



Shady Grove Sector Plan Minor Master Plan Amendment



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Description

Briefing on the status of the Shady Grove Sector Plan Minor Master Plan Amendment.

Staff Recommendation

Discuss the Plan Amendment with the Planning Board.

Summary

The Planning Board approved the Scope of Work for the Shady Grove Sector Plan Amendment on November 15, 2018. Staff will present the Planning Board with an update on the status of the Shady Grove Sector Plan Minor Master Plan Amendment. This briefing will focus on public outreach efforts, initial land use alternatives, mobility issues, and preliminary results from the transportation modeling.

Project Overview

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 2006 Sector Plan included staging triggers to ensure an appropriate balance between new development and public infrastructure. Since the Sector Plan was approved, much progress has been made toward implementing the Plan's recommendations, but the vision is not yet fully realized. It is important to reexamine some of the 2006 Plan's assumptions to ensure that the area is positioned for continued, successful redevelopment. The purpose of the Shady Grove Minor Master Plan Amendment is to:

- reexamine the 2006 Plan's staging triggers, including major infrastructure items;
- evaluate properties based on the revised 2014 Zoning Ordinance;
- assess the 2013 *Countywide Transit Corridors Functional Master Plan* recommendations within the Plan area;
- assess the 2018 *Bicycle Master Plan* bikeways recommendations within the Plan area and;
- review the area's mobility infrastructure within the context of Vision Zero.

LOCATION

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 boundaries for the Minor Master Plan Amendment are the same as the 2006 *Shady Grove Sector Plan* (see Figure 1).



Figure 1: Shady Grove Sector Plan area and adjacent municipalities

STAGING

The 2006 *Shady Grove Sector Plan* has a three-phased staging plan that links new development with required transportation infrastructure and public facilities to support existing and new development. At the time that the 2006 Sector Plan was approved, it was not clear whether all, or a portion, of the County Service Park (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). A significant portion of the CSP has been relocated, so the applicable staging scenario is “Relocation of the County Service Park,” as shown below.

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	Build-out
<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 	

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	Build-out
<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 	

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

All the stage 1 triggers have been accomplished, including the establishment of the Greater Shady Grove Transportation Management District (TMD) in 2006.

Several stage two and stage three staging requirements have been implemented, including the funding and construction of new parks. The Parks Department has implemented the 0.67-acre Amity Drive Neighborhood Park and the 12-acre Washington Grove Conservation Meadow. In addition, the Parks Department has acquired two additional properties for a future neighborhood park and a local park.

Another Stage 2 trigger requires evaluating whether a new public elementary school is needed, and if so, asking MCPS to program accordingly. In addition, a Stage 3 trigger calls for construction of the school. A new public elementary school for the Gaithersburg Cluster is programmed to be built by 2022 at Kelly Park, in the City of Gaithersburg. The approved Shady Grove Station development, Jeremiah Park, has a dedicated 8.1-acre park-school site, but the implementation of this property is dependent on the relocation of the Montgomery County Public Schools (MCPS) bus depot. Both of the school sites will serve the Gaithersburg Cluster, which is the main cluster associated with future development from the Shady Grove Plan area.

A Stage 3 trigger includes funding a library. The County's Department of General Services and developer EYA have agreed to provide space for an urban library on the ground level of a new multi-family residential building at Shady Grove Station, Westside.

Several stage three transportation triggers have been partially implemented. Crabbs Branch Way within the County Service Park has been reconstructed with on-street parking, a median, and a shared use path. New shared use paths have been installed along Redland Road, east of Crabbs Branch Way. New sidewalks have been installed along the frontage of the Townes of Shady Grove Road, east of the CSX tracks.

The transportation trigger in Stage two and three, the funding of the MD 355/Gude Drive interchange and the partial interchange from Crabbs Branch Way, have not been addressed, either through the County's Capital Improvements Program (CIP) nor the State's Consolidated Transportation Program (CTP).

Based on the progress of several staging triggers, Planning staff is considering two potential options regarding staging for this Plan amendment: 1) the removal of the 2006 Sector Plan recommended triggers since several items have been implemented or will be implemented in the near-term; or 2) a new phasing framework that focuses on mobility items for the Plan area.

PUBLIC OUTREACH

The planning team has held three public meetings, including an open house on November 14, 2018 and two other meetings that focused on transportation conditions. The first transportation meeting on May 20, 2019 focused on existing transportation conditions and standards for the Plan area, as well as an introduction to Vision Zero. On June 26, 2019, the planning team held another transportation-focused meeting that discussed land use alternatives and modeling results to 2040.

On June 3, planning staff held a workshop with other public agencies, including representatives from the Montgomery County Department of Transportation (MCDOT), the Maryland State Highway Administration (SHA), and the cities of Rockville and Gaithersburg. Workshop attendees walked a variety of routes around the area to experience the mobility challenges and opportunities in the Plan area first-hand. Planning staff also discussed preliminary roadway alternatives for the intersection of MD 355 and Gude Drive with the City of Rockville planning staff and other participants.

WMATA, a key property owner in the Plan area, is currently conducting a feasibility study to determine near-term and long-term development alternatives for the Shady Grove Metrorail property, as well as parking needs at the station. Staff is also coordinating with WMATA throughout the plan process.

HISTORIC PRESERVATION

Derwood Store and Post Office

On May 7, 2019, the Historic Preservation Commission (HPC) recommended the designation of the Derwood Store and Post Office (22/33-3) to the *Master Plan for Historic Preservation* and supported rezoning the property from the R-200 Zone to an appropriate residential zone that would allow for the adaptive reuse and necessary rehabilitation to the structure. The Planning Board will review the HPC's recommendation during the Sector Plan's worksessions.

This proposed recommendation is consistent with the 2006 *Shady Grove Sector Plan*, which identified the property as suitable for the *Master Plan for Historic Preservation* and recommended the Planned Development (PD) Zone to facilitate adaptive reuse and retention of the building for up to six residential units. The Minor Master Plan Amendment will recommend a new zone for this property since the PD Zone is being phased out as a result of the 2014 Zoning Code rewrite.

MOBILITY

This Minor Master Plan Amendment is focusing on several key mobility issues that were recommended in the 2006 Sector Plan, including the potential interchange at MD 355 and Gude Drive, and a partial interchange at Crabbs Branch Way and the Metro Access Road. The Sector Plan update will also address future Bus Rapid Transit (BRT) on MD 355 BRT and the Corridor Cities Transitway (CCT).

MD 355 and Gude Drive

The 2006 Sector Plan has three stages that limit the amount of development that can occur in each phase and requires funding of infrastructure and evaluation of the delivery of public facilities prior to proceeding to the next stage. Before development in stage 2 can proceed, one of the triggers is that an interchange be funded for the intersection of MD 355/Gude Drive, or other improvements that would make this intersection function at an acceptable level of congestion.

Staff, in coordination with its consultant, Sabra & Associates, have developed several alternatives to address congestion at the MD 355/Gude Drive intersection, including an overpass, a single-point urban interchange, or modifying the Highway Capacity Manual (HCM) standard for the intersection to better align with the standard for other intersections within the vicinity along the MD 355 corridor. The Working Draft will include recommendations that address potential mitigation options at this intersection.

MD 355 BRT

MCDOT is conducting a Bus Rapid Transit (BRT) study for the MD 355 corridor. The Shady Grove Plan area is within the MD 355 North Corridor (Segment 4) of the BRT study. Several BRT alternatives are under consideration, including dedicated curb lanes, one-lane median or a dedicated two-lane median (see Figure 3). The County Council has not determined a preferred alignment for MD 355 BRT or funding strategies for the project. The County Council has not determined a preferred alignment for the MD 355 BRT project.

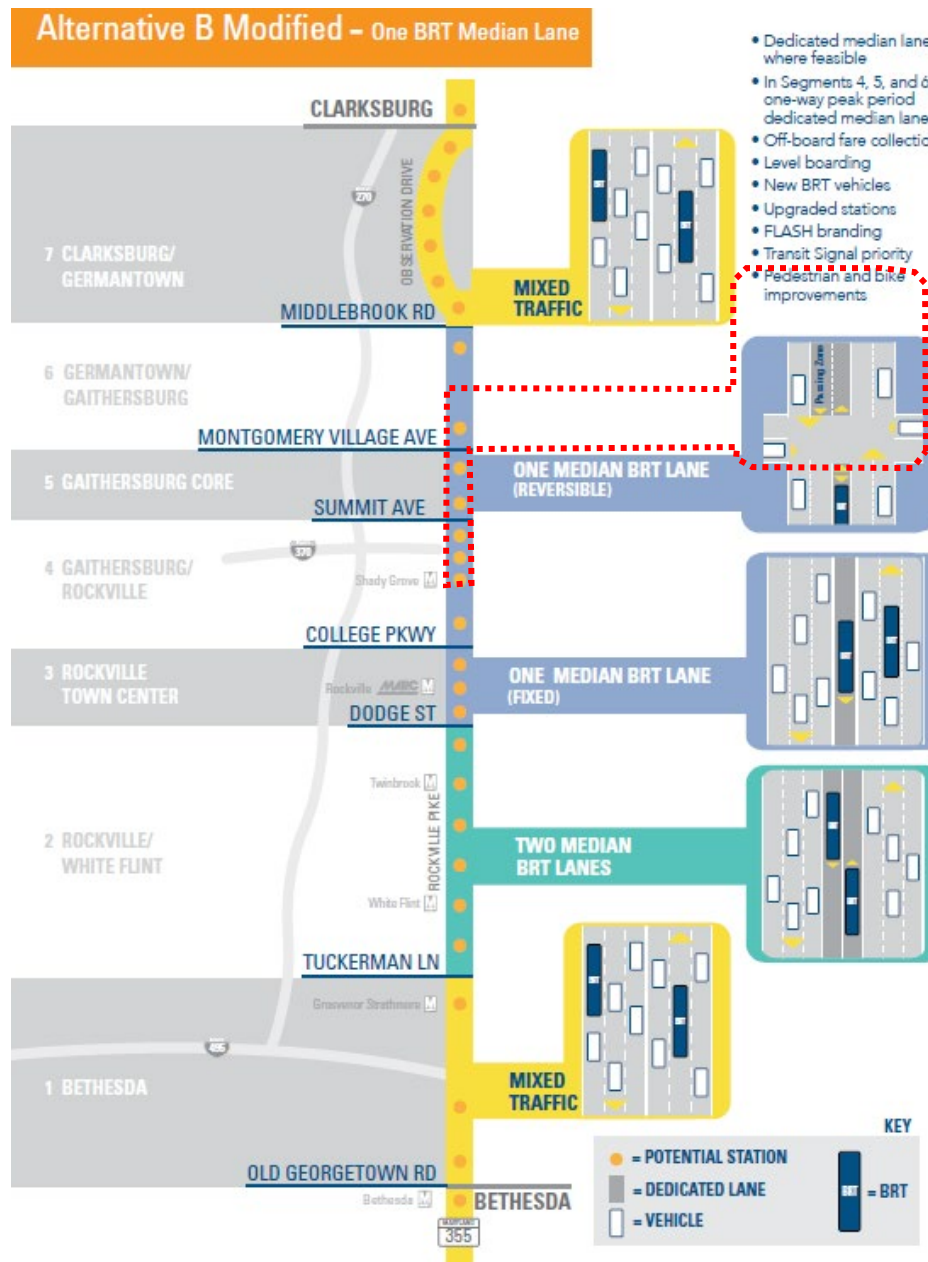


Figure 3: MD 355 BRT Alternatives

Planning staff has coordinated with MCDOT BRT project staff and has informed its 2040 modeling program with signal timing consistent with MCDOT's alternatives analysis. While this will provide an avenue for the Planning Board's assessment, it is important to note that modeling results will not be wholly consistent with MCDOT's results. This is partially due to different modeling assumptions, including but not limited to different build years, the Planning Department's finer-grained network, altered future-land use assumptions based on the subject amendment's proposed changes, and proposed transportation demand management assumptions.

While the current Subdivision Staging Policy (SSP) dictates that intersections within orange and red policy areas be measured using the HCM-based delay calculation, the Planning Department has also run additional simulation-based delay models for 2040 scenarios as microsimulation is more sensitive to physical road geometry and queue spillback. Per the SSP, red areas are primarily at Metro Station areas or urban places like Silver Spring, while orange areas are further away from urbanized areas.

Highway Capacity Manual Policy

The Sector Plan area has three Highway Capacity Manual (HCM) standards for the Plan area based on the current Subdivision Staging Policy's geographies for policy areas, including the Shady Grove Metro Station Policy Area (MSPA), the City of Rockville policy area, and the Derwood policy area. Policy areas are specific geographic subareas in the County defined for the purposes of implementing the County's Adequate Public Facilities Ordinance (APFO) through the Subdivision Staging Policy (SSP). Per the 2016-2020 SSP, the Shady Grove MSPA is identified as a red area, while Derwood and Rockville City are classified as orange.

The HCM average vehicle delay equivalent (seconds/per vehicle) standard is 120 seconds/per vehicle for the MSPA, which is primarily north of Redland Road to Shady Grove Road. The Derwood policy area, which encompasses the residential communities and non-residential areas outside the MSPA, has an HCM standard of 59 seconds/per vehicle. The adjacent City of Rockville's HCM standard is 63 seconds/per vehicle. Planning staff is considering a higher HCM standard for the MD 355/Gude Drive intersection since it is part of a larger corridor where new BRT infrastructure is planned. The Working Draft of the Minor Master Plan Amendment will provide additional details on this topic.

Vision Zero

In 2017, Montgomery County adopted its Vision Zero Action Plan, with a goal of reducing severe and fatal collisions on the County's roadways by 2030. Vision Zero principles include the notion that transportation-related deaths and injuries are preventable and unacceptable, and roadway systems should be safe for all roadway users.

Vision Zero provides the framework to address safety issues for key Plan area roadways, including MD 355, a portion of Shady Grove Road, and a segment of Crabbs Branch Way. These roadways are included in the County's High Injury Network (HIN) and the draft Plan will make

specific recommendations to address these HIN roadways. The Plan will also address additional intersections with a higher presence of non-motorist crashes, including Somerville Drive and Redland Road, and Crabbs Branch Way and Shady Grove Road.

LAND USE ALTERNATIVES

Each master plan typically seeks to balance the recommended land use densities with transportation infrastructure needed to support the planned development at build-out. Planning staff has developed two scenarios to test for transportation modeling purposes, including the existing Sector Plan recommendations and an alternative that promotes some additional development surrounding the Metro Station. The approved Shady Grove Station development has been included in these scenarios.

The land use scenarios for this amendment, like the 2006 Sector Plan recommendations, anticipate a significant amount of residential development surrounding the Shady Grove Metrorail Station. The impacts from the residential development scenarios are also utilized to determine the needs for public schools.

The preliminary results of the transportation modeling are close to completion and staff will present this analysis during the Planning Board's worksessions on this Plan. Based on the results of the modeling and alternatives for the MD 355/Gude Drive intersection, planning staff is developing preliminary land use and transportation recommendations for the Sector Plan amendment.

NEXT STEPS

Following this briefing, staff will develop preliminary recommendations and present them to the public in October. Based on feedback from the upcoming public meeting, staff will fine-tune the recommendations. After the public meeting, staff will present the preliminary recommendations to the Planning Board this fall, followed by the Working Draft in early winter.