



Shady Grove Sector Plan Minor Master Plan Amendment: Worksession No. 1: Land Use Analysis - Metro Neighborhoods

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SUMMARY

The Planning Board held its Public Hearing on the Shady Grove Sector Plan Minor Master Plan Amendment on May 14, 2020. The public record closed on May 29, and a summary of the public testimony is attached to this memorandum. At this first worksession, staff will provide the Board with an overview of the land use framework for the Sector Plan, highlighting the Metro Neighborhoods. Staff will discuss the land use recommendations for the Sector Plan's Metro Neighborhoods in the context of other transit station areas in the County and discuss options for adjustments to the zoning as requested by the Planning Board at the March 26, 2020 meeting.

SCHEDULE

The proposed upcoming schedule and worksession topics for this Plan Amendment are the following:

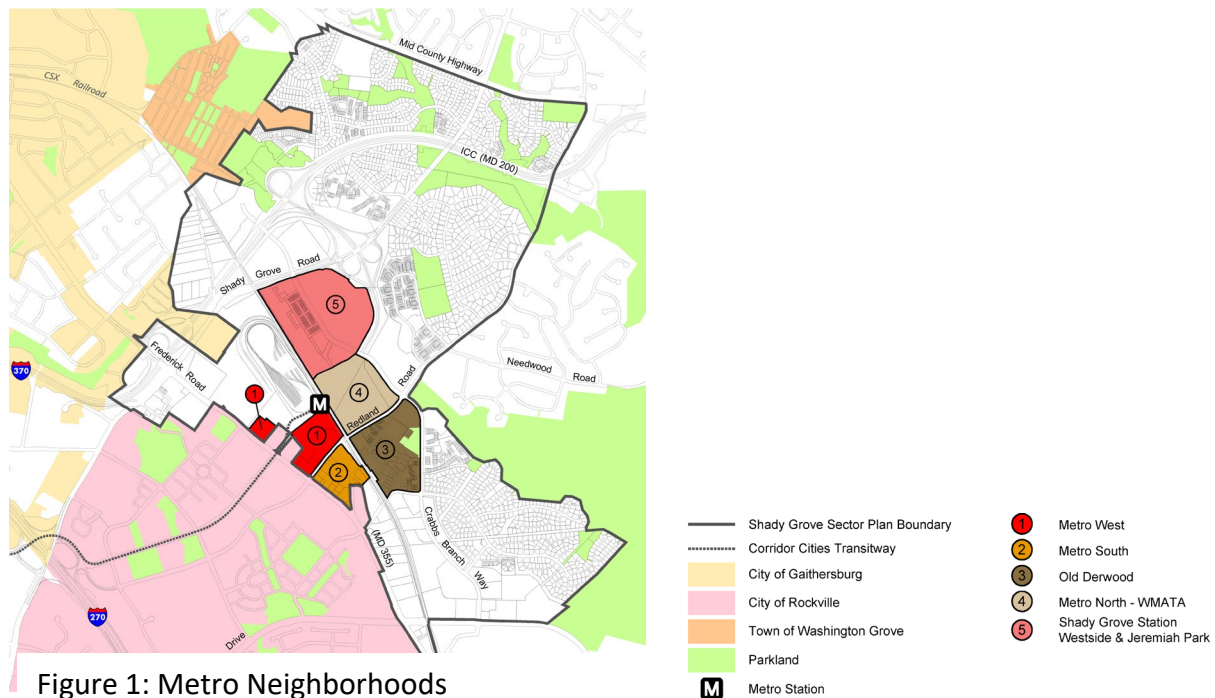
- July 9: Historic Preservation- Derwood Store and Post Office
- July 23: Land Use- Shady Grove Station Westside and Jeremiah Park and other key properties

PURPOSE OF THIS WORKSESSION

The purpose of this worksession is to provide the Planning Board with the context for the land use and zoning recommendations in the Public Hearing Draft Plan as well as discuss options for adjustments to the land use and zoning recommendations, focusing on the Metro Neighborhoods.

The Metro Neighborhoods

The Metro Neighborhoods, which include Metro West, Metro South, Old Derwood and WMATA North serve as the core of the Sector Plan area and are primarily located within a half-mile from the Shady Grove Metrorail Station (Figure 1). Much of the Plan's proposed new development is anticipated within these neighborhoods.



Metro West

The Metro West neighborhood is located west of the Metro Station and is envisioned as the most intensively developed portion of the Sector Plan area (Figure 2). This neighborhood, which is approximately 30-acres in size, has the highest recommended heights and densities. In addition to the existing Metrorail Station, this area will also be served by additional transit in the future, including the MD 355 Bus Rapid Transit (BRT) and the Corridor Cities Transitway (CCT).

The City of Rockville has annexed two properties in this neighborhood, including the Bainbridge Shady Grove residential development and the former Silverwood/CarMax property (Figure 2). The City's maximum expansion limits include the Metro West neighborhood.

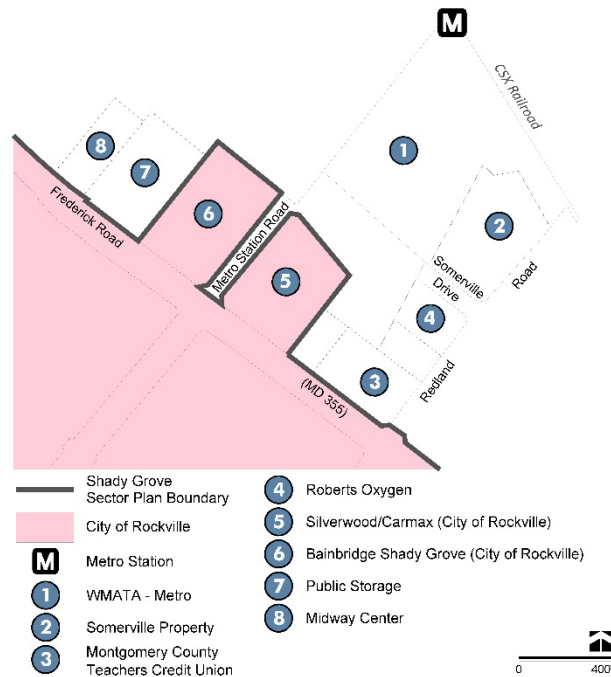


Figure 2: Metro West Key Properties

This Sector Plan Amendment increases the potential for new transit-oriented development, beyond the potential envisioned in the 2006 Shady Grove Sector Plan by providing additional height, density and development flexibility for properties in this neighborhood, including the Metro surface parking lot (Figure 3). The Metro parking lot and adjacent Somerville property offer the best long-term opportunities for significant development in this neighborhood, which is reflected in the land use and zoning recommendations for these properties.

Key recommendations for this neighborhood include:

- Mixed-use development with building heights up to 200 feet at the Metro and the Somerville property (Figure 4).
- A minimum one-acre Civic Green on the Metro property.
- New streets that could accommodate the future BRT and CCT.

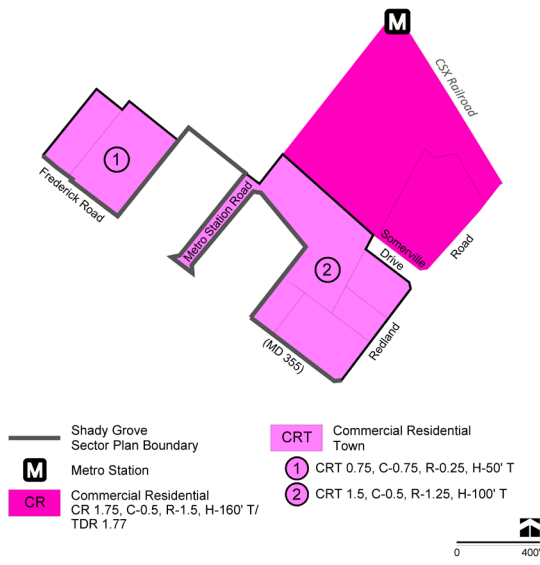


Figure 3: Existing Metro West Zoning

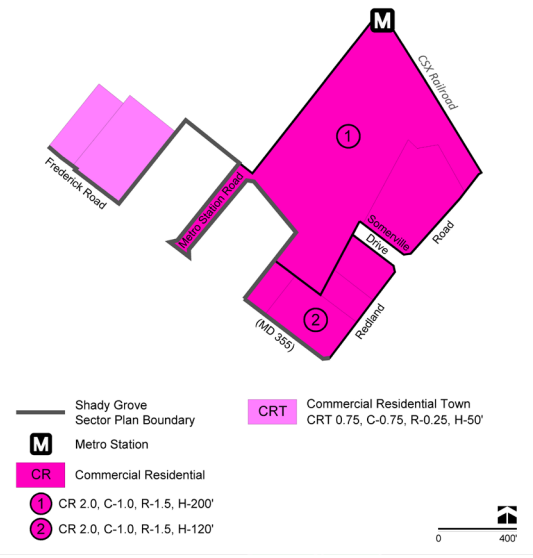


Figure 4: Proposed Metro West Zoning

Metro South

The Metro South neighborhood is located south of Redland Road, between Frederick Road (MD 355) and the CSX/Metrorail tracks. There are 16 properties in this neighborhood with a variety of property owners (Figure 5).

The vacant 4.85-acre property at Redland Road and Somerville Drive has significant redevelopment potential and the Sector Plan recommends additional density and height to promote redevelopment of this site (Figures 6 and 7). In addition to the site's proximity to the Metro Station, the proposed MD 355 BRT will also serve the site along Redland Road en route to the Metro Station.

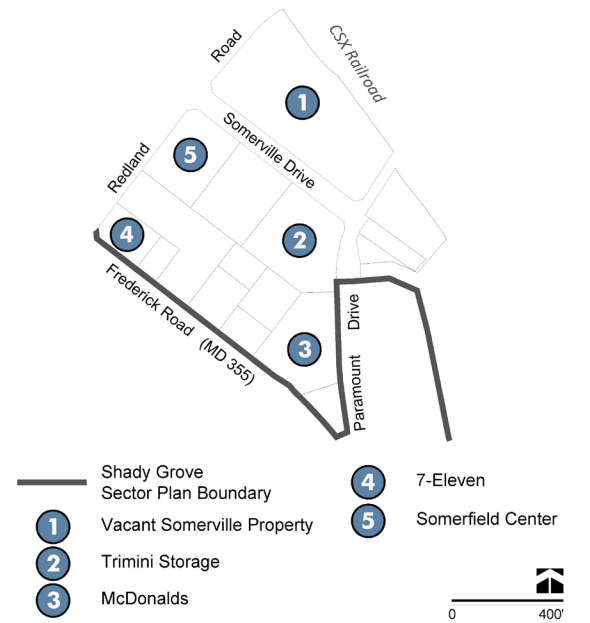


Figure 5: Key Metro South Properties

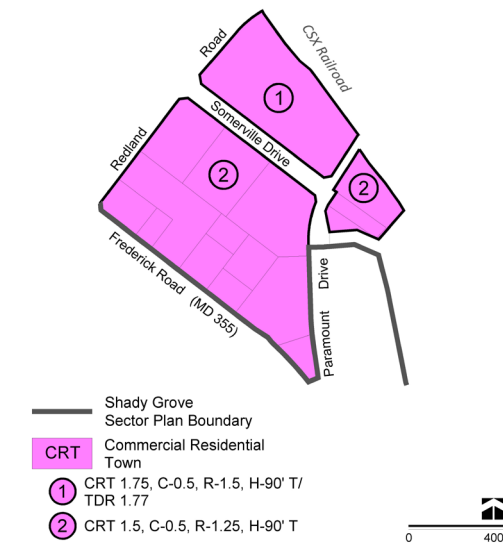


Figure 6: Existing Metro South Zoning

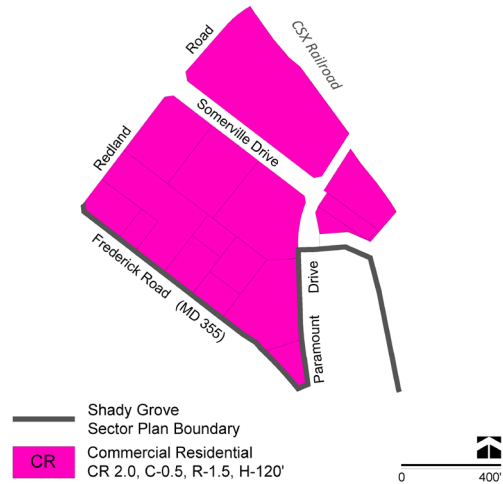


Figure 7: Proposed Metro South Zoning

A key recommendation for the Metro South neighborhood is a flexible approach to the street network that permits greater flexibility than the 2006 Sector Plan recommended network. The proposed street network introduces options, such as public streets or linear open spaces, to provide multiple ways to navigate the area (Figure 8). More flexibility is desired because this neighborhood has more than 10 different property owners, and new development will occur over several years and in phases by property owners.

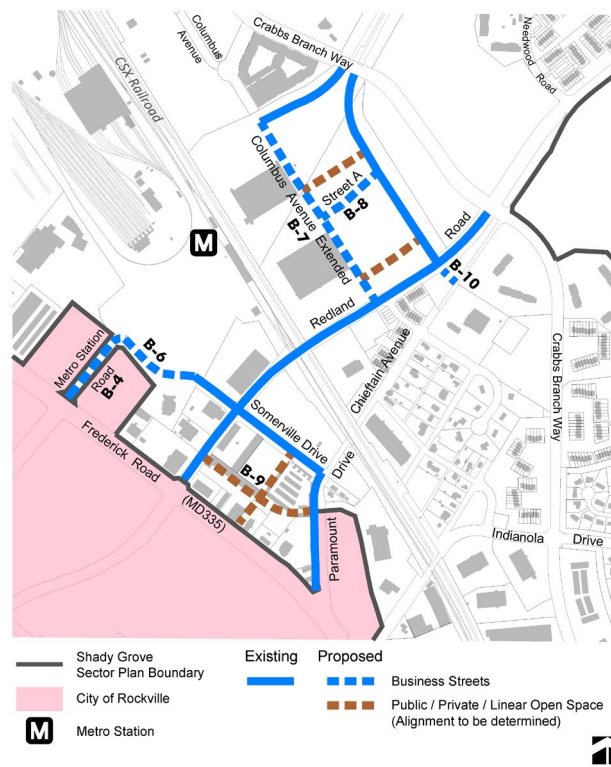


Figure 8: Proposed Metro Neighborhoods Street Network

Old Derwood

The Old Derwood neighborhood, which dates to the 1800s, constitutes the oldest part of the Sector Plan area with a combination of residential development as well as institutional uses, including the Derwood Bible Church, a Pepco substation, and the State's Vehicle Emissions Inspection Program (VEIP) (Figure 9). Located east of the CSX rail tracks, south of Redland Road and west of Crabbs Branch Way, Old Derwood has missing sidewalks and streetscapes on some streets that reflect the historic nature of the area. There are a variety of zones in this neighborhood, including R-90 and R-200 (Figure 10).

This Plan Amendment, similar to the 2006 Sector Plan, recommends new zones for promoting future residential development in this neighborhood. In addition, this Sector Plan recommends changing some single-family zoned properties in the R-200 zone to either the R-90 or R-60 zones since these properties do not meet lot sizes for the R-200 zone (Figure 11). Additional zoning changes are made in this neighborhood to remove the Planned Development (PD) Zone, which cannot be confirmed per the 2014 Zoning Ordinance.

The historic preservation and reuse of the Derwood Store and Post Office, located at the intersection of Chieftain Avenue and Derwood Road, is a key recommendation for this neighborhood. Historic preservation staff will address this property at a future worksession in July.

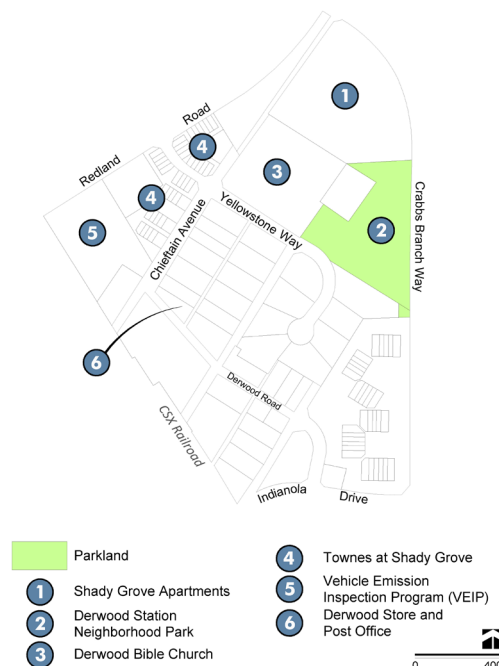


Figure 9: Key Old Derwood Properties

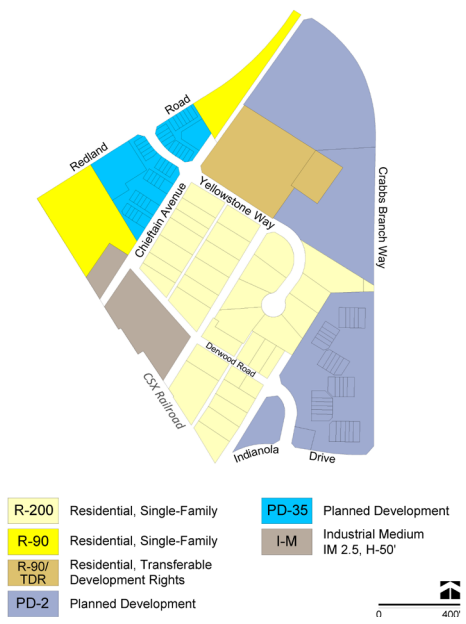


Figure 10: Old Derwood Existing Zoning

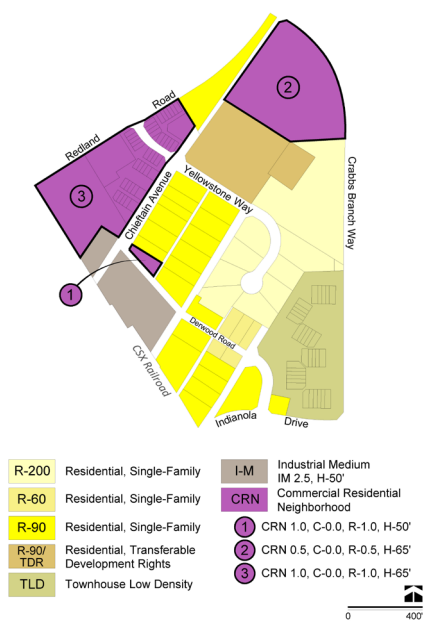


Figure 11: Old Derwood Proposed Zoning

WMATA-North

This neighborhood is composed of a variety of transit facilities, including two structured parking garages and three surface parking areas consisting of approximately 4,800 parking spaces (Figure 12). Located south of the Shady Grove Station, Westside development, this approximately 24-acre WMATA owned-property has several Ride-On and Maryland Transportation Authority (MDTA) bus bays, along with a Kiss-N-Ride area. A stream on this property bisects the northern parking areas from the smaller southern parking areas.

This Plan Amendment recommends rezoning this property from a Commercial Residential Town (CRT) zone to a Commercial Residential (CR) zone with increased density and height to promote intense mixed-use development at the Metrorail Station. The Plan Amendment further recommends consolidation of access points into existing WMATA garages to facility redevelopment of taller buildings, which could screen the existing parking garages (Figure 13).

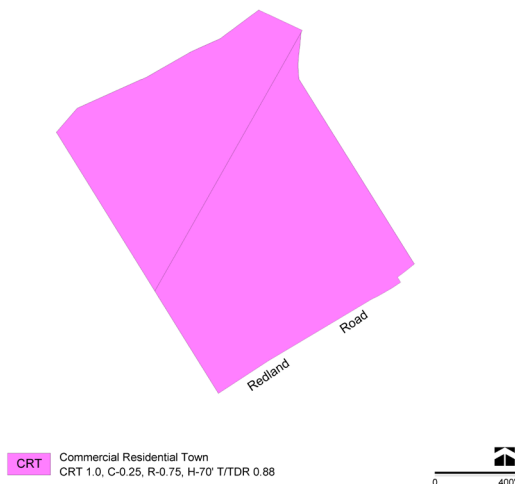


Figure 12: WMATA-North Existing Zone

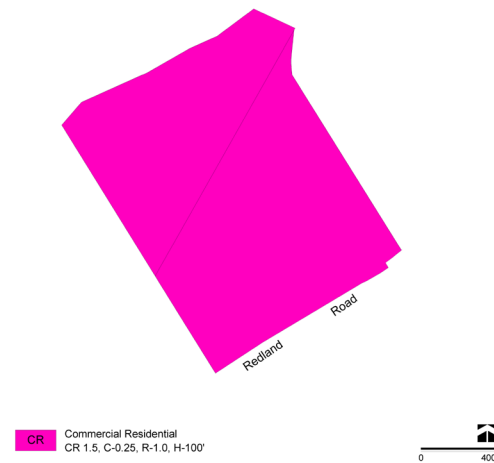


Figure 13: WMATA-North Proposed Zone

CONCLUSION

During the presentation of the Working Draft on March 26, 2020, some Planning Board members discussed the need for additional density at the Shady Grove Metrorail Station to provide additional housing opportunities, potential for commercial development and advancement toward the County's climate change goals.

In the first worksession, staff will discuss the Sector Plan's recommendations for land use and zoning in the Metro Neighborhoods and compare these recommendations to development potential of other Metrorail Station areas, as well as present options for any adjustments to the recommendations.

ATTACHMENT

1. Summary of Sector Plan Testimony

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	Issues/Property	Public Hearing Draft Plan Page #	Testimony or Comments	Staff Response	Planning Board Decision
1.	Montgomery County Service Park-MCPS Bus Depot	Page 46-49	<p>The MCPS buses need to be relocated and the approved development should be implemented.</p> <p>The Sector Plan should note that the failure to relocate the MCPS buses has consequences for the plan area, including the failure to implement the recommended amenities.</p> <p>Building heights on Jeremiah Park could be increased up to 85 feet, per current building code.</p> <p>A new location of the MCPS Bus Depot must be away from residential areas, which are in proximity to the City of Rockville.</p> <p><i>City of Rockville/Ann A. Philips/John Compton/Kolya Tevosyan/Joel Islam/Andrey Sarafanov/Katherine Ng/Jessica Bragdon/Lisa Mikkelson/Adiari Acuna/Alexandra Ross/Saule Nurmukhambetova/HG Fani/Erica Noel/</i></p>	<p>This Plan Amendment recommends the complete relocation of public facilities at the County Service Park (CSP). During the upcoming worksessions, the Board will receive an overview and status update on the bus depot relocation from the Department of General Services (DGS). Planning staff will reexamine the building heights for Jeremiah Park.</p>	

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			<p><i>Christy Hagedorn/ Sharma Shobhana/ Pierangela Rodriguez/Daniel Medina/Manjiri Joshi/Mark Arifin/Olayiwola Ayodeji/George Bragdon/Emily L. Brown/Lisa Mikkelson/Jan Davis/ Leslie Rothfeld/ Dr. Gregory Murray/ Lori Lin-Murray/ Bing Jie Wu/ Benjamin Garcia/ Elena Konurova/ Kevin Bradley/ W. Luther Jett/George Corbett/ Kenneth Weiss/Pat Labuda/ Saroj Regmi/ Dianna Grigoryan/ Hunter Sun/ Barbara Raimondo/Dennis Kirschbaum/ Shobhana Sharma/ Kenneth Chaplin/ Ana Coelho/Donald Beukema/ Bijay Acharya/ Rebecca Marcus/ Frank Cheng/ Jeff Reznick/ Evelyn Beckman/ Gerardo German/ Chad Hagedorn/ Pratik Girdhar/ Jaclyn Mescher, MD/ Magdalena N Ivanova Ilieva/ Courtney Arifin/ Manju Pradhan/ Cheryl Curtis/ Angela Dai/DGS</i></p>		

	Issues/Property	Public Hearing Draft Plan Page #	Testimony or Comments	Staff Response	Planning Board Decision
2.	Elimination of the park-school recommendations at Jeremiah Park	Page 49	<p>The proposed amendment contemplates removal of the park and school at Jeremiah Park, while keeping the bus depot in place and new development with a smaller park.</p> <p>The proposed Amendment increases densities, while failing to deliver proposed amenities.</p> <p><i>Robert Booher/Joan M. Mahaffey/Shelley Winkler/Jane L. Seegal/ W. Luther Jett/ Patricia Littlefield</i></p>	<p>The Public Hearing Draft Plan recommends implementing the approved Shady Grove Station, Jeremiah Park development, which was approved in 2012.</p> <p>This approval allows up to 689 residential units as well as a combined 8.1-acre park-school site.</p> <p>The Plan Amendment does consider that if the MCPS does not relocate in the near-term, the vacant portion of the site could develop. The Board will discuss this neighborhood with the Department of General Services</p>	

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				(DGS), who is the County's manager for this site, at a future worksession.	
3.	Bikeways to Washington Grove and Oakmont Avenue	Pages 119 and 131	<p>The bikeway table should be modified to remove specific references to Brown Street within the Town of Washington Grove.</p> <p>The proposed bike path along Crabbs Branch Way/Amity Drive Extended should be implemented with input from the Town of Washington Grove.</p> <p>Brown Street, which is within the Town of Washington Grove, is unsafe for bicyclists because the street is narrow, and it would impact adjacent environmentally sensitive areas.</p> <p>The proposed shared use path to the Town, connecting at Brown Street is more appealing than through an industrial area.</p>	<p>Planning staff agrees that the bikeway table should be amended to remove the Brown Street reference and will recommend this change to the Planning Board.</p> <p>The potential connection to Brown Street is reflected in the Town of Washington Grove's Master Plan as well as the prior 2006 Sector Plan.</p> <p>Montgomery County Department</p>	

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			<p>Lack of adequate sidewalks along Oakmont Avenue should be addressed.</p> <p>The roadway classification should either be retained as an arterial or minor arterial.</p> <p><i>Shelley Winkler/John Compton/ Jane L. Seegal/ Elizabeth Everhart/ Patricia Littlefield/ Barbara Raimondo/Dennis Kirschbaum</i></p>	<p>of Transportation (MCDOT) currently is conducting a facility planning study for this trail connection, as well as the roadway connection between the existing terminus of Crabbs Branch Way and Amity Drive.</p> <p>The proposed industrial street classification would permit sidewalks on both sides of the street.</p> <p>The Board will discuss this connection during the mobility worksession.</p>	

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4.	Frederick Road (MD 355) and Gude Drive Interchange	Pages 134-135	<p>The removal of the planned/recommended interchange at MD355 and Gude Drive is problematic since the intersection experiences significant congestion.</p> <p>Retain the current HCM standard, 63 seconds, while permitting capacity improvements.</p> <p><i>City of Rockville</i></p>	<p>The Draft Plan recommends that additional tools could be utilized to address congestion at this intersection, such as an adjustment to the Highway Capacity Manual (HCM) standard. In addition, future public investment, such as MD 355 BRT, provides better overall mobility for the corridor, rather than an interchange that could cost more than \$75 million. The Board will discuss this intersection during the mobility worksession.</p>	

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5.	Environment and sustainability	Page 79-87	<p>Montgomery County and the Planning Board should analyze negative impacts on the environment and watersheds.</p> <p>The Sector Plan should highlight actions against climate change.</p> <p><i>The City of Rockville/Pamela Lindstrom</i></p>	<p>The Sector Plan recommends a broad range of environmentally sustainable measures, including minimizing impervious areas, promoting compact development, and increasing tree canopy. Staff will explore additional recommendations to address climate change during the Board's worksessions.</p>	
6.	General reduction in open spaces	Pages 74-77	<p>The Draft Plan appears to reduce the amount of open space recommended in the 2006 Sector Plan.</p> <p><i>Shelley Winkler</i></p>	<p>The Draft Plan's public open spaces are similar to the 2006 Sector Plan's proposals for the properties surrounding the Metro Station. The Commercial Residential (CR) zone requires 10 percent of a property as public</p>	

	Issues/Property	Public Hearing Draft Plan Page #	Testimony or Comments	Staff Response	Planning Board Decision
				open space, while the prior zone, TOMX-2, required 20 percent of a property as public open space.	
7.	Derwood Business Center	Page 43	<p>The existing Derwood Business Center is having a negative impact on the Old Derwood community with various commercial trucks traveling through narrow streets. No commercial trucks over 7,000 lbs should be permitted because they negatively impact the neighborhood.</p> <p><i>Joe Parello</i></p>	<p>The Draft Plan recommends a floating zone for this industrial/office property that could achieve future residential development. Truck parking on existing public streets should be addressed by the applicable public agency, either the Department of Permitting Services (DPS) or Montgomery County Department of Transportation (MCDOT).</p>	

	Issues/Property	Public Hearing Draft Plan Page #	Testimony or Comments	Staff Response	Planning Board Decision
8.	Shady Grove Plaza	Pages 56-57	Supportive of the Public Hearing Draft recommendations for the Shady Grove Plaza property. <i>Rob Eisinger</i>		