

If future rezoning of this property is deemed desirable, it should achieve the following objectives:

- 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.
- Encourage the achievement of greater than minimum required Public Use Space through compact footprint.
- Protect and restore areas of environmental buffer and investigate options for stream restoration with redevelopment.
- Preserve as much existing tree canopy as possible.
- Connect new internal streets with Erskine and/or Wallace Avenues.
- Construct a hiker/biker path between Randolph Road and the existing Wheaton Regional Park's hard surface trail network.

Georgia Avenue West

Georgia Avenue West is the area west of Georgia Avenue between Denley Road and Randolph Road. It comprises blocks of single-family homes, the Glenmont Greenway, the Metro station's west entrance, and the recently constructed Metro parking garage on the WMATA Triangle property. The 1997 Plan encouraged assemblage of the single-family properties nearest the Metro station for townhouses. Approximately 140 single-family parcels were recommended as suitable for the RT-15 floating zone (residential townhouses at maximum 15 units per acre). Twelve properties elected to apply for the floating zone with the Sectional Map Amendment for the 1997 Plan, but no redevelopment has occurred.



Created specifically for these parcels in Glenmont, the RT-15 Zone was intended to provide an economically feasible redevelopment option where RT-12.5 could not do so due to the cost of land. A decade later, the Planning Department's 2008 *Georgia Avenue Corridor Study* found no evidence of financial feasibility for assembling and redeveloping single-family houses into townhouses or any other type of low to mid-rise residential uses, even at 15 units per acre, along the Georgia Avenue corridor. Although development at this density is not achievable in the foreseeable future, the Plan recommends retaining the 1997 Plan's recommendation for a townhouse-floating zone with approximately 15 dwelling units per acre for a minimum assemblage of one acre of land.

The 1997 Plan recommended a Flack Street connection between Denley Road and Urbana Drive to create an intersection with Glenallan Avenue extending west from Georgia Avenue. Recent improvements on the WMATA Triangle of a garage and a stormwater management pond impact both projects and preclude this intersection. This Plan removes the recommended Flack Street connection and the Glenallan Avenue extension.

The northern tip of the WMATA Triangle, north of the recently constructed Metro parking garage and near the west Metro station entrance, is suitable for public facilities that will enhance transit service such as a kiss-n-ride. The Plan also encourages assembling this piece of land with the privately-owned single-family parcels along the block's northern edge at the corner of Denley Road and Flack Street. The assembled site

of approximately three acres would provide an opportunity to develop housing less than 1000 feet from the Metro entrance. This site would also be appropriate for senior or affordable housing units. A mid-rise structure on this site should provide a transition of building heights along Georgia Avenue from the 25-foot high townhouses north of Denley Road to the approximately 82-foot high parking structure to the southeast. Development on the assembled site should have a maximum building height of 45 feet along Denley Road and Flack Street or an open space buffer to provide an appropriate transition to the single-family houses across Denley Road and Flack Street. Pedestrian and bicycle access from Flack Street to Georgia Avenue should be maintained. If frontage along Georgia Avenue is not needed for construction of a senior housing development, the Glenmont Greenway should be extended to Denley Road. If the WMATA Triangle portion is developed alone as an affordable senior housing project, it should provide adequate transition to single-family houses along Denley Road and Flack Street.

The Plan recommends rezoning the northern tip of the WMATA property to CRN Zone and retaining the existing R-60 zoning of eight single-family parcels with the option to apply CRN floating zone with predominantly residential uses. The floating zone should provide the flexibility in building design to achieve compatibility with the surrounding properties.

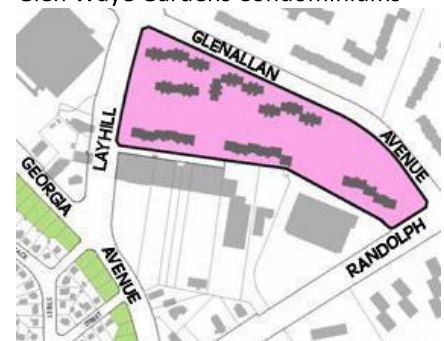
Recommendations

- Confirm the RT-15 Zone for parcels with single-family houses along Flack Street between Urbana Drive and Judson Road and along Randolph Road between Judson Road and Georgia Avenue.
- Confirm the RT-12.5 Zone for the southern portion of the WMATA Triangle property.
- Rezone the northern tip of the WMATA Triangle property from RT-12.5 Zone to CRN 1.5, C 0.25, R 1.5, H 65.
- Confirm the R-60 Zone for single-family parcels along the south side of Denley Road between Flack Street and Georgia Avenue and along the north side of Flack Street between Denley Road and the WMATA Triangle, and designate them as suitable for CRN 1.5, C 0.25, R 1.5, H 65.
- Confirm the R-60 Zone for remaining single-family parcels, which are suitable for a townhouse zone with a maximum density of approximately 15 dwelling units per acre.

Glen Waye Gardens Condominiums

This 15-acre site is improved with 214 condominiums. Currently, the condominium owners have no plans or desire to redevelop the property. Although its location within walking distance of Metro and its size could accommodate mixed-use development at higher densities, the foreseeable market conditions and its condominium ownership make it less likely to redevelop during the life of this Plan. Zoning recommendations on the adjacent properties are designed to assure compatibility with buildings on this property.

Glen Waye Gardens Condominiums



Recommendation

- Retain the R-30 Zone.