MCPB
Item # 3
3/4/04

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 26, 2004

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John A. Carter, Chief, Community-Based Planning Division JAC
Sue Edwards, Team Leader, I-270 Team

FROM: Karen Kumm, Lead Planner, Shady Grove Sector Plan (301/495-4554) KKM
Claudia Kousoulas, Planner
Nkosi Yearwood, Planner

SUBJECT: Worksession #2: Land Use in the Metro Neighborhoods and MD 355 South, Shady Grove Sector Plan Public Hearing Draft

This worksession covers the Metro Neighborhoods surrounding the Metro station, and MD 355 South, leaving the County Service Park area to be discussed in Worksession #3, on April 1, 2004.

RECOMMENDATIONS

Approve the zoning and land use recommendations for Metro West, Metro South, Metro East, WMATA's property in Metro North and MD 355 South. These recommendations are summarized as follows:

1. Approve the Plan's planning and urban design principles.

2. Approve revision of the Plan's land use recommendations to require a minimum of 70% housing and a maximum of 30% commercial uses in Metro West and Metro South. The floor area ratio (FAR) will determine the maximum density on each parcel instead of the specified commercial square feet and number of dwelling units.

3. In Metro West, approve 1.25 FAR with 1,435 dwelling units and 614,900 square feet of commercial development (70% housing and 30% commercial) with the Plan's recommended open space and design guidelines. Rezone I-1 properties to a new transit mixed use zone.

4. In Metro South, approve 1.25 FAR with 695 dwelling units and 299,500 square feet of commercial development (70% housing and 30% commercial) with the Plan's recommended open space and design guidelines. Rezone I-1 and C-3 properties to a new transit mixed use zone.

5. In Metro North, approve 500 dwelling units and 26,000 square feet of commercial development on WMATA's eastside, Parcels 95 and 800, with the Plan's recommended open space and design guidelines. Rezone I-1 property to a new transit mixed use zone.

   The proposed transit mixed use zone recommended for Metro West, Metro South and Metro North Neighborhoods will be presented in Worksession #5.

6. In Metro East/Old Derwood, approve PD-35 zoning for Parcels 146 and N231, along Redland Road. Approve PD-13 zoning for the Derwood Bible Church, Parcel 184. Approve RT zoning for the Derwood Business Center along Derwood Road. Approve an appropriate rezoning for the Old Derwood Post Office on Chieftain Avenue.

7. In MD 355 South, retain the I-1 Zone with Plan support for productivity housing, senior housing, and other housing options. Approve a text amendment for the I-1 Zone that expands the housing opportunities in Section 59-C-4.367, to achieve urban boulevard treatment along MD 355.

INTRODUCTION

This is the second worksession on the Public Hearing Draft of the Shady Grove Sector Plan. The focus of this worksession is the Metro Neighborhoods, located in the immediate vicinity of the Metro station (see Metro Neighborhoods Map), and MD 355 South. The Plan's proposals will change this area's character from commercial and light industrial to a residential mixed-use neighborhood.

Discussion of the Metro Neighborhoods in this staff report is as follows:

Item #1: Metro Neighborhoods: Discussion of Planning Principles and Density Recommendations
Discussion of the Plan's planning and urban design principles for redevelopment around the Metro station.

Item #2: Metro West
Discussion of recommended density, land use, circulation, and open space for the properties between MD 355 and the Metro station.

Item #3: Metro South
Discussion of recommended density, land use, circulation, and open space for the properties south of Redland Road and between MD 355 and the Metro tracks.

Item #4: Metro North
Discussion of recommended density, land use, circulation, and open space for the WMATA property, east of the Metro station.

Item #5: Metro East/Old Derwood
Discussion of recommended density and land use that will help strengthen the Old Derwood community.

Item #6: MD 355 South
Discussion of recommended density, land use, and streetscape character.

At the first worksession, on January 29, 2004, the Planning Board asked staff to explore increases in housing from the Plan's recommended 4,000 units to 5,000 units. This packet provides guidance for increasing the number of housing units.

The Planning Board also asked for a comparison of the densities proposed at the Shady Grove Metro Station with other Metro stations in Montgomery County, Arlington County, and other end of the line stations. This report includes the requested comparisons.

The Planning Board also requested that the recommendation to relocate the County Service Park be coordinated with and evaluated by the County Executive prior to the Planning Board's actions. This coordination is underway with Executive staff. Staff will provide the Planning Board an update on this effort with the discussion on the County Service Park in Worksession #3.

WORKSESSION SCHEDULE

Worksession #3 April 1, 2004
Land Use
Shady Grove Technology Corridor
County Service Park
Buffer Area

Worksession #4 April 29, 2004
Transportation, Public Facilities, and Environment
Transportation
Parks
Schools
Fire Station
Library
Environment

Worksession #5 May 27, 2004
Historic Preservation, Implementation, and Final Sector Plan Review
Old Derwood
Zoning
Staging
Public/Private Partnerships

ITEM #1: METRO NEIGHBORHOODS: DISCUSSION OF PLANNING PRINCIPLES AND DENSITY RECOMMENDATIONS

The proposed Plan is based on a set of planning and urban design principles that are intended to create a desirable, attractive mixed-use community at densities appropriate for this location. These principles will create a compact, urban form of development with parks and tree-lined streets animated with retail uses. The highest densities are proposed adjacent to the Metro station's west side, stepping down in density toward the Derwood community. These principles will apply to a range of housing development from 4,000 to 5,000 dwelling units.

Principle 1: Achieve a significant amount of new development at the Metro station.

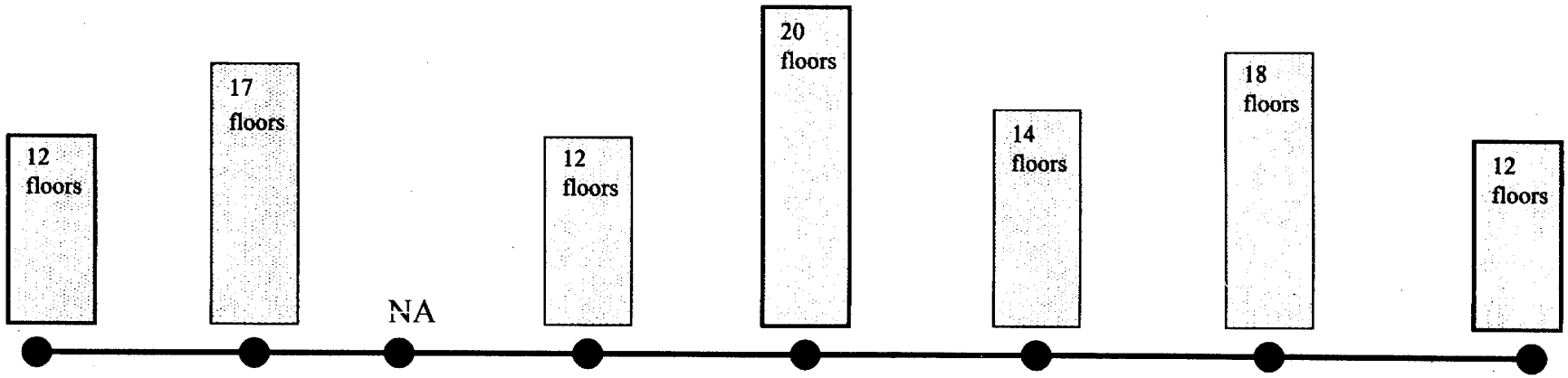
A density of 1.25 on the station's west side is a significant amount of density, equivalent to a CBD-1 development level. In CBD's, the lot areas are often just the parcel area because the streets and parks already exist. In the Metro Neighborhoods, the streets and parks do not exist and will be created through dedication. Consequently, the Plan's net density (minus the streets and parks) is comparable to the density of CBD-1 zoning on a parcel. Proposed net densities will range from 35 to 150 du/ac (varying by block). CBD-1 zoning allows 43 to 125 du/ac.

Compared with other County Metro stations along the Red Line, the Shady Grove Metro Station area's CBD-1 development level is appropriate. Other Metro station areas range from 1 to 4 FAR (see Centers along the Metro Red Line). The County's land use planning has emphasized major centers such as Bethesda, Silver Spring, White Flint, and Rockville. Between these major centers are less intensively developed centers such as Grosvenor, Twinbrook and Glenmont. Shady Grove should be a less intensive center, between the major centers of Rockville and Gaithersburg. Given Shady Grove's location, eight miles outside the Beltway, at the end of the Red Line, a CBD-1 development level can be considered appropriate.

In Arlington, Virginia, densities range from 10 FAR in Rosslyn, to 4 FAR in Clarendon, and 6 FAR in the Ballston area. These Virginia Metro station areas are more comparable to the core of Bethesda with 4 FAR or Silver Spring with 5 to 6 FAR. These core, urban areas are also located inside the Beltway where such density is appropriate. The Shady Grove Metro station should receive a significant amount of development, but it should be less intense than a major center inside the Beltway.

The Plan adheres to the principle of achieving a significant amount of development by providing 4,000 units and 871,000 square feet of commercial uses with up to 1.25 FAR in the Metro West Neighborhood, the area on the west side of the station. Building heights will reach eight stories adjacent to the Metro station (see the Public Hearing Draft Plan FAR and Housing Units Map).

Centers along the Metro Red Line (Friendship Heights to Shady Grove)

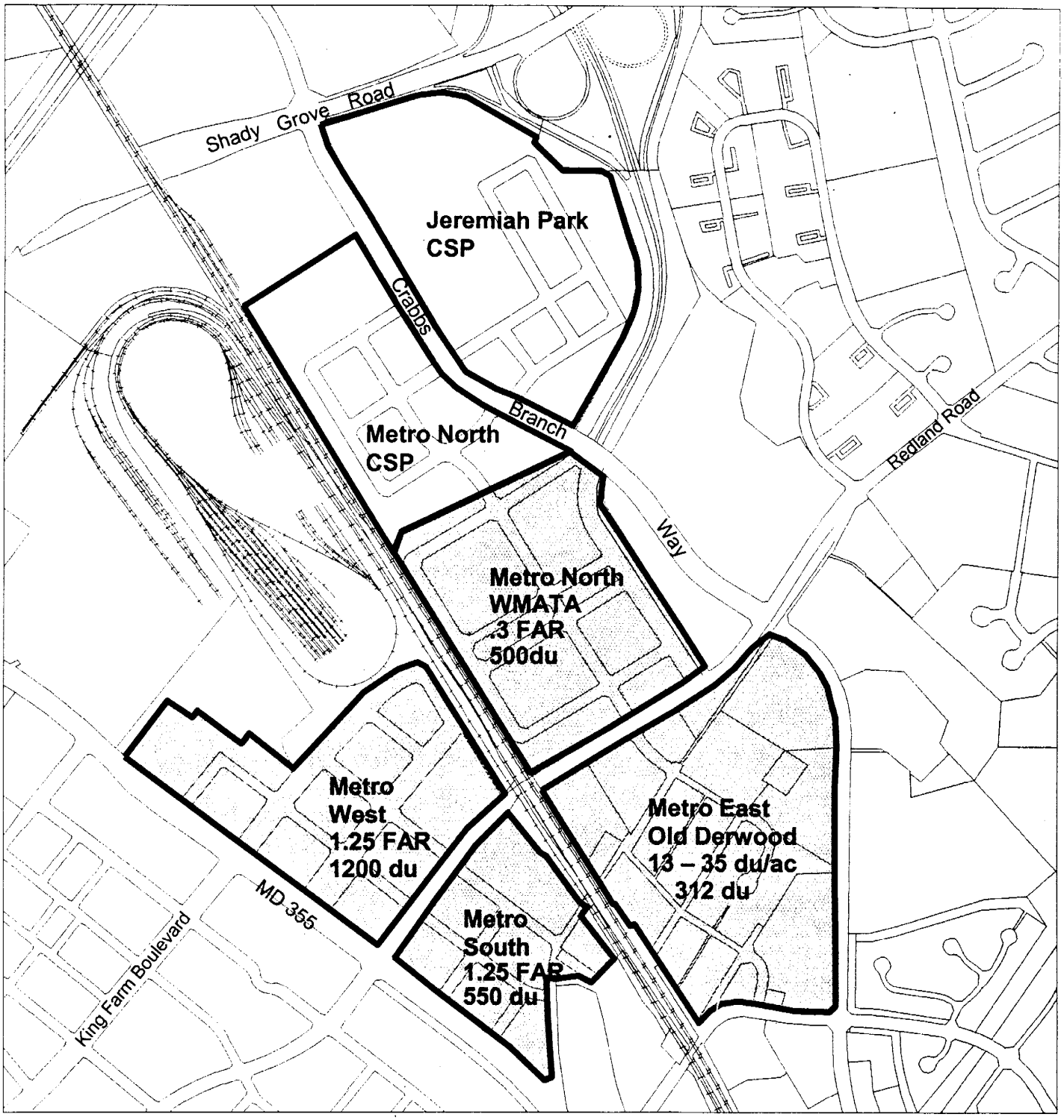


Friendship Heights	Bethesda	NIH	Grosvenor	White Flint	Twinbrook	Rockville	Shady Grove
5-12 floors	5 -17 floors		4-12 floors	20 floors	5-14 floors	5-18 floors	4-12 floors
1- 4 FAR	2-5 FAR		.8 FAR	2 FAR	1.9 FAR	2-4 FAR	1.25 – 1.5 FAR

*FAR Density reflects FAR's in the close vicinity of the Metro station and is not an exact measurement of an defined area.

Building heights reflect the tallest building within close vicinity of the Metro station. Typically, a vary of building heights occur within walking distance of these stations. Building heights for Twinbrook, Rockville and Shady Grove reflect proposed building heights.

Metro Neighborhoods: Public Hearing Draft Plan FAR and Housing Units



Not to Scale

Principle 2: Arrange the density in a pyramid form to create a focus and establish compatibility with surrounding community.

Building heights should step from four stories on the edges of the Metro Neighborhoods to taller building heights adjacent to the Metro station on the west side. This pyramid arrangement is an urban design principle that helps to visually create a center while achieving building heights at the edges that are compatible with adjacent development. The Plan achieves this pyramid form by stepping from four stories to eight stories next to the station. See Metro West Sections.

Principle 3: Achieve a human scale using predominately low-rise, high-density housing types.

The majority of housing proposed in the Metro Neighborhoods is the low-rise, high-density housing type with structured parking. This housing type achieves gross densities ranging from 30 to 55 du/ac in four- and five-story buildings, comparable to CBD-1 zoning. The four to five story building heights create a desirable human scale especially along the Plan's narrower recommended streets (see Metro West Sections).

Principle 4: Achieve a range of unit types.

Opportunities for a range of unit types should be provided including high-rise and low-rise, multi-family units, townhouses, live/work units, and single-family detached units. The Plan achieves a range of unit types. The current mix of units in the Metro Neighborhoods is 84 percent multi-family, 15 percent townhouses, and less than one percent single-family units. Increases in density will result in more multi-family units, potentially up to 87 percent multi-family units. This changes the character of the proposed community, reducing the range of housing choices and the potential diversity of the new community.

Principle 5: Achieve a network of open space and amenities that provide for leisure, safety and social gathering.

Each neighborhood should be complemented by specific open space recommendations designed to create a unique place for comfort, leisure, and visual delight. The Plan achieves this by recommending in each neighborhood a variety of outdoor spaces. The most intensely developed neighborhood, Metro West, benefits from the urban boulevard leading to the Metro station; the Promenade, a pedestrian way developed with seating, shade trees, and amenities such as art, fountains, and play spaces; and the Town Square, a 1.5-acre formal park adjacent to the Metro station. Such outdoor, urban spaces are recommended throughout the neighborhoods to encourage social gathering, provide eyes on the street for safety, and create an attractive ambiance for residents and employees. The open space is proposed at a level that will support redevelopment.

Revised Staff Recommendation for Housing and Commercial Uses in Metro West and Metro South

The Plan's recommended units and commercial square footage in Metro West and Metro South was based upon establishing a cap on the commercial uses. The commercial cap was less than the allowable 1.25 FAR to hold down the amount of commercial development and did not have a procedure for fair distribution of the allowable commercial development among the separate properties. It established a first come, first served approach to utilizing the available commercial floor area. This creates a problem for the properties that apply after the available commercial FAR already has been allocated to previously approved development.

Staff recommends a 1.25 FAR maximum within Metro West and Metro South and that distribution of the floor area should be based upon a minimum 70% housing and a maximum of 30% commercial land use mix. The floor area ratio (FAR) will determine the maximum density instead of a specific cap for commercial uses. This will place the land use emphasis upon housing. It also will encourage assemblage and redevelopment by ensuring that the full 1.25 FAR will be available. The vision of the Plan is more likely to be achieved if the commercial cap is eliminated. This will increase the dwelling unit yield and commercial use square feet. See the Housing and Commercial Density Table.

In summary, density in the Metro Neighborhoods should be comparable to the development densities found in CBD-1 zoned areas of the County's Central Business Districts. The proposed street pattern and building height arrangements should provide a mix of unit types, and provide open space to support future development.

The potential increases in the number of residential units described in the following section also meet the principles embodied in the Plan.

Potential Increases in Recommended Density

The Planning Board has requested staff to identify opportunities to increase density in a manner that still creates a desirable, mixed-use community and includes approximately 5,000 dwelling units. The following suggestions provide such guidance:

Metro West: Increase number of units up to 1,550 units with 664,500 square feet of commercial development. Allow building heights up to 12 stories adjacent to the Metro station stepping down to four stories along the frontage of MD 355. Maintain the proposed open space and increase the level of amenity required.

This potential increase in dwelling units follows the principle of locating the highest densities closest to the Metro station. It results in an additional 350 units within Metro West and allows up to a 1.5 FAR adjacent to the Metro station stepping down to a 1.25 FAR along MD 355 (see the Potential FAR and Housing Distribution Map and Housing and Commercial Distribution Table). Increasing density up to 1.5 FAR results in a net density that ranges from 1.25 FAR along MD 355 to 6 FAR net density on WMATA's parcel adjacent to the station, comparable to a CBD-1 to CBD-2 level of development on WMATA's property. Building heights at 12 stories are comparable to Bethesda's Metro Center.

Metro South: Increase dwelling units to 734 units and 314,200 square feet of commercial development. Allow building heights up to eight stories adjacent to the Metrorail tracks stepping down to four stories along the frontage of MD 355. Maintain proposed open space and increase the level of amenity required.

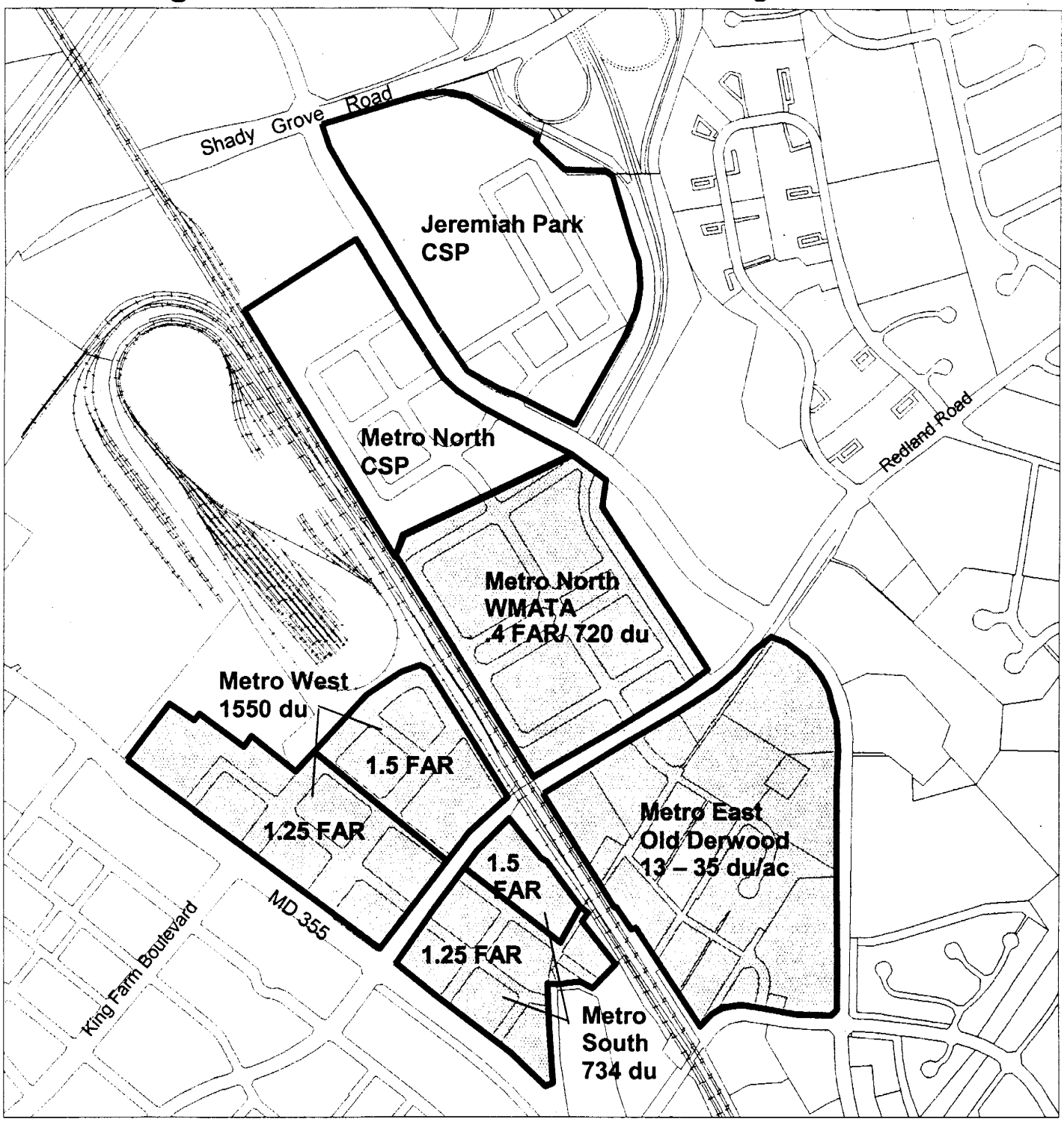
This potential increase in dwelling units and density continues the principle of locating higher densities closest to the Metro station. It provides an additional 184 units within Metro South and allows up to 1.5 FAR on the parcels closest to the Metro station. Building heights will follow the pyramid form of stepping up from MD 355 to eight stories along the Metro tracks (see the Potential FAR and Housing Units Map, and Housing and Commercial Density Table).

Metro North: On WMATA's property on the east side, increase dwelling units to 720 units with 26,000 square feet of commercial development. Allow building heights up to seven stories stepping down to four stories along Redland Road.

This potential increase in dwelling units follows the principle of locating significant density adjacent to the station. This side of the Metro station has a net area of developable land that is less than half the gross area due to the location of two large parking garages, an existing stream channel, and an existing stormwater management pond. As a result, the potential increased density achieves net densities on the developable area of approximately 40 du/ac and a 1 FAR.

Metro East/
Old Derwood: Maintain the Plan's recommended PD zoning for properties in this area in order to achieve compatibility with the existing R-200 zoned community. Increase the dwelling units by 6 units to allow for the preservation of the Old Derwood Post Office.

Metro Neighborhoods: Potential FAR and Housing Units



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ITEM #2: METRO WEST

Staff Recommendation: Rezone properties to the proposed MXR zone to encourage assembly and create a walkable, mixed-use neighborhood with Metro access. Approve staff's revised proposed density, open space, and design guidelines.

The Planning Board has requested consideration of additional density in this area. Public testimony has been received from the owner of the Thomas Somerville property to increase density to 2.5 FAR (Parcel N171). WMATA has requested increases in density as well. The Shady Grove Civic Alliance and other individual residents have opposed additional density for this area.

Additional density and building height may be appropriate for the WMATA property and the Thomas Somerville property, Parcel N171.

The Plan recommends:

- Creating a new mixed-use community of 1,200 dwelling units and 600,000 square feet of new commercial development, at a 1.25 FAR.
- Creating a new grid street system that provides on-street parking and Metro access.
- Orienting office and retail uses primarily along MD 355 and Redland Road.
- Stepping up building heights from four stories along MD 355 to 12 stories adjacent to the Metro station.
- Creating a variety of outdoor leisure and recreation places including a 1.5-acre Town Square adjacent to the Metro station.
- Rezoning I-1 properties to a new MXR zone for mixed-use development.

The proposed Plan creates a new, eight-block neighborhood in a compact urban pattern. The short blocks form a grid that encourages walking, provides Metrobus access, accommodates the Corridor Cities Transitway, and creates an expanded bus/kiss-n-ride facility at Metro. Proposed development achieves densities ranging from 35 to 55 du/ac. Four and five story buildings are proposed along MD 355 to match building heights in the King Farm with the tallest heights, eight stories, directly adjacent to the Metro station (see Metro West Illustrative and Metro West Sections).

The proposed density and building heights in Metro West create a significant center around the Metro station, stepping up from the King Farm's residential densities of 25 to 30 du/ac. The actual experience of density, the net density, will be comparable to a CBD-1 level of development. Net density in the Metro West Neighborhood ranges from 50 to 150 du/ac comparable to the 43 to 125 du/ac of the optional method of development for the CBD-1 zone.

With the highest amount of housing and commercial development among the Metro Neighborhoods, Metro West's urban activity will be further intensified by Metrobus, kiss-n-ride, and parking facilities, and by the Corridor Cities Transitway, and access to WMATA's maintenance yard.

The Plan recommends a Town Square, a small community park, and series of small, urban open spaces. The total amount of proposed urban open space, approximately 3.5 acres, only partially fulfills the 20 percent open space requirement. The rest of that requirement will be met through building setbacks. This small amount of public open space must be retained. Urban spaces should be enriched with amenities and achieve a garden theme of "the shady grove" to increase the level of greenery in the urban environment. The proposed landscaped medians along the main boulevard and extensive streetscaping will create a canopy of tree-lined streets providing shade in the summer and cleaning the air of carbon dioxide.

Staff recommends revising the Plan's proposed commercial cap of 600,000 SF to allow for a 70% housing and 30% commercial mix. This accomplishes two objectives. First, it will ensure that the emphasis will be upon housing. Second, it will encourage assemblage because all properties will be able to achieve their full 1.25 FAR. Given the multiple ownerships, the commercial cap would be used up by early applications leaving later properties little or no commercial FAR. This would discourage them from redeveloping and the vision of the Plan would not be achieved. Properties will also be permitted to develop with 100% housing if they wish. See Housing and Commercial Density Table.

Potential Density Increases in Metro West

Adhering to the planning principle of locating higher densities near transit, an increase of an additional 350 units in Metro West would achieve up to 1,550 total units. This increase should be built at maximum 1.5 FAR and distributed on parcels closest to the station, WMATA's property and Parcel N171. The increases in density are as follows:

- Allow up to 1.5 FAR for WMATA's parcel next to the station. This results in a minimum of 455 units (70 percent of allowable FAR) within a 12-story building. Commercial uses will be limited to 30 percent of the allowable FAR resulting in a maximum of 195,000 square feet of commercial uses with street level retail fronting the Town Square.

- On the Thomas Somerville property, Parcel N171, allow up to 1.5 FAR. This results in 256,785 of floor area on their parcel. If assembled with WMATA to create a new block, 345,000 SF of floor area can be achieved resulting in a minimum of 242 units (70 percent of allowable FAR) and 103,500 SF for non-residential uses (30 percent of allowable FAR) such as a hotel and street level retail space. This level of development can be accommodated within an eight-story building adjacent to the Metro station stepping down to four stories along Redland Road.

If property owners wish to increase their housing yield higher than 70 percent of the allowable FAR, they can do so by providing less commercial uses. Building heights over six stories should be located adjacent to the wider streets and open spaces to avoid a canyon effect produced by taller buildings along narrow streets.

The Thomas Somerville property owner has requested 2.5 FAR for Parcel N171. This will result in 427,975 SF of floor area on their parcel. If assembled with WMATA to form a new block, a 2.5 FAR will result in 575,000 SF of FAR. This level of development is not compatible with the 1.5 FAR considered appropriate for the adjacent WMATA property. Increasing the WMATA property above 1.5 FAR to 2.5 FAR would result in 1,083,575 SF of floor area and building heights that would exceed 20 stories. Staff does not support this level of development.

If densities increase up to 1.5 FAR, public facilities and amenities must also increase to support the increase in development. Under an increased density option, the Plan should require an urban open space on the Thomas Somerville property, Parcel N171, to support the higher 1.5 FAR density.

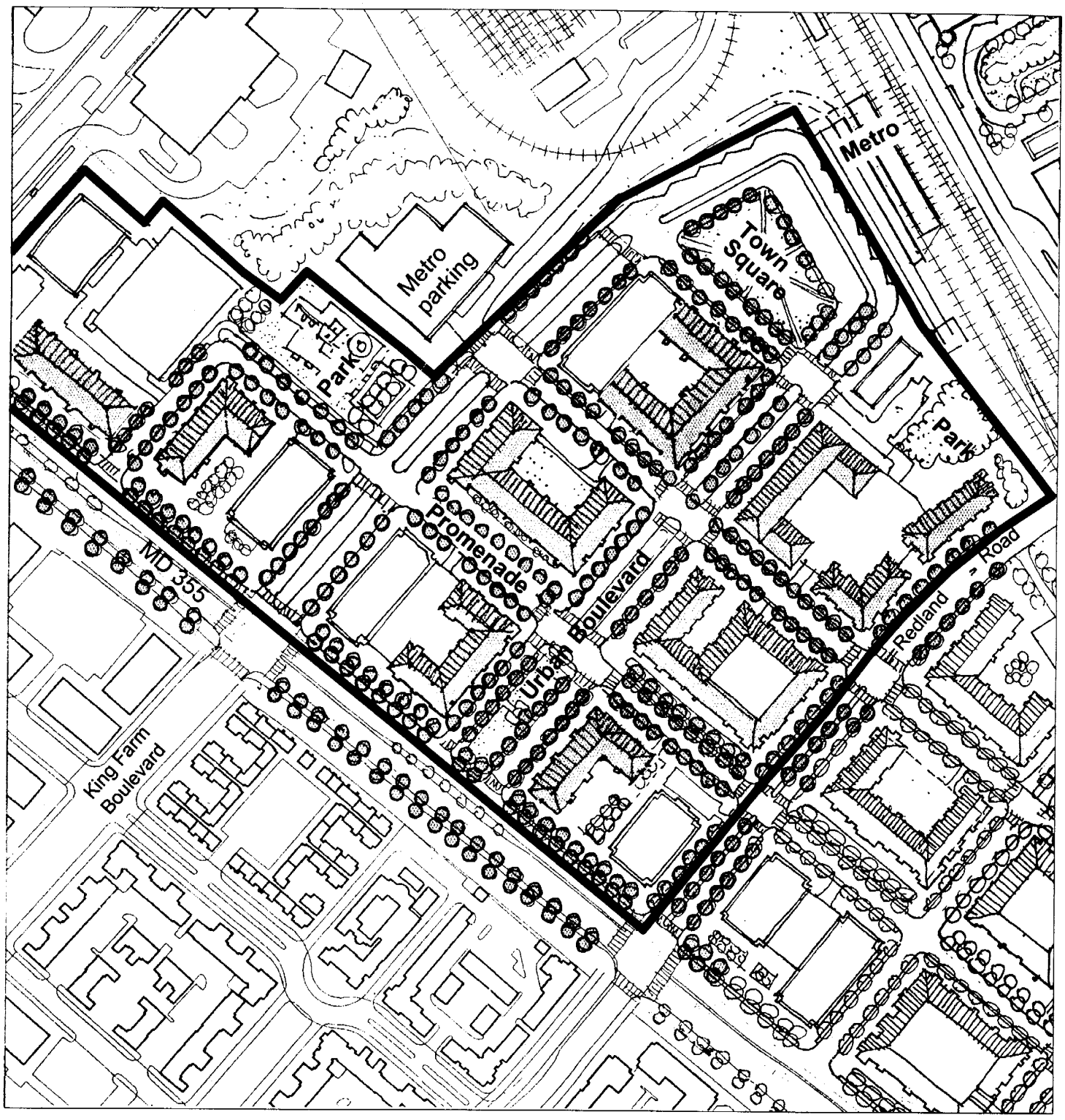
Outside the area adjacent to the Metro station with 1.5 FAR, densities should not rise above the Plan's recommended 1.25 FAR for several reasons. These blocks are small in net lot area, typically 2.5 to 3.5 acres. Small blocks are desirable, encouraging pedestrian walking and street life. These small blocks developed with the proposed 1.25 FAR will have net densities that range from 45 to 60 du/ac with building heights of typically five to six stories. This level of density is comparable to CBD-1 zoning and is appropriate for areas outside of a core, a stepping down in density.

Also, the recommended density achieves a human scale of development with building heights of five to six stories. Higher buildings resulting from increased density will lose the sense of focus in the core area adjacent to the Metro station and overwhelm the proposed street widths. The Plan follows the principle of stepping down to four stories along the frontage of MD 355 and Redland Road to match the building height of the King Farm.

If the housing and commercial floor areas increase, the pressure to widen intersections increases. To protect surrounding intersections from pedestrian unfriendly widening, consider plan language to limit widening. This decision should be made during worksession #4.

Transportation Planning analysis shows that a 1,000-unit increase can be accommodated, but it did not factor in the additional commercial densities. See Transportation Planning memorandum attached to the end of this report.

Metro West Neighborhood Illustrative



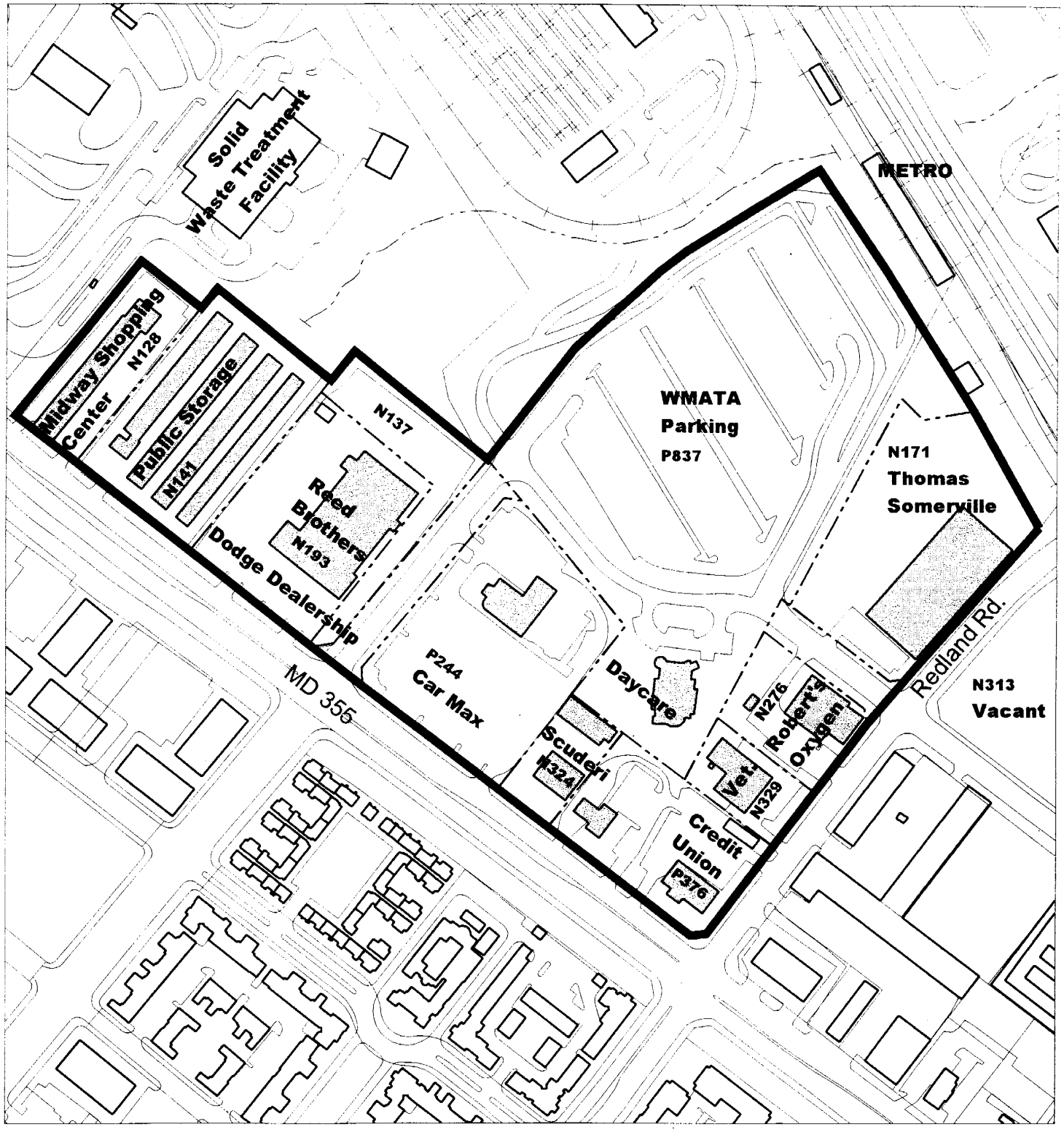
Not to Scale

Neighborhood Area

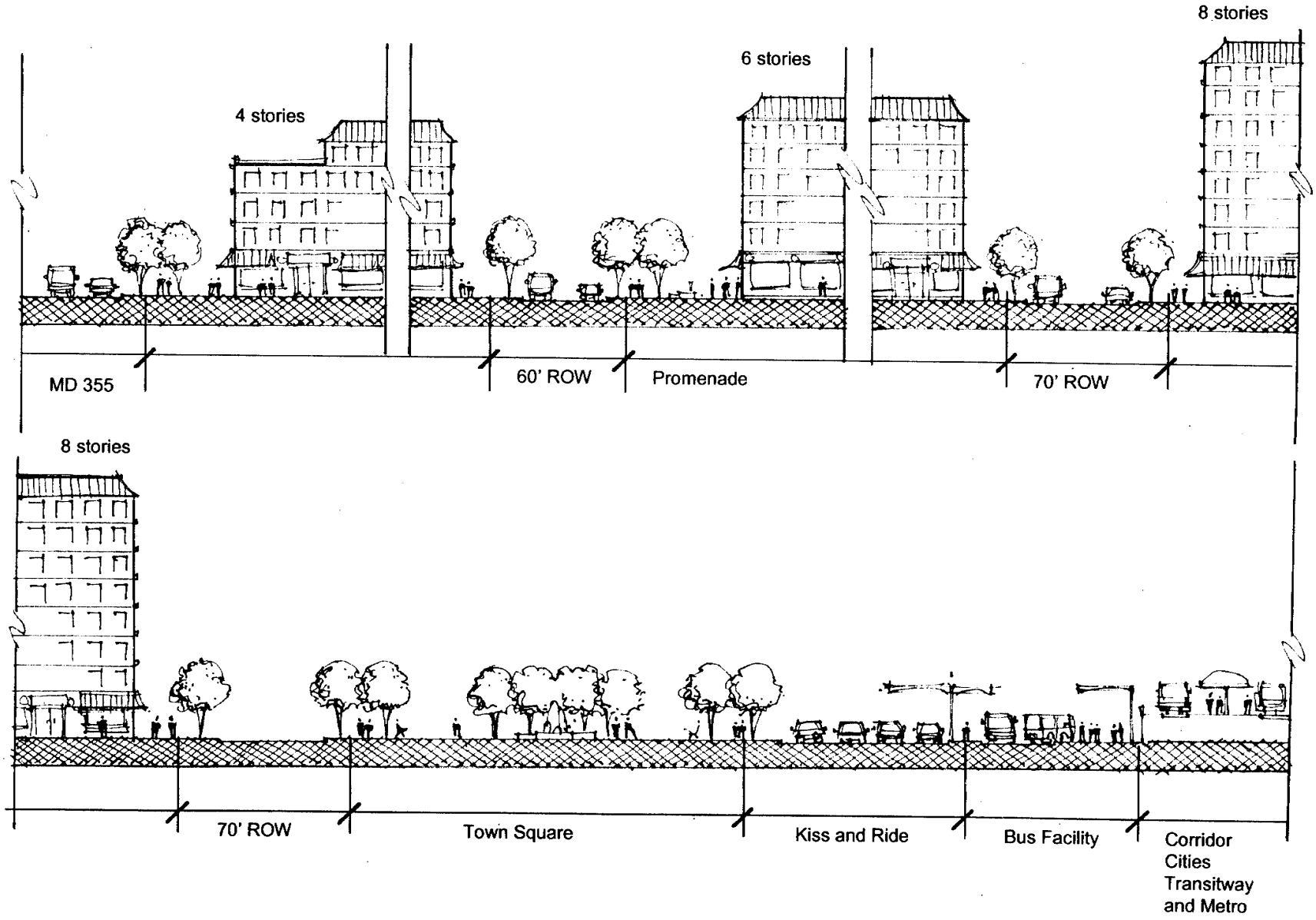
Mixed Use Residential

Mixed Use Commercial

Metro West - Existing Properties



Metro West Section



ITEM #3: METRO SOUTH

Staff Recommendation: Rezone properties to the proposed MXR zone to encourage assembly and create a walkable, mixed-use neighborhood. Approve staff's revised density, open space, and design guidelines.

The Planning Board has requested consideration of additional density for this area. Public testimony was received from the property owner for the Thomas Somerville vacant parcels, N313 and N388, to increase density to 2.25 FAR. The Shady Grove Alliance and individual residents oppose any increase in the proposed density for this area.

Additional density may be appropriate for Parcel N313.

The Plan recommends:

- Creating a new mixed-use community of 550 dwelling units and 205,000 square feet of new commercial development, achieving a 1 FAR.
- Creating a new grid street system that provides on-street parking and Metro access.
- Orienting office and retail uses primarily along MD 355 and Redland Road.
- Stepping up building heights from four stories along MD 355 to six stories adjacent to the Metro line.
- Creating a variety of outdoor leisure and recreation places including a small recreation park adjacent to the Metro line.
- Rezoning I-1 properties to a new MXR zone for mixed-use development.

The Plan creates a new, seven-block neighborhood developed with street level retail, offices, and 550 new housing units. Retail and office space is recommended along MD 355 and Redland Road. The street system is a continuation of the proposed grid developed for Metro West. This neighborhood can become a quieter, more residential place than Metro West, farther from the Metro station and its related traffic.

The proposed density achieves a range of 30 to 45 du/ac, approximately 1 FAR, in a pyramid arrangement, stepping down from the Metro station (see the Metro South Illustrative and Housing and Commercial Density Table). Four-story development will line MD 355, matching building heights at King Farm, with heights stepping up to six stories along the Metro tracks. The density calculations include streets and parks and therefore, the net density will feel more intense than the numbers suggest.

Proposed urban open space will continue the Promenade developed in the Metro West Neighborhood and connect it to a small, urban park adjacent to the Metro line. The proposed amenities and park space are designed to create a green neighborhood with street trees and landscaped gardens.

Staff recommends the full 1.25 FAR be achieved with a minimum of 70 percent of the allowable FAR as housing and a maximum 30 percent of the allowable FAR for commercial uses. The 70 percent will allow for a housing emphasis. The 30 percent maximum commercial uses will help provide an incentive for existing commercial

properties to redevelop under the proposed zone and will ensure that all properties achieve a fair share of commercial uses. It also provides the flexibility to develop up to 100 percent housing if property owners wish. See the Housing and Commercial Density Table.

Potential Density Increases in Metro South

In accordance with the planning principle of locating higher density close to transit service, density could be increased on the parcel closest to the Metro station, the Thomas Somerville property, N313. An increase in density could be achieved as follows:

- Allow up to 1.5 FAR on the Thomas Somerville property, N313, resulting in 317,500 square feet of floor area. A minimum of 222 units, 70 percent of allowable FAR would be required. Higher residential yields within the available FAR will be permitted increasing the dwelling units per acre up to 65 du/ac. Buildings would step up from five stories along Redland Road to eight stories toward the rear of the property.

The property owners wish to achieve a minimum of 2.25 FAR on the 4.86-acre site. This would yield 476,325 SF of development or approximately 476 units (98 du/ac) with some commercial uses on street level. Building heights would be approximately 10 stories. This level of development is not compatible with the 1.25 FAR recommended throughout Metro South. Also, it does not adhere to the principle of stepping down away from the Metro station. Staff supports increasing density up to 1.5 FAR.

Beyond the potential 1.5 FAR for the Thomas Somerville property, additional density throughout Metro South is not recommended. The blocks are small in net lot area, 2.5 to three acres, similar to the small blocks within Metro West. When developed with the Plan's proposed 1.25 FAR, net densities will range from 40 to 50 du/ac with building heights approximately five to six stories. This level of density is comparable to CBD-1 zoning and is appropriate for areas outside of a core, stepping down in density.

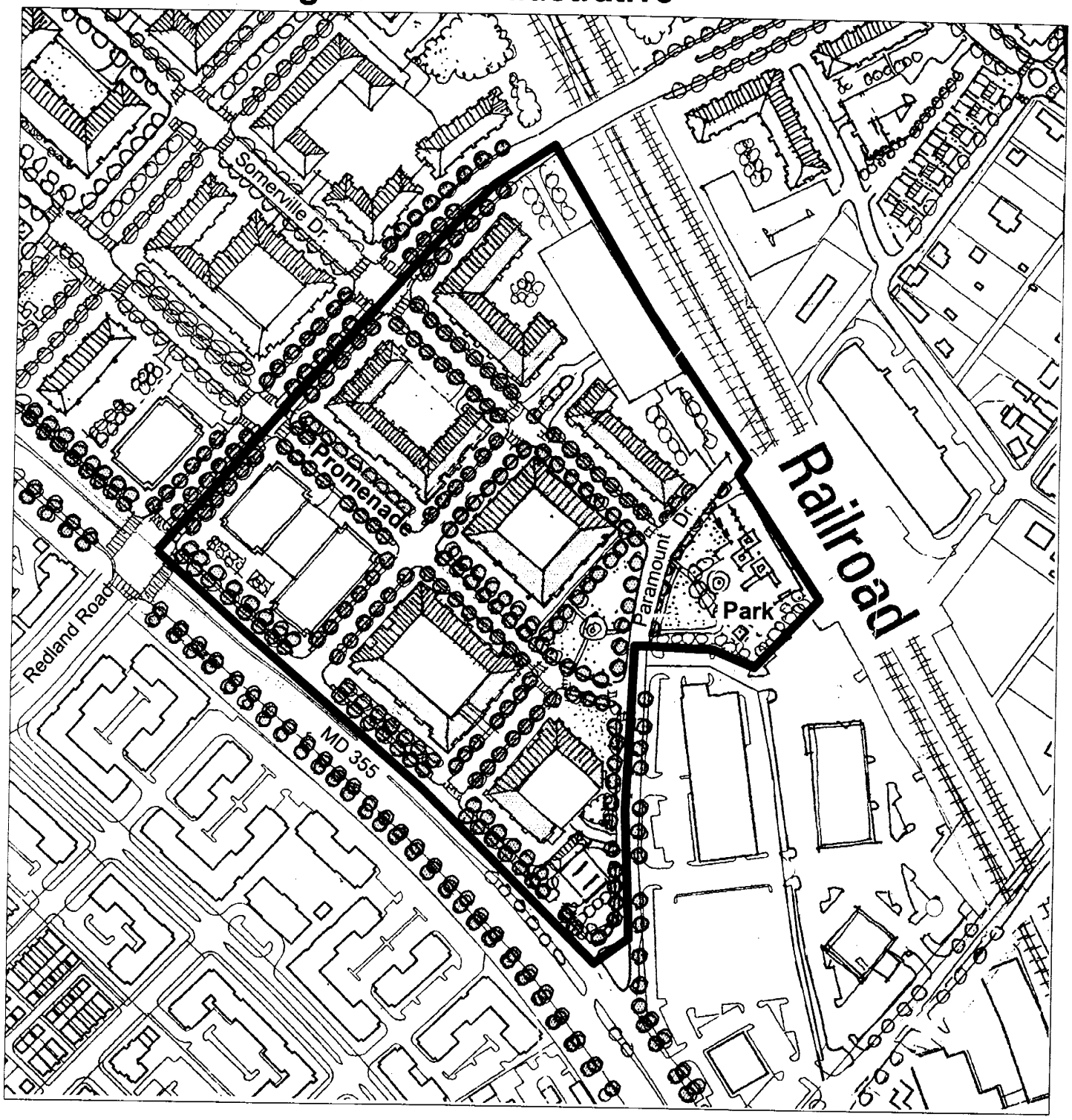
The recommended density achieves a human scale with building heights of five to six stories. Higher building heights resulting from increased density will dilute the sense of focus in the core area adjacent to the Metro station and overwhelm the narrower streets. The Plan follows the principle of stepping down to four stories along the frontage of MD 355 and Redland Road to match the building height of the King Farm.

Corridor Cities Transitway Maintenance and Yard Shop

The State Highway Administration (SHA) has identified the Metro South Neighborhood as a possible location for the Corridor Cities Transitway's maintenance and yard facilities if the light rail system becomes the selected transit mode. Currently, a busway is favored by the SHA as the more desirable mode of transit. The busway system would not need a maintenance yard in this location since buses do not need to be serviced along the transit alignment. The decision on the mode of transit service has not yet been taken.

The Plan does not recommend Metro South or any of the other Metro Neighborhoods as possible maintenance and yard sites for the Transitway. The addition of more industrial uses to neighborhoods within walking distance of the Metro station is not compatible with the proposed mixed-use neighborhood. If light rail is ultimately selected, there are other locations in Gaithersburg that could meet the service needs of a light rail system.

Metro South Neighborhood Illustrative



Not to Scale

Neighborhood Area

Mixed Use Residential

Mixed Use Commercial

Metro South - Existing Properties