

# Zoning Plan

## Zoning Plan Objectives

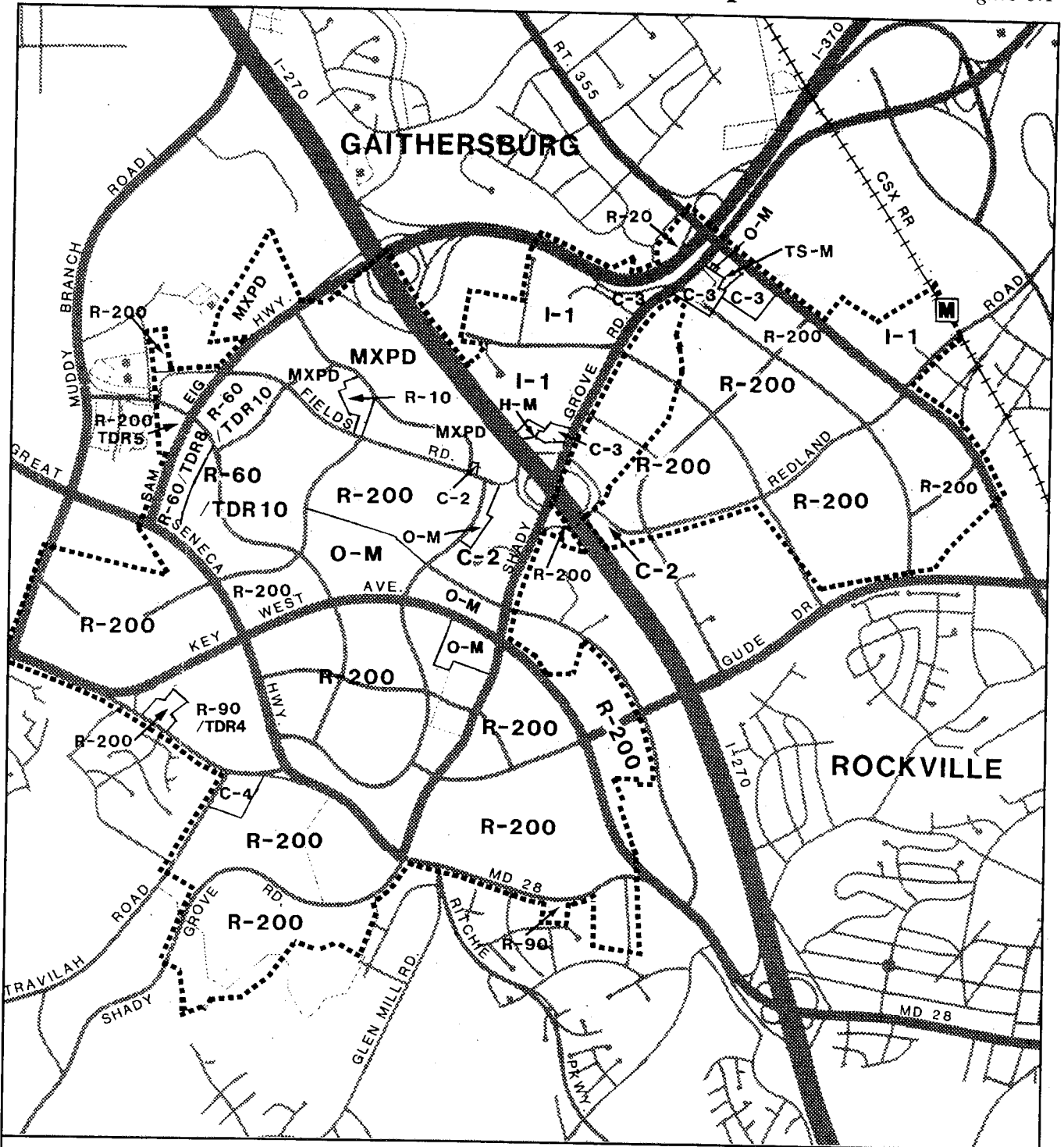
- To encourage the coordinated planning and design of large parcels in accord with the neighborhood concept advocated in the Plan.
- To encourage a mix of uses within neighborhoods as advocated in the Plan.
- To examine the need for a new zone which will allow better implementation of the mixed use neighborhood concept in the Plan.
- To encourage R&D uses in the vicinity of the Life Sciences Center.
- To encourage a high density mix of office and residential uses at the Shady Grove Metro station.
- To defer preparation and adoption of the Sectional Map Amendment until one of the following events occur:
  - construction funds for the northern transitway and the Life Sciences Center transit spur are programmed by either the State or County;
  - operating funds for an interim transit plan are identified; or
  - a development district is approved.
- To defer consideration of floating zone applications until one of the events listed above occur.

## Zoning Plan Recommendations

The zoning pattern in the Study Area as of 1990 is shown in Figure 6.1, page 74.

# Zoning at the Time of Master Plan Adoption

Figure 6.1



..... Study Area Boundary

Note: Zoning boundaries shown are generalized due to scale of map



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The Zoning Plan recommendations are shown on two maps.

The first map (Figure 6.2, page 76) highlights the proposed base zones for the Study Area. These zones will be implemented through a comprehensive rezoning action (Sectional Map Amendment) after the Master Plan is adopted. The zoning of many properties is not proposed to be changed and these properties are identified on the map.

The second map (Figure 6.3, page 77) shows those properties which are recommended for optional zones.

One of the major advantages of optional or floating zones, such as the MXPDP Zone, is that they allow a mix of uses. This is a critical feature when trying to create employment and residential neighborhoods that offer more than a single land use activity. Floating zones also encourage more creative relationships between uses than Euclidean zones because of less stringent setback and yard requirements.

Floating zones proposed in this Plan for major vacant properties include:

#### ***MXPDP (Mixed Use Planned Development)***

This zone is intended for high density, mixed-use areas. Master Plan recommendations guide the mix of uses. This Plan recommends the MXPDP Zone for the King Farm.

#### ***PD (Planned Development)***

The PD Zone allows a mix of residential and retail uses at varying densities. A "medium high" density of 22 to 25 units per acre is recommended for the eastern portion of the Crown Farm where two transit stops are proposed. The PD Zone will allow retail uses to occur in accord with the Master Plan recommendations.

#### ***TS-M (Transit Station, Mixed Use)***

#### ***TS-R (Transit Station, Residential)***

These zones are intended for areas around Metro stations. This Plan recommends TS-M and TS-R zoning for the area between Shady Grove Metro station and MD 355.

#### **Potential Need for a New Zone**

To implement the type of mixed use concept proposed on the Traville property, a new zone may be needed. The need for such a zone will be evaluated and a zoning strategy for Traville identified prior to the Sectional Map Amendment.

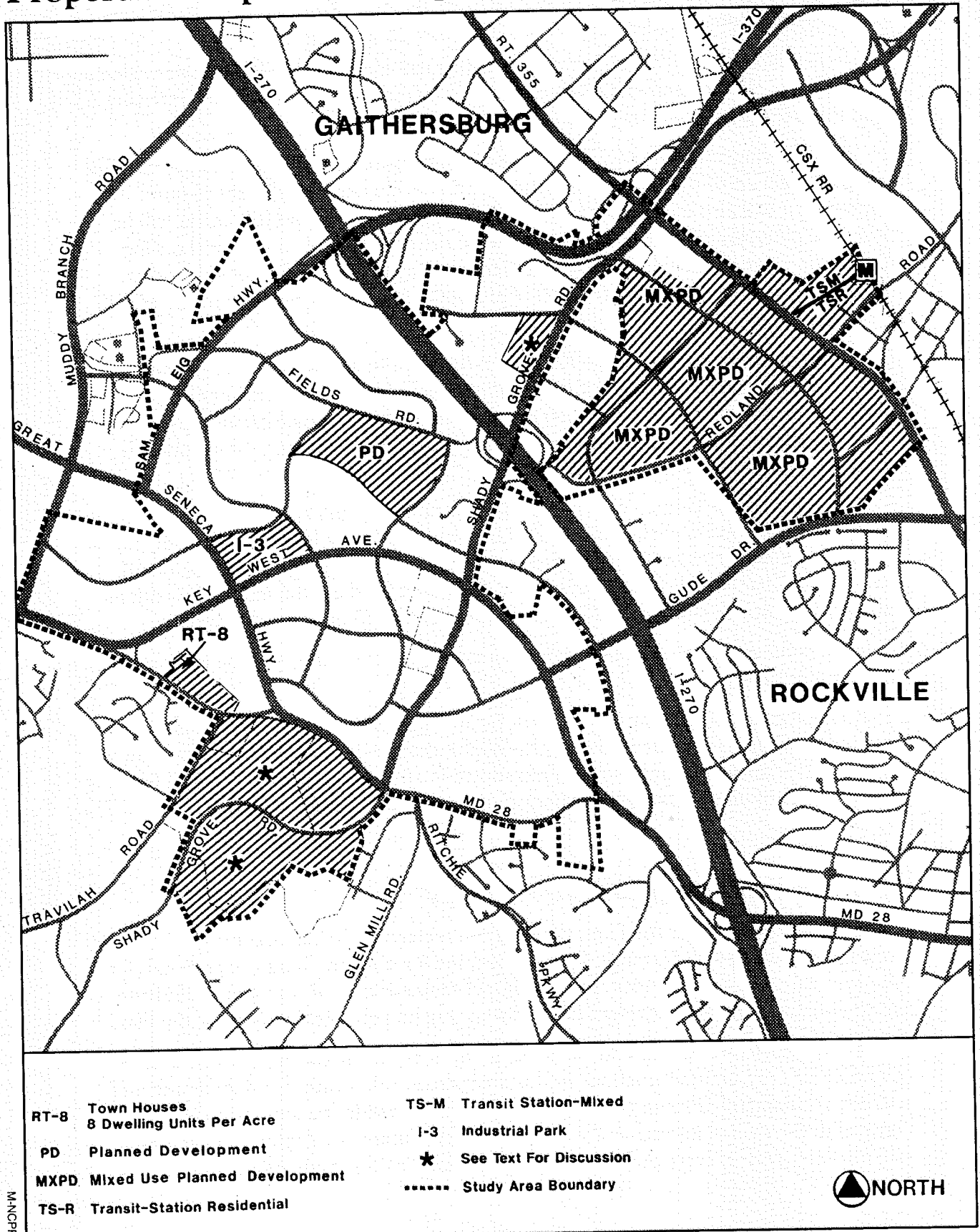
## **Zoning Recommendations by Parcel**

Table 6.1, page 79, summarizes the zoning plan recommendations for the major parcels in the Shady Grove Study Area. In terms of Traville, the Plan proposal for a mixed use development with residential, retail, employment, and a conference center would best be implemented with a mixed use zone. The PD or MXPDP Zone is suitable,



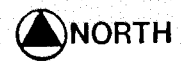
# Properties Proposed for Optional Zones

Figure 6.3



- RT-8 Town Houses  
8 Dwelling Units Per Acre
- PD Planned Development
- MXPD Mixed Use Planned Development
- TS-R Transit-Station Residential

- TS-M Transit Station-Mixed
- I-3 Industrial Park
- \* See Text For Discussion
- Study Area Boundary



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but a new zone, which allows a mix and intensity of uses in accord with the neighborhood concept proposed in this Plan, may be necessary to allow the Traville project to develop as envisioned.

Regardless of which zoning strategy is implemented (a PD, MXPDP or a new zone), the land use plan recommendations regarding Traville will govern the mix, intensity, and interrelationship of uses on the site.

On the King farm, the MXPDP Zone is recommended for the entire 440 acres. This approach will allow the integrated planning and development of the entire farm. However, it will also mean that the southern portion of the farm (180 acres) will be lost as a TDR receiving area. When reviewing the MXPDP application for the King Farm, the Council should evaluate whether the loss of TDRs is mitigated by other public purposes (such as the provision of affordable housing in addition to the MPDU requirements).

If the southern portion of the King Farm develops in accord with the TDR-6 zoning, it is not anticipated that the maximum allowable development permitted in the zone will be achieved due to the Plan recommendation that single-family detached units be provided. The TDR-6 Zone is recommended to allow multi-family units in addition to detached and attached units.

On the Thomas Farm, a zone (RMX-1/TDR at 6 units per acre) is proposed for the residential portion of the farm (140 acres) which allows a mix of residential and retail uses subject to approval of a project plan and site plan by the Planning Board. The Master Plan establishes the amount of floor area for the retail and the maximum number of units (in this case, 100,000 square feet and 950 units respectively).

The purchase of development rights is a prerequisite to achieving the Master-Plan-designated density.

One property which may redevelop in future years is the 19-acre Bechtel property, located west of Shady Grove Road in the Washingtonian Industrial Park. This Plan recommends the site as suitable for a mixed-use floating zone (such as MXPDP) to allow wider ranges of uses (in particular housing) than allowed in the I-1 Zone.

## Zoning Implementation Strategy

As noted throughout the Plan, the land use recommendations assume the development of transit. If transit does not become a reality, the land use proposals for the area will have to be re-examined. This fact makes it critical that a public/private commitment to transit be evident prior to rezoning properties to implement the Plan.

The northern transitway and transit spur through the Shady Grove Life Sciences Center serve two central functions in this amendment: they direct and guide use and density recommendations in the Land Use Plan and provide transportation elements critical to the overall infrastructure needed to serve future development. Given their significance, and the very preliminary status of planning for them, more study is

## Zoning Implementation Strategy

Table 6.1

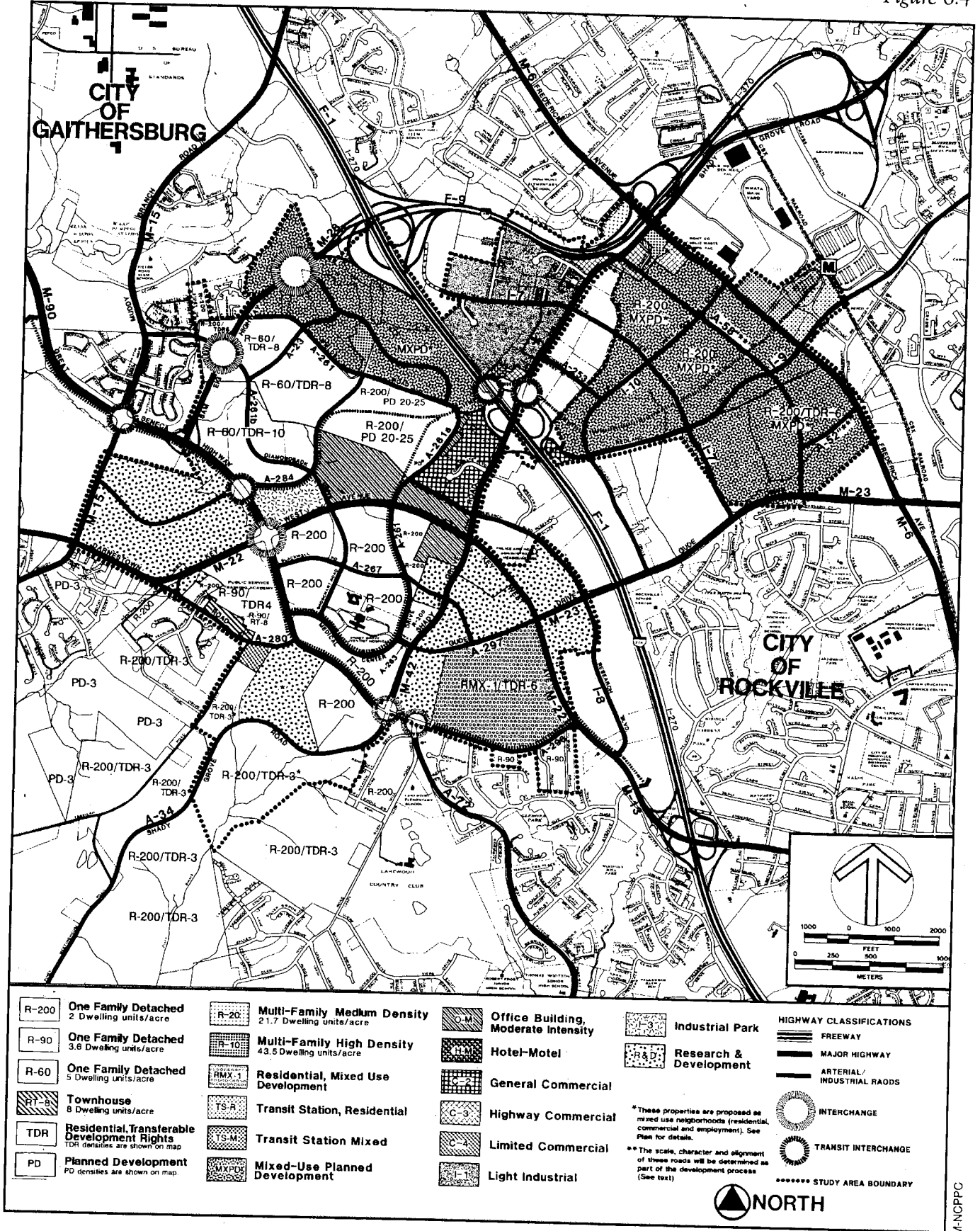
	Acreage	Master Plan Potential Buildout	Zoning 1990	Proposed SMA Zoning	Optional Zone
Johnson/Tyner	15	325,000 sq. ft.	R-200	R&D	—
Tropea	2.9	40,000 sq. ft.	R-90/TDR	R&D	—
PSTA/ Private Property	23	184 du's	R-90/TDR	R-90	RT-8 <sup>1</sup>
DANAC	36	785,000 sq. ft.	R-200	R-200	I-3
Banks Farm (JHU)	150	2,300,000 sq. ft.	R-200	R&D	—
Traville	197	1,500,000 sq. ft. 750 du's	R-200	R&D R-200/ TDR-3	PD <sup>2</sup>
King Farm	440	3,000,000-3,400,000 sq. ft. employment 3,200 du's	R-200	R-200  R-200/ TDR-6	MXPD
		50,000-100,000 sq. ft. retail			
Metro	40	1,000,000 sq. ft. 1,000-1,250 du's	I-1	I-1 I-1	TS-M TS-R
Crown Farm	180	50,000 sq.ft. retail 2,000 du's	R-200 R-200/TDR R-60/ TDR-10	R-200  R-60/ TDR-8	PD  —
Thomas Farm	270	2,000,000 sq. ft. emp. 950 du 100,000 sq. ft. retail	R-200	R&D RMX-1/ TDR-6	—

<sup>1</sup> Assemblage required for RT-8 (see Land Use Section).

<sup>2</sup> The PD, MXPD or a new mixed use zone would be appropriate.

# Zoning and Highway Plan

Figure 6.4





needed to determine both that the transitways can be built and to identify and schedule funding sources.

Therefore, this Plan recommends the following zoning strategy:

1. The Sectional Map Amendment (SMA) and floating zone applications should be deferred until one of the following events occur:
  - construction funds for the northern transitway and the Life Sciences Center transit spur are included in the State's Consolidated Transportation Program or the County's Capital Improvements Program;
  - operating funds for an interim transit plan are identified; or
  - a development district is approved.
2. To defer considerations of floating zone applications until one of the events listed above occur.
3. As soon as the Council implements one of the transit strategies described above, preparation of the SMA may proceed. The scope of the SMA may depend on the scope of the transit improvement program.
4. Since the Council wishes to proceed as quickly as practicable with the SMA (if possible, as early as 1991), this Plan directs the County Executive to forward to the Council a funding strategy for the transitways and/or interim transit plan. At a minimum, the funding strategy should include moneys for the transitway(s) or interim transit plan.