



LAND USE AND ZONING PLAN

3.1 OVERVIEW

The Land Use and Zoning Plan gives general information on the distinction between Euclidean and floating zones, the significance of Moderately Priced Dwelling Units (MPDUs) relative to density, a brief explanation of Transferable Development Rights (TDRs), and a policy on special exceptions for the North Bethesda-Garrett Park Planning Area. Then, following the Land Use and Zoning Objectives for Twinbrook, White Flint, Grosvenor, Key Vacant and Redevelopable Parcels, Garrett Park Overlay District, and Rock Spring Park, each of these areas is described and analyzed. The text for each area contains the specific land use and zoning recommendations for this Plan. Additional functional and urban design recommendations and guidelines can be found in the Plan's remaining chapters.

This Plan recommends that the zoning for all parcels in North Bethesda, outside of the above areas, remain unchanged with the single exception of White Flint Neighborhood Park. This Plan recommends that the southern portion of White Flint Neighborhood Park be rezoned from its present C-P (Commercial Office Park) classification to the R-90 Zone (single family residential) in order to bring it into conformance with the current zoning on the northern portion of the site. (Figure 26.)

A. LAND USE AND ZONING OBJECTIVES

- Focus future development on land nearest to Metro stops, new transit stations, and areas served by existing transportation infrastructure.
- Preserve and increase the variety of housing stock, including affordable housing.
- Encourage a mixture of land uses in redeveloping areas to promote variety and vitality.
- Encourage a land use pattern that provides opportunities for housing and employment.

B. EUCLIDEAN AND FLOATING ZONES

It is standard practice in all master plans adopted in Montgomery County since 1971 to designate a base "Euclidean" Zone for every parcel and to indicate for some parcels an appropriate floating zone, which allows somewhat different development and sets a higher limit on the intensity of development than the base zone. Euclidean zones contain rigid requirements such as lot size, setbacks, and height limits. Except when developed under the cluster option, the entire land area will be divided into approximately equal size lots.



Euclidean zones may be applied to an entire area by the County Council in a comprehensive rezoning following a master plan study. Piecemeal requests for Euclidean rezonings may be granted only upon a showing that there has been a change in the character of the neighborhood since the last comprehensive rezoning or there was a mistake in that comprehensive rezoning.

Floating zones have more flexible development standards, but they may be approved by County Council only upon a finding that the development will be compatible with surrounding land uses and is in accord with the purpose clause of the zone. In all floating zones, development can only occur in accordance with a detailed site plan approved by the Planning Board.

The practice of following a master plan with a comprehensive rezoning through a sectional map amendment is a safeguard against piecemeal Euclidean rezonings. The comprehensive rezoning establishes the base against which “change or mistake” will be measured. Since the comprehensive rezoning conforms to the master plan, and floating zones cannot be considered changes in the character of the neighborhood, there is a strong safeguard against future Euclidean rezoning. This is an important element in assuring the stability of the area.

C. TRANSFERABLE DEVELOPMENT RIGHTS

This Plan designates several parcels of land as suitable for transferable development rights (TDR) receiving areas. Receiving areas are permitted to develop to a specified density greater than that designated by the base zoning density.

The zoning density of a development in any residential zone within a designated TDR receiving area may be increased (subject to Planning Board approval and in conformance with an approved and adopted master plan) by one dwelling unit for each development right received from a rural property designated a “sending area.” Transferable development rights is a method of preserving agricultural land. Owners of agricultural land sell “development rights” from their land.

The zoning density in a receiving area may not be increased by transfer of development rights beyond the density recommended by the land use plan. A request to utilize development rights on a property within a receiving area is submitted in the form of a preliminary plan of subdivision. The preliminary plan of subdivision must normally include at least two-thirds of the maximum number of development rights permitted to be transferred to the property.

A property development with TDRs must provide moderately priced dwelling units (MPDUs) in accord with the Montgomery County Code. The MPDU requirement is calculated on the total dwelling unit count, including TDR units. (Additional TDRs do not have to be purchased to exercise the MPDU bonus.) Development with TDRs must conform to the standards of the Planned Development (PD) Zone nearest (but not higher) in density to the TDR density shown on the Master Plan.

D. MODERATELY PRICED DWELLING UNITS

When consulting this Plan, it is important to note that on any given property, the residential densities and allowable types of dwelling units shown may be modified by the requirements of the Montgomery County Moderately Priced Dwelling Unit (MPDU) Ordinance. This ordinance is designed to ensure that new development includes some housing that is affordable by households of modest means. It applies to any residential development of fifty or more dwelling units that is constructed in any residential zone with a minimum lot size of a half-acre or less or in any planned development, mixed-use zone.

A portion of the units in any such development must be MPDU's. The prices of such units are controlled, and buyers or renters are subject to limitations on maximum income. The required number of MPDU's is based on the total number of dwelling units approved for the development. Effective in early 1989, the percentage ranges from 12.5 percent to 15 percent of the total number of dwelling units and is dependent on the level of density increase achieved on the site in question.

This density increase, or "MPDU bonus," is allowed as compensation for requiring some below-market-rate housing. The bonus may be no more than 22 percent above the normal density of the zone, according to the optional MPDU development standards in the zoning ordinance. In some zones, these standards also provide for smaller lot sizes and dwelling types than would be allowed otherwise. For example, the density of a subdivision in the R-200 Zone is normally 2 units per acre, the minimum lot size is 20,000 square feet, and only one-family, detached houses are permitted. In a subdivision developed according to MPDU standards, the maximum density may be as much as 2.44 units per acre, the lot size for a detached house may be as small as 6,000 square feet, and some units may be townhouses or other types of attached dwelling units.

E. SPECIAL EXCEPTIONS

This Plan endorses guidelines for the location of special exception land uses in residential areas. Special exception uses, as identified in the Montgomery County Zoning Ordinance, may be approved by the Board of Appeals for single-family zones if they are found to meet the compatibility standards and general conditions set forth in the Ordinance. The Ordinance provides that special exceptions may be denied by the Board of Appeals where an excessive concentration exists in a particular residential area or where they are inconsistent with Master Plan recommendations.

Recent actions by the Montgomery County Council would now prohibit large medical complexes such as those previously allowed in North Bethesda-Garrett Park. Current regulations now limit medical clinics in residential zones to four doctors, while the cumulative effect provision allows consideration of whether there would be a negative impact from allowing an additional provider in a particular use category that already has several existing providers. Home occupations with no more than one employee are a permitted use in residential neighborhoods; more than one employee requires a special exception.

This Plan provides the following guidelines to protect residential areas, while also



attempting to meet important social needs.

1. Avoid excessive concentration of special exception and other nonresidential land uses along major highway corridors.

Because sites along these corridors have better visibility for business uses, they are more vulnerable to over-concentration of such uses. Of particular concern are office uses, which should be discouraged because they are better located in areas with commercial zoning. It is also important to minimize uses that degrade roadway safety and capacity by creating too many access points and conflicting turning movements.

2. Avoid over-concentration of commercial service or office-type special exception uses in residential communities.

These include funeral parlors, horticultural nurseries, veterinary clinics, medical or dental clinics, medical or professional offices, and philanthropic organizations. The Plan does not discourage home occupations that meet Zoning Ordinance criteria. The most vulnerable areas for over-concentration are near employment centers and along major highways.

3. Protect major highway corridors and residential communities from incompatible design of special exception uses.

In the design and review of special exceptions, the following guidelines should be followed, in addition to those stated for special exception uses in the Zoning Ordinance.

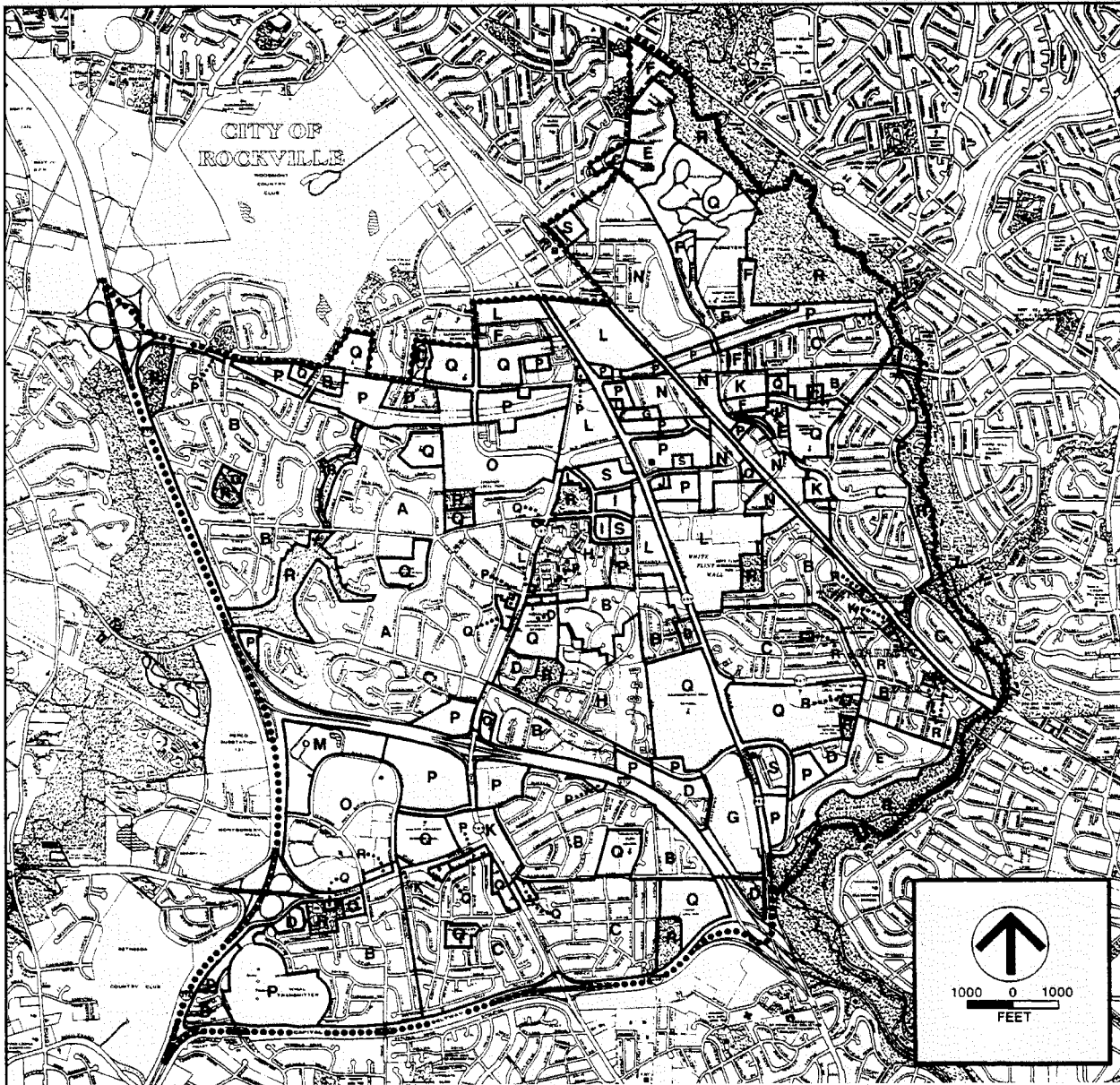
- a. Any modification or addition to an existing building to accommodate a special exception use should be compatible with the architecture of the adjoining neighborhood and should not be significantly larger than nearby structures.
- b. Front yard parking should be avoided because of its commercial appearance; however, in situations where side or rear yard parking is not available, front yard parking should be allowed only if it can be comprehensively landscaped and screened.

4. Support special exception uses that contribute to the housing objectives of this Plan.

In general, the Plan endorses meeting special population needs through provision of elderly housing and group homes that are compatible with nearby land uses.

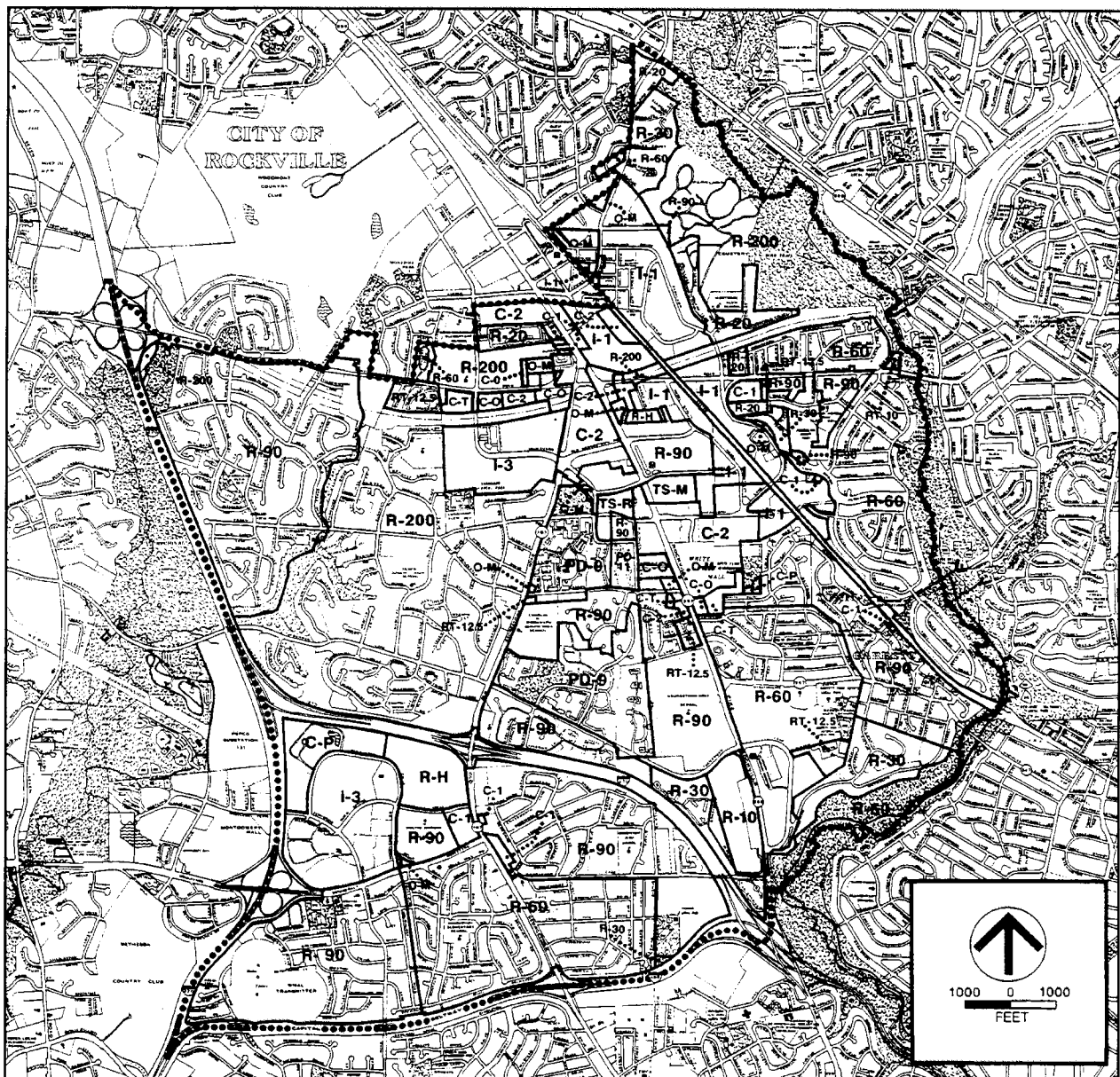
5. Support special exception uses that contribute to the service objectives of the Plan.

The needs and objectives related to child day care and the elderly are discussed in the Community Facilities Chapter. In general, the Plan endorses provision of child day care, group homes, elder day care, and nursing homes.



EXISTING ZONING

FIGURE 12



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R-200	Residential, One-Family	R-H	Multiple-Family, High Rise Planned Residential	C-1	Local Commercial
R-90	Residential, One-Family	PD-9	Planned Development	C-2	General Commercial
R-60	Residential, One-Family	PD-11	Planned Development	I-1	Light Industrial
RT-10	Residential, Townhouse	TS-R	Transit Station, Residential	I-3	Technology and Business Park
RT-12.5	Residential, Townhouse	TS-M	Transit Station, Mixed		
R-30	Multiple-Family, Low Density Residential	O-M	Office Building, Moderate Intensity		
R-20	Multiple-Family, Medium Density Residential	C-O	Commercial Office Building		
R-10	Multiple-Family, High Density Residential	C-T	Commercial Transition Zone		
		C-P	Commercial Office Park		

3.2 TWINBROOK SECTOR PLAN AREA

A. PLAN OBJECTIVES

- Introduce a transit serviceable residential component into the Sector Plan area, and ensure its compatibility with the adjacent Twinbrook single-family residential community.
- Retain a significant portion of the Sector Plan area for light industrial incubator business development.
- Improve the urban environment of the Twinbrook area.

B. PLAN RECOMMENDATIONS

- Support development under the I-4 Zone (Low Intensity, Light Industrial) for part of the Twinbrook Sector Plan area to preserve the area as an “industrial sanctuary” for small businesses.
- Support development of a portion of the area east of Twinbrook Parkway as a Transit Station-Mixed Use development (TS-M Zone) with a significant residential component.
- Support development under the Transit Station-Residential (TS-R) Zone for the WMATA property at Twinbrook Metro station.
- Support future redevelopment under the O-M Zone (Office Building, Moderate Intensity) south of Wicomico Avenue abutting the railroad tracks and west of Twinbrook Parkway on the south side of Ardennes Avenue.

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C. SUMMARY

The Twinbrook Sector Plan area is defined as that area of Montgomery County within walking distance of the Twinbrook Metro station entrance. The land surrounding the Twinbrook Metro station is an underutilized yet potentially important asset in the Rockville Pike Corridor. It lies on the Red Line, which runs from Shady Grove via downtown Washington to Wheaton. The station is located at the southern boundary of the City of Rockville. The corporate boundary between the City of Rockville and Montgomery County bisects the area and the Metro facilities. The Metro station platform is on the west side of the CSX/MARC Railroad tracks within the City of Rockville, but the station has access from both sides. Of a total of 970 park and ride spaces, 270 are located in the City west of the CSX/MARC Railroad tracks.

The Twinbrook area developed originally with railroad-oriented industrial uses such as warehouses, storage, and light manufacturing. As the region became less dependent on railroads, the buildings attracted small contracting businesses, automotive and equipment repair shops, and small community service businesses displaced from redeveloping areas further south in the County. Most tenants tend to have limited space requirements, typically occupying warehouse bays of 3,000 square feet. Recently, small high-tech firms have discovered Twinbrook and compete for the less expensive space at this location.



This area is one of the few remaining down-County locations for relatively affordable industrial sites.

In the past few years, office developments and retail uses have begun to encroach on the industrial uses in this area. The Plan, however, recognizes this area as vital for maintaining general business services for the down-County population. The Plan recommends retaining the area east of Twinbrook Parkway and generally south of Parklawn Lane as an "industrial sanctuary" for small businesses, providing protection for existing small light industrial incubator businesses.

In all, the Sector Plan area incorporates approximately 85 acres, excluding public roadways. There are approximately 9300 existing employees in the Twinbrook Sector Plan area, of which approximately 7000 are located in buildings leased by the federal government. Employees of the federal government thus constitute a very significant presence in the Sector Plan area.

D. THE CITY OF ROCKVILLE

The City of Rockville has designated the area lying to the west of the MARC Railroad tracks as a "Metro Performance District" and has developed urban design goals, strategies and an extensive set of guidelines for development, which are incorporated in the *Rockville Pike Neighborhood Plan*. The land use and transportation recommendations of the Plan for the Metro Performance District are intended to focus significant commercial and residential densities in the vicinity of the transit station. Within the Metro area, commercial developments are allowed a maximum Floor Area Ratio (FAR) of 1.25 with the use of optional method zoning. With the addition of a residential component, mixed-use developments can achieve much greater total densities.

The intention of the City's Plan is to encourage residential development where possible. Public pedestrian ways and grade separated pedestrian crossings are recommended to form an integrated pathway system that will link the Metro station with residential and mixed-use developments. Street network changes are also recommended to aid the movement of local traffic, offering more options to motorists and thus increasing the efficiency of the Rockville Pike corridor.

The City has approved two major projects in the Metro Performance District since adoption of the Pike Neighborhood Plan. The Chapman Place development is located on Twinbrook Parkway and bounded by the CSX/MARC Railroad tracks, Chapman Avenue and Thompson Avenue. This 5.6 acre site will contain 320,800 square feet of office space, 44,200 square feet of retail space, and 335 multi-family residential units at a density of 60 units per acre with a residential FAR of 1.32 and a total FAR of approximately 2.8, excluding parking. The below grade parking structure will have 1261 spaces. At over 700,000 square feet, Chapman Place will be the largest building in Rockville. The second project is the Twinbrook Mall and Towers. This project, on 3.9 acres of land located at Rockville Pike and Thompson Avenue, will include 212,000 square feet of retail space and 231 apartments in a seven story building with a residential FAR of 1.26 and a total FAR of approximately 2.5, excluding parking. Three levels of parking will provide 1144 spaces.

E. EXISTING CONDITIONS

The most striking feature about the immediate vicinity of Twinbrook Metro west of Twinbrook Parkway is the contrast between development on the City of Rockville side and development on the County side. Development on the Rockville side tends to consist of moderate intensity office and retail buildings of six or seven stories, in marked contrast to the low intensity uses on the County side. The proposed Rockville mixed-use projects detailed above will exaggerate this contrast. In essence, the City of Rockville seeks to maximize the potential of the Metro station node, and to respond to the massive public investment in transit facilities.

The existing zoning in Twinbrook is primarily light industrial. (See Figure 13.) Most existing development in the area, however, is in office use, which is permitted in the I-1 (Light Industrial) Zone. Within the Sector Plan area, approximately 90 percent of the employees are office workers.

West of Twinbrook Parkway, the area can be characterized as generally industrial. The major existing land use is the Metro station and parking lot. The proposed Twinbrook Office Center, to be located at the southeast corner of Parklawn Drive at Wicomico Avenue, has site plan approval. The 83,500-square-foot building and separate 271 car garage will be located on a 1.28 acre parcel adjacent to the Metro station.

East of Twinbrook Parkway, and north of Fisher's Lane, existing land use is predominantly office. The United States Pharmacopoeia has two office buildings on Twinbrook Parkway, and the U.S. Food and Drug Administration has approximately two hundred employees housed in several scattered buildings in this area. A 7-Eleven store, a pizza shop and a gas station are also located in this part of Twinbrook.

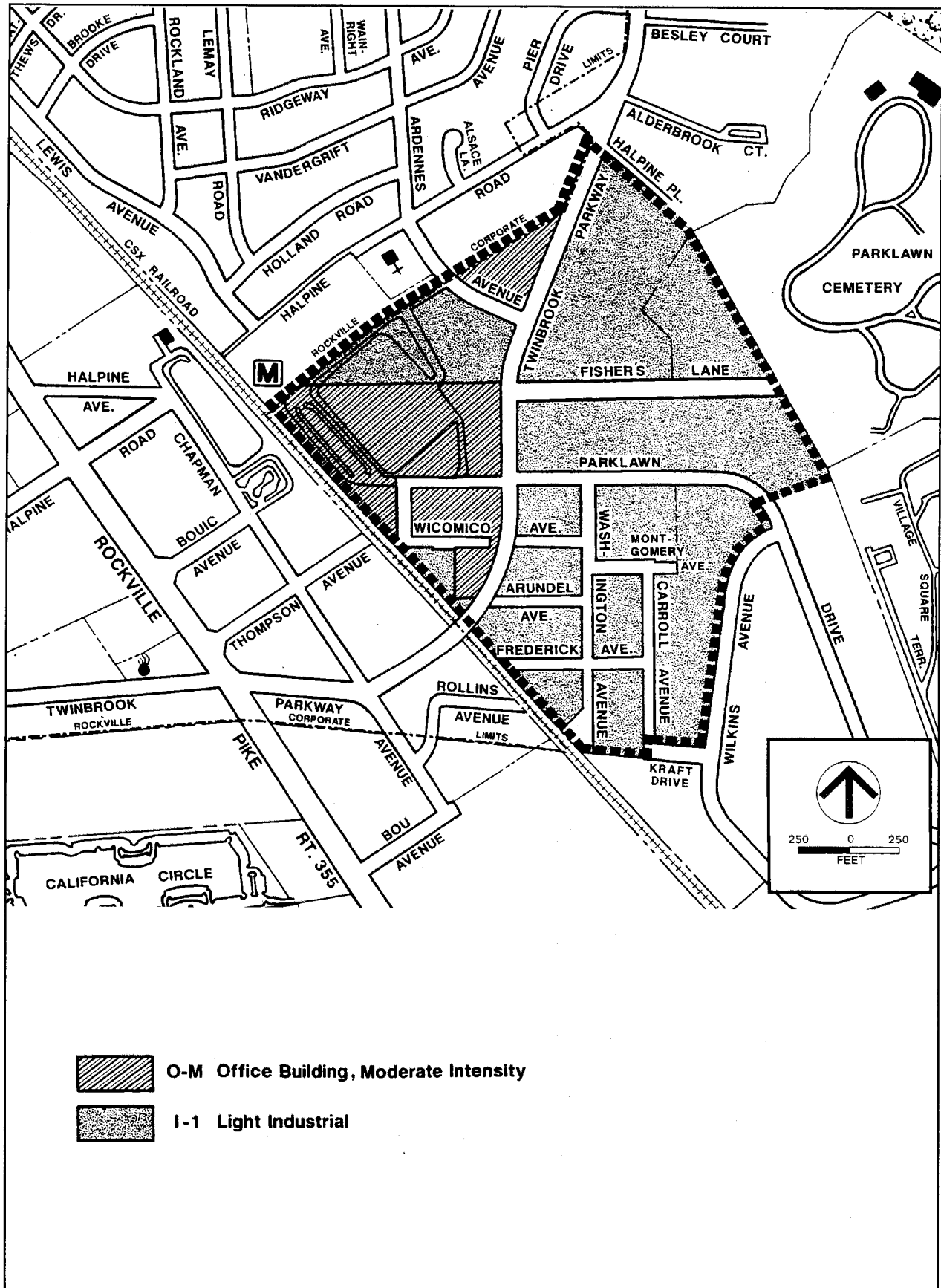
East of Twinbrook Parkway and south of Fisher's Lane, the predominant land use is light industrial, at least in terms of land area. However, in terms of intensity of use, the Parklawn Building dominates this area as well as the entire Sector Plan area. Headquarters of the U.S. Public Health Service, Department of Health and Human Services (DHHS), this 18-story office building is situated between Fishers Lane and Parklawn Drive. The building is approximately 1.35 million square feet in area, which includes approximately 300,000 square feet of structured parking and 1.05 million square feet of office space. It houses approximately 6,555 employees.

South of Parklawn Drive is an area of small residential lots and houses which have gradually been converted to industrial uses. They are part of the Spring Lake Park subdivision, originally recorded in 1892. Some of these small lots have been assembled and redeveloped, but the majority of the lots and original buildings still remain along Wicomico, Arundel, Frederick, and other avenues in that vicinity.

The entire Sector Plan area encompasses approximately 2,170,489 square feet of office space, 685,177 square feet of industrial area, and 142,865 square feet of general retail floor area.

TWINBROOK SECTOR PLAN AREA - EXISTING ZONING

FIGURE 13



Outside the Sector Plan area along Wilkins Avenue and Parklawn Drive, the majority of parcels have been developed with office and industrial uses, along with some retail uses. Best Products and Read Plastics are located in this area together with an animal hospital and two restaurants. To the east of the Sector Plan area, along Twinbrook Parkway and off Braxfield Court, are two multi-family residential areas, Bethesda Park and Walnut Grove. North of the residential area is the Parklawn Cemetery. The cemetery property includes land leased to the Parklawn Building for parking, granted as a special exception.

Northwest of the Sector Plan area, within the City of Rockville, is the Twinbrook residential community. This community has developed a set of goals and guidelines intended to retain the character of single-family homes and maintain extensive buffering with the abutting County Sector Plan area. These guidelines are incorporated in the City of Rockville's *Twinbrook Neighborhood Plan*.

Some land assemblage has already occurred in anticipation of future redevelopment in Twinbrook. The JBG Companies have acquired acreage for a significant portion of the Sector Plan area to the east of Twinbrook Parkway, and land outside of but directly abutting the Sector Plan area bounded by Twinbrook Parkway, Halpine Road and Ardennes Avenue.

Existing stormwater drainage problems in the area adjacent to the Metro parking lot will have to be addressed with any new development proposals as well as any redevelopment. The underground parking below the U.S. Pharmacopoeia Building requires constant pumping. Drainage from the Metro parking lot on the Rockville side is pumped underneath the Metro line to the lot on the County side and into a stormwater management pond west of Ardennes Avenue, and then slowly released through the Thompson site, east of Ardennes. From there it proceeds north. Thus, all of the Metro parking lot outflow passes into the City of Rockville. The impacts of any proposed high density development at Metro will have to be evaluated very carefully in order not to cause drainage problems for the adjacent jurisdiction.

F. LAND USE AND ZONING RECOMMENDATIONS

This Plan's recommendations for the Twinbrook Sector Plan area are shown on Figures 14 and 15. Figure 16 depicts the following sub-areas.

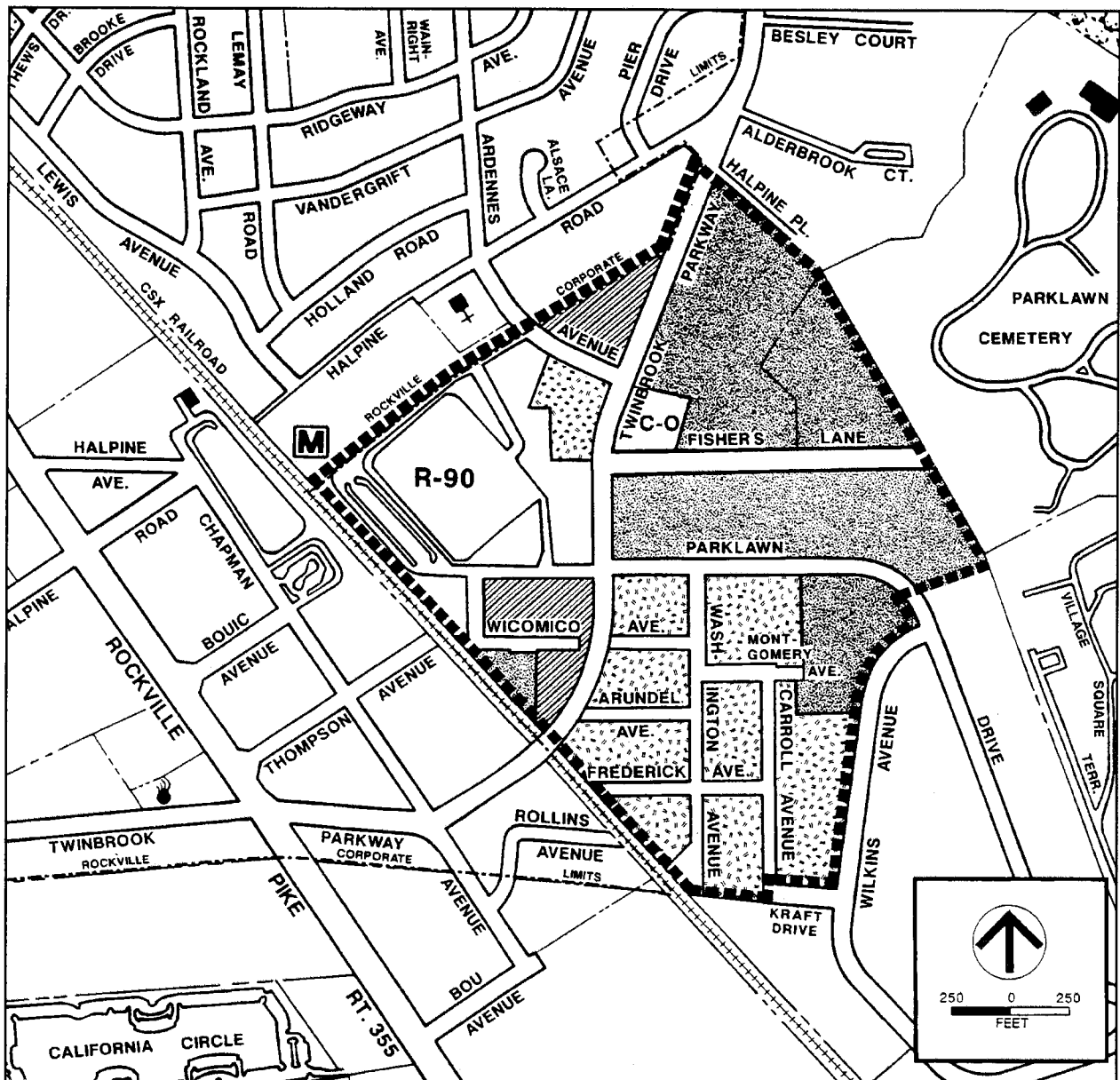
Area 1

This sub-area is the location of the Parklawn building and an area on the opposite side of Parklawn Drive used as a surface parking lot by Parklawn employees.

The Plan recommends retaining the I-1 Zone in this area. The Plan recognizes the applicability of the non-conforming use provision of Section 59-C-5.421, and recognizes the existing special exception parking associated with the Parklawn building. However, because of the proximity of the Twinbrook Metro station, and the fact that 84 percent of Parklawn building employees currently drive to work, the Plan recommends that no additional special exceptions for parking be granted.

TWINBROOK SECTOR PLAN AREA - PROPOSED BASE ZONES

FIGURE 14

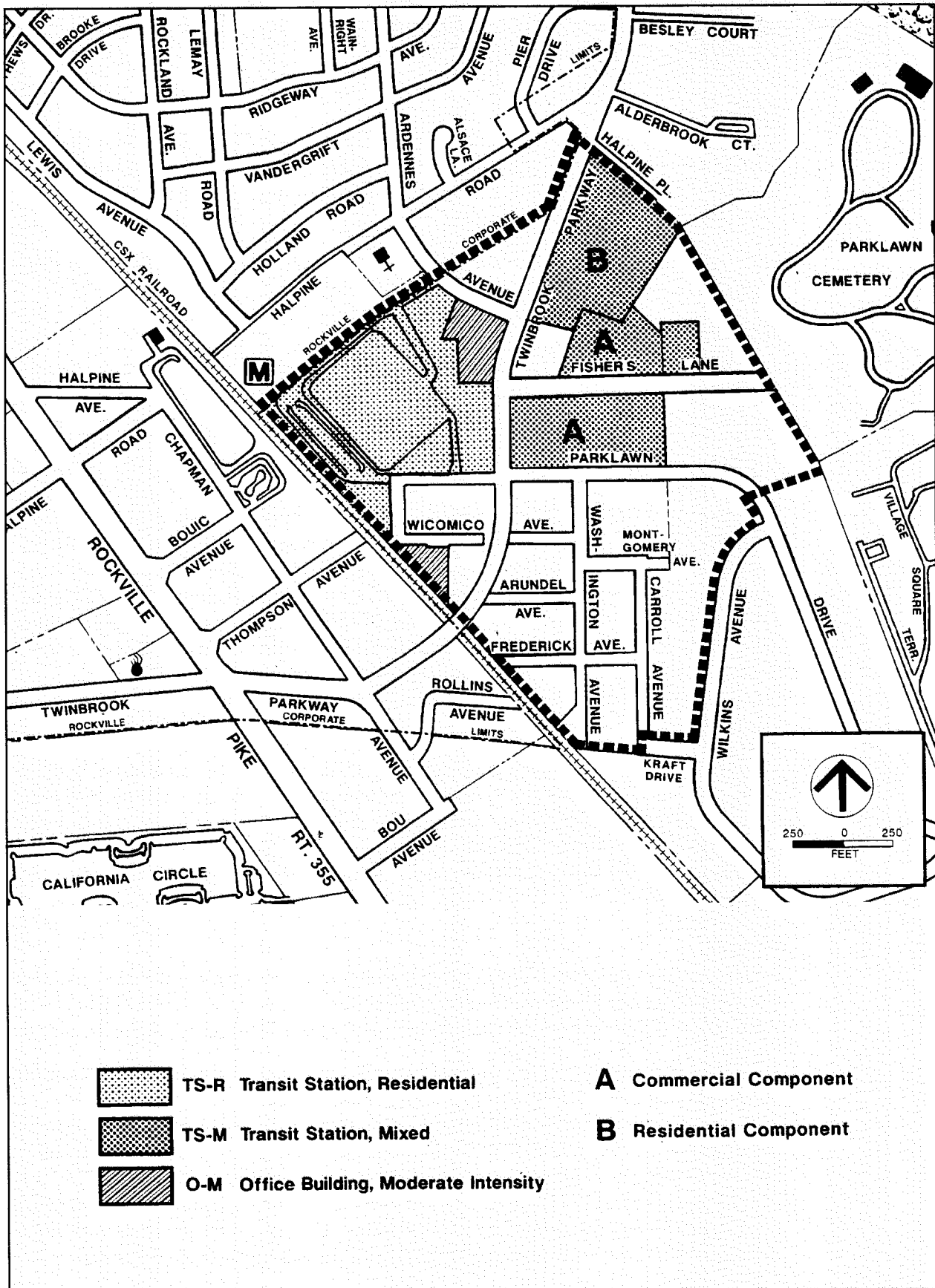


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- | | | | |
|-------------|---|--|-------------------------------------|
| R-90 | R-90 Residential, One-Family | | I-1 Light Industrial |
| | O-M Office Building, Moderate Intensity | | I-4 Low Intensity, Light Industrial |
| C-O | C-O Commercial Office Building | | |

TWINBROOK SECTOR PLAN AREA - PROPOSED FLOATING ZONES

FIGURE 15





Area 2

This area is east of Twinbrook Parkway and generally south of Parklawn Drive. The area retains many of the original residential structures that are now used for small industrial businesses. Light manufacturing, automobile and engine repair, warehouses, and a wide variety of small businesses predominate.

This Plan recommends the I-4 Zone for this area (see Figure 16), and recommends that the area be identified as an Incubator Business District.

Area 3

Area 3 is comprised of the area bounded by Twinbrook Parkway to the west, the Sector Plan boundary to the east, and Parklawn Drive to the south, with the exception of the Parklawn Building area.

This Plan recommends the floating TS-M Zone for most of the area. At a commercial FAR of 1.0, a theoretical maximum additional 483,429 square feet would be generated on redevelopment. The Plan also recommends that the commercial component of any TS-M development be confined to Area A (Figure 15), generating a maximum average FAR on these parcels of 1.84 (as compared with an FAR of 5.16 for the adjacent Parklawn building). Area B (Figure 15) is recommended for the residential component, generating 416 units at 47 units per acre, at a residential FAR of 0.5. Area B is contiguous to existing multi-family R-30 development, and future residential development would provide a transitional step between the R-30 and the TS-R Zone proposed for Area 4. It is recommended that any additional housing units permitted in the TS-M Zone not be located on Area B.

The Plan recommends retaining the I-1 Zone as a base zone in this area, subject to the base development standard of a 42-foot height limit, with the exception of the new U.S. Pharmacopoeia building at the northeast corner of Fishers Lane and Twinbrook Parkway. At an FAR of 1.34, with four levels of underground parking, this property is considered to be built out, and the C-O Zone (Commercial Office) is recommended as the most appropriate zone.

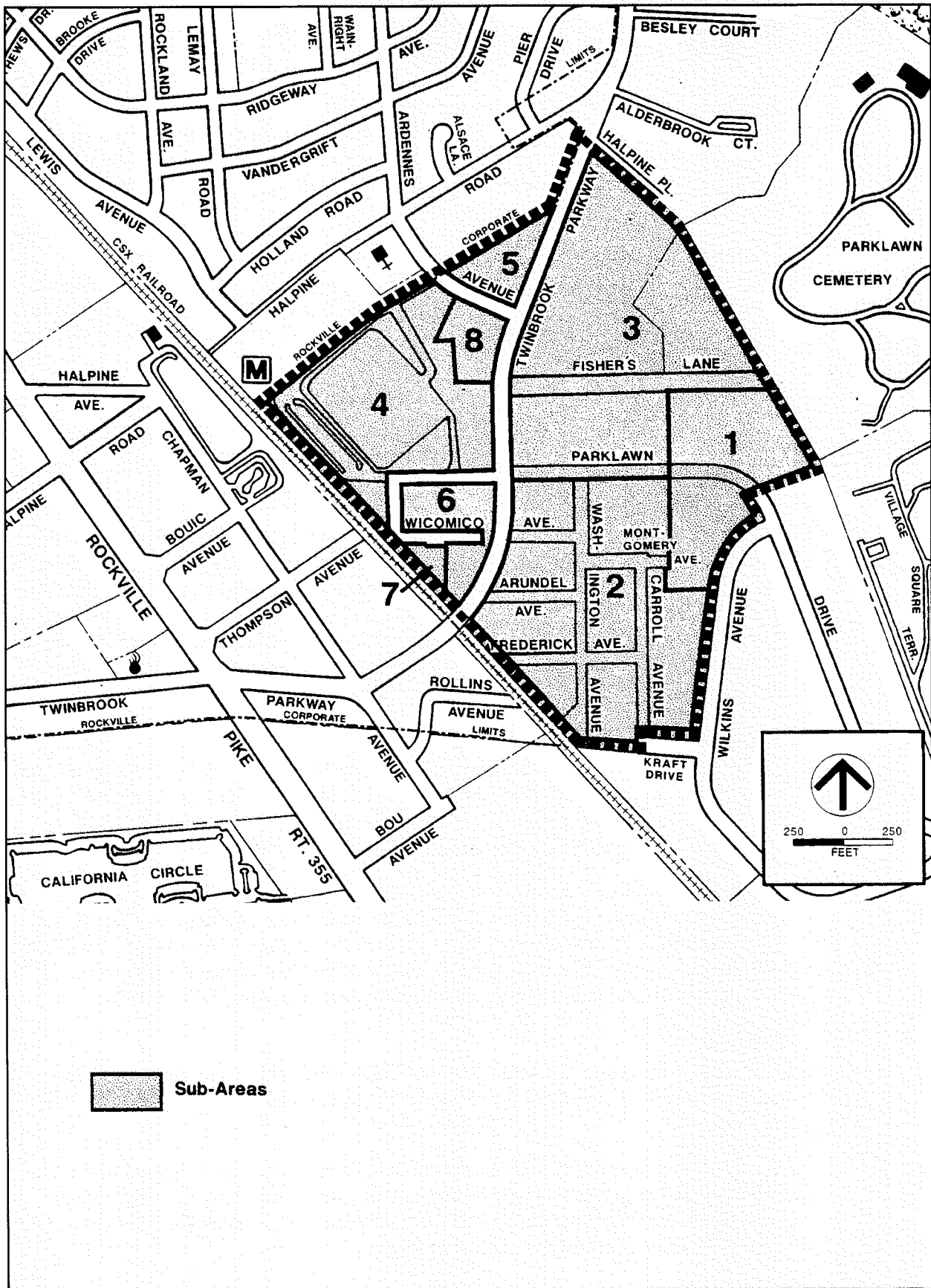
Area 4

Area 4 generally conforms to the Twinbrook Metro station and the portion of its parking lot within the Sector Plan area. The northern portion is currently zoned I-1 (Light Industrial) and the southern portion is zoned O-M (Office Building, Moderate Intensity).

This Plan recommends rezoning the area generally conforming with the WMATA property, with its existing transit station and parking lot, from I-1 (Light Industrial) and O-M (Office Building—Moderate Intensity) to R-90 as a base zone with TS-R (Transit Station-Residential) as a floating zone. The floating zone recommendation can only be applied with the property owner's request and the County Council's approval. Although the TS-R Zone allows a density of 150 dwelling units per acre, this Plan recommends no more than 60 units per acre on this property, with a step-down in height and significant buffering and setbacks in order to ensure compatibility with the existing Twinbrook residential

TWINBROOK SECTOR PLAN SUB-AREAS

FIGURE 16





neighborhood. At 60 units per acre, a maximum of 1101 residential units could be developed, with a maximum FAR of 1.6. Consolidation of Metro parking into a structure would raise the total FAR to approximately 1.9. Structured parking is not counted as FAR for the purposes of calculating zoning density. The development plan for this parcel should also incorporate an urban amenity open space.

The Metro property straddles the City of Rockville corporate boundary. During the development of this site consideration should be given as to whether it might be more appropriate to locate the urban amenity open space and possibly also a child day care center on Metro property within the City.

Area 5

Area 5 is a 3.16-acre, triangular piece of land bounded by Twinbrook Parkway, Ardennes Avenue, and the City of Rockville corporate boundary. A 2.1-acre vacant portion of this area constitutes the only remaining wooded area in the Sector Plan area. Offices, retail businesses and a restaurant are located at the northern end of the site.

This Plan confirms the existing O-M Zone (Office Building, Moderate Intensity) for this area. The vacant property should be developed to protect as many of the existing trees on the site as possible. In order not to adversely affect the adjoining residential neighborhood, it is recommended that future development at this location meet the following criteria: 1) maintain a tree buffer along Ardennes Avenue, 2) maximize the proportion of subsurface parking, 3) set back or terrace any stories above three levels, and 4) screen development from the adjacent residential subdivision.

Area 6

This 2.4-acre area is west of Twinbrook Parkway, south of Parklawn Drive, and north and south of Wicomico Avenue. It is currently zoned O-M (Office Building, Moderate Intensity). Existing land uses in this area include an automobile parking lot, an automobile repair business, a lumberyard, small office buildings, and a restaurant.

This Plan confirms the existing O-M Zone for this area. The Twinbrook Center office development has site plan approval for a 83,500 square-foot building and a separate 271 car garage on a 1.28 acre parcel of land located at the southeast corner of Parklawn Drive at Wicomico Avenue adjacent to the Metro station. A Transit Participation Program Agreement was executed as part of the site plan approval process for this project.

Area 7

This 1.1-acre area abuts the MARC Railroad tracks south of Wicomico Avenue. It is currently zoned I-1 (Light Industrial), and is the location for an automobile repair business.

This Plan recommends the Light Industrial (I-1) Zone as a base for this area, with a floating O-M Zone (Office Building, Moderate Intensity). The application of the O-M Zone would consolidate and round off the O-M Zone in the triangle formed by the Metro tracks, Twinbrook Parkway and Parklawn Drive.

Area 8

This 2.1-acre area is west of Twinbrook Parkway and south of Ardennes Avenue. Existing development includes an Exxon service station and an office building previously occupied by U.S. Pharmacopoeia. The Pharmacopoeia site is a registered “loophole” property. (See section on Loophole Properties.) The existing zoning for this area is I-1 (Light Industrial). A building permit was issued to construct a new three-story building on the Pharmacopoeia site under standard I-1 development criteria, but the project did not proceed to construction and the permit has expired.

The 1978 *Approved and Adopted Twinbrook Sector Plan* recommended the O-M Zone for future development at this location, but retained existing developed properties in the I-1 classification to avoid placing them in a non-conforming category.

This Plan recommends a base zone of I-4 for this sub-area, and recommends a floating O-M Zone. Application of the floating zone is subject to the property owner's request and the approval of the County Council.

3.3 WHITE FLINT SECTOR PLAN AREA

A. PLAN OBJECTIVES

- Develop White Flint as the main urban center of North Bethesda.
- Capitalize on the public investment in the Metro system and encourage its use rather than continued reliance on the automobile.
- Promote mixed-use development near the Metro station to ensure the 24-hour vitality of the area.
- Include a significant transit serviceable residential component within the Sector Plan area.
- Develop policies to ensure a lively pedestrian environment.

B. PLAN RECOMMENDATIONS

- Provide a local circulation alternative to Rockville Pike by extending Chapman Avenue to meet Huff Court (see Figure 55).
- Extend Executive Boulevard east to meet Huff Court.
- Extend the Transit Station Mixed-use Zone (TS-M) to the south and to the west (see Figure 19).
- Consolidate the Transit Station Residential Zone (TS-R) on the west side of Rockville Pike (see Figure 19).



- Extend Wall Local Park to include the parcel to the north.
- Provide an urban amenity open space within the Metro property east of White Flint station.
- Rezone the industrial property east of Nebel to the I-4 (Low-Intensity, Light Industrial) Zone.

C. SUMMARY

White Flint Metro Station, called Nicholson Lane in the 1978 Sector Plan, is located at the northeast corner of Rockville Pike and Marinelli Road. The station is served by a parking lot with a capacity of 1000 cars, located directly opposite the station on the west side of Rockville Pike. A pedestrian tunnel connects the parking facility to the station.

The station constitutes the *raison d'être* for the Sector Plan area, which extends to approximately 200 acres, exclusive of public rights-of-way. One of the major principles underlying the land use provisions of the 1978 Sector Plan was the County's desire to create a mixed-use environment in this particular Sector Plan area. White Flint was envisioned as a unique opportunity, present nowhere else in Montgomery County, to provide new mixed-uses including office, retail, and residential development on vacant land in close proximity to a rapid-rail station.

Ironically, during an intervening period of explosive growth, only a fraction of this vision has been realized. Today, a large proportion of the White Flint Sector Plan land area lies vacant, including the 35 acre parcel on which the Metro station is located.

This Plan recommends that White Flint become the main urban center for North Bethesda and proposes land use, transportation and urban design recommendations accordingly. A loop circulation street system is proposed, to provide additional capacity and an alternative to Rockville Pike for short trips. The loop system is proposed to connect five activity centers (White Flint, Twinbrook, Washington Science Center, Montrose Crossing and Rockville's Metro Performance District). The system would connect two Metro stations and a proposed MARC station and would provide a street grid of small blocks and pedestrian-friendly streets within walking distance of Metro.

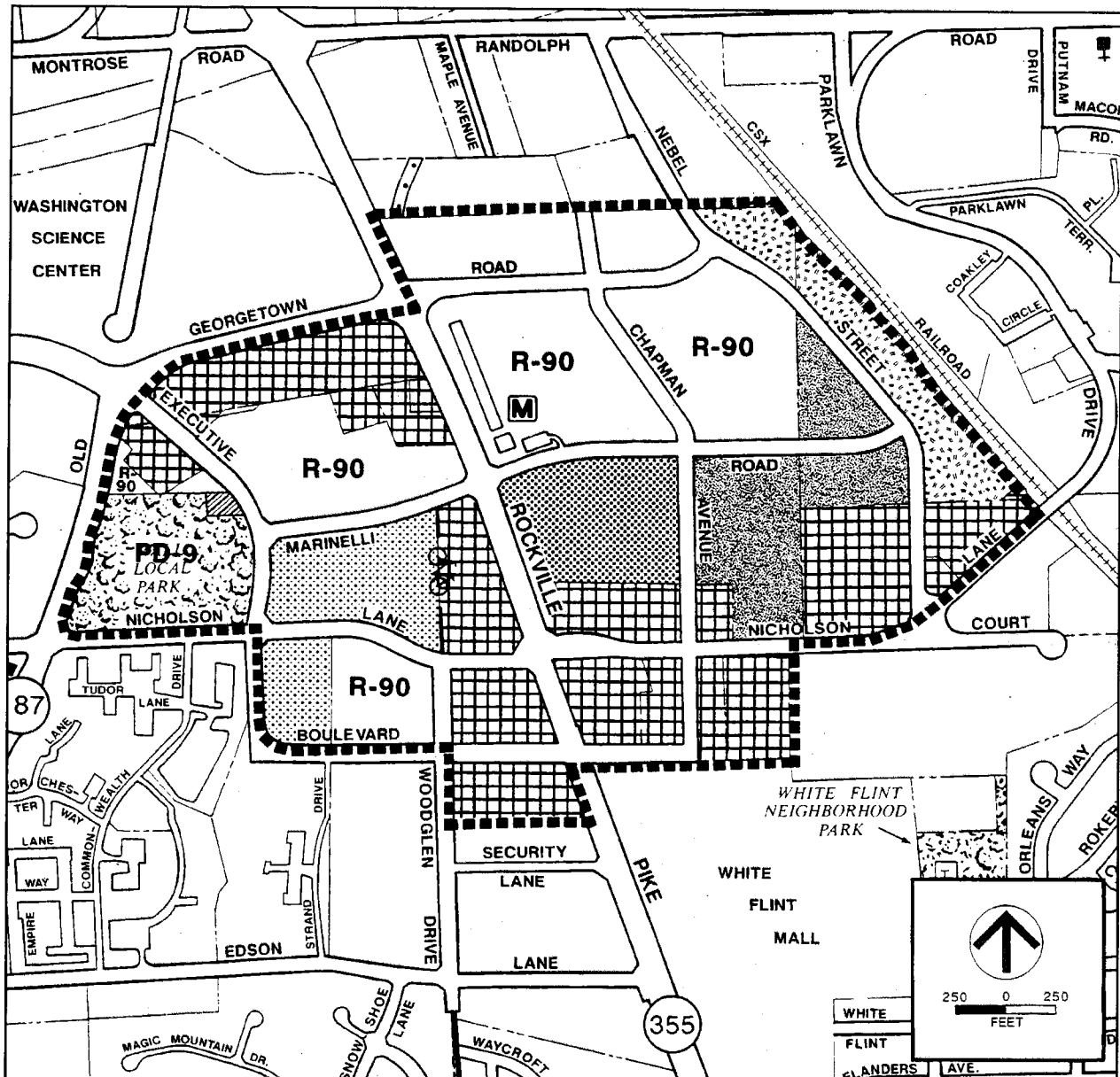
The Plan also recommends a more intensive mixed-use development pattern for White Flint, with the emphasis on employment east of the Pike and housing west of the Pike. The tallest buildings are proposed adjacent to the Pike, stepping down in height to the east and west. It is proposed that the existing Metro parking be consolidated in a structure.

The Plan recommends that Wall Local Park be extended north of the Aquatic Center, and that an urban amenity open space be established east of the Metro station, using the existing 'white flint' rock outcrops as a theme.

FIGURE 17

WHITE FLINT SECTOR PLAN AREA - PROPOSED BASE ZONES

FIGURE 18



R-90 R-90 Residential, One Family

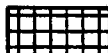
PD-9 PD-9 Planned Development

TS-R TS-R Transit Station, Residential

TS-M TS-M Transit Station, Mixed



O-M Office Building, Moderate Intensity



C-2 General Commercial



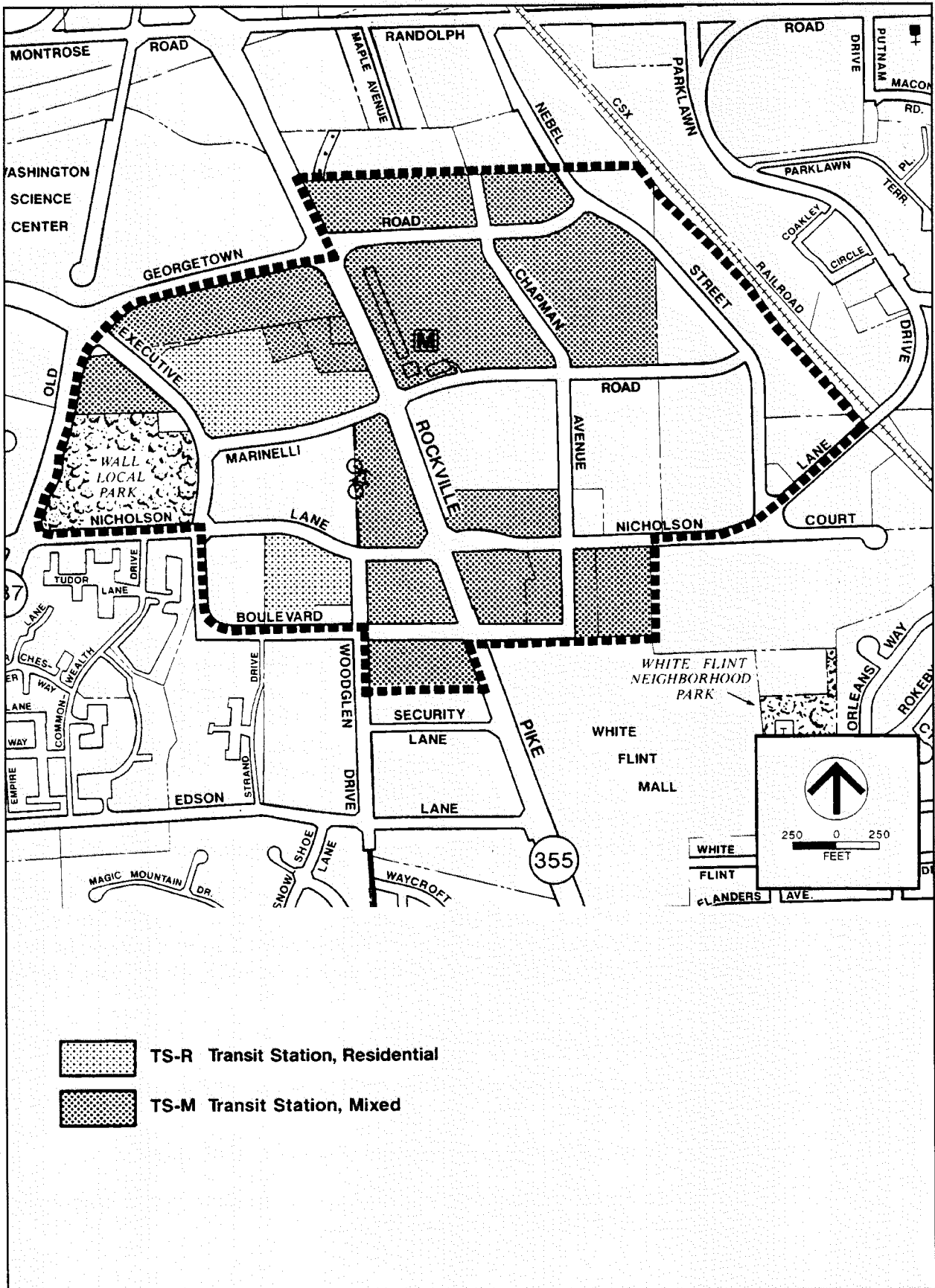
I-1 Light Industrial



I-4 Low Intensity, Light Industrial

WHITE FLINT SECTOR PLAN AREA - PROPOSED FLOATING ZONES

FIGURE 19





D. EXISTING CONDITIONS

The White Flint Sector Plan area extends to Old Georgetown Road on the west, the MARC railroad tracks on the east, the Forum apartment building on the north, and the White Flint Mall on the south.

The Sector Plan area is bisected by two major highways, Rockville Pike in a north/south direction, and Nicholson Lane in an east/west direction. The continued growth of east/west traffic will create a demand for peak hour trips that will exceed the capacity of the current intersection of these two highways.

Within the Sector Plan area, the 35-acre WMATA parcel and the 10-acre Montouri parcel comprise one of the largest areas of undeveloped land around a Metro station anywhere in Montgomery County.

Existing land uses within the Sector Plan area include an eclectic mix of office, retail, industrial, and high rise residential. There are 4,800 jobs and 179 dwelling units currently within the Sector Plan area. The development pipeline will raise the numbers to 5,136 jobs and 1,134 dwelling units. Public facilities include the Aquatic Center and Wall Local Park, the Metrorail facilities, a 15-acre Metrobus facility and the Montgomery County Pre-Release Center on Nebel Street.

E. LAND USE AND ZONING RECOMMENDATIONS

This Plan's recommendations for the White Flint Sector Plan area are shown on Figures 18 and 19. In *all* instances where TS-M is recommended, it is to be limited to a 2.0 FAR, with a maximum cap to be allowed only if any increase between 2.0 and 2.4 is all residential and includes at least 50 percent affordable housing. The proportions of commercial to residential uses up to 2.0 FAR shall be as follows: FAR up to 1.5, two-thirds commercial and one-third residential (maximum 1.0 FAR commercial and 0.5 residential); between FAR 1.5 and 2.0, additional density above base 1.0 FAR commercial must be residential (maximum 1.0 FAR commercial and 1.0 FAR residential).

In order to provide flexibility to meet other County-wide goals, the County Council may permit, in its decision approving a local map amendment application, up to a 2.0 commercial FAR for TS-M properties in the White Flint Sector Plan area. In order for the Council to approve over a 1.0 FAR, an applicant must establish that the following criteria are met.

1. That the parcel is a greater than 6 acres;
2. That between a 1.0 and a 2.0 commercial FAR is necessary for an identified employment user;
3. That 1.0 FAR of residential development must be provided on-site;
4. That the employer shall provide and fund a traffic mitigation plan to mitigate all generated trips above a 1.0 commercial FAR.

The following sub-areas are depicted in Figure 20.

Area 1

This area is bounded by Old Georgetown Road, Nicholson Lane and Executive Boulevard. It includes Wall Local Park, and the Aquatic Center, in an 11.70 acre parcel zoned PD-9. A small property extending to 0.43 acres and zoned O-M (Office Building, Moderate Intensity) fronts Executive Boulevard north of the Aquatic Center access. This property was the subject of a Sector Plan amendment in 1987 adjusting the boundary of Wall Park to provide for a property exchange in lieu of public purchase.

North of both parcels is an area of 3.32 acres in the R-90 (Residential, One-family) and C-2 (General Commercial) zones, currently used as a parking lot for the car dealership in the same ownership to the east of Executive Boulevard.

This Plan recommends the floating TS-M (Transit Station-Mixed Use) Zone for the 3.32 acres. The Plan further recommends that the parcel be dedicated to public use as an extension of Wall Local Park. This dedicated area should be indicated as part of the TS-M zoning application and development plan for this area and the area east of Executive Boulevard (See 2 below). The Plan recommends that the density should be transferred from the parcel north of Wall Park to the property adjacent to the Pike and White Flint Metro station. This concept may require a zoning text amendment.

Area 2

This area is bounded by Old Georgetown Road, Executive Boulevard, Marinelli and Rockville Pike. The southern portion of the area consists of a 12-acre Metro parking lot zoned R-90. The northern portion includes low density development, including two car dealerships, three restaurants, a realtor's office, a bank, and stores for furniture rental and stereo equipment. All of the above property is in the C-2 (General Commercial) Zone. A zoning case has been pending since 1985 requesting the TS-M Zone for approximately 2 acres of this property.

This Plan recommends the floating TS-R (Transit Station Residential) Zone at a maximum of 70 units per acre for the Metro parking lot. This compares with the approximately 75 units per acre pertaining to the adjacent Wisconsin condominium, also zoned TS-R.

The existing WMATA parking lot is an appropriate location for a conference center/hotel complex. Factors such as coverage, building height and amenity open space should be reviewed in the zoning, mandatory referral, and site plan review processes for compatibility with adjacent existing and future residential development. It is anticipated that the proposed conference center will be publicly-owned and will be approximately 100,000 gross square feet in size, expandable to around 190,000 gsf; and that the associated hotel will be privately-owned and will consist of approximately 225 rooms with possibility of expansion to around 450.

The Plan further recommends the floating TS-M Zone for the C-2 zoned property in this sub-area. As noted in 1, above, it is recommended that the density from the 3.32-acre parcel west of Executive Boulevard be transferred to the above C-2 zoned property.



Area 3

This area is bounded by Executive Boulevard, Nicholson Lane, Rockville Pike and Marinelli Road. The west portion of this area consists of a 9.72-acre parcel, zoned TS-R, on which the construction of 755 condominiums has been approved. Construction is underway, with 203 units scheduled for completion by mid-1992. The east portion of the area is zoned C-2 (General Commercial) and includes a fast food restaurant, a recently completed 2-story strip shopping mall extending to 65,000 square feet, and a bookstore which draws customers from a wide area.

This Plan recommends the floating TS-M Zone for the commercial area wedged between the TS-R zoned Wisconsin condominium property and Rockville Pike.

Area 4

This area is bounded by Nicholson Lane, Executive Boulevard and Woodglen Drive. The Fallswood condominium, with 179 units, and zoned TS-R, constitutes the west portion of this area. The east portion consists of the 5.24-acre Luttrell parcel, zoned R-90 and used as a parking lot by way of special exception. A WSSC tower takes up 0.72 acres in the south east corner of the parcel. The south boundary of the parcel is formed by Executive Boulevard which is currently being extended from its present terminus at Strand Drive, to connect with Woodglen Drive.

This Plan recommends the floating TS-R Zone for the Luttrell parcel at a maximum density of 70 units per acre. This proposal would consolidate a solid block of transit station residential zoning north and east of Executive Boulevard.

Area 5

This area is bounded by Rockville Pike, Nicholson Lane, Woodglen Drive, and the proposed extension of Executive Boulevard. The area is currently zoned C-2 (General Commercial) and contains a gas station, the North Bethesda Office Park with some ancillary ground floor retail, and the Office of Nuclear Regulatory Research.

This Plan recommends the floating TS-M Zone for this area.

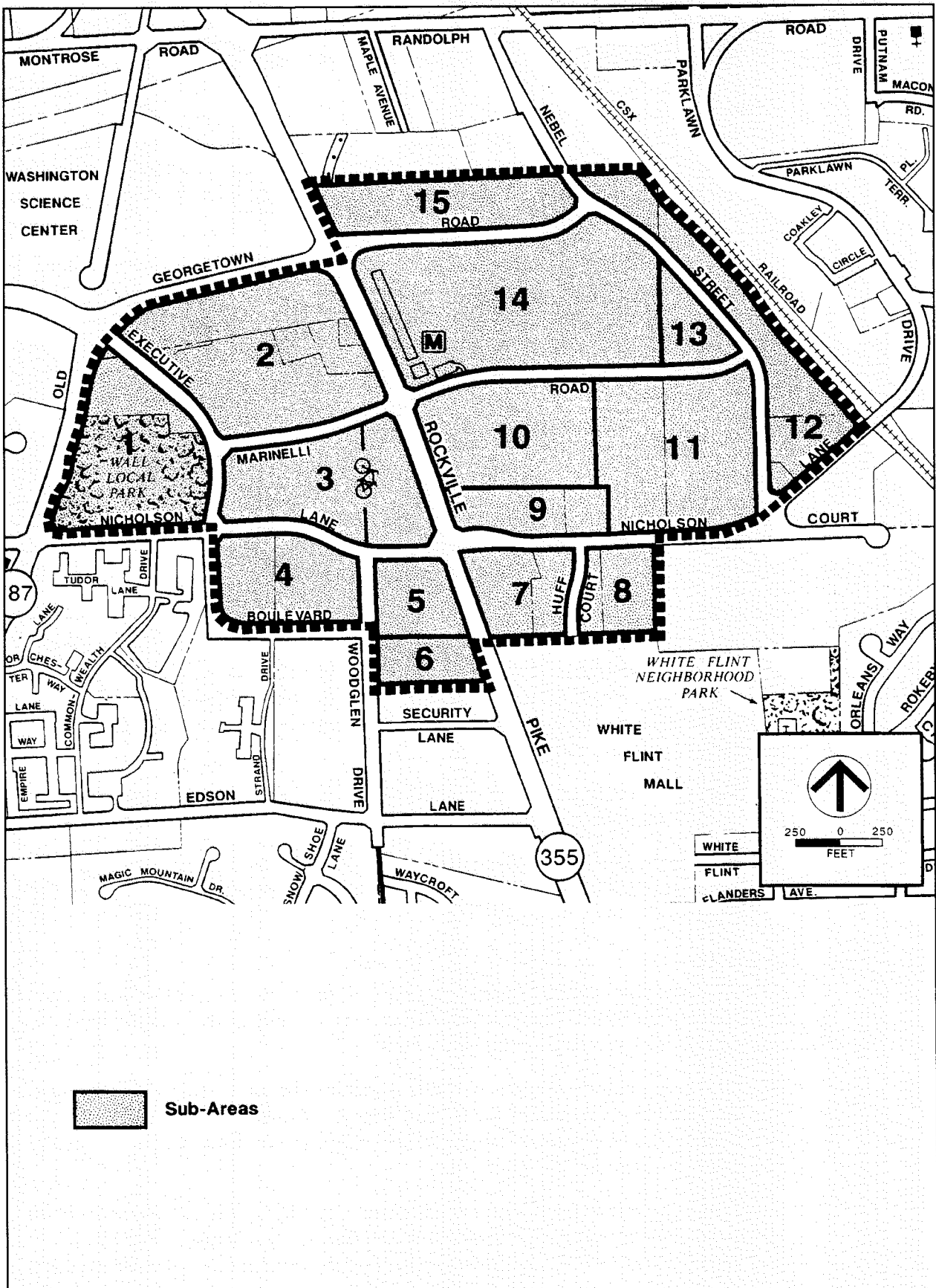
Area 6

This area is bounded by Rockville Pike, the proposed extension of Executive Boulevard, Woodglen Drive and the C-0 (Commercial Office) zoned property on the north side of Security Lane. The Colonial Manor Motel and an attached bank are located in this area, which is zoned C-2 (General Commercial).

This Plan recommends that Executive Boulevard be extended to cross Rockville Pike and connect with Huff Court. The extension would require acquisition or dedication of part of the Colonial Manor property, and would entail demolition. However, the remainder of the property would have additional road frontage and improved visibility. The Plan recommends the floating TS-M (Transit Station - Mixed Use) Zone for this area.

WHITE FLINT SECTOR PLAN SUB-AREAS

FIGURE 20





Area 7

This area is bounded by Rockville Pike, Nicholson Lane, Huff Court and the proposed extension of Executive Boulevard. The area is currently zoned C-2 (General Commercial) and contains a gas station, car dealership, fast food outlet, carpet store, two electronics stores and a vacant office building.

This Plan recommends the floating TS-M Zone for this key area. The Plan also recommends a text amendment to the TS-M Zone that would permit cars to be displayed for sale in the same fashion as other retail goods. The Plan envisions that car storage and service would occur a short distance away, at the northwest quadrant of Nicholson Lane and Nebel Street. Members of the public wishing to purchase or service a vehicle would be within a short shuttle trip, or walk, to Metro.

Area 8

This area is bounded by Huff Court, Nicholson Lane, White Flint Plaza and White Flint Mall. The area is zoned C-2 (General Commercial) and contains Bioscience Laboratories, the four-story Nicholson Research Center and a two-story office building on Huff Court.

This Plan recommends the floating TS-M (Transit Station - Mixed Use) Zone for this area.

Area 9

This area is bounded by Rockville Pike, Nicholson Lane, the White Flint North property and the Metro bus garage. The area is zoned C-2 (General Commercial) and contains a mix of land uses including auto related uses, a plumbing and industrial air conditioning business, a tailor, printer, hair salon, dance studio, restaurant, and a retail strip of approximately 20,000 square feet.

This Plan recommends that improvements to the local circulation system bisect this area (Figure 55). No buildings are presently constructed within the proposed right-of-way.

The Plan further recommends that the area east of the proposed extension of Huff Court remain zoned C-2. For the property to the west, the Plan recommends the floating TS-M Zone.

Area 10

This area constitutes the 12.25 acre White Flint north site, zoned TS-M. It is bounded by Rockville Pike, Marinelli Road, the WMATA bus maintenance facility and the general commercial development described in 9 above.

The site consists of three lots, one of which is occupied by the existing 310,000 square foot office building occupied by the Nuclear Regulatory Commission. Phase 2 of the White Flint North development has received site plan approval and includes 375,400 square feet of office and 200 apartments.

This Plan recommends that the extension of Huff Court follow the east boundary of the White Flint North property. This will not be achieved easily. At present, along the boundary with the WMATA bus garage, in a slope easement in favor of WMATA, there

exists a rip-rapped embankment, sloping towards the WMATA property and flanked by fences along the top and toe of the slope.

This Plan recommends no change in zoning for this property.

Area 11

This area is bounded by Nicholson Lane, Nebel Street, Marinelli Road, the proposed extension to Chapman Avenue and the general commercial area described in 9 above.

The area includes the Metrobus facility, a door supplier, racquetball courts, and the Nebel Office Center in the I-1 (Light Industrial) Zone and a car dealership in the C-2 (General Commercial) Zone.

In order to preserve land for light industrial purposes, this Plan recommends retaining the existing I-1 zoning in this area.

The Plan also recommends retaining the existing C-2 zoning as a base zone on the 3.58-acre property in the northwest quadrant of the intersection of Nicholson Lane and Nebel Street, with a floating zone of C-3 (Highway Commercial). Currently the location of a car dealership, this property may be appropriate for the consolidation of automobile-related services—such as auto repair, new and used car sales, part sales and similar services combined with other automobile-related office and retail uses—for a full service urban automobile mall. The Plan recommends a Zoning Text Amendment to permit a height limit waiver for a specific use (auto mall) within the C-3 Zone.

Area 12

This area is bounded by Nebel Street, Nicholson Lane, the MARC railroad and the north boundary of the Sector Plan. The south portion of this area is zoned C-2 (General Commercial) and consists of a strip center including a 7-11 store, a bakery, hair salon, restaurant and fabric store.

To the north is property zoned I-1 (Light Industrial) in three parcels—the Montgomery County Pre-Release Center, a utility company, and a vacant parcel.

The Plan recommends that the existing C-2 zoning in this area be confirmed and that the I-1 (Light Industrial) Zone be rezoned to I-4 (Low Intensity, Light Industrial).

Area 13

This area is bounded by Nebel Street to the north and east, Marinelli Road to the south, and the WMATA property to the west. The area includes an insurance office at an FAR of 0.21, and printing, heating and air conditioning businesses.

This Plan recommends confirming the existing I-1 Zone.

Area 14

This area is bounded by Marinelli Road, Rockville Pike, Old Georgetown Road and the industrial area described in sub-area 13 above. The land is zoned R-90 and extends to 35 acres. The property includes the White Flint Metro Station and is otherwise vacant. It is



the largest and most significant parcel within the Sector Plan area. With the exception of a small parcel of 7,400 square feet in the extreme northeast, the entire property is owned by WMATA.

The 1978 Sector Plan recommended the floating TS-M (Transit Station-Mixed Use) Zone for this parcel. In 1981, a preliminary plan was filed for two office structures near Rockville Pike and Marinelli Road, a 350 room hotel at the northwest corner of the property, and a total of 732 condominium units on the eastern portion of the property, including 82 MPDU's. The proposed FAR was approximately 1.6. The project has been held in limbo for a decade because of traffic capacity constraints, highlighting an inconsistency with the purpose for which Metro was created, and an inconsistency with the purpose for which the TS-M Zone was designated.

This Plan recommends that the floating TS-M Zone be confirmed for this property. The Plan also recommends that Huff Court be extended to bisect the parcel and proposes a system of pedestrian-friendly local streets to subdivide the area. (See Urban Design Chapter.) The Plan recommends that an urban amenity open space be established within this parcel, using the existing "white flint" rock outcrops as a theme.

Area 15

This area is bounded by Rockville Pike, Old Georgetown Road, Nebel Street, and the north boundary of the Sector Plan area. The property is zoned R-90, and extends to 10.3 acres. It has not been subdivided.

With the exception of an outdoor nursery and sales located at the west end of the property under a temporary lease, and an abandoned barn, the property is undeveloped. The 1978 Sector Plan recommended the floating TS-M (Transit Station-Mixed Use) Zone for this significant parcel.

This Plan recommends that the floating TS-M Zone be confirmed for this property.

3.4 GROSVENOR SECTOR PLAN AREA

A. PLAN OBJECTIVES

- Develop Grosvenor as a transit serviceable residential district, ensuring compatibility with the adjacent Stoneybrook and Parkside communities.
- Support convenience retail at the shared Metro/transitway station to serve both local residents and commuters.
- Develop policies to protect green space on both sides of Rockville Pike.
- Provide for development of cultural facilities.

B. PLAN RECOMMENDATIONS

- Support development in the Planned Development Zone on the Grosvenor Metro property.
- Support expansion and development of a cultural arts campus at the Strathmore Hall Arts Center.
- Support retaining open space on the Georgetown Preparatory School property by recommending that any future residential development be constrained to the portion of the site within the Sector Plan area.
- Support evaluation of the Georgetown Prep school building to determine its value as a historic resource.

C. SUMMARY

This Plan confirms the recommendations of the 1978 Grosvenor Sector Plan calling for predominantly residential development around the Grosvenor Metro station. It attempts to preserve and extend the existing multi-family residential and institutional character of the area. The Plan supplements and augments the existing residential character of the Grosvenor district. Any new development in the Sector Plan area should be compatible with existing residential development. Ancillary retail development is recommended within the residential development to be located on the WMATA property.

Grosvenor is almost exclusively a residential area, forming a readily identifiable gateway to Rockville Pike. This residential enclave is almost surrounded by open spaces created by Rock Creek Regional Park and major institutional land uses. Located at the southern terminus of Rockville Pike, Grosvenor has the potential to evolve into a major landmark.

D. EXISTING CONDITIONS

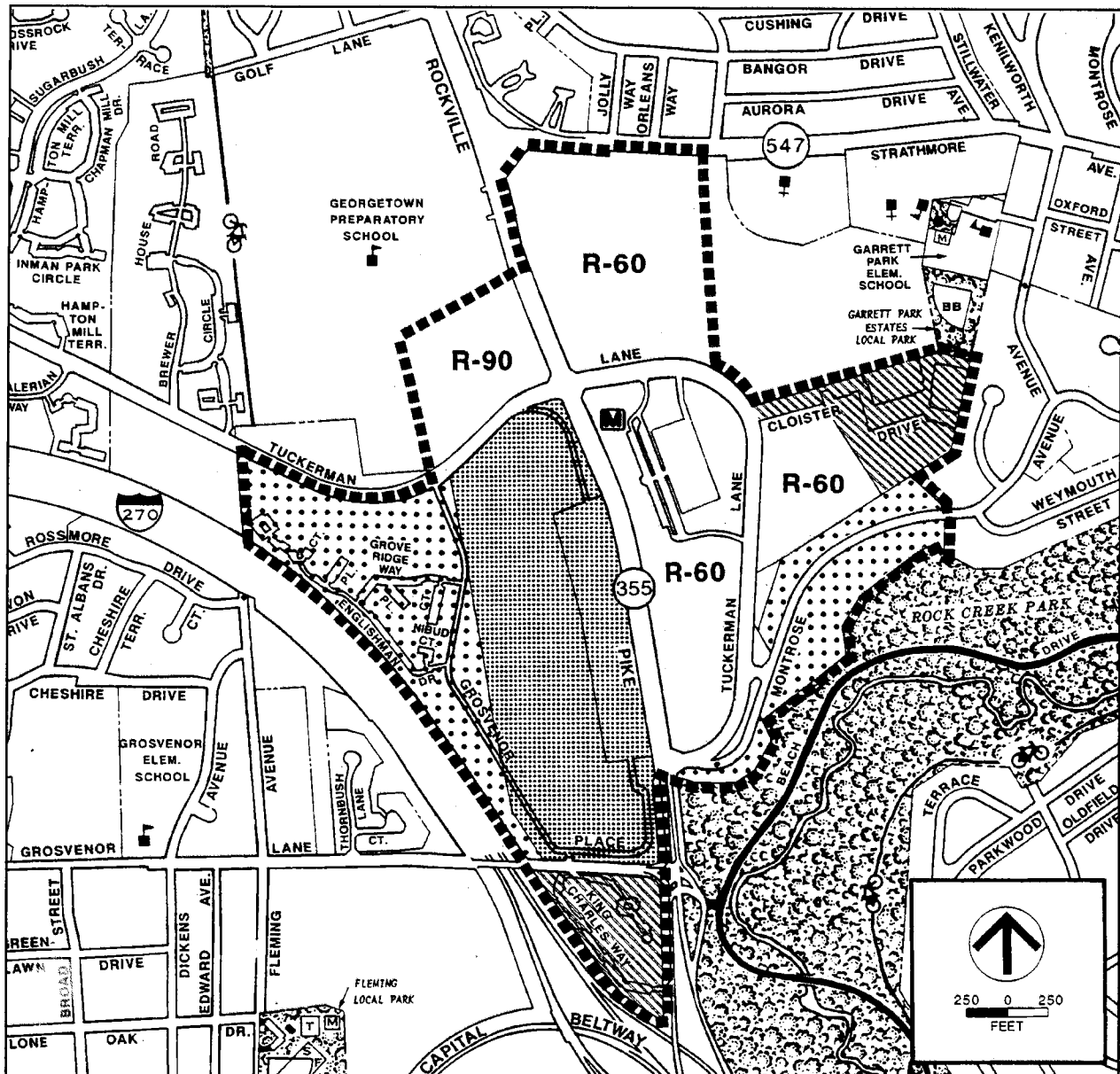
The area encompassed by the Grosvenor Sector Plan is generally within a 2,000-foot radius of the entrance to the Grosvenor Metro station. The area extends approximately to the Beltway on the south, I-270 on the west, Georgetown Preparatory School and the American Speech, Language and Hearing Association on the north, and Rock Creek Park and the Stoneybrook and Parkside communities on the east. It encompasses approximately 215 acres, exclusive of public rights-of-way, with 105 acres on the east side of Rockville Pike and 110 acres on the west.

The Grosvenor Sector Plan area is bisected in a north-south direction by Rockville Pike, a six lane divided highway with median strip, curbs, gutters, and sidewalks. It is an extension of Wisconsin Avenue and a major artery to downtown Washington, D.C.

Existing land uses are predominantly residential and institutional. The existing zoning pattern is residential, ranging in density from four units per acre to 43.5 units per acre (see Figure 21).

GROSVENOR SECTOR PLAN AREA - EXISTING ZONING

FIGURE 21

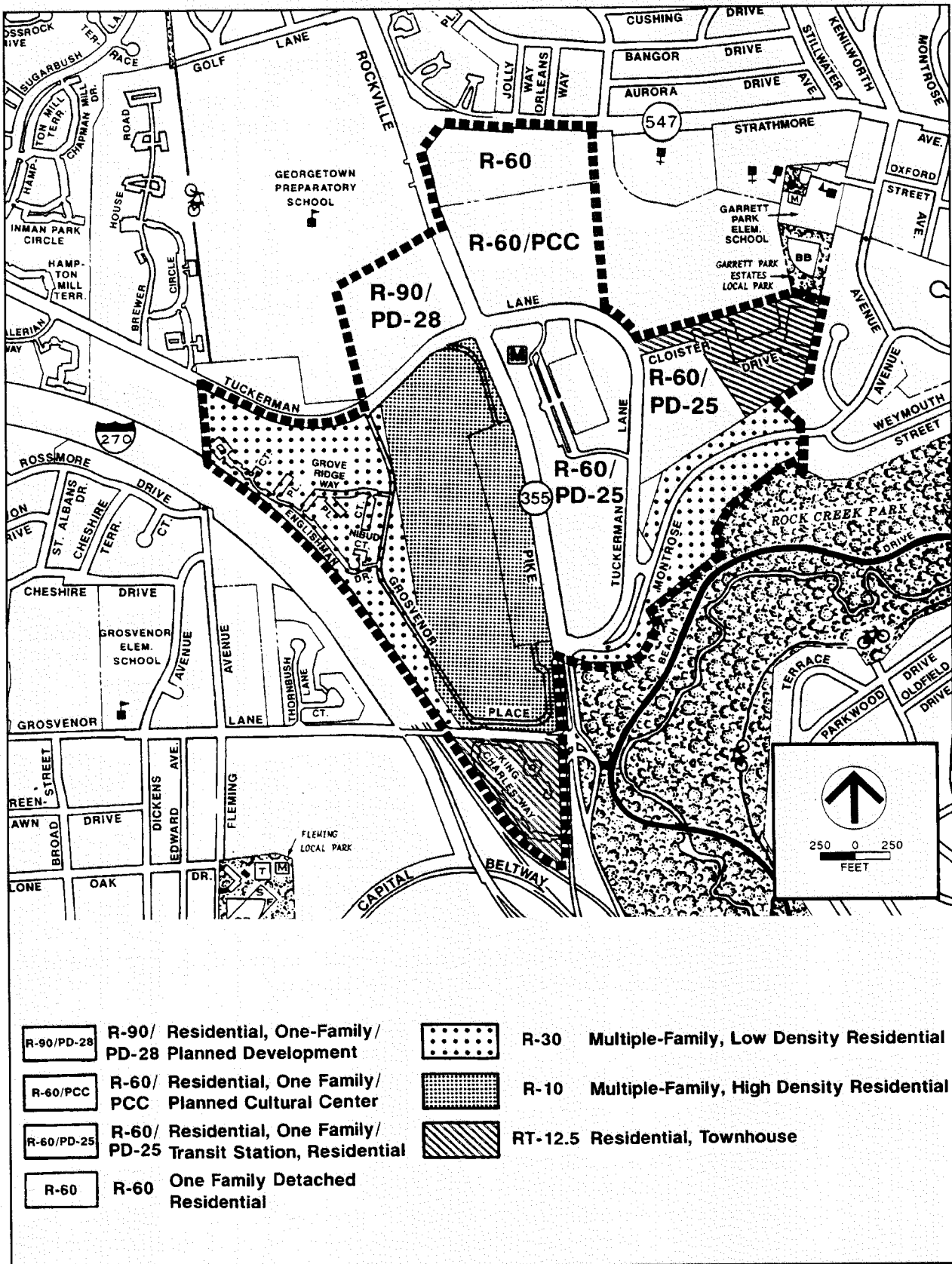


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- | | | | |
|--|--|--|--------------------------------|
| | R-90 Residential, One-Family | | RT-12.5 Residential, Townhouse |
| | R-60 Residential, One-Family | | |
| | R-30 Multiple-Family, Low-Density Residential | | |
| | R-10 Multiple-Family, High-Density Residential | | |

GROSVENOR SECTOR PLAN AREA - PROPOSED BASE/FLOATING ZONES

FIGURE 22





E. LAND USE AND ZONING RECOMMENDATIONS

The Sector Plan area has been divided into eight areas for the purposes of this Master Plan analysis. (See Figure 23.) Land use and zoning recommendations for these eight areas are as follows:

Area 1

WMATA/Grosvenor

This 45 acre parcel, located on the east side of Rockville Pike, is the site of the Grosvenor Metrorail station, a station on the Red Line with service from Shady Grove via downtown Washington, D.C., to Wheaton.

Tuckerman Lane, which provides direct access, traverses the property, and the existing Stoneybrook and Parkside communities abut it to the east and south respectively. Strathmore Hall (see Community Facilities chapter) lies to the north on the opposite side of Tuckerman Lane. The existing Grosvenor garden and high-rise apartments are on the opposite side of Rockville Pike. The existing zoning on the WMATA property is R-60 (single-family residential, medium density). The Zoning Plan in the 1978 Grosvenor Sector Plan shows an R-60 base zone, with a floating zone designation for either TS-R (Transit Station-Residential) or equivalent P-D (Planned Development) zoning.

WMATA does not directly develop land on its own. It offers the building rights to private developers and proceeds with "joint" (WMATA and the private developer) development. WMATA is currently considering inviting joint development proposals involving the integration of the existing transit facilities with a residential development project.

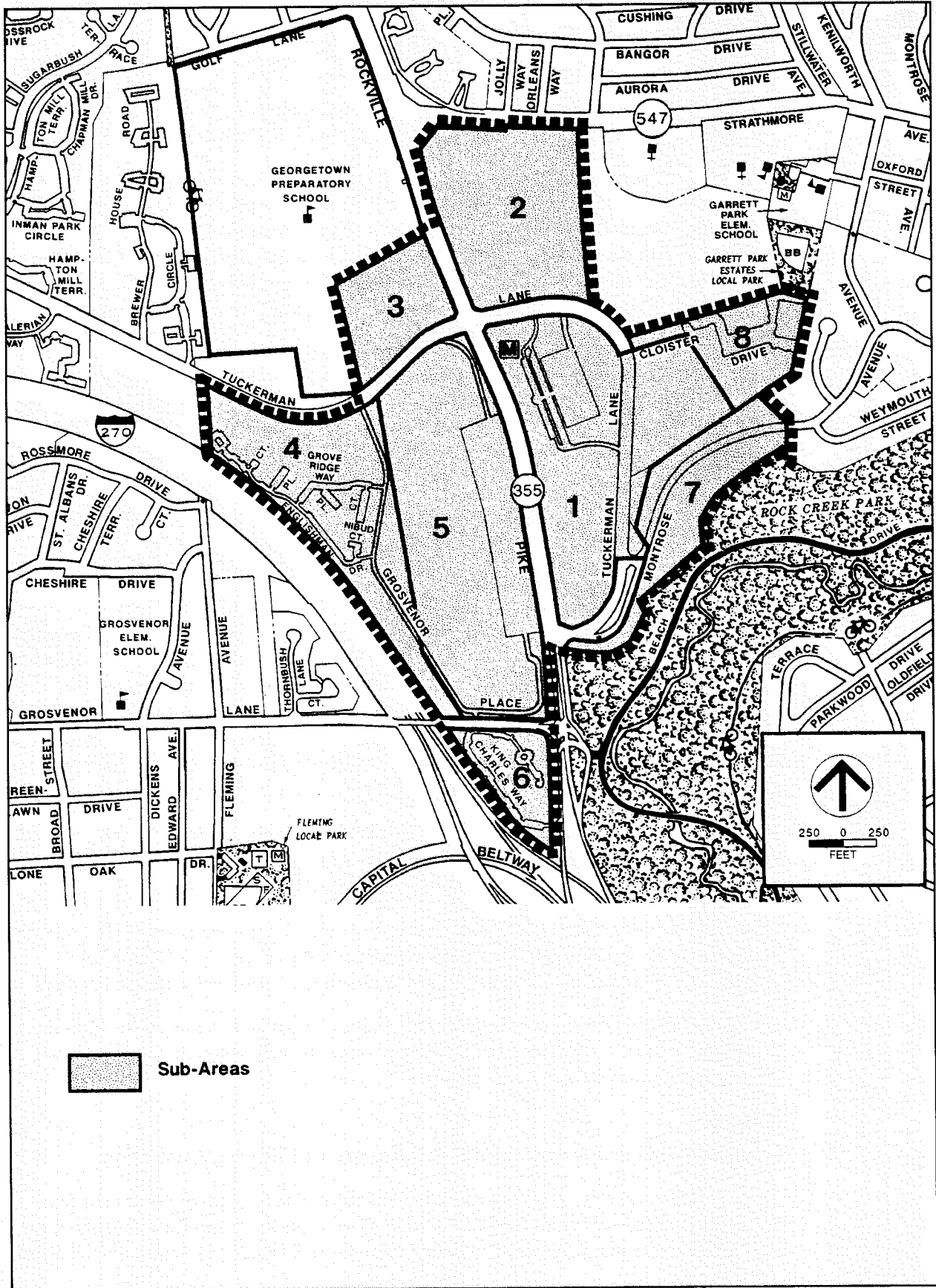
The land use and zoning recommendations are based on the premise that relatively high density residential development, compatible with existing development in the Grosvenor Sector Plan area, will encourage use of the Metro system, as well as provide a suitable living environment for people in the down-County area. Therefore, the most intensive development is recommended at the center of the Sector Plan area, in close proximity to the Metro station itself. The least intensive development is recommended for the part of the property lying to the east of Tuckerman Lane because it is at a greater distance from the Metro station entrance and has environmental and compatibility constraints.

The purpose of the Plan's recommendations is two-fold: to provide additional housing in the Planning Area and to expand potential Metro ridership.

The Plan recommends retaining the existing R-60 zoning as a base zone with PD-25 as a floating zone. The total number of residential units to be developed under the PD-25 Zone should be limited to a maximum of 1,403 units including MPDU's. The maximum number of units on the east side of Tuckerman Lane should be limited to 100, and these units should be situated in the southwest corner of this portion of the site, south of the stream. No units should be built north of the stream. At the time of zoning and site plan review, some or all the units may be shifted from the east to the west side of Tuckerman in order to satisfy environmental or compatibility constraints. The Plan recommends waiving the percentage requirements for single and multi-family units for development in the PD

GROSVENOR SECTOR PLAN SUB-AREAS

FIGURE 23





Zone for this property in order to respond to the constraints on the environmentally sensitive portion of the property located on the east side of Tuckerman Lane.

Potential noise and vibration impacts on future development on these parcels must be addressed at the time of zoning (development plan) and site plan review because of their proximity to Rockville Pike, the Metro station, and the elevated section of the subway tracks. Proposed development on these parcels should incorporate noise reduction and vibration control measures in both site and building design so that acceptable noise and vibration levels are achieved in interior living spaces and any outdoor use areas.

Future development of the east side of Tuckerman Lane should include buffering and screening between this parcel and the existing Parkside and Stoneybrook communities, with a minimum building setback of 100 feet, and with building heights stepping down from the north to the south and east towards the existing Parkside and Stoneybrook communities. Building height should be limited to four stories and factors such as shadow effect, area coverage, amenity open space, buffering and screening should be reviewed in the site plan approval process for compatibility with adjacent neighborhoods. Garden apartments and similar configurations are the appropriate housing type. Standard townhouses will not achieve the density with the environmental constraints and are unlikely to be approved for the parcel.

Measures should be taken to protect all residential communities in this area, both existing and new, from commuter parking overflow. The maximum number of trees and under-story should be preserved, particularly in the buffer areas, the stream valley and the panhandle area east of Tuckerman Lane and north of Montrose Avenue. The stream valley buffer should have a minimum width of 200 feet. Responsibility for maintenance of the major open spaces should be shared with the residential units west of Tuckerman unless dedicated for public use.

The development plan for this area should include an urban amenity open space, possibly incorporating an existing tree stand. The location and design of this amenity open space should be determined as part of the development process.

The Grosvenor Metro station is approximately two miles from Rock Spring Park and 2.5 miles from Montgomery Mall. A transitway connection from the Metro station to Montgomery Mall via Rock Spring Park is recommended. (See Transportation chapter.)

The Metro board of directors recently voted to consider day-care centers to be built on WMATA's property at Metro stations. This Plan supports the Grosvenor station as a location for a future child day care facility.

Area 2

Strathmore Hall and American Speech, Language and Hearing Association

Area 2 is approximately 30 acres in size. Its boundaries are Strathmore Avenue to the north, Tuckerman Lane to the south, Rockville Pike to the west, and the Academy of the Holy Cross to the east. Two major institutional uses are located here: Strathmore Hall, the

former Corby Mansion, now owned by the County (see Historic Resources section), and the American Speech, Language and Hearing Association (ASHA). The existing zoning is R-60 (single-family residential, medium density).

The ASHA building is located on 19 acres of land at the northern end of the site. This building was developed under two special exceptions, one granted in 1978 and a modification granted in 1989. The ASHA building and parking lot take up approximately 9 acres.

The Strathmore Hall Arts Center, which lies to the south, has a long range plan for development of a County cultural arts campus at this location. Existing facilities include the 1914 mansion, an outdoor pavilion and a stage. Long-range plans include the addition of a 700-seat music hall, a 1500-seat concert hall, a formal greensward for large outdoor festivals, and a museum. Realizing these goals would require acquisition of the ten adjacent acres of the ASHA property. The Approved and Adopted Grosvenor Sector Plan of 1978 recommended a County Performing Arts/Civic Center using the southern half of the ASHA property.

The Plan recommends that the existing base zone of R-60 be confirmed for the entire area. The Strathmore Hall property is suitable for an application for the PCC (Planned Cultural Center) Zone, and any portion of the ASHA property eventually acquired by Strathmore Hall would also be appropriate for the PCC Zone.

A development plan for the PCC Zone should not include an inn as a supplemental use because it would not be appropriate at this location due to traffic and other factors.

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Area 3

Georgetown Preparatory School

The Georgetown Preparatory School is a private school for boys with an enrollment of 400 students, situated on 92.59 acres of land at Rockville Pike and Tuckerman Lane. A nine-hole private golf course provides an open space vista from Rockville Pike. The school was founded in 1789 and is the oldest Catholic high school for boys in the United States. The school moved to its present location in 1919.

The Georgetown Prep site is one of the last large open spaces in the Planning Area. It is linked to the opposite side of Rockville Pike by existing open space at Strathmore Hall. This open space provides recreational opportunities for the school as well as visual relief from the other more intense uses along Rockville Pike.

The school's administrators have expressed a desire to continue to operate the school at its present location for the foreseeable future, and would like to expand their facilities to include a new 500-seat theater/auditorium, six classrooms, and offices for faculty and extra-curricular activities.

The Plan's land use recommendation for this site is institutional. Objectives for this site are (1) to maintain the use of the school and to support reasonable future renovation and expansion, (2) to maintain as much of the site's existing open space as possible, and (3) to



confine any future residential development on the site to the area within the Sector Plan boundary and thus in close proximity to the Grosvenor Metro station. These objectives would be implemented at the time of development plan review.

The Plan recommends retaining R-90 (single family residential) as the base zone for this property. In order to encourage retention of the school and its environmental setting, it is recommended that PD-28 zoning be applied to 15 acres generally conforming to the area within the Sector Plan boundary. It is recommended that the following development plan guidelines be applied to this site:

1. Provide convenient pedestrian access to Metro.
2. If feasible, provide vehicular access from Tuckerman Lane.
3. Restrict residential development under the PD-28 Zone, which is a floating zone, to 15 acres more or less conforming to the 15 acres of the site within the Grosvenor Sector Plan boundary. The exact configuration of the 15 acres to which the PD-28 floating zone may be applied will depend on environmental, topographic, or other similar reasons. Any deviations from the Sector Plan boundary would be expected to be minor in nature.
4. Submit a landscaping plan that provides a buffer between the residential development and the remainder of the site.

The Georgetown Prep school building may have historic value. It is not currently on the Locational Atlas and Index of Historic Sites in Montgomery County, and therefore was not examined as part of the process for potential designation on the Master Plan for Historic Preservation. This Plan recommends that the building be studied for future designation as an historic resource.

The Georgetown Prep area also contains two very small residual parcels located at the intersection of Rockville Pike and Tuckerman Lane. These two parcels total 0.34 acre in size and are owned by the Corby family. Because of their size and configuration, they are undevelopable. This land may be needed by the State Highway Administration for future intersection improvements.

Area 4

Grosvenor Park Townhouses

The Grosvenor Park Townhouses are located between Tuckerman Lane and I-270, to the west of the high-rise apartment buildings. One hundred and eighty-six residential units are located on approximately 14 acres of land currently classified in the R-30 (multi-family) zoning category.

This area also contains 2.75 acres of vacant land in the R-30 Zone extending the length of its frontage along Tuckerman Lane. This land is owned by the Corby family and is part of a parcel that was bisected when Tuckerman Lane was constructed. The parcel is heavily wooded and includes a stream valley and woodlands.

No zoning changes are recommended for either of the parcels in this area.

Area 5

Grosvenor Apartments

This 55-acre area is located along the west side of Rockville Pike, between Tuckerman Lane and Grosvenor Lane. Five high-rise structures, with a total of 2139 residential units, are situated along Grosvenor Place. A garden apartment development of 214 units, Grosvenor Park Condominiums, is also located in this area, along Rockville Pike. A small amount of ancillary retail, 7000 square feet, is located in the lower level of one of the high-rise apartment buildings.

This area is developed in the R-10 Zone (multi-family, high density residential, 43.5 units per acre). No land use or zoning changes are recommended for this area.

Area 6

Grosvenor Mews

Grosvenor Mews is an existing residential development consisting of 99 single-family attached units on 14 acres of land bordered by I-270, Rockville Pike and Grosvenor Lane. The existing zoning is RT-12.5 (residential townhouse, 12.5 units per acre). No land use or zoning changes are proposed for this area.

Area 7

Parkside Condominium Apartments

The Parkside Condominium community consists in total of 954 garden apartments in 104 buildings on 69 acres of land. Two hundred and eighty-two of these units are on 12 acres of land within the Sector Plan area, lying between Rock Creek Park and the Grosvenor Metro station. Montrose Avenue traverses the community, and Rock Creek Park abuts its southern border. The existing zoning is R-30 (multi-family residential, 14.5 units per acre). No zoning or land use changes are proposed for this area.

Area 8

Stoneybrook

This existing residential development, located off Tuckerman Lane, consists of 120 townhouse units on 16 acres of land. Existing zoning is RT-12.5 (residential townhouse, 12.5 units per acre). No zoning or land use changes are proposed for this area.



3.5 KEY VACANT OR REDEVELOPABLE PARCELS

The following parcels or groups of parcels have been identified as those with the greatest potential for change outside the boundaries of the Sector Plan areas and Rock Spring Park. The individual parcels or groups of parcels are depicted in Figure 24. The proposed zoning for the parcels is indicated in Figure 26.

These critical parcels and areas are undeveloped or underdeveloped for a variety of reasons, including environmental or market constraints, poor access or visibility, complex or unresolved ownership problems, decisions to hold land as an investment, zoning incompatible with an owner's aspirations, or inadequate public facilities.

As all these parcels or areas are outside the four nodal areas of Twinbrook, White Flint, Grosvenor and Rock Spring Park, it is generally recommended that the existing zone be retained or a less intensive zone applied. In several instances, due to unique circumstances pertaining to individual sites, a more intensive zoning pattern is recommended.

1. I-1 (LIGHT INDUSTRIAL) ZONE OUTSIDE SECTOR PLAN AREAS

The area zoned I-1 (Light Industrial) in North Bethesda outside the Twinbrook and White Flint Sector Plan areas, and excluding the B.F. Saul property, extends to 175.68 acres. It includes 126 separate parcels and 3,285,228 square feet of existing development.

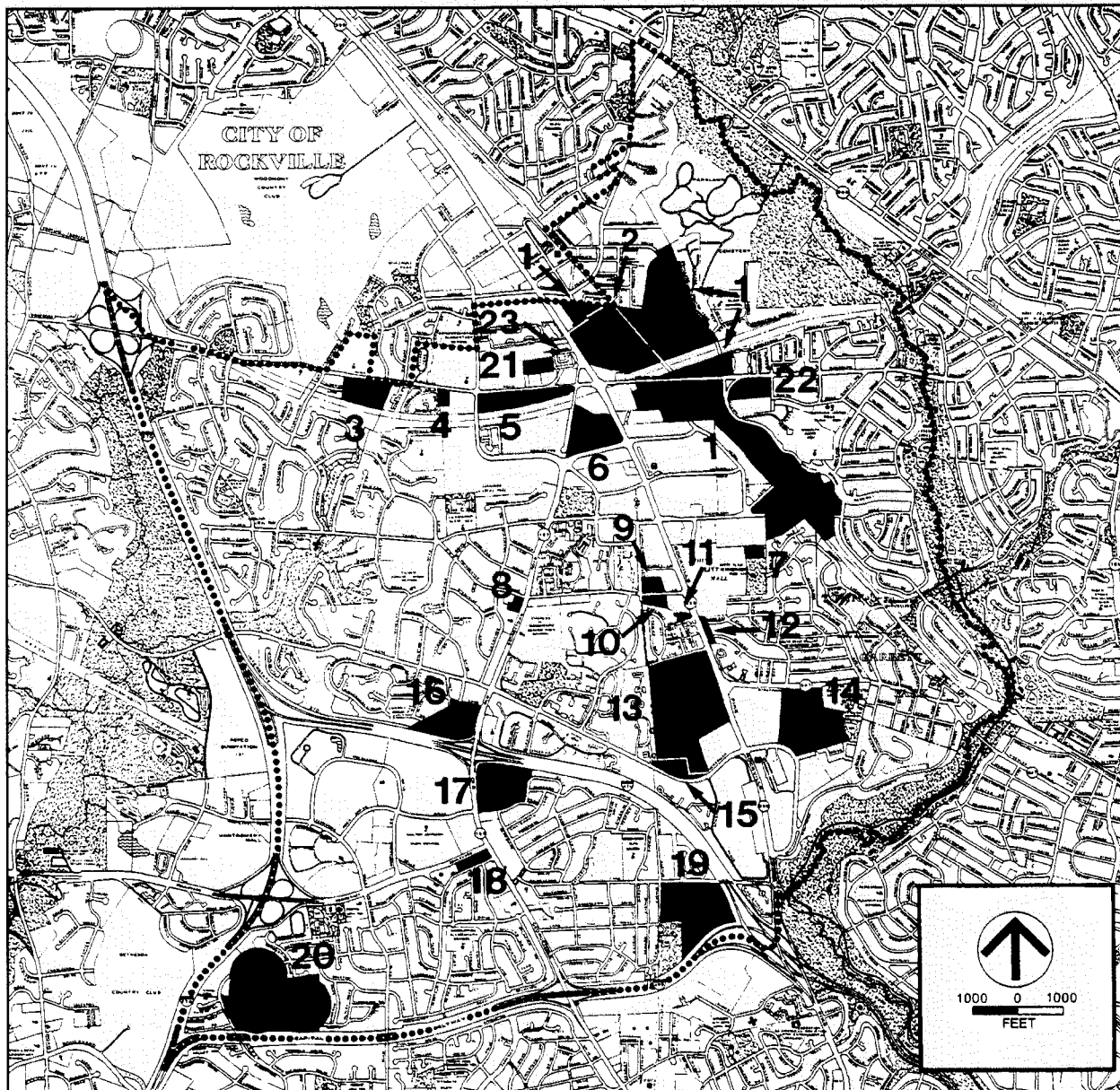
Most of the light industrial zone is generally located east of the MARC railroad and west of Parklawn Drive, with significant concentrations extending west to Maple Avenue, south along Boiling Brook Parkway, and west to White Flint Plaza.

The I-1 Zone was intended to accommodate small to medium scale light industrial activities including research and development, warehousing and storage, light manufacturing and assembly of products and other similar uses. The area also includes small contracting businesses, automotive repair, community service businesses, and many small 'incubator' hi-tech firms.

The gradual intrusion of general office development and traditional retail uses now provides the area with an eclectic mix of uses, but is steadily diminishing the amount of industrial space. This Plan recognizes the light industrial area as vital for maintaining hi-tech incubator firms and general business services for the down-County population.

The Plan recommends that the area zoned I-1 (Light Industrial) with the exception of the area north of Bou Avenue, be rezoned to I-4 (Low Intensity, Light Industrial). This would have the effect of excluding general offices, except by special exception. The Plan recommends a zoning text amendment that will permit pre-existing uses to continue, through a grandfather clause provision, on property rezoned from I-1 to I-4.

This Plan recommends that the area zoned I-1 and C-2 to the north of Bou Avenue be rezoned C-4 (Limited Commercial). The area includes a 2.29-acre parking lot zoned I-1 east of Chapman Avenue and the Pike Center retail development to the west of Chapman Avenue (73,187 square feet on 6.84 acres straddling the I-1 and C-2 Zones with an existing FAR of 0.24).



(Outside Sector Plan Areas and Rock Spring Park)

- | | | | |
|-----|-------------------------------|-----|-------------------------------|
| 1. | I-1 Zone Outside Sector Plans | 12. | WMATA |
| 2. | Montrose Crossing | 13. | Georgetown Preparatory School |
| 3. | Armstrong and Mervis | 14. | Holy Cross |
| 4. | Maryland National Bank | 15. | Corby |
| 5. | Wilgus | 16. | Davis-Lux Lane |
| 6. | Mid Pike Plaza | 17. | Aubinoe |
| 7. | White Flint Parking Lot | 18. | Davis-Democracy |
| 8. | Poindexter | 19. | American Foresters/NRF |
| 9. | Edson Lane North | 20. | WMAL, Inc. |
| 10. | Edson Lane South | 21. | Tri-Rock |
| 11. | Hillery Way | 22. | Loehmann's Plaza |
| | | 23. | Chang |



2. MONTROSE CROSSING

The Montrose Crossing property, variously termed the 'Flagship Center' or 'Gourmet Giant' site is one of the most critical parcels in North Bethesda. It is located at the northeast quadrant of Rockville Pike and Randolph Road, contiguous to the State-owned right-of-way for the former Rockville Facility. It is bordered on the east by the MARC railroad, to the west by Rockville Pike, and to the north by Bou Avenue. The extreme northeast corner of the site is contiguous to the Rockville City limits.

This latter fact could be of extreme significance. Although outside the present maximum expansion limits for the City of Rockville, this critical property could technically be annexed.

The property is virtually equidistant from both Twinbrook and White Flint Metro stations, and straddles the Metro line. The Metro tracks emerge from tunnel to surface at the northeast corner of the site, paralleling the MARC railroad to the north.

The property extends to 39.34 acres and is comprised of two parcels of 31.68 and 7.66 acres. The smaller parcel is zoned C-2 (General Commercial), is approximately rectangular in shape and is located in the northeast quadrant of the site. The larger parcel is zoned predominantly I-1 (Light Industrial), with a small C-2 (General Commercial) area in the northwest quadrant.

All buildings on the site, with the exception of a small structure on a pad, are within the I-1 (Light Industrial) Zone. The gross square footage of the largest building is 174,920 square feet, of which 157,320 square feet is leased space. Tenants include Marshall's, two clothing stores, a restaurant, liquor store, hair salon, computer store and tire store.

The Levitz furniture store, in the southeast quadrant of the site, comprises 158,000 square feet of gross floor area. This structure was originally serviced by a railroad siding, and the original tracks are still apparent contiguous to the east side of the building.

Four other small structures have been constructed on parking lot pads. They consist of a restaurant, florist and two banks at 10,860, 9,650, 4,640 and 3,200 square feet respectively. The total gross floor area on the property extends to 361,320 square feet, with an FAR of 0.21.

Several transportation recommendations pertain to the Montrose Crossing property. A new MARC station is proposed for the east boundary, two local circulation routes (Nebel Street Extended and Chapman Avenue Extended) are proposed to traverse the site, and the Montrose Parkway is proposed to form the south boundary. The proposed extension of Nebel Street would connect this property with the Twinbrook and White Flint employment areas, the Washington Science Center, the City of Rockville's Twinbrook Performance District, and would connect the proposed MARC station with two Metro stations. (See Figure 55.) The precise location of the station will be determined by subsequent engineering studies. Redevelopment of the Montrose Crossing property should not preclude the optimal siting of the station.

It is one of this Plan's objectives to facilitate mixed use development, including residential and office components, on this site, while recognizing the existing substantial retail development in place.

The existing I-1 zoning over the greater portion of the site is an anachronism. However, a review of existing alternatives revealed difficulties with each zoning option. The RMX (Residential Mixed Use) Zones come closest to fulfilling the objectives for the site, but would require amendment.

This Plan recommends a text amendment to add two new RMX Zones to the Zoning Ordinance. In terms of Montrose Crossing, the Plan recommends the RMX-3C Zone (Residential-Mixed Use Development, Regional Center - Commercial Base). The zone would contain a retail/commercial based standard method and a retail oriented optional method, with substantial residential and office components. The Plan recommends that the most intensive uses, including residential and office uses, be located in the vicinity of the proposed MARC station, and recommends phasing to facilitate the earliest development on the existing vacant C-2 parcel.

The Plan further recommends a maximum commercial FAR of 0.5 with a limit of 25 percent of gross floor area devoted to office use. The minimum number of dwelling units is proposed as 150, with a maximum of 40 units per acre.

The Plan recommends that the standard method of development have an FAR limit in the range of 0.25 to 0.35, with the limit to be decided at the time of approval of a zoning text amendment. It is recommended that the standard method of development include both a concept plan and a site plan requirement, to assure that the standard method of development not pre-empt the ultimate long term optional method of development on this important property.

3. ARMSTRONG AND MERVIS

Both of these properties are located directly south of Montrose Road. They are bordered to the west by the Tildenwood subdivision, north and south of Tildenwood Lane. To the east, the properties are bordered by the Montrose Woods townhouse development. The former Rockville Facility reservation traverses both properties, abutting the Tildenwood and Luxmanor subdivisions to the south.

The Armstrong property is the larger of the two properties, extending to 16.7 acres, and lies to the west of the Mervis property, which extends to 5.8 acres. Old Farm Creek bisects the Armstrong property, and constitutes the boundary between two single family residential zones, R-90 to the west, and R-200 to the east. The Mervis property is zoned R-200.

In 1986, a zoning application was filed for four acres of the Mervis property, requesting RT-10 or RT-12.5 (residential townhouse). Although the hearing examiner's report found that townhouse zoning would be compatible in terms of land use and density, the rezoning was remanded because of adverse traffic impacts. This Plan recommends R-200/TDR-11 zoning on the Mervis property and on that part of the Armstrong property



east of Old Farm Creek. Much of the land east of Old Farm Creek is in a floodplain and undevelopable. Extensive buffering will be necessary on both properties at the time of development in order to visually separate residential uses from the proposed Montrose Parkway.

The proposed Montrose Parkway alignment would diagonally bisect the Armstrong property (see Figure 54). This Plan recommends that the Armstrong property be acquired in connection with the Montrose Parkway proposal and maintained as far as possible in its natural wooded state to buffer the adjacent single-family land uses.

4. MARYLAND NATIONAL BANK

This property is located directly south of Montrose Road and east of Shagbark Drive. It is bordered by the Montrose Forest townhome community, zoned RT-12.5, to the west and to the east by land zoned C-T (Commercial Transition) and developed with commercial townhouses. To the south is undeveloped land zoned C-T. To the north of the property is land zoned R-200 and occupied by the B'Nai Israel Congregation and the Greater Washington Jewish Community Foundation.

The Maryland National Bank property extends to 1.29 acres, is zoned R-200 and is improved with a single-family detached dwelling unit. Its continued existence at this location is an interesting anomaly.

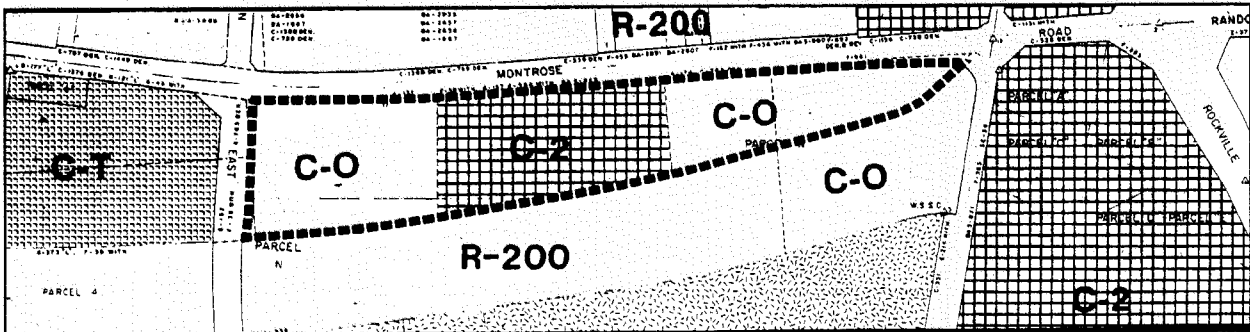
This Plan recommends R-60/TDR-15 zoning for this parcel.

5. WILGUS

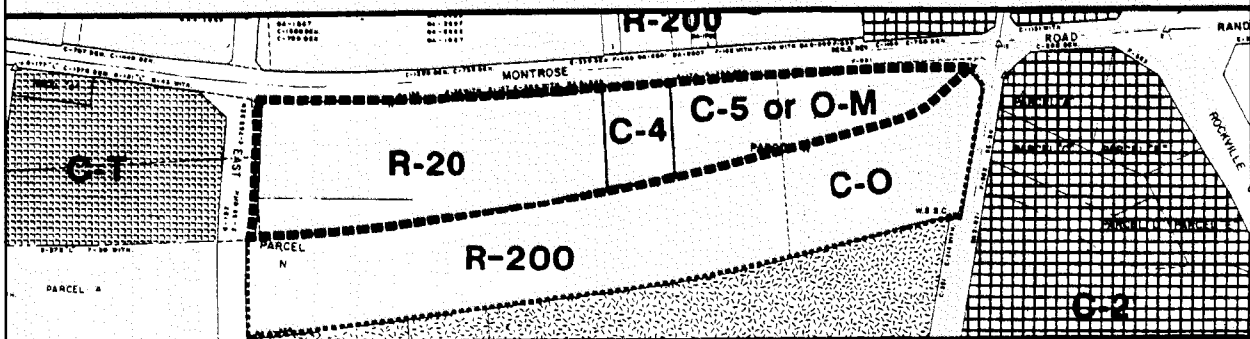
This property is located south of Montrose Road, east of East Jefferson and west of Old Georgetown Road. A 300-foot wide piece of land along the southern portion of the property is zoned primarily R-200 with a parcel zoned C-O (Commercial Office) abutting Old Georgetown Road. The 300-foot wide section is in voluntary reservation for the former Rockville Facility and separates the site under consideration from the Washington Science Center to the south. Together with the right-of-way, the area extends to 29.6 acres. All of the property east of East Jefferson, including the land in reservation, is registered as a loophole property, having received preliminary plan approval in 1981 for 165,000 square feet of office space and a service station. Site plan approval was granted in March 1982. The office building, proposed at the southeast corner of Montrose Road and East Jefferson, was never constructed. An Exxon Gas station, on Montrose Road approximately at the midpoint of the site, is the only development on the Wilgus tract. The center portion of the property fronting Montrose Road is zoned C-2 and is bounded by property zoned C-O.

This site is located outside the Metro nodes, and the potential maximum FAR of 3.0 for the C-O Zone is regarded as out of balance with the 0.5 maximum for the I-3 (Industrial Park) Zone at the Washington Science Center, the potential commercial maximum of 0.50 at the Montrose Crossing site and the proposed maximum of 2.0-2.4 FAR for the recommended TS-M zoned properties within the White Flint Sector Plan area.

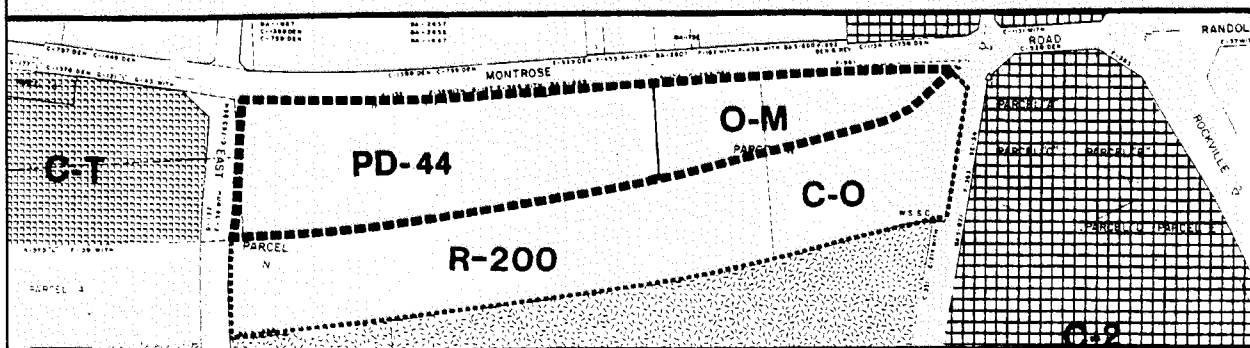
It is one of the purposes of this Plan to provide a broad range of housing types and to



EXISTING ZONING



PROPOSED BASE ZONES



PROPOSED FLOATING ZONES



encourage the creation of a distinctive visual character and identity for each development. This property appears suited to a coordinated mixture of residential, convenience commercial and office uses. These uses will provide compatibility with adjacent development, provide an orderly transition from residential to retail to office from East Jefferson Street towards Rockville Pike, and introduce a residential component into an area zoned for exclusively commercial purposes. (See Figure 25.)

Accordingly, this Plan recommends a base zone of R-20 on eight acres and C-4 (Limited Commercial) on the two acres where the existing gas station is located. An optional floating PD-44 Zone is recommended on ten acres, subject to a maximum of 429 dwelling units, including the maximum percent of MPDU's and 40,000 square feet of retail space. It is more likely that full density may be achieved with a higher proportion of smaller units. The Plan recommends that a unit type percentage waiver be granted at time of rezoning to maintain the maximum number of trees on the property. Further, the base C-5 (Low-Density Office) Zone is recommended for 3.5 acres, with an optional O-M Zone designation. The Plan supports development of the property in the O-M Zone with an FAR limitation of 1.0.

6. MID-PIKE PLAZA

This property is located west of Rockville Pike, north of Old Georgetown Road and east of the old section of Old Georgetown Road, now a cul-de-sac. The property is zoned C-2 (General Commercial), and extends to 20.04 acres. The Plaza, a traditional strip shopping mall, has a gross floor area of 201,919 square feet with an FAR of 0.23. It is bordered to the north by property owned by the State Highway Administration (SHA) and extending to 7.8 acres. The SHA property is within the former Rockville Facility right-of-way, is developed as a parking lot and is indistinguishable on the ground from the retail center parking lot. Out of a total of 27.8 acres, almost 23 acres is surface parking.

The property links the White Flint Sector Plan area to the Washington Science Center. It is recommended that the existing zoning be confirmed. It is further recommended that a zoning text amendment be adopted to render future development in the Euclidean C-2 Zone subject to urban design review.

7. WHITE FLINT PLAZA - SPECIAL EXCEPTION AREA

White Flint Plaza is zoned C-2 and extends to 194,644 square feet of floor space on 15.02 acres, for an FAR of 0.30. Additional surface parking currently exists (by special exception) in the southeast corner of the site on a 2.57-acre parcel zoned R-90. The R-90 parcel is bordered by White Flint Mall and White Flint Plaza to the west and north, respectively, both zoned C-2. The parcel is bordered on the south by White Flint Neighborhood Park and to the east by the Garrett Park Estates subdivision, both zoned R-90.

A modification to the special exception has been granted for construction of a 2-1/2 level parking garage with 340 spaces. This Plan recommends that the existing zoning be confirmed.

8. POINDEXTER

The property known as lots 4 and 5, Block D, Luxmanor subdivision, extends to 58,932 square feet, and is located at the southwest quadrant of Poindexter Lane and Old Georgetown Road. The property is zoned R-200 and was the subject of a zoning application in 1988, requesting reclassification to the O-M Zone. With a record of substantial community opposition, the Planning Board recommended denial in October 1989. Prior to consideration by the County Council, the request was withdrawn without prejudice.

This Plan recommends that the existing zoning of R-200 be confirmed.

9. & 10. EDSON LANE NORTH AND SOUTH

The R-90 zoned parcels on the north and south side of Edson Lane, east of Woodglen Drive, present a complex zoning problem. To the south is located the Wickford subdivision, zoned R-90. To the east, on the south side of Edson Lane, are buildings in the C-T (Commercial Transition) Zone. To the east, on the north side of Edson Lane, a six-story building zoned O-M (Office Building, Moderate Intensity) is located. To the north is located a twelve story building, including two levels of open deck parking, in the C-O (Commercial Office) Zone. To the west, north of Edson Lane, a 132-unit townhouse development in the PD-11 (Planned Development) Zone has been approved. Finally, to the west, south of Edson Lane, is the R-90 zoned Timberlawn subdivision.

The R-90 properties form three distinct elements:

1. One of the R-90 lots is within the same ownership as the 6-story office building on the north side of Edson Lane. It constitutes approximately 1.8 acres out of a total of 4.8 acres, and is presently vacant. The site plan documents for the office building expressly encompassed both parcels and provided for landscaping and minor amenity development on the R-90 parcel. Therefore, any additional development on the R-90 lot must occur pursuant to approval of an amendment to the office site plan.
2. Immediately to the west is an area of approximately 1.9 acres on the northeast quadrant of Edson Lane and Woodglen Avenue. The area is comprised of five R-90 zoned lots.
3. On the south side of Edson Lane are located five single-family homes comprising approximately 2.7 acres.

The challenge for Edson Lane has been to find an appropriate transition from west to east, and particularly from south to north, between single-family detached housing and a 12-story office structure.

This Plan encourages the assembly and unified development of the properties presently zoned R-90 north of Edson Lane. The Plan also recommends that redevelopment at this location have a transition in height descending from the north and east towards the south and west in order to be compatible with existing development in the area.



For the 3.7 acre property on the north side of Edson Lane (Parcel 9), the Plan recommends retaining the existing R-90 zone as a base zone. If the County Council approves a pending text amendment allowing higher densities in the TDR zone, this Plan recommends R-90/TDR-28 zoning for this property; otherwise this plan recommends PD-28 as a floating zone for the 1.9 acres comprising the west portion of area 9, and PD-35 for the 1.8 acres comprising the east portion of area 9.

For Parcel 10 on the south side of Edson Lane, this Plan recommends retaining the existing R-90 Zone. The Plan further recommends that these parcels be designated suitable for the C-T Zone (Commercial Transition) on a parcel by parcel basis in order to provide a transition between residential and commercial areas. The Plan recommends against assemblage or resubdivision of these parcels.

11. HILLERY WAY

This property is under single ownership, consists of 1.53 acres, and is located at the northwest quadrant of Rockville Pike and Hillery Way. Dietle's Bar occupies a 0.58-acre lot, zoned C-2 (General Commercial) and fronting Rockville Pike. This small bar constitutes the southern extremity of commercial development on Rockville Pike. The remainder of the property is zoned R-90.

Hillery Way is a cul-de-sac and forms the north boundary to the Crest of Wickford townhouse community, zoned RT-12.5. Hillery Way also bounds the rear and side lot lines of several single-family detached lots in the Wickford subdivision, zoned R-90.

Despite its proximity to Rockville Pike, Hillery Way, west of the commercial property, has an undeniable residential ambiance. This Plan recommends no change in the existing R-90 zoning. It is further recommended that a zoning text amendment be adopted to render future development in the Euclidean C-2 Zone subject to urban design review.

12. WMATA, ROCKVILLE PIKE

This Area consists of four vacant R-60 lots within the Garrett Park Estates subdivision and owned by the Washington Metropolitan Area Transit Authority (WMATA). All four lots have frontage on Rockville Pike, opposite the Crest of Wickford townhouse community, and immediately south of medical offices in the C-O (Commercial Office) Zone. The properties are encumbered with a permanent underground easement for a Metrorail tunnel.

This Plan recommends that the existing zoning for these parcels be confirmed.

13. GEORGETOWN PREPARATORY SCHOOL

This parcel is bisected by the Grosvenor Sector Plan boundary. Recommendations for the parcel are contained in the Grosvenor Sector Plan section of the Land Use and Zoning Plan Chapter.

14. ACADEMY OF THE HOLY CROSS

This parcel is comprised of approximately 35.22 acres and is owned by the Sisters of the Holy Cross. The property is zoned R-60 and the existing land uses are school buildings, athletic fields, and a group home for retired nuns.

The Academy of the Holy Cross is a 4-year Catholic high school for girls, with 425 students, many of whom rely on the Metro system, coming from a widely distributed area. The entire acreage is used either by the school or the retirement home.

It is one of the objectives of this Plan to preserve green areas and institutional open space for environmental protection, wildlife sanctuary, recreation and visual relief. Accordingly, this Plan supports the continued existence of the Academy and the retirement home at this location and recommends that the existing R-60 zoning be confirmed.

15. CORBY

The Corby parcel comprises approximately 4.5 acres north of Tuckerman Lane, and south of the Georgetown Preparatory School property. It is contiguous to the Tuckerman Station townhouse community to the west, zoned PD-9. The original site has been bisected by Tuckerman Lane, and a 2.75-acre remnant is located on the south side, within the Grosvenor Sector Plan area. The property on the north and south side of Tuckerman Lane is zoned R-90 and R-30 respectively. Both parcels are heavily wooded.

This Plan recommends that the existing R-90 zoning be changed to R-90/TDR at 9 units per acre. It is further recommended that this parcel be designated as suitable for certain special exception uses such as group day-care facilities for children or senior citizens. A recommendation for the south parcel is included in the Grosvenor Sector Plan section of the Land Use and Zoning Plan chapter.

16. DAVIS-LUX LANE

This parcel extends to approximately 19 acres and is located in the northwest quadrant of Old Georgetown Road and I-270, contiguous to the Luxmanor community. The existing zoning is R-200 and the property is presently vacant, with relatively level topography.

The proposed ramp from I-270 to provide direct access into Rock Spring Park will take a substantial portion of the site, possibly 50 percent. Details of the configuration of the interchange are unknown at present.

This Plan recommends that the existing R-200 zoning be retained.

17. AUBINOE

The Aubinoe property extends to approximately 25 acres and is located in the southeast quadrant of Old Georgetown Road and I-270, adjacent to the Wildwood Manor subdivision. The existing zoning is R-90 and the property is presently vacant.

The owners have received preliminary plan approval for 44 single-family detached units under the existing R-90 zoning, with the objective of locking up capacity. The preliminary subdivision plan is limited to 44 units because of the difficulty of passing local area review.

The Aubinoe tract is completely covered with a second-growth tree stand of very good quality. To develop the site under the existing zone would necessitate the destruction of all woodlands with the exception of a central stream valley and peripheral buffer strips on



the north and west. On the other hand, the new development would be compatible with the existing Wildwood Manor subdivision.

An alternative method of development that would save a far greater proportion of the woodlands and provide a wooded buffer for the existing homes would be to cluster more intensive development in the western portion of the site. The objectives of this Plan include increasing the variety of housing stock, including affordable housing, and preserving existing woodland. Accordingly, this Plan recommends the R-90/TDR-7 Zone for the property with a maximum of 160 dwelling units, including 52 TDRs. This pattern of development would preserve 50 percent of the existing woodland and provide a permanent wooded buffer with a minimum width of 250 feet for the Wildwood Manor community.

Development at densities greater than R-90 must conform to the following guidelines:

1. A maximum of 160 dwelling units, the number to be reduced rather than prejudice any other guideline;
2. No single family detached units;
3. Development to be restricted to the west of the property;
4. Fifty percent of existing woodland to be preserved;
5. A permanent restriction on future development in the remaining wooded area;
6. A minimum setback of 250 feet to the property line facing the Wildwood Manor subdivision;
7. Any required stormwater management pond to be located at the west end of the wetland currently classified "intermittent;" and
8. No vehicular access from the Wildwood Manor subdivision.

R-90 (Cluster) development would also be appropriate on this site. Development in the R-90 Zone would require access from the existing Wildwood Manor subdivision.

18. DAVIS-DEMOCRACY

This property extends to 3.42 acres and is located in the southwest corner of Democracy Boulevard and Old Georgetown Road, immediately north of the Ashburton and Marymount subdivisions. The existing zoning is R-60 and the property is presently vacant.

To the east and north of the site are the Wildwood and Georgetown Square shopping centers, both zoned C-1 (Convenience Commercial). To the west is located a 2-1/2 story special exception medical office with 12 suites. Bells Mill Road forms the southern boundary of the site.

The property has approximately 700 feet of frontage along Democracy Boulevard and 204 feet of frontage along Old Georgetown Road. The site is partially wooded with some very large specimen oak trees.

Uses considered for this site included a park, residential townhouse, commercial townhouse, and retail. The location of the property adjacent to a major intersection, the proximity to a single-family subdivision, special exception and retail uses, the shallow depth of the site, and the possibility of additional right-of-way on Democracy Boulevard were all considered. The property was considered unsuitable for single-family detached homes, while the provision of park facilities and additional retail facilities was considered more appropriate within Rock Spring Park. Accordingly, this Plan confirms the existing R-60 zoning on this property. The property is suitable for development under the R-60 (Cluster) option, with access from Bells Mill Road.

19. RENEWABLE NATURAL RESOURCES FOUNDATION

This property extends to 35.4 acres and is located south of Grosvenor Lane and in between I-495 and I-270. The existing zoning is R-90.

The property owned by the Renewable Natural Resources Foundation and the Society of American Foresters is part of the original 100-acre family estate of the late Dr. Gilbert H. Grosvenor, former president of the National Geographic Society. The estate remained intact until purchase of 40 acres by the State Highway Administration for the I-495/I-270 interchange; the balance went to the Pooks Hill Marriott, Grosvenor Mews townhouses, and the Renewable Natural Resources Foundation, which conveyed a portion to M-NCPPC for Fleming Park.

In 1973, the Board of Appeals granted the petition of the Foundation to operate a scientific society headquarters as a special exception use in the R-90 Zone. The ultimate size of the project was anticipated to be 300,000 square feet, to be developed in three phases. The first two phases, totaling 283,000 square feet of offices, were approved in the 1973 opinion, which included a requirement for review of Phase 1 by the Board before work was begun on Phase 2. A second review of Phases 1 and 2 took place in 1980.

To date, the original Grosvenor mansion has been renovated for use as the Gifford Pinchot Forestry Building, and two office buildings have been constructed (1981 and 1987). The FAR of the existing 44,000 square feet is .02, and the FAR of the final plan will be 0.19, in 2- to 3-story buildings. Ultimate development under the Foundation's approved comprehensive site plan for the entire property will provide 300,000 square feet of office space, including a 16,500 square foot conference and common-services facility, housed in seven buildings. The office structures plus surface parking will occupy 10 acres of the 35.

This Plan supports the planned expansion of the Renewable Natural Resources Foundation and the Society of American Foresters as a special exception approved by the Board of Appeals in the existing R-90 Zone.



20. **WMAL**

This property extends to 75.04 acres and is located in the extreme southwest of the Planning Area at the confluence of I-495 and the I-270 west spur. The existing zoning is R-90.

The site is occupied by four transmission towers, and the owners have indicated that they plan to continue the present use of the property for the foreseeable future. The possibility of joint use of the property, including a community recreation center and ballfields, was investigated. However, the owners indicated that the existence of a multiplicity of underground cables and equipment, at a shallow depth, rendered construction, or even ballfields, impracticable.

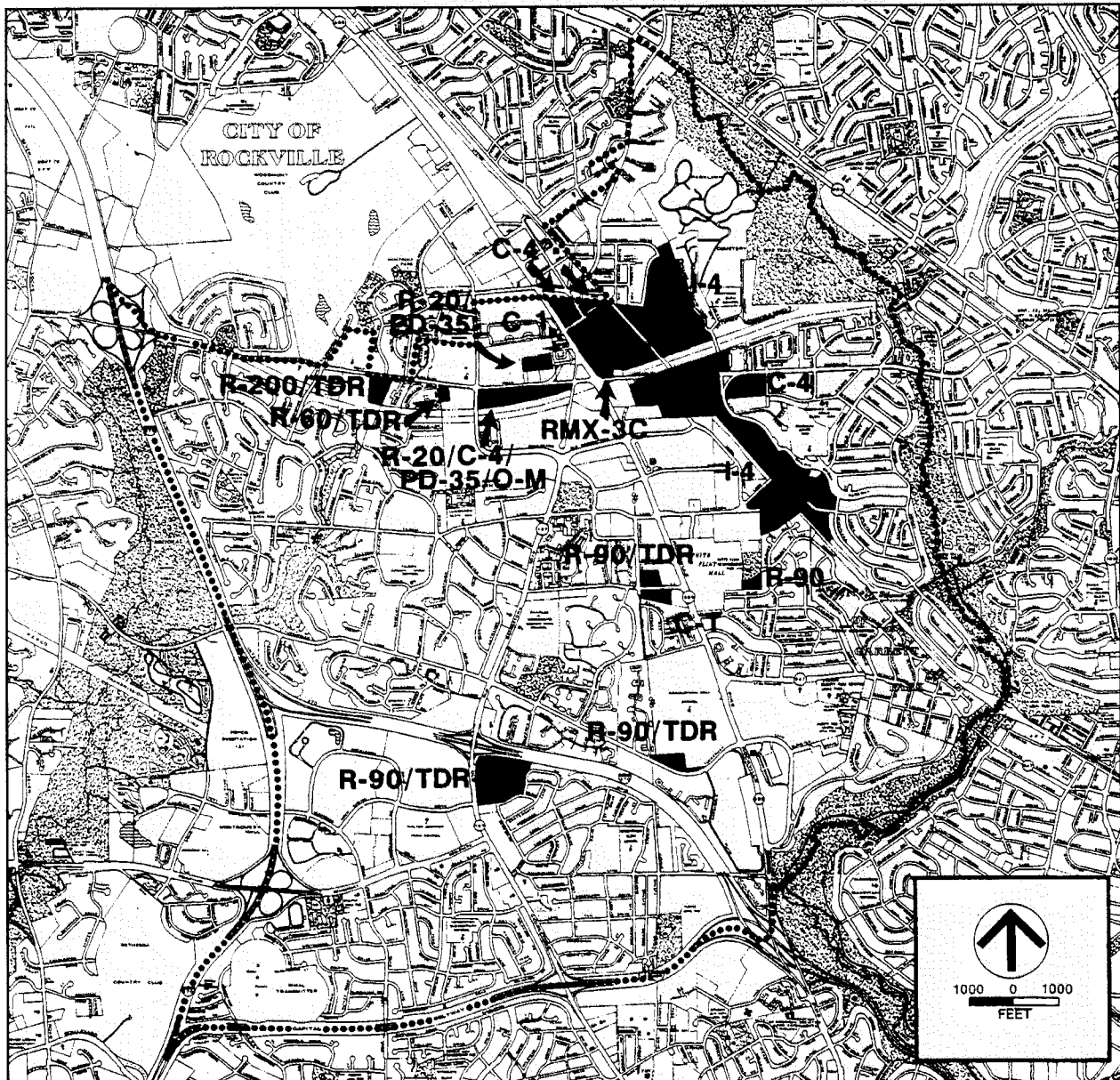
This property, the largest in North Bethesda, is surrounded on three sides by single-family housing in the R-90 Zone. Should the use of the property for transmission towers ever be discontinued, this Plan recommends that the site be used for single-family residential development in the R-90 Zone. The Plan also recommends that Greentree Road be connected to Greyswood Road as part of any residential development.

21. **TRI-ROCK**

The Tri-Rock site is a rectangular shaped parcel of 4.98 acres located to the north of Montrose Road and west of Rockville Pike. The parcel is an interior tract of vacant land without direct access to a public street. It is bordered on the east by the Georgetown Park Office Condominiums and on the southeast corner by the Pavilion, a 17-story high-rise apartment complex, both developed under C-2 zoning. To the south are located a four-story parking garage and a ten-story office building on Montrose Road developed under C-O zoning. To the southwest stands a C&P Office building developed on R-200 zoned land, followed by a narrow C-O zoned property developed with a four-story office also fronting Montrose Road. The narrow strip of C-O zoned property forms the western border of the site and is developed as a surface parking lot. Beyond the C-O property to the west stand several elderly care residence buildings within the Jewish Community Center complex. Finally, directly to the north of the Tri-Rock site stands another elderly care residential building, four stories high, within the Jewish Community Center complex. The entire Jewish Community Center complex is developed on R-200 zoned land. Adjacent to the northern property runs a 50-foot private right-of-way known as Hubbard Drive. The private right-of-way extends to Rockville Pike.

Prior to 1978, the Tri-Rock site was zoned R-200 and recommended in the 1970 Master Plan for a residential planned unit development. However, the County Council approved O-M zoning in 1978 on the basis that there had been sufficient change in the character of the surrounding neighborhood to justify commercial zoning.

This Plan reiterates the recommendation of the 1970 Master Plan. It recommends the R-20 (multi-family, medium density) Zone as a base zone for the property, and PD-35 as a floating zone. This recommendation is consistent with the Plan's goal to provide additional housing in the planning area. At present, this site does not meet the criteria of areas best served by transportation infrastructure, and its current O-M zoning is inconsistent with the Plan's philosophy to limit development outside of the Metro sectors.



(Outside Sector Plan Areas and Rock Spring Park)



22. LOEHMANN'S PLAZA

This 9.74-acre property is located at the southeast quadrant of Parklawn Drive and Randolph Road. Of the 9.74 acres, 8.09 acres are in the C-1 (Convenience Commercial) Zone and 1.65 acres are in the RT-12.5 (Residential Townhouse) Zone.

The site contains a 95,507 square foot shopping center, including a 21,750 square-foot Safeway, an 18,315 square-foot Rite Aid Store, the Loehmann's Store and 17 smaller stores. The property zoned RT constitutes the east portion of the property. It is rectangular in shape, with approximately 140 feet of frontage on the south side of Randolph Road and approximately 490 feet of frontage along Putnam Road. The property to the north is zoned R-20 and R-60, the property to the east is zoned R-90 and R-60 and the property to the south is zoned R-20. To the west, the land is zoned I-1 (Light Industrial). The land zoned RT is presently used as a parking lot, contiguous to the C-1 zoned property, having received a special exception for 189 spaces in 1969.

In 1990, the owner filed a zoning application to rezone the RT portion to C-1 or, alternatively, C-4. The rezoning would permit Safeway to expand from 21,750 to 35,000 square feet, and would accommodate additional retail space expansion of approximately 11,000 square feet. It was argued that the expansion of Safeway as a full-service grocery store would be of benefit to the community.

In September 1990, the Hearing Examiner recommended that the reclassification from RT-12.5 to C-1 be withdrawn or denied. The examiner also concluded that the amendment of the C-4 Zone into a floating zone and its consideration for the subject property in the context of the Master Plan revision could potentially provide for development that might satisfy public interest considerations. Based on this recommendation, the County Council remanded the zoning application to the Hearing Examiner pending changes in the text of the C-4 Zone and completion of the North Bethesda-Garrett Park Master Plan. The proposal to change the C-4 Zone to a floating zone was considered but not endorsed by the Task Force on the non-CBD Commercial zones.

The RT Zone was originally proposed as a buffer between the C-1 Zone and the residential community to the east. Site plan review could achieve the same objective, without threatening the loss of Safeway as an anchor for Loehmann's Plaza.

The existing development of 95,507 square feet has an FAR of 0.22. If both the C-1 and the RT property were rezoned C-4, an additional 10,933 square feet would increase the FAR to 0.25, beyond which, site plan approval is required. The expansion of Safeway alone would account for an FAR above 0.25.

This Plan recommends that both the C-1 and RT-12.5 zoned portions of Loehmann's Plaza be rezoned to C-4 (Limited Commercial).

This Plan also recommends that any future development on this site be subject to rigorous landscaping and screening conditions during the site plan approval process, particularly along Putnam Road. The existing planted buffer strip on the parcel should be retained along the west side of Putnam Road, and supplemented with additional screening, particularly at the west end of Macon Road.

23. CHANG PROPERTY

These two vacant properties, both under the same ownership, present development difficulties because of their configuration, location, and current classification in two different zones.

One of the parcels is a narrow rectangle with approximately 100 feet of frontage on Rockville Pike. It is improved with a gravel surface and leased as a parking lot for adjacent properties. Approximately 19,040 square feet (0.44 acres) in size, it is zoned C-2, and is located between two C-1 parcels. These two adjacent parcels are improved with an animal hospital, a computer store, and two restaurants.

The second parcel is zoned R-200 and is approximately 33,857 square feet (0.78 acres) in size. It abuts the rear of the C-2 parcel and has access to Hubbard Drive. Surrounding land uses include the Jewish Community Center to the west and commercial townhouses on the opposite side of Hubbard.

This Plan recommends that both of these parcels be reclassified in the C-1 Zone in order to facilitate development of the property in a coherent fashion. A minimum 30' setback will be required from the adjacent R-200 zoned land. In the event that the C-1 Zone is amended to require site plan approval, the setback would be an appropriate location for a landscaped area to screen commercial development and to buffer the adjacent Jewish Community Center property.

3.6 GARRETT PARK OVERLAY DISTRICT

A. PLAN OBJECTIVES

- Preserve the unique park-like setting of the 19th century garden suburb and maintain the prevailing pattern of houses and open spaces by retaining the maximum amount of green area around new or expanded houses.
- Encourage a compatible relationship between new or expanded houses and neighboring structures in scale, siting and orientation on the lot.
- Maintain housing diversity and choice by retaining existing housing stock yet allowing a reasonable amount of expansion in living space.
- Create a uniform set of development standards in order to resolve the multiplicity of standards that currently apply in Garrett Park.

B. PLAN RECOMMENDATIONS

- Apply an overlay zone to the Town of Garrett Park to meet the foregoing objectives.



C. BACKGROUND

The Town of Garrett Park was laid out in the late 1880s on 154 acres adjacent to the B & O Railroad. The meandering streets north of Strathmore Avenue and also the grid streets to the south are lined with mature deciduous and flowering trees, reflecting the original landscape plan. The Town has adhered to the arboretum concept over the years, and the heavy tree canopy is a distinguishing feature of Garrett Park.

Another distinctive characteristic is the amount of open space. The typical lot in the original layout was long and narrow, with a street frontage of 50 feet and a depth of 200 feet. The setting for the Victorian houses was usually two or more such lots. Many of the small “Chevy houses” built in the mid 1920s were also located on every other lot, in response to the Town’s desire to preserve open space. In addition, the Town adopted a 10-foot side yard setback at that time. The initiative to rezone Garrett Park from R-60 to R-90 in 1964, discussed below, was a further attempt by the Town to create greater spacing between houses and to achieve larger lots.

In 1990, the Town of Garrett Park appointed an Historic Preservation Committee. Their major concern was the construction of new houses that were considered out of scale with surrounding homes and that, by consuming more of the lot than was typical in Garrett Park, diminished the amount of open space. This concern focused, in part, on the possible construction of overly large houses on the 30 existing vacant lots. (See Figure 27 and Table 6). A greater concern was the possibility of modest houses being demolished and replaced by very large houses, or small houses being expanded substantially. In addition to the “Chevy” bungalows, the Town contains other small-scale houses from different decades which contribute to the appealing diversity in housing size and style. (See Historic Resources).

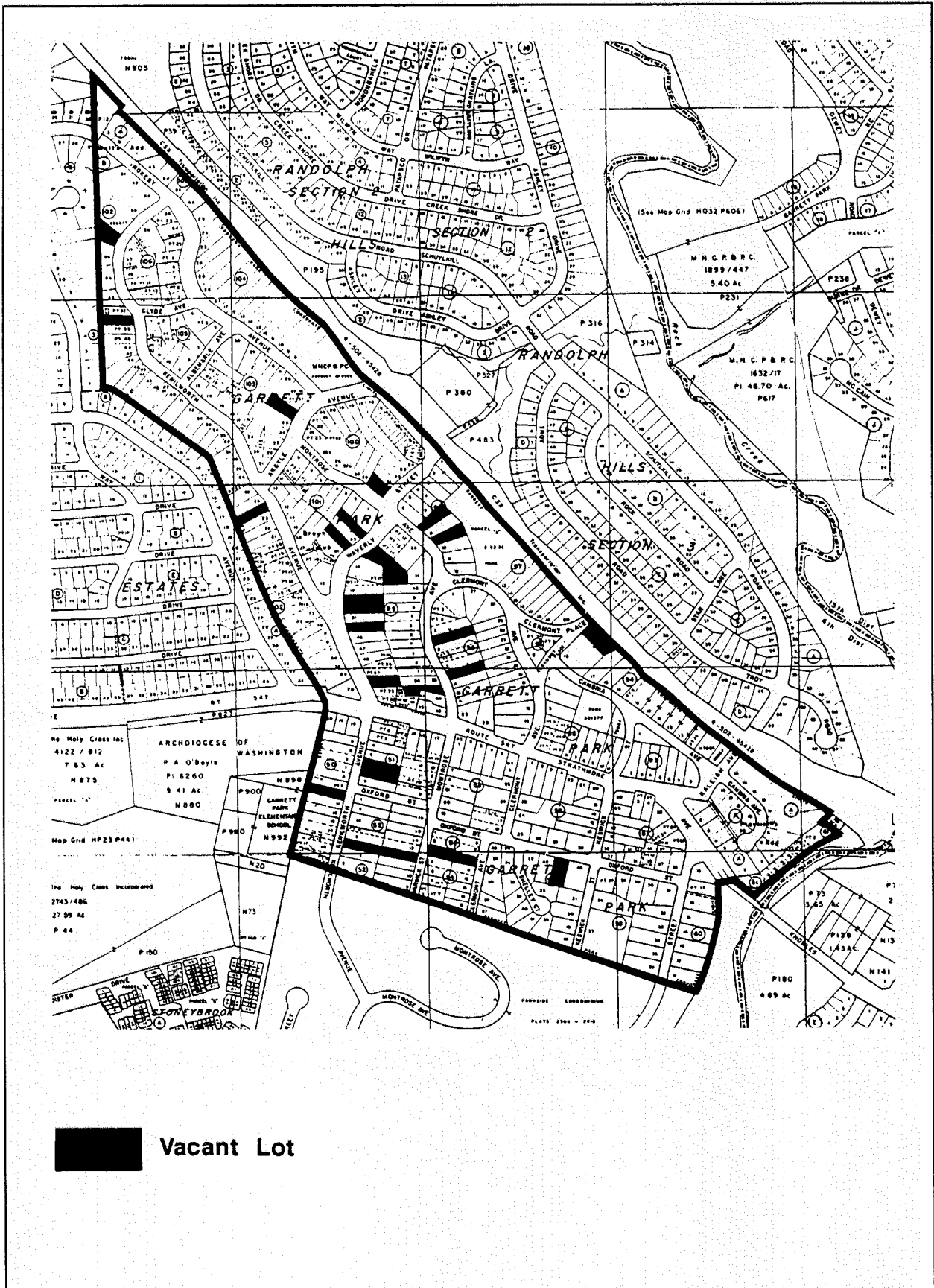
There are also several different zoning standards that apply to lots within the Town, depending on the year the lot was created. Most lots reflect the original late 19th century layout. When Montgomery County adopted its first zoning ordinance in 1928, the Residential “A” zone was applied to the Town. The 1941 Zoning Ordinance superseded the 1928 Ordinance, confirming the Residential “A” zone and did not contain a “grandfather” provision for buildable lots. The County government therefore applies the standards of the 1941 ordinance to the “A” lots. (See Table 7). Note that there is no lot coverage restriction in the “A” zone.

On January 1, 1954, Garrett Park was rezoned to R-60, requiring a minimum lot area of 6,000 square feet for newly platted lots. The Town was rezoned to R-90 in 1964, requiring a minimum lot area of 9,000 square feet and introducing a new set of standards for newly platted lots. (See Table 7).

According to Section 59-B-5.1 of the zoning ordinance, lots recorded prior to June 1, 1958 are legally buildable lots and the standards of the zone under which they were created (“A” or R-60) apply—except for building height, where R-90 standards are applicable. There is no explicit language in the zoning ordinance that grandfathers lots recorded between 1958 and 1964; thus any R-60 lots created in Garrett Park during that period can only develop or redevelop under R-90 standards.

GARRETT PARK OVERLAY DISTRICT - VACANT LOTS

FIGURE 27





Section 59-B-5.3 provides that a structure built on a lot recorded before June 1, 1958 is not nonconforming. Therefore, if it were destroyed, it could be rebuilt under the standards of the zone under which it was created—whether “A”, R-60, or R-90.

The majority of the lots in Garrett Park—about 325 lots out of a total of 390—were recorded before 1954, and thus fall under the standards of the “A” zone. There are approximately 37 R-60 lots and 28 R-90 lots. (See Figure 27). In reviewing building permits, staff at the County Department of Environmental Protection must refer to the date when the lot was platted in order to know which standards to apply.

Compounding the complication of three sets of standards, the Town government has had the custom (unsanctioned by the Regional District Act, which gives zoning power to the County) of reviewing Building Permits and enforcing a 10-foot side yard set back. This setback is more restrictive than that in any of the three zones discussed above.

D. ZONING RECOMMENDATION

This Plan recommends that an overlay zone be applied to the Town of Garrett Park to address the issues discussed above.

Because of the complicated pattern of zoning standards that confront Garrett Park homeowners, an important purpose of the overlay zone is to develop one, uniform set of standards that would apply to all construction within the Town. If an individual homeowner had a hardship meeting these standards, the existing procedure for applying for a variance through the Board of Appeals process would allow redress. The Town could designate an individual or committee to review building permits and advise homeowners whether a variance was required.

An overlay zone will continue to allow construction of houses on previously buildable lots, but under the stricter, unified standards. It will allow a house that was destroyed or seriously damaged to be reconstructed on the previous footprint, but any alteration, renovation or enlargement beyond the previous square footage would have to conform to the new standards.

The standards of the overlay zone are the same as for the R-90 Zone except in specified respects, and will provide one set of standards for all lots in Garrett Park. It will modify setbacks, reduce the maximum lot coverage and introduce an F.A.R. standard, thereby limiting the maximum size of a house that can be built and reducing the percentage of the lot that can be covered by a building. Thus the overlay zone has the potential for helping the Town preserve some of the unique relationships of building scale and open space that make Garrett Park visually distinct.

TABLE 6**GARRETT PARK OVERLAY DISTRICT - VACANT LOTS**

Address Street	Square Feet (Unimproved)
4701 Argyle Avenue	10,516
4400 Cambria Avenue	523
10701 Clermont Avenue	12,114
10710 Clermont Avenue	6,500
4511 Clermont Place	14,115
10700 Kenilworth Avenue	10,941
10707 Kenilworth Avenue	10,000
10802 Kenilworth Avenue	9,850
10803 Kenilworth Avenue	10,000
10807 Kenilworth Avenue	10,000
10909 Kenilworth Avenue	9,183
10925 Kenilworth Avenue	10,694
10925 Kenilworth Avenue	10,072
11024 Kenilworth Avenue	9,950
11218 Kenilworth Avenue	17,003
11314 Kenilworth Avenue	11,761
10709 Montrose Avenue	6,500
10710 Montrose Avenue	10,000
10910 Montrose Avenue	5,093
10915 Montrose Avenue	10,326
10923 Montrose Avenue	11,381
10939 Montrose Avenue	11,264
10943 Montrose Avenue	11,824
4504 Oxford Street	11,250
11117 Rokeby Avenue	11,748
4609 Waverly Avenue	8,806
4705 Waverly Avenue	3,248
4710 Waverly Avenue	18,588
4711 Waverly Avenue	7,765
4716 Waverly Avenue	10,707
	301,722
Total Number of Lots	30



TABLE 7

GARRETT PARK - SUMMARY OF EXISTING DEVELOPMENT STANDARDS

	"A"	R-60	R-90
MAIN BUILDING:			
Minimum Lot Area, Sq.Ft.	5,000	6,000	9,000
Maximum Percentage of Lot Area Covered by Buildings	no max.	35%	30%
Floor Area Ratio	none	none	none
Setback from Street	25 ft.	25 ft.	30 ft.
Setback from Adjoining Side Lot	7 ¹	8 ft.	8 ft.
Sum of Both Sides	14 ¹	18 ft.	25 ft.
Setback along Side Street of Corner Lot	no min.	15 ft.	15 ft.
Setback from Adjoining Rear Lot	20 ft.	20 ft.	25 ft.
Minimum Lot Width at Front Building Line	50 ft.	60 ft.	75 ft.
Minimum Lot Width at Street Line	no min.	25 ft.	25 ft.
Maximum Building Height ²	35 ft.	35 ft.	35 ft.

¹ A lot having a width of not less than 40 feet and not more than 50 feet at the building line and which corresponds in location and lot lines with a record lot on a plat or deed recorded prior to March 6, 1928, may have minimum side yards 5 feet in width along each side lot line.

² The height may be increased beyond 2-1/2 stories or 35 feet to 3 stories or 40 feet with site plan approval.

FIGURE 28





3.7 ROCK SPRING PARK

A. INTRODUCTION

Plan Objectives

- Provide for reasonable expansion of existing office uses at Rock Spring Park.
- Add residential and retail uses.
- Preserve publicly accessible open space.
- Provide pedestrian and bicycle paths linking the open space with other areas in the office park, with public facilities, and with adjacent residential neighborhoods.
- Integrate transitway stations and right-of-way into future development.

Plan Recommendations

- Support office development on the IBM parcel that includes a retail component; a public park; an easement for transitway station/right-of-way, and bicycle path; pedestrian paths, and streetscape improvements.
- Endorse a mixed use planned development under the MXPDP Zone on the Davis parcel. Future development should adhere to development guidelines designed to meet Master Plan objectives.
- Confirm the C-P (Commercial Office Park) Zone on the Martin Marietta parcel.
- Confirm the O-M Zone on the five Bells Mill Road properties, with a development cap of 0.5 FAR over the entire site.
- Confirm the existing I-3 and C-P zones on all other parcels so zoned.

Summary

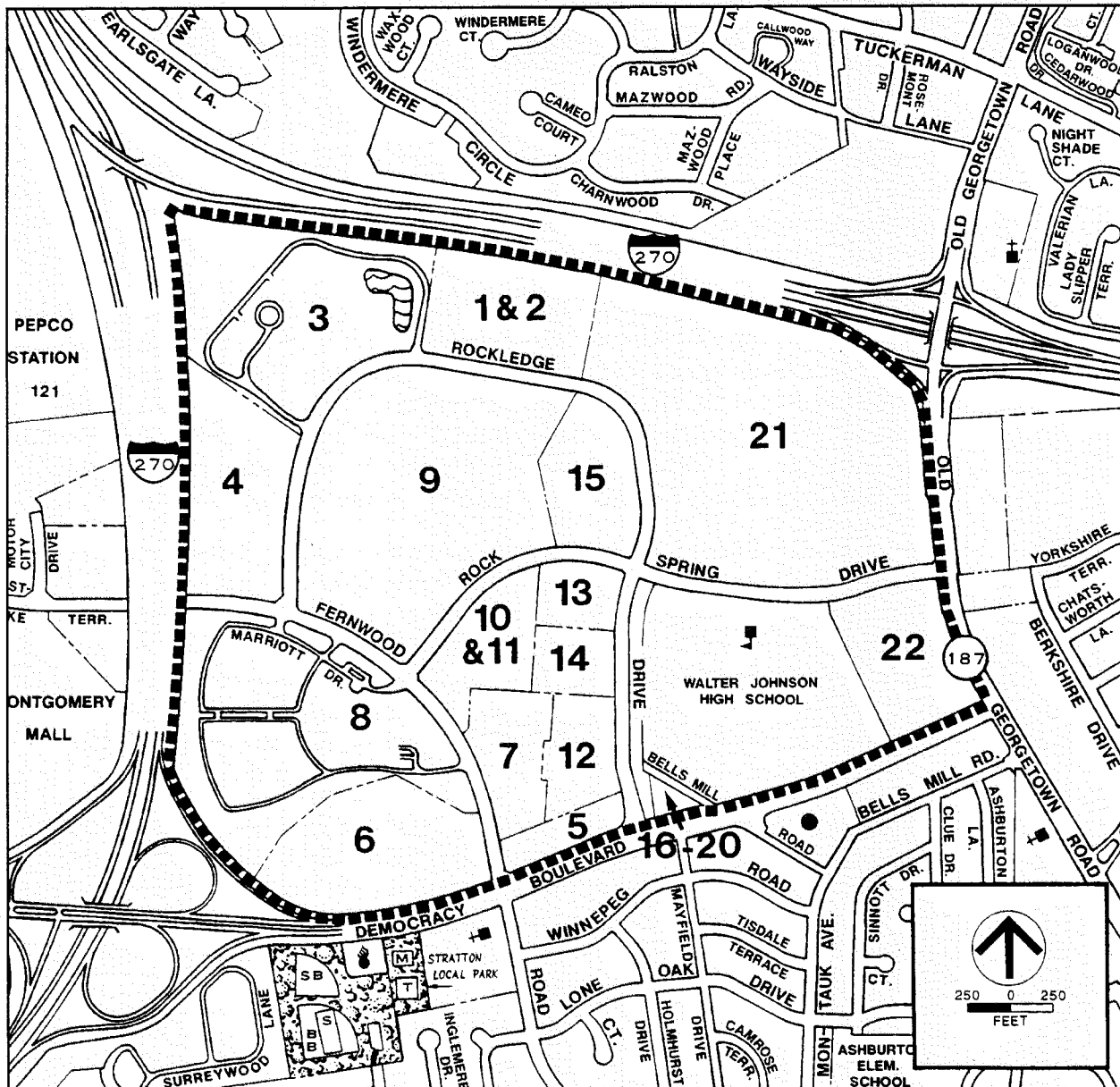
Rock Spring Park is a corporate office center located between the I-270 spurs, near their junction with I-495. It provides a gateway to the I-270 technology corridor and proximity to Baltimore, Washington and suburban Virginia. It also has easy access to three high volume airports. The Park's visibility, unique access to major transportation networks, and proximity to other commercial/industrial centers, to the nation's capital and to stable residential neighborhoods make it the most convenient corporate office location in the County.

The Park covers 247 acres and provides 5.3 million square feet of office space in 21 buildings. Corporate headquarters for high technology companies including Martin Marietta, Marriott, and IBM occupy about 40 percent of the Park's total square footage. "High tech" professional and service firms occupy the remaining space. The most recent additions to the Park consist of two IBM buildings and Rock Spring Plaza II (Comsat).

Business demand for the type of space offered at Rock Spring Park is typically very high.

ROCK SPRING PARK PARCELS

FIGURE 29



- | | | | |
|-----|----------------------|-----|---------------------------|
| 1. | Rockledge Center | 12. | Champlain |
| 2. | Rockledge Center | 13. | Bedford |
| 3. | Martin Marietta | 14. | Westmoreland |
| 4. | Democracy Center | 15. | Rockledge Executive Plaza |
| 5. | Camalier | 16. | Marion McCartney |
| 6. | Democracy Plaza | 17. | Stuart W. & D.G. Lane |
| 7. | Camalier | 18. | Irving Schwartz |
| 8. | Marriott | 19. | Democracy Associates |
| 9. | IBM | 20. | Stanley Appelbaum |
| 10. | Rock Spring Plaza I | 21. | Davis Camalier |
| 11. | Rock Spring Plaza II | 22. | Georgetown Square |



Vacancies in the park average 8 to 12 percent, which is 30 to 50 percent less than elsewhere in the County. In January 1991, Rock Spring Park had a vacancy rate of 11 percent, while the County-wide rate was 18 percent. The asking price for space at Rock Spring Park is near the top of Montgomery County's office rents, surpassed only by Bethesda-Chevy Chase business districts.

See Table 8 for a list of parcels with the accompanying zones, acreage, gross floor area and FAR. Column 7 shows the remaining development potential of each property, based on a comparison of the existing with the permitted gross floor area. Within the largely developed portion of the office park (excluding Parcel 21), there is a total of 2.1 million square feet of additional space that could potentially develop. This figure includes the IBM development pipeline (781,165 square feet). A discussion of the site plan and development guidelines for the IBM parcel are found in the section entitled "IBM Parcel."

Also included on Table 8 are two other properties with a potential for expansion or redevelopment totaling 1.3 million square feet: Martin Marietta and Marriott Headquarters. Both are loophole properties. There is a time limit on such development if they are to develop without a test for the adequacy of public facilities that could interfere with their completion. Setbacks, existing buildings and other site constraints may also limit the development potential on all of these parcels. Land use and zoning recommendations for Martin Marietta and the five properties on Bells Mill Road are found in the section entitled "Other Land Use and Zoning Recommendations."

In addition to the above development there is a 54-acre vacant parcel in the northeast corner of the Park, discussed in the section called "Davis Parcel." The parcel is currently zoned R-H, for multiple family, high-rise residential use. An analysis of the advantages and disadvantages of office, mixed-use, or residential use under six development scenarios is contained in Appendix E. This Plan recommends mixed uses for the parcel, under the floating MXPD Zone with the existing R-H as the base zone.

Also included within the physical boundaries created by two freeways and two major highways is Walter Johnson High School and Georgetown Square shopping center. Georgetown Square has a modest amount of redevelopment potential. The description below applies, unless otherwise noted, to the office park alone.

Existing Conditions

Rock Spring Park exemplifies the campus-style office park. The individualized, medium-scale buildings (ranging from 2 to 15 stories) are widely separated by large setbacks and well maintained landscaping. The Park attracts tenants who wish buildings which enhance their corporate image.

Like other such office parks, Rock Spring Park is highly dependent on the automobile. With the convenient highway location and distance from Metro, it is not surprising that most employees drive alone to work.

The Rock Spring Park Commuter Service Center has worked since the fall of 1986 to increase the number of car/van pool and transit riders. But the difficulty of reducing the

TABLE 8**EXISTING AND POTENTIAL DEVELOPMENT AT ROCK SPRING PARK**

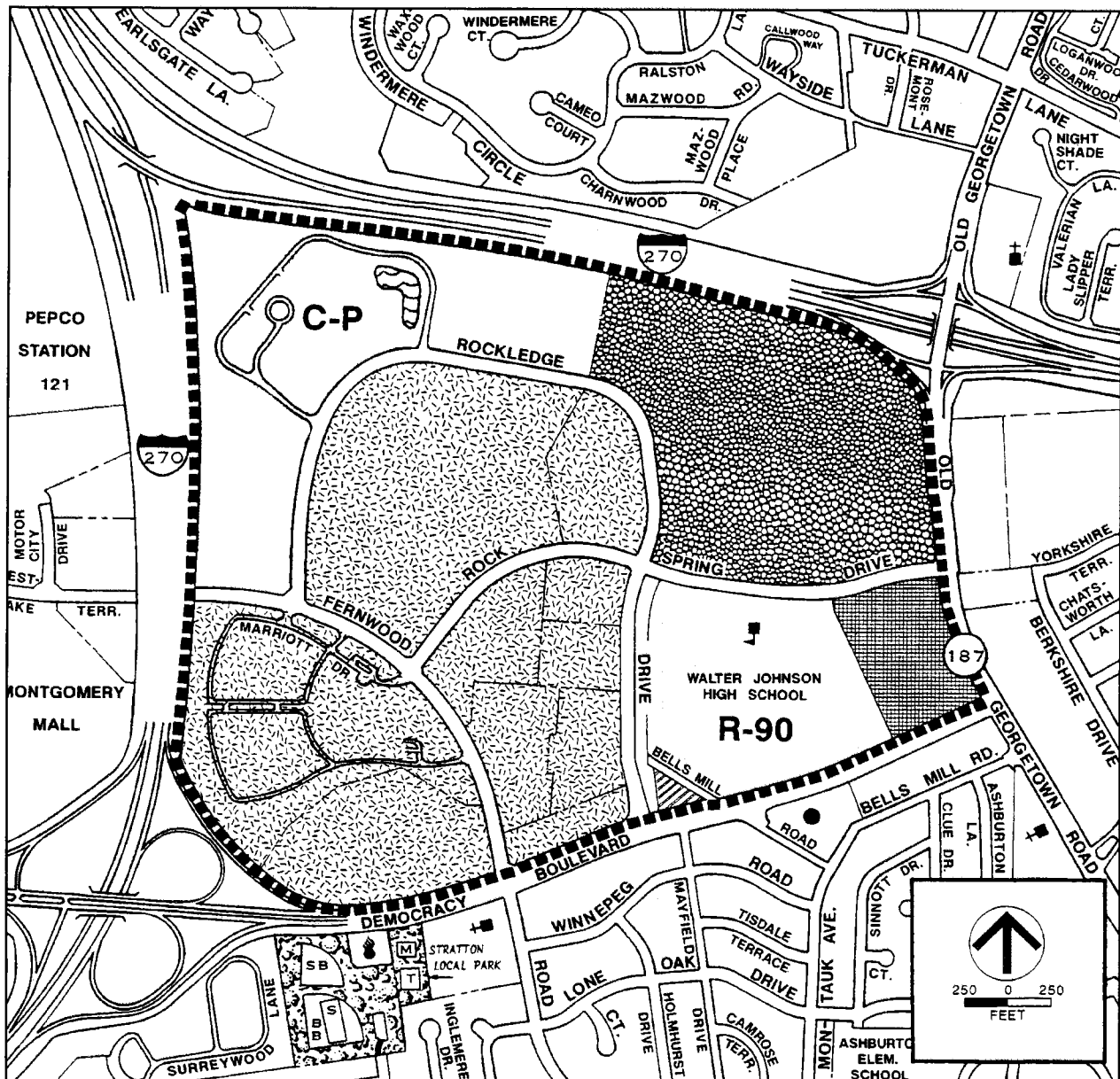
Name	Existing or Proposed Zone	Net Acres	Number of Floors	Existing Far	Existing Gross Floor Area	Potential Gross Floor Area	Loop Hole Property
1. Rockledge Center	C-P	5.69	10	1.01	250,492	0	
2. Rockledge Center	C-P	6.16	10	0.96	258,900	0	
3. Martin Marietta	C-P	26.51	4	0.21	241,071	913,704	X
4. Democracy Center	C-P	15.36	15	1.07	714,878	0	
5. Camalier	I-3	3.13	0	0	0	0*	
6. Democracy Plaza	I-3	16.35	10	1.00	710,000	0	
7. Camalier/RSP Building I	I-3	7.05	7	0.44	136,615	0	X
8. Marriott Headquarters	I-3	33.74	7	0.55	808,482	440,775	X
9. IBM	I-3	40.02	3-8	0.49	853,835	781,165	X
10. Rockspring Plaza I	I-3	4.42	8	1.12	216,010	0	
11. Rockspring Plaza II	I-3	3.1	8	1.36	183,990	0	
12. Champlain/RSP Building II	I-3	5.46	6	0.57	136,152	0	X
13. Bedford	I-3	3.9	6	0.79	135,054	0	X
14. Westmoreland/RSP Building III	I-3	3.90	6	1.15	195,706	0	X
15. Rockledge Executive Plaza	I-3	9.06	6	0.84	331,355	0	X
16. Marion McCartney	O-M	0.18	2	0.36	2,808	0	
17. Stuart W & O.G. Lane	O-M	0.15	2	0.43	2,808	0	
18. Irving Schwartz	O-M	0.18	2	0.27	2,105	0	
19. Democracy Associates	O-M	0.14	2	0.47	2,808	0	
20. Stanley Appelbaum	O-M	0.14	2	0.52	3,180	0	
21. Davis	MXPD	53.4	0	0	0	1,050,000	
22. Georgetown Square	C-1	10.3	1	0.34	152,400	0	X
TOTAL (Sq. Ft.)					5,338,649	3,185,644	

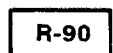





* This parcel is under a covenant to remain as open space.

December 1992

ROCK SPRING PARK - EXISTING ZONING

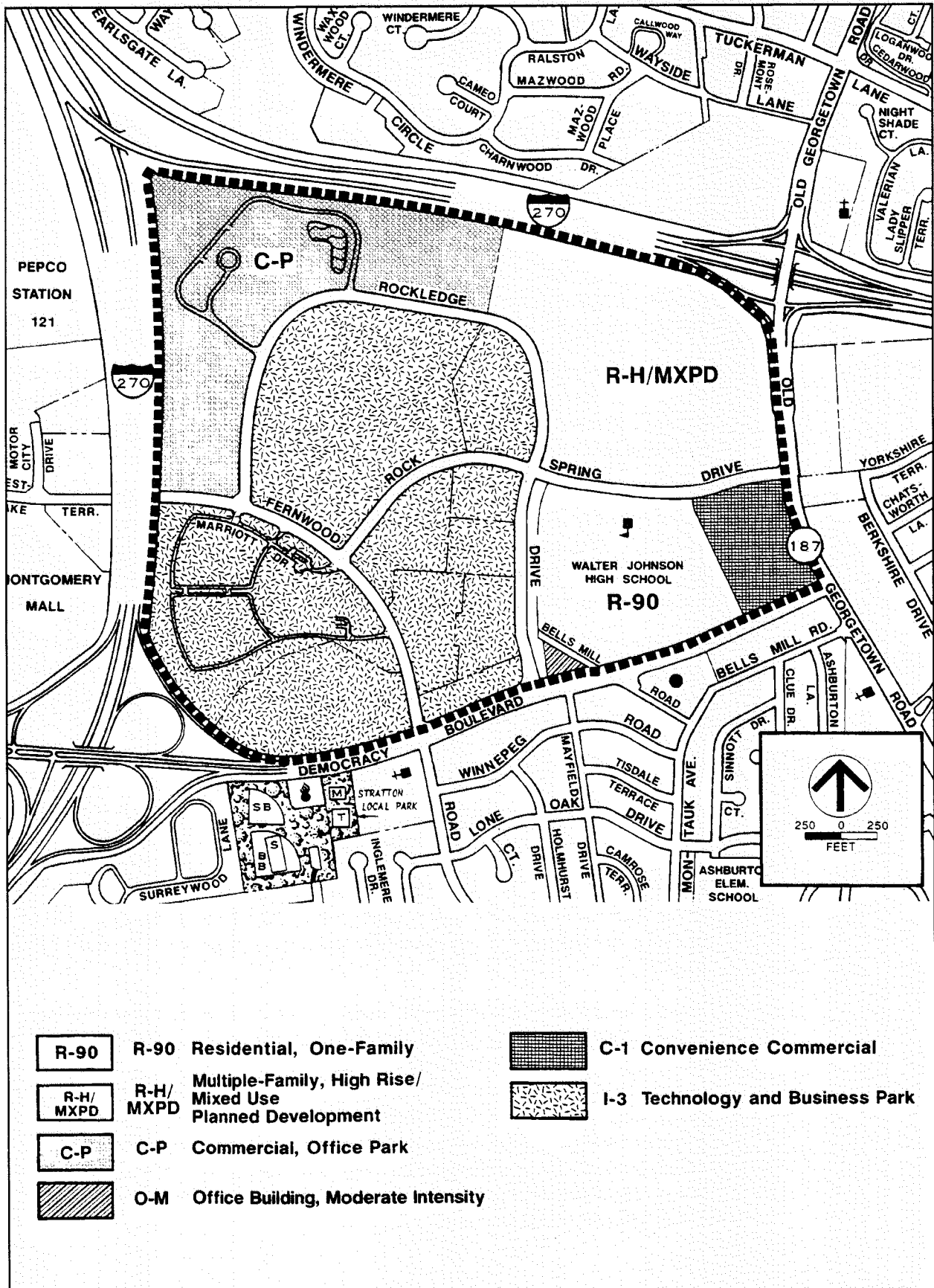
FIGURE 30



	R-90 Residential, One Family		C-1 Convenience Commercial
	R-H Multiple-Family, High-Rise Planned Residential		I-3 Technology and Business Park
	C-P Commercial, Office Park		
	O-M Office Building, Moderate Intensity		

ROCK SPRING PARK - PROPOSED BASE / FLOATING ZONES

FIGURE 31





dependence on the single-occupant automobile is illustrated by the fall in bus ridership that resulted in the termination of the J-5 bus service from Montgomery Village to Rock Spring Park. Though some of the ridership loss appears to have occurred because of layoffs at the Marriott Corporation, the opening of six new lanes on I-270 eliminated a major source of commuting stress and made it convenient once again to drive alone.

Several factors in the Park encourage single occupant auto use:

- Densities in the Park are low, ranging from 0.14 FAR to 1.36. Densities are one of the most important land use determinants of the modes chosen by commuters.
- There is abundant free or subsidized parking, making it convenient to drive. The land devoted to parking lots or structures separates the buildings and makes walking distances greater. Several buildings provide many more spaces than mandated by County zoning regulations.
- It is inconvenient to use transit or to walk. The Park is two miles from the Grosvenor Metro stop, so transit users must rely on buses, which run every 30 minutes. Pedestrian connections from buildings to bus stops and sidewalks, and also between buildings, are generally poor. The major sidewalks are located next to the road; there are no street trees and few bus shelters.
- The Park currently has an insignificant amount of retail. The combination of limited retail destinations within the Park, an unappealing walking environment, and easily accessible parking means most employees choose to have cars available for noon-time lunches, shopping and other errands.

Rock Spring Park shares other features with campus-style office parks:

- The Park's image is characterized by unrelated sets of buildings, each located in the center of its site with parking more or less successfully hidden in decks behind or below. The buildings are somewhat homogeneous, yet they lack a unifying urban design other than the generous landscaping. When IBM and Martin Marietta located in the Park almost twenty years ago, a more pastoral approach was desired and was in many ways more appropriate to the area than it is today.
- Despite the landscaping there is little usable public open space and no outdoor gathering places where the public feels welcome. The streets, a major public space, offer little more than vehicular access; with no street trees, sidewalks adjacent to the curb, and unlandscaped medians, they allow but hardly encourage pedestrian circulation. Some building sites have provided a somewhat friendlier pedestrian realm, notably the pond next to Martin Marietta, the water garden behind Marriott, the sculpture garden behind Rockledge Center, and the plaza of Democracy Center. These sites, however, are not readily accessible to the public or are primarily visual amenities.

- The Park is physically isolated from surrounding communities by the boundary highways. It would be hard for neighborhood residents to get to the area other than by car, even if public attractions existed.

Walter Johnson High School and Georgetown Square Shopping Center sit in one corner of the Park, but are not related visually or functionally to the rest of the Park. Students not only drive to and from school, they also use their cars at noon for lunch at Montgomery Mall or the neighborhood shopping centers.

Development guidelines in the sections on the IBM and Davis parcels are intended to address some of the concerns discussed above. Several of the guidelines and recommendations in the Urban Design, Transportation and Community Facilities chapters are also relevant to the development of this area.

B. IBM PARCEL

Site Plan

IBM currently has an approved site plan for a total of 1.6 million (1,635,100) square feet. The design calls for five office buildings encircling a formal central park with radial drives providing vehicular and pedestrian access to the park. The geometric pattern of the five buildings is designed to impose a strong visual order on what could otherwise be a set of unrelated architectural events. Building heights will range from 4 to 7 stories, but average 5 stories. There will also be a retail structure with rooftop parking on the southern part of the site. It will provide convenience retail and services for Park employees (as intended by the zone) and will be designed to complement the North Bethesda transitway stop. The approved plans include landscape designs for the site which will add substantial plantings to the existing mature trees.

Development on the site will be staged over the next ten years, allowing construction of one building at a time. The building complex should reinforce the goals of the Master Plan and address some of the urban design deficiencies in Rock Spring Park discussed above: weak urban design relationships between the buildings; the dearth of public open space, the poor pedestrian environment, and the absence of retail uses. The following guidelines reflect the approved site plan and should be used if the existing site plan approval expires or the owners seek a site plan amendment.

Development Guidelines

1. Ensure that individual buildings are part of a design scheme that organizes the elements into a coherent whole. Provide a strong relationship between the form and materials so that the buildings are compatible with each other and are viewed as parts of one building composition.
2. Orient the buildings to create a significant open space that is not only a visual focal point but also highly accessible to and usable by the public.



3. Provide pedestrian links between all sides of the central public park and other pedestrian destinations along the exterior roadways.
4. Provide an easement for future dedication of all necessary right-of-way for the North Bethesda Transitway and a station along the southern portion of the site. The right-of-way should allow for a bikeway and bus pull-off at the transitway station.
5. Coordinate the design of the retail structure with that of the transit station to create a focal point of activity and vitality in Rock Spring Park and a link to the central public park.
6. Accommodate to a reasonable extent the reconfiguration of the Fernwood Road/Rock Spring Drive intersection to allow uninterrupted east-west flow along the southern boundary of the IBM site. Provide right-of-way for a sidewalk.
7. Provide streetscape elements along the realigned road, including sidewalks, street trees, benches, bus shelters, and other streetscape elements.
8. Explore with adjacent property owners and public agencies the opportunity for creating a small public park or landscaped island on land “left over” from the road realignment.

C. DAVIS PARCEL

The major undeveloped site in Rock Spring Park is the 54-acre Davis parcel. The existing zoning is R-H (multiple family, high-rise residential). This Plan recommends retaining R-H as the base zone, and MXPD (Mixed Use Planned Development) as a floating zone.

Development Guidelines

Under the MXPD option, careful design will ensure that the 54-acre parcel becomes the urban village center for this area of North Bethesda, creating a more pedestrian friendly, transit serviceable environment with the housing and retail on the Davis parcel linked to the offices in the remainder of the Park.

In order to ensure the realization of the land use, transportation, environmental and urban design objectives of the Plan in a comprehensive vision for the site, development should adhere to the following guidelines:

Phasing

1. Defer subdivision approval until County adequate public facilities requirements have been met.
2. Provide significant residential development in the first phase of construction.
3. Prior to the issuance of the building permit for the second office building, a community center must be operational or its construction must have started.

4. Upon rezoning of the property to the MXPB Zone for the development provided for in this Plan, the landowners will agree to lease the existing estate house to the County for use as an interim community center. Subsequently, as part of the development of the site, the Davis estate house would be used for some purpose such as a day-care center, conference center, meeting place, or other uses to serve residents and/or employees consistent with the covenant upon this land.
5. Dedicate land that is adequate for the following facilities:
 - a. Direct access ramp(s) from I-270 near Old Georgetown Road and the roadway connection from the ramp to Rockledge Drive.
 - b. The North Bethesda Transitway. (See #18.)
 - c. A community center, generally on the southern edge of the central woods or other appropriate location. The site should be adequate to accommodate a 23,000 square foot structure.
 - d. Streets leading to the community recreation center and to major open spaces in order to ensure public access to these facilities and amenities.

Affordable Housing

6. Develop a proposal for a creative, employer-sponsored or supported employee housing program, to serve employees of the Park and nearby locations. Implementation of a program devised in conjunction with agencies such as the Housing Opportunities Commission, the Housing and Community Development Department of Montgomery County or the State of Maryland is strongly encouraged.
7. Require the construction of 226 MPDU's (22 percent of the base housing component of 1,024 units) as part of the development plan approval for the MXPB Zone.

Office and Retail Use

8. Provide approximately 150,000 square feet of retail space designed to serve not only the residents in the development but also the employees and residents of the surrounding communities. This amount may be increased up to a maximum of 220,000 square feet provided any increase above 150,000 square feet would require an equal reduction in the office floor area. The public community recreation center is not counted as retail or office space.
9. Provide a maximum 900,000 square feet of office space. Incorporate site amenities and design features which will ensure compatibility with the remainder of Rock Spring Park and with on-site residential and retail uses.



10. Preserve a significant portion of the woods in the center of the site for public use and enjoyment. The woods may be modified and enhanced but may not be removed. The Plan encourages location of the public community recreation center on the southern side of the woods or in another appropriate location.
11. Retain the open space around the estate house (subject to an existing covenant) and utilize the house for an accessory use such as a day care center, conference center or meeting space. Recreation uses on the site are also encouraged. Provide for use of the existing estate house as an interim community center.
12. Incorporate the stream corridor into the urban design. Use the land in the northwest corner of the site for stormwater management.
13. Develop and maintain a visual buffer of woodlands along I-270 to screen the new development.
14. Create a linked open space system, subject to a public use easement, including the stormwater management area, central woods and estate house grounds, along the northwest to southeast diagonal axis of the site.
15. Provide pedestrian/bicycle paths through the site, linking the central woods and community center with Walter Johnson High School.
16. Organize the site plan around the two diagonal axes through the site which intersect in the central park. Take advantage of the potential to locate landmark buildings where the view axes of north and southbound Old Georgetown Road intersect. (See Figure 47.)
17. Provide an open space and park system on a minimum of 40 percent of the site area.

Circulation and Parking

18. Accommodate the North Bethesda transitway and station in development of the site. The preferred alignment of the transitway is on the southern edge of the site (along the north right-of-way line of Fernwood/Rock Spring Drive). Flexibility should be retained for the precise alignment along the eastern edge of the property, but the final design should be compatible with the estate house and grounds. The station should be sited north of the Georgetown Square Shopping Center to serve the new development, existing shopping centers, and high school. The alignment must be shown on the development plan. The final alignment will be determined at site plan review, and must be coordinated with the easement provided by IBM on the parcel to the west.
19. Coordinate major access points with existing development, and ensure safe ingress and egress to Walter Johnson High School.
20. Create a fine-grained grid of streets open to the public at a size that will result in urban-scale blocks. Locate parking garage entrances and loading docks in a

manner to minimize interruptions to the retail frontage along the streets.

21. Provide most of the parking in structures. (Some surface parking will be required for residential and retail uses.) Also provide some parking on-street in order to ensure streets with an urban character.

Building Location, Height, and Use

22. To ensure a lively pedestrian environment, provide public spaces adjacent to the streets. For the most part, locate buildings adjacent to both sides of the street (except those on the central park).
23. Provide a mix of building heights. Locate the high buildings on the central park or at the southwest corner of the site, with the highest buildings on the northeast-southwest axis. Reduce heights and visibility of structures to Luxmanor by stepping down building heights towards Luxmanor and by including appropriate screening and architectural treatment to break up massing.
24. Locate a significant portion of the retail along the southern portion of the site to relate to Georgetown Square Shopping Center.
25. The bulk of the retail should be sited in the southeast segment of the site with visibility to Rock Spring Drive. This retail siting is designed to enhance the pedestrian connection along Rock Spring Drive between the offices to the west and the shops and apartments to the east and to reinforce the role of Rock Spring Drive as the main spine of Rock Spring Park. The location of retail is intended to attract the pedestrian to the central park and recreational facilities.

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C. OTHER LAND USE AND ZONING RECOMMENDATIONS

1. Martin Marietta

The Martin Marietta parcel is currently zoned C-P. The zone does not have a specified FAR, but the height/setback/coverage requirements could result in an FAR of as much as 1.25; an FAR of 1 is more realistic, given the site constraints. The existing building has an FAR of .21; thus the owners of the property could expand their existing floor area very substantially by adding up to 913,704 square feet. Martin Marietta has registered as a loophole property.

If public policy makes it advisable to reduce the development potential on the site because of the increase in traffic that would be generated, there are several options but none that is very satisfactory. Much of the Park is zoned I-3, but the I-3 is a floating zone, with a maximum FAR of 0.5, and there would be no incentive for the owner to apply for rezoning. The R&D (Research & Development) Zone has an FAR of 0.3 or up to 0.5 with the Optional Method and is a Euclidean Zone—allowing the Council to impose a zone by Sectional Map Amendment. But the R&D Zone is designed to allow low scale flexible space for a variety of types of research and development, not for general office use; no more than 50% of the gross floor area may be used for office.



It would be inappropriate to initiate a zoning text amendment to change the FAR of the C-P Zone itself (as done with the I-3 Zone), since Rock Spring Park is one of only two locations in the County where the zone is in use. Moreover, the adjacent properties zoned C-P would become nonconforming: Rockledge Center has FARs of 1.01 and 0.96, and Democracy Center an FAR of 1.07. The arguments for confirming the existing C-P Zone are that three of the four properties are unable or unlikely to redevelop, leaving only the Martin Marietta property with the possibility of expansion. The site has unexcelled highway access and the possibility of a high quality transit connection to Grosvenor Metro. The property clearly conforms to the office use for which the existing zone was designed, and it sits in an office park that has been designated as an employment center for over 30 years.

The Plan recommends confirming the existing C-P Zone.

2. Five Properties on Bells Mill Road Stub

There are five converted houses on a stub of Bells Mill Road southwest of Walter Johnson High School. They are currently zoned O-M. The purpose of O-M is “to provide locations for moderate-intensity office buildings in areas outside of central business districts. It is intended that the O-M Zone be located in areas where high-intensity uses are not appropriate, but where moderate intensity office buildings will not have an adverse impact on the adjoining neighborhood. This zone is not intended for use in areas which are predominantly one-family residential in character.” The zone allows a maximum FAR of 1.5.

The Plan recommends confirming the existing O-M zoning with a development cap of 0.5 FAR over the entire site.

3. Other Parcels

The Plan recommends confirming the existing zoning on all other parcels zoned I-3 or C-P.