

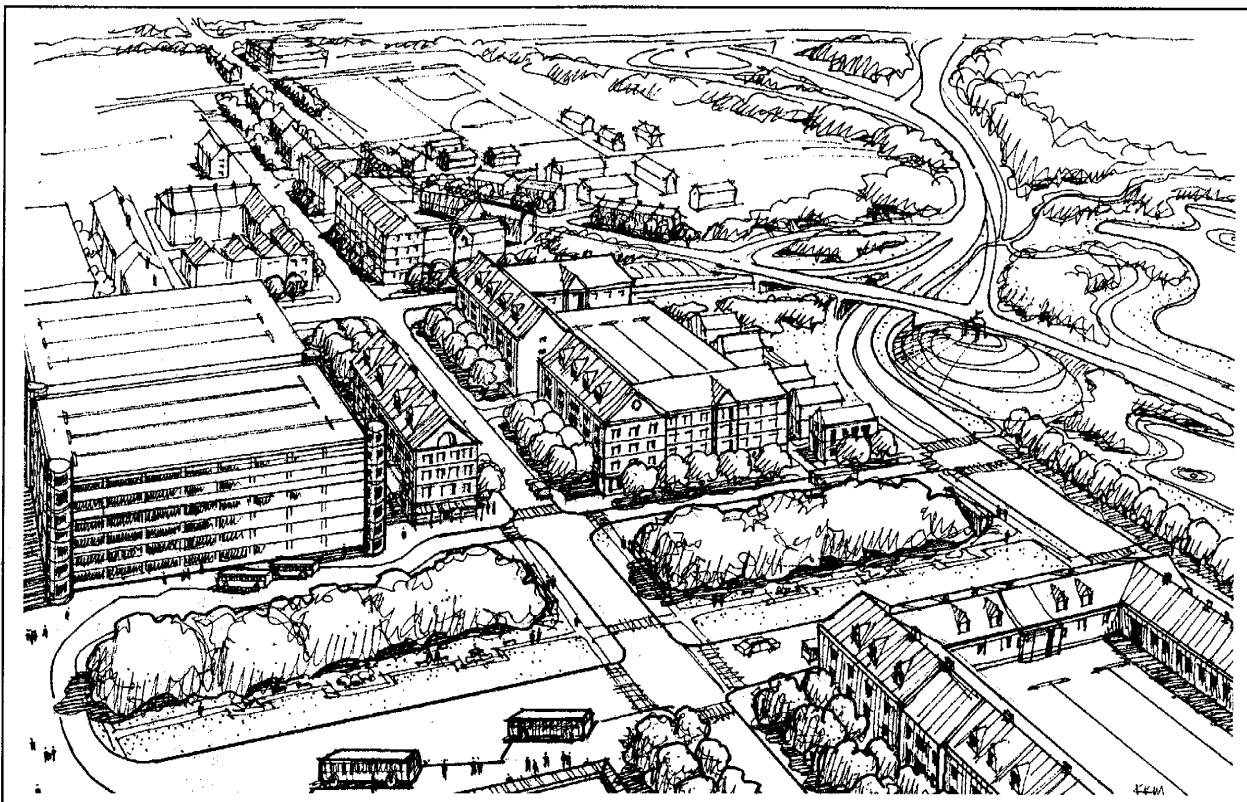
- Providing an at-grade pedestrian and bike crossing of the redesigned Metro access road where the new street grid creates an intersection. The crossing should connect to the trail system proposed around the stormwater management pond.
- Relocating and expand the existing bus facility to form a loop around the proposed town common.
- Providing all relocated Metro parking in structures adjacent to the CSX rail lines to minimize walking distances and reduce rail noise.
- Providing the majority of Metro parking on the east side of the Metro station with its convenient access via I-370. Parking should be limited to the existing 6,000 spaces to avoid bringing more traffic into the planning area.
- Redesign the Metro access road for two-way traffic, improving access to the parking garages and the new residential neighborhood.
- Rezoning this area from I-1 to a new, non-CBD Metro station zone, the proposed MXR zone.

**Department of Public Works and Transportation (DPWT) Site**

This Plan recommends:

- Relocating DPWT facilities to a more appropriate location.
- Achieving a mix of market rate and affordable residential unit types including townhouses, apartments, and live-work units.
- Limiting building heights to four stories for a compatible transition to existing single-family neighborhoods to the east. Parking garages adjacent to the CSX tracks may exceed the four-story height limit.
- Avoiding locating residential units directly adjacent to the rail line to minimize noise impacts.
- Incorporating common recreation areas into the neighborhood at visible, safe, and easily accessible locations.
- Rezoning this site from I-1 to a new, non-CBD Metro station zone, the proposed MXR zone.

**View of Metro Station – East Side**



### **Montgomery County Public Schools (MCPS) Food Service Facility**

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

- Rezoning this site from I-1 to a new, non-CBD Metro station zone and permit residential uses to be developed.
- Mitigating noise from CSX trains through building location, noise walls, garage location, and acoustical measures.
- Connecting any new development to the Metro Neighborhoods street network.

### **Metro East/Old Derwood**

The Metro East Neighborhood includes the community of Old Derwood and surrounding properties with some development potential. This Plan includes them in the Metro Neighborhoods because of their proximity to the Metro station.

Old Derwood dates back to pre-Revolutionary War days, but emerged as a distinct place in the 19<sup>th</sup> century when a cluster of homes and services grew around the original location of the Derwood train station. About 30 houses remain in an area of two blocks, including a cul-de-sac built in the 1980s. The community has two sites listed in the *Master Plan for Historic Preservation*, but has been encroached upon by commercial and light industrial uses to the west and south, with a religious institution and cemetery on the east. Along with traffic impacts of the industrial uses and the State's Vehicle Emissions Inspection Program (VEIP), the neighborhood also experiences cut-through traffic. The area's streets lack sidewalks and streetscaping, and despite its proximity to Metro, the walk to the station is not convenient. Residents want to affirm and reinforce the residential character of the community.

### **Old Derwood's Past**

The general area around Old Derwood was once the homestead and farm owned by the Crabb family in the 1700s. In the late 1800s, the area developed with the introduction of the B&O Metropolitan Branch. The settlement served as a commercial center as farmers bought their grain to Derwood for milling and sent produce to market by train. The town was platted in 1887, following the development of the rail station, a flour mill, general store, and post office. The mill and rail station operated until 1954 when both were destroyed by fire. In 1974, the Derwood post office was closed and relocated to its present location at Redland Road and Muncaster Mill Road.

### **Existing Historic Resources**

Crabb Family Cemetery, *Master Plan for Historic Preservation* (#22/33-1): This family cemetery is located at the corner of Derwood Road and Indianola Drive and is the resting place of General Jeremiah Crabb (c1760-1800), Montgomery County's first U.S. Congressman who also served as a Lieutenant in the Revolutionary War. The cemetery is located on land patented in 1753 by Jeremiah's father, Captain Henry Wright Crabb when he was granted a 2,085-acre tract know as *Resurvey for Valentine's Garden* between what is now Rockville and Gaithersburg. This was also the site of the Crabb family farmstead. No Crabb family buildings remain on the property. Four generations of the Crabb family are buried in the cemetery from 1800 to 1925.

Hoskinson/Schwartz House, *Master Plan for Historic Preservation* (#22/33-2): Located at 15919 Chieftain Avenue, the Hoskinson/Schwartz House was built c.1903 by Clarence Hoskinson, the original owner of the Derwood store. The house was sold in 1912 to Richard T. Schwartz, who purchased the flour and feed mill in 1925. Schwartz lived in the house until his death in the 1980s. The house is a good example of the 19<sup>th</sup> century Colonial Revival style. It is a two-and-a-half story frame dwelling with a hipped roof and two corbelled chimneys. Architectural features include a dentilled cornice, a large Palladian window, three dormers, and a pedimented, one-story columned front porch.

### **The Old Derwood Neighborhood**

Old Derwood's proximity to the Metro station is consistent with the Plan's goal to locate housing near transit and support existing residential communities. The Plan's recommendations seek to reinforce Old Derwood's residential character with compatible residential adjacent land uses and streetscape improvements that incorporate the area's history. The community will be further supported by direct and convenient pedestrian access to the Metro station, improved streetscape improvements with landscaping and street trees, and illustrations of the area's history. This Plan recommends:

- Relocating non-residential uses within the Old Derwood community to more appropriate industrial areas.
- Permitting four-story, multi-family development fronting Redland Road with building setbacks to match those along Redland Road in the King Farm.
- Maintaining the existing interconnected street pattern and deter non-local traffic through the neighborhood with traffic circles at the intersection of Yellowstone Way and Chieftain Avenue, and at Derwood Road and Squire Court.
- Providing new sidewalks along all new development and extend such sidewalks where feasible into the existing community to improve pedestrian safety.
- Creating a pedestrian pathway connection from Yellowstone Way to Crabbs Branch Way via a public easement on common green space to improve pedestrian access to Metro.
- Providing adequate recreation areas to meet residents' needs within the neighborhood, eliminating the need to cross major roads.
- Encouraging elderly housing within the neighborhood. Appropriate sites are the State-owned land currently developed with the Vehicle Emissions Inspection Program or the Derwood Bible Church property.
- Maintaining the existing historic resources and develop an interpretive program that celebrates Derwood's history.
- Ensuring that new development and redevelopment are compatible with existing residential development and historic resources.

### **Derwood Bible Church Site**

This four-acre site between the single-family homes of Old Derwood and the Shady Grove Apartments is developed with a church, parking lot, and school.

- Support PD-13 zoning to allow a mix of townhouses and single-family detached units to be developed.
- If this site is redeveloped, the following guidelines shall apply:  
Buildings should be oriented toward the street and be no higher than three stories. Single-family detached units must front Yellowstone Way to provide a transition to existing residential development.

### **Vehicle Emissions Inspection Program Station**

This 2.8-acre site abuts Redland Road and the CSX tracks. Access to the facility is from Chieftain Avenue, through the Old Derwood neighborhood. This Plan recommends:

- Rezoning the site from I-1 to R-90/PD-35 to allow more compatible residential development.
- Setting new development back from the CSX and Metro tracks to achieve 65 dBL and provide noise attenuation for residential buildings.
- This site is also appropriate for elderly housing under a special exception for this site.

### **Thomas Somerville Site**

This vacant site, approximately 4.2 acres, is divided into two parcels by Yellowstone Way. The eastern parcel is approximately 1.2 acres and the western parcel is three acres. This Plan recommends:

- Rezoning the site from I-1 to R-90 and permit PD-35 zoning to allow residential development at 35 dwelling units per acre.
- Building heights along Redland Road should be no higher than four stories.
- Single-family detached or duplex units should front Chieftain Avenue as a transition to the R-200 Old Derwood community and should be no higher than three stories.
- Parking for the larger parcel should be structured or located underground within the development.

### **Derwood Business Center**

This 2.5-acre site between Chieftain Avenue and Derwood Street is developed with industrial uses and offices. This Plan recommends:

- Retaining the I-1 zoning but allow redevelopment for housing, suitable for RT-6 townhouse development.
- Setting new development back from the CSX and Metro tracks to achieve 65 dBL and provide noise attenuation for residential dwellings.

### **Industrial Core**

The industrial core comprises the County's Solid Waste Transfer Station and WMATA's maintenance yard, covering 52 acres. Both of these public-sector industrial uses need rail access for their operation and are not likely to relocate. This Plan recommends operational changes that can make them compatible residential neighbors.

### **Solid Waste Transfer Station**

This Plan recognizes the importance of the Solid Waste Transfer Station and the need to maintain its current location due to its use of the rail system for exporting solid waste. Its impacts on existing and proposed residential communities should be mitigated. This Plan recommends:

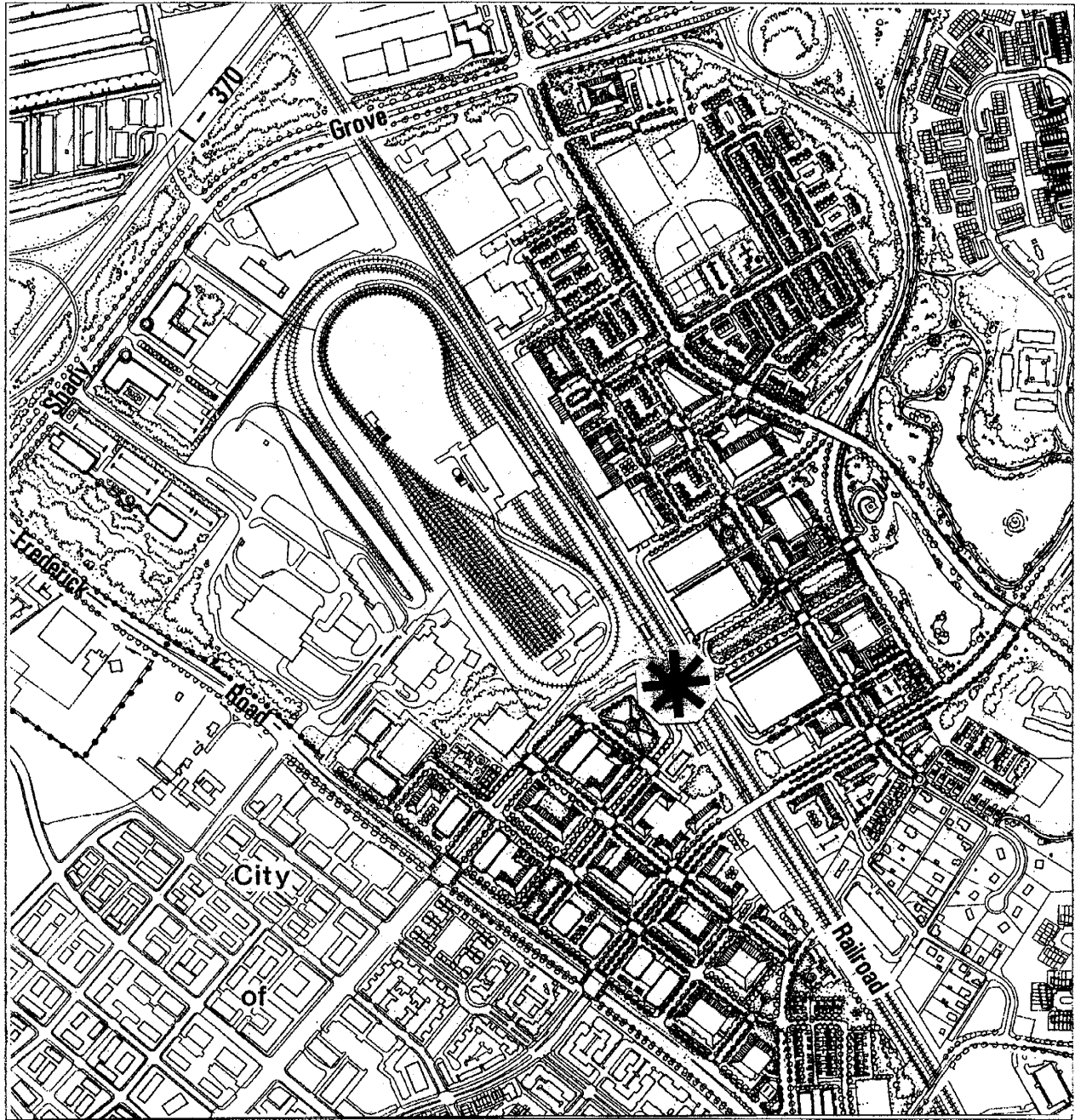
- Relocating the yard waste functions from the transfer station to a more appropriate site to reduce truck traffic and odors associated with the outdoor trash collection.
- Introducing measures to further reduce noise, odors, and truck traffic, improving compatibility with future residential development of the Metro station area.


### **WMATA Maintenance Yard**

- Provide expansion for storage, track, and maintenance functions within the existing property.
- Encourage noise mitigation measures.

The illustrative concept depicts the character and arrangement of the Metro Neighborhoods, the interconnected street system and open spaces. It is provided for illustrative purposes only.

**Illustrative Concept**

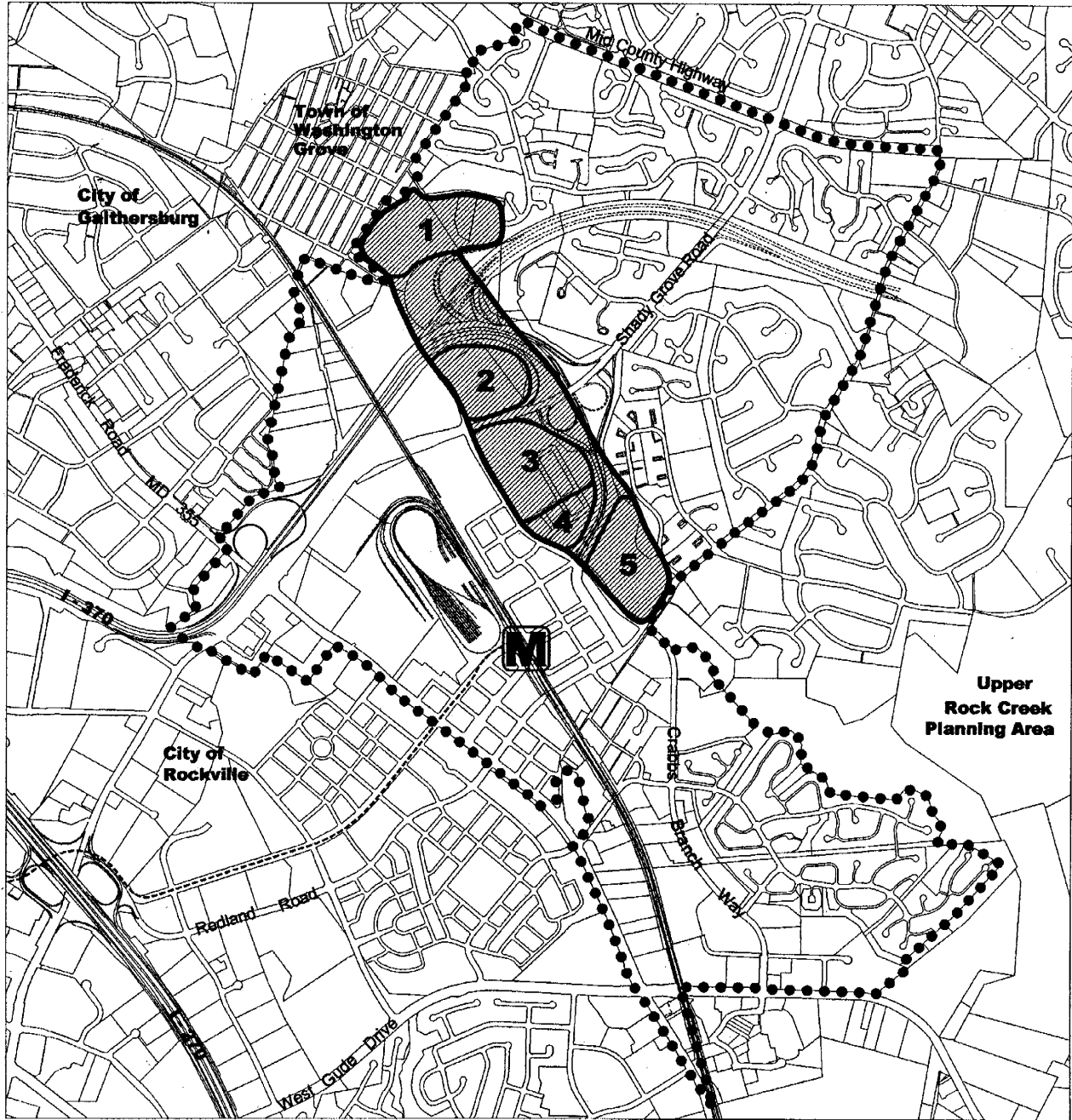


 Transit Center/Metro Center



NOT TO SCALE

# Buffer Area



- 1** Casey at Mill Creek
- 2** The Grove
- 3** MCPS Bus Depot and Maintenance Facility
- 4** MNCPPC Park Maintenance Facility
- 5** Stormwater Management Pond
- Shady Grove Sector Plan Boundary
- Corridor Cities Transitway

## **BUFFER AREA**

### **Existing Conditions**

This area is located between Crabbs Branch Way and the Derwood residential communities. It is characterized by commercial uses at The Grove shopping center to the north, industrial uses within the County Service Park, and by the residential neighborhood of Derwood Station and the Crabbs Branch Stream Valley Park at its southern end. Even with its industrial and commercial character, the community views this area as a buffer because it physically separates Derwood residences from the Metro station and commercial activity along MD 355.

### **Objectives**

- Achieve compatible uses within the buffer to create a desirable transition to the Derwood communities.
- Provide recreational opportunities in this area to serve both the existing community and the proposed new community.
- Increase low-density housing opportunities, such as townhouses, as a compatible transition to the Derwood communities.
- Increase woodlands in the Mill Creek tributary area.
- Expand the passive recreational use of the stormwater management pond.

### **Concept**

The Plan creates a series of parks, stream valley conservation areas, townhouses, a school site, and possible civic uses to achieve a compatible transition between development at the Metro station and Derwood's existing residential neighborhoods. Redevelopment here will be low scale, primarily open space and residential uses, and will include public facilities to serve the community. The Grove shopping center is recommended to expand with mixed-uses such as senior housing and local-serving medical and office uses. The Buffer Area includes a proposed local park and townhouse community to be known as Jeremiah Park. The Buffer Area's transitional uses are an opportunity to achieve compatibility and provide needed public facilities for the Derwood Communities.

### **Sites North of Shady Grove**

The following two sites are north of Shady Grove Road, near the Town of Washington Grove.

#### **Casey at Mill Creek (Site 1)**

- Provide Legacy Open space to protect the existing meadow adjacent to the Town of Washington Grove.
- Provide a neighborhood park for passive recreation that is connected to the Legacy Open Space and proposed elementary school via a trail.
- Provide an elementary school site.

#### **The Grove Shopping Center (Site 2)**

This neighborhood shopping center currently offers a mix of convenient uses and has redevelopment potential. The shopping center could become a more active, community-oriented place with uses such as senior housing or community service, medical, or small business offices. This property should not become a major employment center. Given the need for senior housing, this Plan strongly endorses developing senior housing at this center. This Plan recommends:

- Maintaining The Grove shopping center's C-1 zoning, and encourage additional mixed-use redevelopment, specifically senior housing.