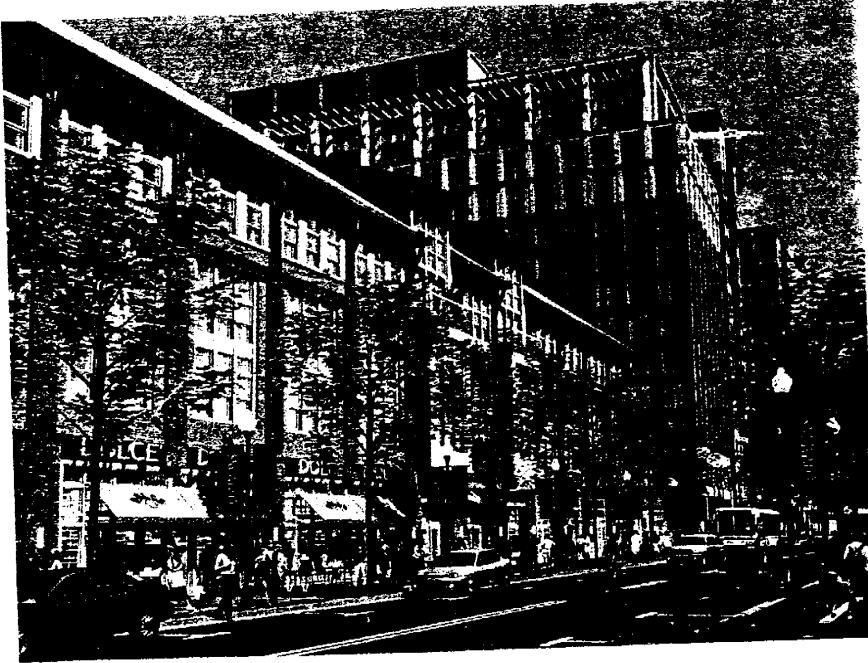


Mixed use Development in Montgomery County

Twinbrook Commons

1,288 units, 740,000 SF
Commercial, 2.5 FAR



ITEM #2: ADEQUACY OF PUBLIC FACILITIES

Staff Recommendation Approve the Plan's recommended public facilities, including an additional local park on Casey 6, and support the addition of a public community center. If a public center is not provided, require a private community center.

A viable long-term community requires an adequate level of transit access, roads, schools, and parks to meet the needs of its residents. The Worksession 7 Proposal is designed to satisfy these community needs and address impacts on public facilities.

Transportation

Transportation congestion will increase with the recommended amount of land uses, but it will remain within acceptable levels for a Metro area. To help mitigate future congestion, the creation of a transportation management district with approved transit mode share goals will tie growth to transit ridership. The Plan supports expanded park and ride lots outside the area to reduce outside traffic. Transportation elements such as a network of streets, sidewalks, and bikeways will improve Metro access and connections through residential communities. Tree-lined boulevards with streetscaping, landscaped medians, and sidewalks will improve the area's pedestrian-friendly character and overall attractiveness. Pedestrian access across Shady Grove Road will be safe with the proposed pedestrian underpass at Crabbs Branch Way.

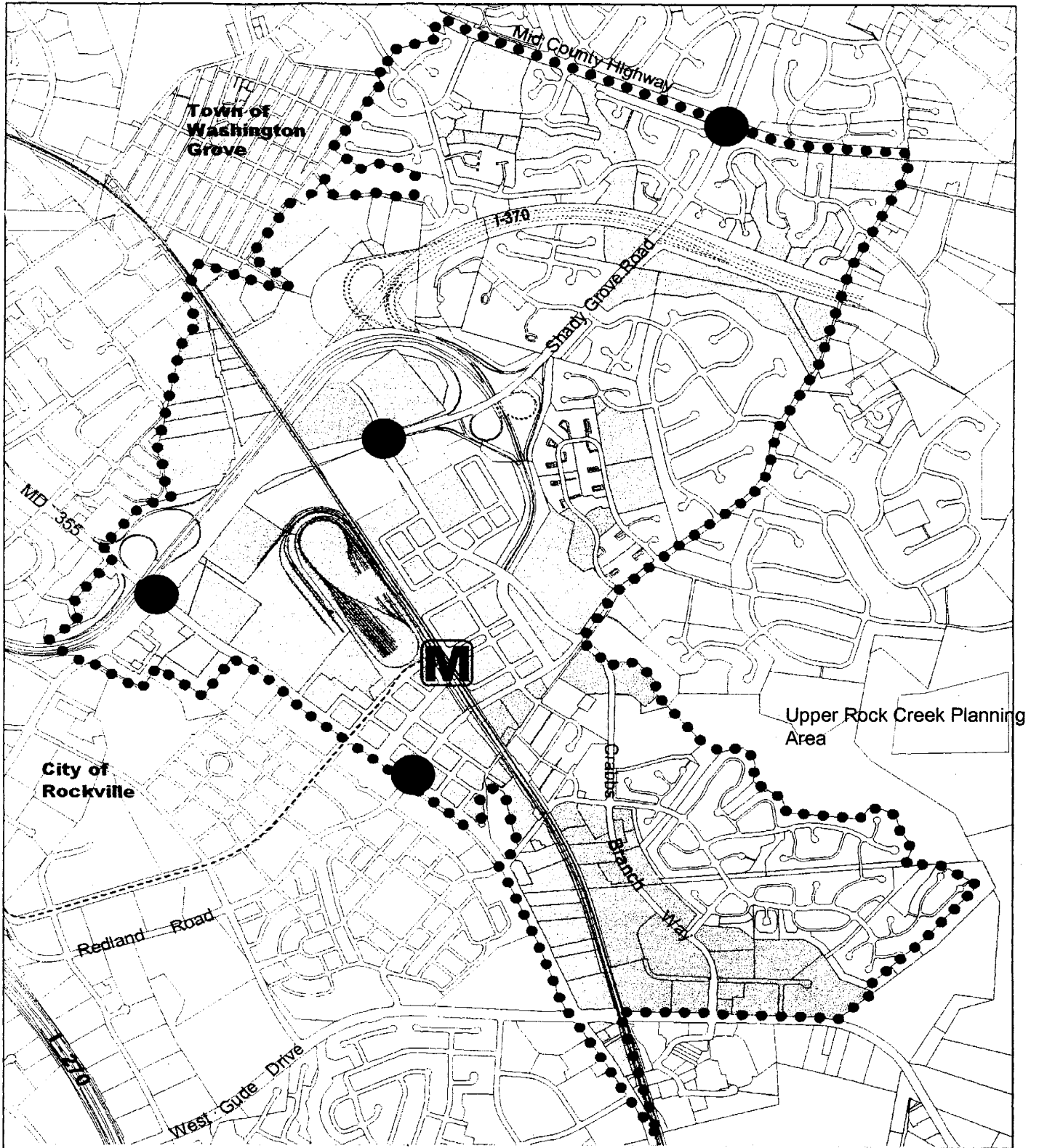
The level of congestion falls within the range considered acceptable for a Metro-served area, with an average congestion index of .73, comparable to the current Master Plan and to the standard for areas adjacent to the Bethesda CBD. The Plan's proposed new development contributes approximately ten percent to the overall traffic affecting the planning area. The majority of traffic is through trips from outside the planning area.

In all the redevelopment scenarios, the level of service at four intersections has exceeded standards (see Intersection Level of Service Map). To ensure a pedestrian-friendly community, trip mitigation will be the preferred approach to achieve acceptable levels of service. A secondary approach will be signalization and operational changes. Widening intersections within walking distance of Metro with additional turn lanes is counter to creating pedestrian-friendly access and will only be considered if other approaches are insufficient.

Schools

The Worksession 7 Proposal stays within school capacity by limiting the total units to a range of 5,400 to 6,500 units. This results in 600 to 697 elementary students. Although the market is unlikely to deliver the maximum units allowed by zoning, if it does, the additional elementary students can be accommodated within new schools, according to Montgomery County Public Schools (MCPS) staff. Middle school students generated by the development can be accommodated within existing schools. The Plan continues to contribute to the need for a new high school.

Intersection Level of Service Map



● Exceeds Level of Service Standard

Adequate schools will be achieved by providing the proposed elementary school at Casey at Mill Creek and a new high school site outside the planning area. The high school site will be located within the Gaithersburg area.

Parks

The demand for recreation within the planning area is greatly increased by the proposed level of development and the estimate of future needs is based on ballfields, which are the most land intensive facilities. The existing and proposed population generates a need for at least six ball fields. The Gaithersburg Vicinity area is also in deficit for recreation facilities and cannot be counted on to help meet the needs of the Shady Grove Sector Plan.

The Plan provides most of these facilities within the planning area but it relies on the Upper Rock Creek area to provide some additional recreation facilities. The Plan provides one ball field at the proposed elementary school and two ball fields at the proposed Local Park in the Jeremiah Park Neighborhood.

The Worksession 7 Proposal adds an additional local park at Casey 6, adjacent to the Robert's Oxygen property in response to community concern for adequate ball fields. This brings the total number of proposed ball fields to five to help meet recreation demand within the planning area. A ball field at Casey 6 helps guarantee that an additional local park will be achieved if a Local Park is not included in the Jeremiah Park neighborhood. In the future, Blueberry Hill Park's wooded area also may be needed for additional ball fields.

Overall, the Plan proposes an extensive network of new recreational parks, urban parks, and public use spaces to serve the new and existing communities. Over 46 acres of existing and proposed recreation parks, up to four acres of urban parks and additional public use space within the Metro Neighborhoods will offer a range of recreational activities. Passive, nature-oriented recreation will become accessible on the 25 acres around the stormwater management pond. There is also potential to achieve a public or privately funded and operated community center as a part of the Metro Neighborhoods.

Staging

The Plan recommends a staging element that ties development to public facilities to ensure that community needs are met in a timely fashion. The Worksession 7 Proposal moves up the staging to achieve a park when half the planning area is built-out, rather than delivering the park at the end of build out.

The Plan also recommends that at 50 percent of build out, the Plan's land use recommendations be revisited to ensure that adequate public facilities can be provided. This midpoint reassessment allows the County and the existing community to make a midcourse correction if necessary to ensure that adequate facilities are provided.

ITEM #3: RELOCATION OF THE COUNTY SERVICE PARK

Staff Recommendation Rezone the County Service Park for mixed-use, primarily residential development to allow the potential for more appropriate land uses adjacent to the Metro station.

Results of Request for Expressions of Interest

The County received five responses to the Request for Expressions of Interest (REOI). Only two responses identified potential relocation sites. Executive staff considers all the responses inadequate in accommodating the County's needs. The Executive staff believes that potential relocation sites and public/private partnerships cannot be determined at this time since a master plan is underway. The Executive continues to support relocation of County facilities if there is no cost to the County and no reduction in services. A letter from the Executive is attached.

Relocation of County Service Park

The recommendation to relocate the County Service Park (CSP) should be maintained. The potential for appropriate land uses and densities adjacent to Metro can only be achieved if the land is rezoned to allow for these land uses in the future. It may be premature to assume that relocation will occur, but rezoning for more appropriate uses will allow for future potential.

Relocating the CSP will most likely take place over time and in stages given the complexity of the undertaking. The County's full commitment to the task is needed if it is to occur at all. The first step is to rezone the property for the potential benefit of locating more housing next to Metro. Nothing is lost if the rezoned property remains as the CSP for the foreseeable future.








Achieving a Coherent Community

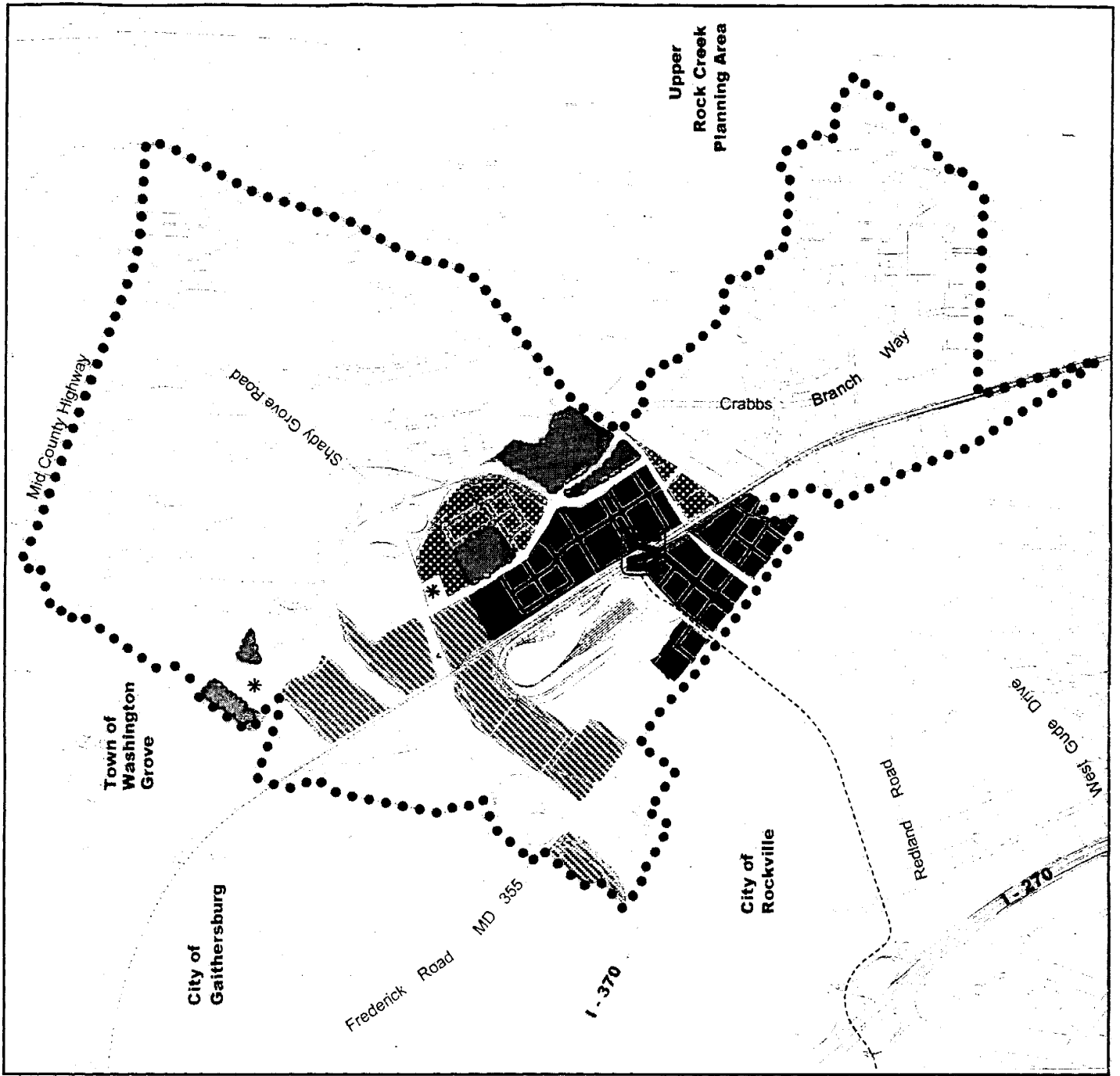
The complete or partial relocation of the CSP must result in a coherent and sustainable community. The following three land use alternatives illustrate the various scenarios that may occur over time. These scenarios include the Plan's build out, a scenario with only facilities east of Crabbs Branch Way relocated, and a scenario in which the CSP is not relocated. In all three scenarios, coherent communities with a full complement of needed public facilities can be achieved (see alternative land use maps).

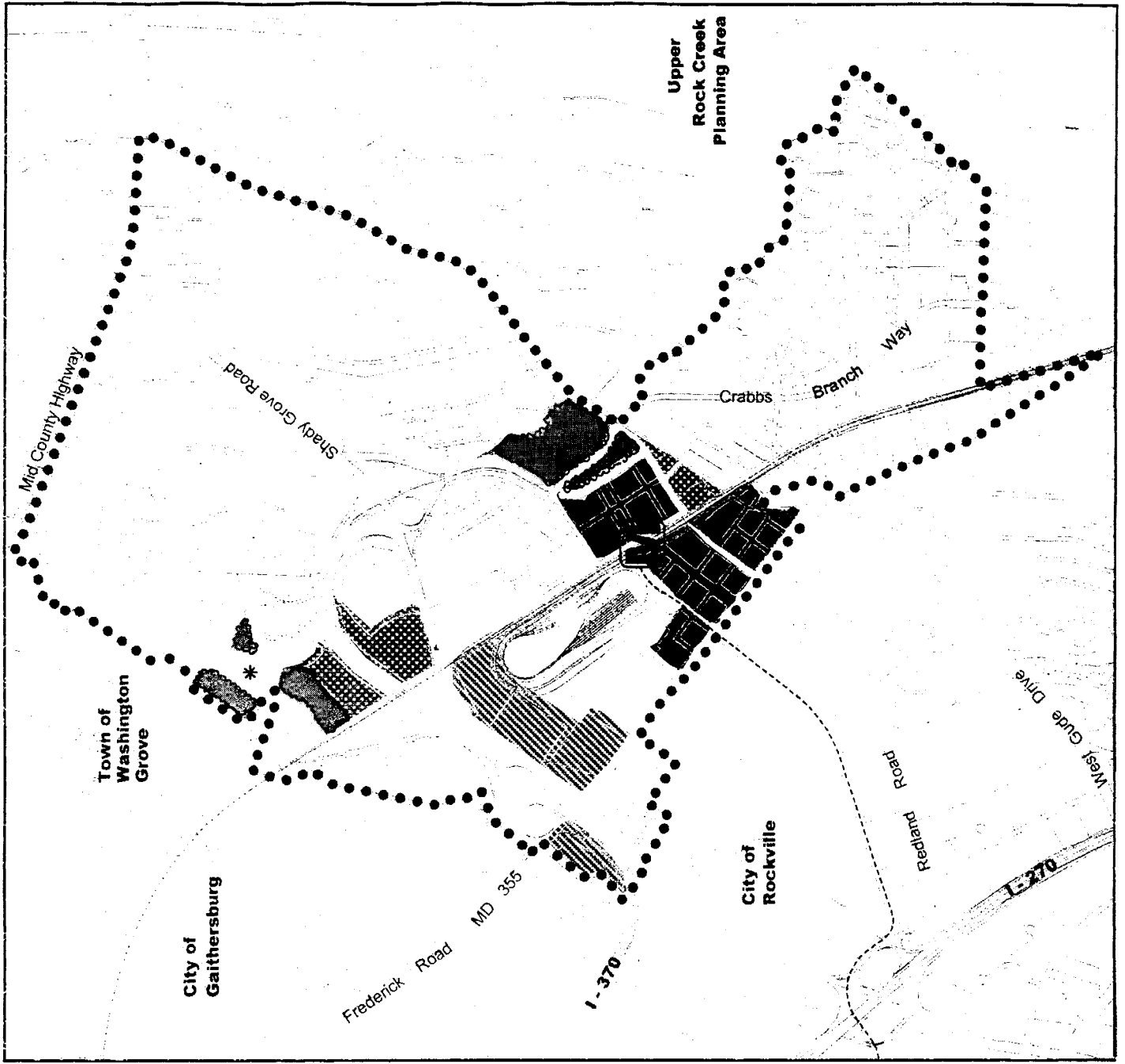
Worksession #7 Proposal

- Creates an Urban Village @ Metro
- Creates Technology Corridor
- Achieves library, Jeremiah Park, potential community center, and an elementary school
- Relocates County Service Park
- Approximate residential development of 5400-6550 units, if all properties redevelop

Land Use

	MF Residential
	Mixed use-Commercial
	Industrial
	Parks
	Offices/R&D
	SF Residential
	Mixed use Residential
	Commercial
	Institutional














No Relocation of County Service Park

- Creates residential development @ Metro Core, Grove and Casey 6 & 7
- Creates Technology Corridor along Shady Grove Road
- Achieves neighborhood/local park at Casey #6
- Approximate residential development of 3700-4500 units, if all properties redevelop










Land Use

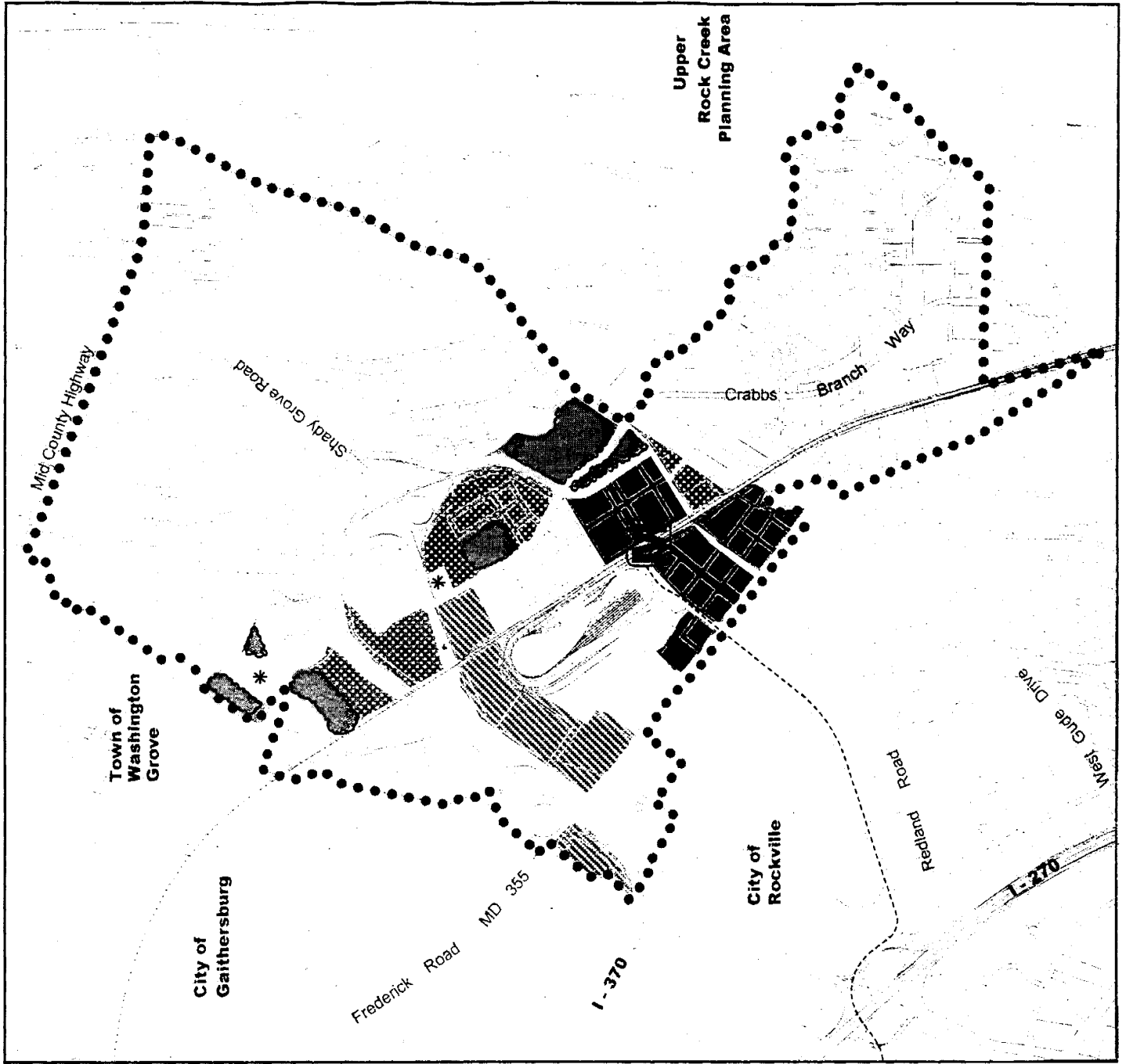
-  MF Residential
-  Mixed use-Commercial
-  Industrial
-  Parks
-  Offices/R&D
-  SF Residential
-  Mixed use Residential
-  Commercial
-  Institutional

School Bus and Parks Relocation

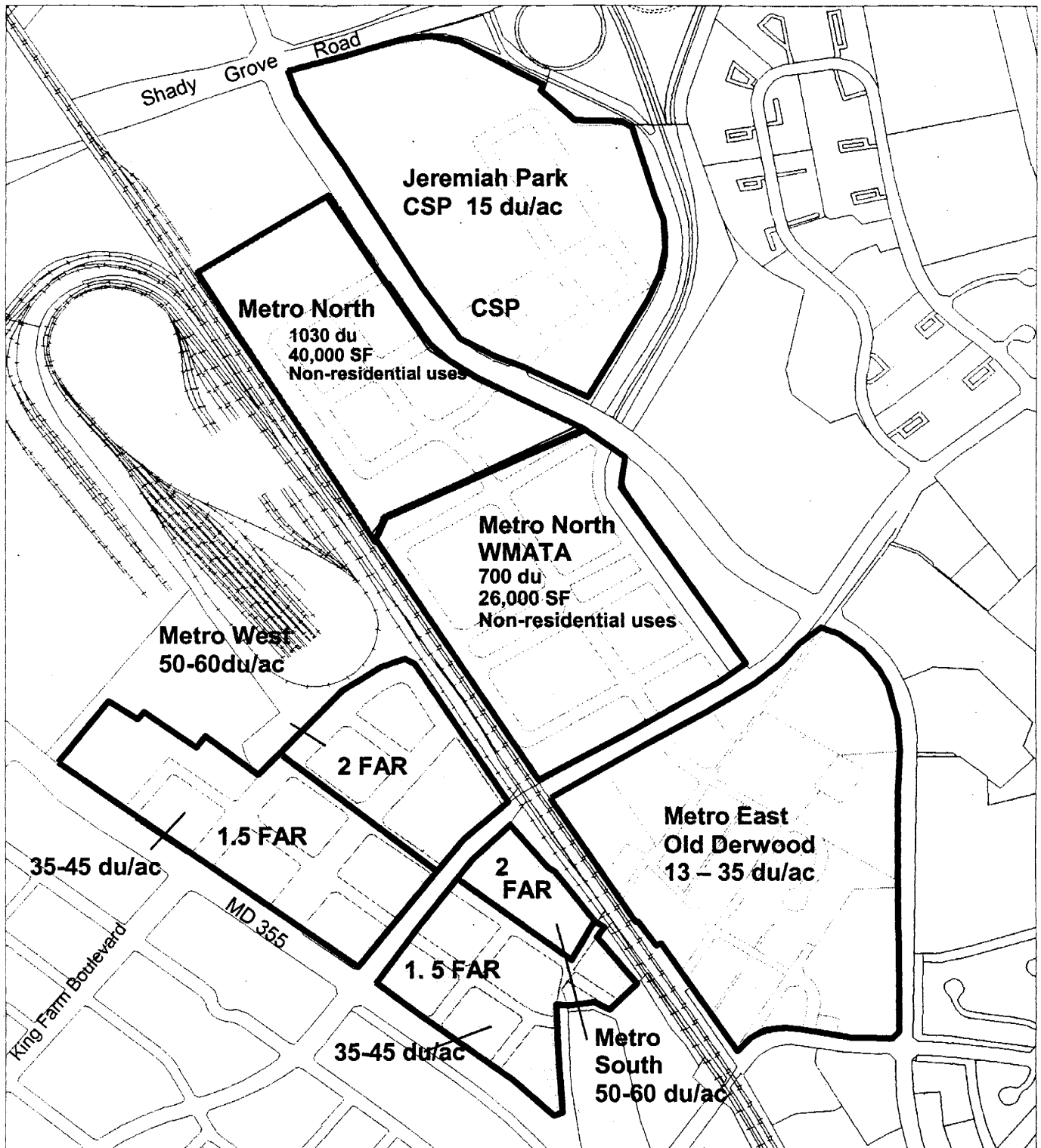
- Creates residential areas @ the Metro, Grove, and School Depot and parks
- Creates Technology Corridor along Shady Grove Road
- Achieves a library, Jeremiah Park and potential community center
- Residential development of Casey # 6 & 7
- Retains EMOC
- Approximate residential development of 4400-5300 units, if all properties redevelop

Land Use

-  MF Residential
-  Mixed use-Commercial
-  Industrial
-  Parks
-  Offices/R&D
-  SF Residential
-  Mixed use Residential
-  Commercial
-  Institutional



Density Distribution Map



ITEM #4: LAND USE RECOMMENDATIONS

The Worksession 7 proposal maintains high density and building heights around the Metro station, and steps down in density and height toward the edges of the planning area. The number of new housing units will range from 5,400 to 6,500, a reduction from the Worksession 6 proposal that keeps new development within school capacity limits. Housing is no longer recommended in the Shady Grove Technology Corridor to avoid overcrowding the schools. Commercial development slightly increases around the Metro station to ensure support for retail uses. A second local park is recommended on the Casey 6 property to help satisfy recreation needs within the planning area.

West Side of Metro Station – Metro West and Metro South

The Planning Board has not yet determined the appropriate level and mix of land uses in the west side neighborhoods of Metro West and Metro South. In previous worksessions, the Planning Board has raised questions regarding the amount of land uses and their appropriate mix, the viability of retail uses, and the economic feasibility of mid-rise buildings. Residents still question the level of development and request the inclusion of illustrative graphics in the Plan.

Staff Recommendation Approve a range of 1.5 to 2 FAR with a maximum of 30 percent commercial uses. Rezone the area to the new transit zone. Achieve a range in building heights from 15 stories at the Metro station stepping down to four stories along Redland Road and MD 355. Approve design guidelines.

The Worksession 7 Proposal continues to locate the Plan's highest densities and tallest buildings on the west side of the Metro station, creating the an urban neighborhood. Densities are comparable to the Twinbrook Metro Station area (see Density Distribution Map and Illustrative Plans of Metro North and Metro South). Buildings will step from four stories along MD 355 to 15 stories at the Metro station and up to eight stories in Metro South. Residential will be the dominant land use, enlivened with street level retail and offices uses. To ensure a lively street environment, this proposal retains the minimum 70 percent housing and maximum 30 percent commercial land use mix (see Housing and Commercial Density Table).

The Research & Technology Division has reviewed the proposed amount and mix of land uses and finds sufficient market support for lively, street-level retail uses. The study suggests up to 122,000 square feet of retail can be supported by the proposed amount of residential uses, the proposed offices, and the existing market area. The Plan envisions at least 120,000 square feet of retail along the streets of Metro West and Metro South.

Market support was determined by evaluating competition, estimating household income, factoring in the amount of proposed development, and estimating the area's