

ITEM # 4: METRO NORTH

Staff Recommendation: Rezone WMATA property to the proposed MXR zone to permit residential and mixed commercial uses, and create a walkable community with Metro access. Approve the Plan's proposed density, open space, and design guidelines.

The Planning Board has requested consideration of additional density in this area. WMATA also has requested additional density and increases in Metro parking.

Additional density may be appropriate on WMATA property in Metro North.

The Plan recommends:

- Creating a mixed-use community of 500 units and 26,000 square feet of commercial uses adjacent to the Metro station.
- Creating a new grid system of public streets that provides Metro access.
- Redeveloping and expanding the bus and kiss-n-ride facility.
- Locating new commercial uses directly adjacent to the bus facility to provide convenient services and hide existing parking garages.
- Maintaining a four-story building height to establish a human scale and compatible transition to the Derwood Community.
- Incorporating a variety of outdoor leisure urban spaces, including a Town Common that preserves the existing stream.
- Rezoning I-1 property to a new MXR zone for mixed-use development.

The Plan creates a less intense neighborhood on the east side of the station to accommodate relocated Metro parking lots in garages and to achieve a compatible transition to the Derwood Community. The proposed blocks are larger than those proposed on the station's west side, but arranged in a street system that encourages walking to Metro. The Plan redevelops the bus and kiss-n-ride facility to improve Metro access and incorporate convenient commercial uses adjacent to the bus facility.

Development proposed on the WMATA site achieves 500 units with 26,000 square feet of commercial uses (see the Metro North - WMATA Illustrative and Housing and Commercial Density Table). Density on the gross area is only .3 FAR and 12 du/ac due to the extensive amount of undevelopable land. The net density, excluding the existing parking garages, the stormwater management (SWM) pond, the expanded bus facilities, streets and stream parks, is considerably higher, up to almost 1 FAR and 40 du/ac. The mix of unit types includes townhouses and multi-family units, achieving a range of housing choices including for sale townhouses and senior housing in a diverse community. The townhouses are located along the site's eastern edge to achieve a compatible transition to the Derwood Community.

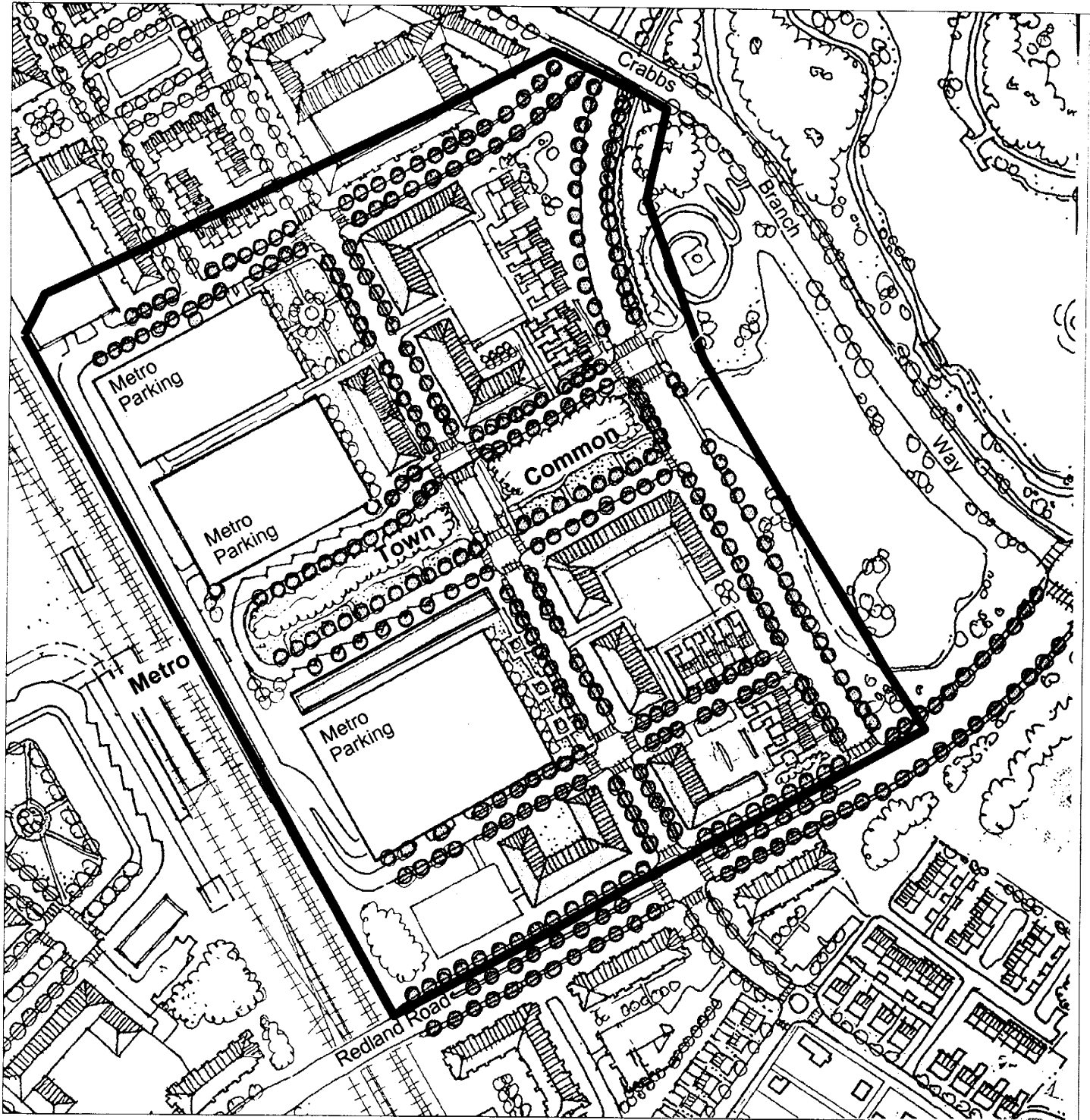
The proposed street system is designed to accommodate access to an expanded bus facility while creating walkable blocks for redevelopment. The Metro Access Road would be reconfigured to allow two-way traffic in and out of the neighborhood. A new, partial interchange is proposed for the Metro Access Road and Crabbs Branch Way to improve access to I-370 from Crabbs Branch.

Additional density beyond the potential 720 units is not recommended for this area for several reasons. Additional density will have to be accommodated in either buildings taller than eight stories or would result in eliminating the proposed townhouses along the edge of the neighborhood and developing more apartment buildings. The Plan's small amount of proposed townhouses is vital to offering a range of unit types. The mix of unit types also achieves the principle of stepping down building heights from a core center. If the stepping down is not achieved, the Plan will lose the sense of focus in the core area on the west side of the Metro station. Stepping down to four stories along the frontage of MD 355 and Redland Road is critical to establishing compatibility adjacent to Old Derwood directly to the east across Redland Road.




If densities are increased, the Plan should also increase the level of public facilities and amenities within this area by requiring a multi-purpose community space for civic activities such as community meetings, art exhibit space, and after school programs. This space could become the focus of community activity within the Metro Neighborhoods, and could easily be accommodated within the proposed 26,000 square foot mixed-use building adjacent to the bus facility.

If density is increased, intersections within three fourths of a mile of the station should be not be widened. Intersection widening should be discussed during Worksession #4.

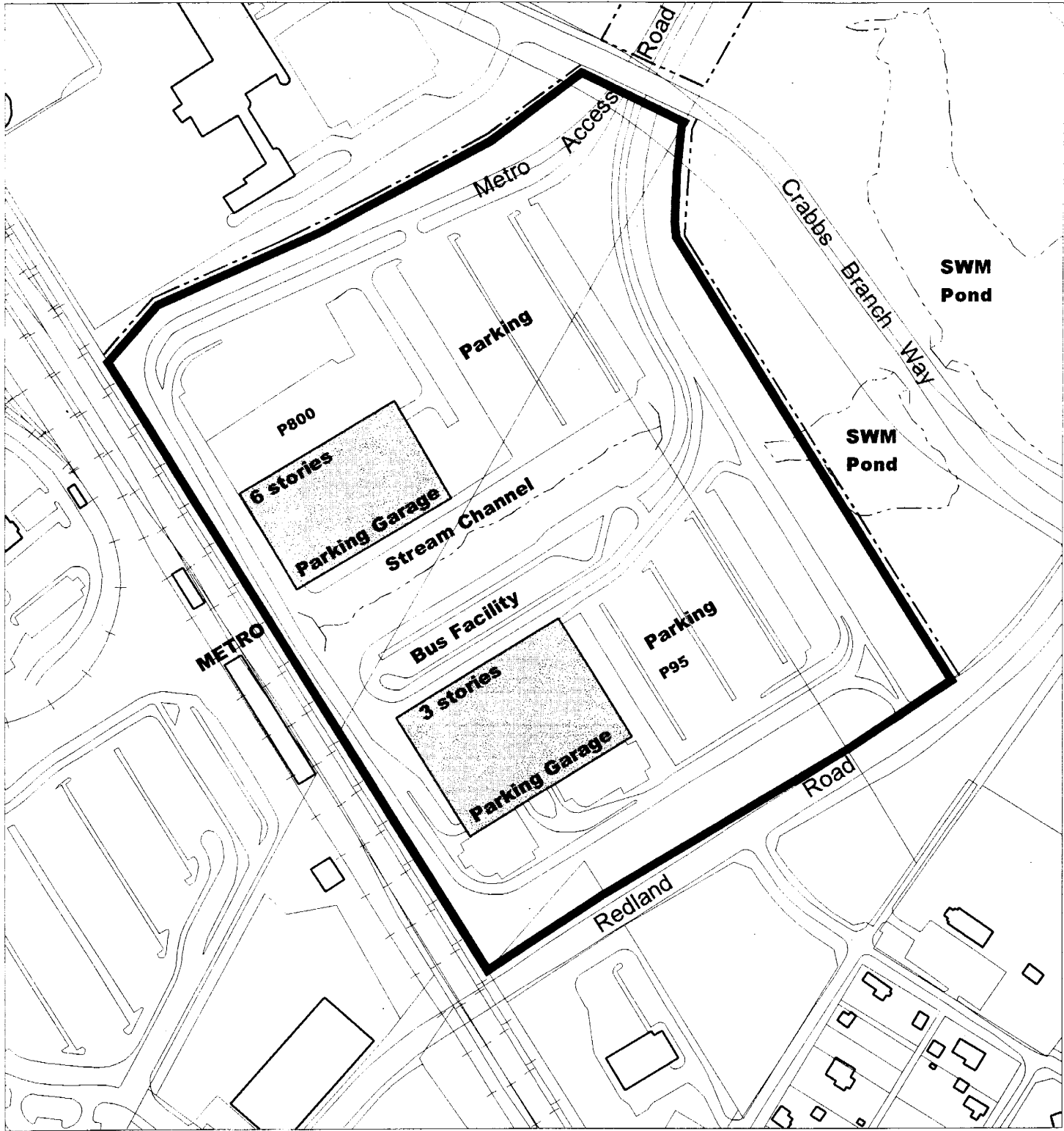
Metro North Neighborhood Illustrative - WMATA



Not to Scale

-  Neighborhood Area
-  Mixed Use Residential
-  Mixed Use Commercial

Metro North - WMATA



ITEM # 5: METRO EAST/OLD DERWOOD

Staff Recommendation: Rezone I-1 land fronting Redland Road for multi-family development, permit single-family attached units on the Derwood Bible Church property, and improve the community’s pedestrian safety and access to Metro. Protect the old Post Office site with a new zone and place the property on the Locational Atlas of Historic Sites.

Public testimony was received from the Thomas Somerville property owner requesting a PD-75 zone for Parcel 146, a vacant parcel that fronts Redland Road. Montgomery Preservation Inc. requests preservation of the Old Derwood Post Office. Community testimony focused upon the need to protect the R-200 community from incompatible industrial uses and excessive new residential development.

Density higher than recommended by the Plan is not appropriate for this area due to the proximity of existing single-family residences.

The Plan recommends:

- Eliminating industrial zoning within this neighborhood.
- Permitting four-story multi-family development along Redland Road.
- Allowing single-family attached units on the Derwood Bible Church site.
- Encouraging senior housing on the Vehicle Emissions Inspection site.
- Strengthening pedestrian access and safety.
- Recommending a new zone for the old Post Office site to preserve the existing structure and permit apartment uses.

The Metro East/Old Derwood community is located directly across Redland Road from the Metro station. It is a community of 124 existing homes: the 30 single-family homes of the original community, 62 multi-family units in the Shady Grove Apartments, and 32 townhouses in Derwood Station.

The Plan recommends more housing density within walking distance of Metro, particularly along Redland Road, directly opposite the Metro station, and on the Derwood Bible Church site (see the Metro East/Old Derwood Illustrative and Metro East Sections). The land use recommendations by site are as follows:

Proposed Density

Property	Existing Acres	Existing Zoning	Proposed du/acre	Proposed Zoning	Density Yield
Thomas Somerville	4.2	I-1	35	R-90/PD-35	147
VEIP	2.8	I-1	35	R-90/PD-35	98
Derwood Bible Church	4	R-200	13	R-200/PD-13	52
Old Post Office	11,000 SF*	R-200	25	To Be Determined**	6
Derwood Business Center	2.5	I-1	6	I-1/RT-6	15

• Old Post Office site does not conform to the standards of the R-200 zone.

** A rezoning of the Old Post Office will need a text amendment to allow the preservation of the structure and achieve a yield of six apartments.

Thomas Somerville Property – 4.2 acres

This site is bisected by Yellowstone Way, the main street that leads into Old Derwood. The Plan proposes rezoning from I-1 to an R-90 base zone with a PD-35 zone option. This would generate approximately 147 units that can be arranged in a four-story building along Redland Road with small lot, single-family detached units fronting Chieftain Avenue directly across from existing single-family houses. The bulk of new development would occur along Redland Road, matching the building heights recommended in the Metro West neighborhood.

The property owner has requested a higher density, up to 75 du/ac that would generate 315 units and could result in five- to six-story buildings depending upon the building arrangement. This level of density does not achieve compatibility with the existing R-200 Zone's single-family residences. The bulk and mass of 75 du/ac adjacent to the R-200 Zone (2.44 du/ac) is not a compatible transition. The new development should not exceed four stories and should step down to existing single-family homes to achieve a compatible transition. This site, next to existing single-family houses, should make that transition.

Vehicle Emissions Inspection Program Site (VEIP) – 2.8 acres

This state-owned property fronts Redland Road and is adjacent to the CSX tracks. Access is from Chieftain Avenue through the residential community of Old Derwood. The Plan proposes rezoning this I-1 parcel to an R-90 base zone with a PD-35 zone option to achieve a more compatible land use and reduce commercial traffic generated by the current use. Rezoning could achieve up to 98 new units. The Plan also recommends this site as a senior housing opportunity, thus further reducing traffic.

Additional density is not recommended for this site for the same reasons as stated for the Thomas Somerville property, the need to protect this single-family residential community. No comments from the State of Maryland have been received on this recommendation.

Derwood Bible Church Site – 4 acres

This site is currently occupied with a church, parking lot, and cemetery. The Plan recommends maintaining the existing R-200 base zone with a PD-13 zone option that permits up to 52 new units. Single-family detached units will front Yellowstone Way to match existing single-family units across the street. Townhouse units will be located on the remainder of the site. The cemetery will remain.

The Church supports this rezoning, and plans to relocate their growing congregation on a larger site outside the planning area. If the PD zoning is not granted, the Church may plan to stay and expand their facility at this site.

Derwood Business Center – 2.5 acres

This I-1 zoned site is developed with a three-story office condominium. Several of the uses require tractor-trailer storage and deliveries. The Old Derwood community is negatively affected by these industrial uses since the street system cannot accommodate industrial traffic.

The Plan recommends retaining the I-1 zone to avoid creating a non-conforming use, but encourages redevelopment of the site with townhouses. The Plan recommends the site for RT-6 zoning. Currently, the existing 32,000 square feet of commercial uses have an economic value unlikely to redevelop as housing. Over time, the Plan's recommended RT-6 zoning will become more economically feasible and townhouses could eventually be developed. Higher residential densities adjacent to the R-200 community are not recommended because the lot depth precludes the ability to front the property with transitional single family lots and still locate higher density units behind the single family units with sufficient setbacks from the CSX tracks.

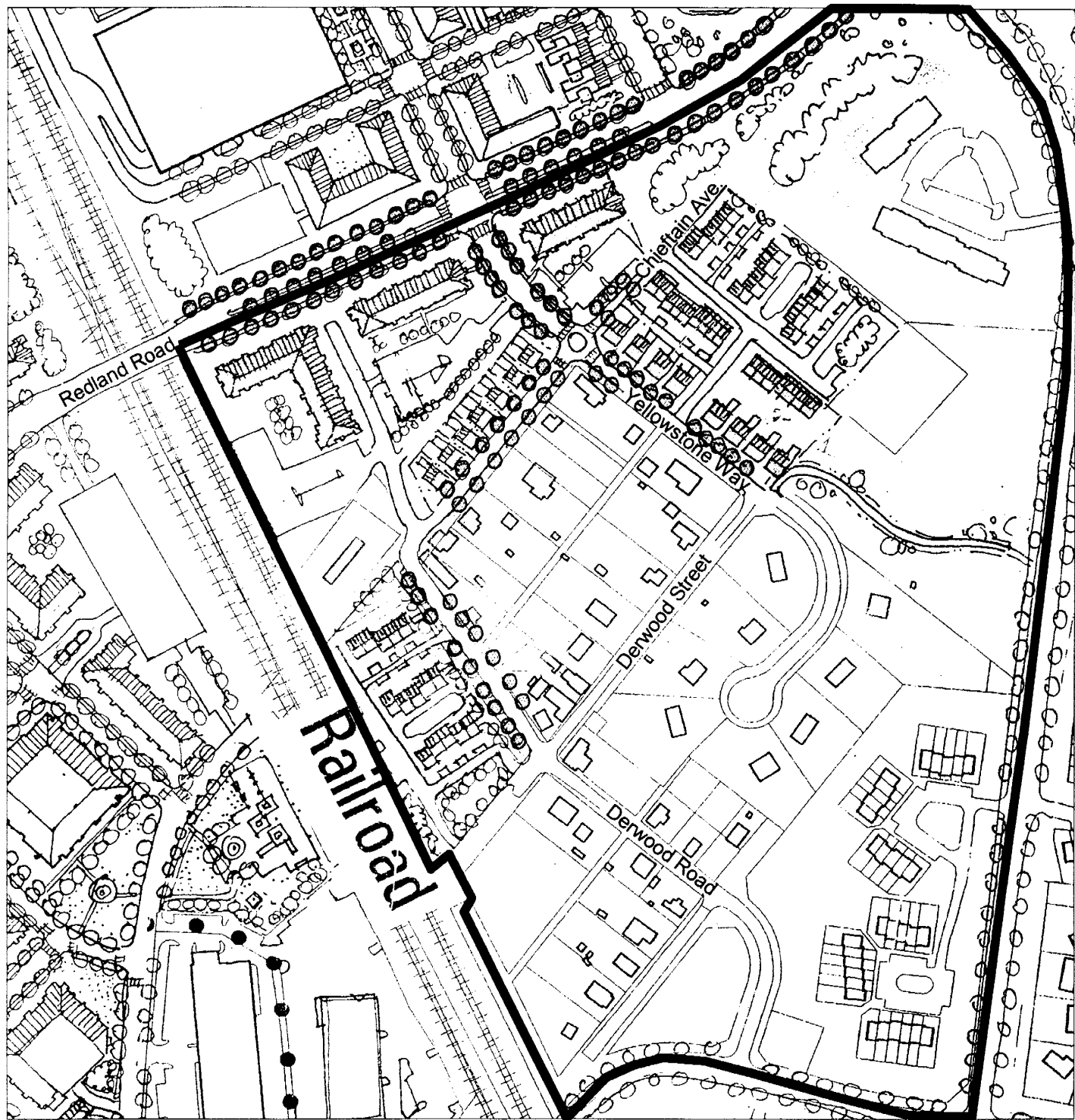
The Old Derwood Post Office – 11,500 square feet

Old Derwood's post office is currently used as a storage building with a dilapidated character. Some community members wish to see the building remain and be upgraded to its original character, providing a visual link to the area's history. The property's owner has a pending demolition permit but is willing to consider options that might result in preserving the structure if he can achieve a reasonable use of the property.




The Plan does not address this site because it was not included in the *Locational Atlas of Historic Sites*. Designation on the Atlas should be considered given the building's historic role in the community. Finding a zone that will enable the owner to preserve and upgrade the structure, and offer a viable use is a challenge. Staff will present the recommended zone at Worksession #5. It is likely that any recommended zone will require a text amendment given the usual non-standard location of the structure and small lot size. The intent is to achieve preservation of the building, allowing 6 apartment units on the 11,500-square foot site.

The Hoskinson/Schwartz House, included the Plan as a designated historic property, was removed from the *Locational Atlas* by the Historic Preservation Commission by the owners request since it was not part of an overall district. The Plan will be revised to accurately reflect the status of this property.

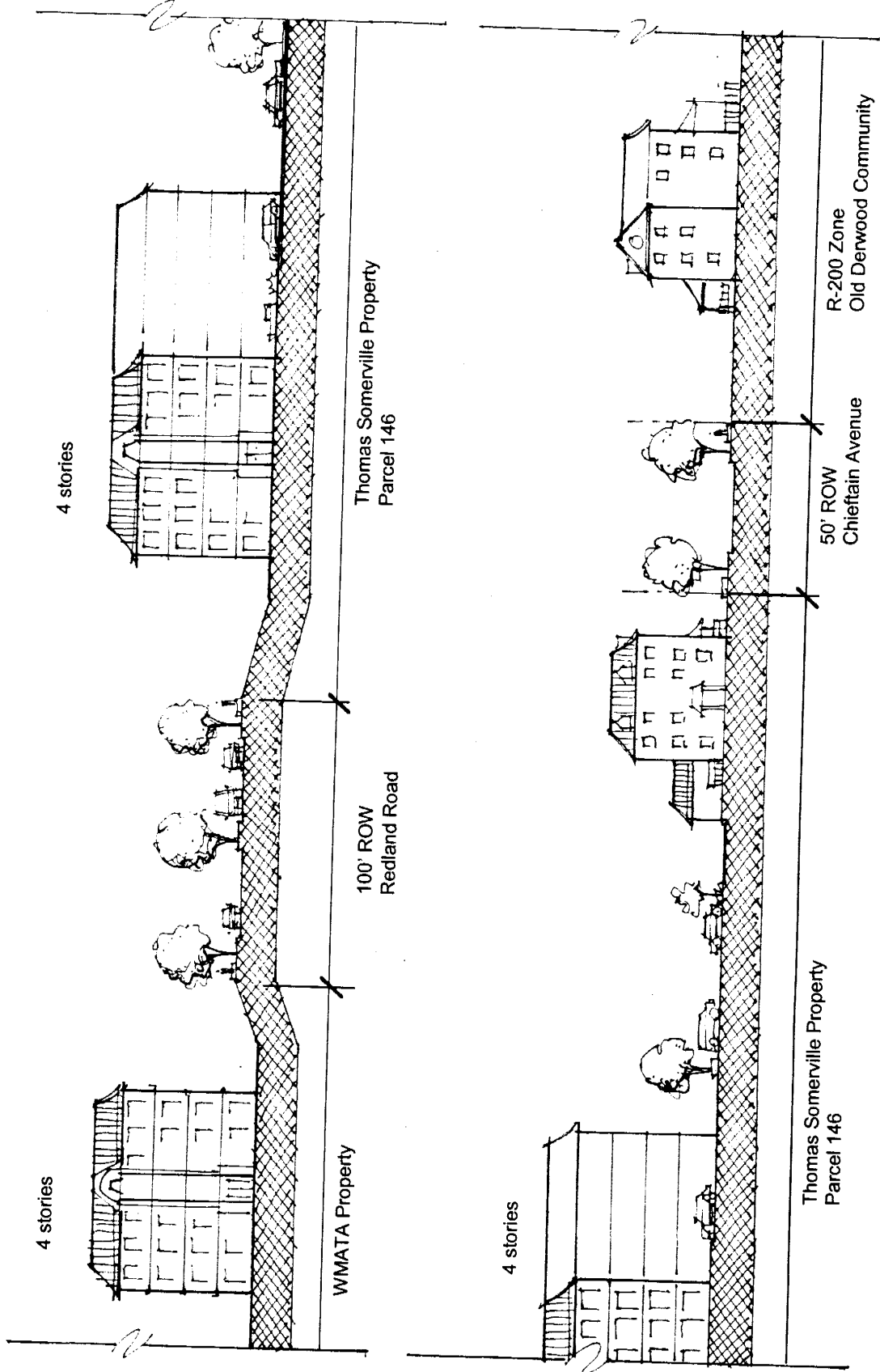
Metro East/ Old Derwood Illustrative



Not to Scale

-  Neighborhood Area
-  Mixed Use Residential
-  Mixed Use Commercial

Metro East Sections



Proposed Zoning for Metro Neighborhoods

The Plan recommends the creation of a new mixed use zone, the MXR zone to best achieve the desired urban character of the proposed Metro Neighborhoods. This approach uses incentive zoning to encourage assemblage and provide public facilities and amenities to support the level of development.

The new mixed use zone will be designed for use in Metro station areas in the County that are outside the Central Business Districts. It will accommodate a range of densities that includes densities approved in the Shady Grove Sector Plan. It will provide sufficient density incentives to encourage assemblage and discourage standard method of development. It also will require on site open space as per CBD Optional Method of Development standards within Central Business Districts in order to ensure the provision of adequate open space and amenity. And, it will provide guidance on what constitutes a public facilities and amenity.

Staff will present the new zone for Planning Board review in Worksession #5 that deals with zoning and implementation.

Metro Neighborhoods Summary

The proposed Metro Neighborhoods achieve a desirable urban place, a mixed use community with small, walkable blocks, lined with street trees and enhanced with green urban open spaces. Retail uses at street level and along the major streets will provide convenient services reducing residents' dependency on their cars. The proposed street system will encourage walking and transit ridership. The proposed building heights create a sense of focus at the Metro station and achieve sufficient light and air in the remaining areas.

Additional densities can be achieved as previously described. Staff supports a revision that will enable properties in Metro West and Metro South to achieve the full recommended FAR with a 70 percent housing and 30 percent commercial mix. This will increase density and dwelling units up to 4630 units and 980,400 SF of commercial uses. This is a significant increase in density achieving an urban character comparable to CBD-1 zoning.

If additional density is pursued as identified, the Plan's recommended public facilities and amenities should also be increased to ensure an adequate level of amenities. Consideration should also be given to explicit Plan language that protects nearby intersections from potential widening.

ITEM #6: MD 355 SOUTH

Staff Recommendation: Revise the recommendation for an overlay zone and support the Plan's recommendation to retain the existing I-1 Zone. Amend the zone to permit additional residential and limited commercial uses.

Property owners, in public testimony, are concerned that an overlay zone would be restrictive and harmful to their businesses. Community associations and interest groups have advocated that MD 355 become the County's Main Street with street-oriented mixed-use development.

The Plan recommends:

- Encouraging redevelopment including housing. Car dealerships do not necessarily require relocation if their surface lots are reconfigured to create development opportunities for other uses. Land use changes along MD 355 South are envisioned as a long-term potential.
- Maintaining the I-1 Zone and allowing application of a mixed-use overlay zone that permits housing, offices, and limited supporting commercial uses.

The MD 355 South corridor lies south of Paramount Drive and runs to the end of the planning area south of Gude Drive. This area is primarily composed of several car dealerships and auto related uses, including a gas station and strip commercial uses. All of the MD 355 South Corridor is developed under the I-1 (Light Industrial) Zone.

The Plan does not anticipate significant land use changes in this corridor in the short-term. In the long-term, some mixed-use infill redevelopment could occur under the existing I-1 Zone. Industrial and commercial zones are in the process of being revised and there is an opportunity to create new uses and standards, which would be appropriate for this area of the Sector Plan. This corridor can become a mixed-use corridor as envisioned in the Plan.

Short and Long-Term Redevelopment Potential for MD 355 South Corridor

Under the current I-1 Zone, all automobile-related uses are permitted by right. Automobile-related uses are governed by site plan review as well as special regulations found in the Zoning Ordinance. The zone also allows dwellings through special exception at 21.5 du/ac, if 35 percent of the units are dedicated to productivity housing.

In the short-term, the existing automobile-related uses will continue. Several car dealerships have long-term leases and property owners are either building new facilities, such as the new Nissan dealership on Indianola Drive, or have plans to redevelop existing properties.

In the long-term, beyond ten years, development surrounding the Metro station could increase the value of properties in the Corridor, creating opportunities for infill redevelopment. Properties, such as Lexis/Audi and Hersons Honda, which are each more than three acres in size, could be reconfigured with office or residential uses fronting MD 355 with the first level dedicated to an automobile showroom. Car storage and service areas could be built behind mixed-uses that front MD 355 and close to CSX/Metro tracks.

Redevelopment of the MD 355 South Corridor is constrained by MD 355, the CSX/Metro tracks, and future road improvements, including an interchange at MD 355 and East Gude Drive.

Redevelopment Potential

Given the long-term redevelopment potential of this area, staff recommends retaining the I-1 Zone. If properties took advantage of existing housing opportunities of the I-1 Zone, approximately 250 new dwelling units could be achieved. More housing units would require assembly of three or more properties which is unlikely. The Sector Plan could also encourage housing by recommending residential uses such as life care facility, housing and related facilities for the elderly and handicapped persons, live work units and commercial uses, including drug stores and grocery stores, could be appropriate for the Corridor.

The vision of the Plan also includes streetscape recommendations that currently cannot be achieved under the I-1 Zone's development standards for car dealerships. A text amendment to Section 59-D-4.367 will be submitted for the Planning Board approval in Worksession #5 for the purpose of achieving compliance with the Sector Plan's streetscape recommendations.

Issues and Testimony Summary

Issue/Recommendation	Testimony	Response
Rezone Metro West Area to MXR Zone		
Allow up to 1200 units and 600,000 SF of commercial uses.	<p>Property owner testified that a higher density of 2.5 FAR is required to make redevelopment feasible. Other property owners expressed concern that existing properties are not made nonconforming through rezoning.</p> <p>Explore impact of 5,000 units on transportation and urban design.</p>	<p>Staff: Approve staff's revised recommendations for density.</p> <p>Planning Board:</p>
Rezone Metro South Area to MXR Zone		
Allow up to 550 units and 205,000 SF of commercial uses.	<p>Property owner testified that taller buildings should be on interior blocks, and that a density of 2.25 FAR is required to make redevelopment feasible.</p> <p>Explore impact of 5,000 units on transportation and urban design.</p>	<p>Staff: Approve staff's revised recommendations for density.</p> <p>Planning Board:</p>
Rezone Metro North Area to MXR Zone		
<p>Allow up to 500 units and 26,000 SF on WMATA's property.</p> <p>Metro parking garage space should not be increased above the current number, reserving land for housing development and encourage walking to the station.</p>	<p>Review CSP components individually and include potential relocation sites and funding sources in the Plan. WMATA requests additional density and 1,700-space parking garage.</p> <p>Explore impact of 5,000 units on transportation and urban design. Review recommendations for County-owned properties with the Executive.</p> <p>Many support limiting parking at Metro to current levels, recognizing the benefits of housing at Metro. Others feel a huge demand for parking could generate revenue.</p>	<p>Staff: Approve Plan's recommendations</p> <p>Planning Board:</p>

Issue/Recommendation	Testimony	Response
Metro East/Old Derwood		
Rezone Metro East properties: Derwood Bible Church, VEIP, and Thomas Somerville for PD zoning. Recommend Derwood Business Center for RT zoning.	Property owner requests more density to make redevelopment feasible, while residents support a change to residential uses, but prefer a density compatible with their existing single-family homes.	Staff: Approve Plan's recommendations Planning Board:
MD 355 South		
Provide an overlay zone for MD 355 South properties to allow eventual residential redevelopment.	Owners are concerned that an overlay zone will limit improvements to current auto dealerships and related businesses.	Staff: Retain the I-1 zoning with text amendments. No overlay zone. Planning Board:

KKM:CK:ha: g:\shady grove plan\worksessions\march 4\complete packet.doc



February 25, 2004

MEMORANDUM

TO: Karen Kumm, Lead Planner, Shady Grove Sector Plan
Community Based Planning Division

FROM: Dan Hardy, Transportation Supervisor *DH*
Ki Kim, Transportation Planner/Coordinator *KK*
County-wide Planning Division

SUBJECT: Local Traffic Impact of Increased Residential Development in Sector Plan
Analyses

This memorandum summarizes the forecasted local effect of the addition of 1,000 dwelling units to the Village Center Scenario described in the packet for Worksession #1 of the Shady Grove Sector Plan on January 29, 2004.

For Worksession #1 we developed and presented forecasted differences between the Village Center and Town Center Scenarios as described in the referenced packet. The local land use in the Town Center Scenario was estimated to generate three percent more vehicle trips than the local land use in the Village Center Scenario. However, our regional travel demand model forecasts indicated that after the effect of through traffic was accounted for, the total cordon line volume difference between the Village Center and Town Center Scenarios was reduced to less than one percent. Therefore, separate intersection-level forecasts were not previously prepared for both scenarios.

During Worksession #1 Chairman Berlage expressed interest in better understanding the effect of the 1,000 dwelling-unit difference between the Village Center and Town Center scenarios. To address this request, this memorandum briefly describes the results of a Local Area Transportation Review analysis of those differences.

Two characteristics of this analysis warrant special attention:

- The analysis is limited to the 1,000 dwelling unit difference between the Village Center and Town Center, distributed among five Metro neighborhoods per your direction. The 1,000 dwelling unit difference includes 370 high-rise (greater than nine stories) and 630 low-to-mid-rise multifamily dwelling units. The analysis does not reflect the 79,000 square foot difference in commercial development between the two scenarios.

- The analysis reflects transportation infrastructure assumed to be in place to accommodate Village Center development in the year 2025. These improvements include:
 - Programmed facilities such as the current Department of Public Works and Transportation (DPWT) projects for Shady Grove Road and Redland Road.
 - Elements of the County Council's 10-year Transportation Plan including the Corridor Cities Transitway, the Intercounty Connector and Midcounty Highway Extended.
 - Elements of the Sector Plan recommended transportation network including the local street network for Metro Neighborhoods, the partial interchange between Crabbs Branch Way and the Metro Access Road, and the interchange at Frederick Road (MD 355) and Gude Drive.
 - Auxiliary right-turn lanes at two intersections where forecast Critical Lane Volumes (CLV) otherwise would have exceeded the 1,800 CLV threshold. Additional details regarding assumed turn lanes at intersections and the concerns regarding tradeoffs between intersection congestion and pedestrian accessibility will be presented during Worksession #4 on transportation scheduled for April 27, 2004.

From a transportation perspective, this analysis is therefore akin to a Local Area Transportation Review study that might be submitted to assess the impacts of a 1,000 dwelling unit addition to the Village Center in the year 2025.

The analysis followed the Local Area Trip Generation guidelines for trip generation and distribution, but with the following exceptions and/or caveats:

- All dwelling units were assumed to achieve the Sector Plan recommended 35% non-auto driver mode share goals for all trips made during peak periods. This assumption results in a reduction of LATR trip generation rates by 19% for low-rise and mid-rise multifamily dwelling units and by 8% for high-rise multifamily dwelling units. In total, the 1,000 dwelling units are forecast to generate 409 vehicle trips in the morning peak hour and 475 vehicle trips in the evening peak hour.
- The hypothetical project considered in this analysis was divided into five "neighborhoods", with the development in each neighborhood generating between 55 and 85 peak hour vehicle trips. Because the development is hypothetical, the dwelling units are not specifically located within each neighborhood. Therefore analysis of site access and selected internal intersections that would normally be required for approval of a preliminary plan of subdivision are not included.
- Approximately 55% of the trips are assumed to be destined toward I-370 or the Intercounty Connector. Of the 1,000 dwelling units, 545 were assumed to be located in either the Metro North or Jeremiah Park neighborhoods. Therefore, slightly more than one-quarter of the vehicle trips (or 54 percent of 55 percent) gain access to the freeway

system via the Crabbs Branch Way interchange with the Metro Access Roadway and therefore do not pass through any of the study intersections.

Table 1 presents a comparison of the existing and forecasted CLV values.

Table 1. Comparison of Critical Lane Volumes

Intersection	Existing		Village Center Scenario		With additional 1,000 DUs	
	AM	PM	AM	PM	AM	PM
Frederick Road (MD 355) and Shady Grove Road	1,510	1,617	1,523	1,674	1,528	1,682
Frederick Road (MD 355) and Redland Road	1,543	1,307	1,736	1,659	1,737	1,660
Shady Grove Road and Oakmont Avenue	1,220	1,081	1,601	1,427	1,608	1,430
Shady Grove Road and Crabbs Branch Way	1,194	1,362	1,609	1,653	1,617	1,659
Redland Road and Crabbs Branch Way	1,511	1,658	1,677	1,652	1,711	1,667

The following findings can be drawn from the information in Table 1:

- The forecasted CLV values for each intersection indicate that with twenty years of regional growth plus Village Center scenario development at Shady Grove intersection congestion will generally be worse than existing but can be accommodated within the 1800 CLV congestion standard for Metro Station Policy Areas.
- The additional traffic generated by the 1,000 dwelling units has a minor effect on CLVs at the study area intersections. The greatest increase in CLV occurs at the intersection of Redland Road and Crabbs Branch Way, where the CLV increases by 34 units, an increase of about 2%. This change is generally consistent with the cordon line analyses presented in Worksession #1.
- The additional traffic generated by the 1,000 dwelling units is not expected to cause any of the study intersections to exceed the 1800 CLV threshold.

Staff notes that this analysis describes lesser traffic impacts than might be associated with a typical development review application for three reasons:

- The interconnected roadway network in the Sector Plan facilitates efficient traffic distribution, both in terms of providing direct access to I-370 and the ICC as well as in dispersing local traffic among several access routes.
- This analysis has only examined the major intersections in the regional roadway network. An actual LATR analysis for a specific preliminary plan of subdivision would also be required to examine site access points, where experience indicates the total CLV values would be lower but the effect of the hypothetical project would be larger..
- This analysis assumed as a given the level of intersection improvements that would be required to accommodate Village Center scenario traffic with acceptable CLV values. In some cases, those improvements result in the ability for additional local traffic to be added to an intersection traffic volume without any increase in CLV.

This memorandum is intended as a “sensitivity” analysis to supplement the materials provided in Worksession #1. Staff recognizes that the development levels analyzed in this memorandum are already out-of-date relative to the land use information presented in the staff packet for Worksession #2. Staff will discuss the correlation of the land use and transportation analyses during Worksession #2.

KHK:DKH:gw

Mmo to Kumm re sgsp worksession 2