



FLOATING ZONE PLAN AMENDMENT (FZPA)

# GLENMONT FOREST

10/06/2023

REVISED 4/30/2024

**Exhibit 45**  
**H-149**

**RODGERS** CONSULTING  
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 **Grady Management, Inc.**

**GLENMONT FOREST INVESTORS**  
**LIMITED PARTNERSHIP**

**GLENMONT FOREST  
LAND USE REPORT**

**FLOATING ZONE PLAN NO. LMA-149  
2300 GLENMONT CIRCLE, SILVER SPRING, MD  
10/06/2023**

**Contents**

I. Overview .....	3
II. Property Description .....	3
A. Site Location and Existing Conditions .....	3
B. Zoning and Permitted Uses .....	4
C. Surrounding Zoning and Land Uses .....	4
III. Proposed Development .....	5
A. Civil Engineering .....	11
i. Natural Resource Inventory/Forest Stand Delineation .....	11
ii. Stormwater Management Concept Plan .....	12
iii. Sediment and Erosion Control .....	12
B. Adequate Public Facilities .....	12
i. Traffic .....	12
ii. Schools .....	13
iii. Other Services .....	13
IV. Sector Plan and Design Guidelines Conformance .....	15
A. Sector Plan .....	15
B. Design Guidelines .....	19
V. Zoning Ordinance Conformance .....	21
VI. Findings for Approval .....	27
a. <i>substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;</i> .....	27
b. <i>further the public interest;</i> .....	27
c. <i>Satisfy the intent, purposes, &amp; standards of the proposed zone &amp; requirements of this Chapter;</i> ....	27
d. <i>Be compatible with existing &amp; approved adjacent development;</i> .....	27
e. <i>Generate traffic that does not exceed the critical lane volume or volume/capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and</i> .....	28

*f. When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood. ....28*

VII. Phasing.....28

VIII. Conclusion .....28

## I. Overview

Glenmont Forest Investors, LP c/o Grady Management, Inc., (the "Applicant") is submitting this Local Map Amendment (Floating Zone) ("LMA") application to rezone the property located at 2300 Glenmont Circle in Silver Spring, Maryland (the "Property"). Specifically, the Applicant requests approval of a LMA for the application of a Floating Zone to rezone the Property from the R-30 multi-family, low-density residential zone to the Commercial Residential Floating Zone ("CRF") – more specifically, the CRF-1.75, C-0.25, R-1.5, H-75' zone.

As elaborated further in the following sections, the proposed rezoning to the CRF zone will accommodate the desired redevelopment of this underutilized, aging garden apartment complex with a more modern, mixed-use, predominately residential development containing up to 2,275 residential dwelling units and up to 5,000 square feet of neighborhood serving commercial use (the "Project"). The Project layout has been designed to ensure compatibility with the surrounding neighborhood. Additionally, the proposed use will satisfy all applicable standards of the Montgomery County Zoning Ordinance (the "Zoning Ordinance") and substantially conform to the goals and recommendations of the *2013 Approved and Adopted Glenmont Sector Plan* (the "Sector Plan"). Expanding on this point in greater detail below, the Sector Plan recommends the re-zoning of the Property to facilitate redevelopment.

Subsequent to approval of the LMA, the Applicant will seek Preliminary Plan of Subdivision, Sketch Plan, and Site Plan approval from the Montgomery County Planning Board (the "Planning Board").

## II. Property Description

### A. Site Location and Existing Conditions

The Property is located in the southeast quadrant of the intersection of Randolph Road and Georgia Avenue (MD-97) in Silver Spring, Maryland. The Property is comprised of two parcels including: (1) Part of Parcel A in the "Americana Glenmont" Subdivision as recorded among the Land Records of Montgomery County, Maryland (the "Land Records") at Plat No. 6337 ("Parcel A"); and (2) Part of Parcel B in the "Americana Glenmont Apartments" Subdivision as recorded among the Land Records at Plat No. 8065 ("Parcel B") (collectively referred to as the "Property").<sup>1</sup> As shown on the Floating Zone Plan (the "FZP"), the Property has a combined (net) Lot area of approximately 1,389,461 square feet (or 31.9 acres) and a (gross) Tract area, including prior right-of-way dedications, of approximately 1,518,942 square feet (or 34.87 acres).

The Property is currently developed with a multi-building garden-style apartment complex. Specifically, the Property contains nineteen (19) two-to-three story buildings, with a total of

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<sup>1</sup> The two intervening parcels located directly at the intersection of Georgia Avenue and Randolph Road, and an additional intervening parcel located along Georgia Avenue just to the southwest of the Property, are not owned by the Applicant and not included in this Application.

approximately 482 dwelling units known as the Americana Glenmont Forest Apartments. The existing buildings were constructed circa 1962 and as a result, are dated and showing their age. Significant maintenance will be needed in the coming years to keep the buildings operational, as the existing buildings are well-past their viable age.

Access to this Property is currently provided through two separate access points along Randolph Road and one access off of Georgia Avenue at the southern portion of the Property. As thoroughly explained below, these access points will be retained by the proposed Project and will be connected to an internal grid of predominately private streets to provide adequate vehicular and pedestrian circulation within the Property and to the surrounding neighborhoods. Additional vehicular connections will be provided to the Montgomery County Police Department Property to the North and to the single-family neighborhood to the east, via an extension of Erskine Road.

The Property is located within a larger neighborhood bounded by Glenallan Avenue to the north and east, Wheaton Regional Park and the abutting residential townhouse community operated by Housing Opportunities Commission of Montgomery County (HOC) to the south, Georgia Avenue to the west (the “Surrounding Neighborhood”). The Surrounding Neighborhood is depicted in Attachment A, and is characterized as a true mixed-use neighborhood, including both residential and commercial uses. The Glenmont Metro Station also falls within the Surrounding Neighborhood boundaries.

#### B. Zoning and Permitted Uses

This LMA requests approval for the application of a Floating Zone to the Property, to rezone the Property from the R-30 multi-family, low-density residential zone to the Commercial Residential Floating Zone ("CRF") - CRF-1.75, C-0.25, R-1.5, H-75'.

Sections 5.3.3.A.3 and 3.1.6 of the Zoning Ordinance permit Multi-Unit and Townhouse Living, Retail/Service Establishments (up to 5,000 square feet) and Restaurant Use by right in the CRF Zone. Specifically, the Applicant has proposed a binding element that the use of the property will be limited to Multi-Unit Living, Townhouse Living, Retail/Service Establishments (up to 5,000 sf) and Restaurant use.

#### C. Surrounding Zoning and Land Uses

The zoning and land uses of surrounding properties are described as follows:

- North: Immediately adjacent to the Property to the north/northwest are two parcels owned by Montgomery County, Maryland and the State Highway Administration (“SHA”). The Montgomery County Parcel is currently operated as the 4th District Montgomery County Police Station (1.8 acres), which, in speaking with the Department of General Services, the Applicant

understands the County is not interested in disposing of at this time. The SHA Parcel (0.9 acres) is currently improved with a commuter surface parking lot. Both properties are zoned R-30. Confronting the Property to the north, across Randolph Road, are multiple properties with fragmented ownership that make up the Glenmont Shopping Center (30.9 acres), zoned Commercial/Residential, CR-3.0, C-2.5, R-2.5, H-120'.

- East: Abutting the Property to the east are single-family detached houses located in the R-90 Zone.
- South: Abutting the Property to the south is a townhouse community, owned by the Housing Opportunities Commission of Montgomery County (HOC), zoned RT-15.0. And, to the southeast is the Wheaton Regional Park (zoned R-90).
- West: Immediately abutting the Property to the west is a small parcel owned by the Roman Catholic Archbishop of Washington DC, operated as The Catholic Charities Center (1.0 acre), zoned R-30. Confronting the Property to the west, across Georgia Avenue, is the Glenmont Fire Station (4.9 acres) (No. 18), zoned R-60.

### **III. Proposed Development**

The Applicant is proposing to redevelop the Property with a mixed-use, predominately residential development. The Project will include up to 5,000 square feet of neighborhood-serving commercial use and up to 2,275 multi-family living units, with associated parking, open space, public benefits and residential amenities. The majority of the residential units are anticipated to be rental housing. At preliminary plan and subsequent site plan, for sale housing will be evaluated as an option. Fee simple townhouse units may be an option, in addition to condominium multifamily units.

Although Chapter 25A of the Montgomery County Code only requires 12.5% Moderately Priced Dwelling Units ("MPDUs") be provided on-site, the Applicant is proposing to provide 15% MPDUs, in excess of the Code requirement. Given the age of the existing buildings, the unit finishes and amenities are dated compared to current market standards. And there are no regulated affordable housing units provided on-site. As such, the proposed redevelopment provides an important opportunity to provide an updated, modern residential development with up to 342 units (or 15% of up to 2,275 units) that will be preserved as affordable for 99 years under the County's MPDU program.

#### **A. Design Iteration**

The Applicant has made several changes to the site design and layout, in response to pre-filing comments received from the Maryland-National Capital Park and Planning Commission Staff (“Planning Staff”), including:

- Providing the location for a future hiker-biker connection, by others, at the southeastern portion of the property, as a connection to Wheaton Regional Park-subject to M-NCPPC review and approval.
- Stream restoration has been studied by the Parks Department in coordination with the adjoining stream through Forest Conservation Plan No. F20230090, which establishes a comprehensive Forest Conservation Plan for all of Wheaton Regional Park. The Montgomery County Parks Department is currently undertaking future trail improvements and restoration of the stream which is located off-site.
- Great measures were made to save approximately 1.8 acres of high-priority forest, due to the presence of a stream and specimen trees, by designing the layout of the buildings to avoid this environmentally sensitive area.
- The streetscape at the multi-family housing includes a street tree network, blending in nature with the rigidity of the structures.
- Streetscapes, also to include ins and outs along buildings edges, proposing a more relatable pedestrian scale, therefore creating safe, accessible, and healthy travel for all users.
- Street sections to include a separated bikeway at Erskine Road to increase circulation at the R-90 single-family detached community, as well as traffic-calming devices.
- As shown on earlier concepts, retail, at the building ground level, has been included as an important use to provide goods/services to future residents, as well as the greater community.

#### B. Project Layout

The multi-family buildings have been strategically arranged to create a sense of community and encourage pedestrian activity. The Project is broken down into smaller blocks by a series of internal private streets to promote connectivity within the site and to the surrounding areas. The Project is organized around an internal spine road that runs east-west. Erskine Drive is proposed to be extended into the site, to connect with Randolph Road, as a public street. Additionally, several north-south private roads connect the internal spine road to Randolph Road, with the western-most private road, also providing for a future connection to Georgian Woods Place (to the south). The buildings have been pulled up to the street to define and enhance the pedestrian environment both along the external site frontages and along the internal streets. The commercial component of the Project is currently anticipated to be located on the ground floor on future Parcel C, with clear visibility from Randolph Road, to define and activate the main entrance to the Property and complement the retail uses on the north side of Randolph Road. The final building layout and internal programming will be determined at the time of Site Plan.

Additionally, the multi-family buildings have been strategically arranged and oriented to ensure compatibility with the surrounding community. The multi-family buildings will effectively provide a buffer along Georgia Avenue and Randolph Road, with strategic view corridors, to the internal open space, located at the rear of the Property, and the single-family neighborhood to the east. Consistent with the recommendations of the Sector Plan, as discussed below, the buildings will step down in height as they approach the single-family neighborhoods, to a maximum height of 45 feet, for distance of 100 feet from the eastern property boundary. This provides a transition to the adjacent single-family zone per the Master Plan. The intent is to restrict the building height to 45' for a depth of 100' from the eastern property line (as recommended in the Sector Plan), in lieu of a second zone as noted in the Master Plan.

### C. Architecture Design

The site layout and building architecture have been designed to be compatible with and complementary to the surrounding residential neighborhoods. The buildings have a range of height between five- and six-stories on the northern and western portions of the Property, transitioning to a maximum height of four-stories (45') along the eastern Property boundary, closest to the single-family residential neighborhood. To enhance and define the pedestrian experience, buildings bases have been strategically positioned along the street edges, effectively delineating and fostering a more engaging environment for pedestrians, as previously noted. The building architecture will be finalized at time of Site Plan and will create a strong building base, with ample transparency and articulation, to activate the pedestrian environment. Above the building's base, the design will incorporate a diverse range of materials and design techniques to effectively reduce the apparent bulk of the structure. The above-grade structured parking will be visually concealed and either wrapped by residential uses or softened by appropriate architectural treatments.

### D. Open Space

An important component of the Project is the open space that will be provided in the approximate center of the Property. In accordance with the requirements of Sections 5.3.5.D.2.a and 4.5.4.B.1 of the Zoning Ordinance, the Project is required to provide a minimum of 10% (or 142,172 square feet) of public open space on-site. The Project will meet and/or exceed this requirement, with final public open space to be determined with the subsequent Site Plan application. As required by Section 6.3.6.B of the Zoning Ordinance, this public open space will abut a pedestrian route, be a minimum of 15 feet wide, include seating and shade, and be in a contiguous space. The proposed public open space strategy includes two primary components: (1) enhanced internal and external streetscapes, and (2) an approximately 1.0-acre Neighborhood Green at the rear of the property. The enhancements to the streetscape will feature abundant landscaping and a range of seating options, fostering pedestrian engagement and promoting casual social interactions across the site. The approximately 1.0-acre Neighborhood Green will provide diverse opportunities for the public to gather and socialize and connect with nature. The Neighborhood Green is framed by buildings on the east and west to help define the open space and



provide a sense of enclosure. The Neighborhood Green has been strategically located to abut the stream valley/forest at the rear of the Property, which provides a visual connection to Wheaton Regional Park. The Applicant anticipates that this central open space will accommodate both active and passive recreational opportunities, through various seating opportunities and a walking trail, with the final programming and design to be determined during the Site Plan approval process. Additionally, there are approximately 5 acres of on-site forest and/or open space on site within the forest save and forest plant areas of the plan.

#### E. Parking and Circulation

To ensure the Project will not have any adverse impacts on the surrounding neighborhood, the Project will provide adequate parking on-site to accommodate all users of the Property. Parking will be provided through on-street parking and in above-grade structured parking that will be visually concealed, and either wrapped by the multi-family buildings or architecturally treated. Because of the requested zoning, and due to the location of the Property within proximity of the Glenmont Metro Station, the Property is in a designated “Reduced Parking Area.” Accordingly, Sections 5.3.5.D.1 and 6.2.4.B proscribe a minimum and maximum number of parking spaces. The parking in the Project will exceed the minimum requirements but be below the maximum number of spaces allowed, with the final parking counts to be determined at the time of Site Plan approval.

Loading for the Project will comply with the Montgomery County Department of Permitting Services ("DPS") Loading Space Guidelines and the requirements of the Zoning Ordinance. Residential loading is anticipated to be provided within each building, with the loading concealed from view of the surrounding streets. The Project’s loading will be finalized during the Site Plan approval process.

As previously described, vehicular access to the Property is currently provided through three separate access points – two on Randolph Road and one off of Georgia Avenue. The existing access points will be retained by the proposed Project and will be connected to the internal street grid to provide adequate vehicular and pedestrian circulation within the Property and to the surrounding neighborhoods. The north-south private streets proposed will provide additional vehicular connections to the Police Department Property (to the north) and potentially to Georgia Woods Place (to the south), in the future. Additionally, the Project provides for an extension of Erskine Avenue to Randolph Road, which will offer additional connectivity to the single-family neighborhood to the east. The continuation of Erskine Avenue through the Property, to Randolph Road, will be a public road. However, all other internal streets will be private. The Erskine Avenue (extended) and Georgia Avenue access points will be limited to right-in and right-out. The western access on Randolph Road, at the signalized intersection, will provide full movements at the existing traffic signal.

Per the Sector Plan, the redevelopment of existing multifamily properties in the core presents opportunities to increase connectivity within the core and to the surrounding

neighborhoods with efficient and safe multi-modal access to transit, retail, and recreation. This results in the creation of a grid of private internal streets in separate parcels. The design of the roads must follow or improve on the corresponding Montgomery County Complete Streets Neighborhood Street for a similar public road, unless approved by MCDOT and the Planning Board at the subdivision review stage.

#### F. Private Roads Justification

The Project is proposing a series of private streets for the overall development. The Sector Plan recommendation of the extension of Erskine Avenue will be a public street, but the remaining roads - all of which are internal to the development, are proposed as private.

The Project calls for private streets chiefly to implement compliance with the Complete Streets Guide, where roadways are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists. Proposing a public street for the Project is not feasible, due to the lack of connectivity with another existing public street. Also, the existing condition includes Glenmont Circle, which is a private ring road that encloses the existing aging apartment complex and contains parking. As is, the designation and configuration of the road is a core element of circulation, improving the pedestrian experience. The proposed development replaces the ring road with an internal network of private roads, to include parking, as a continuation of the grid as well as increasing pedestrian connectivity with the surrounding neighborhoods. Stormwater management is not prohibited within public roads but allowed within private roads encouraging the implementation of creating a progressive application of Environmental Site Design (“ESD”) stormwater management. Private roads also provide flexibility with street trees and minimum tree canopy coverage requirements. Lots containing proposed buildings adjacent to private roads can be modified to allow for various architecture types to limit encroachments.

The phasing on the project is dependent on the construction order of the private roads within multiple phases to facilitate the construction of each proposed building.

In accordance with Section 4.3.E.4.b of the Subdivision Regulations, the following lists design elements and justification of the proposed private roads that do not meet public road standards for a secondary street for Private Streets “A,” “B” and “C”. The *Montgomery County Complete Streets* manual, “Neighborhood Streets” best describes the proposed street type of all three private streets. Neighborhood Streets serve predominantly residential areas with low volumes of motor vehicle traffic, focusing on slow speeds, pedestrian safety, healthy street trees and well-defined routes to nearby parks, transit, and schools.

Private Street “A” will provide access to the site from Randolph Road. Private Street “B” will provide access to the site, connecting MD-97 to Erskine Ave, as well as access to the site from Randolph Road and Private Street “C” will provide access to the site from the Montgomery County Police Dept and MD SHA Park & Ride. The Project’s private roads and drive aisles will be

maintained by a future homeowners' association, funded by association dues, and held in an appropriate reserve fund for maintenance and replacement.

In order to be considered for approval as a private street under Section 4.3.E.4.d. of the Subdivision Regulations, a proposed road must not:

- *Be needed to maintain area circulation.*

As described above, proposed Private Streets "A," "B" and "C" are internal to the proposed development. They do not serve area circulation and are only needed for circulation within the Project.

- *Provide continuous corridors to serve the general public and quasi-public needs such as communication, utility, and future potential transportation or other systemic needs that serve the public on a long-term basis.*

Proposed Private Streets "A," "B" and "C" are not part of a continuous corridor and are not part of the network modeled for the area capacity.

- *Is not needed to be part of the network modeled for area capacity.*

Proposed Private Streets "A," "B" and "C" are not necessary to serve the general public needs for communication, utility, or future potential transportation.

Private Streets "A" & "B" – Neighborhood Street

Right of way width of 72'  
Travel Lanes 10'  
Parking Lane 8'  
Street Buffer 8'  
Sidewalk 8'  
Maintenance buffer 2'

Private Streets "A," "B" & "C" at choker island - Neighborhood Street

Right of way width of 72'  
Travel Lanes 10'  
Street Buffer 16'  
Sidewalk 8'  
Maintenance buffer 2'

Private Street "C" - Neighborhood Street

Right of way width of 62'  
Travel Lanes 10'  
Parking Lane 8'  
Street Buffer 6'

Sidewalk 6'  
Maintenance buffer 1'

## **A. Civil Engineering**

The Project complies with the following requirements and goals of the CRF Zone.

### **i. Natural Resource Inventory/Forest Stand Delineation**

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (the "Forest Conservation Law"). A Natural Resources Inventory/ Forest Stand Delineation ("NRI/FSD") (No. 420230670) was approved for the Property on May 1, 2023, which denotes certain forested areas, significant trees, and associated stream valley buffer on the Property. The Property contains no protected soils, endangered species, or other natural features that would impact development. The Property is not located within a Special Protection Area. Per the Sector Plan approved and adopted 2013, there are no historic resources 100 feet to the north or west of the Property.<sup>2</sup>

The Applicant has carefully designed the Project to protect the existing environmental features to the extent practicable. The Applicant has submitted a Preliminary Forest Conservation Plan ("PFCP") concurrently with this LMA. The Project meets forest conservation requirements through the placement of approximately five (5) acres of Category I Forest Conservation Easement on-site. The existing forest is to be preserved in coordination with the stream valley area and priority features. The majority of the standalone trees on site will be removed, with appropriate mitigation in coordination with the removal of the existing buildings and site redevelopment. The Project requests a variance from section 22A-12(b)(3) of the Montgomery County Code. The referenced section addresses the requirement to not disturb "any tree with a diameter, measured at 4.5 feet above the ground, of (i) 30 inches or more; or (ii) 75% or more of the diameter measured at 4.5 feet above ground of the current State champion tree of that species." There are specimen trees inventoried on, or within 100' of the site boundary for the Project, as shown on the approved NRI/FSD. Details regarding the location, species, size and condition of the specimen trees included in the tree variance request will be provided on a forthcoming Preliminary Forest Conservation Plan (PFCP).

### **ii. Stormwater Management Concept Plan**

The Project will comply with the requirements of Chapter 19 of the Montgomery County Code. Because the Project will result in more than 5,000 square feet of disturbance, the Applicant will submit a Stormwater Management Concept Plan prior to submitting the Preliminary Plan and Site Plan applications. The site does not contain any modern stormwater management facilities.

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<sup>2</sup> The Stubbs Barn, a master plan individual site is located southeast of the site within the Wheaton Regional Park and the heritage area "Quakers and the Underground Railroad" is located east of the site within Wheaton Regional Park extending beyond the park northward.

The Stormwater Concept must be approved by DPS prior to applying for a Sediment Control and/or Stormwater Management Permit. In accordance with 2010 MDE Stormwater Management Regulations, the Project will implement Environmental Site Design ("ESD") practices to the maximum extent practicable.

In order to manage the required stormwater volume, the Petitioner proposes to utilize a mix of stormwater management practices which will include ESD features such as micro-bioretenion facilities, bioswales, and non-rooftop disconnects. The stormwater strategy will be further refined when the Conceptual Stormwater Management Plan is submitted to MCDPS for approval.

It is expected that the proposed layout of the Project will fully accommodate stormwater management facilities that meet/exceed applicable County and State requirements.

### **iii. Sediment and Erosion Control**

A Sediment and Erosion Control Plan will be prepared and submitted to DPS for approval after Stormwater Management Concept approval and prior to commencement of construction on the Property.

## **B. Adequate Public Facilities**

The public facilities are adequate to support and service the proposed development. As discussed above, a Preliminary Plan will be filed subsequent to the LMA approval. As such, the Montgomery County Planning Board ("Planning Board") will be responsible for determining whether Adequate Public Facilities ("APF") exist to support the proposed development of the Property at the time of Preliminary Plan.

### **i. Traffic**

The Property falls within the Orange Policy Area in the current FY 2020-2024 Growth and Infrastructure Policy (and confronts a Red Policy Area). An analysis of peak hour person trips generated by the proposed development was performed in accordance with the 2022 update to the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Local Area Transportation Review (LATR) Guidelines.

As discussed above, the Property is currently improved with 482 multi-family dwelling units. The Project is expected to generate 1,523 AM peak hour and 1,367 PM peak hour total person trips, and 900 AM peak hour and 808 PM peak hour total auto-driver (vehicle) trips, based on the LATR Guidelines methodology for calculating person and vehicle trips. The existing uses generate 266 AM peak hour and 350 PM peak hour person trips, and 157 AM peak hour and 207 PM peak hour vehicle trips. Therefore, the proposed re-development will generate 1,257 AM peak hour and 1,017 PM peak hour new person trips and 743 AM peak hour and 601 PM peak hour new vehicle trips.

A Traffic Impact Analysis prepared by Wells and Associates has been submitted in connection with this Application. Utilizing the updated LATR system adequacy tests and a Vision Zero statement, based on the number of peak hour person trips the site will generate, as outlined in Montgomery County's Growth and Infrastructure Policy and the LATR 2023 Guidelines. Wells and Associates has concluded that the AM and PM peak hour average vehicle delays for the study intersections within the Orange policy area are operating below the congestion standard of 80 seconds per vehicle. The study intersections within the Red Policy Area are not subject to the Motor Vehicle Test. However, for information purposes only an analysis was conducted at each of these intersections. Lastly, under future conditions, without and with the proposed Glenmont Forest redevelopment, the study intersections within the Kensington/Wheaton policy area will continue to operate below congestion standard threshold during both the AM and PM peak hours.

## **ii. Schools**

The Property is served by Glenallan Elementary School, Odessa Shannon Middle School and John F. Kennedy High School. The current FY 2024 Subdivision Staging Policy Schools Test indicates that all three school levels are operating with adequate capacity.<sup>3</sup> As such, there is adequate school capacity to accommodate the Project and no Utilization Premium Payments are currently required.

## **iii. Other Services**

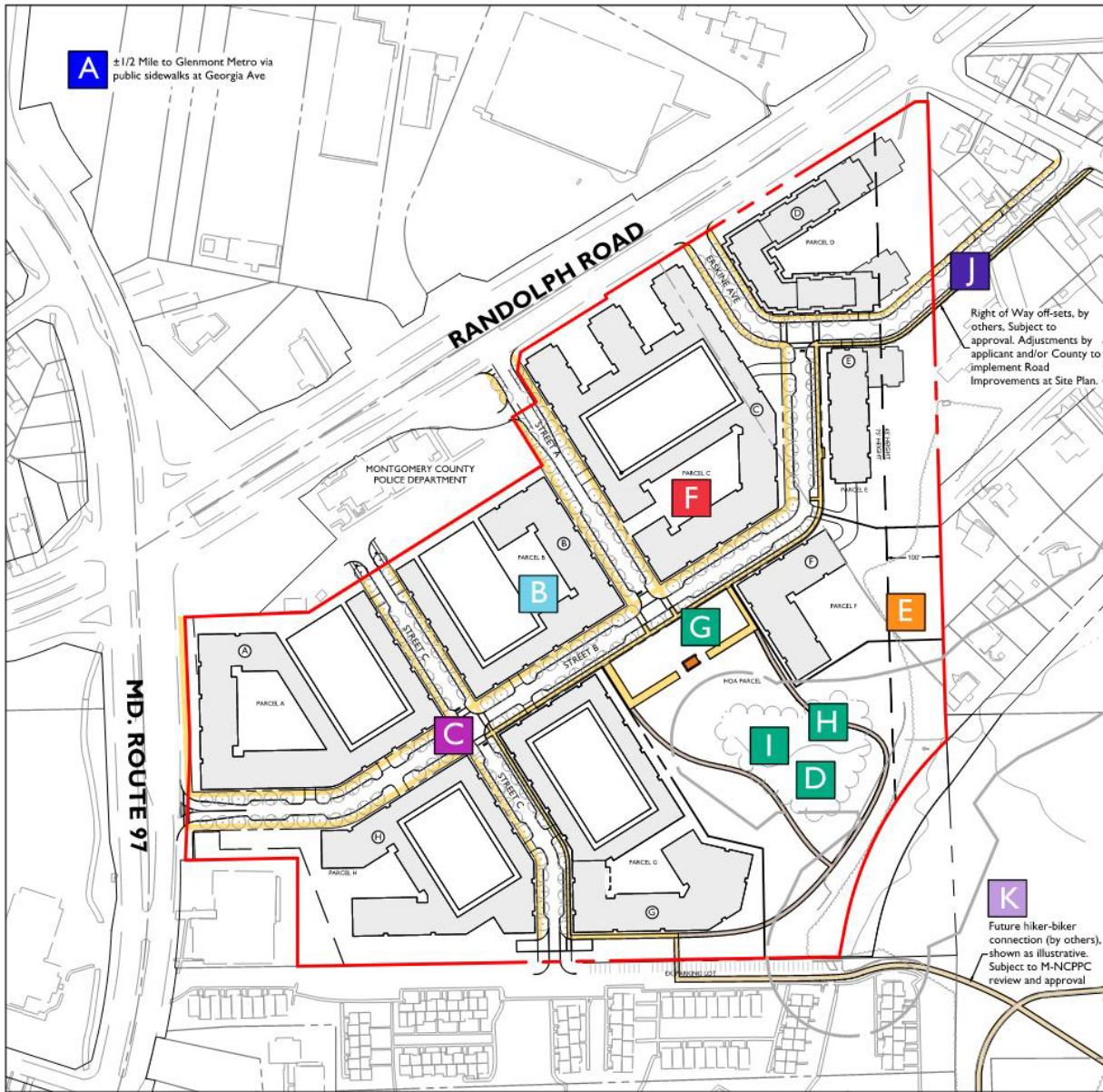
The Property will be served by existing water and sewer mains. The Property is located within water and sewer categories W-1 & S-1. Water and sewer needs are expected to be met by the Washington Suburban Sanitary Commission ("WSSC") through connections to the existing water and sewer lines located in the abutting right-of-ways. WSSC will evaluate the water and sewer capacity through a Hydraulic Planning Analysis.

Electric, gas and telecommunications services are also available to serve the Property. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently available in the vicinity of the Property and will continue to be sufficient following construction of the Project.

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<sup>3</sup> The projected enrollment for John F. Kennedy High School reflects the impact of CIP P651908, which will reassign students between the Downcounty Consortium, Walter Johnson High School and Woodward High school in 2026.

**IV. Sector Plan and Design Guidelines Conformance**  
*See following pages for Sector Plan Key Compliance*



Sector Plan Compliance Exhibit. Not to scale ▲

**A. Sector Plan**

The Property is located within the *2013 Approved and Adopted Glenmont Sector Plan*. The Sector Plan includes several overarching goals and recommendations which are pertinent to the Project. Specifically, the Project promotes the following goals and guiding principles:



*Encourage redevelopment that makes best use of public investment in Metro and that creates a distinct community identity by focusing new residential and*

*commercial growth in a compact building pattern within walking distance of the Metro Station.*

As described above, the Property is currently improved with aging, garden style apartment buildings and associated surface parking. The Property is currently underutilized, given its location within walking distance of the Metro Station. As such, the Applicant proposes to redevelop the aging garden apartments on the Property with significantly more residential housing with modern amenities (*e.g.*, 2,275 units proposed, as compared to the 482 units existing today). As described herein, the buildings have been arranged to provide a more compact building pattern around the proposed street grid.



*Maintain and support a wide choice of housing types and neighborhoods for people of all incomes, ages, and physical capabilities at appropriate densities by:*

*(1) providing appropriate transitions between new development and existing communities by placing taller buildings away from residential developments and transitioning down to appropriate heights to reduce impacts on surrounding residential communities; and*

As discussed in this Report, the building massing and layout has been strategically designed to promote compatibility with the surrounding residential community located to the south/east. The taller building heights (*e.g.*, five- to six-stories) within the Project are located on the northern and western portions of the Property and step-down to four-stories closer to the single-family neighborhood.

*(2) encouraging compact building footprints to allow room for a variety of active and passive open spaces.*

The buildings within the Project have been arranged around an internal grid of streets to promote connectivity within the Property and to the surrounding residential neighborhoods. The proposed building layout provides for the creation of a central open space at the rear of the Property that will provide opportunities for both active and passive recreation, socialization, and connection with nature.



*Improve connectivity by creating a walkable street grid with short blocks in the core area with a convenient and attractive environment for pedestrian and bicycle circulation.*

The Project provides a series of internal private streets that have been designed in a grid pattern to connect with the existing vehicular access points on Georgia Avenue and Randolph Road and provide additional connections to the north and the south. The Project also proposes to provide an extension of Erskine Avenue (as a public road), to complete the connection between Glenallan Avenue and Randolph Road. These connections will establish the walkable street grid envisioned by the Sector Plan.





*Conserve and enhance natural resources to provide a healthy and green environment.*

As discussed above, the Project proposes to conserve approximately 1.8 acres of existing forest on-site. The Project also will protect the existing stream valley through an associated buffer. The individual trees to be removed due to redevelopment will be replaced with the appropriate mitigation as noted on the Preliminary Forest Conservation Plan, submitted concurrently with this LMA. The Project will also provide stormwater management on-site, where none currently exists.



The Property is located within the “Glenmont Forest Block” sub-area of the Sector Plan. The Sector Plan recognizes that due to its size and proximity to transit and commercial services, the Property may be suitable for future rezoning to the CR or equivalent zone to encourage redevelopment with four- to six-story multi-family buildings. Specifically, the Sector Plan recommends rezoning the Property to the CR 1.75, C 0.25, R 1.5, H 75, and CRN 1.5, C 0.25, R 1.5, H 45, or similar zones. The proposed LMA and associate binding elements are entirely consistent with this recommendation. The Sector Plan notes that a transition zone of CRN would provide an appropriate buffer to the adjacent single-family neighborhood. Specifically, this transition zone is recommended to allow for a maximum height of 45 feet for a distance of 100 feet from the eastern property boundary. However, instead of split-zoning the Property with two zones that have two separate development processes,<sup>4</sup> this Project seeks to accomplish the same compatible transition through the use of binding elements. Specifically, the Applicant has proposed a binding element that limits the building heights to 45 feet for a distance of 100 feet from the eastern property line.

The Sector Plan recommends a compact building footprint and structured parking “to emulate the existing open space character”, should the Property be rezoned and redeveloped in the future. As discussed above, the Project achieves this through the proposed building layout and design. The buildings have been laid out to promote a compact development organized around an internal grid of streets. Additionally, the proposed layout allows for the preservation of forest at the rear of the Property and creation of an approximately one-acre Neighborhood Green that is visually connected with Wheaton Regional Park (farther beyond). As described in this Report, this central open space will provide both active and passive recreational opportunities for residents and the surrounding neighborhood.

Additionally, the Sector Plan recommends the following objectives be achieved with any future rezoning of the Property:

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<sup>4</sup> The CRF Zone provides for the Optional Method of Development, whereas the CRNF Zone only allows Standard Method of Development.



*Provide, as a priority, the CR zone public benefits of Public Open Space to retain the open and green character of the site, and Affordable Housing to obtain more than the 12.5 percent required minimum MPDUs.*

The Project proposes to achieve public benefit points through Public Open Space and Affordable Housing, among other categories. Specifically, the Project is anticipated to provide more than the required 10% of public open space and to provide a minimum of 15% MPDUs. The public benefit categories will be set forth at time of Sketch Plan and finalized at Site Plan.



*Encourage the achievement of greater than minimum required Public Use Space through compact footprint.*

The compact building layout proposed by this Project facilitates the creation of an approximately one-acre Neighborhood Green at the rear of the Property that is visible from Randolph Road and visually connected to the adjacent Wheaton Regional Park to allow this space to feel even more open.



*Protect and restore areas of environmental buffer and investigate options for stream restoration with redevelopment.*

As demonstrated on the approved NRI/FSD, there is only a small, mainly piped drainage way located on the Property, with the main stream located on the adjacent properties. There is no floodplain on site. Forest Conservation Plan No. F20230090 was approved by the Planning Board on May 4, 2023, which establishes a comprehensive Forest Conservation Plan for all of Wheaton Regional Park. In accordance with this approval, the Montgomery County Parks Department (the “Parks Department”) is currently undertaking future trail improvements and restoration of the stream which is located off-site. Stream restoration has been studied by the Parks Department in coordination with the adjoining stream.



*Preserve as much existing tree canopy as possible.*

The Project seeks to preserve as much of the existing tree canopy as possible, while accomplishing the other Sector Plan and County goals of significantly increasing housing within walking distance of Metro. The Project will replace tree canopy coverage for significant trees per mitigation as noted on the Preliminary Forest Conservation Plan. The approximate 1.8 acres of existing forest area, with the associated stream buffer on-site is to be saved. The unforested stream buffer is to be planted with new forest. The final canopy calculation will be established at the time of Preliminary and Final Forest Conservation Plan, with existing forest, new forest, and individual trees to be planted. The goal is to save or replace as much tree canopy as possible.



*Connect new internal streets with Erskine and/or Wallace Avenues.*

As illustrated on the Floating Zone Plan and discussed herein, the Applicant is proposing to provide an extension of Erskine Avenue to Randolph Road. Due to making the best effort to save the existing forest stand and potential grading constraints, it was determined to be infeasible to provide a vehicular connection to Wallace Avenue. However, this additional connection is not necessary to achieve the connectivity envisioned by the Sector Plan. The proposed road network achieves an optimal balance between providing additional connectivity, while avoiding cut-through traffic within the surrounding neighborhoods (as recommended by the Sector Plan).<sup>5</sup>



*Construct a hiker/biker path between Randolph Road and the existing Wheaton Regional Park’s hard surface trail network.*

The Project is unable to provide this connection, as there is an intervening parcel (with significant environmental features) and right-of-way between the Property and Wheaton Regional Park that is not owned or controlled by the Applicant. An alternate path connection is suggested per the recently approved Wheaton Regional Park Forest Conservation Plan. This alternative path connection will be pursued at Site Plan, in coordination with the Parks Department and intervening property owner to the south. Nothing in this LMA precludes this connection in the future, if it is determined to be feasible.

**B. Design Guidelines**

The Project will substantially conform to the *May 2014 Approved Glenmont Sector Plan Design Guidelines*. The Project promotes the following area-wide guidelines:

- *Provide an internal street pattern that promotes interconnectivity and minimizes walking distances.*

The Project is organized around a series of internal private (and one public) streets that divide the Property into a series of shorter, walkable blocks that promote connectivity within the Property and to the surrounding community. The Project provides an extension of Erskine Avenue to the existing eastern-most access point on Randolph Road to facilitate the connection to the surrounding street network.

- *Provide direct and safe routes for pedestrian movement with defined sidewalk zones.*

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<sup>5</sup> The Sector Plan seeks to “balance[e] the community’s desire for creating a place for local residents with the needs of through traffic.”

The streetscape design will be finalized at time of Site Plan but will incorporate ample sidewalk widths and landscape to promote a pleasing pedestrian streetscape. Additionally, the proposed building layout will help define and activate the pedestrian environment.

- *Orient buildings to define the street and the sidewalk.*

The buildings have been pulled-up to the streets to define and activate the pedestrian environment. The building design will be finalized at time of Site Plan, but particular attention will be given to the location of building entrances and incorporation of transparency, articulation and other design elements to strengthen the pedestrian environment.

- *For large developments, vary building massing along the sidewalk for visual interest.*

The buildings will be designed with a variety of building materials and/or vertical and horizontal plane changes to break down the perceived building mass. The building design will be finalized at time of Site Plan.

- *Reduce visual impact of parking structures.*

Parking will be provided on-site in above-grade structured parking and on-street parking. The structured parking will be wrapped by the residential buildings and/or visually concealed through architectural treatments.

- *Provide centrally located open spaces.*

The Project will provide more than the code-required open space on-site. One of the key components of the Project's open space is the approximately one-acre Neighborhood Green located at the center of the Property, which is strategically located to provide a visual connection abutting Wheaton Regional Park.

- *Strive to maintain the existing open space character*

The Project provides diverse open space opportunities on-site. The Project will preserve approximately 1.8 acres of existing forest on-site. Collectively, these strategies will maintain the open space character envisioned by the Design Guidelines.

Additionally, the Project will promote the following area-specific Design Guidelines:

- *Neighborhood Open Space*

The Design Guidelines recommend that redevelopment provide neighborhood open space on the Property. The Project achieves this recommendation through the provision of an approximately one-acre Neighborhood Green, located in approximately the same location as identified in the Design Guidelines (*see* page 19). The Neighborhood Green will have a visual connection to Randolph Road and will be framed by two of the multi-family buildings on the east and west to provide passive monitoring of this space. Additionally, the central location of the Neighborhood Green provides a visual connection to Wheaton Regional Park.

- *Transition Heights*

The Design Guidelines recommend a CRN transition zone to provide an appropriate buffer to the surrounding single-family residential neighborhoods. Specifically, this transition zone is recommended to allow for a maximum height of 45 feet for a distance of 100 feet from the eastern property boundary. The Project achieves this through a binding element that implements this recommendation and ensures compatibility.

- *Circulation Network*

In conformance with the Design Guidelines, the Project will provide an extension of Erskine Avenue through the Property to Randolph Road. It was determined that the connection to Wallace Avenue is not feasible, due to potential grading constraints, as well as the Applicant's desire to save as much existing forest as possible. Additionally, the Project provides an internal street network that has been arranged to facilitate the creation of shorter blocks that facilitate pedestrian connectivity to the surrounding streets and neighborhood.

- *Habitat Preservation and Restoration*

The Project proposes to provide opportunities for habitat preservation and restoration by retaining approximately 1.8 acres of early-mid successional forest, specimen trees and a stream, located at the southeast corner of the interior of the site. Habitat will be created by reforesting the approximate 3 acres of unforested buffer.

## V. Zoning Ordinance Conformance

### Section 5.1.2 – Intent

Section 5.1.2 of the Zoning Ordinance states that Commercial/Residential Floating zones are intended to provide an alternative to development under the restrictions of the Euclidean zones mapped by Sectional Map Amendment. The Project embodies the following specific intentions of the Floating Zones:

A. *Implement comprehensive planning objectives by:*

1. *furthering the goals of the general plan, applicable master plan, and functional master plans;*
2. *ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements ; and*
3. *allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the property;*

As discussed in detail in Section V of this Report, the Project furthers the goals and recommendations of the Sector Plan and Design Guidelines. The Project is also supported by existing infrastructure and will provide compatible in-fill development in furtherance of smart growth principles. The Project provides a significant amount of additional housing on the Property, which is located within walking distances of various forms of public transportation, including the Glenmont Metro Station. The Project responds to its surroundings and has been designed to respond to its transit-oriented nature, while simultaneously promoting the open space character envisioned by the Sector Plan and providing a compatible transition to the adjacent single-family residential neighborhood.

*B. Encourage the appropriate use of land by:*

1. *providing flexible applicability to respond to changing economic, demographic and planning trends that occur between comprehensive District or Sectional Map Amendments;*
2. *allowing various uses, building types, and densities as determined by a property's size and base zone to serve a diverse and evolving population; and*
3. *ensuring that development satisfies basic sustainability requirements.*

The Sector Plan acknowledged that given the Property's proximity to transit and commercial services, rezoning would be appropriate in the future to facilitate redevelopment. The proposed Floating Zone accomplishes this. The Floating Zone will allow the Applicant to redevelop these aging, underutilized garden apartments with a significant amount of additional housing with modern amenities to aid in meeting the County's housing targets. The Project promotes sustainability and smart growth principles through infill redevelopment of the Property, which is already served by existing infrastructure and public transportation. As discussed in this Report, the Project has been designed to provide a compatible transition to the surrounding residential neighborhood.

- C. *Ensure protection of established neighborhoods by:*
1. *establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density and uses;*
  2. *providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and*
  3. *allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.*

The Project has been strategically laid out to respond to the Property’s transit-oriented location, while simultaneously providing a compatible transition to the surrounding residential neighborhoods. The Project will also provide substantial open space on-site for use by the broader neighborhood. This open space, in addition to the stormwater management and forest preservation, will promote the Sector Plan’s environmental recommendations.

### **Section 5.1.3. – Applicability**

- A. *Floating zone must not be approved for property that is in an Agricultural or Rural Residential Zone;*

The Property is zoned R-30 multi-family, low-density residential and is not in an Agricultural or Rural Residential Zone.

- B. *If a Floating zone is recommended in a master plan, there are no prerequisites for an application;*

The Sector Plan recommends rezoning the Property to the CR Zone in the future. The Sector Plan was approved prior to the Zoning Ordinance re-write in 2014, which created the Floating Zones. Because the Sector Plan recommends rezoning the Property to the CR or “similar zone,” no pre-requisites are required.

### **Section 5.3.2. - Purpose of the CRF Zone**

The CRF Zone is an appropriate zoning classification for the Property. The intent of the CRF Zone is to allow mixed-use development at a range of densities and heights flexible enough to respond to various settings. It also allows flexibility in uses which can be located on a site. It seeks to provide mixed use development which is compatible with adjacent development. As described previously in this Report, the proposed Project facilities redevelopment of the Property with additional, modern residential housing on this prominent site, which is located within walking distance of the Glenmont Metro Station. Furthermore, the proposed binding elements:

- i. *The maximum building height is limited to 45 feet, for a distance of 100 feet from the eastern property boundary.*
- ii. *The use of the property will be limited to Multi-Unit Living, Townhouse Living, Retail/Service Establishments (up to 5,000 sf) and Restaurant use.*

**Section 5.3.5. - Development Standards**

As the following table illustrates, the proposed Project will satisfy the development standards for optional method of development in the CRF Zone:

<b>CRF Zone Optional Method Development Standards</b>			
Current Zoning	R-30 multi-family, low-density residential zone		
Requested Zoning	CRF-1.75 C-0.25 R-1.5 H-75'		
Development Method	Optional Method		
<b>Gross Tract Area:</b>	<u>ac</u>	<u>sf</u>	
<b>Gross Tract Area</b>	<b>34.87 ac</b>	<b>1,518,942 sf</b>	
Prior Dedication	<u>2.23 ac</u>	<u>97,220 sf</u>	
Proposed Public Road Dedication (Erskine Ave extended)	<u>0.74 ac</u>	<u>32,261 sf</u>	
<b>Net Tract Area</b>	<b><u>31.90 ac</u></b>	<b><u>1,389,461 sf</u></b>	
<b>Article 59-3, Uses and Use Standards, Division 3.1 Use Table</b>			
<b>3.1.6 Use Table</b>		permitted / required	proposed
Multi-Unit <sup>2</sup>	3.3.1.E	Permitted Use	<b>up to 2,275 du</b>
Townhouse <sup>2</sup>	3.3.1.D	Permitted Use	<b>up to 250 du</b>
Retail/Service Establishment (up to 5,000 square feet) <sup>2</sup>	3.5.11.B	Permitted Use	<b>up to 5000 sf</b>
<b>Commercial Program</b>			
	existing	mapped	proposed
Commercial SF	0 sf	C-0.25 = 379,736 sf	up to 5,000 sf
<b>Article 59-4 Development Standards for Euclidean Zones, Division 4.5 Commercial / Residential Zones</b>			
<b>4.5. - Commercial / Residential Zones</b>		permitted / required	proposed
<b>4.5.3. Standard Method Development</b>			



<b>4.5.3.C.4 Height (max.)</b>		CRF-1.75 C-0.25 R-1.5 <b>H-75'</b>	CRF-1.75 C-0.25 R-1.5 <b>H-75'</b>
Principal Building			
Building A		75'	75'
Building B		75'	75'
Building C up to 5,000 sf of commercial and restaurant use		75'	75'
Building D Parcel D may be Townhouses, Multi-family or both		45 / 75' <sup>1</sup>	45 / 75' <sup>1</sup>
Building E Parcel E may be Townhouses, Multi-family or both		45 / 75' <sup>1</sup>	45 / 75' <sup>1</sup>
Building F Parcel F may be Townhouses, Multi-family or both		45 / 75' <sup>1</sup>	45 / 75' <sup>1</sup>
Building G		75'	75'
Building H		75'	75'
Mapped	maximum	75'	75' <sup>3</sup>
Inclusion of 15% MPDU <sup>3</sup>	maximum	75'	

1 Per Binding Element #1, Building height restricted to 45' for a depth of 100' from the eastern property line, as recommended in the Glenmont Sector Plan.

2 Per Binding Element #2, The use of the property will be limited to Multi-Unit Living, Townhouse Living, Retail/Service Establishments (up to 5,000 sf) and Restaurant use.

3 Remaining site building height remaining may be increased to allow for inclusion of greater than 15% MPDUs.

<b>CRF Zoning Ordinance Conformance</b>			
<b><u>Ordinance Reference</u></b>		<b><u>Permitted/Required</u></b>	<b><u>Provided</u></b>
5.3.5.A	Density of Development a. Max Overall FAR b. Commercial Density c. Residential Density	Established by Floating Zone Plan	<b>CRF-1.75 (C-0.25, R-1.5, H-75')</b> a. 1.75 FAR (up to 2,658,149 sf) b. 0.25 Commercial FAR (up to 379,736 sf) c. 1.5 Residential FAR (up to 2,278,413 sf)
5.3.5.B.1	Building Height	Established by Floating Zone Plan	<b>Commercial: 75'<sup>1</sup></b> <b>Multi-Family Building: 75'<sup>1</sup></b>
4.1.8.B	Height Compatibility	<i>45 degree angular plane required, measured from a height equal to the height allowed for a detached house in the abutting R-90 Zone at the required site and rear yard setback line (per Section 4.1.8.B)</i>	<b>Complies</b>

5.3.5.B	Building Setbacks (min.) from the boundary	Established by Floating Zone Plan (All others established by site plan)	Principal Building Setbacks: <b>From Public Street:</b> Apartment Building = 0' Townhouse = 5' <b>From Adjoining Lot:</b> Side: Apartment Building = 45' <sup>2</sup> Townhouse = 45' <sup>2</sup> Rear: Apartment Building = 30' <sup>3</sup> Townhouse = 30' <sup>3</sup>
4.1.8.A	Setback Compatibility	Side Yard Setback (from residentially improved, R-90 Zoned property): 30'  Rear Yard Setback (from residentially improved, RT-1.5 Zoned property): 20'	<b>Complies</b> Side: Apartment Building = 45' <sup>2</sup> Townhouse = 45' <sup>2</sup> Rear: Apartment Building = 30' <sup>3</sup> Townhouse = 30' <sup>3</sup>
5.3.5.C	Lot Size (min.)	Established by site plan	n/a
5.3.5.D	Open Space Provided Under 4.5.4.B.1. (net area between > 6.01 acres)	10% of site area	10% (or 142,172 sf min)

1 Building height restricted to 45' for a depth of 100' from the eastern property line, as recommended in the Glenmont Sector Plan.

2 The minimum side setback is equal to 1.5 times the minimum side setback required for a detached house on the abutting property.

3 The minimum rear setback is equal to 1.5 times the minimum side setback required for a detached house on the abutting property.

### **Section 6.3.9. - Recreation Facilities**

The Project is Optional Method", Zoned CR with Multi-Family, 5 stories or more Building Type, requiring "Recreation Facilities", per Section 6.3.9. Applicability and aims to retain the open and green character of the site by utilizing various public benefits. Public benefit categories will be set forth at time of Sketch Plan and finalized at Site Plan.

### **VI. Findings for Approval**

Pursuant to §59.7.2.1.A. a zoning map change to apply a Floating Zone to an individual property requires approval of a Local Map Amendment. Under §59.7.2.1.E., the District Council must find that the floating zone plan will:

- a. substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;

As discussed in Section V above, the Project substantially conforms to the recommendations of the Sector Plan.

- b. further the public interest;

As described more fully in this Report, the Project will further the public interest by transforming the aging, underutilized garden apartments on the Property into a modern residential community with significantly more housing, including 15% MPDUs, in support of the County's housing targets. The Property's location is an ideal setting to provide this additional housing given its proximity to various commercial services in the Glenmont Shopping Center across Randolph Road and within walking distance of the Metro Station. The Project has been carefully designed to ensure compatibility with the surrounding neighborhood, preserve the existing environmental features on-site, and implement the County's land use objectives.

- c. Satisfy the intent, purposes, & standards of the proposed zone & requirements of this Chapter;

As described in Section VI of this Report, the Project will satisfy the intent, purpose and specific standards of the CRF Floating Zone and the Zoning Ordinance. For all the reasons discussed in this Report, the requested Floating Zone is appropriate at this location.

- d. Be compatible with existing & approved adjacent development;

The Project will transform this aging garden apartment complex with associated surface parking into a series of smaller blocks organized around an internal street grid that will not only provide additional housing but also promote connectivity within the site and to the surrounding community. The binding elements will limit the height on the eastern portion of the Property to 45 feet, for a distance of 100 feet, to provide a compatible transition to the abutting single-family homes.

- e. Generate traffic that does not exceed the critical lane volume or volume/capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and

As discussed in this Report, the Petitioner's traffic consultant, Wells + Associates, has prepared a Traffic Impact analysis that confirms there will be adequate capacity on the surrounding street networks to accommodate the Project.

- f. When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.*

The proposed Project will not adversely affect the character of the surrounding neighborhood. In fact, the Project will provide a more compatible use by redeveloping the aging garden apartment complex into a walkable residential community with increased pedestrian connectivity, ample open space and public benefits. Furthermore, as discuss in detail above, the Project's architecture and building layout will be carefully designed to promote compatibility with the surrounding residential neighborhood.

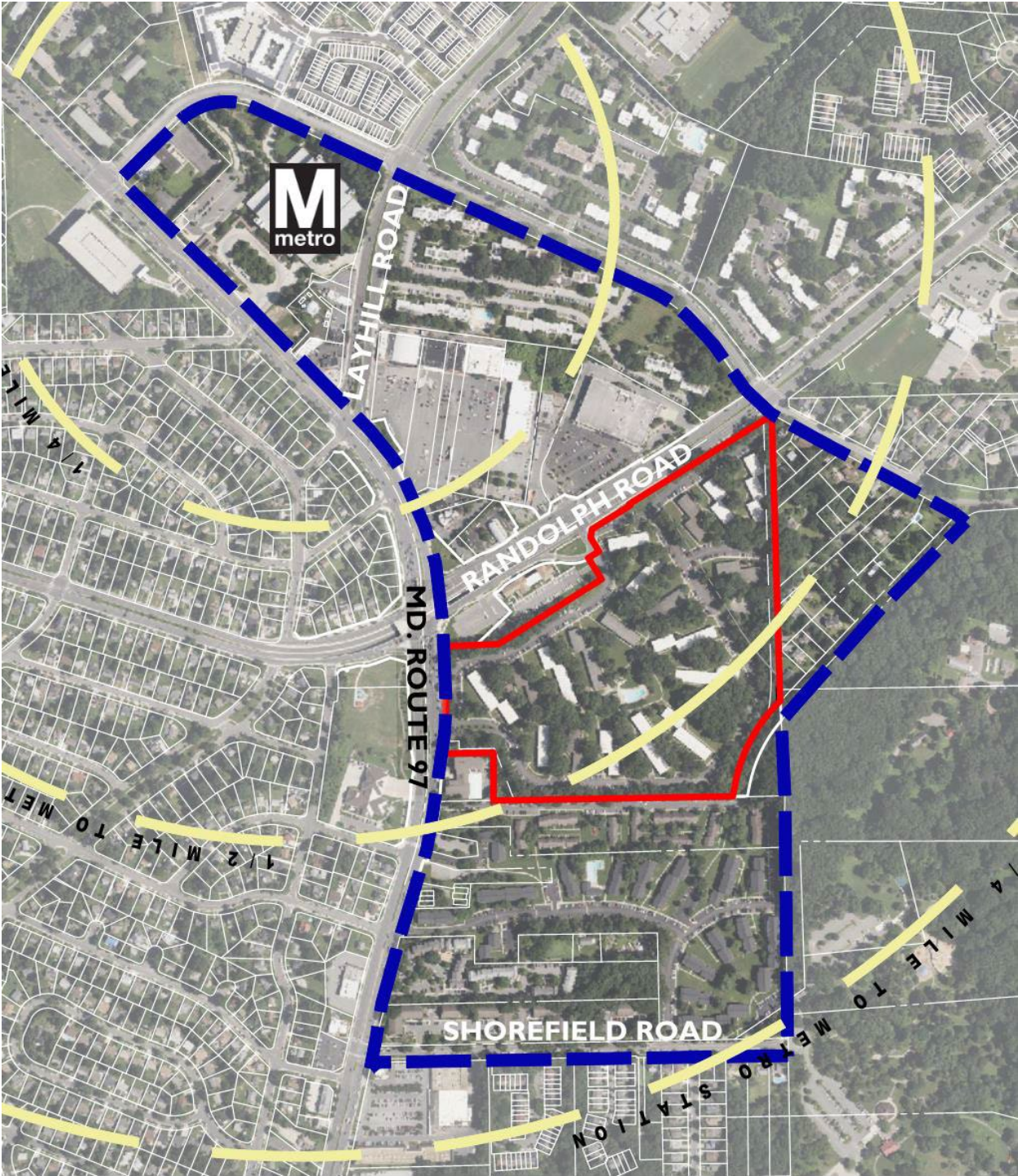
## **VII. Phasing**

The proposed development is anticipated to be constructed in multiple phases. The particular order of the phase may change to meet market demands. Rental units are anticipated at this time. Some for-sale housing, multifamily and/or town house units may be introduced as an option at site plan. A key to phasing the Project is to work with the existing tenants to not displace them while building the new housing. Tenants will be given priority, right of first refusal for the new units. Continued access and care will be taken to build the new housing while existing units are maintained until the final housing is built. The relocation strategy is a key component of the phasing game plan.

## **VIII. Conclusion**

The proposed development conforms to the Intent and Purpose of the CRF Zone and complies with all Development Standards within the Zoning Ordinance. The Project substantially conforms to the Sector Plan's recommendations and promotes many important land use objectives of the County. The Local Map Amendment will facilitate the redevelopment of this underutilized, aging garden apartment complex with additional, modern housing units (including 15% MPDUs) within walking distance of transit. As such, the Project will advance the County's housing targets and policies of smart growth. For these reasons, we respectfully request approval of this Local Map Amendment.

Attachment A



**LEGEND**



Site



Glenmont Neighborhood

Attachment A



Image courtesy of the Glenmont Sector Plan: *Figure 3: Major Properties/Specific Areas*