

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](http://www.mncppc.org)

February 22, 2006

**MEMORANDUM**

**TO:** Montgomery County Planning Board

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

**FROM:** Karen Kumm-Morris, Planner Coordinator (301.495.4554) *KKM*  
Community-Based Planning Division

**SUBJECT:** Adoption of the Shady Grove Sector Plan

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**RECOMMENDATION:**

Approve the Resolution of Adoption and Transmit to the Full Commission

**DISCUSSION**

The Montgomery County Planning Board Resolution No. 06-01 to adopt the Shady Grove Sector Plan is attached for your review and approval. The District Council Resolution No. 15-1283 is also attached for your information.

The Shady Grove Sector Plan was approved by the District Council with a vote of 8 in favor and 1 opposed. This Amendment will provide an opportunity to transform the existing industrial area located at the Shady Grove Metro Station into a mixed-use neighborhood. It also provides opportunities to reinforce the emerging I-270 High Technology Corridor in Montgomery County.

KKM:JAC:ha: j:\2006 staff reports\team 3\MCPB shady grove resolution  
Attachments

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**M-NCPPC No. 06-03  
MCPB No. 06-01**

**RESOLUTION**

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to the General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on December 4, 2003, on the Public Hearing (Preliminary) Draft Shady Grove Sector Plan, being also an amendment to the Approved and Adopted Comprehensive Amendment to the Shady Grove Study Area Master Plan, 1990; the Gaithersburg Vicinity Master Plan, 1985; the Shady Grove Sector Plan, 1977, as amended; the Master Plan of Bikeways, 2005, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; and the Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 20, 2004, approved the Planning Board (Final) Draft of the proposed Plan, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendation and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendation on the Planning Board (Final) Draft Shady Grove Sector Plan and forwarded those recommendations with a fiscal analysis to the District Council on September 30, 2004; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on November 4, 2004, wherein testimony was received concerning the Planning Board (Final) Draft Shady Grove Sector Plan; and

WHEREAS, the District Council, on January 17, 2006, approved the Planning Board (Final) Draft Shady Grove Sector Plan subject to the modifications and revisions set forth in Resolution No. 15-1283; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Shady Grove Sector Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended, and as approved by the District Council in the attached Resolution No. 15-1283; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\* \* \* \* \*

Resolution No.: 15-1283  
Introduced: January 17, 2006  
Adopted: January 17, 2006

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: District Council

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**SUBJECT:** Approval of Planning Board Draft Shady Grove Sector Plan

1. On July 20, 2004, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Shady Grove Sector Plan.
2. The Planning Board Draft Shady Grove Sector Plan amends the approved and adopted 1980 Master Plan of Bikeways; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; The Countywide Park Trails Plan; and The Master Plan of Highways within Montgomery County.
3. On September 30, 2004, the County Executive transmitted to the County Council his fiscal analysis of the Shady Grove Sector Plan.
4. On November 4, 2004, the County Council held a public hearing regarding the Planning Board Draft Shady Grove Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On January 25, January 31, February 3, February 14, February 17, February 18, February 28, March 3, March 10, March 14, March 15, March 22, April 5, April 11, April 12, June 13, September 7, and September 9, 2005, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Shady Grove Sector Plan.
6. On September 6, September 12, September 13, and November 15, 2005, the County Council reviewed the Planning Board Draft Shady Grove Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

**Action**

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Shady Grove Sector Plan, dated July 2004, is approved with revisions. Council revisions to the Planning Board Draft Shady Grove Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: Change all references from “buffer” area to “transition” area.

Page viii Table of Contents: Under Land Use and Urban Design, revise Table and add a new section as follows:

[Buffer] Transition Area  
Potential Joint Development Properties  
Casey 6, Casey 7 and County Service Park

Page 10: Revise Land Use Map to reflect Council revisions.

Page 11: Revise second paragraph as follows:

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

Page 12: Under Goals, revise first bullet and add new bullet as follows:

- Balance the need for higher density housing at the Metro station with the need to buffer adjacent Derwood communities. Limit development to 6,340 new housing units for the entire plan area, including workforce housing, transferable development rights (TDRs), and moderately priced dwelling unit (MPDU) bonus density.
- Contribute to the preservation of the Agricultural Reserve by providing TDRs on the County Service Park, WMATA properties, the Derwood Bible Church site, the Grove Shopping Center site, and Metro West and Metro South properties that have a maximum base density of 1.6 FAR.

Page 12: Under Housing in the I-270 Corridor revise first paragraph as follows:

This Sector Plan responds to the high market demand for housing by recommending a substantial increase in housing within walking distance of the Metro station. The Plan encourages housing choices that benefit from Metro proximity, including affordable housing, a component of luxury

housing, family-friendly units, live-work units (where residents live above their shop or office), and senior housing. A range of housing types with Metro access will offer options for singles, couples, families, and elderly residents. This Plan recommends:

Page 14: Add new bullet before Transportation section as follows:

- Allowing public facilities within the technology corridor, if needed. Employment character along the corridor may become more of a mixed use industrial and technology corridor as a result.

Page 14: Under Transportation, revise second and tenth bullet as follows:

- Providing a transit center [with a transit store] to coordinate and encourage transit use.
- Incorporating the Corridor Cities Transitway (CCT) and a future MARC station as [an] integral parts of the Metro station.

Page 17: Revise second bullet as follows:

- Developing a [ten-acre active recreation park] minimum of 4 acres for a park south of Shady Grove Road [on the site of the Montgomery County Public Schools bus depot] and east of Crabbs Branch Way with additional acreage if ball fields are provided.

Page 17: Under Implementation, revise first, fourth and last bullets as follows:

- Establishing a staging sequence that [requires the creation of a Transportation Management District before new development can occur] establishes Transportation Management District trip mitigation procedures for all staged development.
- Encouraging public/private partnerships such as WMATA's joint development efforts[, private/public land exchanges,] and other planning tools.
- Requiring a review of adequate public facilities [at 50 percent build-out and,] at each stage and a finding by the Planning Board that the next stage can proceed. By Stage 3, if facilities are found to be inadequate, a review of the Sector Plan's recommendations will be required.

Page 18: Revise map to reflect Council revisions.

Page 19: Revise first sentence of first paragraph, add new paragraph after first paragraph and revise last paragraph as follows:

The land use vision for the plan[ning] area channels new, mixed-use residential development around the Metro station, promotes advanced technology and biotechnology uses along Shady Grove Road, and creates a [buffer] transition area of public facilities and [transitional] lower density housing along Crabbs Branch Way

The Plan supports the relocation of the County Service Park (CSP) although the Plan's success is not dependant upon relocation. The Plan recommends developing a mixed-use urban

neighborhood with a variety of transit-oriented housing including multi-family, single family attached, live-work units, MPDUs and work force housing.

A key Plan objective is to provide housing adjacent to the Metro station at levels that are compatible with adjacent communities and that do not result in inadequate roads and overcrowded schools. It is possible that some, but not all of the CSP may relocate, providing opportunities for redevelopment. Due to the possibility for a joint development of several properties east of the CSX railroad line, including Casey 6, Casey 7 and Metro North-CSP and Jeremiah Park, a number of housing options are proposed for these properties. A section on the joint redevelopment of these properties is discussed after the Transition Area and within the Staging Chapter. The concentration of highest density housing should be located closest to the Metro station.

Page 19: After Metro Neighborhoods, add one new geographic area, revise Buffer Area and shift position of Industrial Core as follows:

- Upper Mill Creek Area
- [Buffer] Transition Area
- Industrial Core

Page 21: Under Community Concerns, revise third bullet as follows:

- The Shady Grove Road Corridor should be [a place that works] improved in appearance and receive noise mitigation consistent with County mitigation procedures for residents.

Page 21: Under Objectives, revise third bullet as follows:

- Meet community needs for public facilities, including a new elementary school, [and] local parks and a new library, along with a network of urban open spaces to serve new and existing residents. Additional community facilities could include [a new library and] a fire station [public/private community center].

Page 23: Revise second and last two bullets:

- Establish a transition[al buffer] area along the east side of Crabbs Branch Way [adjacent to] across the Metro Access Road from existing residential communities, and rezone the County Service Park from light industrial to mixed-use residential.
- [Consider Derwood as a distinct area in future planning efforts.] Revise Plan Area boundaries in future plans to strengthen Derwood as a distinctive community.
- [Support pedestrian-friendly intersections by using] Intersection design improvements must be pedestrian-friendly. Use measures, such as trip mitigation, [measures] as a first priority to achieve adequate service levels at intersections.

Page 24: Revise map to reflect Council revisions.

Page 25: Under Concept, revise paragraph as follows:

This Plan creates a Technology Corridor from MD 355 to [Crabbs Branch Way] the CSX rail line, relocates the County Service Park's industrial uses to allow mixed-use residential redevelopment, and preserves existing communities east of I-370. Industrial and commercial areas north of Shady Grove Road such as the Oakmont Industrial Park [and vacant industrial land] will remain industrial areas. Shady Grove Road should be viewed as a major highway that also provides local access and should be improved with extensive landscape treatment to achieve a more positive visual character for the entire corridor. The Plan recognizes that alternative land use recommendations (housing or potential relocation of County Service facilities) on Casey 6 and 7 will create a different character within this area of Shady Grove Road and will need enhanced landscape screening to ensure compatibility.

Page 26: Under Casey Property (Vacant Site 3), revise fourth bullet and add a new bullet after last bullet and add a new paragraph and bullet following the last bullet as follows:

- [Prohibiting d] Development along MD 355 is constrained due to traffic and environmental conflicts.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road and MD 355.

The Casey 3 property provides an opportunity within the Shady Grove area to locate a future MCFRS station and possibly ancillary MCFRS facilities. A station at this location would provide easy access to MD 355, I-270, Shady Grove Road and the ICC, as well as the busy service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive and may limit development. Other sites within the vicinity will also be considered during the site evaluation process that meet MCFRS's criteria for location and site suitability. Colocation of the fire station with other necessary public facilities should be explored. This Plan recommends:

- As an alternative to technology or research and development uses on this site, a public fire and rescue station would be appropriate to serve the immediate and surrounding areas.

Page 26: Under Great Indoors Site (Site 4), revise paragraph and second and fourth bullet as follows:

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

- Orienting buildings toward street frontage and screening parking from Shady Grove Road.
- Rezoning this site from I-1 to R&D with an I-3 [floating] standard method zone. Development should not exceed 0.35 FAR to maintain a balance of jobs to housing within the plan area. Housing is not appropriate given the site's proximity to the Solid Waste Transfer Station.



Page 26: Under Post Office Site (Site 5), revise fifth bullet as follows:

- Rezoning this site from I-1 to R&D with an I-3 standard method allowing expanded employment uses. Development should not exceed 0.35 FAR to maintain a balance of jobs to housing within the plan area. Housing is not appropriate.

Page 26: Delete section on Casey Properties (Vacant Sites 6 and 7) and replace with the following new section to be located at the end of the Shady Grove Technology section after the Post Office Site.

### **Upper Mill Creek Area**

Insert Map of Upper Mill Creek Area

#### **Existing Conditions**

This area is comprised of three, industrially zoned parcels: Robert's Oxygen, Casey 6 and Casey 7. The area is east of the CSX railroad and west of the Town of Washington Grove. It is bisected by I-370 and contains part of the headwaters of Mill Creek, a tributary feeding into Rock Creek.

#### **Objectives**

- Create opportunities for a variety of land uses including public facilities, while respecting environmental resources, buffers and noise concerns on the sites.
- Protect the adjacent residential communities from noise, and incompatible views of industrial development.
- Improve vehicular, pedestrian and bike access to Metro and shopping.
- Accommodate needed recreation facilities.
- Enhance the visual and landscape character of Shady Grove Road and improve pedestrian safety along the road.

#### **Concept**

This Plan supports a number of potential land uses in this area including advanced technology uses, housing opportunities and public facilities. The variety of appropriate land uses reflects the area's location that is situated between the technology and industrial uses of the Technology Corridor and residential uses further to the east.

This area is appropriate for advanced technology uses and, if developed, would extend the Shady Grove Technology Corridor. Alternatively, residential uses on Casey 6 and 7 also would be appropriate due to their close proximity to The Grove Shopping Center and the Metro station. Noise mitigation will be required to protect uses from the noise from roadways and the rail line. Also, public facilities, such as relocated County Service Park facilities, could be located in this area, but must be developed to maximize compatibility with adjacent uses. Relocation of some of the service park facilities to Casey 6 and 7 could allow housing to be located closer to the Metro station. Community recreation needs also can be addressed in this area.

The Plan recognizes that alternative land use recommendations such as the potential relocation of County Service Park facilities on Casey 6 and 7 will create a different character within this area of Shady Grove Road and will need enhanced landscape screening and compatible architecture to ensure compatibility.

### **Land Use and Urban Design Recommendations**

#### **Robert's Oxygen Property (Site 1)**

This 12.9-acre property is comprised of 3 lots, zoned I-1 and developed with an oxygen manufacturing plant and a tree maintenance parking lot. The property borders residentially zoned single-family detached lots within the Town of Washington Grove. This Plan recommends:

- Establishing a 42 feet building height limit to improve compatibility with adjacent residential community.
- Maintaining a 50-foot building setback along the property line adjacent to residentially zoned land. This setback area should be landscaped with screening plant material.
- Providing site access via Crabbs Branch Way Extended to alleviate current industrial traffic either crossing the CSX tracks at grade on Railroad Street or traveling through the Town of Washington Grove.
- Rezoning all 3 lots to the R&D/I-3 zone standard method. Development should be limited to 0.3 FAR in order to maintain the jobs to housing ratio in the plan area.
- Adopting a zoning text amendment to grandfather the existing uses and development standards. Building height and setbacks of new development, however, must conform to Sector Plan recommendations.

#### **Casey 6 (Site 2)**

This site is currently a vacant, I-1 zoned parcel, approximately 25 acres in size, and land locked by lack of existing road access. The entire site is affected by noise from the CSX line, I-370 and the current industrial use on the Robert's Oxygen property. The Plan provides land use options that help satisfy the community's recreational needs and provide options for office, housing or relocation of County facilities while respecting the environmental constraints. This Plan recommends:

- Considering the portion of land south of the existing stream buffer and adjacent to I-370 as a potential site for relocation of some of the County Service Park facilities.
- Encouraging any ICC maintenance facilities to be located on state-owned land or on property that does not reduce the relocation opportunities for the County Service Park. Casey 6 and 7 are not preferred sites given the possibility that County Services may be relocated to these properties. If Casey 6 or 7 are the only feasible locations for the ICC's maintenance facility, state facilities should be integrated with County facilities to maximize the efficiency of layout and avoid separate and duplicating facilities.

- Acquiring land adjacent to Robert's Oxygen for a local park of approximately 5 acres to meet recreational needs. Achieve park through dedication if Casey 6 is part of a joint development with the County Service Park.
- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street in a 40' right-of-way may be needed to bridge over the CSX tracks and north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. In the 'Proposed Roadway Network' figure on page 68 the location of this potential industrial street is illustrative. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allowing up to 130 units on Casey 6. Noise mitigation should be provided. Density cannot be increased for bonus MPDUs due to site constraints. For details, see sections on Potential Joint Development Properties and Staging.
- Extending Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Limiting building heights to four stories to establish compatibility with nearby residential communities.
- Requiring significant landscaping and noise buffers to mitigate development impacts on adjacent residential communities of the Town of Washington Grove and Mill Creek.
- Rezoning from I-1 to the R&D/I-3 zone. Allow up to 0.3 FAR industrial/office uses and support the I-3 optional method with housing under the provisions outlined in Potential Joint Development Properties section.

#### Casey 7 (Site 3)

This vacant property along Shady Grove Road is approximately 17 acres in size and located directly across Crabbs Branch Way from The Grove Shopping Center. Its high visibility and access to two roadways make the property a key site for development and may be a potential location for some County Service Park facilities, but must be developed to maximize compatibility with adjacent uses. Alternatively, this site provides options for housing or technology uses if no county facilities are relocated. Noise mitigation should be provided. This Plan recommends:

- Considering the entire property as a potential site for relocation of some of the County Service Park facilities.
- Allowing technology, office and research and development uses if no county facilities are relocated. Alternately, the plan also supports residential development of the site to take advantage of proximity to The Grove Shopping Center and the Metro station.
- Limiting non-residential density to 0.3 FAR to limit employment in the plan area.
- Encouraging any ICC maintenance facilities to be located on state-owned land or on property that does not reduce the relocation opportunities for the County Service Park. See comments under Casey 6.
- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street may be needed to bridge over the CSX tracks. See comments under Casey 6 and in the Transportation chapter.

- To accommodate housing options among Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, this site can accommodate up to approximately 135 base density housing units on Casey 7 under the R&D/I-3 Zone optional method with housing. The site may be suitable for the PD-18 Zoning option, achieving up to approximately 305 base density units. Housing units can be increased for workforce housing, TDRs and MPDU bonus density where applicable, but cannot exceed 340 units maximum due to site constraints. Allow up to 0.3 FAR industrial/office uses. For details, see sections on Potential Joint Development Properties and Staging.
- Rezoning from I-1 to R&D/I-3 zone and support housing options under the I-3 optional method with housing or with PD-18 zoning.
- If the site is developed with relocated County facilities, locating building entrances along Crabbs Branch Way. Parking facilities, storage areas and other industrial activities should be located in the site's interior and screened from roadside views by extensive perimeter landscaping and/or architectural features.
- Industrial buildings seen from surrounding streets must be developed with attractive architectural facades that are compatible with adjacent residential areas.
- Site lighting should not create glare or visually dominate the night view along Shady Grove Road.
- Extending Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Locating housing along an interconnected street system with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting building heights to five stories to establish a mid rise character along Shady Grove Road. Maintain four stories or less along Crabbs Branch Way.
- Providing extensive landscaping along Shady Grove Road to screen industrial development options, or enhance the compatibility of residential options.

Page 27: Under Department of Liquor Control Warehouse (Site 8)

Move this property to the Metro North section as a part of the Department of Public Works and Transportation and MCPS Food Services Sites and re-number. Delete entire section.

Page 28: Revise map to reflect Council decisions.

Page 29: Under Concept revise the last sentence of the first paragraph as follows:

Compatibility with nearby existing residential communities is ensured by a buffer area of parks, a library and a potential school [or library] site, and lower housing density and building heights.

Page 31: Revise map to reflect Council's decisions.

Page 32: Revise sixth bullet under General Design Guidelines as follows:

- Provide generous sidewalks on streets with mixed-use and commercial uses and multi-family residential uses, wider than [a] the 15-foot minimum, to accommodate the anticipated level of pedestrian activity and allow space for sidewalk cafes, landscaping, and seating areas.

Page 37: Modify the third and fourth bullet, and add new bullets at the end of the section as follows:

- Allowing a base density range of [1.5 to 2.0 FAR with] 1.4 FAR to 1.6 FAR as shown on the Density Distribution Map. Require a minimum of 70 percent residential uses and allow up to a maximum of 30 percent commercial uses. A variety of unit sizes must be provided. In the 1.6 FAR area, allow a base density range of 30-40 dwelling units per acre. In the 1.4 FAR areas, allow a base density range of 25-30 dwelling units per acre. The number of units per acre may increase for workforce housing, TDRs, and MPDU bonus density.
- Rezoning I-1 properties to [a new, non-CBD Metro zone,] the proposed [MXR] TOMX-2 and TOMX-2/TDR zones.
- Allowing a maximum of 0.75 FAR of mixed use commercial uses without residential development for three properties northwest of King Farm Boulevard.
- Providing a minimum of 10 percent workforce housing on the WMATA property and potentially on other property if pending legislation is adopted.
- Providing 20% TDRs for properties with a base density of 1.6 FAR, potentially achieving up to 2.0 FAR and 50-60 dwelling units per acre.
- Locating non-residential buildings or garages directly adjacent to the Solid Waste Transfer Station or WMATA maintenance yards to create a compatible transition to the proposed mixed use residential areas.
- Planting shade trees adjacent to the Solid Waste Transfer Station and WMATA maintenance yards to increase tree cover that will help clean the air and serve as a visual buffer.

Page 38: Under Metro South, revise fourth and seventh bullet and add a new bullet after fourth bullet before Metro North as follows:

- Allowing a density range of [1.5 to 2.0] 1.4 to 1.6 base density FAR with a minimum of 70 percent residential uses and a maximum of 30 percent commercial uses.
- Providing 20% TDRs for properties with a base density of 1.6 FAR potentially achieving up to 2.0 FAR and up to 50-60 dwelling units per acre.
- Rezoning this area from I-1 and C-3 zones to a new, non-CBD Metro station zone, [and the proposed MXR Zone] the proposed TOMX-2/TDR zone.

Page 38: Under Metro North, revise first paragraph as follows:

The Metro North neighborhood includes Metro property and County-owned land that is currently developed with a Ride-On bus and maintenance facility, MCPS food service facility and the Department of Liquor Control warehouse and offices. The Plan recommends relocating the [facility] facilities and reconfiguring the Metro station's bus facilities, kiss-n-ride, and taxi parking to achieve better access and integration with proposed residential development. A mix

of residential unit types and some office and retail uses primarily located [at] near the Metro station and along Shady Grove Road are envisioned as well as a library site. To accommodate the potential for joint development of the County Service Park with Casey 6 and 7, the Plan provides alternatives that cover separate or joint development of these properties. See Potential Joint Development Properties for further discussion. [A public or public/private community center is recommended on this side of the Metro station.] The proposed grid street network would create a Metro access for the new residential community. Crabbs Branch Way may be redesigned as a one-way couplet.

Page 38: Under WMATA Property, delete fourth recommendation and add a new bullet after the sixth bullet as follows:

- [Providing a public/private community center if a public facility is not provided. A public/private community center should include facilities such as a gym, a multi-use court, showers and restrooms, a kitchen, several meeting rooms of varying sizes, and several classrooms that can accommodate computer and arts activities.]
- Provide a site for a public library if the library is not located on the County Service Park with redevelopment.

Page 39: Revise sixth, seventh, and eighth bullets and add two additional bullets as follows:

- Allowing [up to 700] a base density of 530 units in a mix of unit types and sizes with some single-family attached units, and up to 26,000 square feet of non-residential uses located in front of the existing, three-story parking garage. Housing density can increase with workforce housing, TDR and MPDU bonus units up to 855 units maximum.
- Requiring participation in the Urban [Service] District [and in funding the private community center, if provided].
- Rezoning this area from I-1 to a new, non-CBD Metro station zone, the proposed [MXR] TOMX-2/TDR zone.
- Providing 20% TDRs on this property.
- Providing a minimum of 10 percent workforce housing

Page 39: Under Department of Public Works and Transportation (DPW&T), MCPS Food Services and Department of Liquor Control's facility, replace recommendations on pages 39 and 40 with the following:

- Relocating the Department of Public Works and Transportation's (DPWT) Equipment Maintenance Operations Center (EMOC), MCPS food service facilities and Department of Liquor Control's facility to more appropriate locations.
- Rezoning this site from I-1 to the proposed TOMX-2/TDR zone.
- To accommodate housing options between Casey 6, Casey 7, Metro North – CSP and Jeremiah Park, allow up to 615 base density units on Metro North-CSP that can be increased to 960 base density units if jointly developed with Casey 6 and Casey 7. This base density can be increased by workforce housing, TDRs and MPDUs bonus density up to 1,540 units

with bonus density if jointly developed with Casey 6 and Casey 7. For details, see sections on Potential Joint Development Properties and Staging.

- Achieving a mix of unit types with sufficient townhouses to offer housing choices but limited enough to achieve a series of community open spaces for adequate passive recreation.
- Providing a minimum of 10 percent workforce housing and 20% TDRs staying within density limits for the entire County Service Park that allows up to 2,240 units with bonus density if jointly developed with Casey 6 and Casey 7.
- Permitting up to 40,000 square feet of retail and 133,250 square feet of office uses.
- Providing live-work residential units along Crabbs Branch Way.
- Avoiding locating residential units directly adjacent to the rail line and the Solid Waste Transfer Station to minimize noise impacts; and locating non-residential buildings or garages directly adjacent to the Solid Waste Transfer Station or WMATA maintenance yard to create a compatible transition to the proposed mixed use residential areas.
- Planting shade trees adjacent to the Solid Waste Transfer Station and WMATA maintenance yards to increase tree cover that will help clean the air and serve as a visual buffer.
- Providing a library site with structured parking near Shady Grove Road in a manner that creates a focal point as a civic building in a highly prominent location. At the time the library is constructed, consider whether additional community meeting space (beyond that normally provided in a library) is needed. Consider options to co-locate the library with the proposed park and/or private recreational facilities. If the CSP does not relocate, then the library should be located on the WMATA property within Metro North.
- Providing a minimum of 20 percent public open space as required by the zone. Develop all open spaces as civic space that organizes development into neighborhoods with distinct identities and extensive amenities to support the additional density. Amenities may include special features such as artwork, fountains, shade trees, seating areas, play areas, special paving, lighting and references to the history of the community.
- Incorporating common recreation areas into the neighborhood at visible, safe, and easily accessible locations.
- Locating housing with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting building heights to eight stories closest to the Metro and stepping down to four stories along Crabbs Branch Way for a compatible transition to existing single-family neighborhoods to the east. Office development along Shady Grove Road may not exceed five stories. Parking garages adjacent to the CSX track may exceed the four-story height limit.
- Allowing Crabbs Branch Way to be developed as a one-way couplet with street parking, short blocks and clearly identified pedestrian crossings.
- Submitting a comprehensive development application covering the entire CSP including Metro North and Jeremiah Park. If only portions of the County Service Park are relocated, application will cover only parcels proposed for redevelopment.
- Requiring participation in the Urban District once created.

Page 41: Under Derwood Bible Church Site, revise first bullet and add new bullet as follows:

- [Maintaining the existing R-200 zoning. Support PD-13 zoning to allow] Rezoning this site from R-200 to R-90/TDR 13, to achieve TDRs. Support a mix of townhouses and single-family detached units to be developed.
- Limiting housing units to 52 units and ensure compatibility with adjacent single family residences. Do not allow transfer of density from the existing cemetery to the rezoned R-90/TDR portion of the site.

Page 41: Under Vehicle Emissions Inspection Program Station, revise first paragraph as follows:

This 2.8-acre site abuts Redland Road and the CSX tracks. Access to the facility is from Chieftain Avenue, through the Old Derwood neighborhood. If the Station remains at its current site, the State should consider alternative access options to minimize the impact on surrounding neighborhoods. This Plan recommends:

Page 42: Under Industrial Core, add new text as follows and shift to immediately preceding Crabbs Branch Office Industrial Park:

The industrial core comprises the County's Solid Waste Transfer Station (SWTS) and WMATA's maintenance yard, covering 52 acres. Both of these public sector industrial uses need rail access for their operation and are not likely to relocate. [This Plan recommends operational changes that can make them compatible residential neighbors.] To improve the SWTS' and WMATA's compatibility with future nearby residential uses, this Plan recommends:

- Planting additional shade trees within the industrial facilities to help clean the air and serve as a visual buffer.
- Providing cut-off lighting fixtures to reduce glare and light encroachment into residential uses.

Page 45: Under Casey at Mill Creek, revise third bullet as follows.

- Allowing an elementary school as an alternative location to the school on Jeremiah Park if the site is acquired by private funds. If a school is located here, do not place the school on any portion of the Legacy Open Space site. [Providing an elementary school site that r] Respect[s] environmental resources and buffers on the site.

Page 46: Under the section for The Grove Shopping Center, modify the first paragraph, first and second bullets, and add new bullet after the first as follows:

This neighborhood shopping center currently offers a mix of convenient uses and has redevelopment potential. The shopping center could become a more active, community-oriented place with residential and other uses such as [senior housing or] community service, medical, or small business offices. This property should not become a major employment center. Given the



need for senior housing, this Plan strongly endorses developing senior housing at this center. This Plan recommends:

- Rezoning from C-1 to RMX-2C/TDR to achieve TDRs, and encouraging additional mixed-use redevelopment[, up to 0.3 FAR as permitted in the zone].
- Permitting redevelopment of up to 0.3 FAR of commercial uses, a maximum of 300 dwelling units, including moderately priced dwelling units, under the standard or optional method of development with an additional 120 units of senior housing (as defined in Section 59-C-7.441 of the Zoning Ordinance) under the optional method with the purchase of TDRs.
- Supporting optional method development [only] for senior housing.

Page 46: Under Jeremiah Park, rename to “Jeremiah Park (County Service Park – Sites 3 and 4)” and replace entire section with the following:

The proposed Jeremiah Park neighborhood provides the entire plan area with a local park, a potential school site and residential development. This neighborhood provides a transition for existing residential communities from the more intensely developed Metro Neighborhoods. The neighborhood is named for Jeremiah Crabb, a revolutionary War officer and the County’s first U.S. Congressman, whose family lived in this area and is buried in the Crabb Family Cemetery, located in Old Derwood. This Plan recommends:

- Relocating the MCPS bus depot and the MCPS central maintenance and the M-NCPPC park maintenance facility to more appropriate sites. These facilities may or may not continue to co-locate and MCPS may consider relocating their bus depot facilities to multiple sites.
- Rezoning from R-200 to the new TOMX-2/TDR zone.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allow up to 435 base housing units on Jeremiah Park with a mix of single family attached, live-work units, and multi-family units. Unit yield can be increased to achieve workforce housing, TDRs, and MPDU bonus density up to 700 units with bonus density. For details, see sections on Potential Joint Development Properties and Staging.
- Achieving a mix of unit types with sufficient number of townhouses to offer housing choices but limited enough to achieve a series of community open spaces for adequate passive recreation. A minimum of 50 percent single family attached housing shall be provided.
- Locating live-work units along Crabbs Branch Way to expand housing choices and provide needed local services.
- Providing a minimum of 10 percent workforce housing and 20 percent TDRs staying within density limits on the entire County Service Park that allows up to 2,240 units with bonus density if jointly developed with Casey 6 and Casey7.
- Dedicating a minimum of 4 acres for a local park to M-NCPPC, to be called Jeremiah Park, and provide a series of smaller community open spaces for passive recreation. The local park should be developed with an outdoor community gathering place in addition to providing needed recreation facilities and possibly co-located with the library. A minimum of 20 percent public use space shall be provided on entire County Service Park as required by the zone. Develop all public use spaces as civic spaces that organize development into

- neighborhoods with distinct identities. If ballfields are required, provide an additional 2 acres for each field.
- Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.
  - Providing special features and amenities in the local park and community open space such as artwork, fountains, shade trees, seating areas, play areas, special paving, lighting and references to the history of the community.
  - Providing a school site adjacent to the local park. An alternative location for the school would be Casey at Mill Creek if the site is acquired through private funding.
  - Maintaining a significant setback from the Metro access road right-of way to establish compatibility and reforestation opportunities.
  - Locating housing with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
  - Limiting townhouse building heights to 4 stories with multi-family units up to five stories. Maintain a 4 story building height along Crabbs Branch Way.
  - Allowing Crabbs Branch Way to be developed as a one-way couplet with short blocks, on street parking and protected pedestrian crossings.
  - Achieve a well developed interconnected street system, see Transportation Chapter.
  - Creating a reforestation area along the Metro Access Road.
  - Accommodating space for the proposed pedestrian underpass of Shady Grove Road along the east side of Crabbs Branch Way and participation in funding this facility.
  - Submitting a comprehensive development application covering the entire CSP including Metro North and Jeremiah Park. If only portions of the County Service Park are relocated, application will cover only parcels proposed for redevelopment.
  - Participating in the Urban District once created.

Page 47: Revise sketch to reflect Council revisions.

Page 47: Delete entire MCPS Bus Depot and Maintenance Facility (Site 3) section and incorporate bullets into new Jeremiah Park section (see prior page).

Page 47: Delete entire M-NCPPC Park Maintenance Facility (Site 4) section and incorporate bullets into new Jeremiah Park section.

Page 48: Add a new section on Potential Joint Development Properties after the section on the Stormwater Management Pond as follows:

#### **Potential Joint Development Properties**

Casey 6, Casey 7 and County Service Park properties of Metro North - CSP and Jeremiah Park have the potential to develop under a joint development agreement among property owners. Joint development should result in a comprehensive plan that achieves higher density close to

Metro, an interconnected street system that provides easy access to Metro, a well-integrated open space system, and amenities throughout the neighborhoods. Density may be distributed in a number of ways among these three properties depending upon joint development timing and agreements. Residential development options and housing units limits are also discussed in the section on Staging. Base density units are the number of units allowed before adding potential workforce housing, TDRs, and bonus MPDU density on the base zone. General guidelines and base density units are as follows:

- In all cases, the total number of units for all four properties shall not exceed 1,485 base density units, but may be increased up to 2,240 units with the provision of bonus densities. A different distribution of the allowable units among the four properties up to the maximums listed in the table below will be allowed between properties if jointly developed so long as the maximum of 2,240 units with bonus density is not exceeded.
- Casey 6 may have up to a maximum of 130 housing units, with appropriate noise mitigation.
- Casey 7 may have no more than 136 base density units under I-3 mixed use housing, or up to 305 housing units under the PD-18 option with up to 340 units with bonus density with appropriate noise mitigation.
- Jeremiah Park may have no more than 435 base density housing units with up to 700 units with bonus densities.
- Metro North-CSP may have a base density of 615 units and may be increased up to 960 base density housing units if jointly developed with Casey 6 and Casey 7. In no case can the total number of units between these properties exceed 960 base units.

**DISTRIBUTION OF HOUSING UNITS**

<u>Property</u>	<u>Maximum Base Density*</u>	<u>Comments</u>
<u>Casey 6</u>	<u>130 units (0 bonus density)</u>	<u>130 units with 12.5% MPDUs represent maximum allowed due to site constraints. Cannot be increased by workforce housing or bonus MPDUs</u>
<u>Casey 7</u>	<u>305 units (340 bonus density)</u>	<u>PD-18 zoning option base density can be increased with bonus MPDU density up to 340 units maximum due to site constraints. No workforce housing or TDRs are required.</u>

<u>Jeremiah Park</u>	<u>435 units</u> <u>(700 bonus density)</u>	<u>Base density can be increased by workforce housing, TDRs and MPDU bonus density up to 700 units maximum.</u>
<u>Metro North-CSP</u>	<u>615-960</u> <u>(1,070-1,540 bonus density)</u>	<u>Base density can be increased by workforce housing, TDRs and MPDU bonus up to 1,540 units if jointly developed.</u>
<u>Total</u>	<u>1,485 units</u> <u>(2,240 bonus density)</u>	<u>2,240 units can be achieved with bonus density.</u>

\*Units may be increased by 10% workforce housing, 20% TDRs and 22% MPDUs as appropriate.

Page 48: Shift section covering the Industrial Core properties from page 42 and insert it before Crabbs Branch Office Industrial Park.

Page 48: Under Crabbs Branch Office Industrial Park, delete second bullet.

- [Amending the I-1 zone to allow additional business support services.]

Page 48: Revise first paragraph under MD 355 Corridor as follows:

The MD 355 Corridor is a significant, highly visible, and well-traveled route running the length of the plan[ning]area. This Plan recommends upgrading the character of the [entire roadway] road within the Metro Neighborhoods and following existing State standards elsewhere along MD 355 to complement redevelopment, improving pedestrian and bike access, and creating an attractive streetscape.

Page 49: Revise first paragraph at top of page as follows:

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

Page 49: Delete last bullet for MD 355 South:

- [Amend the I-1 zone to support streetscape improvements recommended in a sector plan.]

Page 51: Revise the map to reflect Council decisions.

Page 53: Under Housing revise third sentence in first paragraph as follows:

The proposed redevelopment of the County Service Park and Metro station area will provide potentially 5,400 to [6,500] 6,340 new units.

Page 53: Under Policy Context, add workforce housing text as follows:

This Plan supports workforce housing for moderate income employees on public land. Workforce housing is intended to serve household with incomes at or below 120% of the annual median income. Legislation is being considered by the Council that could require workforce housing on private property.

Page 54: Under Recommendations, revise second bullet, add new bullet after second bullet and new recommendations at the end as follows:

- Rezone the land east of the Metro station for residential development and do not exceed a maximum of 78 percent multi-family units and a minimum of 22 percent single-family attached units for the County Service Park.
- Provide a range of housing types, including single family detached homes, townhouses, apartments, and live-work units. Live-work units occur where residents live above their shop or office.
- Provide workforce housing on all publicly owned property including the County Service Park. Provision of workforce housing must not exceed Plan's estimated ceiling of 6,340 new units.
- Provide workforce housing on all property if required by new zoning requirements.

Page 55: Under Derwood Historic Resources, add paragraph after second paragraph as follows:

The Town of Washington Grove is a significant historic resource that borders the plan area to the north of the CSX rail line. The Town is on the National Register of Historic Places due to its unique history, exceptional architectural character, rural views and sense of place. Because it is important to insure that the unique identity of the Town is retained, development of properties in the vicinity of the Town should provide a compatible relationship with this nationally significant historic resource

Page 56: Replace text on map with corrected text: Derwood School, Derwood Store and Post Office, Esquire Court, Crabb Family Cemetery . Add legend specifying the status of historic resources: Master Plan for Historic Preservation, Locational Atlas or Potential Addition to Locational Atlas.

Page 57: Under Recommendations revise recommendations as follows:

- Evaluate the significance of the following resources in Derwood for inclusion on the *Locational Atlas*:
  - Derwood Baptist Church, 15812 [Paramount Drive] Esquire Court;

- Derwood School, 15805 [Esquire Court] Paramount Drive;
- Hall's Store, 15833 Derwood Road[,] ; and
- Hoskinson-Schwartz House, 15919 Chieftain Avenue.

A potential Derwood Historic District was identified in 1976 on the *Locational Atlas and Index of Historic Sites*. In 1984, the Historic Preservation Commission evaluated Derwood and recommended that it be designated as a historic district, finding that it had historic significance as a railroad community and architectural significance for its contiguous grouping of residences and community buildings in harmonious styles representative of the late 19<sup>th</sup> and early 20<sup>th</sup> century. In 1990, the County Council found that Derwood did not merit designation as a historic district and it was removed from the *Locational Atlas*, although an individual site, the Crabb Family Cemetery, was added to the *Master Plan for Historic Preservation*.

The community has come to view this Sector Plan as an opportunity to reinforce their community's history and residential character[, and even though the structures were reviewed for a district in 1990 and found not to merit designation. The community would like these structures to be reconsidered as individual sites]. Community members requested additional sites in Derwood be considered for historic designation. There was not adequate time for research and public notification to include such consideration in this Plan. Given the community interest in historic preservation, it is worth reconsidering historic status of the properties listed above. The evaluation of the current and future *Locational Atlas* resources should be accomplished as the work program allows.

- Evaluate current *Locational Atlas* sites for designation on the *Master Plan for Historic Preservation*.

The Derwood Store and Post Office, recently placed on the *Locational Atlas*, should be considered for inclusion in the *Master Plan for Historic Preservation*. Master Plan properties receive the full protection of Chapter 24A. Properties that are removed from the *Locational Atlas* and not designated on the Master Plan are not protected by the Historic Preservation Ordinance.

- Offer redevelopment options that support historic Derwood's character as a residential community and [that] complement the community's historic structures.

Page 61: Under Shady Grove Metro Station Access and Transit Service, revise first bullet as follows:

- Allow an increase in long-term Metro parking, up to 7,200 spaces, if such parking does not displace or negatively affect housing opportunities [and does not contribute to local intersection congestion].

Page 61: Under Corridor Cities Transitway (CCT) revise first paragraph as follows:

Implement the CCT as a [light rail facility (pending confirmation of mode preference by County Council)] transitway with a cross-platform connection to Metro that minimizes travel time delays and increases convenience. This Plan recommends:

Page 62: Revise first bullet as follows:

- [Retain the 50-foot transit easement on the west side of the CSX right-of-way, north of the Metro station. Conduct further study of an additional mode (such as expanded Metro service or monorail) after the first phase of the CCT has been in operation for at least two years.] Remove the 50-foot transit easement on the west side of the CSX right-of-way, north of the Shady Grove Metro Station, within the Plan Area boundary.

Page 62: Under Transportation Management District, amend the second bullet, delete third bullet and add three new bullets, as follows:

- Reducing peak period vehicle trips in the Shady Grove Policy Area in accordance with [AGP] Growth Policy Alternative Review Procedures. Strive for a transit ridership goal of 35 percent for residents within the Shady Grove Policy Area, 25 percent for residents elsewhere in the Sector Plan, and 12.5 percent for employees of office development traveling to work.
- [Establishing a “transit store” in a central storefront location to dispense route and schedule information, sell fare media, promote transit use, and provide meeting space for coordinating TMD activities.]
- Pursuing innovative measures to achieve higher non-auto-driver mode share goals, such as:
  - Providing free or heavily discounted transit passes for new residents;
  - Providing frequent shuttle service between the Metro station and nearby job sites;
  - Providing car-sharing incentives;
  - Encouraging incentive-based casual carpooling;
  - Providing wireless computers to residents to encourage telecommuting;
  - Charging market-rate parking for both residential and commercial developments;
  - Making the minimum off-street parking requirements under the zoning ordinance be the maximum allowed;
  - Lowering the minimum off-street parking requirements in the new zone; and
  - Increasing the frequency and efficiency of bus service on the major routes serving the Metro station and employers in the technology corridor.
- Requiring each significant development within the Shady Grove Policy Area, and any development on County-owned property in the policy area, to enter into a Traffic Mitigation Agreement that would result in no more than 50 percent of the residential-related vehicle trips and 65 percent of the non-residential-related vehicle trips that would otherwise be expected. This requirement is described more fully in the Implementation chapter.

Page 62: Under Bus Service, delete second and third bullets, and revise fourth bullet as follows:

This Plan recommends:

- [Improve all bus stops with shelters, seating, and route information.]