



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 23, 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, Senior Planner  
Nkosi Yearwood, Planner

**SUBJECT:** Shady Grove Sector Plan Planning Board Draft:  
Final Plan Transmittal

---

## RECOMMENDATIONS

Approve the Planning Board Draft and transmit to the County Council and County Executive.

## INTRODUCTION

This packet contains a summary of the substantive revisions reflecting the Planning Board's positions. This text version is not the final publication with revised graphics and layouts, although it does reflect all of the Planning Board's revisions. A final published Plan will be transmitted to the County Council, and County Executive, by mid-August. This approach will enable the County Council to proceed with their public hearing in October 2004.

## SUMMARY OF SUBSTANTIVE REVISIONS

### Proposed Land Use Plan

Under the Planning Board's review, the density and zoning recommendations were increased for the Metro Neighborhoods and the Buffer Area. Also, several zoning revisions were approved within the Shady Grove Technology Corridor and MD 355 South. The following summaries describe the Planning Board's revisions.

## **Shady Grove Technology Corridor**

The zoning and land use recommendations were revised to support research, technology and office uses and reduce housing options within this corridor. This revision recognizes the school capacity concerns, the compatibility conflicts with the adjacent heavy industrial uses and the need to create coherent residential communities. Building heights were established at five stories achieving a mid-rise character within the corridor.

### **Casey 6**

Land use and zoning recommendations were strengthened to endorse the relocation of County Service Park uses on this property. The Plan was revised to add a local park on the northwestern portion of the property adjacent to the Robert's Oxygen property to be acquired if the property is not developed with County facilities. Also, the Plan's proposed zoning table was clarified to designate the site for .3 FAR non-residential uses and up to 130 dwelling units. Language limiting building height to 42 feet was approved in response to community concerns.

### **Casey 7**

The Planning Board approved a revision to the PD recommendation for this property from a PD-20 to a PD-18 option. The revised zoning achieves a density yield comparable to surrounding properties and is supported by the property owner. Support for TDR bonus density will be added to the Plan.

## **Metro Neighborhoods**

### **Metro West**

The Planning Board revised density recommendations allowing up to a 1.5 to 2.0 FAR. The Plan will recommend a minimum of 70 percent housing and a maximum of 30 percent commercial to create a lively mix of uses with a housing emphasis. The higher density would be limited to areas adjacent to the Metro station, as illustrated on the FAR Distribution Map which has been added to the Plan. The higher density reflects the Planning Board's desire to encourage redevelopment and achieve a range of densities and diverse communities. Building heights will also be revised to permit up to 15 stories adjacent to the Metro stepping down to four stories along MD 355 and Redland Road. This revised density is consistent with the property owner's requests.

### **Metro South**

The Planning Board approved densities and a land use mix comparable to Metro West. The FAR Distribution Map will be included in the Plan. The location of the public use park will be revised to support residential development on adjacent properties fronting Paramount Drive. The Plan will be revised to recommend the abandonment of the dead end portion of Paramount Drive allowing for the creation of the park. Building heights will be revised to allow up to eight-story buildings adjacent to the Metro tracks stepping down to four stories along MD 355 and Redland Road.

### Metro North – WMATA Property

The Planning Board's discussion of the Metro station revised housing densities to permit up to 700 dwelling units and building heights up to six stories stepping down to four along Redland Road. A mix of unit types, including single-family attached, also was approved. This decision reflects a desire to locate significant housing densities adjacent to Metro while acknowledging the compatibility concerns of the Derwood Community.

The Planning Board also approved a public/private community center. Desirable facilities to be provided in the community center are listed in lieu of specifying a minimum square footage. Alternatively, at the time of development review, need for a public community center should be determined and land dedicated, if found justified. Jeremiah Park also was considered a possible site for a potential public facility. Plan language will be revised to reflect these decisions.

### Metro East/Old Derwood

The Planning Board should approve the addition of a chapter on the historic resources of Old Derwood that identifies and supports consideration of additional resources for the Locational Atlas. Plan language also will be revised to include the potential for TDR bonus density under PD zoning.

### Industrial Core

#### WMATA Maintenance Yard

Discussion of additional parking to increase transit ridership identified air rights above the maintenance yard as a possible, desirable location for additional Metro parking without displacing or negatively affecting Metro Neighborhood housing. Plan language will be revised to include this potential location for parking.

### Buffer Area

#### The Grove Shopping Center

The Planning Board revised land use and zoning recommendations to create a mixed-use commercial center at The Grove rezoning from C-1 to the RMX-2C Zone. Clarify that the Plan supports Optional Method Development for only senior housing and no additional commercial density above the Standard Method in order to minimize traffic and school impacts. The Plan shall be revised to include additional design guidelines.

### Jeremiah Park

The Planning Board increased residential density for this portion of the County Service Park (CSP). The Plan shall be revised to recommend R90/PD-15 zoning for all land east of Crabbs Branch Way within the CSP. This change increases the number and range of unit types, including apartments. A minimum of 50 percent single-family attached and townhouses will be added to the Plan to ensure diversity of unit types. Support for TDR bonus density under PD zoning has been added to the Plan.

The Planning Board's concern for adequate park and open space resulted in designating a minimum of ten acres for a Local Park and revised language to require that joint development of the library with housing and shared parking be required to maximize open space. Recognizing that increased open space would be needed to serve residents, buildings up to five stories will be permitted.

The Planning Board supported the location of the potential community center as a joint development with the library as an alternative location to the WMATA property east of the Metro station. Need for a public community center shall be determined at the time of development proposal. Plan language has been revised to reflect these decisions.

The Planning Board supported eliminating the language identifying Jeremiah Park as a potential back-up site for the elementary school recognizing that this site is significantly affected by Metro traffic and needed for other public facilities.

### **MD 355 South**

The Planning Board deleted the proposed overlay zone for the MD 355 South Corridor, recognizing that mixed-use housing objectives can be achieved through the provisions of the I-1 Zone without creating an overlay zone that was considered a hardship by property owners.

### **Oakmont Industrial Park**

In discussion of I-1 zoned properties adjacent to the Town of Washington Grove, language was added to require a 42-foot building height limit and a 50-foot building setback, designed to achieve a compatible edge with the community.

### **Special Exception Guidelines**

The Planning Board approved language designed to protect communities from commercial special exception uses and added language to specifically identify the VEIP, WMATA's east side property, and The Grove as appropriate locations for senior housing.

### **Area-wide Elements**

#### **Housing**

Due to approved density revisions, Plan language will be revised to achieve a maximum of 78 percent multi-family units and a minimum of 22 percent single-family attached units on the east side of the Metro station.

## Transportation

### TDM Mode Share Goals

The Plan's transit mode share goals will be clarified to state that within the Shady Grove Policy area all new residential development should have a 35 percent mode share goal and outside the Shady Grove Policy area residential development shall have a 25% mode share goal recognizing that proximity to Metro increases transit usage. New office development should have a 12.5 percent mode share goal within the entire planning area.

### Metro Parking Limits

The Planning Board revised the limits on additional Metro parking, recognizing that additional parking encourages transit ridership. Discussion was focused on the need to allow additional parking in a way that does not negatively affect functional relationships and compatibility with the housing. The Plan was revised to permit additional parking if it does not displace housing opportunities, result in negative circulation or traffic impacts in new communities, or result in undesirable form such as continuous garages along streets or incompatible relationships with proposed housing. Preference should be given to underground parking.

### MD 355 Transit Service

New Plan language will note that "further study" will be needed to explore the feasibility of MD 355 transit improvements.

### Transit Demand Management

The Planning Board approved language that establishes trip mitigation as the priority approach in achieving acceptable intersection levels of service with lane widening used only as a last resort. This evaluation will occur on a case-by-case basis during Preliminary Plan review of proposed development.

### Redland Road

The Planning Board revised language to maintain Redland Road's classification as a Primary Street, in accordance with the County Council's same recommendation made during the approval of the Upper Rock Creek Master Plan.

### Paramount Drive

New Plan language will indicate support for the abandonment of the dead end portion of Paramount Drive when it is no longer needed by adjacent properties, to accommodate a public park.

### Street Connection Between Paramount Drive and Indianola Drive

The Plan's language has been revised affecting the Nissan property to delete the requirement for a public street with a specified right-of-way and require only a private street connection recognizing the need for interconnected street circulation while eliminating the impacts upon existing development. This possible street connection would not be considered while the Nissan property is used for auto-related uses. The Commercial Business Street Map will be altered to reflect the Planning Board's decision.

## **Parks, Recreation, and Trails**

### **Blueberry Hill Park**

Discussion of Blueberry Hill emphasized the Planning Board's preference to keep Blueberry Hill as a partially developed park maintaining the wooded area for passive recreation. The Planning Board approved revised language to preserve Blueberry Hill Park as a park site, maintaining existing recreation facilities and preserving the remainder for passive recreation and open space, noting that the undeveloped portion may be needed in the long term for active recreation needs or to meet future school needs.

### **Jeremiah Local Park**

The Planning Board required that a minimum of ten acres be set aside for the local park and that additional open space be required in conjunction with the joint development of a library and housing site.

### **Crabbs Branch Trail Connection**

The Planning Board approved revised language allowing decisions on a hard-surface trail through the Crabbs Branch Stream Valley Park to be made in a future trail study that will seek to balance the environmental needs with access to regional destinations.

### **Trail and Bikeway System**

The Planning Board deleted the Park Trails reference as a Bikeway to maintain separate classification systems. Bikeways are identified in the Transportation Chapter.

## **Staging**

The Planning Board revised the staging to ensure that adequate public facilities would be assessed at 50 percent of build-out and that if needed, a Sector Plan amendment would be pursued to address adequacy of public facilities. Additionally, the timing of park acquisition and construction was revised to move up the provision of a park sooner than end of build out. Plan language will be revised to reflect these changes.

Clarification on funding and managing the public/private community center if it is provided was added to ensure that the Urban Service District is the entity providing such services. Additionally, the relocation of the County Service Park was given a one-year window of opportunity to receive acceptable redevelopment proposals after which investments in existing facilities would be allowed to proceed.

## **CONCLUSION**

The Planning Board completed review of the proposed Shady Grove Sector Plan at the end of Worksession #7. Staff has compiled a summary of the Planning Board's substantive revisions to the Public Hearing Draft and has incorporated these revisions into the revised Plan. Staff is seeking approval to transmit the revised Plan as a draft to the County Executive and County Council. A copy of the revised Plan is attached.