



Shady Grove Sector Plan Minor Master Plan Amendment

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Description

Scope of Work for the Shady Grove Sector Plan Minor Master Plan Amendment.

Staff Recommendation

Approve the Scope of Work.

Summary

This memorandum presents the Scope of Work for the Shady Grove Sector Plan Minor Master Plan Amendment. The Scope includes the following sections:

- Introduction
- Location and Context
- Overview of Staging and Implementation
- Purpose of the Amendment
- Planning Framework and Background
- Summary of Development Activity
- Issues to be Addressed by Amendment
- Public Outreach
- Project Timeline

As outlined in this Scope, the Minor Master Plan Amendment will focus on the following key elements of the 2006 *Shady Grove Sector Plan*:

- Staging triggers
- Transportation and infrastructure
- Public facilities

INTRODUCTION

The 2006 *Shady Grove Sector Plan* put forth an aspirational vision to transform a light industrial area into a new mixed-use community that takes advantage of proximity to the Shady Grove Metrorail Station. The Sector Plan recommends that properties surrounding the Metrorail station be redeveloped with new residential and non-residential development, new public facilities, bikeways and a street network. Implementing the Plan's vision to change the area's large, established industrial service park into a new community has been one of the most ambitious and complex redevelopment projects the County has undertaken.

In the 12 years since the *Shady Grove Sector Plan* was approved, much progress has been made toward implementing the Plan's recommendations. This Scope of Work summarizes the progress made, provides background and context, and outlines the purpose and rationale for a limited amendment to the 2006 *Shady Grove Sector Plan* that focuses on the Plan's staging provisions.

LOCATION AND CONTEXT

The Shady Grove area is centrally located in Montgomery County, at the convergence of a multi-modal transportation network that includes I-270, I-370, the Intercounty Connector (MD 200), as well as the Shady Grove Metrorail Station. The 2,000-acre *Shady Grove Sector Plan* area is located east of I-270; Mid-County Highway forms the northern boundary of the Plan area; Frederick Road (MD 355) forms the southern/western boundary and is also the border between the County and the City of Rockville. The Town of Washington Grove is to the northwest of the Plan area, and the City of Gaithersburg is west of the Town. Shady Grove Road, Crabbs Branch Way, and Redland Road also traverse the Plan area (see Figure 1). The boundaries for the Minor Master Plan Amendment will remain the same as the 2006 *Shady Grove Sector Plan*.

Public facilities in Plan area include the Washington Metropolitan Area Transit Authority's (WMATA) Shady Grove Metrorail Station and Railyard; the Maryland Transportation Authority, InterCounty Connector (ICC) Police offices; the Montgomery County Department of Transportation (MCDOT) David F. Bone

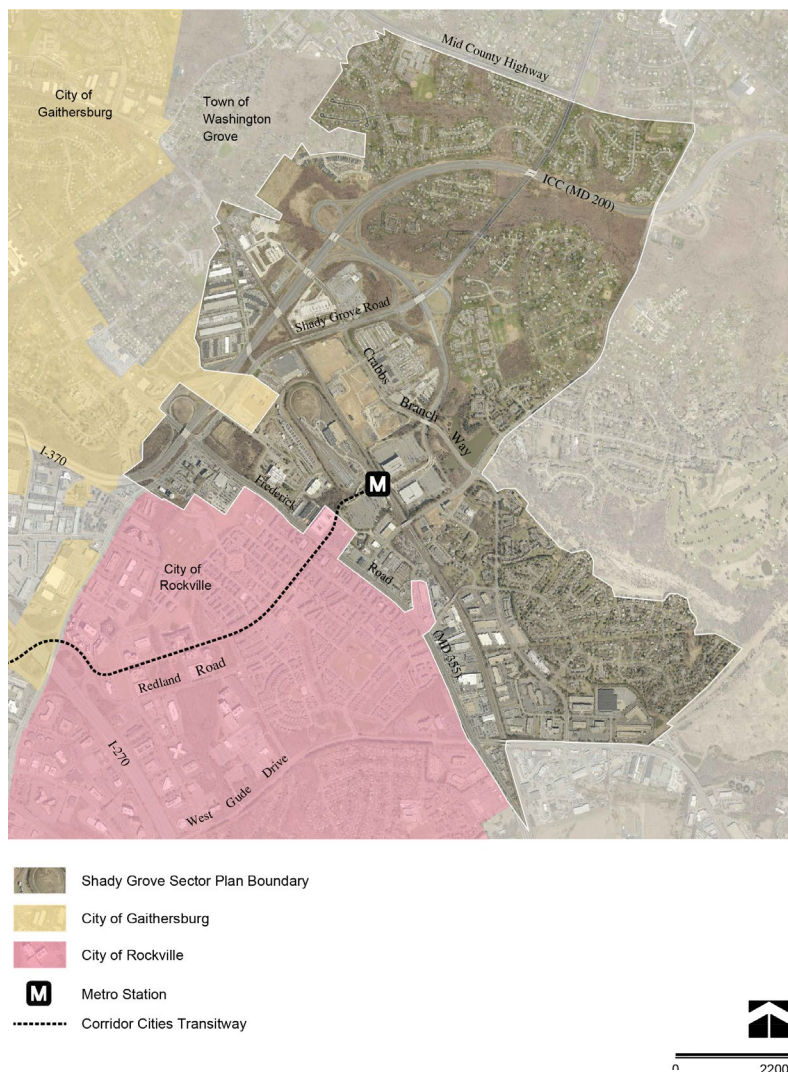


Figure 1: Shady Grove Sector Plan and adjacent municipalities

Equipment Maintenance and Transit Operations Center (EMTOC); and the Processing Facility and Transfer Station.

As the northernmost station on the County's western portion of the Metro's Red line, the Shady Grove station is a transportation hub and a major destination in the mid-County area. The Metrorail station serves a highly populated area, including the communities of Derwood, Gaithersburg, Montgomery Village, Germantown, and Clarksburg. The station has approximately 5,800 parking spaces, the highest number of spaces of all 44 stations in the Metrorail system that provide parking. The Metrorail station is the planned starting point for the Corridor Cities Transitway (CCT), a 15-mile transit line that would run from the Shady Grove Metrorail Station to the Clarksburg area.

OVERVIEW OF STAGING AND IMPLEMENTATION

Transforming a portion of the Shady Grove area from an industrial service park to a new mixed-use community is complex and challenging. To ensure an appropriate balance between new development and necessary public infrastructure, the 2006 *Shady Grove Sector Plan* has staging provisions. Other aspirational plans that envision long-term transitions, such as the 2010 *White Flint Sector Plan* and the 2010 *Great Seneca Science Corridor Master Plan*, also have staging plans. The progress of these plans is important to the economic growth of the County. To monitor these three plans' implementation progress, the Planning Department produces the *Biennial Master Plan Monitoring Report* every other year.

Staging Sequence: Relocation of the County Service Park

Stage 1 2,540 dus 40% 1,570 jobs 22%		Stage 2 3,540 dus 55% 2,650 jobs 40%		Stage 3 – Remaining Density 6,340 dus 7,000 jobs	
Before Stage 1		Before Stage 2		Before Stage 3	
<ul style="list-style-type: none"> Adopt zoning and sectional map amendments Establish TMD 		<ul style="list-style-type: none"> Evaluate need for new school and ask MCPS to program accordingly Fund/dedicate one park Evaluate TMAGs and intersections for conformance to standards Fund Metro Access Partial Interchange Fund MD 355/Gude Drive interchange or other improvements to achieve acceptable service level Planning Board finding to proceed to Stage 2 		<ul style="list-style-type: none"> Fund library Construct elementary school unless MCPS has alternative means to serve children Fund construction of second local park Review all public facilities and determine whether any changes to the Plan are required Fund Redland Road and Crabbs Branch Way roadway improvements Fund pedestrian underpass Fund area-wide pedestrian and bikeways Planning Board finding to proceed to Stage 3 	
				Build-out	

Staging Sequence: No Relocation of the County Service Park

Stage 1 1,500 dus 36% 1,570 jobs 22%		Stage 2 2,500 dus 60% 2,650 jobs 40%		Stage 3 – Remaining Density 4,100 dus 7,000 jobs	
Before Stage 1		Before Stage 2		Before Stage 3	
<ul style="list-style-type: none"> Adopt zoning and sectional map amendments Establish TMD 		<ul style="list-style-type: none"> Evaluate need for new school and ask MCPS to program accordingly Fund/acquire one park Evaluate TMAGs and intersections for conformance to standards Fund Metro Access Partial Interchange Fund MD 355/Gude Drive interchange or other improvements to achieve acceptable service level Planning Board finding to proceed to Stage 2 		<ul style="list-style-type: none"> Fund library Construct elementary school unless MCPS has alternative means to serve children Review all public facilities and determine whether any changes to the Plan are required Fund Redland Road and Crabbs Branch Way roadway improvements Fund pedestrian underpass Fund area-wide pedestrian and bikeways Planning Board finding to proceed to Stage 3 	
				Build-out	

Figure 2: 2006 *Shady Grove Sector Plan* Staging Alternatives

The *Shady Grove Sector Plan* has three stages, as shown in Figure 2, that limit the amount of residential and commercial development that can occur in each stage and requires funding of infrastructure and evaluation of the delivery of public facilities prior to proceeding to the next stage. Soon after the Sector Plan was approved, the two Stage 1 triggers were accomplished: the Plan's zoning recommendations were approved through a Sectional Map Amendment and the Greater Shady Grove Transportation Management District (TMD) was established.

A key element to successful implementation of the 2006 *Shady Grove Sector Plan* is the relocation of the light industrial uses at the publicly owned Montgomery County Service Park (CSP) to redevelop the area into a mixed-use, transit-oriented community. At the time the Sector Plan was approved, it was not clear whether all, or a portion, of the CSP could be relocated, due to the complexity and cost of such an endeavor. The Sector Plan outlined two staging options, one that assumed relocation of the CSP and one that assumed no relocation of the CSP (see Figure 2).

Smart Growth Initiative

Implementation of the Sector Plan's bold vision started with the challenge of finding new locations for the industrial uses, and then funding and building new facilities. In 2008, the County Executive established the Smart Growth Initiative as a major step toward relocating uses in order to redevelop the CSP. Like the *Shady Grove Sector Plan*, the 2010 *Great Seneca Science Corridor Master Plan* also contained recommendations to relocate a public facility, the Public Safety Training Academy (PSTA), to provide land adjacent to the Life Sciences Center for a new residential community. The relocation efforts for both these master plans were included in the Smart Growth Initiative. To facilitate this initiative, the County purchased several properties, including two properties in the Shady Grove Plan area ("Casey 6 and Casey 7"), the GE Tech Park/National Geographic property on Darnestown Road (Route 28), and the Webb Tract on Snouffer School Road.

A significant portion of the light industrial uses at the CSP have been relocated and the area is being redeveloped; therefore, the Sector Plan's staging option that assumes relocation of the CSP is the applicable scenario upon which to evaluate the density and the staging triggers. Under the CSP relocation option, the Sector Plan recommends up to 6,340 residential dwelling units over three stages. Stage 1 allows up to 2,540 dwelling units and 1,570 jobs. The Sector Plan has not proceeded beyond Stage 1 and the remaining development capacity in Stage 1 is 174 dwelling units and 638 jobs.

The Montgomery County Public Schools (MCPS) Shady Grove Bus Depot is the last remaining public facility located at the CSP. In 2014, the County's Department of General Services (DGS) issued a Request for Development Proposals for Jeremiah Park (Shady Grove Station, Eastside) and entered into an agreement with LCOR and NVR for the sale of this property. The County Council has delayed approving the Declaration of No Further Need (DNFN) for the property and has required interim and long-term solutions for the relocation of the MCPS bus depot. A variety of alternative sites have been considered, but no decisions have been made about where to relocate the MCPS buses.

PURPOSE OF THE AMENDMENT

Since the *Shady Grove Sector Plan* was approved twelve years ago, there have been several substantive changes to the County's land use planning policies and practices, including the approval of the 2013 *Countywide Transit Corridors Functional Master Plan*, adoption of a revised Zoning Ordinance in 2014, an update to the County's Subdivision Staging Policy in 2016, and new data-driven approaches to transportation planning. For these reasons, the time is right to revisit some of the implementation recommendations, particularly the transportation recommendations, in the Sector Plan.

As stated in the 2006 Plan's staging framework on page 111, the goal of the phasing is to balance new development with infrastructure that supports growth:

This Plan stages new housing and commercial uses with public facilities to minimize further traffic congestion, crowded schools, and inadequate recreation. Staging requirements will help ensure that quality of life in the Shady Grove planning area will not be degraded due to a lack of public facilities. This Plan supports staging strategies that are responsive to public fiscal concerns. The Plan's proposals to relocate County Service Park facilities, create a new urban street network, provide one elementary school, and establish several new public parks will require some form of public/private partnerships or direct private funding.

While this overall staging framework is still largely relevant, in the context of best planning practices, it is important to reexamine some of the 2006 Plan's assumptions to ensure that the area is positioned for continued, successful redevelopment. This Minor Master Plan Amendment will focus on the staging triggers in the 2006 Sector Plan, particularly the transportation requirements (see Figure 2). Significant infrastructure is required to open Stage 2, including a new grade-separated interchange at the intersection of Frederick Road (MD 355) and Gude Drive or other transit or transportation improvements that would make the intersection function at an acceptable level. Stage 2 also requires funding for a Metro Access Partial Interchange to ensure adequate access to the Metro station.

The Amendment will examine existing traffic conditions and levels of service as well as the probability of the Stage 2 transportation projects proceeding and, if so, the prospective timing of them. The Amendment will specifically consider what transit improvements could be provided to achieve acceptable congestion levels. Bus Rapid Transit (BRT) was not part of the County's long-range transit network when the 2006 Sector Plan was prepared. The 2013 *Countywide Transit Corridors Functional Master Plan* proposes a BRT along MD 355. The MD 355 South BRT is planned from the Bethesda Metrorail Station to the Rockville Metrorail Station and this segment is currently being studied. The MD 355 North BRT is planned from the Rockville Metrorail Station to Germantown. The traffic analysis for the Amendment will consider BRT's role along MD 355.

In addition to reexamining the staging triggers, this Plan Amendment will also examine zoning classifications, such as the Moderate Industrial (IM) and the Commercial Residential (CR) zones, which were established pursuant to the 2014 Zoning Ordinance rewrite and applied through a Countywide Map Amendment. The area's current zoning, including the changes from the 2014 rewrite, is shown on Figure 10.

The 2006 Sector Plan, and its associated Implementation Plan, did not create a mechanism to allocate, monitor, and track new residential and commercial development. Therefore, the Planning Department established the preliminary plan phase of the regulatory process as the time to allocate the density from approved developments in terms of the staging capacity. Traditionally, the findings for Adequate Public Facilities (APF) are determined at preliminary plan; hence, there is some symmetry with this approach for allocating development. This Amendment may explore developing a mechanism to equitably distribute residential and commercial development, while accounting for the long-term redevelopment horizons for approved projects, such as Shady Grove Station. The 2010 *White Flint Sector Plan*, along with its implementing legislation, established a Staging Allocation Request process to assign staging capacity based on the order in which requests for capacity are received. Something similar could be considered for Shady Grove during the minor Amendment process.

PLANNING FRAMEWORK AND BACKGROUND

The County's long-term land use policy for Metrorail stations has been to place high density housing and commercial uses at these locations to maximize the investment in transit and reduce auto dependence. Prior to the extension of Metrorail to Shady Grove in the 1980s, the County intentionally located light industrial uses, such as the Transfer Station, at Shady Grove because the centralized location and extensive road network provided convenient access to and from the area for users and employees, as well as for distribution of services and vehicles, including school buses.

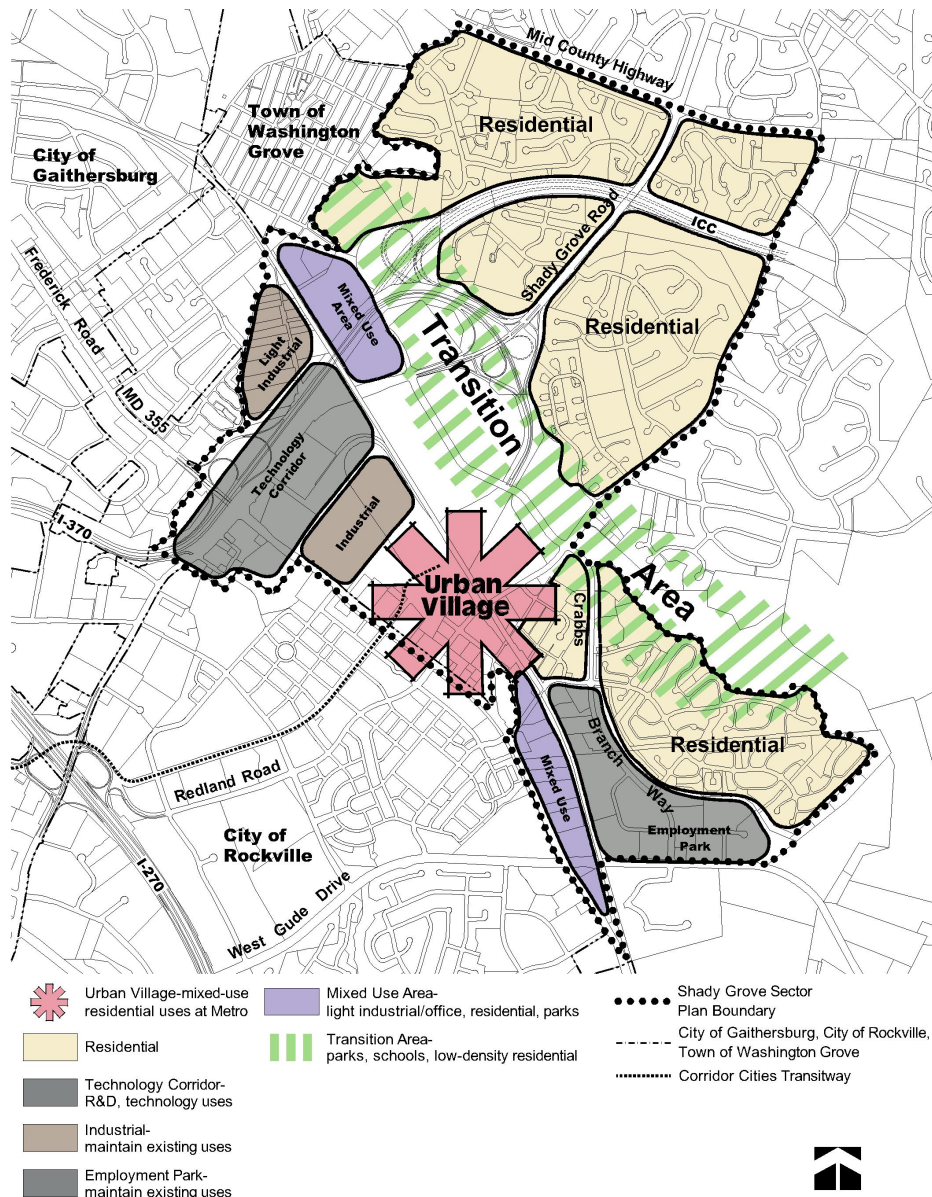


Figure 3: 2006 *Shady Grove Sector Plan* Land Use Vision

In addition to the Transfer Station and WMATA's maintenance yard, the 91-acre CSP was also located at Shady Grove. The CSP included a large inventory of local government functions: the County's Fleet Management Services, which provided parking for heavy equipment; the MCPS Food Service production; the Department of Liquor Control's offices, warehouses, and distribution center; the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Park Maintenance facility with warehouses, offices and training facilities, indoor and outdoor materials storage, and the MCPS Bus Maintenance Depot.

The 2006 *Shady Grove Sector Plan*'s conceptual framework includes an urban village surrounding the Metro station, a technology corridor along Shady Grove Road, and a transitional area between the Metro station and the established Derwood residential communities (see Figure 3). The 2003 *Transportation Policy Report* (TPR) also provided a Countywide framework to promote more residential development at transit stations in the I-270 Corridor to improve the Corridor's overall jobs-to-housing balance. This report initiated a comprehensive review of a series of plans along the I-270 Corridor that encouraged residential development, including Twinbrook (2009), Great Seneca (2010) and White Flint (2010).

The 2006 *Shady Grove Sector Plan* states that Shady Grove is envisioned 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 11).

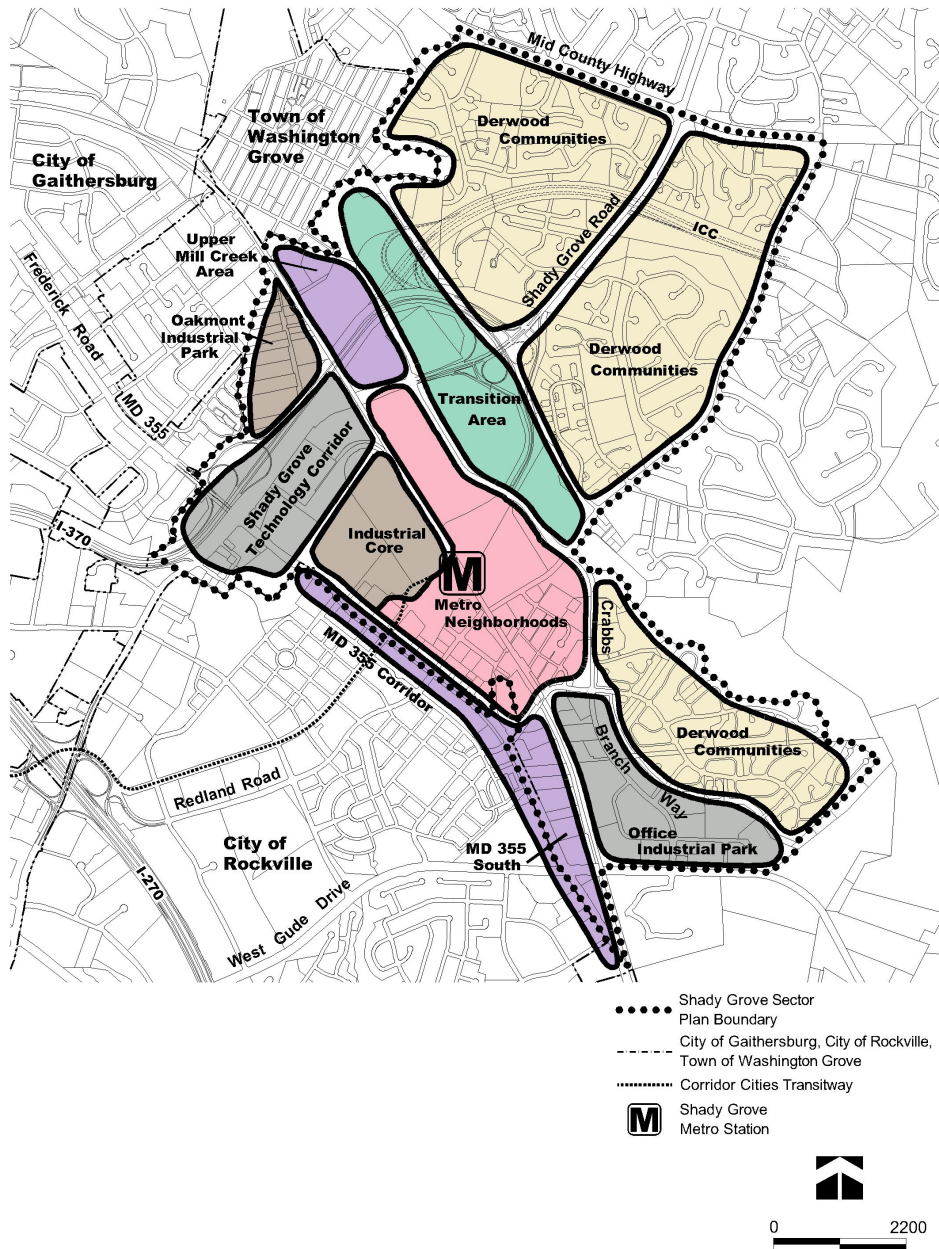


Figure 4: 2006 *Shady Grove Sector Plan* Districts and Corridors

The 2006 *Shady Grove Sector Plan* identifies districts and corridors, some of which are recommended for significant land use changes, others for limited change, and others for no change (see Figure 4). The CSX rail line runs through the Shady Grove Plan area and serves the County's Transfer Station and WMATA's maintenance yard, both of which are in the Sector Plan area, and require rail access for their operations. The Sector Plan recognizes that these essential public utility operations cannot be relocated and designates the 52-acre Transfer Station and rail maintenance yard as the Industrial Core.

The Sector Plan's focus for redevelopment is the area identified as the Metro Neighborhoods, shown on Figure 5. The Metro West neighborhood is the area where the highest densities and building heights are

recommended. The Sector Plan also recommends a new street network within the Metro Neighborhoods, along with several bikeways.

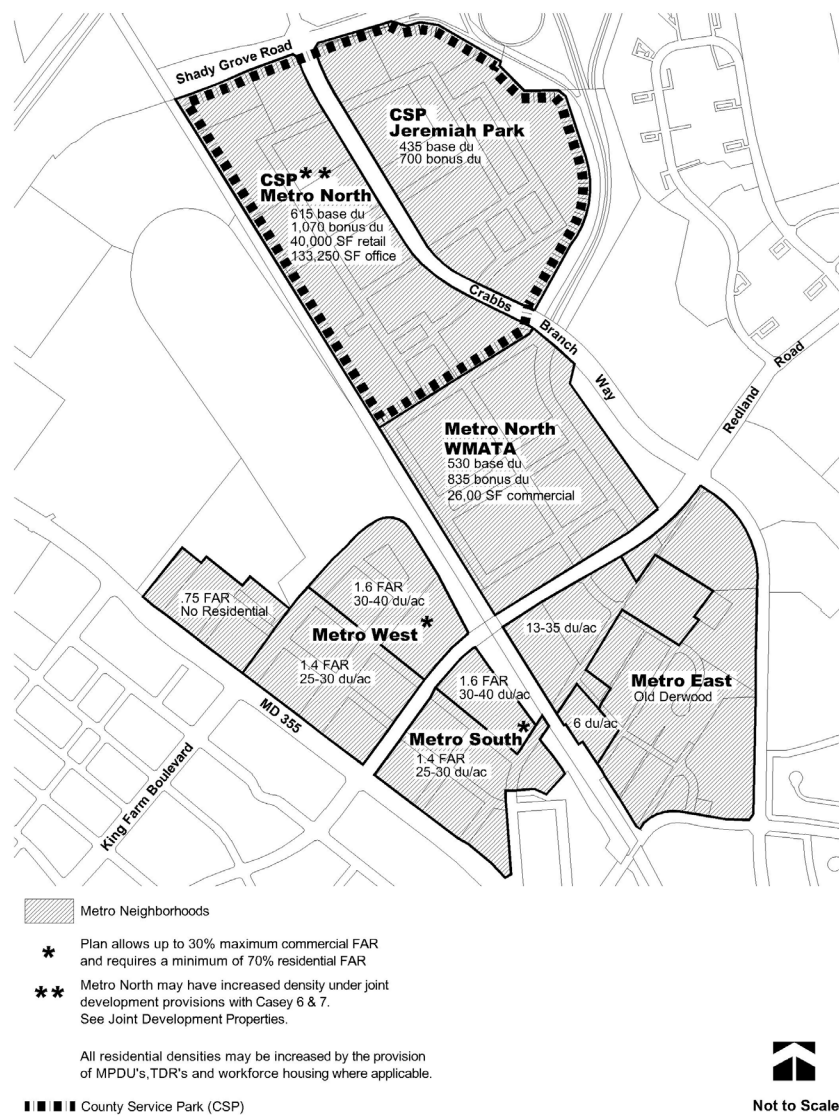


Figure 5: 2006 *Shady Grove Sector Plan* Metro Neighborhood Densities

Along Shady Grove Road, the Plan promotes advanced technology and biotechnology uses in the Shady Grove Technology Corridor. No new development has occurred along this Corridor since 2006 and the City of Gaithersburg has annexed the former Great Indoors property, which is now a Carmax. The Upper Mill Creek Area is north of Shady Grove Road and is bisected by I-370. It includes the Casey 6, Casey 7, and Robert's Oxygen properties. The County and State have built the EMTOC and MTA facilities on the two Casey properties.

The 2006 *Shady Grove Sector Plan* does not recommend any substantial changes to the Oakmont Industrial Park, the Crabbs Branch Office Industrial Park, and the residential neighborhoods of the Derwood Communities. Derwood is a large community of single-family neighborhoods, some of which

surround the Metrorail station and are within the Sector Plan, but much of Derwood extends beyond the Sector Plan's northern and eastern boundaries. The established Derwood residential neighborhoods within the Plan area boundaries are to remain as is and the Plan establishes a "Transition Area" between the redeveloping areas around the Metrorail station and the Derwood Communities to provide appropriate transitions. Parks, a potential school site, and low-density housing types, such as townhouses, are recommended for the Transition Area.

Annexations

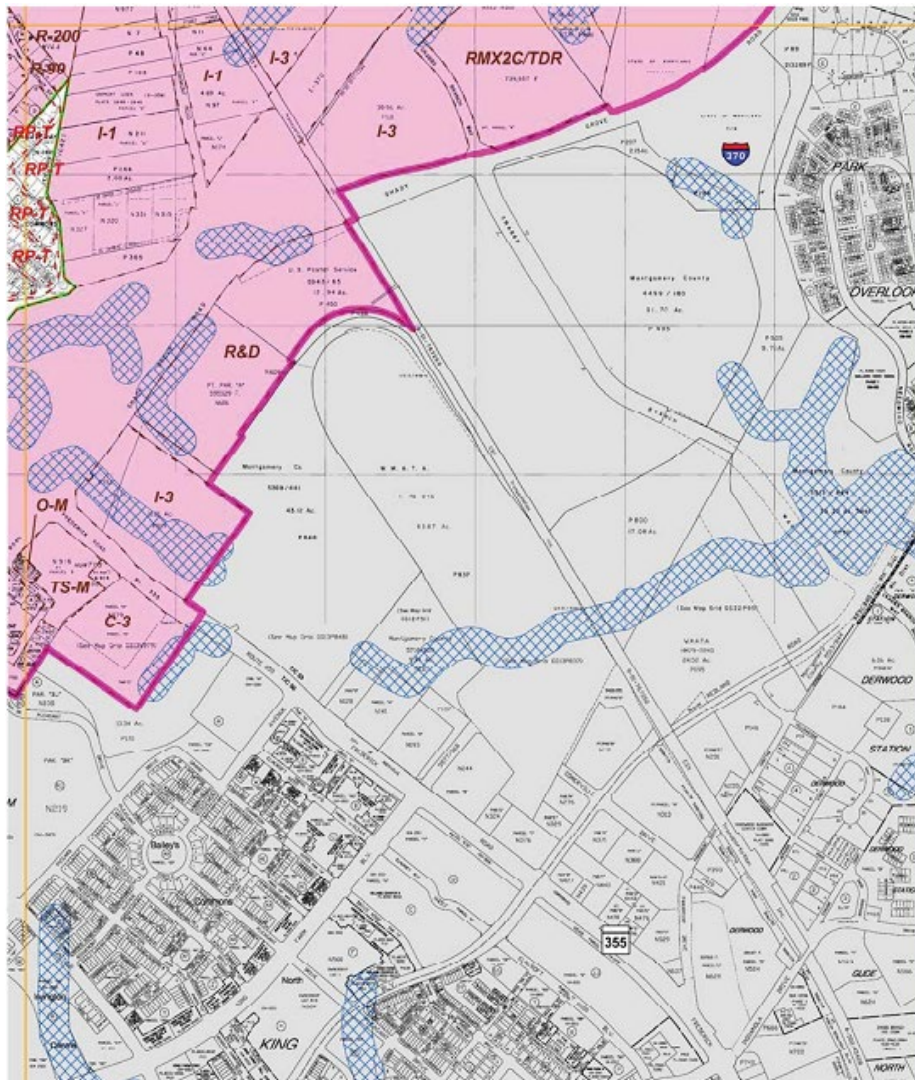
There is some concern that future annexations by the municipalities of Rockville and Gaithersburg would continue to fragment the Plan area. Rockville's and Gaithersburg's Maximum Expansion Limits (MEL) encompass large segments of the Plan area, including properties along Shady Grove Road and west of the Metro station (see Figures 6 and 7). Annexations cannot be prevented by the County if they are consistent with the Annotated Code of Maryland.

The municipalities of Rockville and Gaithersburg have annexed three properties in the Sector Plan area since 2006. The City of Rockville has annexed Reed Brothers Dodge and Carmax at the northeastern and southeastern intersection of Frederick Road (MD 355) and King Farm Boulevard extended/Metro Station Road. In 2012, the City of Gaithersburg annexed the Carmax property at 16411 Shady Grove Road.

The 2011 Rockville annexation of the Reed Brothers property led to the Bainbridge at Shady Grove Metro development, which is a 417-unit multifamily residential building. It is located northeast of King Farm Boulevard extended and Frederick Road. The 2006 Sector Plan did not recommend any residential development north of King Farm Boulevard extended because these properties are adjacent to the Transfer Station.

The MELs for Rockville and Gaithersburg both indicate all properties along Shady Grove Road, between Frederick Road and Crabbs Branch Way, could be within each municipality. The City of Rockville's MEL also indicates that the city limits could include the CSP (see Figure 7).

The Town of Washington Grove has acquired the 12-acre Legacy Open Space (LOS) property, which is adjacent to the southern boundary of the Town and is adjacent to the Shady Grove Crossing property. The Town has not annexed this property into its jurisdiction.



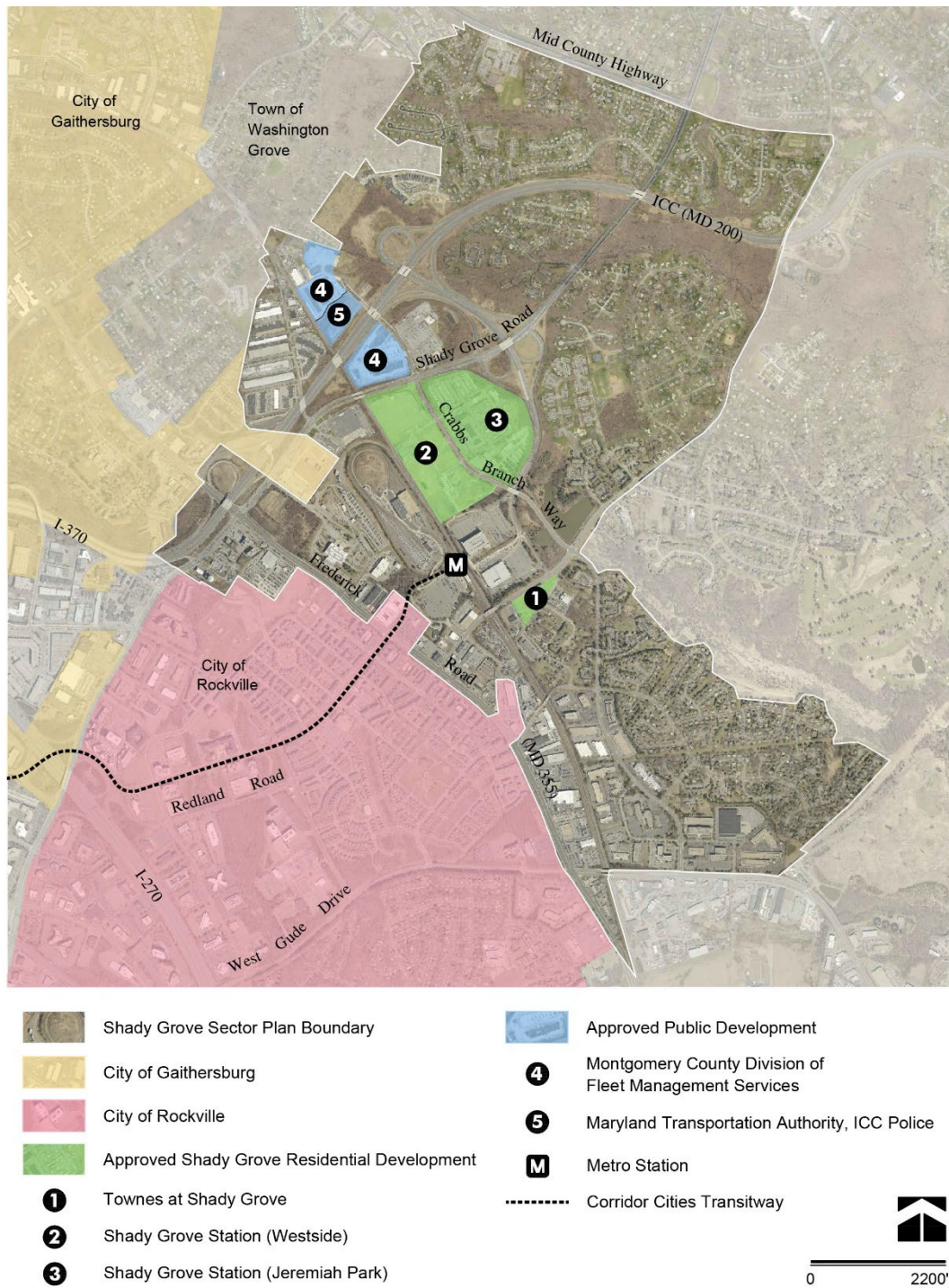


Figure 8: Approved Public and Private Development

The Townes at Shady Grove, located at Redland Road and Yellowstone Way, labeled as Item 1 in Figure 8, is partially built with 36 townhouses and three single-family residential units. A 110-unit multi-family residential building has also been approved as part of this development and is now under construction.



Townes at Shady Grove

Shady Grove Station, labeled as Item 2 and 3 in Figure 8, is the name of the development project that has been approved on land formerly used for the CSP. The entire Shady Grove Station project is approved for 2,210 dwelling units and is divided into two segments: Shady Grove Station/ Westside and Shady Grove Station/Eastside, Jeremiah Park. Shady Grove Station/Westside (Phase I) is under construction on the west side of Crabbs Branch Way (see #2 on Figure 8). Development on the east side of Crabbs Branch Way has not begun. Highlights of this development include:

- This portion of the redevelopment project is a joint venture between Montgomery County and EYA, and it will deliver up to 1,521 residential dwelling units, including up to 407 townhouses, up to 1,114 multi-family residential dwelling units, 84,828 square feet of retail/commercial, and space for a public library.
- The first multi-family residential project, the 333-unit Daley building, is completed and 148 residential townhouses are under construction.
- A significant amount of affordable housing, including 211 moderately priced dwelling units (MPDUs) and 116 workforce housing units, are included in this development.



Shady Grove Station, Westside (Phase 1)

The County has built the David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC) / Division of Fleet Management Services at the northwestern intersection of Crabbs Branch Way and Shady Grove Road, north of I-370 (Figure 9). Completed in 2013, the EMTOC is the new location for Montgomery County Ride On buses, service maintenance bays, compressed gas and diesel fueling stations, and administrative buildings (see #4 on Figure 8). As shown as Item 5 in Figure 8, MTA has built a new Police station and an administrative services office for the ICC, which is immediately north of I-370.



Figure 9: Montgomery County EMTOC

In addition to new residential and non-residential development, a variety of mobility-related infrastructure projects have been implemented in the Plan area since 2006:

- The Intercounty Connector (ICC), also known as Maryland 200 (MD 200), has been completed as a six-lane freeway.
- Crabbs Branch Way has been reconstructed (between Shady Grove Road and the Metro Access Road), into a boulevard with on-street parking, a landscaped median, and shared use paths on both sides of the roadway.
- A pedestrian trail has been installed around the stormwater management pond, which is located at Redland Road and Crabbs Branch Way.
- Portions of Amenity Drive and Crabbs Branch Way extended have been constructed, traversing the Shady Grove Crossing and the EMTOC properties, respectively.
- A shared use path has been installed along the Metro Access Road between Shady Grove Road and the Metro Station.
- Pedestrian crosswalk and sidewalk improvements have been implemented at the intersection of Shady Grove Road and Crabbs Branch Way.

The table below shows the approved development and the remaining development capacity in Stage 1.

	Residential Dwelling Units (DUS)	Non-Residential (Jobs)
Sector Plan Stage 1 Limit	2,540	1,570
Shady Grove Station	2,210	204 ¹
Townes at Shady Grove	156	NA
Equipment Maintenance and Transit Operations Center (EMTOC)	NA	720 ²
ICC Maintenance and Police	NA	19
Total Approved Development	2,366	943
Remaining Stage 1 Development	174	627

ISSUES TO BE ADDRESSED BY AMENDMENT

Staging

The primary rationale for this Minor Master Plan Amendment is to reevaluate the staging requirements, especially the mobility triggers, in the 2006 *Shady Grove Sector Plan*. The Stage 1 triggers have been implemented, including the establishment of the Greater Shady Grove Transportation Management District. The evaluation of Traffic Management Agreements (TMAs) from approved developed (Shady Grove Station and Townes at Shady Grove), which is a Stage 2 trigger, are incomplete because these two developments are partially complete. The funding for a variety of transportation infrastructure projects, such as the Metro Access Road partial interchange and the evaluation of roadway intersections, are required to begin Stage 2.

Stage 2 transportation triggers include the following:

- The Planning Board will consider the aggregate performance of Traffic Mitigation Agreements (TMAs) in the Shady Grove Policy Area in the decision to move to Stage 2. If the sum total of vehicle trips from all participating sites exceeds the sum of the allowed trip caps, then the plan should not be considered ready to move to the subsequent stage.
- Each of the plan area's major intersections must operate at or better than its respective Subdivision Staging Policy (SSP) Local Area Transportation Review (LATR) level of service standard or congestion level at the time of the plan's adoption, whichever is greater.
- The Metro Access Road partial interchange must be funded to ensure adequate access to the Metro station.

¹ This number was derived by using the Planning Department's standard square foot per employee by job type: 250 square feet for office; 400 square feet for retail; and 450 square feet for industrial.

² The EMTOC is 323,981 square feet of industrial development.

- Fund the MD 355/Gude Drive interchange for completion within the first four years of the Consolidated Transportation Program (CTP), the Capital Improvements Program (CIP), or other transit or transportation improvements that would make the intersection function at an acceptable level. “Acceptable” is defined as the applicable intersection congestion standard in the Growth Policy, which is now called the Subdivision Staging Policy (SSP).

An evaluation of existing transportation conditions, more than a decade after the Plan’s adoption, along with the forecast conditions at major intersections and the associated infrastructure requirements, will also be evaluated within this Plan Amendment. Similarly, this Amendment will also reevaluate the recommended public facilities in the 2006 Sector Plan’s staging plan. The Amendment will also reconsider the total amount of new residential and non-residential development for the Plan area.

Transportation

To begin Stage 2, the Sector Plan requires the evaluation or funding of new transportation improvements, such as the funding of new roadways. The evaluation of Traffic Mitigation Agreements (TMAGs) from approved developments are incomplete since both Shady Grove Station, Westside and Townes at Shady Grove are partially complete. The necessity and sequence of the transportation staging requirements will be reexamined as part of this Amendment.

The 2006 Sector Plan expected that new roadways would be funded either through the Capital Improvements Program (CIP) or the State’s Consolidated Transportation Program (CTP). Three potential interchanges are identified in the Sector Plan, including one at Frederick Road and Gude Drive. The interchange at I-370 and MD 200 has been built as part of the ICC project. The County’s FY19-24 Facility Planning for Transportation projects includes the Frederick Road and Gude Drive interchange as a candidate project to start in FY21-24.

The 2016 SSP introduced new Local Area Transportation Review (LATR) standards, which differ from the LATR standards in effect when the Sector Plan was approved in 2006. The Plan area covers portions of two transportation policy areas: the Derwood policy area and the Shady Grove Metro Station Policy Area (MSPA). The Derwood policy area is further away from the Metro Station, while the MSPA surrounds the Metro station area. The traffic congestion standard for signalized intersections in the Derwood policy area and the Shady Grove MSPA is a volume-to-capacity ratio of 0.92 and 1.13, respectively (using the Highway Capacity Manual method), which translates to an average vehicle delay of 55 seconds/vehicle and 120 second/vehicle, respectively.

Frederick Road (MD 355) Bus Rapid Transit (BRT) and the Corridor Cities Transitway (CCT) are two proposed future BRT routes that will service the Plan area. The 2013 *Countywide Transit Corridors Functional Master Plan* identifies Frederick Road as the MD 355 North Corridor in the proposed BRT network. Montgomery County Department of Transportation (MCDOT) is leading the MD 355 BRT project to study future rapid bus service along MD 355 between downtown Bethesda and Clarksburg.

The CCT is a planned 15-mile BRT route between the Shady Grove Metro Station and a location near the COMSAT facility in Clarksburg. The first 9-mile segment of the CCT would begin at the Shady Grove Metro Station, continue along King Farm Boulevard extended, and terminate at Metropolitan Grove. The Maryland Transit Administration has completed the CCT’s environmental assessment but there is no construction funding for the first phase of the CCT.

BRT’s role along MD 355 will be reviewed as part of this Amendment since it was not considered as part of the 2006 *Shady Grove Sector Plan*.

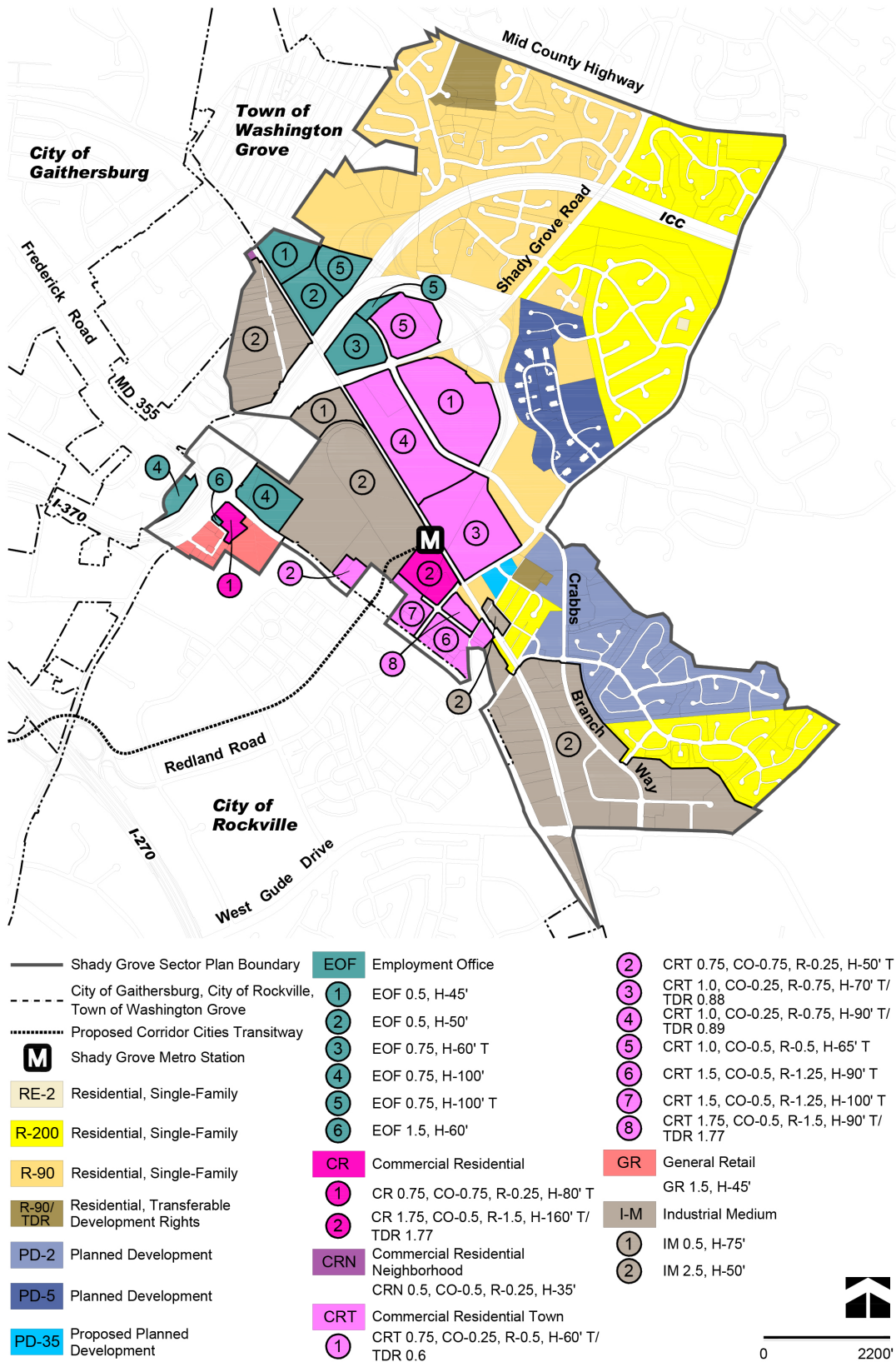


Figure 10: Existing Zoning

Land Use and Zoning

The intent of this Amendment is to stay within the overall density limits established in the 2006 *Shady Grove Sector Plan*, while possibly making some minor zoning modifications. WMATA, a key property owner in the Plan area, anticipates conducting a feasibility study for future development at the Shady Grove Metrorail Station.

The 2006 Sector Plan recommended new mixed-use zones to implement the recommendations in the Metro neighborhoods: the Transit-Oriented Mixed Use (TOMX) and Transit-Oriented Mixed Use-Transferable Development Rights (TOMX-TDR). In 2014, the County Council approved a revised Zoning Ordinance, via the Countywide District Map Amendment, that replaced the Sector Plan's TOMX zones with the Commercial Residential (CR) and Commercial Residential Town (CRT) zones (see Figure 10). This Amendment will review the zoning classifications for properties in the Plan area to determine if adjustments are necessary.

Public Facilities

The 2006 *Shady Grove Sector Plan* recommends a variety of public facilities, including elementary school sites, public parks, a fire station, and a library, to support the anticipated new community. This Amendment will address the recommended public facilities in the staging plan. The near-term and long-term needs for MCPS will be addressed. Three school clusters serve the Plan area: Magruder, Gaithersburg and Richard Montgomery. The 2006 Plan recommends an elementary school at Jeremiah Park (Shady Grove Station Eastside) or at the Casey at Mill Creek property. The Casey property was acquired by the Parks Department for a future park, if Amity Drive is connected to Crabbs Branch Way. The approved Shady Grove Station preliminary plan has an elementary school site, along with a four-acre public park, Jeremiah Park. However, if the MCPS school bus depot is not relocated, then the Jeremiah Park site becomes infeasible.

Historic Resources

The 2006 *Shady Grove Sector Plan* recommended the evaluation of four properties, primarily in Old Derwood, as potential listings for the *Locational Atlas and Index of Historic Sites*. None of the recommended properties have been evaluated by the historic preservation staff or the Historic Preservation Commission (HPC). This Amendment will reexamine the appropriateness of listing these properties as potential historic properties. Additionally, the 2006 Plan recommends supporting rezoning of the Derwood Store and Post Office (Locational Atlas Individual Resource) from R-200 to PD-22 to support adaptive reuse of the historic building. However, the updated Zoning Ordinance has eliminated the PD zone. This Amendment will make recommendations for this property, which may be suitable for redevelopment and adaptive reuse.

PUBLIC OUTREACH

Outreach efforts for this Plan Amendment will include a variety of strategies, including an open house, a series of workshops, and small group meetings to engage residents, surrounding neighborhood associations, business owners, community organizations, and the existing Shady Grove Implementation Advisory Committee. Public engagement will also include social media, electronic newsletters, and other communication tools. The municipalities of the Town of Washington Grove, City of Rockville, and City of Gaithersburg will also play an important role in the Plan's outreach efforts.

PROJECT TIMELINE

This Minor Plan Amendment began in October 2018. The Planning Board is currently scheduled to review a draft of the preliminary recommendations of the Minor Plan Amendment in March 2019 and transmit the Planning Board's Draft to the County Executive and County Council by July 2019. Significant milestones for the Minor Plan Amendment, per the Department's current work program, are indicated below:

- October 2018 - February 2019: Staff outreach, analysis and Plan development
- March - July 2019: Planning Board Public Hearing and worksessions
- August 2019: County Executive Review
- October 2019 - March 2020: County Council's Public Hearing and worksessions

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