

IMPLEMENTATION

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

STAGING

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

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

Staging Principles

The proposed staging principles are based on the following goals.

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

Staging Sequence

Before Stage 1:

- Receive County Council adoption of zoning text amendments and complete sectional map amendments.
- Establish a Transportation Management District (TMD) that adopts the Sector Plan's transit mode share goals and demonstrates implementation measures. The TMD's purpose is to increase transit ridership by requiring resident and business participation in transit programs, promoting transit alternatives, and increasing public awareness of transit options. Submit a report to the Planning Board establishing that transportation management procedures are in place prior to Stage 1 development. The Planning Board must make a finding that Stage 1 can proceed.
- Allow any project with less than 30 trips to be approved without staging.
- Allow any project that relocates County Service Park facilities to be approved without staging. Allow up to one year after Sector Plan approval to receive acceptable relocation proposals for the County Service Park facilities. After one year, the County may proceed with improvements to County facilities.

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

- Allow up to 1,500 new dwelling units and 1,570 new jobs. This represents approximately 25 percent of allowable housing and 30 percent of allowable jobs.
- At the time of initial development approval, plans shall include all on-site and off-site public use space, private recreation, dedicated park facilities, required streetscaping, and other required amenities.
- Determine the need for a public or public/private community center when development on either WMATA's property or Jeremiah Park is submitted for development approval.
- All new development in Jeremiah Park and the Metro Neighborhoods shall participate in the Urban Service District and in funding the public/private community center if a public center is not provided.
- Development projects shall participate in construction or funding of adjacent roadway improvements along their road frontage. Provision of new streets within the Metro Neighborhoods are primarily the responsibility of developers.
- Allow County Service Park improvements if no relocation proposals are received after one year from Plan approval.
- Fund acquisition for a local park on Casey 6 if County Service Park facilities are not relocated to this property and if development occurs on this property prior to Stage 3.
- Dedicate land for a local park, a minimum of 10 acres, and land for the library and potential public community center, on Jeremiah Park if development on the site occurs prior to Stage 3.

Before Stage 2:

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

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

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

Before Stage 3:

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

Stage 3 – Remaining Density

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

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

IMPLEMENTATION MEASURES

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

Urban Service District

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

Development District

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

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

ZONING PLAN

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

Existing and Proposed Zoning

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

Objectives

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

Recommendations (See Proposed Zoning Map and Table)

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

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

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

Derwood Residential Communities

No zoning changes.

Shady Grove Road Technology Corridor

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

Metro Neighborhoods

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

Industrial Core

No zoning changes.

Old Derwood Community

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

The Buffer Area

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

Oakmont Industrial Park

No zoning changes.

Crabbs Branch Office and Industrial Park

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

MD 355 South

No zoning changes.

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

Proposed Zoning

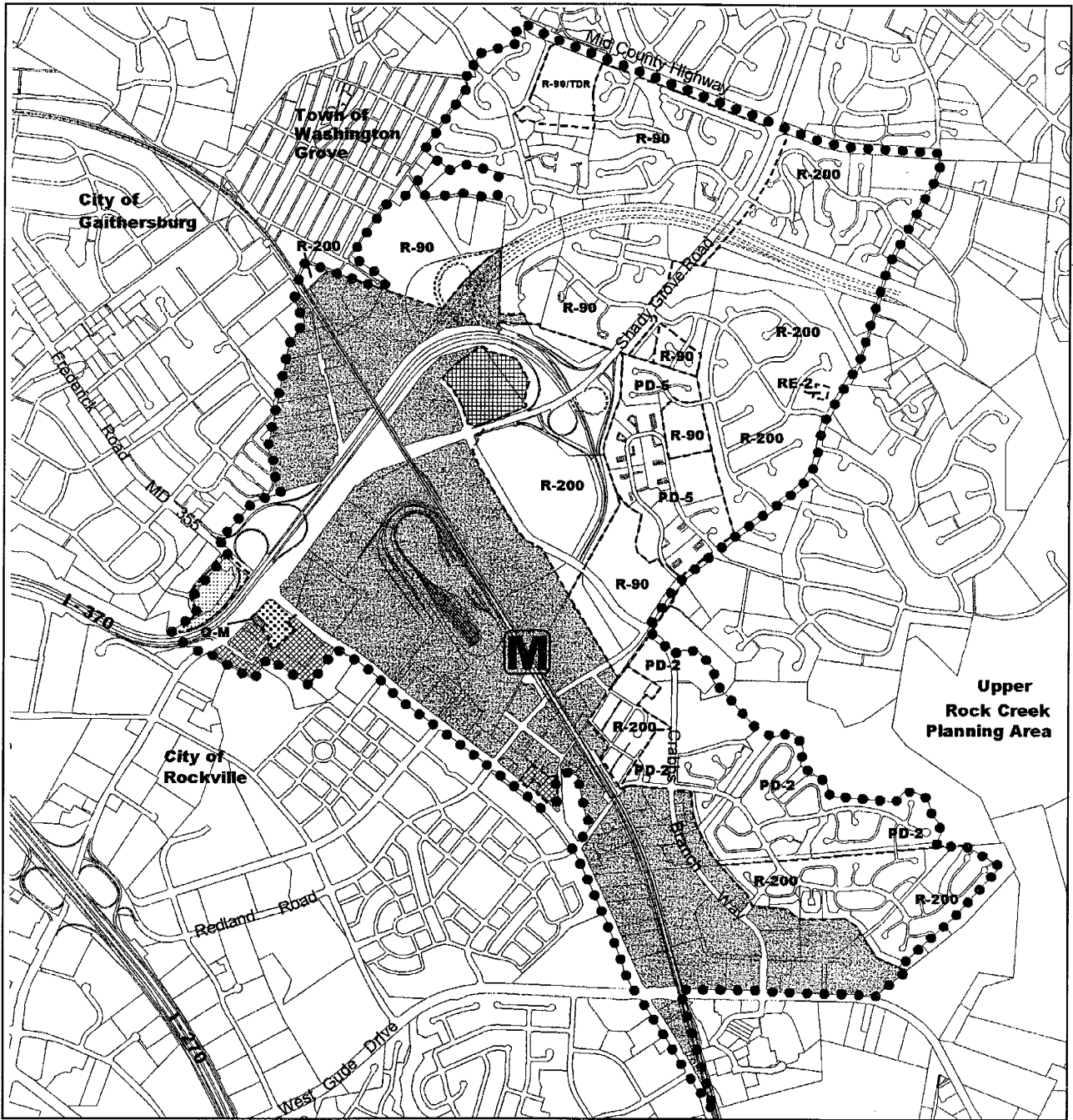
Property	Acres	Existing Zoning	Prop. Euclidian Zoning	Prop. Floating Zoning	Recommended Density
Derwood Communities – no zoning changes					
Shady Grove Road Technology Corridor					
Shady Grove Plaza	29	C-3, TSM, OM	–	C-3, TSM, OM	–
Casey 6	25	I-1	I-3	–	.3 FAR *, 130 du max.
Casey 7	17	I-1	I-3	PD-18**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

* Maximum non-residential development.

** These dwelling units and non-residential floor areas provide for a maximum of 30 percent non-residential floor area and 70 percent residential floor area.

Note: The residential densities may be increased to provide bonus MPDU and TDR densities, except for properties noted as maximum dwelling units.

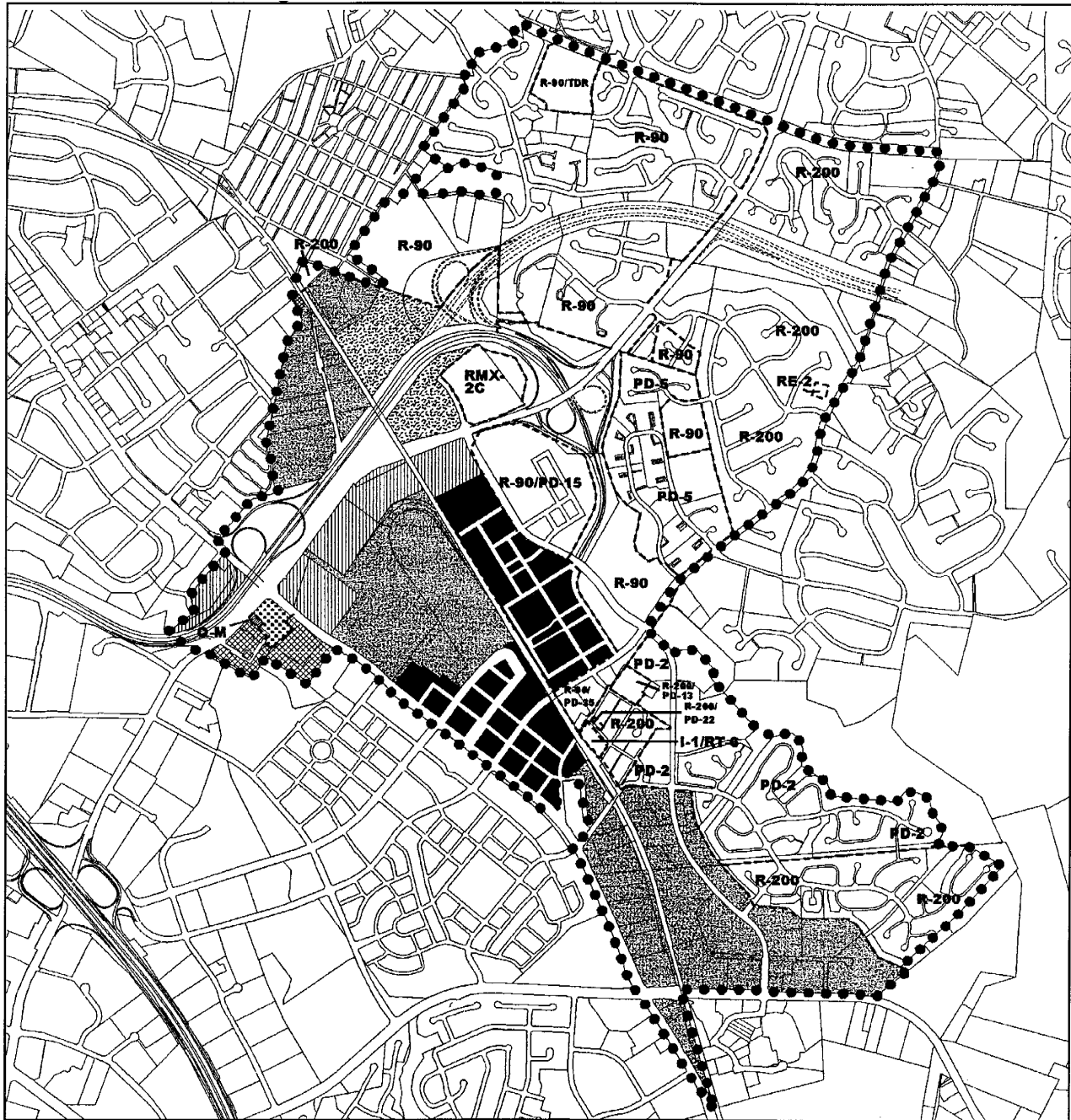
Existing Zoning



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



Proposed Zoning



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

GUIDELINES FOR REGULATORY PLANNING AND REVIEW

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

Housing Guidelines

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

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

Transportation Guidelines

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

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

Transit-Oriented Development Guidelines

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

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

Parks, Recreation, and Amenities Guidelines

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

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

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

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