

Resolution No.: 19-779
Introduced: April 6, 2021
Adopted: April 6, 2021

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: County Council

SUBJECT: Approval of the Fall 2020 Shady Grove Sector Plan Minor Master Plan Amendment

1. On December 9, 2020, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Fall 2020 Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment.
2. The Fall 2020 Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment contains the text and supporting maps for an amendment to portions of the Approved and Adopted 2006 Shady Grove Sector Plan. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways and Transitways, the Bicycle Master Plan, as amended, and the Master Plan for Historic Preservation, as amended.
3. On February 23, 2021, the County Council held a virtual public hearing on the Fall 2020 Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment. The Minor Master Plan Amendment was referred to the Council's Planning, Housing, and Economic Development Committee for review and recommendations.
4. On March 22, 2021, the Office of Management and Budget transmitted to the County Council the County Executive's Fiscal Impact Statement for the Fall 2020 Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment.
5. On March 1, March 15, and March 18, 2021, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment.
6. On March 23, 2021, the County Council reviewed the Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment, dated Fall 2020, is approved with revisions. County Council revisions to the Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the Fall 2020 Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment.

Page 35: Modify the first bullet under “Land Use and Zoning” as follows:

- Rezone the WMATA/Metro property, including the surface parking lot and the Somerville property, 15901 Somerville Drive, from the CR 1.75 C0.5 R1.5 H-160T/TDR 1.77 Zone to the [CR 2.0 C1.0 R1.5] CR-2.25 C-1.0 R-1.75 H-200 Zone to promote high-intensity mixed-use development at the Metro station that contributes to the Sector Plan’s public benefits, including the maximum percentage of affordable housing and a minimum one-acre Civic Green for the WMATA property (Map 14).

Page 37: Update Map 14: Metro West Proposed Zoning to reflect the Council’s recommended zoning changes.

Page 39: Modify the first bullet under “Land Use and Zoning” as follows:

- Rezone the vacant Somerville property (Parcel N313) at Redland Road and Somerville Drive from the CRT1.75 C0.5 R1.5 H-90T/TDR 1.77 Zone to the [CR 2.0 C0.5 R1.5] CR-2.25 C-0.5 R-1.75 H-120 Zone to promote the Sector Plan-recommended public benefits, including the maximum percentage of affordable housing and open space (Map 17).

Page 39: Update Map 17: Metro South Proposed Zoning to reflect the Council’s recommended zoning changes.

Page 41: Modify the first bullet under “Vehicle Emissions Inspection Program” as follows:

- [Relocate] Encourage the relocation of the VEIP inspection station to another location that is compatible to its existing light industrial use.

Page 42: Update Map 20: Old Derwood Proposed Zoning to reflect the Council’s recommended zoning changes.

Page 43: Modify the first paragraph under “The Derwood Store and Post Office” as follows:

The Derwood Store and Post Office reflects one of the last vestiges of Derwood’s history. During the creation of the 2006 Sector Plan, the Planning Board placed the property on the Locational Atlas and Index of Historic Sites (#22/33-3). In May 2019, the Historic Preservation [Committee] Commission (HPC) recommended the designation of this property to the Master Plan for Historic

Preservation and supported rezoning the property to an appropriate residential zoning category to allow for its adaptive reuse and restoration.

Page 43: Modify the first bullet under “The Derwood Store and Post Office” as follows:

- Rezone this property from the R-200 Zone to the Commercial Residential [Neighborhood] Town Zone [(CRN1.0 C0.0 R1.0 H-50)] (CRT-1.0 C-0.25 R-1.0 H-50) to permit the building’s historic adaptive reuse, renovation and some additional residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method of Development of the CRT zone. Non-residential uses should provide neighborhood-serving uses or amenities, similar to the original Derwood Store, and should be integrated with residential development.

Page 52: Modify the third bullet under “Shady Grove Crossing” as follows:

- [Develop] Consider developing a local park with active recreation or installing renewable energy generation such as a solar array, or co-locating these uses, if compatible, on the vacant Parks Department property.

Page 57: Modify the fourth bullet under “The Sector Plan recommends” as follows:

- Rezone the King Buick and Mitsubishi property, 16200 Frederick Road, from GR 1.5 H-45 Zone to CRT-1.5 [C0.5 R1.0] C-0.5 R-1.5 H-80 Zone.

Page 57: Update Map 30: Shady Grove Plaza Proposed Zoning to reflect the Council’s recommended zoning changes.

Page 64: Modify the first and second bullets under “Crabbs Branch Office Park” as follows:

- Rezone the office property at 7361 Calhoun Place from the IM 2.5 H-50 Zone to the CRT-2.5 C-2.0 R-0.5 H-80 Zone to permit a conforming building (Map 37).
- Rezone the office buildings at 7500 Standish Place, 7362 Calhoun Place and 15400 Calhoun Drive from the IM 2.5 H-50 Zone to the [EOF] IM-2.5 H-70 Zone.

Page 65: Update Map 37: Crabbs Branch Office Park Proposed Zoning to reflect the corrections on page 64.

Page 69: Modify the second bullet under “Recommendations” as follows:

- Publicly-owned properties, including WMATA, should be encouraged to provide up to 25 percent [of] MPDUs; however, a minimum of 15 percent MPDUs is required of residential development on a publicly-owned property.

Page 69: Add a new third bullet under “Recommendations” as follows:

- Any optional method development with residential uses on a County-owned property is encouraged to provide a minimum of 30 percent of the units as regulated affordable units. At a minimum, 15 percent of the residential units must be affordable to households earning at the

standard MPDU level of 65-70 percent or less of Area Median Income (AMI) affordability range and 15 percent affordable to households earning less than 50 percent of AMI.

Page 75: Add a new sentence at the end of the first bullet under “Goal: Prioritize acquisition, development, and programming for new parks.” as follows:

- Implement the acquired parkland at the Derwood Station and Shady Grove Crossing/Piedmont Crossing properties into a neighborhood park and local park, respectively, with a variety of recreational opportunities. The Shady Grove Crossing/Piedmont Crossing park should also be considered for the inclusion of renewal energy generation resources, if feasible.

Page 77: Add new language to the first bullet under “Goal: Create a robust trail system of natural and hard-surface trails” as follows:

- Explore opportunities to provide trail connections between the Rock Creek Regional Park trail system [to] and the Sector Plan area and, where possible, explore opportunities to connect trails in the Sector Plan area with trails in the Cities of Rockville and Gaithersburg and the Town of Washington Grove.

Page 109: Add the following paragraph after the second paragraph under “Shady Grove Road” as follows:

Certain operational improvements may mitigate future congestion at the Shady Grove Road/MD 355 intersection, such as removing split signal timing, converting the eastbound lane configuration to two exclusive left-turn lanes, two through lanes, and two exclusive right-turn lanes, and converting the westbound lane configuration to two exclusive left-turn lanes, four through lanes, and one exclusive right-turn lane.

Page 115: Delete the “Mid County Highway” section as follows:

[Mid County Highway (M-83) serves as the northern boundary of the Sector Plan. It is classified as a major highway (M-83) with a minimum 150-foot right-of-way. Most of the existing road within the Plan area does not have any sidewalks and it terminates at Shady Grove Road. The area between Shady Grove Road and Redland Road is undeveloped and a wooded publicly owned right-of-way.

Prior plans, including the 2006 Sector Plan and the 2004 Upper Rock Creek Master Plan illustrate this Roadway extending to Redland Road and the Intercounty Connector (MD 200). The construction of MD 200 did not implement any access ramps to the extension of Mid County Highway.

The County Council in 2017, via Resolution No. 18-957, directed the Planning Board “not to assume additional road capacity from the northern extension of Mid County Highway when calculating the land use-transportation balance in future master plans, including but not limited to the upcoming Gaithersburg East Master Plan and the Germantown Plan for the Town Sector Zone. This step ensures that any new development allowed under these plans will not rely on the northern extension of Mid County Highway, while retaining the right-of-way for this extension in these plans.”

The extension of Mid County Highway to Redland Road and the Intercounty Connector (MD 200) is challenging, as the extension would disturb existing natural resources including forests and

streams. In addition, the extension of Mid County Highway to the Intercounty Connector (MD200) would require an interchange that could possibly necessitate property takings from single-family lots.

This Sector Plan recommends the continued pursuit of high-quality transit service to improve accessibility to the Plan area and other communities in the Mid-County area. In addition, this Sector Plan supports the use of the existing public right-of-way as a trail that links Mill Creek Towne Local Park with Redland Local Park.

This Plan neither endorses the removal of the extension segment from the Master Plan of Highways and Transitways, nor supports its maintenance as no assessment of its drawbacks and merits was undertaken during the planning process, per Council's resolution 18-957. Because the segment impacts mobility beyond the Plan area, this Sector Plan is not the appropriate place for a decision on this segment as an appropriate outreach forum beyond the Sector Plan Area was not established during this planning effort.]

Page 118: Revise Table 2: Roadway Classifications as follows:

Under Major Highways, change the eastern terminus of Mid County Highway within the Plan area from Shady Grove Road to Redland Road by replacing the reference to Shady Grove Road on Row 7, Column 3 to Redland Road.

Page 123: Revise Map 51: Proposed Metro Neighborhood Streets as follows:

Show Columbus Avenue Extended (B-7) connecting to Redland Road directly across from Yellowstone Drive, and show the future Public/Private/Linear Open Space alignments between Redland Road and the Metro Station to be more evenly spaced within the superblock.

Page 127: Revise Map 52: Pedestrian Network to show existing and proposed sidewalks along Oakmont Avenue.

Page 130: Update Map 53: Existing and Proposed Bikeway Network as follows:

Show the existing sidepath on Crabbs Branch Way between the access road overpass and Redland Road, and remove the proposed sidepath on Needwood Road between Redland Road and Blueberry Hill Park.

Page 131: Update Table 3: Existing and Proposed Bikeway Network as follows:

Change the Bikeway Type for Redland Road under the Intercounty Connector Trail Breezeway to "sidepath".

Page 131: Update Table 4: Amendments to the 2018 Bicycle Master Plan as follows:

In Row 2, change the Redland Road limits to be From "Needwood Road (Northern Access)", To "Muncaster Mill Road", and change the Bikeway Type to "Bikeable Shoulders".

Page 132: Revised the fourth and fifth bullets under “Transportation Demand Management” as follows:

- [Increase the existing NADMS goal for employees commuting into the Plan area who reside elsewhere from 12.5 percent to 15 percent during the peak period.] Support a 20 percent NADMS goal for employees working in the Metro Station Policy Area for all peak hour home-based work trips (commute trips).
- Support a [35] blended 39 percent NADMS goal for residents and employees living in the portions of the Sector Plan Area, exclusive of the Metro Station Policy area, for all peak-hour home-based work trips (commute trips).

Page 134: Revise the first bullet in the first paragraph as follows:

- The Shady Grove Metro Station Policy Area (MSPA), which includes all the Metro Neighborhoods, has [an HCM standard of 120 seconds/vehicle] no congestion delay standard.

Page 134: Delete the last paragraph under “Transportation Standards” as follows:

[This Sector Plan recommends a higher HCM standard, up to 100 seconds/vehicle, for the MD 355 and Gude Drive intersection since it is part of a larger corridor where new BRT infrastructure and additional intense development are planned. This HCM recommendation acknowledges that both the City of Rockville and Derwood policy areas have lower HCM standards, but this intersection is approximately less than a half-of-a mile from the higher Shady Grove MSPA and is located along a proposed BRT corridor.]

Page 134: Revise the last paragraph as follows:

[As such, this Plan does not recommend the Gude and MD 355 interchange – which represents roughly 9.2 percent of the cost of the entire “B Modified” alternative for the proposed MD 355 Bus Rapid Transitway. Nor does this] This Plan does not recommend the Crabbs Branch Way and Metro Access Road [Partial Interchange] partial interchange as the costs do not align with projected benefits. Alternatively, the Plan recommends:

- Strong support and advancement of the MD 355 Bus Rapid Transitway and the Corridor Cities Transitway projects; and
- Support for further exploration of an additional MARC Rail Station proximate to the Shady Grove Metrorail Station and an infill Metrorail station proximate to Montgomery College.

Page 135: Revise the key for Map 55 to note that there is no congestion delay standard for the Red Area. Add the following note at the bottom of Map 55:

Upon annexation of the 10-acre King Buick property by the City of Rockville, that property and the adjacent 10-acre property within the City will be excised from the Shady Grove Metro Station Policy Area and the Rockville City Policy Area, respectively, and become part of the Rockville Town Center Policy Area.

Page 137: Delete the five paragraphs and two bullets under “INTERCHANGES” as follows:

[Interchanges are not the correct solution for corridors with closely spaced signalized intersections as they push congestion more quickly up and downstream, creating new traffic issues elsewhere.

The 2006 Sector Plan identified three recommended interchanges within the Sector Plan area, including at MD 355 and Gude Drive. The interchange at MD 200 and I-370 has been since constructed as a component of the Intercounty Connector project.

This Plan recommends raising the congestion threshold at the intersection to 100 seconds of delay per vehicle to allow for more modest, lower-cost improvements to be implemented as necessary based on findings commensurate with new development per the county's subdivision staging policy.

Operational acceptability as defined by the 2016 SSP, can be achieved at an 100 second/vehicle delay threshold in both the morning and evening periods in the forecast year with the addition of eastbound and westbound free right turns, receiving lanes for the turns on MD 355, and the conversion of the existing southbound right turn into a shared-through right lane.

Because of the safety impacts related to free-right operations, this Sector Plan recommends analyzing the benefits of any improvement against safety costs, privileging safety over capacity when faced with potential trade-offs. This Sector Plan recommends:

- Remove the recommended interchange at MD 355 and Gude Drive in favor of using limited county funds on improvements that support safety, multimodal choice, and throughput.
- Amend the congestion standard for this intersection to be no less than 100 seconds of delay per vehicle to have a more consistent transportation policy approach for the MD 355 corridor.]

Page 137: Add the following new paragraphs and bullets after the fourth paragraph under “MD 355 and Gude Drive” as follows:

The intersection of MD 355 and Gude Drive is problematic for all users and is noted for significant traffic congestion affecting the surrounding area. Changes to the infrastructure and its operations are necessary to address the needs of current transit operations, planned Bus Rapid Transit, pedestrians and bicyclists, and drivers of motor vehicles.

This Sector Plan Amendment considered several alternatives at this location and identified that an overpass of MD 355 for through traffic on Gude Drive appears feasible and allows the intersection to meet the applicable congestion standard in the 2020-2024 Growth and Infrastructure Policy. However, significant concerns remain about the desirability, engineering feasibility and cost of such an interchange. Building upon the alternatives analysis in this Sector Plan, the further development of the following strategies is recommended at this location:

- Implementation of Intelligent Transportation Systems (ITS) and other operational adjustments to improve intersection performance, reduce conflicts with pedestrians and bicyclists and prioritize transit operations.
- Further evaluation of changes to the intersection configuration to improve multimodal safety and traffic operations while also maintaining or improving the multimodal performance of the intersection.
- If these first strategies do not result in achieving the then-current standards in the Growth and Infrastructure Policy, construction of a major modification to improve vehicular capacity should be implemented. Modification of this intersection, whether at-grade or by overpass, should include all reasonable measures to improve multimodal mobility, including comfortable sidewalks, low stress bikeways, and Bus Rapid Transit facilities.

- The construction of this major modification must not be prioritized for county funding over the construction of Bus Rapid Transit on MD 355 in the Plan area and its vicinity, and it must be constructed in a way that would not inhibit pedestrian, bicycle, and transit accessibility.

Page 140: Delete the fourth paragraph under “ZONING” as follows:

[Office properties in the Crabbs Branch Office Park were rezoned from Light Industrial (I-1) to Industrial Moderate (IM). The I-1 Zone permitted a broad range of office uses, as well as light industrial uses. This Sector Plan recommends rezoning eight office properties in the office park to the Employment Office (EOF) Zone since this zone better aligns better with existing office uses and addresses non-conforming building heights.]

Page 141: Update Map 56: Proposed Zoning to reflect Council’s recommended zoning changes.

Page 143: Delete the first sentence in the third paragraph under “STAGING OF DEVELOPMENT” as follows:

[This Plan recommends adjusting the Highway Capacity Manual (HCM) standard for the Frederick Road (MD 355) corridor, including at MD 355 and Gude Drive, which would promote an acceptable service level for the MD 355 corridor.] Continuing the 2006 Sector Plan’s staging framework would preclude new development opportunities in the Metro Station Policy Area where existing mobility and infrastructure exists. In addition, the transportation improvements that were tied to the 2006 Sector Plan staging do not prioritize transit, are contrary to the County’s Vision Zero commitment, and could negatively impact accessibility to future BRT along MD 355. Finally, the long-range forecast for this Plan indicates the 2006 Sector Plan’s partial interchange recommendation from Crabbs Branch Way to the Metro Access Road is no longer necessary to achieve appropriate transportation and land-use balance.

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft Shady Grove Sector Plan Minor Master Plan Amendment (Fall 2020). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.

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Clerk of the Council