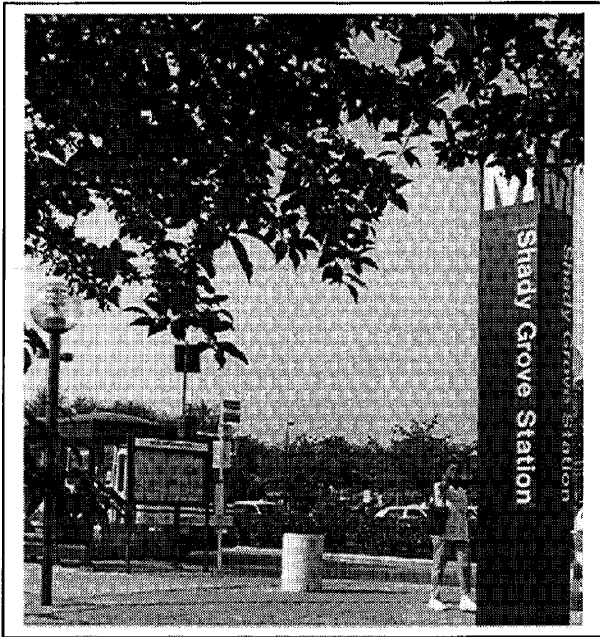


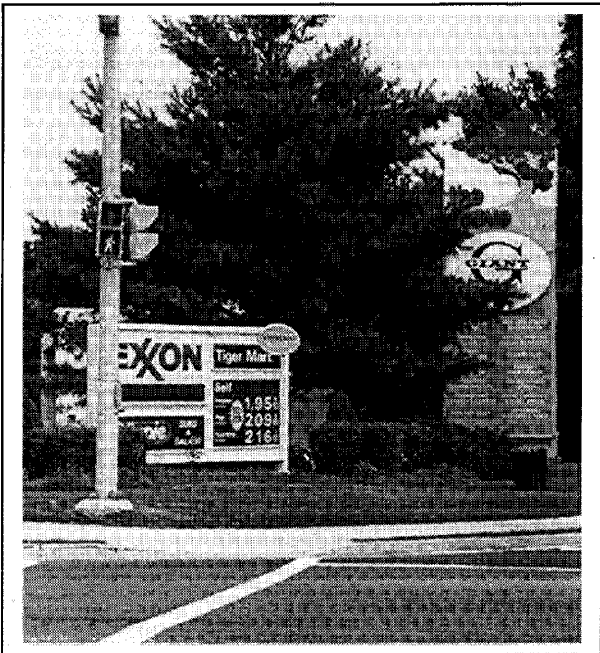
Shady Grove Existing Development



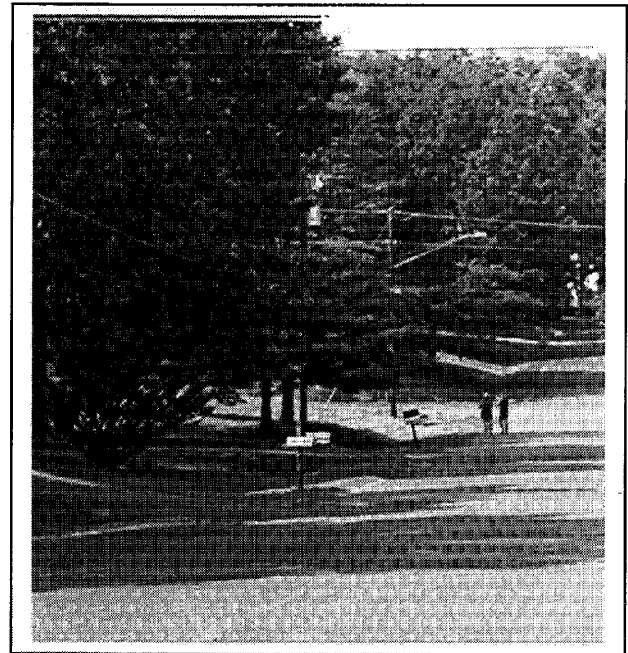
Shady Grove Metro Station



Blueberry Hill Park

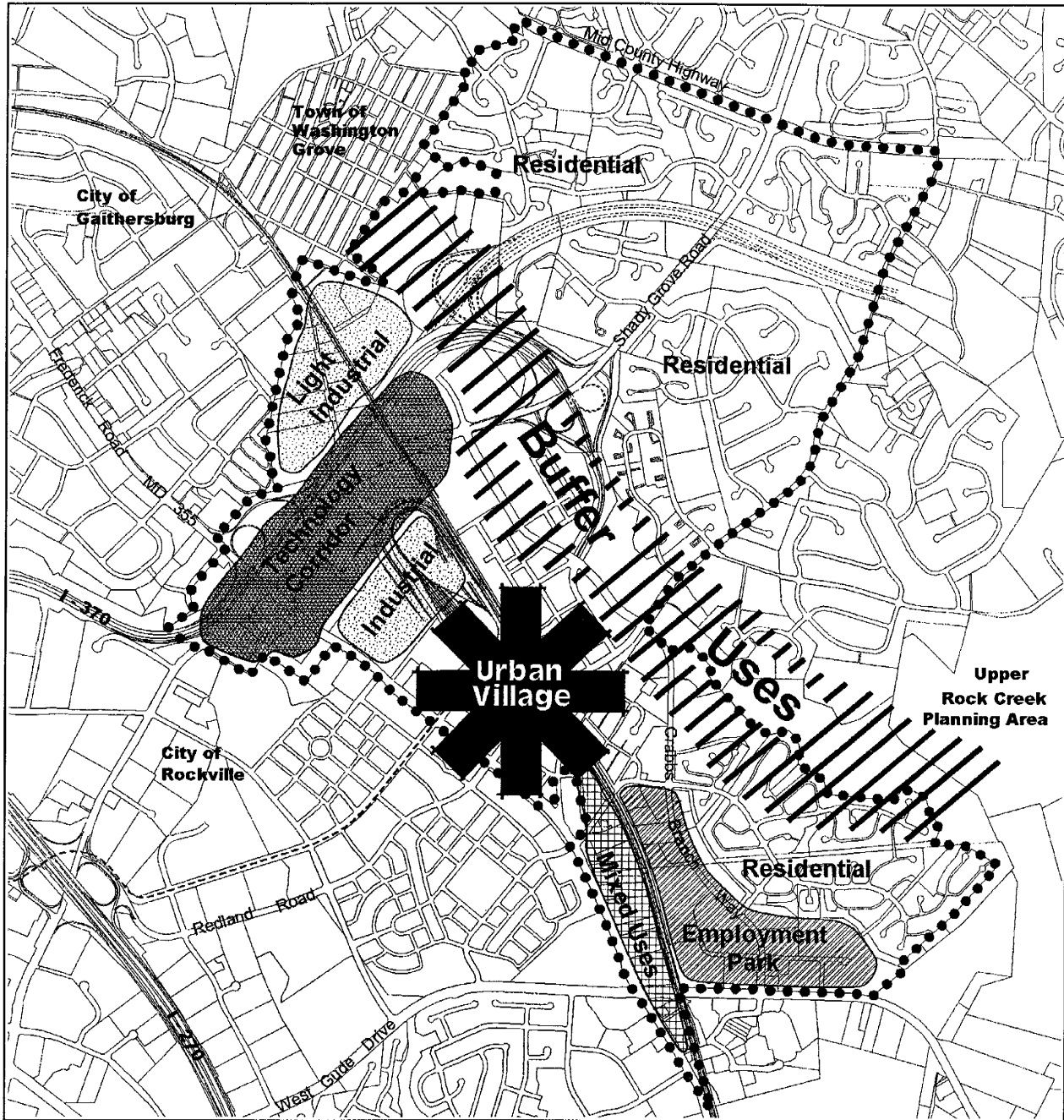




The Grove Shopping Center




Residential Community of Parkside Estate

Land Use Vision



-  Urban Village - mixed-use residential uses at Metro
-  Technology Corridor - R&D, technology uses
-  Industrial - maintain existing zoning
-  Employment Park - maintain existing uses
-  Mixed-Use Commercial - residential/office
-  Shady Grove Sector Plan Boundary
-  Corridor Cities Transitway

-  Buffer Uses - parks, schools, low-density residential



0 2200'

VISION

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

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

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

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

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

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

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

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

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

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

GOALS

This Sector Plan has the following goals:

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

PLAN POLICIES

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

Housing in the I-270 Corridor

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

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

A Mixed-Use Urban Village at Metro

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

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

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

Protect the Derwood Residential Communities

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

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

Employment and the Technology Corridor

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

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

Transportation

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

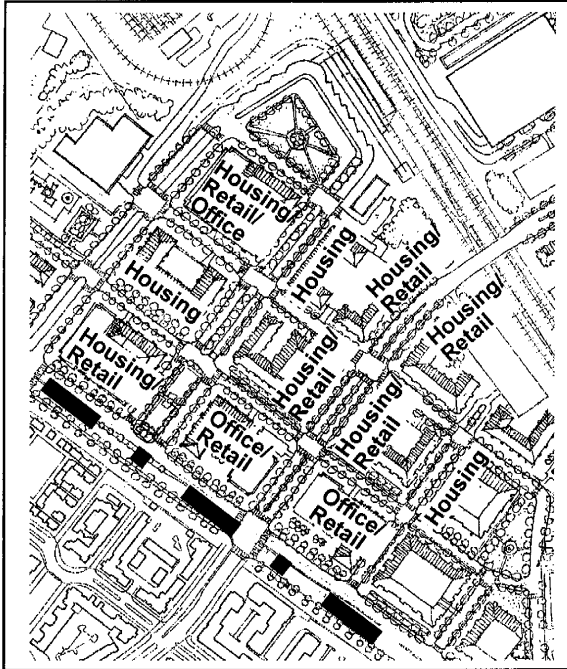
- Establishing a transportation management district and coordination with County transit services to increase transit ridership.
- Providing a transit center with a transit store to coordinate and encourage transit use.
- Redesigning the Metro station's bus, kiss-n-ride, and taxi service to make it a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

Transit-and Pedestrian-Oriented Development

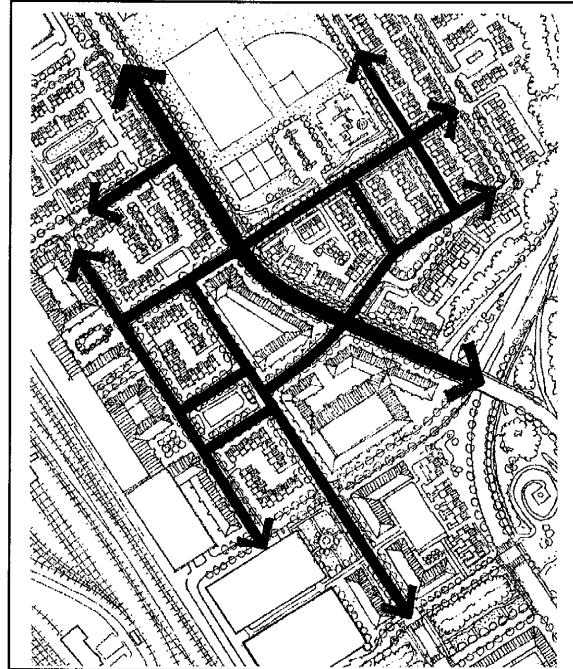
The Plan clusters new transit and pedestrian-oriented development around the Metro station area. This type of development is located close to the street with generous sidewalks and streetscaping to create an attractive and convenient pedestrian environment. This Plan recommends:

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

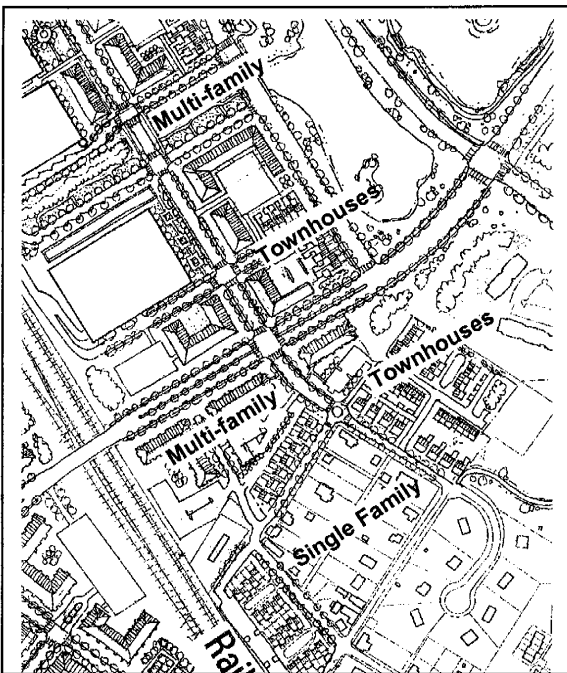
Transit and Pedestrian-Oriented Principles



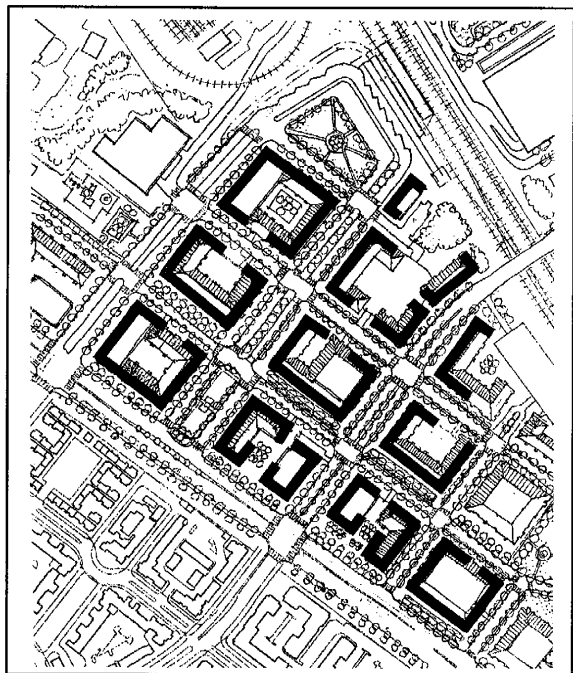
Mix of Uses



Interconnected Streets



Diversity of Housing Types



Street Oriented Buildings

Pedestrian Environment and Access

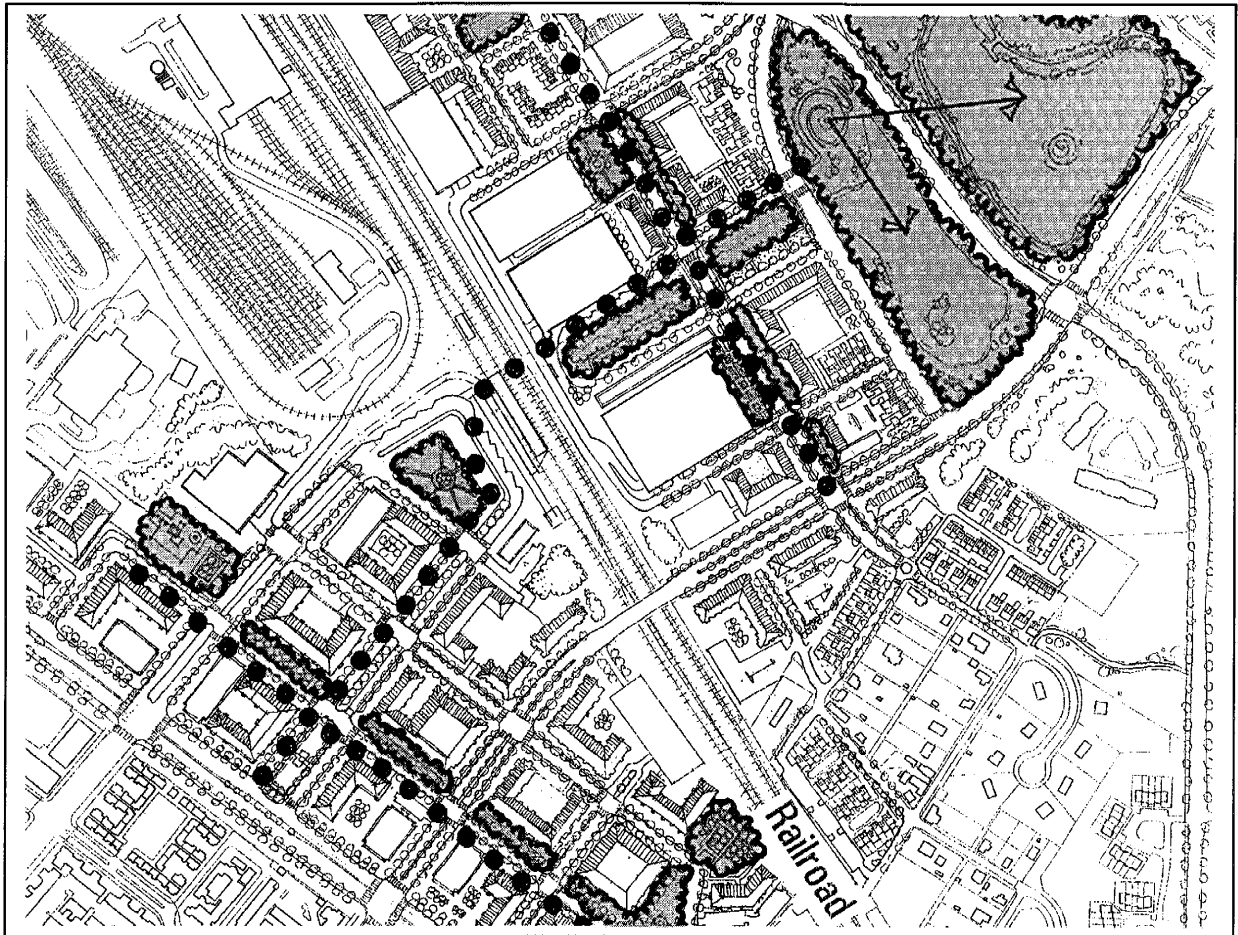
The Plan emphasizes the pedestrian environment, striving to create a safe, convenient, and attractive environment for residents, employees, and commuters. Increased pedestrian access will help reduce car dependency, foster a sense of community, and enhance street life and the community's safety. This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

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

Parks and Open Space

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

Park Network



This Plan recommends:

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

A Green Environment

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

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

Implementation

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

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