



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**Item #**  
**06/14/07**

**MEMORANDUM:**

**DATE:** May 23, 2007

**TO:** Montgomery County Planning Board

**VIA:** Rose Krasnow, Chief, Development Review Division  
Ralph Wilson, Development Review Division

**FROM:** Dan Janousek, Development Review Division  
(301) 495-4564

**SUBJECT: Local Map Amendments G-862 & 863:** Glenmont Layhill Associates, LLC, Contract Purchaser, requests reclassification from the RT-12.5, R-30 and O-M Zones to the TS-R Zone for a total of 30.93 acres of land in order to develop up to 1,300 multi-family dwelling units, 250 townhouses, and 90,000 square feet of neighborhood retail development.

**SECTOR PLAN: Glenmont Transit Impact Area and Vicinity, September 1997**

**FILING DATE:** November 17, 2006

**PUBLIC HEARING:** June 26, 2007

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**1. Recommendation and Summary**

Staff recommends **APPROVAL** of local map amendment applications G-862 and G-863, and the associated development plan for the following reasons:

The proposed zone and the development plans do not conflict with the zoning ordinance or intent of the TS-R Zone. The applications propose a high-density, mixed-use project adjacent to the Glenmont Metro station. The development is described as a transit station development area in the sector plan and the property is located within 1500 feet of the Glenmont Metro Station. Multi-family residential uses exist currently and are proposed as part of the applications for development. The sector plan recommends limited commercial use for this location. The overall residential and retail density of the development, parking garage, relevant site improvements, public spaces, roads and their connections, provide a compatible and self sufficient form of development within walking distance for easy access to transit. The density is limited to

the maximum recommended in the sector plan for the property. The development will be harmoniously integrated in an orderly fashion into the overall comprehensive planning and development envisioned for this area.

The mix of unit types also provides a wide variety of housing choices. The low, mid and high-rise character of the proposed development reduces the lot coverage to allow for large public use spaces with associated amenities such as green outdoor public gathering places. The development plan shows private streets and areas for improved pedestrian facilities with amenities along the roadways. The proposed retail uses will be in close proximity to the Metro station in order to accommodate the incidental shopping needs for transit users and nearby residents, contribute to the self-sufficiency of the community, and encourage less reliance on the automobile in the area.

## **2. Staging Recommendations**

A staging element of the Glenmont sector plan calls for development within the policy area to be linked to improvements that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level. The applicant in this case is proposing two stages of development to be constructed at different times. Stage I includes 23.88 acres. Stage II includes 7.05 acres. In staff's analysis of the pending applications, considerable weight was given to the sector plan guidelines that establish the area as an appropriate location for higher density development.

In this case, the applicant is willing to satisfy the LATR component of the APF test at the time of preliminary plan by providing, or contributing to, a transportation improvement at the intersection of Georgia Avenue and Randolph Road. The applicant's traffic study shows that the intersection, with improvements, could meet the LATR test. Staff feels that the applications meet the staging requirement for the proposed rezoning. Another test of the traffic study will be required at the time of preliminary plan review to satisfy the adequate public facilities (APF) test.

## **3. Description and Surrounding Area**

The property is comprised of the several separate properties described in the rezoning applications. The property is located between Georgia Avenue and Randolph Road and adjacent to the Glenmont Metro Station. The applicant requests approval to change the zoning categories for the entire property to the TS-R zone. It is located in the "Glenmont Center Transit Station Development Area" and is recommended in the sector plan for a substantially higher residential density than currently exists. Please refer to Figure 12 on page 25 of the sector plan for a visual representation of the area and the recommended zoning changes.

The property has a gross tract area of 30.93 acres. The property currently contains 366 residential apartments distributed over 18 buildings in the R-30 zone, as well as land zoned RT-12.5, and a small property in the O-M zone. The apartments

have existed in some cases for nearly 40 years. In the sector plan they are described as “falling into disrepair”.

There are two forest stands on the property. The property also contains open grassy common areas, playgrounds, parking lots and paved roads. There are also many specimen trees in good condition located throughout the site. There are no historic structures located on the property. The surrounding area includes land in the Glenmont Village area that is described on page 21 of the Glenmont Sector Plan. It contains a mix of commercial uses, the Glenmont Metro station, residential garden apartment uses, and single-family residences. The northern boundary of the property is completely bounded by WMATA rail lines, WMATA shops, offices, and significant tree coverage.

Land to the northwest of the property, east of Georgia Avenue, is zoned RT-12.5, and is not recommended for any zoning change in the sector plan. Since the land is undeveloped, the proposal will have little impact on this property. Directly west is Georgia Avenue, and across Georgia Avenue is land within the “WMATA Triangle” area. This land is currently zoned RT-12.5. This base zone is recommended in the sector plan to change to R-15. Farther west is land in the “Georgia Avenue West” area that is also recommended for the RT-15 zone in the sector plan. Areas south of the proposal include the Glenmont Metro Station and commercial uses.

#### **4. Proposed Zoning & Land Use**

For the subject property, the sector plan recommends a mixed-use transit-oriented development, primarily residential with neighborhood retail. The requested density is consistent with the maximum base density recommended in the sector plan. The sector plan recommends the TS-R zone for the property at a base density of 42 du/acre and up to a maximum density of 51 du/acre including MPDUs.

As shown on the development plan, the applicant intends to develop just under the recommended maximum density. The applicant proposes to construct 1,347,415 square feet of total development at a 1.85 FAR with 90,000 square feet of neighborhood retail space. The project will be developed in two stages. Up to 500 units can be built during the first stage, and up to 1,050 units during the second. In total, there are 1,300 multi-family dwelling units and 250 townhouses proposed, including 225 MPDUs (14.5% of the total units). This represents a 19.3 percent bonus density, which allows 50.09 dwelling units per acre. This is within the sector plan’s recommended maximum of 51 units per acre with MPDUs.

The applicant has included some traditional neighborhood design elements in their plan. These elements include narrow roads and multiple building types centered around open and active areas that differentiate neighborhoods by providing for a mixture of land use and housing types. Within the development proposal is a continuum from an urban-like core to a more traditional-designed neighborhood. The resulting built form will be compact, walkable and includes a mix of uses. It is intended to be comfortable and safe. It is an interconnected framework of small blocks with a mix of uses and public spaces.

Only one of the properties proposed by the applicant for rezoning to the TS-R zone is not actually recommended for the TS-R zone in the sector plan. This is the small bank property at the corner of Layhill Road and Glenallan Avenue. It is currently zoned O-M. When the sector plan was created, this property was under separate ownership, and the owner then did not want TS-R zoning for the property. But now the current owner wishes to re-zone this property to the TS-R zone with the other adjacent parcels. The TS-R zone is appropriate for this location, and will be compatible with the surrounding uses within the context of the larger development plan that it is now part of in these applications.

## **5. Zoning Analysis**

The development plan, in general, is in compliance with the purposes, standards and regulations of the TS-R Zone, and will be compatible with the surrounding uses. The property is designated for TS-R zoning in the sector plan. In terms of compatibility, the proposed residential uses will be compatible because the densities that are proposed are appropriate for this location. The zoning requirements of the transit station zones are found in Division 59-C-8 of the Zoning Ordinance. The relevant provisions are evaluated in the following paragraphs.

### ***Sec. 59-C-8.2. Intent, purposes and general requirements.***

#### ***59-C-8.21. Intent.***

*The TS-R and TS-M zones are intended to be used as follows:*

- (a) The TS-R and TS-M zones are intended to be used in a Transit Station Development Area as defined in section 59-A-2.1. However, the TS-R zone may also be used in an area adjacent to a Central Business District, within 1,500 feet of a metro transit station, and the TS-M zone may be also be used within a Central Business District if the property immediately adjoins another property outside a Central Business District that is eligible for classification in the TS-M zone or separated only by a public right-of-way from property outside a Central Business District that is eligible for classification in the TS-M zone.*
- (b) The TS-R zone is intended for locations where multiple-family residential development already exists or where such development is recommended by an approved and adopted master plan.*
- (c) The TS-M zone is intended for locations where substantial commercial or office uses already exist or where such uses are recommended by an approved and adopted master plan.*
- (d) In order to facilitate and encourage innovative and creative design and the development of the most compatible and desirable pattern of land uses, some of the specific restrictions which regulate, in some other zoning*

*categories, the height, bulk and arrangement of buildings and the location of the various land uses are eliminated and the requirement substituted that all development be in accordance with a plan of development meeting the requirements of this division.*

The proposed zone and the development plan do not conflict with the zoning ordinance or intent of the TS-R Zone. The applicant proposes a high-density, mixed-use project adjacent to the Glenmont Metro station. The development is described as a transit station development area in the sector plan and the property is located within 1500 feet of the Glenmont Metro Station. Multi-family residential uses exist and will be replaced as part of the application for development. The sector plan recommends limited commercial uses for this location.

### **Section 59-C-8.22 Purpose of the TS-R Zone**

- a) *To promote the effective use of the transit station development areas and access thereto;*
- b) *To provide residential uses and certain compatible non-residential uses within walking distance of the transit stations;*
- c) *To provide a range of densities that will afford planning choices to match the diverse characteristics of the several transit station development areas within the county; and*
- d) *To provide the maximum amount of freedom possible in the design of buildings and their grouping and layout within the areas classified in this zone; to stimulate the coordinated, harmonious and systematic development of the area within the zone, the area surrounding the zone and the regional district as a whole; to prevent detrimental effects to the use or development of adjacent properties or the surrounding neighborhood; to provide housing for persons of all economic levels; and to promote the health, safety, morals and welfare of the present and future inhabitants of the regional district and the county as a whole.*

The overall density of the development, parking garage, relevant site improvements, public spaces, roads and their connections, will provide a compatible and self sufficient form of development within walking distance to transit. The density is limited to 50.1 du/acre including MPDUs, which is within the maximum density of 51 du/acre that is recommended in the sector plan. The development plan will be harmoniously integrated in an orderly fashion into the overall comprehensive planning and development envisioned for this area. The low, mid and high-rise character of the proposed development reduces the lot coverage to allow for large public use spaces with associated amenities such as green outdoor public gathering places. The mix of unit types also provides a wide variety of housing choices. The development plan shows private streets and areas for improved pedestrian facilities with amenities along the roadways.

contribute to the self-sufficiency of the community by encouraging less reliance on the automobile in the area.

**Section 59-C-8.24. Location** - *The TS-R and TS-M zones are permitted only in a Transit Station Development Area defined in section 59-A-2.1 and in accordance with an approved and adopted master plan or sector plan, except in areas within and adjacent to a Central Business District in accordance with Section 59- C-8.21(a).*

The property is located in the “Glenmont Center Transit Station Development Area” and it is recommended in the sector plan for a substantially higher residential density than that which currently exists. The plan states that this property is suitable for the TS-R Zone.

**Section 59-C-8.25. Public Facilities and Amenities** - *A development must conform substantially to the facilities and amenities recommended by the approved and adopted master or sector plan, including and granting such easements or making such dedications to the public as may be shown thereon or are deemed necessary by the Planning Board to provide for safe and efficient circulation, adequate public open space and recreation, and insure compatibility of the development with the surrounding area, and assure the ability of the area to accommodate the uses proposed by the application. The provision of MPDUs does not authorize a reduction in any public facility and amenity or active or passive recreation space recommended in a master plan or sector plan.*

The development plan conforms to the recommendations in the sector plan for new roads, road dedications, circulation improvements and public open spaces. The dedication along Georgia Avenue will be provided to establish a public right of way of 150 feet. The dedication along Glenallan Avenue will be provided to establish a public right of way of 90 feet. The dedications will allow bikeways recommended in the sector plan to be developed. Also, public facilities such as wide streetscape sidewalks are recommended in the sector plan. These dedications will ensure that the area will have the ability to accommodate the proposed land uses. The low and mid-rise buildings will be compatible with the surrounding existing and planned development. Much of the area immediately surrounding the property contains multi-family housing, commercial development, and the Glenmont Metro.

**Section 59-C-8.3. Land Uses** - *No use is allowed except as indicated in the use table:*

The proposed residential dwellings and retail uses are permitted in the TS-R Zone.

**Section 59-C-8.4. Development Standards –**

The proposal will satisfy the development standards and regulations of the TS-R Zone. The following table describes the required and proposed development standards:

**Table 1. TS-R Zone Development Standards**

	<b>Required / Permitted</b>	<b>Provided</b>
<b>59-C-8.41. Minimum Area</b>		
a. Minimum Property Area.	18,000 sq. ft.	Gross Area: 30.93 acres (1,347,415 sq. ft.)  Dedications: 0.57 acres (20,368 sq. ft.)  Net Lot Area: 30.36 acres (1,327,147 sq. ft.)
<b>59-C-8.42. Density of Development</b>		
a) Floor Area Ratio	2.5*	1.85 (2,500,000 sq. ft.)
Residential		1.79 (2,410,000 sq. ft.)
Commercial		.06 (90,000)
<b>59-C-8.43. Open Space</b>		
(a) Minimum percentage of net area devoted to public use space:	10%** (132,714 sq. ft.)	15% (194,217 sq. ft.)
(b) Minimum percentage of net area devoted to active and passive recreational purposes:	25% (331,787 sq. ft.)	26.4% (this amount includes preservation areas)
*Total minimum open space requirement (percent):	35%	41.4%

\*\*Net Lot Area – 59-C-8.4

**59-C-5.82. Off-Street Parking - Parking shall be located as to have a minimal impact.**

All parking is located either on the street, under the buildings, or within other parking garages located on the site. Parking, and access for parking, is located to have minimal impact.

**59-C-5.83. Streets** - Interior streets may be private or public but private streets must have a minimum width of 20 feet for two-way traffic and 10 feet for one-way traffic and must be paved and maintained in good repair.

The proposed development plan includes interior streets with sufficient right of way to accommodate paved roads with widths of at least 20 to 40 feet, which will be wide enough for both two-way and one-way traffic patterns.

**59-C-8.54. Ancillary Commercial Uses** - Ancillary commercial uses, as a permitted use or by special exception as set forth in section 59-C-8.3, may be permitted as follows:

- a. The amount of floor area devoted to commercial uses cannot exceed the amount or substantially alter the configuration specified for the site in the applicable master or sector plan.
- b. If the master or sector plan does not make a specific recommendation as to the amount of floor area allowed, then commercial uses are limited to the street level only.

The development plan conforms to the land use and zoning recommendations of the Sector Plan for commercial uses. The proposed 90,000 square feet of commercial use is appropriately located on the first floors and will be compatible with the neighborhood. The locations will be convenient for transit riders and neighborhood residents to access goods and services.

## **6. Adequacy of the Development Plan**

**Section 59-D-1.61. Approval by the District Council** - Before approving an application for classification in any of these zones, the district council must consider whether the application, including the development plan, fulfills the purposes and requirements set forth in article 59-C for the zone. In so doing, the district council must make the following specific findings, in addition to any other findings that may be necessary and appropriate to the evaluation of the proposed reclassification:

- a. That the zone applied for is in substantial compliance with the use and density indicated by the master plan or sector plan, and that it does not conflict with the general plan, the county capital improvements program or other applicable county plans and policies.
- b. That the proposed development would comply with the purposes, standards, and regulations of the zone as set forth in article 59-C, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.
- c. That the proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate, and efficient.
- d. That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural



*vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3.*

- e. That any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other common or quasi-public purposes are adequate and sufficient.*

The applications conform to the use and density recommendations in the Sector Plan. The applications include the provision of moderately-priced dwelling units, and it conforms to the County Council's policy of providing a range of housing opportunities in Metro station areas as described in the document Housing Montgomery. The applicant has requested a residential density of 1.85 FAR that is consistent with the maximum density with MPDUs that is recommended in the sector plan. The plan recommends a maximum base density of 42 units per acre (51 du/acre with MPDU bonus density). The applicant has submitted plans to develop MPDUs at 50.09 du/acre. The applicant does not request a bonus for extra height beyond the 10-story height limits recommended in the sector plan. There is no height limit expressed in feet in the Sector Plan. The Planning Board is authorized to determine building height at the time of site plan review. The residential uses are located to maximize access to transit. They are appropriate for this area and will be compatible with the general neighborhood.

The proposal will comply with the purposes and standards of the TS-R Zone as set forth in Section 59-C of the Zoning Ordinance. The rights of way for all of the proposed roads will assure good vehicular circulation and adequate and safe pedestrian connections in the area of the development. The location of the buildings, public use space, and streets, will provide new pedestrian connections and circulation for maximum convenience and compatibility.

All parking is to be located either on the roads or within parking structures. The primary vehicular access to these structures will be determined during site plan review. The development plan shows conceptual entrance locations that are adequate and safe. The proposal will conform substantially with the "transit-oriented" guidelines and recommendations in the sector plan.

Proposed stormwater management is adequate as proposed. There are no additional requirements other than conceptual stormwater management.

Draft association documents have not been included with the applications. These documents will be submitted with the site plan and reviewed by the Planning Board in the future. These documents will assure that the perpetual maintenance of any areas intended to be used for recreational or other common or quasi-public purposes are adequate and sufficient.

## 7. Zoning History

### a. Comprehensive Zoning

- a. SMA G138: RT-12.5 granted and O-M confirmed 06/24/78
- b. 1958 County-wide Comprehensive Zoning: R-90 Confirmed
- c. 1954 Regional District Zoning: R-90 enacted and mapped

### b. Zoning Cases

- b. C965: R-30 adopted 05/21/63
- c. E112: R-39 adopted 02/02/65
- d. E113: R-30 adopted 02/02/65
- e. E691: R-30 adopted 02/08/66
- f. F687: R-30 adopted 03/07/72
- g. F945: O-M adopted 06/*not legible*/76

## 8. Public Facilities

### *Roads and Circulation*

The sector plan contains objectives and recommendations that are intended to make the Glenmont Metrocentre “accessible for people using any mode of travel”. It also recommends “safe and efficient circulation in the center.” The plan emphasizes the concept that a good street and circulation plan “is essential to the viability of the Center and Neighborhood concept.” To accomplish this, the applicant will provide many improved public facilities in and surrounding the development along Layhill Road and Georgia Avenue. A private road is proposed that will connect Layhill Road and Georgia Avenue traversing through the development. This private road will connect to other internal streets creating blocks of development and providing additional travel routes for automobiles, bicyclists and pedestrians.

Major roads that are affected by the applications include Georgia Avenue (MD Route 97); Randolph Road; Layhill Road (MD Route 182); and Glenallan Avenue. On page 32, the plan recommends that a new road be constructed, “parallel to and north of Glenallan Avenue,....” This road is now proposed as part of the applications. As shown on the proposal, the road will connect to Georgia Avenue and Layhill Road parallel to and north of Glenallan Avenue. As described above, dedications of land will be provided for Georgia Avenue, Glenallan Avenue and Layhill Road.

In this case, the applicant is willing to satisfy the LATR component of the APF test at the time of preliminary plan by providing, or contributing to, a transportation improvement at the intersection of Georgia Avenue and Randolph Road. The applicant’s traffic study shows that the intersection, with improvements, could be made to meet the LATR test. Staff feels that the applications meet the staging requirement for the proposed rezoning. Another test will be required at the time of preliminary plan review at satisfy the adequate public facilities (APF) test.

## *Forest Conservation and Stormwater Management*

The site has an approved Natural Resource Inventory/Forest Stand Delineation (VRI/FSD). A draft Forest Conservation Plan was submitted with the applications. The applicant will be required to submit a Final Forest Conservation Plan at the time of site plan submission.

A Stormwater Management Concept Plan has not been approved by DPS. The applicant will be required to submit a Stormwater Management Concept Plan at the time of Preliminary Plan submission. The applicant has indicated that they will attempt to achieve air and water quality improvements through the use of green building design.

## *Schools*

The impact of this project is estimated to be approximately 103 elementary, 75 middle school, and 79 high school students. According to Montgomery County Public Schools, the current Growth Policy school test finds capacity adequate in all Downcounty Consortium Clusters (DCC), including Kennedy cluster.

## **10. Textual Binding Elements**

The applicant has offered several textual binding elements with the development plan. Staff accepts these textual binding elements.

1. The Development Plan contains "Development Blocks" that locates those areas of the property that will be developed. Within these Development Blocks, the plan reflects product type, density of the development, general building locations, open space, landscaping and recreation areas and parking spaces. The precise location, building footprints and square footages of the buildings, and open space, landscaping and recreation space within each Development Block, as well as the actual number of parking spaces, may be refined at site plan. Minor refinements to the size and shape of the Development Blocks may be made at the time of site plan.
2. The total number of units on the property shall not exceed 1550 dwelling units including MPDUs (14.5% of the total number of units) with no more than 500 new units to be approved as part of Stage 1 of the development (existing units that are replaced with new units do not count toward the 500 unit cap requirement for Stage 1). The total number of residential units (including the total number of MPDUs) and amount of retail/commercial uses may be further refined at the site plan. Units may be shifted between Development Block areas so long as the total number of units in the entire development does not exceed 1550.

3. At the time of preliminary plan of subdivision approval, the Applicant shall submit for Planning Board review and approval a revised Local Area Transportation Review analysis that re-evaluates Stage 2 of the development. This step will allow the Planning Board to make a determination whether the Georgia Avenue/Randolph Road intersection will function at an acceptable level of service to permit all or a portion of Stage 2 to move forward, pursuant to the County's established rules and procedures for determining the adequacy of public facilities.

## **11. Conclusion**

Staff finds that the proposed development plan and local map amendment applications are in compliance with the sector plan; are in compliance with the purposes, standards and regulations of the TS-R Zone; and will be compatible with the surrounding uses. The applications are in compliance with forest conservation and stormwater management law. It will not conflict with any capital improvement programs.

The applications comply with the purpose and master plan conformity clauses of the TS-R Zone. The majority of the property is specifically recommended for the requested zone in the Sector Plan for the Glenmont Transit Impact Area and Vicinity, which was approved and adopted in September of 1997. The site is appropriate for high density residential and some commercial use, and the proposal is compatible with the surrounding area. The development plan limits the impacts of the proposal to the surrounding area, and it does not pose an adverse impact to public facilities. Staff therefore recommends approval of the applications for the TS-R Zone.

### **Attachments:**

1. Location Map
2. Existing Conditions
3. Development Plan
4. Illustrative Drawings
5. Letters
6. Memo from Khalid Afzal, Community Based Planning Division
7. Memo from Marion Clark, Environmental Division
8. Memo from David Paine, Transportation Planning Division
9. Letter from Bruce Crispell, MCPS

# GLENMONT METROCENTER (G-862 & G-863)



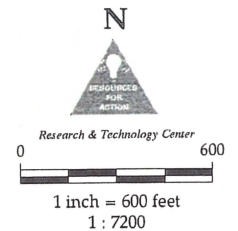
Map compiled on January 25, 2007 at 11:21 AM | Site located on base sheet no - 217NW03

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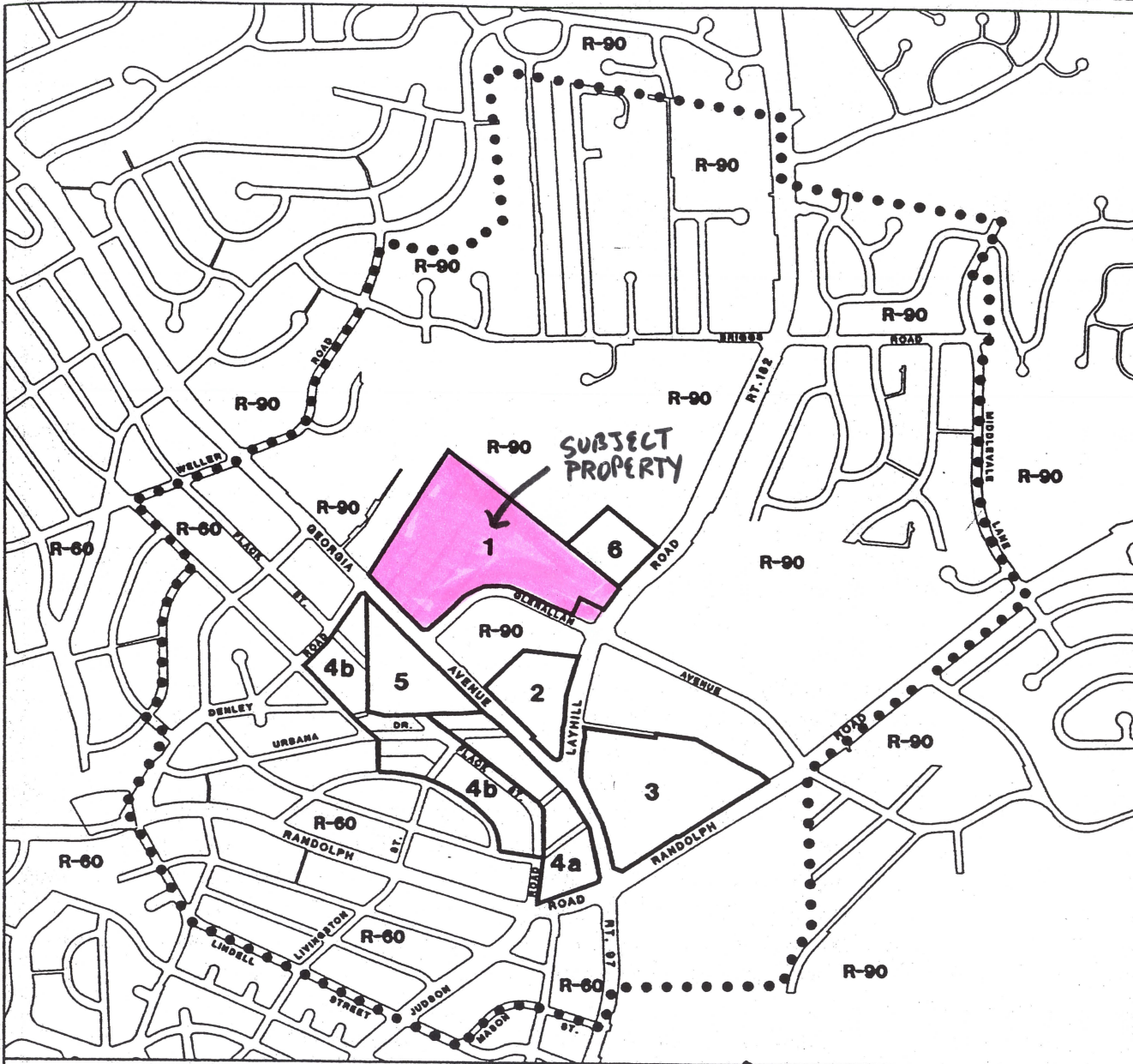
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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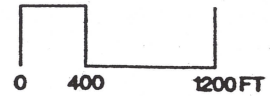
# PROPOSED AREAS FOR REZONING

FIGURE 12



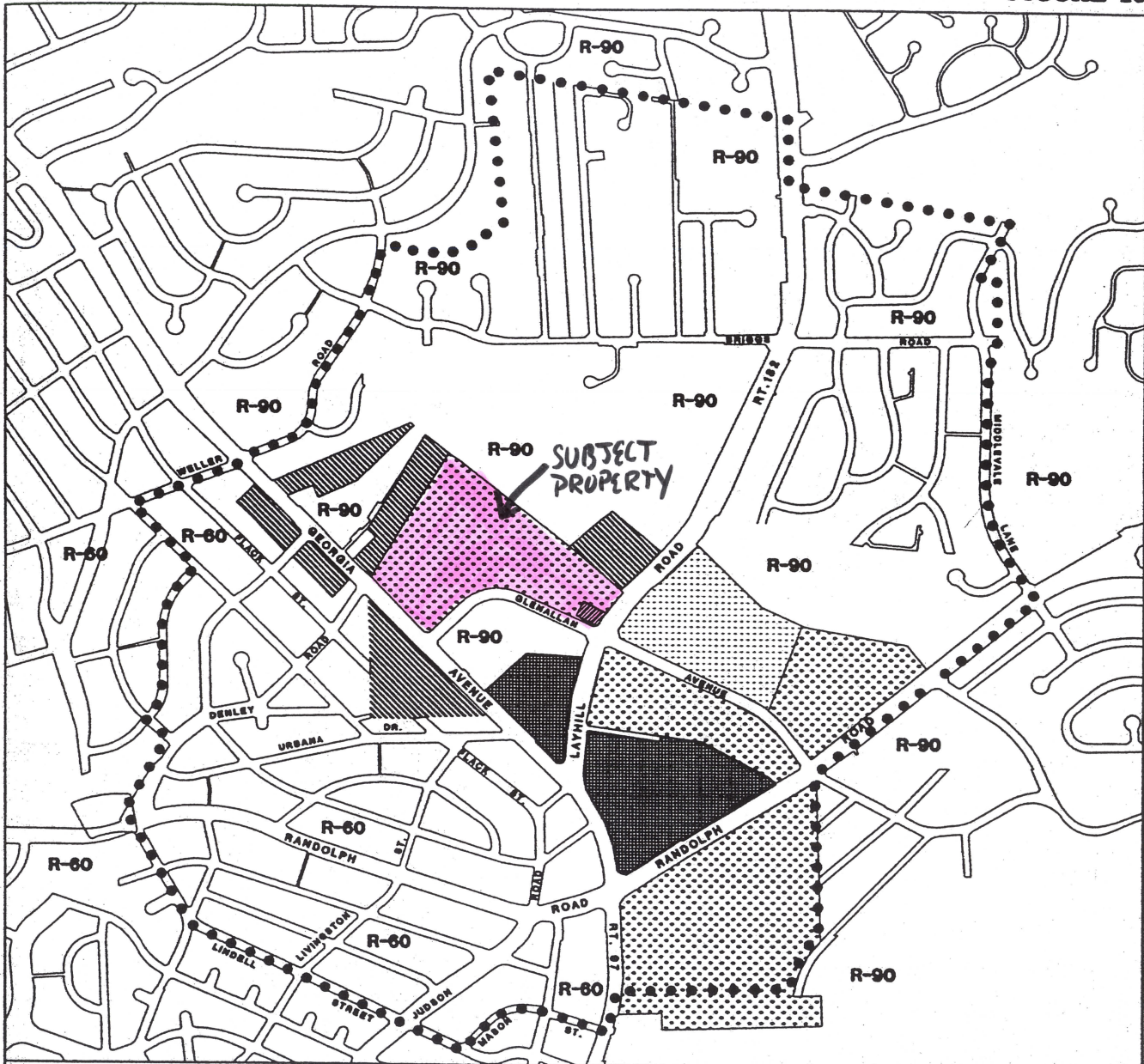
..... SECTOR PLAN BOUNDARY

- 1** RETAIN R-30 (SUITABLE FOR TSR)
- 2** FROM C-1 TO RMX-2C
- 3** FROM C-1 TO RMX-2C
- 4a** RETAIN R-60 (SUITABLE FOR RT-15 AND UP TO 2 ACRES PD-15)
- 4b** RETAIN R-60 (SUITABLE FOR RT-15)
- 5** RETAIN RT-12.5 (SUITABLE FOR RT-15)
- 6** RETAIN RT-12.5 (SUITABLE FOR TSR)

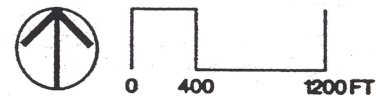


# EXISTING ZONING

FIGURE 10



- ● ● ● SECTOR PLAN BOUNDARY
- R-60 RESIDENTIAL, ONE-FAMILY
- R-90 RESIDENTIAL, ONE-FAMILY
- RT-125 RESIDENTIAL, TOWNHOUSE
- P-30 MULTI-FAMILY, LOW-DENSITY RESIDENTIAL
- P-20 MULTI-FAMILY, MEDIUM-DENSITY RESIDENTIAL
- C-1 CONVENIENCE COMMERCIAL
- O-M OFFICE BUILDING, MODERATE DENSITY









**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 22, 2007

**MEMORANDUM**

TO: Dan Janousek, Zoning Analyst  
Development Review Division

FROM: Khalid Afzal, Team Leader, Georgia Avenue Team *KA*  
Community-Based Planning Division

SUBJECT: Rezoning Application G-862 and 863, Glenmont Metro Center

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After reviewing the reclassification request submitted by Glenmont Layhill, LLC/JBG Companies, Community-Based Planning staff has concluded that this proposal is consistent with the 1997 Glenmont Sector Plan. Community Based Planning staff recommends approval of the application.

**ANALYSIS**

The proposed rezoning of an approximately 30.4-acre site in Glenmont is located within the 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan* (The Glenmont Sector Plan). The proposed property is located on the north side of Glenallan Avenue between Georgia Avenue to the west and Layhill Road to the east. It is currently zoned R-30, RT-12.5 and O-M, and contains approximately 366 garden apartments. The Sector Plan contains detailed discussion of this property (see attachment), and recommends TS-R zone with a maximum base density of 42 units per acre, which can be increased to a maximum of 51 units per acre with MPDU bonus.

The proposed development is generally consistent with the comments and recommendation of the Glenmont Sector Plan. The only issue that needs to be addressed at this stage is the master plan recommendation regarding the staging of development on this property.

On page 30, at the end to the last paragraph, the Plan states:

“TS-R zoning should not be granted until the appropriate staging triggers are met. (See Chapter VI). This will require a separate TS-R application for each stage of development (unless all development is deferred until Stage 2). Most of the total potential development at the Glenmont Metro Center property will not occur until the second stage of development is allowed to proceed.”

In Chapter VI, IMPLEMENTATION, on page 82, under STAGING, the Plan states:

“The Sector Plan recommends a staffing mechanism to allow some development to proceed in the near future, but delays most of the anticipated growth to a second stage. This two-stage process would be linked to the grade separated interchange or alternative transportation or transit improvements that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level. Stage one will allow up to 500 new units and 200 new jobs to proceed immediately to begin the process of redevelopment and revitalization of commercial and residential properties. Stage Two will delay all other development until **either a grade separated interchange or other transit or transportation improvement is provided that makes the intersection of Randolph Road and Georgia Avenue function at an acceptable level** (emphasis added). Since the zoning of all new development will require a local map amendment or development under the optional method, no local map amendment or optional method application beyond those necessary for Stage 1 should be approved until the conditions necessary for Stage 2 are realized.”

The proposed rezoning meets the intent and the language of the Sector Plan for both the Stage 1 (up to 500 new units) and Stage 2 (the remaining 1,000 or so units) since the Indian Spring Country Club site's recently approved Preliminary Plan (1-2006-0610) requires at grade improvements to the intersection of Georgia Avenue and Randolph Road if an interchange is not built there within a certain time period. (At this time the State Highway Administration is proceeding with the design of the interchange, but it is not funded for construction yet). The traffic study for the rezoning of the Glenmont Metro Center Property demonstrates that, with the at-grade improvements required of the Indian Spring Country Club project, the intersection of Georgia Avenue and Randolph Road will operate within the acceptable level. Staff believes that the results of the traffic analysis combined with the improvements required of the Indian Spring Country Club project address the Sector Plan's concerns and reasons for including specific language for a two-stage rezoning process for this property in the Sector Plan.

Another reason for Community Based Planning staff's support of the rezoning of the entire property through a single Local Map Amendment application is that any redevelopment of this property will require approval of a Preliminary Plan by the Planning Board. To make sure that Stage Two of the proposed project does not proceed without the appropriate improvements to the Georgia/Randolph intersection (at grade or an interchange) the Preliminary Plan approval of the proposed project could include a staging requirement consistent with the recommended staging triggers in the Sector Plan, if needed.

Community Based Planning staff recommends approval of the proposed rezoning, and that the development plan be treated as an illustrative to retain maximum flexibility in the approval of the rezoning of the proposed property so that changes in the layout and shape of buildings and open space can be incorporated in the preliminary plan to create an attractive, safe, environmentally friendly, and walkable place using the best urban design and land use practices.

**Attachments:**

Pages 30, 31, 32, 82, and 83 of the 1997 *Sector Plan of the Glenmont Transit Impact Area and Vicinity*.

KA:tv: G:/Afzal/Glenmont Metro Center G-862 863 memo

b. Glenmont Metrocentre (30.4 acres)

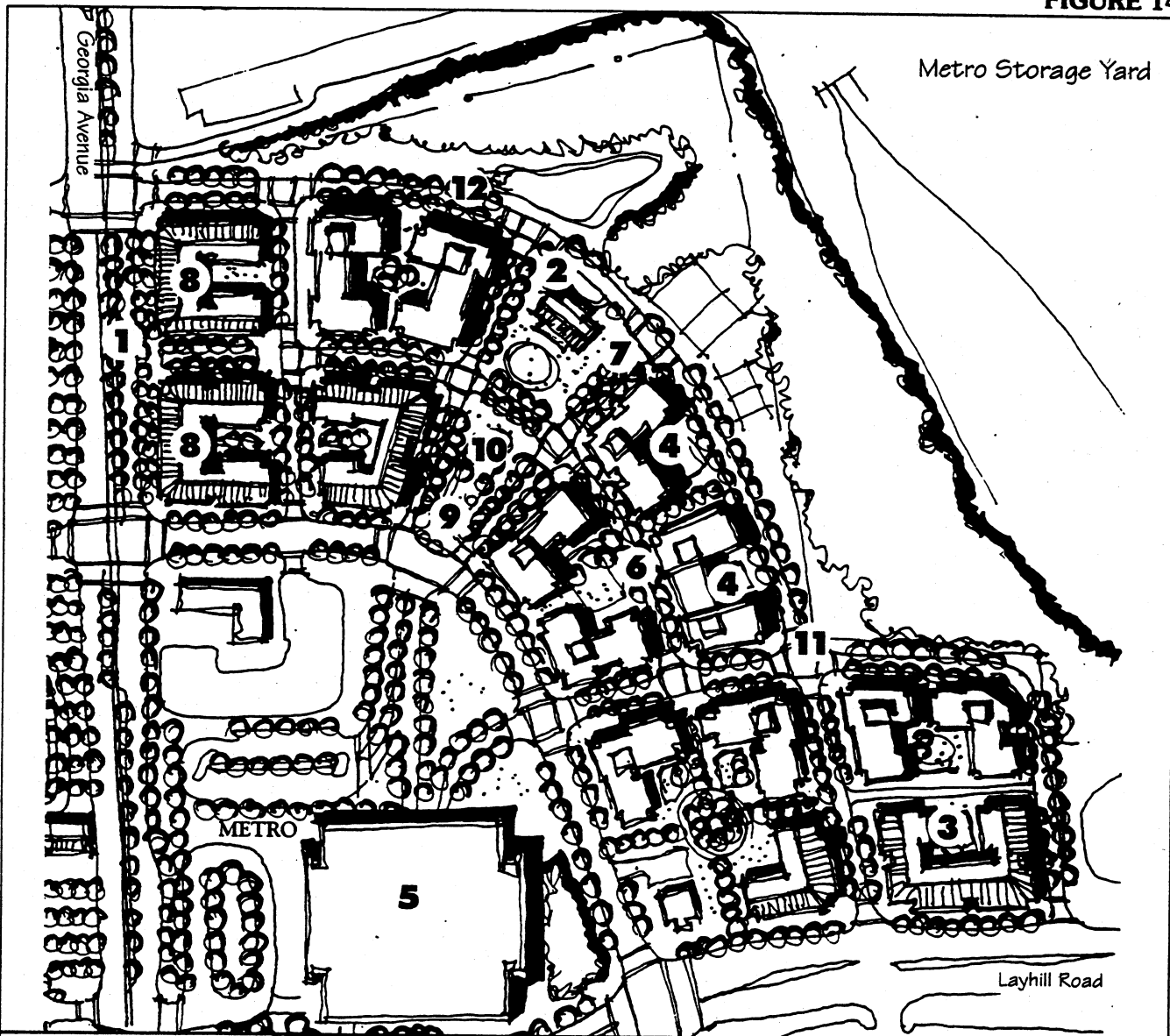
Like several garden apartment projects in Glenmont, this development is nearly 30 years old. It lacks modern amenities and has fallen into disrepair. Older garden apartments serve an important housing market in the County; however, redevelopment may be appropriate at this location. Unlike the other garden apartment projects in Glenmont, there is a significant vacancy problem at Glenmont Metrocentre. Its good location across Glenallan Avenue from the new Metro station also makes it an appropriate location for some higher density development.

Representatives of the landowners have proposed demolishing the existing 366 garden apartments and replacing them with 1,500 to 2,000 new units in a mixture of structure types, including two high rises. (See Figure 14.) One or more of the buildings would be designated for elderly residents. The proposed project would also include an undetermined amount of convenience retail and professional offices. Parking for the residents would be in structured facilities, either under-ground or above grade. Some surface level parking would be provided for guests. The property owner has proposed that the entire site be developed as a secure complex requiring that all roads be private and access be regulated at security gates.

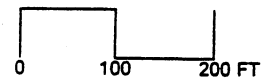
This site is located within the Glenmont Center transit station development area. Given the location of this site, vis-a-vis the new transit station, this Plan recommends the redevelopment of this site at substantially higher residential densities than exist today, with some commercial uses. Retail uses and services for the convenience of the new residents would be appropriate in a mixed use development.

The Glenmont Metrocentre is recommended for TS-R zoning to accommodate a variety of residential uses and housing types, possibly including one or two buildings up to 10 stories in height and some convenience retail. A child care center and elderly housing may be appropriate special exception uses for this site. The Plan recommends the continuation of the existing R-30 zoning for the Glenmont Metrocentre with the option to rezone the property to the TS-R Zone. The R-30 base zone will permit residential redevelopment, up to 14.5 units per acre. Under the TS-R option, the Plan recommends a maximum base density of 42 units per acre, which results in a maximum of 51 units per acre with MPDUs. (At present, the Glenmont Metrocentre tract is developed at 12 units per acre, or 14 units per acre, excluding the undeveloped ground along Layhill Road.) The TS-R Zone will substantially increase the housing stock near the new Metro station. TS-R zoning should not be granted until the appropriate staging triggers are met. (See Chapter VI.) This will require a separate TS-R application for each stage of development (unless all development is deferred until Stage 2). Most of the total potential development at the Glenmont Metrocentre property will not occur until the second stage of development is allowed to proceed.

FIGURE 14



- 1 Georgia Avenue enhanced boulevard
- 2 Possible child care facility
- 3 Low-rise housing
- 4 High-rise housing — up to ten stories
- 5 Metro parking
- 6 Neighborhood "Main Street"
- 7 Tree-lined sidewalks
- 8 Street-oriented buildings with ground level commercial
- 9 Direct connection to Metro
- 10 Central open space
- 11 Internal street system to promote interconnectivity and minimize walking distance
- 12 Denley Street extended — new street



If this site redevelops, it should be an extension of the Glenmont Center rather than a neighborhood separated from the rest of Glenmont. To this end, this Plan recommends that a new street, parallel to and north of Glenallan Avenue, be constructed. (See Figures 14 and 22.) This street will help to incorporate Glenmont Metrocentre into the Center and provide a relief valve for traffic on Glenallan Avenue (i.e, provide a capacity improvement). This street could be built as a private street.

c. Layhill Triangle (approximately 3 acres)

This area currently contains several neighborhood-oriented commercial uses and an elevated Washington Suburban Sanitary Commission (WSSC) water storage facility. Although these uses should be allowed to continue, this Plan supports the assemblage of the parcels comprising the Layhill Triangle for future redevelopment. Commercial development would be appropriate on this site to take advantage of its close proximity to Metro. To this end, the area should be zoned RMX-2C.

At some future point, WSSC will need to provide a new water storage facility with three times the capacity of the existing Glenmont water tower. (See Chapter V.) Such a facility could not be provided at the location of the existing water tank without impacting the adjoining properties. Other sites within Glenmont which satisfy the locational criteria for water storage facilities (e.g., elevation, site size, proximity to water lines) are considered too valuable to be reserved for such a use due to their proximity to the Metro station. This Plan therefore recommends that WSSC explore sites outside of Glenmont for the eventual relocation of the water tank currently located on the Layhill Triangle. If a suitable site cannot be found elsewhere, this Plan recommends that the new water storage facility be provided at the location of the existing facility. This would continue the water tank as a Glenmont landmark, but it would disrupt several existing small businesses.

d. Georgia Avenue West (28.4 acres)

Like the adjoining Denley neighborhood, the Georgia Avenue West portion of the Glenmont Center (see Figure 15) is characterized by small single-family homes built shortly after World War II. Only the WMATA Triangle and the lots along Georgia Avenue are currently vacant property. (The houses along Georgia Avenue were purchased and demolished prior to construction of the Metro tunnel.) The Georgia Avenue West area is zoned R-60, except for the WMATA Triangle, which is zoned RT-12.5.

Although Georgia Avenue West is a viable residential community, it is to some extent a community "on the edge." Many of the homes nearest the future Glenmont Metro station are rented out and some are not adequately maintained. These factors indicate possible speculative interests relating to the new Metro station and/or possible instability resulting from the age of the housing stock and

- M-NCPPC should develop area specific design standards to provide detailed guidance, particularly for development which requires property assemblage. Such a document should develop an incremental approval approach that ensures a cohesive development pattern with an orderly configuration of linkages and open space that is compatible with the remaining community. Such a document should be approved by the Planning Board.

### **C. CAPITAL PROJECTS**

Pursuant to the boulevard concept, M-NCPPC, in cooperation with WMATA and the State Highway Administration, should plan and implement a linear greenspace along the west side of Georgia Avenue from Randolph Road north to Denley Road. WMATA's cooperation will be particularly necessary to continue the linear greenspace—and the bike trail within it—along the Georgia Avenue frontage of the WMATA Triangle.

Table 4 summarizes the recommended capital projects related to the various modes of transportation.

### **D. STAGING**

The Sector Plan recommends a staging mechanism to allow some development to proceed in the near future, but delays most of the anticipated growth to a second stage. This two-stage process would be linked to the grade separated interchange or alternative transportation or transit improvements that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level. Stage One will allow up to 500 new units and 200 new jobs to proceed immediately to begin the process of redevelopment and revitalization of commercial and residential properties. Stage Two will delay all other new development until either a grade separated interchange or other transit or transportation improvement is provided that makes the intersection of Randolph Road and Georgia Avenue function at an acceptable level. Since the zoning for all new development will require a local map amendment or development under the optional method, no local map amendment or optional method application beyond those necessary for Stage 1 should be approved until the conditions necessary for Stage 2 are realized.

This Staging Plan will:

1. assure area residents that the majority of new development will not proceed until traffic congestion at the intersection of Georgia Avenue and Randolph Road has been addressed;
2. ensure that the majority of new development, approximately 75 percent of new residential development, will not proceed until well after the Metro is operational. This would allow enough time to evaluate the impact of Metro on traffic in the area; and

3. provide a mechanism to protect the area from excessive new development if the grade-separated interchange or another acceptable transportation improvement does not occur.

During each stage, the County Council would determine the amount of development that can be accommodated each year by existing and programmed facilities through the Annual Growth Policy (AGP). For example, even when the Stage 2 triggers are met, the Council may still decide to further time development using the AGP. The amount of development that can be accommodated is supported by existing facilities and programmed facilities that are listed in the County's Capital Improvements Program each year. The AGP establishes the transportation service levels deemed acceptable by the County Council. New development can be approved up to the point where these levels would be exceeded. In addition, the application of the County's Adequate Public Facilities Ordinance involves a more localized examination of whether the infrastructure surrounding a proposed project can handle the traffic impacts.

This Plan recommends that the Glenmont Center portion of the Glenmont Sector Plan area be designated as a Metro Station Policy Area in the Annual Growth Policy, and that the new Glenmont Metro Station Policy Area either be part of a Wheaton Transportation Management Organization or establish its own such organization.

In addition to reserving development capacity for the transit station impact area, the creation of a Glenmont Metro Station Policy Area means that the standard for Local Area Transportation Area (LATR) would be raised from a Critical Lane Volume (CLV) of 1625 to a CLV of 1800. In other words, more congestion at local intersections would be considered "tolerable." Furthermore, development within the policy area would be eligible for the Alternative Review Procedure for projects in Metro Station Policy Areas, as prescribed by the Annual Growth Policy. This procedure allows a development to meet its LATR requirements by paying a fee called a Development Approval Payment, joining or supporting a transportation management organization, and making its best effort to meet the mode share goals established by the Planning Board. Both residential and non-residential projects are eligible for this Alternative Review Procedure. Developer payments under this procedure are to be used to make local area transportation improvements. In Glenmont, these funds might be applied to the proposed grade separation of Georgia Avenue/Randolph Road.

## **E. DEVELOPMENT APPROVALS**

- The Department of Environmental Protection should approve waivers needed for additional development at the Glenmont Shopping Center only to the extent that the new development conforms to a comprehensive development plan for the center.





**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 23, 2007

**MEMORANDUM**

TO: Daniel Janousek, Analyst  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: David Paine, Coordinator  
Transportation Planning

SUBJECT: Zoning Application G-862, G-863  
Glenmont Metro Center  
Glenmont Metro Policy Area

---

This memorandum is Transportation Planning staff's review of the proposed zoning change to facilitate construction of a mixed-use center adjacent to the Glenmont Metro station. With recommendations listed below, we find the transportation network adequate to support the rezoning.

**RECOMMENDATIONS**

We recommend the following conditions as part of the APF test for transportation related to Local Area Transportation Review (LATR), to be followed at the time of preliminary plan:

1. Limit the preliminary plan to 1,300 Multifamily dwelling units, 250 Townhouse units, and 90,000 SF of retail.
2. Dedicate 75 feet of right-of-way from the centerline of Georgia Avenue (MD 97).
3. Dedicate 60 feet of right-of-way from the centerline of Layhill Road (MD 182).
4. Dedicate 45 feet of right-of-way from the centerline of Glenallan Avenue.
5. The applicant must satisfy the LATR component of the APF test at time of preliminary plan by providing, or contributing to, a transportation improvement at the intersection of Georgia Avenue (MD 97) and Randolph Road. The preferred improvement would be for the Applicant to pay SHA a pro-rata share of a grade separated intersection by SHA (SHA contract MO8545171). But if the grade separation project is not funded for construction

by a certain stage determined at preliminary plan, the applicant would be responsible for the construction of at-grade improvements, and SHA should return the funds for this purpose.

6. Construct a new road, parallel to Glenallan Avenue, between Georgia Avenue (MD 97) and Layhill Road (MD 182).
7. Construct an 8-foot wide shared-use path on the north side of Georgia Avenue (MD 97).
8. Participate in the future Wheaton/Glenmont Transportation Management Organization.
9. The applicant must complete and make open to traffic the above-referenced transportation improvements based on the staging of the proposed development to be determined at the time of preliminary plan review and approval.
10. The applicant shall satisfy future State Highway Administration (SHA) and Department of Public Works and Transportation (DPWT) requirements at the time of preliminary plan.

## **DISCUSSION**

### Site Location, Access, and Circulation

The subject property is located east of Georgia Avenue, north of Glenallan Avenue, and west of Layhill Road in the Glenmont Sector Plan area. The applicant proposes vehicle access via driveways to Glenallan Avenue, a right-in/right-out driveway from Georgia Avenue north of Glenallan Avenue and two right-in/right-out driveways from Layhill Road north of Glenallan Avenue. Internal circulation will take place via a network of roads and driveways subject to modification at the time of preliminary and site plan.

### Master Planned Roadways and Bikeways

The adjacent roadways are listed in the *1997 Glenmont Transit Impact Area And Vicinity Plan* and *2005 Countywide Bikeways Functional Master Plan*. Georgia Avenue (MD 97) is designated as a major highway with a 145-foot right-of-way with six travel lanes and a shared use path (SP 29). Georgia Avenue in the proximity of the site is also intended as a terminus of the Georgia Avenue Busway, recommending a 150 feet of right-of-way as it affects this property<sup>1</sup>. Layhill Road (MD 182) is designated as a major highway with a 120-foot right-of-way with four travel lanes and bike lanes (BL 18). Glenallen Avenue is designated as an arterial road with a 90-foot right-of-way, with four travel lanes and two bike lanes. An unnamed road, parallel to Glenallan Avenue, is recommended between Georgia Avenue (MD 97) and Layhill Road (MD 182). This roadway, intended to serve this development, could be a private street in order to allow design flexibility for the site. DPWT will ultimately provide recommendations on the issue design of this roading based on the type of road being private or public.

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1. The Georgia Avenue Busway Study Summary Report August 1998.

Local Area Transportation Review

A traffic study (dated 10/06 and revised 4/07) was submitted to determine the impact on the local transportation network and was reviewed under the *Local Area Transportation Review (LATR) Guidelines*, adopted and approved July 1, 2004. According to the submitted traffic study, Table 1 shows the number of peak-hour vehicular trips generated by both stages of the rezoning, ie. total redevelopment of the site, during weekday peak periods, 6:30 to 9:30 AM and 4:00 to 7:00 PM:

**Table 1 – Site Trip Generation For Complete Redevelopment**

Proposed Land Uses	Proposed	Weekday Peak-Hour Trips*	
		AM	PM
Townhouse Units	250	109	132
Garden Apartments	1550	444	424
Existing units (to be replaced)	(352)	(122)	(142)
Retail (non pass-by trips only)	90,000 SF	229	532
Net New Vehicular Trips Proposed:		660	964

\* Trip Credit is applied for proximity to metro, internal trip capture rate for a mixed use development, and pass-by trips as mentioned in the February 14, 2006 scope of work and February 23, 2006 supplemental letter, as presented on page 42 of the traffic study.

The proposed development is expected to generate 660 and 964 additional peak-hour trips during the morning and evening weekday peak periods, respectively. Table 2 shows the resulting critical lane volume (CLV) values for the existing, background, and the total future traffic conditions for the total redevelopment. The background traffic condition includes existing traffic plus traffic generated by approved developments.

**Table 2 – Results of Intersection Capacity Analysis For Complete Redevelopment**

Intersection	Congestion Standard	Weekday Peak-Hour	Traffic Condition		
			Existing	Background	Total
1. Georgia Avenue (MD 97) and Hathaway Drive	1,600	AM	1,223	1,301	1,316
		PM	1,054	1,106	1,135
2. Georgia Avenue (MD 97) and Glenallan Avenue	1,800	AM	1,199	1,266	1,417
		PM	1,197	1,333	1,642
3. Georgia Avenue (MD 97) and Urbana Drive	1,800	AM	601	593*	653
		PM	857	860	956
4. Georgia Avenue (MD 97) and Layhill Road (MD 182)	1,800	AM	1,267	1,281	1,417
		PM	1,129	1,151	1,279
5. Georgia Avenue (MD 97) and Randolph Road	1,800	AM	1,763	<b>1,817</b>	<b>1,952</b>
		With Improvements**			1,748
		PM	1,687	<b>1,818</b>	<b>1,898</b>
		With Improvements**			1,748
6. Randolph Road and Glenallan Avenue	1,800	AM	1,299	1,435	1,482
		PM	1,119	1,252	1,287
7. Layhill Road (MD 182) and Glenallan Avenue	1,800	AM	1,065	1,155	1,241
		PM	1,020	1,193	1,281

8. Layhill Road (MD 182) and Briggs Avenue	1,800	AM	1,151	1,295	1,299
		PM	1,154	1,270	1,279
9. Layhill Road (MD 182) and Middlevale Road	1,600	AM	1,018	1,159	1,163
		PM	902	1,032	1,042
10. Layhill Road (MD 182) and Bel Pre Road/Bonifant Road	1,500	AM	1,304	1,481	1,482
		PM	1,189	1,269	1,273
11. Randolph Road and Tivoli Lake Boulevard	1,600	AM	1,053	1,399	1,412
		PM	857	1,171	1,198
12. Randolph Road and Middlevale Lane	1,600	AM	1,419	1,562	1,578
		PM	961	1,131	1,148
13. Georgia Avenue (MD 97) and Shorefield Road	1,600	AM	1,069	1,115	1,182
		PM	1,243	1,295	1,375
14. Randolph Road and Dalewood Drive	1,600	AM	1,137	1,180	1,226
		PM	750	800	848
15. Georgia Avenue (MD 97) and Hewitt Avenue	1,500	AM	952	1,031	1,045
		PM	1,208	1,261	1,284
16. Georgia Avenue (MD 97) and Aspen Hill Road	1,500	AM	1,067	1,145	1,173
		PM	996	1,001	1,039
17. Georgia Avenue (MD 97) and Connecticut Avenue (MD 185)	1,500	AM	1,238	1,318	1,328
		PM	1,249	1,304	1,325

\* Background conditions for Georgia/Urbana reflect construction of a new Metro Garage.

\*\* At-grade improvements identified in the traffic study include adding an exclusive north-bound right turn lane and adding a southbound through-right turn lane.

Six intersections in the study area are located within the Kensington/Wheaton Policy Area and have a CLV standard of 1600. Four intersections are located in the Aspen Hill Policy Area and have a CLV standard of 1500. Seven intersections are in the Glenmont Metro Policy Area and have a policy standard of 1800. The developer's traffic study shows 16 of the 17 intersections projected to pass the policy area standards with total traffic.

The Georgia Avenue (MD 97) and Randolph Road intersection, however, is not projected to pass the Glenmont policy area standard. Two sets of traffic counts were submitted for this intersection, but when compared to data on record were individually not acceptable. However, when combined with the two recent counts on record, the mean of the four traffic movement counts was found more representative of existing traffic conditions and acceptable by being similar to data accepted for another recently approved preliminary plan (Indian Spring, 120060510). Similar to that plan, the traffic study identifies potential improvements to the intersection that would be needed to pass LATR by adding turn lanes. According to the traffic study, a southbound through-right turn lane could be added to Georgia Avenue with a receiving lane on the south side of Randolph Road. An exclusive northbound right-turn lane could also be added on Georgia Avenue. Both improvements are illustrated in the 1997 Glenmont Sector Plan. Combined, these improvements would reduce the CLV to below the policy standard to satisfy LATR. The County could require these improvements to satisfy the APF test at the time of preliminary plan.

The State Highway Administration (SHA) has a project for a grade separated interchange at the intersection of Georgia Avenue (MD 97) and Randolph Road. When it is complete, Randolph Road will have two travel lanes in each direction under Georgia Avenue. The Planning

Board reviewed and commented on the 35% completion design of this project as a Mandatory Referral (MR 04815-SHA-1) in December 9, 2004. Additionally, in the preliminary plan opinion for Indian Spring (Plan No. 120060510) the Planning Board found that developer should be required to pay a pro-rata share of the project cost. The project is identified by the County for forward funding/cost sharing with the State. At time of this writing, SHA is waiting for DPWT's approval of an MOU concerning the CIP funds before the project can proceed. Given the status of the grade separated interchange, Staff and SHA agree that it would be more desirable to have the applicant pay a pro rata share for the cost of the interchange instead of constructing the at grade improvements only to have them removed when the interchange is constructed. Given the complexity of the timing and funding involved with both the applicant's proposal and the SHA interchange project, we recommend that the applicant satisfy the LATR component of the APF test by providing, or contributing to, a transportation improvement at the intersection of Georgia Avenue (MD 97) and Randolph Road. The preferred improvement would be for the Applicant to pay SHA a pro-rata share of a grade separated intersection by SHA (SHA contract MO8545171). But if the grade separation project is not funded for construction by a certain stage determined at preliminary plan, the applicant would be responsible for the construction of at-grade improvements, and SHA should return the funds for this purpose.

#### Glenmont Sector Plan Staging

A staging element of the Glenmont sector plan calls for development within the policy area to be linked to improvements that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level. LATR describes the test for evaluating an intersection's performance as allowed by the County Annual Growth Policy (AGP). The AGP outlines the current policy level for acceptable congestion for a geographic area: for the intersection of Randolph Road and Georgia avenue, a CLV of 1,800. By utilizing this test, the applicant's traffic study shows that the intersection, with improvements, could be made to meet the LATR test as outlined above. Therefore the application meets this staging requirement for the purpose of this rezoning. However, a separate LATR study will be required from the applicant at time of Preliminary plan, to retest the transportation network performance and satisfy the APF. Given the importance of intersection's performance to the LATR test, care is taken to ensure accurate data. If need be, at time of preliminary plan, the Planning Department may choose to audit the intersection independently.

#### Pedestrian Access and Transit

Pedestrian access is provided via lead-in sidewalks to the site. The site's proposed pedestrian network and bicycle access and circulation will be considered in more detail at time of preliminary plan and site plan. The site is across Glenallan Avenue from Glenmont Metrorail Stations and is served by both Ride-On and Metrobus transit routes on Georgia Avenue and Layhill Road. Georgia Avenue, Glenallan Avenue and Layhill Road have sidewalks on both sides.

DP:tc



Montgomery  
County  
Public  
Schools

DIVISION OF LONG-RANGE PLANNING  
**Montgomery County Public Schools**

2096 Gaither Road, Suite 201, Rockville, MD 20850 · 240-314-4700 · (FAX) 240-314-4707

March 6, 2007

Mr. Dan Janousek  
Development Review Division  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Dear Mr. Janousek:

This letter is sent in response to Zoning Applications No. G-862 and G-863, known as "Glenmont Metrocenter" located at the intersection of Georgia Avenue and Glenallan Avenue in Silver Spring, Maryland.

The two stages of these rezonings would result in 1,300 high-rise units and 250 townhouses. Based on average yield factors derived from the Maryland National Capital Park and Planning Commission 2005 Census Update Survey, the impact of this project is estimated to be approximately one hundred and three (103) elementary, seventy-five (75) middle, and seventy-nine (79) high school students.

This property is located within the Georgian Forest Elementary School and Glenallan Elementary School attendance areas. At the middle school level this property is within the Middle School Magnet Consortium area, where students choose from three middle schools (Argyle, Loiederman and Parkland middle schools). At the high school level this property is within the John F. Kennedy High School base area. John F. Kennedy High School is part of the Downcounty Consortium (DCC) where students may choose to attend their base area high school or one of four other high schools in the consortium.

Enrollment at Georgian Forest and Glenallan elementary schools exceeds capacity and is projected to exceed capacity in the future. Enrollment at all three middle schools in the Middle School Magnet Consortium is currently within capacity and is projected to remain within capacity. Enrollment at John F. Kennedy High School is currently within capacity and is projected to remain within capacity. See enclosed pages from the Montgomery County Public Schools FY 2008 Capital Budget and Amendments to the FY 2007-2012 Capital Improvements Program.

The current Growth Policy schools test finds capacity adequate in all Downcounty Consortium clusters, including the Kennedy cluster.

Sincerely,



Bruce H. Crispell, Director  
Division of Long-range Planning

BHC:bc

Enclosures

Copy to: Mr. Bowers, Mr. Hawes, Ms. Turpin



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

**DATE:** May 30, 2007

**TO:** Dan Janousek, Development Review Division

**FROM:** Marion Clark, Countywide Planning Division, Environmental 

**VIA:** Jorge A. Valladares, P.E., Countywide Planning Division, Environmental 

**SUBJECT:** Rezoning Application G-862 and 863  
Glenmont Metro Center

---

**Recommendation: Approval of the Preliminary Forest Conservation Plan with the following conditions to be addressed at the Preliminary Plan approval stage:**

- Remove all impervious surfaces from the stream valley buffer.
- All new tree and forest planting must be native selections.
- Work to remove stormwater management ponds from within the stream valley buffer,
- Remove afforestation area from in and around stormwater management ponds.

**Recommendation: Approval of the proposed Rezoning application.** The Development Plan should be viewed as illustrative only so that changes in the distribution and amount of open space and refinements to the Forest Conservation Plan can be made during the Preliminary Plan approval process.

**Discussion**

The proposed plan will initially result in reduced air and water quality, due to cleared forest and tree canopy, increased impervious surface and greenhouse gas emissions from more automobiles. But the applicant proposes best management practices to increase stormwater infiltration, carbon storage and sequestration, and other measures to offset ground level ozone and the urban heat island effect.

These best management practices are vital to the environmental success of the project, because of the amount of tree canopy and forest loss during development. The site has 2.90 acres of forest and 114 significant and specimen trees. Of the existing trees, 91 will be removed (8 are in poor condition). And although forest conservation requires 8.03 acres of forest, 6.64 acres will be met offsite, leaving 1.39 acres on-site.

To mitigate these losses on site, the applicant proposes best management practices for the site include:

- green roofs on multi-family and commercial buildings,
- selective use of porous paving,
- bioswales and raingardens in a distributed pattern for run-off control,
- extensive planting of native trees for canopy cover, and

- capturing non-potable water for use in irrigation and a civic fountain.

And the applicant has identified the following opportunities for meeting green building requirements:

- reflective roofs,
- low flow faucets
- energy star appliances,
- car-sharing opportunities,
- participating in the Clean Energy Rewards Program,
- use of low VOC materials, and
- an extensive green education feature, among other things.

Provision of pervious spaces is also critical to environmental quality and livability in dense urban places. Pervious ground area provides opportunity for stormwater infiltration, ground area for tree planting, and space for recreational activity. The layout of the buildings, roads and open space in the submitted Development Plan can be changed to increase environmental benefits by providing more pervious area. These refinements to the plan should occur during the Preliminary Plan approval process.

Since the Department of Permitting Services (DPS) regulates most of these best management practices through Stormwater Management and Green Building laws, staff will work with DPS to insure that the property develops with an environmentally sustainable vision.

#### **Forest Conservation – Chapter 22A**

An approved Natural Resource Inventory/Forest Stand Delineation is included in the submission. A Preliminary Forest Conservation Plan is also included in the application. Parts of building and walkway impervious surfaces are shown in the stream valley buffer and must be removed. Stormwater management ponds are also shown in the stream valley buffer with afforestation. Since DPS does not permit tree planting in stormwater management facilities and easements, underground detention structures located out of the stream valley buffer are preferred, in order to plant the stream buffer with forest.

#### **Environmental Guidelines**

This site is located on a site that was developed before the Environmental Guidelines were adopted. It is not located within a Special Protection Area or Primary Management Area. This site has many specimen and significant trees. A partially forested stream fragment remains on the northwest corner of the site. Two buildings and a portion of a surface parking lot encroach on the west side of the stream valley buffer. All impervious surface and exotic invasive species will be removed from the stream buffer and the buffer will be reforested. A Category I Forest Conservation easement is proposed to protect the forest and stream fragment.

#### **Water Quality and Stormwater Management**

The site is located in the Bel Pre Creek subwatershed of the Northwest Branch. The subwatershed is designated a Watershed Restoration Area with poor stream biological conditions and fair to good habitat conditions. The CSPA recommends efforts targeted at controlling non-point source pollutants to improve water quality in this subwatershed. The best management practices listed above are aimed at furthering the restoration goal.

Approval of the Stormwater Management Concept Plan is pending.