

- [Support shifting the MD 355 bus stop located just north of Shady Grove Road farther north, past the I-370 on-ramp, to avoid intersection back-ups.]
- Support increased Ride-On bus service [within a five mile radius of the Metro station] to increase transit convenience and ridership, especially to community destinations such as local shopping and schools, and particularly Magruder High School. Consider private/public shuttle bus service to meet local access needs.

Page 62: Under Transit Center at the Metro Station, revise second paragraph as follows:

Within the transit center, [a “transit store”] a TMD office with meeting space should be provided [with meeting space] to support efficient coordination between transit services and the TMD programs. The [“transit store” should] TMD office can also distribute transit information and actively promote transit ridership. Coordinating transit functions, managing transit programs, and promoting transit use would be primary activities [at the “transit store”]. Size and program needs should be determined through County facility planning. The [“transit store’s”] TMD office location should be integrated with proposed retail shops on the Metro station’s east side.

Page 63: Revise first bullet and add a new bullet as follows:

- Increase the number of bus bays serving the Metro station in coordination with WMATA[’s], Ride-on and MTA’s required program needs.
- Build a MARC station adjacent to the Shady Grove Metro station. As demand grows, support adding more capacity to the Brunswick Line by adding more trains in both peak periods and increasing the size of trains to 8 cars per train. The new station and service should not negatively affect the service provided at the Washington Grove MARC station

Page 63: Under Bikeways and Pedestrian System, revise fourth bullet and add two new bullets:

- Provide special crosswalk treatments in the Metro Neighborhoods [such as raised crosswalks] to emphasize pedestrian movements.
- Construct a sidewalk on the northwest side of Shady Grove Road between Midcounty Highway and Crabbs Branch Way.
- Extend the sidewalk on East Gude Drive east of its current terminus east of Crabbs Branch Way.

Page 64: Revise map to reflect Council’s decisions.

Page 66: Under Roadway System, insert the following text after the first paragraph:

The proposed roadway recommendations improve the existing network by providing intersection improvements, connecting roadways, and creating a series of new streets to improve access within the Metro Neighborhoods. The recommendations that follow range from major highway to local street improvements (see Proposed Roadway Network and Classification Table).

The recommendations below address present and future traffic congestion problems in the Shady Grove Sector Plan area. Recommendations consist of road improvements and classification changes to reflect the role each road will play in the future network. The classification changes will also allow improved streetscape character of major roadways when development occurs or road improvements are made. Where possible, improvements will help the movement of pedestrians and bicycles as well as motorized vehicles.

The figure on page 68 identifies the Shady Grove Sector Plan roadways on the Master Plan of Highways and the table on page 72-73 lists their classifications with minimum rights-of-way. The classification of roadways is a way of indicating the degree to which access to properties is balanced with the ability to handle through traffic. The system ranges from Freeways with an emphasis on through traffic capacity and little or no direct property access down to the Primary Residential Street which emphasizes access functions, which may affect the efficiency of through traffic movement. Secondary Residential Streets are not shown on the Master Plan of Highways. The roadway classes are detailed in the following list:

Freeways      Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.

Major Highways      Provide less speed and mobility than freeways, but more access via at grade intersections.

Arterial Roads      Connect major highways and provide more access points than major highways while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.

Commercial Business District Streets      Are restricted to mixed use or commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.

Primary Residential Streets      May carry some through traffic but their main purpose is to provide direct access for 200 or more households and to connect to arterial roads.

Secondary or Tertiary Residential Streets      Provide direct access to homes and allow for greater application of traffic management measures to discourage through traffic movements and speeding. (These streets are not listed in master plans).

Page 66: Replace the Bikeway Classifications Table text as follows:

<u>Ref. No.</u>	<u>Name</u>	<u>Limits</u>	<u>Class Type</u>	<u>Comments</u>
<u>B-7</u>	<u>Metro Access Road</u>	<u>Shady Grove Road to Street "G"</u>	<u>Shared Use Path Class I</u>	<u>Provide connection to Park Overlook; Provide connection from Metro Station</u>
<u>B-8</u>	<u>Park Overlook to Blueberry Hill Park and Needwood Road</u>	<u>Metro Access Road to Redland Road</u>	<u>Shared Use Path Class I</u>	<u>Requires easements from homeowners' association</u>
<u>B-10</u>	<u>Redland Road</u>	<u>MD 355 to Street "G"</u>	<u>Shared Roadway Class III</u>	<u>Unmarked lanes adjacent to parking</u>
<u>B-11</u>	<u>Streets K and L</u>	<u>East Side of Metro</u>	<u>Shared Roadway Class III</u>	<u>Unmarked lanes</u>
<u>B-12</u>	<u>Amity Drive</u>	<u>Northern Plan Boundary to 800' west of Epsilon Drive</u>	<u>Shared Roadway Class III</u>	<u>Unmarked lanes</u>
<u>B-12</u>	<u>Amity Drive Extended</u>	<u>800' west of Epsilon Drive to Crabbs Branch Way Extended</u>	<u>Shared Use Path Class I</u>	<u>Provide connection to Town of Washington Grove via proposed park trail on Casey at Mill Creek property</u>
<u>BL-29</u>	<u>Redland Road</u>	<u>Needwood Road to Midcounty Highway</u>	<u>Bike Lanes Class II</u>	
<u>BL-30</u>	<u>Shady Grove Road</u>	<u>MD 355 to Eastern Plan Boundary</u>	<u>Bike Lanes Class II</u>	
<u>DB-15</u>	<u>Shady Grove Road</u>	<u>Western Plan Boundary to MD 355</u>	<u>Dual Bikeway Class I and II</u>	<u>Shared use path and bike lanes</u>

<u>SP-40</u>	<u>ICC</u>	<u>I-370 to Eastern Plan Boundary</u>	<u>Shared Use Path Class I</u>	<u>Incorporate into facility design</u>
<u>SP-51</u>	<u>Gude Drive</u>	<u>Length of Plan Area</u>	<u>Shared Use Path Class I</u>	<u>Locate on south side; tie into Rockville's Millennium Trail</u>
<u>SP-53</u>	<u>Crabbs Branch Way</u>	<u>Amity Drive to Gude Drive</u>	<u>Shared Use Path Class I (See Proposed Trail Comments)</u>	<u>Locate path on east side from Amity Drive to Redland Road, on west side from Redland Road to Gude Drive. Provide connections to Metro Station.</u>
<u>SP-54</u>	<u>Redland Road</u>	<u>Needwood Road to Street "G"</u>	<u>Shared Use Path Class I</u>	<u>Path on north side.</u>
<u>SP-54</u>	<u>Street "G"</u>	<u>Redland Road to Metro Access Road</u>	<u>Shared Use Path Class I</u>	<u>Connections to Metrorail station amenities via B-11 and sidewalks to be considered in site design</u>
<u>SP-64</u>	<u>MD 355</u>	<u>Length of Plan Area</u>	<u>Shared Use Path Class I</u>	<u>Locate along west side</u>
<u>SP-66</u>	<u>Corridor Cities Transitway</u>	<u>MD 355 to Metro Station</u>	<u>Shared Use Path Class I</u>	
<u>SP-70</u>	<u>Midcounty Highway</u>	<u>Northern Plan Boundary to Redland Road</u>	<u>Shared Use Path Class I</u>	<u>Locate path on west side, sidewalk on east side</u>

Page 66: Under Intercounty Connector, add text as follows:

The Intercounty Connector (ICC) is a master planned, 18-mile long freeway connecting Interstate 270 to I-95 and US 1 in Prince George's County. The facility is designated as F-9 in the Montgomery County Master Plan of Highways, with a minimum 300-foot wide right-of-way. The Master Plan of Bikeways includes an off road bike path within the ICC right-of-way. Within the Shady Grove Sector Plan Area, the ICC right-of-way extends approximately one mile

between I-370 and Redland Road. Access to the ICC is via the interchange with I-370 and the Metro Access Road.

This Master Plan recommends that within the Shady Grove Sector Plan area the ICC be constructed along the Master Plan alignment, consistent with the Master Plan of Highways as amended by the 1985 Upper Rock Creek Master Plan and subsequent area master plans along the ICC right-of-way for Gaithersburg Vicinity (1990), Aspen Hill (1994), Fairland (1997), and Cloverly (1997). This Master Plan also provides some level of flexibility to allow a Western Connector to be constructed within the ICC right-of-way, based on the results of recent state and local planning studies, including the Planning Board's 2002 Transportation Policy Report.

Page 67: Under MD 355, revise first bullet as follows:

- Maintaining classification as a Major Highway with six lanes[, divided] and a median. [Increase the right-of-way to 150 feet outside the Metro Neighborhoods to ensure adequate curbside space for pedestrians and streetscape improvements.] Outside the Metro Neighborhoods, establish a recommended minimum right-of-way of 150 feet but only require right-of-way dedication from adjacent properties at such time when these properties are subdivided or resubdivided and changed from their current uses to incorporate residential, office, or mixed uses.

Page 67: Revise last bullet as follows:

- Provide a shared use path (Class I) underpass at Crabbs Branch Way under Shady Grove Road when adjacent properties redevelop (see Existing and Proposed Bikeways map).

Page 68: Revise map to show potential street connection between B-2 and A-255, to reflect Council revisions.

Page 69: Under Redland Road, modify third bullet as follows:

- Achieve a 100-foot right-of-way from Crabbs Branch Way to MD 355 to create a four lane, divided Commercial Business District Street. Pertaining to its design, Redland Road will be treated as a Commercial Business District Street. Pertaining to use and function, this street should be treated as an arterial to allow truck traffic and through traffic movement. Support on-street parking during off-peak traffic periods to serve local businesses.

Page 69: Under Crabbs Branch Way, add new bullets as follows:

- Allow Crabbs Branch Way to be developed as a one-way couplet.
- Reclassify Crabbs Branch Way from north of I-370 to Redland Road from an Industrial street to a Commercial Business District Street. Pertaining to its design, Crabbs Branch Way will be treated as a Commercial Business District Street. Pertaining to use and function, this street should be treated as an arterial to allow truck traffic and through traffic movement.
-

Page 69: Under Interchanges revise second sub-bullet as follows:

- MD 355 and Gude Drive[, if found necessary]. Minimize impacts on adjacent businesses [by measures such as depressing MD 355 under Gude Drive].

Page 69: Under Intersections, revise first paragraph and delete the second paragraph and bullets and replace with new language as follows:

The plan[ning] area intersections not recommended for interchanges need to be pedestrian-friendly to encourage walking and transit use. To achieve acceptable levels of service, trip mitigation measures should be the first priority to reduce trips. Widening intersections should be considered as a last resort.

[The Plan does not explicitly recommend capacity improvement to achieve current Local Transportation Review standards for four reasons:

- The balance between vehicular congestion and pedestrian accessibility should be made on a case-by-case basis through subdivision cases or facility planning studies as needs arise.
- The level of travel demand forecasting performed for the Sector Plan analysis is useful for assessing long-term trends, but not for programming 20 year-year needs on an intersection-specific basis.
- Current Annual Growth Policy (AGP) processes allow CLV congestion standards to be exceeded in Metro Station Policy Areas as long as operational analyses demonstrate that vehicle queues do not block upstream intersections.
- AGP standards and practices are re-evaluated every two years and are subject to change during the lifetime of the Sector Plan.]

The Plan recognizes that capacity improvements of four intersections will likely be necessary to achieve current Local Area Transportation Review standards if build-out is achieved. Balancing the needs of pedestrians, cyclists and vehicles need to be taken into consideration in designing any such improvements. Specific improvements need to be determined at the time of a preliminary plan review (or from public agency/facility planning study) with specific traffic studies and more detailed information to identify needed improvements. The four intersections that are expected to have such potential improvements are:

- Shady Grove Road/Crabbs Branch Way
- MD 355/Redland Road
- MD 355/Shady Grove Road
- Shady Grove Road/Midcounty Highway

Page 70: Under Local Street Network, revise first, second, and third bullets as follows:

- Providing a new grid system of local streets forming short walkable blocks within the Metro station vicinity (see Commercial Business District Streets for Metro Neighborhoods). Those streets that are listed in the Street and Highway Classification table as Streets 'F' (north of Street 'H'), 'I,' and 'J' in the County Service Park are illustrative of the type of right-of-way

needed to improve access to Metro and local circulation. Additional streets in the County Service Park that are illustrated but not listed in the table are also [desirable] of the type desired.

- [Within the Metro Neighborhoods, all streets shall be built to Commercial Business Street Standard with primarily 70-foot- right-of-way.] At the time of preliminary plan review, specific street locations shall be determined. Recommended rights-of-way are needed to ensure adequate lanes, bus access, emergency vehicle access, pedestrian sidewalks and street parking.
- All development shall participate in construction or funding adjacent roadway improvements along their frontage. Provision of new local streets within Metro Neighborhoods are primarily the responsibility of new development.
- Designing local intersections with pedestrian-friendly characteristics such as minimal corner radii[, raised pedestrian crosswalks,] and special crosswalk pavement.

Page 70: Under Other Roadway Improvements, revise first bullet and delete last bullet:

- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, [permit a new, private] a two-lane industrial street in a 40' right-of-way may be needed to bridge over the CSX tracks [and] north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. In the 'Proposed Roadway Network' figure on page 68 the location of this potential industrial street is illustrative. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- [Study the need for a new interchange at Midcounty Highway and Shady Grove Road.]

Page 72 and 73: In the table revise text as follows:

M-6 MD 355, Frederick Indianola Dr to [Gude Dr] Southern Plan Boundary 150 6, divided Add footnote: the minimum right-of-way of 150 feet will be enforced at such time when these properties are subdivided or resubdivided and change from their current uses to incorporate residential, office or mixed uses.

Page 72: Revise the Street and Highway Classifications Table text as follows:

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
B-8	Paramount Drive (Street "E")	MD 355 to [CSX Transportation] <u>Street C</u>	70	2
B-9	Street "F"	[Crabbs Branch Way] <u>Redland Road to Street ["K"] "I"</u>	70	2

B-10	Street "G"	Metro Access Road to [Crabbs Branch Way] <u>Redland Road</u>	80	2
B-14	Street "K"	Street "F" to Street "G"	[70] <u>60</u>	2
B-15	Street "L"	Street "F" to Street "G"	[70] <u>60</u>	2
P-12	Briardale Road	Shady Grove Road to [Redland Road] <u>1,600 feet north of Shady Grove Road</u>	70	2

Page 74: Add language to first paragraph under Streetscape Plan as follows:

The Shady Grove plan[ning] area needs a safe and an attractive pedestrian environment that encourages Metro use, contributes to social interaction, and provides a setting for public life. Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements. This Plan recommends an extensive network of streetscaping, sidewalks, trails, and crosswalks to improve the pedestrian environment and enhanced streetscaping in the Metro Neighborhoods. The recommended streetscape improvements for Metro Neighborhoods are depicted on the illustration entitled Proposed Street Cross Sections for the Metro Neighborhoods create an attractive setting for pedestrian and business activity, reinforce the stability of existing neighborhoods, and promote the vitality of the new Metro Neighborhoods.

Page 74: Revise third, fourth, and sixth bullets under Objectives as follows:

- Reinforce the street hierarchy by achieving a higher level of streetscape improvements [along major corridors and] within the Metro station area and in areas of significant pedestrian activity.
- Increase greenery to improve attractiveness and environmental quality by planting closely spaced street trees [along all streets] within the Metro Neighborhoods.
- Reduce visual clutter and create attractive street corridors by means such as [placing utilities underground,] coordinating public signage[,] and encouraging attractive commercial signage.

Page 75: Modify map of Streetscape Plan to clearly delineate area to achieve upgraded standards.

Page 76: Rename illustration to "Proposed Street Cross Sections for the Metro Neighborhoods".

Page 77: Revise third bullet and last paragraph under MD 355 Corridor as follows:

- In the Metro Neighborhoods, [P] provide a double row of shade trees along both sides of the roadway to help create a boulevard character.

Along the roadway outside the Metro Neighborhoods, north and south of the Metro station area, provide [shade trees in a curbside lawn panel to separate pedestrians from moving traffic] State standards for streetscaping. Provide a six-foot wide sidewalk at a minimum.

Page 78: Delete second bullet under Overhead Utilities as follows:

- [Placing existing overhead utilities underground in areas outside the Metro Neighborhoods will be considered on a case-by-case basis.]

Page 80: Modify map of Public Facilities to reflect Council decisions.

Page 81: Under Public Facilities Concept, revise first paragraph as follows:

Provide a full complement of public facilities that can serve both new and existing residents. This Plan recommends locating public facilities in the Jeremiah Park area as transitional uses convenient to the community, and on the east side of the Metro station, convenient to transit. Public facilities such as a library and local park located [at] along Crabbs Branch Way and Shady Grove Road should be visible, accessible, and create a civic presence. [This Plan also supports a public community center, should one be needed, to serve this community and surrounding communities.] Existing County service facilities should be relocated and reconfigured to sites where they can operate more efficiently.

Page 82: Modify Park, Trail and Open Space Concept to reflect Council decisions.

Page 83: Under Recommendations, revise first bullet, add new paragraph after “Provide Recreational Opportunities in New Park”; revise fourth bullet and delete recommendations for public community center as follows:

Provide Recreational Opportunities in Existing Parks:

- Site 1 – Preserve Blueberry Hill Park as a recreation park site, preferably for passive recreation and open space. Provide additional passive recreational facilities in the wooded portions including trails, picnic facilities, seating areas, and improved pathways to surrounding communities. In the long term, the undeveloped portion of this park may be needed for active recreation [or to meet future school needs].

Provide Recreational Opportunities in New Parks:

This Plan requires a total of three additional adult-sized ball fields to be located within sites close to the new development, 3 multi-use courts and 3 multi-age recreational areas, a variety of picnic and seating areas, exercise trails and outdoor community gathering spaces. The Plan is flexible as to the exact location of the three ball fields but determination must be made prior to the approval of development on Jeremiah Park. If the County Service Park does not relocate, this

Plan recommends at least one ball field be located on Casey 6 and other facilities be located outside the Plan Area. If the County Service Park relocates, this Plan recommends separate locations for ball fields, depending on where the additional school is located. If the school is located at Jeremiah Park, this Plan recommends at least one ball field be a park/school site combination. Other ball field needs will be provided on Casey 6 or other properties within or outside of the Plan Area. If the County Service Park relocates and the school is located at Casey at Mill Creek, this Plan recommends setting aside a 4 acre portion of Jeremiah Park for a park and identifying land for other needed facilities listed above prior to the redevelopment of the County Service Park.

- Site 4 – Set aside a minimum of [10] 4 acres for an [local] urban park in the [Buffer] Transition Area, called Jeremiah Park after Derwood’s founder. This park should offer [active recreation uses including ballfields, such as softball, soccer and lacrosse,] multi-use courts, [and] multi-age recreation, seating areas, exercise trails, outdoor community gathering space and expanses of green lawn and shade trees [as well as an area for a library, and a potential public community center]. If active recreation is required, provide approximately 2 acres for each ball field. Parking should be shared with other public facilities.

Page 84: Under Schools, revise second paragraph as follows:

The increase in the student population created by development proposed in this Sector Plan, coupled with the projected increases in Rockville and Gaithersburg, cannot be absorbed into the existing clusters. Three high school clusters serve the plan[ning] area: Gaithersburg, Magruder, and Richard Montgomery. The three high schools are currently operating at capacity and are projected to continue to increase in enrollment, according to the MCPS *FY2004 Educational Facilities Master Plan*. This Plan recommends one elementary school site to meet projected needs for the plan[ning] area. [The site lies adjacent to the Mill Creek South community along Amity Drive just southeast of the Town of Washington Grove.] The school site depends on the relocation of the County Service Park. If the County Service Park does not relocate, the school should be located at Casey at Mill Creek, to be publicly acquired. If the County Service Park relocates, this Plan recommends locating the school at Jeremiah Park. Alternatively, the school could be located at Casey at Mill Creek, if acquisition is privately funded. The additional middle and high schools will need to be provided outside the plan[ning] area. Potential site are available and will be identified by the *Gaithersburg Vicinity Master Plan*. This Plan recommends:

Page 85: Revise map to reflect Council revisions.

Page 86: Revise first and fourth bullets, delete fifth bullet, and add two additional bullets as follows:

- Designating [the Casey at Mill Creek South property] Jeremiah Park as the preferred site for an elementary school.
- Allowing an alternative site, Casey at Mill Creek, to be considered if the property is acquired by the private sector.
- Recommending a new high school [cluster] to serve the growing residential areas in the mid-county area [County and municipalities,] and alleviate school crowding.

- [Designating Blueberry Hill Park as a potential alternative school site, should a school at Casey at Mill Creek not be achieved.]
- Ensuring that gymnasiums are built at the same time that future elementary schools are constructed.

Page 87: Revise Urban Network Illustrative to reflect Council decisions.

Page 88: Under County Service Park, revise the second bullet as follows:

- [Establishing a one year application period after Sector Plan approval, in which the County can receive development proposals to relocate County Service Park facilities. If after one year, no acceptable proposal are received, County investment in those facilities may continue.] Establishing staging of land use development to facilitate the relocation of the County Service Park and other county facilities. Development capacity will be reserved for a two year period for redevelopment of county land unless if a decision is made not to relocate county facilities (see Staging section).

Page 88: Under Library Services, revise all bullets and add a new bullet at the end as follows:

- Supporting a new library at the corner of Crabbs Branch Way and Shady Grove Road if the County Service Park is relocated or on the WMATA site in Metro North. [Consider relocating] Relocate the [40,000-square foot] library [now] previously proposed for the Laytonia Recreational Park to the redeveloped [school bus depot site] County Service Park or the Metro station where it would provide a community focal point and be accessible to more users via Metro.
- Designing a multi-level building with structured parking, to more efficiently use limited land [and increase available parkland. A two-story library with a larger first floor, between 20,000 and 30,000 square feet, and a smaller second floor would provide design flexibility for the Library Department].
- [Providing] Pursuing shared parking with adjacent [residential] development to maximize efficiency [and achieve more open space].
- [Integrating multi-family housing with the library development to achieve shared parking and an efficient development pattern that maximizes open space.] Incorporate additional meeting space in the design of the library if needed, including some kitchen facilities and smaller scale recreational activities (such as a game room) to meet community needs for a gathering place.
- Co-locating any additional recreation functions if found needed by the Department of Recreation.

Page 88: Under Community Center revise first paragraph, add a new paragraph after the first paragraph, and revise first and third bullet as follows.

### **Community Center**

A County community recreation center within the Metro Neighborhood area [should] may be considered in the future to serve the community with year-round recreation and programs. [The

potential population in the plan[ning] area and its surrounding communities may be sufficient to justify a public facility. Locating a public community center should create a highly visible civic building that contributes to the Shady Grove Road Corridor's overall character.] Although there does not appear to be a need for a full size recreation center based on existing Department of Recreation standards, the Department continually reassesses the need for facilities when it prepares its long-range facility plan and Capital Improvements Program. If the Department of Recreation determines that a recreation center is needed, the Park and Planning Department should explore options to co-locate a recreation center with other public facilities in the Metro Neighborhoods. This Plan recommends:

It is the intent of this Plan to create a community gathering place and focal point on Jeremiah Park and Metro North – CSP by providing a four acre park and community space in the proposed library. Options to co-locate these facilities should be encouraged as well as the potential to co-locate private recreational facilities.

- Coordinating with the Department of Recreation to identify need as the Plan builds out. If a new facility is needed, [C] consider co-locations with other public facilities or on WMATA's property on the east side of Metro, Metro North or Jeremiah Park as potential locations. Utilize shared parking with other uses within structured parking facilities.
- [If a public facility is not feasible, a privately developed facility managed by the Urban Service District should be provided on WMATA's property east of the Metro. The private community center shall include facilities such as a multi-purpose court, restrooms, showers, a kitchen, meeting rooms, a computer center, an arts room, and a gym. Construction and management funding for the private center shall be achieved through development's required participation in the Urban Services District.]

Page 89: Under Fire and Rescue revise second paragraph and bullet as follows:

The Montgomery County Fire and Rescue Service (MCFRS) has determined that a future [service] fire-rescue station is [desired] needed in the Shady Grove [and Gaithersburg and Vicinity] [planning] area[s]. There are no fire stations between Station 3 in Rockville and Station 8 in Montgomery Village, the busiest stations in the County. The MCFRS envisions a facility that would house fire, rescue, and [E] emergency [M] medical [S] service (EMS) units, the County Bomb Squad, and other specialized units

The Casey 3 property provides an opportunity within the Shady Grove Sector plan area to locate a future MCFRS station. A station at this location would provide easy access to MD 355, I-270, Shady Grove Road and the ICC [if constructed], as well as the busy service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive [and result in a small buildable area on its eastern portion] and may limit development. Other sites within the vicinity may also be considered during the site evaluation process that meet MCFRS's criteria for location and site suitability. This Plan recommends:

- As an alternative to technology or research and development uses on this site, a public fire and rescue station[, approximately six to seven acres] would be appropriate to serve the immediate and surrounding areas.

Page 89: Police Station: Add new paragraph and bullet as follows:

The Montgomery County Police Department has been engaged in a site selection search for a police station in the 6<sup>th</sup> District adjacent to the Shady Grove Sector plan area. The police department supports the provision of a police facility within the plan area, potentially co-located with the Fire and Rescue facility.

This Plan recommends:

- Supporting the consideration of locating a police facility within the plan area. This could potentially be collocated with the MCFRS facilities in or near the area.

Page 93: Under Forest Conservation revise the third paragraph and first and fourth bullets as follows:

The Forest Conservation Law also requires that [15 percent of any development site replanted in forest (an area 10,000 square feet or more and 50 feet or more wide, or an area planted at a density of 200 trees per acre)] a certain amount of existing forest (trees) be maintained on site or forest (trees) be planted either on or off site for any new development or redevelopment. While [waivers may be granted to allow] tree cover [to be used as] may be substituted for forest [on any site], this Plan recommends that requirements be fulfilled [off-site] in the Crabbs Branch watershed in [forest reserve areas] reforestation areas that will be set aside for this purpose. This Plan recommends:

- [Integrating compliance with the Forest Conservation Law at the earliest stages of the development process.]
- Designating [forest reserve] reforestation areas within the plan area to facilitate [off-site] reforestation requirements (see Environmental Protection and Restoration Areas). [Forest reserve] Reforestation is recommended in three areas:
  - A [significant] forest buffer along the Metro [a] Access [r] Road when the park maintenance and school bus depot facilities are relocated. The need to achieve a [significant] buffer may be limited by the need to develop this area with housing units within walking distance of Metro.

Page 93: Under Water Quality and Stormwater Management, revise first and second paragraphs as follows:

The plan[ning] area is located primarily in the Upper Rock Creek Watershed and straddles three subwatersheds. [Land] Streams in the Upper Rock Creek Watershed [is] are designated as Use IV, suitable for the support of a put-and-take trout population. While streams within the plan[ning] area do not support trout, downstream areas in Rock Creek Park do and the

maintenance of the plan[ning] area's water quality is essential to keeping downstream conditions viable.

The stormwater management ponds on either side of Crabbs Branch Way at Needwood Road currently mitigate some impacts from upstream imperviousness and have adequate capacity for anticipated flood and erosion impacts from redevelopment of the Metro station area. Any new development or redevelopment will require improvements to water quality on each site as it develops, in conformance with the County's stormwater management requirements. Low-impact development techniques would be useful in attaining improvements to water quality[, and their application is encouraged].

Page 94: Delete third bullet on the page as follows:

- [When the park maintenance facility and MCPS bus depot are relocated to accommodate residential development, recreate the stream that formerly ran west of the existing Metro access roadway.]

Page 95: Under Noise heading, modify third bullet and delete fourth bullet as follows:

- [Providing] Incorporating noise [walls] mitigation strategies along Shady Grove Road and I-370 and for residential uses along the Metro Access Road as part of redevelopment of the County Service Park if noise levels are found to exceed appropriate standards and guidelines.
- [Incorporating noise berms and other mitigation strategies for residential uses along the Metro access road as part of redevelopment of the County and the M-NCPPC properties.]

Page 97: Insert a new bullet after the third bullet:

- Accommodate the relocation of the County Service Park in an initial stage and, in the event that the CSP is not relocated, alternative staging is provided that reflects a lower amount of housing development.

Page 97: Under Staging Principles, modify the seventh bullet on recreation as follows:

- Ensure adequate recreation facilities. Staging for the construction of two recreation parks is recommended at [50 and 75 percent of build out] Stage 2 and Stage 3. To secure land for parks, staging for acquisition or dedication [may need to] shall occur earlier than Stage 3 and in conjunction with development proposals. [Determination of the need for a public community center also may need to occur in conjunction with development proposals on those sites recommended for a possible public community center in order to ensure that adequate space is planned for this facility.]

Page 97: After Staging Principles, insert a new General Staging Provisions section and staging triggers section, deleting old language up to Implementation Measures on page 100.

### General Staging Provisions

The following general provisions shall apply to all development within the plan area:

- Shifting of existing employment within the Plan Area does not count towards staging limits.
- Staging does not exempt development from other requirements imposed under County law or regulation such as the Adequate Public Facilities requirements.
- Re-evaluate the need for additional community meeting space before the new library is built and consider the option to co-locate additional meeting space with the library, if needed.
- Do not approve a preliminary plan for new private development on Jeremiah Park until a site for a new school and the private funding source for acquisition have been identified.
- Do not approve a preliminary plan for new development on Jeremiah Park or Metro North until a site for a library has been identified by the Planning Board in consultation with the Department of Public Libraries and other permitting agencies.
- Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.
- Each development receiving preliminary plan approval within the Shady Grove Metro Station Policy Area that generates at least 100 additional peak-hour vehicle trips, excluding pass-by trips, is required to enter into a Traffic Mitigation Agreement (TMAg) in compliance with Planning Board's policies. The trip mitigation requirement for this agreement is 50 percent of the residential-related vehicle trips and 65 percent of the non-residential-related vehicle trips that would otherwise be expected based on countywide trip generation rates prior to any applicable deduction, such as proximity to a Metrorail station. The breakdown in the reduction of trips should be identified in the contractual agreement. County-owned property in the Shady Grove Policy Area is required to enter into a TMAg on all new development or redevelopment with no deduction of existing trips.
- Any County owned property, including the County Service Park, must participate in Trip Mitigation Agreements even if development yields less than 100 additional peak-hour vehicle trips.
- Identify the location of the new elementary school site and depending on location, determine whether immediate acquisition is required.
- Seek memorandums of understanding with Rockville and Gaithersburg documenting their commitment to abide by the staging principles in the Sector Plan.
- Where a trigger indicates that a facility needs to be funded, the facility can be funded privately, publicly, through a development district, or any other source.

Within two years from the adoption of the Sector Plan:

- If some or all of the County Service Park relocates, final negotiations on relocations should be concluded. The schedule for funding the design and construction of any improvement to CSP facilities that may occur if these facilities are not relocated will be determined by the Council during its review of the Capital Improvements Program.

- If the County Service Park does not relocate in its entirety, the amount of housing units will be adjusted as specified in this staging plan with a proportional reduction in housing units for each stage to be determined by the Planning Board.<sup>1</sup>

**Staging Sequence:**

Staging with the relocation of the County Service Park

<u>Stage 1</u>	<u>2,540 units, 1,570 jobs</u>
<u>Stage 2</u>	<u>3,540 units, 2,650 jobs cumulative</u>
<u>Stage 3</u>	<u>6,340 units, 7,000 jobs cumulative</u>

Staging without the relocation of the County Service Park

<u>Stage 1</u>	<u>1,500 units, 1,570 jobs</u>
<u>Stage 2</u>	<u>2,500 units, 2,650 jobs cumulative</u>
<u>Stage 3</u>	<u>4,100 units, 7,000 jobs cumulative</u>

Residential development on Casey 6, Casey 7, and the County Service Park (Jeremiah Park and Metro North-CSP)

The residential development these properties may not exceed 1,485 housing units. These limits may be increased by 10% for workforce housing, 20% TDRs, and 22% for an MPDU bonus where applicable, up to 2,240 housing units with bonus density. See chart under Potential Joint Development Properties for distribution of housing units.

Stage 1 - Triggers:

- Receive County Council adoption of zoning text amendments and complete sectional map amendments.
- Establish a Transportation Management District (TMD) that covers the Sector Plan area except areas of single-family residential development. Allow development to proceed prior to establishment of a TMD, but only under the proviso that the owner/tenants of every development ultimately within the boundary of the TMD must participate in its required activities, including the preparation of a traffic mitigation plan, the participation in the annual commuter survey, and the payment of any annual fees as if it were new development, once the TMD is established.

Stage 1 – 2,540 housing units and 1,570 jobs with the relocation of the CSP.

The staging scenario for the relocation of the County Service Park is intended to allow for the level of development recommended for the CSP within Stage 1 and a small amount of additional

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<sup>1</sup> An example of how the proportional reduction in housing units works follows: If 50% of the County Service Park relocates, then the Stage 1 housing limits will be 50% of the difference between the ceiling limits with and without the relocation of the CSP, or 2,020 housing units.

housing elsewhere in the Plan. This represents approximately 40 percent of the housing units. Housing capacity of 2,480 units and 520 jobs (400 office and 120 retail jobs), will be held for development on Jeremiah Park and the Metro North Neighborhood, unless the Executive branch determines that a land exchange is not feasible or fails to enter into an agreement with a private developer to relocate the CSP within two years of the adoption of the Plan. The remaining 1,050 new jobs may occur anywhere else in the Sector Plan and credit will be given for existing jobs that are being replaced.

If the County Service Park does not complete negotiations related to relocation within two years, then Stage 1 will consist of only 1,500 housing units and 1,570 jobs. If only some portions of the County Service Park relocate, then Stage 1 ceiling will be proportionally adjusted to the amount of development proposed up to 2,540 units and 1,570 jobs.

Stage 2 - Triggers:

- Evaluate the need and schedule for the new elementary school and ask MCPS to begin planning and program accordingly.
- Fund acquisition or dedication for a local park with at least one adult-sized ball field. If County Service Park relocates, dedication of required park facilities should be required as part of the preliminary plan approval of private development. Fund construction for one park.
- The Planning Board will consider the aggregate performance of all such TMAgs in the Shady Grove Policy Area in the decision to move to Stage 2. If the sum total of vehicle trips from all participating sites exceeds the sum of the allowed trip caps, then the plan should not be considered ready to move to the subsequent stage.
- Each of the major intersections in the Sector Plan area must operate at or better than its respective Growth Policy Local Area Transportation Review (LATR) level of service standard or congestion level at the time of the Plan's adoption, which ever is greater. Traffic will be measured from existing and approved development on a network programmed for completion four years later.
- Fund the Metro Access Partial Interchange for completion within the first four years of the Capital Improvements Program to ensure adequate access to the Metro station.
- Fund the MD 355/Gude Drive interchange for completion within the first four years of the Consolidated Transportation Program, the Capital Improvements Program, or other transit or transportation improvements that would make the intersection function at an acceptable level. 'Acceptable' is defined as the applicable intersection congestion standard in the Growth Policy.
- Planning Board must make determination that Stage 2 can proceed.

Stage 2 - 3,540 units, 2,650 jobs with the relocation of the CSP.

If negotiations are not completed on the relocation of the County Service Park after two years from the approval of the Plan, then Stage 2 will consist of only 2,500 units and 2,650 jobs. If

only some portion of the County Service Park relocates, then the Stage 2 ceiling will be proportional to the amount of development proposed up to 3,540 units and 2,650 jobs.

Stage 3 - Triggers:

- Fund library in the 6 year CIP.
- Construct a new elementary school unless MCPS identifies an alternative strategy for serving elementary school children.
- If County Service Park relocates, fund construction of a second local park with ball field.
- Evaluate if public facilities are adequate for growth and determine if any changes to the Sector Plan are required as a result.
- Fund the following for completion within four years: (1) Redland Road and Crabbs Branch Way roadway improvements; (2) the pedestrian underpass at Shady Grove Road and Crabbs Branch Way if The Grove and Jeremiah Park redevelop; and (3) all area wide pathways and bikeways under County control.
- Planning Board must make determination that Stage 3 can proceed.

Stage 3 - 6,340 housing units and 7,000 jobs if CSP is relocated.

Under the scenario that the CSP is not relocated, only 4,100 new housing units will be permitted.

Page 100: At the end of Stage 3's final paragraph, add two graphic charts visually depicting staging and triggers.

Page 100: Insert a new first paragraph under Implementation Measures as follows:

The Plan's complexity and extensive changes in the Metro area requires a specific Implementation Plan to ensure that public actions are timely and well coordinated with private sector development. The Implementation Plan should be prepared by the M-NCPPC in coordination with other involved agencies and presented to the Council for approval. The Implementation Plan should:

- Identify the various public agency responsibilities and specific actions, specify when such actions should take place and describe needed coordination to ensure successful implementation;
- Contain a staffing plan to indicate the resources necessary to oversee implementation;
- Contain a plan for assuring project plan and site plan compliance with the Sector Plan;
- Include strategies for coordinating the provision of capital facilities; and
- Include the process by which County agencies will assess options to relocate County Service Park facilities.
- Identify a citizens participation strategy to assure community involvement in Plan implementation.

Page 100: Under Urban Service District, revise title and paragraph as follows:

**Urban [Service] District**

A proposed urban [service] district will provide maintenance, promotion, and programmed activities in the Metro Neighborhoods and Jeremiah Park similar to those provided in Bethesda, Silver Spring, and Wheaton. This district will be established and operated as a public/private partnership, as a tool to ensure enhanced public services to this new community. Its functions include maintaining and enhancing streetscape, promotion, cultural activities programming, specialized transportation, and business support. [The urban service district should also manage the funding and operation for a public/private community center, should one be provided.] There are different models for Urban Districts, including public districts and public/private partnerships. Which model to use should be determined at the time of creation based on which model is best for Shady Grove.

Page 100: Under Development District, modify first paragraph as follows:

A single development district or multiple districts should be considered as a possible funding source to help implement the infrastructure improvements required by this Plan. The private sector can propose a Development District. This special taxing district would have the authority to finance infrastructure improvements needed to support land development by issuing tax-exempt bonds repaid through special assessments or taxes within the district.

Page 101: Under Recommendations, delete first, fourth, and fifth bullets as follows:

- [Amend the I-3 zone to permit research and technology uses.]
- [Amend the I-1 zone to permit a limited amount and type of commercial services in visible locations.]
- [Amend the I-1 zone to achieve streetscape improvements recommended in the Plan.]

Page 101: Under Shady Grove Road Technology Corridor, revise first, second, and third bullet as follows:

- Rezone Sites 2, 3, 4, and 5 [and 8] from I-1 to R&D/I-3 to permit technology, and research and development uses. These sites are also suitable for I-3 standard method to allow expanded employment uses.
- [Rezone Sites 6 and 7 to the I-3 zone with a housing option, with Site 7 also suitable for housing with a PD-18 zone.]
- [Amend the I-3 zone to allow research and development uses.]

Page 102: Insert new section before Metro Neighborhoods as follows:

**Upper Mill Creek Area**

- Rezone Robert's Oxygen Property, Casey 6, and Casey 7 to the R&D zone. These sites are also suitable for I-3 to allow for employment uses or the housing option under the I-3 zone.
- Casey 7 is also suitable for housing with a PD-18 zone.

Page 102: Revise first bullet as follows:

- Rezone all properties to [a new, non-CBD Metro station zone,] the proposed [MXR] TOMX-2 and TOMX-2/TDR zone that will provide a housing density incentive, a range of uses, and will require public amenities. This new zone will function in the same way as current CBD zones, as a Euclidean zone with optional method development offering added density in return for public amenities.

Page 102: Under The Buffer Area rename to “The Transition Area”, revise second bullet and add two bullets as follows:

- Rezone the MCPS Bus Depot and the M-NCPPC Park Maintenance Facility from R-200 to [R-90/PD-15] TOMX/TDR.
- Rezone Robert’s Oxygen from the I-1 zone to the I-3 zone standard method to achieve more compatible future uses adjacent to residential development.

Page 102: Under Crabbs Branch Office and Industrial Park, delete first bullet:

- [Recommend an I-1 zone text amendment to permit a limited amount of mixed commercial uses intended to serve area employees and visitors in appropriate business locations.]

Page 103: Replace the Proposed Zoning Table with the following table:

**Proposed Zoning Table**

Property	Acres	Existing Zoning	Prop. Euclidian Zoning	Prop. Floating Zoning	Recommended FAR, Comp. SP, and Units
<b>Deerwood Communities and Zoning Change</b>					
<b>Shady Grove Road and Technology Corridor</b>					
Shady Grove Plaza	29	C-3, TSM, OM	-	C-3, TSM, OM	-
Casey 2	5	R-20	R&D	I-3	-
Casey 3	13.5	I-1	R&D	I-3	-
<b>Sears Property</b>					
(Great Indoors)	13.5	I-1	R&D	I-3	0.35 FAR*
Post Office	13.5	I-1	R&D	I-3	0.35 FAR*
<b>Chippewick Creek</b>					
Roberts Oxygen	12.9	I-1	I-3	I-3	0.3 FAR*
Casey 6	25	I-1	I-3	-	0.3 FAR*, 130 du max
Casey 7	17	I-1	I-3	PD-18	0.3 FAR*, [340] 305 du [max.]
<b>Metro West</b>					
[1.5] 1.6 FAR area	14.25	I-1	TOMX-2/TDR	[1.5] 1.6 FAR 70% min. Res./30% max. Com.	

[1.3] 1.4 FAR area	14.25	I-1	TOMX-2	[1.3] 1.4 FAR 70% min.Res./30%max.Com.
.75 FAR area	9	I-1	TOMX-2	295,800 com. sf.

**Metro South**

[1.5] 1.6 FAR area	4.86	I-1	TOMX-2/TDR	1.6 FAR 70% min.Res./30%max.Com.
[1.3] 1.4 FAR area	3.45	I-1	TOMX-2	1.4 FAR 70% min.Res./30%max.Com.

**Metro North**

WMATA	41.5	I-1	TOMX-2/TDR	26,000 com. sf.* 530 units
CSP	45	I-1	TOMX-2/TDR	173,250 com. sf.* 960 units

**Metro East/Old Derwood**

Derwood Bible Church	4	R-200	R-90/TDR-13	52 units max.
VEIP	3	I-1	R-90 PD-35	-
Somerville	4	I-1	R-90 PD-35	6 units max.
Derwood Business Condominiums	2.5	I-1	I-1 RT-6	-
Derwood Post Office And Store	11,580 sf	R-200	R-200 PD-22	-

**Industrial Core and Zoning Districts**

**Transition All Areas**

The Grove	21	C-1	RMX-2C/TDR	0.3 FAR*, 300 units, 120 additional senior housing units under optional method
Jeremiah Park	45.5	R-200	TOMX-2/TDR	435 units
Casey Mill Creek	58	R-90	R-90	-

**Crabbs Branch Office Industrial Park**

All properties	113	I-1	I-1	-
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**MPDU South Corridor**

All properties	34.5	I-1	I-1	-
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**Oakmont Industrial Park**

All properties	49.5	I-1	I-1	-
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\*Maximum non-residential development.  
 Note: Density is based upon approximate acreage. Housing units may be increased to provide bonus density for workforce housing, TDRs or bonus MPDUs, except for those properties noted as maximum dwelling units.

Page 105: Revise Proposed Zoning Map to reflect Council zoning decisions.

Page 106: Under Housing Guidelines, revise second bullet and add a new bullet as follows:

- Achieving 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] County Service Park. Unit mix may change to incorporate MPDU and TDR bonuses. Increasing single-family attached units must still result in adequate open space for passive recreation.
- Providing up to 10% workforce housing for all publicly-owned property including the County Service Park and WMATA.

Page 106: Under Transportation Guidelines, add one new bullet after the second bullet and revise the last one as follows:

- Allow an alternative street system for the redeveloped County Service Park as long as it achieves an interconnected network with short blocks and improves access to Metro.
- Encourage shared use of Metro parking facilities with facilities such as [the public community,] daycare or other community uses.

Page 107: Revise third bullet under Transit-Oriented Development Guidelines as follows:

- Expand provisions for streetscape in the Road Code to allow for CBD-type streetscape treatment in non-CBD areas within the Metro Neighborhoods.

Page 107: After Transit-Oriented Development Guidelines, add a new section as follows:

#### **Public Facility Development Guidelines**

It is critical to the success of this Plan that public facilities are tied into the staging of development and a delivered in a timely fashion. The Staging Plan achieves the timely delivery of facilities and the recommended Implementation Plan will address coordination needs. Project development of these facilities also needs to be well-coordinated and in a form that fits within the context of a mixed use center. This Plan recommends:

- Developing the library in an urban form with structured parking in the rear and main entrances facing the street. Develop as a civic building with landmark character.
- Co-locating other public facilities such as community meeting rooms and other recreational functions if found to be needed by the Department of Recreation.
- Developing the school site, at either Jeremiah Park or Casey at Mill Creek, as a street oriented building with well-connected sidewalks, extensive landscaping for compatibility and screening of unsightly maintenance areas.
- Developing a potential Fire and Rescue Service Station on Casey 3 in a manner that provides a street oriented building, screens views of parking and other unsightly maintenance and storage areas and is extensively landscaped.

Page 107: Under Parks, Recreation, and Amenities Guidelines revise third and fourth bullets add two new bullets as follows:

- Within Metro North, development should provide and construct the Town Common, a dedicated urban park of approximately 2 acres, and several small public uses parks within the neighborhood. [Development also should provide area for a public/private community recreation center if a public community center is not determined as needed. Funding and management of the public/private community center will be provided by the Urban Service District.]
- Within Jeremiah Park, development should dedicate [land for a local park, a library, and a potential community center if determined needed at the time of development. The potential

community center may also be sited on WMATA's property east of the Metro station.] a minimum of four acres for a local park, community outdoor gathering places, and additional acreage to be required if ballfields are needed. In Jeremiah Park, a series of small public use parks for the residents should also be developed.

- Achieve three new ballfields within the plan area. The location of these ballfields shall be identified prior to approval of the preliminary plan for Jeremiah Park.
- Explore options for Metro Neighborhood and Jeremiah Park homeowners and rental units associations to allow shared use of recreational facilities.

Page 108: Under Parks, Recreation, and Amenities Guidelines, revise first bullet at top of the page and last paragraph as follows:

- Achieve continuous streetscape along all local streets within the Metro Neighborhoods that allows tight spacing of shade trees, [curbside ornamental special street lighting, ]special paving and street furnishing such as seating and trash receptacles. Off-site streetscaping may be required to complete a full block or to [create] enhance pedestrian access to Metro.

All new development in the Metro Neighborhoods and Jeremiah Park shall participate in the Urban [Services] District [and contribute funding for construction and management of the public/private community recreation center if a public facility is not provided].

#### General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board Draft Shady Grove Sector Plan and to reflect actions taken on related zoning text amendments prior to the final printing of the approved Master Plan. In particular, text and estimates of housing units should be updated to reflect Council action on changes to legislation impacting workforce housing. Maps should be revised where necessary to conform to Council actions. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft Shady Grove Sector Plan.

Prior to rezoning, the Planning Board and Executive staff shall identify procedures and personnel, if necessary, to ensure the complex land use decisions in the Sector Plan are implemented consistent with the Sector Plan, including systems for tracking staging and procedures to assure that project plans, preliminary plans, and site plans conform with the Sector Plan. The Planning Board and Executive should also indicate how they will provide the public with information about the development of Shady Grove, have information readily accessible for citizens with questions, and provide for appropriate opportunities for public comment and input during the development process and how the community accesses the information.

The Council recommends that M-NCPPC establish a Shady Grove Advisory Committee to support the redevelopment of the Shady Grove Sector Plan area. This Committee should develop a work program to further these goals. Responsibilities of the Advisory Committee

should include monitoring implementation of Plan recommendations, assuring that the recommendations contained in the Implementation Plan are followed and assuring that problems with implementation are promptly brought to the attention of the Planning Board and/or Council.

The agencies that have facilities in or near the County Service Park will be issuing Request for Proposals to determine whether there are viable locations to relocate these facilities. The Shady Grove Sector Plan does not present a preference for one site or another and the Council recommends that there be a full exploration of all alternatives, including publicly owned land. These facilities may relocate in part or in entirety to one or more locations or may not relocate at all. It is the Council's understanding that the Airpark North site (Webb tract) is not a suitable location for the relocation of the MCPS bus depot. Possible locations for the MCPS bus depot include the Gude landfill site, the Public Safety Training Academy (PSTA) property, the Bethesda MCPS bus depot, and privately-owned industrial sites.

Before preliminary plans are approved for redevelopment of the County Service Park and other County facilities, the Recreation Department should reexamine their standards for determining where and when new recreation centers are needed, particularly focusing on whether standards should be amended to reflect the unique needs of dense areas.

The Council's ultimate approval of a capital improvements project to relocate one or more of the facilities will depend on Council review of the following materials:

- A description of the public participation process to assure the Council that there will be adequate citizen participation and identification of community concerns.
- A complete analysis of alternative locations for relocation, including possible public sites; and
- Assessment of all costs and benefits of each, including monetary, environmental, traffic impacts, and compatibility costs with existing residences.

It is recommended that the Executive establish a multi-agency task force comprised of affected agencies to review development proposals and insure that program needs are met.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council