

ITEM #9: SUMMARY OF PLANNING BOARD'S LAND USE AND AREA-WIDE DECISIONS

Staff Recommendation: Approve the decisions recorded below and allow their transfer to the Plan's text for transmittal to the County Council.

SUBSTANTIVE REVISIONS TO PUBLIC HEARING DRAFT

Proposed Land Use Plan

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

Shady Grove Technology Corridor

Department of Liquor Control

Discussion of this County Service Park property added language to the Plan permitting a PD-15 option in addition to the Plan's recommendation for I-3 with a housing option. This increases the land use options and permits an all housing option at a density comparable to densities proposed for adjacent properties.

Casey 6

Zoning and land use recommendations were not substantively revised for this property. However, Plan language was strengthened to reflect the Planning Board's preference for this site to be developed with County Service Park uses. Also, the Plan's proposed zoning table was clarified to designate the site for .3 FAR non-residential uses and up to 150 dwelling units. Language limiting building height to 42 feet (four stories) also was approved in response to community concerns.

Casey 7

Pending the Planning Board's approval in Worksession #6, the zoning option will be revised to allow PD-18 with a maximum of 300 units. This revised zoning achieves a density yield comparable to surrounding properties and supported by the property owner.

Metro Neighborhoods

Metro West

Pending the Planning Board's approval in Worksession #6, revise proposed FAR density to increase to between 1.5 and 2 FAR, allowing a range of 50 to 60 du/ac in the 2 FAR area and 35 to 45 du/ac in the 1.5 FAR area. The higher FAR would be limited to areas adjacent to the Metro station, as illustrated on the FAR Distribution Map, which will be included in the revised plan. This higher density reflects the Planning Board's desire to achieve a range of densities and diverse neighborhoods within the Metro

station area and encourage redevelopment. Building heights will also be revised to permit up to 15 stories adjacent to the Metro stepping down to four stories along MD 355 and Redland Road. This revised recommendation is consistent with property owners' requests.

Metro South

Pending Planning Board's approval in Worksession #6, revise proposed FAR density to increase up to between 1.5 and 2 FAR, allowing a range of 50 to 60 du/ac in the 2 FAR area and 35 to 45 du/ac in the 1.5 FAR area. The higher FAR would be limited to property adjacent to the Metro tracks, as illustrated on the FAR Distribution Map, which will be included in the revised Plan. Revise building heights to permit up to eight stories within the interior of the neighborhood with four stories along Redland Road and MD 355.

Also pending the Planning Board's approval, revise the location of public use park adjacent to the Metro tracks on the Illustrative Concept to allow development on properties south of Paramount Drive and shift the public use space park to the north, straddling properties on either side of the dead-end of Paramount Drive. Plan language will be revised to recommend abandonment of this portion of Paramount Drive for the creation of a park.

Metro North

WMATA Property

The Planning Board's discussion of the east side of the Metro station revised housing densities to permit up to 700 dwelling units with building heights up to six stories in the neighborhood's interior with four stories along Redland Road. This decision reflects a desire to locate significant housing densities adjacent to Metro while acknowledging compatibility concerns for the Derwood Community. Pending the Planning Board's approval in Worksession #6, revise Plan language to include provision of a 5,000 square foot community center.

Industrial Core

WMATA Maintenance Yard

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

Buffer Area

The Grove Shopping Center

Pending Planning Board's approval in Worksession #6, change the C-1 Zone to RMX-2C. Clarify that the property is suitable only for senior housing under the optional method density. Additional commercial square footage would be incompatible with objectives for the Buffer Area.

Jeremiah Park

The Planning Board increased the number of units recommended for these properties. The Plan language was changed from an R-90/PD-5 and R-90/PD-15 combination to a R-90/PD-15 option for the entire County Service Park area east of Crabbs Branch Way. This change increases the number and range of unit types up to 640 units. Changes also included a minimum requirement of 50 percent single-family attached and townhouse units to ensure diversity of unit types.

The Planning Board's concern for adequate park and open space resulted in designating a minimum of ten acres for a Local Park and revised language to require that joint development of the library with housing shall maximize open space. The Plan will include a revised graphic illustrating this. Recognizing that increased open space would be needed to serve residents, the Planning Board allowed up to five stories.

Jeremiah Park was eliminated as an alternative elementary school site due to the difficulty of providing it in a timely manner if the school bus depot cannot relocate.

MD 355 South

The Planning Board deleted the proposed overlay zone for the MD 355 South Corridor, recognizing that mixed-use housing objectives can be achieved through the provisions of the I-1 Zone without creating an overlay zone that was considered a hardship by property owners. Pending the Board's approval in Worksession #6, a draft text amendment to the I-1 Zone to achieve streetscape improvements as recommended in a master plan, will be approved.

Oakmont Industrial Park

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

Special Exception Guidelines

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

AREA-WIDE ELEMENTS

Housing

Pending Planning Board approval in Worksession #6, Plan language will be revised to limit multi-family units to a maximum of 78 percent multi-family and a minimum of 22 percent single-family attached units. Current language requires a maximum of 75 percent multi-family units and a minimum of 25 percent single-family attached on the east side of the Metro station.

Transportation

TDM Mode Share Goals

The Plan's 35 percent transit mode share goal for all development within the Metro Neighborhoods was revised to establish a 12 percent mode share goal for employees in this area while maintaining the 35 percent goal for residents in the Shady Grove Policy Area. This change is considered more achievable based on Countywide analysis. Plan language will clarify that transit mode share goals outside the Shady Grove Policy Area core area are 25 percent for residential development and 12 percent for non-residential development.

Metro Parking Limits

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

Corridor Cities Transitway Yard and Shop

The Planning Board asked for language to clarify that a Plan amendment would not be required if final recommendations for the CCT maintenance yard and shop recommended the Nissan Dealership site. It was recognized that the two other potential sites in the planning area recommended for further consideration in the State's DEIS would result in significant changes to proposed residential land use recommendations and would therefore require an amendment to implement. Staff will therefore clarify in the Planning Board Draft Plan that while the yard and shop is not a desirable use anywhere in the Plan area, a Sector Plan amendment will not be needed if the SHA ultimately selects a yard and shop location on industrially zoned land.

MD 355 Transit Service

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

Transit Demand Management

The Planning Board approved language that establishes trip mitigation as the priority approach in achieving acceptable intersection levels of service versus allowing pedestrian-unfriendly intersection widening. This evaluation will occur on a case-by-case basis during all review stages of proposed development.

Redland Road

The Planning Board revised language to maintain Redland Road's classification as a Primary Residential Street, recognizing the Council's same recommendation made during the Upper Rock Creek Area Master Plan.

Paramount Drive

Pending the Planning Board's approval in Worksession #6, revise Plan language to support abandoning the dead-end portion of Paramount Drive when it is no longer needed for access to adjacent properties, to create a public park.

Street Connection Between Paramount Drive and Indianola Drive

The Planning Board revised language to require a street connection but deleted dedication requirements for a public street and removed the specification of right-of-way dimensions. This change was made recognizing that a street connection is needed but that it should be coordinated with property development through a preliminary plan or building permit. The Commercial Business Street Map will be altered to reflect the Planning Board's decision.

PARKS, RECREATION, AND TRAILS

Blueberry Hill

Discussion of the future use of Blueberry Hill recognized that its wooded, ten-acre portion might be needed as back-up school site if the preferred site on Casey at Mill Creek is not achieved. Maintaining the Plan's recommendation for Jeremiah Park as the back-up elementary school site is difficult given the recommended increased development density and staging problems if the School Bus Depot does not relocate. The Planning Board approved revised language to preserve Blueberry Hill Park as a park site, maintaining existing recreation facilities and preserving the remainder for passive recreation and forest preservation, noting that the undeveloped portion may be needed in the long term for active recreation needs or to meet future school needs.

Jeremiah Local Park

The Planning Board required that a minimum of ten-acres be set aside for the local park and that additional open space be required in conjunction with the joint development of a library and housing on the site. Language will revise references to a 20-acre park and specify a minimum of ten acres.

Crabbs Branch Trail Connection

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

Trail and Bikeway System

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

SUMMARY OF PLANNING BOARD DECISIONS

The following chart summarizes the Planning Board's decisions. These decisions will be reflected in the revised text of the Planning Board Draft. Page numbers refer to the Public Hearing Draft.

Recommendation	Planning Board Decision
Shady Grove Road Technology Corridor	
Shady Grove Plaza Maintain O-M, TS-M, and C-3 zoning	Approved Plan language, page 25
Casey 2 property Rezone to R&D with I-3 optional housing, Max 100,000 sf of development	Approved Plan language, pages 25-26
Casey 3 property Rezone to R&D with I-3 optional housing	Worksession #6, page 26
Great Indoors Rezone to R&D with I-3 optional housing	Approved Plan language, page 26
Post Office Rezone to R&D with I-3 optional housing	Approved Plan language, page 26
Casey 6 Encourage relocation of some County Service Park uses to this site. Rezone to I-3 with housing option	Approved relocation of the CSP as a first option. Approved I-3 with up to a maximum of 150 du under the housing option, pages 26-27
Casey 7 Encourage relocation of some County Service Park uses to this site. Rezone to I-3 with PD-20 option	Approved relocation of the CSP as a first option. Pending Planning Board approval, will approve with PD-18 housing option, up to 300 units, pages 26-27
Dept of Liquor Control Rezone to R&D with I-3 optional housing	Approved Plan language with PD-15 housing option, page 27
Metro Neighborhoods	
General Design Guidelines Pyramid pattern, highest density west of Metro	Approved Plan language, page 30
Metro West Rezone to proposed MXR Zone, revise Plan to permit up to 1.5 to 2 FAR	Worksession #6, page 33
Metro South Rezone to proposed MXR Zone, revise Plan to permit up to 1.5 to 2 FAR	Worksession #6, page 33

Recommendation	Planning Board Decision
Metro North	
WMATA property Rezone to proposed MXR Zone	Approved a maximum of 700 units with 6 stories within the interior of the property and 4 stories along Redland Road, pages 34-35. Decide 5,000 sf community center in Worksession #6
DPWT site Rezone to proposed MXR Zone	Approved 1,000 du and 40,000 sf commercial, page 35
MCPS Food Service Rezone to proposed MXR Zone	Approved 30 du/ac, page 36
Metro East/Old Derwood	
Old Derwood Maintain and enhance residential area	Approved R-200 zoning of existing residential neighborhood. Pending Board approval, allow PD-22 for the Old Derwood Post Office. Support a waiver of setbacks to achieve compatibility. Support sidewalks where feasible, page 37
Derwood Bible Church Maintain R-200, with PD-13 option	Approved Plan language, page 37
VEIP site Rezone to R-90, with PD-35 option	Approved Plan language, page 37
Thomas Somerville site Rezone to R-90 with PD-35 option	Approved Plan language, page 38
Derwood Business Center Maintain I-1 zoning, allow RT-6	Approved Plan language, page 38
Industrial Core Encourage improvements to mitigate noise	Approved Plan language, page 38
Buffer Area	
Casey at Mill Creek Maintain R-90 Zone, provide Legacy open space, an elementary school site, and a neighborhood park	Approved Plan language, page 41
The Grove shopping center Revise Plan to provide RMX-2C zoning with optional method	Worksession #6, pages 41-42
Jeremiah Park Neighborhood – MCPS Bus Depot Rezone to R-90, with PD-5 option	Approved with PD-15 option, limit to 640 du on both MCPS and M-NCPPC sites with minimum of 50% single-family attached, page 43
Jeremiah Park Neighborhood – M-NCPPC park facility Rezone to R-90, with PD-15 option	Approved with PD-15 option, limit to 640 du on both MCPS and M-NCPPC sites with minimum of 50% single-family attached, page 43

Recommendation	Planning Board Decision
Stormwater Management Pond Maintain environmental function and redevelop with passive park	Approved Plan language, maintaining existing R-90 zoning and County ownership, with passive park provided and maintained by the M-NCPPC, page 44
Office Industrial Park Maintain existing I-1 zone with an amendment to allow business service uses	Approved Plan language, page 44
MD 355 South Corridor Maintain I-1 zone and provide overlay to encourage housing	Approved maintaining I-1 Zone; delete proposed overlay zone; achieve housing using its provisions. Approve an I-1 amendment for streetscape, pages 44-45
Oakmont Industrial Park Maintain I-1 Zone	Approved Plan language; establish 42-foot building height limit for Roberts Oxygen and a 50' green buffer for Washington Grove, pg 45
Special Exception Guidelines Avoid concentration, support elderly housing	Approved Plan language, added designation of The Grove, VEIP, and WMATA's Metro North property for senior housing, page 46
Transportation: Transit	
Shady Grove Metro Station Limit number of long-term parking spaces	Revised Plan language to permit additional parking if it does not displace housing opportunities, result in adverse circulation or traffic impacts, or result in undesirable urban form. Preference should be given to underground parking facilities, page 55
Corridor Cities Transitway Locate yard and shop outside planning area, and cross-platform connection with Metro	Approved Plan language, page 55. Add language that clarifies that development of the yard and shop will not require a Sector Plan amendment if it is located on industrially zoned land
CSX Corridor Maintain 50' r.o.w.	Approved Plan language, page 55
Transportation Management District Create a TMD and techniques to encourage transit use, with new Plan language stating that 35% mode share goal applies to the Metro Neighborhoods, not the entire planning area	Worksession #6, pages 55-56
Bus Service Improve bus service	Approved Plan language, page 56
Transit Center Establish a transit center at the Metro station and encourage a multi-modal facility with MARC and Metro	Approved Plan language, pages 56-57
Bikeway and Pedestrian System Complete a connected sidewalk and bikeway system	Approved Plan language, with both Park Overlook and alternative bike/pedestrian connection, page 57

Recommendation	Planning Board Decision
Transportation: Roads	
Intercounty Connector Retain the previous Plan's r.o.w.	Approved Plan language, page 61
MD 355 Create an urban boulevard character	Approved Plan language, page 61
Shady Grove Road Improve local pedestrian access, noise impacts, and streetscape. Interchange at Midcounty Highway	Approved Plan language, page 61
Redland Road Achieve an 80' r.o.w. from Needwood to Muncaster Mill	Revise Plan language to maintain the 70' r.o.w. from Needwood to Muncaster; classify as a primary road, page 63
Crabbs Branch Way Extend north, connecting to Amity Drive to improve access	Approved Plan language, page 63
Interchanges Metro Access Road and Crabbs Branch Way MD 355 and Gude Drive ICC and I-370	Approved Plan language, page 63
Local Street Network Create a grid system of local streets around the Metro station	Approved Plan language, page 64
Other Roadway Improvements	Approved Plan language, page 64
Transportation: Streetscape Plan	
Improvements as recommended for Shady Grove Corridor, MD 355, Metro Neighborhood Streets, Redland Road, Crabbs Branch Way, Signage, Utilities, Neighborhood protection	Approved Plan language, page 67
Public Facilities: Parks and Trails	
Blueberry Hill Park Maintain as a park	Revised Plan language, added new language that the wooded portion of Blueberry Hill Park is preferred for passive recreation and forest conservation. May be needed in the long term for active recreation or elementary school site, page 75
Redland Road Park Maintain and enhance	Approved Plan language, page 75
Stormwater Management Pond Provide passive recreation	Approved Plan language, page 75
Jeremiah Park Create 20-acre park	Revised Plan language to establish Jeremiah Park at a minimum of ten acres, page 75

Recommendation	Planning Board Decision
Amity Drive Create a neighborhood park	Approved Plan language, page 75
Metro Neighborhoods Provide two dedicated urban parks and a series of public use spaces	Approved Plan language, page 75
Trails Mill Creek Stream Valley Park, Connection to Rock Creek Park, extended park bikeway system, including Rockville Bicycle Beltway	Revise Plan language to explore ways to provide trail connectivity between the Rock Creek Regional Park trail system and the Shady Grove Planning Area. Options for trail connections will be studied in the context of a future trail plan for this area. The trail study will address whether proposed bike paths along Indianola Drive and Crabbs Branch Way can avoid the need to rely on a hard surface trail in Crabbs Branch Stream Valley Park, an area with a predominance of wetlands and environmentally sensitive areas, page 75-77
Public Facilities: Schools	
Elementary School Provide within planning area on Casey at Mill Creek site	Strengthen Plan language to state preference for Casey at Mill Creek for school site, with wooded portion of Blueberry Hill Park as a second option, page 77
Middle and High Schools Accommodate students outside planning area	Approved Plan language, page 77
Public Facilities: County Service Park	
Library Services Support a new library at Jeremiah Park	Approved Plan language, page 80
Aquatic Facility/Community Center Explore options and need at Jeremiah Park	Worksession #6, page 80
Fire and Rescue Support a new station on the Casey 3 site	Worksession #6, page 80
Senior Services and Day Care Provide needed services	Approved Plan language, page 81
Environment	
Forest Conservation Encourage reforestation	Approved Plan language, page 85
Water Quality and Stormwater Reforest and protect stream buffers	Approved Plan language, pages 85-86
Wetlands Preserve existing wetlands	Approved Plan language, page 86
Noise Mitigate noise impacts on residents	Approved Plan language, pages 86-87

Recommendation	Planning Board Decision
Air Quality Design transit-friendly communities	Approved Plan language, page 87
Implementation	
Staging	Worksession #6
Zoning	Worksession #6
Guidelines	Worksession #6

ITEM #10: TRANSMITTAL OF PLAN

Staff Recommendation: Approval to transmit the Planning Board Draft to the County Executive and the County Council.

The Planning Board will complete its review of the proposed Shady Grove Sector Plan at the end of Worksession #6. Staff has compiled a summary of the Planning Board's substantive revisions to the Public Hearing Draft including anticipated Worksession #6 decisions subject to the Planning Board's final approval. Staff seeks the Planning Board's approval of this summary to be transmitted with the original Public Hearing Draft Plan to the County Executive and County Council.

The Planning Board Draft Plan will be completed for the County Council and Executive in late June, incorporating the Planning Board's revised recommendations, language changes, and graphics. This approach will enable the Executive to begin the review of the Plan and meet the Council's schedule to hold a public hearing in September 2004.

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Attachments

Shady Grove Sector Plan

Worksession #6

Metro Neighborhoods, Public Facilities, The Grove, Casey 3, Zoning, Staging, Implementation, Summary of Planning Board Decisions, Transmittal to County Council

Relevant Testimony Summary

Testimony Summary – Shady Grove Sector Plan

Land Use – Plan Vision	
Douglas Duncan, County Executive	Supports a mixed-use village at the Metro station, protecting the Derwood communities, and a technology employment corridor along Shady Grove Road, however, the Plan does not adequately address the issues associated with meeting these goals. Wholesale relocation of the County Service Park has significant financial and operation impacts.
John Compton, Mayor, Washington Grove	Supports the Plan's vision for new community at the Metro, and urges that the Board and Council meet their responsibility to follow-through on smart growth principles, including a critical tunnel beneath Shady Grove Road to make bike and pedestrian connections to Metro, and zoning changes to eliminate incompatible uses next to existing residential communities.
Robert Harris, representing Eakin Youngetob	Client supports the Plan's recommendation to create a metro-oriented community.
Shelley Winkler	The Board must protect the Metro area from unworkable congestion and uphold the quality of life in the new Metro neighborhoods, as well as in the surrounding neighborhoods for the long- term viability of the mid-County area. Supports the idea of mixed residential and commercial uses at the Metro station, and R&D uses along Shady Grove Road.
Lisa Rother, County Executive's Office	The Executive is generally supportive of the planning concepts outlined in the plan, especially for those areas closest to Metro. Relocating the County Service Park has serious financial and operation implications and any relocation should be revenue neutral for the County and not degrade the efficiency of operations. Further comments will follow.
David Stopak	Supports the broad outline of the Plan and appreciates the balance struck between development and community interests.
Bob Booher, Chair, Historic Preservation Commission, Town of Washington Grove	There is significant risk involved in changing land uses so dramatically and may result in unanticipated negative impacts. Supports the Plan's park and pedestrian recommendations that will support the town, as will rezoning the Casey 6 property to I-3.
Elizabeth Klinger, Councilor, Town of Washington Grove	The Plan combines beauty and function and could make Shady Grove a model of smart growth and urban planning for livability. The Board should be mindful of the County's historic resources that can co-exist and complement new development if the Plan is sensitive to their vulnerability.
Jan Davis	Board members should walk through the Town of Washington Grove before making decisions that will destroy that town's way of life as a small, quiet haven.
Brad Botwin	Supports the Plan since it is a fair balance of public comment and input. Supports relocating industrial uses to allow for a mixed-use community (with a height limit of eight stories), tech uses along Shady Grove Road, and pedestrian-friendly streets and intersections.
Barbara Raimondo, Dennis Kirschbaum	Fully support the type of development planned, mixed-use at the Metro station. The Plan should preserve the historical integrity of Washington Grove with transitional buffers.
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	Support the Plan's vision for a mixed-use urban village at Metro and its social and environmental benefits. The recommended housing options and transit access meets smart growth goals and also benefits low- and moderate-income families by creating a transit-friendly neighborhood offering affordable housing with regional access and public facilities.

Pat Labuda, Greater Shady Grove Civic Alliance	There is substantial community interest in creating the mixed-use community envisioned by the Plan. However, there is also concern that a large number of new units will overwhelm existing infrastructure.
James Wasilak, City of Rockville	Supports the Plan's recommendation to maximize Metro investment with a mixed-use community at the station and supports the Plan's recommendations for adequate public facilities to serve new development.
Tina Brown, Solutions Not Sprawl	Endorse the Plan's progressive vision for transit-oriented development that will enhance the community's quality of life, improve transportation accessibility and mobility, and offer an array of jobs and economic benefits for residents and commuters. The Plan addresses core community concerns about community character, public facilities, and urban green space.
Tad Baldwin, Advocates for Affordable Housing	Positive elements of the Plan include its emphasis on smart growth principles and its housing section that begins to address affordable housing as an integral component of the Plan. However, the Plan density is too timid and affordable housing ideas are too vague.
Kay Guinane	Shady Grove is a traffic magnet and it is not appropriate to build a large residential development amid highways, train tracks, and local roads. The Plan should be more specific about protecting existing neighborhoods, particularly mitigating traffic impacts and applying design standards throughout the planning area. The Plan's boundaries don't reflect the true community.
Pam Lindstrom	Shady Grove is a great opportunity to create a true functional pedestrian and transit oriented urban center, but the Gaithersburg area is still unbalanced by an excess of employment.
James R. Gatto, Maryland Department of Planning	The State supports jurisdictions that develop transit-oriented development around transit station areas, and supports this effort at Shady Grove. The County should assist by streamlining the review process, providing regulatory flexibility, and development incentives.
Chip Berman	Concerned that new development will bring more gangs, drugs, and crime to the area.
Harry Sanders, Vice President, Action Committee for Transit	Support the provision of 4,000 new units near Metro and endorse pedestrian and transit improvements, particularly the CCT as light rail.
Don Tarkenton	Supports the Metro Neighborhoods and the idea of urban growth around the Metro station. King Farm has proven that people will walk to Metro and it should be repeated in this Plan.
Pat Baptiste, Route 355 Group	Supports the Plan's proposed MXR zone that limits density and giving attention to housing height density and unit type
Land Use – Plan Boundaries	
Jim Snee	The Derwood community has diversity of housing and of commercial and industrial businesses. The Shady Grove Plan is not a community, it is only part of Derwood and residents don't think of the Metro station as part of their community. All of Derwood, zip code 20855 should be in one master plan, and the current plan does not sufficiently address the relationship between relevant plans.
Kay Guinane	Suggests planning area boundaries: north of Shady Grove Road including the entire length of Amity Drive and the Mill Creek community, east of Midcounty Highway; south of Shady Grove Road including the area surrounding Candlewood Elementary School and Derwood Station; with an eastern border of the are including the Derwood post office and surrounding townhouses.
Land Use – Density	
John Compton, Mayor,	The density of development in the draft master plan borders on the maximum that

Washington Grove	should be considered for this area. Higher density will exacerbate impacts on existing communities.
Heather Hoerle, Shelley Winkler, Christine Dibble, David Stopak, Jan Davis, Sally Mansfield	The Shady Grove Metro is the end of the metro line and cannot support the densities of the downline metro stations. The proposed 3800 residential units must be considered the upper limit, and only if supported with parks, a TMD, walkable connections, new elementary school, and development staging.
Brad Botwin	Would like to see the number of units lowered; concerned that already congested roads won't be able to handle new traffic.
James Wasilak, City of Rockville	The type and pattern of residential development should be compatible with King Farm, but Mayor and Council are concerned about impact of increased density on local schools and roadways.
Jim Snee	The new housing will generate more auto traffic, since not everyone uses transit. The current 2,600 residences generate 6,000 automobiles, with another 6,000 coming in from remote communities.
Tad Baldwin, Advocates for Affordable Housing	A goal of ten thousand units was discussed by AAH, rather than the 4,000 recommended in the Plan. Not capping the building heights, rezoning the Plan-recommended R-200 to TDR 7, and reducing the size of Jeremiah Park could achieve more affordable units. Such a large park is not appropriate at a Metro station.
Kay Guinane	Supports the idea of a residential, mixed-use community near the Metro but is concerned that public facilities are insufficient to support it.
Chip Berman	Eight story buildings and a density that exceeds the current population is madness. Attracting working people from other parts of the County will only add to our congestion.
Pam Lindstrom	The proposed density, urban form, and mix of uses are about right, but must also provide public facilities. To increase housing density, act on the TPR recommendation to allow/require TDRs to be applied in urban and Metro station areas. The Board should also consider higher housing FARs, if they don't generate excessive traffic.
Boyd & Jo Ann Koffman	The Plan should specify a far lower density to offset traffic from outside the planning area. The number of units should be decreased by fifty percent.
Diana Heller	Shady Grove Metro area is already densified with the King Farm. I would like to see density reduced at the metro. Other metro stops could be the targets for development.
Anne Amber, chair, Sierra Club, Montgomery County	Urges Board not to reduce the number of housing units, nor increase the capacity for job growth. In fact, lowering the number of jobs would help balance the I-270 Corridor.
Land Use – Housing	
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	Supports the Plan's recommendations for variety of housing types to serve diverse households. More emphasis should be placed on serving low and moderate-income family housing that has public facility and transit access at density levels that can reduce development impact in Upper Rock Creek watershed. Public land should be given priority for affordable housing, FARs should be increased, housing density should be transferred from the Upper Rock Creek planning area, and Metro Neighborhoods should be built first in the staging plan. The Plan should institute a housing minimum for new developments to take full advantage of this Metro location.
Pam Lindstrom	Change yield descriptions in the Proposed Zoning chart to indicate that housing

	amounts are minimums and commercial square footage are maximums. Strengthen the I-3 language allowing housing, perhaps making housing a requirement.
Boyd & Jo Ann Koffman	Far too many apartments are included in the Plan; they will change the community's character. The number should be decreased and apartments should be located only along MD 355 and they should not exceed four stories.
Jim Snee	Senior housing has no impact on schools and locating it near transit would serve senior residents. A 700 to 1,000 unit senior housing project would be an ideal solution for the Shady Grove Plan.
Harry Sanders, Vice President, Action Committee for Transit	Consider allowing housing to be built at more than four to six stories. Also, create more housing by reducing jobs, using TDRs, and putting some parking underground.
Land Use – Affordable Housing	
Jim Snee	In estimating the need for affordable housing, the Plan overlooks HOC and MPDU units within a few hundred yards of the planning area boundary. The Plan proposes too much housing for employment centers that offer low-wage service jobs.
Tad Baldwin, Advocates for Affordable Housing	This Plan is the largest opportunity for free (publicly-owned), properly zoned land in the County for new affordable units. It should be maximized through transferring buildable parcels to DHCA and non-profit groups, establishing numerical goals for affordable units, height and density bonuses for MPDUs over the minimum, and extending the MPDU price controls from 20 to 99 years.
Boyd & Jo Ann Koffman	Derwood already contains a wide array of affordable housing, in fact, more than its fair share.
Land Use – Metro Parking	
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	Support the Plan's recommendation to not increase current Metro parking. Reduction of parking may be a good option if alternative investments in housing and travel options generate revenue and ridership. Parking spaces should be managed through market rate pricing to reflect real demand and the location of garages should not interfere with people-oriented uses close to the station.
Jerry Garson, Co-chair, Citizens for Better Potomac Roads	Puzzled by the Plan's recommendations to limit Metro parking spaces while huge demand and potential ridership exists, which could produce significant revenue. The Plan should include statistics on the number of riders using the station and how they get there. Most residents do not want to make mode changes from park and ride to bus to Metro. Plan language should be changed to not that this recommendation is designed to not disturb new residents living near Metro stations.
Harry Sanders, Vice President, Action Committee for Transit	Parking garages are not the best use of the space directly adjacent to the station. IN the long run, garages should be relocated and redeveloped for housing. In the short term, consider retail on the first floor.
John Compton, Mayor, Washington Grove	Parking at the Metro station must be limited, while public and private transportation access is dramatically improved.
Pat Labuda, President, Greater Shady Grove Civic Association	Group supports the Plan's recommendation for no new parking garages at Metro.
Land Use – Metro Neighborhoods	
Douglas Duncan, County Executive	Support the recommendation for redevelopment as mixed-use neighborhoods, but questions the need for a new zone. This concept should be well detailed and expanded in the Plan.
Land Use – Metro North – WMATA Property	
Anne Ambler, Chair, Sierra Club, Montgomery	The train storage area creates a large gap in the center of the Plan and should be considered for air rights development. Development above the tracks would also

County	contain noise.
Harry Sanders, Vice President, Action Committee for Transit	Deck over the Metro maintenance yards to allow additional housing with improved access to the station.
Land Use – Metro North – County Service Park	
Douglas Duncan, County Executive	Recommends reviewing each CSP component individually, including moving some and retaining others. Possible relocation sites and funding mechanisms should be included in the Plan.
Land Use – Metro West Neighborhood – Thomas Somerville Property	
Anne Martin, Trini Rodriguez, Michael McInerney representing owner	Request a 2.5 FAR to allow this 4-acre site to redevelop with the level of amenities envisioned in the Plan, a level typically associated with CBD zones. Also request that height restrictions be considered guidelines rather than restrictions, and that the Plan language be revised to read, “taller buildings should be located on interior blocks stepping down in height toward Redland Road and MD 355.”
Robert Brewer, representing the Montgomery County Teachers Federal Credit Union	Concerned that the Plan could make the approved development at Redland Road and MD 355 non-conforming upon its completion. The details of the proposed MXR zone, noise compatible site design, proposed development district, and street-oriented building design could all have negative impacts on this building.
Land Use – Metro South Neighborhood – Thomas Somerville Property	
Anne Martin, Trini Rodriguez representing owner	Request that the Plan language be revised to read, “taller buildings should be located on interior blocks stepping down in height toward Redland Road and MD 355.” Also request an FAR increase to 2.25 for these two sites, consistent with others properties close to Metro, the level of amenities requested, and the feasibility of below-grade, interior parking.
Land Use – Metro East Neighborhood – Thomas Somerville Property	
Anne Martin, Trini Rodriguez representing owner	The PD-35 zone recommended for this 4.2- acre site near Metro is inappropriate and unfeasible. Request a PD-75 zone, which requires 30 percent green space, consistent with a transitional area, and a density that would enable the desired level of amenity. PD-75 provides for Council approval, and any development plan would be thoroughly reviewed. Also request a 50-foot height limit, rather than 3 stories. The Plan’s recommended TMD and the nearby Metro will help mitigate traffic. This site will be an early opportunity to provide housing.
Land Use – Metro East Neighborhood – Old Derwood	
Mr. and Mrs. Gabriele Parello	Support the Plan’s recommendation to change land use from industrial to residential and its recommendations to control traffic around Old Derwood. Do not support the recommended number of units and their height. The historic character of the neighborhood should be preserved and enhanced by new building.
Pat Rados	Old Derwood should be analyzed as a separate entity; this small neighborhood faces a ten-fold increase of houses, up to 300 units. Instead the Plan should allow only 150 units, and stage them to guarantee traffic safety improvements to the Derwood community.
Joe Parello	Supports the Plan recommendations to preserve the Old Derwood community, which has been negatively impacted by traffic generated by incompatible special exceptions and industrial and commercial land uses. Would like to see the proposed residential densities lowered and the unit type change to townhouses and single-family units. The community’s historic sites should be protected, upgraded, and protected from vandalism.
Wayne Goldstein, Montgomery Preservation	Support efforts to protect and enhance Old Derwood, which is now threatened by a pending demolition permit for 15911 Redland Road. There is growing support to

Inc.	preserve this community and the Board and Council should consider placing it in a Conservation District.
Land Use – Shady Grove Road Corridor – Casey 6	
John Compton, Heather Hoerle, Shelley Winkler, Christine Dibble, David Stopak, Bob Booher, Elizabeth Klinger, Jan Davis, Sally Mansfield	This site should be redeveloped with a height limit of no more than 50 feet and at a density lower than the .5 FAR allowed in the I-3 zone (preferably lower than .3). No residential uses should be permitted on this site, and an adequate buffer that includes a green space transition should protect existing residences.
Bob Harris, Bob Youngentob, Eakin Youngetob	Support the Plan's recommendations but rezoning of this site should include an option for housing at a level consistent with existing zoning as an option if the County Service Park is not relocated. Requesting a PD-18 overlay, with a cap of 420 units, be applied to both Casey 6 and 7 to achieve more sale than rental units.
Pam Lindstrom	This area currently has an excess of employment and the industrial zoning proposed next to Washington Grove casts a cloud on that community.
Land Use – Shady Grove Road Corridor – Casey 7	
Pat Labuda, President, Greater Shady Grove Civic Association	The industrial zone by Giant could be a technology park, something that serves the community.
Douglas Duncan, County Executive	This site should be considered for development of a local park/library site only after need is determined and other areas sites evaluated.
Land Use – Shady Grove Road Corridor – Casey 2	
Barbara Sears, Yum Yu Cheng representing owner	This site has gone through process to be annexed into the City of Gaithersburg where it would be rezoned CD for two office buildings totaling about 100,000 square feet. Housing was deemed inappropriate at this location. This use is consistent with the Plan's recommendations. Support Plan recommendation with two modifications: that the property be included in Stage 1 and that the building orientation not be limited to MD 355.
Land Use – Shady Grove Road Corridor – Casey 3	
Barbara Sears, Yum Yu Cheng representing owner	Support rezoning this site to I-3, even though it is an effective downzoning. Request that housing should be a PD option at a medium to high range of PD-22 to PD-25 to increase housing and decrease traffic generation. Also note that forest banking on this site is incongruous with the site's size and location (six acres at the corner of Shady Grove and MD 355) and that locating a fire station here repeats the current problem of placing public facilities at the Metro. Development of this site should not take place in Stage 4, which places restrictive triggers dependent on actions beyond the owner's control.
Gordon Aoyagi, County Fire Administrator	A station at this site would be ideally located to allow for quick response along north-south and east-west routes to surrounding communities
Douglas Duncan, County Executive	This site should be the location of a fire and rescue station, library and/or neighborhood park. Other sites in the corridor should be used for housing only where it doesn't conflict with industrial uses.
Land Use – MD 355 South	
Larry Gordon, representing EDP	Supports Plan recommendation to retain I-1 zoning, with an overlay zone that grandfathers existing car dealership. The proposed overlay zone should be drafted as soon as possible, and should allow expansion, repairs, and renovations of existing buildings not subject to staging limits. The overlay zone should also include incentives for redevelopment. The Plan should allow new structured parking garages and these three sites should not be constrained by any staging limits. Request that the Plan be changed to include the Nissan dealership between

	Indianola and Paramount Drives be included in the MD 355 area and that language regarding relocation be softened. Also request that Street "E," requiring a seventy-foot r.o.w. be removed from the Plan as it would compromise the dealership's operation.
Paul Glasgow, representing Royco, Inc.	Owns six parcels in this area all used for auto dealership or services. Concerned that the proposed overlay zone would change land use and feels it should be written to provide incentives rather than limits. To limit property improvements could hasten decline. It should also clarify the meaning of grandfathering regarding re-building and repair. Concerned that depressing MD 355 at Gude Drive would impede access, egress, and visibility for these properties.
Jody Kline, representing Sonic Automotive	Can't support the overlay zone without knowing its details. Will the overlay zone's intent be to phase out auto dealerships or allow their continuing operations until land values warrant redevelopment? Want to ensure that recent investment in these properties is supported by a potential for expansion, and their planned investment to C-3 standards will be grandfathered.
Land Use – Buffer Area	
Pat Labuda, Greater Shady Grove Civic Alliance	The Buffer Area must be properly designed and uses should be limited to parks, schools, recreation facilities, and low-density housing.
Douglas Duncan, County Executive	Reconsider the proposed use change from industrial to residential. Because of adjacent transportation infrastructure, townhouses may not be appropriate.
Land Use – Buffer Area – Roberts Oxygen	
John Compton, Heather Hoerle, Shelley Winkler, Christine Dibble, David Stopak, Bob Booher, Elizabeth Klinger, Jan Davis, Sally Mansfield	The current I-1 zoning of this site, which directly abuts a residential street, is not appropriate. Future I-1 uses should not be permitted and a green buffer must be acquired between the site and residences.
Land Use – Office Industrial Park	
Stephen Kaufman, Anne Martin, representing PS Business Parks	Supports the Plan's recommendation to maintain the existing I-1 zoning and amend the zone to allow business support services.
Public Facilities – General	
John Compton, Mayor, Washington Grove	To be successful, the proposed community requires critical amenities including the new park, library, and community friendly spaces recommended in the Plan.
Elizabeth Klinger, Councilor, Town of Washington Grove	Elements that will attract residents and support the community's viability are the inclusion of parks, trees, and recreational facilities, adequate schools, reasonable air quality, and features such as library and cultural attractions.
Brad Botwin	Supports the Plan's recommendation to retain existing parks and to add parks and schools to the planning area.
Pat Labuda, Greater Shady Grove Civic Alliance	Support the Plan's recommendations for new and existing public facilities and amenities. The percentage of open space required should be determined using County standards and the locations reserved prior to finalizing the overall plan. Correct the imbalance in regards to parks, athletic fields, and other public amenities.
James Wasilak, City of Rockville	Very concerned about the impact of new development on schools, and recommend against allowing new residential development without adequate school capacity to serve it.
Pam Lindstrom	A county government needs to develop a can-do attitude about fitting desirable public facilities into limited space. The Board should keep the optimum

	arrangement of facilities recommended in the Plan and challenge other agencies to carry them out.
Gary Steele	Supports the Plan's proposal for landscaping, parks, library, and bike paths, and urges that this infrastructure be built early in the process to support density around the Metro station.
Tad Baldwin, Chair, Advocates for Affordable Housing	Reduce new park area in the Plan; major green areas should be on the fringes, not in such proximity to the Metro station.
Public Facilities – Library	
Anne Ambler, Chair, Sierra Club, Montgomery County	The proposed central village would be greatly enhanced by locating the library there instead of on the outskirts.
Harry Sanders, Vice President, Action Committee for Transit	The proposed library should be closer to the village center near the Metro station, creating a civic function near Metro and placing it within walking distance of King Farm.
Public Facilities – Schools	
John Compton, Mayor, Washington Grove	An elementary school on Casey at Oxbridge serves the existing and new communities, as well as creating an appropriate environment for schoolchildren.
Heather Hoerle, Shelley Winkler, Christine Dibble, David Stopak, Jan Davis, Sally Mansfield	An elementary school is the best use of the Oxbridge/Casey site adjacent to the historic meadow.
Richard Hawes, Director, MCPS Dept of Facilities Management	Since M-NCPPC staff has identified stream valley buffers that make the current elementary school site on Oxbridge at Casey infeasible, requests that the developer identify another school location on that site. Failing this alternative, MCPS will explore other sites including Blueberry Hill or a site within the redeveloped County Service Park.
Jim Snee	The Amity Drive school reservation was never formally released and the current Plan provides only one elementary school, making the planning area dependent on surrounding area for school capacity.
Chip Berman	Locate the elementary school in proximity to the community, not at Blueberry Hill Park.
Gary Steele	Urges the Board to find a way to keep the original school site proposed for an undeveloped area near Amity Drive, rather than increased housing development on the Oxbridge site.
Pat Labuda, President, Greater Shady Grove Civic Alliance	Support the Amity elementary school site. Plan to double residences must also reserve sufficient space to accommodate students at all levels, especially in an already crowded system.
Kay Guinane	The elementary school proposed on the Casey site is a crucial element of the Plan. This is the most appropriate place for the school: safe and providing local recreation.
Public Facilities – Fire and Rescue	
Gordon Aoyagi and Jim Resnick, Montgomery County Fire and Rescue Service	Supports locating a fire and rescue station on the Casey 3 site at the corner of Shady Grove and MD 355. The site's size and location meet station criteria and would be able to serve an area that currently falls in a service gap and that will have an increasing number of incident calls. A station on this site would not only fill a service gap, but would serve the existing and proposed communities, and would house the hazmat and bomb squad crews.

Public Facilities – Jeremiah Park	
Shelley Winkler	Supports proposed Jeremiah Park and a new library at that location, which needs a recreational and cultural center.
David Stopak	Supports Jeremiah Park and the public open space surrounding the Metro station for this underserved area.
Barbara Raimondo, Dennis Kirschbaum	The Plan should include a library next to the planned Jeremiah Park and an elementary school at another appropriate site that does not interfere with the planned park.
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	The planned library should be integrated with other uses to allow shared parking and residents can walk to it and other destinations.
Douglas Duncan, County Executive	The Plan does not justify the need for this park, and doesn't take into account the recreation and park facilities in adjacent municipalities. References to this park should be removed from the Plan along with references to an aquatic center and community center. Recommends a local park be part of the Plan.
Pat Labuda, President, Greater Shady Grove Civic Association	Supports Jeremiah Park.
Kay Guinane	The Plan should not recommend Jeremiah Park as a back-up elementary school site. The school should be in the community it serves and deprive the new community of an important park and public facility opportunity.
Public Facilities – Blueberry Hill Park	
David Stopak	This park is the only major recreation area, and must remain as it is.
Chip Berman	Please save Blueberry Hill Park.
John Atchley	Blueberry Hill Park supports home values and quality of life for the community. It is a vital green space that anchors surrounding residential areas.
Boyd & Jo Ann Koffman	Blueberry Hill Park is sacred to Derwood. It should not be up for grabs by MCPS or any other agency of the County.
Richard Hawes, Director, MCPS Dept of Facilities Management	If the current elementary school site on Oxbridge at Casey infeasible, requests that the developer identify another school location on that site. Failing this alternative, MCPS will explore other sites including Blueberry Hill or a site within the redeveloped County Service Park.
Environment – General	
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	Commends the Plan's emphasis on creating a rich urban environment with landscaping, street trees, public space, and parks. However, the Plan should recognize that its greatest contribution to the environment is promoting compact, mixed-use development at the Metro station.
Jim Snee	Environmental issues are being overlooked, even though development has the potential to degrade downstream water quality.
Anne Ambler, Chair, Sierra Club, Montgomery County	Supports the Plan's proposal for multiple bikeways, but paved paths must not go through wetlands. Also support conservation easements for wetlands and low-impact and green development techniques.
Environment – Noise	
Heather Hoerle, Shelley Winkler, Christine Dibble, David Stopak, Jan Davis, Sally Mansfield, Barbara Raimondo, Dennis	Noise abatement measures must be taken to protect Washington Grove from noise generated by I-370 and any industrial uses.

Kirschbaum	
Bob Booher, Chair, Historic Preservation Commission, Town of Washington Grove	The ICC should be built only if it can be assured that the added noise and environmental degradation will be completely mitigated.
Roger Alexander	Urgent need for noise abatement measures along Shady Grove Road. Increasing noise has made it impossible to be outdoors on his property.
Pat Labuda, President, Greater Shady Grove Civic Association	Community is concerned with impacts of noise and supports Plan's recommendations for noise barriers. Must have noise mitigation along Shady Grove Road, to make our homes livable.
Transportation – General	
Douglas Duncan, County Executive	The Plan should include fuller discussion of the ICC and Midcounty Highway extended. The Plan language should also be flexible about the type of transit service to be provided by the CCT. Concerned that the 35 percent transit mode share is overly ambitious and road analysis implications should be re-examined.
Shelley Winkler	This Plan does not ensure that the traffic will be managed. It only ensures an intolerable level below the even higher level that would be generated by current zoning.
Jan Davis	The Plan should include efforts to reduce business and commuter traffic through streets like Washington Grove Lane.
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	Endorse the creation of a traditional street grid and the public right-of-way shared by cars, transit, bikes, and pedestrians. Efforts should be made to remove pedestrian barriers to transit and other destinations and to create direct bike and pedestrian access to Metro. Support bus lanes and other bus performance enhancers.
Pat Labuda, Greater Shady Grove Civic Alliance	Traffic in this area is congested and has made local roads unsafe for drivers and pedestrians. Residents also need protection from noise and air pollution along Shady Grove, Crabbs Branch, and Redland Road.
James Wasilak, City of Rockville	Concerned about recommendations to create a TMD, limit the parking supply at Metro and the need for additional right-of-way along MD 355 and hope to work with the County to resolve these issues.
Tina Brown, Solutions Not Sprawl	Plan elements essential to reducing traffic are: emphasis on transit service and accessibility, balancing housing and jobs, new biotech jobs, using traffic management techniques, building urban parks and a green buffer.
Pam Lindstrom	Actually provide bike and pedestrian routes as promised, in fact, start them first. Remove barriers to coherent local traffic patterns, Limit parking provided by housing developments, and get serious about traffic demand management.
Boyd & Jo Ann Koffman	Staff has said that 18 percent of King Farm residents use the Metro. If the same percentage of occupants at Metro developments uses transit, 82 percent will be using the area's overburdened roads.
Anne Ambler, Chair, Sierra Club, Montgomery County	Support the Plan's recommendations to implement the CCT as light rail and expand MARC frequency.
Pat Labuda, President, Greater Shady Grove Civic Alliance	The Plan should address the ICC's impact on local roads.
Transportation – Amity Drive	
Heather Hoerle, Shelley Winkler, Christine Dibble	Connecting Amity Drive to Crabbs Branch Way will permit cut-through traffic to the Metro on a residential street, creating a hazardous situation.

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David Hunt	Submits a petition of 27 Of 30 households in his Derwood neighborhood that protests the proposed connection of Amity Drive to Crabbs Branch Way. The resulting cut-through traffic would decimate the community's quality of life. There are alternatives to a through connection, including connecting only a portion of Oxbridge development to Amity, emergency access only via Amity, placing the school at the end of Amity, allowing bus access but blocking through traffic.
David Stopak	Opposes connecting Amity Drive to Crabbs Branch Way, but if must go forward, it should be downgraded from a primary road, which would still allow it to serve local traffic.
Kay Guinane	Connecting Amity and Shady Grove is a holdover from previous master plans that should be reconsidered. It will be dangerous to direct through traffic onto local streets.
Diana Heller	Rather than connecting Amity Drive to Shady Grove Road, the Plan should recommend connecting Crabbs Branch to Railroad Road for a north-south alternative route between Gude Drive and Gaithersburg.
Transportation – Old Derwood	
Mr. and Mrs. Gabriele Parello	To improve traffic safety in Old Derwood allow left turns from Redland Road onto MD 355, install a traffic light at Yellowstone and Redland, reconfigure the I-370 ramps from Redland to Crabbs Branch, add a traffic circle at Chieftain and Yellowstone and at Derwood Road and Esquire Court. Also, replace steel guardrails with a more pedestrian-friendly stone wall along Crabbs Branch and Redland, and improve streetlighting.
Joe Parello	Old Derwood has been negatively impacted by traffic from the emission station, car dealerships, business condos, and rush-hour cut-throughs. Supports the Plan's recommendations for street and traffic pattern improvements.
Transportation – Redland Road	
Diana Heller	Improve the intersection of MD 355 and Redland Road to include a left turn lane onto MD 355. This location is very congested. The Redland Road exit onto Piccard should be reconstructed to eliminate the "jog." Finally, Redland Road should be reconnected to Shady Grove Road in the King Farm.
Kay Guinane	The Plan should include reference to adding a left turn lane from Redland Road onto MD 355.
James Snee	The Redland Road project should adequately address the aesthetics of the surrounding communities, with environmentally-appropriate retaining walls, undergrounded power lines, and aesthetically pleasing bus shelters.
Pat Labuda, President, Greater Shady Grove Civic Alliance	Redland Road should remain a two-lane road from Needwood Road to Muncaster Mill Road, and should be designated as an arterial to prevent becoming a "nightmare road" like Shady Grove Road has become. The Plan should also address the noise and air pollution impacts of through traffic transportation projects on the local community.
Transportation – Pedestrian and Bikeway System	
Shelley Winkler	An underpass at Shady Grove Road and Crabbs Branch Way is critical to connect existing neighborhoods to the Metro area. Pedestrian routes and bikeways should allow access to neighborhoods by means other than car.
Elizabeth Klinger, Councilor, Town of Washington Grove	Elements attractive to potential residents and that will help ensure viability include: good access to public transportation, walkable connection, bike paths, and pedestrian-friendly design, minimization of through traffic.
Barbara Raimondo, Dennis Kirschbaum	It is critical that the plan for bike paths remain as the overall plan moves forward. This should include a route from Washington Grove to Metro and to Rock Creek

	Regional Park, and should include underpasses of major roads.
Sherry Schlenker	Being handicapped, uses a scooter to get around and finds it dangerous in Old Derwood where there are no sidewalks. Sidewalks should be provided.
Pat Labuda, Greater Shady Grove Civic Alliance	Supports the Plan's recommendations for sidewalks and bike trails for better Metro access.
James Wasilak, City of Rockville	Strongly support walkable communities focused on alternative transportation modes and recommends strong language to achieve better at-grade pedestrian crosswalks and signalization of MD 355 to improve pedestrian safety. Also support increased bus serve between King Farm and the Metro station.
Kay Guinane	Pedestrian and bike access to the Metro is badly needed and should become part of the staging plan.
David Hunt	The pedestrian and bike access routes are a good aspect of the Plan, particularly the ability to get to the Metro station safely without a car.
Chip Berman	Do not build a bike path or pedestrian walkway that will allow direct access from the Metro station to our Park Overlook community. Convenience breeds crime.
Carol Duvall	The Plan's proposed bike path through the Park Overlook community does not serve residents of that community should instead be routed to the west, along the stormwater pond and then connect to I-370.
Ann Leonard-Holmburg	Objects to bike path through the Park Overlook community, which may bring a transient presence that might not be in the best interest of our youth. It should be re-routed around the outskirts of the community and still allow options for reaching Needwood Road.
Diana Heller	The proposed bike route and pedestrian paths through the Park Overlook community are not supported by residents and are redundant with routes along Redland Road.
Harry Sanders, Vice President, Action Committee for Transit	Consider sixty-foot rather than seventy-foot street widths, which work better for pedestrians. The 2025 traffic estimates do not warrant additional turn lanes at more intersection near the urban village. Turn lanes hinder pedestrian safety, already an issue in the County.
John Compton, Mayor of Washington Grove	A tunnel beneath Shady Grove at Crabbs Branch is the best option to overcome this 8-lane road as a major barrier to pedestrian and bicycle access. Bikeways and pedestrian friendly walkways to cross the ICC right-of-way, MD 355, and the new Metro access road area also essential.
Transportation – Transportation Management District	
Shelley Winkler	A transportation management district must be in place before any development occurs.
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	Support the plans for a TMD and urge the County to look at further reductions to parking as a key to reducing traffic, increasing housing affordability, and making transit use attractive.
Transportation – MD 355	
Pat Baptiste, Route 355 Group	Support the creation of an urban boulevard along MD 355. The Plan should call for elimination of the Grosvenor turn-around, give more attention to integrating the CCT with Metro and pedestrian access, eliminate reference to the current AGP review procedures, and should express caution about special exceptions that can affect integrity of community. The Group also has an ongoing concern with increasing traffic along MD 355.
Harry Sanders, Vice President, Action	In the long run, the best solution for pedestrians crossing MD 355 would be to depress the road, as was discussed at the Shady Grove Charrette.

Committee for Transit	
James Wasilak, City of Rockville	Supports the creation of a boulevard character along MD 355 and suggest that additional streetscape standards be developed to upgrade the corridor.
Transportation – Gude Drive Interchange	
Larry Gordon, representing EDP	Concerned that an interchange with MD 355, particularly depressing MD355 under Gude Drive may impede access/ingress and visibility of their sites.
Diana Heller	There are not enough connections to I-270 from the west and a connection should be made at Gude Drive to improve traffic flow.
Pat Baptiste, Route 355 Group	Supports the Plan’s recommendation for a grade-separated interchange at Gude Drive.
Transportation – Shady Grove Road	
Mary Ann Shirven	Traffic safety on Shady Grove Road is compromised because of road design, lack of signs, poor maintenance, and high speeds, and despite repeated calls to public works, nothing has been taken care of. To residents, the problems on Shady Grove Road obvious, significant, and are being ignored by the County.
Boyd & Jo Ann Koffman	Speeding. Lane-merging, and left-turn signals make Shady Grove Road extremely unsafe, particularly at Briardale Road.
Roger Alexander	Institute traffic calming measures along Shady Grove. Recent widening has increased traffic speed and noise and the removal of the turn lane at Briardale has and will continue to cause accidents. Heavy traffic flow and truck traffic exposes pedestrians on the new sidewalks. This Plan should take steps necessary to improve pedestrian access and safety.
Harry Sanders, Vice President, Action Committee for Transit	I-370 should end at Shady Grove Road with at-grade intersections. It should also be extended under the rail lines to provide a continuous bus route and pedestrian access to the Metro.
Transportation – Parking	
Cheryl Cort, Executive Director, Washington Regional Network for Livable Communities	County should consider “parking streets” or more extensive use of on-street parallel parking as a more flexible parking supply that buffers pedestrians from moving traffic.
Pam Lindstrom	The Plan should pursue apartment buildings with garden courtyards in the middle and parking underneath the buildings.
Transportation – Transit	
Harry Sanders, Vice President, Action Committee for Transit	A study of extending rail north of Shady Grove should be undertaken in the short term, not delaying it until the CCT begins operation. The Plan should also support implementation of best design for bus shelters, explore MARC trains stopping at Shady Grove; support a shuttle from the station to area offices.
Implementation	
John Compton, Mayor, Washington Grove	Transportation bottlenecks must be addressed before redevelopment can proceed. Smart growth dictates that firm staging requirements, such as a TMD, should be in place before increasing the area’s population.
Shelley Winkler	A much stronger staging of development is critical.
Pat Labuda, President, Greater Shady Grove Civic Alliance	The Plan’s staging component needs to be much stronger and include all public facilities such as schools, parks, roads, bus service, etc.
David Stopak	A TMD must demonstrate progress before development can proceed and staging should include early implementation of walkable connections to the Metro, specifically, early funding for a pedestrian underpass of Shady Grove Road.
Bob Booher, Chair, Historic Preservation	The Board should proceed cautiously in implementing the plan, with strong, effective staging elements that assess negative impacts. The Plan will only be

Commission, Town of Washington Grove	effective if its promises are kept.
Bob Harris, Bob Youngentob, Eakin Youngetob	The Plan's recommended staging would be a death knell for their project on Casey 6 and 7, given their current contract on the sites. Any project that provides housing should be able to go forward if public facilities are adequate. This site will also redevelop faster than the County or WMATA sites.
Kay Guinane	Parks and school facilities are completely left out of the staging plan, and it does not really require traffic improvements, just a TMD. The staging plan needs to be more specific and aggressive; it should include parks and school facilities.
Barbara Sears, Yum Yu Cheng	The triggers to allow development in Stage 4 are too restrictive and not in keeping with practical realities of redevelopment in the Metro Neighborhoods. The form of staging proposed is unnecessarily restrictive and counterproductive.
Douglas Duncan, County Executive	Skeptical of this area's ability to support urban maintenance or development districts, and references to them should be removed from the Plan. Also recommend exploring Shady Grove's potential as a TDR receiving area.

