

Land Use Plan Recommendations

Overview

The Land Use Plan proposed for the Shady Grove Study Area is shown in Figure 5.1, page 49, and illustrated on the enclosed fold-out map. The major features of the Plan include:

- recognition that expanded transit and bus service is needed if higher density mixed use developments are to occur;
- recognition that the Shady Grove Metro station will not always be the terminus of the Red Line and that redevelopment of the station area would be appropriate;
- designation of a transit-oriented, higher-density mixed-use neighborhood (King Farm) near the Shady Grove Metro station;
- expansion of the R&D Village concept west of I-270 to include Johns Hopkins University's proposed Belward Research Campus on the Banks Farm and a mixed-use community on the Thomas Farm;
- provision of a mix of uses within the R&D Village area, including employment, housing, retail, schools, universities, an executive conference center, and parks;
- designation of a separate transit right-of-way to link the R&D Village to Shady Grove Metro station to the east and to Germantown and Frederick to the west;
- orientation of higher density residential and office development within the R&D Village to transit nodes along the designated transitway;
- designation of over 750 acres in the R&D Village for primarily R&D uses in the vicinity of the Life Sciences Center; and
- designation of an executive conference site (Traville property).

Employment and Housing Characteristics

The land use pattern proposed for the Shady Grove Study Area has the following employment and housing characteristics:

Summary of Employment and Housing Characteristics in Shady Grove Study Area

Table 5.1

	Employment (Sq.Ft. of Gross Floor Area)	Housing (Number of Dwelling Units)
Existing/Committed	11,625,000	2,600
Proposed	13,225,000	8,350
TOTAL (rounded)	24,850,000	10,950

In keeping with the R&D Village concept as advocated in the 1985 *Gaithersburg Vicinity Master Plan*, this Plan proposes a significant amount of employment uses.

As can be seen in Table 5.1, the Plan recommends more than 24 million square feet of employment. It should be noted that over 11 million square feet already exist, are under construction, or have been approved for development. The amount of square footage proposed in this Plan is difficult to visualize. For purposes of comparison, development in the Bethesda Central Business District and the Silver Spring Central Business District together totals 19 million square feet. As shown in Figure 5.2, page 50, however, the CBDs represent a much smaller geographic area than the Shady Grove Study Area.

In terms of residential uses, the Plan proposes a total of about 11,000 dwelling units. For purposes of comparison, this is about the same amount of housing now located in North Bethesda (13,000 units) and in all of Gaithersburg West (12,000).

Housing Types

In terms of housing type, the types of units proposed by the Plan are shown in Table 5.2.

Summary of Housing Types in Shady Grove Study Area

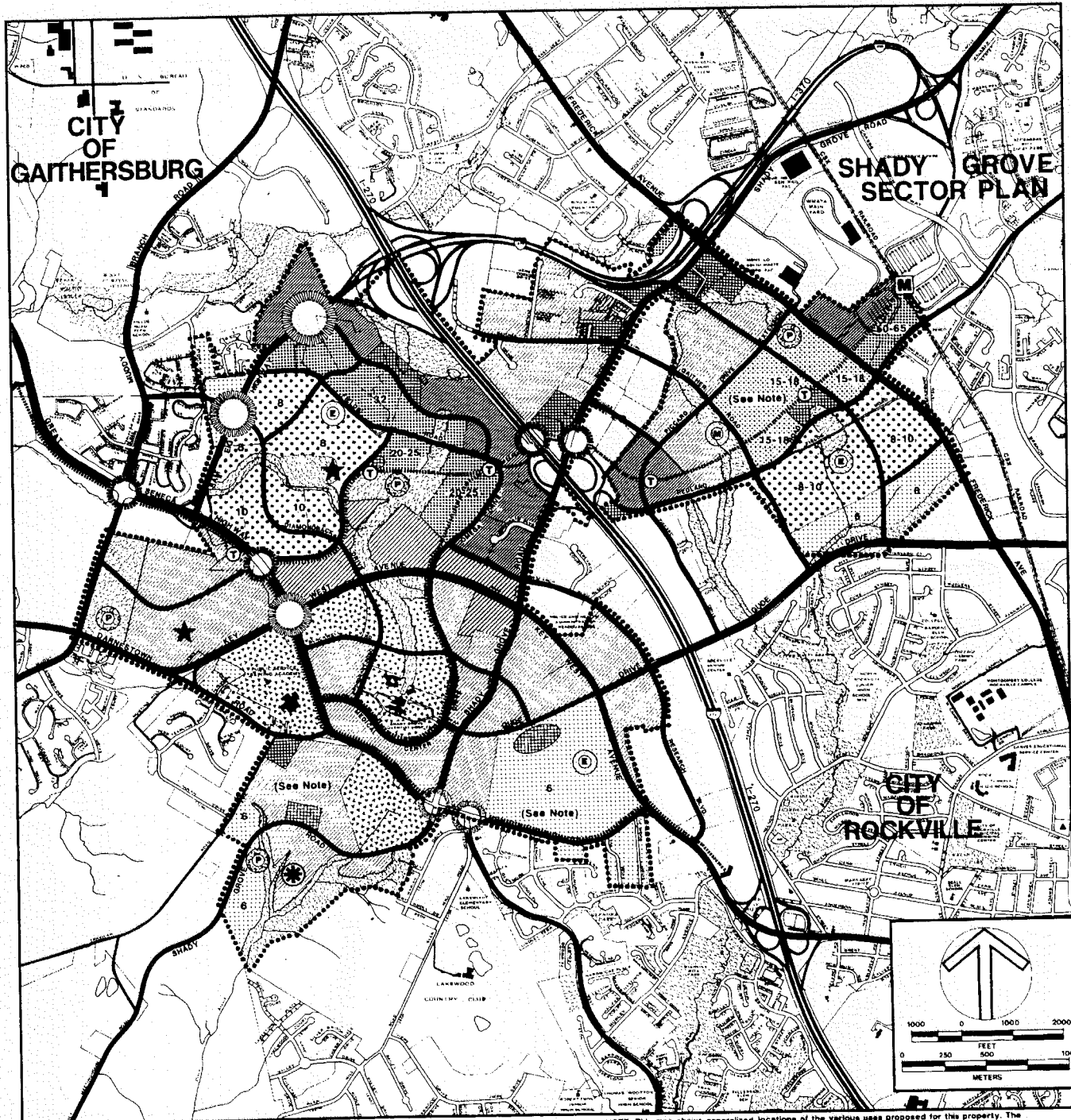
Table 5.2

	<u>Existing %</u>		<u>Proposed %</u>		<u>Total %</u>	
Detached	64	(2%)	1,060	(13%)	1,124	(10%)
Attached	900	(35%)	1,310	(16%)	2,210	(20%)
Garden/Mid-Rise	1,404	(55%)	4,330	(52%)	5,734	(50%)
High-Rise	<u>209</u>	(8%)	<u>1,650</u>	(20%)	<u>1,859</u>	(20%)
Total Units (rounded)	2,600		8,350		10,900	

Note: The mix of housing types will be determined at site plan for individual properties. The mix shown in this table reflects Master Plan policies that a range of housing types be provided.

Land Use Plan

Figure 5.1



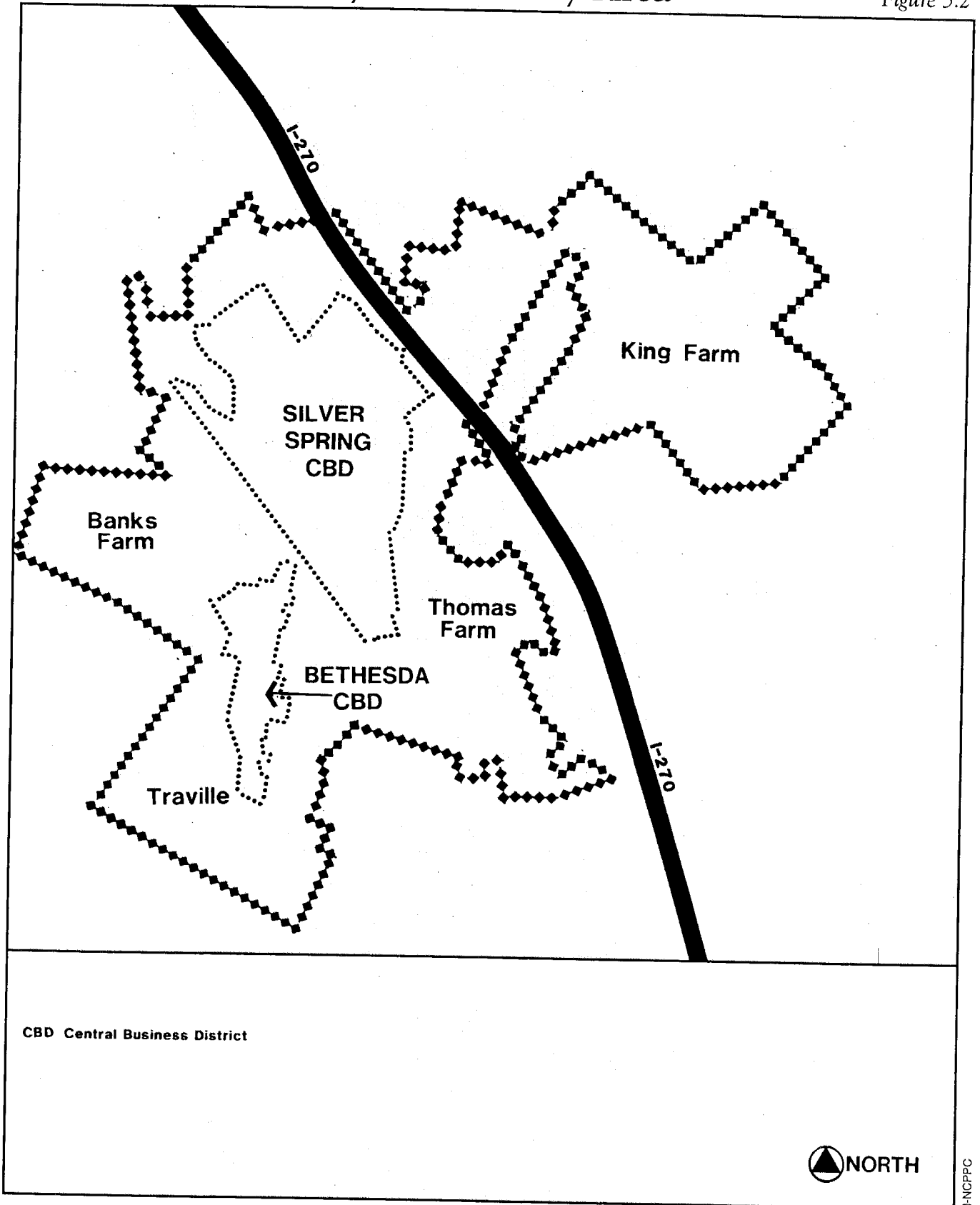
NOTE: This map shows generalized locations of the various uses proposed for this property. The actual land use pattern will be determined in accord with Master Plan development guidelines which address mix of uses, intensity of development, diversity of housing and open space needs

<p>NORTH</p>			
Residential 2-6 Dwelling Units Per Acre	Employment (R&D)	Retail	School Site Elementary
Residential 7-10 Dwelling Units Per Acre	Employment (Office) Up To .5 FAR	Parkland/Open Space	School Site Middle
Residential 11-19 Dwellings Units Per Acre	Employment (Office) Above .5 FAR	Proposed Park	Executive Conference Center
Residential 20 or more Dwelling Units Per Acre	Public/Institutional	Transit Station	Interchange
Historic Resource		Transitway	Transit Interchange
		Study Area Boundary	

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Comparison of Silver Spring and Bethesda CBD Land Areas to Shady Grove Study Area

Figure 5.2



Jobs/Housing Mix

A shorthand description of the balance between potential housing and potential employment is the "J/H" (jobs/housing) ratio. This ratio is derived by dividing the total number of jobs by the total number of housing units in a given area. A ratio of 5.4, for example, means that for every household in a given area, there are 5.4 jobs in that same area. A typical Montgomery County household produces on the average about 1.6 workers. A ratio as high as 5.4 means that a significant number of workers will have to commute from outside the Study Area to fill all the jobs, even if a high proportion of the resident workers work within the Study Area.

The J/H ratios associated with the Land Use Plan are shown in Table 5.3:

	Existing & Committed (A)	Vacant Land Potential (B)	Anticipated Development (A+B)
Total Jobs*			
High	46,500	52,900	99,400
Low	33,200	37,800	71,000
More Likely	46,500	37,800	84,300
Total Housing Units	2,600	8,350	10,950
J/H Ratio			
High	17.9	6.3	9.1
Low	12.8	4.5	6.5
More Likely	17.9	4.5	7.7

*Note: The "high" number is based on one employee per 250 square feet of floor area. The "low" number is based on one employee per 350 square feet of floor area, which is the present ratio in most R&D areas.

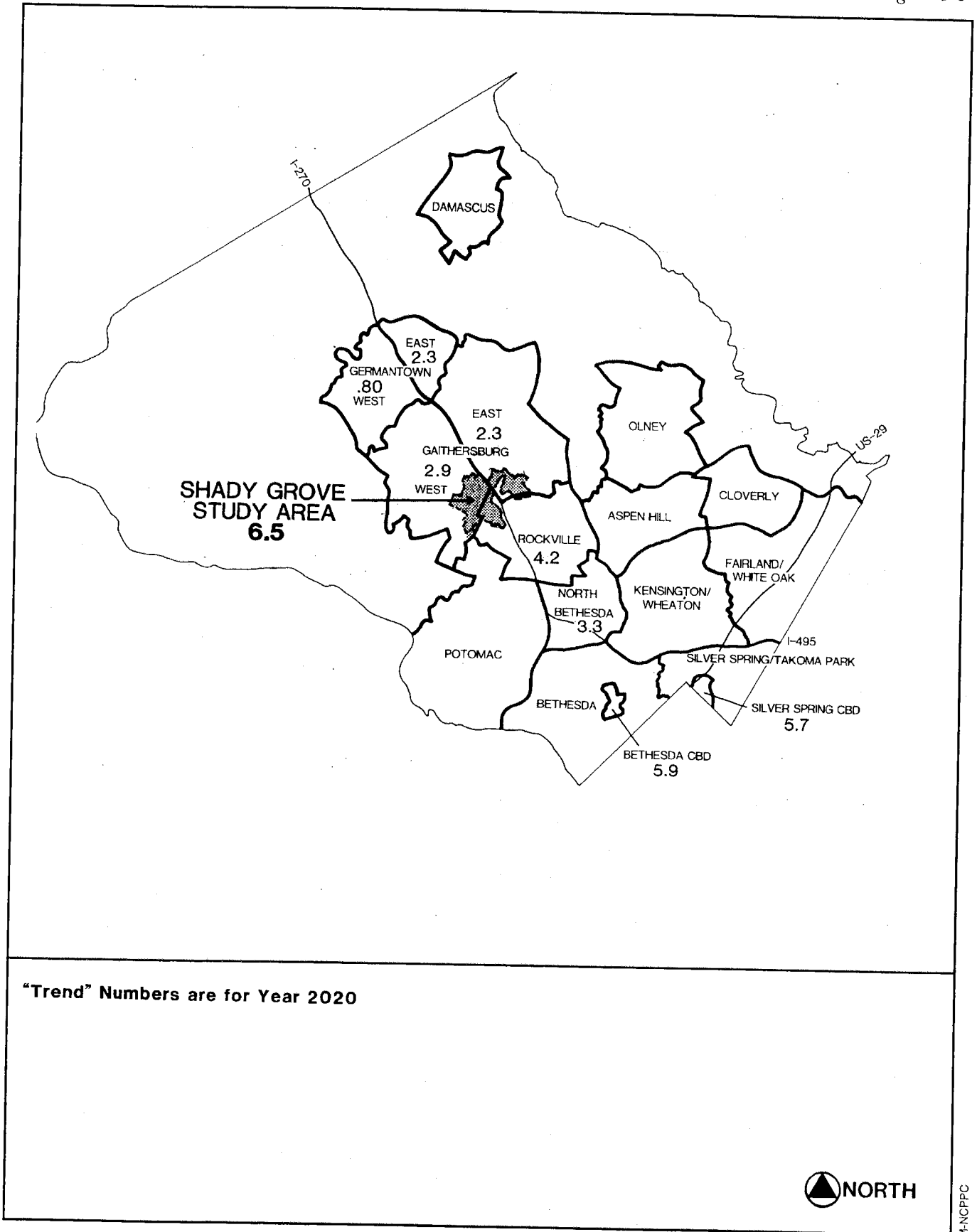
The most likely scenario is shown in the table below:

	Shady Grove Study Area			Gaithersburg Policy Area*		
	Jobs	HH	J/H	Jobs	HH	J/H
CGPS—						
"Trend" Scenario**	81,900	12,600	6.5	168,000	66,000	2.5

* Including the Shady Grove Study Area.
 ** See the Comprehensive Growth Policy Study for a description of the Trend scenario.

J/H Ratios Based on CGPS "Trend" Scenario

Figure 5.3



"Trend" Numbers are for Year 2020



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The most likely scenario is considered for three reasons: (1) present development is mostly office and on the high side, which will offset the rate of R&D employment, (2) developers of vacant parcels may have to scale down their plans in order to pass the local area review traffic test at time of subdivision, and (3) the average square footage per employee density experienced in R&D areas is presently the lower number and may be even lower in some university-related development.

As noted in the Plan Background chapter, a high J/H ratio County-wide would produce a very high level of congestion because many workers would presumably come from new ex-urban development. In any of the scenarios projected above, the Shady Grove Study Area will help contribute to a high County-wide J/H ratio. The magnitude of the effect will depend not only upon the amount of development proposed in Shady Grove, but also upon the amount of jobs and households proposed elsewhere in the County.

The effects of traffic congestion associated with a high J/H ratio can be mitigated with improved transit service and a change to a more balanced J/H ratio that is closer to the number of resident workers. The Shady Grove Study Area offers unique opportunities in terms of improved transit service for the following reasons:

- The Shady Grove Metro station is within the Study Area.
- Transitways through the Study Area are proposed as a feature of the Plan.
- The opportunity exists in the Shady Grove Study Area to orient future land uses toward transitways.

One approach to achieve a lower J/H ratio would be to significantly increase housing units and reduce employment related uses.

This approach was evaluated early in the planning process. The results of that evaluation are presented below.

1. Reducing employment related uses could be accomplished by not designating any additional land for employment. This approach (which would not affect the 11 million square feet of floor area already committed in the area) would not capitalize on the features of the Study Area, which make it uniquely attractive to R&D firms, specifically the presence of two major universities and the Life Sciences Center.
2. Efforts to significantly increase housing would require densities resulting primarily in high-rise apartments. This approach would conflict with Master Plan objectives to provide a mix of housing types, including single-family detached units.
3. Although the likely jobs-to-housing ratio within the Study Area itself may be high, the job/housing ratio in the larger Gaithersburg Policy Area is expected to be significantly lower.

Retail Recommendations

The Planning Department staff has estimated the amount of neighborhood retail space which could be supported in the Study Area based on the anticipated number of residents. Neighborhood retail convenience centers generally contain uses such as grocery stores, drug stores, restaurants, smaller eateries, ice cream parlors, and specialty fast foods. The average size of a neighborhood convenience center is approximately 100,000 square feet.

The retail analysis indicates retail demand would be strong enough to support a community shopping center in the southern portion of the Study Area. Public Hearing testimony by citizens from the surrounding residential areas supports this finding.

This Plan proposes a 100,000-square-foot shopping center be located on the Thomas Farm. Smaller amounts of retail square footage are proposed as part of the neighborhood concept for the Traville, Crown, and King properties.

Land Use Plan Recommendations by Property

The vacant properties in the Study Area are identified in Figure 5.4, page 55.

As noted elsewhere in the Plan, most of the vacant properties in the Study Area are very large, varying in size from 130 acres to 450 acres. In accord with Plan objectives, a mix of uses is proposed on most of these large parcels. The neighborhood concept, with its emphasis on an attractive pedestrian environment, community focal points, interrelated streets, and a variety of housing types, has guided the Land Use Plan recommendations.

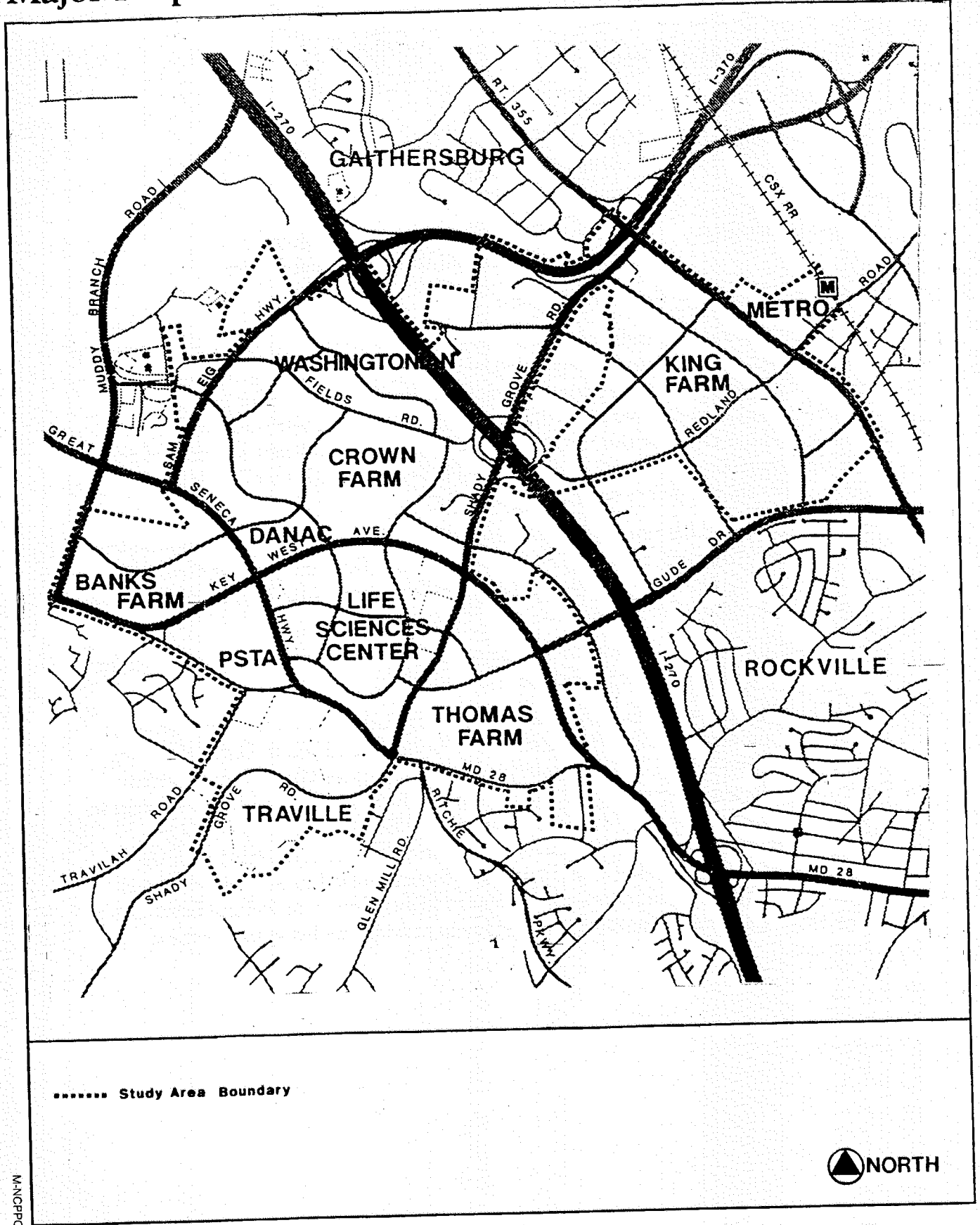
A key feature of the Land Use Plan is transit. This Plan assumes a strong public/private commitment to implementing transitways shown on the Plan. If such a commitment does not become a reality, then the land use recommendations for the Study Area will have to be re-examined.

The land use recommendations for the vacant properties are discussed below in two groupings. The **Metro Area** includes about 40 acres between the Metro station and MD 355 and the entire King Farm. Highest intensity uses occur at the Metro station. A less intense mix of residential, retail, and office uses are proposed for the King Farm.

The properties west of I-270 form the **R&D Village**. Highest intensity development occurs on those properties closest to I-270 and the proposed transitway. Less intense development, primarily of an R&D nature, is proposed for those properties located further south in the vicinity of the Life Sciences Center.

Major Properties in Study Area

Figure 5.4



MANCPC

Metro Area Properties

Shady Grove Metro Station

Acreage: 40 acres

Existing Land Use: Metro surface parking lot
Low-density employment
Retail center

Unique Features:

- Within 1,500 feet of Shady Grove Metro
- Adjoins County Solid Waste Disposal facility

Proposed Land Use Recommendations:

This Plan recommends that the Shady Grove Metro station's status as a "terminus" should change when transit is extended beyond Shady Grove toward Clarksburg. Presently, the Shady Grove Metro station is the first opportunity for patrons in the northern part of the County (north of Rockville) to board Metro. At present, the major land use policy at the Metro station is to provide significant amounts of parking for these patrons. The Shady Grove Sector Plan recommends that development around the station be low-intensity employment.

As transit service extends beyond Shady Grove, the character of the station and surrounding properties should be re-examined. This Plan proposes that an existing surface parking lot, located between the Metro station and MD 355, be considered for a mixed-use planned development.

The same opportunity for redevelopment is proposed for adjoining properties, now developed at relatively low intensities.

The Plan recommends high-density office uses (1.0 FAR) on the northwestern portion of the site adjoining the Montgomery County Solid Waste Disposal facility. Residential uses (50-65 dwelling units per acre) are proposed on the southeastern section of the site adjacent to the Metro station and along Redland Road. A range in density is proposed to allow 1,000 to 1,250 units. The higher density would be appropriate if residential structures are located in a manner compatible with the transfer station and if public and private places are provided to accommodate and encourage a variety of activities which support higher density residential development. The provision of structured parking would help provide needed space for these activities.

King Farm

- Acreage: 440 acres
- Existing Land Use: Agriculture
- Unique Features:
- Entire farm within one mile of Shady Grove Metro
 - Extensive frontage along MD 355
 - Portion of farm (100 acres) lies within City of Rockville
 - Maximum Expansion Limits

Proposed Land Use Recommendations:

The Plan recommends a land use pattern which would achieve the following mix of uses:

- | | | |
|-------------------|---|------------------------------------------------|
| Residential | – | 3,200 dwelling units (including MPDU's) |
| Retail/Commercial | – | 50,000 to 100,000 square feet |
| Employment | – | 3.0 to 3.4 million square feet (.3 to .75 FAR) |

All the employment and retail uses, as well as the majority of the higher density residential development, should be oriented to the transitway. Two transit stops are proposed as high density centers: One is predominantly residential, the other is predominantly employment.

The mix of residential housing types proposed for the King Farm reflects Plan objectives to concentrate development near transit but at the same time provide a variety of housing types. Care has been taken to designate densities on the Plan which will allow multi-family, attached, and detached units. Overall, this Plan proposes the following general mix of units for the King Farm:

- | | | |
|--------------|---|-----------|
| Multi-family | – | 70 to 80% |
| Attached | – | 5 to 10% |
| Detached | – | 10 to 20% |

In accord with the neighborhood concept, a mix of detached, attached, and multi-family units is proposed between Redland Road and Gude Drive. The area adjoining the transitway should be predominantly multi-family.

This Plan recommends a total of 3 million square feet of employment uses. Approximately 2.1 million square feet are recommended to be located near the proposed transit stop closest to I-270.

The balance of square footage is proposed west of Piccard Drive Extended as R&D uses. This area is already characterized by employment and commercial uses.

Additional R&D employment (up to an additional 400,000 square feet) may be appropriate as "incubator" space if carefully integrated with residential and retail uses. The amount of additional R&D employment (if any) will depend upon its effect on the mix, intensity, and character of proposed residential areas. The park and open space network includes a local park, two school sites, conservation areas, and neighborhood

park areas.

Two school sites are shown on the King Farm: a middle school (20 acres) and an elementary school (12 acres). The Land Use Plan identifies general locations for the schools but the actual sites will be determined during the development review process.

The location of the middle school shown on the Land Use Plan map would allow employees from adjoining office areas to use facilities such as the track and playfield when not programmed for school use. The location of the elementary school south of Redland Road would provide a community focal point for the residential area. Although shown as separate sites, consideration could be given to locating both schools together in a campus-like setting. These planning guidelines should be part of the final site selection process.

A number of arterial and industrial roadways are proposed for the King Farm. The ultimate alignment and character of two of these roadways—Pleasant Road (A-58) and Indianola Drive (A-52)—will be determined at time of subdivision and site plan review. The following land use and design objectives will help determine the location of these roadways:

- Crossings of transitways should be minimized.
- The location of the roadways and their design should be supportive of the Master Plan intent for a neighborhood, which is interconnected and pedestrian friendly.
- The location and design of the roadways should not promote their use as an alternative to MD 355 as a through route.
- Multiple residential access points should be permitted to foster the location of buildings along street frontage.

Proposed Development Guidelines:

The development guidelines are presented in relation to the five neighborhood elements identified as Plan objectives.

Mix of Uses

- Create two mixed use centers at the general locations shown in the Master Plan:
 - A high-density employment center should be adjacent to the intersection of Piccard Drive and the transitway; small scale retail uses, and offices and civic spaces should be adjacent to the transit station; some residential uses may also be appropriate here.
 - A retail/residential center, with civic spaces adjacent to the transit stop, should be located along Redland Road between MD 355 and Gaither Road.

Interconnected System of Streets

- Develop a "main street" as a focal point for the community with a concentration of higher intensity residential, retail, and employment uses. Pedestrian access should be provided from main street to transit stops.
- Develop Redland Road in accord with the cross-section shown in the Plan Objectives, which allows on-street parking.
- Provide a system of divided and undivided primary roads in accord with the guidelines contained in the Transportation Plan Chapter.
- Provide an interconnected system of secondary streets to provide multiple points of access to the surrounding major and arterial roads.

Street-Oriented Buildings

- Locate all retail, office, and residential buildings along street frontage.
- Encourage off-street parking to be located behind buildings.

Diversity of Housing Types

- Locate highest intensity of residential units adjacent to the transit stops and other roads designed for heavier traffic and that may be used as bus routes.
- Locate lowest density residential uses on the southern portion of the farm.
- Encourage a mix of unit types within each block.

Mix of Active and Passive Open Space Areas

- Provide active recreation areas at general locations shown on the Land Use Plan.
- Provide civic open spaces adjacent to each of the transit stops.
- Integrate neighborhood park facilities (such as tot lots, basketball courts, and tennis courts) throughout residential areas.
- Locate conservation areas along southern and northern property lines to preserve existing natural features and to re-enforce neighborhood boundary.
- Integrate the existing farmstead along Redland Road into the open space and community facilities pattern. To the extent possible, preserve the existing farmstead along MD 355 and integrate it into the employment development pattern.

R&D Village Properties

Washingtonian Center

- Acreage: 220 acres
- Existing Land Use: Mixed use Washingtonian Center project under construction
209-unit Washingtonian Tower
- Unique Features:
- Frontage along I-270
 - Existing ponds being expanded into lake

Proposed Land Use Recommendations:

This Plan confirms the 1985 *Gaithersburg Vicinity Master Plan* recommendations for this parcel which have guided the review and approval of the MXPDP (Mixed Use Planned Development) Zone for the Washingtonian Center.

- Provide prestige "signature" office or research and development buildings.
- Respect the existence of the Washingtonian Tower and other adjoining communities in terms of site design quality and provide a vegetative buffer on the western edge of the Washingtonian Tower property.
- Mitigate the effects of noise from proposed I-370 through design and construction techniques.
- Provide vehicular access via the proposed loop and spine roads.
- Locate prestige "signature" buildings in the northwest portion of the site.
- Encourage decked or underground parking.
- Enhance existing ponds and landscaping.
- Retain or relocate existing vegetation to other areas on-site or along existing Fields Road.
- Retain trees along edge of proposed ramp from eastbound I-370 to southbound I-270.
- Locate the major focal-point building complex between the Washingtonian Tower and the existing motel.
- Encourage conference and hotel facilities.
- Encourage an interrelated development of office and residential uses; up to 1,500 residential units are envisioned by the Plan if residences are integrated throughout the site. The number should be reduced to approximately 750 units if residential development only occurs southwest of the Washingtonian Tower.
- Locate residential uses at a maximum density of 27 dwelling units per acre southwest of Washingtonian Tower.

- Encourage a variety in the types and price range of residential units.
- Encourage a variety of heights in office and residential structures with highest intensity near the linear open space feature.

Crown Farm

Acreage:	180 acres
Existing Land Use:	Agriculture
Unique Features:	<ul style="list-style-type: none"> • Historic farmstead • Stream valley adjoins southern edge • Some significant tree stands

Proposed Land Use Recommendations:

The Plan recommends a land use pattern which would achieve the following mix of uses:

Residential	– 2000 dwelling units
Retail/Commercial	– 50,000 square feet

The Plan recommends a residential land use pattern which locates high-density housing near two proposed transit stops. The western portion of the farm is proposed for lower density housing in order to encourage a mix of apartments and attached and detached dwelling units.

This Plan proposes a total of 2,000 dwelling units on the Crown Farm. The majority of these units would be located near the transit stops and consist of multi-family units.

The balance of the housing would be located on the western portion of the farm. The housing mix suggested for this area is as follows:

Multi-family	40-50%
Attached	40-50%
Detached	10-20%

This Plan strongly encourages the provision of detached housing on the western portion of the Crown Farm, but the actual number that must be provided will be determined at time of subdivision and site plan review.

Small scale retail uses (approximately 50,000 square feet) would be appropriate near the transit stops if developed in concert with the residential uses.

A local park is proposed in the high-density residential area that adjoins the transit way. This approach should provide both residents and employees from nearby employment areas with recreational opportunities.

West of Decoverly Drive, an elementary school site will provide recreational facilities for residents. Adaptive re-use of the historic England Crown Farm as a

community resource is strongly encouraged to provide another community focal point.

Proposed Development Guidelines:

The development guidelines are presented in relation to the five neighborhood elements identified as Plan objectives.

Mix of Uses

- Although this Plan proposes a residential community on the Crown Farm, the close proximity of over two million square feet of employment uses will allow residents in the area to live within walking distance of employment. To encourage and facilitate pedestrian access between the Crown Farm and adjoining employment, pathways and sidewalks should link the residential development with nearby office parks.
- A retail/higher density residential center, with civic spaces, should be located adjacent to a transit stop.

Interconnected System of Streets

- Provide a street network which links the two transit centers.
- Provide a primary road which links residential development west of Discoverly Drive to the transit centers; this road is not intended to function as an alternative to Fields Road or Discoverly Drive but to distribute local traffic movement through the neighborhood.

Street-Oriented Buildings

- Locate all retail and higher density residential buildings along street frontage.
- Encourage off-street parking to be located behind buildings.

Diversity of Housing Types

- Locate highest intensity of residential units adjacent to the transit stop and along Discoverly Drive and Fields Road.
- Encourage a mix of units types within each block.

Mix of Active and Passive Open Space Areas

- Provide a large local park between Omega Drive and Discoverly Drive with a path system linking it to the Life Sciences Center and Washingtonian Center.
- Provide civic spaces adjacent to each of the transit stations.
- Integrate neighborhood park facilities (such as tot lots, basketball courts, and tennis courts) throughout residential areas.
- Preserve the large area of trees and the small stream at the southern edge of the property.

Life Sciences Center

- Acreage: 270 acres
- Unique Features:
- Johns Hopkins University and University of Maryland campuses and the Shady Grove Adventist Hospital located here
 - Uses limited to life sciences research and supporting activities

Proposed Land Use Recommendations:

This Plan confirms the land use recommendations contained in the Shady Grove Life Sciences Center Development Plan Update, adopted by the County Council in September 1986. The current Development Plan creates a central core area of health care facilities. Educational and life sciences facilities are located on sites outside the central core. The Development Plan also encourages office/commercial and worker-related retail development. This Master Plan supports future modification of the Development Plan to increase overall density to 0.5 FAR if the Plan's recommendation for a transitway loop around the Life Sciences Center is implemented.

Proposed Development Guidelines:

This Plan endorses the following site design-related development guidelines contained in the Life Sciences Center Development Plan Update:

- creation of a "commons" area to create a destination for pedestrians at the Center and to add a sense of place;
- designation of a "village street" to connect the front doors of the core facilities;
- extension of Blackwell Road across the core to Medical Center Drive;
- development of a comprehensive landscaping concept;
- creation of "gateways" to enhance the image of the Life Sciences Center; and
- orientation of buildings to the loop road to enhance the sense of arrival at key intersections.

Banks Farm (Johns Hopkins Belward Campus)

- Acreage: 138 acres (150 acres if adjoining land in separate ownership is included)
- Unique Features:
- Historic farmstead
 - Tree-lined drive
 - Ownership by major university—Johns Hopkins University
 - Western portion lies in City of Gaithersburg Maximum Expansion Limits (MEL)

Proposed Land Use Recommendations:

The Banks Farm occupies a strategic location along Key West Avenue. This Plan designates the Banks Farm as a component of the R&D Village to be developed as a research campus containing R&D uses, 50 university-related residences, and recreational uses. Higher density uses should be concentrated in the eastern part of the site, and buildings should be clustered along Key West Avenue and near the proposed transit station in the northeast section of the property.

The western portion of the farm (108 acres) fronts MD 28 and is surrounded by residential uses to the south (*Potomac Subregion Master Plan*) and to the east (City of Gaithersburg). The historic farmhouse is also located here. Development of this portion of the Belward Campus should be of a scale and intensity compatible with adjoining residential neighborhoods.

To help provide activity on the site after work hours and on weekends, non-employment uses should be provided. This Plan recommends 50 university-related residences (which would be incidental and subordinate to the R&D campus) as well as recreational facilities and a private local park.

Proposed Development Guidelines:

- To assure that the early phases of development of the Belward Campus occur in the context of a unified concept plan for the entire Banks Farm, this Plan directs that a generalized concept plan for the entire farm be submitted at time of subdivision if any portion of the property is to be developed under the Optional Method of Development at a 0.5 FAR. This Plan, however, strongly encourages the submission of a concept plan, even if the entire property is developed at 0.3 FAR. The Plan's recommendation for 0.5 FAR on the eastern portion of the farm is dependent on the preparation of the generalized concept plan.
- Cluster employment development towards two site features:
 - Key West Avenue, a Plan designated "main street" and busway; and
 - the transitway as shown on the Master Plan.
- Provide a comprehensive system of pathways and sidewalks to provide easy and convenient access to the proposed transit stop and to Key West Avenue, a high priority regional bus route.
- Maintain significant views of the historic farmhouse from MD 28.
- Maintain 100-foot buffer along Darnestown Road to enhance entry into R&D Village to help provide transition to residential units south of MD 28 and to provide an attractive setting for the Belward farmhouse.
- The main vehicular and pedestrian entrance should be via Key West Avenue or Darnestown Road, rather than Muddy Branch Road.

Traville

Acreage 192 acres

Unique Features:

- Located at the headwaters of Piney Branch
- Characterized by many environmentally related development constraints
- Adjoins the University of Maryland Center for Advanced Research in Bio-Technology (CARB)

Proposed Land Use Recommendations:

The 1985 *Gaithersburg Vicinity Master Plan* identifies the Traville property as the recommended location for a conference center. The Plan states:

“The major planning issue regarding this property is whether R&D uses should accompany a conference center since this area is designated as residential by the County’s General Plan since it marks the beginning of the rural “wedge” area of Potomac. The relationship of R&D uses to the General Plan recommendation must be explored in more detail as part of a future Master Plan Amendment. For this reason, this Plan designates this area for low-to-moderate-intensity employment but recommends that the existing residential zoning (R-200) be continued until a Master Plan Amendment is completed. That Amendment will examine the appropriate mix, type, and intensity of residential and employment uses; the capacity of the Master Plan road network to accommodate such uses; and the relationship of employment uses to surrounding residential areas.”

This Plan confirms the recommendation of the 1985 *Gaithersburg Vicinity Master Plan* that a conference center be located at Traville but proposes that such a conference center be developed as part of a mixed use neighborhood in the R&D village. The mix of uses proposed for the site include:

- Executive conference center with a hotel;
- R&D and some office uses;
- Small scale retail uses;
- Housing (including housing for low- to moderate-income households to help meet County housing goals)
- Comprehensive natural open space system which preserves and protects the site’s environmental features; and
- Active open space network which provides recreational opportunities for residents, workers, and conference center visitors.

This Plan designates a transitway along the portion of Darnestown Road which forms the northern edge of the Traville site. It is also recommended that the area be served by a neighborhood bus loop and shuttle bus linking the transitway, conference center, and other educational and institutional facilities in the R&D Village. (See

Transit Plan, Figures 7.3 and Objective 10.) The future availability of transit increases the attractiveness of Traville as a conference center/employment/residential area. To the maximum extent possible, development should be located to enhance convenient access to the transitway and bus loop. For those parts of the site more distant from transit, a comprehensive system of pathways and sidewalks should be provided to facilitate pedestrian access to transit.

The land use pattern proposed for Traville incorporates the following mix of uses:

- Up to 750 dwelling units, of which one-third will be affordable to low- and moderate-income households.
- A total of 1,500,000 square feet of nonresidential uses to include office, R&D, retail, and an executive conference center.
- A local park is proposed not just for the residents and workers on the Traville site, but for neighboring subdivisions as well. The park should include enough developable acreage to allow at least a regulation size soccer field.

The land use pattern proposed for Traville will achieve two public policy objectives: the provision of housing for low-to-moderate income households and the construction of an executive conference center. At the same time, this Plan continues to recognize that Traville marks the beginning of the "wedge" area of Potomac. To ensure a compatible transition from the Traville project to adjoining low density residential areas, development plans for Traville will be carefully reviewed in terms of the character, intensity, and mix of uses at the southern portion of the property.

Because this Plan proposes a mix of uses for Traville, a zoning approach which would require a comprehensive plan for the entire property is recommended. The Plan's recommendations regarding the amount of nonresidential uses (1,500,000 square feet) would be dependent on provision of a conference center and housing.

Proposed Development Guidelines:

- Recommend that the development plan for Traville reflect a strong transit orientation;
- Recommend that development not exceed a total of 750 dwelling units, one-third of which should be affordable to low- and moderate-income households;
- Recommend a total of 1,500,000 square feet of nonresidential uses to include office, R&D, retail, and an executive conference center;
- Recommend that employment uses be dependent on provision of a conference center and housing;
- Incorporate the Master Plan neighborhood design elements into the site design;
- Recommend residential development bear a close relationship to the employment uses and conference center;
- Provide an overall open space network which has the following characteristics:

- Preservation of wetlands,
- Pedestrian connections to the school planned just south of the Traville site, and
- "Connectivity" through the site allowing pedestrian movement among all the uses;
- Incorporate the environmental protection features detailed in the Piney Branch Sewer Development Guidelines which are part of the Comprehensive Water Supply and Sewerage Systems Plan;
- Recommend that a road system which links Traville to the Center for Advanced Research and Bio-Technology (CARB) be explored;
- Provide a hierarchy of internal streets in accord with the primary road guidelines contained in the Transportation Chapter; and
- Provide a comprehensive system of pathways and sidewalks to provide easy and convenient access to the Plan-designated transitway and bus loops.

Public Service Training Academy (PSTA) Area

Acreage: 75 acres (includes numerous privately owned parcels fronting MD 28)

Unique Features:

- Public Service Training Academy (52 acres)
- Numerous individual lots fronting Darnestown Road (total of 23 acres)

Proposed Land Use Recommendations:

This property is a critical element in the R&D employment "main street" concept. Along with the Johns Hopkins University property, County-owned land at this locale will form the western "gateway" into the R&D Village.

In terms of the County-owned property, this Plan envisions the continued operation of the Public Service Training Academy (PSTA) for the foreseeable future. No change to the existing uses is proposed for the area. However, any expansion of facilities at the PSTA should take into account this site's important gateway location.

In terms of the 23 acres that are privately owned in this area, the entire frontage along MD 28 is divided into numerous parcels—all of which have driveway access to Darnestown Road (MD 28), a four-lane, undivided highway.

The challenge this Plan must address is how to promote the coordinated development of the Darnestown Road frontage in light of the fragmented ownership pattern.

This Plan proposes the following strategy:

1. Encourage the joint redevelopment of parcels fronting MD 28 by designating the area as suitable for 8 units/acre.

2. Recommend that a density of 8 units/acre be allowed only if access is from a new frontage service road along MD 28.
3. Even if redevelopment of the parcels along MD 28 does not occur, the possibility of providing a service road for access to these lots should be explored.
4. Acquisition of the frontage lots for public use should be considered due to the proximity of the lots to the Public Service Training Academy, the potential need for public facilities in this area, and the opportunity for unified redevelopment of the area if in public ownership.

A small amount of privately owned land at the intersection of Key West Avenue and Darnestown Road is recommended for R&D uses in accord with the Key West Avenue employment concept.

Proposed Development Guidelines:

- For the small amount of privately owned acreage (Tropea property) recommended for R&D, access should be via Key West Avenue and buildings should also be oriented to Key West Avenue.
- For the frontage along Darnestown Road, assemblage of properties is encouraged to allow comprehensive redevelopment, served by a frontage road, in accord with the land use recommendations.

Danac

Acreage: 36 acres

Unique Feature: • Affected by four roadways and the transitway

Proposed Land Use Recommendations:

The Danac property is part of the Key West Avenue employment corridor. This Plan recommends the entire parcel as suitable for light industrial office uses. Since this site will be heavily impacted by road and transit, taller office buildings are appropriate here.

Proposed Development Guidelines:

- Encourage clustering of development toward Key West Avenue.
- Encourage taller building(s) at the portion of the site nearest to Diamondback Drive to create a visual focal point midway along Key West Avenue.

Johnson/Tyner

Acreage 15.7

Unique Feature: • Contiguous to Life Sciences Center

Proposed Land Use Recommendation:

This property is located adjacent to the Life Sciences Center. The extension of Blackwell Road will provide direct access to the Life Sciences Center. This Plan recommends the property as suitable for R&D employment at a scale and density compatible with the Life Sciences Center.

Proposed Development Guidelines:

- Recommend clustering of buildings toward Blackwell Road Extended and not Shady Grove Road.

Thomas Farm

Acreage: 270 acres

Unique Features:

- Attractive grouping of farm buildings
- Entire farm located in City of Rockville Maximum Expansion Limits (MEL)

The Thomas Farm lies entirely within the Maximum Expansion Limits adopted by the City of Rockville. If the City annexes the Thomas Farm, it will then be served by the City's public water and sewer. It should be noted that implementation of the Land Use Plan (see Zoning Plan Recommendations Chapter) includes TDR zoning designations. As stated in the *Gaithersburg Vicinity Master Plan*:

"The citizens of the cities share in the benefits of the County's efforts to preserve agricultural and open space. The 'wedges and corridor' concept as stated in the General Plan assumes development in the 'wedges.' The Transfer of Development Rights program is a logical tool to accomplish this objective and should not be limited to corridor areas within the County and not within the cities. The County will, therefore, continue to recommend to the cities that they require the use of TDR's in their annexation agreements when TDR receiving areas are involved. In the absence of such requirement, the Plan recommends that upon annexation of such parcels, the County Council not concur in zoning densities greater than the base density shown in the Master Plan. For purposes of the requirements in Article 23-A, subsection 9(c) of the Maryland Annotated Code, the Master Plan land use shall be considered to be the base density."

Proposed Land Use Recommendations:

- Recommend 70 acres along both sides of Key West Avenue as suitable for employment uses to develop the employment "main street."

- Recommend lower density R&D employment uses (0.3 FAR) on 40 to 50 acres east of Shady Grove Road to complement similar R&D uses west of Shady Grove Road in the Life Sciences Center. South of Gude Drive, employment uses should be oriented to Shady Grove Road.
- Recommend a mixed use neighborhood of 950 dwelling units and a neighborhood retail center.
- Recommend a neighborhood retail center be located along Gude Drive to meet retail needs of workers and residents.
- Recommend a mix of housing types (detached, attached, multi-family) on the balance of the property at a density of 6 units/acre.
- If feasible, a bus transit loop should link this area with the Life Sciences Center and proposed transitway on Medical Center Drive. (See Figure 7.3.)
- Higher density residential units should be located along Gude Drive near the retail center and bus loop. If a subregional transitway linking Shady Grove south to Montrose Road is adopted, an alignment traversing the northern portion of the site to serve these higher density uses should be considered. The feasibility of this transitway will be studied as part of a Countywide transit planning effort by M-NCPPC.

Proposed Development Guidelines:

- Encourage a development pattern which embraces the neighborhood concept.
- Encourage coordinated development of residential and retail uses.
- The approximate mix of residential units should be as follows:
 - Multi-family – 40-50%
 - Attached – 25-35%
 - Detached – 20-30%
- Re-affirm the development guidelines contained in the 1985 Gaithersburg Vicinity Master Plan:
 - Preserve the scenic beauty of the farmhouse and drive by clustering new development away from them.
 - Provide wet stormwater management ponds in two valleys near the eastern edge of the farm.
 - Provide access from MD 28 and Shady Grove Road (at Life Sciences Center entrance).
 - Retain the woods in the stream valleys.
 - Locate the stormwater management ponds upstream from the woods in the valley.

- Protect steep slopes and stream valleys.
- Provide noise attenuation by devices such as landscaped berms along Shady Grove Road, MD 28, and proposed Key West Avenue Extended.
- Build lower density residential in the southern part of the site along MD 28 to maintain the existing visual character along that roadway.
- Provide a comprehensive system of pathways and sidewalks to provide easy and convenient access to Key West Avenue and Gude Drive (proposed as high priority regional bus routes) and to the transitway proposed along Darnestown Road.
- Provide strong pedestrian connections between employment, residential, and retail uses.
- Provide a primary roadway connection between Gude Drive and Darnestown Road; the location of the roadway will be determined at time of subdivision.
- Use Gude Drive Extended and Blackwell Road Extended to connect and integrate the retail center, the proposed school site, the farmstead, and employment and higher density residential uses.
- Design Gude Drive in the same manner as Redland Road.