Preliminary Plan

Sector Plan Objectives

Places

Preliminary Plan
• Neighborhoods
• Places
• Walkable Neighborhoods
• Walkable Streets
• Open Space Network
• Traffic
• Community
• Natural Environment

Development Data
“Create a mixed-use neighborhood with pedestrian-oriented characteristics such as short blocks and buildings oriented to streets.”
“Create an ‘Urban Village,’ a place that provides vitality, convenience, and a human scale of development.”
Sector Plan Objectives

• “Create a grid system of walkable streets with short block lengths and improved Metro access.”

• “Incorporate a ‘garden theme’ throughout the new development to achieve a green, attractive setting for residents, Metro riders, and employees.”

• “Provide a variety of open spaces that preserve existing open space and expand recreational opportunities.”

Source: MNCPPC Shady Grove Sector Plan
Sector Plan Objectives

- “Provide a variety of housing types that meets housing needs and encourages transit ridership”

- “Allow a mix of uses that offers jobs and meets the retail service needs of new residents.”

- “Ensure that new development is compatible with surrounding, existing single-family communities.”

Source: MNCPPC Shady Grove Sector Plan
“Reinforce and **enhance** the natural environment.”

“Create a **green network** of parks & streets to complement the network of natural areas.”

“**Improve** water quality and habitat conditions.”

“Implement **innovative** environmental policies & practices.”

Source: MNCPPC Shady Grove Sector Plan
CSP Site (Metro North & Jeremiah Park):

- “Provide a transition for existing residential communities from the more intensely developed Metro neighborhoods.”

- “Provide a series of smaller community open spaces for passive recreation.”

- “Develop all public use spaces as civic spaces that organize development into neighborhoods with distinct identities.”

- “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 within an interconnected street system with common open space for recreation.”
CSP Site (Metro North & Jeremiah Park):

- “Provide a library site in a highly prominent location.”

- “Dedicate a minimum of 4 acres for a local park to the M-NCPPC, visible from and oriented along Crabbs Branch Way.”

- Provide “sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.”

- Develop a shared-use bike path & recreation trail on the east side of Crabbs Branch Way with special paving and features.

- Provide a school site adjacent to the local park.
Residents of Shady Grove Station will take advantage of easily accessible regional transit connections:

- I-270 to Frederick/I-495
- Intercounty Connector (ICC) to I-95/BWI & Baltimore
- Metro Rail to Downtown
- MARC Train (via Metro to Rockville)
Residents of Shady Grove Station will take advantage of easily accessible local transit connections:

- Metro Rail & MARC Train
- Intercounty Connector (ICC)
- I-270 & I-370
- Shady Grove Road & MD Route 355
Shady Grove Station can be serviced by existing retail centers accessible from main local roads, as well as destinations accessible by Metro.
The County Service Park is surrounded by existing residential & industrial uses.

- The Grove Shopping Center
- County School Bus Depot
- Various County Services
- MNCCPPC Facilities
- County Ride-On Bus Depot
- Metro Parking
- Old Derwood (Residential)
- Derwood (Residential)
- Industrial Uses
- Existing Site Uses
“Create a **mixed-use neighborhood** with **pedestrian-oriented characteristics** such as short blocks and buildings oriented to streets.”

<table>
<thead>
<tr>
<th></th>
<th>CSP West</th>
<th>CSP East</th>
<th>TOTAL</th>
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</thead>
<tbody>
<tr>
<td>Multifamily Units</td>
<td>1114</td>
<td>241</td>
<td>1355</td>
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<tr>
<td>Townhouse Units</td>
<td>407</td>
<td>448</td>
<td>855</td>
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<tr>
<td><strong>TOTAL UNITS</strong></td>
<td><strong>1521</strong></td>
<td><strong>689</strong></td>
<td><strong>2210</strong></td>
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<tr>
<td>Commercial Uses</td>
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<td></td>
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</tr>
<tr>
<td>Retail (SF)</td>
<td>41,868</td>
<td>0</td>
<td>41,868</td>
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<tr>
<td>Office (SF)</td>
<td>133,250</td>
<td>0</td>
<td>133,250</td>
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</tbody>
</table>
“Develop all public use spaces as civic spaces that organize development into neighborhoods with distinct identities.”
“Achieve a **mix of unit types** to offer housing choices.”

Shady Grove Station will offer residents a variety of housing options.
“Create a series of neighborhoods with a distinct sense of place, a mix of uses, open spaces, and a pedestrian-friendly environment.”

Shady Grove Station will comprise a series of unique, interconnected places.
**Village Center:**

- Higher density development located near Metro
- Retail, Residential, & Community Uses
- Lively Commercial Square connects to all neighborhoods and Jeremiah Park
- Library & community amenities occupy prominent location on commercial square
- Neighborhood retail & cafés create an active public space
Village Center:
East Common, West Common & Neighborhood Parks

- Small public green spaces form neighborhood centers
- Provide passive recreation & neighborhood amenities (Pool, Community Center, fountains, etc.)
Redland Ring

- Green buffer between neighborhood and roadways
- Opportunity for passive recreation, and incorporation of shared-use pathways
Jeremiah Park

- 4 acre community park at the heart of Shady Grove Station
- Frontage along Crabbs Branch Way; plaza connects to Town Center
- **Passive & Active recreation** including soccer fields, tot lot, dog park, etc.
- Adjacent School Recreation & Open Space
“Develop a system of roads and sidewalks that allow access on foot to Metro and on site parks, services and neighborhoods within easy walking distance of one another.”
Walkable Streets

Crabbs Branch Way

• “Create a grid system of walkable streets with short block lengths and improved Metro access.”

• Provide “sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.”
Walkable Streets

Neighborhood Streets

• “Create a grid system of walkable streets with short block lengths and improved Metro access.”

• Provide “sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.”
“Provide a variety of open spaces that preserve existing open space and expand recreational opportunities.”
“Provide safe and attractive pedestrian & bicycle routes in a connected system between parks and from adjoining neighborhoods.”
• **Existing MCSP generates more traffic than project as designed**

<table>
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<tr>
<th></th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
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<tbody>
<tr>
<td>MCSP</td>
<td>705 Vehicles</td>
<td>1,126 Vehicles</td>
</tr>
<tr>
<td>Shady Grove Station</td>
<td>594</td>
<td>709</td>
</tr>
<tr>
<td>Difference</td>
<td>-111</td>
<td>-417</td>
</tr>
<tr>
<td>% Difference</td>
<td>-16%</td>
<td>-37%</td>
</tr>
</tbody>
</table>

- **Shady Grove Station generates**
  - Fewer Service Trips
  - Fewer off peak trips
  - Fewer Bus trips and Commercial vehicle trips

- **Traffic study also accounted for**
  - Additional area development
  - Results indicate no new road improvements are required at off site intersections

Wells and Associates – Traffic Analysis Study
“Provide a minimum of 10% Workforce Housing and 20% TDRs.”
“Provide a minimum of 10% Workforce Housing and 20% TDRs.”
“Reinforce and **enhance** the natural environment.”

Shady Grove Station will **incorporate** state-of-the-art stormwater management (SWM) techniques within the site:

- **Micro-Bioretention Areas**
- **Landscape Infiltration**
- **Pervious Paving**
- **Used Throughout Preliminary Plan**

Vegetated Swales

“Green Street” Bioretention Areas
“Create a **mixed-use neighborhood** with pedestrian-oriented characteristics such as short blocks and buildings oriented to streets.”
## Shady Grove Station Development Plan

<table>
<thead>
<tr>
<th></th>
<th>CSP West</th>
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<th>TOTAL UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Base Density (Joint)</strong></td>
<td>960</td>
<td>435</td>
<td>1395</td>
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<tr>
<td><strong>TDR Density (20% Bonus)</strong></td>
<td>192</td>
<td>87</td>
<td>279</td>
</tr>
<tr>
<td><strong>MPDU Bonus (22% include TDRs)</strong></td>
<td>253</td>
<td>114</td>
<td>367</td>
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<tr>
<td><strong>Workforce (10% of Base + TDRs)</strong></td>
<td>116</td>
<td>53</td>
<td>169</td>
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<tr>
<td><strong>TOTAL UNITS</strong></td>
<td><strong>1521</strong></td>
<td><strong>689</strong></td>
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**Sector Plan Limit**

<table>
<thead>
<tr>
<th></th>
<th>Base</th>
<th>Density</th>
<th><strong>TOTAL UNITS</strong></th>
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<tr>
<td><strong>CSP West</strong></td>
<td>1540</td>
<td>700</td>
<td>2240</td>
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### Unit Mix

- **Market Rate Units**: 1194, 540, 1734
- **Workforce Housing (WH) (10%)**: 116, 53, 169
- **MPDUs (15%)**: 211, 96, 307
- **TDRs (3:1 for Multifamily)**: 64, 29, 93

#### Multifamily (MF) Units

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<tr>
<th></th>
<th>78% Max</th>
<th>50% Max</th>
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<tr>
<td><strong>MF MR Units</strong></td>
<td>856</td>
<td>123</td>
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<tr>
<td><strong>MF Workforce (67% of WH units)</strong></td>
<td>78</td>
<td>36</td>
</tr>
<tr>
<td><strong>MF MPDU (85% of MPDUs)</strong></td>
<td>180</td>
<td>82</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1114</strong></td>
<td><strong>241</strong></td>
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#### Townhouse (TH) Units

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<tbody>
<tr>
<td><strong>TH MR Units</strong></td>
<td>338</td>
<td>417</td>
</tr>
<tr>
<td><strong>TH Workforce (33% of WH units)</strong></td>
<td>38</td>
<td>17</td>
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<tr>
<td><strong>TH MPDU (15% of MPDUs)</strong></td>
<td>31</td>
<td>14</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>407</strong></td>
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### Commercial Uses

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