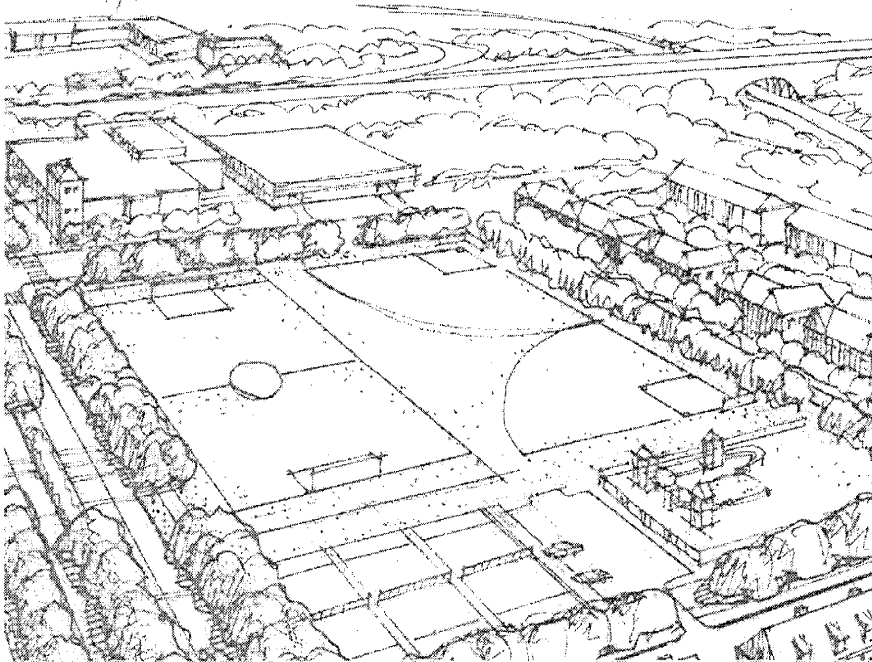


SEPTEMBER 2003

SHADY GROVE

STAFF DRAFT SECTOR PLAN



Prepared by:

The Maryland-National Capital Park and Planning Commission

To be approved by:

The Montgomery County Council

To be adopted by:

The Maryland-National Capital Park and Planning Commission

ABSTRACT

TITLE: Staff Draft Shady Grove Sector Plan

SUBJECT: A redevelopment plan for the Shady Grove Metro Station area

DATE: September 2003

SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

ABSTRACT: This document contains the text and supporting maps of the *Shady Grove Sector Plan*. This Sector Plan is a comprehensive amendment to the approved and adopted 1990 *Shady Grove Study Area Master Plan* and the 1996 *Amendment to the Gaithersburg & Vicinity Master Plan*. It also amends the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended.

CERTIFICATION OF APPROVAL AND ADOPTION

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

1. The preparation, adoption, and, from time to time, amendment or extension of The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties;
2. The acquisition, development, operation, and maintenance of a public park system; and
3. In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, 301-495-4600 or TDD 301-495-1331.

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NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its plan area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a countywide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant countywide functional master plans, master plans should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Master plans generally look ahead 20 years from the date of adoption, although it is intended that they be updated and revised every ten to fifteen years. The original circumstances at the time of plan adoption will change, and specifics of a master plan may become less relevant as time passes.

THE SECTOR PLAN PROCESS

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Planning Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Planning Board in its worksessions on the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit the Master Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations regarding the Planning Board Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Master Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

ADOPTED PLAN — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

TABLE OF CONTENTS

INTRODUCTION	1
Within the I-270 Corridor	1
Context.....	1
Planning History	1
DESCRIPTION OF THE SECTOR PLAN AREA	5
Existing Land Use	5
Demographics	5
Housing and Households	7
Employment and Retail Uses	8
Planning Policies	8
VISION	11
Goals.....	12
Plan Policies.....	12
LAND USE AND URBAN DESIGN	19
Overview	19
Derwood Communities	19
Shady Grove Road Technology Corridor.....	25
Metro Neighborhoods.....	29
Metro West.....	33
Metro South.....	34
Metro North	34
Metro East/Old Derwood	36
Industrial Core	38
Buffer Area	41
Sites North of Shady Grove Road	41
Jeremiah Park	43
Office Industrial Park	44
MD 355 Corridor.....	44
Oakmont Industrial Park.....	45
Special Exception Guidelines	46
AREA-WIDE ELEMENTS	49
Housing	49
Transportation	53
Public Facilities.....	73
Environment	83
IMPLEMENTATION	89
Staging	89
Funding Mechanisms	90
Zoning Plan	91
Guidelines for Regulatory Planning and Review	96

LIST OF ILLUSTRATIONS

Wedges and Corridors.....	3
Existing Land Use.....	4
Vacant and Potentially Redevelopable Properties.....	6
Land Use Vision	10
Transit and Pedestrian-Oriented Principles	15
Park Network.....	16
Districts and Corridors	18
Derwood Community	20
Residential Communities.....	21
Shady Grove Road Technology Corridor.....	24
View of Shady Grove Road Technology Corridor.....	27
Metro Neighborhoods.....	28
View of Town Square	31
View of Redland Road.....	31
View of the Promenade	32
View of Metro Station – East Side	35
Metro Neighborhoods Illustrative Concept.....	39
Buffer Area	40
View of Jeremiah Park.....	42
View of MD 355 Looking South	44
Proposed Land Use.....	47
Diverse Housing Types	51
Roadway Network	52
Transit Improvements.....	54
Pedestrian Network	58
Existing and Proposed Bikeways	59
Proposed Roadway Network	62
Commercial Business Streets for Metro Neighborhoods.....	65
Streetscape Plan.....	68
Proposed Cross Sections	69
Existing and Proposed Public Facilities	72
Park, Trail, and Open Space Concept.....	74
Existing and Proposed Parks and Open Space.....	76
Urban Park Network	78
Recreation Opportunities.....	79
Watersheds	82
Environmental Protection and Restoration Concept.....	84
Existing Zoning.....	94
Proposed Zoning	95

LIST OF TABLES

Shady Grove/Derwood Population by Race and Ethnicity.....	7
Shady Grove/Derwood Multi-Family Housing.....	7
Bikeway Classifications	60
Street and Highway Classifications	66
Staging Sequence	90
Proposed Zoning	93

INTRODUCTION

The Shady Grove Sector Plan is a step toward the future of the I-270 Corridor in Montgomery County. While the Shady Grove Metro Station may still be at the end of the line, the community around it is fast becoming a mixed-use center. This Plan makes recommendations to build community, incorporate transit, expand open space and parks, improve connections and access, and ultimately, create a “place.”

Today, Shady Grove functions as a transportation center and a focus of service and industrial uses. At the junction of highways, it serves industrial traffic, but the central location of the Metro station gives it the potential to be a transit-centered residential resource. For residents of the neighborhoods surrounding the Metro station, Shady Grove is a community, one that needs to be protected and enhanced.

Ideas for this planning area were conceived in a series of community meetings held between 2000 and 2003. These “charrettes” gathered designers, residents, property owners, and government officials in a short time frame to generate ideas for Shady Grove’s future. The charrettes, coupled with County and State land use policies, has resulted in this Plan’s recommendations for significant land use change, to create a new, mixed-use residential community in the I-270 Corridor.

This Plan provides for appropriate development at a Metro station while reinforcing and protecting nearby residential communities.

WITHIN THE I-270 CORRIDOR

Context

The Shady Grove planning area is centrally located in the I-270 Corridor identified by the *General Plan on Wedges and Corridors* at the junction of two transportation systems, the Metro red line and the interstate highway. The planning area is home to the County Service Park that provides the I-270 Corridor with a variety of needed services. The planning area is less densely developed than other areas of the I-270 Corridor, despite the presence of the Metro Station (see *Wedges and Corridors*).

Planning History

Local planning efforts are guided by Maryland’s 1992 Economic Growth, Resource Protection and Planning Act, which encourages development “concentrated in suitable areas,” such as Metro stations. The State’s 1997 Smart Growth Act encourages development principles designed to maximize existing infrastructure and focus investments in new infrastructure, including communities that are walkable and transit accessible. The Shady Grove planning area is identified as a Certified Priority Funding Area under the Smart Growth Act.

Redevelopment in Shady Grove and in the I-270 Corridor is governed by the County’s *General Plan*. Its vision of wedges and corridors strives to consolidate development in corridors and leave the wedges open for low-density development, open space and agricultural uses. Land use growth should occur at Metro stations and the *General Plan* generally encourages mixed uses, including housing. The *General Plan* also stresses the need for compatibility with existing communities and protection of these communities from encroachment of non-conforming land uses, excessive noise, and through traffic.

Finally, it recommends expanding transportation options and encourages a pedestrian-scale development with an emphasis on urban design features and traffic management to create a safe and attractive environment.

Planning for the I-270 Technology Corridor is intended to promote transit-focused communities around the existing high-technology uses and transit stations. To create this vision of the I-270 Corridor, the following goals are recommended:

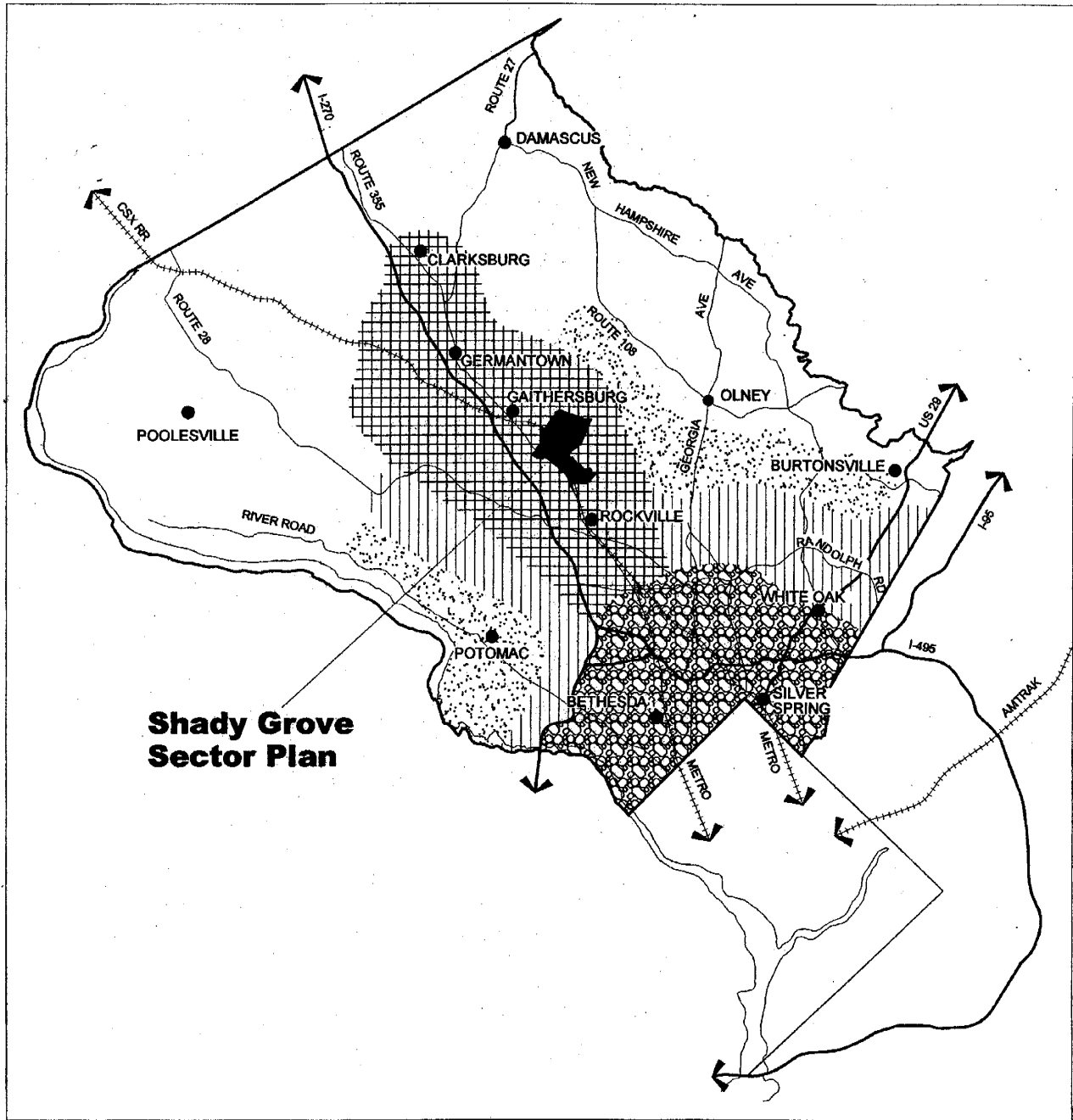
- Provide housing within the Corridor to improve the ratio of jobs and housing, and increase housing choices to a variety of renters and buyers.
- Build new development in a transit-oriented pattern to create walkable communities.
- Provide new transit facilities, including the Corridor Cities Transitway and expanded bus service and park-n-ride facilities.
- Improve pedestrian and bike access and safety to encourage transit use.
- Provide adequate public facilities such as schools, parks, and recreation centers.

The Shady Grove Plan offers the opportunity to reach the goals described in both the *General Plan*. Previous master and sector plans for the area include:







- The 1977 *Shady Grove Sector Plan*. This Plan provided the guidance for the location of the Shady Grove Metro Station, the County Service Park, and the residential community to the east. It proposed rezoning tied to transportation improvements and recommended commercial centers, residential neighborhoods, and light industrial uses.
- The 1985 *Gaithersburg and Vicinity Master Plan*. This Plan included the Shady Grove planning area within its boundaries and reduced the number of required schools. The Plan's primary focus was on the study areas north and south of this Master Plan.
- The 1990 *Shady Grove Study Area Master Plan*. This Plan recommended a shift in land use on the west side of the Metro station from industrial uses to "a major employment and housing center." Recognizing that Shady Grove would not always be a terminal station, the Plan recommended redevelopment of the surface parking lots for mixed-use development. This Plan also recommended the mixed-use neighborhood called the King Farm that has since been annexed by the City of Rockville.
- A 1996 *Amendment to the Gaithersburg and Vicinity Master Plan*. This Plan designated the alignment of the Corridor Cities Transitway to connect the Shady Grove Metro Station with the Life Sciences Center to the west and to stops further north along the I-270 Corridor.

The planning area has built out substantially in accordance with the land use planning recommendations of these plans. From the foundation laid in 1977, this area is ready to be revisited. As this area becomes more attractive for development and redevelopment, this Plan seeks to shape growth into a strong community that offers housing, transportation, employment, and recreational opportunities for all groups.

Wedges and Corridors



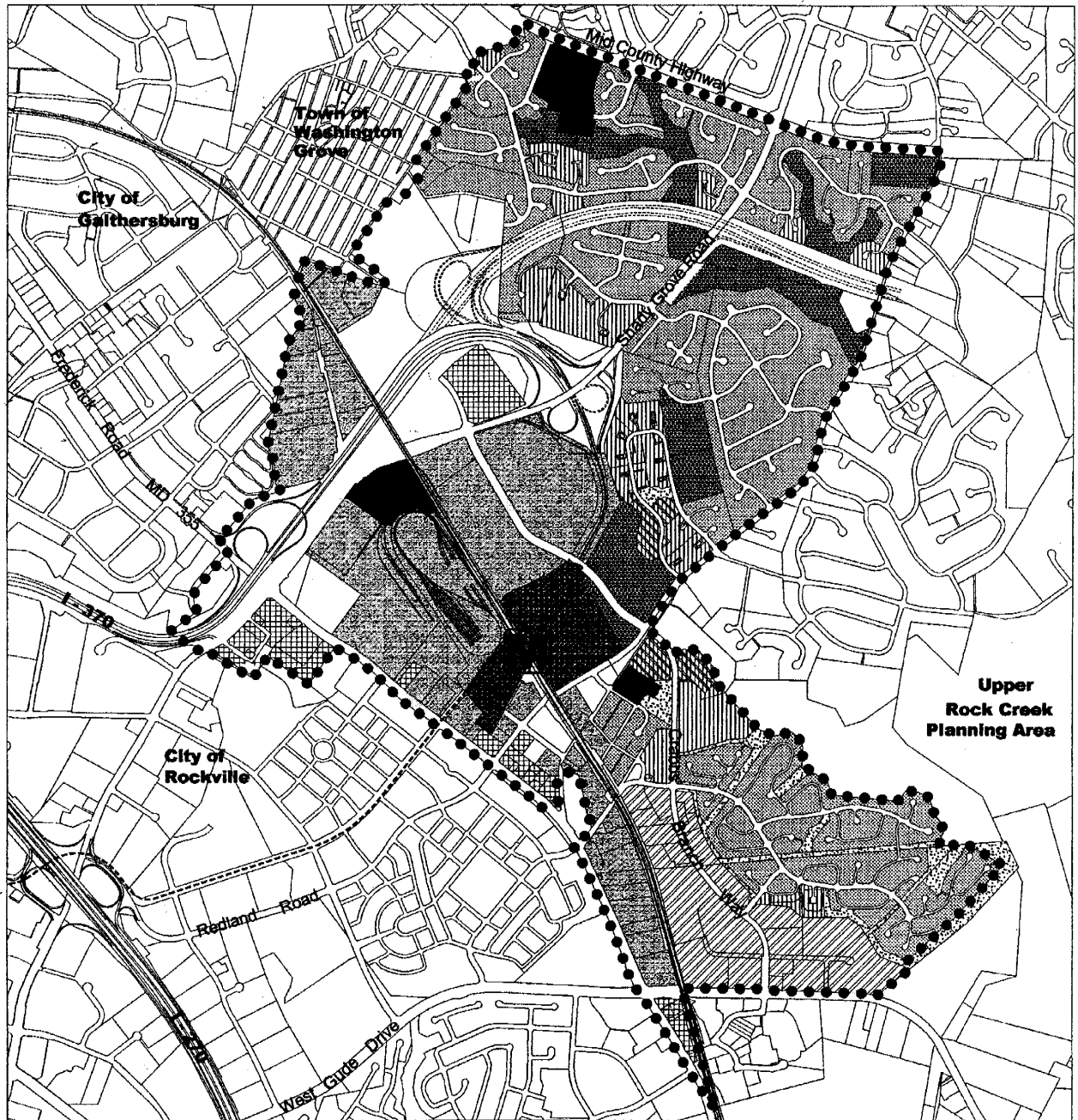
Shady Grove Sector Plan














-  Shady Grove Sector Plan
-  Urban Ring
-  I-270 Corridor
-  Suburban Communities
-  Residential Wedge
-  Agricultural Wedge



NOT TO SCALE

Existing Land Use



- | | | | |
|---|--|---|-----------------------------------|
|  | Residential, Single-Family |  | Institutions (Public and Private) |
|  | Residential, Townhouse |  | Public Parkland and Open Space |
|  | Residential, Multi-Family |  | Private Open Space |
|  | Commercial (Office, Retail, Service) |  | Vacant Land |
|  | Office/Industrial Park |  | Shady Grove Sector Plan Boundary |
|  | Industrial (Auto Dealership/Service, Warehousing, Building Supplies) |  | Corridor Cities Transitway |
|  | WMATA Parking | | |

