

LAND USE AND URBAN DESIGN

OVERVIEW

The land use vision for the planning area channels new, mixed-use residential development around the Metro station, promotes advanced technology and biotechnology uses along Shady Grove Road, and creates a buffer of public facilities and transitional housing along Crabbs Branch Way. This represents a significant land use change from current industrial uses including the County Service Park. The employment area along Crabbs Branch Way is recommended for limited mixed-uses, and the MD 355 Corridor south of the Metro is viewed as a potential mixed-use area in the future. The remaining portions of the planning area are not recommended for land use changes (see Land Use Vision).

This chapter describes the proposed districts and corridors that comprise the planning area. Recommended land use, mix of unit types, density and urban design guidelines are given to achieve the Plan's vision. The design guidelines are particularly important to achieve compatibility and long-term sustainability of the community.

The Shady Grove Sector Plan is divided into geographic areas for the purposes of discussion and density allocation (see Districts and Corridors). These areas are:

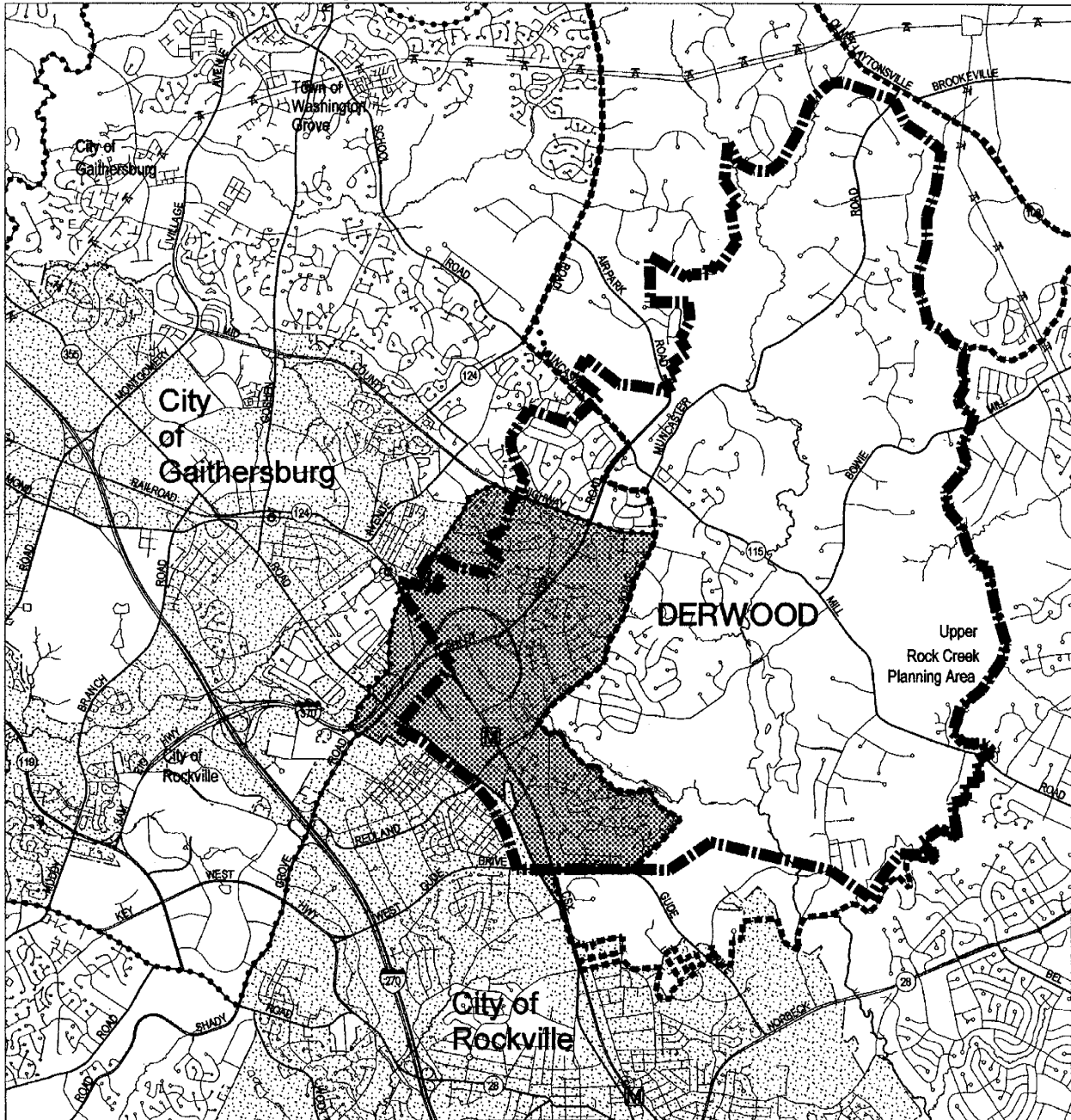
- Derwood Communities
- Shady Grove Technology Corridor
- Metro Neighborhoods
 - Metro West Neighborhood
 - Metro South Neighborhood
 - Metro North Neighborhood
 - Metro East/Old Derwood Neighborhood
- Industrial Core
- Buffer Area
- Office Industrial Park
- MD 355 Corridor
- Oakmont Industrial Park

A key Plan objective is to provide housing adjacent to the Metro station at levels that are compatible with adjacent communities and that do not result in inadequate roads and overcrowded schools.

DERWOOD COMMUNITIES

Derwood is a community of single-family neighborhoods that extend beyond this Plan's boundaries (see Derwood Communities). The Derwood communities within the planning area are the residential neighborhoods surrounding the Metro station on the north, east, and south including the Old Derwood neighborhood. Some of these communities abut or are partially in the Upper Rock Creek and Gaithersburg Vicinity planning areas. The Derwood neighborhoods are stable communities, experiencing low resale activity (See Residential Communities).

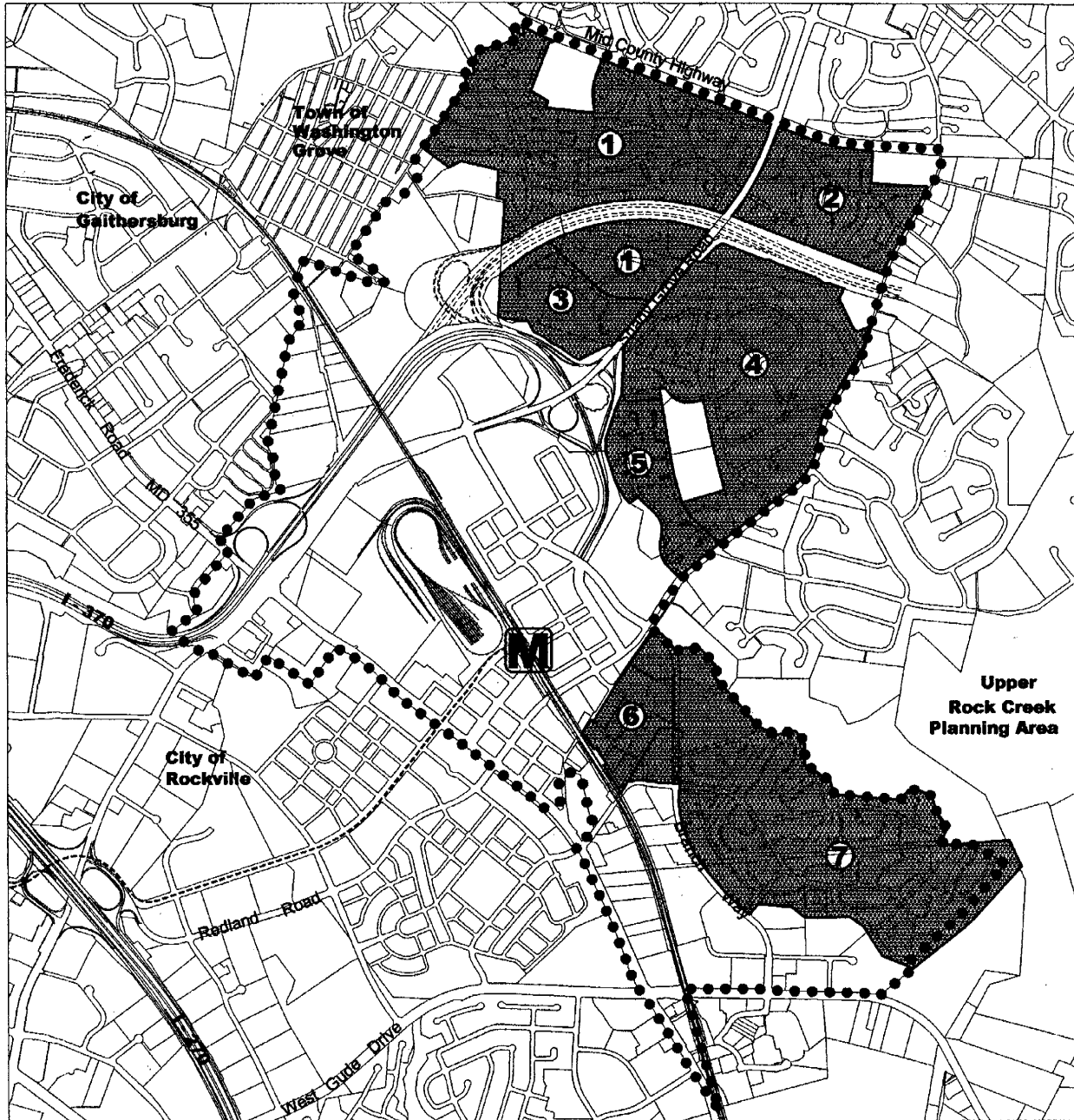
Derwood Community



- Upper Rock Planning Area
- Gaithersburg Vicinity Planning Area
- Derwood Zip Code 20885
- Municipalities (City of Gaithersburg, City of Rockville, Town of Washington Grove)
- ▨ Shady Grove Sector Plan



Residential Communities



- ① Mill Creek
 - ② Founders Mill
 - ③ Redland Station
 - ④ Parkside Estates
 - ⑤ Park Overlook/Mallard Cove
 - ⑥ Old Derwood
 - ⑦ Derwood Station
- Shady Grove Sector Plan Boundary
- Corridor Cities Transitway



Derwood's commercial center is the Redmill Shopping Center at the intersection of Redland Road and Muncaster Mill Road, which includes the Derwood Post Office and a nearby fire station. Derwood residents enjoy a significant amount of stream valley parkland in the Mill Creek and Upper Rock Creek tributaries.

The 1977 Plan viewed this area as in transition from farmland to residential communities, and recognized that the advent of a Metro station would contribute to that transition. One of that Plan's goals, shared with this Plan, was to preserve the integrity of the existing residential communities. The 1977 Plan also recognized the challenge of creating a compatible relationship between industrial and residential needs, and generally recommended residential uses to the north and east of the station and industrial/office uses to the south and west, closer to the rail lines and MD 355.

This Plan's recommendations coordinate with planning efforts, conditions, and resources in surrounding communities and planning areas. The land use recommendations focus new development at the Metro station, buffered from existing neighborhoods. In other cases, recommendations try to create safe and useful links between communities with parks, trails, roads, and sidewalks.

Community Concerns

Community participation in this Plan began with the 2000 charrette and continued in a series of community meetings that dealt with areas and topics in the planning area. While there was a range of opinions, there were some shared positions.

- Improve the area's sense of community and identity by redefining its borders and protecting the existing neighborhoods.
- Improve the pedestrian environment and access.
- The Shady Grove Road Corridor should be a place that works for residents.
- Development should create public facilities for communities and should generate minimal traffic.
- Protect and celebrate Old Derwood.
- Improve access to I-370.
- Support advanced technology businesses.

The Derwood communities have changed little over the past ten years, although traffic has increased and roads have been widened. This Plan supports protecting the Derwood communities from further traffic encroachment into the residential neighborhoods and does not support expansion of commercial uses beyond the proposed Buffer Area.

Objectives

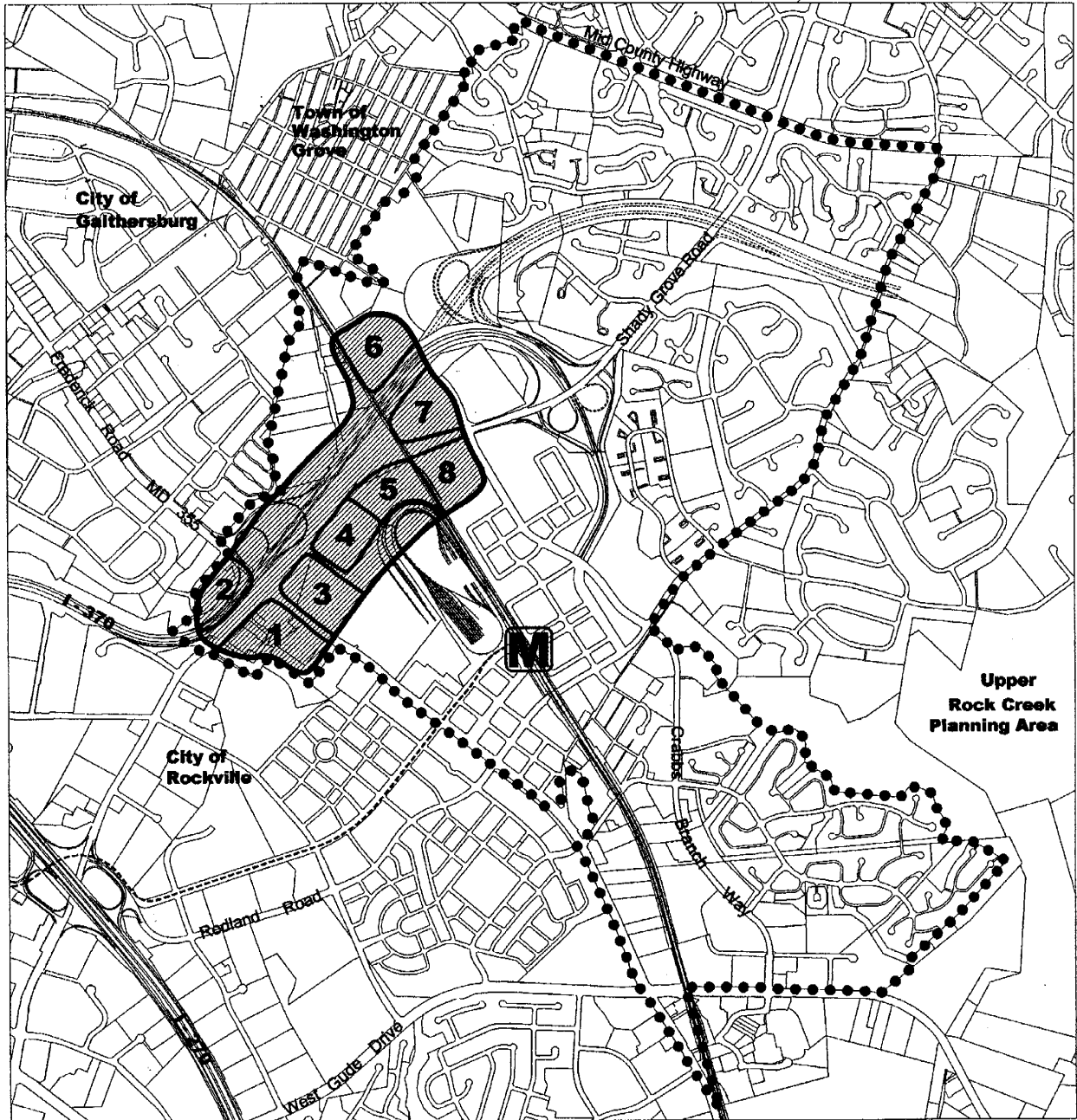
- Preserve the integrity of these residential communities with buffering development and compatible residential zoning.
- Enhance residential areas with streetscaping, sidewalks, bike routes, and traffic calming measures.
- Meet community needs for public facilities, including a new elementary school and local park, along with a network of urban open spaces to serve new and existing residents. Additional community facilities could include a new library, aquatic center, and recreation center.
- Provide direct and convenient pedestrian, bus, and bicycle access from residential neighborhoods to the Metro station.
- Celebrate Old Derwood's past by providing interpretative information in redevelopment areas.

Concept

The Derwood residential neighborhoods are stable communities that will benefit from improved access to Metro and to an increased amount of public facilities. This Plan recommends new, compatible residential uses in Old Derwood and no land use changes in the other existing residential neighborhoods. The Plan recommends improved pedestrian connections between existing communities and the Metro station, a transition area of public facilities, residential, and park uses along the eastern edge of the Metro station, and transportation improvements to ease local congestion. This Plan recommends:

- Create a network of pedestrian and bike paths to the Shady Grove Metro Station from surrounding neighborhoods. Ensure safe crossing and direct routes.
- Rezone to establish a transitional buffer along the east side of the Metro station area, adjacent to existing residential communities.
- Rezone the County Service Park from light industrial to residential zoning to establish a transitional buffer along the east side of the Metro station area, adjacent to existing residential communities.
- Make transportation improvements designed to ease local congestion and mitigate through movement traffic in the residential neighborhoods, including improved pedestrian and bicycle access, noise walls, traffic calming measures, and streetscaping.
- Implement streetscape improvements along Shady Grove Road to improve the visual attractiveness of this roadway that is used extensively by Derwood residents.
- Consider Derwood as a distinct area in future planning efforts.

Shady Grove Road Technology Corridor



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|----------------------------|---------------------------------------|
| 1 Shady Grove Plaza | 8 Department of Liquor Control |
| 2 Casey Property | ●●●● Shady Grove Sector Plan Boundary |
| 3 Casey Property | ----- Corridor Cities Transitway |
| 4 The Great Indoors | |
| 5 Post Office | |
| 6 Casey Property | |
| 7 Casey Property | |



SHADY GROVE ROAD TECHNOLOGY CORRIDOR

Existing Conditions

Shady Grove Road runs through the planning area from Midcounty Highway to MD 355. The corridor is centered on Shady Grove Road. At its western end, the corridor is commercial and industrial in character, busy with through traffic to the Metro station and I-370, and truck traffic to the Oakmont industrial area and the Solid Waste Transfer Station. East of I-370, the corridor is bordered by residential communities and gives access to neighborhoods. Reconciling these two characters, preserving pedestrian access, and buffering the residential neighborhoods are challenges for this Plan.

Objectives

- Create opportunities for advanced technology and biotechnology businesses along Shady Grove Road thus extending the existing pattern in the western end of the corridor.
- Relocate, as much as possible, the corridor's current industrial uses to more appropriate locations to change the character of the roadway.
- Minimize the vehicular and environmental impacts of the Solid Waste Transfer Station.
- Protect the Derwood communities from the noise impacts of Shady Grove Road.
- Improve pedestrian and bicycle access to Metro and between the communities bordering the corridor.
- Enhance the visual landscape character of Shady Grove Road.
- Protect the existing, adjacent residential neighborhoods.

Concept

This Plan creates a Technology Corridor from MD 355 to Crabbs Branch Way, relocates the County Service Park's industrial uses to allow mixed-use residential redevelopment, and preserves existing communities east of I-370. Industrial and commercial areas north of Shady Grove Road such as the Oakmont Industrial Park and vacant industrial land will remain industrial areas. Shady Grove Road should be viewed as a major highway that also provides local access and should be improved with extensive landscape treatment to achieve a more positive visual character for the entire corridor.

Land Use and Urban Design Recommendations

Shady Grove Plaza (Site 1)

This existing mixed-use commercial center is located at the southwest corner of MD 355 and Shady Grove Road at the site of the original "shady grove." Some of the original trees remain. This center is not anticipated to undergo significant redevelopment within the life of this Plan although existing zoning does allow substantial additional density. The existing uses include a hotel, a five-story office building, a variety of retail uses, and auto-related services. Several small vacant parcels located at the end of Pleasant Street will likely redevelop with more commercial uses. This site recommends:

- Extending Pleasant Street to connect with the street network of the King Farm community as envisioned in the 1990 *Shady Grove Study Area Master Plan*.
- Preserving existing old trees to maintain vestiges of the original "shady grove."
- Any redevelopment within the commercial area should be street-oriented, strengthen pedestrian access, and increase shade trees.
- Maintaining the existing commercial and mixed-use zoning.

Casey Property (Vacant Site 2)

Located in the northwest quadrant of MD 355 and I-370, this five-acre site has limited access but still has the potential to contribute to creating a technology corridor. This Plan recommends:

- Providing technology, research and development or office uses to help establish the technology corridor.
- Orienting buildings toward MD 355 and screen all loading docks and trash areas from view.
- Rezoning this site from R-20 to R&D and allow I-3 optional method with housing and a maximum of 100,000 square feet of development.

Casey Property (Vacant Site 3)

This highly visible site is located at the intersection of MD 355 and Shady Grove Road and is a key redevelopment opportunity in the Corridor. Environmental concerns, vehicular and pedestrian access, and building siting need careful consideration to achieve efficient, compatible, and desirable development of the property. This Plan recommends:

- Providing technology, research and development, and office uses to create a technology corridor.
- Preserving existing wetlands, accommodate afforestation along MD 355, and maintain the required stream buffer.
- Orienting buildings and entrances toward Shady Grove Road and screen all parking facilities from major roads. Site lighting should not produce glare or dominate the night view from the roadway.
- This site is also appropriate for public facilities, such as a fire station.
- Rezoning this site from I-1 to R&D with I-3 optional method to achieve housing.

Great Indoors Site (Site 4)

While recently redeveloped for a building supply use, this property may eventually have redevelopment potential. At that time, it should contribute to the area's technology uses. This Plan recommends:

- Providing technology, research and development, and office uses to create a technology corridor.
- Orienting buildings toward street frontage and screen parking from Shady Grove Road.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.
- Rezoning this site from I-1 to R&D with I-3 optional method to achieve housing.

Post Office Site (Site 5)

This Plan recognizes the importance of the postal distribution center. If the Post Office or a new user decides to redevelop the site, both use and site design should contribute to the Shady Grove Road Corridor's technology emphasis. This Plan recommends:

- Providing technology, research and development, and office uses to create a technology corridor.
- Orienting buildings toward street frontage and screen parking from Shady Grove Road.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.
- Rezoning this site from I-1 to R&D with I-3 optional method to achieve housing.
- Designing the site to minimize truck traffic on Shady Grove Road.

Casey Properties (Vacant Sites 6 and 7)

These two sites, north and south of I-370, are key sites in redefining the character and function of the Corridor. Their visibility and access to Shady Grove Road give them prominence in the Corridor. Also, their location and size make them potential sites for relocation of County Service Park functions. This Plan recommends options for these sites that contribute to the community and to the envisioned technology corridor. This Plan recommends:

- Encouraging the relocation of some County Service Park uses to these two sites to make land closer to Metro available for housing.
- Alternatively, should relocation of County Service Park uses not be achieved in this location, develop Sites 6 and 7 with office, technology, and research and development uses that extend the technology corridor. Only non-residential uses should be located adjacent to the Robert's Oxygen