



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 26, 2003

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** John A. Carter, Chief *JAC*  
Community-Based Planning Division

Sue Edwards, Team Leader, I-270 Team *SE*  
Community-Based Planning Division

**FROM:** Karen Kumm, Shady Grove Planning Team (301-495-4554) *KKM*  
Community-Based Planning Division

**SUBJECT:** Public Hearing Shady Grove Sector Plan

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The Shady Grove Sector Plan proposes a new, exciting vision for the Shady Grove planning area. It recommends a new mixed-use community at the Shady Grove Metro Station, a technology corridor along Shady Grove Road, and a variety of needed public facilities such as parks, schools and other civic facilities. The proposed housing opportunities adjacent to the Metro station improve the housing choices and increase use of transit. The proposed schools, parks and civic facilities meet community needs, and they will build a stronger community. Proposed transportation improvements will improve transit, pedestrian and bike access, and roadways.

In preparation for the December 4 public hearing, a copy of the Shady Grove Sector Plan Public Hearing Draft and letters are attached.

KKM:ha: g:\shady grove plan\public hearing\hearing cover memo.doc  
Attachments

**Kumm, Karen**

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**From:** Barbara Raimondo [baraimondo@earthlink.net]  
**Sent:** Sunday, June 15, 2003 12:13 PM  
**To:** Kumm, Karen; Yearwood, Nkosi; Kousoulas, Claudia; Maskal, Nellie  
**Cc:** Phil Andrews  
**Subject:** Shady Grove Metro Station Development

To: Karen Kumm and other Members of Parks and Planning Staff

From: Barbara Raimondo and Dennis Kirschbaum, Homeowners, Town of Washington Grove

Re: Shady Grove Metro Station Development

Date: June 5, 2003

**Great plan!** Thank you for the thorough explanation of the draft plan to improve the area around the metro station. We think it is an excellent plan. Thousands of people go to the metro stop each day, and thousands more live in the area. All can benefit from the amenities that will be part of this plan.

**Services.** In this area, it is easy to drive 10 to 15 miles at a time just to do errands. Stores and service providers are spread out on either side of 270 and other busy roads, and many places are without sidewalks. Clustering stores in one place will make it much easier to do errands but cut down on the amount of time and driving to do them. In fact, under this plan, you would even be able to do your errands by bike. Plus, when you finished you can enjoy a nice cup of coffee at an outdoor cafe!

**Bike paths and parks.** The plan to connect Washington Grove with Rock Creek Park is totally awesome! Dennis rides his bike to the metro most days. However, biking (or walking) along Oakmont is extremely dangerous. There is no sidewalk and no shoulder. A bike/pedestrian path to the metro and beyond would be perfect. Also, it is likely that some of the individuals who walk and bike along Oakmont do so because they cannot afford a car. We believe the county should do what it can to make the trip to work more manageable for these individuals.

**Housing.** People want to move into this county, and as long as we have a capitalist system, land owners will be entitled to make a profit from their land. Let's use these two forces wisely to create communities that offer something to the people already there.

**Creative thinking.** In our view, this county needs to stop thinking about how to make more room for cars, and instead think about how to get people out of their cars. More frequent bus service with attractive bus stops/shelters would help. Phil Andrews' suggestion about designing housing for people who don't bring cars is an excellent one. Drawing more Metro commuters north to our area, such as by increasing the number of businesses at the Metro station, would help prevent future traffic problems.

**The Alternative.** Currently the land in question is zoned for industrial use. This plan would re-zone it for business and commercial use. Some people have objected to this plan, saying, "Go away and leave us alone." The county may choose to go away, but certainly we will not be left alone. The area is zoned for industrial use, and barring any kind of intervention - such as this plan - it is just a matter of time until it is put to that purpose. I don't feel I need any more auto repair shops, sign painting companies, oil companies, or other such businesses in my neighborhood. Another alternative proposed was to zone the

land in such a way that no development at all could occur on it. I do not believe the owners of the property and their attorneys would find this alternative very attractive. The fact is, it is an unrealistic suggestion.

**How good can it be?** Having lived in Arlington for many years we know very well that attractive, closely knit communities can exist side-by-side with bustling commercial areas. We know how wonderful it is to walk with our kids to the library, walk to Metro for work and pleasure, bike from our home into DC, and be the envy of our friends for living in such a well-designed place. Montgomery County can choose to be a leader in planning by creating a site that not only respects existing communities and values but enhances them, while responding to the pressures to create more housing for people and businesses.

**Thanks!** Thank you for this well-thought out plan. We look forward to sharing these views in other forums as the process continues.

Richard H. Molineu  
7704 Yellowstone Way  
Derwood, Maryland 20855  
Tel: 301-869-5622

3 June 2003

Mr. John Carter  
Ms. Karen Kumm-Morris  
Maryland National Capital Park  
and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Town of Derwood

Gentlemen:

I have been urged by my fellow neighbors to write you in regards to an application made by the Derwood Bible Church to rezone their property. It seems that they have received a new vision from God, who has told them to abandon their hallowed grounds and cemetery, and plant 51 new townhouses (sounds like a ghetto) in this small 100 year old community.

Your approval of this change would be the proverbial final nail in the coffin for good old Derwood. Montgomery County abandoned Derwood when Redland Road was reconstructed in the early 1980's. Requests for services or repairs usually fall on deaf ears, or county employees that are armed with plenty of regulations that tell us why they can't do there jobs. You see, many of our streets were never formally paved to began with, they were gravel base farm roads that received a topping of roofing tar. We can't even get traffic controls for the 24,000 cars that visit the VEIP station each month that the state dumped on us. Additionally we see in excess of 500 cars per hour during rush hour speed through our streets.

Since the church has become a land developer, I certainly hope there tax exempt status has changed, but that will be another letter, another day.

Please add my name to the list of those opposed to this change.

Very truly yours,



Richard H. Molineu

May 12, 2003  
7713 Yellowstone Way  
Derwood, MD 20855

Mrs. Karen Kumm-Morris  
The Maryland-National Capital  
Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Dear Karen,

My hope and faith leaped when you said that you would preserve and enhance Old Derwood. I was under the impression that you would remove the VEIP, rezone the industrial sites where possible and build townhouses with greenspace (RT-8) -- a number commensurate with the road configuration and the 28 dwellings in this small confined community.

To my horror, I have learned, in a round about way, that you plan to rezone downward the R-200 church property for high density housing and furthermore, add multiplex type housing on the industrial sites, instead of townhouses.

I get the feeling that Old Derwood is being "offered up" as a sacrificial lamb to appease the greed of the church and industrial property owners, and to meet Montgomery County's Smart Growth Plan to build high density housing near the Metro. I thought your goal was to protect existing communities; high density housing belongs across the street at Metro, not in Old Derwood.

This is a small, stable, R-200 community with very little turnover. We actually know and speak to each other. The layout of this town is not conducive to high density housing. We have narrow streets, discontinuing sidewalks and homes within 4/5 feet of the street. There is not enough space to widen the streets or build sidewalks without infringing on the property owner's front yard. To exit by driving through the community, one must pass by 17 of the 28 homes.

Are you forcing us to assimilate into this community, hundreds of men, women, children, cars, trucks, service vehicles, motorcycles, bicycles, lawn mowers, dogs, cats, trespassors, transients, noise and air pollution, and safety issues involving speeding, pedestrians, children at play and crime elements?

From my point of view, crowding several hundred people onto the existing limited acreage, is not "smart growth"; we will be more like rats in a maze.

Please protect us. Thank you.

Sincerely,

*Pat Rados*  
Pat Rados

May 6, 2003

Mrs. Karen Kumm-Morris  
The Maryland-National Capital  
Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD. 20910-3760

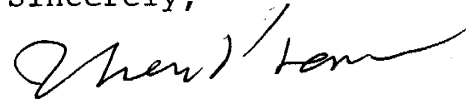
Dear Mrs. Kumm-Morris:

We bought our house because it was on a half acre lot in an established community. To our dismay, we have learned that you are going to approve the Derwood Bible Church's request to have their property rezoned for townhouses.

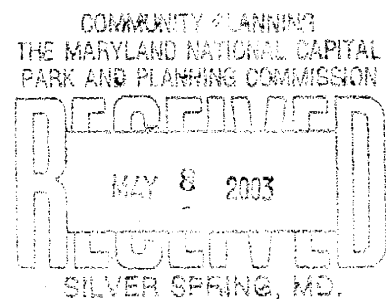
We insist that the zoning remain R-200. It is our neighborhood and our community. We would like to think that we have rights and control over the zoning of property that is within view from our front yard and located a few hundred feet up the street.

Thank you.

Sincerely,



Mr. & Mrs. Hai Ba Hoang  
7705 Yellowstone Way  
Derwood, MD 20855



May 06, 2003

To: Karen Kumm Morris  
Project Manager for Shady Grove Sector Plan

From: Anh Le & Charles Le  
7712 Yellowstone Way  
Derwood, MD 20855.  
Tel: 301-670-0549

We were working and did not attend the meeting at the Derwood Bible Church on April 23, 2003,

However, to our surprise, we understand that the church wants to rezone its property from R-200, residential, one-family (minimum lot area of 20,000 sq. ft. for each dwelling) to the highest density possible. This is unacceptable.

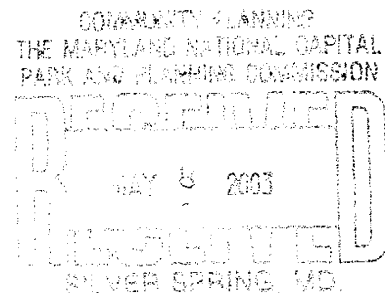
We have been living here for more than 17 years. Our R-200 single family home is within approximately 50 feet of the church property. To allow high density development will dramatically change the balance of our small stable community.

We oppose your rezoning the property.

Sincerely,

*Anh Le Charles Le*

ANH LE CHARLES LE



10: MRS. KUMM MORRIS

fax 301-  
495-1304

Montgomery County Planning Board  
c/o Karen Kumm Morris, Project Coordinator  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Dear Ms. Kumm Morris and members of the Montgomery County Planning Board,

I am writing as a concerned resident of the county regarding development which is slated to take place near my home in historic Washington Grove. I understand that a hearing is scheduled for December 4<sup>th</sup>, by the County Planning Board to review the draft master plan for the Shady Grove Metro area. I hope you will take the following issues and concerns into consideration at that hearing:

1. The proposed I-3 (industrial) zoning for the portion of the Casey tract between Washington Grove and I-370 must include a height limit of no more than 50 feet and a density significantly lower than the .5 FAR normally permitted in an I-3 zone. Anything higher than 50 feet or permitting this density would destroy the historic viewscape and setting of Washington Grove.
2. Noise abatement measures must be taken! Noise from I-370 (and from any ramps to be considered from I-370 to the Casey site, and from any industrial uses permitted on the Casey property adjacent to Washington Grove) has already destroyed some of the historic presence of the Town and the quality of life within. The noise is rapidly escalating, and the future noise increases will make it unbearable without proper abatement measures.
3. An allowance for green space transition must be included between industrial use permitted on the Casey site and the border of Washington Grove.
4. No residential use should be permitted on the Casey industrial site between I-370 and Roberts Oxygen – the noise makes the site unsuitable for residences and already impacts Washington Grove home dwellers across from the Oxygen plan.
5. Currently the zoning of the property owned by Roberts Oxygen adjacent to Washington Grove is I-1, the least restrictive industrial use. That property directly abuts a residential street. Future use of that property, and of the portion of the property not currently used for the Oxygen operation, must not be permitted at an I-1 level. The residences require a proper transitional buffer.
6. An elementary school is the best use of the Oxbridge/Casey site adjacent to the historic meadow, and all efforts should be undertaken to achieve that outcome. In addition to being a wonderful, natural spot for small children, the school would provide more permeable land and open space to protect the headwaters of Mill Creek. The plan discusses protection of the Creek - protection of the headwaters area is just as vital.
7. All factors in the plan must be weighed against the reality that the Shady Grove Metro is the end of the metro line and cannot support the densities of downline metro stations. Most of the traffic arriving at the Shady Grove Metro comes from out of the local area, and from as far away as Pennsylvania.
8. The current draft permits a density of 3800 new residences. This density must be considered the UPPER LIMIT, an absolute maximum, for this Sector area. Even then, it can be supported only with all of the following elements in place:

8



a. The planning area is not adequately served by parks and recreational facilities. The deficit must be remedied and adequate public parks and facilities to support this density must be a required part of the plan.

b. A traffic management district must be in place before any development is permitted to occur. Traffic is already highly congested in this area, and transportation issues must be addressed at the outset. Particularly problematic are the routes surrounding Washington Grove: Oakmont Avenue, Railroad Street and Washington Grove Lane. These streets frequently have back-ups and long lines of traffic at peak commute times.

c. Walkable connections are critical to the success of the proposed plan. An underpass at Crabbs Branch and Shady Grove Road is the only safe way the residences Northwest of Shady Grove Road will have pedestrian and bike access to the envisioned metro commercial area. That underpass must be included. Walkable crossings in other intersections must be retained; additional widening at intersections will make pedestrian access hazardous.

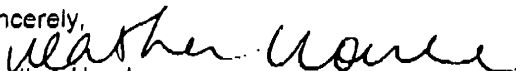
d. A suitable site must be found for a new elementary school which does not reduce the already inadequate parkland in this area or the "Jeremiah Park" identified in the draft Sector Plan.

e. A much stronger staging of development is critical to protect quality of life for all users of the area.

9. Connection of Amity Drive to Crabbs Branch will permit cut-through traffic to the Metro on a residential street which includes many homes as well as apartment buildings housing many children. It will create a hazardous situation as well as unacceptable congestion on a residential street. If any connection to Crabbs Branch is permitted, Amity must not become a primary road and serious traffic reducing measures must be in place.

Thank you for consideration of these important issues.

Sincerely,

  
Heather Hoerle  
507 Brown Street  
Washington Grove, MD 20880  
301-990-0568

P.O. Box 305  
Washington Grove, MD 20880  
November 24, 2003

Montgomery County Planning Board  
c/o Karen Kumm Morris, Project Coordinator  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

By facsimile transmission

Dear Ms. Kumm Morris:

I have reviewed the current draft of the Shady Grove Sector Plan and have the following comments:

1. The proposed I-3 (industrial) zoning for the portion of the Casey tract between the Town and I-370 must include a height limit of no more than 50 feet and a density significantly lower than the .5 FAR normally permitted in an I-3 zone. Anything higher than 50 feet or permitting this density would destroy the historic viewscape and setting of the Town.
2. Noise abatement measures must be taken! Noise from I-370, from any ramps to be considered from I-370 to the Casey site, and from any industrial uses permitted on the Casey property adjacent to the Town, will destroy the historic presence of the Town and the quality of life within. The noise is rapidly escalating, and the future noise increases will make it unbearable without proper abatement measures.
3. An allowance for green space transition must be included between industrial use permitted on the Casey site and the border of the Town.
4. No residential use should be permitted on the Casey industrial site between I-370 and Roberts Oxygen – the noise makes the site unsuitable for residences.
5. Currently the zoning of the property owned by Roberts Oxygen adjacent to the Town is I-1, the least restrictive industrial use. That property directly abuts a residential street. Future use of that property, and of the portion of the property not currently used for the Oxygen operation, must not be permitted at an I-1 level. The residences require a proper transitional buffer.
6. An elementary school is the best use of the Oxbridge/Casey site adjacent to the historic meadow, and all efforts should be undertaken to achieve that outcome. In addition to being a wonderful, natural spot for small children, the school would provide more permeable land and open space to protect the headwaters of Mill Creek. The plan discusses protection of the Creek – protection of the headwaters area is just as vital.
7. All factors in the plan must be weighed against the reality that the Shady Grove Metro is the end of the metro line and cannot support the densities of downline metro stations. Most of

the traffic arriving at the Shady Grove Metro comes from out of the local area, and from as far away as Pennsylvania.

8. The current draft permits a density of 3800 new residences. This density must be considered the UPPER LIMIT, an absolute maximum, for this Sector area. Even then, it can be supported only with all of the following elements in place:
- a. The planning area is not adequately served by parks and recreational facilities. The deficit must be remedied and adequate public parks and facilities to support this density must be a required part of the plan.
  - b. A traffic management district must be in place before any development is permitted to occur. Traffic is already highly congested in this area, and transportation issues must be addressed at the outset.
  - c. Walkable connections are critical to the success of the proposed plan. An underpass at Crabbs Branch and Shady Grove Road is the only safe way the residences Northwest of Shady Grove Road will have pedestrian and bike access to the envisioned metro commercial area. That underpass must be included. Walkable crossings in other intersections must be retained; additional widening at intersections will make pedestrian access hazardous.
  - d. A suitable site must be found for a new elementary school which does not reduce the already inadequate parkland in this area or the "Jeremiah Park" identified in the draft Sector Plan.
  - e. A much stronger staging of development is critical to protect quality of life for all users of the area.
9. Connection of Amity Drive to Crabbs Branch will permit cut-through traffic to the Metro on a residential street which includes many homes as well as apartment buildings housing many children. It will create a hazardous situation as well as unacceptable congestion on a residential street. If any connection to Crabbs Branch is permitted, Amity must not become a primary road and serious traffic reducing measures must be in place.

Sincerely,



Christine Dibble

To: MNCPPC Planning Commission via Karen Kumm via FAX (301-495-1304)

From: David Hunt  
7904 Bounding Bend Ct  
Derwood, MD 20855  
301-590-1096

11/25/03

Re: December 2003 Shady Grove Public Hearing Draft Sector Plan

Dear Planning Commission,

Attached please find 6 pages of signed petitions protesting the proposed connection of Amity Drive to Crabbs Branch Way. These signatures represent 27 out of the 30 households in my neighborhood. The remaining 3 houses did not have adults available to sign the petition. I hope to have them by the December 4 hearing.

Our sentiments on this issue are in line with those proposed by the Greater Shady Grove Civic Alliance.

While there are many positive aspects to the Draft Sector Plan – particularly the emphasis on pedestrian access to Metro and the surrounding areas, we strongly oppose any through connection for vehicles between Amity and Crabbs Branch! The resulting traffic would decimate our quality of life and make it an unsafe area for our children to play and grow up in.

There are alternatives to the connection. We would like to work with Planning Staff to find a solution that works for everyone.

Planning Staff has stated that they would attempt to mitigate cut-through and speeding traffic with traffic calming measures. Instead of mitigating the problem, simple prevent it in the first place! Don't connect the roads.

Thank you for your consideration of this very important issue.

We are the residents of Amity Drive, Amity Court, and Bounding Bend Court. We are the people that would be most affected by the proposed connection of Amity Drive and Crabbs Branch Way as shown in the **December 2003 Shady Grove Public Hearing Draft Sector Plan**.

This connection will produce unacceptable cut-through traffic that will severely affect the quiet neighborhood we all live in.

Daniel Hardy with your staff has estimated that traffic flow on our small stretch of road will increase by thirteen times from 300 vehicles per day to 3,900!

Many of us chose to live here because it is a dead end street.

**We ask that the Shady Grove Staff Sector Plan remove any through connection for motor vehicles between Amity Drive and Crabbs Branch Way. Please do what is says at the very bottom of page 1 of the referenced plan – "...protection of these communities from encroachment of non-conforming land uses, excessive noise, and through traffic."**

Name: Sandra Bokelman  
Address: 7909 Bounding Bend Ct  
Rockville MD 20855  
Signature: Sandra Bokelman

Name: Albert Rabassa  
Address: 17100 AMITY DR  
ROCKVILLE, MD 20855  
Signature: Al Rabassa

Name: Lisa Milne  
Address: 17117 Amity Dr  
Rockville MD 20855  
Signature: Lisa Milne

Name: Cecilia Rabassa  
Address: 17100 Amity Drive  
Rockville, MD 20855  
Signature: Cecilia Rabassa

Name: Henry Milne  
Address: 17117 Amity Drive  
Denwood, MD 20855  
Signature: Henry Milne

Name: Michael J. Royal  
Address: 14 Amity Court  
Rockville, MD 20855  
Signature: Michael J. Royal

Name: Faezeh Lofalian  
Address: 5 Amity Court  
Rockville, MD 20855  
Signature: F. Lof

Name: Ardeshtir Lofalian  
Address: 5 Amity Ct  
Rockville, MD 20855  
Signature: A. Lof

We are the residents of Amity Drive, Amity Court, and Bounding Bend Court. We are the people that would be most affected by the proposed connection of Amity Drive and Crabbs Branch Way as shown in the **December 2003 Shady Grove Public Hearing Draft Sector Plan**.

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Name: LARRY TAYLOR  
Address: ONE AMITY COURT  
DERWOOD MD  
Signature: Larry D. Taylor

Name: Tammie Knoll  
Address: 17206 Amity Dr.  
Derwood, md 20855  
Signature: Tammie Knoll

Name: CLEON CUMBERSATCH  
Address: 17133 AMITY DR.VE  
DERWOOD MD 20855  
Signature: Cleon Cumbersatch

Name: David Knoll  
Address: 17206 Amity Dr  
Derwood, MD 20855  
Signature: David Knoll

Name: KAREN CUMBERSATCH  
Address: 17133 AMITY DR.  
DERWOOD, MD 20855  
Signature: Karen Cumbersatch

Name: Marcia S. Goldagen  
Address: 17200 Amity Drive  
Rockville MD 20855  
Signature: Marcia S. Goldagen

Name: Lisa Parrott  
Address: 17137 Amity Dr  
Rockville, MD 20855  
Signature: Lisa Parrott

Name: Kelly Gonzalez  
Address: 17136 Amity Drive  
Derwood, MD 20855  
Signature: Kelly Gonzalez

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Name: Gary FU/Holly Zhang  
 Address: 17132 Amity Dr.  
Rockville, MD 20855  
 Signature: [Signature]

Name: James S. Kim  
 Address: 17113 Amity Dr.  
Derwood MD. 20855  
 Signature: [Signature]

Name: Ednel Rolito  
 Address: 7905 Bounding Bend Ct.  
Derwood, MD. 20855  
 Signature: Ednel Rolito

Name: Bong S. Kim  
 Address: 17113 Amity Dr.  
Rockville, MD. 20855  
 Signature: Bong S. Kim

Name: Nancy Tarkenton  
 Address: 7912 Bounding Bend Ct  
Rockville MD 20855  
 Signature: Nancy Ellen Tarkenton

Name: Young Joo Kim  
 Address: 17113 Amity Dr.  
Rockville, MD. 20855  
 Signature: [Signature]

Name: MICHAEL KARAS  
 Address: 7913 Bounding Bend Ct  
Rockville MD 20855  
 Signature: \_\_\_\_\_

Name: KAREN & CHARLES BEVAN  
 Address: 17105 Amity Drive  
Rockville MD. 20855  
 Signature: Karen & Charles

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Name: Wahid El-Demerdash  
Address: 47101 Amity Dr.  
Rockville, MD 20855  
Signature: W. Demerdash

Name: Mauricio Lopez  
Address: 17136 Amity Drive  
Derwood, MD 20855  
Signature: Mauricio Lopez

Name: RON GOTTLIEB  
Address: 17109 AMITY DR.  
ROCKVILLE MD 20855  
Signature: [Signature]

Name: Jessica Ramos  
Address: 17136 Amity Dr.  
Derwood, MD 20855  
Signature: [Signature]

Name: Norma Mejia  
Address: 17121 Amity Dr.  
Rockville, MD, 20855  
Signature: [Signature]

Name: Jaime A. Ramos  
Address: 17136 Amity Dr.  
Derwood, MD 20855  
Signature: [Signature]

Name: Noe Fuos  
Address: 17125 Amity Drive  
Rockville MD, 20855  
Signature: Noe Fuos

Name: Jose E. Hernandez  
Address: 17136 Amity DR.  
DERWOOD, MD 20855  
Signature: Jose Elias Hernandez



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Name: Kevin Binger  
Address: 6 Amity Court  
Derwood, MD 20852  
Signature: Kevin Binger

Name: Sisira B. Mirikella  
Address: 17128, Amity Dr.  
Derwood - MD 20853  
Signature: Sisira Mirikella

Name: Rada Bhanagele  
Address: 17128 Amity Drive  
Derwood MD 20855  
Signature: Rada Bhanagele

Name: Deepika Mirikella  
Address: 17128 Amity Dr.  
Derwood MD 20855  
Signature: Rolimi Mirikella

Name: Barbara Hamy  
Address: 7916 Bounding Bend Ct.  
Rockville MD 20855  
Signature: Barbara Hamy

Name: Christina Harry  
Address: 7916 Bounding Bend Ct  
Rockville MD 20855  
Signature: Christina Harry

Name: Vatsala Topiwala  
Address: 17104 Amity Drive  
Rockville MD 20855  
Signature: Vatsala Topiwala

Name: N. N. Topiwala  
Address: 17104 Amity Dr  
Derwood, MD 20855  
Signature: N. N. Topiwala

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Name: David C. Hunt  
 Address: 7904 Bounding Bend Ct  
Derwood, MD 20855  
 Signature: *David C. Hunt*

Name: DON TARKENTON  
 Address: 7912 BOUNDING BEND CT  
ROCKVILLE MD 20855  
 Signature: *Don Tarkenton*

Name: Sally Hart Hunt  
 Address: 7904 Bounding Bend Ct  
Rockville Md 20855  
 Signature: *Sally Hart Hunt*

Name: Svetlana CARAS  
 Address: 7913 Bounding Bend Ct.  
Rockville MD 20855  
 Signature: *Svetlana Caras*

Name: Munt Cunningham  
 Address: 7915 Bounding Bend Ct  
 Signature: *Munt Cunningham*

Name: Illa Karas  
 Address: 793 Bounding Bend Ct.  
Rockville MD 20855  
 Signature: *Illa Karas*

Name: Kay Guernsey  
 Address: 7915 Bounding Bend Ct  
Derwood MD 20855  
 Signature: *Kay Guernsey*

Name: Don Bobelom  
 Address: 7909 BOUNDING BEND CT.  
ROCKVILLE MD 20855  
 Signature: *Don Bobelom*

Shelley J. Winkler, Esquire  
P.O. Box 1423  
Washington Grove, MD 20880  
(301) 330-6446

November 25, 2003

Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Sliver Spring, MD 20910-3760

Re: Shady Grove Sector Plan

Dear Members of the Planning Board:

I am deeply concerned about the plan proposed for the Shady Grove sector. First, I note issues immediately affecting the Town of Washington Grove which should be expressly clarified in the plan. Second, I list the good points and problems, as I see them, with the overall plan.

1. **The historic setting of the Town of Washington Grove, and the historic viewscape from the Town, must be preserved.** Restrictions must be imposed on any industrial zoning permitted for the portion of the Casey tract between the Town and I-370, including:

--**height limit** of no more than 50 feet.

--**density lower** than .3 FAR, much lower than the .5 FAR normally permitted in I3.

--**noise abatement** measures and noise restrictions are required -- noise from I-370, any proposed ramp from I-370 to the Casey site, and any industrial uses permitted on that site will make living in the adjacent residential areas of the Town unbearable. If additional truck or bus traffic is permitted, the adjacent residences must be shielded from the noise. No residential use should be permitted on that site due to the surrounding industry, highways and noise.

--an allowance for **green space transition between the Town and any adjacent industrial use** permitted.

--the current zoning of Roberts Oxygen is I-1 -- this property **directly abuts a residential street.** Future use must not be permitted at I-1, and a green border must be required in the future between the industrial use and the Town residences.

--every possible effort should be made to establish an elementary school on the **Oxbridge/Casey site** adjacent to the historic meadow. It is the best spot in the planning sector for small children to be; it also would provide more permeable land to protect the headwaters of Mill Creek. The plan discusses protection of the creek, protection of the headwaters is equally vital.

2. Underlying all of my concerns is the inherent tension between (1) the fact that **this Metro station is at the end of the line**, drawing commuters from far away -- a huge **distinction from the other stations** along the line, and (2) planning for a significant number of residences and businesses in that sector.

The proposed density of 3800 residences is an attempt to give the property owners surrounding the Metro sufficient value for their properties, to establish higher residential use to balance available jobs, and to balance these against losing adjoining neighborhood character. **But the balance must substantially reduce the number of residences further -- the Board must protect this vital Metro area from unworkable congestion, and must uphold the quality of life in the new Metro station area as well as in surrounding neighborhoods, for the long-term viability of the whole mid-County area.**

Good aspects of the plan:

--**Residences** will bring some security and balance to the Metro station area. **Mixed with commercial** uses, a viable retail area can be created. I **strongly support** that idea.

--use of tracts along Shady Grove Road for **R and D**.

--**reduction of industrial uses** in an already overcongested area.

--establishment of a **library and Jeremiah park** in an area desperately needing a recreational and cultural center.

--an underpass at **Shady Grove Road and Crabbs Branch** is critical to connect those areas of the sector plan. This sector is divided by huge roads, I-370, and the potential ICC. The Metro, Recreation and commercial retail, must be accessible to pedestrians or bicyclists from residences north of Shady Grove Road.

--a **transportation management district** must be in place before any development occurs.

--establishment of **walkways and bikeways** to allow neighborhood access other than by car.

Bad aspects of the plan:

--residences must be decreased far below 3800. This area is already overcongested, Rockville and Gaithersburg are growing all around it, King Farm is still being developed and the County commuters from many parts are traveling through it. The commuter issue will increase if the ICC is built. This area must continue to provide comfortable access to the Metro. **Once the "newness" of the new residences and their amenities wear off, over time, the plan must insure quality of life to keep quality residents. This includes bearable traffic, the library, the park, a quality elementary school in a safe location for students, and green space near all residences. It is quality neighborhoods, with parks and amenities, that make urban living desirable over the long-term.** Smart Growth materials emphasize that teens living in an urban area must be able to walk to recreation within 3 blocks for the recreation to be a viable alternative.

--traffic is already intolerable, and this plan does not adequately insure that the traffic will be managed. It only insures an intolerable level which is less than the even higher intolerable level predicted under the current industrial zoning.

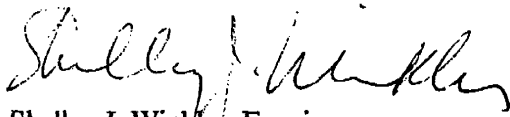
--much stronger staging of development is critical.

--connection of Amity Drive to Crabbs Branch will prove to be a hazardous mistake. It will provide a huge amount of cut-through traffic to the Metro along a residential street. Apartments and homes along this street house many children who will be the first victims of the connection. Look at the apartments near Amity and Washington Grove Lane, see the numbers of children running about, look at 2 more proposed MPDU projects in that area, and know that it is unreasonable to have a direct Metro connection running through those areas. Would you want your children living there?

Finally, I want to thank Karen Kumm-Morris for the diligence she has shown in working on this project. She has always handled herself beautifully at public meetings, and the Board is indeed fortunate to have such dedicated staff.

Please protect the Town of Washington Grove, and the whole mid-County area, so that it will continue to be a viable place to live and work in the future. **Only long-term vitality will be an asset to the County; anything else will prove a high cost to the County in the future.**

Sincerely,



Shelley J. Winkler, Esquire

cc: John Compton, Mayor, Town of Washington Grove

David Stopak  
501 Brown St.  
Washington Grove, MD 20880

November 25, 2003

Montgomery County Planning Board  
Maryland-National Capital Park & Planning Commission  
8787 Georgia Ave.  
Silver Spring, MD 20901-3760

Dear Mr. Berlage and Members of the Planning Board:

I am writing in conditional support of the Shady Grove Sub-Sector Master Plan that is to go before the Planning Board on December 4th, 2003. First, I would like to comment on the process which led to the drafting of this plan. I have attended several of the charettes and public meetings led by MCPPC staff and have been impressed with the care taken by staff to incorporate the wide diversity of opinion that was expressed. Overall, I support the broad outline of the plan and appreciate that a balance has been struck between development interests to build out at high densities appropriate to Metro stations and the community interests to limit densities and increase public amenities.

In achieving this balance, it would be a terrible mistake to allow any higher densities than already allowed for in the plan. To do so would ignore the unique feature of the Shady Grove station. It is the terminus of the Red Line and already serves a broad region of the County. Therefore, the kind of densities which may be supported in stations downstream from Shady Grove such as Rockville, White Flint or Bethesda are not appropriate here. In addition, plans to build the ICC and the Corridor Cities Transitway will transform this area into a transportation hub unlike any other in the County. This plus the role of the the I270 corridor as an increasingly important job center for the County make it imperative to put a reasonable limit on growth in this area. Otherwise, it will not be able to support the traffic which already must pass through as a vital part of the County's transportation network. It should be also be noted that high density developments at King Farm and Falls Grove and other parts of Rockville and Gaithersburg are adding increased local congestion to the area.

Some of these points may be outside of the scope of the Master Plan itself but still remain important planning considerations for the area as a whole. The Annual Growth Policy adopted by the Planning Board placed reasonable limits on growth. Although the County Council rejected these limits, I hope the Planning Board will continue to do the right thing. The 3800 units proposed in the Master Plan along with the commercial and industrial mix proposed should be the upper limit of growth allowed in the Shady Grove Metro area.

As a resident of Washington Grove, I have concerns which have not been fully addressed in this plan.

- Noise abatement along I370 has not been addressed at all. Noise levels are growing increasingly worse from I370 and will continue to do so with the possibility of added service ramps or the likelihood of the ICC. This negatively impacts not only Washington Grove but the all the communities both planned and existing along Shady Grove Rd.
- To protect the historic setting of the Town of Washington Grove, height and density restrictions should be placed on the Casey property proposed to be re-zoned I-3 (vacant site 6 on page 26 of the Master Plan) which lies between Roberts Oxygen and I370. A height restriction of 50' and FAR of .3 should be imposed, rather than the 100' height and .5 FAR normally associated with the I-3 zone. This would be more in line with the R&D zoning proposed for the rest of the Shady Grove Corridor, would adequately protect the town and would allow for a transition between industrial and residential areas.
- It should be emphasized that the property noted above is totally unsuitable for residential use. The combined noise levels from I370, the freight trains, and Roberts Oxygen and the close proximity of the I-1 zone along Oakmont make this site suitable for non-residential use only. In contrast, on the adjacent Casey property south of I370 (vacant site 7), mixed use could be supported with appropriate noise abatement.
- The Roberts Oxygen property itself is problematic. Currently this I-1 property backs directly into residences. There is no transition at all. Although this cannot be addressed directly at this time, if this property is sold, the continuation of the I-1 zone admits no possibility of amelioration. The designation of this property as I-3 would at least allow for a voluntary solution and dissipate the possibility of a more disastrous outcome should the property change ownership.

Other aspects of the plan which should be strengthened and/or modified include the following:

#### Crabbs Branch/Amity Connection

Local residents are understandably opposed to this connection for fear of cut through traffic through local neighborhoods. The reasoning for this connection has always been to provide needed local access to Shady Grove Rd. If this is so, why can't the connection be downgraded from a primary? This would serve the needs of local traffic and discourage the cut through traffic which a primary would inevitably bring.

#### Staging requirements

A transit management district must be in place before any development is permitted and must be able to demonstrate progress for further development to proceed. Staging should include early implementation of walkable connections to Metro. Specifically, the Shady Grove/Crabbs Branch underpass should be funded as early as possible in the process. As noted earlier transportation is key to making this plan viable. Transit solutions like making the Metro accessible to foot and bike traffic and resolving other transportation issues is vital to the successful implementation of this this plan.

Public Recreation and Open Space

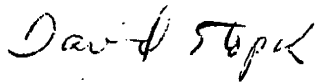
This area of the County is already underserved with recreation facilities. The addition of Jeremiah Park and public open space around the Metro station cannot be sacrificed, if this plan is to maintain and create liveable communities. Likewise, Blueberry Hill Park, the only major recreation area already existant must remain as is.

Schools

~~Severe overcrowding of schools in the broader region make finding a elementary school site within the sector imperative. Subtracting from recreation facilities at Blueberry Hill Park or Jeremiah Park are poor options. The best alternative remains at the Oxbridge site.~~

Thank you for consideration of these issues.

Sincerely,



David Stopak



Jan Davis  
304 Chestnut Avenue  
P.O. Box 1183  
Washington Grove, MD 20880

November 25, 2003

Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Gentlemen:

I am writing to inform you of my objections to the draft master plan for the Shady Grove Metro area. I am a resident of The town of Washington Grove. Washington Grove is a unique and historic town. It is unique in the amount of space set aside for tree, open spaces, and wide walking paths the lend a special charm to the town not found elsewhere in Montgomery county. There is also an unusually strong sense of community among the residents, also not found elsewhere. I ask everyone of the planning Commission who has not walked through Washington Grove, to do so before you make decisions that will destroy this town's way of life and our small quiet haven. The town of Derwood is also an historic town with a strong sense of community that is also threatened by the Counties plans.

I have attended the Shady Grove Charette meetings. There has been high turn out at these meetings with practically universal objection to the increased density and the lack of traffic infrastructure planning. Unfortunately, the county planning committee has continued to ignore the objections of the citizens of Montgomery county, and has even continued to insist that these objections do not exist and seemed determined to destroy the quality of life for those who live here.

The current draft calls for 3800 new housing units, however, we have all seen with other plans how developers manage to creep up the number of units that are actually built. I request that the county lower this number, however, if the County refused to lower this number then I request the county make this the absolute upper limit and not allow any increase in the number of units.

Residential streets in Gaitherburg and Washington Grove are already overwhelmed with commuter cut through traffic. The county plan should include efforts to reduce business and commuter traffic through streets like Washington Grove Lane.

I have the following additional comments.

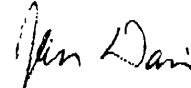
1. The proposed I-3 (industrial) zoning for the portion of the Casey tract between the Town and I-370 must include a height limit of no more than 50 feet and a density significantly lower than the .5 FAR normally permitted in an I-3 zone. Anything higher than 50 feet or permitting this density would destroy the historic viewscape and setting of the Town.
2. Noise abatement measures must be taken! Noise from I-370, from any ramps to be considered from I-370 to the Casey site, and from any industrial uses permitted on the Casey property adjacent to the Town, will destroy the historic presence of the Town and the quality of life within. The noise is rapidly escalating, and the future noise increases will make it unbearable without proper abatement measures.
3. An allowance for green space transition must be included between industrial use permitted on the Casey site and the border of the Town.
4. No residential use should be permitted on the Casey industrial site between I-370 and Roberts Oxygen -- the noise makes the site unsuitable for residences.
5. Currently the zoning of the property owned by Roberts Oxygen adjacent to the Town is I-1, the least restrictive industrial use. That property directly abuts a residential street. Future use of that property, and of the portion of the property not currently used for the Oxygen operation, must not be permitted at an I-1 level. The residences require a proper transitional buffer.
6. An elementary school is the best use of the Oxbridge/Casey site adjacent to the historic meadow, and all efforts should be undertaken to achieve that outcome. In addition to being a wonderful, natural spot for small children, the school would provide more permeable land and open space to protect the headwaters of Mill Creek. The plan discusses protection of the Creek -- protection of the headwaters area is just as vital.

The next points address the overall proposed Shady Grove Sector Plan:

7. All factors in the plan must be weighed against the reality that the Shady Grove Metro is the end of the metro line and cannot support the densities of down line metro stations. Most of the traffic arriving at the Shady Grove Metro comes from out of the local area, and from as far away as Pennsylvania.
8. The current draft plan's a density of 3800 new residences can be supported only with all of the following elements in place:
  - a. The planning area is not adequately served by parks and recreational facilities. The deficit must be remedied and adequate public parks and facilities to support this density must be a required part of the plan.

- b. A traffic management district must be in place before any development is permitted to occur. Traffic is already highly congested in this area, and transportation issues must be addressed at the outset.
  - c. Walkable connections are critical to the success of the proposed plan. An underpass at Crabbs Branch and Shady Grove Road is the only safe way the residences Northwest of Shady Grove Road will have pedestrian and bike access to the envisioned metro commercial area. That underpass must be included. Walkable crossings in other intersections must be retained; additional widening at intersections will make pedestrian access hazardous.
  - d. A suitable site must be found for a new elementary school which does not reduce the already inadequate parkland in this area or the "Jeremiah Park" identified in the draft Sector Plan.
  - e. A much stronger staging of development is critical to protect quality of life for all users of the area.
9. Efforts to reduce business and commuter traffic through Washington Grove via Washington Grove Lane need to be instituted.

Sincerely



Jan Davis

Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Ave.  
Silver Spring, MD 20910-3760

Dear Commissioners:

The Shady Grove Sector appears to us to be a complex mix of many forces, much more so than other Metro stops. In less than 30 years, the impact of a Metro terminus combined with a transportation crossroads has left its imprint on the structure of this area. The former, which includes significant roadway access and a massive repair facility, dominates large portions and cuts wide swaths through otherwise reasonably developable land. The latter, which includes present and future interstate traffic, passenger and freight rail, regionally significant arterial roadways, county services and the only waste transfer facility in the area, focuses such volumes of traffic of all types on the area that any attempt to create a long-term livable environment faces hurdles unlike any faced by the other rapidly blossoming stops on the Metro line.

The proposed Sector Plan portrays a vision of a well integrated and vibrant center for the surrounding communities. One that promises to knit together the currently disparate areas, reduce the industrial character and prevent future unwanted development from overwhelming the area. It is also one that has taken into consideration many of the comments and concerns of those who participated in the process. And it is one that proposes a very radical change in course from significant aspects of the existing 1977 plan while leaving in place many aspects that still perpetuate its original intent.

Because of this, the county is taking significant risks that this change in course from industrial facility to urban village can be accomplished in the face of the aforementioned overwhelming impediments and can be effectively managed to mitigate both the anticipated negative effects and the unknown consequences that always seem to arise from forces wanting to steer it in ways beyond the powers allowed in the plan.

For this reason, we urge the Board to proceed cautiously in the implementation of the proposed plan, with strong, effective staging linked to assessments of both the effects of the increased density and the accuracy of the forecast development pressures from the surrounding areas. As the effects can only be guessed at this point, the proposed final population should be adjusted to reflect these assessments. The many negative effects of the proposals for the Sector, including the incredibly divisive nature of the ICC, the increased traffic load, and the increased pressure on the schools and community facilities,

the radical environmental changes, are only palatable if the promises offered in this plan can actually be kept.

One of the overriding concerns of Smart Growth and the stated intent of the Plan is the need for compatibility with and protection of the existing communities. As an entire Town listed on the National Register of Historic Places, Washington Grove is an example of long-term livability that has served as a precedent for many of the rediscovered values at the heart of current planning efforts, including those expressed in this Sector Plan. We applaud the measures included in the Plan that serve to protect this important historic resource, including the designated LOS meadow adjacent to our southern boundary, the elementary school that will provide much needed classroom accommodations and recreational facilities for residents in the area, the local park, the pedestrian and bikeway connections to the Metro area, and the change in zoning of the adjacent property to a more compatible I-3 use. All of these will help insure that the Town will be able to preserve its heritage and share the enjoyment of it with future county residents.

We urge the Board to assure that the development of the adjacent I-3 property, through site plan review, be compatible with the Town in height, usage and character and be buffered by green space in the area immediately adjacent (Casey 6). We urge that it also assure that the sound mitigation promised in the 1977 Sector Plan be implemented for 370, the CSX and adjacent industrial property. And we urge that the ICC be added to the Sector only if it can be assured that the added noise and environmental degradation will be completely mitigated.

The health of our Town as a living National Resource depends on the effectiveness of the protections you build into this plan. We support the County in its goals of managing its growth and changes and hope that the county supports our goals in return.

Sincerely,

Robert Booher  
Chair, Historic Preservation Commission

Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Tuesday, Nov 25, 2003

Dear Board Members:

A well-conceived revision of the master plan for the Shady Grove Sector is important for the future of the whole county. Hopefully the new plan will be a legacy testifying to the wisdom and vision of the present planning board.. I urge the board to make careful judgments, putting the good of the present and future citizens of the county above that of immediate gains and powerful interests.

The present plan combines beauty and function and could make the Shady Grove sector a model both of "smart growth" and of urban planning for livability. However, I am concerned that the those elements most important to builders will be realized immediately but that those elements most important to the residents that will live in and use the area may fall by the way.

Elements most attractive to potential residents and therefore critical for insuring the area a long-lasting vitality are:

- Good access to public transportation.
- The inclusion of parks, trees, open spaces and recreational facilities.
- Walkable connections, bike paths and pedestrian friendly design.
- Schools adequate for a realistic population projection
- Provision for features such as library and cultural attractions.
- Reasonable air quality and minimization of through traffic.

Please do what you can to protect these features from eventual compromise.

In addition, please be mindful of the value to the county of its existing historic and cultural resources including the adjacent town of Washington Grove. The town and the envisioned development can coexist successfully and even complement each other, as long as the plan is sensitive to the town's vulnerability.

The land between the town and I-370, presently owned by the Casey family will be zoned I-3. An industrial zone that abuts a residential area must be planned carefully. Please consider these requests to help preserve the integrity and charm of historic Washington Grove:

- Please provide some buffer for the town and adequate transition from residential to industrial
- Please ensure that height and density are respectful of the town overall and particularly in the areas closest to the town.
- Please ensure that adequate noise abatement is provided.

Thank you for carefully considering these requests.

Sincerely,



Elizabeth Klinger  
Councilor, Town of Washington Grove  
Box 812, Washington Grove, MD 20880  
BetsyKlinger@aol.com