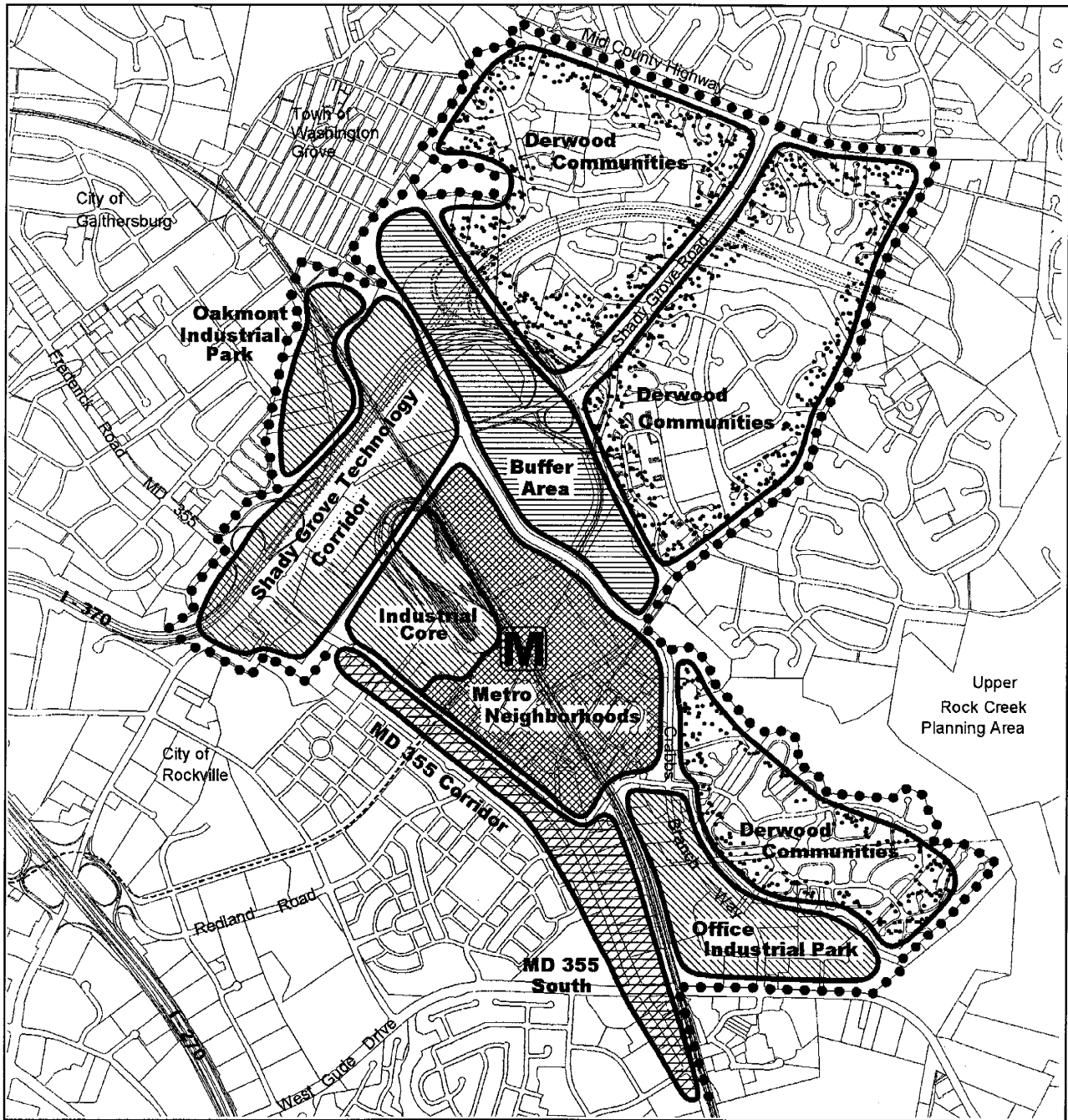


Districts and Corridors



0 2200'

LAND USE AND URBAN DESIGN

OVERVIEW

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

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

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

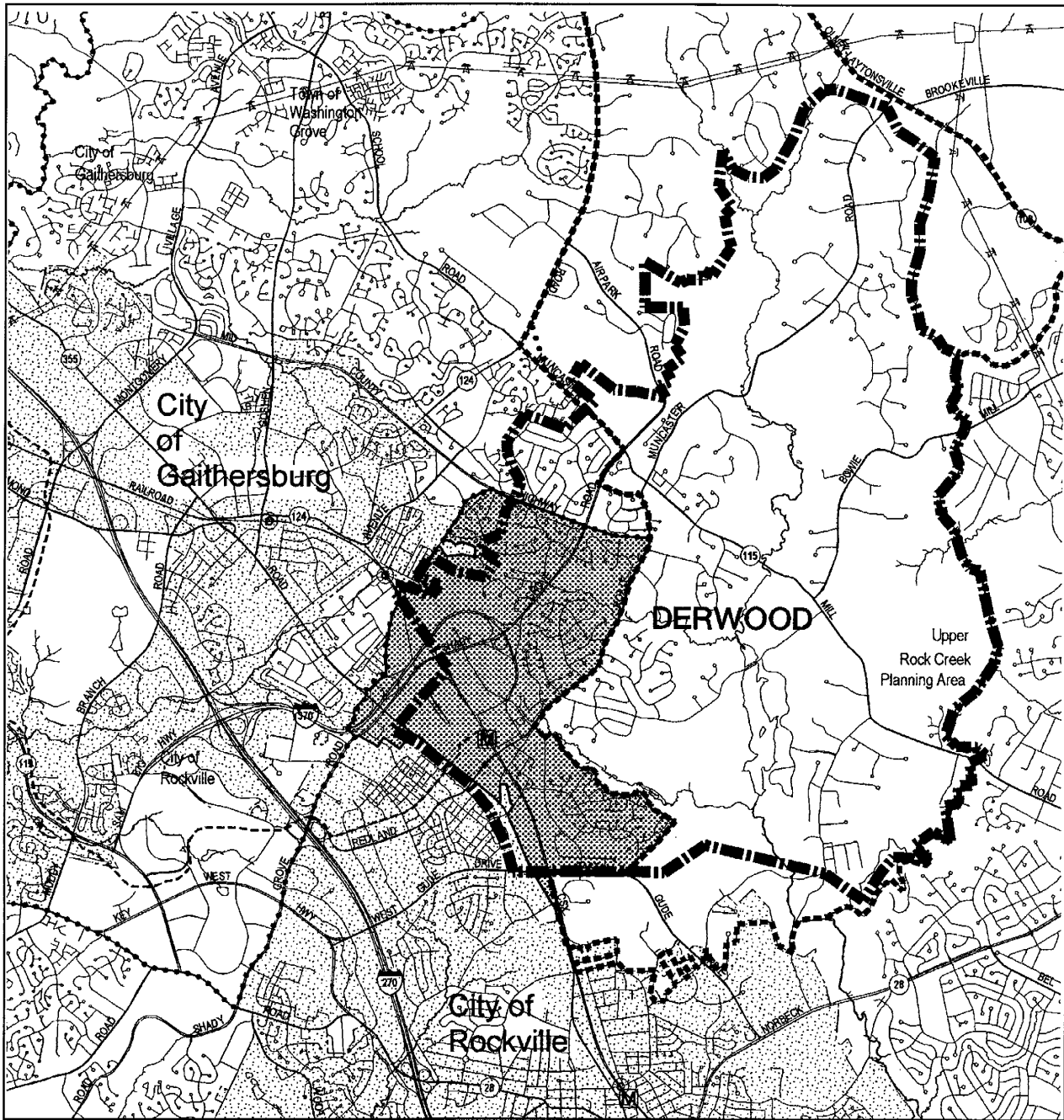
- Derwood Communities
- Shady Grove Technology Corridor
- Metro Neighborhoods
 - Metro West Neighborhood
 - Metro South Neighborhood
 - Metro North Neighborhood
 - Metro East/Old Derwood Neighborhood
- Industrial Core
- Buffer Area
- Office Industrial Park
- MD 355 Corridor
- Oakmont Industrial Park

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

DERWOOD COMMUNITIES

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

Derwood Community



- Upper Rock Creek Planning Area
- Gaithersburg Vicinity Planning Area
- ▬▬▬▬ Derwood Zip Code 20885
- ▨▨▨▨ Municipalities (City of Gaithersburg, City of Rockville, Town of Washington Grove)
- ▩▩▩▩ Shady Grove Sector Plan
- Corridor Cities Transit Way



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

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

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

Community Concerns

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

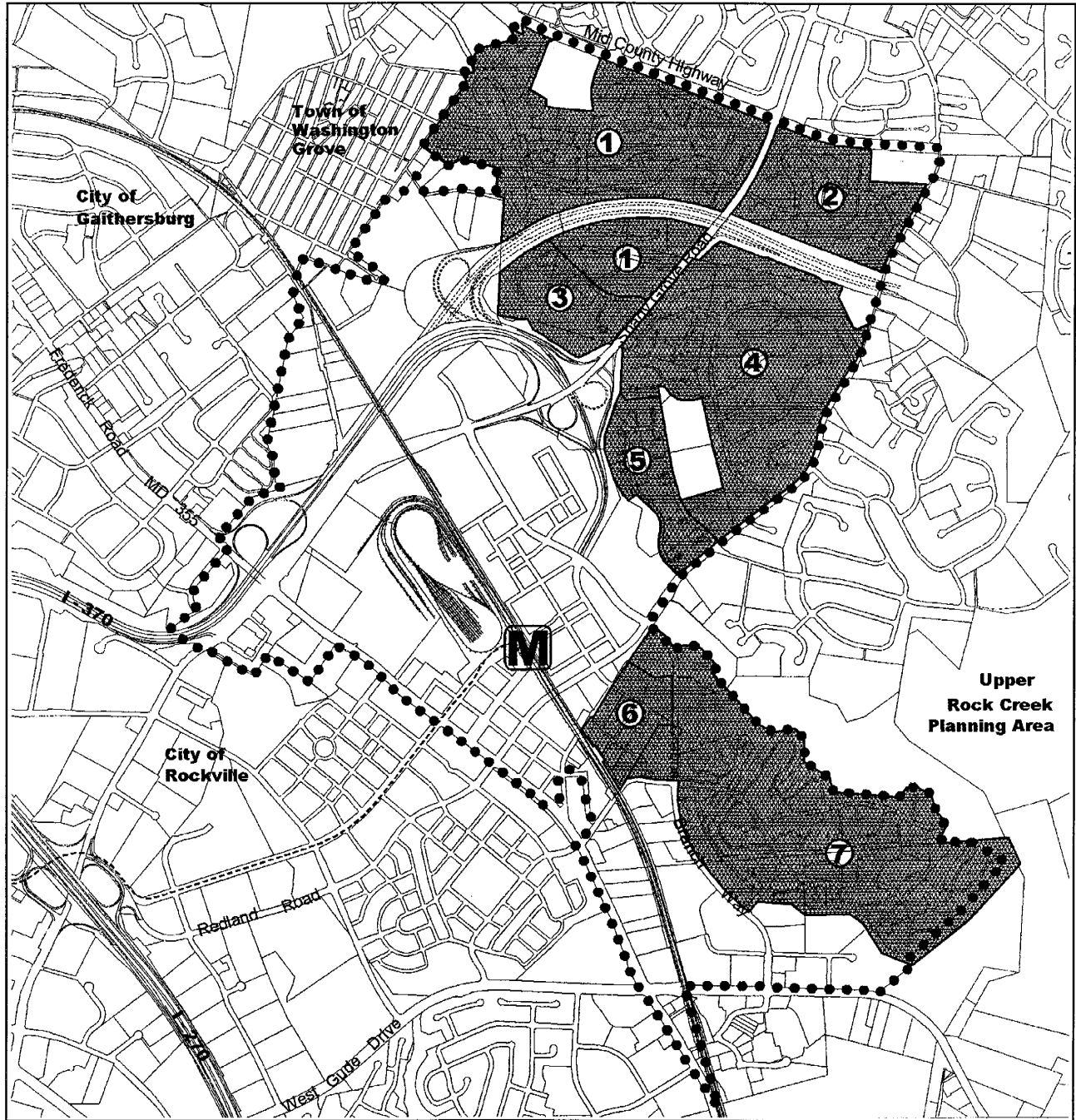
- Improve the area's sense of community and identity by redefining its borders and protecting the existing neighborhoods.
- Improve the pedestrian environment and access.
- The Shady Grove Road Corridor should be a place that works for residents.
- Development should create public facilities for communities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

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

Objectives

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

Residential Communities



- ① Mill Creek
 - ② Founders Mill
 - ③ Redland Station
 - ④ Parkside Estates
 - ⑤ Park Overlook/Mallard Cove
 - ⑥ Old Derwood
 - ⑦ Derwood Station
- Shady Grove Sector Plan Boundary
 - Corridor Cities Transitway

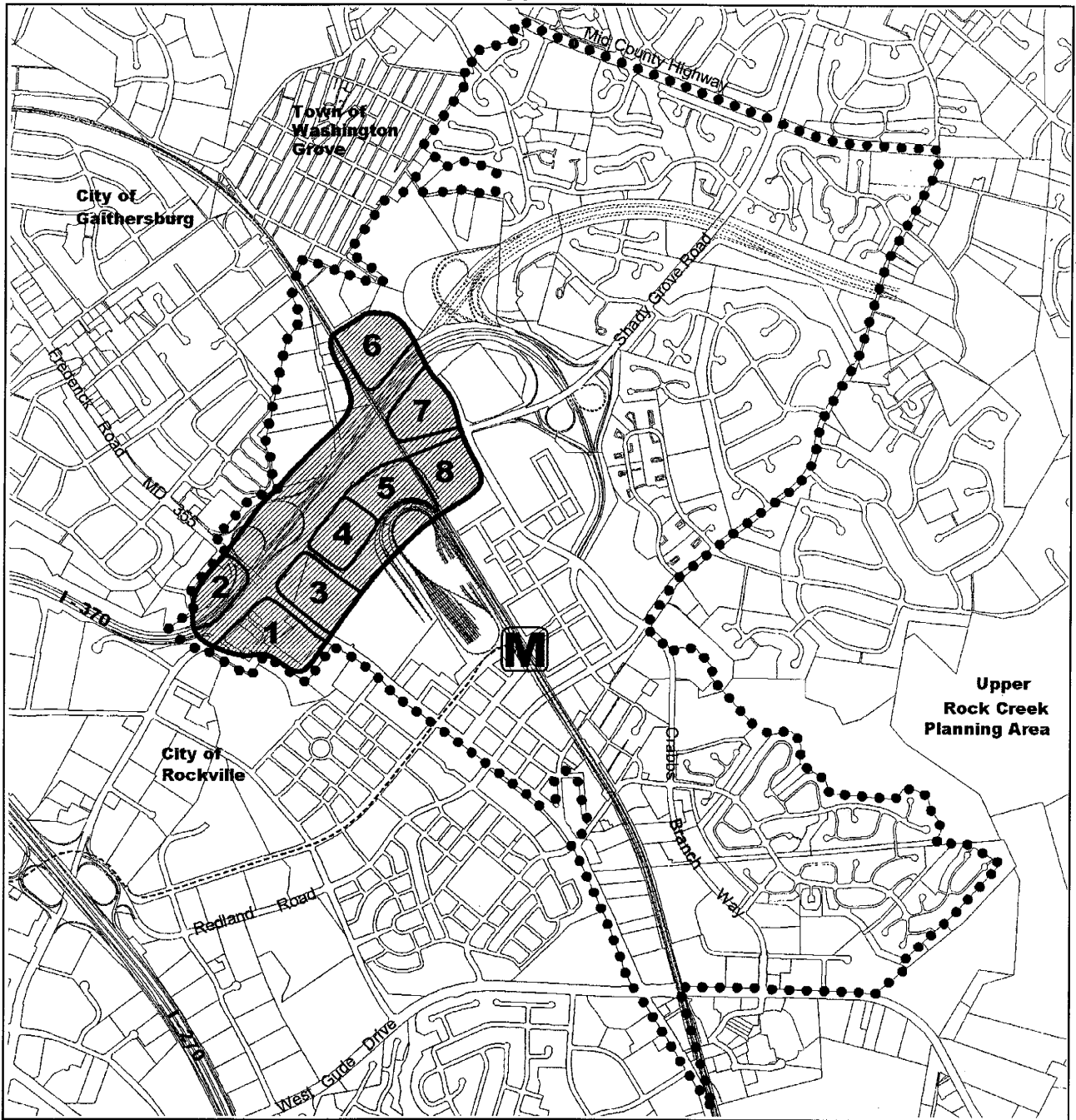


Concept

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

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

Shady Grove Road Technology Corridor



- 1 Shady Grove Plaza
- 2 Casey Property
- 3 Casey Property
- 4 The Great Indoors
- 5 Post Office
- 6 Casey Property
- 7 Casey Property
- 8 Department of Liquor Control
- Shady Grove Sector Plan Boundary
- Corridor Cities Transitway



SHADY GROVE ROAD TECHNOLOGY CORRIDOR

Existing Conditions

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

Objectives

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

Concept

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

Land Use and Urban Design Recommendations

Shady Grove Plaza (Site 1)

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

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

Casey Property (Vacant Site 2)

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

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

Casey Property (Vacant Site 3)

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

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

Great Indoors Site (Site 4)

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

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

Post Office Site (Site 5)

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

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

Casey Properties (Vacant Sites 6 and 7)

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

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

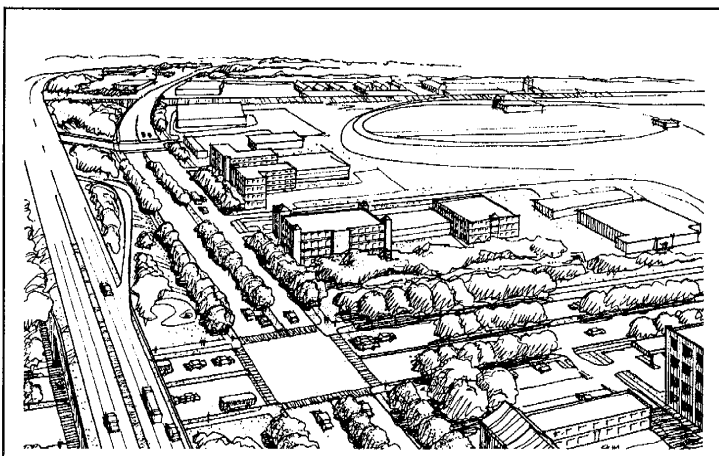
- Endorsing the relocation of some County Service Park uses to these two sites to make land closer to Metro available for housing.
- If the County Service Park facilities are not located on Casey 6 and 7, office, technology, and research and development uses could develop to extend the technology corridor.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

Department of Liquor Control Warehouse (Site 8)

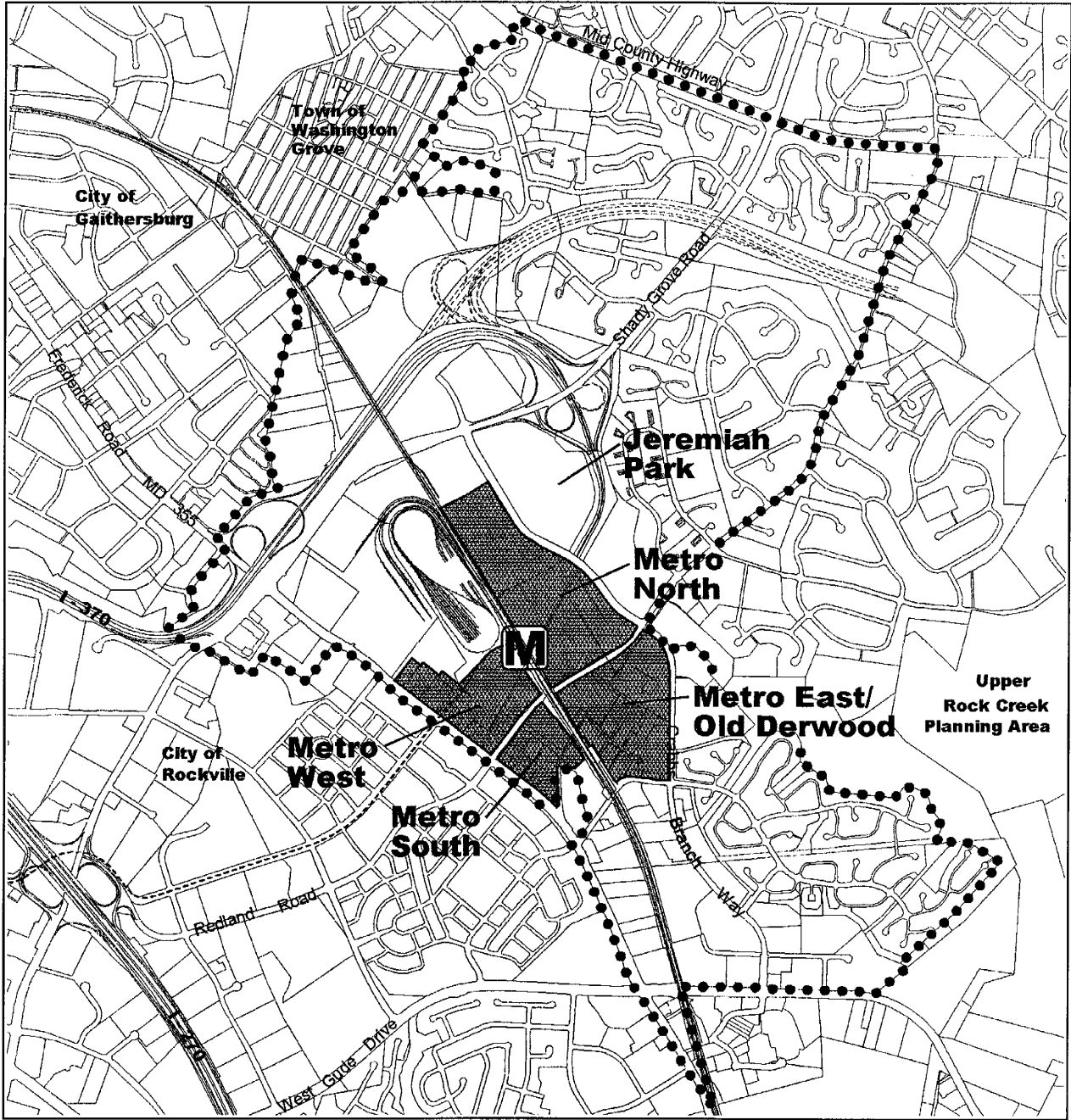
This use should be relocated to another site to encourage technology or housing uses close to Metro. This Plan recommends rezoning the site to allow that potential. This Plan recommends:




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

View of Shady Grove Road Technology Corridor



Metro Neighborhoods



-  Metro Neighborhoods
-  Shady Grove Sector Plan Boundary
-  Corridor Cities Transitway



0 2200'

METRO NEIGHBORHOODS

Existing Conditions

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

A Transformation of Place

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

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

Objectives

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

Concept

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

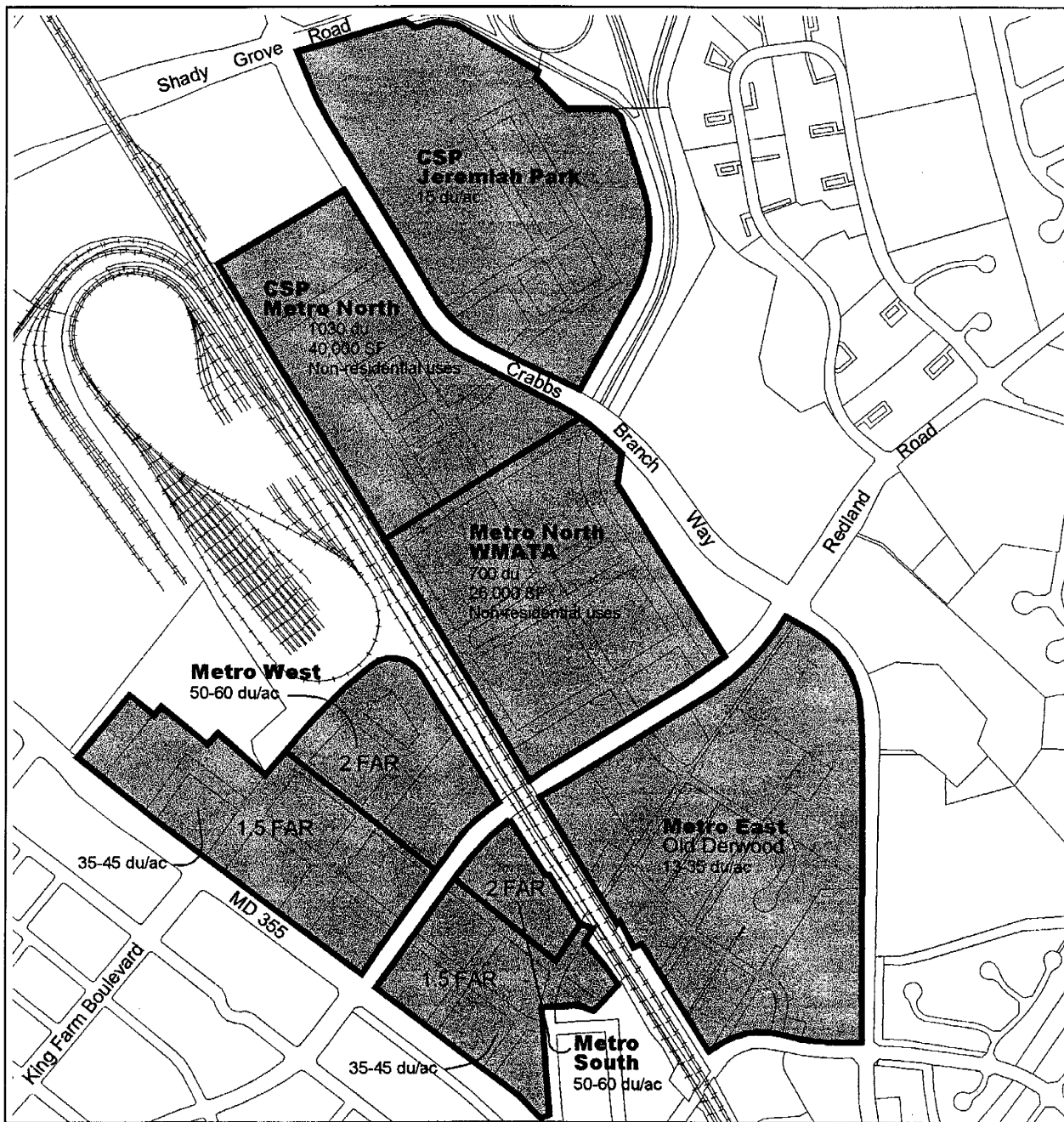
The Metro Neighborhoods comprise four areas: Metro West, Metro South, Metro North, and Metro East/Old Derwood. Each neighborhood is envisioned as offering a mix of uses, a range of unit types, open space, and recreation to meet the needs of residents and employees.

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

Land Use Density and Mix of Uses

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

Density Distribution Map



NOT TO SCALE

General Design Guidelines

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

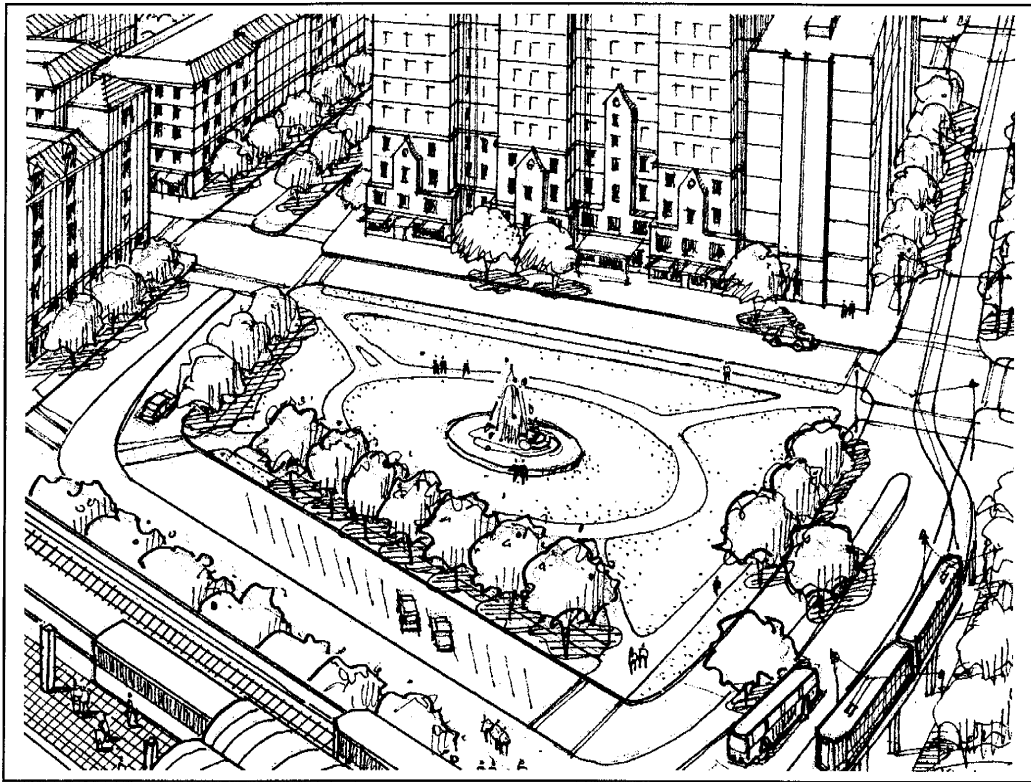
- Create a mixed-use neighborhood with pedestrian-oriented characteristics such as short blocks and buildings oriented to streets.
- Achieve a mix of residential unit types such as townhouses, loft units, family-sized apartments, and housing for the elderly to create a diverse community welcoming families,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

Public Spaces and Amenities

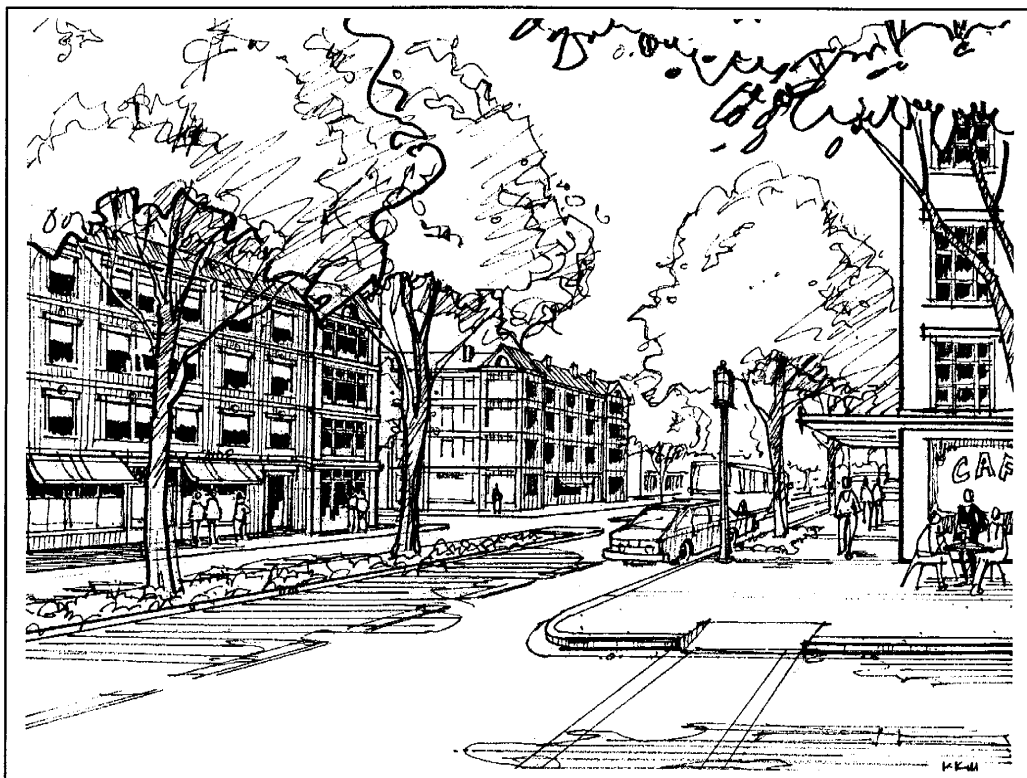
Public amenities should help create attractive places by enriching the urban environment with artwork, gardens, seating areas, programmed activities, and a variety of special features. Amenities support marketing of the community as well as sustain the value of the place over time. Developers should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

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

View of Town Square



View of Redland Road



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

View of the Promenade



Metro West

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

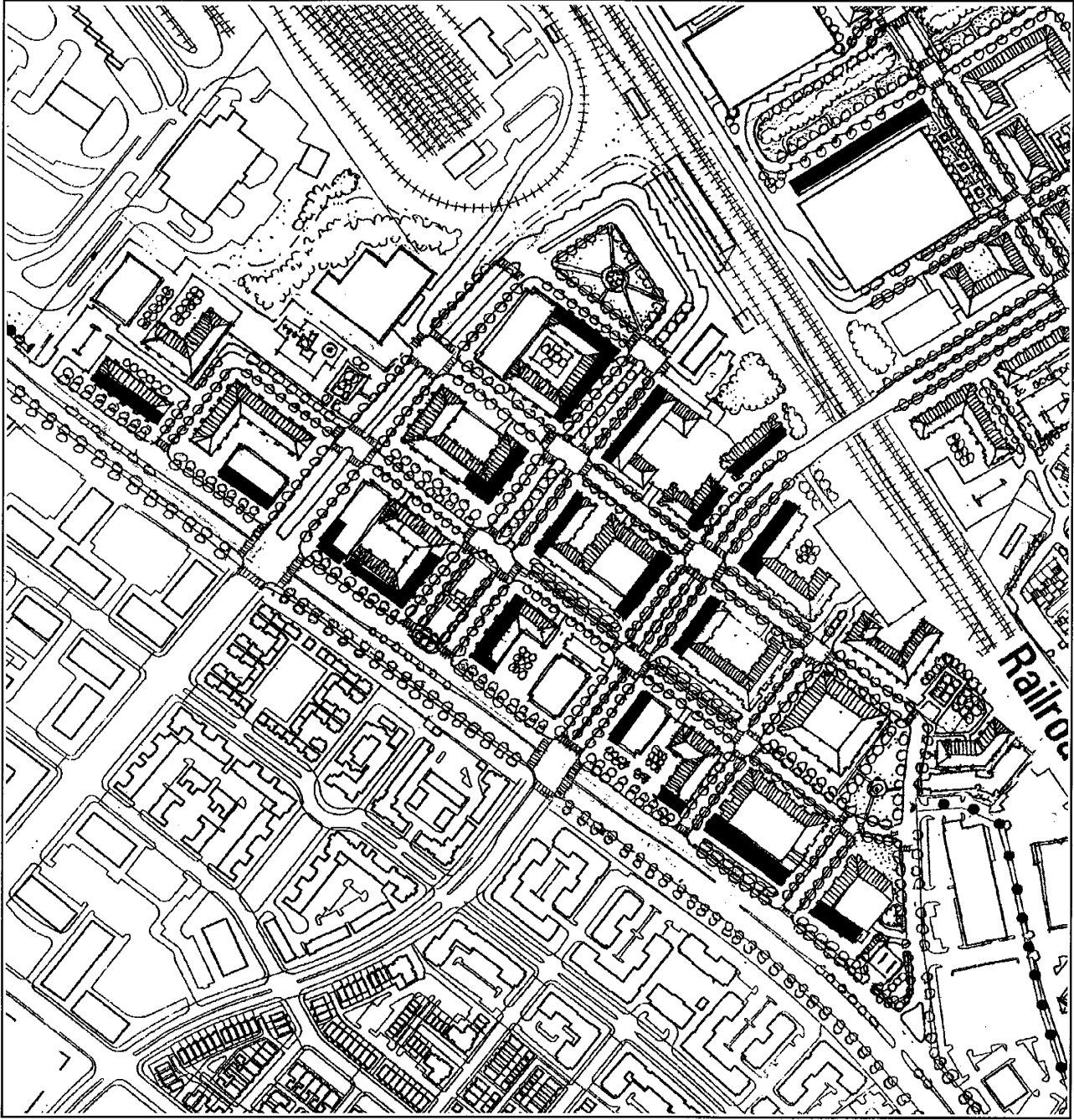
Retail and office uses contribute to a lively land use mix and should not exceed 30 percent of the total land use to ensure that residential uses dominate. The Plan envisions primarily community-serving retail, restaurants, a hotel, and a component of national chain retailers to meet the area's retail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

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

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

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

Potential Retail Locations

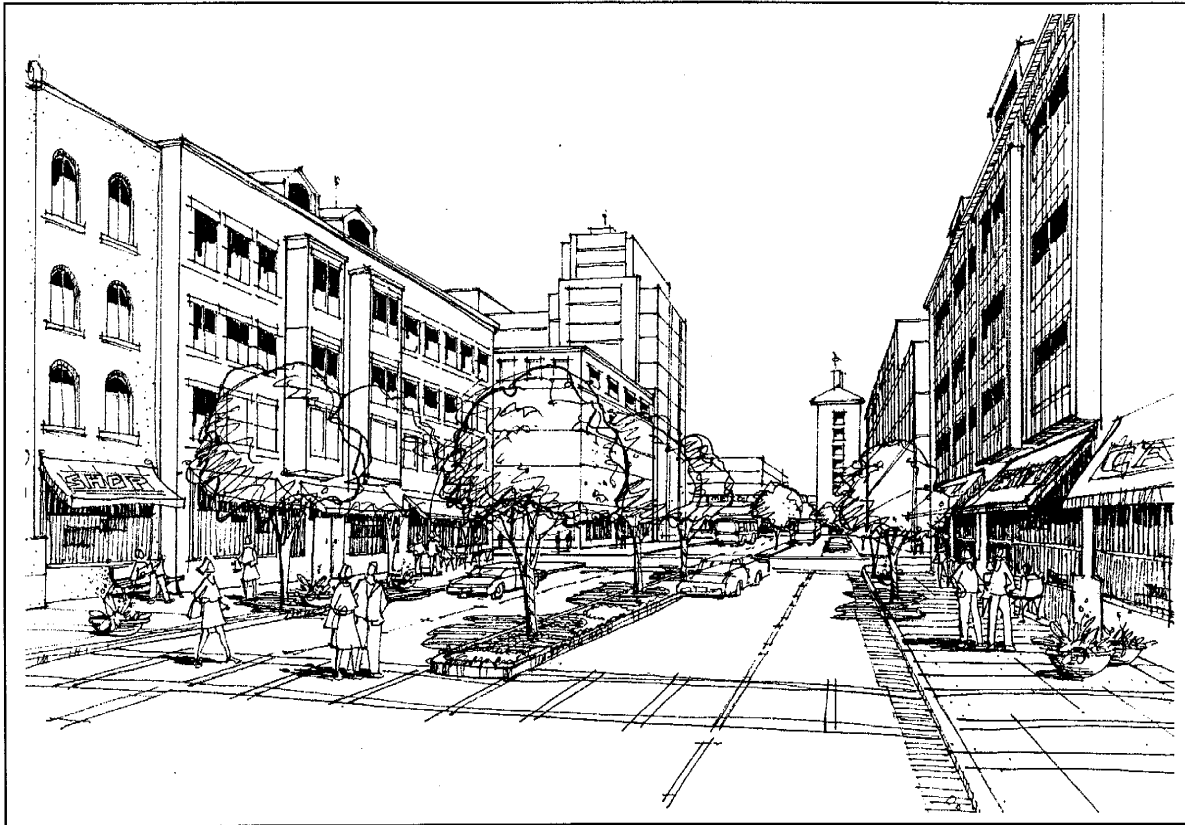


■ Potential Retail Locations



NOT TO SCALE

View of Metro Boulevard (Street B)



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

Metro South

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

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

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

Metro North

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

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

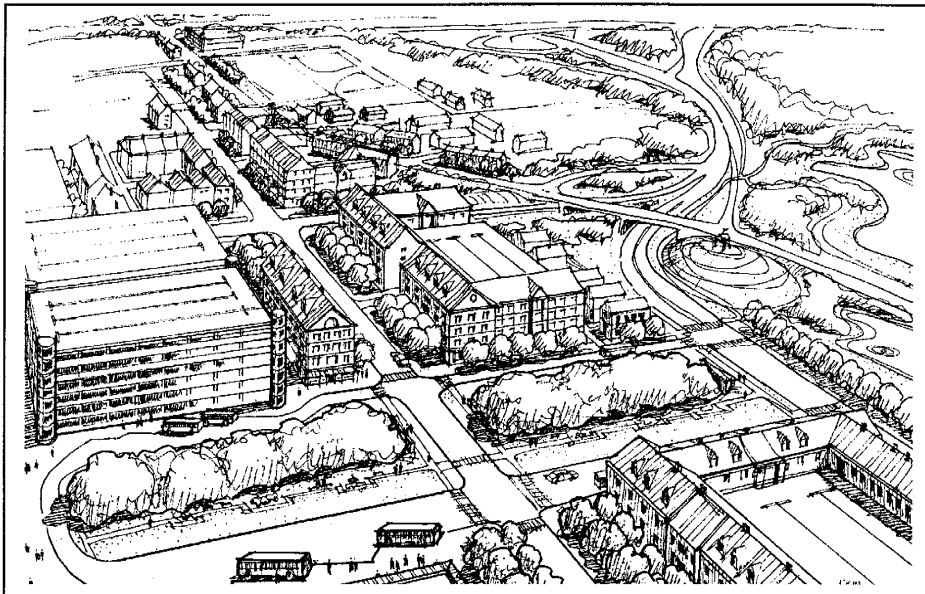
WMATA Property

This Plan recommends:

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

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

View of Metro Station – East Side



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

This Plan recommends:

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

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

Metro East/Old Derwood

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

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

The Old Derwood Neighborhood

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

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

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

Derwood Bible Church Site

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

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

Vehicle Emissions Inspection Program Station

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

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

Thomas Somerville Site

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

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

The Derwood Store and Post Office

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

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

Derwood Business Center

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

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

Industrial Core

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

Solid Waste Transfer Station

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

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

WMATA Maintenance Yard

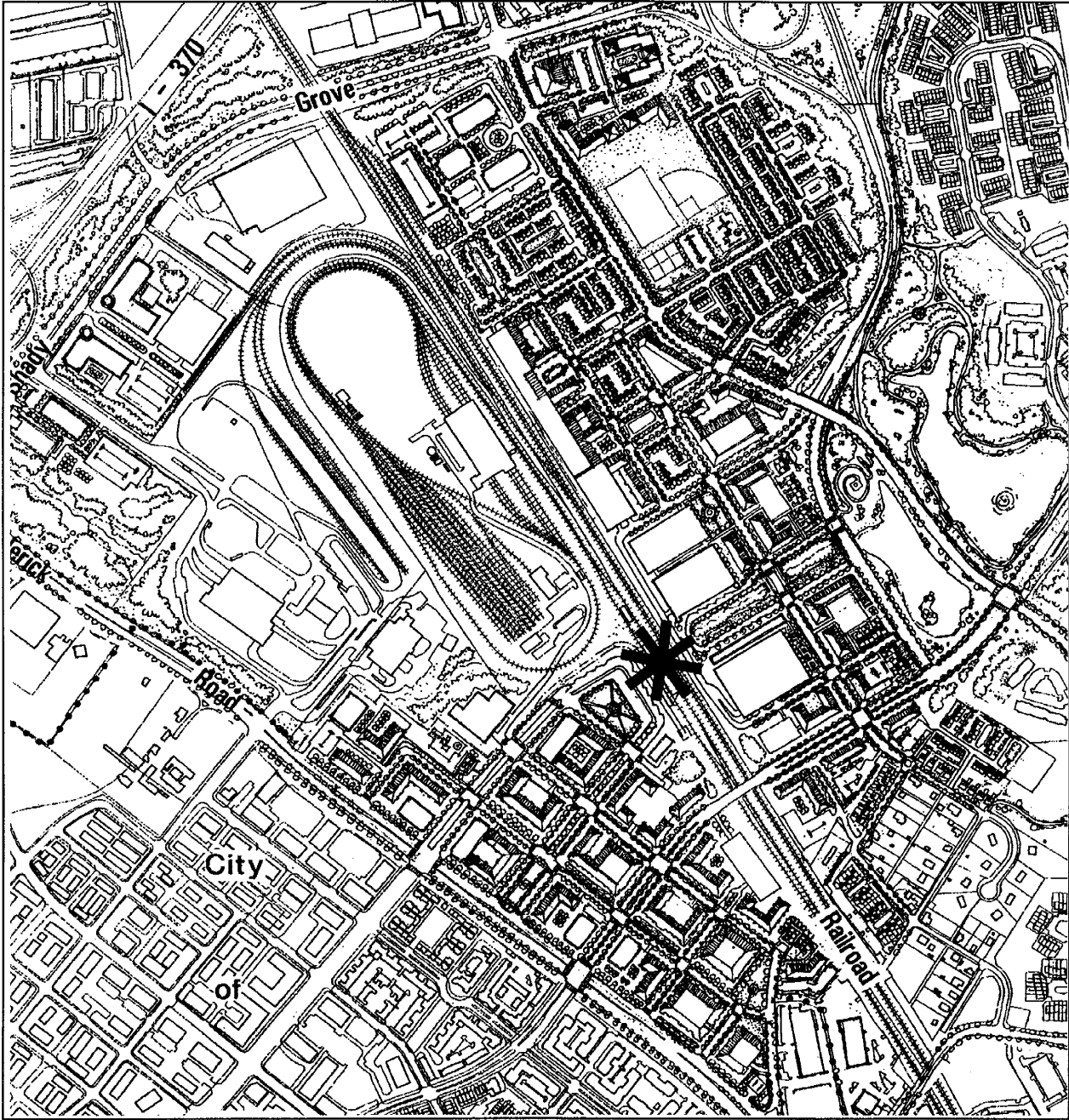
This Plan recommends:

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

Metro Neighborhoods Illustrative Concept

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

Metro Neighborhoods Illustrative Concept

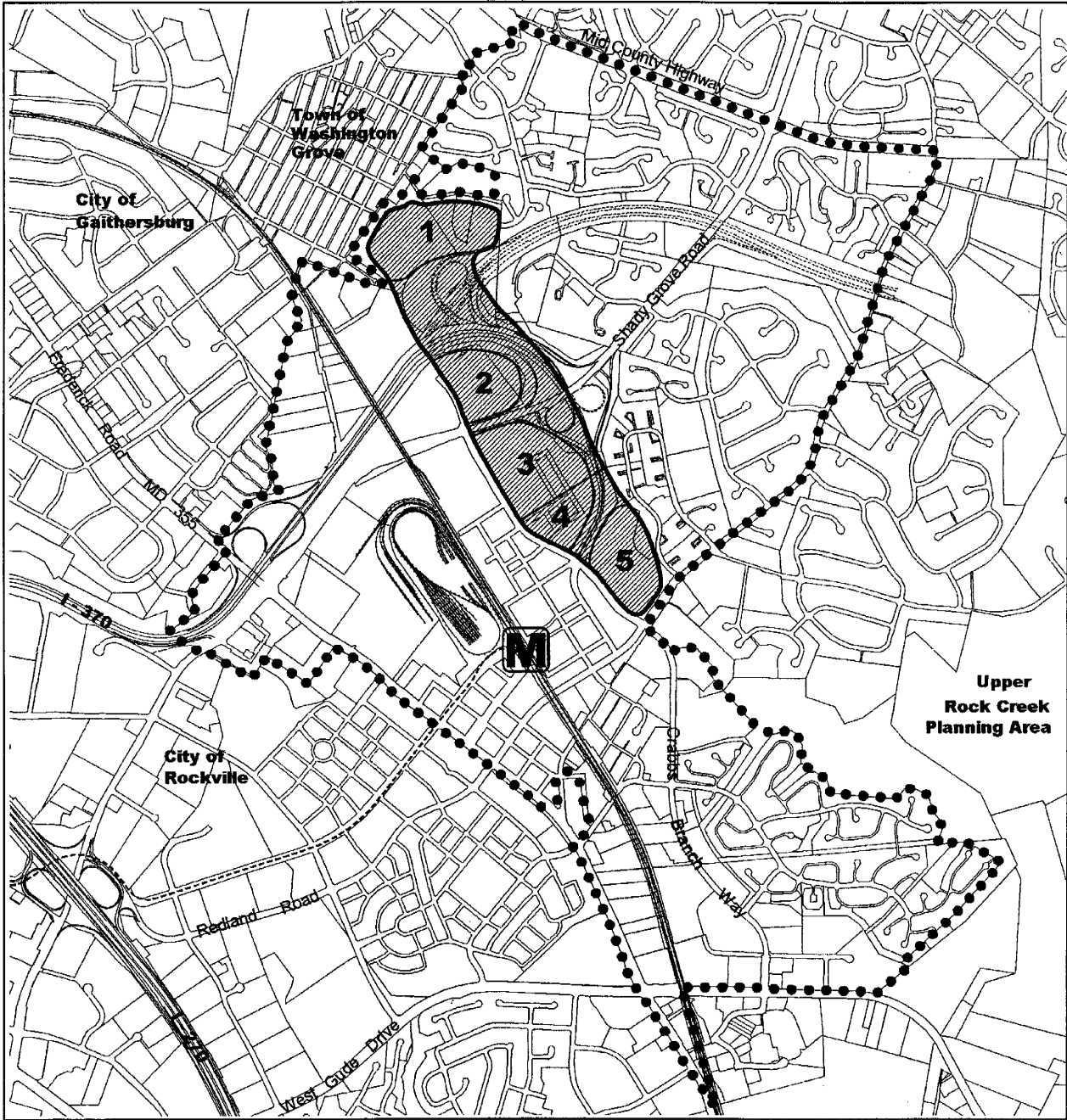


* Transit Center/Metro Center



NOT TO SCALE

Buffer Area



- 1 Casey at Mill Creek
 - 2 The Grove Shopping Center
 - 3 Jeremiah Park-MCPS Bus Depot and Maintenance Facility
 - 4 Jeremiah Park-M-NCPPC Park Maintenance Facility
 - 5 Stormwater Management Pond
- Shady Grove Sector Plan Boundary
- Corridor Cities Transitway



BUFFER AREA

Existing Conditions

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

Objectives

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

Concept

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

Sites North of Shady Grove

Casey at Mill Creek (Site 1)

This Plan recommends:

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

The Grove Shopping Center (Site 2)

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

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

Jeremiah Park

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

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

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

MCPS Bus Depot and Maintenance Facility (Site 3)

This Plan recommends:

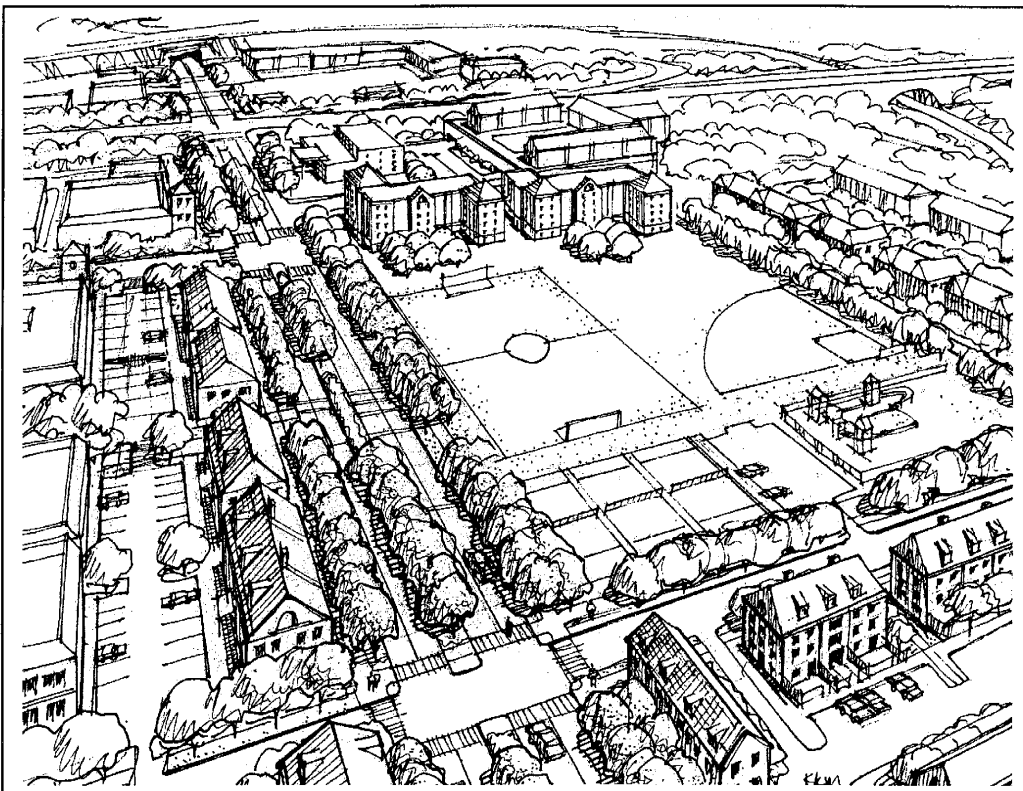
- Relocate the MCPS bus depot to another location(s) proximate to the communities and schools they serve. Relocate the MCPS central maintenance facility to a more appropriate site.
- Provide a minimum of ten acres for a local park and public facility site visible from and oriented along the frontage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

M-NCPPC Park Maintenance Facility (Site 4)

This Plan recommends:

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

View of Jeremiah Park



Stormwater Management Pond (Site 5)

This Plan recommends:

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

CRABBS BRANCH OFFICE INDUSTRIAL PARK

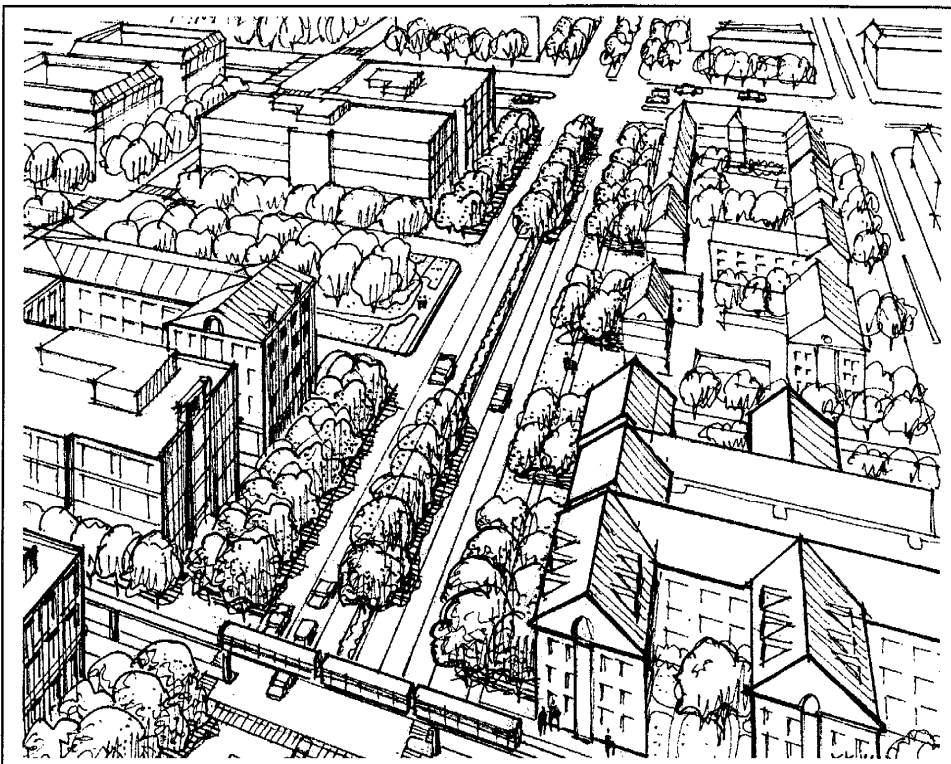
This established industrial park along the southern end of Crabbs Branch Way is home to a variety of advanced technology, biotechnology, and light industrial businesses. A few small parcels remain undeveloped and there is limited redevelopment potential. Appropriate uses would be small service uses to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

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

MD 355 CORRIDOR

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

View of MD 355 Looking South



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

Land Use and Urban Design Guidelines – MD 355 Metro Neighborhoods

This Plan recommends:

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

Land Use and Design Guidelines – MD 355 South

This Plan recommends:

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

OAKMONT INDUSTRIAL PARK

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

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

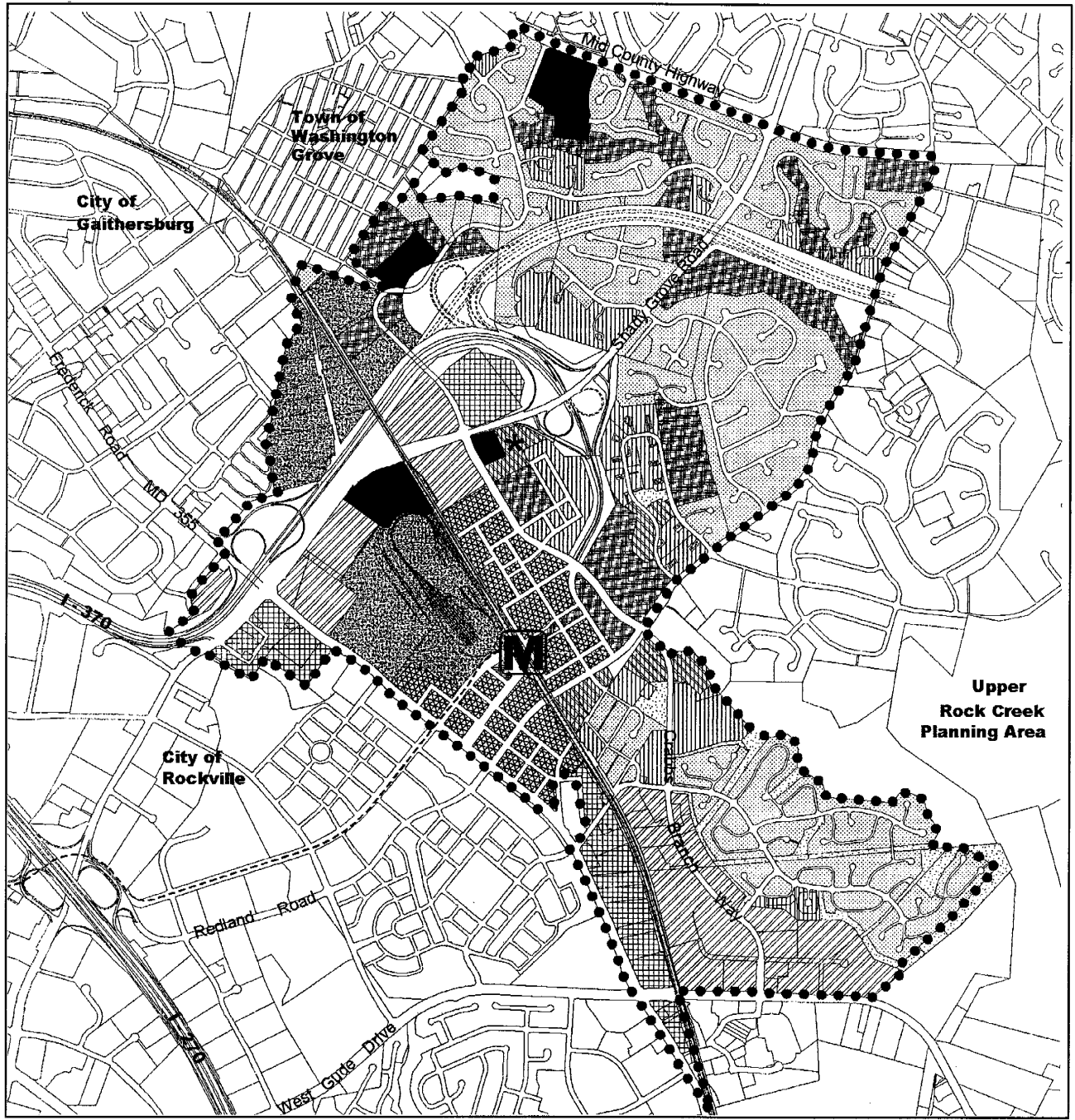
- Mitigating environmental impacts from noise, odors, and visually unsightly industrial activity by measures such as noise walls, landscape screening, and containment of odor producing materials.
- Allowing a new bridge over the CSX tracks and street connection to Oakmont Avenue to be constructed if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














SPECIAL EXCEPTION GUIDELINES

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

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

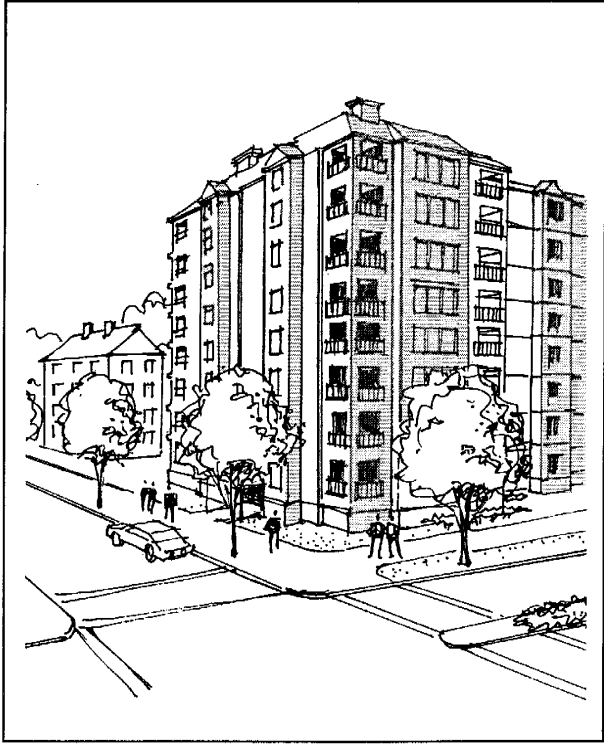
Proposed Land Use



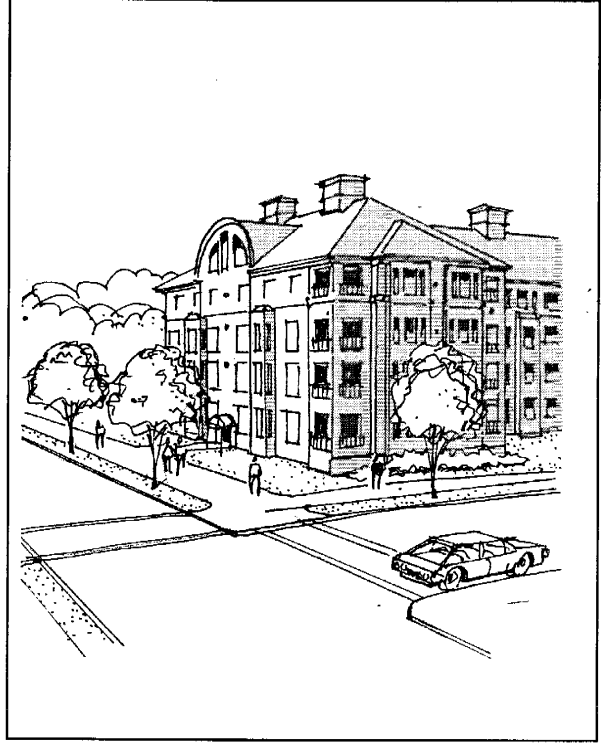
- | | |
|---|---|
|  Residential, Single-Family Detached |  Industrial |
|  Residential, Townhouse |  Institutions (Public and Private)
Schools, Churches, Post Office |
|  Residential, Multi-Family |  Public Parks and Open Space |
|  Residential, Mixed-Use
(Primarily Residential) |  Private Open Space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



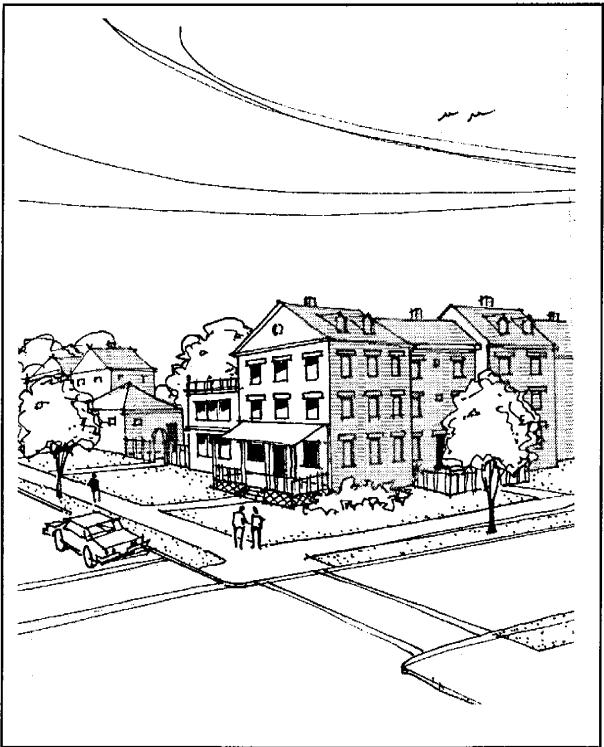
Diverse Housing Types



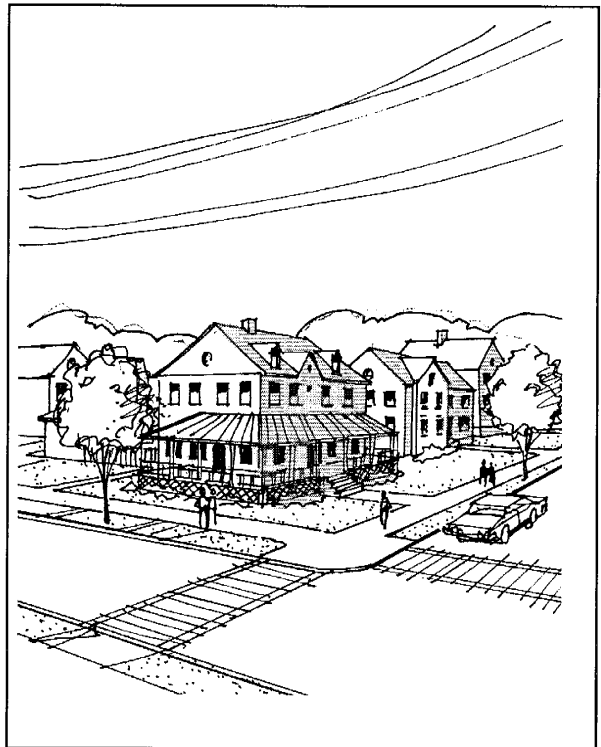
High Rise Housing



High Density/Low Rise Housing



Single Family Attached-Town House



Single Family Detached Housing

AREA-WIDE ELEMENTS

HOUSING

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

Policy Context

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

- The County's 2001 *Housing Policy* reiterates a continuing commitment to provide a variety of housing in sound neighborhoods for all County residents. The policy encourages "innovative design and planning efforts" and "compact residential development in areas served by transit."
- The County Council's 2003 *Transportation Plan* supports increasing housing in the I-270 Corridor and at Metro stations to provide the option of living near work and the potential to decrease commuting times and distances.
- The Planning Board's 2003 *Housing Montgomery* initiative identified both the need for more housing in the County and ways to create it. The report notes that significant housing can be achieved in "mixed use development at transit-oriented locations," specifically in new Metro station zones that encourage housing, the fundamental recommendation of this Plan.
- The County Council's 2003 *Action Plan for Affordable Housing* lists specific and varied actions to increase the supply of affordable housing and techniques to make it more accessible to qualifying households. The *Action Plan* identifies a number of master plan efforts, including new zones and increasing housing density near transportation centers that have been pursued in this Plan.

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

Existing Conditions and Needs

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