas near the Metro station to meet the recreational needs of residents and employees.
- Provide additional active and passive recreational opportunities for a wide range of age groups and interests.
- Provide safe and attractive pedestrian and bicycle routes in a connected system between parks and from adjoining neighborhoods.
- Provide park settings for historic features.

The County's *Park, Recreation and Open Space Master Plan* (PROS) identifies unmet recreation needs in the Shady Grove and Derwood communities for basketball courts, ball fields, and playgrounds. Additional active and passive recreation facilities are needed for residents of the Metro Neighborhoods. The area's active recreation uses such as ball fields are currently in significant deficit. Passive recreation opportunities such as nature walks, picnicking, trails, and bird watching are also not easily accessible in this area. This Plan has the potential to meet many of these needs and create a range of recreational opportunities including passive recreation.

Park, Trail, and Open Space Concept



Countywide Trails

Public Park System

Urban Parks at Metro

Shady Grove Sector Plan Boundary

Corridor Cities Transitway

0 2200'

There is also an important need to provide connections to parks located just outside the planning area. This Plan supports the *Countywide Park Trails Plan* proposal for a mid-county greenway trail corridor that traverses this portion of the County. The greenway is intended to link the Potomac and Patuxent Rivers and this Plan seeks to find local connections to this regional system.

Concept

This Plan retains existing parks and expands recreation opportunities by creating new neighborhood, local, and nature-oriented parks along Crabbs Branch Way within the Buffer Area. This linear network will also be connected to the cross-County trail that links to destinations beyond the planning area such as Upper Rock Creek Regional Park. In addition, a series of urban parks is proposed to provide needed open space within the Metro Neighborhoods (see Park, Trail, and Open Space Concept map).

The *Countywide Park and Trails Plan* and the *PROS Plan* both identify basic goals for the County's trail system, including making connections, offering variety, and balancing recreation, transportation, and environmental efforts. The planning area abuts the Crabbs Branch Stream Valley Park, which may have some trail potential. This Plan identifies path and trail opportunities throughout the planning area in the parks and through the communities with the goal of connecting neighborhoods to parks, shopping, and the Metro.

Recommendations (See Existing and Proposed Parks and Open Space map)

Provide Recreational Opportunities in Existing Parks:

- Site 1- Preserve Blueberry Hill Park as a recreation park site, preferably for passive recreation and open space. Provide additional passive recreational facilities in the wooded portions including trails, picnic facilities, seating areas, and improved pathways to surrounding communities. In the long term, the undeveloped portion of this park may be needed for active recreation or to meet future school needs.
- Site 2 - Maintain the existing active recreational uses at Redland Road Local Park.

Provide Recreational Opportunities in New Parks:

- Site 3 - Provide passive recreation at the stormwater management pond, including trails, interpretive material, seating, and picnic facilities. Provide a high point viewing station and consider a fountain in the pond. Connect trails to the Metro station and to surrounding communities.
- Site 4 - Set aside a minimum of 10 acres for a local park in the Buffer Area, called Jeremiah Park after Derwood's founder. This park should offer active recreational uses including ballfields, such as softball, soccer and lacrosse, multi-use courts, and multi-age recreation as well as an area for a library, and a potential public community center.
- Site 5 – Create a local park, approximately six acres, on Casey 6, next to the Roberts Oxygen property. This park should be developed for active recreation, such as ball fields, a multi-age playground, multi-use courts, and parking outside environmental buffers. If County Service Park facilities are relocated to this property, unmet park needs will be met in the Upper Rock Creek planning area.
- Site 6 - Create a neighborhood park north of the ICC in the Amity Drive area to provide nature-oriented recreation. Active recreation facilities will be located at the proposed elementary school.
- Site 7 - Create Town Square and Town Common parks in the Metro Neighborhoods that offer paved pathways, seating areas, special plantings, shade trees, and public art (see Urban Park Network map). These urban parks should be privately built and dedicated to the M-NCPPC.
- Provide neighborhood recreation and public use space in each Metro Neighborhood to provide local recreation opportunities that supplement County parks. Facilities can range from simple seating areas and tot lots in the Promenades to basketball courts and rooftop swimming pools.

Provide Trail Corridors:

- Trail 7 - Explore the potential for using sidewalks and a natural surface trail in the Mill Creek Stream Valley Park to provide an east-west greenway connection recommended in the *Countywide Park Trails Plan.*
- Trail 8 - Explore ways to provide trail connections between the Rock Creek Regional Park trail system and the Shady Grove planning area. Trail connection options will be studied in the context of a future trail plan for this area. This trail study will address whether proposed bike paths along Indianola Drive and Crabbs Branch Way can avoid relying on a hard surface trail in the Crabbs Branch Stream Valley Park, an area with a predominance of wetlands and environmentally sensitive areas.
- Extend the bike route along Crabbs Branch Way through the proposed development at Casey at Mill Creek to connect with Washington Grove's bikeway system (see Proposed Bikeways).
- Trail 9 - Provide bikeway access to the Rockville Bicycle Beltway that will eventually connect to Rock Creek Regional Park.
    - Retrofit existing residential neighborhoods with pedestrian trail connections that will link communities with each other and with community destinations.
    - Design the new residential communities with path and trail connections to park and transit facilities.
    - Develop all local parks with internal trails to improve access to all users including handicapped users.

Protect historic, cultural, and archeological features:

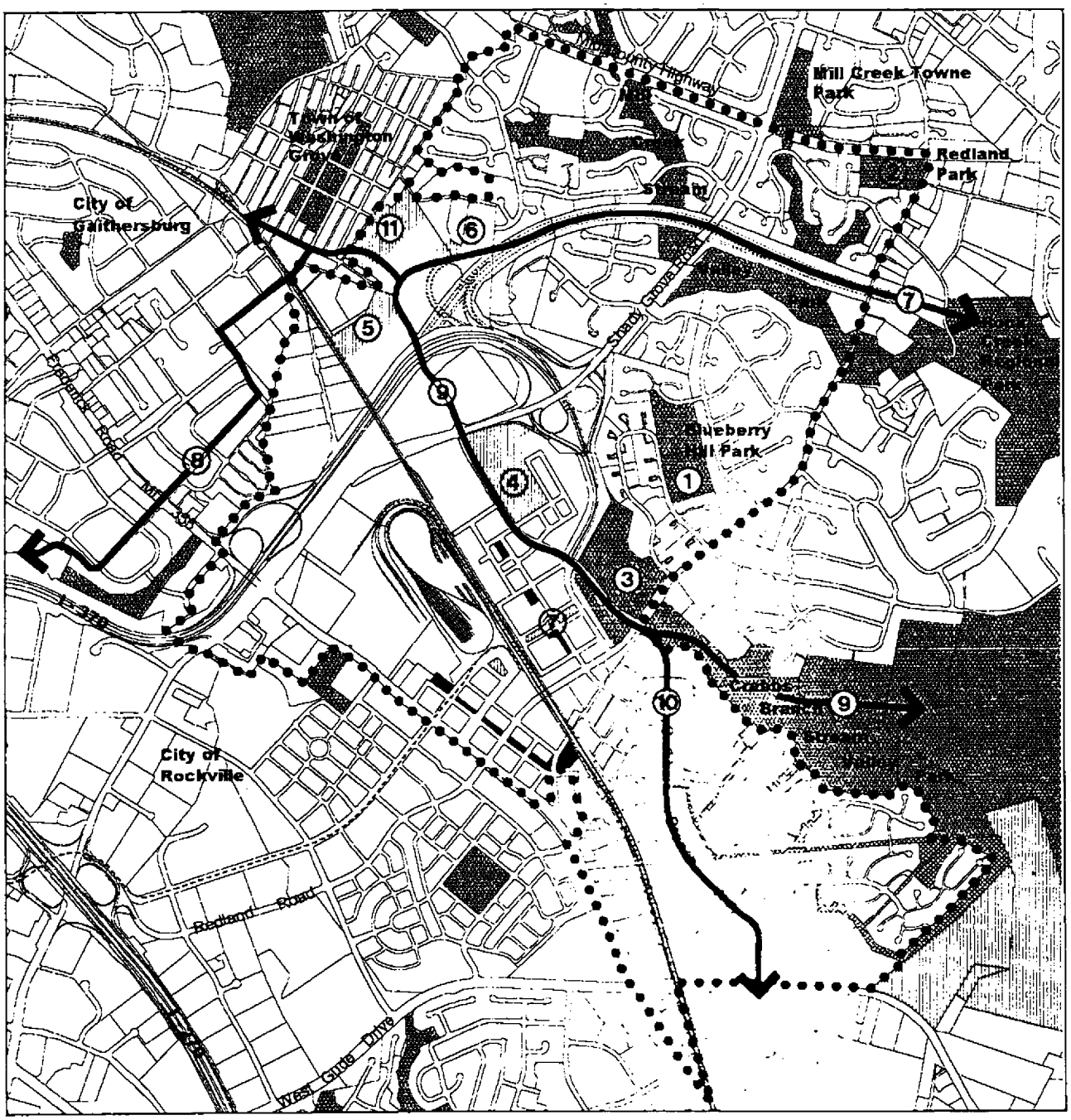
- Site 10 - Protect as much of the 13-acre Ridge Road Meadow on the Casey at Mill Creek property as possible through the development review process, balancing site constraints and developer interests. It has been identified as a Class II Heritage Resource site in the *Legacy Open Space Functional Plan* and provides a historic setting and open space buffer for Washington Grove. It should offer passive recreational opportunities including trails and nature observation. As much as possible of the meadow should eventually be acquired through dedication.

Schools

Adequate public schools are a foundation of strong communities. The Plan recognizes that schools also help define communities. In addition to student instruction, they offer community identity, community meeting rooms, outdoor recreation facilities, and host a variety of after-school programs. This Plan's role is to identify appropriate sites for schools needed to serve existing and proposed communities. Proposed residential development at the Metro station area and in surrounding areas will generate an increase in the student population that will require a new elementary school and a portion of a high school.

The increase in the student population created by development proposed in this Sector Plan, coupled with the projected increases in Rockville and Gaithersburg, cannot be absorbed into the existing clusters. Three high school clusters serve the planning area: Gaithersburg, Magruder, and Richard Montgomery. The three high schools are currently operating at capacity and are projected to continue to increase in enrollment, according to the MCPS *FY2004 Educational Facilities Master Plan.* This Plan recommends one elementary school site to meet projected needs for the planning area. The site lies adjacent to the Mill Creek South community along Amity Drive just southeast of the Town of Washington Grove. The additional middle and high schools will need to be provided outside the planning area. Potential sites are available and will be identified by the *Gaithersburg Vicinity Master Plan.* This Plan recommends:

Existing and Proposed Parks and Open Space



Existing Public Parks and Open Space

Existing Private Open Space

Proposed Public Parks and Open Space

Proposed Public Use Open Space

Countywide Trails

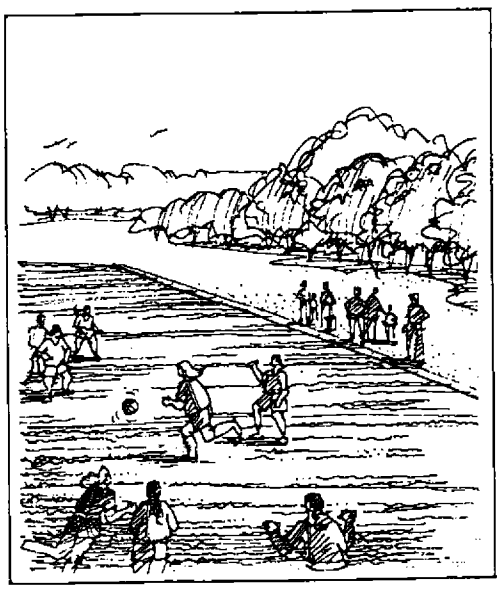
Shady Grove Sector Plan Boundary

Corridor Cities Transitway

0 2200'

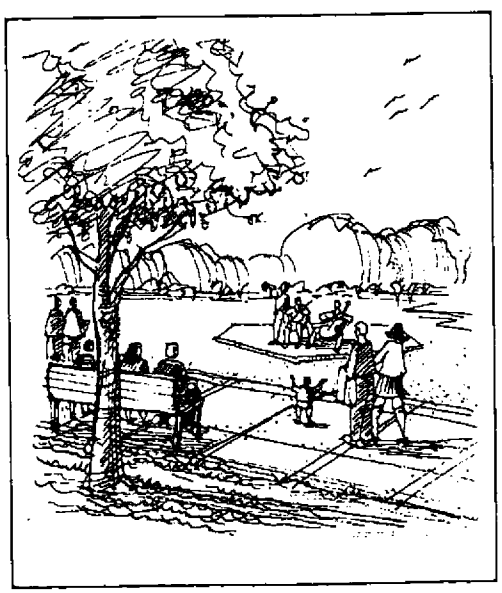
- Designating the Casey at Mill Creek South property as the preferred site for an elementary school.
- Designing the elementary school's layout to encourage walking as well as accommodate school buses and parking areas. Provide walkway connections from all sides of the surrounding community.
- Designing the school's architecture as a civic structure that enhances and complements the surrounding community.
- Recommending a new high school cluster to serve the growing residential areas in the County and municipalities, and alleviate school crowding.
- Designating Blueberry Hill Park as a potential alternative school site, should a school at Casey at Mill Creek not be achieved.

Recreation Opportunities



Playing Sports/Games

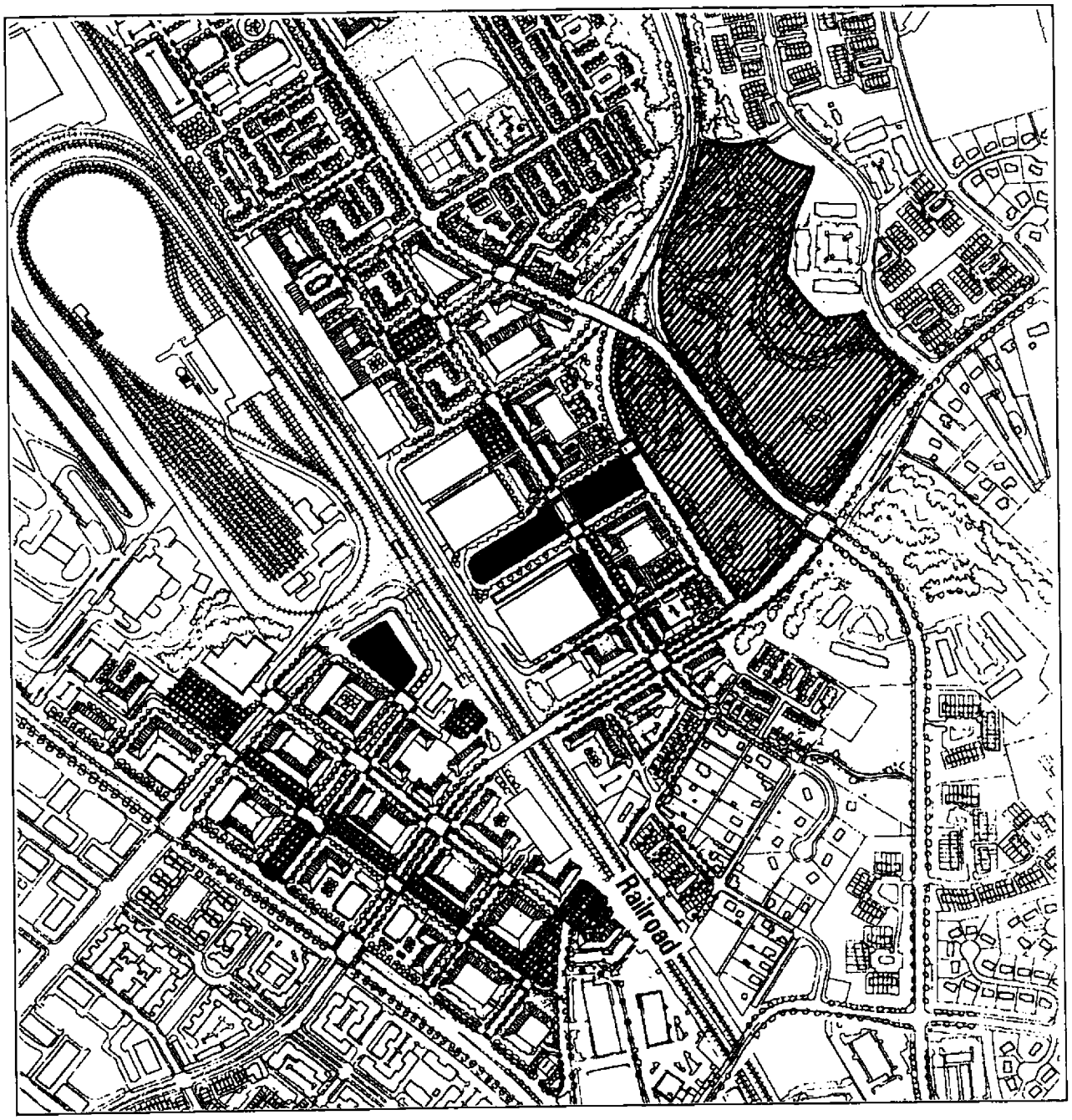
Riding Bicycles



Enjoying Community Events

Enjoying Nature

Urban Park Network



Urban Park

Passive Nature Park

Public Use Park

NOT TO SCALE

County Service Park

The County Service Park provides a variety of services that meet needs beyond the planning area. Facilities include the M-NCPPC park maintenance, DPWT's Ride-On bus depot and general maintenance facilities, the Department of Liquor Control's distribution center, and the MCPS bus depot and maintenance facilities, along with its food and nutrition services.

Relocating these facilities is a significant challenge. They are centrally located with direct access to I-370 but within walking distance of the Metro station. Relocation will also require public sector commitment and private sector assistance in the form of partnerships, land exchange, and other innovative approaches. Relocating these facilities should not result in diminished or compromised County services. Relocation costs should be minimized using a variety of techniques such as private sector proposals to relocate services and exchange properties. This Plan recommends:

- Relocating sites for facilities in the County Service Park to permit more appropriate mixed-use residential development adjacent to the Metro station.
- Establishing a one year application period after Sector Plan approval, in which the County can receive development proposals to relocate County Service Park facilities. If after one year, no acceptable proposals are received, County investment in those facilities may continue.

Library Services

The Department of Library Services supports a library in the planning area due to the increase in service population. This Plan recommends relocating the library currently planned for Laytonia to this more populated center increasing convenience and access to more residents. The corner site at Crabbs Branch Way and Shady Grove Road adjacent to the proposed local park offers an opportunity to provide a civic structure on a highly visible site, improving the overall character of the Shady Grove Road Corridor. This Plan recommends:

- Supporting a new library at the corner of Crabbs Branch Way and Shady Grove Road. Consider relocating the 40,000-square foot library now proposed for the Laytonia Recreational Park to the redeveloped school bus depot site where it would provide a community focal point and be accessible to more users via Metro.
- Designing a multi-level building with structured parking, to more efficiently use limited land and increase available parkland. A two-story library with a larger first floor, between 20,000 and 30,000 square feet, and a smaller second floor would provide design flexibility for the Library Department.
- Providing shared parking with adjacent residential development to maximize efficiency and achieve more open space.
- Integrating multi-family housing with library development to achieve shared parking and an efficient development pattern that maximizes open space.

Community Center

A County community recreation center within the Metro Neighborhood area should be considered to serve the community with year-round recreation and programs. The potential population in the planning area and its surrounding communities may be sufficient to justify a public facility. Locating a public community center should create a highly visible civic building that contributes to the Shady Grove Road Corridor's overall character. This Plan recommends:

- Coordinating with the Department of Recreation to identify need as the Plan builds out. Consider WMATA's property on the east side of Metro or Jeremiah Park as potential locations. Utilize shared parking with other uses within structured parking facilities.
- Designing a multi-level building with structured parking to more efficiently use limited land.

- If a public facility is not feasible, a privately developed facility managed by the Urban Service District should be provided on WMATA's property east of the Metro. The private community center shall include facilities such as a multi-purpose court, restrooms, showers, a kitchen, meeting rooms, a computer center, an arts room, and a gym. Construction and management funding for the private center shall be achieved through development's required participation in the Urban Services District.

Fire and Rescue

The Montgomery County Fire and Rescue Service (MCFRS) has determined that a future service station is desired in the Shady Grove and Gaithersburg and Vicinity planning areas. There are no fire stations between Station 3 in Rockville and Station 8 in Montgomery Village. The MCFRS envisions a facility that would house fire, rescue, and Emergency Medical Service (EMS) units, the County Bomb Squad, and other specialized units.

The Casey 3 property provides an opportunity to locate a future MCFRS station. A station at this location would provide easy access to MD 355, I-270, Shady Grove Road and the ICC if constructed, as well as the service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive and result in a small buildable area on its eastern portion. This Plan recommends:

- As an alternative to technology or research and development uses on this site, a public fire and rescue station, approximately six to seven acres, would be appropriate to serve the immediate and surrounding areas.

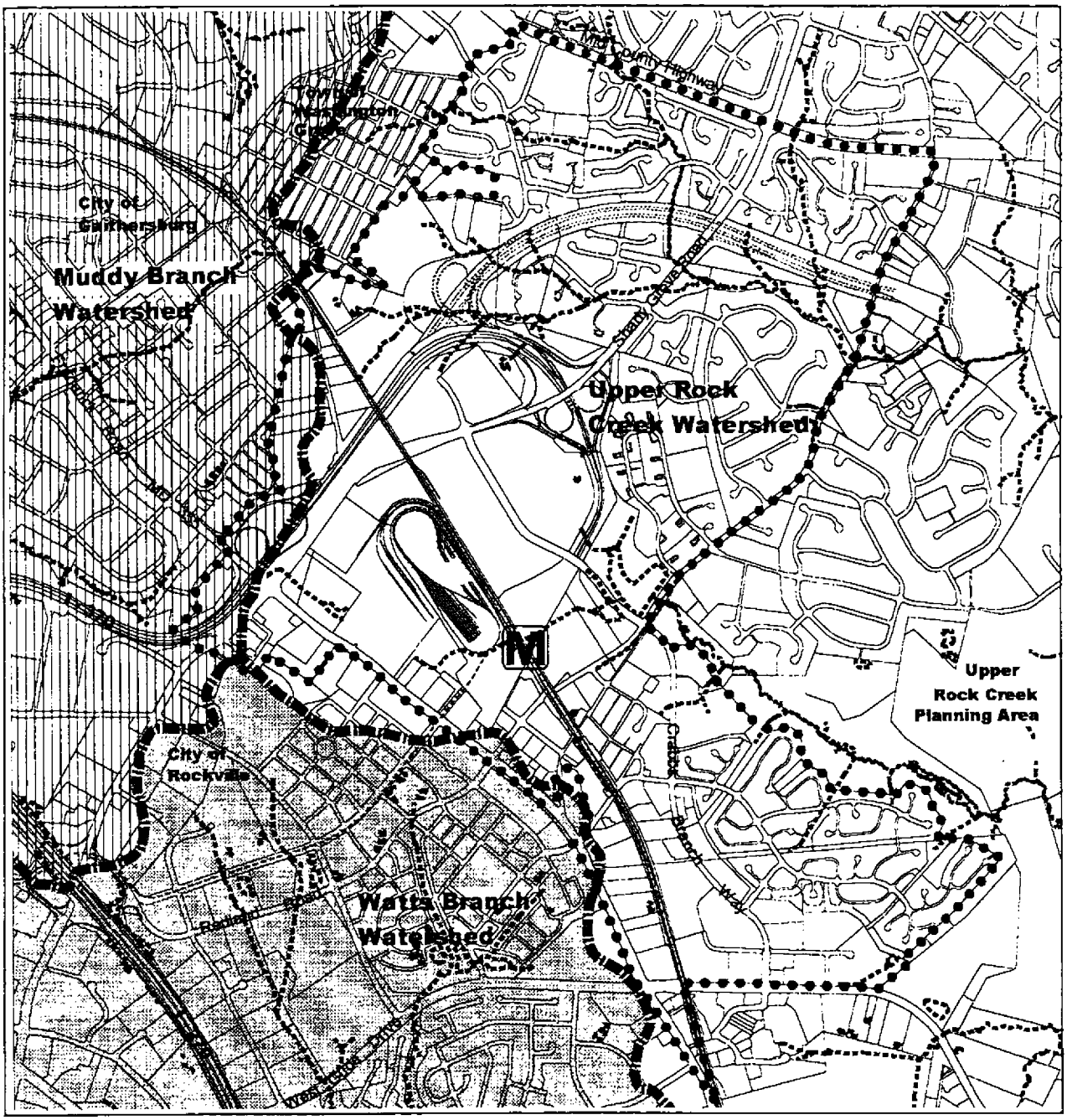
Senior Services and Day Care

As the planning area changes there will be an increased need for social services, especially child daycare. Services such as elderly day care, teen programs, child daycare, and recreation should be provided in convenient locations.

Currently, the planning area is served by three private child daycare facilities. One is located at the west side of the Metro station, one in The Grove shopping center, and one in the Oakmont Industrial Park. The need for such child daycare is also evidenced by the demand that the other daycare facilities experience in their waiting lists. This Plan recommends:

- Redeveloping the existing day care located on WMATA property into the new Metro West neighborhood.
- Providing a new day care facility located on WMATA property within the Metro East neighborhood.

Watersheds



Upper Rock Creek Watershed

Muddy Branch Watershed

Watts Branch Watershed

Watershed Boundaries

Shady Grove Sector Plan Boundary

Streams and Ponds

0 2200'

AREA-WIDE ELEMENTS

ENVIRONMENT

The planning area is located primarily in the northwestern headwaters of Rock Creek. Residentially developed in the east, the land remains gently rolling woodland with several stream valleys running through it. Earlier planning efforts have established a series of stream valley conservation parks primarily within the residential areas.

In the planning area's western portion, industrial and commercial land uses have significantly affected natural environment. The Sector Plan seeks to guide development of the Shady Grove Metro area as it changes from a light industrial to a mixed-use, transit-oriented community. This major land use change creates opportunities to improve the environmental setting while recognizing the transportation and overall environmental benefits of locating residential development within walking distance to the Metro.

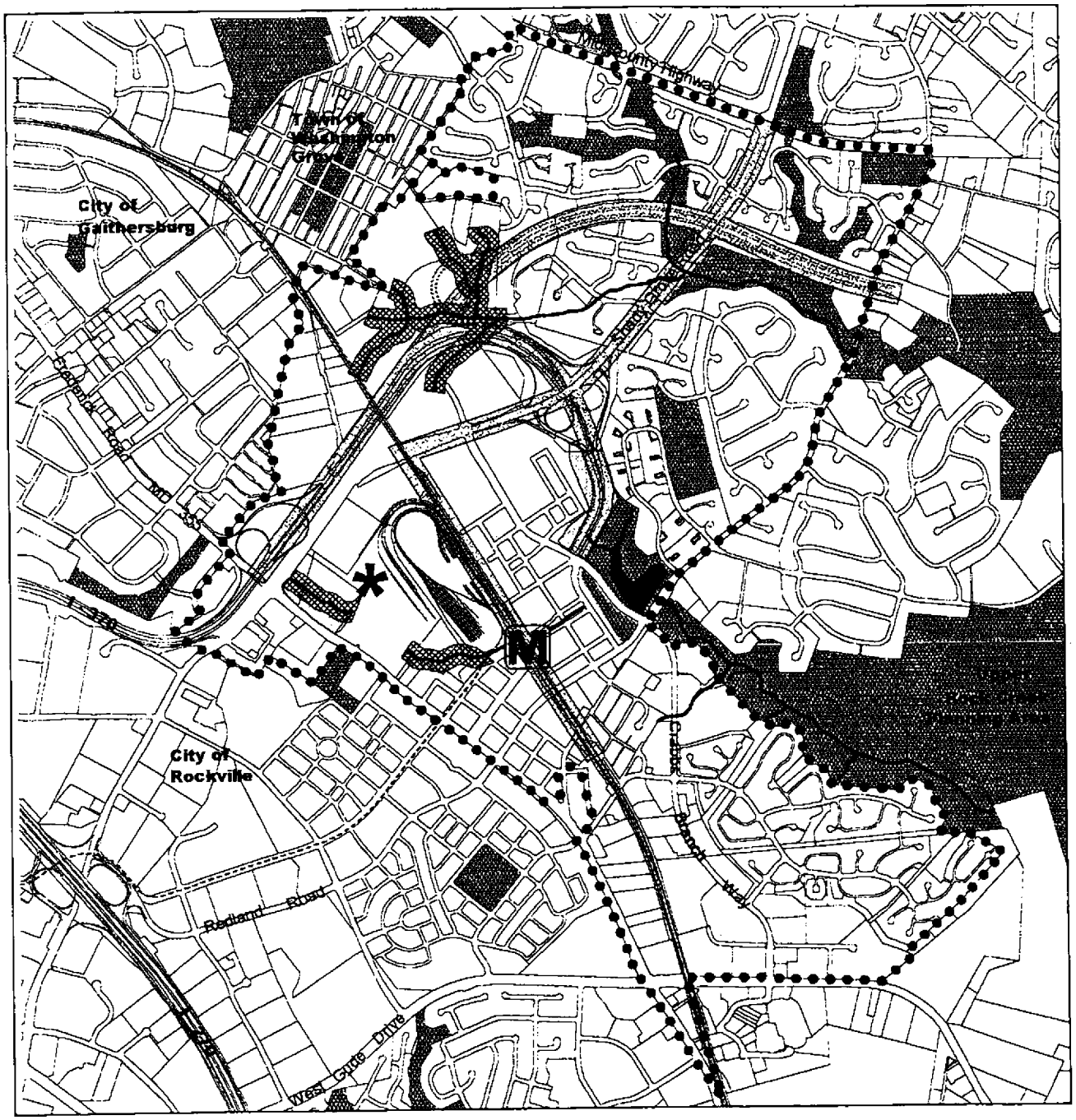
Objectives

- Create a green network of urban parks, recreation parks, linear promenades, and tree-lined streets within the mixed-use communities in the Metro station area to complement the network of natural areas.
- Retain existing green infrastructure and remaining forest cover, and expand the network of natural areas to improve water quality and habitat conditions.
- Protect remaining high quality wetlands and adjoining habitats and improve degraded wetlands by reducing impervious areas and increasing parkland within the Metro Neighborhoods.
- Improve water quality by protecting streams and wetlands and by implementing innovative environmental policies and practices.
- Recommend innovative solutions such as green roofs, green buildings, and low-impact development (LID) technologies as well as collective off-site stormwater retrofit and stream restoration measures that enhance natural systems.
- Mitigate negative environmental impacts, such as noise created by transportation and industrial uses, on existing and future residential communities. Where possible, provide land uses and landscape features that shield residential uses from transportation and industrial noise impacts.
- Develop strategies to reduce air pollution and odors. Mitigate adverse environmental impacts on air quality.

Concept

Environmental quality is an important component of quality of life, but more so in intensively developed areas affected by the noise, air quality, temperature, and glare that can result from the built environment. This Plan seeks to create a greener community, protecting and restoring existing wetlands and stream valleys while expanding parklands and extensively landscaping the built environment. This Plan strives to accommodate a mixed-use community while maintaining and improving the environmental integrity of the area's forest resources, water quality and stormwater quality management, and noise and air environments.

Environmental Protection and Restoration Concept



Noise Mitigation

Environmental Buffers

Forest Reserve

Streams

Parkland

Odor Control Initiatives

Shady Grove Sector Plan Boundary

Corridor Cities Transitway

Note: Buffers not to scale

0 2200'

Forest Conservation

The green infrastructure of the Crabbs Branch stream valley of Rock Creek has been significantly modified by development. The proposed mixed-use community with new parkland provides an opportunity to restore portions of the system to more natural conditions. Zoning requirements and urban forest conservation standards will create landscaping and tree planting opportunities in the planning area as part of the redevelopment process.

The County's Forest Conservation Law requires that forest and tree conservation be an integral part of all development projects. Forest conservation measures include avoiding or minimizing tree clearing and replacing removed trees. A major focus of the legislation is to retain or plant trees in priority environmental areas such as stream buffers. When this is not possible, required planting may be done off-site but preferably in the same watershed. Payment to a County fund for reforestation projects is acceptable in lieu of planting, as a last resort.

The Forest Conservation Law also requires that 15 percent of any development site be replanted in forest (an area 10,000 square feet or more and 50 feet or more wide, or an area planted at a density of 200 trees per acre). While waivers may be granted to allow tree cover to be used as forest on any site, this Plan recommends that requirements be fulfilled off-site in the Crabbs Branch watershed in forest reserve areas that will be set aside for this purpose. This Plan recommends:

- Integrating compliance with the Forest Conservation Law at the earliest stages of the development process.
- Enhancing the natural environment in Shady Grove by creating green open space as part of landscaping and forest conservation requirements.
- Encouraging the State Highway Administration to use some of their off-site planting requirements in the Shady Grove planning area, specifically in the I-370 right-of-way, and permit others to reforest this area as well.
- Designating forest reserve areas within the planning area to facilitate off-site reforestation requirements (see Environmental Protection and Restoration Areas). Forest reserve is recommended in three areas:
  - A significant forest buffer along the Metro access road when the park maintenance and school bus depot facilities are relocated. The need to achieve a significant buffer may be limited by the need to develop this area with housing units within walking distance of Metro.
  - The environmental buffer along each side of the stream on the Casey 3 site. If additional area is needed, expand the planting area to include the remainder of the property between the stream and MD 355.
  - The environmental buffer along each side of the stream immediately south of the Solid Waste Transfer Station. Retain as much additional forest as possible in the area adjoining the buffer while accommodating the need for a potential WMATA parking garage.

Water Quality and Stormwater Management

The planning area is located primarily in the Upper Rock Creek Watershed and straddles three subwatersheds. Land in the Upper Rock Creek Watershed is designated as Use IV, suitable for the support of a put-and-take trout population. While streams within the planning area do not support trout, downstream areas in Rock Creek Park do and the maintenance of the planning area's water quality is essential to keeping downstream conditions viable.

The stormwater management ponds on either side of Crabbs Branch Way at Needwood Road currently mitigate some impacts from upstream imperviousness and have adequate capacity for anticipated flood and erosion impacts from redevelopment of the Metro station area. Any new development or

redevelopment will require improvements to water quality on each site as it develops, in conformance with the County's stormwater management requirements. Low-impact development techniques would be useful in attaining improvements to water quality, and their application is encouraged.

Redevelopment of the planning area also presents opportunities for stream restoration work in the Metro station area. These efforts should be coordinated with the Montgomery County Department of Environmental Protection's recently completed *Rock Creek Watershed Feasibility Study* (2001). This Plan recommends:

- Reforesting the buffers along the Use IV tributary of Upper Rock Creek, on Casey Property 3.
- Protecting the stream buffer and retain as much additional forest as possible where this stream resurfaces east of the Solid Waste Transfer Station.
- When the park maintenance facility and MCPS bus depot are relocated to accommodate residential development, recreate the stream that formerly ran west of the existing Metro access roadway.
- Increasing landscaping wherever feasible, and encourage the use of low-impact development techniques, green roofs, parking lot planting, and other initiatives to address stormwater quality without occupying land needed for development.
- Designing the passive recreation area at the stormwater management ponds to preserve the ponds' and reforestation areas' environmental functions. Work with the County Department of Environmental Protection.

Wetlands

There are about 40 acres of wetlands in and immediately adjacent to the planning area. Some are on privately owned land north of I-370, near the intersection of Shady Grove Road and MD 355, and within the ICC right-of-way. The remaining wetlands are in parkland at Crabbs Branch and Rock Creek. This Plan recommends:

- Protecting high quality wetlands by maintaining or managing the land and adjoining habitats as natural areas. Intrusions into these natural areas by man-made features, including paved paths or trails, should be avoided as much as possible.
- Wetlands and associated buffers on developable or re-developable properties, at a minimum as defined in the *Environmental Guidelines*, should be protected through the application of conservation easements or through public ownership as parkland.
- Do not use natural wetlands as controls for stormwater runoff from developed land.
- Compiling a detailed inventory of the planning area's degraded wetlands and identify opportunities for restoration and enhancement.
- Mitigating the unavoidable wetland impacts of development with programs such as publicly funded stream restoration projects, volunteer projects, or developer funded off-site improvements.

Noise

Excessive noise has a significant effect on the quality of life in any community, and particularly in Shady Grove, which has significant noise volumes from several sources. Shady Grove Road, MD 355, I-370, the CSX Railroad, Metro, and stop-and-go traffic contribute to noise, along with stationary noise sources such as Roberts Oxygen and the Solid Waste Transfer Station. The proposed ICC will be an additional significant noise source.

Montgomery County can mitigate and minimize the noise impact of both stationary and mobile noise sources. The noise ordinance regulates stationary sources such as heating and air conditioning units, construction activity, noise producing land uses, and neighborhood annoyances. The Planning Board uses master plan and regulatory review to implement noise reduction strategies and protect residential

properties from mobile sources. Strategies to minimize transportation noise on new development include compatible land uses, buffers, external mitigation techniques, and internal mitigation.

Effective noise control will ensure the sustainability of the planning area as a desirable place to live, work, and conduct business. Roads, streetscapes, residences, and public areas must be designed and located to maximize noise attenuation. This Plan recommends:

- Supporting noise-compatible site design along Shady Grove Road, MD 355, Metro and CSX rail lines, the Solid Waste Transfer Station, and Roberts Oxygen.
- Incorporating compliance with the Adopted County Noise Control Ordinance (Chapter 31B of the County Code) and the Planning Board's *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development*.
- Providing noise walls along Shady Grove Road and I-370 if noise levels are found to exceed appropriate standards and guidelines.
- Incorporating noise berms and other mitigation strategies for residential uses along the Metro access road as part of redevelopment of the County and the M-NCPPC properties.
- Investigating the feasibility of eliminating the CSX train whistle as a noise source through CSX policy changes or changes in the at-grade crossing.
- Wherever possible, locating structured parking adjacent to CSX tracks to mitigate noise.

Air Quality

Montgomery County currently does not meet the National Ambient Air Quality Standards set by the Environmental Protection Agency, creating health concerns stemming from exposure to ground level ozone. The main sources of these pollutants are utilities and other industries, motor vehicles, small gasoline powered engines, and small businesses using solvents, cleaning solutions, paints, and insecticides. In the Washington region, motor vehicles account for 30 to 40 percent of the ozone.

After they are emitted, these pollutants can travel several miles before reacting to form ozone. Accordingly, multi-jurisdiction strategies are needed to address ozone. Montgomery County must continue ongoing initiatives to reduce emissions. At the master plan level, these initiatives should include transportation demand management strategies that encourage people to reduce motor vehicle trips and miles traveled. Providing residential units close to transit can contribute significantly to this reduction.

Odors emanating from the Solid Waste Transfer Station are an additional air quality concern in the Shady Grove Sector Plan area. This Plan recommends:

- Designating new development and redevelopment to minimize the need for motor vehicle trips.
- Limiting Metro parking to help improve air quality.
- Providing safe and convenient pedestrian and bicycle access to Metro, community retail centers, recreation, and employment areas within the Shady Grove planning area, and link this system to regional trail networks.
- Providing incentives for transit use to minimize single-occupant vehicle travel.
- Working with the Solid Waste Transfer Station to control odors by eliminating or relocating its yard waste processing area or through other innovative measures.

IMPLEMENTATION

To achieve a vital, sustainable community, this Plan recommends implementation strategies for zoning, staging public facilities, and guidelines for project plan, subdivision, and site plan review. Staging that coordinates residential and commercial development with transportation improvements and a new mixed-use zone for Metro station areas outside Central Business Districts are key implementation strategies.

STAGING

Staging governs the timing of development and public facilities, not the total amount of development or the mix of commercial or residential development. This Plan stages new housing and commercial uses with public facilities to minimize further traffic congestion, crowded schools, and inadequate recreation. Staging requirements will help ensure that quality of life in the Shady Grove planning area will not be degraded due to a lack of public facilities.

This Plan supports staging strategies that are responsive to public fiscal concerns. The Plan's proposals to relocate County Service Park facilities, create a new urban street network, provide one elementary school, and establish several new public parks will require some form of public/private partnerships or direct private funding.

Staging Principles

The proposed staging principles are based on the following goals.

- Address public fiscal concerns. The timing and sequence of development should be responsive to funding for capital improvements. Funding will come from a variety of sources including private funds. Public facilities that directly benefit new development should be financed without undue burden on the County.
- Coordinate development with public facilities. Providing public facilities in conjunction with land development can help ensure their timely delivery and reduce their cost.
- Promote residential development. Staging triggers should ensure adequate capacity for residential uses to avoid preemptive use of available capacity by commercial development.
- Support a strong, vibrant community. The delivery of public facilities in sequence with development can help strengthen community identity and its economic viability.
- Respond to market demands. Staging should allow development that responds to market demand for housing and development.
- Support transit ridership. Staging triggers should reinforce transit as a means of reducing traffic congestion.
- Ensure adequate recreation facilities. Staging for the construction of two recreation parks is recommended at 50 and 75 percent of build out. To secure land for parks, staging for acquisition or dedication may need to occur earlier than Stage 3 and in conjunction with development proposals. Determination of the need for a public community center also may need to occur in conjunction with development proposals on those sites recommended for a possible public community center in order to ensure that adequate space is planned for this facility.

Staging Sequence

Before Stage 1:

- Receive County Council adoption of zoning text amendments and complete sectional map amendments.

- Establish a Transportation Management District (TMD) that adopts the Sector Plan's transit mode share goals and demonstrates implementation measures. The TMD's purpose is to increase transit ridership by requiring resident and business participation in transit programs, promoting transit alternatives, and increasing public awareness of transit options. Submit a report to the Planning Board establishing that transportation management procedures are in place prior to Stage 1 development. The Planning Board must make a finding that Stage 1 can proceed.

- Allow any project with less than 30 trips to be approved without staging.

- Allow any project that relocates County Service Park facilities to be approved without staging. Allow up to one year after Sector Plan approval to receive acceptable relocation proposals for the County Service Park facilities. After one year, the County may proceed with improvements to County facilities.

Stage 1 – 1,500 housing units and 1,570 new jobs

- Allow up to 1,500 new dwelling units and 1,570 new jobs. This represents approximately 25 percent of allowable housing and 30 percent of allowable jobs.

- At the time of initial development approval, plans shall include all on-site and off-site public use space, private recreation, dedicated park facilities, required streetscaping, and other required amenities.

- Determine the need for a public or public/private community center when development on either WMATA's property or Jeremiah Park is submitted for development approval.

- All new development in Jeremiah Park and the Metro Neighborhoods shall participate in the Urban Service District and in funding the public/private community center if a public center is not provided.

- Development projects shall participate in construction or funding of adjacent roadway improvements along their road frontage. Provision of new streets within the Metro Neighborhoods are primarily the responsibility of developers.

- Allow County Service Park improvements if no relocation proposals are received after one year from Plan approval.

- Fund acquisition for a local park on Casey 6 if County Service Park facilities are not relocated to this property and if development occurs on this property prior to Stage 3.

- Dedicate land for a local park, a minimum of 10 acres, and land for the library and potential public community center, on Jeremiah Park if development on the site occurs prior to Stage 3.

Before Stage 2:

- Fund the Metro Access Partial Interchange to ensure adequate access to the Metro station.
- Establish the Urban Service District to provide maintenance and management services. All new development in the Metro Neighborhoods and Jeremiah Park shall participate in the Urban Service District.
- The Planning Board must make a finding that Stage 2 may proceed.

Stage 2 – 3,000 housing units and 2,650 new jobs

- Allow up to 3,000 new dwelling units and 2,650 new jobs. This represents almost 50 percent of allowable housing and jobs.
- At the time of initial development approval, plans shall include all on-site public use space, private recreation, dedicated park facilities, required streetscaping, and other required amenities.
- If development at The Grove and Jeremiah Park, adjacent to the pedestrian underpass is proposed, such development must participate in funding the underpass.
- Provision of a public or public/private community center must be determined when development on either WMATA's property east of the Metro or Jeremiah Park is submitted for development approval.

Before Stage 3:

- Full funding for Redland Road and Crabbs Branch Way roadway improvements and for the pedestrian underpass at Shady Grove Road and Crabbs Branch Way must be provided. Area-wide Metro pathways and bikeways also must be funded.
- Full funding for acquisition and construction of a local park must be provided at Casey 6 or at Jeremiah Park if not yet achieved by this stage.
- The TMD must demonstrate achievement of transit mode-share goals for participating development.
- Review the Sector Plan for adequacy of public facilities. The Planning Board must make a finding that public facilities and improvements are adequate prior to proceeding with Stage 3. If public facilities are not found to be adequate, the Sector Plan's recommendations shall be reconsidered in an amendment to the Sector Plan.
- Review the need for a public community center, if not already determined at this time. If needed, include it in the Capital Improvements Program prior to Stage 3 development.

Stage 3 – Remaining Density

- Allow remaining dwelling units and jobs to proceed.
- Require all new development in the Metro Neighborhoods and Jeremiah Park to participate in the Urban Service District.
- At 75 percent of build-out, provide full funding for the construction of the second Local Park either at Jeremiah Park or at Casey 6 at the time of proposed development.
- At the time of initial development approval, plans shall include all on-site and off-site public use space, private recreation, dedicated park facilities, required streetscaping, and other required amenities.

Relocating County Service Park facilities is key to creating attractive and compatible Metro Neighborhoods. Creation of the proposed Metro North Neighborhood and Jeremiah Park cannot be achieved without relocation of public facilities. If relocation of County Service Park facilities does not occur and total residential yield is less than anticipated, a new local park must be provided at Casey 6 to meet the current deficit of active recreation in the regional area.

IMPLEMENTATION MEASURES

A variety of funding sources will be necessary to implement this Plan's vision, given that County sources are likely to be insufficient. State and Federal highway funding are possible sources for road, transit, pedestrian, and bike improvements. Non-profit groups and private foundation grants are possible sources for senior housing, public art, and streetscaping. Private funding sources can be used for land dedication, land swaps, developer-provided facilities, maintenance partnerships, impact taxes, and development district payments.

Urban Service District

A proposed urban service district will provide maintenance, promotion, and programmed activities in the Metro Neighborhoods and Jeremiah Park. This district will be established and operated as a public/private partnership, as a tool to ensure enhanced public services to this new community. Its functions include maintaining and enhancing streetscape, promotion, cultural activities programming, specialized transportation, and business support. The urban service district should also manage the funding and operation for a public/private community center, should one be provided.

Development District

A single development district or multiple districts should be considered as a possible funding source to help implement the infrastructure improvements required by this Plan. This special taxing district would have the authority to finance infrastructure improvements needed to support land development by issuing tax-exempt bonds repaid through special assessments or taxes within the district.

Development districts can provide a funding mechanism for expediting infrastructure such as libraries, schools, police and fire stations, transit facilities, parks, and recreation. They are not intended to finance improvements that are considered the developer's responsibility under APFO and site plan review requirements. This Plan does not require the provision of a development district but suggests that it may be a valuable funding approach.

ZONING PLAN

The planning area's current zoning pattern reflects the vision of the 1977 *Shady Grove Sector Plan for the Transit Station Area* and the *1990 Shady Grove Study Area Master Plan.* These plans allowed the development of industrial areas, residential neighborhoods, and commercial centers. Achieving this Plan's vision to transform the Metro station area into a mixed-use residential community will require new and amended zones, and rezoning of particular sites.

Existing and Proposed Zoning

This Plan continues the 1990 Plan's mix of Euclidean and floating zones to create the desired high quality environment. It also recommends amendments to the Zoning Ordinance that update uses, encourage housing and allow site plan review.

Objectives

- Provide for housing in the I-270 Corridor.
- Encourage assembly of Metro Neighborhood properties into well-coordinated, residential blocks with a network of interconnected streets.
- Achieve the recommended mix of uses and density distribution in the Metro Neighborhoods.
- Achieve a high quality, urban environment with the provision of adequate public benefits and amenities.
- Create a technology corridor along Shady Grove Road.
- Encourage future redevelopment of MD 355 South into a mixed-use corridor.
- Protect the existing residential communities from incompatible development through site plan review.

Recommendations (See Proposed Zoning Map and Table)

The following zoning text amendments are necessary to implement the Shady Grove Sector Plan:

- Amend the I-3 zone to permit research and technology uses.
- Amend the R&D zone to require site plan review under standard method.
- Introduce a new mixed-use Metro station zone (MXR) to achieve the proposed Metro Neighborhoods. This new zone will rely on the Plan's recommended density and land use mix to promote housing.
- Amend the I-1 zone to permit a limited amount and type of commercial services in visible locations.
- Amend the I-1 zone to achieve streetscape improvements recommended in the Plan.

The following summarizes the zoning recommendations for each area of the Sector Plan:

Derwood Residential Communities

No zoning changes.

Shady Grove Road Technology Corridor

- Rezone Sites 2, 3, 4, 5 and 8 from I-1 to R&D to permit technology, and research and development uses. These sites are also suitable for I-3 standard method to allow expanded employment uses.
- Rezone Sites 6 and 7 to the I-3 zone with a housing option, with Site 7 also suitable for housing with a PD-18 zone.
- Amend the I-3 zone to allow research and development uses.
- Amend the R&D and I-3 zones to allow existing building supply uses to be conforming land uses.

Metro Neighborhoods

- Rezone all properties to a new, non-CBD Metro station zone, the proposed MXR zone that will provide a housing density incentive, a range of uses, and will require public amenities. This new zone will function in the same way as current CBD zones, as a Euclidean zone with optional method development offering added density in return for public amenities.
- Amend the Montgomery County Road Code to permit Commercial Business District Streets in mixed use, non-CBD centers.

Industrial Core

No zoning changes.

Old Derwood Community

- Rezone properties along Redland Road from I-1 to an R-90 base zone with PD-35 to encourage redevelopment into residential uses near the station.
- Maintain the R-200 zone for the Derwood Bible Church and allow a PD-13 floating zone.
- Recommend the Derwood Business Condominium as suitable for townhouse development with RT-6 zoning.
- Rezone the Derwood Store and Post Office to PD-22 to allow preservation of the existing historic structure.

The Buffer Area

- Rezone The Grove from C-1 to RMX-2C.
- Rezone the MCPS Bus Depot and the M-NCPPC Park Maintenance Facility from R-200 to R-90/PD-15.

Oakmont Industrial Park

No zoning changes.

Crabbs Branch Office and Industrial Park

- Recommend an I-1 zone text amendment to permit a limited amount of mixed-commercial uses intended to serve area employees and visitors in appropriate business locations.
- Ensure that this mix is compatible with the residential Derwood Station community.

MD 355 South

No zoning changes.

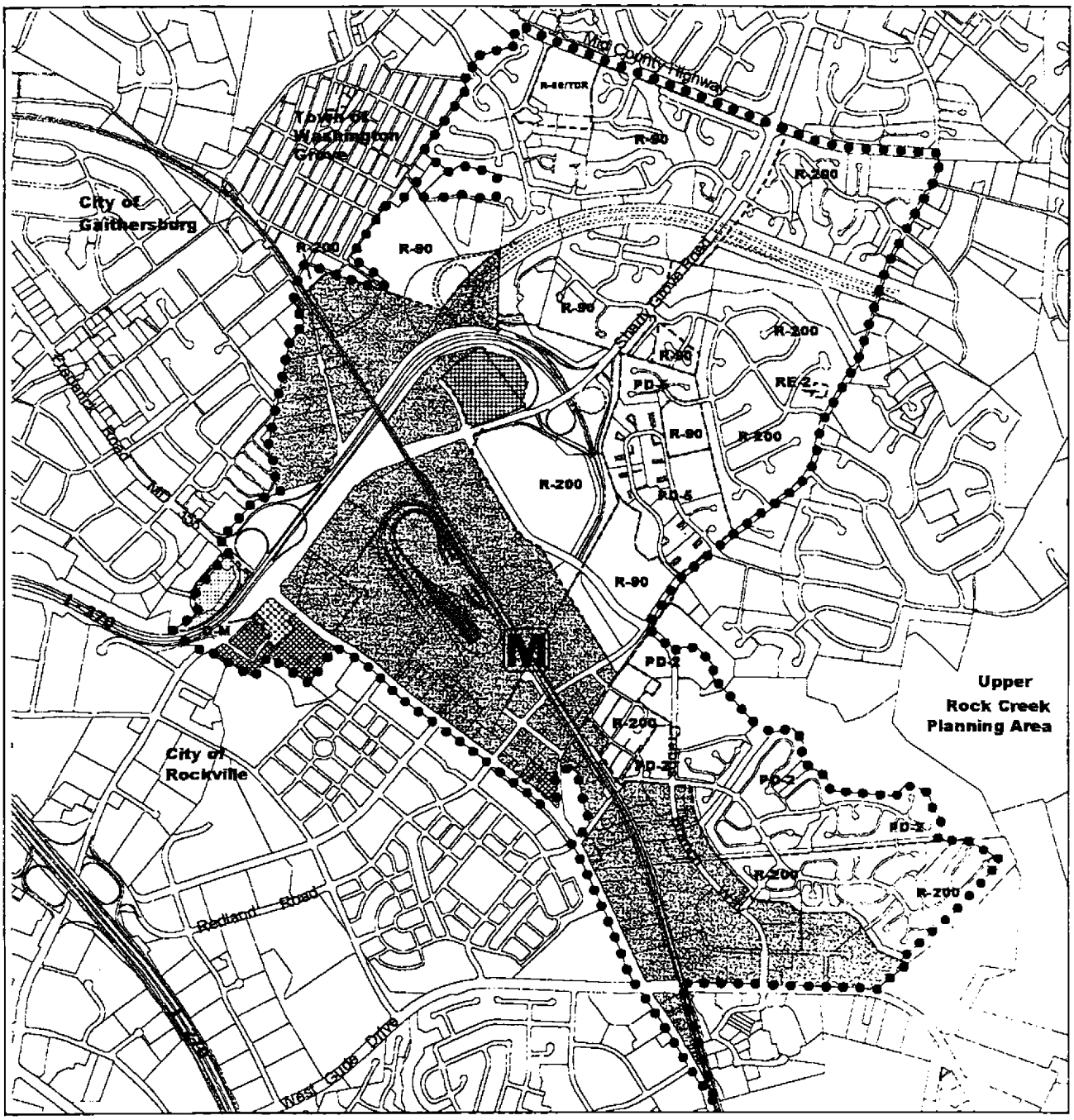
See Land Use Chapter for specific land use and density recommendations for properties.

Proposed Zoning

Property	Acres	Existing Zoning	Prop. Euclidian Zoning	Prop. Floating Zoning	Recommended Density
Derwood Communities – no zoning changes					
Shady Grove Road Technology Corridor					
Shady Grove Plaza	29	C-3, TSM, OM	–	C-3, TSM, OM	–
Casey 6	25	I-1	I-3		.3 FAR *, 130 du max.
Casey 7	17	I-1	I-3	PD-18**	–
Casey 2	5	R-20	R&D	I-3	–
Casey 3	13.5	I-1	R&D	I-3	–
Sears Property (Great indoors)	13.5	I-1	R&D	I-3	–
Post Office	13.5	I-1	R&D	I-3	–
Dept. of Liquor Control	15	I-1	R&D	I-3	–
Metro Neighborhoods					
Metro West	38	I-1	New Transit zone	–	1,580 du ** 830,000 SF ** 1.5-2 FAR
Metro South	25.5	I-1/C-3	New Transit zone	–	750 du ** 390,000 SF ** 1.5-2 FAR
Metro North WMATA	41.5	I-1	New Transit zone	–	700 du 26,000 SF *
DPWT	27	I-1	New Transit zone	–	1,000 du 40,000 SF *
MCPS Food Svc.	3	I-1	New Transit zone	–	30 du
Metro East/Old Derwood					
Derwood Bible Church	4	R-200	R-200	PD-13	–
VEIP	3	I-1	R-90	PD-35	–
Somerville	4	I-1	R-90	PD-35	–
Derwood Business Condominiums	2.5	I-1	I-1	RT-6	–
Old Derwood Post Office and Store	11,580 SF	R-200	R-200	PD-22	6 du max.
Industrial Core-no zoning changes					
Buffer Area					
The Grove	21	C-1	RMX-2C	–	3 FAR * 300 du max.
Jeremiah Park	45.5	R-200	R-90	PD-15	640 du max.
Casey Mill Creek	58	R-90	R-90	–	–
Office Industrial Park					
All properties	113	I-1	I-1	–	–
MD 355 Corridor					
All properties	34.5	I-1	I-1	–	–
Oakmont Industrial Park					
All properties	49.5	I-1	I-1	–	–

** Maximum non-residential development.*
*** These dwelling units and non-residential floor areas provide for a maximum of 30 percent non-residential floor area and 70 percent residential floor area.*
Note: The residential densities may be increased to provide bonus MPDU and TDR densities, except for properties noted as maximum dwelling units.

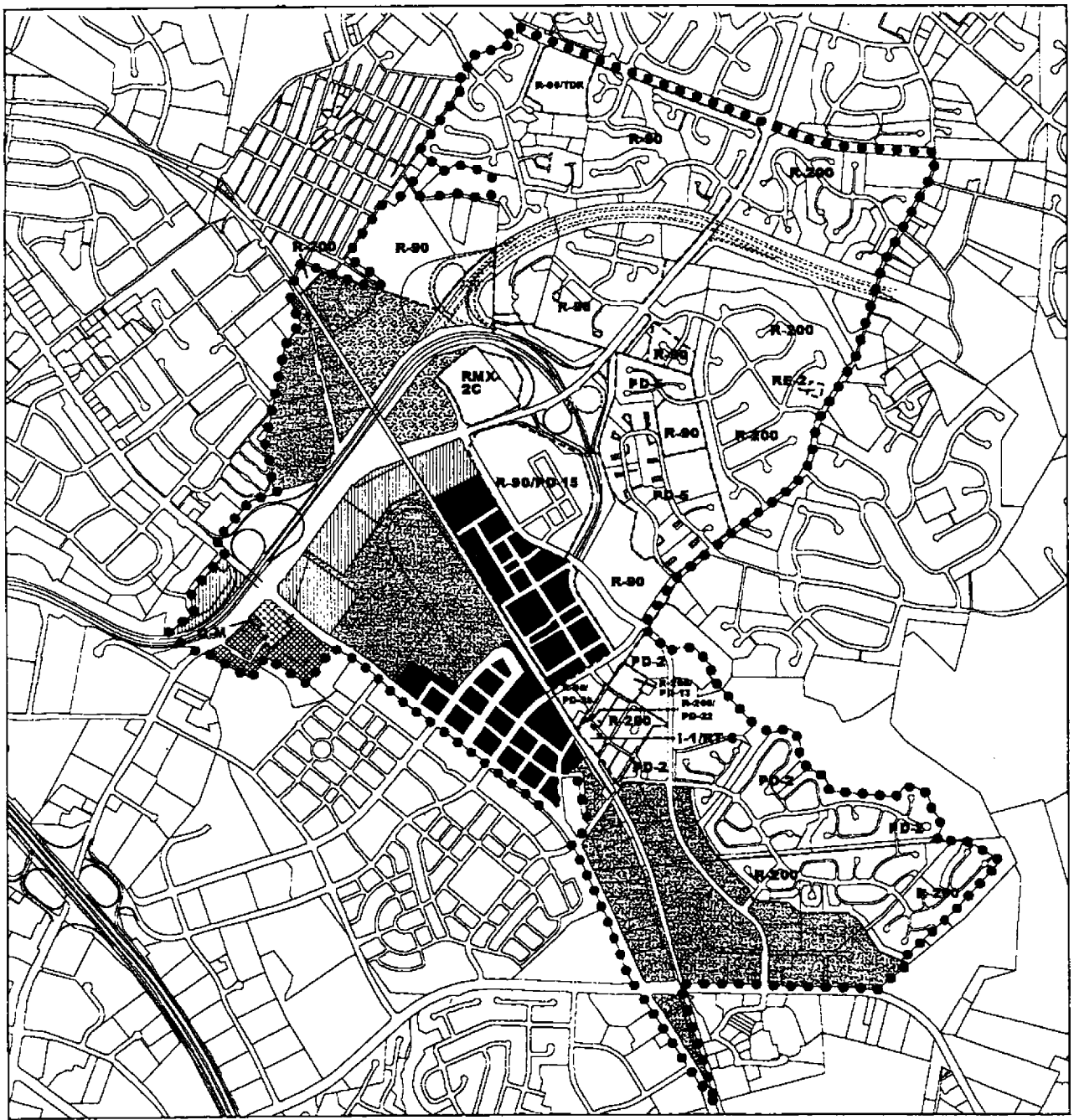
Existing Zoning



RE-2	Residential, Single-Family	TS-M	Transit Station, Mixed
R-200	Residential, Single-Family	O-M	Office Building, Moderate Intensity
R-90	Residential, Single-Family	C-1	General Commercial
R-90/TDR	Residential, Transferable Development Rights	C-3	Convenience Commercial
R-20	Residential, Multi-Family	I-1	Light Industrial
PD-2	Planned Development	------	Zoning Boundary Lines
PD-5	Planned Development	●●●●●	Shady Grove Sector Plan Boundary

0 2200'

Proposed Zoning



RE-2	Residential,Single-Family	PD-5	Planned Development	TS-M	Transit Station,Mixed
R-200	Residential,Single-Family	PD-13	Proposed Planned Development	O-M	Office Building, Moderate Intensity
R-90	Residential,Single-Family	PD-15	Proposed Planned Development	C-3	Convenience Commercial
R-90/TDR	Residential, Tranferable Development Rights	PD-22	Proposed Planned Development	I-1	Light Industrial
RT-6	Residential,Townhouse	PD-35	Proposed Planned Development	I-3	Proposed Industrial Park
R-20	Residential,Multi-Family	MXR	New Residential,Metro Mixed Use	R&D	Proposed Research & Development
PD-2	Planned Development	RMX-2C	Mixed Use,Commercial	------	Zoning Boundary Lines

0 2200'

GUIDELINES FOR REGULATORY PLANNING AND REVIEW

This section highlights key guidelines for housing, transportation, parks, recreation, and amenities, and transit-oriented development that should be implemented during regulatory review. For the complete set of guidelines, see each chapter of the Plan.

Housing Guidelines

Expanding housing opportunities is a major objective of this Plan. An increase in housing at the Metro station will increase transit ridership and provide housing close to jobs in the I-270 Corridor. A range in unit types will help support the need to provide for the County's diverse population. The following guidelines should be achieved in the regulatory planning and review of any project. This Plan recommends:

- Achieving a minimum of 70 percent housing and 30 percent commercial uses of total FAR within the west side of the Metro station to promote housing at the Metro station.
- Achieving a maximum of 78 percent multi-family units and a minimum of 22 percent single-family attached units on the east side of the Metro station. Unit mix may change to incorporate MPDU and TDR bonuses.
- Achieving a range of unit sizes to accommodate families, singles, and couples.
- Providing for senior housing within various locations, especially on public property.

Transportation Guidelines

An interconnected grid of local streets is a major organizing element in the mixed-use residential communities of the Metro Neighborhoods. Local streets in the Metro station area are important for traffic distribution, and access to Metro parking, kiss-n-ride, and pedestrian facilities. Their streetscape improvements will contribute to the community's vitality, street life, and overall attractiveness. The following guidelines should be achieved in the regulatory planning and review of any project. This Plan recommends:

- Creating local streets as commercial business streets with short intersection spacing, street-oriented development, and minimal number of driveway curb cuts Alleys are not required, but are not precluded from consideration.
- Allowing a variable right-of-way for the proposed Urban Boulevard in the Metro West Neighborhood. This right-of-way will narrow as it nears the Metro station. Its wide median should be developed with multi-age recreation, seating, pathways, and amenities.
- Creating urban streets with pedestrian-friendly characteristics such as tight corner radii, and special paving treatment for crosswalks and sidewalks adjacent to retail or for restaurant outdoor use.
- Allowing on-street parking to be counted as meeting the minimum parking requirements to reduce the size of off-street parking facilities.
- Consider viewing the minimum parking requirements as the maximum allowed.
- Limit the supply of employee and resident parking to encourage Metro use and reduce local traffic.
- Development shall adhere to the streetscape plan to create the desired community character.
- Encourage shared use of Metro parking facilities such as the public community, daycare or other community uses.

Transit-Oriented Development Guidelines

This Plan strives to achieve transit-oriented development throughout the planning area. Transit-oriented development locates buildings close to the street with parking areas to the side, rear, or internal to the development to minimize walking distances from transit stops. Building entrances and retail storefronts face the street and help animate the sidewalk. Regulatory planning and review should ensure adherence to the Plan's transit-oriented design principles. Amendments to Chapter 49, the Montgomery County Road Code, will support transit-oriented development. This Plan recommends the following:

- Achieve an urban form of development within the Metro Neighborhoods with the buildings close to the street and with sidewalks no less than 15 feet wide. Locate storefront and building entrances to face the street to animate and improve orientation.
- Include new Commercial Business Streets in the Montgomery County Road Code update, and permit their use in non-CBD areas.
- Expand provisions for streetscape in the Road Code to allow for CBD-type streetscape treatment in non-CBD areas.

Parks, Recreation, and Amenities Guidelines

Adequate recreation, open space, and amenities contribute to creating an attractive and livable residential community. Each Metro Neighborhood should be developed with sufficient recreation, open space, and amenities to meet resident and employee needs within their own community and without crossing major roads. Review should establish that development projects seeking additional density are providing sufficient recreation and open space as recommended. This Plan recommends:

- Within Metro West, provide and construct the Town Square, a dedicated urban park of approximately 1.5 acres; the Promenade, a linear park approximately 50 feet wide located along Street D; a small public use park located adjacent to the CSX tracks near Redland Road; and a public park located within the median of the urban boulevard.
- Within Metro South, provide and construct the Promenade linear park with the same design characteristics as in Metro North along Street D. Provide and construct a public use park at the end of Paramount Drive. Support the abandonment of the dead end portion of Paramount Drive where the park is to be located.
- Within Metro North, development should provide and construct the Town Common, a dedicated urban park of approximately 2 acres, and several small public use parks within the neighborhood. Development also should provide area for a public/private community recreation center if a public community center is not determined as needed. Funding and management of the public/private community center will be provided by the Urban Service District.
- Within Jeremiah Park, development should dedicate land for a local park, a library, and a potential community center if determined needed at the time of development. The potential community center may also be sited on WMATA's property east of the Metro station. In Jeremiah Park, a small public use park for the residents should also be developed.
- On Casey 6, develop a local park through acquisition adjacent to the Roberts Oxygen Property if the County Service Park facilities are not relocated on this property. If feasible, provide two ball fields to address recreation needs.
- All development shall satisfy the on-site recreation guidelines in the *Recreation Guidelines for Residential Development.*
- Provide the amenities recommended in this Plan for each Metro Neighborhood to help establish long-term value, enjoyment, and attractiveness. Use high quality materials and include artwork, fountains, seating areas, and other special features as appropriate. Artwork that helps create a sense of place, tells Derwood's history, or provides a sense of discovery and participatory features should be encouraged.

- Achieve continuous streetscape along all local streets within the Metro Neighborhoods that allows tight spacing of shade trees, curbside ornamental street lighting, special paving and street furnishings such as seating and trash receptacles. Off-site streetscaping may be required to complete a full block or to create pedestrian access to Metro.
- Require extensive streetscape and landscaping in development outside the Metro Neighborhoods, such as the Shady Grove Road Corridor, to increase the sense of nature and attractiveness.

All new development in the Metro Neighborhoods and Jeremiah Park shall participate in the Urban Services District and contribute funding for construction and management of the public/private community recreation center if a public facility is not provided.

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