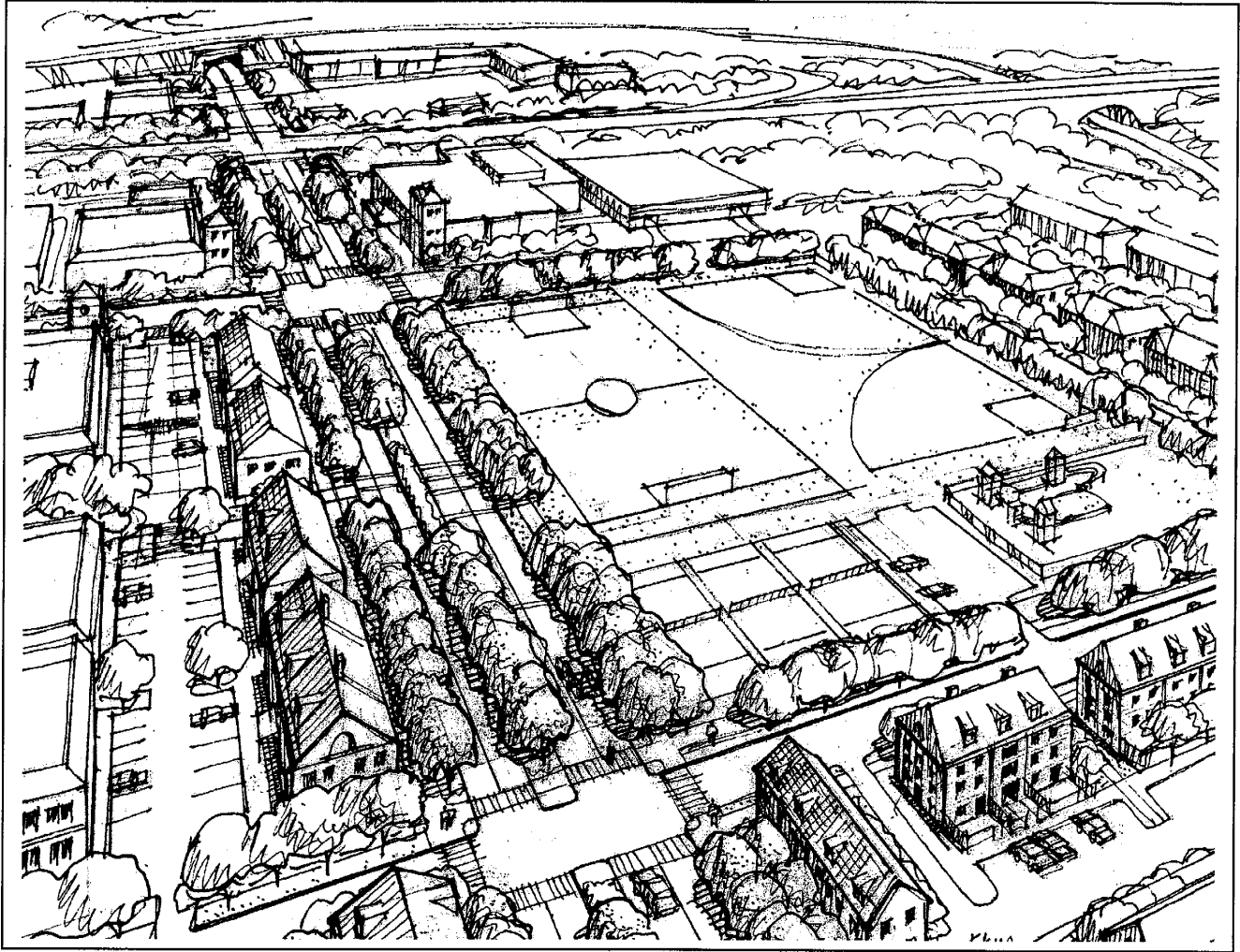


View of Jeremiah Park



Locating future development to provide strong pedestrian connections to the existing center and minimize the amount of additional parking.

- Reconfiguring the parking into a more efficient layout with improved pedestrian access and significantly more trees in the parking area to recreate the grove that was its namesake.
- Site lighting should be pedestrian-scaled and not create glare.
- Landscaping the I-370 Corridor and interchange with a significant amount of trees to help buffer the sight and sounds of traffic, and also contribute to the right-of-way's reforestation.
- Extending a continuous sidewalk on south side of Shady Grove Road.
- Participating in providing a pedestrian underpass across Shady Grove Road to make a safe pedestrian crossing to Metro and the Metro Neighborhoods.

Jeremiah Park

The proposed Jeremiah Park neighborhood provides the entire planning area with a local park, a potential library or other civic facility, and townhouse development. This neighborhood buffers 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 Congressman, whose family lived in this area and are buried in the Crabb Family Cemetery located in Old Derwood. This Plan recommends:

- Providing a range of townhouse unit types within the neighborhood's residential area, such as live-work units, rear garage units, and non-garage units. Units adjacent to the local park should face it along the perimeter street.
- Locating live-work units along Crabbs Branch Way to expand housing choices and provide needed local services.
- Limiting building heights to predominately three stories with some four-story units dispersed throughout the neighborhood to achieve a varied roofline.
- Incorporating private recreational space within the neighborhood to meet the recreational needs of the residents while recognizing the proximity of the local park.
- Maintaining a significant setback from the Metro access road right-of-way to establish compatibility and reforestation opportunities.
- Accommodating space for the proposed pedestrian underpass of Shady Grove Road along the east side of Crabbs Branch Way.

MCPS Bus Depot and Maintenance Facility (Site 3)

- Relocate the MCPS bus depot to another location(s) proximate to the communities and schools they serve. Relocate the MCPS central maintenance facility to a more appropriate site.
- Provide a 20-acre park and public facility site visible from and oriented along the frontage of Crabbs Branch Way.
- Provide either a library or community recreation center, or if required, an elementary school that complements the local park and residential community. The civic building should be oriented toward the street with an entrance along Crabbs Branch Way, and parking and drop-off areas to the rear.
- Locate townhouses along the site's eastern end with street access from a new street network within the M-NCPPC's existing Park Maintenance Facility.
- Create an afforestation area along the Metro access road.
- Rezone from R-200 to R-90/PD-5.

M-NCPPC Park Maintenance Facility (Site 4)

- Relocate the existing maintenance facility to a more appropriate location.
- Locate townhouses within an interconnected street system with common open space for recreation.
- Rezone from R-200 to R-90/PD-15.
- Create an afforestation area along the Metro access road.

Stormwater Management Pond (Site 5)

- Develop the pond as a passive recreation facility with a trail around the pond and with connections to the Metro Neighborhoods and the Derwood Communities. Passive park use should not interfere with the pond's environmental function.
- Provide benches, picnic facilities, and interpretive materials.
- Develop an overlook on the high ground adjacent to the Metro North Neighborhood.

OFFICE INDUSTRIAL PARK

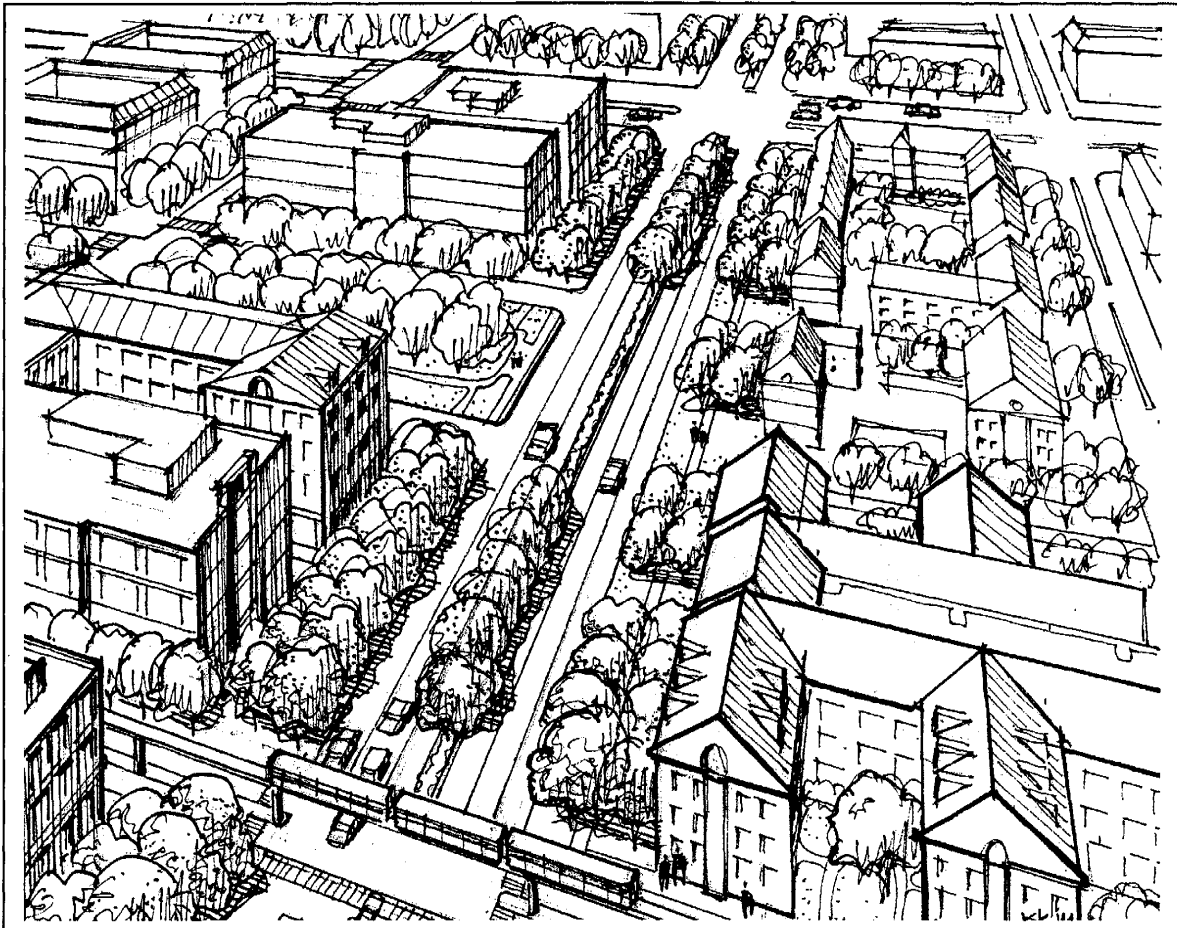
This established industrial park along the southern end of Crabbs Branch Way is home to a variety of advanced technology, biotechnology, and light industrial businesses. A few small parcels remain undeveloped and there is limited redevelopment potential. Appropriate uses would be small service uses to serve the surrounding area.

- Maintain the existing I-1 zoning.
- Amend the I-1 zone to allow additional business support services.

MD 355 CORRIDOR

The MD 355 Corridor is a significant, highly visible, and well-traveled route running the length of the planning area. This Plan recommends upgrading the character of the entire roadway to complement redevelopment, improving pedestrian and bike access, and creating an attractive streetscape.

View of MD 355 Looking South



This Plan divides the Corridor into two segments. MD 355 South begins at the planning area boundary south of Gude Drive and extends north to Indianola Drive. It provides primary access to businesses and properties. 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 corridor that complements Metro-focused development, improves pedestrian safety, and gives identity to the Metro station area.

General Land Use and Urban Design Guidelines

- Provide street-oriented development with buildings fronting on MD 355 with rear or below-grade parking.
- Create a boulevard character on MD 355 with a 25-foot wide promenade from curb to building face. Provide a double row of street trees, adequate public sidewalks, seating, bus stops, and extensive planting.
- Create a local street network that improves pedestrian and vehicle access to Metro, and increases street capacity in the Metro station area.
- Improve pedestrian safety and convenience crossing MD 355 with special crosswalk treatments, minimum corner radii to slow turning traffic, increased pedestrian crossing time, and signal timing to discourage high-speed traffic.
- Redevelop existing auto service stations to achieve a more urban form of development and an attractive boulevard character. Gas stations can function successfully with side street access, their convenience stores fronting MD 355, and pumps located to the side of the lot. Avoid freestanding stations.
- Rezone from I-1 to the new proposed Metro Mixed-Use Residential zone that allows existing uses (particularly car dealerships) to continue operation.

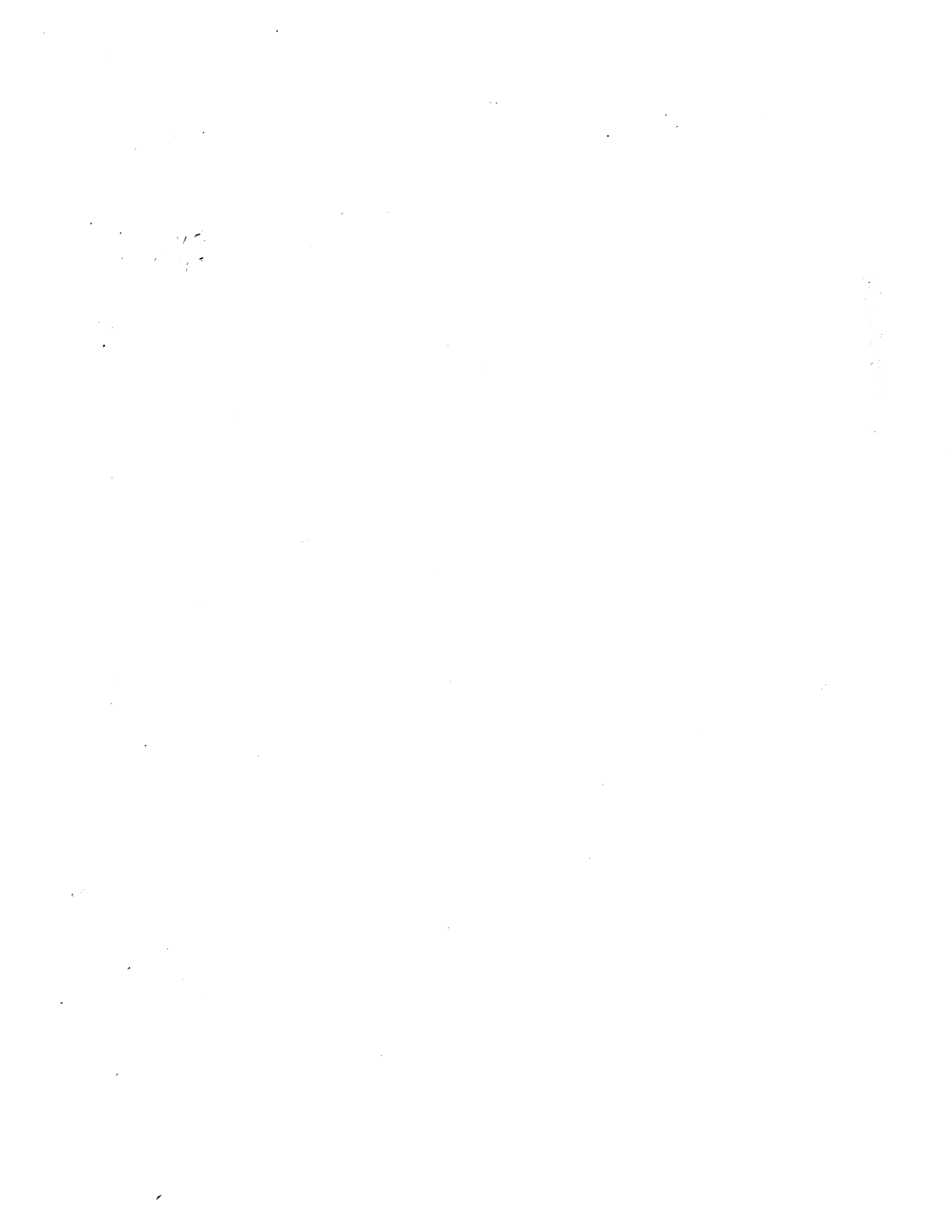
Land Use and Design Guidelines – MD 355 South

- Encourage redevelopment to increase mixed uses, including offices and housing. Car dealerships do not necessarily require relocation if their surface lots are reconfigured creating development opportunities for other uses. Land use changes in MD 355 South are envisioned as long-term potential.
- Maintain the I-1 zone and allow application of a mixed-use overlay zone that permits housing, offices, and limited supporting commercial uses.

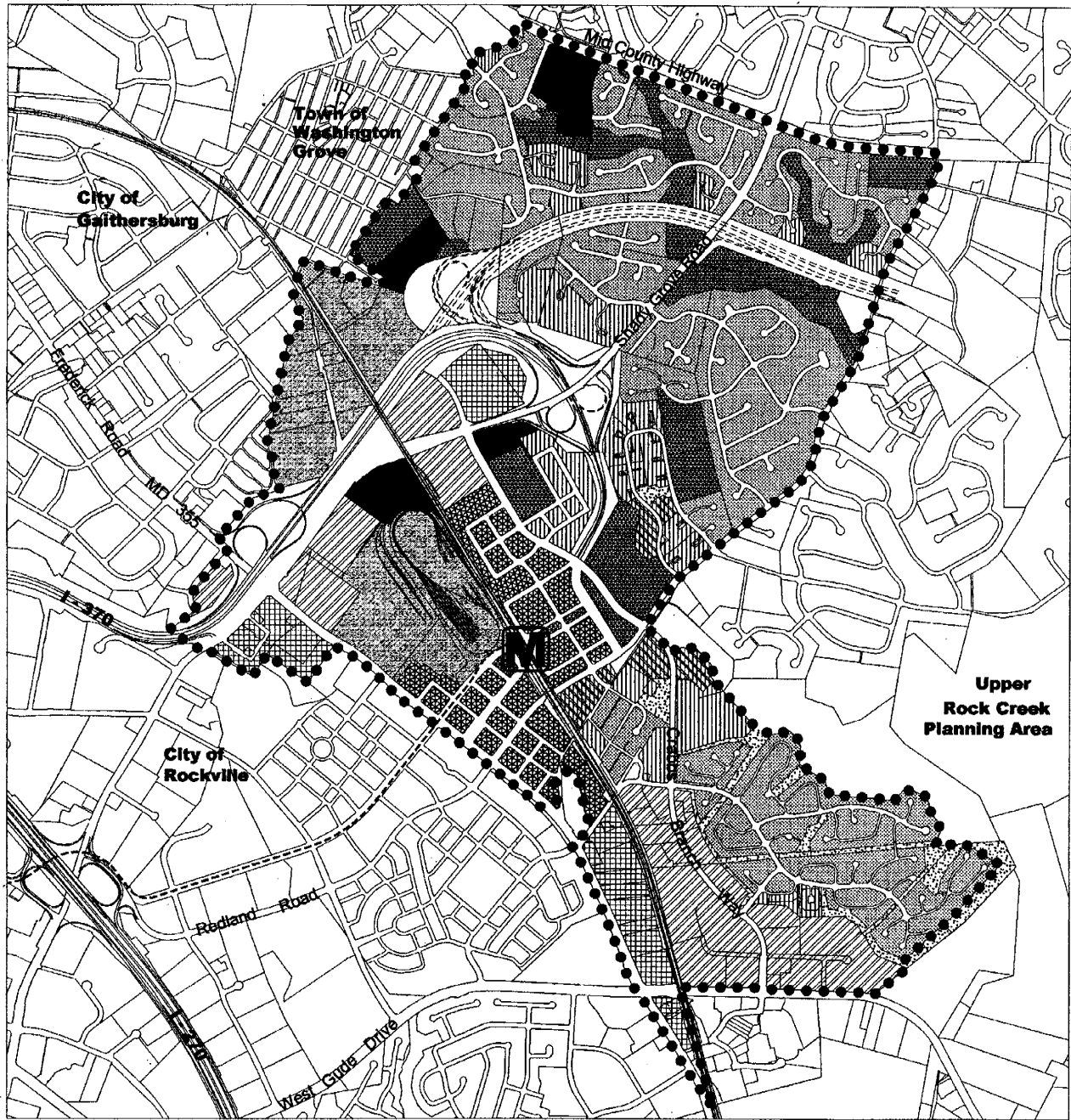
OAKMONT INDUSTRIAL PARK

This area is an established industrial park with a variety of I-1 uses ranging from research and development firms to utility company service and storage. Oakmont Avenue offers convenient highway access for these businesses. While this clustering of industrial uses should continue, its impacts on neighboring communities should be mitigated. This Plan recommends:

- Maintaining the I-1 zone on the north side of Shady Grove Road within Oakmont Industrial Park.
- Upgrading Oakmont Avenue to County standards with sidewalks and streetscape improvements to improve pedestrian access to transit.
- Mitigating environmental impacts from noise, odors, and visually unsightly industrial activity by measures such as noise walls, landscape screening, and containment of odor producing materials.
- Allowing a new bridge over the CSX tracks and street connection to Oakmont Avenue to be constructed if needed to serve public facilities on the east side of the rail tracks.



Proposed Land Use



- | | | | |
|--|---|--|---|
| | Residential, Single-Family Detached | | Industrial |
| | Residential, Townhouse | | Institutions (Public and Private)
Schools, Churches, Post Office |
| | Residential, Multi-Family | | Public Parks and Open Space |
| | Residential, Mixed-Use
(Primarily Residential) | | Private Open Space |
| | Commercial, Mixed-Use
(Office, Retail, Service, Housing) | | Shady Grove Sector Plan Boundary |
| | Technology, Office
(Research and Development) | | Corridor Cities Transitway |



