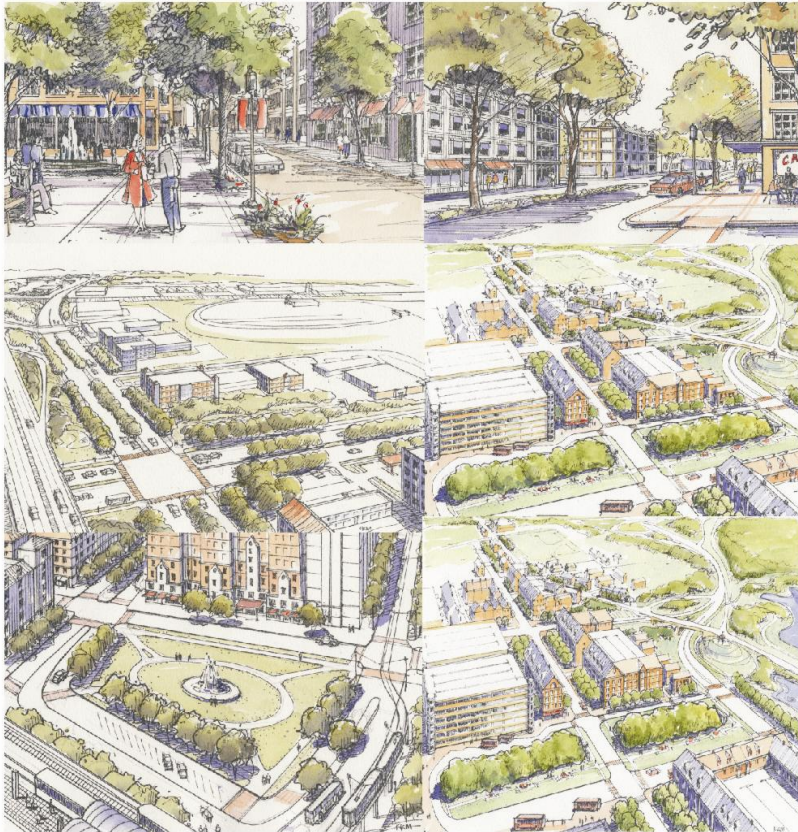


MARCH 2006

APPROVED AND ADOPTED

SHADY GROVE

SECTOR PLAN



Prepared by:

The Maryland-National Capital Park and Planning Commission

Approved by:

The Montgomery County Council

January 17, 2006

Adopted by:

The Maryland-National Capital Park and Planning Commission

March 15, 2006

ABSTRACT

TITLE: Approved and Adopted Shady Grove Sector Plan

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

DATE: March 2006

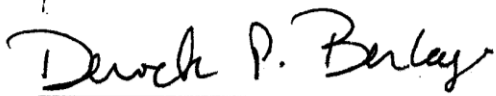
SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

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.

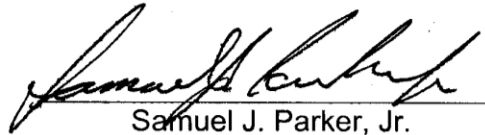
CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Approved and Adopted Comprehensive Amendment to the Shady Grove Study Area Master Plan, 1990, as amended; the Gaithersburg Vicinity Master Plan, 1985, as amended; the Shady Grove Sector Plan, 1977, as amended; the Master Plan of Bikeways, 2005, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; and the Master Plan of Highways within Montgomery County, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 15-1283 on January 17, 2006, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 06-03 after duly advertised public hearings pursuant to Article 28 of the Annotated Code of Maryland.

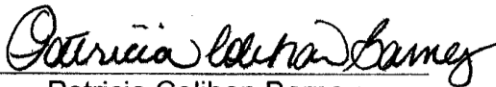
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Derick P. Berlage
Chairman



Samuel J. Parker, Jr.
Vice-Chairman



Patricia Colihan Barney
Secretary-Treasurer

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.

ELECTED AND APPOINTED OFFICIALS

COUNTY COUNCIL

George L. Leventhal, *President*
Marilyn J. Praisner, *Vice-President*
Philip Andrews
Howard A. Denis
Nancy M. Floreen
Michael J. Knapp
Thomas E. Perez
Steven A. Silverman
Michael L. Subin

COUNTY EXECUTIVE

Douglas M. Duncan

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Derick P. Berlage, *Chairman*
Samuel J. Parker, Jr., *Vice Chairman*

COMMISSIONERS

Montgomery County
Planning Board
Derick P. Berlage, *Chairman*

Wendy C. Perdue, *Vice Chair*
Allison Bryant
John M. Robinson
Meredith K. Wellington

Prince George's County
Planning Board
Samuel J. Parker, Jr., *Chairman*

William M. Eley, Jr., *Vice Chairman*
Jesse Clark
Colonel John H. Squire
Sylvester J. Vaughns

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.

TABLE OF CONTENTS

INTRODUCTION	1
WITHIN THE I-270 CORRIDOR	1
Context	1
Planning History	1
DESCRIPTION OF THE SECTOR PLAN AREA	5
EXISTING LAND USE	5
DEMOGRAPHICS	5
Housing and Households	7
EMPLOYMENT AND RETAIL USES	8
PLANNING POLICIES	8
VISION	11
GOALS	12
PLAN POLICIES	12
LAND USE AND URBAN DESIGN	19
OVERVIEW	19
DERWOOD COMMUNITIES	21
SHADY GROVE ROAD TECHNOLOGY CORRIDOR	25
UPPER MILL CREEK AREA	29
METRO NEIGHBORHOODS	33
Metro West	39
Metro South	42
Metro North	42
Metro East/Old Derwood	45
TRANSITION AREA	51
Sites North of Shady Grove	51
Jeremiah Park (County Service Park – Sites 3 and 4)	52
Potential Joint Development Properties (Casey 6, Casey 7 and County Service Park)	54
INDUSTRIAL CORE	55
CRABBS BRANCH OFFICE INDUSTRIAL PARK	56
MD 355 CORRIDOR	56
OAKMONT INDUSTRIAL PARK	57
SPECIAL EXCEPTION GUIDELINES	58
AREA-WIDE ELEMENTS	61
HOUSING	61
HISTORIC RESOURCES	65
TRANSPORTATION	69
PUBLIC FACILITIES	93
ENVIRONMENT	105
IMPLEMENTATION	111
STAGING	111
IMPLEMENTATION MEASURES	114
STAGING SEQUENCE: NO RELOCATION OF THE COUNTY SERVICE PARK	115
ZONING PLAN	117
GUIDELINES FOR REGULATORY PLANNING AND REVIEW	122

LIST OF ILLUSTRATIONS

Wedges and Corridors	3
Existing Land Use	4
Vacant and Potentially Redevelopable Properties	6
Shady Grove Existing Development	9
Land Use Vision	10
Transit and Pedestrian-Oriented Principles	15
Park Network	16
Districts and Corridors	18
Derwood Community	20
Residential Communities	22
Shady Grove Road Technology Corridor	24
View of Shady Grove Road Technology Corridor	27
Upper Mill Creek Area	28
Metro Neighborhoods	32
Density Distribution Map	35
View of Town Square	37
View of Redland Road	37
View of the Promenade	38
Potential Retail Locations	40
View of Metro Boulevard (Street B)	41
View of Metro Station – East Side	43
Metro Neighborhoods Illustrative Concept	48
Illustrative Concept by Areas	49
Transition Area	50
View of Jeremiah Park	53
View of MD 355 Looking South	56
Proposed Land Use	59
Diverse Housing Types	60
Existing and Potential Historic Resources	64
Roadway Network	68
Transit Improvements	70
Pedestrian Network	74
Bikeway Network	75
Proposed Roadway Network	78
Commercial Business Streets for Metro Neighborhoods	83
Streetscape Plan	87
Proposed Street Cross Sections for the Metro Neighborhoods	88
Views of Existing Roadways	91
Existing and Proposed Public Facilities	92
Park, Trail, and Open Space Concept	94
Existing and Proposed Parks and Open Space	97
Recreation Opportunities	99
Urban Park Network	100
Watersheds	104
Environmental Protection and Restoration Concept	106
Existing Zoning	120
Proposed Zoning	121

LIST OF TABLES

Shady Grove/Derwood Population by Race and Ethnicity 7

Shady Grove/Derwood Multi-Family Housing..... 7

Distribution of Housing Units..... 55

Bikeway Classifications..... 76

Street and Highway Classifications 84

Staging Sequence: Relocation of the County Service Park 115

Proposed Zoning 119

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:

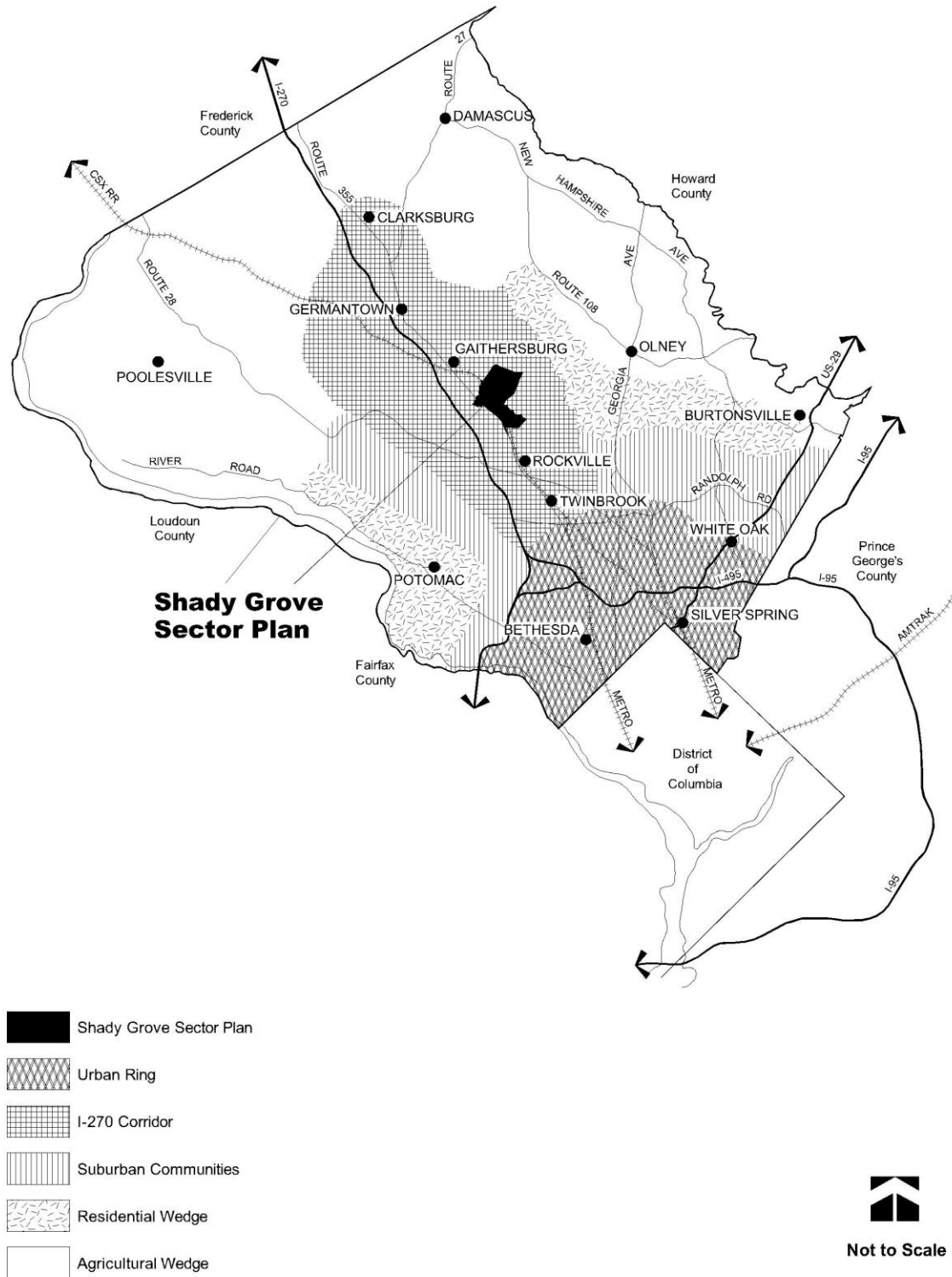
- Provide housing within the Corridor to improve the ratio of jobs and housing, and increase housing choices to a variety of renters and buyers.
- Build new development in a transit-oriented pattern to create walkable communities.
- Provide new transit facilities, including the Corridor Cities Transitway 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:

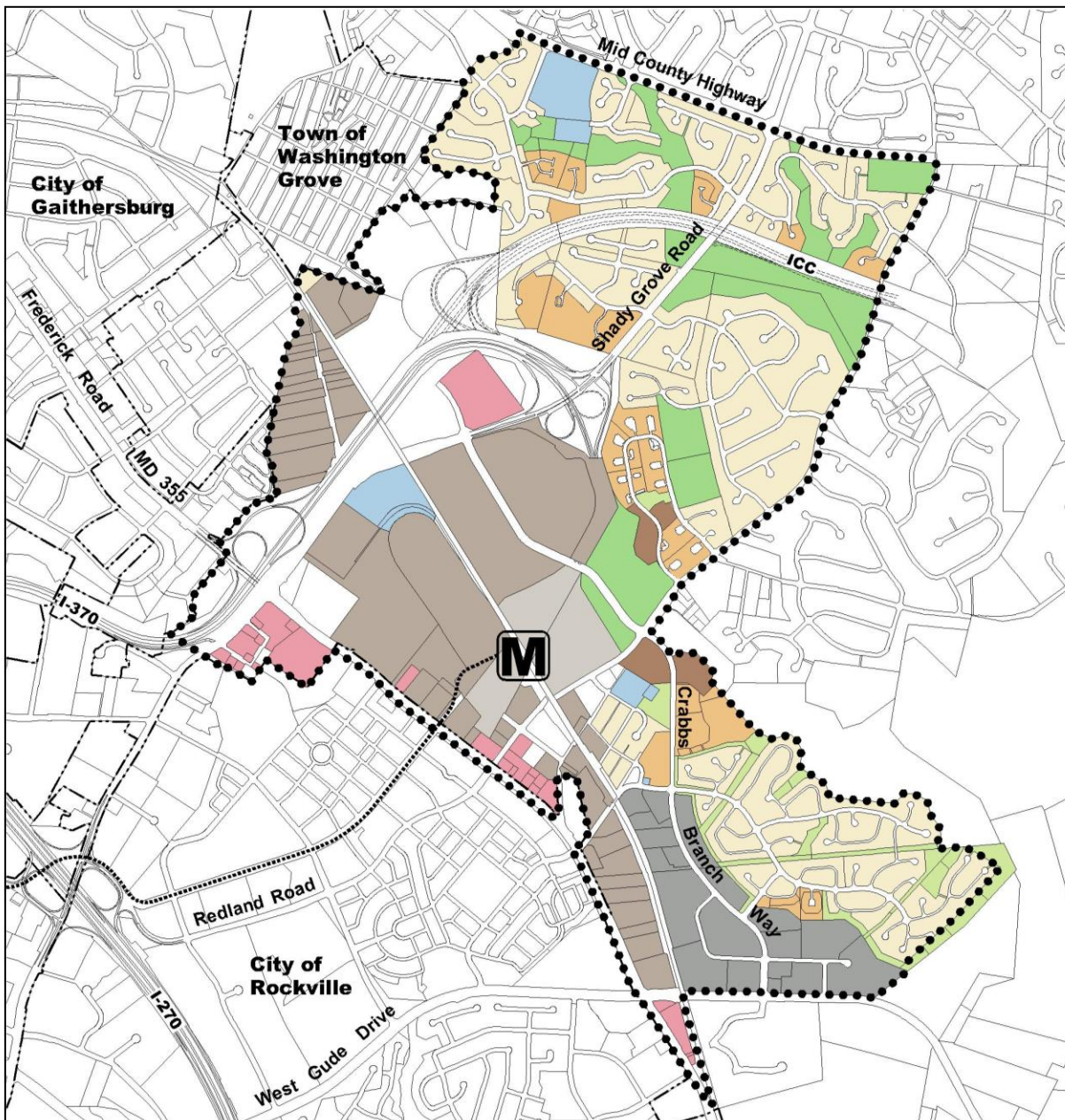
- The 1977 *Shady Grove Sector Plan*. This Plan provided the guidance for the location of the Shady Grove Metro Station, the County Service Park, and the residential community to the east. It proposed rezoning tied to transportation improvements and recommended commercial centers, residential neighborhoods,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



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.

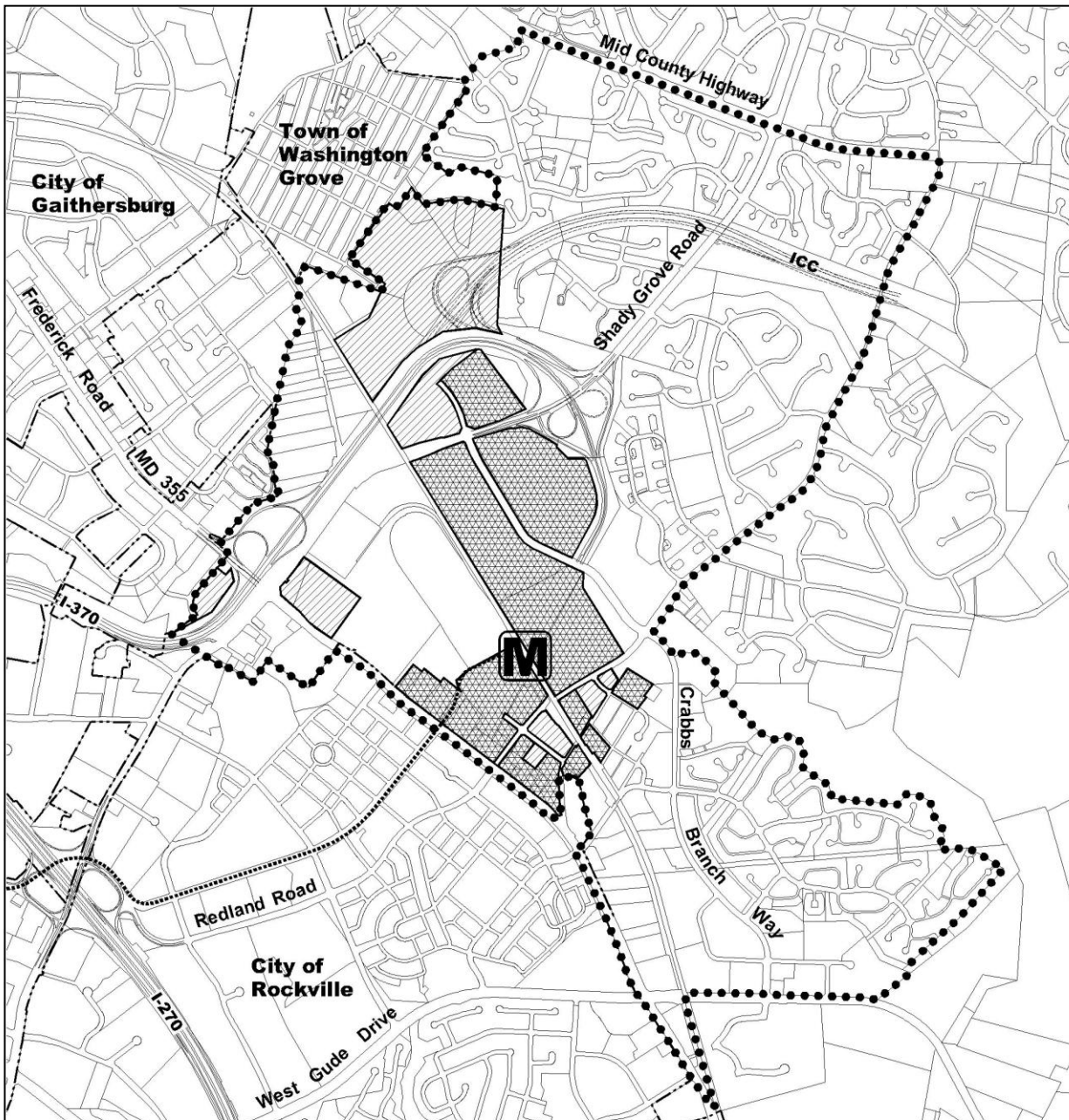
Undeveloped land and open space (over 20 percent of the area) includes local parks, stream valley parks, and recreation areas. There are approximately 70 acres of potentially developable vacant private property in the planning area, clustered along major roads and intersections. There are also potentially 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
-  City of Gaithersburg, City of Rockville, Town of Washington Grove
-  Corridor Cities Transitway
-  Shady Grove Metro Station



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.

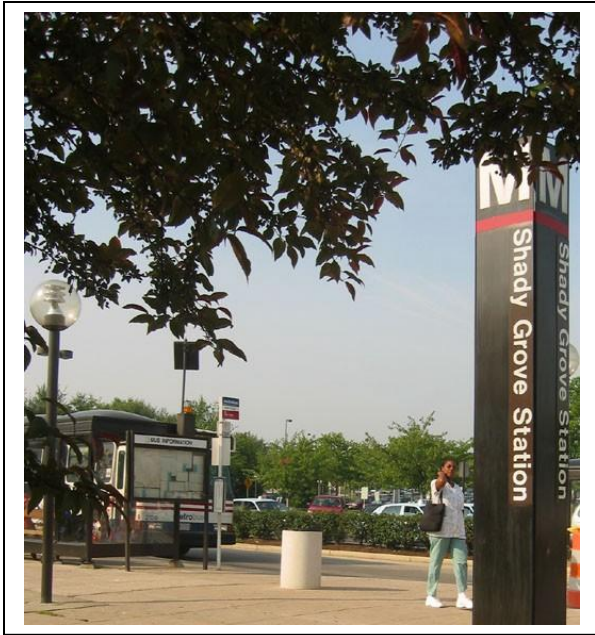
Several existing retail centers currently serve the planning area. The Grove is 90,000 square feet and is located at the northeast corner of Shady Grove Road and Crabbs Branch Way. Redmill Center is 46,800 square feet located at Muncaster Mill Road and Redland Road, and the King Farm offers 201,780 square 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

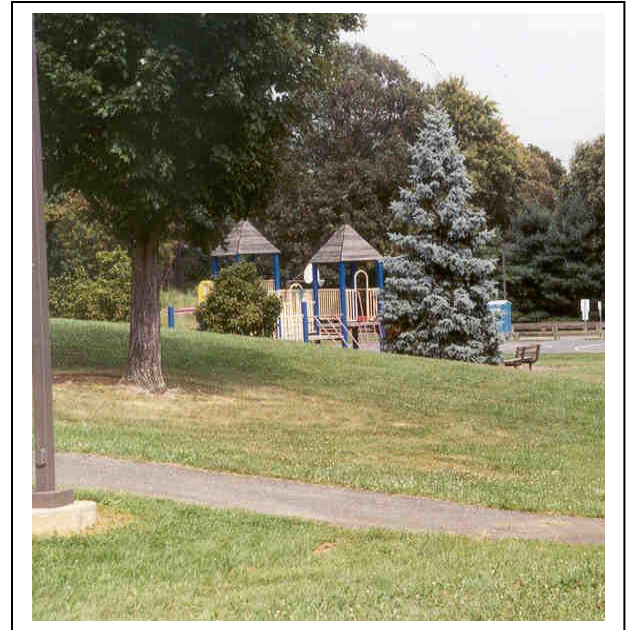
Several significant County and State policies have influenced the recommendation of this Plan resulting in its proposal to create a mixed-use residential community at the Metro station. These planning policies are as follows:

- 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.

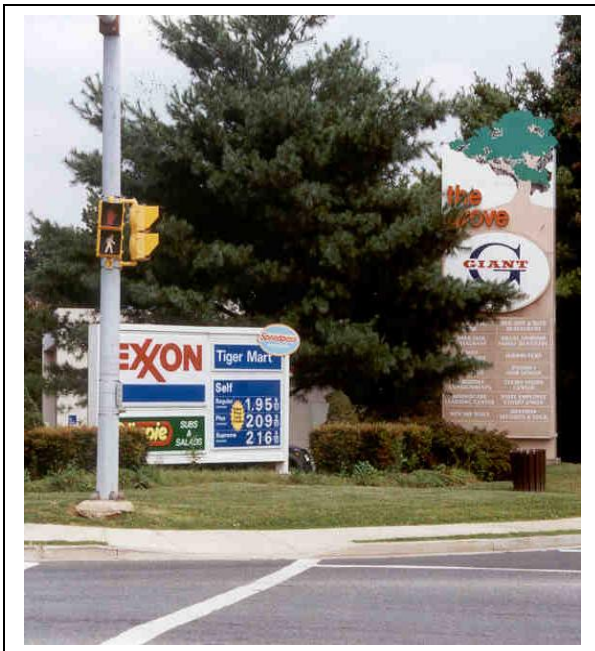
Shady Grove Existing Development



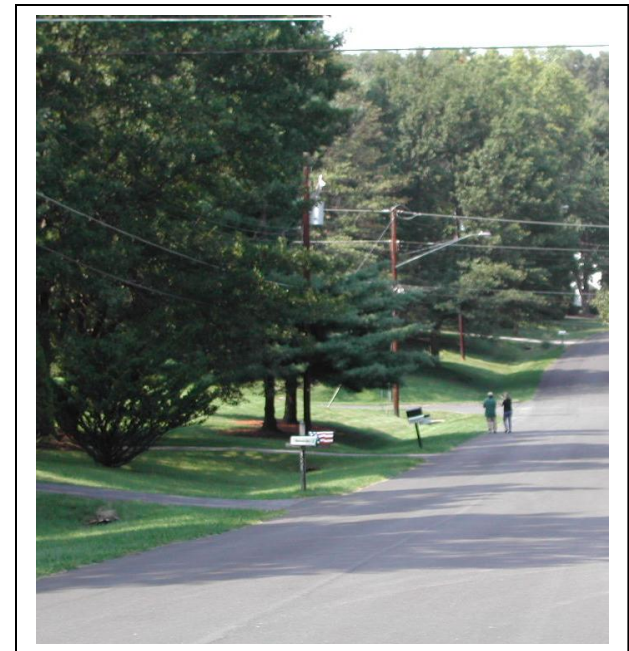
Shady Grove Metro Station



Blueberry Hill Park

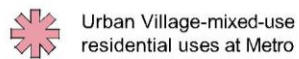
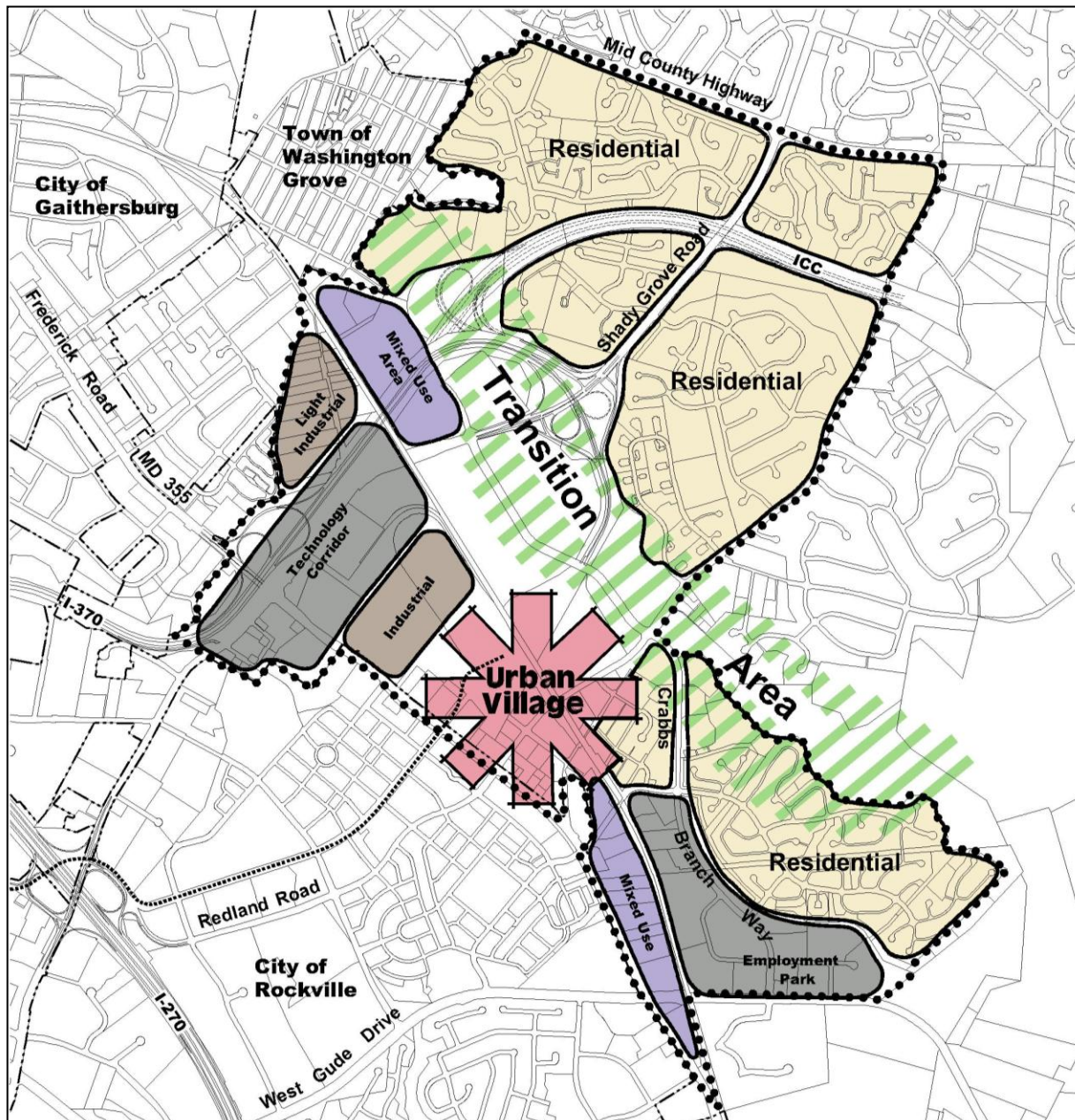


The Grove Shopping Center



Residential Community of Parkside Estate

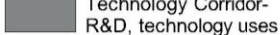
Land Use Vision



Urban Village-mixed-use
residential uses at Metro



Residential



Technology Corridor-
R&D, technology uses



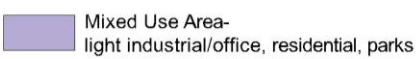
Industrial-
maintain existing uses



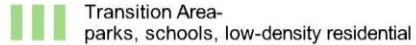
Employment Park-
maintain existing uses



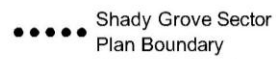
Mixed Use-
commercial



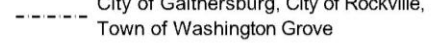
Mixed Use Area-
light industrial/office, residential, parks



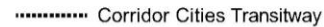
Transition Area-
parks, schools, low-density residential



Shady Grove Sector
Plan Boundary



City of Gaithersburg, City of Rockville,
Town of Washington Grove



Corridor Cities Transitway



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. Relocation of the County Service Park is a major goal and provides new housing opportunities close to Metro. 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 transition 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 transition 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. Limit development to 6,340 new housing units for the entire plan area, including workforce housing, transferable development rights (TDRs), and moderately priced dwelling unit (MPDU) bonus density.
- Contribute to the preservation of the Agricultural Reserve by providing TDRs on the County Service Park, WMATA properties, the Derwood Bible Church site, the Grove Shopping Center site, and Metro West and Metro South properties that have a maximum base density of 1.6 FAR.
- 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 policies 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, live-work units (where residents live above their shop or office), 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 transition 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.
- Allowing public facilities within the technology corridor, if needed. Employment character along the corridor may become more of a mixed use industrial and technology corridor as a result.

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:

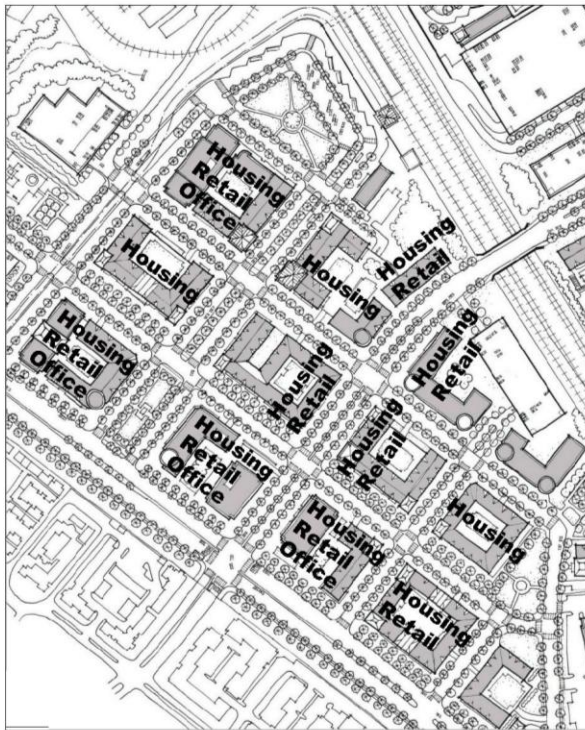
- Establishing a transportation management district and coordination with County transit services to increase transit ridership.
- Providing a transit center to coordinate and encourage transit use.
- Redesigning the Metro station's bus, kiss-n-ride, and taxi service to make it a convenient and attractive 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) and a future MARC station as integral parts 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

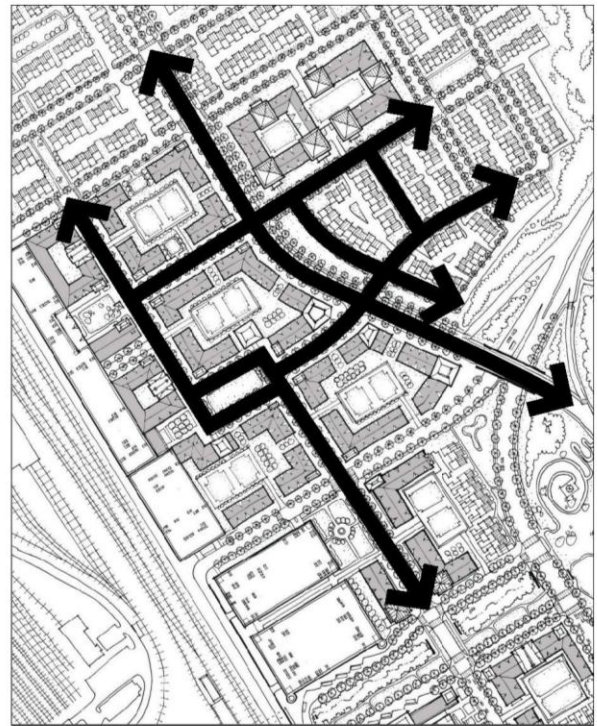
The Plan clusters new transit and pedestrian-oriented development around the Metro station area. This type of development is located close to the street with generous sidewalks and streetscaping to create an attractive and convenient pedestrian environment. This Plan recommends:

- 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.

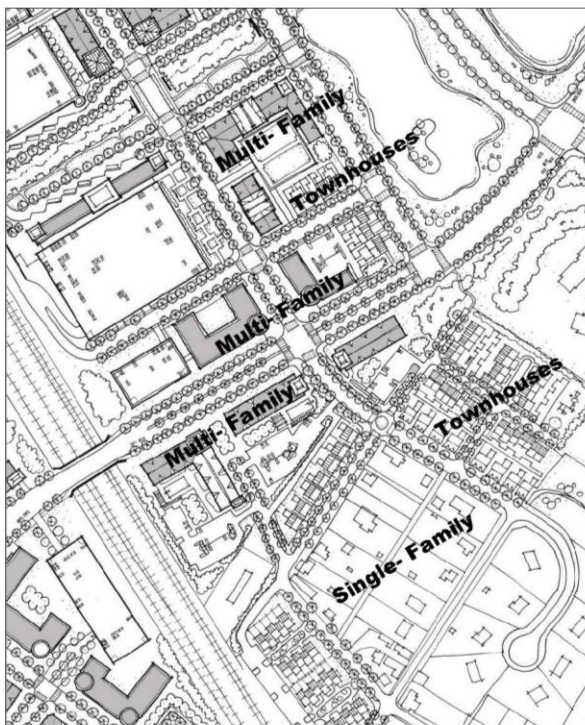
Transit and Pedestrian-Oriented Principles



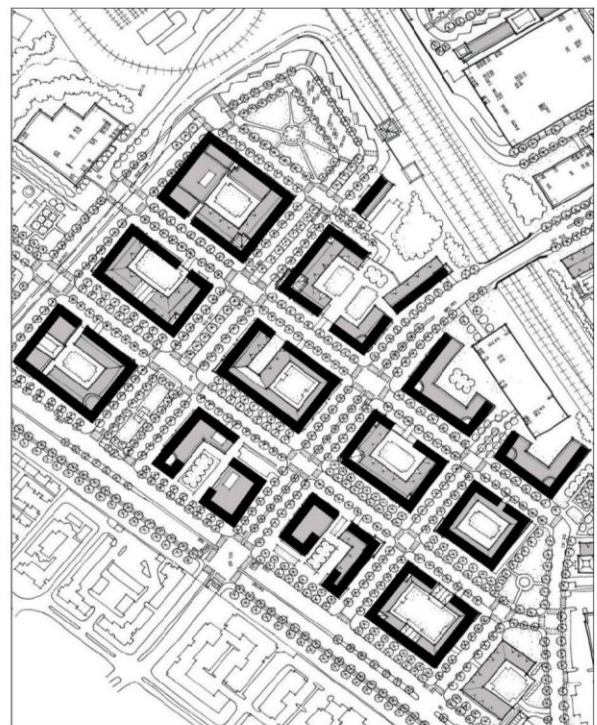
Mix of Uses



Interconnected Streets



Diversity of Housing Types



Street Oriented Buildings

Pedestrian Environment and Access

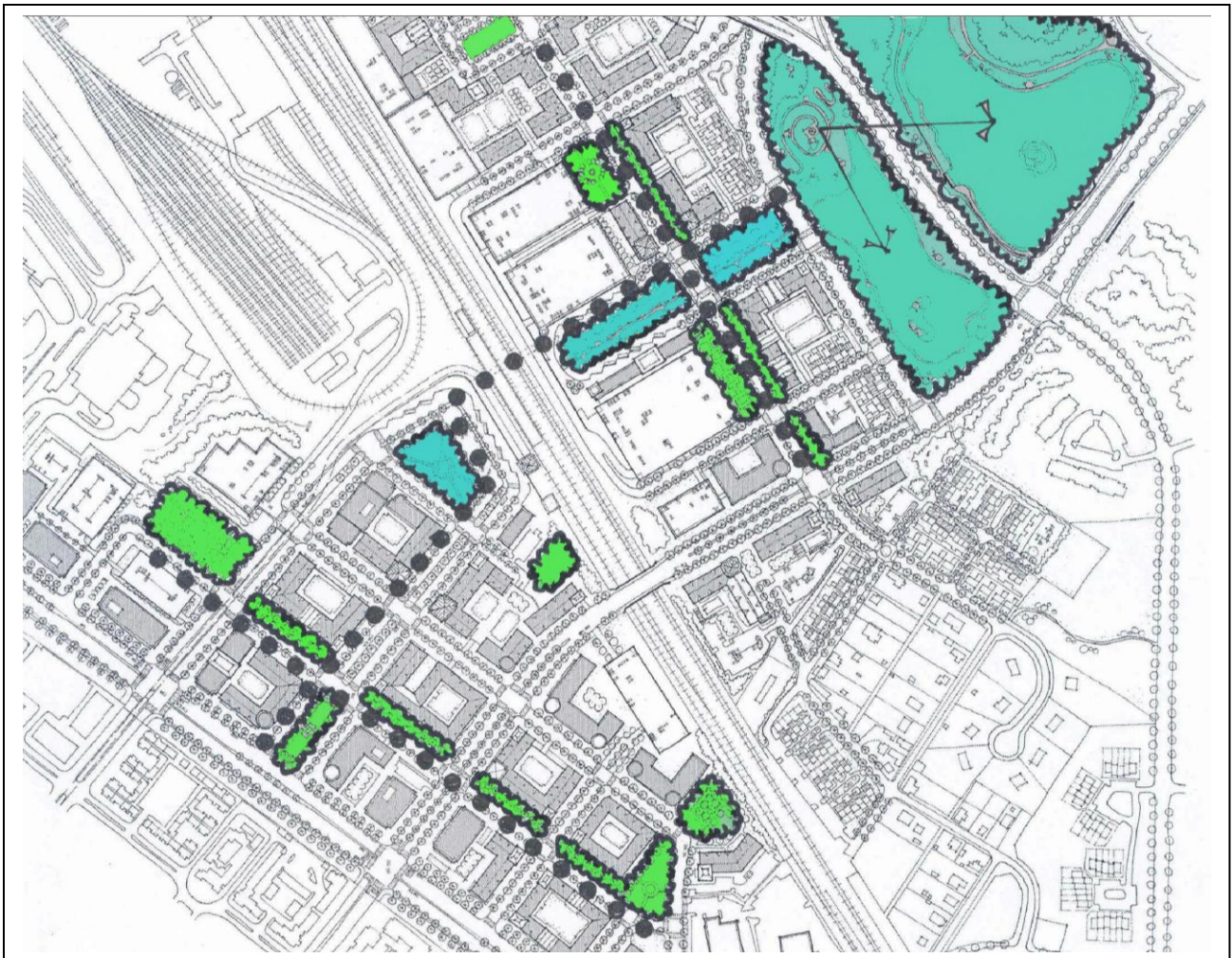
The Plan emphasizes the pedestrian environment, striving to create a safe, convenient, and attractive environment for residents, employees, and commuters. Increased pedestrian access will help reduce car dependency, foster a sense of community, and enhance street life and the community's safety. This 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 transition area between the Derwood community and new residential development around the Metro station.
- Developing a minimum of 4 acres for a park south of Shady Grove Road and east of Crabbs Branch Way with additional acreage if ball fields are provided.
- 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:

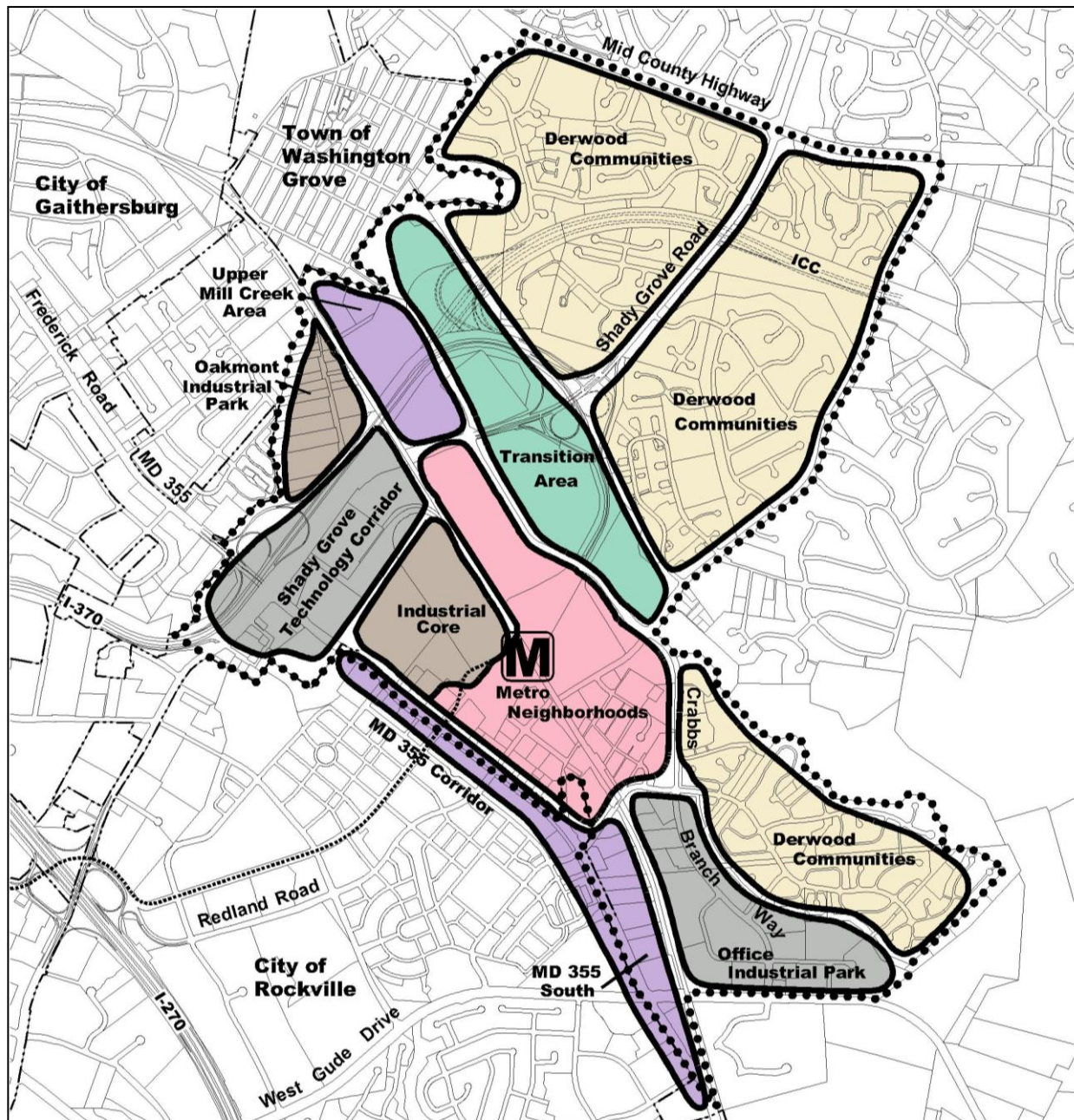
- Establishing a comprehensive streetscape plan that weaves a tree canopy throughout the street network, greening the Shady Grove area.
- Improving water quality with a variety of approaches appropriate to an urban setting.
- Increasing woodland areas where feasible by adding trees to the stream valley 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 establishes Transportation Management District trip mitigation procedures for all staged development.
- 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 and other planning tools.
- Requiring an urban service district to maintain and manage common facilities.
- Requiring a review of adequate public facilities at each stage and a finding by the Planning Board that the next stage can proceed. By Stage 3, if facilities are found to be inadequate, a review of the Sector Plan's recommendations will be required.

Districts and Corridors



- Shady Grove Sector Plan Boundary
- - - - - City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- M** Shady Grove Metro Station



0 2200

LAND USE AND URBAN DESIGN

OVERVIEW

The land use vision for the plan area channels new, mixed-use residential development around the Metro station, promotes advanced technology and biotechnology uses along Shady Grove Road, and creates a transition area of public facilities and lower density 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).

The Plan supports the relocation of the County Service Park (CSP) although the Plan's success is not dependent upon relocation. The Plan recommends developing a mixed-use urban neighborhood with a variety of transit-oriented housing including multi-family, single-family attached, live-work units, MPDUs and work force housing.

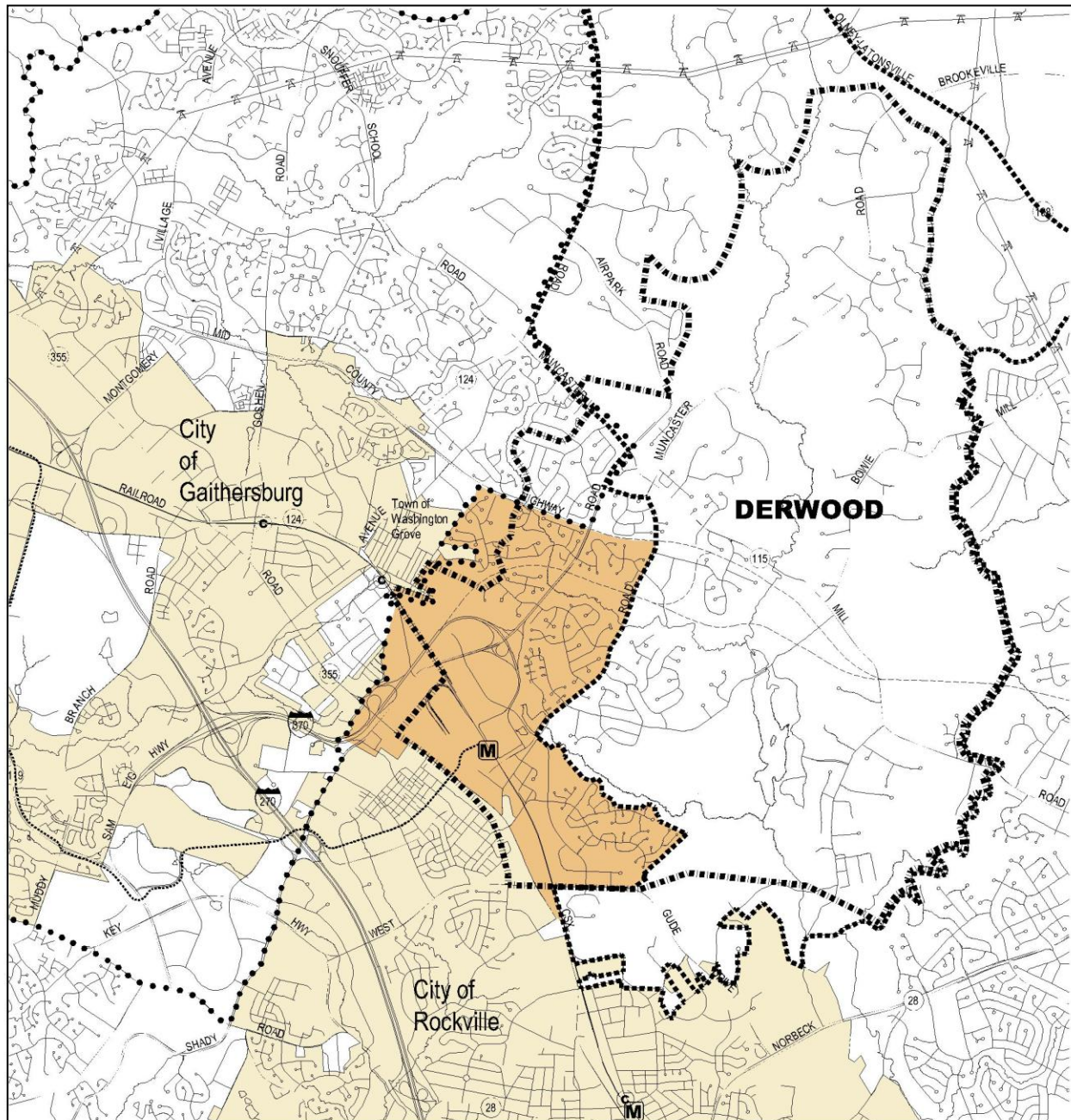
This chapter describes the proposed districts and corridors that comprise the planning area. Recommended land use, mix of unit types, density and urban design guidelines are given to achieve the Plan's vision. The design guidelines are particularly important to achieve compatibility and long-term sustainability 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
- Upper Mill Creek Area
- Metro Neighborhoods
 - Metro West Neighborhood
 - Metro South Neighborhood
 - Metro North Neighborhood
 - Metro East/Old Derwood Neighborhood
- Transition Area
- Industrial Core
- Crabbs Branch 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. It is possible that some, but not all of the CSP may relocate, providing opportunities for redevelopment. Due to the possibility for a joint development of several properties east of the CSX railroad line, including Casey 6, Casey 7 and Metro North-CSP and Jeremiah Park, a number of housing options are proposed for these properties. A section on the joint redevelopment of these properties is discussed after the Transition Area and within the Staging Chapter. The concentration of highest density housing should be located closest to the Metro station.

Derwood Community



- Shady Grove Sector Plan
- Municipalities (City of Gaithersburg, City of Rockville, Town of Washington Grove)
- Gaithersburg Vicinity Planning Area
- Derwood Zip Code 20885
- Upper Rock Creek Planning Area
- Corridor Cities Transitway
- C MARC Commuter Rail Stations
- M Metro Stations



Not to Scale

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'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:

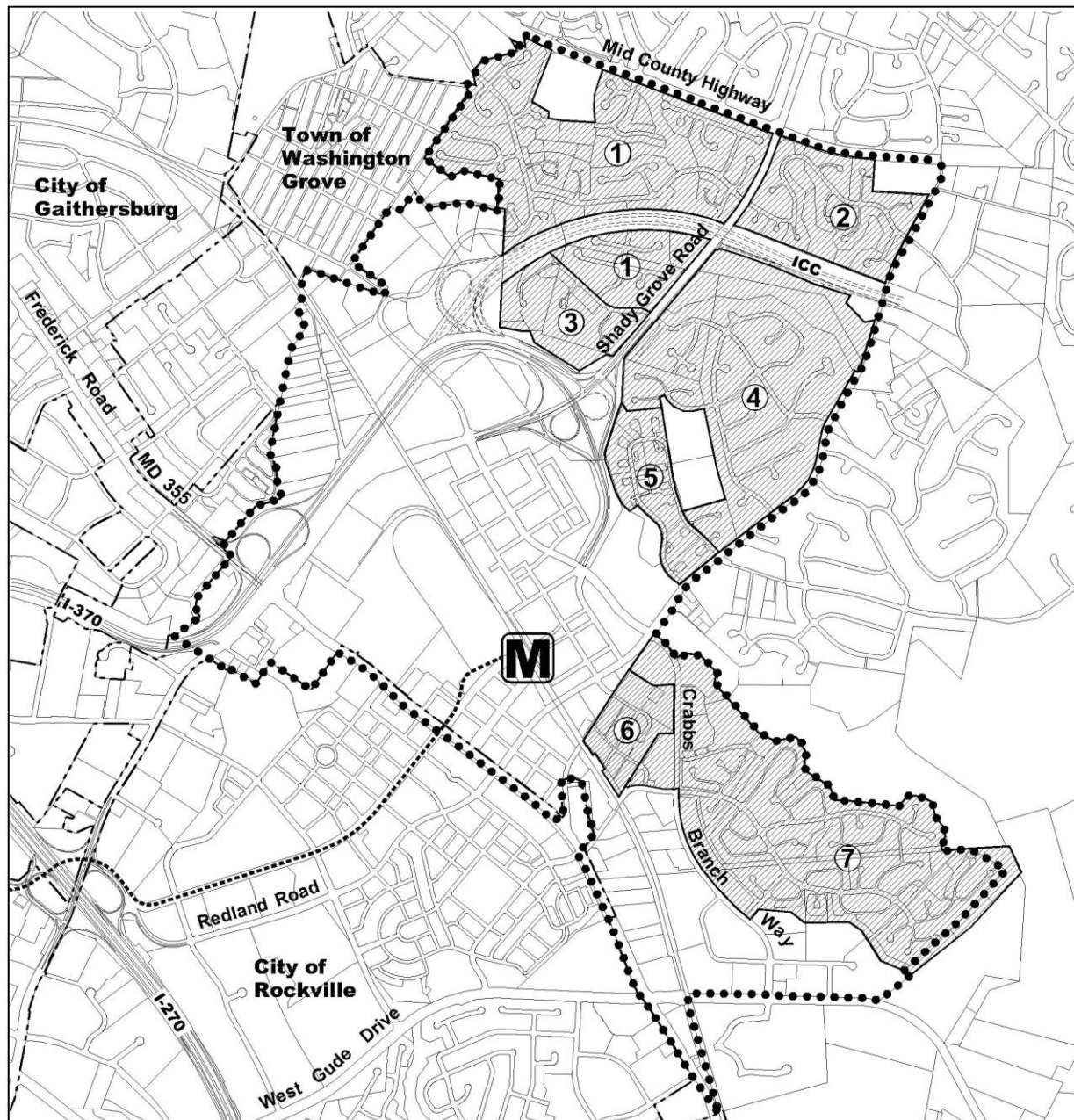
- Improve the area's sense of community and identity by redefining its borders and protecting the existing neighborhoods.
- Improve the pedestrian environment and access.
- The Shady Grove Road Corridor should be improved in appearance and receive noise mitigation consistent with County mitigation procedures 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 Transition 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.

Residential Communities



-  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
- - - - - City of Gaithersburg, City of Rockville, Town of Washington Grove
- - - - - Corridor Cities Transitway
-  Shady Grove Metro Station



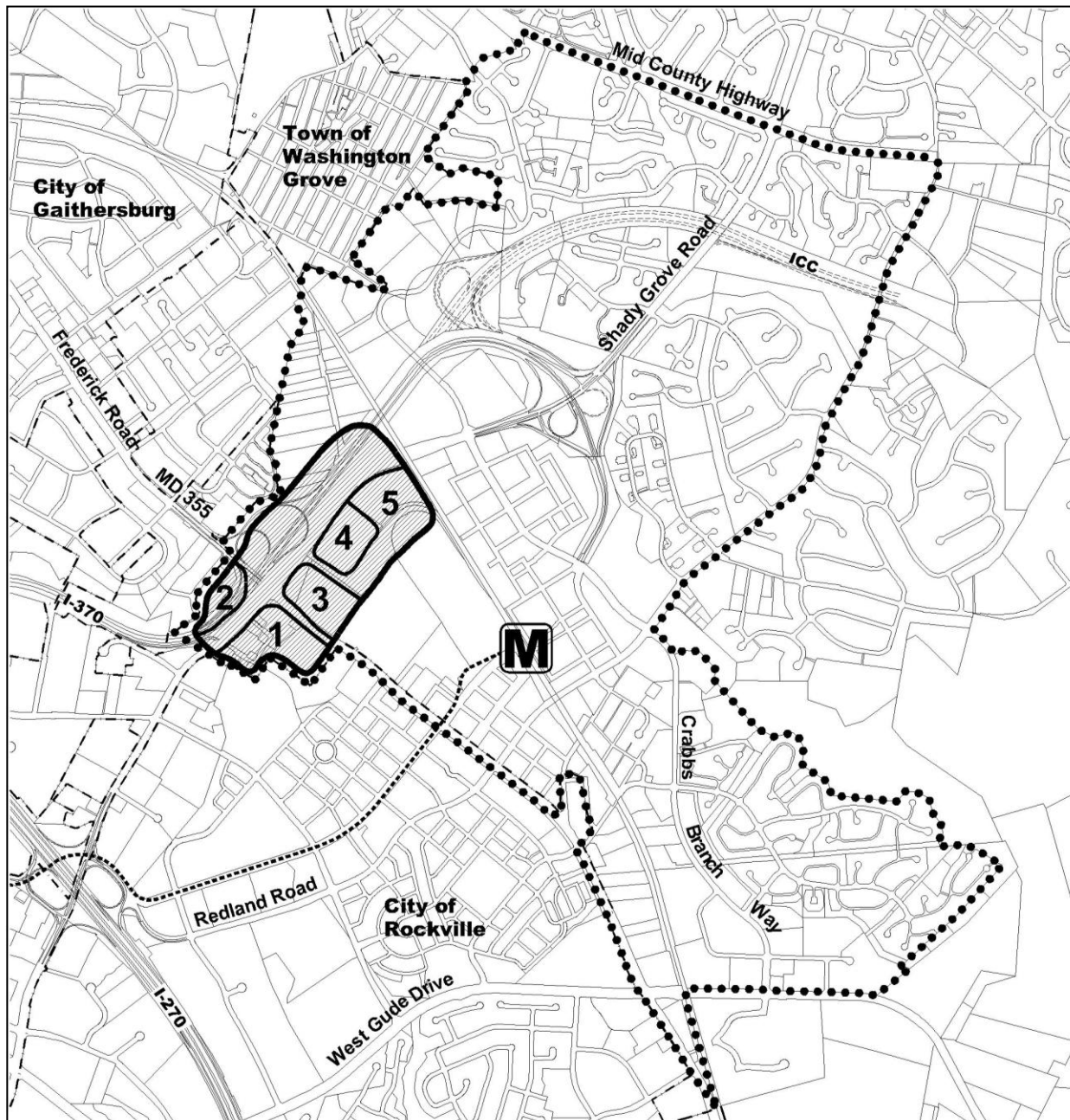
- Meet community needs for public facilities, including a new elementary school, local parks and a new library, along with a network of urban open spaces to serve new and existing residents. Additional community facilities could include a fire station.
- Provide direct and convenient pedestrian, bus, and bicycle access from residential neighborhoods to the Metro station.
- Celebrate Old Derwood's past by providing interpretative information in redevelopment areas.

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 transition area along the east side of Crabbs Branch Way across the Metro Access Road from existing residential communities, and rezone the County Service Park from light industrial to mixed-use 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.
- Revise plan area boundaries in future plans to strengthen Derwood as a distinctive community.
- Intersection design improvements must be pedestrian-friendly. Use measures such as trip mitigation, as a first priority to achieve adequate service levels at intersections.

Shady Grove Road Technology Corridor



-  Technology Corridor
- 1 Shady Grove Plaza
- 2 Casey Property
- 3 Casey Property
- 4 The Great Indoors
- 5 Post Office

-  Shady Grove Sector Plan Boundary
-  City of Gaithersburg, City of Rockville, Town of Washington Grove
-  Corridor Cities Transitway
-  Shady Grove Metro Station



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 the CSX rail line, 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 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. The Plan recognizes that alternative land use recommendations (housing or potential relocation of County Service facilities) on Casey 6 and 7 will create a different character within this area of Shady Grove Road and will need enhanced landscape screening to ensure compatibility.

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.
- Development along MD 355 is constrained 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.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road and MD 355.

The Casey 3 property provides an opportunity within the Shady Grove area to locate a future MCFRS station and possibly ancillary MCFRS facilities. A station at this location would provide easy access to MD 355, I-270, Shady Grove Road and the ICC, as well as the busy service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive and may limit development. Other sites within the vicinity will also be considered during the site evaluation process that meet MCFRS's criteria for location and site suitability. Colocation of the fire station with other necessary public facilities should be explored. This Plan recommends:

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

Great Indoors Site (Site 4)

While the current use is 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:

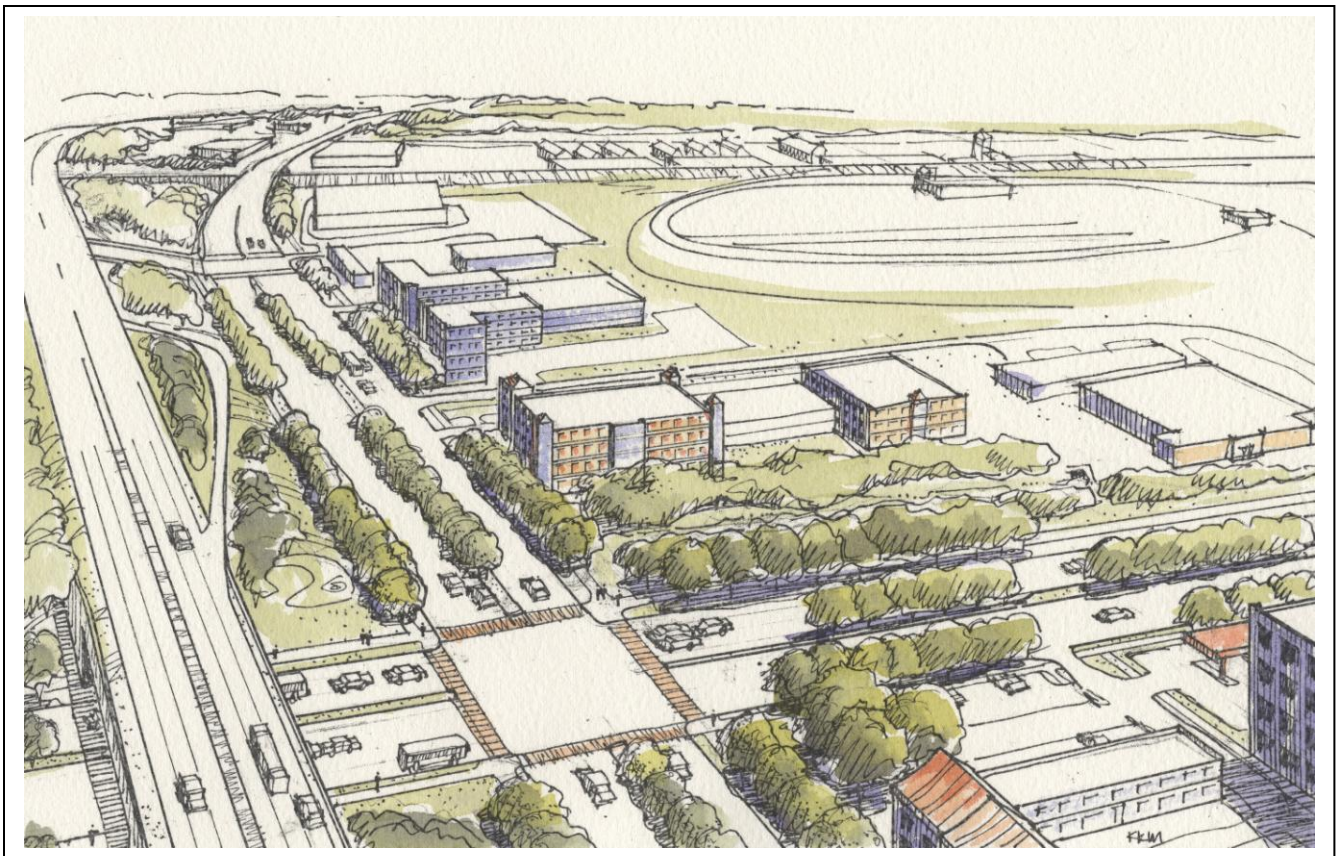
- Providing technology, research and development, and office uses to create a technology corridor.
- Orienting buildings toward street frontage and screening parking from Shady Grove Road.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.
- Rezoning this site from I-1 to R&D with an I-3 standard method zone. Development should not exceed 0.35 FAR to maintain a balance of jobs to housing within the plan area. Housing is not appropriate given the site's proximity to the Solid Waste Transfer Station.

Post Office Site (Site 5)

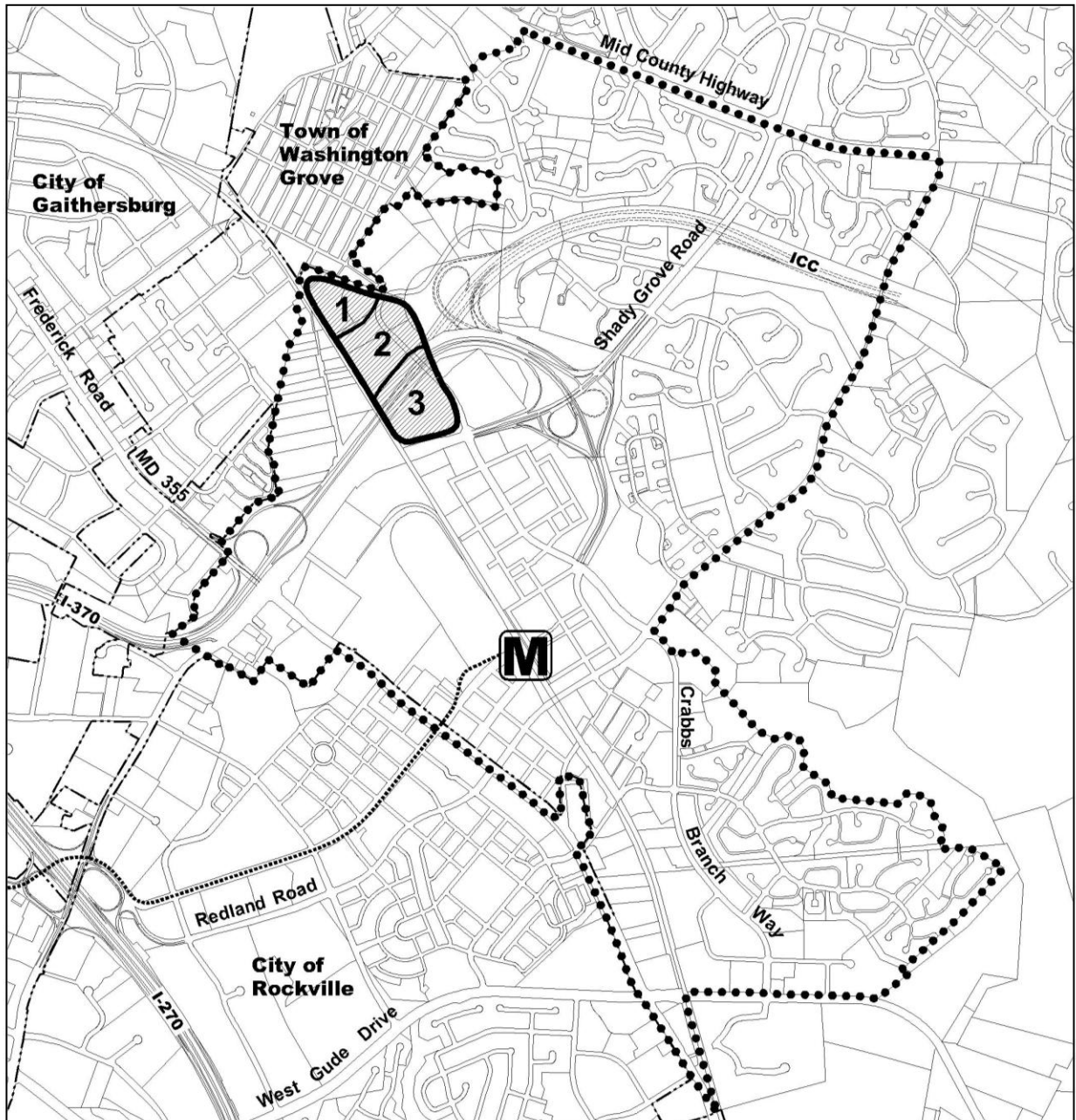
This Plan recognizes the importance of the postal distribution center. If the Post Office or a new user decides to redevelop the site, both use and site design should contribute to the Shady Grove Road Corridor's technology emphasis. This Plan recommends:

- 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. Development should not exceed 0.35 FAR to maintain a balance of jobs to housing within the plan area. Housing is not appropriate.

View of Shady Grove Road Technology Corridor



Upper Mill Creek Area



Upper Mill Creek

- 1 Robert's Oxygen
- 2 Casey 6 Property
- 3 Casey 7 Property

- Shady Grove Sector Plan Boundary
- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- M** Shady Grove Metro Station



0 2200

UPPER MILL CREEK AREA

Existing Conditions

This area is comprised of three, industrially zoned parcels: Robert's Oxygen, Casey 6 and Casey 7. The area is east of the CSX railroad and west of the Town of Washington Grove. It is bisected by I-370 and contains part of the headwaters of Mill Creek, a tributary feeding into Rock Creek.

Objectives

- Create opportunities for a variety of land uses including public facilities, while respecting environmental resources, buffers and noise concerns on the sites.
- Protect the adjacent residential communities from noise, and incompatible views of industrial development.
- Improve vehicular, pedestrian and bike access to Metro and shopping.
- Accommodate needed recreation facilities.
- Enhance the visual and landscape character of Shady Grove Road and improve pedestrian safety along the road.

Concept

This Plan supports a number of potential land uses in this area including advanced technology uses, housing opportunities and public facilities. The variety of appropriate land uses reflects the area's location that is situated between the technology and industrial uses of the Technology Corridor and residential uses further to the east.

This area is appropriate for advanced technology uses and, if developed, would extend the Shady Grove Technology Corridor. Alternatively, residential uses on Casey 6 and 7 also would be appropriate due to their close proximity to The Grove Shopping Center and the Metro station. Noise mitigation will be required to protect uses from the noise from roadways and the rail line. Also, public facilities, such as relocated County Service Park facilities, could be located in this area, but must be developed to maximize compatibility with adjacent uses. Relocation of some of the service park facilities to Casey 6 and 7 could allow housing to be located closer to the Metro station. Community recreation needs also can be addressed in this area.

The Plan recognizes that alternative land use recommendations such as the potential relocation of County Service Park facilities on Casey 6 and 7 will create a different character within this area of Shady Grove Road and will need enhanced landscape screening and compatible architecture to ensure compatibility.

Land Use and Urban Design Recommendations

Robert's Oxygen Property (Site 1)

This 12.9-acre property is comprised of 3 lots, zoned I-1 and developed with an oxygen manufacturing plant and a tree maintenance parking lot. The property borders residentially zoned single-family detached lots within the Town of Washington Grove. This Plan recommends:

- Establishing a 42 feet building height limit to improve compatibility with adjacent residential community.
- Maintaining a 50-foot building setback along the property line adjacent to residentially zoned land. This setback area should be landscaped with screening plant material.
- Providing site access via Crabbs Branch Way Extended to alleviate current industrial traffic either crossing the CSX tracks at grade on Railroad Street or traveling through the Town of Washington Grove.

- Rezoning all 3 lots to the R&D/I-3 zone standard method. Development should be limited to 0.3 FAR in order to maintain the jobs to housing ratio in the plan area.
- Adopting a zoning text amendment to grandfather the existing uses and development standards. Building height and setbacks of new development, however, must conform to Sector Plan recommendations.

Casey 6 (Site 2)

This site is currently a vacant, I-1 zoned parcel, approximately 25 acres in size, and land locked by lack of existing road access. The entire site is affected by noise from the CSX line, I-370 and the current industrial use on the Robert's Oxygen property. The Plan provides land use options that help satisfy the community's recreational needs and provide options for office, housing or relocation of County facilities while respecting the environmental constraints. This Plan recommends:

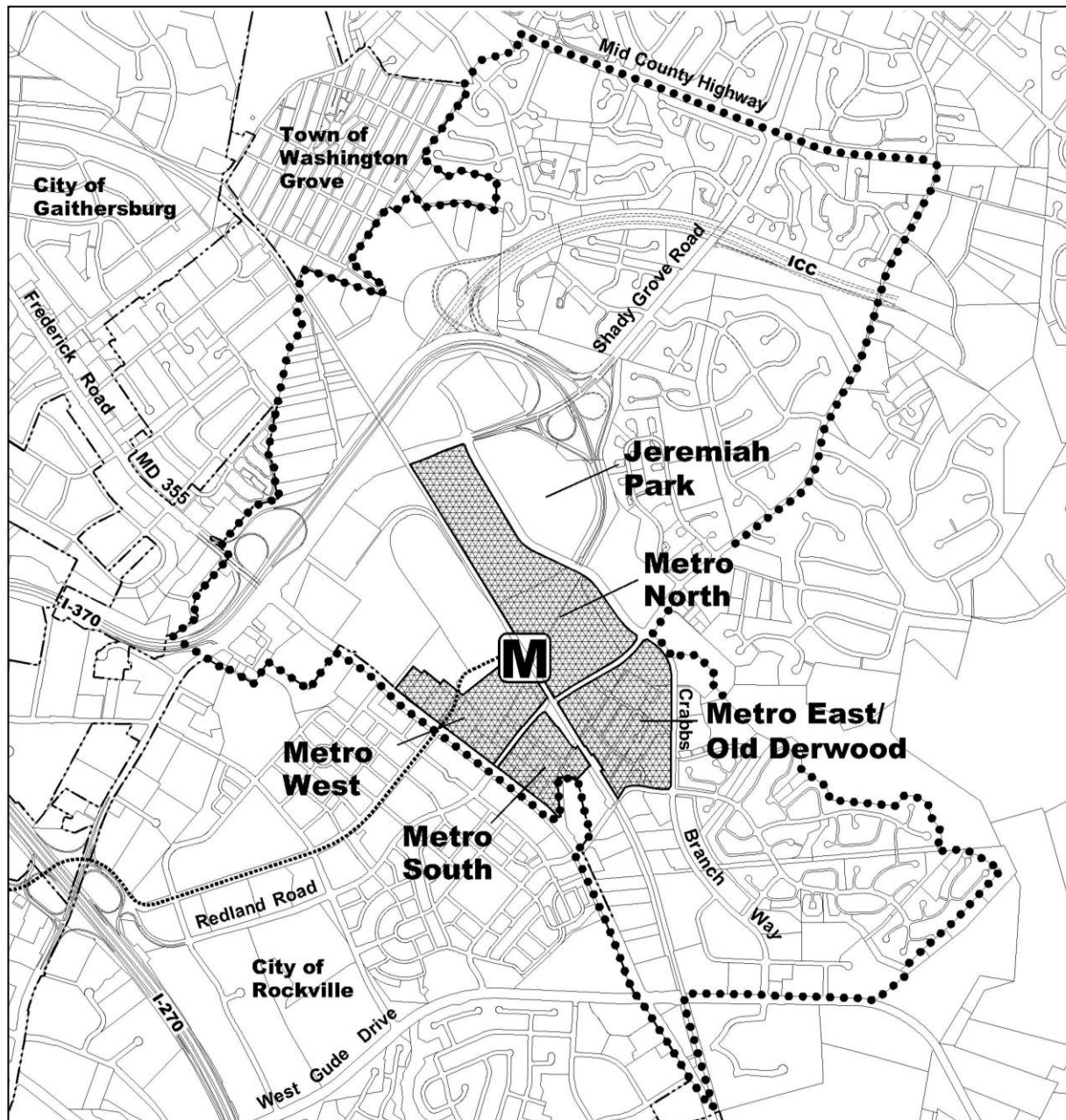
- Considering the portion of land south of the existing stream buffer and adjacent to I-370 as a potential site for relocation of some of the County Service Park facilities.
- Encouraging any ICC maintenance facilities to be located on state-owned land or on property that does not reduce the relocation opportunities for the County Service Park. Casey 6 and 7 are not preferred sites given the possibility that County Services may be relocated to these properties. If Casey 6 or 7 are the only feasible locations for the ICC's maintenance facility, state facilities should be integrated with County facilities to maximize the efficiency of layout and avoid separate and duplicating facilities.
- Acquiring land adjacent to Robert's Oxygen for a local park of approximately 5 acres to meet recreational needs. Achieve park through dedication if Casey 6 is part of a joint development with the County Service Park.
- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street in a 40 foot right-of-way may be needed to bridge over the CSX tracks and north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. In the 'Proposed Roadway Network' figure on page 78 the location of this potential industrial street is illustrative. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allowing up to 130 units on Casey 6. Noise mitigation should be provided. Density cannot be increased for bonus MPDUs due to site constraints. For details, see sections on Potential Joint Development Properties and Staging.
- Extending Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Limiting building heights to four stories to establish compatibility with nearby residential communities.
- Requiring significant landscaping and noise buffers to mitigate development impacts on adjacent residential communities of the Town of Washington Grove and Mill Creek.
- Rezoning from I-1 to the R&D/I-3 zone. Allow up to 0.3 FAR industrial/office uses and support the I-3 optional method with housing under the provisions outlined in Potential Joint Development Properties section.

Casey 7 (Site 3)

This vacant property along Shady Grove Road is approximately 17 acres in size and located directly across Crabbs Branch Way from The Grove Shopping Center. Its high visibility and access to two roadways make the property a key site for development and may be a potential location for some County Service Park facilities, but must be developed to maximize compatibility with adjacent uses. Alternatively, this site provides options for housing or technology uses if no county facilities are relocated. Noise mitigation should be provided. This Plan recommends:

- Considering the entire property as a potential site for relocation of some of the County Service Park facilities.
- Allowing technology, office and research and development uses if no county facilities are relocated. Alternately, the plan also supports residential development of the site to take advantage of proximity to The Grove Shopping Center and the Metro station.
- Limiting non-residential density to 0.3 FAR to limit employment in the plan area.
- Encouraging any ICC maintenance facilities to be located on state-owned land or on property that does not reduce the relocation opportunities for the County Service Park. See comments under Casey 6.
- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street may be needed to bridge over the CSX tracks. See comments under Casey 6 and in the Transportation chapter.
- To accommodate housing options among Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, this site can accommodate up to approximately 135 base density housing units on Casey 7 under the R&D/I-3 Zone optional method with housing. The site may be suitable for the PD-18 Zoning option, achieving up to approximately 305 base density units. Housing units can be increased for workforce housing, TDRs and MPDU bonus density where applicable, but cannot exceed 340 units maximum due to site constraints. Allow up to 0.3 FAR industrial/office uses. For details, see sections on Potential Joint Development Properties and Staging.
- Rezoning from I-1 to R&D/I-3 zone and support housing options under the I-3 optional method with housing or with PD-18 zoning.
- If the site is developed with relocated County facilities, locating building entrances along Crabbs Branch Way. Parking facilities, storage areas and other industrial activities should be located in the site's interior and screened from roadside views by extensive perimeter landscaping and/or architectural features.
- Industrial buildings seen from surrounding streets must be developed with attractive architectural facades that are compatible with adjacent residential areas.
- Site lighting should not create glare or visually dominate the night view along Shady Grove Road.
- Extending Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Locating housing along an interconnected street system with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting building heights to five stories to establish a mid rise character along Shady Grove Road. Maintain four stories or less along Crabbs Branch Way.
- Providing extensive landscaping along Shady Grove Road to screen industrial development options, or enhance the compatibility of residential options.

Metro Neighborhoods



 Metro Neighborhoods

-  Shady Grove Sector Plan Boundary
-  City of Gaithersburg, City of Rockville, Town of Washington Grove
-  Corridor Cities Transitway
-  Shady Grove Metro Station



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 transition area of parks, a library and a potential school site, and lower housing density and building heights.

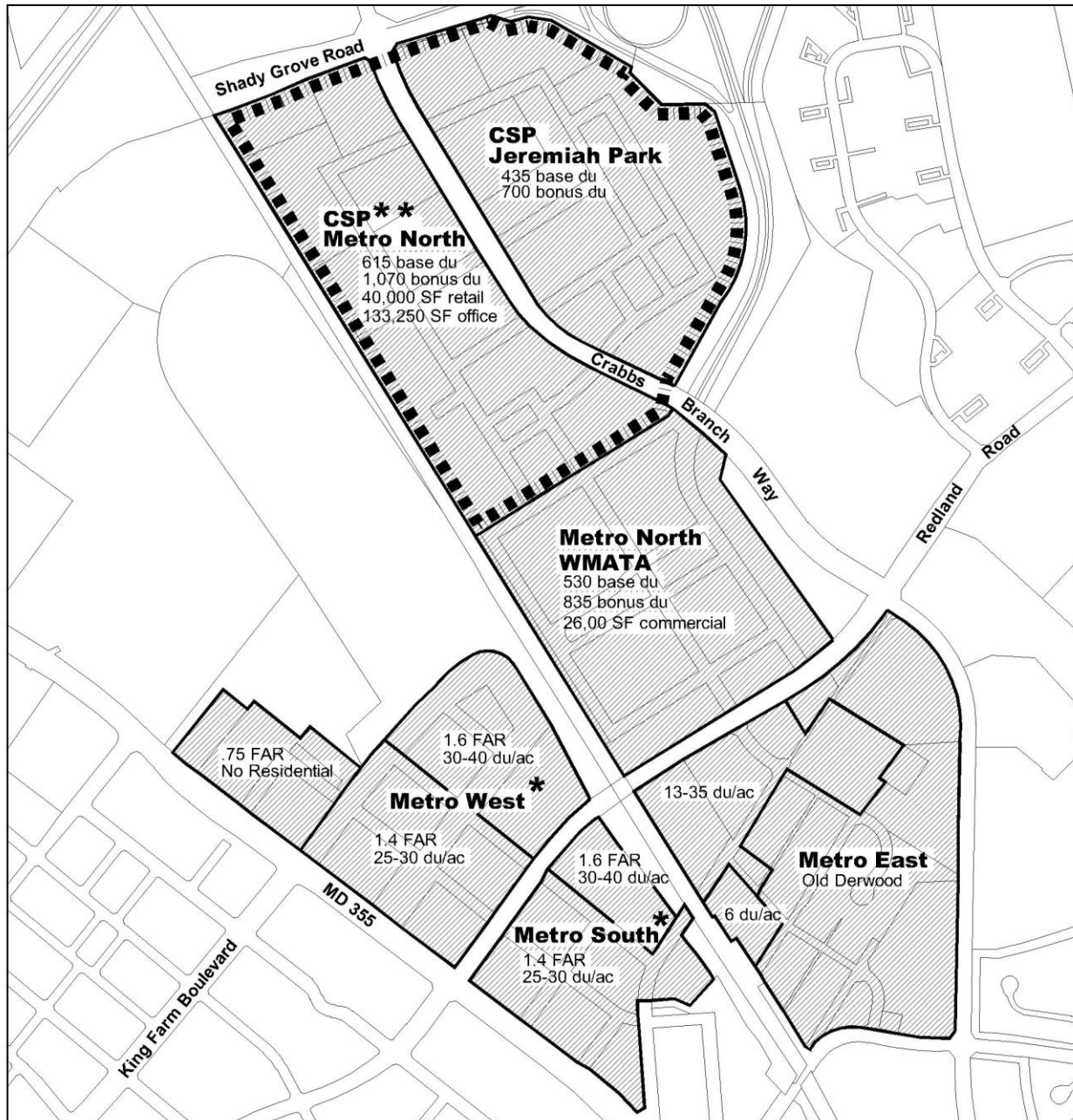
The Metro Neighborhoods comprise four areas: Metro West, Metro South, Metro North, and Metro East/Old Derwood. Each neighborhood is envisioned as offering a mix of uses, a range of unit types, open space, and recreation to meet the needs of residents and employees.

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



Metro Neighborhoods



Plan allows up to 30% maximum commercial FAR and requires a minimum of 70% residential FAR



Metro North may have increased density under joint development provisions with Casey 6 & 7. See Joint Development Properties.

All residential densities may be increased by the provision of MPDU's, TDR's and workforce housing where applicable.

County Service Park (CSP)



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 on streets with mixed-use and commercial uses and multi-family residential uses, wider than the 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

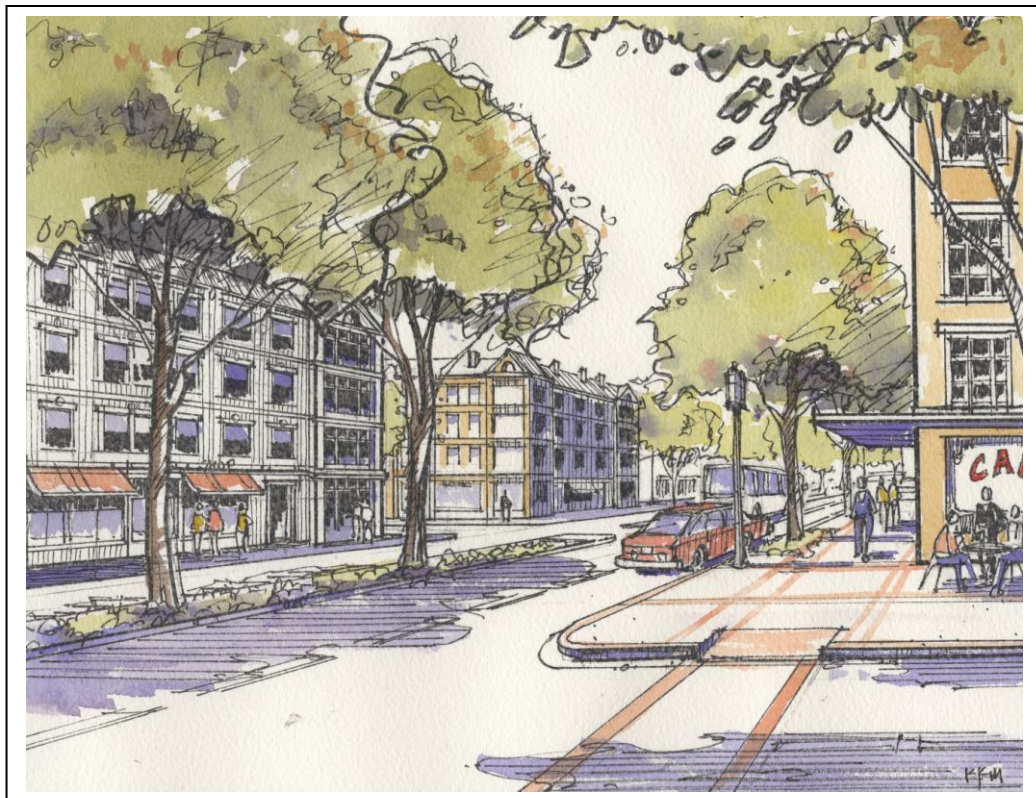
Public amenities should help create attractive places by enriching the urban environment with artwork, gardens, seating areas, programmed activities, and a variety of special features. Amenities support marketing of the community as well as sustain the value of the place over time. Developers should 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.

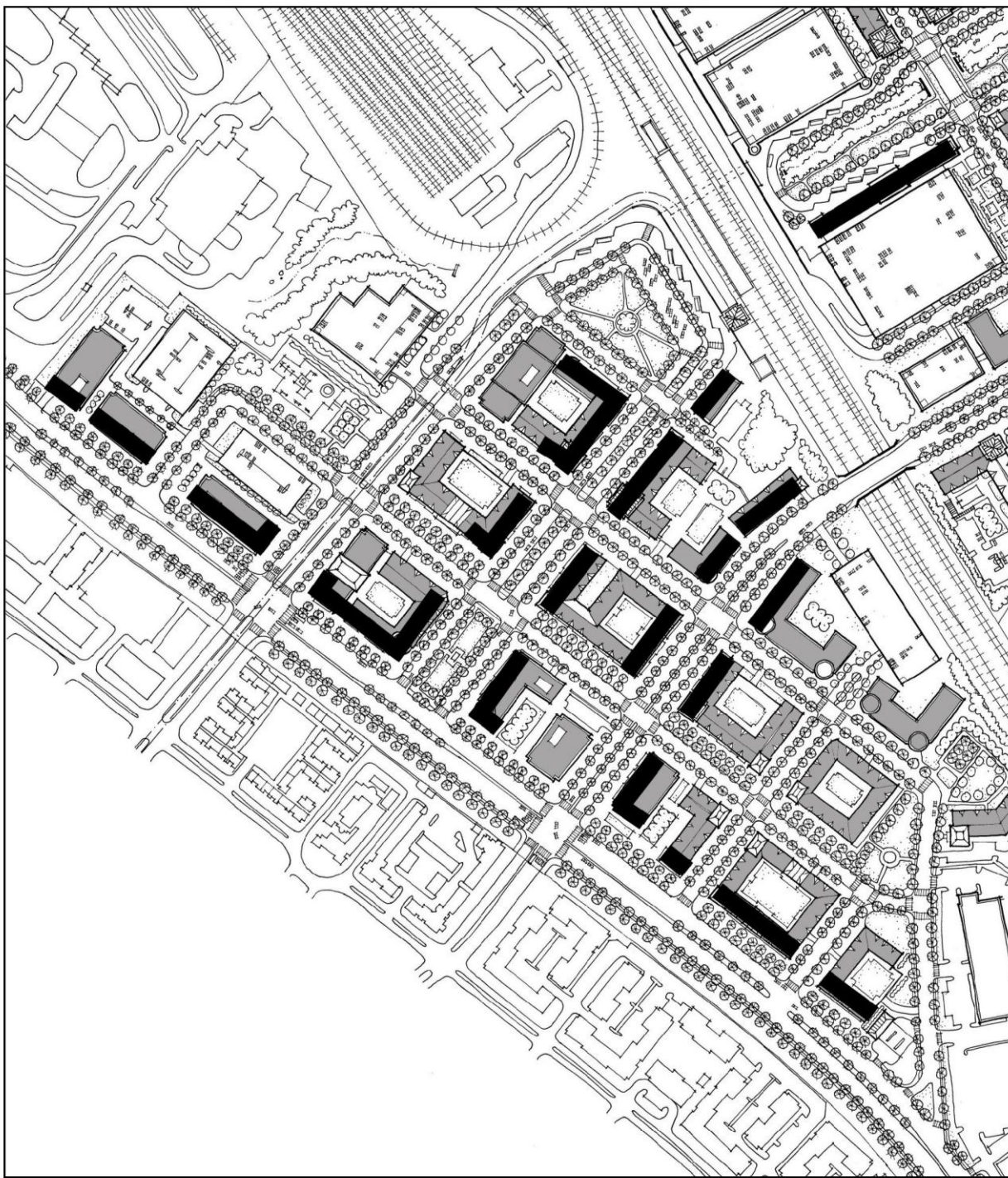
Retail and office uses contribute to a lively land use mix and should not exceed 30 percent of the total land use to ensure that residential uses dominate. The Plan envisions primarily community-serving retail, restaurants, a hotel, and a component of national chain retailers to meet the area's retail 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 Business 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

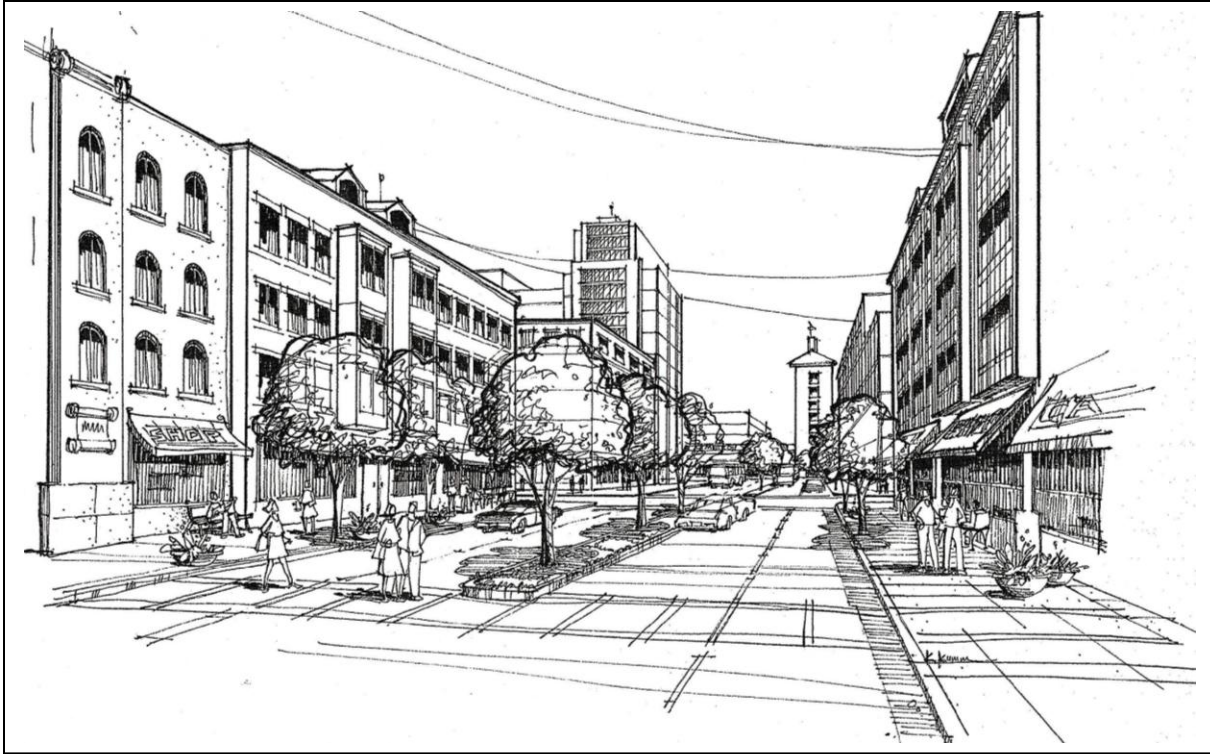


■ Potential Retail Locations



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 base density range of 1.4 FAR to 1.6 FAR as shown on the Density Distribution Map. Require a minimum of 70 percent residential uses and allow up to a maximum of 30 percent commercial uses. A variety of unit sizes must be provided. In the 1.6 FAR area, allow a base density range of 30-40 dwelling units per acre. In the 1.4 FAR areas, allow a base density range of 25-30 dwelling units per acre. The number of units per acre may increase for workforce housing, TDRs, and MPDU bonus density.
- Rezoning I-1 properties to the proposed TOMX-2 and TOMX-2/TDR zones.
- Allowing a maximum of 0.75 FAR of mixed use commercial uses without residential development for three properties northwest of King Farm Boulevard.
- Providing a minimum of 10 percent workforce housing on the WMATA property and potentially on other property if pending legislation is adopted.
- Providing 20% TDRs for properties with a base density of 1.6 FAR, potentially achieving up to 2.0 FAR and 50-60 dwelling units per acre.
- Locating non-residential buildings or garages directly adjacent to the Solid Waste Transfer Station or WMATA maintenance yards to create a compatible transition to the proposed mixed use residential areas.
- Planting shade trees adjacent to the Solid Waste Transfer Station and WMATA maintenance yards to increase tree cover that will help clean the air and serve as a visual buffer.

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 1.4 to 1.6 base density FAR with a minimum of 70 percent residential uses and a maximum of 30 percent commercial uses.
- Providing 20% TDRs for properties with a base density of 1.6 FAR potentially achieving up to 2.0 FAR and up to 50-60 dwelling units per acre.
- 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, the proposed TOMX-2 and TOMX-2/TDR 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, MCPS food service facility and the Department of Liquor Control warehouse and offices. The Plan recommends relocating the facilities 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 near the Metro station and along Shady Grove Road are envisioned as well as a library site. To accommodate the potential for joint development of the County Service Park with Casey 6 and 7, the Plan provides alternatives that cover separate or joint development of these properties. See Potential Joint Development Properties for further discussion. Crabbs Branch Way may be redesigned as a one-way couplet.

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.

View of Metro Station – East Side



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.
- 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.
- Provide a site for a public library if the library is not located on the County Service Park with redevelopment.
- 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 a base density of 530 units in a mix of unit types and sizes 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. Housing density can increase with workforce housing, TDR and MPDU bonus units up to 855 units maximum.
- Requiring participation in the Urban District.
- Rezoning this area from I-1 to a new, non-CBD Metro station zone, the proposed TOMX-2/TDR zone.
- Providing 20 percent TDRs on this property.
- Providing a minimum of 10 percent workforce housing.

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

This Plan recommends:

- Relocating the Department of Public Works and Transportation's (DPWT) Equipment Maintenance Operations Center (EMOC), MCPS food service facilities and Department of Liquor Control's facility to more appropriate locations.
- Rezoning this site from I-1 to the proposed TOMX-2/TDR zone.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allow up to 615 base density units on Metro North-CSP that can be increased to 960 base density units if jointly developed with Casey 6 and Casey 7. This base density can be increased by workforce housing, TDRs and MPDUs bonus density up to 1,540 units with bonus density if jointly developed with Casey 6 and Casey 7. For details, see sections on Potential Joint Development Properties and Staging.
- Achieving a mix of unit types with sufficient townhouses to offer housing choices but limited enough to achieve a series of community open spaces for adequate passive recreation.
- Providing a minimum of 10 percent workforce housing and 20 percent TDRs staying within density limits for the entire County Service Park that allows up to 2,240 units with bonus density if jointly developed with Casey 6 and Casey 7.
- Permitting up to 40,000 square feet of retail and 133,250 square feet of office uses.
- Providing live-work residential units along Crabbs Branch Way.
- Avoiding locating residential units directly adjacent to the rail line and the Solid Waste Transfer Station to minimize noise impacts; and locating non-residential buildings or garages directly adjacent to the Solid Waste Transfer Station or WMATA maintenance yard to create a compatible transition to the proposed mixed use residential areas.
- Planting shade trees adjacent to the Solid Waste Transfer Station and WMATA maintenance yards to increase tree cover that will help clean the air and serve as a visual buffer.
- Providing a library site with structured parking near Shady Grove Road in a manner that creates a focal point as a civic building in a highly prominent location. At the time the library is constructed, consider whether additional community meeting space (beyond that normally provided in a library) is needed. Consider options to co-locate the library with the proposed park and/or private recreational facilities. If the CSP does not relocate, then the library should be located on the WMATA property within Metro North.
- Providing a minimum of 20 percent public open space as required by the zone. Develop all open spaces as civic space that organizes development into neighborhoods with distinct identities and extensive amenities to support the additional density. Amenities may include special features such as artwork, fountains, shade trees, seating areas, play areas, special paving, lighting and references to the history of the community.
- Incorporating common recreation areas into the neighborhood at visible, safe, and easily accessible locations.
- Locating housing with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.

- Limiting building heights to eight stories closest to the Metro and stepping down to four stories along Crabbs Branch Way for a compatible transition to existing single-family neighborhoods to the east. Office development along Shady Grove Road may not exceed five stories. Parking garages adjacent to the CSX tracks may exceed the four-story height limit.
- Allowing Crabbs Branch Way to be developed as a one-way couplet with street parking, short blocks and clearly identified pedestrian crossings.
- Submitting a comprehensive development application covering the entire CSP including Metro North and Jeremiah Park. If only portions of the County Service Park are relocated, application will cover only parcels proposed for redevelopment.
- Requiring participation in the Urban District once created.

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:

- Rezoning this site from R-200 to R-90/TDR 13, to achieve TDRs. Support a mix of townhouses and single-family detached units to be developed.
- Limiting housing units to 52 units and ensure compatibility with adjacent single-family residences. Do not allow transfer of density from the existing cemetery to the rezoned R-90/TDR portion of the site.
- 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. If the Station remains at its current site, the State should consider alternative access options to minimize the impact on surrounding neighborhoods. 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

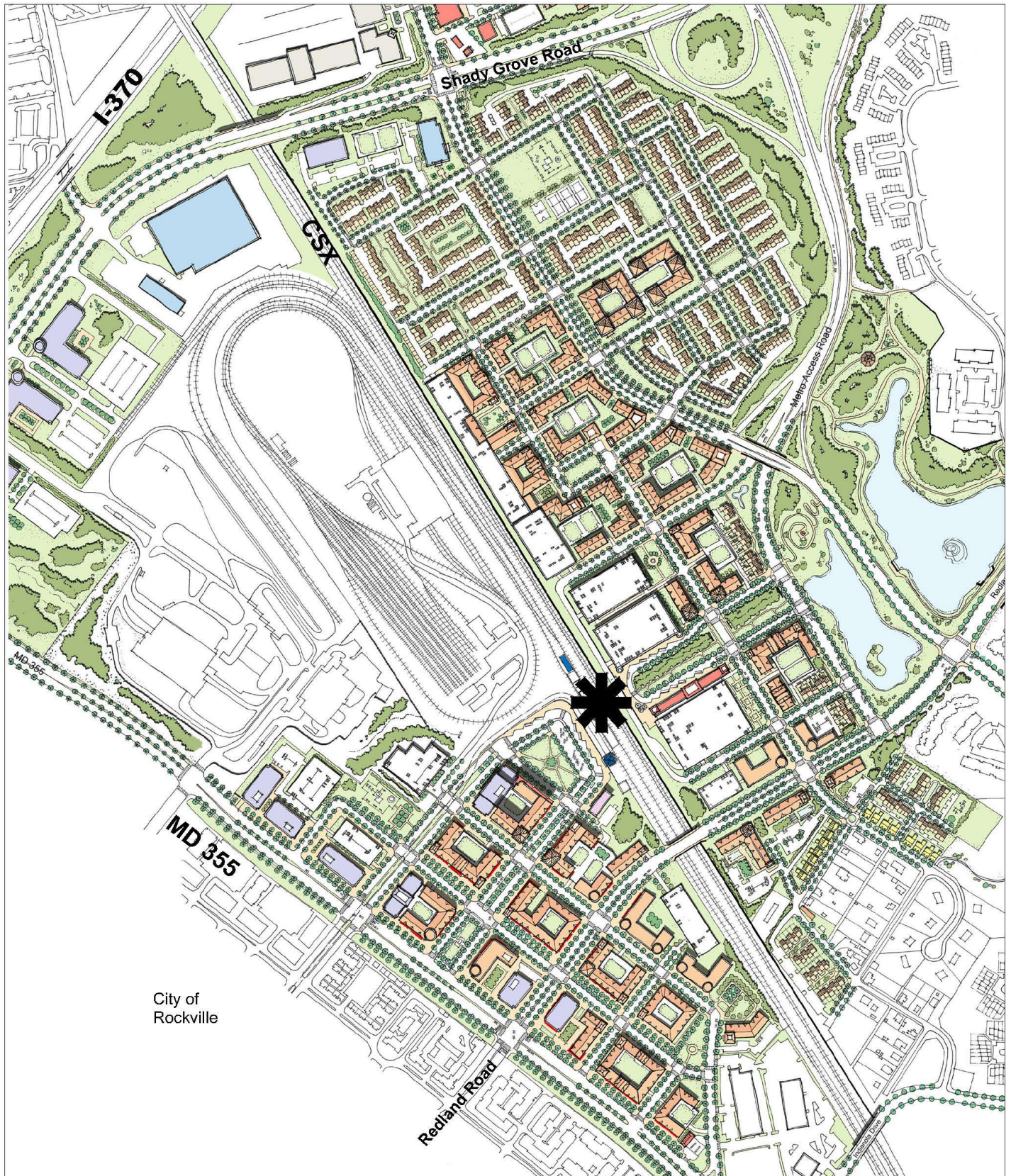
This 2.5-acre site between Chieftain Avenue and Derwood Street is developed with industrial uses and offices. This Plan recommends:

- 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.

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

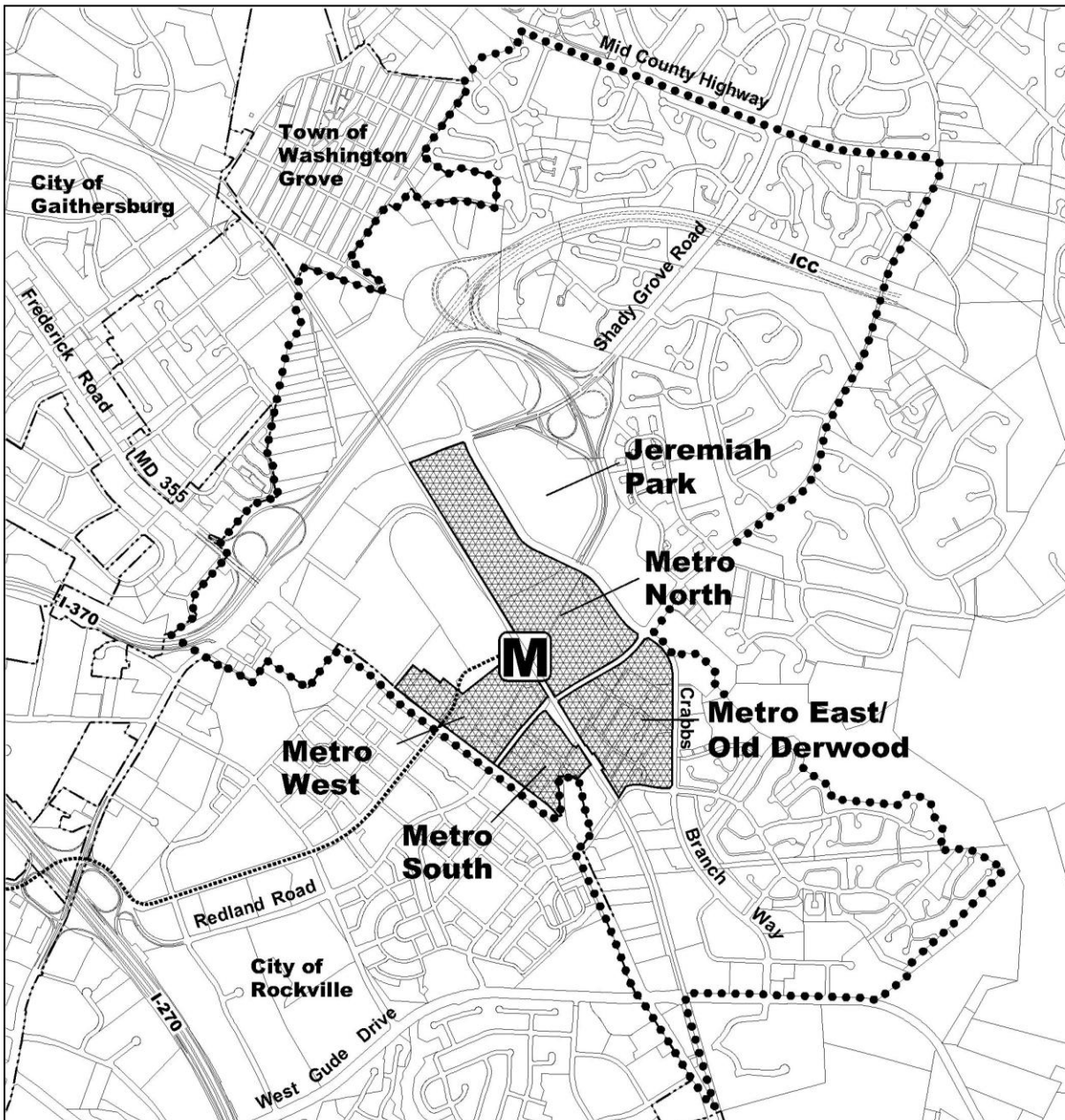


✱ Transit Center/Metro Center



Not to Scale

Metro Neighborhoods Illustrative Concept



 Metro Neighborhoods

-  Shady Grove Sector Plan Boundary
-  City of Gaithersburg, City of Rockville, Town of Washington Grove
-  Corridor Cities Transitway
-  Shady Grove Metro Station



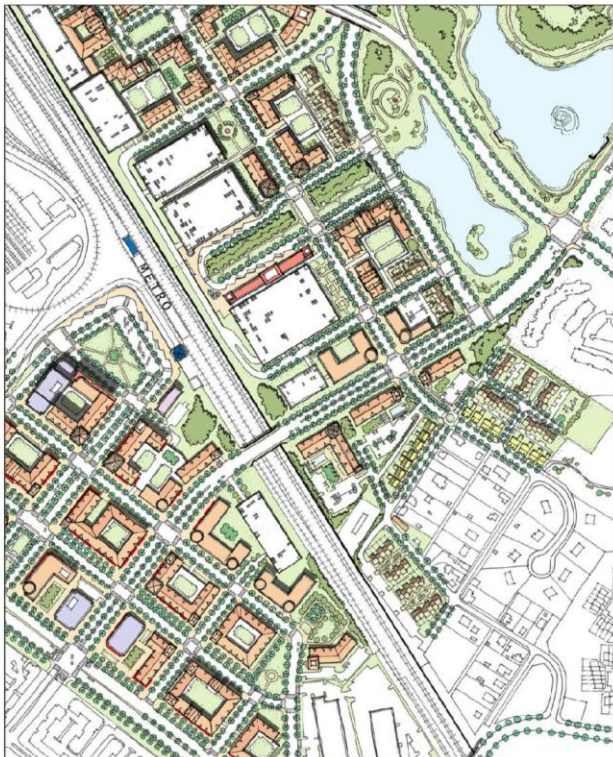
Illustrative Concept by Areas



Metro West



Metro North and Jeremiah Park

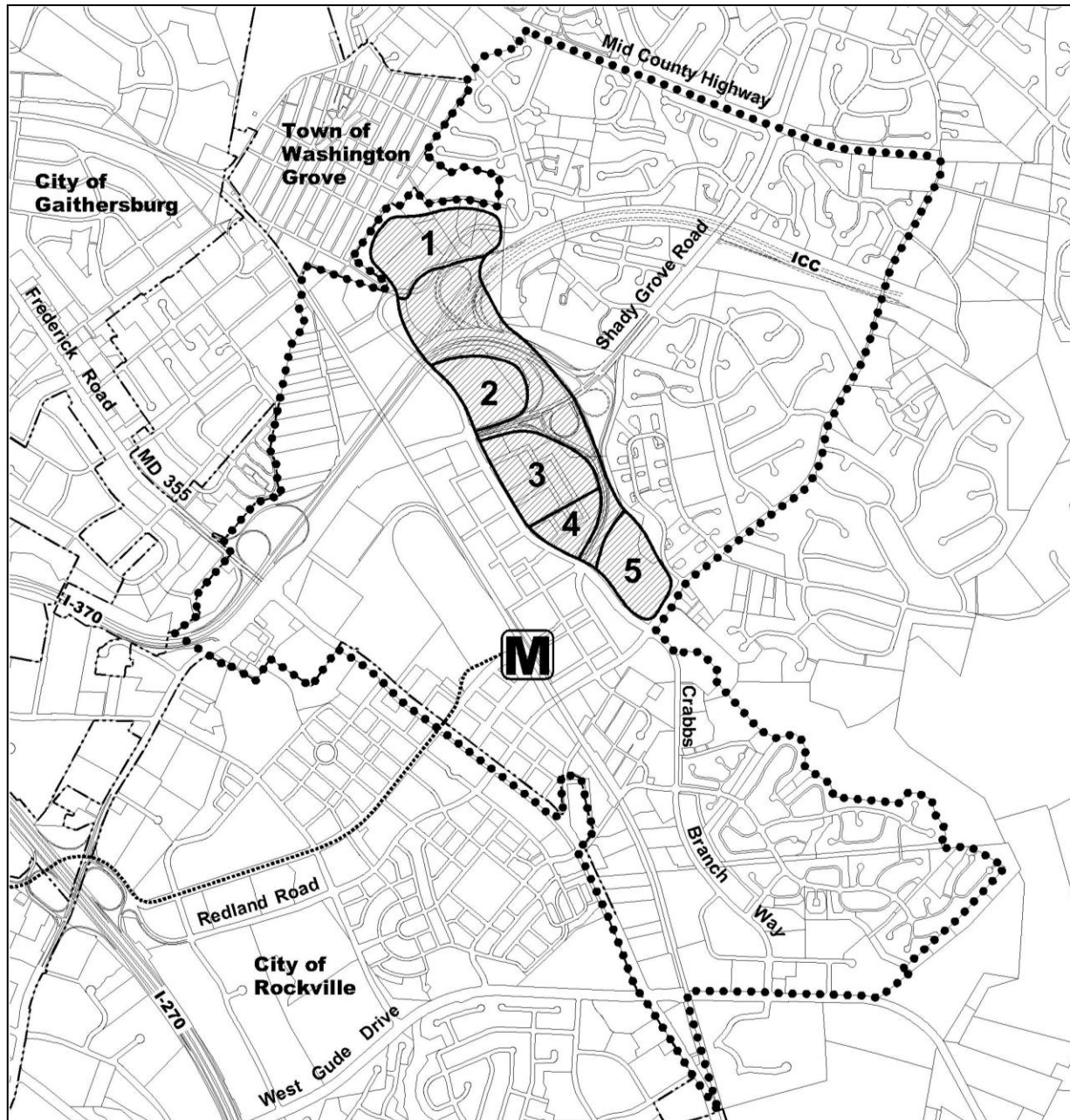


Metro East and Metro North/WMATA



Metro South

Transition Area



-  Transition Areas
- 1 Casey at Mill Creek
 - 2 The Grove Shopping Center
 - 3 Jeremiah Park-MCPS Bus Depot and Maintenance Facility
 - 4 Jeremiah Park-MNCPPC Park Maintenance Facility
 - 5 Stormwater Management Pond

-  Shady Grove Sector Plan Boundary
-  City of Gaithersburg, City of Rockville, Town of Washington Grove
-  Corridor Cities Transitway
-  Shady Grove Metro Station



TRANSITION 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 Transition Area includes a proposed local park and a residential community to be known as Jeremiah Park. The Transition 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.
- Allowing an elementary school as an alternative location to the school on Jeremiah Park if the site is acquired by private funds. If a school is located here, do not place the school on any portion of the Legacy Open Space site. Respect 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 residential and other uses such as 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/TDR to achieve TDRs, and encouraging additional mixed-use redevelopment.
- Permitting redevelopment of up to 0.3 FAR of commercial uses, a maximum of 300 dwelling units, including moderately priced dwelling units, under the standard or optional method of development with an additional 120 units of senior housing (as defined in Section 59-C-7.441 of the Zoning Ordinance) under the optional method with the purchase of TDRs.
- Supporting optional method development 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.

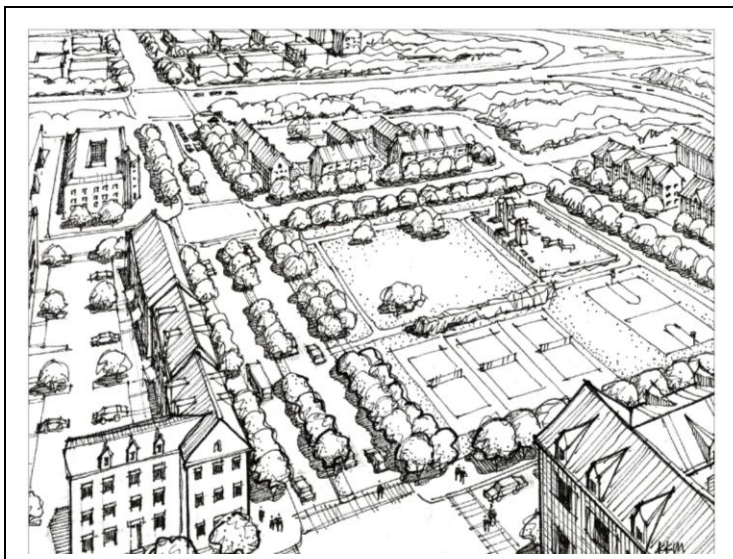
Jeremiah Park (County Service Park – Sites 3 and 4)

The proposed Jeremiah Park neighborhood provides the entire plan area with a local park, a potential school site and residential development. This neighborhood provides a transition for 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:

- Relocating the MCPS bus depot and the MCPS central maintenance and the M-NCPPC park maintenance facility to more appropriate sites. These facilities may or may not continue to co-locate and MCPS may consider relocating their bus depot facilities to multiple sites.
- Rezoning from R-200 to the new TOMX-2/TDR zone.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allow up to 435 base housing units on Jeremiah Park with a mix of single-family attached, live-work units, and multi-family units. Unit yield can be increased to achieve workforce housing, TDRs, and MPDU bonus density up to 700 units with bonus density. For details, see sections on Potential Joint Development Properties and Staging.
- Achieving a mix of unit types with sufficient number of townhouses to offer housing choices but limited enough to achieve a series of community open spaces for adequate passive recreation. A minimum of 50 percent single-family attached housing shall be provided.
- Locating live-work units along Crabbs Branch Way to expand housing choices and provide needed local services.
- Providing a minimum of 10 percent workforce housing and 20 percent TDRs staying within density limits on the entire County Service Park that allows up to 2,240 units with bonus density if jointly developed with Casey 6 and Casey 7.

- Dedicating a minimum of 4 acres for a local park to the M-NCPPC, to be called Jeremiah Park, and provide a series of smaller community open spaces for passive recreation. The local park should be developed with an outdoor community gathering place in addition to providing needed recreation facilities and possibly co-located with the library. The local park shall be visible from and oriented along the frontage of Crabbs Branch Way.
- A minimum of 20 percent public use space shall be provided on entire County Service Park as required by the zone. Develop all public use spaces as civic spaces that organize development into neighborhoods with distinct identities. If ballfields are required, provide an additional 2 acres for each field.
- Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.
- Providing special features and amenities in the local park and community open space such as artwork, fountains, shade trees, seating areas, play areas, special paving, lighting and references to the history of the community.
- Providing a school site adjacent to the local park. An alternative location for the school would be Casey at Mill Creek if the site is acquired through private funding.
- Maintaining a significant setback from the Metro access road right-of way to establish compatibility and reforestation opportunities.
- Integrating multi-family units with development of civic uses in an efficient land use pattern that maximizes open space and allows shared parking facilities. Locating townhouses within an interconnected street system with common open space for recreation.
- Locating housing with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting townhouse building heights to 4 stories with multi-family units up to five stories. Maintain a 4 story building height along Crabbs Branch Way.
- Allowing Crabbs Branch Way to be developed as a one-way couplet with short blocks, on street parking and protected pedestrian crossings.
- Achieve a well developed interconnected street system, see Transportation Chapter.
- Creating a reforestation area along the Metro Access Road.
- 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.

View of Jeremiah Park



- Submitting a comprehensive development application covering the entire CSP including Metro North and Jeremiah Park. If only portions of the County Service Park are relocated, application will cover only parcels proposed for redevelopment.
- Participating in the Urban District once created.

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.

Potential Joint Development Properties (Casey 6, Casey 7 and County Service Park)

Casey 6, Casey 7 and County Service Park properties of Metro North - CSP and Jeremiah Park have the potential to develop under a joint development agreement among property owners. Joint development should result in a comprehensive plan that achieves higher density close to Metro, an interconnected street system that provides easy access to Metro, a well-integrated open space system, and amenities throughout the neighborhoods. Density may be distributed in a number of ways among these three properties depending upon joint development timing and agreements. Residential development options and housing units limits are also discussed in the section on Staging. Base density units are the number of units allowed before adding potential workforce housing, TDRs, and bonus MPDU density on the base zone. General guidelines and base density units are as follows:

- In all cases, the total number of units for all four properties shall not exceed 1,485 base density units, but may be increased up to 2,240 units with the provision of bonus densities. A different distribution of the allowable units among the four properties up to the maximums listed in the table below will be allowed between properties if jointly developed so long as the maximum of 2,240 units with bonus density is not exceeded.
- Casey 6 may have up to a maximum of 130 housing units, with appropriate noise mitigation.
- Casey 7 may have no more than 136 base density units under I-3 mixed use housing, or up to 305 housing units under the PD-18 option with up to 340 units with bonus density with appropriate noise mitigation.
- Jeremiah Park may have no more than 435 base density housing units with up to 700 units with bonus densities.
- Metro North-CSP may have a base density of 615 units and may be increased up to 960 base density housing units if jointly developed with Casey 6 and Casey 7. In no case can the total number of units between these properties exceed 960 base units.

See Distribution of Housing Units Table

The published text under Comments for the Metro North –CSP Property reads:

“Base density can be increased by workforce housing, TDRs, and MPDU bonus density up to 700 units maximum.”

This text should be replaced with the following:

“Base density can be increased by workforce housing, TDRs, and MPDU bonus density up to 1,540 units maximum, if jointly developed.”

Distribution of Housing Units

Property	Maximum Base Density*	Comments
Casey 6	130 units (0 bonus density)	130 units with 12.5% MPDUs represent maximum allowed due to site constraints. Cannot be increased by workforce housing or bonus MPDUs
Casey 7	305 units (340 bonus density)	PD-18 zoning option base density can be increased with bonus MPDU density up to 340 units maximum due to site constraints. No workforce housing or TDRs are required.
Jeremiah Park	435 units (700 bonus density)	Base density can be increased by workforce housing, TDRs and MPDU bonus density up to 700 units maximum.
Metro North-CSP	615-960 units (1,070-1,540 bonus density)	Base density can be increased by workforce housing, TDRs and MPDU bonus density up to 700 units maximum. *
Total	1,485 units (2,240 bonus density)	2,240 units can be achieved with bonus density.

*Units may be increased by 10% workforce housing, 20% TDRs and 22% MPDUs as appropriate.

*Errata (see previous page)

INDUSTRIAL CORE

The industrial core comprises the County's Solid Waste Transfer Station (SWTS) 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. To improve the SWTS' and WMATA's compatibility with future nearby residential uses, this Plan recommends:

- Planting additional shade trees within the industrial facilities to help clean the air and serve as a visual buffer.
- Providing cut-off lighting fixtures to reduce glare and light encroachment into residential uses.

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.

CRABBS BRANCH OFFICE INDUSTRIAL PARK

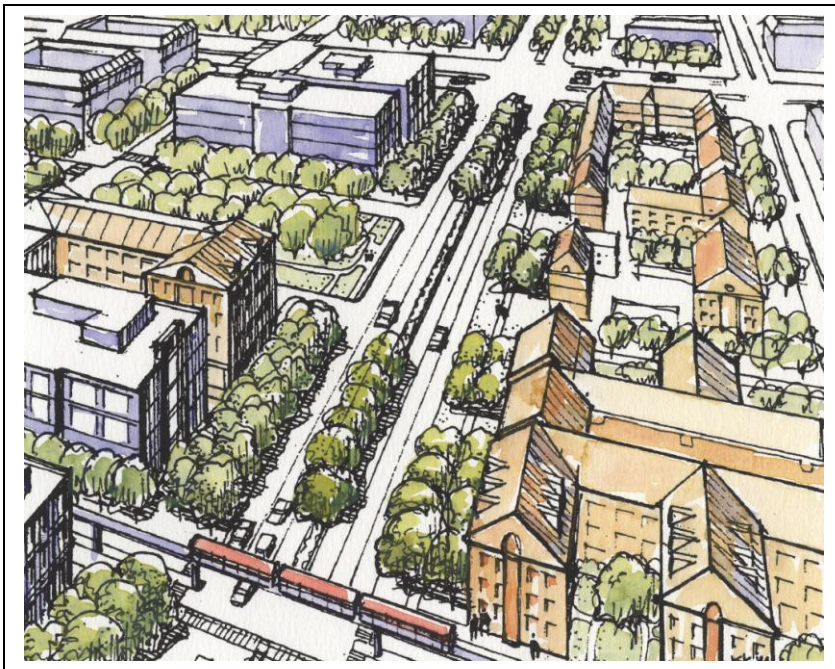
This established industrial park along the southern end of Crabbs Branch Way is home to a variety of advanced technology, biotechnology, and light industrial businesses. A few small parcels remain undeveloped and there is limited redevelopment potential. Appropriate uses would be small service uses to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

- Maintaining the existing I-1 zoning.

MD 355 CORRIDOR

The MD 355 Corridor is a significant, highly visible, and well-traveled route running the length of the plan area. This Plan recommends upgrading the character of the road within the Metro Neighborhoods and following existing State standards elsewhere along MD 355 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 plan area boundary south of Gude Drive and extends north to, and including, the Nissan property north of 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 TOMX-2 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.

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:

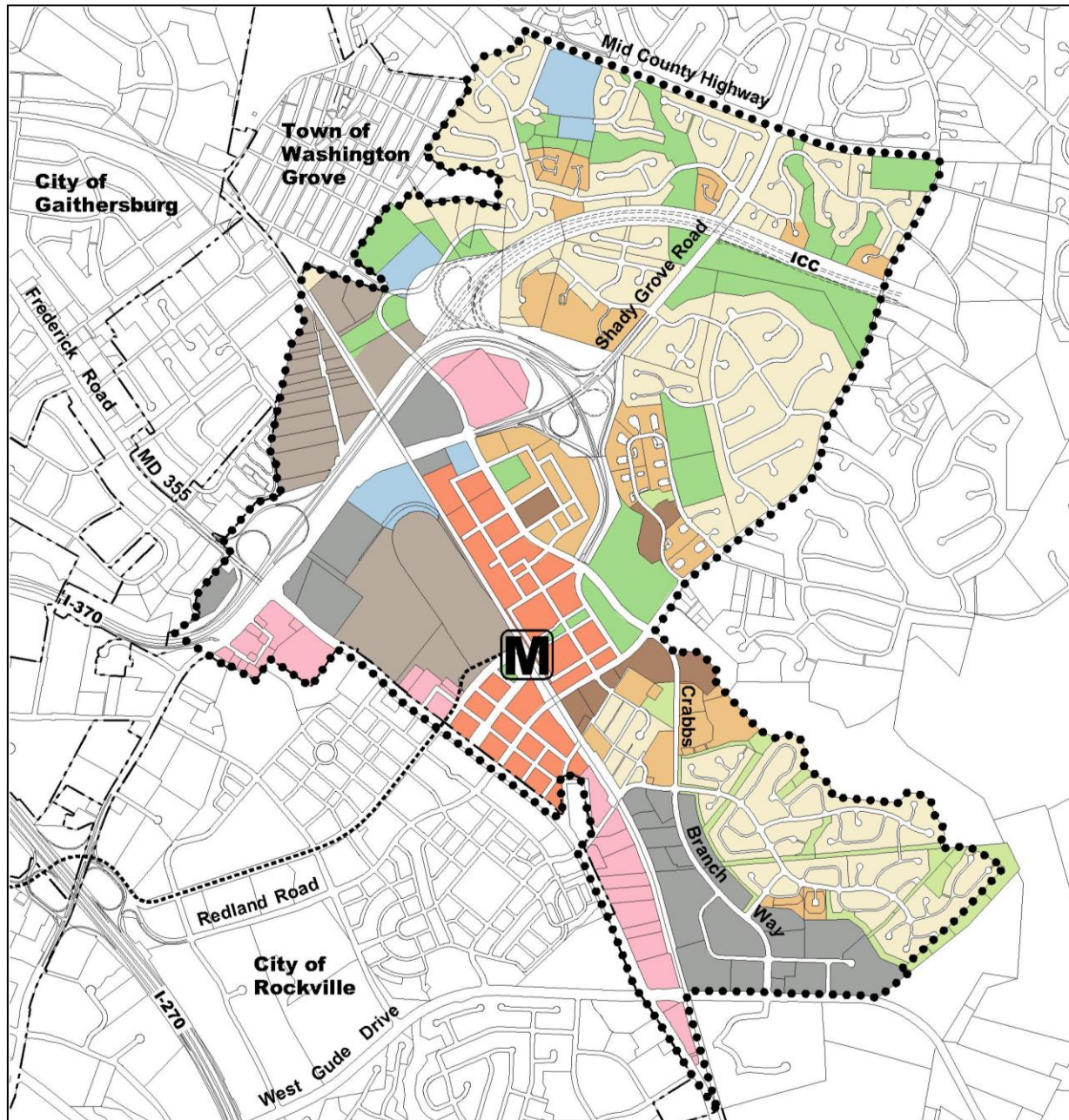
- Maintaining the I-1 zone on the north side of Shady Grove Road within Oakmont Industrial Park.
- Upgrading Oakmont Avenue to County standards with sidewalks and streetscape improvements to improve pedestrian access to transit.
- Mitigating environmental impacts from noise, odors, and visually unsightly 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 |  Technology, Office
(Research and Development) |
|  Residential, Townhouse |  Industrial |
|  Residential, Multi-Family |  Institutions (Public and Private)
Schools, Churches, Post Office |
|  Residential, Mixed-Use
(Primarily Residential) |  Public Parkland and Open Space |
|  Commercial, Mixed-Use
(Office, Retail, Service, Housing) |  Private Open Space |

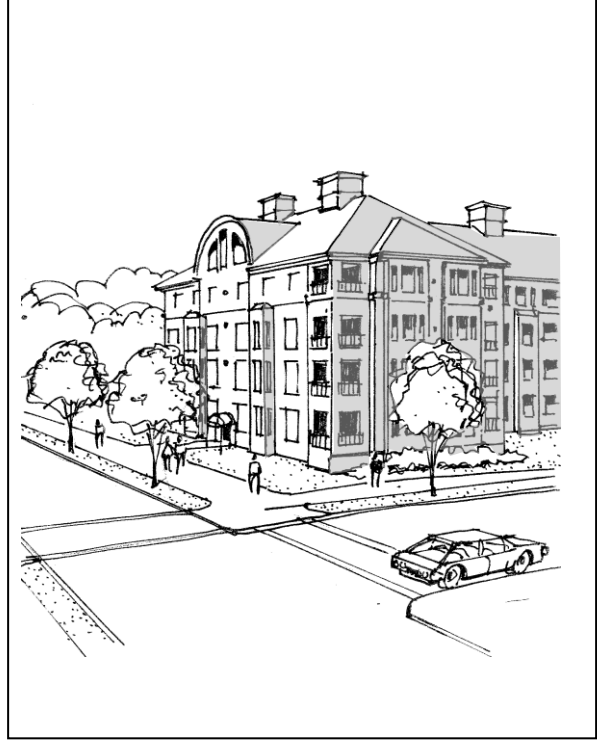
-  Shady Grove Sector
Plan Boundary
-  City of Gaithersburg, City of Rockville,
Town of Washington Grove
-  Corridor Cities Transitway
-  Shady Grove
Metro Station



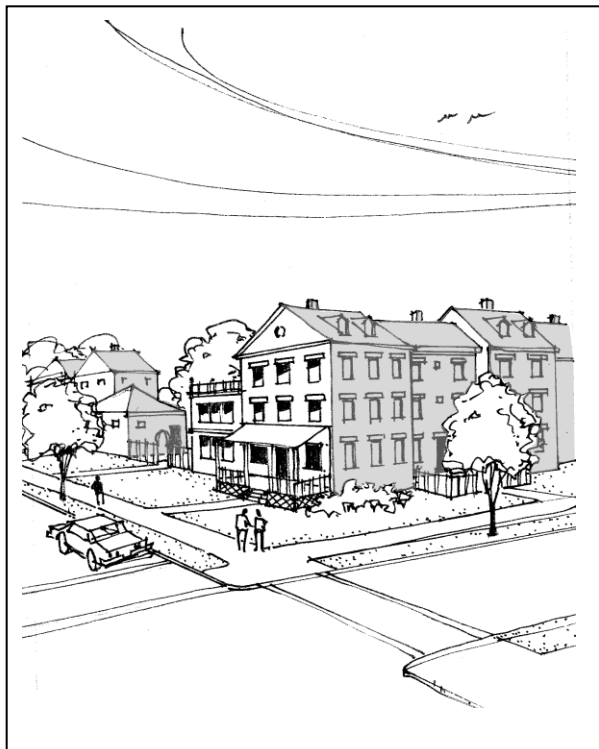
Diverse Housing Types



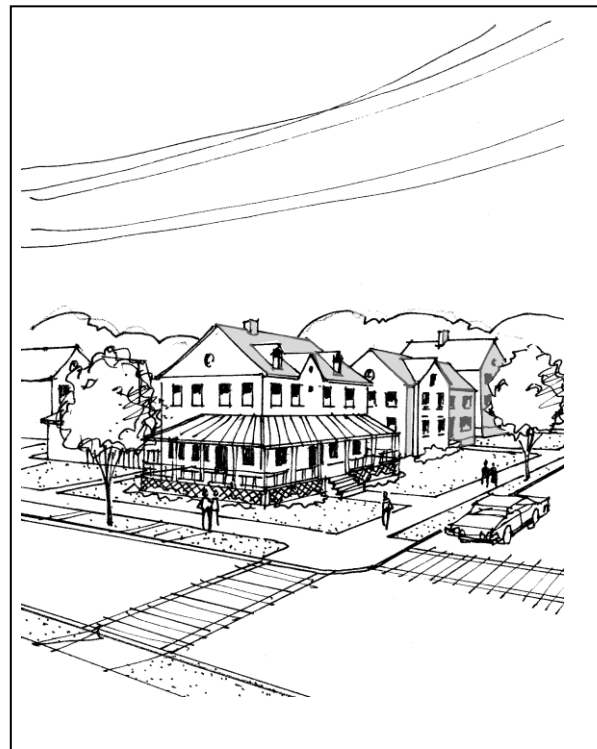
High Rise Housing



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 6,340 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

This Plan supports workforce housing for moderate income employees on public land. Workforce housing is intended to serve household with incomes at or below 120 percent of the annual median income. Legislation is being considered by the Council that could require workforce housing on private property.

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

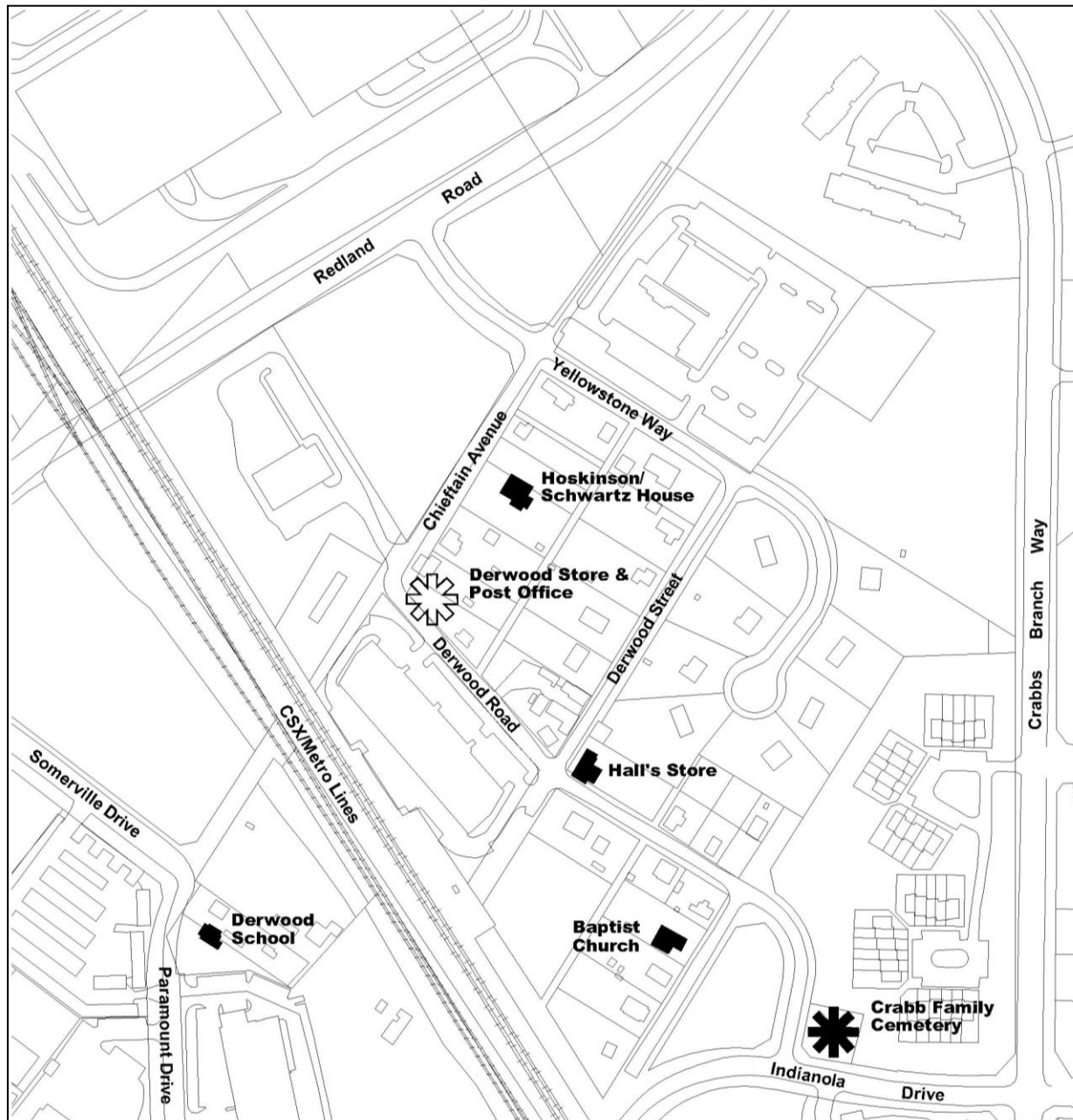
This Plan recommends a significant increase in housing around the Metro station area offering a range of housing choices. The mix of unit types and affordability will serve the County's diverse population with a range of housing types and sizes. This housing will be built in five new neighborhoods, each 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 for the County Service Park.
- Provide a range of housing types, including single-family detached homes, townhouses, apartments, and live-work units. Live-work units occur where residents live above their shop or office.
- 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.
- Provide workforce housing on all publicly owned property including the County Service Park. Provision of workforce housing must not exceed Plan's estimated ceiling of 6,340 new units.
- Provide workforce housing on all property if required by new zoning requirements.

Existing and Potential Historic Resources



Designated Historic Site- Master Plan for Historic Preservation



Potential Historic Resource on Locational Atlas



Resource to be Evaluated for Addition to Locational Atlas



Not to Scale

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.

The Town of Washington Grove is a significant historic resource that borders the plan area to the north of the CSX rail line. The Town is on the National Register of Historic Places due to its unique history, exceptional architectural character, rural viewsapes and sense of place. Because it is important to insure that the unique identity of the Town is retained, development of properties in the vicinity of the Town should provide a compatible relationship with this nationally significant historic resource.

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 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 Esquire Court;**
 - **Derwood School, 15805 Paramount Drive;**
 - **Hall's Store, 15833 Derwood Road; and**
 - **Hoskinson-Schwartz House, 15919 Chieftain Avenue.**

A potential Derwood Historic District was identified in 1976 on the *Locational Atlas and Index of Historic Sites*. In 1984, the Historic Preservation Commission evaluated Derwood and recommended that it be designated as a historic district, finding that it had historic significance as a railroad community and architectural significance for its contiguous grouping of residences and community buildings in harmonious styles representative of the late 19th and early 20th century. In 1990, the County Council found that Derwood did not merit designation as a historic district and it was removed from the *Locational Atlas*, although an individual site, the Crabb Family Cemetery, was added to the *Master Plan for Historic Preservation*.

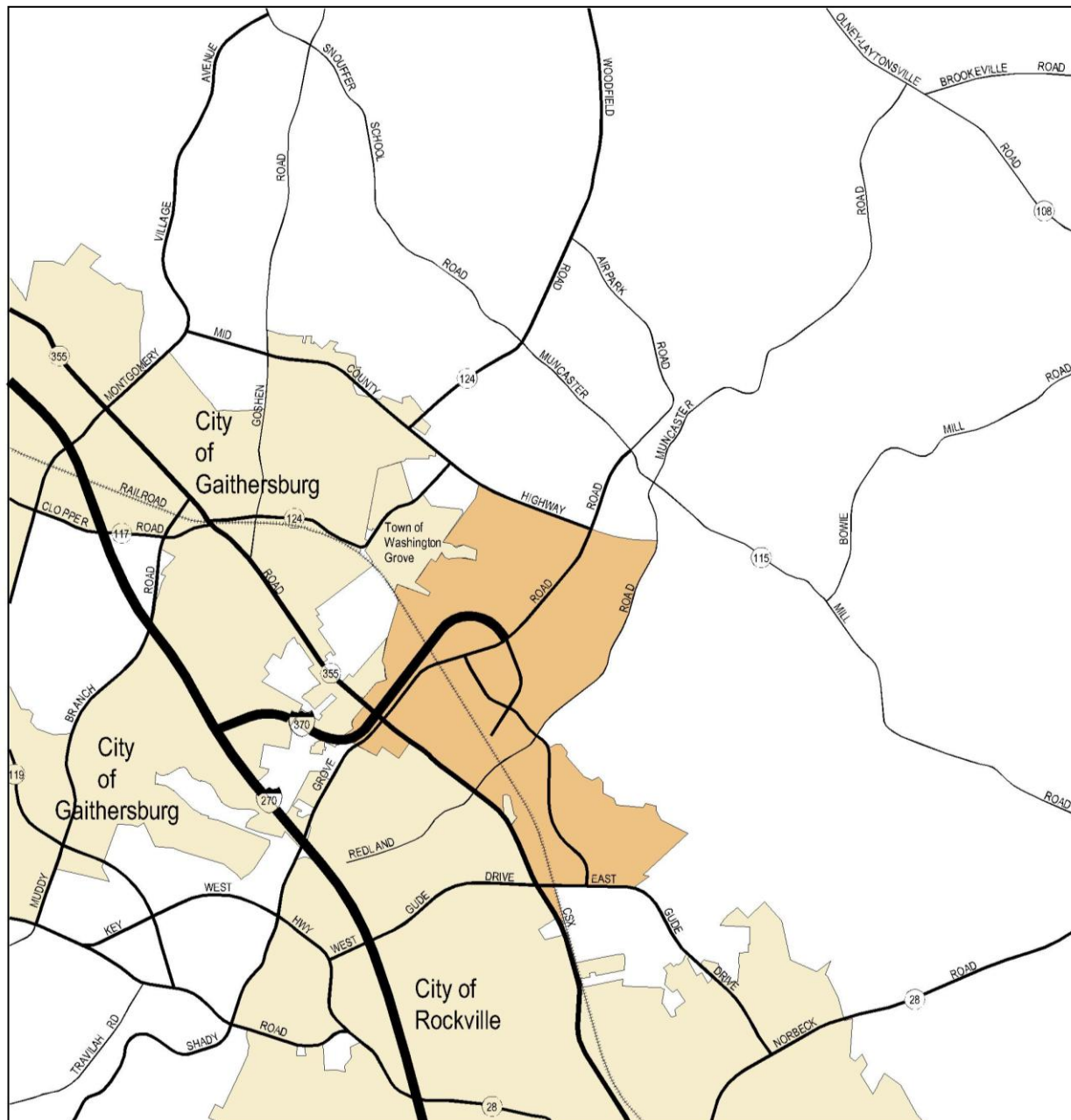
The community has come to view this Sector Plan as an opportunity to reinforce their community's history and residential character. Community members requested additional sites in Derwood be considered for historic designation. There was not adequate time for research and public notification to include such consideration in this Plan. Given the community interest in historic preservation, it is worth reconsidering historic status of the properties listed above. The evaluation of the current and future *Locational Atlas* resources should be accomplished as the work program allows.

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

The Derwood Store and 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 complement the community's historic structures.

Roadway Network



-  Shady Grove Sector Plan
 Municipalities (City of Gaithersburg, City of Rockville, Town of Washington Grove)
 Freeways
 Major Roads
 Arterial Roads/Commercial Business Streets
 Primary Roads



Not to Scale

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

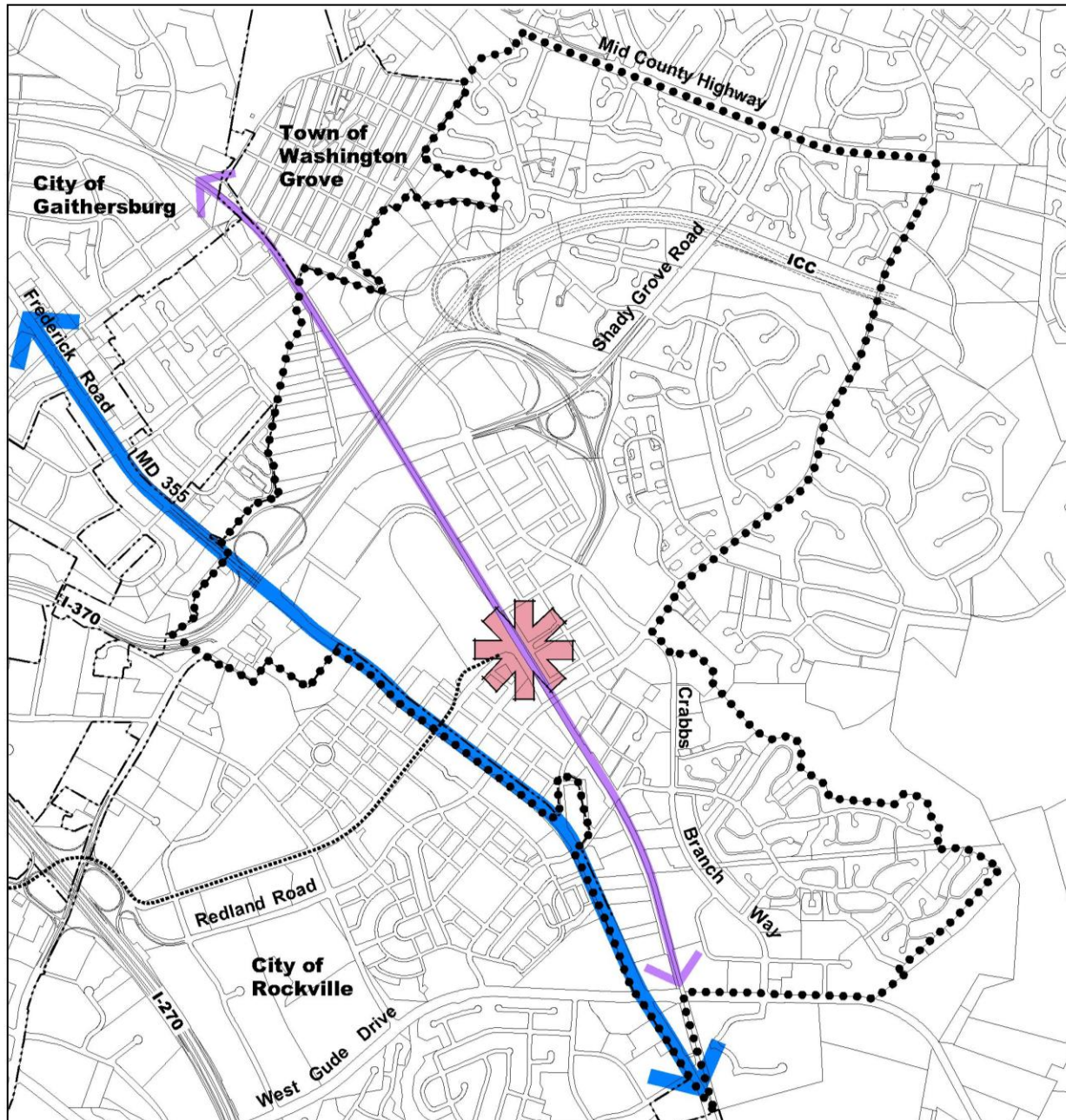
- Improve mobility, local access, and safety.
- Address traffic congestion with a variety of measures that emphasize increasing transit ridership and increasing road capacity where appropriate.
- Increase transit ridership with changes in land use and increased transit service.
- Create a network of 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

Expanded CSX Service

Expanded Transit Improvements

Shady Grove Sector
Plan Boundary

City of Gaithersburg, City of Rockville,
Town of Washington Grove

Corridor Cities Transitway



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 long-term Metro parking, up to 7,200 spaces, if such parking does not displace or negatively affect housing opportunities.
- 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 transitway 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.
- Remove the 50-foot transit easement on the west side of the CSX right-of-way, north of the Shady Grove Metro Station, within the plan area boundary.

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 Growth Policy 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.
- Pursuing innovative measures to achieve higher non-auto-driver mode share goals, such as:
 - Providing free or heavily discounted transit passes for new residents;
 - Providing frequent shuttle service between the Metro station and nearby job sites;
 - Providing car-sharing incentives;
 - Encouraging incentive-based casual carpooling;
 - Providing wireless computers to residents to encourage telecommuting;
 - Charging market-rate parking for both residential and commercial developments;
 - Making the minimum off-street parking requirements under the Zoning Ordinance be the maximum allowed;
 - Lowering the minimum off-street parking requirements in the new zone; and
 - Increasing the frequency and efficiency of bus service on the major routes serving the Metro station and employers in the technology corridor.
- Requiring each significant development within the Shady Grove Policy Area, and any development on County-owned property in the policy area, to enter into a Traffic Mitigation Agreement that would result in no more than 50 percent of the residential-related vehicle trips and 65 percent of the non-residential-related vehicle trips that would otherwise be expected. This requirement is described more fully in the Implementation chapter.
- 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.
- Support increased Ride-On bus service 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 TMD office with meeting space should be provided to support efficient coordination between transit services and the TMD programs. The TMD office can also distribute transit information and actively promote transit ridership. Coordinating transit functions, managing transit programs, and promoting transit use would be primary activities. Size and program needs should be determined through County facility planning. The TMD office 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, Ride-On and MTA's required program needs.
- Build a MARC station adjacent to the Shady Grove Metro Station. As demand grows, support adding more capacity to the Brunswick Line by adding more trains in both peak periods and increasing the size of trains to 8 cars per train. The new station and service should not negatively affect the service provided at the Washington Grove MARC station.
- 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.

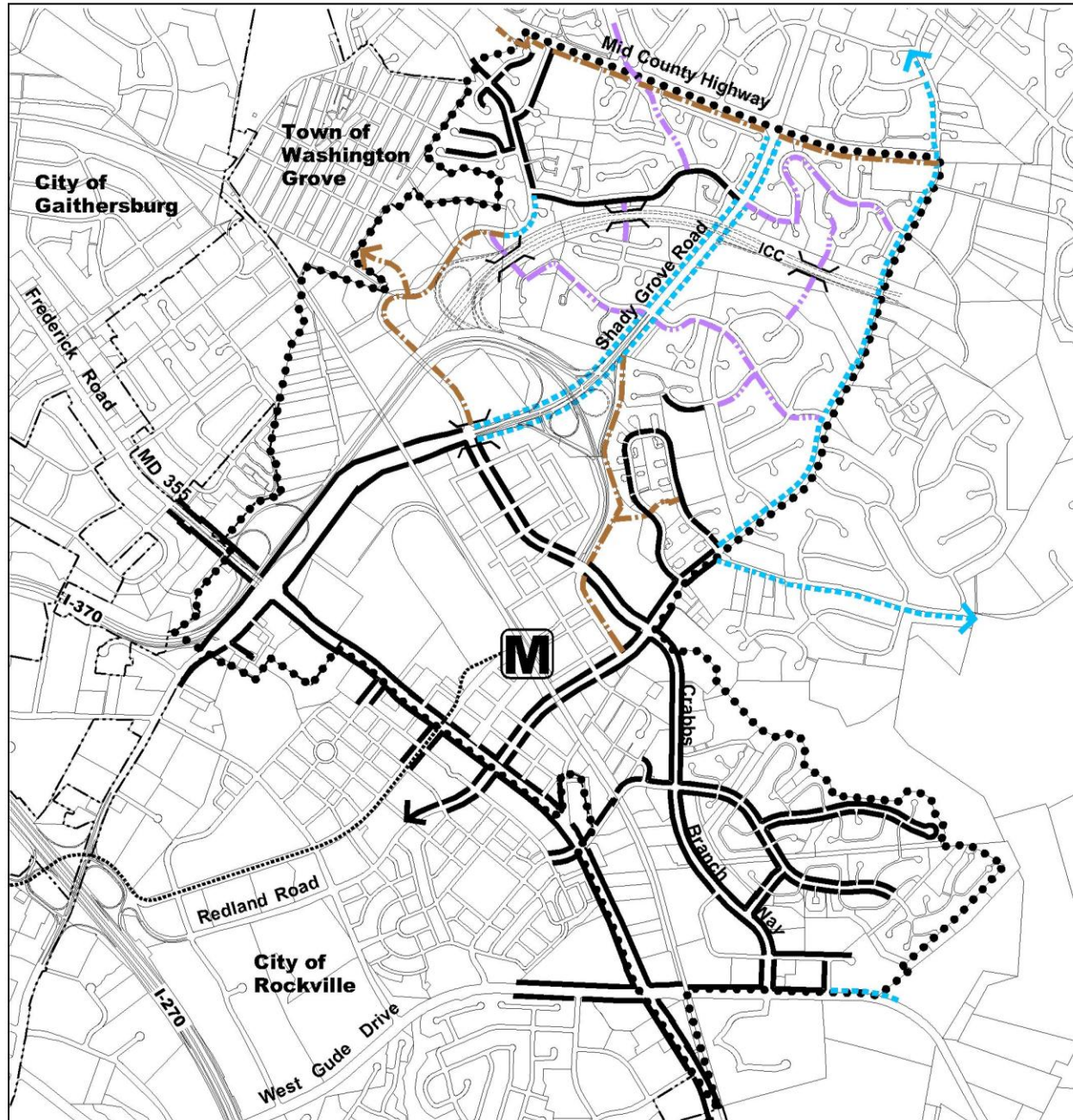
Bikeway and Pedestrian System

(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 to emphasize pedestrian movements.
- Construct a sidewalk on the northwest side of Shady Grove Road between Midcounty Highway and Crabbs Branch Way.
- Extend the sidewalk on East Gude Drive east of its current terminus east of Crabbs Branch Way.
- 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



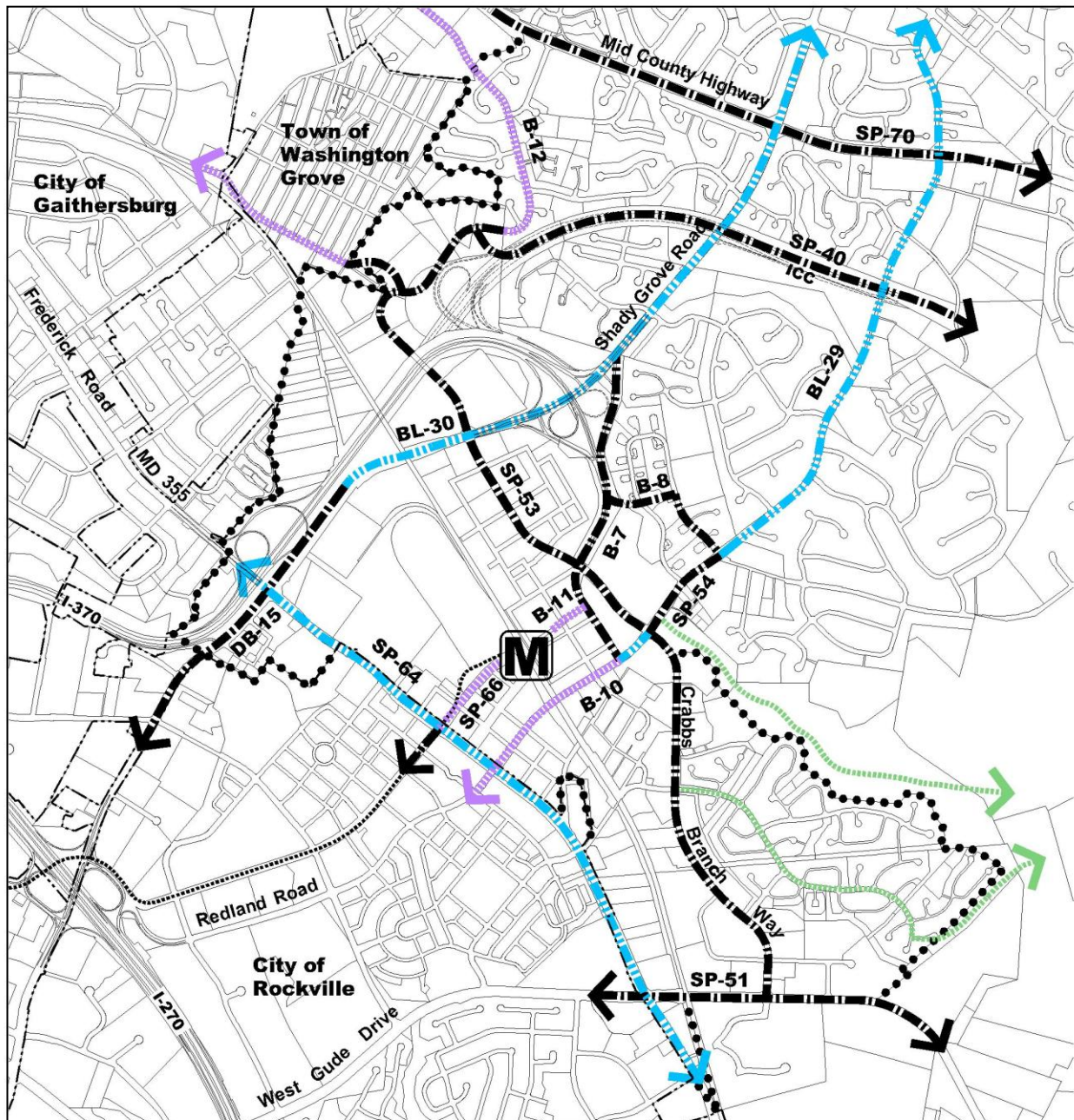
- Existing Sidewalks
- - - Proposed Sidewalks
- - - Proposed Shared-Use Paths (Class I)
- - - Proposed Asphalt Paths (Open Section)
- Proposed Underpass

- Shady Grove Sector Plan Boundary
- - - City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- M Shady Grove Metro Station

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



Bikeway Network



■ ■ ■ ■ 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

--- City of Gaithersburg, City of Rockville,
Town of Washington Grove

..... Corridor Cities Transitway



Shady Grove
Metro Station

Note: Shared-Use Paths, Class I, are also shown on Pedestrian Network Map.
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 to Street "G"	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 to Redland Road	Shared Use Path Class I	Requires easements from homeowners' association
B-10	Redland Road	MD 355 to Street "G"	Shared Roadway Class III	Unmarked lanes adjacent to parking
B-11	Streets "K" and "L"	East Side of Metro	Shared Roadway Class III	Unmarked lanes
B-12	Amity Drive	Northern Plan Boundary to 800' west of Epsilon Drive	Shared Roadway Class III	Unmarked lanes
B-12	Amity Drive Extended	800' west of Epsilon Drive to Crabbs Branch Way Extended	Shared Use Path Class I	Provide connection to Town of Washington Grove via proposed park trail on Casey at Mill Creek property
BL-29	Redland Road	Needwood Road to Midcounty Highway	Bike Lanes Class II	
BL-30	Shady Grove Road	MD 355 to Eastern Plan Boundary	Bike Lanes Class II	
DB-15	Shady Grove Road	Western Plan Boundary to MD 355	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 Plan Area	Shared Use Path Class I	Locate on south side; tie into Rockville's Millennium Trail
SP-53	Crabbs Branch Way	Amity Drive to Gude Drive	Shared Use Path Class I (See Proposed Trail Comments)	Locate path on east side from Amity Drive to Redland Road, on west side from Redland Road to Gude Drive. Provide connections to Metro Station.
SP-54	Redland Road	Needwood Road to Street "G"	Shared Use Path Class I	Path on north side
SP-54	Street "G"	Redland Road to Metro Access Road	Shared Use Path Class I	Connections to Metrorail station amenities via B-11 and sidewalks to be considered in site design
SP-64	MD 355	Length of Plan Area	Shared Use Path Class I	Locate along west side
SP-66	Corridor Cities Transitway	MD 355 to Metro Station	Shared Use Path Class I	
SP-70	Midcounty Highway	Northern Plan Boundary to Redland Road	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 roadways, 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).

The recommendations below address present and future traffic congestion problems in the Shady Grove Sector Plan area. Recommendations consist of road improvements and classification changes to reflect the role each road will play in the future network. The classification changes will also allow improved streetscape character of major roadways when development occurs or road improvements are made. Where possible, improvements will help the movement of pedestrians and bicycles as well as motorized vehicles.

The figure on page 78 identifies the Shady Grove Sector Plan roadways on the Master Plan of Highways and the table on pages 84-85 lists their classifications with minimum rights-of-way. The classification of roadways is a way of indicating the degree to which access to properties is balanced with the ability to handle through traffic. The system ranges from Freeways with an emphasis on through traffic capacity and little or no direct property access down to the Primary Residential Street which emphasizes access functions, which may affect the efficiency of through traffic movement. Secondary Residential Streets are not shown on the Master Plan of Highways. The roadway classes are detailed in the following list:

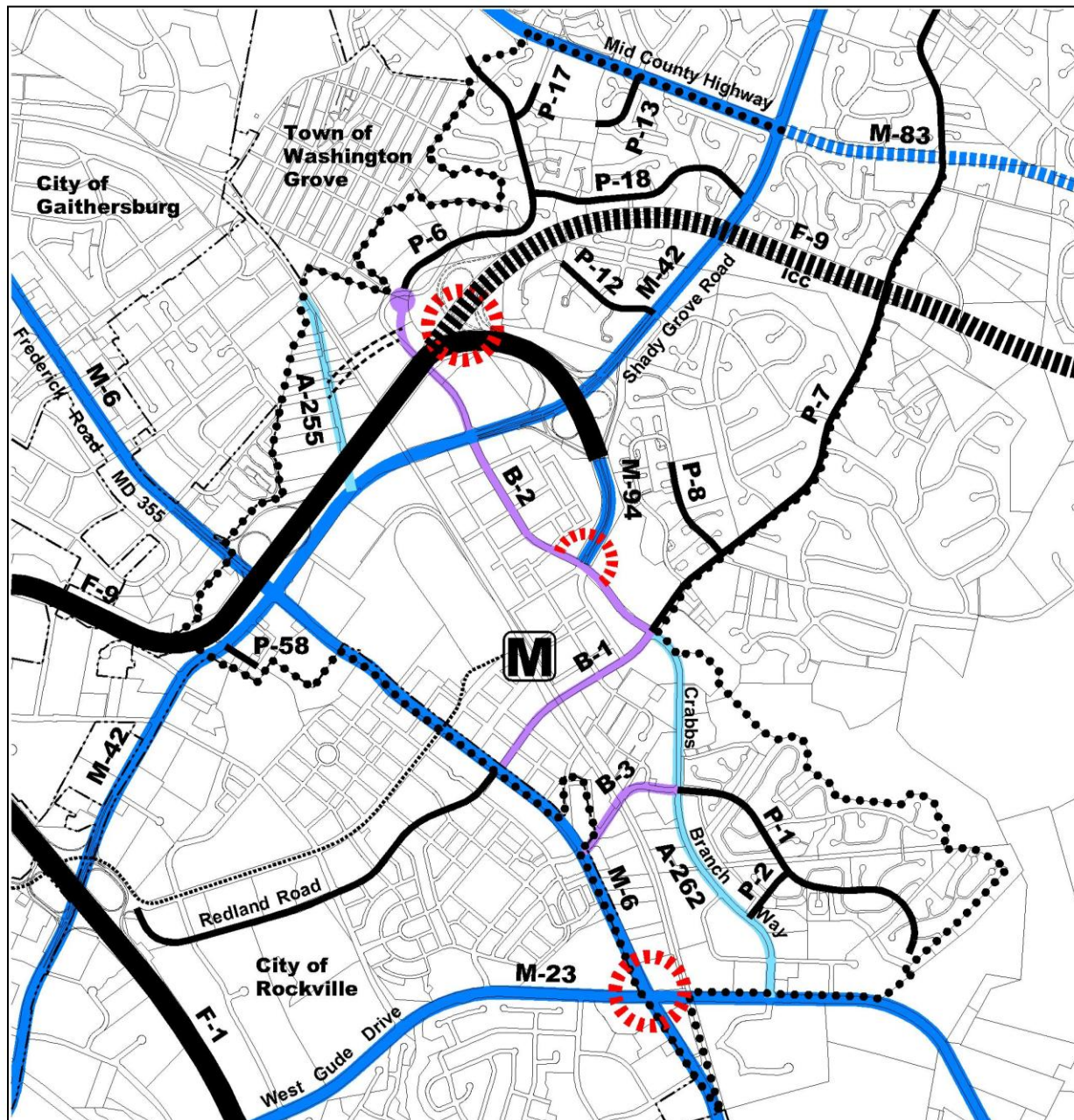
Freeways	Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.
Major Highways	Provide less speed and mobility than freeways, but more access via at grade intersections.
Arterial Roads	Connect major highways and provide more access points than major highways while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.
Commercial Business District Streets	Are restricted to mixed use or commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.
Primary Residential Streets	May carry some through traffic but their main purpose is to provide direct access for 200 or more households and to connect to arterial roads.
Secondary or Tertiary Residential Streets	Provide direct access to homes and allow for greater application of traffic management measures to discourage through traffic movements and speeding. (These streets are not listed in master plans.)

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.

The Intercounty Connector (ICC) is a master planned, 18-mile long freeway connecting Interstate 270 to I-95 and US 1 in Prince George's County. The facility is designated as F-9 in the Montgomery County Master Plan of Highways, with a minimum 300-foot wide right-of-way. The Master Plan of Bikeways includes an off road bike path within the ICC right-of-way. Within the Shady Grove Sector Plan Area, the ICC right-of-way extends approximately one mile between I-370 and Redland Road. Access to the ICC is via the interchange with I-370 and the Metro Access Road.

Proposed Roadway Network



- Existing Freeways
- Proposed Freeways
- Existing Major Highways
- Proposed Major Highways
- Arterial Roadways
- Business Roadways (See Commercial Business Streets for Metro Neighborhoods)
- Residential Primaries
- Potential Street Connection

- Potential Interchange
- Potential Partial Interchange

- Shady Grove Sector Plan Boundary
- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- Shady Grove Metro Station



This Master Plan recommends that within the Shady Grove Sector Plan area the ICC be constructed along the Master Plan alignment, consistent with the Master Plan of Highways as amended by the 1985 Upper Rock Creek Master Plan and subsequent area master plans along the ICC right-of-way for Gaithersburg Vicinity (1990), Aspen Hill (1994), Fairland (1997), and Cloverly (1997). This Master Plan also provides some level of flexibility to allow a Western Connector to be constructed within the ICC right-of-way, based on the results of recent state and local planning studies, including the Planning Board's 2002 Transportation Policy Report.

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 and a median. Outside the Metro Neighborhoods, establish a recommended minimum right-of-way of 150 feet but only require right-of-way dedication from adjacent properties at such time when these properties are subdivided or resubdivided and changed from their current uses to incorporate residential, office, or mixed uses.
- 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 when adjacent properties redevelop (see Existing and Proposed Bikeways map).

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. Pertaining to its design, Redland Road will be treated as a Commercial Business District Street. Pertaining to use and function, this street should be treated as an arterial to allow truck traffic and through traffic movement. 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.
- Allow Crabbs Branch Way to be developed as a one-way couplet.
- Reclassify Crabbs Branch Way from north of I-370 to Redland Road from an Industrial Street to a Commercial Business District Street. Pertaining to its design, Crabbs Branch Way will be treated as a Commercial Business District Street. Pertaining to use and function, this street should be treated as an arterial to allow truck traffic and through traffic movement.

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. Minimize impacts on adjacent businesses.
 - ICC and I-370 (to be developed in the ICC's Draft Environmental Impact Statement).

Intersections

The plan 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 recognizes that capacity improvements of four intersections will likely be necessary to achieve current Local Area Transportation Review standards if build-out is achieved. Balancing the needs of pedestrians, cyclists and vehicles need to be taken into consideration in designing any such improvements. Specific improvements need to be determined at the time of a preliminary plan review (or from public agency/facility planning study) with specific traffic studies and more detailed information to identify needed improvements. The four intersections that are expected to have such potential improvements are:

- Shady Grove Road/Crabbs Branch Way
- MD 355/Redland Road
- MD 355/Shady Grove Road
- Shady Grove Road/Midcounty Highway

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 District Streets for Metro Neighborhoods). Those streets that are listed in the Street and Highway Classification table as Streets 'F' (north of Street 'H'), 'I', and 'J' in the County Service Park are illustrative of the type of right-of-way needed to improve access to Metro and local circulation. Additional streets in the County Service Park that are illustrated but not listed in the table are also of the type desired.
- At the time of preliminary plan review, specific street locations shall be determined. Recommended rights-of-way are needed to ensure adequate lanes, bus access, emergency vehicle access, pedestrian sidewalks and street parking.
- All development shall participate in construction or funding adjacent roadway improvements along their frontage. Provision of new local streets within Metro Neighborhoods are primarily the responsibility of new development.
- Designing local intersections with pedestrian-friendly characteristics such as minimal corner radii, 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

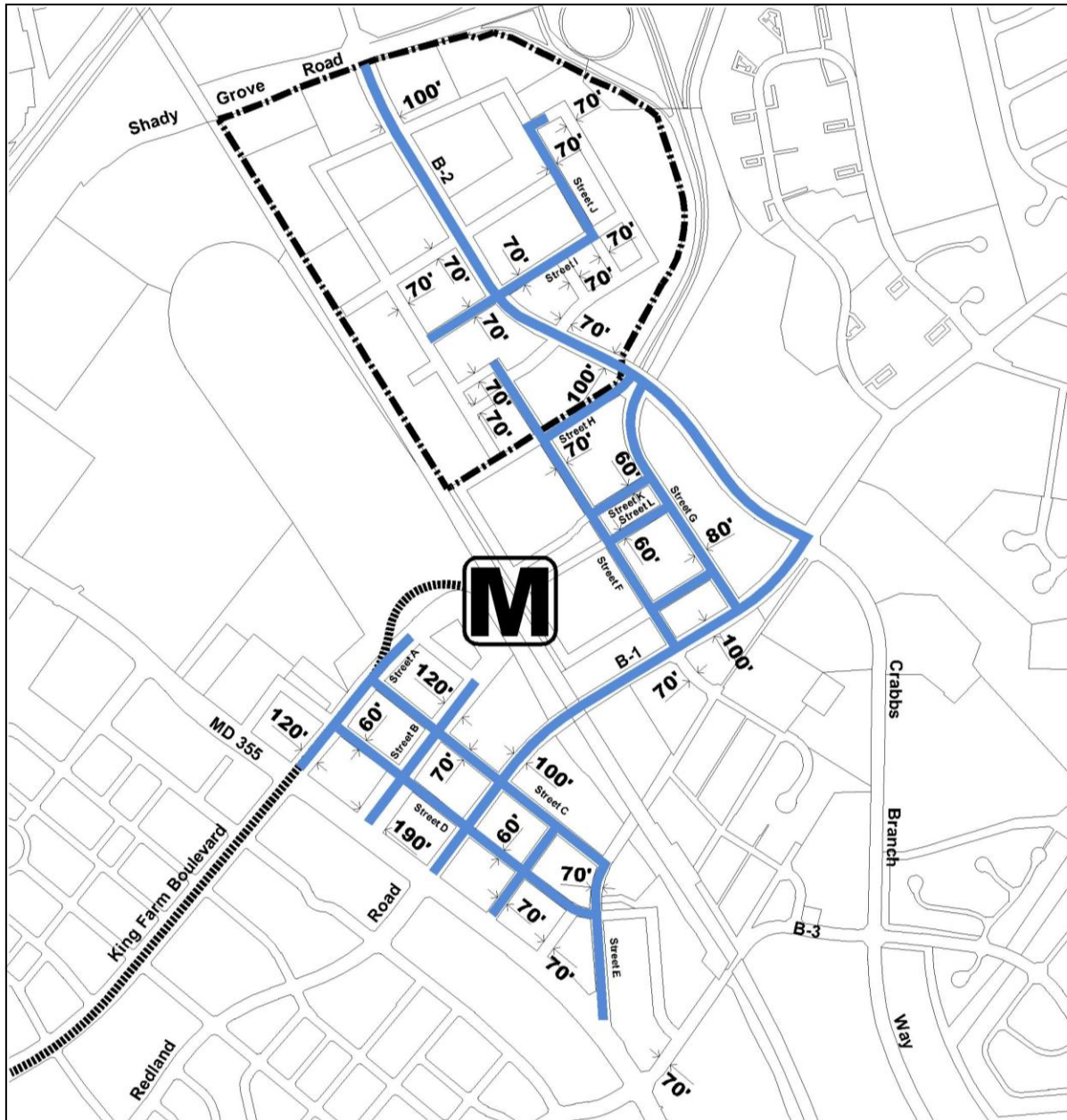
These recommendations are not required by this Plan but are consistent with its objectives.

- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street in a 40' right-of-way may be needed to bridge over the CSX tracks north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. In the 'Proposed Roadway Network' figure on page 78, the location of this potential industrial street is illustrative. 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.

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



 Required Master Plan Street

 Corridor Cities Transitway

 CSP Area
Streets within CSP may have different alignments.



Shady Grove Metro Station

Note: All 70' ROW streets to have parking on both sides.

All 60' ROW streets to have parking on one side only.

Streets within CSP may have different alignments.

Final alignments of proposed roads to be determined by the Preliminary Plan.

Street connection between Paramount Drive (Street E) and Indianola Drive (B-3) may be private street with ROW to be determined by Preliminary Plan.



Not to Scale

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 Avenue	Indianola Dr to Southern Plan Boundary	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 Hw	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
*The minimum right-of-way of 150 feet will be enforced at such time when these properties are subdivided or resubdivided and change from their current uses to incorporate residential, office or mixed uses.				
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	Redland Road 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 (varies)	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 Street C	70	2
B-9	Street "F"	Redland Road to Street "I" Street "K"	70	2
B-10	Street "G"	Metro Access Road to Redland Road	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"	60	2
B-15	Street "L"	Street "F" to Street "G"	60	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 1,600 feet north of Shady Grove 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 plan 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 and enhanced streetscaping in the Metro Neighborhoods. The recommended streetscape improvements for Metro Neighborhoods are depicted on the illustration entitled Proposed Street Cross Sections for the Metro Neighborhoods 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 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 within the Metro Neighborhoods.
- Improve pedestrian safety with street lighting that also contributes to community character and identity.
- Reduce visual clutter and create attractive street corridors by means such as coordinating public signage and encouraging attractive commercial signage.
- Maintain streetscape improvements through public/private partnerships.

Concept

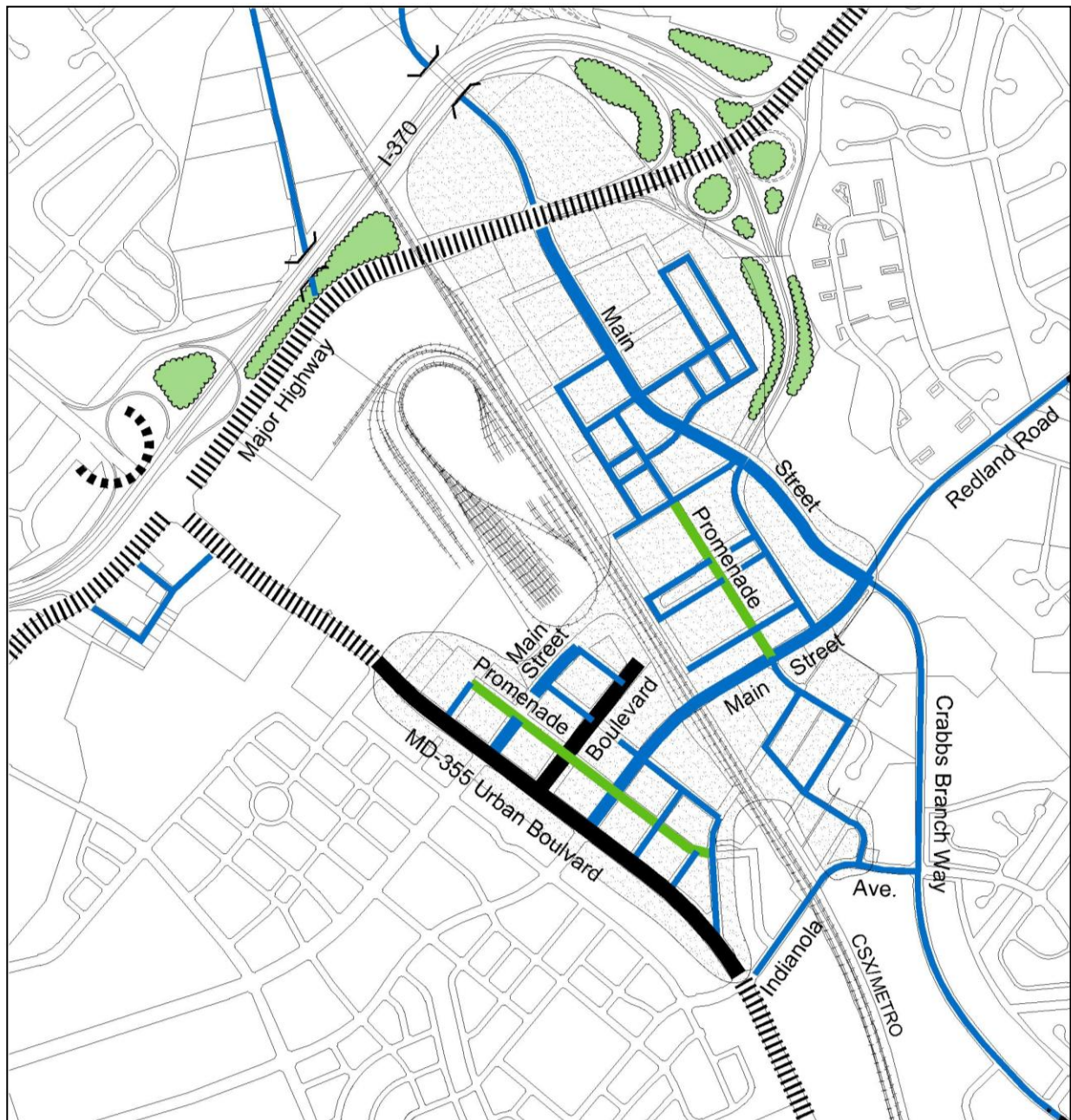
The streetscape concept enhances the existing corridors of Shady Grove Road and MD 355, and creates a new district of streetscape improvements centered in the Metro Neighborhoods. This concept supports the Plan's land use recommendations. A major theme of the streetscape concept is "re-greening the Shady 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

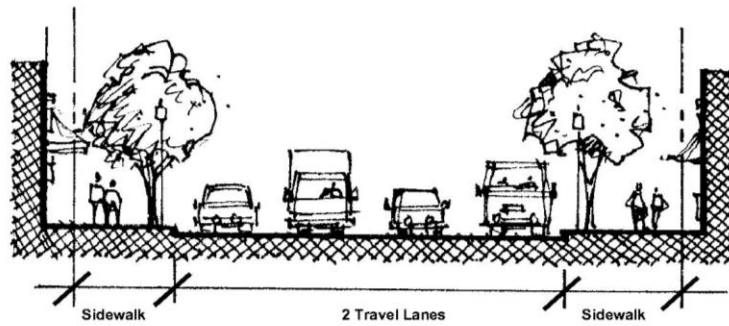


- | | |
|-----------------|--|
| Gateway | Woodland Treatments |
| Urban Boulevard | Bridge Crossings |
| Major Highway | Area with upgraded streetscape treatment |
| Main Street | |
| Promenade | |
| Local Streets | |

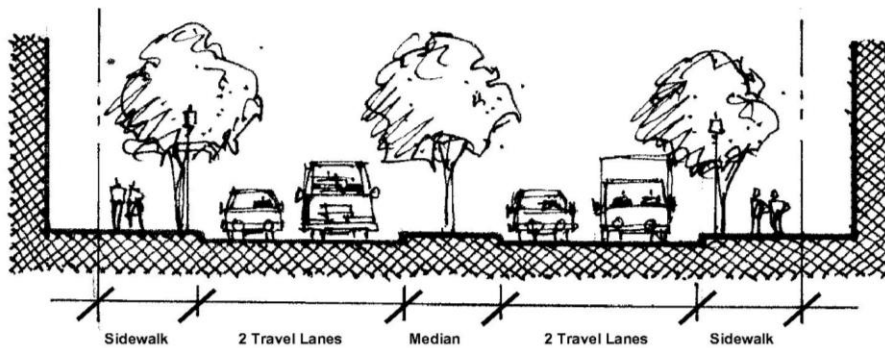


Not to Scale

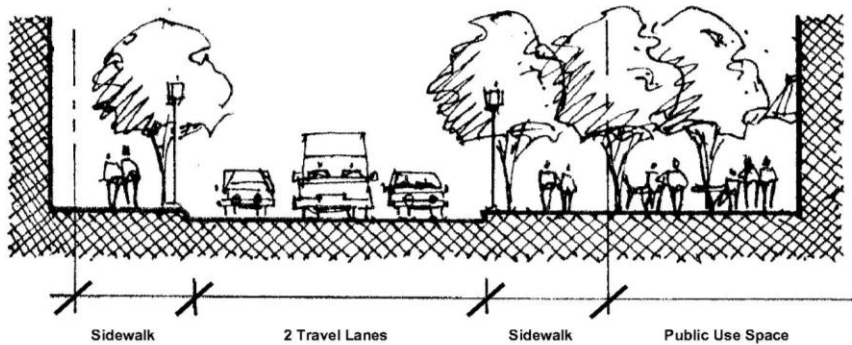
Proposed Street Cross Sections for the Metro Neighborhoods



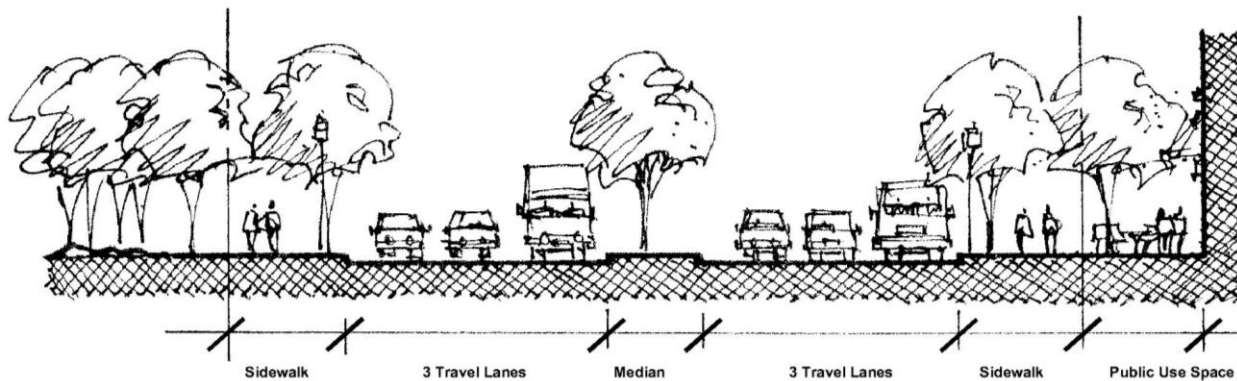
LOCAL STREET - 70' ROW



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.
- In the Metro Neighborhoods, 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 State standards for streetscaping. 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:

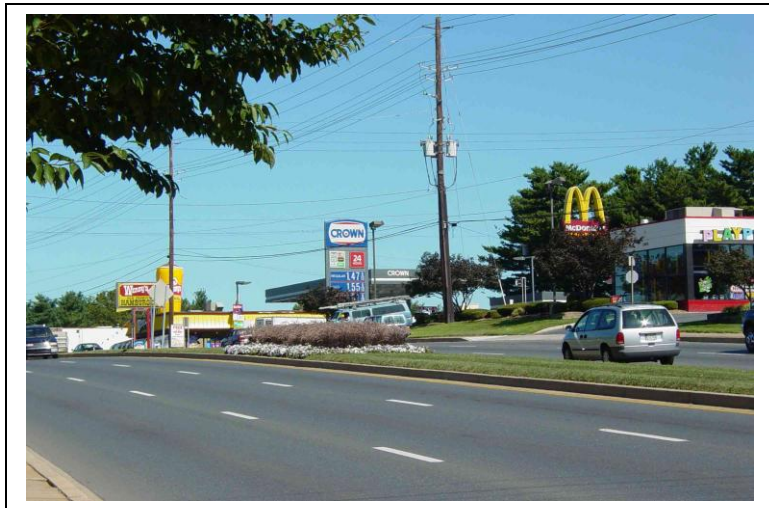
- Require development within the Metro Neighborhoods to underground utilities along new and existing roadways, especially along major roadways with existing overhead utilities.

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

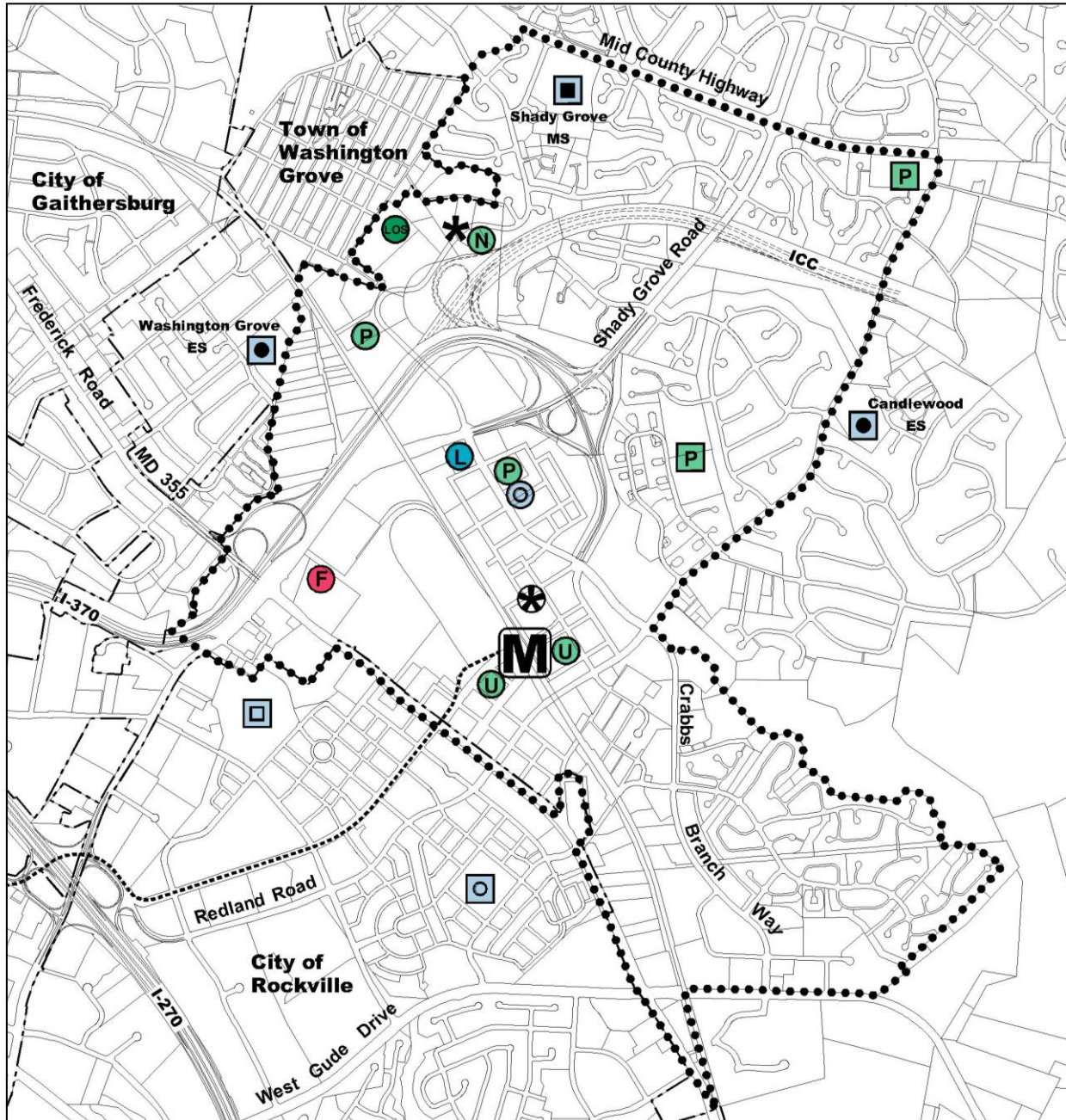


Redland Road



Shady Grove Road

Existing and Proposed Public Facilities



	Proposed	Existing	Future
Elementary Schools			
Middle Schools			
Local Parks			
Neighborhood Parks			
Urban Parks			
Library			
Fire Station			
Legacy Open Space			

- Elementary School may be located on Casey Mill property if County Service Park does not relocate.
- Library may be located on WMATA property if County Service Park does not relocate.

- Shady Grove Sector Plan Boundary
- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- Shady Grove Metro Station



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 along Crabbs Branch Way and Shady Grove Road should be visible, accessible, and create a civic presence. Existing County service facilities should be relocated and reconfigured to sites where they can operate more efficiently.

Park and Recreation Facilities

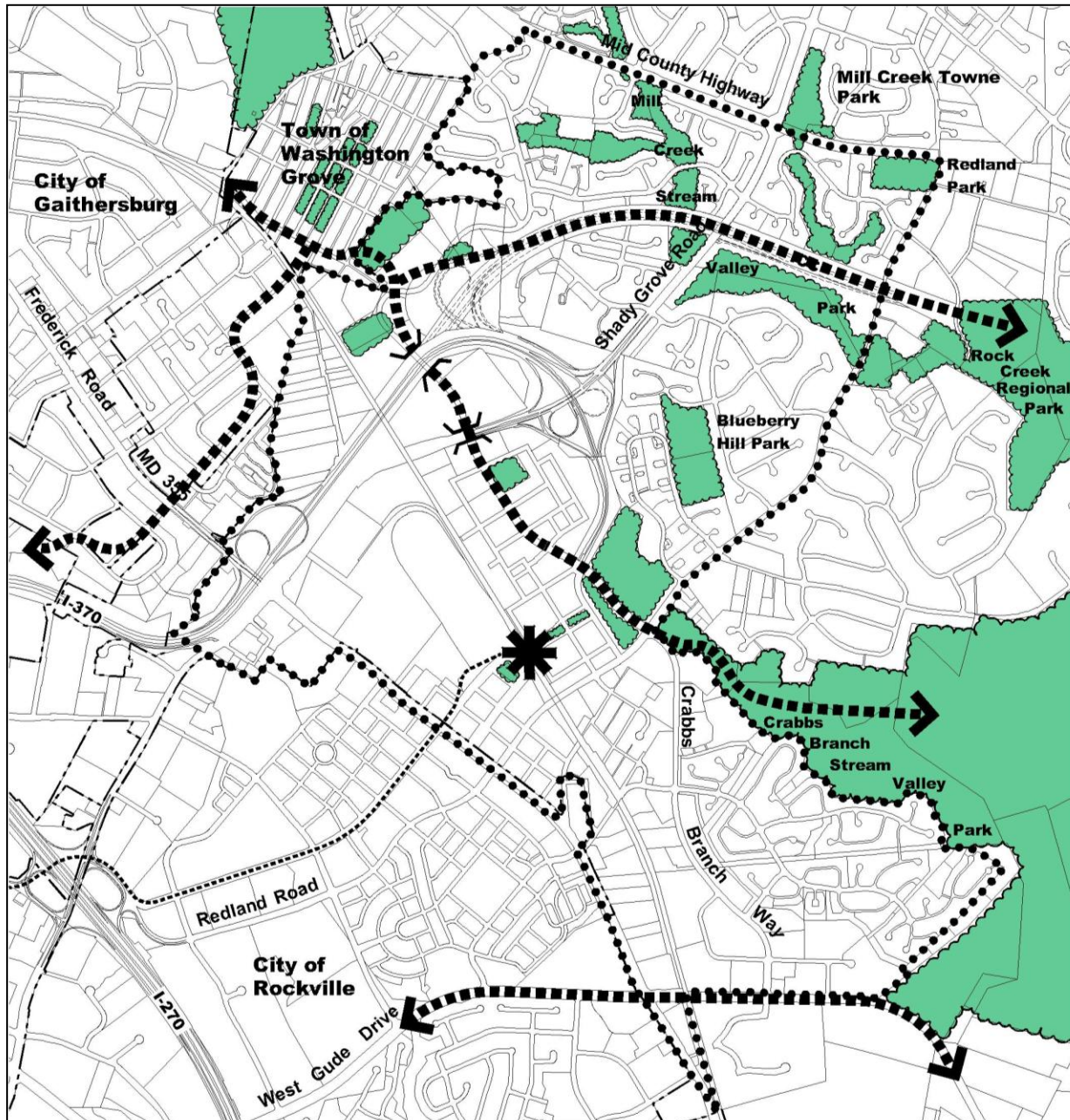
The park system proposed for the Shady Grove planning area will expand recreation opportunities, provide a park trail system integrated with sidewalks and bikeways, and help protect areas of natural and cultural significance.

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

Bridge Crossings

..... Shady Grove Sector
Plan Boundary

- . - . - City of Gaithersburg, City of Rockville,
Town of Washington Grove

..... Corridor Cities Transitway



Shady Grove
Metro Station



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 Transition 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.
- Site 2 - Maintain the existing active recreational uses at Redland Road Local Park.

Provide Recreational Opportunities in New Parks:

This Plan requires a total of three additional adult-sized ball fields to be located within sites close to the new development, 3 multi-use courts and 3 multi-age recreational areas, a variety of picnic and seating areas, exercise trails and outdoor community gathering spaces. The Plan is flexible as to the exact location of the three ball fields but determination must be made prior to the approval of development on Jeremiah Park. If the County Service Park does not relocate, this Plan recommends at least one ball field be located on Casey 6 and other facilities be located outside the plan area. If the County Service Park relocates, this Plan recommends separate locations for ball fields, depending on where the additional school is located. If the school is located at Jeremiah Park, this Plan recommends at least one ball field be a park/school site combination. Other ball field needs will be provided on Casey 6 or other properties within or outside of the plan area. If the County Service Park relocates and the school is located at Casey at Mill Creek, this Plan recommends setting aside a 4-acre portion of Jeremiah Park for a park and identifying land for other needed facilities listed above prior to the redevelopment of the County Service Park.

- 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 4 acres for an urban park in the Transition Area, called Jeremiah Park after Derwood's founder. This park should offer multi-use courts, multi-age recreation, seating areas, exercise trails, outdoor community gathering space and expanses of green lawn and shade trees. If active recreation is required, provide approximately 2 acres for each ball field. Parking should be shared with other public facilities.

- 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.

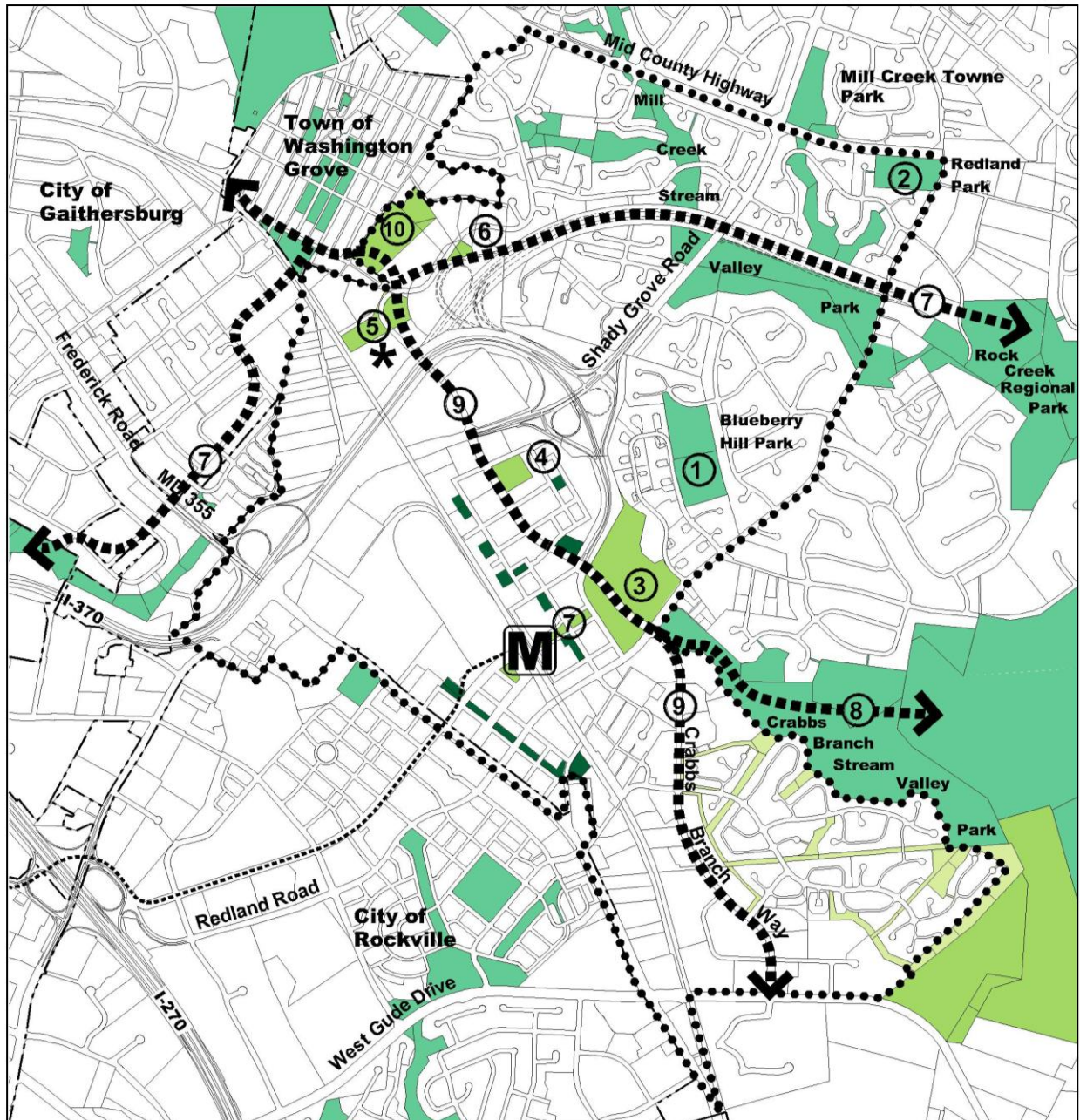
Protect historic, cultural, and archeological features:

- 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.

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 and Open Space
- Countywide Trails

- 9 See text for discussion
- ✱ Park achieved through dedication if Casey 6 is Part of joint redevelopment of CSP.

- Shady Grove Sector Plan Boundary
- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- M Shady Grove Metro Station

Note : Public use parks within CSP will be determined by Project Plan.



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 plan 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 plan area. The school site depends on the relocation of the County Service Park. If the County Service Park does not relocate, the school should be located at Casey at Mill Creek, to be publicly acquired. If the County Service Park relocates, this Plan recommends locating the school at Jeremiah Park. Alternatively, the school could be located at Casey at Mill Creek, if acquisition is privately funded. The additional middle and high schools will need to be provided outside the plan area. Potential sites are available and will be identified by the *Gaithersburg Vicinity Master Plan*. This Plan recommends:

- Designating Jeremiah Park as the preferred site for an elementary school.
- Allowing an alternative site, Casey at Mill Creek, to be considered if the property is acquired by the private sector.
- 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 to serve the growing residential areas in the mid-county area and alleviate school crowding.
- Ensuring that gymnasiums are built at the same time that future elementary schools are constructed.

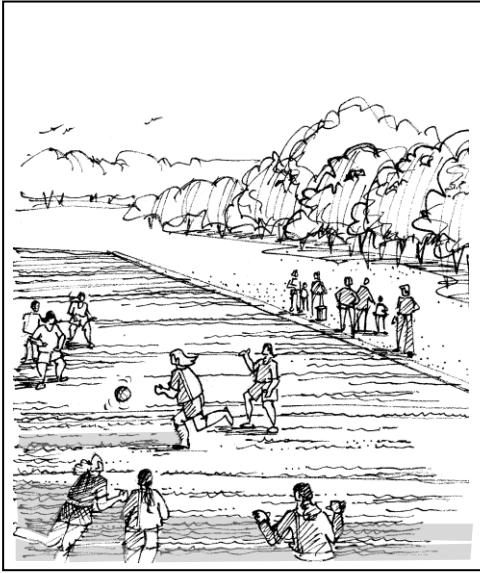
County Service Park

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 staging of land use development to facilitate the relocation of the County Service Park and other county facilities. Development capacity will be reserved for a two year period for redevelopment of county land unless if a decision is made not to relocate county facilities (see Staging section).

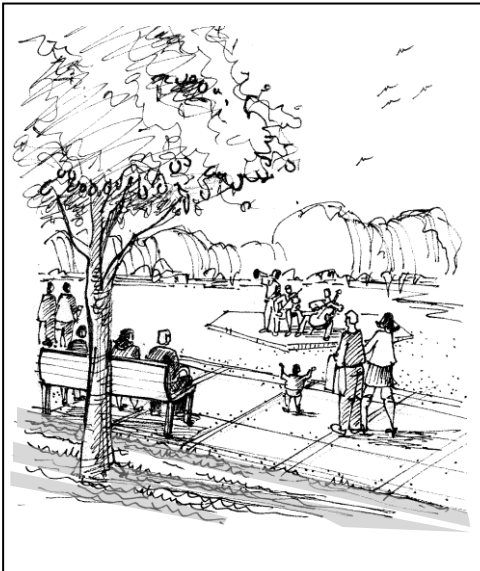
Recreation Opportunities



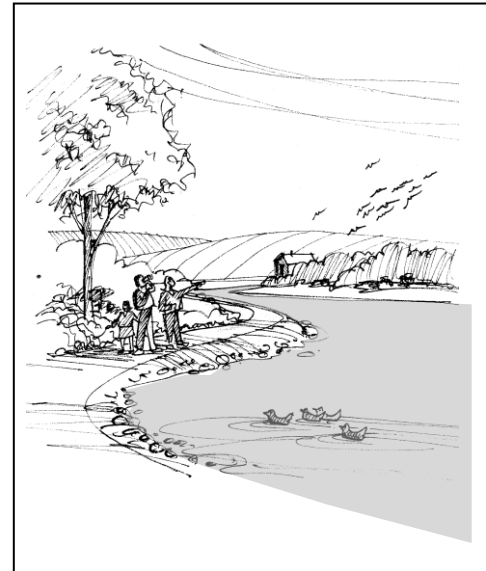
Playing Sports/Games



Riding Bicycles



Enjoying Community Events



Enjoying Nature

Urban Park Network



- Urban Park
- Passive Nature Park
- Public Use Park



Not to Scale

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 if the County Service Park is relocated or on the WMATA site in Metro North. Relocate the library previously proposed for the Laytonia Recreational Park to the redeveloped County Service Park or the Metro station 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.
- Pursuing shared parking with adjacent development to maximize efficiency.
- Incorporate additional meeting space in the design of the library if needed, including some kitchen facilities and smaller scale recreational activities (such as a game room) to meet community needs for a gathering place.
- Co-locating any additional recreation functions if found needed by the Department of Recreation.

Community Center

A County community recreation center within the Metro Neighborhood area may be considered in the future to serve the community with year-round recreation and programs. Although there does not appear to be a need for a full size recreation center based on existing Department of Recreation standards, the Department continually reassesses the need for facilities when it prepares its long-range facility plan and Capital Improvements Program. If the Department of Recreation determines that a recreation center is needed, the Park and Planning Department should explore options to co-locate a recreation center with other public facilities in the Metro Neighborhoods.

It is the intent of this Plan to create a community gathering place and focal point on Jeremiah Park and Metro North – CSP by providing a four-acre park and community space in the proposed library. Options to co-locate these facilities should be encouraged as well as the potential to co-locate private recreational facilities. This Plan recommends:

- Coordinating with the Department of Recreation to identify need as the Plan builds out. If a new facility is needed, consider co-locations with other public facilities or on WMATA's property on the east side of Metro, Metro North, 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.

Fire and Rescue

The Montgomery County Fire and Rescue Service (MCFRS) has determined that a future fire-rescue station is needed in the Shady Grove area. There are no fire stations between Station 3 in Rockville and Station 8 in Montgomery Village, the busiest stations in the County. 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 within the Shady Grove Sector Plan area 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 busy service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive and may limit development. Other sites within the vicinity may also be considered during the site evaluation process that meet MCFRS's criteria for location and site suitability. This Plan recommends:

- As an alternative to technology or research and development uses on this site, a public fire and rescue station 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:

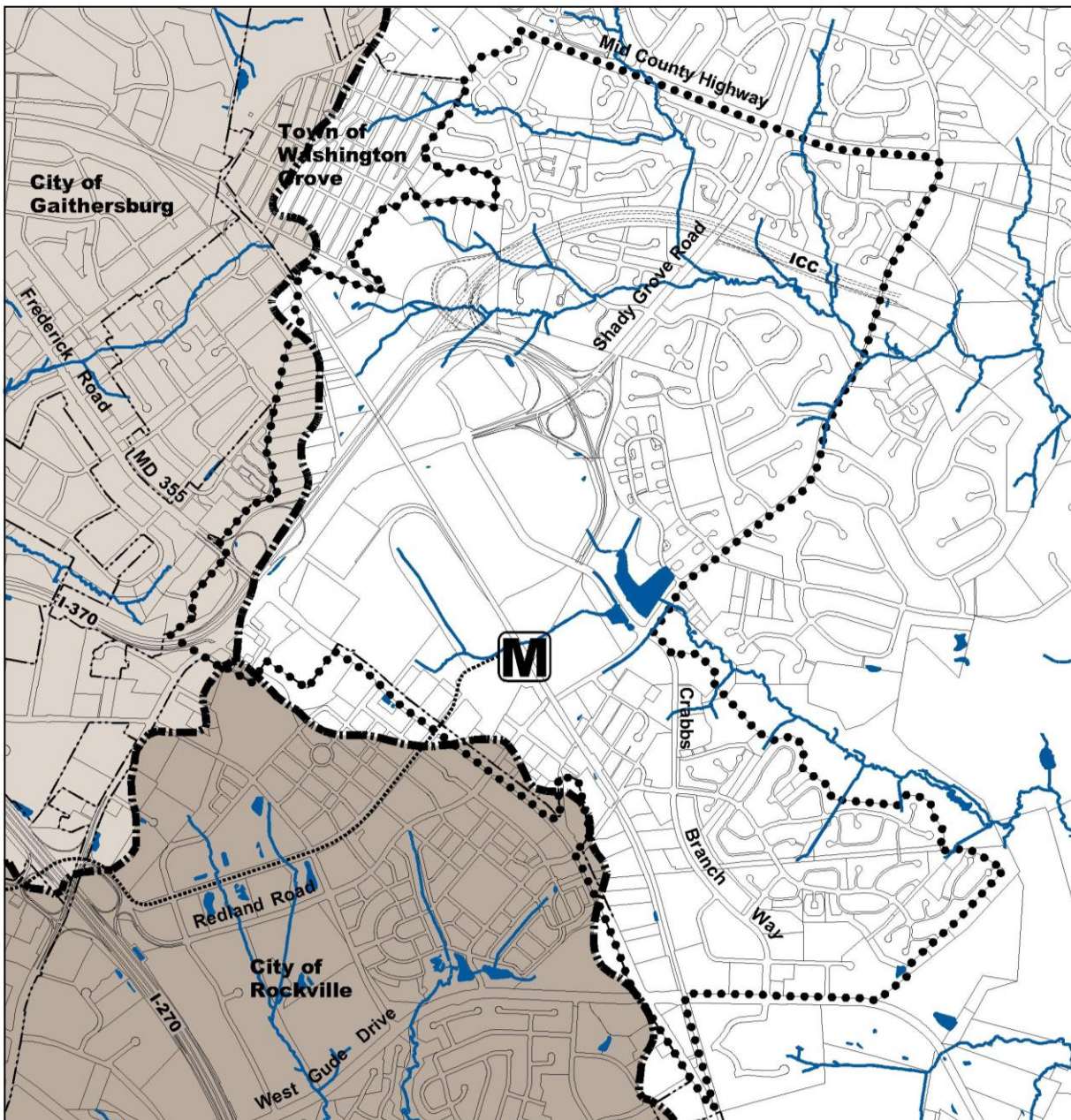
- Redeveloping the existing day care located on WMATA property into the new Metro West neighborhood.
- Providing a new day care facility located on WMATA property within the Metro East neighborhood.

Police Station

The Montgomery County Police Department has been engaged in a site selection search for a police station in the 6th District adjacent to the Shady Grove Sector Plan area. The police department supports the provision of a police facility within the plan area, potentially co-located with the Fire and Rescue facility. This Plan recommends:

- Supporting the consideration of locating a police facility within the plan area. This could potentially be collocated with the MCFRS facilities in or near the area.

Watersheds



Upper Rock Creek Watershed

Muddy Branch Watershed

Watts Branch Watershed

Watershed Boundaries

Streams

Ponds

Shady Grove Sector
Plan Boundary

City of Gaithersburg, City of Rockville,
Town of Washington Grove

Corridor Cities Transitway

Shady Grove
Metro Station



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.

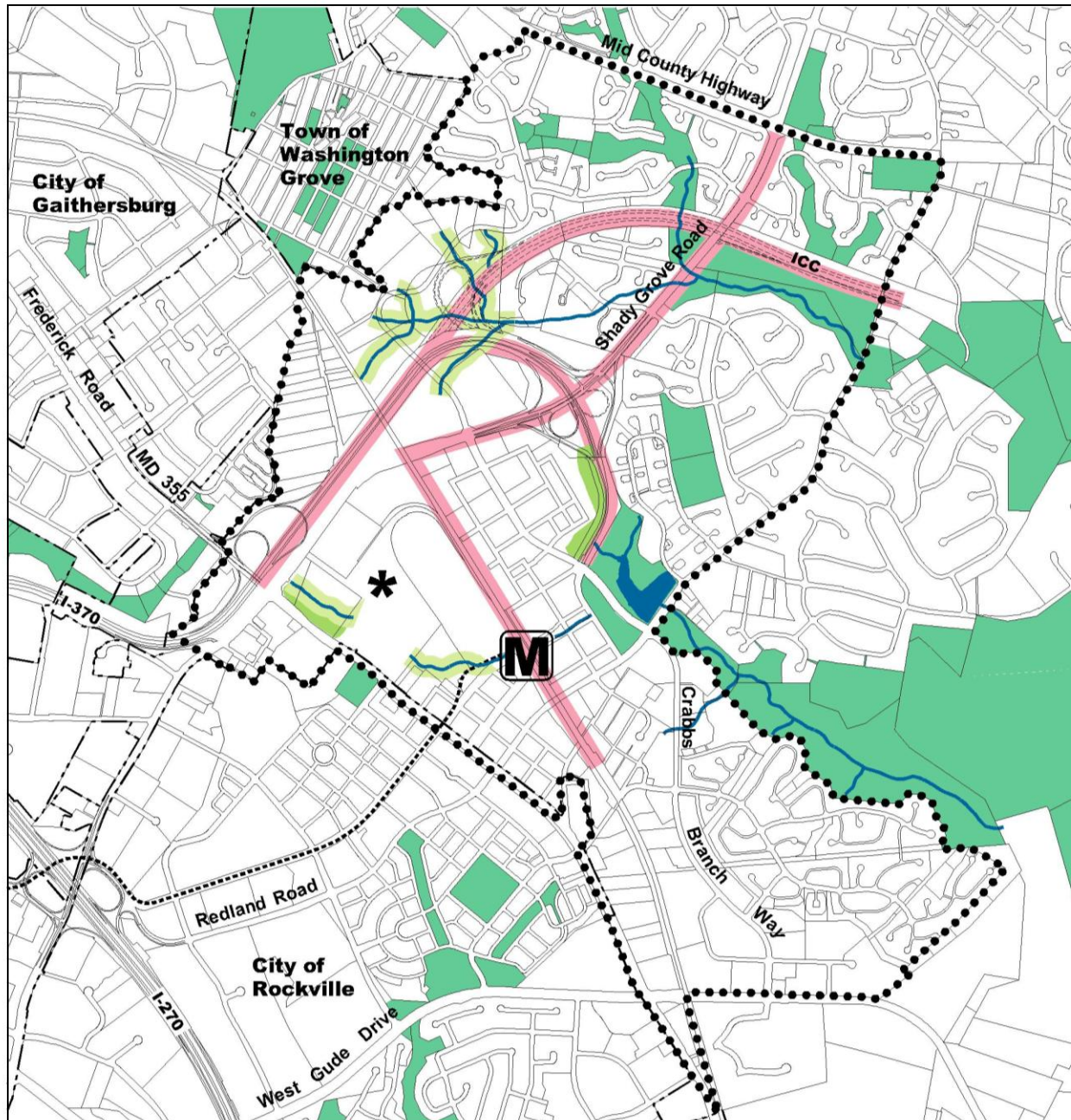
Objectives

- 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
- Parkland
- Streams
- Odor Control Initiatives

Note: Buffers not to scale

- Shady Grove Sector Plan Boundary
- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- M Shady Grove Metro Station



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 a certain amount of existing forest (trees) be maintained on site or forest (trees) be planted either on or off site for any new development or redevelopment. While tree cover may be substituted for forest, this Plan recommends that requirements be fulfilled in the Crabbs Branch watershed in reforestation areas that will be set aside for this purpose. This Plan recommends:

- 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 reforestation areas within the plan area to facilitate reforestation requirements (see Environmental Protection and Restoration Areas). Reforestation is recommended in three areas:
 - A forest buffer along the Metro Access Road when the park maintenance and school bus depot facilities are relocated. The need to achieve a 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 plan area is located primarily in the Upper Rock Creek Watershed and straddles three subwatersheds. Streams in the Upper Rock Creek Watershed are designated as Use IV, suitable for the support of a put-and-take trout population. While streams within the plan area do not support trout, downstream areas in Rock Creek Park do and the maintenance of the plan 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.

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.
- 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*.
- Incorporating noise mitigation strategies along Shady Grove Road and I-370 and for residential uses along the Metro Access Road as part of redevelopment of the County Service Park if noise levels are found to exceed appropriate standards and guidelines.
- 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.
- Accommodate the relocation of the County Service Park in an initial stage and, in the event that the CSP is not relocated, alternative staging is provided that reflects a lower amount of housing 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 Stage 2 and Stage 3. To secure land for parks, staging for acquisition or dedication shall occur earlier than Stage 3 and in conjunction with development proposals.

General Staging Provisions

The following general provisions shall apply to all development within the plan area:

- Shifting of existing employment within the plan area does not count towards staging limits.
- Staging does not exempt development from other requirements imposed under County law or regulation such as the Adequate Public Facilities requirements.
- Re-evaluate the need for additional community meeting space before the new library is built and consider the option to co-locate additional meeting space with the library, if needed.
- Do not approve a preliminary plan for new private development on Jeremiah Park until a site for a new school and the private funding source for acquisition have been identified.
- Do not approve a preliminary plan for new development on Jeremiah Park or Metro North until a site for a library has been identified by the Planning Board in consultation with the Department of Public Libraries and other permitting agencies.
- Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.
- Each development receiving preliminary plan approval within the Shady Grove Metro Station Policy Area that generates at least 100 additional peak-hour vehicle trips, excluding pass-by trips, is required to enter into a Traffic Mitigation Agreement (TMAg) in compliance with the Planning Board's policies. The trip mitigation requirement for this agreement is 50 percent of the residential-related vehicle trips and 65 percent of the non-residential-related vehicle trips that would otherwise be expected based on countywide trip generation rates prior to any applicable deduction, such as proximity to a Metrorail station. The breakdown in the reduction of trips should be identified in the contractual agreement. County-owned property in the Shady Grove Policy Area is required to enter into a TMAg on all new development or redevelopment with no deduction of existing trips.
- Any County owned property, including the County Service Park, must participate in Trip Mitigation Agreements even if development yields less than 100 additional peak-hour vehicle trips.
- Identify the location of the new elementary school site and depending on location, determine whether immediate acquisition is required.
- Seek memorandums of understanding with Rockville and Gaithersburg documenting their commitment to abide by the staging principles in the Sector Plan.
- Where a trigger indicates that a facility needs to be funded, the facility can be funded privately, publicly, through a development district, or any other source.

Within two years from the adoption of the Sector Plan:

- If some or all of the County Service Park relocates, final negotiations on relocations should be concluded. The schedule for funding the design and construction of any improvement to CSP facilities that may occur if these facilities are not relocated will be determined by the Council during its review of the Capital Improvements Program.
- If the County Service Park does not relocate in its entirety, the amount of housing units will be adjusted as specified in this staging plan with a proportional reduction in housing units for each stage to be determined by the Planning Board¹.

Staging Sequence:

Staging with the relocation of the County Service Park

Stage 1	2,540 units, 1,570 jobs
Stage 2	3,540 units, 2,650 jobs cumulative
Stage 3	6,340 units, 7,000 jobs cumulative

¹ An example of how the proportional reduction in housing units works follows: If 50% of the County Service Park relocates, then the Stage 1 housing limits will be 50% of the difference between the ceiling limits with and without the relocation of the CSP, or 2,020 housing units.

Staging without the relocation of the County Service Park

Stage 1	1,500 units, 1,570 jobs
Stage 2	2,500 units, 2,650 jobs cumulative
Stage 3	4,100 units, 7,000 jobs cumulative

Residential development on Casey 6, Casey 7, and the County Service Park (Jeremiah Park and Metro North-CSP)

The residential development these properties may not exceed 1,485 housing units. These limits may be increased by 10% for workforce housing, 20% TDRs, and 22% for an MPDU bonus where applicable, up to 2,240 housing units with bonus density. See chart under Potential Joint Development Properties for distribution of housing units.

Stage 1 - Triggers:

- Receive County Council adoption of zoning text amendments and complete sectional map amendments.
- Establish a Transportation Management District (TMD) that covers the Sector Plan area except areas of single-family residential development. Allow development to proceed prior to establishment of a TMD, but only under the proviso that the owner/tenants of every development ultimately within the boundary of the TMD must participate in its required activities, including the preparation of a traffic mitigation plan, the participation in the annual commuter survey, and the payment of any annual fees as if it were new development, once the TMD is established.

Stage 1 – 2,540 housing units and 1,570 jobs with the relocation of the CSP.

The staging scenario for the relocation of the County Service Park is intended to allow for the level of development recommended for the CSP within Stage 1 and a small amount of additional housing elsewhere in the Plan. This represents approximately 40 percent of the housing units. Housing capacity of 2,480 units and 520 jobs (400 office and 120 retail jobs), will be held for development on Jeremiah Park and the Metro North Neighborhood, unless the Executive branch determines that a land exchange is not feasible or fails to enter into an agreement with a private developer to relocate the CSP within two years of the adoption of the Plan. The remaining 1,050 new jobs may occur anywhere else in the Sector Plan and credit will be given for existing jobs that are being replaced.

If the County Service Park does not complete negotiations related to relocation within two years, then Stage 1 will consist of only 1,500 housing units and 1,570 jobs. If only some portions of the County Service Park relocate, then Stage 1 ceiling will be proportionally adjusted to the amount of development proposed up to 2,540 units and 1,570 jobs.

Stage 2 - Triggers:

- Evaluate the need and schedule for the new elementary school and ask MCPS to begin planning and program accordingly.
- Fund acquisition or dedication for a local park with at least one adult-sized ball field. If County Service Park relocates, dedication of required park facilities should be required as part of the preliminary plan approval of private development. Fund construction for one park.
- The Planning Board will consider the aggregate performance of all such TMAGs in the Shady Grove Policy Area in the decision to move to Stage 2. If the sum total of vehicle trips from all participating sites exceeds the sum of the allowed trip caps, then the plan should not be considered ready to move to the subsequent stage.
- Each of the major intersections in the Sector Plan area must operate at or better than its respective Growth Policy Local Area Transportation Review (LATR) level of service standard or congestion level at the time of the Plan's adoption, which ever is greater. Traffic will be measured from existing and approved development on a network programmed for completion four years later.

- Fund the Metro Access Partial Interchange for completion within the first four years of the Capital Improvements Program to ensure adequate access to the Metro station.
- Fund the MD 355/Gude Drive interchange for completion within the first four years of the Consolidated Transportation Program, the Capital Improvements Program, or other transit or transportation improvements that would make the intersection function at an acceptable level. 'Acceptable' is defined as the applicable intersection congestion standard in the Growth Policy.
- Planning Board must make determination that Stage 2 can proceed.

Stage 2 - 3,540 units, 2,650 jobs with the relocation of the CSP.

If negotiations are not completed on the relocation of the County Service Park after two years from the approval of the Plan, then Stage 2 will consist of only 2,500 units and 2,650 jobs. If only some portion of the County Service Park relocates, then the Stage 2 ceiling will be proportional to the amount of development proposed up to 3,540 units and 2,650 jobs.

Stage 3 - Triggers:

- Fund library in the 6-year CIP.
- Construct a new elementary school unless MCPS identifies an alternative strategy for serving elementary school children.
- If County Service Park relocates, fund construction of a second local park with ball field.
- Evaluate if public facilities are adequate for growth and determine if any changes to the Sector Plan are required as a result.
- Fund the following for completion within four years: (1) Redland Road and Crabbs Branch Way roadway improvements; (2) the pedestrian underpass at Shady Grove Road and Crabbs Branch Way if The Grove and Jeremiah Park redevelop; and (3) all area wide pathways and bikeways under County control.
- Planning Board must make determination that Stage 3 can proceed.

Stage 3 - 6,340 housing units and 7,000 jobs if CSP is relocated.

Under the scenario that the CSP is not relocated, only 4,100 new housing units will be permitted.

IMPLEMENTATION MEASURES

The Plan's complexity and extensive changes in the Metro area requires a specific Implementation Plan to ensure that public actions are timely and well coordinated with private sector development. The Implementation Plan should be prepared by the M-NCPPC in coordination with other involved agencies and presented to the Council for approval. The Implementation Plan should:

- Identify the various public agency responsibilities and specific actions, specify when such actions should take place and describe needed coordination to ensure successful implementation;
- Contain a staffing plan to indicate the resources necessary to oversee implementation;
- Contain a plan for assuring project plan and site plan compliance with the Sector Plan;
- Include strategies for coordinating the provision of capital facilities; and
- Include the process by which County agencies will assess options to relocate County Service Park facilities.
- Identify a citizens participation strategy to assure community involvement in Plan implementation.

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.

Staging Sequence: Relocation of the County Service Park

	Stage 1 2,540 dus 40% 1,570 jobs 22%	Stage 2 3,540 dus 55% 2,650 jobs 40%	Stage 3 – Remaining Density 6,340 dus 7,000 jobs
Before Stage 1	Before Stage 2	Before Stage 3	Build-out
- Adopt zoning and sectional map amendments - Establish TMD	- Evaluate need for new school and ask MCPS to program accordingly - Fund/dedicate one park - Evaluate TMAGs and intersections for conformance to standards - Fund Metro Access Partial Interchange - Fund MD 355/Gude Drive interchange or other improvements to achieve acceptable service level - Planning Board finding to proceed to Stage 2	- Fund library - Construct elementary school unless MCPS has alternative means to serve children - Fund construction of second local park - Review all public facilities and determine whether any changes to the Plan are required - Fund Redland Road and Crabbs Branch Way roadway improvements - Fund pedestrian underpass - Fund area-wide pedestrian and bikeways - Planning Board finding to proceed to Stage 3	

Staging Sequence: No Relocation of the County Service Park

	Stage 1 1,500 dus 36% 1,570 jobs 22%	Stage 2 2,500 dus 60% 2,650 jobs 40%	Stage 3 – Remaining Density 4,100 dus 7,000 jobs
Before Stage 1	Before Stage 2	Before Stage 3	Build-out
- Adopt zoning and sectional map amendments - Establish TMD	- Evaluate need for new school and ask MCPS to program accordingly - Fund/acquire one park - Evaluate TMAGs and intersections for conformance to standards - Fund Metro Access Partial Interchange - Fund MD 355/Gude Drive interchange or other improvements to achieve acceptable service level - Planning Board finding to proceed to Stage 2	- Fund library - Construct elementary school unless MCPS has alternative means to serve children - Review all public facilities and determine whether any changes to the Plan are required - Fund Redland Road and Crabbs Branch Way roadway improvements - Fund pedestrian underpass - Fund area-wide pedestrian and bikeways - Planning Board finding to proceed to Stage 3	

General Provisions

1. Development must dedicate land as required, participate in road improvements along their frontage and build the new local street system.
2. Shifting of existing employment does not count towards staging limits.
3. Staging does not exempt development from AGP requirements.
4. Do not approve a preliminary plan for Jeremiah Park until sites for a library, parks, and school have been determined.
5. Development generating over 100 additional trips must enter into TMAGs.
6. County owned land, the CSP, must enter into a TMAG.

Urban District

A proposed urban district will provide maintenance, promotion, and programmed activities in the Metro Neighborhoods and Jeremiah Park similar to those provided in Bethesda, Silver Spring, and Wheaton. 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. There are different models for Urban Districts, including public districts and public/private partnerships. Which model to use should be determined at the time of creation based on which model is best for Shady Grove.

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. The private sector can propose a Development District. 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 R&D zone to require site plan review under standard method.
- Introduce a new mixed-use Metro station zone (TOMX) to achieve the proposed Metro Neighborhoods. This new zone will rely on the Plan's recommended density and land use mix to promote housing.

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, and 5 from I-1 to R&D/I-3 to permit technology, and research and development uses. These sites are also suitable for I-3 standard method to allow expanded employment uses.
- Amend the R&D and I-3 zones to allow existing building supply uses to be conforming land uses.

Upper Mill Creek Area

- Rezone Casey 6, and Casey 7 to the R&D or I-3 zone. Casey 6 and Casey 7 are also suitable for I-3 to allow for employment uses with the housing option under the I-3 zone.
- Casey 7 is also suitable for housing with a PD-18 zone.
- Rezone Robert's Oxygen from the I-1 zone to the R&D or I-3 zone standard method to achieve compatible future uses adjacent to residential development.

Metro Neighborhoods

- Rezone all properties to the proposed TOMX-2 and TOMX-2/TDR 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.

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 Transition Area

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

Industrial Core

No zoning changes.

Crabbs Branch Office and Industrial Park

- Ensure that this mix is compatible with the residential Derwood Station community.

MD 355 South

No zoning changes.

Oakmont Industrial Park

No zoning changes.

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

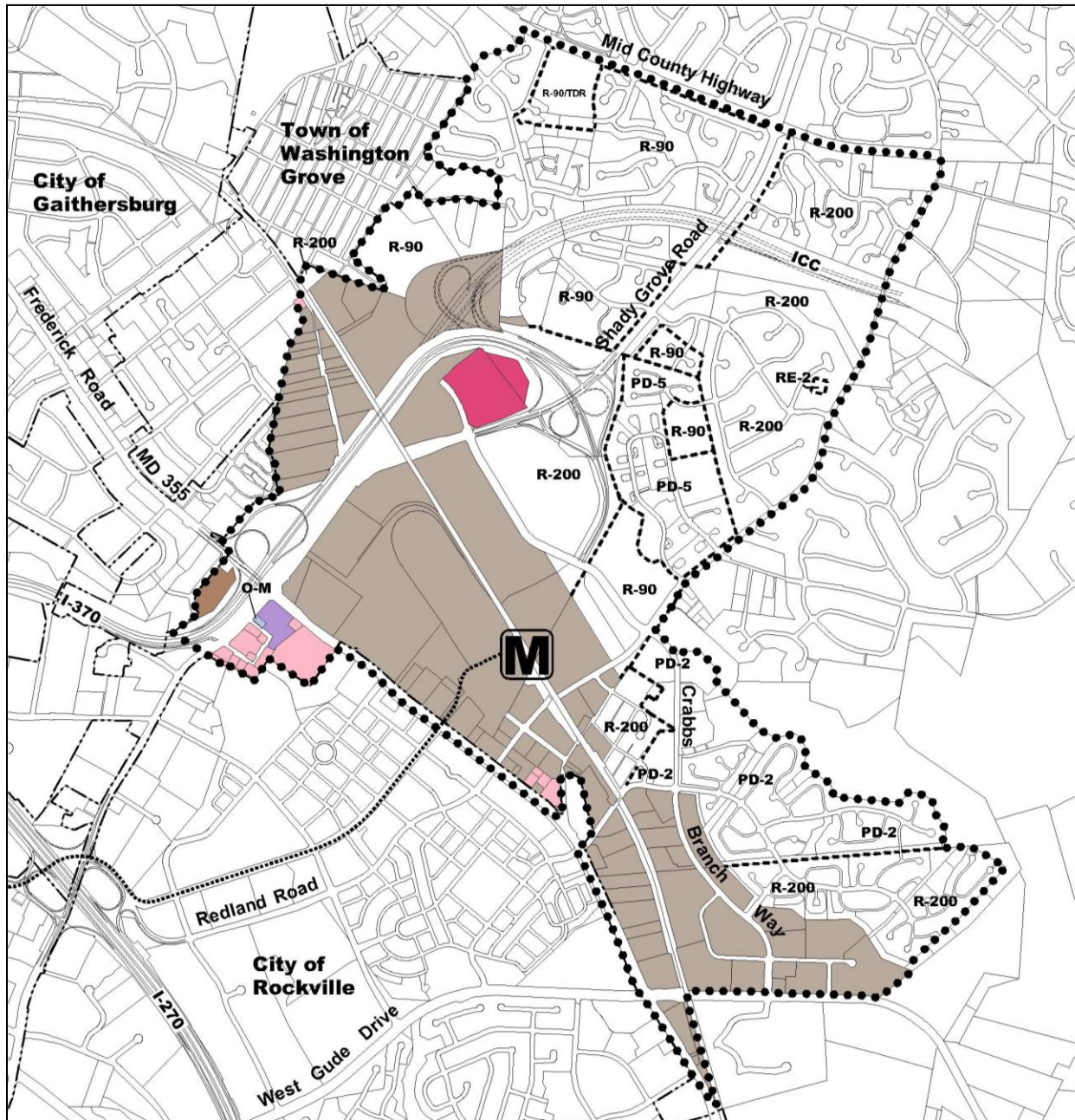
Proposed Zoning

Property	Acres	Existing Zoning	Prop. Euclidian Zoning	Prop. Floating Zoning	Recommended FAR, Com. SF and Units
Derwood Communities – no zoning changes					
Shady Grove Technology Corridor					
Shady Grove Plaza	29	C-3, TSM, OM	-	C-3, TSM, OM	-
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	0.35 FAR*
Post Office	13.5	I-1	R&D	I-3	0.35 FAR*
Upper Mill Creek					
Roberts Oxygen	12.9	I-1	I-3	I-3	0.3 FAR*
Casey 6	25	I-1	I-3	-	0.3 FAR*, 130 du max
Casey 7	17	I-1	I-3	PD-18	0.3 FAR*, 305 du
Metro Neighborhoods					
Metro West					
1.6 FAR area	14.25	I-1	TOMX-2/TDR		1.6 FAR, 70% min. Res./30% max. Com.
1.4 FAR area	14.25	I-1	TOMX-2		1.4 FAR 70% min. Res./30% max. Com
.75 FAR area	9	I-1	TOMX-2		295,800 com. sf
Metro South					
1.6 FAR area	4.86	I-1	TOMX-2/TDR		1.6 FAR, 70% min. Res./30% max. Com.
1.4 FAR area	13.45	I-1	TOMX-2		1.4 FAR 70% min. Res./30% max. Com.
Metro North					
WMATA	41.5	I-1	TOMX-2/TDR		26,000 com. sf*, 530 units
CSP	45	I-1	TOMX-2/TDR		173,250 com. sf*, 960 units
Metro East/ Old Derwood					
Derwood Bible Church	4	R-200	R-90/TDR-13		52 units max.
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	-
Derwood Post Office and Store	11,580 sf	R-200	R-200	PD-22	6 units max.
Industrial Core – no zoning changes					
Transition Area					
The Grove	21	C-1	RMX-2C/TDR		0.3 FAR*, 300 units, 120 additional senior housing units under optional method
Jeremiah Park	45.5	R-200	TOMX-2/TDR		435 units
Casey Mill Creek	58	R-90	R-90	-	-
Crabbs Branch Office Industrial Park					
All properties	113	I-1	I-1	-	-
MD 355 South Corridor					
All properties	34.5	I-1	I-1	-	-
Oakmont Industrial Park					
All properties	49.5	I-1	I-1	-	-

*Maximum non-residential development.

Note: Density is based upon approximate acreage. Housing units may be increased to provide bonus density for workforce housing, TDRs or bonus MPDUs, except for those properties noted as maximum dwelling units.

Existing Zoning



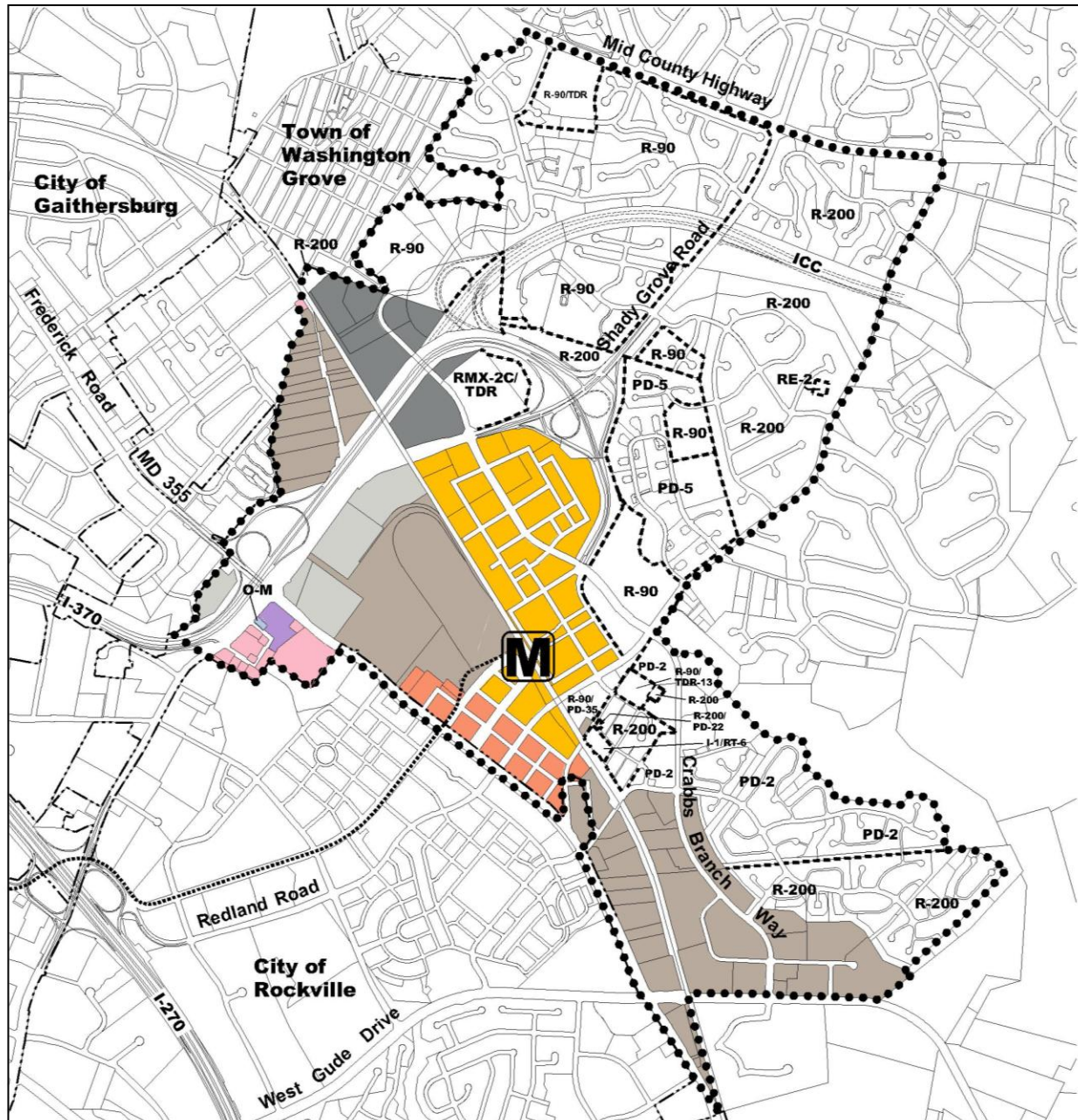
RE-2 Residential, Single-Family	PD-5 Planned Development
R-200 Residential, Single-Family	TS-M Transit Station, Mixed
R-90 Residential, Single-Family	O-M Office Building, Moderate Intensity
R-90/TDR Residential, Transferable Development Rights	C-1 General Commercial
R-20 Residential, Multi-Family	C-3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

- Shady Grove Sector Plan Boundary
- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Corridor Cities Transitway
- M** Shady Grove Metro Station

----- Zoning Boundary Lines



Proposed Zoning



RE-2 Residential, Single-Family	PD-13 Proposed Planned Development	O-M Office Building, Moderate Intensity	 Shady Grove Sector Plan Boundary
R-200 Residential, Single-Family	PD-15 Proposed Planned Development	C-3 Convenience Commercial	----- City of Gaithersburg, City of Rockville, Town of Washington Grove
R-90 Residential, Single-Family	PD-22 Proposed Planned Development	I-1 Light Industrial	 Corridor Cities Transitway
R-90/TDR Residential, Transferable Development Rights	PD-35 Proposed Planned Development	I-3 Proposed Industrial Park	M Shady Grove Metro Station
RT-6 Residential, Townhouse	TOMX Transit Oriented Mixed-Use	R&D Proposed Research & Development	----- Zoning Boundary Lines
PD-2 Planned Development	TOMX/TDR Transit Oriented Mixed-Use		
PD-5 Planned Development	RMX-2C Mixed-Use, Commercial		
PD-5 Planned Development	TS-M Transit Station, Mixed-Use		

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 County Service Park. Unit mix may change to incorporate MPDU and TDR bonuses. Increasing single-family attached units must still result in adequate open space for passive recreation.
- Providing up to 10 percent workforce housing for all publicly-owned property including the County Service Park and WMATA.
- 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.
- Allow an alternative street system for the redeveloped County Service Park as long as it achieves an interconnected network with short blocks and improves access to Metro.
- 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 with facilities such as 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 within the Metro Neighborhoods.

Public Facility Development Guidelines

It is critical to the success of this Plan that public facilities are tied into the staging of development and delivered in a timely fashion. The Staging Plan achieves the timely delivery of facilities and the recommended Implementation Plan will address coordination needs. Project development of these facilities also needs to be well-coordinated and in a form that fits within the context of a mixed use center. This Plan recommends:

- Developing the library in an urban form with structured parking in the rear and main entrances facing the street. Develop as a civic building with landmark character.
- Co-locating other public facilities such as community meeting rooms and other recreational functions if found to be needed by the Department of Recreation.
- Developing the school site, at either Jeremiah Park or Casey at Mill Creek, as a street oriented building with well-connected sidewalks, extensive landscaping for compatibility and screening of unsightly maintenance areas.
- Developing a potential Fire and Rescue Service Station on Casey 3 in a manner that provides a street oriented building, screens views of parking and other unsightly maintenance and storage areas and is extensively landscaped.

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.

- Within Jeremiah Park, development should dedicate a minimum of four acres for a local park, community outdoor gathering places, and additional acreage to be required if ballfields are needed. In Jeremiah Park, a series of small public use parks for the residents should also be developed.
- Achieve three new ballfields within the plan area. The location of these ballfields shall be identified prior to approval of the preliminary plan for Jeremiah Park.
- Explore options for Metro Neighborhood and Jeremiah Park homeowners and rental units associations to allow shared use of recreational facilities.
- 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, special paving and street furnishings such as seating and trash receptacles. Off-site streetscaping may be required to complete a full block or to enhance 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 District.

STAFF ACKNOWLEDGMENTS

Charles R. Loehr, Director
John A. Carter, Chief, Community-Based Planning Division

Project Team

Sue Edwards, I-270 Team Leader
Karen Kumm Morris, Project Coordinator, Urban Designer
Claudia Kousoulas, Senior Planner
N'kosi Yearwood, Senior Planner

Lyn Coleman, Countywide Park Planning
Mary Dolan, Countywide Planning Division, Environmental Planning
Dan Hardy, Countywide Planning Division, Transportation Planning
Sharon Suarez, Research and Technology Center
Tanya Schmieler, Countywide Park Planning
Michael Zamore, Countywide Planning Division, Environmental Planning
Thomas VanderPoel, Word Processing
Holly Adams, Word Processing
Dave Fugitt, Mapping and Graphics
Sam Dixon, Graphic Design

Special thanks to all staff of the Department of Park and Planning, and staff of various Montgomery County and State of Maryland agencies who contributed to this Plan. The residents of Derwood and Shady Grove should also receive special thanks for their important contributions to this Sector Plan.