

IV. LAND USE AND ZONING

CURRENT LAND USE PATTERN AND EXISTING ZONING

In 1980, the White Oak Master Plan area was approximately 75 percent developed. Today, less than 9 percent of the developable land area remains undeveloped or under-utilized. (See Figure 10, page 19.)

Data from the Maryland State Department of Assessment and Taxation Parcel File of June 1992 indicate that approximately 37 percent of the residential dwelling units in the White Oak Master Plan area are multi-family units; 72 percent of the multi-family units are concentrated along Lockwood Drive, Old Columbia Pike, and in the April-Stewart Lanes area. Townhouses make up approximately 7 percent of the housing units in White Oak and are dispersed throughout the Master Plan area. The majority of the townhouses have been built in the last 13 years. Existing zoning is shown on Figure 9, page 17.

Table 2

SUMMARY OF EXISTING LAND USE IN THE WHITE OAK MASTER PLAN AREA

Land Use	Acres	% of Total
Residential and Housing	3,463	50.3%
Industrial Production	22	.3%
Transportation, Communication and Utilities (non-office)	14	.2%
Warehousing and Wholesale	7	.1%
Retail Trade	77	1.1%
Office Buildings and Selected Services	45	.7%
Government Services and Institutional	651	9.4%
Schools	200	2.9%
Religious Activities	61	.9%
Farming	6	.1%
Parks, Cultural, Recreation and Open Space	833	12.1%
Rights-of-way	904	13.1%
Other*	607	8.8%
TOTAL	6,890	100%

* Includes outlots (recorded lots with no development potential), vacant, and unused land available for development

Sources: Maryland State Department of Assessment and Taxation Parcel File, June 1992;
M-NCPPC, Research and Information Systems Division, May 1995.

LAND USE AND ZONING GOAL

The land use and zoning goal in the White Oak Master Plan area is to ensure livable communities for the future by protecting and strengthening their positive attributes and encouraging development that will enhance the communities' function, sense of place, and identity. (See Figure 13, page 23 and Figure 14, page 25.)

FEDERAL FACILITIES

The two federal facilities in the Master Plan area are both undergoing change. Both facilities are located in Hillandale, are zoned RE-2 (residential, one-family) and straddle the Montgomery-Prince George's County line.

The Army Research Laboratory, located north of Powder Mill Road, will be expanding its research facilities in the next three years. The number of employees will not appreciably increase; however, during the construction phase there may be some roadway impact. The Army is working closely with the surrounding neighborhoods to minimize as much of the impact of construction as possible.

The Naval Surface Warfare Center (NSWC), located south of Lockwood Drive and the White Oak Commercial center, forms the southern boundary of the US 29/Cherry Hill Employment Area and is adjacent to the Percontee Sand and Gravel. NSWC is being closed as a result of the 1995 Defense Base Closure and Realignment Commission (BRAC). Through the BRAC process, the base will be transferred to the General Services Administration (GSA) and the U.S. Army. It is anticipated that the Food and Drug Administration (FDA) will consolidate on this site in the near future. There is also potential for other federal agencies to relocate to the site in the future.

OBJECTIVE:

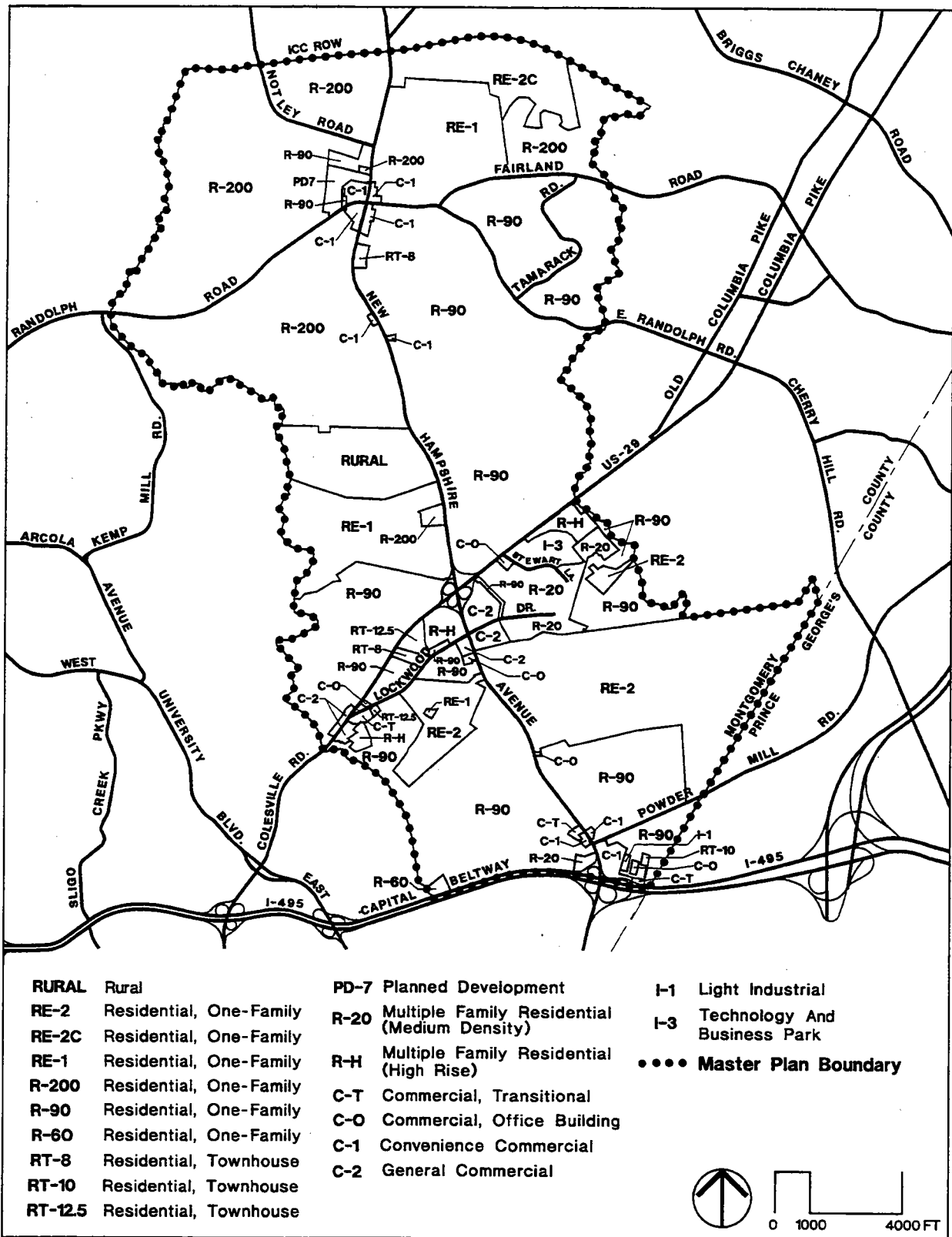
Support the continuation of the federal facilities in Hillandale and encourage any new development to be compatible with the surrounding neighborhoods.

RECOMMENDATION:

- Retain the RE-2 (residential, one-family) zoning on the NSWC property. This Plan recommends a reuse strategy be developed if the facility is closed. There are approximately 610 acres of NSWC property located in Montgomery County. The site contains a large administration building and a number of smaller research buildings. With any reuse proposal, development must be compatible with the adjacent single-family neighborhood character. The site should be developed as a single entity for public or private reuse; any portion kept by the federal government should be physically integrated into the new development. Environmental features such as the Paint Branch and its tributaries, steep slopes, and forest cover must be taken into consideration when the reuse plan is developed. Traffic mitigation, stream restoration, and water quality protection must be elements of any redevelopment of the site. This Plan recommends that the existing golf course at the NSWC be acquired by the Montgomery County Parks. The Plan also recommends that stream buffers be provided as required by current County regulations, and that any areas appropriate for addition to the County greenways or parkland system be dedicated to this use. (See recommendation in Community Facilities Chapter, page 69.)

EXISTING ZONING

FIGURE 9



HOUSING

The White Oak Master Plan area currently offers a variety of housing types. As of the 1990 U.S. Census, single-family detached homes account for 56 percent of the housing stock in the White Oak Master Plan area. Townhouses represent 7 percent of the housing units, while multi-family units make up 37 percent of the housing units. According to the State Tax Assessor's 1992 parcel file data, 37 percent of White Oak's multi-family units are high-rise apartments.

OBJECTIVE:

Maintain housing for people of varying incomes, ages, and lifestyles, and continue to provide a variety of housing types that will permit households with changing needs to find suitable accommodations within the White Oak Master Plan area.

RECOMMENDATIONS:

- Encourage housing for the elderly and handicapped at locations adequately served by public transportation, shopping, and community facilities.
- Encourage joint community and County and State government participation in housing improvement activities organized to preserve the quality of existing housing and neighborhoods.
- Encourage the development of innovative housing and a variety of housing types for all income ranges.

UNDEVELOPED LAND

There are approximately 318 acres of undeveloped land that could develop in the White Oak Master Plan area. Of these, approximately 170 acres comprise parcels less than an acre in size scattered throughout the Master Plan area. There are only a few large undeveloped land areas in the White Oak Master Plan area that could be considered for development.

OBJECTIVE:

Encourage the development of vacant parcels to be compatible with the surrounding neighborhoods and to achieve the goals and objectives of this Plan. (See Figure 11, page 21.)

RECOMMENDATIONS:

- Encourage compatibility with surrounding neighborhoods when infill residential development occurs on undeveloped lots that are 5 acres or less in size, and are located within existing residential neighborhoods of single-family detached housing.
- Maintain existing R-200 (residential, one-family) zoning on the 12 acres of undeveloped property located west of the Holy Family Seminary on Randolph Road. This property is bordered by single-family detached residential development and should remain zoned for detached single-family residential use. A special exception has been approved for senior citizen housing on this property.

- The Milestone Drive properties located at the intersection of US 29 and New Hampshire Avenue consist of 37 developable acres controlled by seven owners. Properties range in size from .5 to 22.7 acres. This site is appropriate for a mix of single-family detached units and single-family attached units. Detached units should be located within the northern end of the properties to provide a compatible transition to the existing residential neighborhoods and townhomes should be located near the intersection of US 29 and New Hampshire Avenue. To achieve this mix and location of units, the Plan recommends R-90 zoning for the northern and largest parcel and R-90/TDR at a density of six units per acre for the southern six parcels.

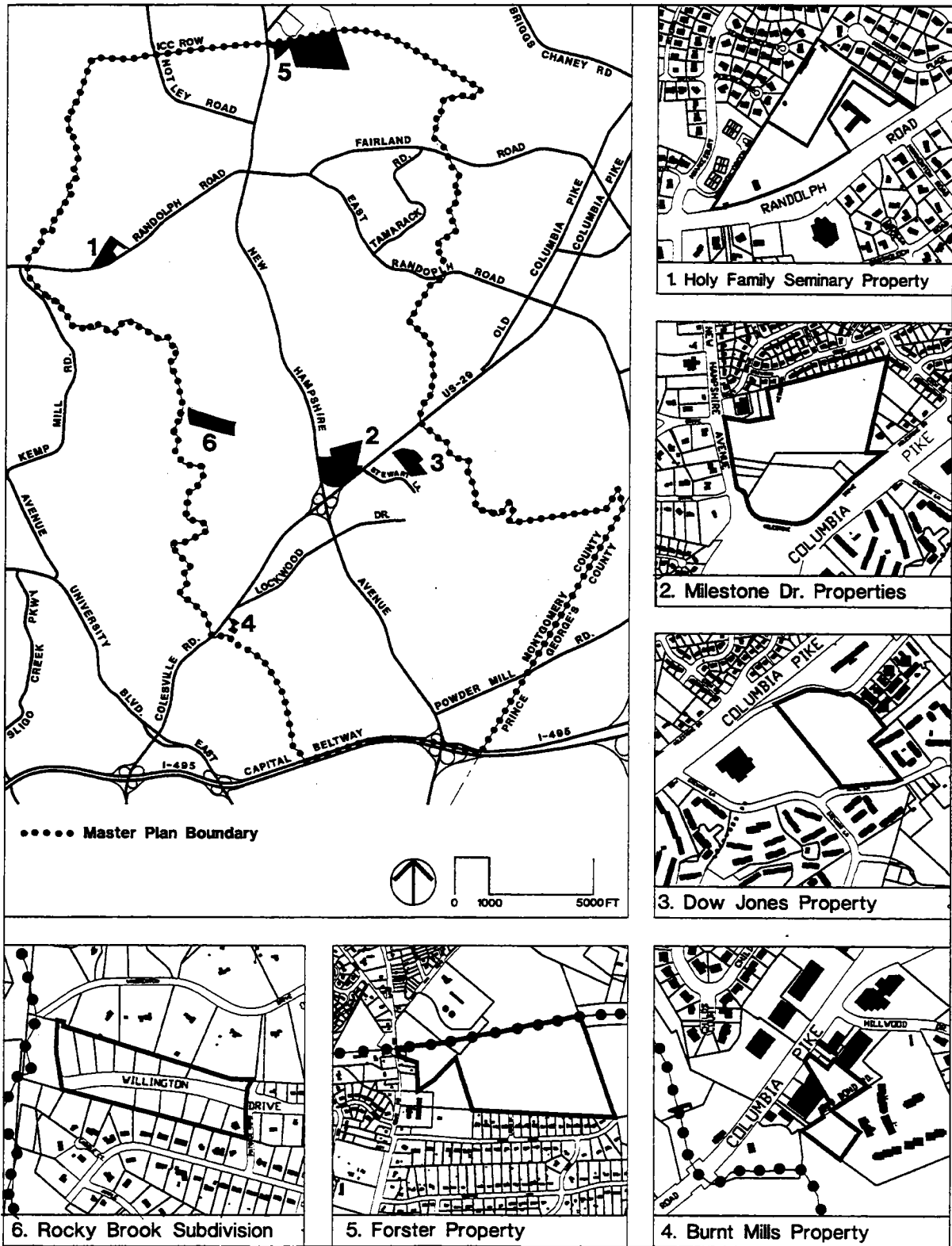
The Zoning Ordinance requires that development using TDRs at this recommended density achieve compatibility with existing adjacent neighborhoods and it sets out guidelines for development in areas of TDR developments that adjoin single-family neighborhoods. In reviewing a site plan for development of the Milestone property, the Planning Board should assure that the standards are met and that an adequate level of compatibility is achieved. This may mean reducing the number of units allowed under the zone. Appropriate noise buffering should be considered to serve the entire site.

Pedestrian and bicycle access to the White Oak Library, located to the north of the properties, should be provided. Special attention should be given to mitigating the effects of noise from US 29 and New Hampshire Avenue. A network of secondary residential streets, which would discourage cut-through traffic, should be developed connecting New Hampshire Avenue to US 29 at Stewart Lane (see Transportation Chapter, page 48).

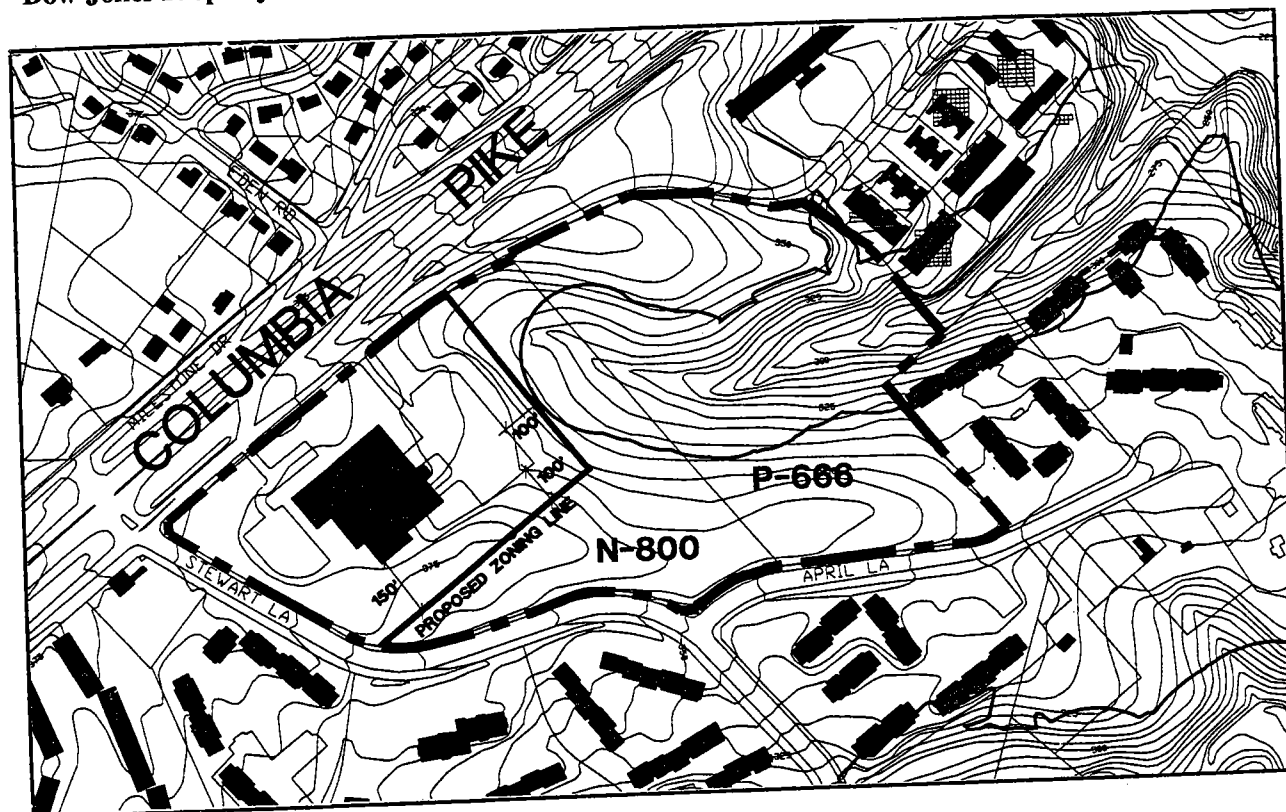
- Rezone 2.4 acres of undeveloped property located on US 29 in the Burnt Mills business area from C-2 (general commercial) to C-4 (limited commercial) to encourage the development of low-intensity, highway-oriented commercial uses. The C-4 zone permits office use as well as commercial uses that will be compatible with the office development across the street. (See recommendations for the Burnt Mills Commercial Center, page 36.)
- The 104.72-acre Forster property on Cape May Road (which lies partially in the White Oak Planning Area and partially in the Cloverly Planning Area and is in the Special Protection Area) has been purchased to help protect environmental resources and improve resource management in this part of the watershed. (See Environmental recommendations on page 81.)
- Rezone the vacant Dow Jones parcel 666 (15.76 acres) and a portion of the developed parcel N-800 (8.94 acres of 19.74 acres) located on Old Columbia Pike, from I-3 (technology and business park) to RT-6 (residential, townhouse) to achieve a compatible transition to the surrounding existing residential properties, to add variety to the housing types in the area, and to provide protection of the stream valley. This Plan recommends that a 50-foot forested buffer be retained on the I-3 property along the property line border with the RT-6 zone to ensure compatibility with future residential development. (See Figure 12.)
- The Rocky Brook Park subdivision at the western end of Willington Drive consists of 12 recorded but undeveloped lots located on a steep, wooded stream valley that drains to Northwest Branch. Although the subdivision approvals were obtained in 1945 and the lots recorded, the lots will be very difficult to develop under current standards for environmental protection and street construction. While these recorded lots will be exempt from some current environmental standards that would normally apply at the time of subdivision, floodplain and wetlands issues must still be addressed at the time of permitting. Building permits must be obtained from the County Department of Permitting Services. The County Department of Permitting Services is responsible for issuing permits for public road construction and driveways. Although Willington Drive is shown on the existing plat as providing access for these lots, it is unlikely that the road can be built due to its location in the stream valley and this may further constrain the ability of the property owners to develop these lots.

LOCATION OF UNDEVELOPED PARCELS

FIGURE 11

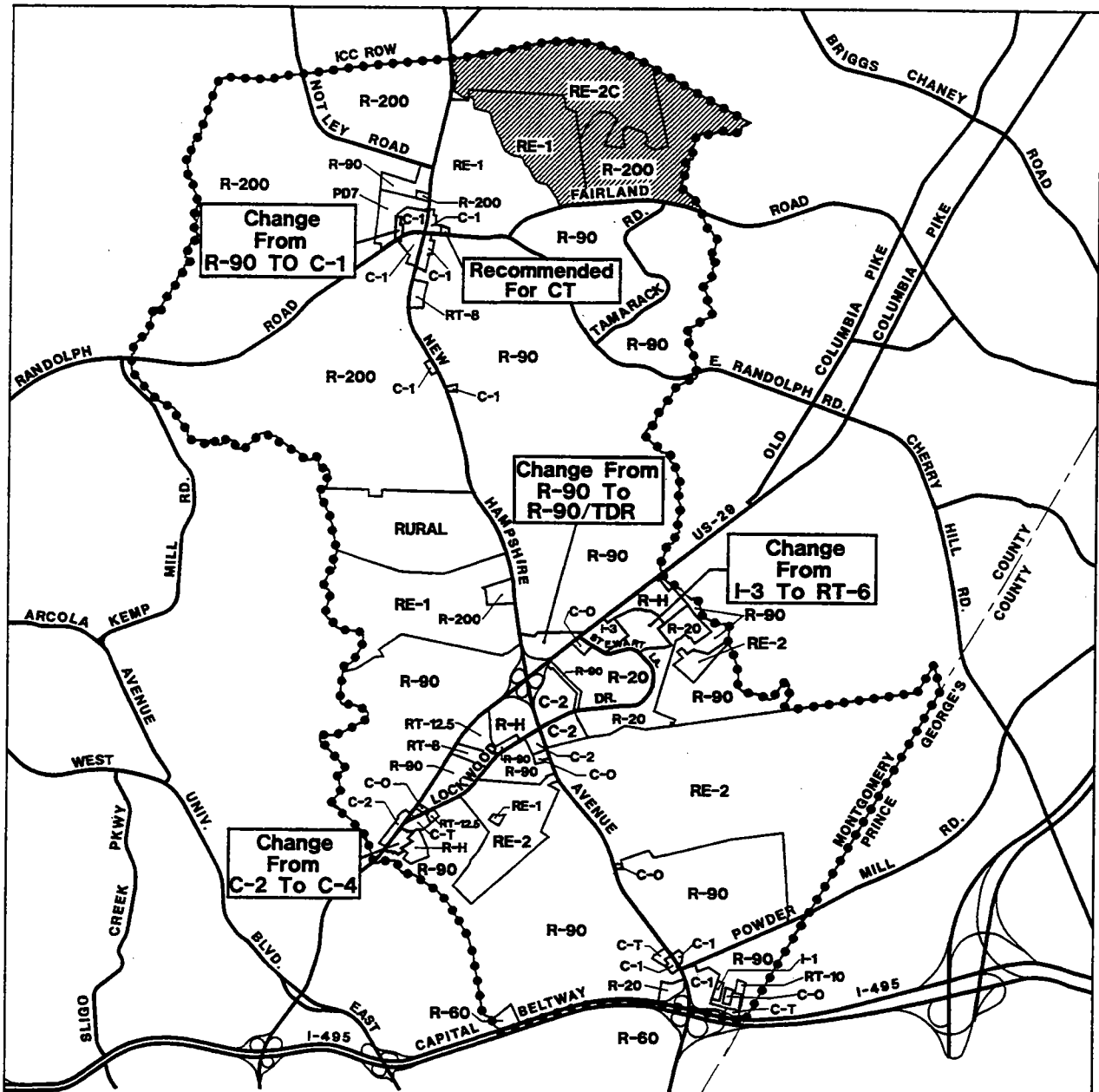




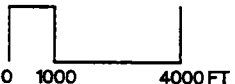
Dow Jones Property



It will also be difficult to build a private road due to sedimentation and soil disturbance requirements and other limitations in the floodplain area.

- Maintain the residential character on undeveloped land located next to the Colesville Commercial Center. If special exception uses are found to be appropriate, existing zoning should remain in place (see Figure 9, page 17). Development should be compatible with the adjoining residential areas, and care should be given to traffic circulation and any off-street parking.



RURAL Rural	RT-12.5 Residential, Townhouse	C-4 Limited Commercial
RE-2 Residential, One-Family	PD-7 Planned Development Residential	I-1 Light Industrial
RE-2C Residential, One-Family	R-20 Multiple Family Residential, (Medium Density)	I-3 Technology And Business Park
RE-1 Residential, One-Family	R-H Multiple Family Residential (High Rise)	 Paint Branch Environmental Overlay Zone
R-200 Residential, One-Family	C-T Commercial, Transitional	•••• Master Plan Boundary
R-90 Residential, One-Family	C-O Commercial, Office Building	
R-60 Residential, One-Family	C-1 Convenience Commercial	
RT-6 Residential, Townhouse	C-2 General Commercial	0 1000 4000 FT
RT-8 Residential, Townhouse		
RT-10 Residential, Townhouse		

SPECIAL EXCEPTIONS

Special exception uses, as identified in the Zoning Ordinance, may be approved by the Board of Appeals if they meet the standards, requirements, and the general conditions set forth in the Zoning Ordinance. The Zoning Ordinance provides that the Board of Appeals may deny special exceptions if there is an excessive concentration of such uses in an area or if the uses are inconsistent with the Master Plan recommendations.

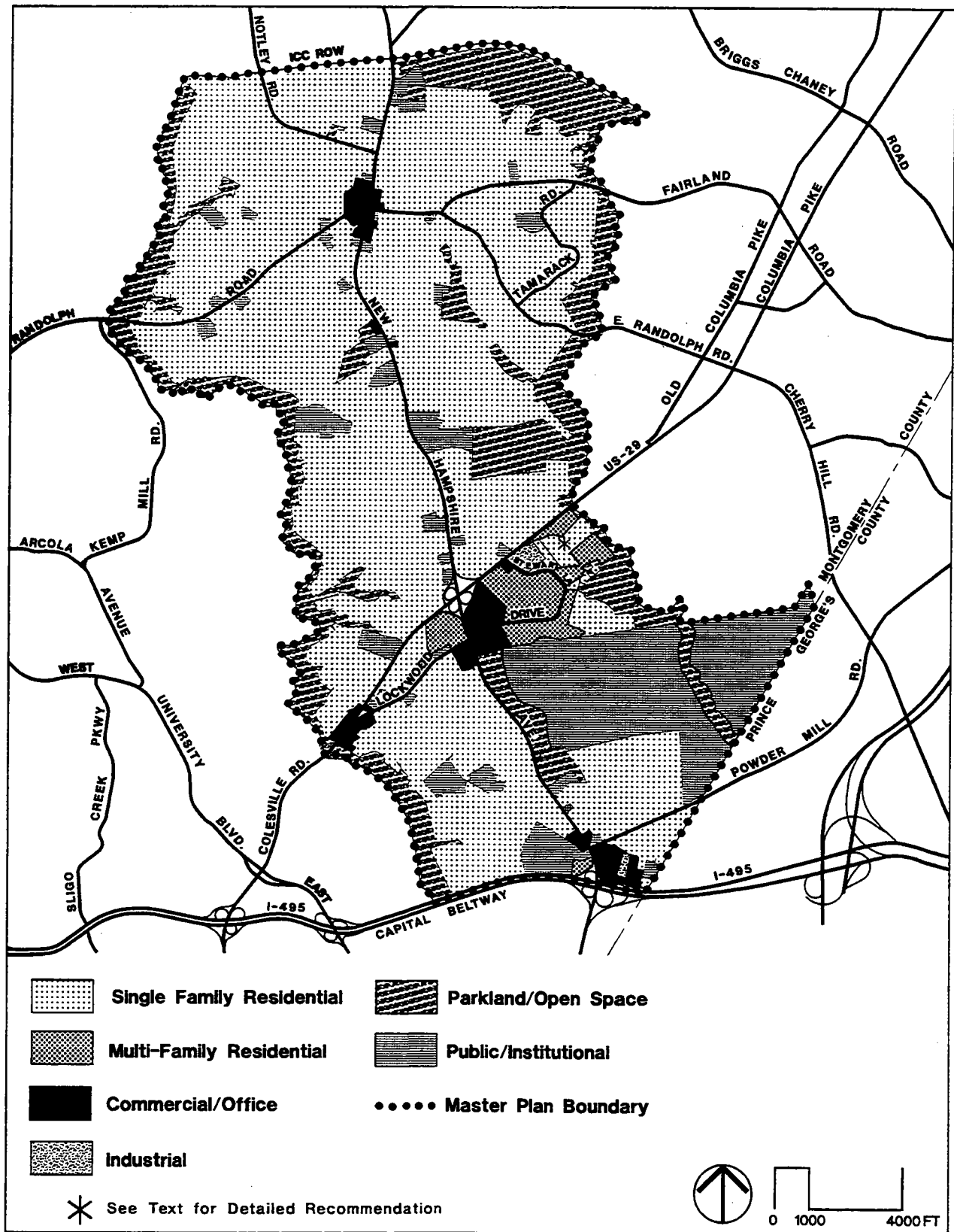
Excessive concentration of special exception uses and non-residential uses along major transportation corridors should be avoided. Sites along these corridors are more vulnerable to over-concentration because they are more visible. This is especially a concern along New Hampshire Avenue, Randolph Road, and Powder Mill Road.

OBJECTIVE:

Evaluate new requests for special exception uses and their impact on the character and nature of the residential neighborhoods in which they are proposed.

RECOMMENDATIONS:

- Require new requests for special exception uses along major transportation corridors and in residential communities to be compatible with their surroundings. Front yard set-back should be maintained.
- Avoid front yard parking because of its commercial appearance. Side and rear parking should be screened from view of surrounding neighborhoods.
- Require new buildings or any modification or additions to existing buildings to be compatible with the character and scale of the adjoining neighborhood.
- Avoid placing large impervious areas in the Paint Branch watershed due to its environmental sensitivity



COMMERCIAL CENTERS

The commercial centers provide a range of goods and services to meet the needs of the community. They function as places where neighbors can meet and enjoy a greater sense of community. They also contribute to the community's sense of place and identity in that they are highly visible centers, located along major roadways, and provide a focus for commercial activity.

OBJECTIVE:

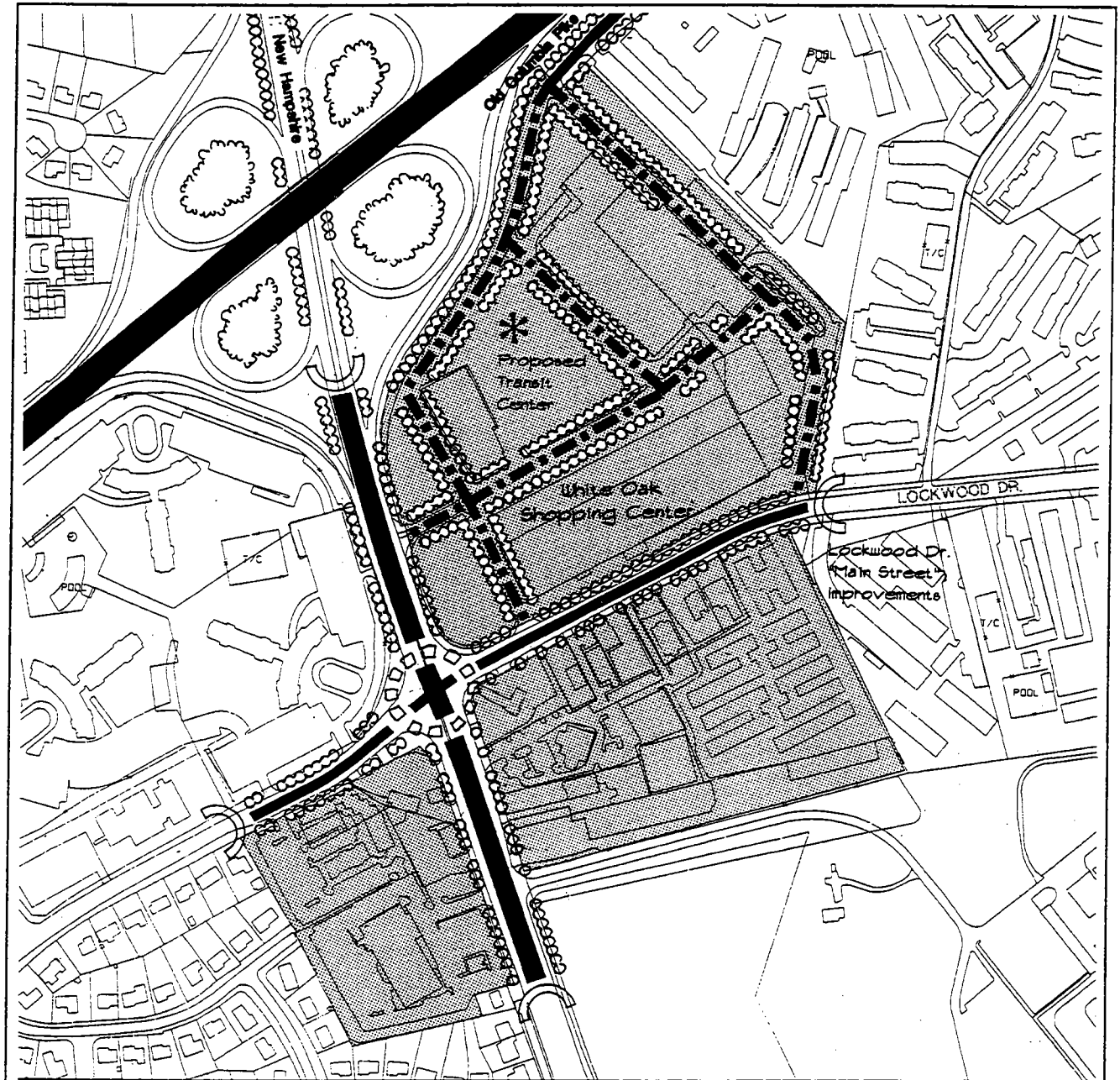
Provide guidance for future improvements and development within the commercial centers to strengthen community identity, enhance one's sense of place at the pedestrian scale, and best serve the needs of the community.




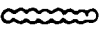

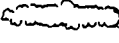




RECOMMENDATIONS:

- Promote retail and pedestrian activity along streets within commercial centers.
- Encourage civic spaces such as plazas, park areas, or seating areas within shopping areas to promote social interaction and improve a sense of community. These spaces should be well furnished with benches, lighting, and other appropriate special features to encourage public use.
- Provide landscape screening within the setbacks required by the Zoning Ordinance for commercial properties that abut residential properties when redevelopment or new development occurs. Landscape screening should be used in conjunction with fences or walls and low, non-glare lighting fixtures to ensure compatibility with abutting residential areas.
- Provide landscaping as required by the Zoning Ordinance within the parking areas of commercial areas when redevelopment or new development occurs. Such landscaping should be primarily tall shade trees to increase the amount of greenery and shade while not obstructing storefronts and low level signage.
- Review signage, at the time of development review, to reduce visual clutter and to improve pedestrian and vehicular sight distance.
- Require adequate sidewalks with landscaping and amenities within commercial areas to improve pedestrian connections to off-site destinations when development or redevelopment occurs.
- Provide bus stops with bus shelters and trash receptacles within the commercial centers to provide for pedestrian comfort and to encourage ridership.
- Provide street trees and adequate sidewalks on all public streets within commercial centers when street improvements, development, or redevelopment occurs.

WHITE OAK COMMERCIAL CENTER

FIGURE 15



- | | | | |
|---|---|---|---|
|  | Major Highway - US 29 |  | Pedestrian Improvements |
|  | • New Hampshire Ave. |  | Streetscape -
Sidewalks & Street Trees |
|  | • Lockwood Drive
• Old Columbia Pike |  | Landscape Areas /
Buffer Areas / Natural Areas |
|  | Internal Private Streets |  | Gateway Locations |
| | |  | Public Facilities |
| | |  | Commercial Center |

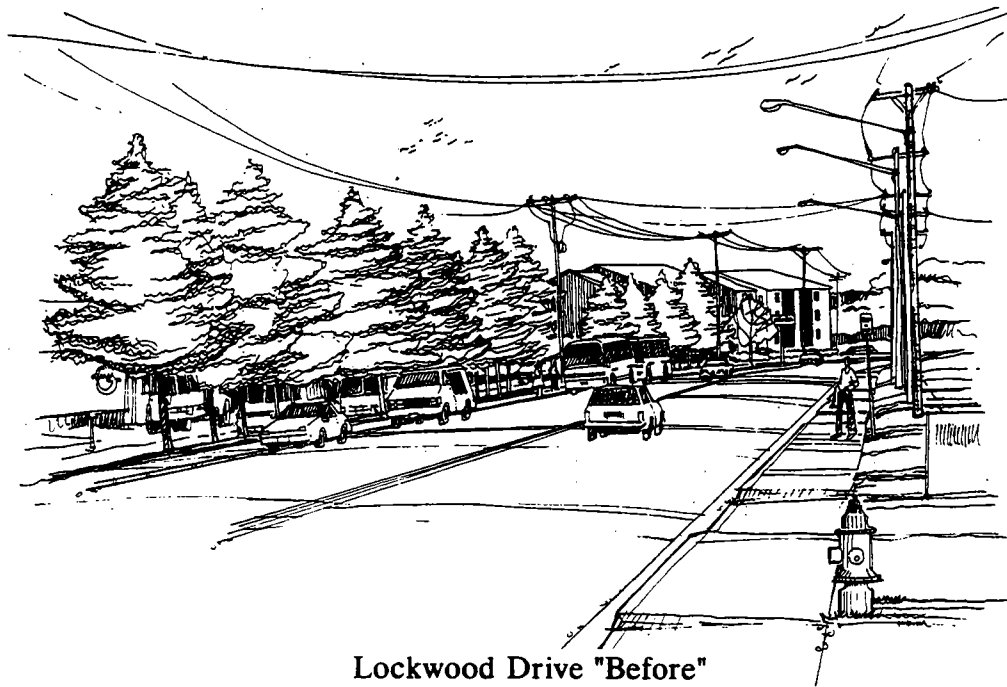


WHITE OAK COMMERCIAL CENTER

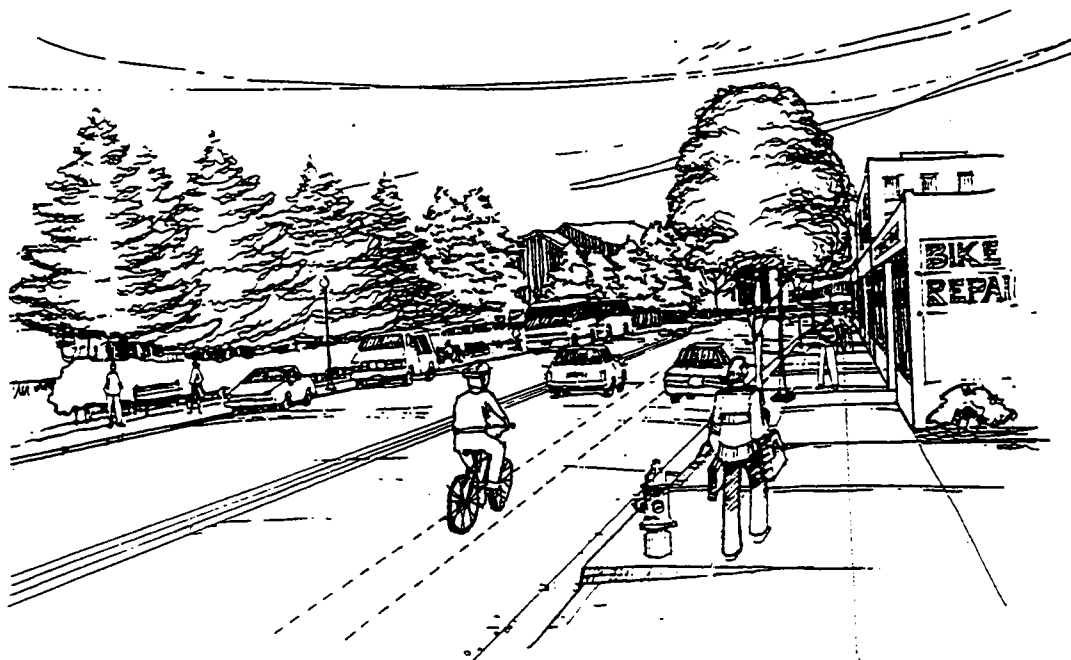
The White Oak Commercial Center is the largest center in the White Oak Master Plan area with approximately 48.4 acres and 954,917 square feet of development. (See Figure 15, page 27.) The center contains a mix of uses, including medical and professional offices, a health club, a Sears, Roebuck and Co. Department Store and Automotive Center, a variety of local retail stores, restaurants, and a grocery store.

RECOMMENDATIONS:

- Maintain the current boundary of commercial zoning.
- Encourage a “Main Street” form of development along the south side of Lockwood Drive across from the White Oak Shopping Center when redevelopment occurs. (See page 51.) A “Main Street” form of development is characterized by a mix of uses located in low-rise buildings oriented to the public sidewalk that creates a storefront shopping experience. Off-street parking is located in the rear or on the side of the property. (See Figure 16, page 29.)
- Recommend the consolidation of driveway access and encourage inter-connected parking lot facilities along the south side of Lockwood Drive when redevelopment occurs.
- Create a network of internal streets with sidewalks and defined parking areas within the White Oak Shopping Center when redevelopment or new development occurs to improve traffic circulation and pedestrian safety. (See Figure 15, page 27.)
- Investigate the feasibility of a transit center within the White Oak Shopping Center to increase transit service to this major commercial center and the surrounding residential neighborhoods. (See Transportation Chapter, page 40.)
- Study opportunities to expand existing medians to accommodate street trees and to increase pedestrian refuge areas.



Lockwood Drive "Before"



Lockwood Drive "After"

COLESVILLE COMMERCIAL CENTER

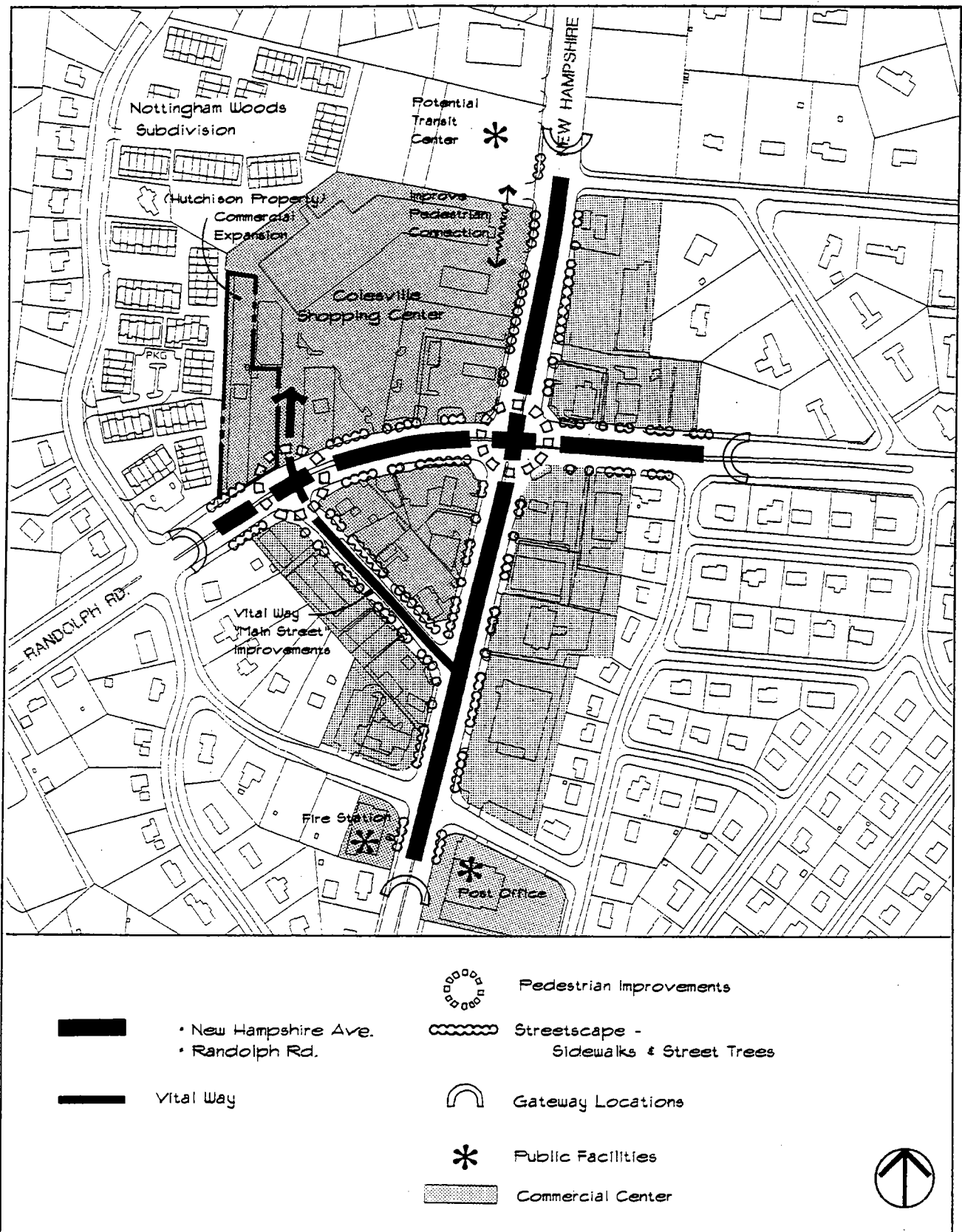
The Colesville Commercial Center is primarily a local, neighborhood retail center with some office space, a post office, and a park-and-ride facility. (See Figure 17, page 31.) The commercial center is 20.7 acres in size and has approximately 215,457 square feet of development. The majority of properties have been commercially developed. There is an opportunity for some new development and re-development to occur in the southwest quadrant of New Hampshire Avenue and Randolph Road. This center has over 15 acres of C-1 (convenience commercial) zoning.

RECOMMENDATIONS:

- Maintain current boundary of commercial zoning with the exception of adding the residential property (known as the Hutchison Property) located on Randolph Road, between the Nottingham Woods subdivision (Morningside) and the Colesville Shopping Center. (See Figure 17, page 31.)
- Rezone the 1.0-acre Hutchison Property (Parcels 43, 66, and 67) from R-90 (residential, one-family) to C-1 (convenience commercial.) This property should be the boundary between the commercial and residentially zoned property along Randolph Road. The 1961 *Upper Northwest Branch Watershed Plan* designated this property commercial. The 1981 Master Plan recommended residential zoning with a C-T (commercial, transitional) zoning option. Since 1981, townhouse development has occurred next to the property and the commercial center to the east has expanded. This Plan finds that the surrounding zoning (PD-7 [planned development] to the west and C-1 to the north and east) precludes reasonable use of the land under R-90 zoning. Commercial development on the Hutchison Property should occur in a manner that is compatible and integrated with the shopping center.
- Integrated development with the existing shopping center next door is desirable and, should it occur, the combined center should have consolidated parking and a single access point that is aligned with Vital Way. In any event, it is anticipated that development of this property in the C-1 zone will require Planning Board approval of a site plan. (A zoning text amendment to clarify that site plan is required for this property will be considered by the Council shortly after adoption of this Plan.) In evaluating the site plan application, particular attention should be paid to achieving the maximum level of compatibility with adjacent residences. Buildings and parking facilities themselves should be located to provide the maximum level of compatibility with neighboring residences. Required green space should be used in part to provide a buffer between residential uses and commercial parking. The development should provide for the maximum possible buffer between the adjacent residential development and the buildings and parking on this property. In no event should this buffer be less than 15 feet. Loading docks should be oriented away from residential property.
- A 0.862-acre lot immediately east of the commercial area is suitable for the Commercial Transition Zone, if satisfactory levels of compatibility with the adjacent residential community can be achieved. The Sectional Map Amendment filed in conjunction with this Plan will reconfirm existing zoning. The property owner may then apply for the Commercial Transition Zone through the Local Map Amendment process. This Plan encourages submission of a Schematic Development Plan for this property. In this way, the application can be reviewed on its own merits and appropriateness. Site plan review of this property will enable careful evaluation of building character, design and location, parking location and design, green space location and other issues of compatibility.

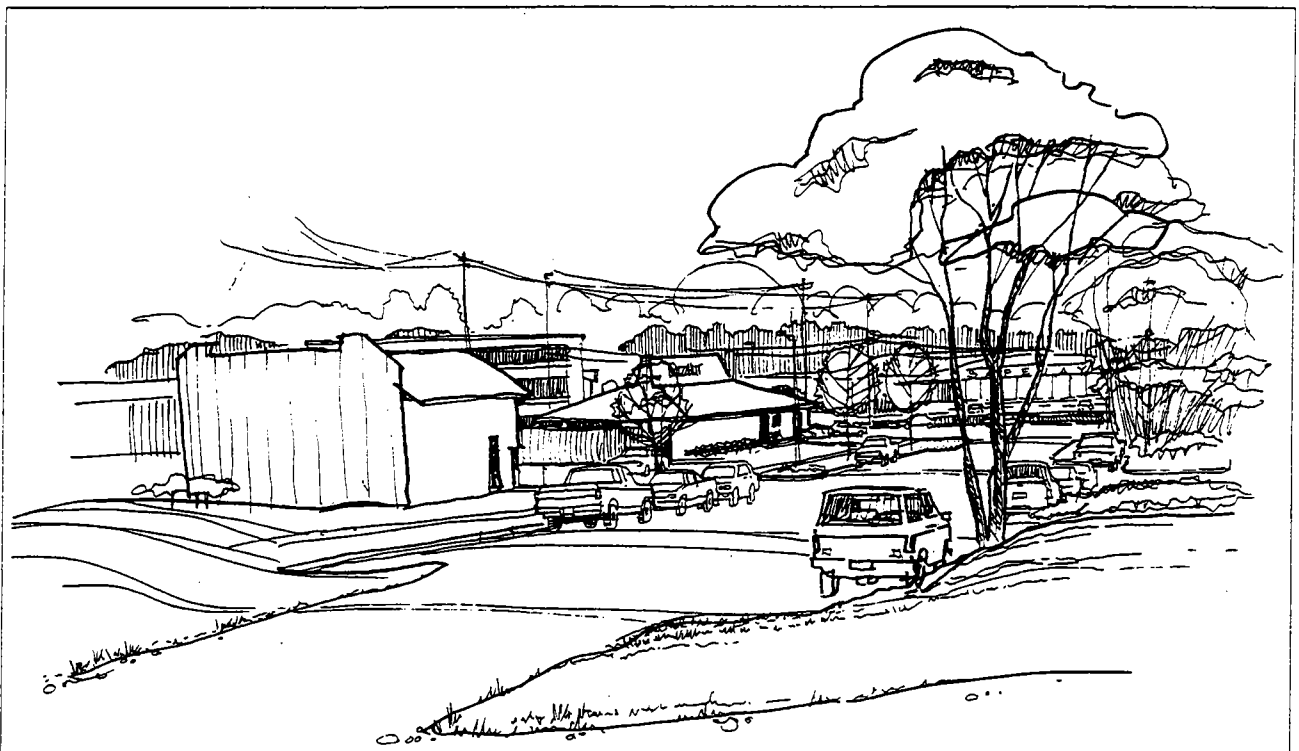
COLESVILLE COMMERCIAL CENTER

FIGURE 17

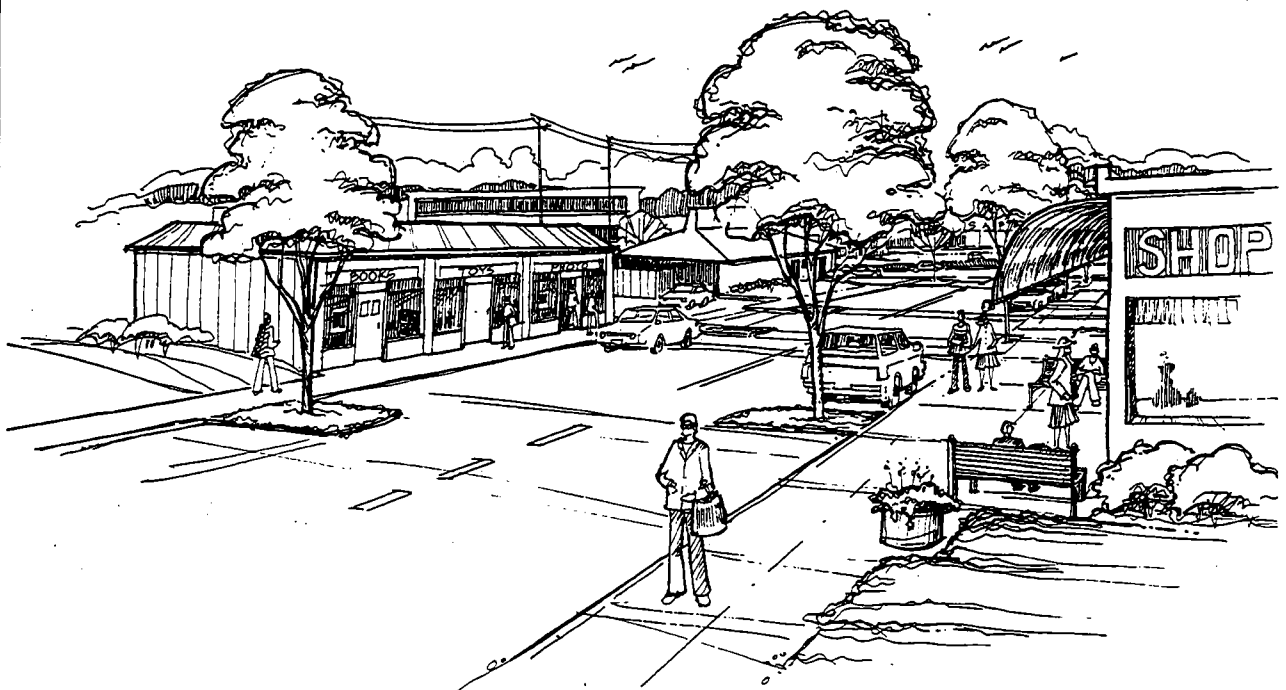


This Plan encourages development of offices with a residential design and character for this property, to provide compatibility between commercial and residential uses and cautions that compatibility issues may make the full floor area ratio impossible to achieve. Any building or buildings and parking should be located to minimize the impact on adjacent residential properties. Substantial landscaped screening should be located within required parking and building setbacks on all sides of the property to provide a sufficient buffer between residential and commercial properties. Access to the site should be designed to minimize turning movements.

- Require properties along Vital Way in the southwest quadrant of New Hampshire Avenue and Randolph Road to develop or to redevelop in a manner that provides a more unified, "Main Street" form of development. (See Figure 18, page 33.)
- Improve vehicular and pedestrian access between the Colesville Shopping Center and commercial properties along Vital Way. (See Transportation Chapter, page 48 and page 49.)
- Support a transit center at Colesville, next to the existing park-and-ride lot if future demand warrants construction. The transit center should be architecturally compatible with the Colesville Shopping Center. The pedestrian connection between the shopping center and the transit center should be enhanced to increase pedestrian convenience. (See Transportation Chapter, page 40.)



Vital Way "Before"



Vital Way "After"

HILLANDALE COMMERCIAL CENTER

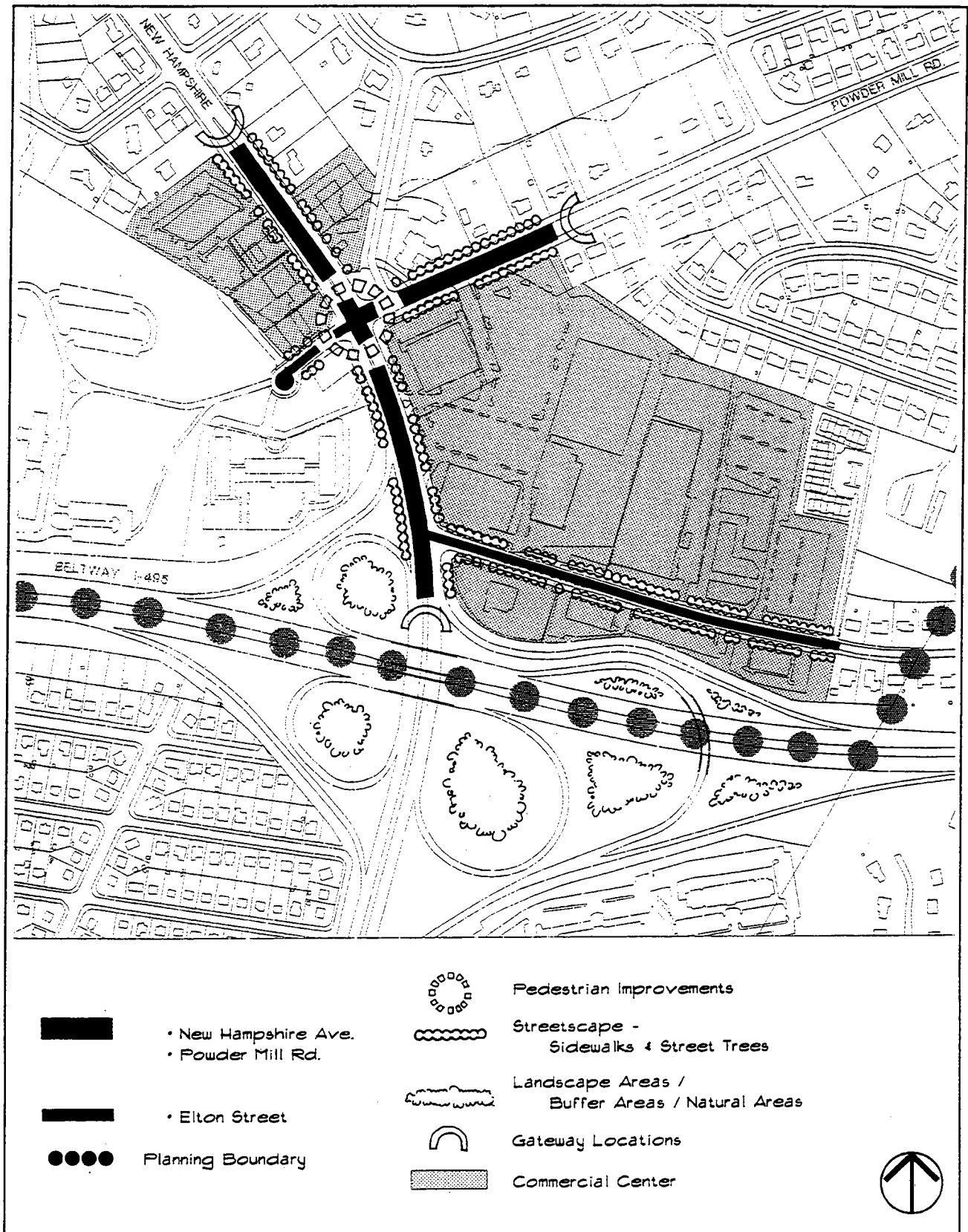
The Hillandale Commercial Center is primarily a local, retail center with a significant amount of office use. (See Figure 19, page 35.) The center is 31.4 acres in size and has approximately 523,460 square feet of development. There is little opportunity for growth in this center, although redevelopment of older office and retail buildings may occur. This center has over 15 acres of C-1 (convenience commercial) zoning.

RECOMMENDATIONS:

- **Maintain current boundary of commercial zoning.**
- **Provide planting improvements in coordination with the Hillandale community for the existing garden located at the corner of Powder Mill Road and New Hampshire Avenue.**
- **Require properties along both sides of New Hampshire Avenue north of the Powder Mill Road intersection to redevelop in a manner that provides a more unified, functional, and attractive "Main Street" form of development.**

HILLDALE COMMERCIAL CENTER

FIGURE 19



BURNT MILLS COMMERCIAL CENTER

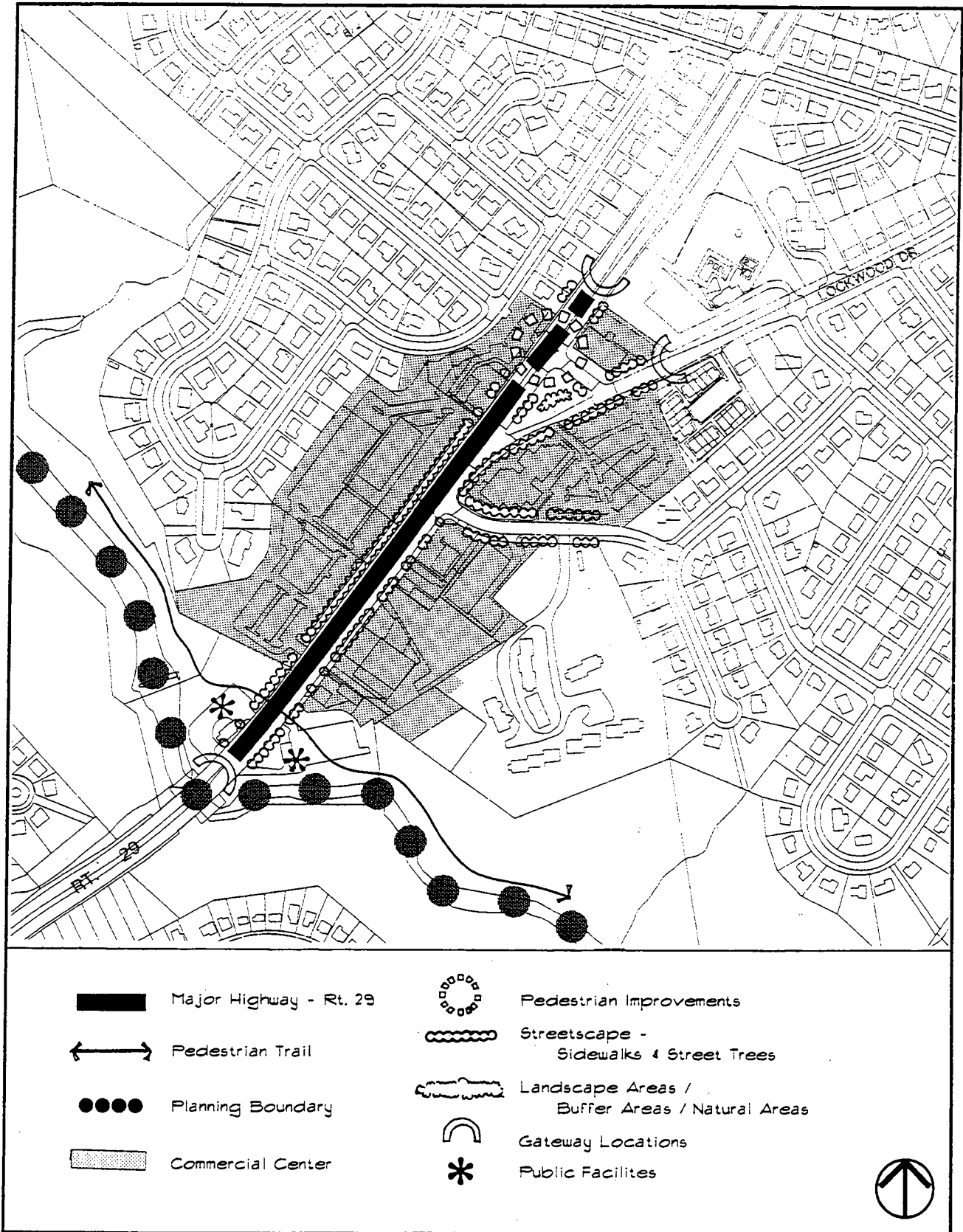
The Burnt Mills Commercial Center is a highway-oriented retail area with a significant amount of office space. (See Figure 20, page 39.) The center is 17.6 acres in size and has approximately 432,749 square feet of commercial space. The local vehicular access within this area is limited to US 29. Pedestrian circulation is very poor along US 29. Opportunities for redevelopment exist for properties along the downstream side of US 29 directly across from properties currently occupied by Manor Care International. Due to Manor Care International's expansion needs, they will be relocating over the next two years to the National Geographic Buildings in Gaithersburg. This Plan recommends that the Manor Care International properties on the North-West side of US 29 retain their C-2 zoning and that they would be suitable for office use in the future. Under the C-2 zoning the existing office buildings cannot be expanded further.



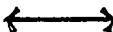


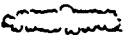
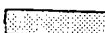


RECOMMENDATIONS:

- Maintain current boundary of commercial zoning.
- Encourage assembly and redevelopment of properties along the downstream side of US 29 to reduce curb cuts and achieve a more unified form of development.
- Rezone 5.88 acres of C-2 (general commercial) property located on the southeast side of US 29 to C-4 (limited commercial.) This area is made up of numerous small lots that are shallow in depth because of topographical constraints and is heavily impacted by US 29. Most of this land has existing development on it; however, there are 2.4 acres of undeveloped property. The C-4 zone would encourage orderly grouping and development of low-intensity, highway-oriented commercial uses as development and redevelopment occurs. This zone would help control and limit the number of access points along US 29. As this area redevelops, including park use of the WSSC properties, pedestrian crossing of Colesville Road must be addressed for safety and trail continuity. (See Transportation Chapter, page 55.)

BURNT MILLS COMMERCIAL CENTER

FIGURE 20



- | | | | |
|---|------------------------|---|---|
|  | Major Highway - Rt. 29 |  | Pedestrian Improvements |
|  | Pedestrian Trail |  | Streetscape -
Sidewalks & Street Trees |
|  | Planning Boundary |  | Landscape Areas /
Buffer Areas / Natural Areas |
|  | Commercial Center |  | Gateway Locations |
| | |  | Public Facilities |



GENERAL

OBJECTIVE:

Protect and strengthen existing neighborhood character and pattern of land use.

RECOMMENDATIONS:

- Retain the existing zoning designations in residential neighborhoods.
- Protect residential neighborhoods from commercial intrusion by continuing a clear delineation between residential and non-residential areas, and encouraging landscaping or other physical separation between residential neighborhoods and non-residential uses. Discourage rezoning of residential property for commercial use.
- Protect existing residential neighborhood character by discouraging cut-through traffic.
- Determine whether paper streets (designated rights-of-way that have never been constructed) are needed to provide safe and efficient movement of local traffic. Consider abandonment of unnecessary paper streets or use of the rights-of-way as potential pedestrian and bicycle connections between neighborhoods. (See Transportation Chapter, page 54.)
- Encourage new residential development within residential neighborhoods that is compatible with surrounding neighborhoods and community.
- Preserve and protect historically significant sites and structures that foster a sense of community identity. (See Historic Preservation Chapter, page 89.)