






## MHP Forest Glen, Local Map Amendment H-129

-  Patrick Reed, Planner Coordinator, Area 2 Division, patrick.reed@montgomeryplanning.org, 301.495.4538
-  Patrick Butler, Supervisor, Area 2 Division, patrick.butler@montgomeryplanning.org, 301.495.4561
-  Carrie Sanders, Chief, Area 2 Division, carrie.sanders@montgomeryplanning.org, 301.495.4653

Date Completed: 1/25/19

### Description

Request to rezone the 2.63-acre (3.59-acre gross tract area) property from R-10 to CRTF 1.75, C-0.25, R-1.5, H-70.

Location: 9920 Georgia Avenue/2106 Belvedere Boulevard.

Zone: R-10.

Master Plan: Forest Glen Sector Plan (1996)

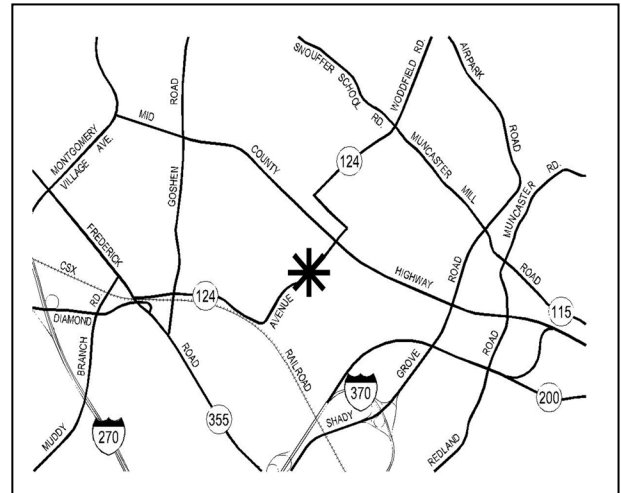
Property Size: 2.63 acres.

Filing Date: 10/31/2018, revised 12/21/2018.

Applicant: MHP Forest Glen, LLC.

Review Basis: Chapter 59, Zoning Ordinance, Local Map Amendment.

Public Hearing by the Hearing Examiner: Friday, March 1, 2019



### Summary

- Staff recommends approval of the Local Map Amendment (LMA) to rezone 2.63 acres (3.59-acre gross tract area) of land located at 9920 Georgia Avenue (2106 Belvedere Boulevard) from R-10 to CRTF 1.75, C-0.25, R-1.5, H-70.
- The proposed rezoning will facilitate the redevelopment of the existing property, which is in need of significant repairs.
- The anticipated development will include approximately 220 affordable dwelling units, including a minimum 20 percent Moderately Priced Dwelling Units (MPDUs).
- This LMA application was filed under the Zoning Ordinance requirements of Article 59-5.
- The proposed LMA requires District Council approval, and if approved, will be subject to subsequent Sketch Plan, Preliminary Plan, Site Plan, Water Quality Plan and Forest Conservation Plan review by the Planning Board.

The Montgomery County Planning Department is currently undertaking a sector plan for Forest Glen and Montgomery Hills, which will ultimately amend zoning recommended in the 1996 Forest Glen Sector Plan. While it is atypical for property owners to request zoning actions during an on-going master planning process, the Applicant (Montgomery Housing Partnership) is constrained by financing obligations and a Low-Income Housing Tax Credit application deadline, which necessitate the requested rezoning. Additionally, improvements are necessary to improve conditions for the Property's existing residents; however, the cost of such improvements render it more prudent to demolish and replace the Property's existing three (3) garden-style apartment buildings (72 units). The proposed project would result in a net gain of approximately 148 affordable and MPDU units located within a half-mile walk from the Forest Glen WMATA Metrorail Station.

#### **STAFF RECOMMENDATION**

Staff recommends approval of the Local Map Amendment.

#### **PROPERTY DESCRIPTION**

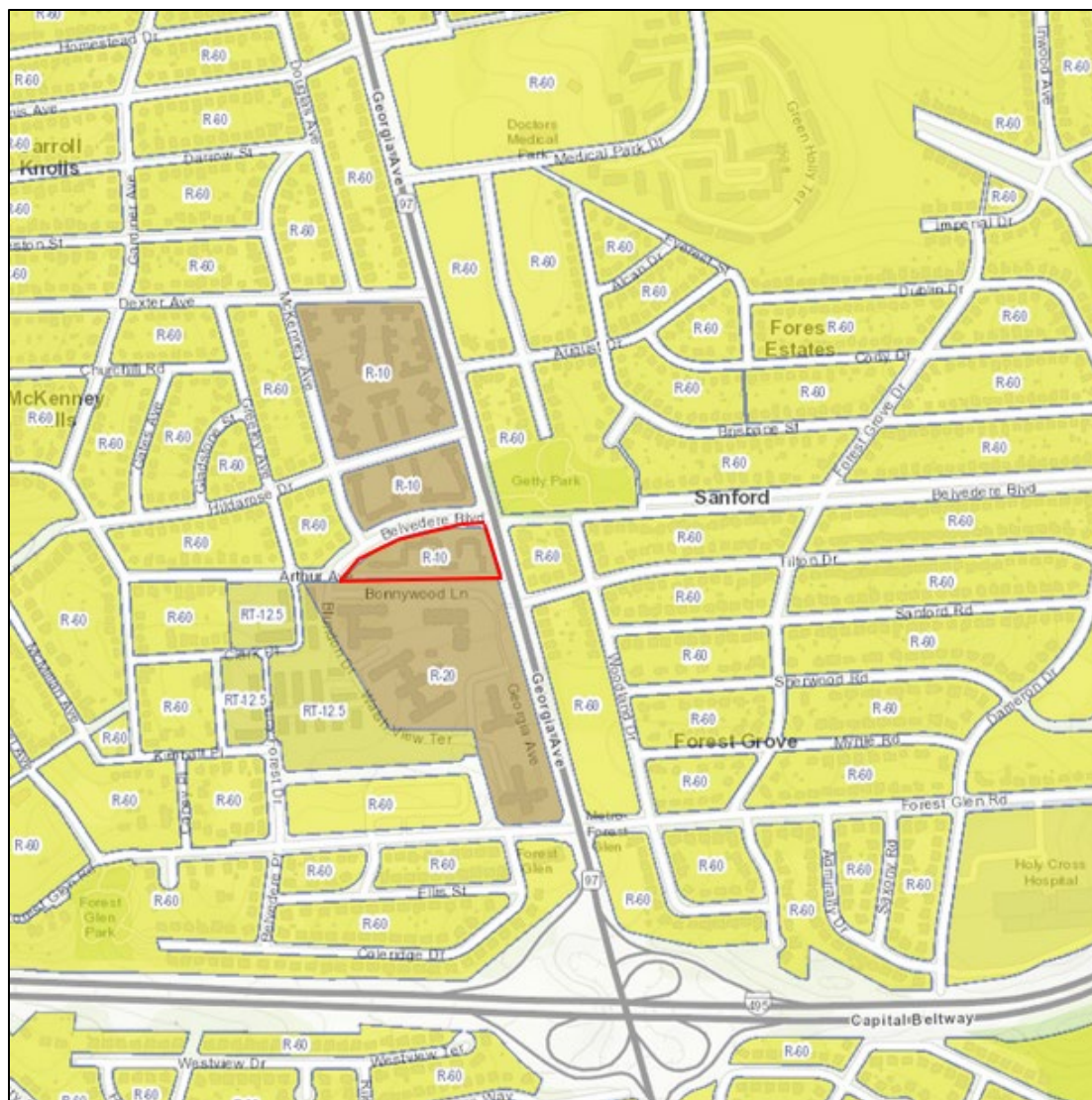
The 2.63-acre (3.59-acre gross tract area) property, outlined in yellow in Figure 1 below, is located on the western side of Georgia Avenue in the southwest quadrant of the intersection of Georgia Avenue and Belvedere Boulevard. The Property, Parcel C of the McKenney Hills Subdivision, Plat No. 1775, in Forest Glen, is currently improved with a series of garden-style apartment structures comprising 72 multifamily apartment units. The property contains a double row of mature trees along its frontage on Belvedere Boulevard.



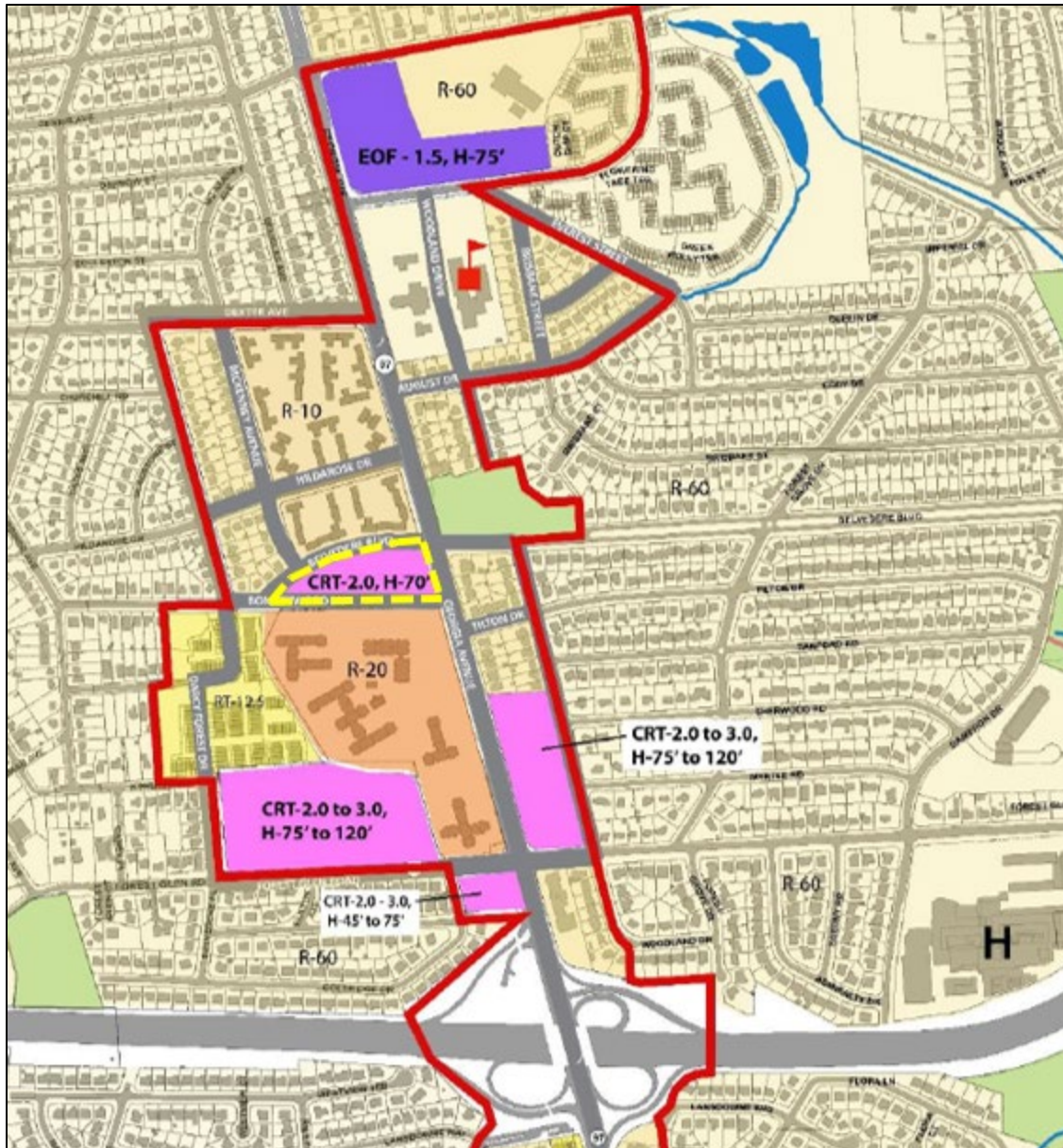
**Figure 1 – Existing Site Conditions**

## **SURROUNDING AREA**

The Property is bounded to the north by similar garden-style apartments known as the “Belvedere Apartments,” to the south by the Americana Finnmark condominium community, to the west by single-family detached and townhome units, and to the east by Georgia Avenue. Single-family detached structures and General Getty Neighborhood Park are on the east side of Georgia Avenue across from the subject property. Properties fronting the Georgia Avenue corridor between the I-495 Beltway and Wheaton’s commercial district include an eclectic mix of single-family detached dwellings, multifamily structures, churches, office buildings, medical office buildings, storage space, and large-format retailers. Figure 2 depicts the current zoning of the surrounding area, and Figure 3 depicts draft zoning recommendations for the pending Forest Glen/Montgomery Hills Master Plan, presented to the Planning Board on December 6, 2018.



**Figure 2 – Existing Vicinity Zoning**



**Figure 3 – Forest Glen/Montgomery Hills Sector Plan Staff’s Preliminary Recommendations**

## **ZONING HISTORY**

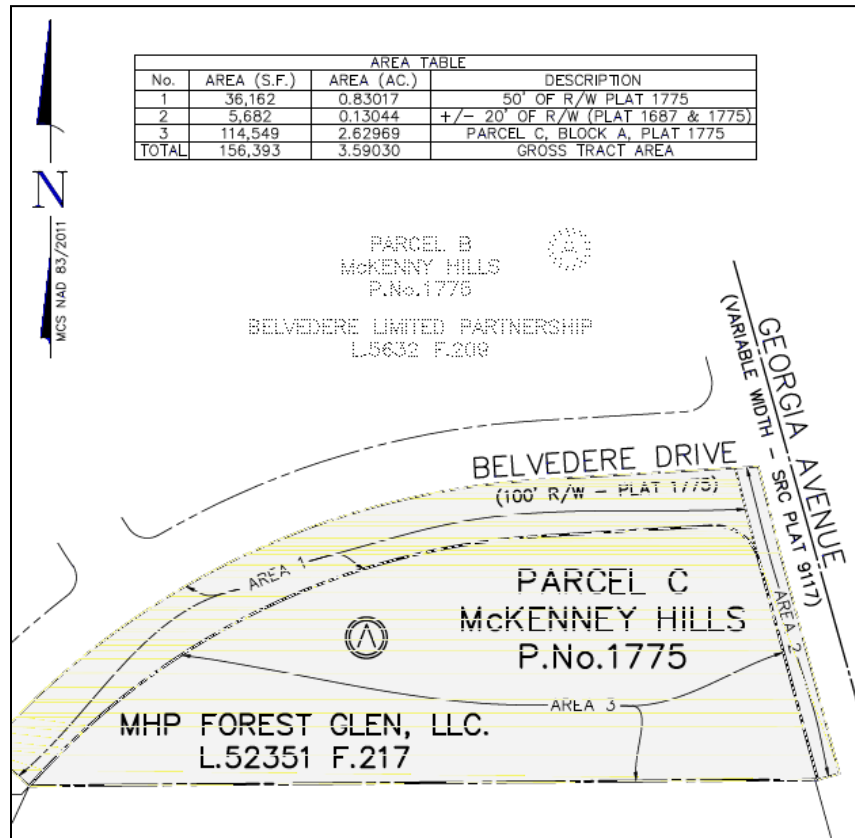
In 1978, the Forest Glen and Vicinity Sector Plan was approved, and Sectional Map Amendments G-134 and G-136 confirmed the existing R-10 zoning and applied it across the entire Property, eliminating a preexisting split zone. Parcel C’s R-10 zone was reconfirmed by the 1996 Forest Glen Sector Plan.

The Property falls within the boundary of the ongoing Forest Glen/Montgomery Hills Sector Plan. Staff presented draft preliminary recommendations to the Planning Board on December 6, 2018, which propose the Subject Property be rezoned to CRT 2.0, H-70 (see Figure 3). Based on subsequent discussions and further refinement of the recommendations, Staff anticipate recommending an

additional five (5) feet of height and anticipate bringing formal recommendations to the Planning Board in Fall 2019. The rezoning proposed through this application is CRT 1.75—.25 FAR less than what is being analyzed through the Forest Glen/Montgomery Hills Sector Plan. The discrepancy is due to limitations of tract and base zone per Chapter 59 §5.1.3.C.1.

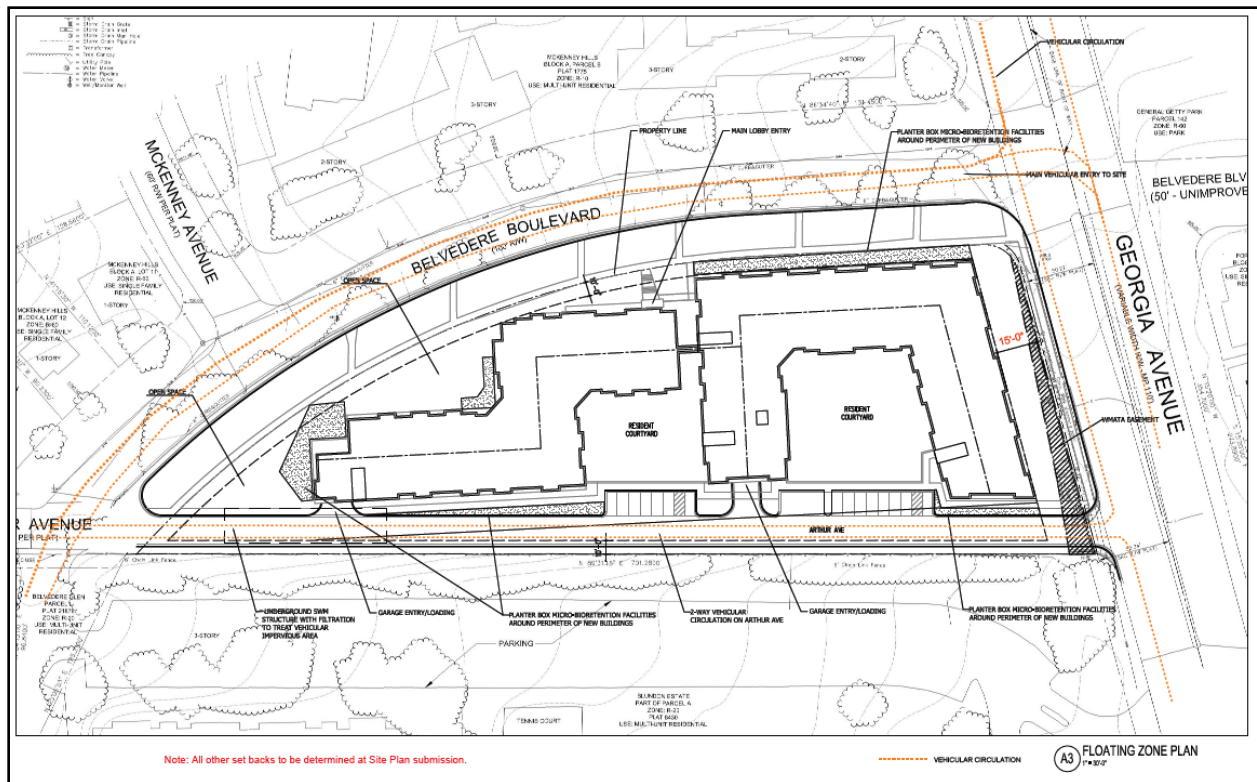
## PROPOSAL

The Applicant (Montgomery Housing Partnership) proposes to rezone the 2.63-acre (3.59 gross tract area) Property from R-10 to CRTF 1.75, C-0.25, R-1.5, H-70. Consistent with Chapter 59 §5.1.3.C.1., the maximum allowed density of a site is based on the existing base zone and tract area of the Property. The Applicant's tract includes the subject property, parcel C, as well as previous dedications including fifty (50) feet of right-of-way (ROW) spanning the frontage of Belvedere Boulevard and twenty (20) feet of ROW spanning the property's Georgia Avenue frontage. The Applicant's tract calculations are shown in Figure 4.



**Figure 4 – Applicant's Gross Tract Calculations**

§5.3.5.A.2 allows R-10 sites whose tract area exceeds three (3) acres a total maximum FAR of 1.75, with a maximum FAR of 1.5 for either the commercial or residential. As such, the Applicant has provided a Floating Zone Plan, Figure 5, proposing a 231,000 square foot all-residential building containing approximately 220 affordable and moderately priced dwelling units. The Floating Zone Plan proposes two (2) levels of parking, which are partially below grade due to the topography of the Property.



**Figure 5 – Proposed Floating Zone Plan**

## SECTOR PLAN

### Existing Sector Plan

The Subject Property falls within the neighborhood delineated as “Forest Glen West” in the 1996 *Forest Glen Sector Plan*. The Plan recommends that the residential character of Forest Glen West be retained by maintaining the neighborhood’s residential zoning and lists three (3) main plan objectives, as discussed below. The proposed rezoning meets the intent of these objectives.

#### **1) Ensure that new development is compatible with the character of the existing residential neighborhood.**

Belvedere Boulevard is 100 feet wide, which provides de facto 30-foot setbacks on either side of street, including an approximately 5-foot sidewalk and a 25-foot wide landscape panel. The three (3) single-family detached homes across from the Property on the north side of Belvedere Boulevard are effectively buffered from the building due to the existing wide section.

#### **2) Protect the edges of the existing residential neighborhoods along Georgia Avenue and soften the impact of major roadways on adjacent homes.**

The proposed Floating Zone Plan illustrates that the proposed building will function as an edge to Georgia Avenue, similar to how the existing garden-style apartments exist today.

### **3) Focus new development at the Metrorail station, consistent with the General Plan.**

The proposed affordable and moderately priced units will be located less than a half-mile from the Forest Glen Metro Station.

#### Current Planning Process Forest Glen/Montgomery Hills Sector Plan

The Montgomery County Planning Department is in the midst of the Forest Glen / Montgomery Hills Sector Plan master-planning process, which encompasses the Subject Property. While recommendations have been neither adopted nor formalized, Figure 3 shows the staff's preliminary recommendation for the Subject Property, which is CRT 2.0, H-70. This recommendation exceeds the density that would be allowed per the Applicant's proposed Floating Zone Plan. It is anticipated that CRT 2.0, C .25, R 2.0, H-75 will be recommended in future sessions as the site is proximate to transit and can effectively buffer the surrounding single-family detached community from Georgia Avenue. While this FAR exceeds what is proposed through the subject application, the Applicant is limited to 1.75 FAR per Chapter 59 §5.1.3.C.1.

### **TRANSPORTATION**

#### Access

Access is proposed via a private segment of Arthur Avenue, which—as discussed below—is currently a private drive aisle connecting Georgia Avenue to the intersection of Arthur Avenue, Belvedere Boulevard, and Bonnywood Lane. The Applicant proposes two (2) garage-entry and loading points, which will be further studied during Preliminary Plan and Site Plan review.

#### Master-Planned Roadways, Bikeways, and Transitways

The segment of Georgia Avenue (MD-97) between the I-495 Beltway and Dennis Avenue is classified as M-8, a major highway with planned transit service. The segment is currently 100 feet wide and planned to be 110 feet wide with six (6) divided travel lanes. A dedication of five (5) feet will be required to partially achieve the planned Right-Of-Way width adjacent to the Property. There are no other master-planned roadways, bikeways, or transitways adjacent to the Property.

#### Pedestrian and Bicycle Facilities

The Property is not adjacent to any existing or planned bicycle facilities. Within the vicinity of the Property, a shared road (i.e. signed "Bicycle Route") is planned on Clark Place and Darcy Forest Drive, which provides north-south access between the Property's neighborhood and the Forest Glen WMATA Metrorail Station. The County's planned bicycle network is shown in Figure 6 below. Aside from Georgia Avenue, which presents a high level of bicycle stress, the streets on the adjacent road network present low volumes and speeds, and present low or very low levels of bicycle stress.



**Figure 6 – Montgomery County Bicycle Network**

Based on the Applicant's transportation study and a review of existing conditions adjacent to the Property, several pedestrian facilities require upgrading. The existing sidewalk fronting the Property on Georgia Avenue is approximately four (4) feet wide and the existing landscape buffer is approximately three (3) feet wide. The sidewalk fronting the Property will need to be reconstructed to be no less than five (5) feet wide with a 6-foot wide tree panel. Additionally, any proposed sidewalks fronting the Property on Belvedere or the private segment of Arthur Avenue will need to be constructed to be no less than five (5) feet wide.

Several curb ramps providing connections to the Property are inadequate and do not meet the minimum requirements set forth by the Americans with Disabilities Act. The curb ramps on Georgia Avenue are angled in a manner that could potentially orient individuals with visibility impairments into the center of the intersections of Georgia Avenue and Belvedere Boulevard and Georgia Avenue and Arthur Avenue. These curb ramps should be reconstructed to orient pedestrians in the direction of crossing (i.e. perpendicular to the prevailing curbline of the street) and will be conditioned based on review of the Applicant's Preliminary Plan. Standard parallel crosswalk pavement markings should be

provided. Additionally, at the northeast corner of Belvedere Boulevard and McKenney Avenue, there is an existing curb ramp that does not connect to another ramp facility. During Preliminary Plan and Site Plan review, the Applicant will study the feasibility of a midblock crossing over Belvedere Boulevard to provide a connecting ramp facility.

#### Arthur Avenue

The segment of Arthur Avenue spanning the Property functions as a private alley and falls on the confines of the Property. During review of the anticipated Preliminary Plan, Staff will discuss the design and accessibility of Arthur Avenue, and may recommend a dedication or easement to allow public access.

#### Available Public Transit Service

Transit stops are provided northbound and southbound along Georgia Avenue serving WMATA Metrobus Q1, Q2, Q4, Y2, Y7, and Y8 routes. These routes provide various methods of access to points north in Rockville, Shady Grove, and Olney, as well as points south in Downtown Silver Spring. The Property is also under a half mile walk to WMATA's Forest Glen Metrorail Station.

#### Local Area Transportation Review (LATR)

Consistent with the County's Subdivision Staging Policy, the Applicant submitted a transportation study. The proposed Floating Zone Plan contains 220 multifamily dwelling units and would generate 57 morning and 72 evening net new peak hour vehicle trips. The Applicant was able to credit trips generated by the Property's existing 72 apartment units (Land Use Code 221). The Applicant's existing trip credit was established using actual driveway counts rather than the Institute of Transportation Engineers' *Trip Generation Manual*. The trip generation tables provided in the LATR study were overly conservative due to the fact the credit for existing trips was taken following the Applicant's person-trip conversion and modal split analysis rather than before it. Table 1 below, which has been revised from the Applicant's study, shows the projected new vehicle trips generated by the Floating Zone Plan.

**Table 1 – Vehicular Trip Generation**

<b>Vehicle Trip Generation</b>	<b>AM</b>	<b>PM</b>
<b>Site Generated Vehicle Trips (Driver)</b> (ITE 10 <sup>th</sup> Edition - 220 Midrise Units)	<b>74</b>	<b>94</b>
Credited Existing Vehicle Trips (72 apartment units, driveway counts)	-11	-15
LATR Policy Area Adjustment	91% of ITE Rate	
<b>Net New Vehicle Trips (Driver)</b>	<b>57</b>	<b>72</b>
<b>Net New Person Trips</b> (Converted using 51.9% vehicle driver mode share)	<b>96</b>	<b>122</b>
<b>Local Area Transportation Review Required?</b> (Are AM or PM person trips ≥ 50?)	Yes	Yes

(Source: ITE, 10<sup>th</sup> Edition, revised from Applicant's LATR Review)

Based on the trip generation projection, the Applicant met the threshold for a roadway capacity analysis. The Applicant's conceptual Floating Zone Plan did not meet the threshold for pedestrian,

bicycle, or transit adequacy analyses. Table 2 shows the conceptual plan's multimodal trip generation, which was revised from the submitted study to account for the relevant credits.

**Table 2 – Multimodal Trip Generation**

<b>Multimodal Trip Generation</b> (LATR Guidelines, Kensington Wheaton Policy Area)	<b>Percentage</b>	<b>AM</b>	<b>PM</b>
New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	59.1%	57	72
New Vehicle Passenger Trips	25.4%	24	31
New Transit Trips	8.1%	8	10
New Non-Motorized Trips	7.4%	7	9
<b>Net New Person Trips</b>	<b>100%</b>	<b>96</b>	<b>122</b>
<b>Pedestrian Adequacy Test Required?</b> (Are non-motorized + transit trips $\geq 50$ ?)		No	No
<b>Bicycle Adequacy Test Required?</b> (Are non-motorized trips $\geq 50$ ?)		No	No
<b>Transit Adequacy Test Required?</b> (Are transit trips $\geq 50$ ?)		No	No

*(Source: ITE, 10<sup>th</sup> Edition, revised from Applicant's LATR Review)*

The Property falls within the Kensington Wheaton Policy Area, which requires both Critical Lane Volume (CLV) and Highway Capacity Manual (HCM) delay analyses. The intersection congestion standards for the policy area are a CLV of 1600 and 80 seconds of delay per vehicle. As demonstrated in Table 3, each of the studied intersections fell below its relevant congestion standards. The LATR capacity analysis was consistent with the Department's LATR Guidelines, but the study's results differ from the ongoing Forest Glen/Montgomery Hills Sector Plan's transportation analysis largely because different network and background traffic assumptions are employed under the sector plan study methodology.

**Table 3 – Existing and Future Traffic Impact**

	<b>AM</b>				<b>PM</b>			
	<b>Existing CLV</b>	<b>Future CLV</b>	<b>Existing Delay</b>	<b>Future Delay</b>	<b>Existing CLV</b>	<b>Future CLV</b>	<b>Existing Delay</b>	<b>Future Delay</b>
<b>Georgia Avenue and Dennis Avenue</b>	1338	1340	47.8	47.8	1243	1245	40.4	40.4
<b>Georgia Avenue and Belvedere Boulevard</b>	1190	1210	12.9	23.2	979	995	0.6	1.6
<b>Georgia Avenue and Arthur Avenue</b>	1172	1205	0.1	0.7	723	757	0.0	0.1
<b>Georgia Avenue and Forest Glen Road</b>	1402	1411	67.4	67.7	1364	1373	53.1	53.6
<b>Belvedere Boulevard and Arthur Avenue</b>	98	110	7.0	7.0	78	82	6.9	7.0

*(Source: Applicant's LATR Review prepared by the Traffic Group)*

The Maryland Department of Transportation's State Highway Administration (SHA) has provided initial input suggesting that operations could be improved through the creation of a left-turn storage lane at Georgia Avenue's northbound approach to Belvedere Boulevard due to increased queues generated by the development. Staff and the Applicant will work with SHA during the Preliminary Plan review on any appropriate condition(s) to mitigate any impact generated by the Property.

## **PUBLIC FACILITIES**

### Schools

Flora M. Singer Elementary School, Sligo Middle School and Einstein High School serve the Property. Assuming the redevelopment generates 220 units as presented in the Applicant's Floating Zone Plan, the Property is projected to generate twenty-one (21) elementary school students, eight (8) middle school students, and eleven (11) high school students. Capacity will be further assessed during subsequent Preliminary Plan review.

### Other Public Utilities and Services

Other utilities, public facilities and services, such as electric, telecommunications, police stations, firehouses and health services are currently operating within the standards set by the Subdivision Staging Policy Resolution currently in effect. This will be further assessed during subsequent Preliminary Plan review.

## **ENVIRONMENT**

### Environmental Guidelines

There are no forests, wetlands, or other environmental features on the Property. The Property is in the Lower Rock Creek watershed but is outside any Special Protection Area.

### Forest Conservation

While the Property is not subject to Chapter 22-A, Forest Conservation Law at the time of this LMA, it will be subject to the Law at the time of any redevelopment or land disturbing activities. While there is no forest on the Property, there are a number of large and specimen trees that will be impacted with any demolition of the existing buildings or any future development proposals. These trees are important for providing environmental benefits, as well as urban design scale. Staff recommends that landscape plans for any future redevelopment contain native canopy trees, planted at a larger caliper size.

## **FINDINGS**

### Intent Statement - § 5.1.2

Per Chapter 59 § 5.1.2, the intent of a floating zone is to implement comprehensive planning objectives, encourage appropriate land use, and ensure the protection of established neighborhoods.

In terms of implementing comprehensive planning objectives, the proposed action aligns with the goals of the existing and ongoing master plan (Sector Plan, see page 6 above) by providing an opportunity for affordable housing near high-quality transit. The proposed use—a multifamily residential building—will adequately step down from the high-rise multifamily to the south to the low-rise garden style multifamily and detached single-family homes to the north and west. The proposed building will function as a buffer between Georgia Avenue and the residential neighborhood to the west of the property.

### Applicability - § 5.1.3

The property is currently zoned R-10 and the existing Sector Plan does not identify a specific floating zone recommendation for the Property. Per Chapter 59 § 5.1.3.C, R-10 sites whose tract area exceeds three (3) acres may apply for a total maximum FAR of 1.75, with a maximum FAR of 1.5 for either the commercial or residential. The Applicant has applied for the maximum available FAR per this regulation. The proposal meets the requirement of § 5.1.3.C.i by fronting on Georgia Avenue, a non-residential street. § 5.1.3.C requires the application to satisfy two (2) prerequisites from each of the categories in § 5.1.3.D. The categories and relevant prerequisites follow below.

#### **Category One: Transit and Infrastructure:**

- 1) At least 75 percent (75%) of the Property is within .75 miles of a level 1 transit station/stop (Forest Glen WMATA Metrorail Station).
- 2) The Property has frontage on and vehicular, bicycle, and pedestrian access to at least two (2) roads (Belvedere Boulevard and Georgia Avenue), one (1) of which is nonresidential (Georgia Avenue).

#### **Category Two: Vicinity and Facilities:**

- 1) The Property is located in a transitional location between property in an existing residential multifamily zone and a residential detached zone.
- 2) The Property is adjacent to a route that provides access to Flora M. Singer Elementary School, which is located approximately .4 miles west of the property. Sidewalks and vehicular pathways are continuous between the school and the Property.

#### **Category Three: Environment and Resources**

- 1) The Property does not contain forest, and as such, development will not reduce existing forest cover to an area of 10,000 square feet or width of 35 feet at any point.
- 2) The Property does not contain any rare, threatened, endangered species, or critical habitats listed by the Maryland Department of Natural Resources.

### Purpose - § 5.3.2

§ 5.3.2 defines the purpose of the Commercial/Residential Floating zone as threefold. Each component and its relevance to the subject application is discussed below:

- 1) The Commercial/Residential Floating Zone is intended to allow the development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings. The Subject Property falls between multifamily high-rise, multifamily garden-style apartments, and single family detached properties and the flexibility provided by a floating zone designation allows for appropriate transitions and responses to the existing built environment.
- 2) The Commercial/Residential Floating Zone is intended to allow flexibility in uses for a site. While the Applicant intends to construct a residential apartment building, the proposed zoning allows for the development of commercial in addition to residential, thereby increasing the range of development possibility for the Property.
- 3) The Commercial/Residential Floating Zone should provide mixed-use development that is compatible with adjacent development. As previously stated, the Applicant intends to construct an all-residential building; however, the proposed zoning increases the development opportunities across the Property. The structure of the proposed development better integrates

with a mixed-use environment, while responding to the existing character of the adjacent all-residential neighborhood west of Georgia Avenue.

#### Land Uses - § 5.3.3

Multi-Unit Living is a permitted use in the CRTF Zone.

#### Building Types Allowed - § 5.3.4

Any building type is allowed in the CRTF Zone.

#### Development Standards - § 5.3.5

Density - When a floating zone is not directly recommended in a master plan, the density limits for R-10 zoned properties greater than 3.0 acres (as measured per gross tract area) are 1.75 FAR, with a maximum of 1.5 Residential FAR and 1.5 Commercial FAR respectively. The Applicant is requesting the maximum allowed FAR.

Setback and Height – The 1996 Forest Glen Sector Plan does not directly recommend a floating zone. As such, setbacks from the Property boundary and maximum height are established through the subject application and subsequent Site Plan approval process. The Applicant's Floating Zone Plan proposes a 30-foot setback from the property line on Georgia Avenue and 10-foot setbacks from the property lines fronting Belvedere Boulevard and Arthur Avenue. Setbacks will be established and confirmed during Preliminary Plan review. The Applicant proposes a maximum height of 70 feet, which is five (5) feet below what is currently being contemplated through Forest Glen / Montgomery Hills Sector Plan planning process.

Lot Size – Minimum lot sizes are established during the Preliminary Plan approval process. The Applicant proposes to maintain the existing lot. The segment of Arthur Avenue that is currently private may need to be subdivided at Preliminary Plan.

General Requirements – Parking space, parking screening, and open space requirements will be assessed to be consistent with development requirements of the proposed CRT Zone during Preliminary Plan and Site Plan review. Based on its current development scheme, the Applicant anticipates providing roughly 250 parking spaces, partially below grade, and will provide a minimum of ten (10) percent of the Property to meet Public Open Space requirements.

Public Benefits – Per § 5.3.5.E, the Applicant will be required to provide public benefits based on the zone and mapped FAR. At 1.5 FAR, the project will be required to achieve at least 50 public benefits points across three (3) categories. Initial public benefits categories will be approved at Preliminary Plan, and point values will be assessed and approved at Site Plan. The Applicant anticipates supplying 20 percent (20%) or greater of MPDUs. As such, the project would only need to satisfy benefits in a single category under § 4.7.D.6.a.v.

#### Necessary Findings § 7.2.1.E.2

Per § 7.2.1.E.2, for a Floating Zone application, the District Council must find:

1. *§ 7.2.1.E.2.a. The proposed floating zone must substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans.*

As discussed in the “Sector Plan” section above, the *Forest Glen Sector Plan* (1996) sought to achieve three planning goals, including ensuring compatible development, protecting the existing residential community from larger roadways, and focusing development around WMATA’s Forest Glen Metrorail Station. The proposed rezoning and the Applicant’s conceptual Floating Zone Plan supports these three (3) objectives. The proposed five-story structure buffers the existing single-family detached community from Georgia Avenue and steps down from the Americana Finnmark’s high-rise structures south to the existing garden-style apartments points north. Most importantly, the proposed rezoning would create affordable units and MPDUs within a half mile of a high-quality transit station.

The proposed rezoning is consistent with the intent of the County’s 1964 General Plan in that it supports development in a major corridor with existing transit, water, and sewer service. While Georgia Avenue was not originally planned as a major corridor within the 1964 Plan, the development of WMATA Metrorail’s Red Line changed the area’s land use patterns, and subsequent master and functional master plans have recognized Georgia Avenue as a major corridor.

The 1969 update to the County’s General Plan notes the need for adequate housing opportunities for individuals of all wage levels, and the 1993 Refinement to the General Plan discusses the need to create housing plans that improve transit ridership, reduce travel demand, and make efficient use of capital investments in public services and facilities. This sentiment is reaffirmed in the 2011 Amendment to the Housing Element of the General Plan. Because the proposed rezoning will support affordable housing near transit service, the Application is consistent with longstanding policy grounded in the General Plan and its subsequent updates.

2. *§ 7.2.1.E.2.b. The proposed floating zone furthers the public interest.*

The proposed zone will support the redevelopment of the Property, providing a net gain in approximately 148 MPDU and affordable units, which have direct access to mass transit.

3. *§ 7.2.1.E.2.c. The proposed floating zone must satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter.*

The proposed zone meets the intent of the CRTF zone, as discussed above under “Intent Statement” (page 6).

4. *§ 7.2.1.E.2.d. The proposed floating zone must be compatible with existing and approved adjacent development.*

The proposed height, 70 feet, falls below the 100 feet maximum permitted in the R-10 zone. Additionally, the building will serve as a buffer between the adjacent single-family detached residential community and Georgia Avenue. The flexibility provided through the proposed zone and the optional development process will allow the Planning Department to provide richer design guidance during the Preliminary Plan and Site Plan review approval processes.

5. *§ 7.2.1.E.2.e. The proposed floating zone must not generate traffic that exceeds 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.*

As discussed in the transportation section above, traffic generated by the anticipated development will not exceed the CLV and delay congestion standards within the Kensington Wheaton Policy Area.

6. *§ 7.2.1.E.2.f. When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, the proposed floating zone must not adversely affect the character of the surrounding neighborhood.*

The Property's current zoning is not a residential detached zone, and as such, this finding is not applicable.

## **COMMUNITY OUTREACH**

Staff have not received any correspondence related to the proposed zoning action.

## **RECOMMENDATION**

Staff recommends approval of the Local Map Amendment.