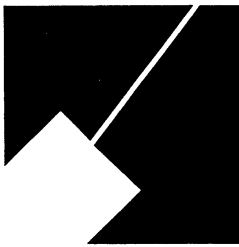


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

August 29, 2006

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John A. Carter, Chief, Community-Based Planning Division, *JAC*

FROM: Sue Edwards, I-270 Team Leader (301-495-4518) *Sue*
Community-Based Planning Division

SUBJECT: Shady Grove Implementation Plan

STAFF RECOMMENDATION: APPROVAL to transmit the Shady Grove Implementation Plan to the Montgomery County Council.

DISCUSSION

The Shady Grove Sector Plan was approved by the District Council on January 17, 2006. To implement the vision of the Shady Grove Sector Plan, the County Council recognized three challenges in achieving the change in land uses at the Shady Grove Metro Station:

- Relocation of County Service Park industrial uses
- Timely provision of community facilities in coordination with mixed-use development
- Sustained participation in implementation activities

The enclosed Implementation Plan identifies steps needed to relocate the County Service Park (CSP), highlights other needed public sector actions, and recommends oversight to ensure proper implementation of the Sector Plan. Although the Sector Plan recommends relocation of the CSP, it is not dependent upon total relocation. The Implementation Plan illustrates the various acceptable land use scenarios if the CSP is not relocated or only partially relocated.

The Implementation Plan is organized in two sections. Section 1 addresses the specific implementation actions contained in the County Council resolution in adopting the Shady Grove Sector Plan. Section 2 summarizes the vision statement and guiding principles for transforming the existing industrial character of the Shady Grove Metro Station area into a new, vibrant, and transit-served residential community.

COMMUNITY OUTREACH

The Draft Shady Grove Implementation Plan was distributed to approximately 15 civic leaders, property owners, and agency representatives. Comments received to date include:

- Insufficient time was allowed for civic groups to review the Draft Implementation Plan before the staff report was completed
- The Implementation Plan should be more detailed about how implementation would proceed if certain CSP uses do not relocate
- The Implementation Plan does not address the extension of M-83/Mid County Highway at its connection with the future ICC
- Ballfields should be located in highly visible locations such as Casey 7
- Clarify that noise walls are to address noise along Shady Grove Road and not only the ICC adjacent to Washington Grove
- Montgomery County Fire and Rescue Service requests 7-10 acres for their facility, and the Casey 3 site should not be the only site under consideration

The Town of Washington Grove expressed concerns that in the current climate where relocation of the CSP is uncertain, the Sector Plan should not be allowed to develop with minimal densities but minus the community facilities that are overdue. The Town also commented that:

- Without relocating the CSP partially or in full, the Vision for the Sector Plan will not be feasible and the Sector Plan would need to be re-visited
- The County Executive bears much of the implementation responsibility which reinforces the need for an Ombudsman to oversee all implementation details
- Acquisition of the school site at Casey at Mill Creek/Piedmont Crossing must be completed by December 2006
- Elimination of the odors from the County's yard waste facility is critical
- The designated bike path between the Metro area and the Washington Grove MARC station should use Town streets other than the cul-de-sac that is Brown Street.

Comments received after August 29, 2006 will be distributed to the Planning Board at the September 14, 2006 hearing.

CONCLUSION

Staff recommends that the Implementation Plan be transmitted to the County Council for discussion by the Planning, Housing, and Economic Development Committee on September 25, 2006.

SE:ha: j: Staff Reports/2006/Team 3/SGSP Implementation Plan memo to PB

Attachments:

Correspondence

Shady Grove Implementation Plan

GREATER SHADY GROVE CIVIC ALLIANCE

August 29, 2006

RE- Draft Shady Grove Sector Plan Implementation Plan

The Greater Shady Grove Civic Alliance requests that additional time be allowed for us to meet and properly address the issues that are raised in the September '06 Implementation Plan. The Alliance received the draft implementation plan one week ago and can not, in that time, provide a full response to the many issues raised which so strongly affect the Derwood community.

Of chief concern to the community is the level of density which is recommended. The charrette process which was used to develop the Shady Grove Sector Plan recommended 3,700 housing units in the Metro area which included the relocation of the County Service Park. This number was greatly increased by M-NCPPC and this increased number was supported by the County Council. Now we are faced with close to a doubling of the density level and a decrease in the community parks and recreational facilities available to serve this large population. In addition, there seems to be an effort to keep and even add to industrial facilities which no one else in the county is willing to accept. All this is to be located in a new "urban community" – a recipe for disaster!

While the Alliance supports "transforming the existing industrial character of the Shady Grove Metro Station Area into a new, vibrant and transit-served residential community", we question whether that is going to happen under this plan as it is presently written. Moving part of the county service park from one side of Shady Grove Road to the other, doesn't satisfy the above quoted goal. Casey 7 which is only ½ mile from the Metro and is across from what is planned to be a dense residential community, needs to be developed for residential, commercial or recreational use, to serve the very dense population projected to be living within walking distance of this site. At one of the first Charettes, Alliance Co-President Brad Botwin had suggested that ball fields be placed on Casey 7. The Alliance agrees. More green spaces need to be placed in close proximity to Metro. If we want people to walk, recreational spaces need to be placed in easy walking distance. The Derwood community strongly opposes using Casey 7 as a dumping ground for the industrial uses of either the County or the State. We also request a study into the location of other ride-on or bus facilities in Maryland, D.C. and Virginia. Are they all located within a mile of a Metro?

Shady Grove Road needs to be included in the recommended goals for other roads in the Sector plan such as making it pedestrian friendly and incorporating traffic calming features. As is suggested for Rt. 355, Shady Grove Road which is the Main Street of Derwood should also be transformed into an "Urban Boulevard". There is no need for an underpass to be built at this location. There are no underpasses on Rt. 355, Montgomery Village Avenue, Georgia Avenue, Independence Avenue, Constitution Avenue, Fifth Avenue or most other major roads in this area, DC, NYC or anywhere else. Our roads should be made safe to cross at grade level, especially in areas of high density and near Metro sites, where we need to do all we can to encourage walking

or bicycling to Metro. There should be no need for unsafe, dirty, damp, handicap unfriendly, underground passageways under any roads near Metro. The underpass under Shady Grove at Crabbs Branch should **not** be put into the implementation plan.

Inadequate green parks and recreational facilities are another concern of the Derwood community. To show a map with green space on what is a storm water management site is misleading at best. How many baseball games can be played on the water? We repeat our concern that no Community Center has been planned for this new "Urban Village". A place where community events and classes can be held needs to be located within walking distance of this new urban center in order to lessen auto dependency, reduce traffic, and improve the quality of life for the new residents who by our own goals should be able to walk to activities as much as possible.

Derwood has more than its share of industrial uses, the Waste Trash Transfer Facility, Metro Maintenance Yard, etc.. In fairness to the current residents as well as the future residents we ask for a more equitable distribution of industrial uses since they are meant to serve the entire county. To see large concentrations of green space where few people live and to see industrial areas and their accompanying loud, dirty, truck congested highways placed in areas of dense population is not good planning. Where this is happening every attempt should be made to reverse it. Again a study of where industrial sites are currently located and where they are not located would be a place to begin to address this imbalance.

The Alliance repeats its request for the location of a police station or substation at Metro. There have been numerous reports of increasing crime in and around Metro stations. A high police visibility would be a very strong deterrent and allow for immediate response time to any criminal activity. Location at the corner of Shady Grove Rd. and Rt. 355 would not fulfill this objective.

Thank you, in advance for your attention to these concerns.

Sincerely,

Pat Labuda
Co-President, Greater Shady Grove Civic Alliance
16929 Briardale Rd.
Rockville, MD. 20855

Edwards, Sue

From: kathleen.kernisan@hklaw.com
Sent: Wednesday, August 30, 2006 2:57 PM
To: Edwards, Sue
Cc: Carter, John; bob@eya.com; bjackson@eya.com; robert.harris@hklaw.com
Subject: SENT ON BEHALF OF ROBERT R. HARRIS - Shady Grove Sector Plan - Implementation Plan

Sue:

Thanks for the opportunity to comment on the initial draft Implementation Plan. As I mentioned by telephone, I have a few suggestions based on the extensive work in which I have been involved with EYA, MC-DPWT, and your colleagues over the past several years.

First, I believe the scenarios set forth on page 15 need to be revised/expanded. At a minimum, for the reasons set forth below, I believe it is important to revise the second bullet to include the possible relocation of EMOC and to delete/revise the two sentences saying that relocation of EMOC to Casey 6 or 7 does not work. Based on extensive studies EYA and its engineers have undertaken, including detailed planning, with EMOC, we believe very much that this option could be achieved. In fact, it probably has the best chance of achieving at least part of the Shady Grove Sector Plan vision for locating housing in the immediate Metro area. The Sector Plan allows for it and we would not want to see the Implementation Plan kill it.

- Detailed site plan studies with EMOC input show how EMOC fits on Casey 7 (no part of Casey 6 would be required for it).
- Moving EMOC to Casey 7 would free up for housing use the most important and most immediately developable parcel on the east side of the Metro line.
- The Sector Plan envisioned the northern part of Casey 6 (adjoining the proposed school site) as a location for ball fields if the Jeremiah Park location did not work out. Moving EMOC to Casey 7 still leaves the northern part of Casey 6 available for ball field use in a configuration that would work very well with the adjoining school (it also would accommodate locating the SHA-ICC Maintenance Facility on the southern portion of Casey 6).
- Moving EMOC could serve as a catalyst for future relocation of the other CSP uses.

Second, I believe the second bullet option (i.e., partial relocation of CSP uses) should be further refined to say that the Park maintenance facility itself could be relocated to Casey 7. Under this scenario, assuming the SHA insists on putting its maintenance facility on Casey 7, the Park maintenance facility could go there freeing up the current Park maintenance location for housing use which itself could serve as a catalyst for future redevelopment of other portions of the County Service Park. Again, this would still leave the northern portion of Casey 6 available for the ball fields as planned in the Sector Plan.

Finally, I would like to see some additional language at page 15 of the Implementation Plan where you discuss the possible location of the ICC maintenance facility on Casey 7. We are working with SHA to convince them that Casey 7 is the wrong location for this because it has many adverse implications. Even if they are not willing to relocate the maintenance facility somewhere completely different, we have shown them how it can be located on the southern portion of Casey 6, directly adjacent to the ICC, thereby leaving Casey 7 available for housing development (something that would be precluded if they put the maintenance facility there) and also leaving the northern portion of Casey 6 available for ball field use.

We suggest the following language:

- Page 15, fourth line - change the sentence beginning "Casey 7" to say:

The SHA has identified Casey 7 as a possible site for an ICC Western Maintenance Facility. The owner of that property is discussing with them, the possibility of locating the Maintenance Facility on the southern portion of Casey 6 which would enable EMOC to relocate to Casey 7. If the SHA Maintenance Facility goes to Casey 7, it may be difficult to relocate EMOC there, although it might be possible to locate the Park Maintenance Facility there in conjunction with the SHA Facility. This Implementation Plan reiterates the Master Plan recommendation that does not include an ICC Maintenance Facility on Casey 7.

- Page 16, second bullet – change to read as follows:

Partial relocation of CSP. A partial relocation of CSP creates a major center at Metro and a minor center at the Grove within a residential density of up to 5500 units. If the MCPS School Bus Depot, M-NPPC's Central Maintenance and Police Radio Facility relocate, it would establish the Jeremiah Park neighborhood and urban park as a link between these centers of the Sector Plan. Under this option, EMOC, MCPS Food Service and the Department of Liquor Control remain along CSX tracks. Alternatively, a partial relocation might involve EMOC relocating to Casey 7 facilitating residential development on the EMOC site, directly adjacent to the Metro station. This scenario would enable location of new park facilities on the northern portion of Casey 6 directly adjacent to the proposed elementary school, and would provide this level of recreation facility even though the number of new residential units in the area would be well below that recommended in the Sector Plan. Finally, it may also be possible to relocate the M-NCPPC Maintenance Facility to Casey 7, if SHA uses part of that site, thus making available the M-NCPPC Facility for some of the housing and still enabling ball fields on the northern portion of Casey 6.

Holland + Knight

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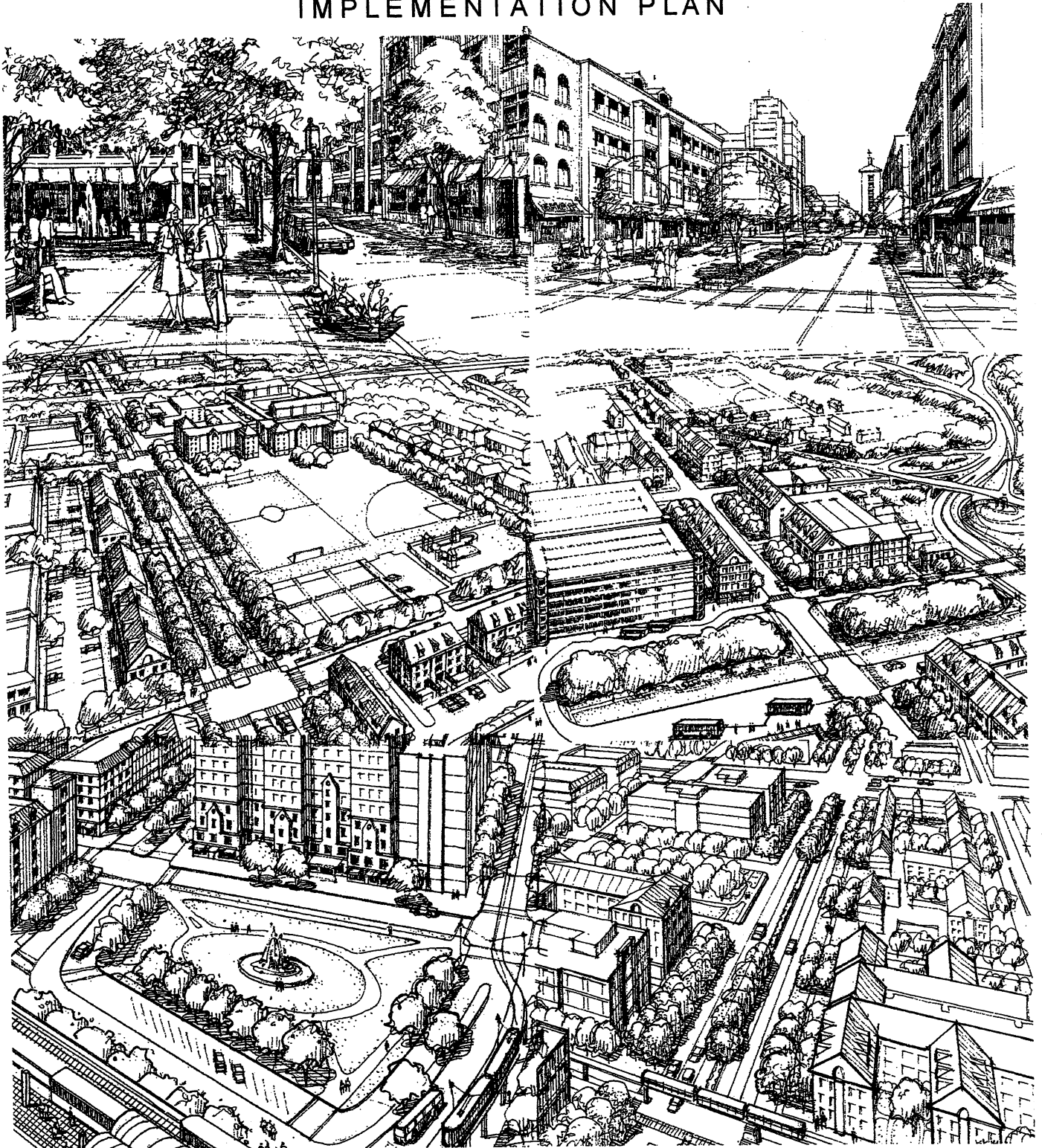
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SEPTEMBER 2006

SHADY GROVE

IMPLEMENTATION PLAN



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 2006
SHADY GROVE
IMPLEMENTATION PLAN

The Maryland-National Capital Park and Planning Commission

Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

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SECTION 1

THE IMPLEMENTATION PLAN

INTRODUCTION

The Shady Grove Sector Plan is a step toward the future of the I-270 Corridor in Montgomery County. Today, Shady Grove functions as a transportation center and a focus of service and industrial uses. In the future, Shady Grove will be transformed into a mixed-use, transit-served community with amenities that reinforces and protects nearby residential neighborhoods.

In adopting the Shady Grove Sector Plan, the County Council envisions Shady Grove as a mixed-use community, “one that makes best use of Metro proximity and relocates industrial uses to more efficient sites.” Relocation of the County Service Park is a major goal, and the relocation provides new housing opportunities close to Metro. The Sector Plan recognizes that residential change has already begun with the King Farm across MD 355 and continues that traditional neighborhood pattern” (Sector Plan, page 11).

In moving forward to implement the vision of the Shady Grove Sector Plan, the County Council recognized three major challenges in achieving a change in land uses at the Shady Grove Metro Station area:

- Relocation of County Service Park industrial uses
- Timely provision of community facilities in coordination with mixed-use development
- Sustained participation in implementation activities

This Implementation Plan identifies steps needed to relocate the County Service Park (CSP), highlights other needed public sector actions, and recommends oversight measures to ensure proper implementation of the Sector Plan. Although the Sector Plan recommends relocation of the CSP, the vision of the Plan is not dependent upon the total relocation. The Implementation Plan illustrates the various acceptable land use scenarios if the CSP is not relocated or only partially relocated.

The Implementation Plan is organized in two sections. Section 1 addresses the specific implementation actions contained in the County Council resolution in adopting the Shady Grove Sector Plan. Section 2 summarizes the vision statement and guiding principles for transforming the existing industrial character of the Shady Grove Metro Station area into a new, vibrant and transit-served residential community.

COUNTY COUNCIL RESOLUTION

In adopting the Shady Grove Sector Plan, the Montgomery County Council placed special emphasis on the inter-locking actions and responsibilities that would be necessary to bring the Plan vision and recommendations to reality. Implementing the Sector Plan requires the M-NCPPC and the County Executive to work cooperatively and in sequence to anticipate the public and private sector actions that will transform the planning area from an industrial character to a mixed-use environment.

The Montgomery County Council Resolution #15-1283 that approved the Shady Grove Sector Plan states the following implementation objectives:

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

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

PUBLIC AGENCY RESPONSIBILITIES COORDINATION OF CAPITAL PROJECTS

Timely implementation of public facilities is critical to the success of the Sector Plan, and to protect nearby residents from overcrowded schools and traffic congestion. The Implementation Plan assigns joint and coordinated responsibility among County agencies to ensure timely implementation of needed public facilities.

- The M-NCPPC Lead Planner with multi-disciplinary staff assignments
- County Executive staff oversight of Capital Improvements Program (CIP)
- Designated ombudsman within the Executive Branch to coordinative different agencies within County government
- Technical Working Group to coordinate the sequencing and funding of complex public projects

THE M-NCPPC RESPONSIBILITIES

Staff of the M-NCPPC will identify, facilitate and monitor coordination between private sector developments and needed capital improvement projects. Throughout the staging of the Sector Plan, staff will proactively initiate planning for public projects and coordinate efforts to ensure timely delivery of facilities.

The Montgomery County Planning Board has several opportunities for initiating and commenting on capital facilities identified in the Shady Grove Sector Plan. Every two years the County Council requests suggestions from the public and from the M-NCPPC for capital projects to be included in the six-year Capital Improvements Program. For the Shady Grove Sector Plan, staff of the M-NCPPC and representatives of County agencies have identified the needed projects, the lead reviewing agency, the implementing agency(s) as well as the stage each improvement would be required. Agency contacts are also supplied. While specific staff assignments may change over time, identifying the initial staff member responsible for the activity will assure smooth transition between staff assignments. This information appears as Appendix A: Proposed Capital and Non-Capital Projects.

COUNTY EXECUTIVE OVERSIGHT

The County Council recommended that the County Executive designate an ombudsman with oversight responsibilities to ensure coordination and timely delivery of public facilities that are promised in the Plan. The complexity of the CSP relocation, the acquisition of the school site, and coordination with WMATA's redevelopment of the Metro station are just some of the public actions that warrant the need for an ombudsman. Various County agencies with different interests, programs and schedules will need to coordinate their work. An ombudsman within the Executive's office will be able to work through conflicts and achieve needed coordination and action in the public interest.

TECHNICAL WORK GROUP

A Technical Working Group will be convened by the M-NCPPC and comprised of agency representatives responsible for transportation, bikeways, stormwater management, recreation, and community facilities to help facilitate and coordinate private sector development responsibilities and capital improvement projects. This group will meet quarterly, or as necessary, to exchange information about pending development and integrate all responsibilities of the public and private sector. The Technical Working Group will review proposed private development coordinating private sector improvements to public facilities such as streets, parking facilities, and other community facilities. This group will also monitor capital programming, coordination among the M-NCPPC and the Executive Branch agencies, state and regional transportation agencies such as the Maryland State Highway Administration, and the Washington Metropolitan Area Transit Authority (WMATA).

The following public facilities are needed to implement the Plan.

Table 1: Public Facilities and Agency Responsibilities

STAGE 1			
Project	Description	Responsible Agency	Comments
Zoning			
TOMX-2	New zone to implement Plan	County Council	Trigger for Stage 1, Approved by County Council, January 2006
TOMX-2/TDR	New zone to implement Plan	County Council	Trigger for Stage 1, To be adopted in fall 2006
Sectional Map Amendment	Rezoning properties within Sector Plan	M-NCPPC and County Council	Trigger for Stage 1, To be approved in fall 2006
Transportation			
Transportation Management District	Create a new TMD to encourage use of transit	M-NCPPC and DPWT	Trigger for Stage 1, Approved by County Council, Resolution 15-1432, May 2006
Public Facilities			
CSP Relocation	Potential relocation of existing CSP, location to be determined.	County Executive, DPWT, MCPS, M-NCPPC	County Executive to issue REOI in fall 2006

Stage 2			
Project	Description	Responsible Agency	Status
Schools			
Elementary School	Begin planning for new school	MCPS	Trigger for Stage 2, School site must be acquired by December 2006
Parks			
Local Park	New park in Jeremiah Park, or on Casey 6	M-NCPPC	Trigger for Stage 2, Fund acquisition for Local Park with at least one ballfield
Transportation			
Metro Access Interchange	Create new partial interchange at Metro Access and Crabbs Branch Way	WMATA, and DPWT	Trigger for Stage 2, Must be funded within first 4 years of CIP
MD 355/Gude Drive Interchange	Create new interchange or find other ways to achieve LOS at intersection.	SHA	Trigger for Stage 2, Must be funded within first 4 years of CIP

*Private Sector participation through Preliminary Plan approvals will be required.

Stage 3			
Project	Description	Responsible Agency	Comments
Public Facilities			
Library	New library with community meeting space and structured parking on one of 2 sites	Department of Public Libraries	Trigger for Stage 3, Must be funded within the 6-year CIP
Schools			
Elementary School	Construct new school	MCPS	Trigger for Stage 3, Build school
Parks			
Local Park	Second local park required if CSP relocates	M-NCPPC	Trigger for Stage 3, fund construction of second local park with ball fields
Transportation			
Redland Road/Crabbs Branch Way Improvements	Rebuild Redland Road and Crabbs Branch Way with medians creating urban boulevards with streetscape	DPWT*	Trigger for Stage 3, fund construction of any gaps not covered by private sector required improvements
Pedestrian Underpass	Build pedestrian underpass at Shady Grove Road and Crabbs Branch Way	DPWT*	Trigger for Stage 3, fund construction if The Grove and Jeremiah Park redevelop
Pathways and Bikeways	Build all area wide pedestrian improvements and bikeways	DPWT*	Trigger for Stage 3, fund construction in 6 year CIP
	Class III bikeway along Redland Road within Metro Neighborhoods	DPWT*	
	Class II bikeway along Shady Grove Road from MD 355 to I-370	DPWT*	

*Private Sector participation through Preliminary Plan approvals will be required.

Improvements Needed to Implement Sector Plan (unstaged)			
Project	Description	Responsible Agency*	Comments
Transportation			
CCT	Grade-separated route across MD 355, end station at Metro	MTA, SHA DPWT	Part of I-270/US 15 Intermodal Study, Environment Assessment Update
Bus Service	Expand bus stops, increase Ride-On service	DPWT*	
MD 355	Create Urban Boulevard	DPWT*	Coordinate with private development
Shady Grove Road	Streetscape Improvements	DPWT*	
Noise Walls	Install from Metro Access Road to Mid County Highway	DPWT	
Redland Road	Provide full intersection at Yellowstone Way with traffic signal	DPWT*	Coordinate with private development
	Provide Class III bikeway in Metro Neighborhoods	DPWT*	Coordinate with private development
Crabbs Branch Way	Extend under I-370 to Amity Drive with traffic calming measures	DPWT*	Coordinate with private development
	Provide Class I bikeway	DPWT*	Coordinate with private development
Grid street system within Metro Neighborhood	Construct with private development, and connect gaps with public CIP	DPWT*	Coordinate with private development
Old Derwood Streets	Provide traffic calming measures	DPWT	Coordinate with private development
Paramount Drive	Abandon dead-end portion of street	DPWT	Coordinate with private development

*Private Sector participation through Preliminary Plan approvals will be required.

Improvements Needed to Implement Sector Plan (unstaged)			
Project	Description	Responsible Agency*	Comments
Streetscape Improvements	Provide streetscape improvements for gaps not assigned to developers	DPWT	Coordinate with private development
Urban Service District	Public/Private Partnership, provides maintenance and programs	DPWT Department of Finance	Needs to be initiated by County Executive with Council approval and funding
Parks			
Blueberry Hill Park	Provide additional passive recreation	M-NCPPC	
Stormwater Management Pond	Create nature oriented passive recreation facility	M-NCPPC*	Coordinate with private development
Jeremiah Park	Reserve land through dedication and create park with joint development	M-NCPPC*	Coordinate with private development
Casey 6 Local Park	Acquire land if not dedicated, fund park with at least one ballfield	M-NCPPC*	Coordinate with private development
Neighborhood Park	Reserve land through dedication, construct park with joint development	M-NCPPC*	Coordinate with private development
Legacy Open Space	Reserve land through dedication, develop for passive use	M-NCPPC	Coordinate with private development
Trail Systems			
Mill Creek Stream Valley Park	Provide east-west trail connection	M-NCPPC	
Rock Creek Regional Park	Provide east-west trail connection	M-NCPPC	

*Private Sector participation through Preliminary Plan approvals will be required.

Improvements Needed to Implement Sector Plan (unstaged)			
Project	Description	Responsible Agency*	Comments
Casey at Mill Creek Bike Route	Provide connection to Washington Grove	M-NCPPC	Coordinate with private development
Schools			
New High School	Provide a new high school serving 1400+ students	MCPS	To be located on the Crown Farm within City of Gaithersburg
Public Facilities			
Fire and Rescue Station	Acquire 7-10 acres of land to include EMS	FRS	
Police Satellite Facility	Provide a satellite police facility within Metro station area or on Casey 3	Police Department	
Recreation/ Community Center	Provide a potential community center if needed as the Plan develops	Department of Recreation	Department of Recreation to assess need for center within its long-range facility plan
Environment			
I-370 Reforestation	Encourage SHA to use I-370 to meet off-site planting requirements	SHA	
Solid Waste Transfer Station	Control or eliminate odors by relocation of outdoor yard waste area or changing operations	Department of Permitting Services	
Historic Preservation			
Old Derwood Properties	Designated historic properties to be placed on the HP Master Plan	HPC	

*Private Sector participation through Preliminary Plan approvals will be required.

COMMUNITY OUTREACH

The Planning Board and the Executive should also indicate how they will provide the public with information about the development of Shady Grove, have information readily accessible for citizens with questions, and provide for appropriate opportunities for public comment and input during the development process and how the community accesses the information.

As stated in the County Council's resolution, "the Plan's complexity and extensive changes in the Metro area requires a specific Implementation Plan to ensure that public actions are timely and well coordinated with private sector development." Implementing the Sector Plan's vision requires that residents and businesses have timely and accessible information in order to provide meaningful input. Residents and businesses also need to understand the long-range intent of the Sector Plan so that disruptions during periods of construction can be minimized or mitigated.

The M-NCPPC is improving public access to development plans in a number of ways:

- Project sponsors must hold a pre-application meeting with the affected community and include the notes of such meeting(s) when these development plans are first submitted
- Signs announcing that a development plan has been filed must be posted on the subject property
- All plans and documents are posted on the M-NCPPC Web page (www.mncppc-mc.org)
- Staff is creating and regularly updating community-specific Web pages for master plan areas
- The Montgomery County Planning Board proposes to meet in locations other than the Silver Spring headquarters, as appropriate

SHADY GROVE ADVISORY COMMITTEE

The Council recommends that M-NCPPC establish a Shady Grove Advisory Committee to support the redevelopment of the Shady Grove Sector Plan area. The Committee should develop a work program to further these goals. Responsibilities of the Advisory Committee should include monitoring implementation of the Plan recommendations, assuring that the recommendations contained in the Implementation Plan are followed and assuring that problems with implementation are promptly brought to the attention of the Planning Board and/or Council.

The Shady Grove Advisory Committee will continue the valuable community outreach begun during the development of the Sector Plan. This approach has been used in implementing the Olney Town Center recommendations.

The Planning Board will appoint a standing committee of 10-12 members from within the Shady Grove planning area. The M-NCPPC will provide logistical and technical support to the committee including recruiting a broad cross section of residents, business owners, property owners, and others to serve on the committee. One person will be elected as Chair for the advisory committee.

The desired composition of the Shady Grove Advisory Committee includes:

- Representative of the Shady Grove Civic Alliance
- Representative of an existing residential community
- Representative of the Old Derwood neighborhood
- Representative of the municipality of Washington Grove
- Representative of King Farm
- One to two property owners
- One to two business owners
- Representative of the Upcounty Citizen's Advisory Committee

The Shady Grove Advisory Committee will prepare a work program, determine the frequency and location of meetings, set attendance policy, and establish other rules and procedures.

A separate Technical Advisory Committee comprised of agency representatives (e.g. the Planning Implementation Section of the County Executive Office, Montgomery County Department of Public Works and Transportation, WMATA, the M-NCPPC Parks Department, MCPS, and others) will meet quarterly to coordinate relocation and development issues and anticipate capital project needs.

PROJECT PLAN AND SITE PLAN COMPLIANCE WITH THE SECTOR PLAN

Conformance to the Shady Grove Sector Plan will be achieved through the approval of Project Plans and Preliminary Plans. These regulatory reviews require conformance with the Shady Grove Sector Plan. The Shady Grove Sector Plan's zoning recommendations and guidelines for regulatory planning and review also will achieve this objective.

The new TOMX-2 Zone and the TOMX-2/TDR Zone recommended in the Shady Grove Sector Plan include conformance to the Sector Plan. The new zone goes further to establish design guidelines within the zones to create an urban setting for a Metro station area. The design guidelines are listed as requirements for approval.

Guidelines for regulatory planning and review are also listed in the Shady Grove Sector Plan to help guide review of projects. These guidelines will need to be incorporated into each development if the conformance to the Shady Grove Sector Plan finding is to be made.

Project Plan approval is another opportunity to ensure compliance with the Sector Plan. Staff will continue to ensure conformance through rigorous review.

Preliminary Plan approval establishes the maximum number of units, adequacy of transportation and schools, an acceptable water quality concept, and a layout with street rights-of-way. A condition of Preliminary Plan approval often states that the final number of units and layout will be determined at Site Plan. This condition is applied to Preliminary Plans where concerns such as compatibility with adjacent residences, tree preservation or other layout concerns need to be further addressed at Site Plan. Site Plan layouts can differ from the approved Preliminary Plan.

The establishment of the Shady Grove Advisory Committee will help assure that conformance to the Sector Plan is achieved. This group will provide assistance in the review of private development and oversight to the County's public capital improvements.

RELOCATION OF THE COUNTY SERVICE PARK FACILITIES

PROCESS FOR RELOCATING COUNTY SERVICE PARK USES

In the fall of 2006, Montgomery County will Request Expressions of Interest (REOI) from individuals or teams to provide real property to accommodate one, several, or all of the individual components of the County Service Park that meet all of the agency's requirements. Costs to the County and other agencies must not be unduly increased and the functionality of the facilities must not be compromised. Relocation of facilities offers the benefit of upgrading, expanding, and renovating to meet current and expected future demands on services to County residents.

The process is summarized as follows (further detail is given in Appendix B):

- County Executive develops REOI, establishes facility program needs, land and location requirements
- County Executive distributes REOI to seek property owners with suitable land
- Private sector submits REOI. The Project Management Group (public sector agencies including the M-NCPPC) reviews proposals for potential land swap, provision of public facilities, and recommends negotiations with suitable property owner or developer
- County Executive enters into agreement with suitable developer. Site selection is submitted for Mandatory Referral approval and community review
- Developer creates facility development plans with Project Management Group involvement and submits development plans for Mandatory Referral approval
- County Council receives quarterly reports and approves the CIP for facilities
- Acquiring suitable relocation sites and disposing of existing County land will be completed in accordance with County agreements
- Construction of facility and relocation of programs

The Montgomery County Executive on behalf of the County government, the Montgomery County Public Schools, and the Maryland-National Capital Park and Planning Commission will participate in a land acquisition process to determine if and where County facilities might relocate. The multi-agency, Project Management Group identified in the relocation process is needed because the CSP contains eight facilities run by five different agencies.

Land identified through this process will be evaluated for its potential for development of replacement facilities for the existing County facilities near the Shady Grove Metro Station. New facilities will be planned to accommodate long-term expansion needs. Development must be staged and implemented so that there is no disruption to existing services and uses at the County Service Park. Co-location of similar facilities will be examined to determine possible benefits but they will not be mandatory except in certain instances.

The proposed Montgomery County Service Park Relocation Process (Appendix B) depicts the opportunities for County Council review and approval, review and comment by the Montgomery County Planning Board, and opportunities for work sessions and community meetings with residents. These opportunities are attached to milestones in the relocation process such as distribution and review of the expressions of interest, site selection and development agreement negotiations, final building and site designs, project approval, and facility construction and occupancy.

The public participation process identified by the County Executive includes:

- Joint meetings of agency sponsors and the M-NCPPC with community groups and residents in the vicinity of potential relocation sites to identify issues to be addressed in project development
- Convening a public hearing before a public hearing officer, and before final approval of land acquisition/land exchange
- Planning Board review and comment of site selection under the Mandatory Referral authority including public notification and community consultation
- Council public hearings and worksessions concerning Capital Improvements Program projects needed for Sector Plan implementation
- Further meetings with community groups and residents in the vicinity of relocation sites to identify issues to be addressed in final building and site design
- County Executive to complete property disposition process including a public hearing before a public hearing officer

The proposed relocation process is intended to address the County Council's concerns for adequate involvement in final approvals and to ensure appropriate citizen participation. Council Resolution 15-1283 states:

The agencies that have facilities in or near the County Service Park will be issuing a Request for Proposals to determine whether there are viable locations to relocate these facilities. The Shady Grove Sector Plan does not present a preference for one site or another and the Council recommends that there be a full exploration of all alternatives, including publicly owned land. These facilities may relocate in part or in entirety to one or more locations or may not relocate at all.

The Councils ultimate approval of a capital improvement project to relocate one or more of the facilities will depend on Council review of the following materials:

- *A description of the public participation process to assure the Council that there will be adequate public participation and identification of community concerns*
- *A complete analysis of alternative locations for relocation, including possible public sites*
- *Assessment of all costs and benefits of each, including monetary, environmental, traffic impacts, and compatibility with existing residences.*

STATUS OF COUNTY SERVICE PARK RELOCATION

During the County Council worksessions for the Shady Grove Sector Plan, the M-NCPPC identified a number of potential sites, both publicly and privately owned, that could accommodate portions of the County Service Park. Recent decisions have begun to narrow the range of possible relocation sites. Issuance of a Request for Expressions of Interest has been delayed since the Sector Plan's adoption in January 2006.

CSP RELOCATION ON THE WEBB TRACT: IS THE WEBB TRACT NEEDED FOR THE SUCCESSFUL PLAN IMPLEMENTATION?

Relocation of the entire County Service Park is not needed to achieve the Vision of the Sector Plan. Council Resolution 15-1283 that approved the Shady Grove Sector Plan states: "The Plan supports relocation of the County Service Park (CSP) although the Plan's success is not dependent upon relocation." The M-NCPPC examined options for some or all of the County service functions to remain in place which would result in varying amounts of housing, commercial, and public facilities in the planning area.

Subsequent to County Council approval of the Sector Plan, the property owners of the Webb Tract, one of the key sites for relocation of some of the CSP facilities, have proposed a possible residential option for this industrially-zoned property. The County Council is currently considering a Zoning Text Amendment to define development standards for Planned Retirement Community (P-R-C) active adult communities. The owner of the Webb Tract would then seek a rezoning of the parcel from I-4 to P-R-C. If this rezoning was granted, the Webb Tract would not be available for public or private industrial uses such as CSP facilities.

The Webb Tract has been one of the properties for consideration if and when the CSP facilities are relocated. The Webb Tract is zoned I-4, located adjacent to the County's Airpark and has Preliminary Plan approval for 1.26 million square feet of industrial uses. Its size, location and zoning make it a potential site for some of the CSP facilities. Not all CSP facilities should be accommodated on the Webb Tract. The County Council restricted the MCPS school bus depot from this property and the Equipment Maintenance and Operations Center (EMOC) cannot relocate further away than three miles from the Shady Grove Metro Station due to operational considerations. Other CSP uses such as the Department of Liquor Control's Warehouse, MCPS Food Service, the M-NCPPC Central Maintenance, and a Police Radio Facility have been considered for relocation to the Webb Tract.

If the Webb Tract cannot be considered for relocation of the CSP, finding alternative sites may be problematic in the near term. Other alternative sites that were previously considered potential relocation sites have become less viable since the County Council's approval of the Sector Plan. Casey 7, a viable site for EMOC's relocation is now the preferred site for an ICC western maintenance facility thus reducing acreage for CSP uses. Other publicly owned properties that might be considered for CSP uses have similarly been restricted. The Public Service Training Academy site has expanded functions related to emergency management and staging needs. Montgomery College in Germantown has expansion plans for their vacant land. The feasibility of the Gude Landfill, a key site that is sizable and centrally located, continues to be an unknown. This site remains as a potential relocation site in the longer term.

Potentially, the County's REOI may identify other alternatives, but no one has come forward to staff's knowledge since the approval of the Plan.

PLAN SCENARIOS WITHOUT FULL RELOCATION OF CSP: IS THE PLAN STILL VIABLE IF THE CSP DOES NOT RELOCATE?

The Sector Plan recommendations do not assume an "all or nothing" result. The Sector Plan Vision holds with all or part of the County Service Park relocated.

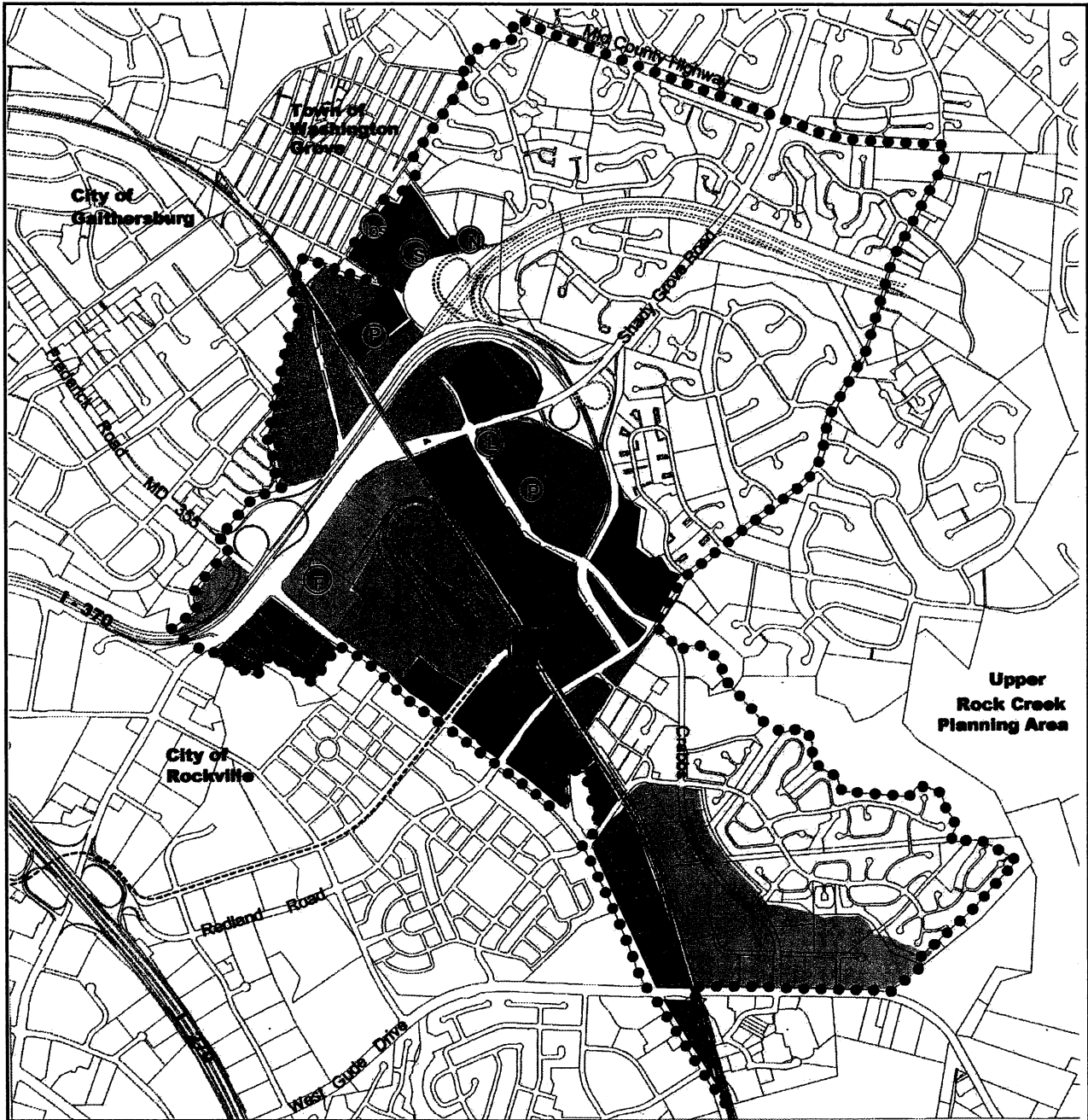
Each of the three options outlined below and depicted on the following pages can bring about land uses changes that substantially alter the existing industrial character of the Metro station area. Any of the three options will add significant residential units, create employment options, and supply public community facilities to the Metro station area. Most importantly, all of the following three scenarios will achieve a strong sense of place.

- **Full relocation of the CSP Scenario.** Achieves all Metro Neighborhoods, public facilities and parks within a range of 5,400-6,340 units. Achieves the vision of the Sector Plan with the most housing adjacent to Metro station.
- **Relocation of MCPS School Bus Depot, M-NCPPC's Central Maintenance and Police Radio Facility Scenario.** A partial relocation of the CSP creates a major center at Metro and the minor center at The Grove within a residential density of 4,800-5,500 units. Establishes the Jeremiah Park neighborhood and urban park as a link between these centers of the Sector Plan. The EMOC, MCPS Food Service and Department of Liquor Control remain along CSX tracks. A scenario where only EMOC relocates, presumably to Casey 6 and Casey 7, achieving housing close to Metro does not work because the needed community park and three ball fields cannot be achieved. This scenario achieves housing next to Metro, but without the public facilities needed to support it.
- **No relocation of the CSP Scenario.** Creates a major center at the Metro station and a minor center at the Grove Shopping Center within a residential density of 4,200-4,900 units. The future library is located on WMATA-owned property.

The maps on the following pages include:

- Full Relocation of County Service Park
- Partial Relocation of the County Service Park (School Bus Depot and Park Maintenance)
- No Relocation of the County Service Park
- Webb Tract (location of Webb Tract in relation to Sector Plan area)
- County Service Park Location of Facilities (indicates the existing uses)

Full Relocation of the County Service Park



- Creates residential areas at Metro, CSP and The Grove
- Achieves Jeremiah Park, a library, and additional community space
- Creates Technology Corridor along Shady Grove Road Corridor
- Achieves a local park on portion of Casey 6
- Relocates EMOC and some other CSP facilities to Casey 6 and 7
- Achieves school on Casey at Mill Creek
- Approximate residential development of 5400 - 6340

Land Use

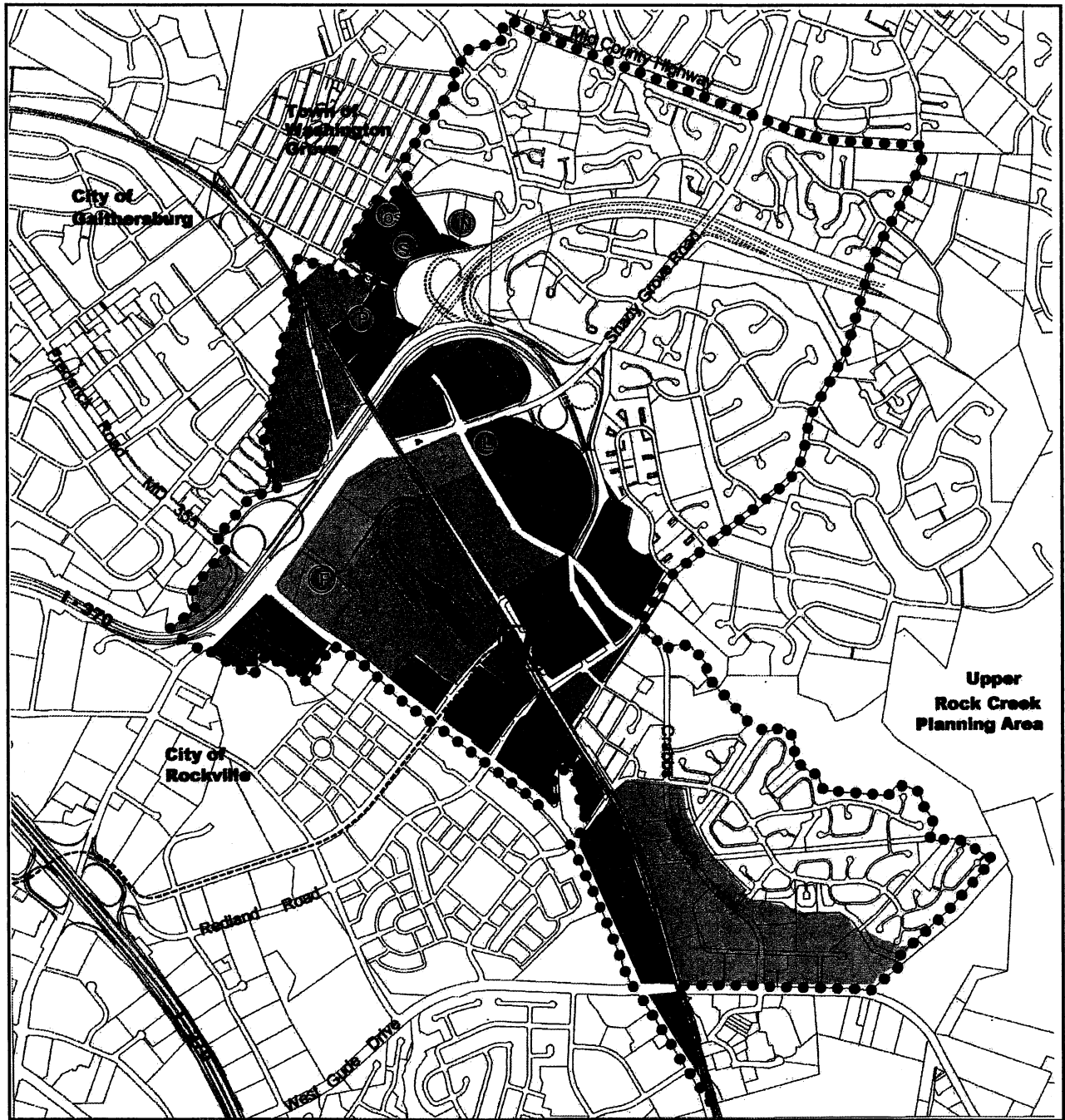
	Multi-family residential		SF Residential
	Mixed use-Commercial		MF/Mixed use Residential
	Industrial		Commercial
	Parks		Institutional
	Offices/R&D		Metro Station

- Local Park
- Fire station
- Legacy Open Space
- Library and community space
- Neighborhood Park



NOT TO SCALE

Partial Relocation of the County Service Park



- Creates a mixed use center at Metro and a sub center around The Grove with a transitional neighborhood in Jeremiah Park
- Creates Technology Corridor along Shady Grove Road.
- Provides two local parks
- Approximate residential development of 4,830 – 5,550 units, if all properties redevelop

- Local Park
- Legacy Open Space
- Neighborhood Park
- Fire station
- Library and community space

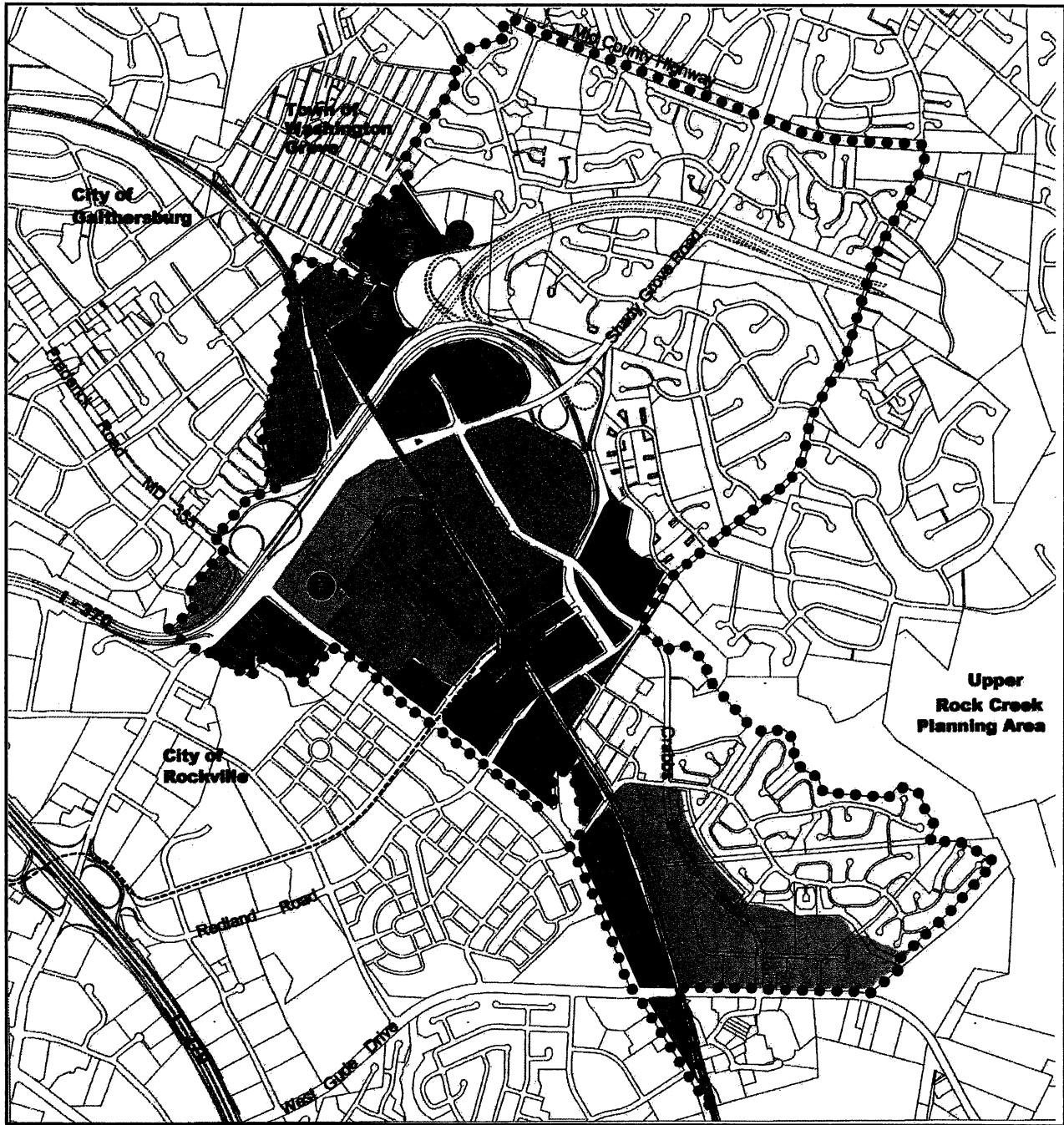
Land Use

- Multi-family residential
- Mixed use-Commercial
- Industrial
- Parks
- Offices/R&D
- SF Residential
- MF/Mixed use Residential
- Commercial
- Institutional
- M Metro Station



NOT TO SCALE

No Relocation of the County Service Park



- Creates two residential centers, one at Metro, and one at The Grove with residential development on Casey 6 & 7
- Creates Technology Corridor along Shady Grove Road.
- Achieves neighborhood/local park at Casey 6
- Approximate residential development of 4200 – 4900 units, if all properties redevelop

- Local Park
- Legacy Open Space
- Neighborhood Park
- Fire station
- Library and community space

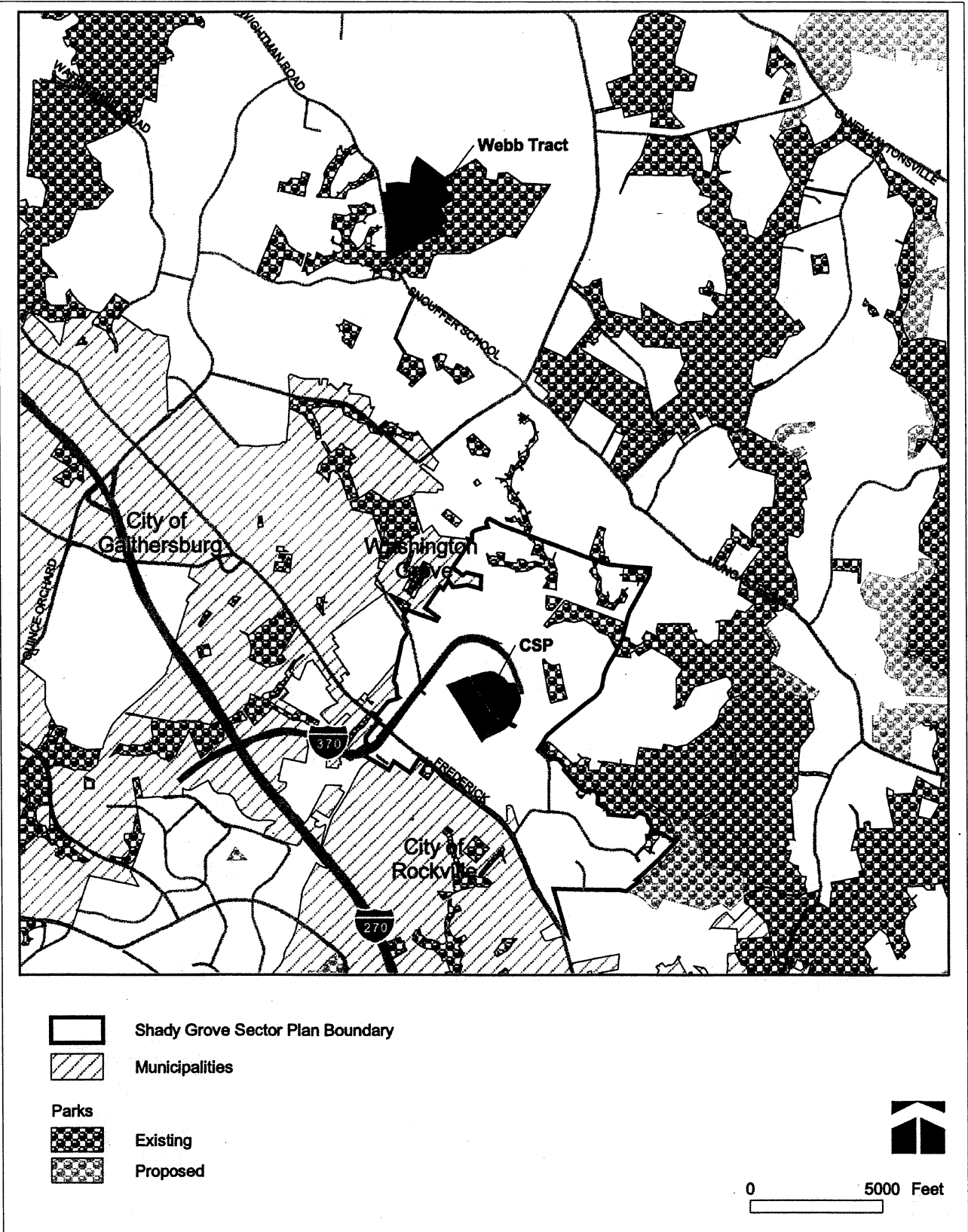
Land Use

- Multi-family residential
- Mixed use-Commercial
- Industrial
- Parks
- Offices/R&D
- SF Residential
- MF/Mixed use Residential
- Commercial
- Institutional
- M Metro Station

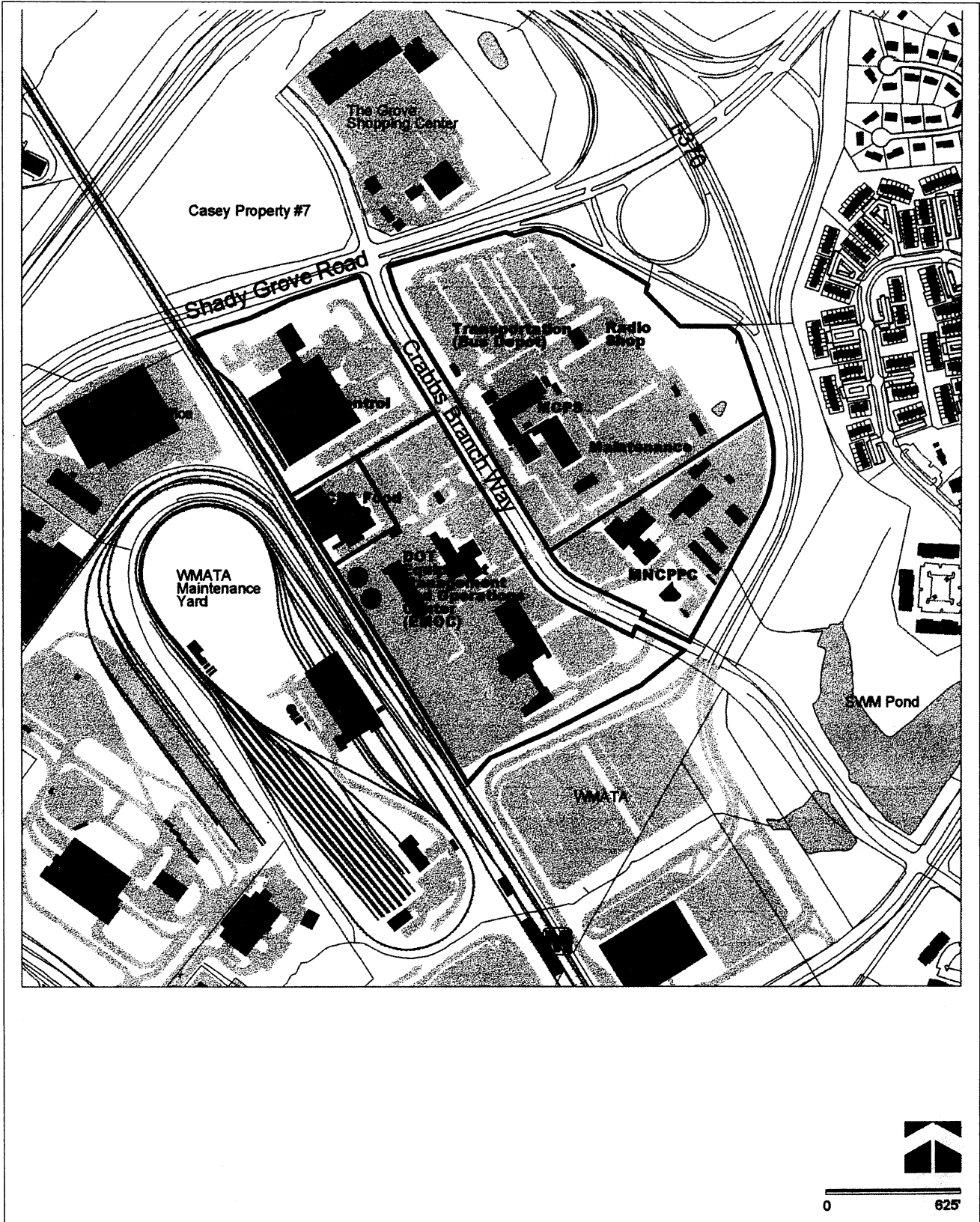


NOT TO SCALE

Webb Tract



County Services Park Location of Facilities



STAFF RESOURCES

The County Council directed the M-NCPPC to develop this Implementation Plan in order to anticipate the sequence of actions for build-out of the Sector Plan. Where public agencies have direct responsibilities, the Council must allocate staff and organizational resources for the implementation activities.

Appendix A depicts the reviewing and implementing agency responsibilities for the Sector Plan. A specific agency contact is identified, and in the event a staff assignment changes, a new person can be assigned.

Within the M-NCPPC, staff for the Shady Grove Implementation Plan will be maintained with the core staff who participated in the Sector Plan development. The multi-disciplinary team will be constituted as follows:

- Plan Conformance, Urban Design, Zoning Karen Kumm
- Community Facilities Nkosi Yearwood
- Transportation Dan Hardy
- Environment Michael Zamore
- Parks Mark Wallis
- Development Review Michael Ma

SECTION 2

SUMMARY OF THE SHADY GROVE SECTOR PLAN

SECTOR PLAN VISION

This section of the Implementation Plan summarizes the Sector Plan Vision approved by the County Council.

The Approved and Adopted Shady Grove Sector Plan envisions Shady Grove as a mixed-use community with a new residential, office, advanced technology and retail development surrounding the Metro station. It offers the opportunity to implement several County policies including affordable housing, smart growth development at Metro Stations, technology uses in the I-270 Corridor and transfer of development rights (TDRs). This Sector Plan:

- Recommends a mixed-use community at the Shady Grove Metro Station, establishes a technology corridor along Shady Grove Road, and creates a transitional area with parks, schools, and other public institutions.
- Improves the existing Derwood community with a network of pedestrian and bikeways paths to the Metro station; new parks, an elementary school and other public facilities. New development will create a compatible transition to neighboring communities.
- Creates a greener community with a significant amount of new parks and urban open spaces. A series of parks are recommended in the transitional area between the existing residential community and the Metro station area. New streetscape is recommended for the Metro Neighborhoods and roadways.
- Produces a balanced community that provides residential development and employment opportunities close to transit, and identifies civic and community uses, public open space and recreation facilities.
- Requires staging of new development to coincide with public facilities and transportation infrastructure.

URBAN VILLAGE AT METRO NEIGHBORHOODS

The Shady Grove Sector Plan establishes a mixed-use urban village surrounding the Metro station with residential, employment, and retail uses within walking distance of the Metro. This vision includes the redevelopment of the County Service Park at alternative locations. Shifting from an industrial center to a mixed-use center will contribute to increase transit ridership, ease future traffic congestion, and create an attractive place to live and work in the I-270 Corridor. This Sector Plan:

- Recommends creating a traditional town pattern of interconnected streets with short blocks, street-oriented buildings, interior structured or below-grade parking, and a network of urban open spaces to enhance street activities.
- Places highest density development west of the Metro station, and creates a compatible transition to the Derwood community with lower intensity development east of the Metro station.
- Establishes a series of parks, expanded recreational use of the Crabbs Branch stormwater management pond, and community uses within the transition area.
- Creates walkable streets to serve the Metro station area that facilitates pedestrian and Metro access.
- Allows the possibility for increased transit parking to promote transit ridership.
- Minimizes environmental impacts of the Solid Waste Transfer Station, CSX tracks, and Metro maintenance and rail yards.
- Accommodates Metro's operational needs with new development in a compatible and desirable manner, and improves the station's visibility, safety, and efficiency for all its users.

ENHANCEMENT OF DERWOOD RESIDENTIAL COMMUNITIES

The Shady Grove Sector Plan includes the existing Derwood communities of Derwood Station, Parkside Estates and Mill Creek South. This Plan provides existing communities with a transitional area of development between the Metro station area and the existing residential community. No land use changes in the existing residential neighborhoods are proposed. This Sector Plan recommends:

- A step-down/tiered approach to new development, locating the tallest and most dense development on the west side of the Metro station, stepping down to lower intense development with open spaces along the eastern edge of the Metro station area.
- Increased 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 and new bikeways and pedestrian network to the Metro station.
- Protection of Old Derwood by rezoning adjacent industrial properties to residential uses.
- Recognition of the historic nature of Old Derwood and its place in Montgomery County by identifying key sites for consideration as historic resources.

- Installing noise barriers, upgraded streetscape for new roads and safe pedestrian crossings.
- Providing new public facilities, including an elementary school and library.
- Staging of new development to concur with public facilities and transportation improvements.

PARKS AND OPEN SPACE

This Plan retains existing recreational parks and stream valley parks while providing a series of new parks, a network of urban open spaces, and a connected bikeway system that provides access to these expanded public facilities for existing and future residents. 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.
- A minimum four-acre park at Jeremiah Park.
- Providing an approximately six-acre active recreation park on Casey 6 if the County Service Park facilities are not relocated there.
- Providing a neighborhood park along Amity Drive at Casey at Mill Creek development.
- Redeveloping the stormwater management pond to provide passive, nature-oriented recreation.
- Providing urban parks, a Town Common and Town Square, on each side of the Metro station.
- Creating a network of public urban open spaces in each Metro neighborhood; recreational links to Upper Rock Creek Regional Park.
- Providing access to the complete park network.

TRANSPORTATION

The Shady Grove Sector Plan has a confluence of existing major highways: Frederick Road (MD 355), Shady Grove Road, and future Intercounty Connector (ICC). Access to the Shady Grove Metro Station, which is at the end of the Metro Redline, the provision of the future Corridor Cities Transitway (CCT), and countywide traffic all contribute to a complex transportation context. This Plan seeks to provide a safe, functional, and attractive multi-modal transportation system to serve the current and recommended land uses.

With the Shady Grove Metro Station at its center, this Plan emphasizes transit service, improved pedestrian access to the Metro station via different modes, and utilization of a Transportation Management District to manage future traffic. This Sector Plan:

- Addresses traffic congestion with a variety of measures including staging and Transportation Management District requirements
- Increases transit ridership with changes in land use and increased transit service
- Creates a new network of streets to serve the new Metro Neighborhoods
- Improves pedestrian and bicycle access throughout the planning area and to the Metro station
- Designates roadway classifications that serve adjacent land uses, provides local access and through movement
- Designs roadways and intersections with pedestrian-oriented characteristics and improved signage
- Incorporates the Corridor Cities Transitway into the Metro station to provide convenience for transit riders
- Improves the streetscape and pedestrian character of existing and future roadways

Pedestrian Environment and Access

The Sector Plan emphasizes the pedestrian environment, striving to create a safe, convenient, and attractive environment for residents, employees, and commuters. This Sector Plan recommends:

- 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 in the Metro Neighborhoods station area to create an attractive setting for pedestrians.
- A network of sidewalks and bikeways that provide safe routes.

PUBLIC FACILITIES

Public parks, schools, libraries and other civic uses provide needed community services and serve as focal points in a community. This Sector Plan recommends a variety of public facilities that provides opportunities for civic places, development of community identity and place making opportunity.

Schools

This Sector Plan recommends:

- A new elementary school at Jeremiah Park as the preferred site or Casey at Mill Creek property as an alternative
- Schools contribute to the identity, definition and creation of effective communities. In addition to student instruction, schools offer meeting rooms, outdoor recreation facilities, and host a variety of after-school programs for the public. New residential development surrounding the Metro station area will generate an increase in student population that will require a new elementary school. Additional growth in surrounding areas will contribute towards the need for a high school.

Library Services

This Sector Plan recommends:

- A new library at Crabbs Branch Way and Shady Grove Road or at the WMATA North property to provide a civic structure on a highly visible site with additional meeting space to meet community needs.

Community Center

This Sector Plan:

- Does not recommend a community center. The Plan recommends that the Department of Recreation assess the need for a community center through its long-range Facility Plan and Capital Improvements Program.

Fire and Rescue Station

This Sector Plan:

- Supports the location of Montgomery County Fire and Rescue Service at Frederick Road (MD 355) and Shady Grove Road (Casey 3). The Fire and Rescue facility may have additional services co-located within the facility.

Park and Recreation Facilities

This Sector Plan recommends:

- Jeremiah Park, utilization of the existing Stormwater Management facility, urban parks, and a Town Square and Commons at the Metro station will expand recreation opportunities, provide a park trail system integrated with sidewalks and bikeways, and help protect areas of natural and cultural significance.

ENVIRONMENT

The planning area is located primarily in the northwestern headwaters of Rock Creek. Residentially developed in the east, the land remains gently rolling woodland with several stream valleys running through it. A series of stream valley conservation parks have been established within existing residential areas.

In the planning area's western portion, industrial and commercial land uses have significantly affected natural environment. The Sector Plan's shift from an industrial land use character into transit-oriented, mixed-use development creates opportunities to improve the overall environment. This Sector Plan:

- Creates a green network of urban parks, recreation parks, linear promenades, and tree-lined streets within the Metro Neighborhoods to complement the network of natural areas.
- Retains existing green infrastructure and remaining forest cover, and expands the network of natural areas to improve water quality and habitat conditions.
- Protects wetlands and adjoining habitats and improve degraded wetlands by reducing impervious areas and increasing parkland within the Metro Neighborhoods.
- Recommends innovative solutions such as green roofs, green buildings, and low-impact development (LID) technologies as well as collective off-site stormwater retrofit and stream restoration measures that enhance natural systems.
- Mitigates negative environmental impacts, such as noise created by transportation and industrial uses, on existing and future residential communities.

A Green Environment

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

APPENDIX A:

PROPOSED CAPITAL AND NON-CAPITAL PROJECTS

**Shady Grove Sector Plan
Proposed Capital and Non-Capital Projects**

Public Facilities

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
Elementary School	Designated site at Casey at Mill Creek	M-NCPPC	MCPS	Stage 2: Evaluate need and begin planning for new school Stage 3: Construct a new elementary school, unless MCPS identifies alternative strategy	Two year reservation period ends December 2006 for Casey property	Mary Pat Wilson; Janice Turpin MCPS (301) 279-3405
County Service Park (CSP) Relocation	Potential relocation of existing County facilities to other locations	DPWT/MCPS/ M-NCPPC	DPWT/MCPS/M-NCPPC/public-private partnership	Stage 1: Up to 2,540 acres; limited to 2 years after Plan approval	County Executive may issue RFP/REOI in Fall/Winter 06	Lisa Rother Office of County Executive (240)777-2593;
Public Library	A new public library at Crabbs Branch Way and Shady Grove Road or WMATA Metro North; incorporate additional meeting space	M-NCPPC	Department of Public Libraries	Stage 3: Fund in six year CIP	Program of Requirement is scheduled for Fall 2006; anticipated CIP for FY09-14	Barbara Norland Dept. of Libraries 240-777-0032
Fire and Rescue Service Station	New Fire and Rescue Station with Fire EMS and other specialized units; Casey 3 provides an opportunity to locate a future station	M-NCPPC	Montgomery County Fire and Rescue Service (MCFRS)			Scott Gutshick MCFRS (240) 777-2417 Kathy Matthews UpCounty Regional Service Center (240) 777-8000

Revised 8/10/2006

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
Police Facility	New Police facility; co-located with fire and rescue facility	M-NCPPC	Montgomery County Police Department			Nick Tucci (240) 773-5237 Kathy Matthews (240) 777-8000
Community Center	A potential community center, if needed as the Plan projected development occurs	M-NCPPC and Department of Recreation	Department of Recreation		The Department of Recreation to reassess the need for a community center within its long-range facility plan (2010)	Jeff Bourne (240) 777-6810

Transportation Management District

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
Transportation Management District	A new TMD to provide concentrated services to encourage the use of transit, traffic mitigation and other commuting options	Established by the County Council	M-NCPPC and DPWT	Stage 1	Approved by County Council Resolution (R15-1432) May 2, 2006	Sandy Brecher, DPWT, Commuter Services (301) 770-7665

Urban District

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
Shady Grove Urban District	Public/private partnership to provide maintenance, promotion and programmed activities in the Metro Neighborhoods and CSP	M-NCPPC	Montgomery County-Regional Service Center and Office of Management and Budget		Must be initiated by the Executive and followed by full Council	Kathy Mathews, UpCounty Regional Center (240) 777-8000 <i>Brady Goldsmith (240)777-2793</i>

Transportation

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
ICC	Portion through Planning Area	DPWT/ M-NCPPC	SHA/MdTA		FHA has issued 'Record of Decision'; construction is anticipated for Fall 06	
New interchange/improvements	MD 355 and Gude Drive	DPWT/ M-NCPPC	SHA	Stage 2: Fund for completion within the first four years of CTP and CIP	Low on County's CTP priority list; not programmed	Edgar Gonzales
Metro Access Road	Partial interchange along Crabbs Branch Way connecting to the Metro access road	M-NCPPC/ DPWT	WMATA/private participation	Stage 2: Fund within first four years of CIP		
CCT	Grade-separated route across MD 355	DPWT/ M-NCPPC	SHA/MTA		Under review by MDDOT; Anticipated decision on mode and alignment by Spring 07	
MD 355	Create Urban Boulevard character within Metro Neighborhoods	M-NCPPC; DPWT	SHA/urban districts/private participation			
Bus Service	Improve bus stops, increase Ride-On service within Shady Grove Area	M-NCPPC	DPWT			

¹ WMATA owns Metro Access road

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
M-83 Extended	Portion through Planning Area	M-NCPPC	SHA/DPWT			
Shady Grove Road	Streetscape improvements	M-NCPPC	SHA/DPWT/private participation			
	Noise walls parallel to I-370	M-NCPPC	SHA/ private participation			
Redland Road	Upgrade to commercial business street with median between MD 355 to Crabbs Branch Way	M-NCPPC	DPWT/private participation	Stage 3: Fund completion within four years		
	Full intersection at Yellowstone Way with traffic signal	M-NCPPC	DPWT/private participation			
	Streetscape improvements	M-NCPPC	DPWT / private participation	Stage 3: Fund completion within four years		
Crabbs Branch Way	Upgrade to commercial business street between I-370 and Redland Road	M-NCPPC	DPWT/ private participation	Stage 3: Fund completion within four years		
	Extend under I-370 to Amity Drive with traffic calming measures	M-NCPPC	DPWT/ private participation		Pre-Preliminary Plan for Casey 6 and 7 will extend Crabbs Branch Way to Amity Drive	

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
Metro Neighborhood street system	Grid system of Metro Neighborhood streets	M-NCPPC	DPWT /private participation			
Old Derwood	Traffic calming measures in Old Derwood	M-NCPPC; DPWT	DPWT		Residents must submit letter(s) to DPWT	Rick Earp- Neighborhood traffic calming program- DPWT
Paramount abandonment	Abandonment of dead-end portion of Paramount Drive	M-NCPPC; DPWT	DPWT/Private participation			

Bikeway and Trail System

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status	Agency Contact
Bike and Pedestrian System	Construct a connected system of sidewalks and crosswalks	M-NCPPC; DPWT	DPWT/private participation			
Underpass	Class I underpass at Crabbs Branch Way beneath Shady Grove Road	M-NCPPC	DPWT/private participation	Stage 3: If the Grove and Jeremiah Park redevelop		
Redland Road	Class III bikeway in the Metro Neighborhoods	M-NCPPC	DPWT gap program/private participation	Stage 3 Fund completion within four years	Included in Redland CIP	
Shady Grove Road	Streetscape improvements, including Class II bike route	M-NCPPC	DPWT/private participation	Stage 3: Fund completion within four years		

Historic Preservation

Project Type	Description	Reviewing Agency	Implementing Agency	Status
New historic properties	Evaluate properties in Old Derwood for designation on the <i>Locational Atlas</i>	HPC and M-NCPPC	HPC and M-NCPPC	

Parks

Project Type	Description	Reviewing Agency	Implementing Agency	Stage Level	Status
Blueberry Hill Park	Additional passive recreation facilities on undeveloped parcel	M-NCPPC	M-NCPPC		
Stormwater Management Pond	Nature oriented, passive recreation facilities	M-NCPPC	M-NCPPC		
New Parks	New local parks at Jeremiah Park, if CSP redevelops, Casey 6, and other areas	M-NCPPC	M-NCPPC	Stage 2: Fund acquisition or dedication of a local park	

Bus Service	Improve bus stops, increase Ride-On service within Shady Grove Area	M-NCPPC	DPWT
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APPENDIX B:

MONTGOMERY COUNTY SERVICE PARK RELOCATION PROCESS

Montgomery County Service Park (CSP) Relocation Process*

(items in italics denote opportunities for public participation)

11/3/05

		Six Months****	Eighteen Months****	Eighteen Months****	Final Building and Site Designs	Twelve Months****	Ongoing
		Sector Plan Review and Adoption/RFP Dissemination and Review	Site Selection/ Development Agreement Negotiations***			Project Approvals	Facility Construction
Public Sector Council	Approves Shady Grove Sector Plan		Approves Sectional Map Amendments Approves TOMX2 Zoning Text Amendment Approves Shady Grove Implementation Plan**	Receives quarterly briefings by Project Management Group on final building and site designs. Reviews and approves CIP projects for facilities.	Receives quarterly briefings by Project Management Group on project approval process.		
Executive (in cooperation with MCPS and MNCPPC)	Agencies establish land and locational requirements based upon facility program needs, for inclusion in RFP. Project Management Group defines process and roles in review of RFPs, site selection and project negotiations. RFP distributed to seek property owners with land suitable for all or a portion of the CSP relocation, based on needs defined by Agencies. Project Management Group completes review of submissions and selects respondents for negotiations on terms and structure of the deal. Phase 1 Environmental Site Assessment for CSP site conducted. Memorandum of Understanding on Process among participating agencies agreed upon.	Receives quarterly briefings by Project Management Group on site selection. <i>Meetings held with community groups near potential sites³ to identify issues to be addressed in project development.</i> Project Management Group, with Agencies' assistance, enters into negotiations with private sector on detailed terms of future land development, including specific agency timing requirements and space needs. Project Management Group reviews options for relocation time frames and financing, including potential for "land swap" and construction of new public facilities in exchange for land and development rights on current CSP. ⁴ Mandatory Referral submitted to Planning Board on site selection for comment before completion of acquisition. Development Agreement finalized to specify financial arrangements, process, deadlines, development plans, responsibilities, etc. Acquisition process for relocation sites completed. <i>Includes public hearing before public hearing officer.</i> <i>Reviews Mandatory Referral application for site selection, including public hearing and submits comments to Project Management Group.</i>	Receives quarterly briefings by Project Management Group on final building and site designs. Reviews and approves CIP projects for facilities. <i>Meetings held with community groups near potential sites³ to identify issues to be addressed in final building and site design.</i> Agencies work with private sector to develop final building and site designs. CIP Projects submitted for publicly funded portion of relocation project, if necessary.	Receives quarterly briefings by Project Management Group on project approval process. Project Management Group and Agencies continue to work with private sector during project approval period. Mandatory referral submitted to MNCPPC for project development plan. Disposition process for CSP property completed; <i>includes public hearing before public hearing officer.</i>	Demolition permits are issued for existing CSP facilities.		
M-NCPPC	Prepares Shady Grove Implementation Plan for Council Approval Prepares Sectional Map Amendments						

<p>Private Sector</p>	<p>Submits RFP application in accordance with established deadlines.</p>	<p>Participates in negotiations with Project Management Group and enters into Development Agreement for CSP replacement.</p>	<p>If land swap, begins development plans for current CSP property.</p>	<p>Continues work with Project Management Group and Agencies to develop final plans for submission to Planning Board for Mandatory Referral. If land swap, submits preliminary plans for current CSP redevelopment. Submits applications for improvements and obtains all necessary approvals</p>	<p>Construction of relocated CSP facilities takes place.</p>
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* This chart outlines the process to be followed to accomplish relocation of County Service Park facilities. It may be possible that the process will be repeated for several sites if the relocation is done on a facility by facility basis. There will be no requirement for all of the facilities to relocate or to relocate together. The time frames established are for a site that would be selected and be ready

** The Shady Grove Implementation Plan will identify a process for coordination of all public infrastructure improvements and plan requirements within the Planning Area throughout the implementation period.

*** Consultant assistance may be required, which may require funding allocations

****Time frames are conservative estimates. Elements of each section may overlap.

1) Agencies: Facility/Operational staff from Department of Liquor Control; Department of Public Works and Transportation; MCPS Food Services; MCPS Transportation; MCPS Maintenance; Department of Technology Services Radio Shop; MNCPPC Park Maintenance

2) Project Management Group: Selected staff with land development, facilities planning, financial, and negotiation experience, representing Agencies and general County government land development processes.

3) Relocation may occur on one or more sites; coordination with surrounding groups will be for each identified site.

4) If land swap is agreed upon, development of “urban village” at County Service Park will proceed on parallel track for concurrent processing with CSP relocation approvals.

SHADY GROVE

IMPLEMENTATION PLAN



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

www.mc-mncppc.org