

property. Site 7 is also suitable for housing. These sites may be one of several possible locations to be considered for a 10-acre local park if the recommended site at Jeremiah Park is not available.

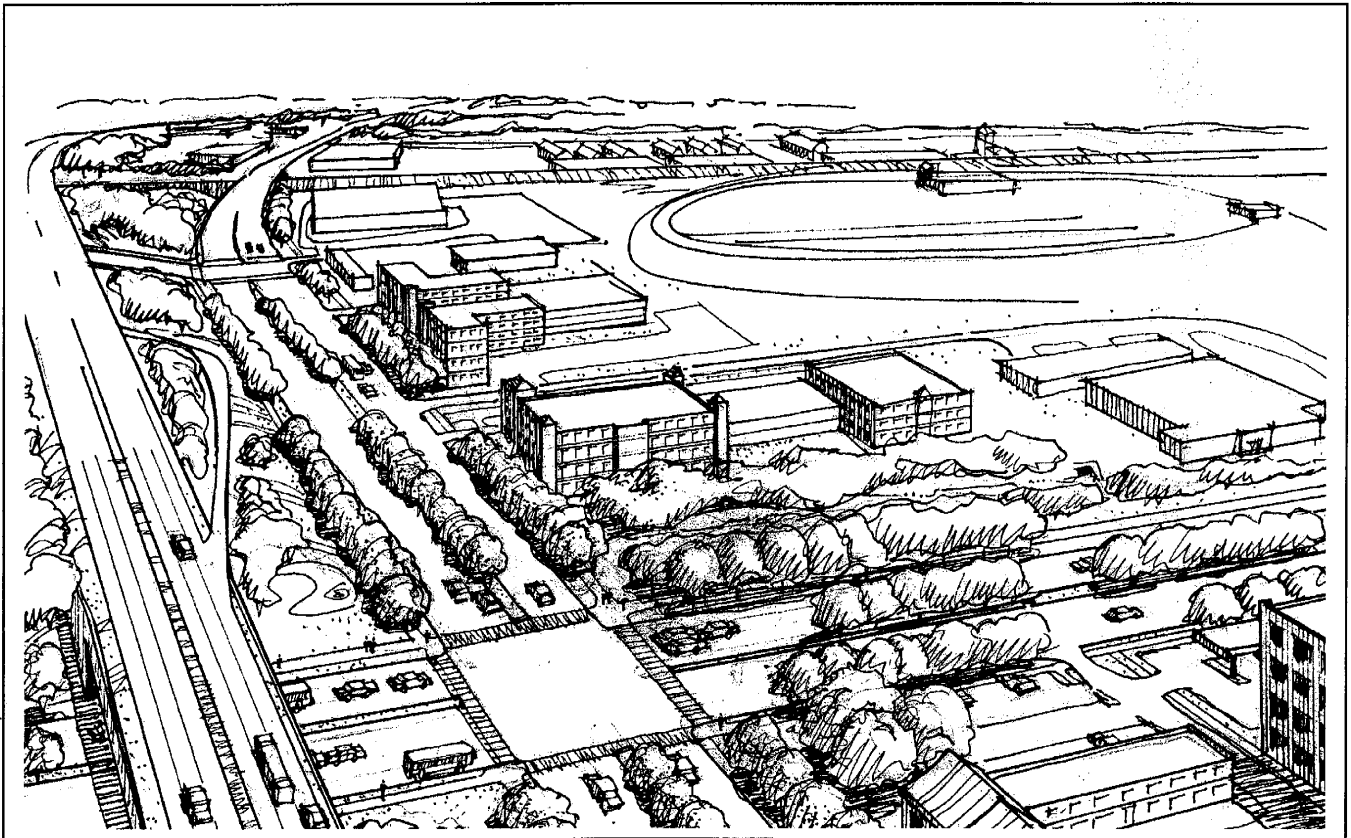
- Locating building entrances along Crabbs Branch Way. Parking facilities, storage areas, and other industrial activities should be located in the sites' interior and screened from roadside views by extensive perimeter landscaping. Site lighting should not create glare or visually dominate the night view along Shady Grove Road.
- Connecting Crabbs Branch Way under I-370 to Amity Drive to improve community access to Metro and shopping at The Grove.
- Rezoning Site 6 from I-1 to I-3 and Site 7 from I-1 to I-3 with a PD-15 option.
- Require significant landscaping and noise buffers to mitigate development impacts on the adjacent communities of Washington Grove and Mill Creek.

Department of Liquor Control Warehouse (Site 8)

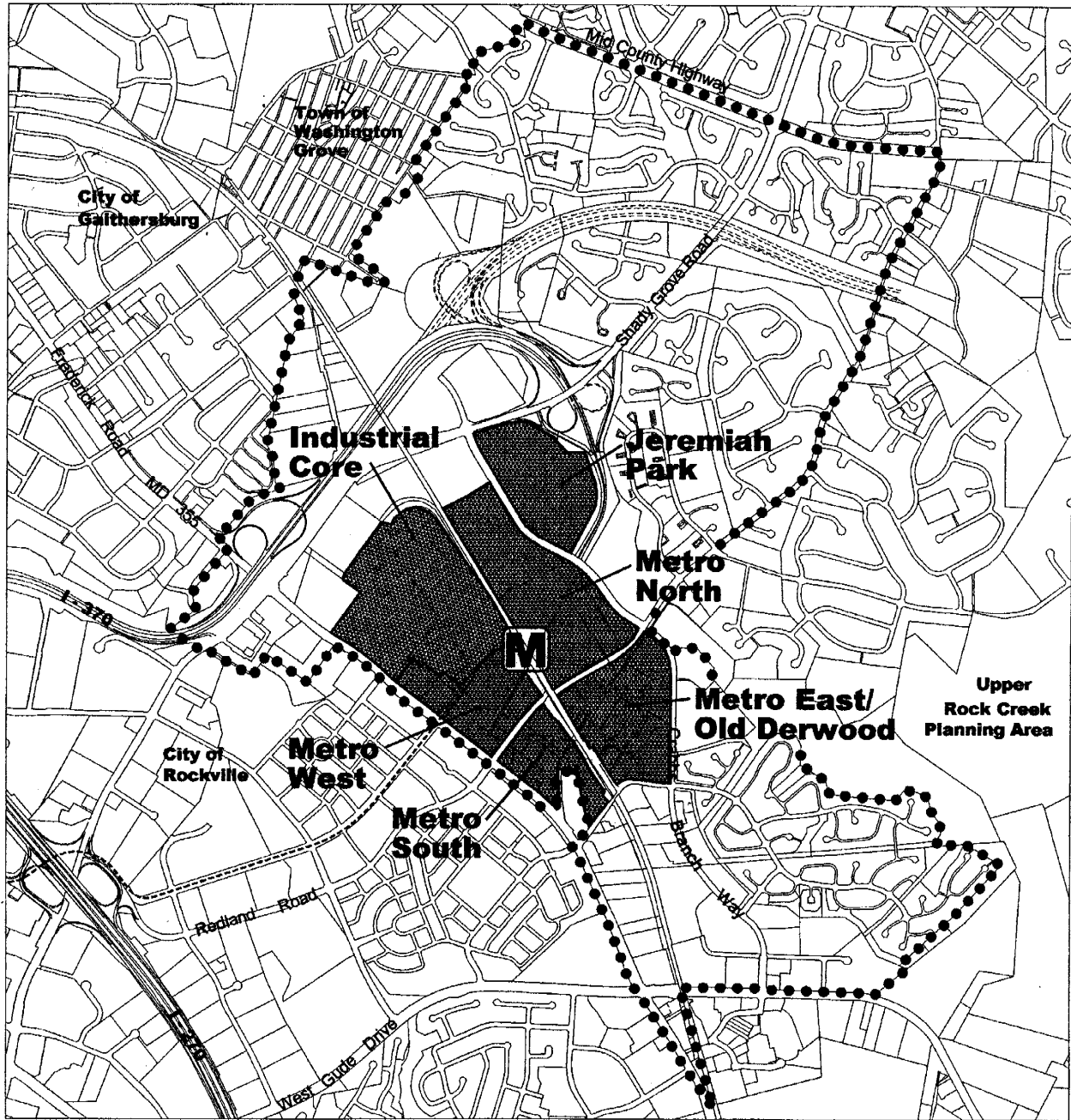
If appropriate, this use may be relocated to another site. This Plan recommends rezoning the site to allow that potential. This Plan recommends:

- Permitting either technology uses or housing to be developed on the warehouse site.
- Connecting to the local street system within the Metro Neighborhoods.
- Rezoning from I-1 to R&D with I-3 optional method for housing.
- Mitigating noise from CSX trains by such measures as building location, noise walls, location of garages, and acoustical measures.

View of Shady Grove Road Technology Corridor



Metro Neighborhoods



- Metro Neighborhoods
- Shady Grove Sector Plan Boundary
- Corridor Cities Transitway



METRO NEIGHBORHOODS

Existing Conditions

The Metro Neighborhoods are located around the Shady Grove Metro Station (see Metro Neighborhoods). Today, light industrial uses dominate the area and include the County Service Park, Metro parking lots and garages, the Vehicle Emissions Inspection facility, and various industrial businesses. Along MD 355, there is a mix of commercial retail development including car dealerships, gas stations, fast food service, and auto repair businesses. Directly abutting the Metro Neighborhoods to the northwest are the Solid Waste Transfer Station and Metro's maintenance and rail yards. Development directly adjacent to the Metro station is low-density, characterized by expansive parking lots and maintenance facilities.

A Transformation of Place

The Metro station area offers a unique redevelopment opportunity. The vacant and redevelopable sites total approximately 195 acres. This Plan supports the State and County land use policies that recommend housing adjacent to Metro stations to encourage transit use and allow residents to live closer to where they work.

This Plan recommends redeveloping properties surrounding the Metro station. Private property owners and WMATA are encouraged to assemble. The relocation of the County Service Park also is recommended so long as acceptable, alternative relocation sites are achieved. This would increase land near the Metro station available for housing. The Solid Waste Transfer Station and the WMATA rail yards, which need access to the rail tracks, should not relocate.

Objectives

- Create a series of neighborhoods around the Metro station with a distinct sense of place, a mix of uses, open spaces, and a pedestrian-friendly environment.
- Provide a mix of housing types, including affordable and senior housing within walking distance to Metro that meets housing needs and encourages transit ridership.
- Allow a mix of uses, including office and retail that offers jobs and meets the retail service needs of new residents.
- Accommodate Metro's operational needs with new development in a compatible and desirable manner.
- Ensure that new development is compatible with surrounding, existing single-family communities.
- Create a walkable street pattern with short block lengths and transit-oriented development patterns.
- Provide a variety of open spaces that preserve existing open spaces and expand recreational opportunities.
- Reinforce and enhance the natural environment.
- Minimize environmental impacts of the Solid Waste Transfer Station, CSX tracks, and Metro maintenance and rail yards.

Concept

The Metro Neighborhoods are envisioned as an urban village, a place that provides vitality, convenience, and a human scale of development. It should become a residential mixed-use area with some office and community-serving retail uses, and recreational areas providing a focus for community life and services. Functionally integrated with the Metro station, the proposed street pattern will create an interconnected network of streets and sidewalks that ensure good vehicular and pedestrian access to Metro. Compatibility with nearby existing residential communities is ensured by a buffer area of parks, a potential school or library site, and lower housing density and building heights.

The Metro Neighborhoods comprise four areas: Metro West, Metro South, Metro North, and Metro East/Old Derwood. Each neighborhood is envisioned as offering a mix of uses, a range of unit types, open space and recreation to meet the needs of residents and employees.

To change the existing land use character from its current industrial nature into a vibrant mixed-use community with adequate open space is a challenge. This Plan establishes density incentives to encourage redevelopment while also establishing density limits that ensure compatibility and adequate public facilities. A new non-CBD Metro zone is recommended to achieve an attractive and desirable community with densities appropriate for a transit station. This Plan also recommends design guidelines to establish the desired neighborhood character.

General Design Guidelines

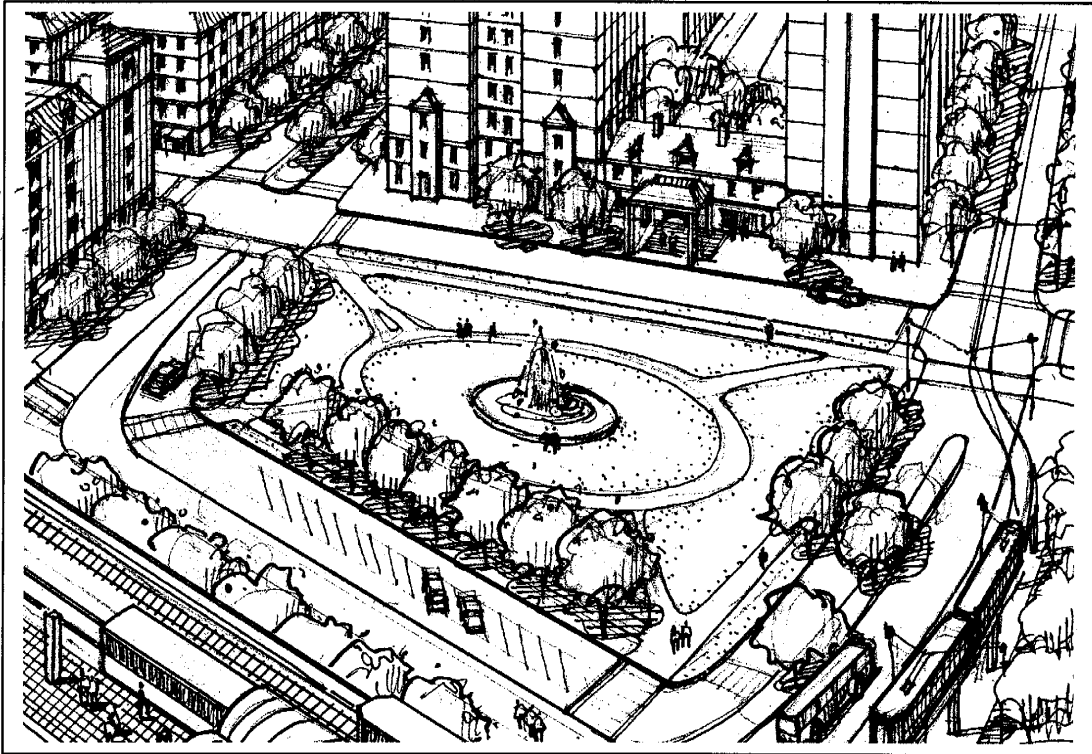
The following urban design guidelines should be achieved throughout the Metro Neighborhoods to create a safe, attractive, and pedestrian-oriented environment. Specific guidelines for each neighborhood are provided in the discussion of each area.

- Create a mixed-use neighborhood with pedestrian-oriented characteristics such as short blocks and buildings oriented to streets.
- Achieve a mix of residential unit types such as townhouses, loft units, family-sized apartments, and housing for the elderly to create a diverse community welcoming families, couples, and singles. (See Housing section for further discussion.)
- Design buildings with sidewalk and street facing entrances to increase pedestrian activity for safety and street animation.
- Provide open space and parks that offer comfort, interest and delight attracting users of all ages.
- Provide generous sidewalks to accommodate the anticipated level of pedestrian activity and allow space for sidewalk cafes, landscaping, and seating areas.
- Provide extensive seating along sidewalks, adjacent to buildings, and within urban open spaces throughout the Metro Neighborhoods to create a comfortable pedestrian environment and encourage social interaction.
- Incorporate a garden theme throughout new development to achieve a green, attractive setting for residents, Metro riders, and employees. A garden character can be achieved with extensive street tree planting, green parks, median landscaping, foundation plantings, and container plantings. "Green" rooftops are encouraged and can contribute to the garden theme.
- Locate parking facilities in block interiors or below grade to achieve a street-oriented development pattern. Building designs should minimize the view of parking structures.
- Create a grid system of streets to achieve short walkable blocks and improved Metro access.
- Allow on-street parking along all internal streets and along major roadways, except for MD 355. (See Transportation section for further discussion.)
- Provide streetscaping in accordance with recommendations in the Transportation chapter.
- Provide extensive amenities such as landscaping, fountains, public art, and other enhancements that visually delight, enrich, and support the area's long-term viability.
- Provide historic plaques or other interpretive tools to improve public awareness and appreciation of Old Derwood's history.

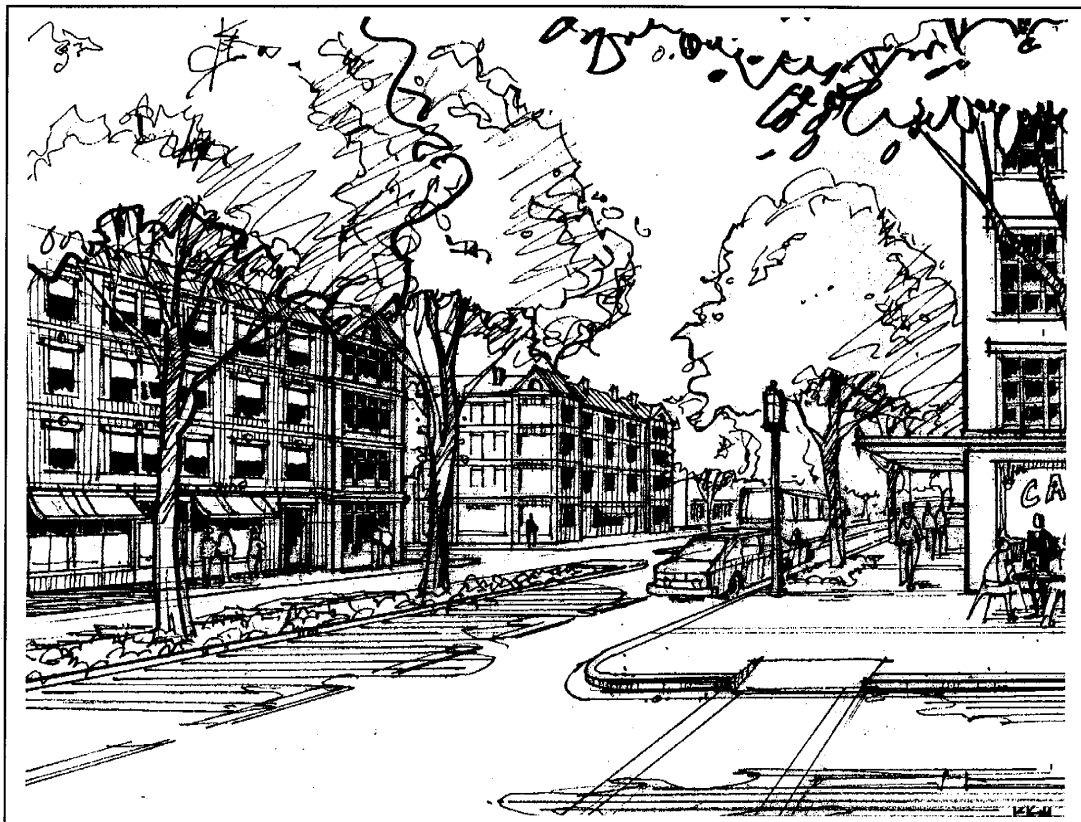
Public Spaces and Amenities

Public amenities should help create attractive places by enriching the urban environment with artwork, garden spaces, seating areas, programmed activities, and a variety of special features. Amenities support marketing of the community as well as sustain the value of the place over time. Developers should provide one or more of the following public amenities.

View of Town Square



View of Redland Road



Develop sites with a garden theme of “the shady grove.” Extensive landscaping, especially shade trees within plazas and parks should be provided throughout the Metro Neighborhoods.

- Contribute to the development of an Art Walk. This series of public artworks should weave through the Metro Neighborhoods and through both sides of the Metro station via the underground pedestrian connection. The Art Walk should enhance pedestrian routes to Metro, animate open spaces, and enrich the pedestrian environment.
- In addition to on-site streetscape improvements, provide off-site streetscape improvements, where deemed appropriate to complete the length of a block or connect improvements.
- Provide on-site public space that contributes to pedestrian access to Metro and creates a functional, safe, and attractive public place. Public spaces may be seating areas, passageways, plazas, gardens, or other special places that enhance the pedestrian environment. Visibility, convenient access, and welcoming design elements should be provided. Design elements that result in the privatization of public space will not be accepted.
- Contribute to the creation of the promenades, linear urban parks on both sides of the Metro station that connect Metro Neighborhoods and provide opportunities for social gathering and recreation. Design elements should promote social interaction, provide passive recreation, and create a landscaped setting. Design features should include enhancements such as fountains, seating, gardens, artwork, and special lighting.
- Contribute to the creation of the town square and town common, urban parks to be developed on either side of the Metro station. These urban parks will be privately developed through a public/private joint development with WMATA.
- Provide water features to refresh and attract users to public use spaces. Water features can be as minimal as a water channel or as elaborate as a programmed musical fountain or wading pool.
- Celebrate and expand public understanding of Old Derwood’s history by incorporating historical information into design features such as benches, building facades, and pavement areas.
- Provide a high standard of materials in public spaces including large street trees, special paving such as brick or stone, wood seating, extensive street furnishings in cast iron or steel, and special lighting.
- Contribute to programming and sponsorship of special events such as concerts, festivals, art workshops, cultural history day, and other appropriate and meaningful cultural events. Coordination of programmed events will be managed through a Shady Grove Urban District, which will be a public/private partnership.
- Place overhead utilities underground, on site. Determination of the extent or feasibility of underground utilities will be established on a case-by-case basis.

View of the Promenade



Metro West

The Metro West neighborhood is the heart of the urban village. The area provides a lively mix of uses including a public town square, mid- and low-rise apartment buildings, offices, a hotel, and street level retail. It achieves the highest density among the Metro Neighborhoods due to its proximity to Metro and the MD 355 Corridor. Property assembly is recommended to achieve the Plan's vision. Existing businesses are encouraged to redevelop and continue their operation in new development. The Metro West neighborhood should continue to provide a child day care facility within the newly redeveloped WMATA property. Also, plans should include a neighborhood scaled post office within a retail storefront operation to serve new and existing residents.

Retail and office uses should be located primarily along MD 355 and Redland Road, providing activity and convenience along major streets with quieter residential blocks located within the neighborhood. A series of urban open spaces must be provided in the neighborhood for recreation and social opportunities. As with all the Metro Neighborhoods, Metro West must be pedestrian-oriented with building entrances facing wide sidewalks and streetscapes enhanced with amenities. The proposed street grid will provide multiple routes to Metro, accommodate on-street parking, and provide a continuous line of shade trees.

Metro's bus facility and kiss-n-ride spaces need to be reconfigured in order to achieve the Plan's vision. These facilities should be located directly adjacent to the station's entrance to minimize walking distances for transit riders. The Town Square also should be located adjacent to the Metro station to provide an attractive setting and identity for the station. It should be visible from the Metro trains. A Metro parking structure can be placed adjacent to the Solid Waste Transfer Station partially on County land to help separate the neighborhood visually from the waste transfer station. The Corridor Cities Transitway, running through this neighborhood along the center median of King Farm Boulevard, should be on an elevated track to provide a direct cross-platform connection to the Metro trains. This Plan recommends:

- Orienting office and retail uses primarily along MD 355 and Redland Road.
- Encouraging assembly of parcels into blocks.
- Incorporating a central, divided urban boulevard with a varied right-of-way that provides direct Metro access and creates a neighborhood focus (see Commercial Streets for Metro Neighborhoods, Transportation Chapter).
- Permitting a maximum of eight stories on interior blocks, adjacent to Metro and four stories along Redland Road and MD 355.
- Providing a variety of open spaces to meet recreational needs within the neighborhood including approximately a 1.5-acre public park, the Town Square at the Metro station, a 50-foot wide linear park, known as the Promenade, and a variety of other open spaces to satisfy recreation needs. The proposed Town Square should be dedicated to M-NCPPC.
- Locating the Corridor Cities Transitway in the median of King Farm Boulevard, elevated above street level to permit a cross-platform connection to Metro trains.
- Redeveloping and expanding Metro bus, kiss-n-ride, and taxi service directly adjacent to the station in a way that is compatible with new development and that meets WMATA's program requirements.
- Supporting Metro parking in a multi-level parking garage north of King Farm Boulevard, adjacent to the Solid Waste Transfer Station to help separate the neighborhood from the transfer station, or locate below street grade.
- Rezoning I-1 properties to a new, non-CBD Metro zone, the proposed MXR zone.

Metro South

The Metro South neighborhood is a moderately intense, mixed-use residential area with some office and retail uses. Property assembly is recommended to achieve the Plan's vision. Existing businesses are encouraged to relocate or redevelop in the new development pattern. The neighborhood should be developed with a grid of streets incorporating the existing rights-of-way of Somerville Road and Paramount Drive. A recreation area must be provided within this neighborhood to accommodate recreational needs and avoid requiring residents to cross major roads to find recreation. This Plan recommends:

- Creating a mixed-use residential community with office and retail oriented toward MD 355 and Redland Road.
- Encouraging property assembly to achieve a series of walkable blocks suitable for housing and mixed-use development.
- Creating a network of local streets that maintains Somerville Road and Paramount Drive.
- Permit a maximum of six stories on interior blocks and four stories along Redland Road and MD 355.
- Providing a variety of open spaces to meet recreational needs in the neighborhood including a 50-foot wide linear urban park, known as the Promenade. Locate other recreational open space along Paramount Drive and adjacent to the Metro tracks.
- Rezoning this area from I-1 and C-3 zones to a new, non-CBD Metro station zone, and the proposed MXR zone.

Metro North

The Metro North neighborhood includes Metro property and County-owned land that is currently developed with a Ride-On bus and maintenance facility. The Plan recommends relocating the facility and reconfiguring the Metro station's bus facilities, kiss-n-ride, and taxi parking to achieve better access and integration with proposed residential development. A mix of residential unit types and some office and retail uses primarily located at the Metro station are envisioned. Also, the proposed grid street network would create Metro access for the new residential community.

This neighborhood is an appropriate location for elderly and affordable housing, on either County or WMATA property. Its proximity to Metro and proposed public facilities make the area ideal for diverse incomes and needs of residents. This Plan recommends:

WMATA Property

This Plan recommends:

- Redeveloping WMATA property as a mixed-use residential neighborhood with a range of housing types including townhouses, apartments, and an elderly and affordable housing development.
- Creating a main street between the intersection of Yellowstone Drive and Redland Road and the current County Service Park. The expanded intersection at Redland Road should be signalized to ensure safe pedestrian crossing from the Old Derwood neighborhood.
- Concentrating convenience retail uses near the Metro station to serve both commuters and residents. Locate street level retail and second floor offices in front of existing garages to screen the parking garages and activate sidewalks.
- Maintaining building heights at four stories or less to form a compatible transition to the existing single-family neighborhoods to the east. Parking structures adjacent to the CSX tracks may exceed the four-story limit.
- Providing varied open spaces to meet recreational needs within the neighborhood including several small parks and a 140-foot wide town common that includes the existing stream channel. The town common should be dedicated as a public park.