



Shady Grove Sector Plan Minor Master Plan Amendment: Worksession No. 6: Plan Implementation and Mark-up

Nkosi Yearwood, Planner Coordinator, Mid-County Planning
Nkosi.Yearwood@montgomeryplanning.org, (301) 495-1332

Patrick Reed, Planner Coordinator, Mid-County Planning
Patrick.Reed@montgomeryplanning.org, (301) 495-4538

Jessica McVary, Master Plan Supervisor, Mid-County Planning
Jessica.McVary@montgomeryplanning.org, (301) 495-4723

Carrie Sanders, Chief, Mid-County Planning
Carrie.Sanders@montgomeryplanning.org, (301) 495-4653

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SUMMARY

At the sixth worksession for the Shady Grove Sector Plan Minor Master Plan Amendment, staff will discuss the implementation recommendations in the Public Hearing Draft Plan. In addition, staff will present proposed changes to the Public Hearing Draft Plan based on the public testimony received and guidance from the Planning Board.

At the conclusion of the worksession, staff will request that the Planning Board approve the Planning Board Draft of the Shady Grove Sector Plan Minor Master Plan Amendment for transmittal to the County Council and the County Executive.

PURPOSE OF THIS WORKSESSION

The purpose of this worksession is to describe and discuss the implementation recommendations in the Public Hearing Draft Plan. This memorandum also includes a discussion on the Unified Mobility Program (UMP), which is a transportation funding mechanism in the 2016-2020 *Subdivision Staging Policy* (SSP). The Public Hearing Draft did not address this topic, but the Montgomery County Department of Transportation (MCDOT) expressed the desire to address this topic in the Draft Plan. This worksession will also illustrate the proposed changes to the Public Hearing Draft Plan as shown in Attachment 1.

IMPLEMENTATION

Zoning

The Public Hearing Draft Plan recommends rezoning properties in the Metro West and Metro South neighborhoods and key properties, such as the Grove, to the Commercial Residential (CR) Zone to promote a mixed-use environment and the provision of important public benefits, including affordable housing and building lot terminations (BLTs).

The Draft Plan also recommends changing all Planned Development (PD) zoned properties to existing Euclidean zones that reflect the built development. Section 8.1.1. of the 2014 Zoning Ordinance indicates that zones in Article 59-8, including the PD Zone, “may appear on the digital zoning map, but they cannot be requested by any property owner under a Local Map Amendment or confirmed or applied to any property under a Sectional Map Amendment adopted after October 30, 2014.” Residential neighborhoods, including Park Overlook-Mallard Cove, Derwood Station and Townes at Shady Grove were built under the PD zone’s provisions. These properties are recommended to be rezoned to single-family residential zones, including the R-90 and R-60 Zones as well as Commercial Residential Neighborhood and Townhouse Low Density Zones.

The recommendations to rezone properties within the Plan area will be implemented through the Sectional Map Amendment process, following the approval and adoption of the Shady Grove Sector Plan Minor Master Plan Amendment, consistent with Section 7.2.3 of the 2014 Zoning Ordinance.

Public Benefits

The optional method of the Commercial Residential (CR) and Commercial Residential Town (CRT) Zones require public benefits from a minimum of two to four categories, based on the tract size or total floor area ratio proposed. The Draft Plan anticipates that property owners will take advantage of the increased density opportunities available and provide the following public benefits, which are priorities for this Sector Plan area:

- Fifteen percent moderately priced dwelling units (MPDUs) as the highest priority public benefit, with publicly owned properties, including WMATA, encouraged to provide up to twenty-five percent MPDUs.
- The provision of major public facilities, including but not limited to implementing significant multimodal transportation improvements, including segments of transitways, a recreation center, new neighborhood parks and open spaces, and undergrounding of utilities.
- Connectivity and mobility, including but not limited to neighborhood services, streetscape improvements, public parking, minimum parking and trip mitigation through the provision of multimodal improvements, including transitways and Vision Zero improvements.

- Quality building and site design, including but not limited to exceptional design, public open space, and public art.
- Diversity of uses and activities, including but not limited to moderately priced dwelling units, dwelling unit mix, day care centers, small business opportunities, and enhanced accessibility for people with disabilities.
- Protection and enhancement of the natural environment, including but not limited to tree canopy, vegetated roof, habitat preservation and restoration, and energy conservation and generation.

Staging

The 2006 Sector Plan established a two-phased staging alternative that considered either the retention or redevelopment of the County Service Park. As the redevelopment of the County Service Park (CSP) is underway with the implementation of the Shady Grove Station Westside and Jeremiah Park development, the Draft Plan does not recommend the staging of new development.

The recommendation to remove staging is influenced by the redevelopment of the CSP as well as the completion of several mobility and public facilities requirements from the 2006 Plan. Completed staging requirements include the establishment of the Greater Shady Grove Transportation Management District (TMD), the implementation of Shady Grove Station, Westside and Jeremiah Park dedicated park-school site, dedication of space for a public library, and the construction of a portion of Crabbs Branch Way. Pedestrian and bike enhancements have also occurred in the Plan area, including new Capital Bikeshare stations and sidepaths along Redland Road. Also, the Parks Department has acquired two properties for additional public parks, beyond the park-school site at Jeremiah Park.

Continuing the prior Sector Plan's staging framework would preclude new development opportunities in the Metro Neighborhoods where existing mobility and infrastructure exists. In addition, the transportation improvements that were tied to the 2006 Plan's staging do not prioritize transit, are contrary to the county's Vision Zero policy, and could negatively impact accessibility to future BRT along MD 355. Finally, the long-range forecast indicates the 2006 Sector Plan's partial interchange recommendation from Crabbs Branch Way to the Metro Access Road is no longer necessary to achieve appropriate transportation and land-use balance.

Equity

The County Council in 2019, via Bill No. 27-19, required the Planning Board to consider racial equity and social justice in the preparation of Master Plans. The Planning Department has developed an Equity in Master Planning Framework that highlights eight action items to address the Council Bill.

As the Shady Grove Sector Plan Minor Master Plan Amendment was underway when the Council adopted the Racial Equity and Social Justice Act and staff released the Equity in Master Planning Framework, the Public Hearing Draft does not specifically integrate the eight action items recommended by the Framework.

However, the Draft Plan's overall housing, environmental, and mobility recommendations provide the framework to establish an intergenerational community that builds upon the County's commitment to racial equity and social justice. Furthermore, recommended revisions to Chapter 8, Historic Resources, seek to provide a broader historical context for the Sector Plan area and better understand the historic advantages and disadvantages of people within the Plan area. These recommended revisions are included within Attachment 1.

In addition to the integration of a broader history and context, the Draft Plan recommends a significant amount of new residential development, including affordable housing, which provide a broad range of housing opportunities for residents. The Draft Plan also encourages public properties to provide a larger percentage of affordable housing and additional specialty housing, such as senior housing. Existing mobility options, including Metrorail, Metro bus, Ride On, and regional MTA provides public transportation services to the Sector Plan area. These services will be enhanced in the future with MD 355 BRT and the CCT, as well as new bikeways and trails which are reaffirmed by the Draft Plan.

Several light industrial properties, including WMATA's Shady Grove maintenance rail yards and the Montgomery County Department of Environmental Protection-managed Shady Grove Processing Facility and Transfer Station will not relocate in the future. The environmental impact from the Processing Facility and Transfer Station is unusual since odors periodically do emanate from the center, based on prevailing winds. Environmental sustainability recommendations in this Draft Plan seek to implement different strategies, including increasing tree canopy and promoting site and environmental best practices. These measures, along with others, will further the sustainability and resiliency of the community.

Urban District

The 2006 Sector Plan recommended an urban district to provide "maintenance, promotion, and programmed activities" for the properties in the Metro Neighborhoods and Jeremiah Park (p.116). The Draft Plan also supports a future urban district to support public streetscape maintenance, improve pedestrian safety, as well as brand and promote the area. There are different models for urban districts and this potential district would be determined when the Shady Grove district is created.

Financing

The Draft Plan recommends that the implementation of the Plan recommendations will require a combination of investments from the public sector, the private sector, or a public-private partnership. The relocation of the Montgomery County Public School's bus depot will require

the county to utilize a variety of financing tools to implement the approved Jeremiah Park development. For example, Montgomery County created a public-private partnership with EYA, the private developer for Shady Grove Station, Westside to implement improvements including the reconstruction of Crabbs Branch Way, a pedestrian trail at the stormwater management pond along Redland Road, and a roadway connection to the Metro Station. Long-term mobility infrastructure, such as MD 355 BRT, will be financed by different means.

UNIFIED MOBILITY PROGRAM

The Montgomery County Department of Transportation (MCDOT) suggested that the Draft Plan's recommended transportation improvements could be implemented by a Unified Mobility Program (UMP). UMPs are included as a Local Area Transportation Review component (TL5) of the 2016-2020 *Subdivision Staging Policy*. In concept, an UMP is a funding mechanism designed to distribute the costs of transportation improvements across property owners more equitably during the subdivision stage of development. This section details the opportunities and challenges relevant to implementing an UMP for the Shady Grove Sector Plan Area.

Overview

UMP's are understood as an alternative to the Local Area Transportation Review (LATR). The typical LATR process requires an Applicant to provide staff with a study demonstrating its development's impact on the transportation network. If documented impacts exceed acceptability thresholds defined by the relevant *Subdivision Staging Policy* (or forthcoming *County Growth Policy*), the impact must be mitigated in some form. This sometimes results in a "last-in" fairness problem. The last property owner to advance its development program becomes responsible for mitigating the combined impacts of development that precede it.

The 2016-2020 *Subdivision Staging Plan* allows for flexibility, but generally, UMP's avoid this "last-in" issue by developing a peak hour vehicle trip fee rate. The rate is calculated by dividing the total costs of a package of transportation improvements or "improvement program" by the total anticipated number of vehicle trips generated by anticipated master-planned development. Fees are then assessed on a per-peak hour vehicle trip basis as a condition of approval during the preliminary plan stage. Applicants subject to the fee are not subject to an LATR study.

The White Flint, White Oak, and Bethesda Downtown plan areas have or will have alternative funding mechanisms for transportation network improvements. First, properties within the White Flint Special Taxing District pay an *ad valorem* property tax. While not an UMP per se, the tax is appropriated to a fund dedicated to improvements in the White Flint Special Tax District area, such as the Western Workaround. Properties subject to the tax are not subject to LATR studies during development.

White Oak properties are subject to a Local Area Transportation Improvement Program (LATIP) fee on a per afternoon peak-hour vehicle trip basis. Like UMPs, a fee is calculated by developing the area-wide costs of an improvement program and dividing the costs by the total anticipated number of afternoon peak-hour vehicle trips generated by anticipated development. Like White Flint, properties in White Oak are not subject to LATR studies.

In 2018, MCDOT began developing an UMP for Downtown Bethesda based on the 2017 *Bethesda Downtown Plan*, but as of this writing, the Department has not yet finalized its fee schedule.

Challenges

While staff supports the general intent of UMPs as a solution, there have been challenges related to the execution of alternative systems. Whether or not these challenges represent growing pains for the relatively new UMP concept remains an important question for the Planning Board to consider; however, Mid-County Planning staff is aware of the following challenges:

White Flint Special Ad Valorem Tax:

- White Flint properties beyond the tax district boundary are still required to perform LATR studies. This has resulted in two separate challenges. Parties involved in the development approval process have varied opinions about how the impact of background projects *within* the tax district should be treated. Additionally, when studies relevant to projects just beyond the tax district area demonstrate impacts *within* the tax district area, there is confusion about whether the Applicant is responsible for mitigating the impact, considering that properties *within* tax district likely generate a larger demand on the network and have already developed a source to fund improvement projects to address impacts.

White Oak Science Gateway LATIP:

- Per-trip fees are based on a two-year improvement program. The two-year improvement program is based on forecasted traffic; however, growth has been slower than anticipated calling into question the need for some programmed vehicular capacity enhancements, and consequently, the associated fee schedule.
- Because growth is slower than anticipated, revenue intake for programmed improvements is also slow, impacting the ability to fund any single programmed improvement.
- There is confusion about the crediting process. When development interests fund and construct an improvement in lieu of paying the per-trip fee, it is unclear at what stage a credit can be accounted for in a subsequent proposal. If a proposed public improvement to be counted as a credit is held up in permitting, it can slow a separate development project's ability to move forward if that project assumed the credit would count towards its own per-trip fee.
- Development interests must absorb three types of public transportation network-related costs: frontage improvement costs, development impact fees, and any mitigation costs. A per-trip fee is intended to replace mitigation costs; however, there are often different

expectations about what a per-trip fee does and does not cover, which creates uncertainty during the development process.

Downtown Bethesda Unified Mobility Program:

- Development of the Bethesda Unified Mobility Program (BUMP) was launched in the Fall of 2018, following approval of the 2017 *Bethesda Downtown Plan* and included four milestones: the analysis/identification of necessary improvements, a cost estimate of the total improvement package, a development of an appropriate fee schedule, and a phasing plan for the implementation of projects. At the time of this writing, the third milestone—the development of a fee schedule, has yet to be formalized. This has resulted in confusion among some property owners looking to advance their projects. These owners have continued to undertake LATR studies while the BUMP is finalized.

Based on the factors listed above, clearly defining applicability guidelines and expediting the UMP development process are paramount to the execution of a successful program. Following the release of the Working Draft for the *Shady Grove Sector Plan Minor Master Plan Amendment*, MCDOT commented that it would be ideal to develop UMPs in tandem with master plans as coordination with relevant property owners and the identification of projects could be combined with the master-planning process. While staff agrees that this approach has merit, because the comment followed the release of the Draft Plan, staff had not explored these topics with property owners. Staff has, however, identified several master-planned projects that could serve the Plan area, which would be challenging to implement without an UMP (see the “Opportunities” discussion below).

Beyond the general execution challenges detailed above, the Plan area also has unique challenges that warrant consideration relevant to an UMP. Other plan areas with alternative programs such as the BUMP or the White Flint Special Tax District comprised a significant number of property owners. This improves the breadth of cost distribution for any recommended transportation improvement package. Shady Grove, on the other hand, has only a few properties anticipated for development, and two of the holding entities are public. Therefore, the total costs for any UMP improvement package would need to be in scale with the number of property owners in the Plan area making it likely that the UMP’s package would include only one or two development projects.

Another challenge specific to the Plan area is that some of the properties anticipated for development fall within or near the City of Rockville’s and the City of Gaithersburg’s respective maximum expansion limits. Property owners seeking to redevelop may make annexation requests based on their bottom line, and if the development cost bundle is less in a municipality than in the county, it is highly likely that such a request will be made. This potential is particularly true of development interests who sell rather than manage their assets following construction because the additional municipal tax burden is only relevant to the construction period.

Given the uncertainty around UMPs and the costs that could be developed, if the Planning Board wished to pursue further consideration of an UMP for the Plan area, staff recommends that any official designation follow the identification of an improvement package and fee schedule—not before it. The challenges associated with the roll-out and execution of the White Oak LATIP and Bethesda UMP are detailed above, and staff is concerned that uncertainty may encourage property owners to explore annexation.

Recommendation

Staff does not recommend an UMP for the Shady Grove Sector Plan Area due to concerns about program execution and municipal annexation. If the Planning Board supports an UMP for the Plan area, staff recommend the following considerations:

1. Official designation of an UMP area should follow—and not precede—the development of a study that assesses how the UMP would impact the area’s market potential and the probability of municipal annexation requests;
2. To avoid confusion in the development process, an official UMP designation should follow—and not precede—the development of guidelines, a formalized package of transportation improvements, a fee schedule, and an assessment of how the UMP could impact the probability for municipal annexation request;
3. To avoid confusion in the development process, any developed guidelines should include:
 - a. If applicable, clear, detailed process steps for any credit provisions, including timelines associated for permitting review and designations of responsible agencies and their respective divisions;
 - b. Clear, detailed information about what is and what is not included in the per-trip cost assumptions, including information about what frontage improvements are excluded from per-trip fee so financial obligations are more certain;
 - c. Clear, detailed information regarding the mitigation responsibilities of development Applicants with projects beyond the UMP area who are required to study intersections *within* the UMP area; and
4. Consistent with the recommendations of the Draft Plan, any developed transportation package must exclude vehicular capacity enhancements in favor of Vision Zero improvements and projects or programs that support the area’s Non-Auto Driver Mode Share goals.

CONCLUSION

Staff recommends the Board approve all changes to the Public Hearing Draft Plan and transmit the Planning Board Draft to the County Executive and County Council.

ATTACHMENTS:

1. Highlighted changes to the Public Hearing Draft Plan.
2. Shady Grove Sector Plan Amendment Public Hearing Draft Plan.

ATTACHMENT 1

PROPOSED PUBLIC HEARING DRAFT CHANGES

Based on the Board's deliberations and other changes recommended by staff, below are page by page changes proposed for the Public Hearing Draft Plan. All proposed new language is shown in **Red** and deleted language is shown in strikethrough.

Page 2: Table-Non-Residential Total: 6.94 M.

Page 8: Figures 1 and 2: Revise legend to state **Study Area** rather than Area.

Page 14: Label image as Illustrative BRT Station.

Page 16: Insert new photo for BRT.

Design Guidance: Buildings

Page 24

Insert a new bullet with references to micro-mobility:

- **Ensure design of new buildings provides amenities supportive of pedestrian, bicycle and micro-mobility circulation, including provision for on-site bikeshare, micro-mobility stations/storage and related options.**

Design Guidance: Connectivity

Page 26

Insert new bullet:

- **Incorporate pedestrian and bike/micro-mobility amenities in all new construction and new connections.**

Design Guidance: Open Space

Page 28

Second paragraph, first sentence, insert new language:

Open space type designations (town square, town commons) have been updated in the individual property descriptions on the Land Use and Zoning Framework chapter, to match current nomenclature, **including the Energized Public Spaces Design Guidelines (2019).**

Second paragraph, last sentence, revise:

Consequently ~~Subsequently~~, this Sector Plan recommends that incremental infill redevelopment that breaks up large blocks, creates amenities for pedestrians and connects to adjacent areas should also be promoted.

Insert new bullet:

- Provide for safe, non-auto and active transportation connections to all open space areas and ensure provision of secure bike/micro-mobility parking/storage areas.

Metro West: Land Use and Zoning

Page 35

Revise the third bullet and insert a new bullet:

- Rezone the MidWay Shopping Center from the CRT 0.75 C0.75 R0.25 H-50 T Zone to the CRT 0.75 C0.75 R0.25 H-50 Zone.
- Rezone the Public Storage property, 16001 Frederick Road, from the CRT 0.75 C0.75 R0.25 H-50 T Zone to the CRT 1.25 C1.25 R 0.25 H-50 Zone to permit a conforming property.

Metro West

Page 37: Update the proposed zoning map.

Metro South

Page 39: Urban Design

Modify the third bullet:

- Encourage retail or other active uses at strategic locations to promote pedestrian activity **as well as bikeshare, micro-mobility and bike parking**, and to support the surrounding neighborhoods.

Clarify the fourth bullet:

- Redevelopment on **the Sommerville** property should also provide a minimum half-acre Neighborhood Green. Its location will be determined during the development review process.

Shady Grove Station, Westside and Jeremiah Park

Page 47: Update proposed zoning map No. 24: CRT 0.75 C0.25 R0.5 H-80/TDR 0.6

Page 48

Update the first bullet to adjust the zoning height:

- Rezone this property from CRT 0.75 C0.25 R0.5 H-60T/ TDR 0.6 Zone to the CRT 0.75 C0.25 R0.5 H-80/TDR 0.6 Zone to promote the Sector Plan public benefits, including affordable housing and new public facilities (Map 24).

Parks Department Training and Maintenance

Page 49

Remove all text:

~~Parks Department Training and Maintenance~~

~~This 10-acre portion of Jeremiah Park is the former location for the Parks Department Maintenance and Training Center. This area is in the CRT 0.75 C0.25 R0.5 H-60T/TDR 0.6 Zone (Map 24). In 2017, the center relocated to the Multi-Agency Service Center in Montgomery Village, and this area is vacant. If the adjacent MCPS bus depot is retained in the longterm, this Sector Plan recommends implementing a portion of the approved preliminary plan for this site.~~

~~This Sector Plan recommends a minimum one-acre Neighborhood Green for this portion of Jeremiah Park, along with noise mitigation from the Metro Access Road. This Plan recommends:~~

- ~~• Rezone the vacant portion of Jeremiah Park from CRT 0.75 C0.25 R0.5 H-60T/TDR 0.6 Zone to CRT 0.75 C0.25 R0.5 H-60/TDR 0.6 Zone.~~
- ~~• Primarily multifamily residential is appropriate for this area.~~
- ~~• If the MCPS bus depot remains at its current location, and if this property is redeveloped with residential development, provide landscape screening as a visual buffer to the bus depot.~~

Shady Grove Plaza

Page 56

First paragraph, modify the narrative as follows:

The 2006 Sector Plan recommended preserving existing trees that are vestiges of the original ‘shady grove,’ maintaining the existing commercial (O-M and C-3) Zones and mixed-use (TS-M) Zone, and extending Pleasant Street Road to King Farm. The extension of Pleasant Street Road to King Farm is no longer possible since the City of Rockville has removed the potential extension in King Farm.

U.S Postal Service Center, CarMax and a vacant property

Page 59

First bullet, modify the recommendation:

- **Rezone the vacant property at Shady Grove Road and MD 355 from the EOF 0.75 H-100 Zone to the IM 0.75 H-100 Zone.**

Montgomery County's Division of Fleet Management Equipment Maintenance and Operations Center

Page 60

Revise the header to **David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC)**

First bullet, modify the recommendation:

- **Rezone the EMTOC, 16624 Crabbs Branch Way, from the EOF 0.75 H-60 T Zone to the EOF 0.75 H-60 Zone.**

Crabbs Branch Office Park

Page 64

Amend the third paragraph:

The 2014 District Map Amendment rezoned properties to the Industrial Moderate (**IM 2.5 H-50**) Zone.

Remove the sixth paragraph since the Board removed the EOF Zone

~~Three office buildings, 15850 and 15800 Crabbs Branch Way and 15810 Indianola Drive, at the northwestern quadrant at Indianola Drive and Crabbs Branch Way, are proposed for the EOF Zone since they are traditional office buildings. This Sector Plan recommends rezoning these properties to align the existing office uses with the Employment (EOF) Zone where offices are allowed as permitted uses, rather than limited uses in the IM Zone (Map 37).~~

Remove the first bullet

- ~~Rezone the office properties at 15850 Crabbs Branch Way, 15800 Crabbs Branch Way and 15810 Indianola Drive from the IM 2.5 H-50 Zone to the EOF 2.5 H-50 Zone.~~

Amend the second bullet

- ~~Rezone the American Society of Plant Biologist property, located at 15501 Monona Drive, and Rezone~~ the office property at 7361 Calhoun Place from the IM 2.5 H-50 Zone to the ~~EOE CRT 2.5 C2.0 R0.25 H-80 Zone~~ to permit a conforming building. (Map 37)

Amend the third bullet

- Rezone the office buildings at 7500 Standish Place, 7362 Calhoun Place and 15400 Calhoun Drive from the IM 2.5 H-50 Zone to the **IM 2.5 H-70 Zone**.

Page 65: Update the proposed zoning map

Parks, Trails and Open Space

Page 73

Insert new language to characterize new public open space within the framework of the Energized Public Spaces Design Guidelines:

This Sector Plan recommends a range of new public open spaces, including a Civic Green and Neighborhood Greens at key properties that could redevelop in the future. For parameters on selection and design of amenities, applicants must refer to the Department of Parks *Energized Public Spaces Design Guidelines* (2019). The guidelines use three overarching principles to promote good access and connectivity, create a sense of community, and utilize urban ecology to support social and environmental well-being. These also provide guidance for specific issues such as context, place, comfort, variety and connection enhancement.

Redevelopment of larger properties could also provide opportunities for additional open space typologies, such as plazas, pocket greens and interim parks. These could be implemented in the Sector Plan area to expand the public open space network; criteria for these smaller spaces is also provided in the *Design Guidelines*. This Sector Plan recommends the *Design Guidelines* as a resource for the design of public open spaces during the implementation of new development.

Civic Green

The Civic Green, which is recommended for the WMATA property in the Metro West neighborhood, should have a large central lawn as a focus feature, surrounded by activating uses. This is a formally planned open space to provide opportunities for formal and informal gatherings and special events, such as a farmers' market and concerts. Additional complementary open spaces, such as gardens, are encouraged to be included with a Civic Green.

Neighborhood Greens

The Sector Plan recommends Neighborhood Greens at the Grove, the Sommerville property in the Metro South neighborhood and at the Shady Grove Plaza property. Neighborhood Greens are smaller open spaces that serve as a local destination for a neighborhood, such as Metro South.

This type of open space should include a major lawn area, shaded seating, and pathways to provide opportunities for informal gatherings, individual relaxation, or small public events.

Sustainability

Page 82

Remove the first two bullets to reflect the Board's recommendations:

- ~~▪ Improve forest and tree cover to at least 40 percent of the Plan area.~~
- ~~▪ Achieve 30 percent of tree cover within the Metro Neighborhoods.~~

Insert the following new language as new bulleted information:

- Strive for maximum shade cover over paved areas in streetscapes and plazas.
- Plant native shade trees that produce large canopies, spaced a maximum of 30 feet apart on center.
 - Where possible, plant smaller native trees spaced in between the large trees.
 - Provide adequate soil volume to create and sustain a healthy tree canopy. Refer to the Montgomery County Complete Streets Design Guide for guidance on planting specifications.
 - Provide artificial shade structures in open areas over pavement where trees cannot be planted, especially in open spaces. These shade structures may include arbors, umbrellas, or features that can be open or closed to allow flexibility in use.
- Promote green roofs wherever possible. Public benefit points can be prioritized to incentivize green roofs.

Historic Resources

Page 90

Insert the following new language:

The ancestors of the indigenous people of Maryland arrived in the region well over 10,000 years ago. Their lifeways and associated artifacts shifted over time as they adapted to changing circumstances. Generally, people appear to have used the river valleys mostly for occupation, relying on the adjacent uplands for temporary camps associated with hunting and procuring raw materials such as workable stone. As European settlement expanded, conflicts erupted with the indigenous people who suffered from the effects of warfare, disease, and ecological disruption. Many indigenous people including the Piscataway, Susquehannock, and Nanticoke of Maryland suffered severe demographic collapses and withdrew to the interior of the country. Limited archaeological investigations conducted within the plan area have documented a

steatite/soapstone quarry and lithic scatter (stone tools and chipped stone debris) sites related to indigenous people.

European colonization of Maryland began in earnest between 1634 and 1681. Colonists concentrated on tobacco and first relied on a mix of indentured and enslaved labor. Planters, however, shifted to the exclusive use of enslaved African labor and the colony codified slavery based on race in 1664. By 1715, Maryland enacted a comprehensive law that confirmed the life-long enslavement of Africans and their descendants.

In 1696, the Maryland General Assembly established Prince George's Country which included present-day Montgomery County. Most planters first settled along the Patuxent River before moving north along the Potomac River in the early eighteenth century. In 1723, Ralph Crabb, a local merchant, farmer, and public official who served in the House of Delegates received a patent for a 470-acre parcel referred to as "Deer Park" that included part of the Sector Plan area. He had other significant landholdings as well (approximately 1,500 acres). At the time of his death in 1733, Crabb owned at least fourteen enslaved persons.

The Crabb family continued to increase their land holdings in the region throughout the nineteenth century. General Jeremiah Crabb, the grandson of Ralph and Priscilla (nee Sprigg) Crabb and son of Henry Wright and Ann (nee Snowden) Crabb, acquired or inherited thousands of acres in Montgomery County. During the Revolutionary War, he was commissioned as a 2nd Lieutenant, Fourth Maryland Regiment, and later promoted to 1st Lieutenant. He resigned from service in 1778, but was later appointed a Brigadier General, 7th Brigade, Maryland Militia, to suppress the Whiskey Rebellion in 1794. Crabb was active politically, serving in the House of Delegates (1788-1793) and as an associate justice in the County. In 1795, he was the first Montgomery County resident elected to the United States Congress. He served until his resignation the following year.

Jeremiah and Elizabeth (nee Ridgely) Crabb owned a significant number of enslaved African Americans who farmed their land and increased their wealth. The number of enslaved persons fluctuated from 10 in 1783 to 38 in 1798. While most of the names of the African Americans enslaved by Jeremiah Crabb are presently unknown, two men named Caesar and Toby attempted to escape in 1784. Jeremiah and Elizabeth Crabb died in 1800 and 1828, respectively. The couple and four generations of Crabb descendants are buried at the Crabb Family Cemetery located at the present-day northeastern corner of the intersection of Derwood Road and Indianola Drive. It is unknown whether any enslaved persons were buried in or in proximity to the family burial ground.

During the late eighteenth and early nineteenth centuries, property owners shifted towards more diversified plantations. This trend continued as grain production replaced tobacco as the primary crop in the county. Martinet and Bond's Map of Montgomery County (1865) identified fifteen families and a blacksmith shop within the Sector Plan area. The average farm of these owners consisted of approximately 225 improved acres of primarily wheat, corn, oats, and livestock. At least ten of the property owners held African Americans in slavery with the average of eight enslaved persons per owner.

For example, Dr. Julian and Margaret (nee Johnson) Magruder were one of the wealthier families who lived in the Sector Plan area. Born in Rockville in 1824, Julian Magruder graduated from the University of Pennsylvania in 1846, returned to the county, and became a well-known physician. His farm consisted of 250 acres of land valued at \$5,000 in 1860. The couple enslaved at least 13 African Americans on their property including: Jeffery Mackabee, Richard, John, Hanson, Hezekiah, Marcelisia, Isadora, Lavinia, Amelia, and Cecilia.

After the Civil War, major changes occurred within the plan area due to the opening of the Metropolitan Branch of the Baltimore & Ohio (B&O) railroad on May 25, 1873. It contributed to the creation of new residential communities and summer resorts in Montgomery County, stimulated the local economy by providing farmers of perishable goods access to larger markets, and encouraged the establishment of commercial industries such as mills on the line. Railroad service to Derwood started in 1875, and a post office opened in 1883. The train station led to the opening of the Derwood subdivision in 1889 and the area developed into a small manufacturing town with a creamery, cannery, steam flour mill, a school and other businesses (Map 43). **The population of Derwood remained limited as the Baltimore & Ohio Railroad estimated between 72 and 225 residents between 1905 and 1928.** By the 1950s, the Derwood subdivision consisted of approximately 35 buildings. A fire in 1954 destroyed the Derwood Mill and Station, and neither the mill nor the station was rebuilt. In 1966, the Post Office vacated the Derwood Store and relocated to a shopping center at the intersection of Redland and Muncaster Mill roads.

In the plan area, the subdivision of farmland for suburban developments occurred primarily in the last quarter of the twentieth century. In 1984, the Washington Metropolitan Area Transit Authority (WMATA) opened the Shady Grove Metro Station, an extension of the red line, which spurred further growth.

Page 91

Insert new photos: Derwood Station and 1865 map of the County with Shady Grove overlay

Master Plan for Historic Preservation

Page 92

Revise the photo caption: Left: Crabb Family **Cemetery**; Right: Derwood Store and Post Office

Update the language in the 1st paragraph:

The Crabb Family Cemetery (22/033-001A) is the only resource listed in the Master Plan for Historic Preservation in the Plan area (Map 44). Located at the northeastern intersection of Derwood Road and Indianola Drive, the Crabb cemetery is the resting place for four generations of the Crabb family between 1800 and 1925. **As recognized in the 2006 Sector Plan, the residents of the community selected Jeremiah Crabb as an historical inspiration for the park-school site recommended on Crabbs Branch Way. The name of this area will be reevaluated with the future**

construction of the park and school as Crabb enslaved African Americans and does not reflect our community's values.

Insert a new 2nd paragraph:

The Derwood Store and Post Office reflects the growth of Montgomery County following the establishment of the Metropolitan Subdivision of the Baltimore & Ohio Railroad in 1873. The rail line spurred residential and commercial development as it allowed for easier access to Washington, D.C. In addition, the subject building represents the turn-of-the-twentieth-century commercial tradition of vernacular two-story, front-gable general merchandise stores in rural towns and small communities. These businesses served as the end-point of the distribution of products within the local economy and provided the community a place to share information. The store's inclusion of a post office (which operated at the location from ca. 1905 to 1966) further augments its historic significance. Derwood had at least three women postmasters who served a total of 17 years and their overall contributions to the area are not reflected in other sites. Lastly, the Derwood Store and Post Office serves as a reminder of the diminished rural and manufacturing character of the area.

Modify the 3rd paragraph:

The HPC's recommendation is consistent with the 2006 Sector Plan that supported the property's listing to the Master Plan for Historic Preservation since it meets four of the nine designation criteria as described in Section 24A-3 of the Montgomery County Ordinance. For more information regarding the historic significance of the Derwood Store and Post Office, see the Historic Appendix.

Historic Resources Recommendations

Page 93

Insert a new bullet under Historic Recommendations

- Installation of interpretive marker(s) that relates to the antebellum history of the Plan area including land use and chattel slavery. This marker would be separate from any interpretive markers at the Derwood Store and Post Office.

Mobility

Page 102: Insert new photo of Capital Bikeshare

Page 103

Second paragraph, first sentence language clarification:

This Sector Plan Amendment supports new policy initiatives, such as Vision Zero, ~~that~~ which strives to eliminate severe and fatal traffic injuries on roadways by 2030.

Second paragraph, last sentence, clarify language:

New transitway, ~~and bikeway, pedestrian, bicycle, and micromobility~~ recommendations will provide enhanced mobility options in the Plan area and contribute to achieving the recommended Non-Automotive Driver Mode Share (NADMS) goal.

Transit

Page 104

First paragraph, language clarification:

The Shady Grove Metro Station is the ~~western~~ terminus for the Washington Metropolitan Area Transit Authority's (WMATA) ~~western segment of the~~ Metrorail Redline, and serves several Ride On.

Insert new second paragraph:

WMATA's Shady Grove Metrorail Station remains an important node for the area. As a terminus for the redline, people access the station in various ways, including transfers from other transportation modes. Average daily boardings indicate that Shady Grove is the second-most used station in the county, and the fifth most used redline station in the WMATA system.

First bullet, language clarification

- Significant multimodal improvements, ~~including improvements that support~~ transitways and ~~Vision Zero improvements safe connections to transit~~, shall be a high priority public benefit for development applications in the CR Zone.

Second bullet, language clarification

- Implement new public streets on both sides of the WMATA property to ~~promote~~ improved circulation and access for new development ~~and infrastructure~~ and ~~improved access for~~ transit riders. ~~to reach the station.~~

Insert a new bullet

- Enhance provision of bikeshare, e-scooters and other micromobility options as important ways to provide first-mile/last-mile connections between existing and new development and the existing and new transit resources that will be available in the Plan area.

Marc Rail

Page 104

Insert new first bullet and recommendation

- **If the Maryland Transit Administration (MTA) develops an implementation plan for additional mainline track along the Brunswick line, properties adjacent to the northern/eastern side of the MARC rail line within the Plan area should dedicate width called for by MTA's Plan. In the interim, properties adjacent to the existing MARC rail should dedicate no less than 25-feet, where feasible.**

Corridor Cities Transitway

Page 106: Update the proposed MD 355 BRT and Corridor Cities Transitway Map to show all planned BRT stations.

Page 107

Third paragraph, last sentence, clarify language:

Serving communities in the Mid-County area with transit, which may include considering alternative alignments for the CCT, will be further explored in *Corridor Forward: The I-270 Transit Plan*. ~~the I-270 Corridor Transit Plan.~~

MD 355 BRT

Fourth paragraph, fourth sentence, modify language:

This Sector Plan also recognizes the importance of east-west mobility, particularly for pedestrians, bicyclists, and micro-mobility users accessing the Metro station.

Fifth paragraph, first sentence, modify language:

~~Several alternative alignments are under consideration, including a reversible median. As pertains to MD 355, this Sector Plan recommends:~~

Fourth bullet, first sentence change:

- ~~Provide pedestrian refuge divisions within the plan area.~~ If a dedicated BRT lane(s) is provided in a center roadway median, the BRT design should account for ADA compliant refuges at pedestrian crossings.

Street Network

First paragraph, second sentence:

This Plan also ~~uses~~ ~~utilizes~~ Vision Zero principles as a framework to reevaluate streets, such as Shady Grove Road and Crabbs Branch Way, to promote safer roads for all users.

Page 108: Update the Existing Street and Highway Network Map.

Key Streets in the Sector Plan area (Shady Grove Road)

Page 109

Second bullet, language clarification:

- Provide **Vision Zero** context sensitive design measures, such as 10-foot lane widths to support a desired target speed of 25 miles per hour within the Urban Road Code Area, and 30 miles per hour ~~(beyond Urban Road Code Area)~~. ~~to promote and implement Vision Zero principles that contribute to a safer roadway.~~

Fourth bullet, clarification:

- This recommendation excludes any widening or improvements necessary to support **BRT transit**, bicycle, and pedestrian needs.

Fifth bullet:

- Consistent with Vision Zero principles, ~~if future amendments to the County's Subdivision Staging Policy (SSP) recommend alternative or differing operational adequacy metrics than average intersection delay,~~ remove the channelized right turns at Shady Grove Road and MD 355.

Sixth bullet, language clarification:

- As an urban area, ~~use engineering and enforcement strategies to~~ lower target speeds on the roadway; ~~to~~ create a consistent, safer speed across the corridor ~~through engineering and enforcement.~~

Figure 6: Update Illustrative Shady Grove Cross-Section

Crabbs Branch Way

Page 111

Second bullet, modify recommendation:

- Explore opportunities for traffic calming on Crabbs Branch Way, ~~including such as the provision of a mini roundabout, to function as a~~ gateway features between Crabbs Branch Way Extended and Amity Drive Extended. Additionally, explore traffic calming ~~radar speed signs~~ ~~speed boards~~ and ~~tables~~ ~~bumps~~ to slow traffic entering the residential neighborhood along Amity Drive.

Add a new bullet:

- Explore traffic calming engineering treatments to slow speeds on Crabbs Branch Way, including but not limited to, the removal of left-turn lanes, bump-outs, curb extensions, and curb radii reductions.

Update Figure 7: Illustrative of Crabbs Branch Way

Frederick Road

Page 112

First paragraph, insert new second sentence:

Frederick Road (MD 355) is a State arterial roadway that provides primary north-south travel throughout the County, linking Frederick County and Washington, D.C. **The roadway is within the County's High-Injury Network (HIN).**

Third paragraph, first sentence:

Consistent with Vision Zero principles, this Sector Plan recommends enlarged pedestrian refuges along MD 355 to provide areas for pedestrians, **bicyclists, and micromobility users** to wait safely, while crossing the street.

First bullet, clarify language:

- Adjust the minimum right-of-way width for the Metro Neighborhoods in the Plan area to be either 127 ~~feet-foot~~ or 137 ~~feet-foot~~ based on the pursued MD 355 BRT option. Retain the minimum of 150 feet for other portions of Frederick Road in the Plan area.

Third bullet, adjust language to reflect SSP:

- Consistent with Vision Zero principles, ~~if future amendments to the County's Subdivision Staging Policy (SSP) recommend alternative or differing operational adequacy metrics than average intersection delay,~~ remove the channelized right turns at Shady Grove Road and MD 355, as well as Gude Drive and MD 355.

Page 113: Figures 8-9: Update to reflect the City of Rockville on the western side of the cross-section.

Redland Road

Page 114

First paragraph, third sentence, clarify roadway classification:

This street is classified as a Business District Street (B-3) with a 100-foot minimum right-of-way between Crabbs Branch Way and MD 355 (Figure 10), and as an ~~Major Arterial street (MA-34 A-[TBD])~~ between Crabbs Branch Way and Needwood Road with a minimum 70-foot right-of-way.

Modify the first bullet:

- Confirm the existing recommended minimum 100-foot Business District Street for the segment between MD 355 and Crabbs Branch Way; reclassify the area between Crabbs Branch Way and Needwood Road from a Primary Residential to an ~~Major~~ Arterial with a minimum 70-foot right-of-way; and reclassify the segment between Needwood Road to the northern Plan area from a Primary Residential to a Minor Arterial with a minimum 70-foot right-of-way.

Figure 10: Update Illustrative Redland Road cross-section.

Mid County Highway

Page 115

Fourth paragraph, second sentence, modify language:

In addition, the extension of Mid County Highway to the Intercounty Connector (MD 200) would require an interchange that could ~~possibly necessitate property takings from single-family lots. acquisition of adjacent single-family properties.~~

Insert a new fifth paragraph:

~~This Plan neither endorses the removal of the extension segment from the *Master Plan of Highways and Transitways*, nor supports its maintenance as no assessment of its drawbacks and merits was undertaken during the planning process, per Council's resolution 18-957. Because the segment impacts mobility beyond the Plan area, this Sector Plan is not the appropriate place for a decision on this segment as an appropriate outreach forum beyond the Sector Plan Area was not established during this planning effort.~~

Table 2: Roadway Classifications

Page 118

Update Table No. 2:

Gude Drive Target Speed: ~~25~~ 30 MPH
Redland Road Arterial Design Standard: ~~2004.07-2004.25~~
Redland Road Classification Number: ~~(MA-34) A-[TBD]~~
Redland Road Arterial Target Speed: ~~25~~ 30 MPH
Redland Road Minor Arterial Target Speed: ~~25~~ 30 MPH

Page 119

Update Note No.1:

Reflects minimum right-of-way and may not include lanes for turning, parking, acceleration, deceleration, **pedestrian facilities, bicycle facilities, transit facilities, or stormwater management** (or other purposes auxiliary to through travel). Rights-of-way are measured symmetrically based upon roadway right-of-way centerline.

Update Note No. 5: clarification:

127' assumes one peak-hour median-running BRT lane; 137' assumes two peak hour median running BRT lanes; this segment falls within the municipal boundaries of the City of Rockville, and the purpose of these recommended widths are to ensure adequate property dedication for pedestrian, bicycle and transit elements from properties that fall beyond the current municipal boundaries on the eastern side of the roadway. Right-of-way dedication beyond the 120' should be provided by property owners on the **eastern western** side of MD 355, meaning that the **eastern western** side properties are responsible for an additional 7' or 17' beyond centerline.

Vision Zero

Page 120

First paragraph, new fourth sentence:

In January 2020, the county released the 2020 Vision Zero Action Plan, which expands on the work completed with the initial action plan and introduces a long-range strategic plan to further guide the county toward the elimination of traffic fatalities and severe injuries. ~~Upon completion of the two-year action plan, the County will advance a ten-year action plan to achieve Vision Zero by 2030.~~

Third paragraph, first sentence clarification:

Between January 2015 and May 2019, 1,347 **reported** crashes have occurred along roadways within or along the boundary ~~roads~~ of the Sector Plan area.

Insert two new bullets:

- **Restrict the implementation of additional travel or turn lanes until safety and person throughput can be demonstrated.**
- **Encourage MCDOT to explore operational improvements such as the removal of permissive lefts, implementation of Leading Pedestrian Intervals (LPI), application of right turn on red restrictions, reduction of pedestrian delay, and the implementation of HAWK signals where appropriate. Numerous operational considerations are available in the Plan’s transportation appendix.**

Metro Neighborhood Streets

Page 122

First paragraph, third sentence, clarify the language:

Further, the 2006 Sector Plan’s **proposed street grid constrained development potential and did not account for challenges related to coordinated implementation across multiple property-owners. ’s-proposed rights-of-way significantly constrained properties and do not consider the numerous properties in these neighborhoods** (Map 51).

First bullet, second sentence, clarify language:

- If ~~it a street~~ is ~~a public or private-street~~, it should be **no less than follow** the Business District Street, minimum 60-foot ~~feet~~ right-of-way.

Second bullet, revise language:

- ~~Consider~~ **Encourage consideration of some streets as** pedestrian only streets or linear public open space links that could provide unique placemaking ~~opportunity opportunities~~.

Figures 11 and 12: Update “lane” label to **Parking** and note vertical separation. Change label to show recommended sidepath.

Page 124

BRT Streets

Third paragraph, third sentence, revise:

Consequently ~~Subsequently~~, this Sector Plan only recommends Somerville Drive and King Farm Boulevard Extended as public streets.

Figure 13: Update to reference vertical separation and mature trees.

Page 125

Figure 14: Revise title to Illustrative Somerville Drive Between Metro Station and Redland Road.

Second bullet, revise language:

- **This Plan recommends** King Farm Boulevard Extended/Metro Road ~~is recommended~~ as a Business District Street with a minimum right-of-way of 80', ~~excluding with an additional~~ **a**-transit easement of 50' feet along the northern side of the roadway.

Bicycle and Pedestrian Network

Page 126

First paragraph, first sentence, clarify language:

This Sector Plan promotes a **safe** walkable and bikeable ~~environment that creates a street network of streets and safe bicycle facilities that incorporate~~ based on Vision Zero principles. **Bicycle facilities support first and last mile connections to and from transit for bicyclists and other micro-mobility users, such as scooter-share riders.**

First paragraph, second sentence, clarify language:

~~New~~ **Since 2006**, pedestrian and **bicyclist bicycle facility** investments, including Capital Bikeshare stations, sidepaths along Crabbs Branch Way and the Metro Access Road, and the reconstruction of Crabbs Branch Way, have improved the walking and biking environment in the Plan area.

First paragraph, third sentence, adding new information:

However, there are missing sidewalks on existing roadways, including along Shady Grove Road ~~and~~, Redland Road, **and portions of Oakmont Avenue** (Map 52).

Amend the second bullet:

- ~~Construct protected intersections at all intersection with bicycle facilities~~ Per the 2018 *Bicycle Master Plan*, support protected intersections as the preferred treatment at all intersections (except very minor intersections) where at least one street is recommended to have a sidepath, separated bike lane, buffered bike lane or conventional bike lane. This Sector Plan anticipates 31 protected intersections.

Add a new bullet to support micro-mobility:

- Support micro-mobility in Plan area through the provision of planned bicycle facilities and dedicated space for accessible, weather-protected storage in new developments.

Shady Grove Road

Page 128

First paragraph, second sentence, clarify recommendation:

This Sector Plan ~~recommends a~~ confirms the 2018 *Bicycle Master Plan*'s sidepath recommendation for this roadway, allowing a 10-foot width to ~~since it~~ minimizes single-family ~~properties~~ property takings, ~~acquisitions and~~ roadway modifications, and maximizes the retention of ~~retains existing~~ mature trees along the roadway.

Second paragraph, remove the language since it pertains to MD 355:

~~Consistent with Vision Zero principles, this Sector Plan recommends enlarged pedestrian refuges along MD 355 to provide protected areas for pedestrians to wait safely while crossing the street, and such a vision would be consistent with the urban boulevard design of the 2006 Shady Grove Sector Plan.~~

First bullet, amend language:

- Amend the 2018 *Bicycle Master Plan* to remove the sidepath from the north side of Shady Grove Road. The sidepath on the south side of Shady Grove Road will be retained. Prioritize a buffer width of six feet. If a six foot wide buffer cannot be accommodated, provide hardened vertical separation and other speed-calming measures, ~~such as a guardrail,~~ to protect pedestrians and bicyclists from the roadway.

Indianola Drive

Page 128

First paragraph, second sentence:

This Sector Plan recommends a sidepath along the north side of Indianola Drive between MD 355 and Crabbs Branch Way to support accessibility to the recommended infill MD 355 BRT station located on MD 355, which is also recommended by this Plan.

Redland Road

Page 128

First paragraph, first sentence clarification:

Redland Road is an east-west street **extending** through the Sector Plan from the Upper Rock Master Plan area to the City of Rockville.

First paragraph, last sentence, remove language to address consistency with the overall recommendation:

~~Bikeway recommendations for this roadway varies from the Metro Neighborhoods to established residential neighborhoods.~~

Frederick Road (MD 355)

Page 129

Second paragraph, last sentence, clarify language:

~~The future MD 355 BRT or through property redevelopment~~ Future redevelopment or capital projects, including the MD 355 BRT, should enhance the pedestrian and bicyclist realm as illustrated in Figures 8 and 9.

First bullet, clarify language

- Confirm the 2018 *Bicycle Master Plan's* recommended breezeway facility on the east side of the roadway and remove recommended bicycle facilities from the west side of the road ~~as the necessary right-of-way to implement the facilities is located on properties within the City of Rockville. This recommendation is advisory only in locations where the roadway is within the City of Rockville.~~

New Section: Oakmont Avenue

Page 129

Insert new language regarding Oakmont Avenue:

The current Oakmont Avenue right-of-way width ranges between 25 feet and 80 feet and only portions of the segment have a sidewalk. The Plan does not recommend rezoning as the existing industrial uses are operating successfully, limiting opportunity for right-of-way dedications. This Plan recommends Oakmont Avenue be reclassified as a 60-foot industrial road, which includes continuous sidewalks. The Plan encourages coordination between existing property owners, the County, and the Town of Washington Grove to improve pedestrian safety along Oakmont

Avenue, including the provision of a continuous sidewalk and removal of existing obstructions, on at least one side of the roadway.

Existing and Proposed Bikeway Network

Page 130: Update map 53 to reflect existing off-street trails.

Page 131

Update table 3: ~~Brown Street~~ to Town of Washington Grove

Update table 3: In Redland Road row, change “From” column to read: **Needwood Road (northern access)**. Change “To” column to read **Muncaster Mill Road**. Change “Bikeway Type” to **Bikeable Shoulders**.

Insert a new section: **A New Perspective on Significant Capital Investments**

Page 132

The 2006 *Shady Grove Sector Plan* recommended three separate interchanges and supported:

- the Corridor Cities Transitway;
- an additional MARC Rail Station proximate to the Shady Grove Metrorail Station; and
- an infill Metrorail Red Line Station proximate to Montgomery College in Rockville.

Since 2006, the 2013 *Countywide Transit Corridors Functional Master Plan* has recommended Bus Rapid Transit service along MD 355 and the Montgomery County Department of Transportation (MCDOT) has advanced the alternatives analysis for the proposed route.

While many of these potential projects represent long-term opportunities for the Sector Plan area and region, it is unrealistic to expect that each will be realized in the life of the Plan due to the County and State’s budgetary outlook. Continuing to maintain each recommendation creates ambiguity for our funding partners about what the County’s true priorities are for the Sector Plan area, further muddying the efficient use of County funds and resources.

As such, this Plan does not recommend the Gude and MD 355 Interchange—which represents roughly 9.2 percent of the cost of the entire “B Modified” alternative for the proposed MD 355 Bus Rapid Transitway. Nor does this Plan recommend the Crabbs Branch Way and Metro Access Road Partial Interchange as the costs do not align with projected benefits. Alternatively, the Plan recommends:

- Strong support and advancement of the MD 355 Bus Rapid Transitway and the Corridor Cities Transitway projects; and
- Support for further exploration of an additional MARC Rail Station proximate to the Shady Grove Metrorail Station and infill Metrorail Station proximate to Montgomery College.

Transportation Demand Management

Page 132

Insert a new Figure for the Shady Grove Transportation Management District.

First bullet, revise to incorporate the County Code reference:

- ~~Maintain the requirement that all new developments must enter into Traffic Mitigation Agreements (TMAGs) in the Metro Station Policy Area.~~ Require all new development projects within the Greater Shady Grove Transportation Management District to participate in project-based TDM plans per County Code, Section 42A-26.

Second bullet, revise language:

- Require ~~Traffic Mitigation Agreements~~ development projects that demonstrate ~~transportation network impacts~~ to mitigate for traffic through significant multimodal improvements that further transitways master planned projects, and Vision Zero improvements.

Third bullet, clarify the recommendation:

- Support a 50 percent NADMS goal for residents living in the Metro Station Policy Area for all ~~peak hour~~ home-based work trips (commute trips).

Fourth bullet, modify the percentage per the Board's decision:

- Increase the existing NADMS goal for employees commuting into the Plan area who reside elsewhere from 12.5 percent to ~~15~~ ~~25~~ percent ~~during the peak period~~.

Fifth bullet, clarify the recommendation:

- Support a 35 percent NADMS goal for residents living in the portions of the Sector Plan Area, exclusive of the Metro Station Policy area, for all ~~peak-hour~~ home-based work trips (commute trips).

Insert two new bullets:

- ~~Expand the Greater Shady Grove Transportation Management District to include the entirety of the Sector Plan Area.~~
- ~~Support micro-mobility in the Plan area through the provision of planned bicycle facilities and dedicated space for accessible, weather-protected storage in new developments.~~

Transportation Standards

Page 132

First paragraph, modify to reflect the Board's decision:

This Sector Plan recommends a higher HCM standard, up to ~~80~~ 100 seconds/vehicle, for the MD 355 and Gude Drive intersection since it is part of a larger corridor where new BRT infrastructure and additional intense development are planned. This HCM recommendation acknowledges that both the City of Rockville and Derwood policy areas have lower HCM standards, but this intersection is approximately less than a half-of-a mile from the higher Shady Grove MSPA and is located along a proposed BRT corridor.

Intersections

Page 134

Third paragraph, clarify the recommendation:

This Plan recommends restrictions on the implementation of additional travel or turn lanes until safety, ~~and~~ person-throughput, and progress toward the Sector Plan's NADMS goals investments can be demonstrated.

Interchanges

Page 135

First paragraph, first sentence, modify the language:

~~This Sector Plan recommends that interchanges~~ Interchanges are not the correct solution for corridors with closely spaced signalized intersections as ~~the isolated benefits have the potential to~~ they push congestion more quickly up and downstream, creating new traffic issues elsewhere.

Third and fourth paragraphs, clarify the language to align with the overall recommendation:

This Plan recommends raising the congestion threshold at the intersection to ~~80~~ 100 seconds of delay per vehicle to allow for more modest, lower-cost improvements to be implemented as necessary based on findings commensurate with new development per the County's subdivision staging policy.

Operational acceptability as defined by the 2016 SSP, can be achieved at an ~~80~~ 100 second/vehicle delay threshold in both the morning and evening periods in the forecast year with the addition of eastbound and westbound free right turns, receiving lanes for the turns on MD 355, and the conversion of the existing southbound right turn into a shared-through right lane.

Second bullet, clarify the language:

- Amend the ~~existing SSP~~ congestion standard for this intersection to be no less than ~~80~~ 100 seconds of delay per vehicle to have a more consistent transportation policy approach for the MD 355 corridor.

Crabbs Branch Way and Metro Access Road

Page 135

First paragraph, clarify recommendation:

This Sector Plan recommends the removal of the partial interchange at Crabbs Branch Way and Metro Access Road ~~from the Master Plan of Highways and Transitways~~. Nearby intersections are not projected to operate beyond existing levels of acceptability, ~~and vehicles traveling to the Metro from points north can either access the Metro via Gramercy Boulevard, or more likely, use Shady Grove Road to connect to direct access via Metro Access Road. per the 2016 Subdivision Staging Policy (SSP). And as~~ As such, the anticipated mobility benefits of a partial interchange are not warranted by the associated budgetary and environmental costs. This Sector Plan also prioritizes choice and person throughput over single-occupant vehicle throughput. ~~Subsequently~~ ~~Consequently~~, this Sector Plan recommends using limited County funds on other priorities within the Sector Plan area.

MD 355 and Gude Drive

Page 135

Second paragraph, add new contextual information:

The 2019 Public Hearing Draft for the Comprehensive Plan for the City of Rockville recommends that the city continue “to support capacity improvements at Gude Drive and MD 355, perhaps the intersection that delays the most drivers on a daily basis. Grade separation of the two roads may be the best solution amongst possible design options” (p.65). The City of Rockville supports an interchange at this location, especially if ~~another~~ ~~an I-270 Managed Lanes roadway~~ access point is created ~~at to and from the southern side of the I-270 and~~ West Gude Drive Bridge. However, the State’s Managed Lanes Project did not initially account for an access point at Gude Drive. As such, the State’s Draft Environmental Impact Statement has no quantifiable information about any access’s impact on nearby traffic conditions, including the intersection of Gude Drive and MD 355. The State has indicated that impacts will be assessed in coordination with the project’s Final Environmental Impact Statement. Given that access to the Shady Grove Metrorail will be more convenient from the anticipated Managed Lanes access at I-370, which connects with Metro Access Road, it is unlikely that the Gude Drive Bridge access will facilitate Metrorail-related traffic.

Third paragraph, first sentence, correct standard:

Six different alternatives for this intersection were explored during the Plan creation, including: adjusting the congestion standard from ~~80~~ 63 to 100 seconds per vehicle, a single-point urban interchange, and a Gude Drive overpass of MD 355. These alternatives also considered how future BRT would impact roadway changes.

Page 136

Crabbs Branch Way and Metro Access Road

First paragraph, fourth and fifth sentences revise:

This Sector Plan also prioritizes choice and person throughput over single-occupant vehicle throughput. ~~Subsequently, this Sector Plan~~ and recommends using limited County funds on other priorities within the Sector Plan area.