



JEREMIAH PARK

Frequently Asked Questions (FAQ)

Updated July 2024

What/Where is the Jeremiah Park Project?

Montgomery County is undergoing a community engagement and land planning initiative to explore opportunities for the redevelopment of the County Services Park site located at 16651 Crabbs Branch Way, Derwood, 20855.

As part of the [Shady Grove Sector Plan](#), the west and east sides of Crabbs Branch Way are envisioned as one inclusive, walkable community with a mix of uses. The east side of Crabbs Branch is identified as Jeremiah Park.

The County is exploring removing the current school bus depot and replacing it with a new, modern, co-located facility that will support both Montgomery County Public Schools (MCPS) and the Montgomery County Department of Transportation (DOT) as they transition to zero-emission vehicles. In addition to the replaced depot facility, the County would seek to redevelop the balance of the site with mixed-use development highlighted by amenities and open space.

Why is the County considering the redevelopment of Jeremiah Park?

In 2012, the Preliminary Plan for Jeremiah Park was approved by the Montgomery Planning Board to include townhomes, multi-family units, an elementary school site, and a park site. The Preliminary Plan contemplated relocation of the MCPS Shady Grove Depot off-site. After multiple relocation efforts and in consideration of a zero-emissions bus fleet, it was determined that a co-located depot at Jeremiah Park is the most viable option to meet the needs of both DOT and MCPS while maintaining the intent of the Shady Grove Sector Plan for mixed-use development.

Why can't the bus depot be moved to a different site?

The Preliminary Plan contemplated relocation of the MCPS Shady Grove Depot off-site. After multiple relocation efforts over a period of nearly 20 years, the County has been unsuccessful in finding and securing an alternative location for the depot. Many other locations have been proposed, but ultimately, none have proven to be viable solutions. More recently, in consideration of evolving transit needs for both MCPS and DOT, it was determined that a co-located depot at Jeremiah Park is the most viable option to meet the needs of both agencies. Moreover, proposing the facility at a County-owned and controlled site eliminates the acquisition of an alternate site.

Why does Ride-On need to use this site as a bus depot?

The Montgomery County Climate Action Plan has goals to reduce the County's greenhouse gas emissions by 80% by 2027 and 100% by 2035. A critical strategy to meet these goals is to convert the County's fleet to zero-emissions vehicles. A new 100% zero-emission depot is needed to complete the fleet transition and provide additional capacity for transit service expansion.

How many buses will be stored at this facility? How many are MCPS buses, and how many are DOT buses?

The total number of buses 'stored' regularly at this facility will be determined during the design process. The MCPS and DOT programs are distinct in that MCPS buses have considerably more downtime than the DOT buses and, therefore, require more parking during non-use hours.

It is the County's intent to park and store as few buses at this site as possible. However, there will be parking required for both agencies and parking will be a major component of the ultimate program.

What portion of the project site will the bus depot use?

The County intends to retain enough land to fulfill the Shady Grove Master Plan vision, including a park, school site, open space, and a walkable, mixed-use development. The depot will require several acres, and a concept plan will be developed during the stakeholder engagement process to illustrate scale and its relation to the surrounding land uses.

How big will the bus depot be? Do the buses need to be surface-parked like they are now?

While the size of the depot is not yet known, the County has instructed the design team to consider multi-level parking structures and using the site topography to shield the parking from the rest of the community. The existing surface parking lot scheme is not being considered in any circumstance.

What is the difference between the Shady Grove Sector Plan and the Jeremiah Park project?

The 2021 [Shady Grove Sector Plan Minor Master Plan Amendment](#) envisions the continued transformation of the Shady Grove Metro Station area from light industrial and commercial uses to a new mixed-use community with amenities and open space. The 2021 Amendment builds upon the [2006 Shady Grove Sector Plan](#). The Jeremiah Park property is within the Shady Grove Sector Plan boundary.

How will traffic and traffic patterns be impacted?

The County is already coordinating with the State DOT and WMATA (Metro) to determine ways to minimize the impact on local traffic and find the most efficient routes for bus movement to and from the depot without utilizing roadways through the residential areas. The County intends to require buses to enter and exit the facility to/from the 'Metro Loop' at the rear of the property and away from Crabbs Branch Way.

The County will conduct traffic studies to determine if traffic pattern changes or other mitigation strategies are needed and, if so, which changes will be the least intrusive to residents.

What amenities are planned?

Amenities will include a park and other open spaces. Retail amenities will also be evaluated as part of the concept planning process. A library is planned for the Westside development as part of the final multifamily building.

Will a recreation center be part of the new development?

The Montgomery County Capital Improvement Program includes a Gaithersburg/Montgomery Village Recreation Center in the list of the Facility Planning projects the County will study in upcoming fiscal years. A recreation center is also mentioned in the Shady Grove Sector Plan. Although a specific location is not determined, a Gaithersburg-Vicinity Recreation Center is programmed in the County budget for study. The Upper County Community Recreation Center, located at 8201 Emory Grove Road, is less than 3 miles away from the project site.

Is a school a part of the plan? Why?

The approved 2012 Preliminary Plan included an elementary school site reservation, which will be carried forward as part of this planning effort.

Will the plan include retail space?

Similar to Westside at Shady Grove, there will likely be retail space included in the concept plans. The project team is excited to hear from community members about the quantity, location, and types of commercial space they want to see at Jeremiah Park.

What type of residential will be included?

The approved 2012 Preliminary Plan included townhomes and multi-family units. The project team is evaluating options and may update the plan based on current needs and market demand.

Will there be temporary facilities before everything is built, such as a small park?

Interim uses can be challenging during construction, but interim open space and other public areas can be considered as the County learns more about the timing and staging of the project. Please submit any specific suggestions.

Is there a required amount of mixed-use development?

No, there is no minimum amount of development that must be implemented on the project site. While it will be important to consider the marketability of the site, the commercial viability of the mixed-use development has no material impact on the need for the depot project.

Who will be the developer(s)?

The County has not selected any developers for the project. A solicitation for the depot developer will be issued later this year.

How will a developer be chosen?

Through a competitive solicitation(s).

What sustainable goals/requirements will Montgomery County require of the development?

All Montgomery County projects are mandated to achieve the goals specified in [the Montgomery County Climate Action Plan \(CAP\)](#), including actions for clean energy, building, transportation, carbon sequestration, and climate adaptation. The depot is expected to be a microgrid and achieve net-zero emissions.

Will the bus depot include solar arrays? Will the buildings?

Yes. Building rooftops will be designed for solar as well as parking facilities.

When will Jeremiah Park be built?

Construction could start as early as 2026.

How will decisions be made about the project? How does community input such as surveys get incorporated in the decision-making process?

The Jeremiah Park project is part of the [capital budget](#). The County Executive recommends the capital budget, which is then ultimately approved by the County Council. The County has engaged a consultant team, with Design Collective leading the planning along with PRR and VHB, to provide comprehensive community outreach and engagement activities related to the depot and mixed-use development on Jeremiah Park. The consultant team will provide land planning and high-level concept designs for the entire 45-acre parcel, based on feedback from the community engagement process.

How is this plan and the plan for the microgrid at EMTOC working together? The potential for health risks with the green hydrogen production seems to be not resident-friendly.

EMTOC, or the David F. Bone Equipment Maintenance and Transit Operations Center located at 16700 Crabbs Branch Way, will include a microgrid. You can learn more about the EMTOC microgrid by clicking [here](#) to view a presentation to the community and [here](#) to read a press release. Both the EMTOC microgrid and the Jeremiah Park project will support the County's move to a zero emissions fleet and the County's sustainability and resiliency goals generally. Green hydrogen production is an element of the EMTOC project but is not under consideration at Jeremiah Park.

Would the County consider changing the name of the project from Jeremiah Park to something else?

Yes. DGS has been made aware of potential issues related to the name Jeremiah Park and will review the name with the County Council. The County Council ultimately approves master and sector plans.

Will the Jeremiah Park Project increase homelessness in the area?

There are no existing residents, so there will be no occupants displaced. The project envisions adding residential units, including affordable units, all of which helps address the local and regional housing crisis.

Why aren't there renderings or other pictures/illustrations of what the project will actually look like?

At this point in time the consultant team has been tasked to create high-level concept designs only. In depth conversations about architecture, placemaking, and other details will occur at a later date. The mixed-use development will have to go through the typical development process, including sketch/preliminary/site plan approval by the Maryland-National Capital Park and Planning Commission (M-NCPPC), which includes numerous opportunities for public input.

How can I comment and stay informed?

Comments and feedback throughout the project are welcome and encouraged! Visit the project website to sign up for email updates, learn about community engagement events, and take project surveys:

- <https://jeremiahparkproject.com/>
- jeremiahparkproject@prrbiz.com