

## Residences at Forest Glen, Sketch Plan No. 320200030



Amy Lindsey, Planner Coordinator, Area 2 Division, [amy.lindsey@montgomeryplanning.org](mailto:amy.lindsey@montgomeryplanning.org), 301.495.2189



Patrick Butler, Supervisor, Area 2 Division, [Patrick.Butler@montgomeryplanning.org](mailto:Patrick.Butler@montgomeryplanning.org), 301.495.4561



Carrie Sanders, Chief, Area 2 Division, [Carrie.Sanders@montgomeryplanning.org](mailto:Carrie.Sanders@montgomeryplanning.org), 301.495.4653

Completed: 3/30/2020

### Description

Proposed residential project with up to 234,589 square feet of residential uses, with associated public benefits to support incentive density.

Location: 9920 Georgia Avenue/2106 Belvedere Boulevard.  
Master Plan: 2020 *Forest Glen/Montgomery Hills Sector Plan*.

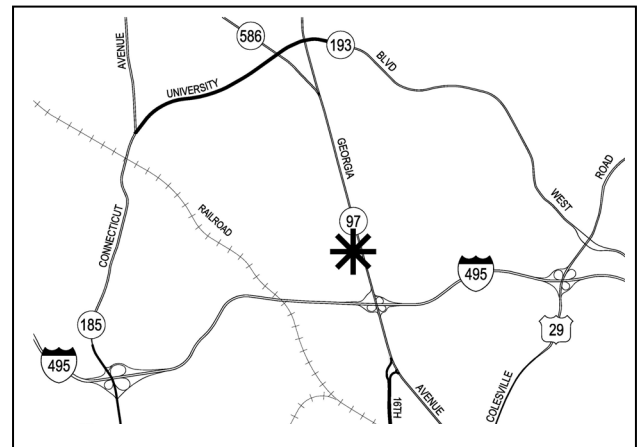
Zone: CRTF-1.75, C-0.25, R-1.5, H-70.

Size: 2.63-acre tract.

Applicant: MHP Forest Glen, LLC.

Acceptance Date: December 23, 2019.

Review Basis: Chapter 59, Sketch Plan.



### Summary

- Staff recommends approval with conditions.
- Multifamily affordable housing project with structured parking and open spaces.
- The proposed public benefits are in one category:
  - Affordable Housing
- Project proposes to provide a minimum of 20% Moderately Priced Dwelling Units (MPDUs).
- A goal of the project is to provide affordable housing for families. While the final number of units and unit mix will be determined at Preliminary Plan and Site Plan, the Sketch Plan concept shows 29 three-bedroom units, 82 two-bedroom units, and 78 one-bedroom units.
- On February 28, 2020, the Applicant was granted a one-month extension of the regulatory review period (from March 12, 2020 to April 9, 2020) in order to address and resolve remaining Staff comments.
- Neighbors have expressed concerns to Staff about the size and compatibility of the project.

## TABLE OF CONTENTS

SECTION 1: RECOMMENDATION AND CONDITIONS .....	3
SECTION 2: SITE DESCRIPTION .....	4
SECTION 3: PROJECT DESCRIPTION .....	5
SECTION 4: PROJECT ANALYSIS AND FINDINGS .....	16
SECTION 5: CONCLUSION .....	20

## SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Residences at Forest Glen, Sketch Plan No. 320200030, a residential development on approximately 2.63 acres, zoned CRTF-1.75, C-0.25, R-1.5, H-70. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate locations of lots and public dedications;
3. General type, location, and extent of open spaces;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 234,589 square feet of residential development, including a minimum of 20% Moderately Priced Dwelling Units (MPDUs), on the Subject Property. The maximum number and distribution of residential dwelling units will be determined at Preliminary Plan and Site Plan.

2. Height

The development is limited to a maximum height of 70 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.I. Total points must equal at least 50 and be chosen from at least three categories as required by Section 59.5.3.5.E.2. However, per Section 59.4.7.3.D.6.a, a project that provides a minimum of 20% MPDUs does not have to satisfy any benefit category other than Affordable Housing under the Diversity of Uses and Activities category. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Diversity of Uses and Activities, achieved by providing a minimum of 20% of the residential units as MPDUs. Per Section 59.4.7.3.D.6.a, 12 points are granted for every 1% of MPDUs greater than 12.5%. Any fraction of 1% increase in MPDUs entitles the Applicant to an equal fraction of 12 points.

4. Public Spaces

The Applicant must provide the open space as conceptually shown on the Sketch Plan that will be privately owned and maintained. While this space must be in the approximate location and size, as shown on the Sketch Plan, the exact size, location and design will be determined at the time of Site Plan(s).

## 5. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed when filing a subsequent Preliminary Plan and Site Plan:

- a. Dedication of five (5) feet of public right-of-way on Georgia Avenue.
- b. Design of McKenney Avenue connection through to private driveway (Arthur Avenue).
- c. Pedestrian connections from Georgia Avenue to Arthur Avenue along the private driveway (Arthur Avenue).
- d. Reduction of surface parking areas.
- e. Design of the Public Open Space that should be accessible and inviting to the public.
- f. Safe and efficient vehicular entry to the parking garage.
- g. Appropriate turn lanes from northbound Georgia Avenue.

## SECTION 2: SITE DESCRIPTION

### Vicinity

The 2.63-acre Subject Property ("Subject Property" or "Property"), outlined in red in Figure 1 below, is located at 9920 Georgia Avenue/2106 Belvedere Boulevard. 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 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. The Forest Glen Metro Station is approximately one-quarter mile to the south.



Figure 1 Vicinity Map (Property outlined in red)

### Site Analysis

The Property is comprised of approximately 3.59 acres of gross tract area, which is the basis for density calculation, and approximately 2.63 acres of net lot area and is zoned CRTF-1.75, C-0.25, R-1.5, H-70. The Property currently has a four-story garden apartment building with approximately 231,000 square feet of residential apartments and surface parking.

There is a twenty (20) foot grade change from the eastern Property line on Georgia Avenue to the corner of Arthur Avenue and Belvedere Boulevard, at the western point of the Property. While there is no forest or other environmental features on the Property, there are numerous specimen trees along Belvedere Boulevard and adjacent to the existing development. There is a private driveway with parking on the southern boundary, signed as “Arthur Avenue”, which is a drive aisle, not an actual public or private road through the Property.

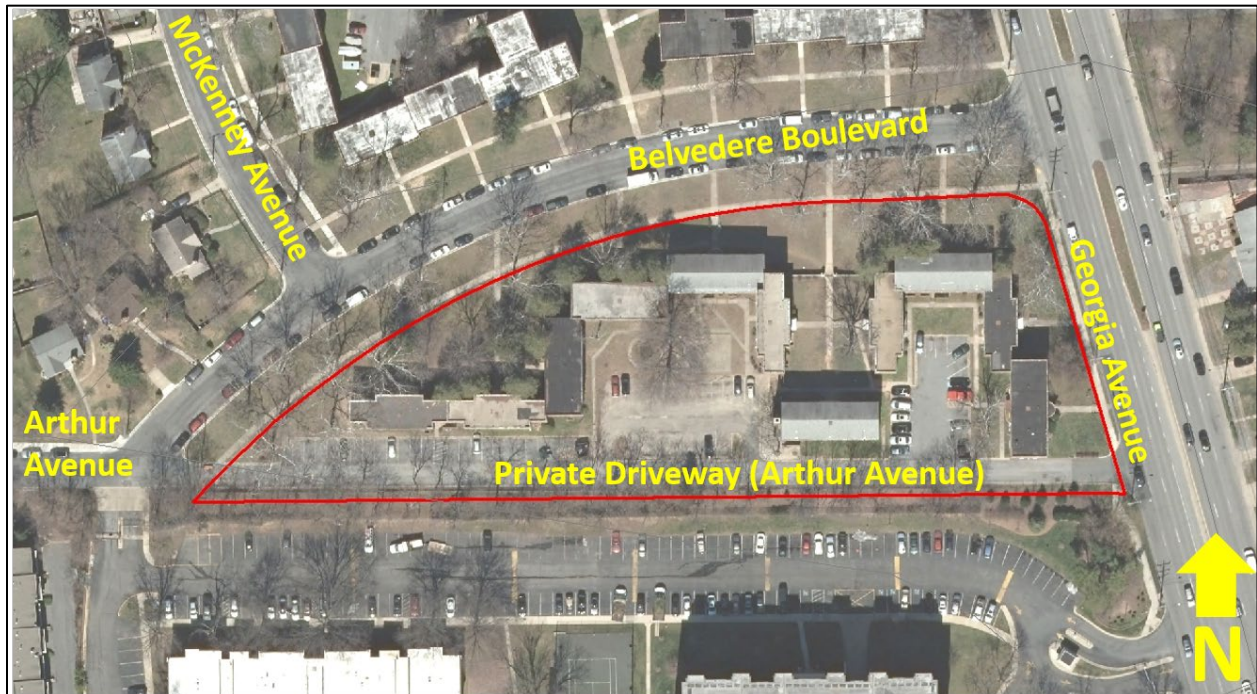


Figure 2 Subject Property (outlined in red)

### SECTION 3: PROJECT DESCRIPTION

#### Prior Approvals

In 2019, the Property was rezoned from R-10 to CRTF-1.75, C-0.25, R-1.5, H-70 through LMA No. H-129. A floating zone plan was approved in support of the rezoning application (Attachment 1). Sketch Plan 320200030 is consistent with the approved floating zone plan.

#### Proposal

The Applicant proposes to redevelop the Subject Property into a multi-family building of up to 234,589 square feet, currently shown at 210,000 square feet of residential development and internal structured parking, as well as some surface parking (Attachment 2). A minimum of twenty percent (20%) of the residential density will be Moderately Priced Dwelling Units (MPDUs) but the goal of the project is to provide affordable housing for families. While the final number of units and unit mix will be determined at Preliminary Plan and Site Plan, the Sketch Plan concept shows 29 three-bedroom units, 82 two-bedroom units, and 78 one-bedroom units, for a total of 189 units. There are two courtyard amenity spaces on the south elevation, designed for children and families. The proposed floor area ratio (FAR) is at the maximum residential density of 1.5 FAR and the proposed maximum height is 70 feet.



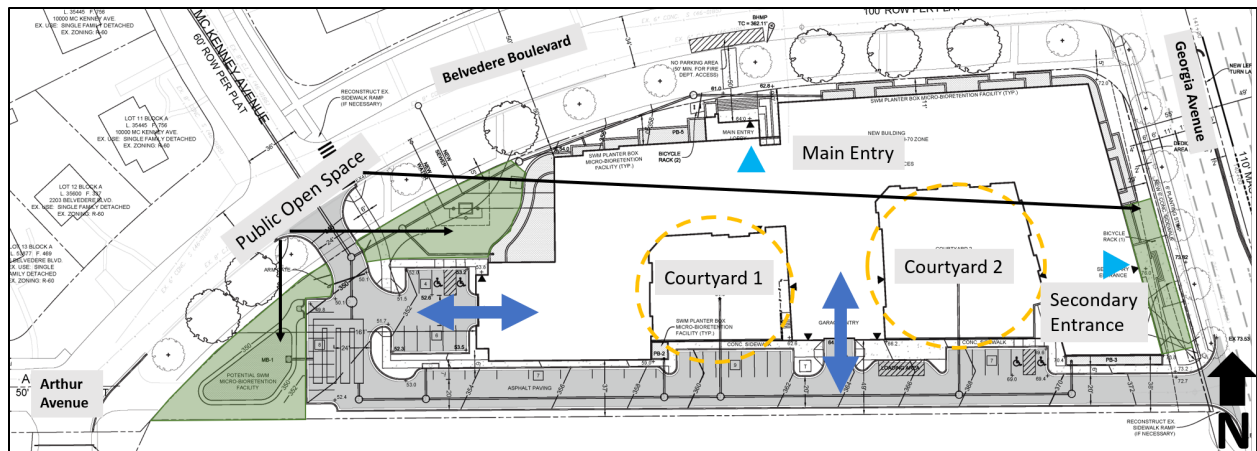


Figure 3 Sketch Plan



Figure 4 Illustrative View from Georgia Avenue and Belvedere Boulevard

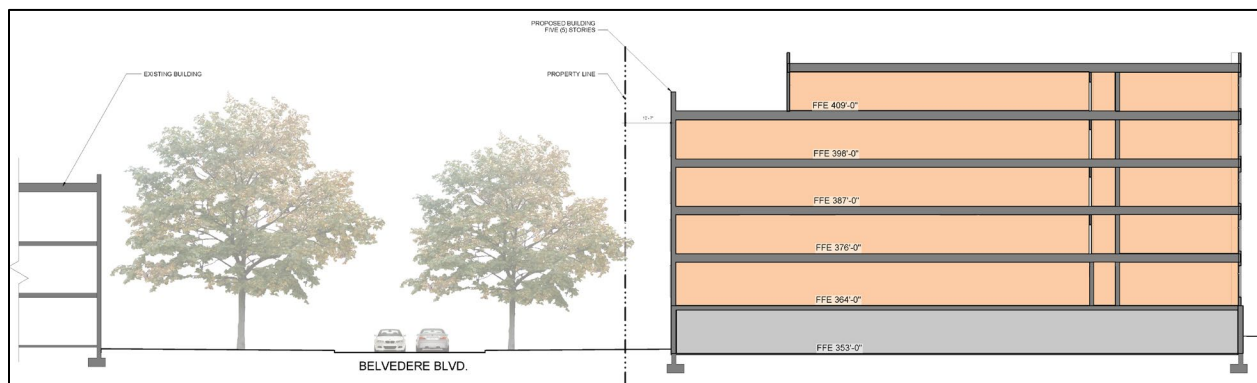


Figure 5 Cross-section Across Belvedere Boulevard

Per Section 59.4.5.4.B.3 of the Zoning Ordinance, setbacks for principal buildings, accessory structures, and parking are established by the Site Plan approval process. Per Section 59.4.5.4.B.4 of the Zoning Ordinance, form standards are established by the Site Plan approval process and must address, at a minimum, transparency, blank walls, and active entrances. Therefore, building placement and form, including parking placement, as shown on the Sketch Plan drawings, are conceptual, and must demonstrate compliance with the Zoning Ordinance and the 2020 *Forest Glen/Montgomery Hills Sector Plan*.



**Figure 6 Georgia Avenue Elevation**

The building sits at the corner of Georgia Avenue and Belvedere Boulevard. Although the main entrance is anticipated to be on the Belvedere Boulevard façade, a secondary entrance is located on the the Georgia Avenue façade, entering at the first floor. The corner is enhanced with a brick column with the Project's address. Stormwater planters soften the façade and mitigate the elevation changes along Georgia Avenue and Belvedere Boulevard.



**Figure 7 Belvedere Boulevard Elevation (Part 1)**





**Figure 8 Belvedere Boulevard Elevation (Part 2)**

Property topography results in partial stories being exposed along Belvedere Boulevard, as it falls away from Georgia Avenue (Figure 7). The main entrance and lobby are located where the topography results in an entire story being exposed (Figure 8). Stormwater and landscape planters soften the exposed stories and mitigate the elevation changes. The use of a variety of materials breaks up the massing of the façade and adds visual interest.



**Figure 9 West Elevation with Parking Garage Entrance**

An entrance to the internal parking garage is located on the side of the building facing the intersection of Arthur Avenue and Belvedere Boulevard, with access through the surface parking lot (Figure 9). The future Site Plan applications should add visual interest to the architectural concept at the pedestrian scale, to liven up this portion of the façade and reduce the blank walls.



A drive aisle is located along the south Property line and serves as Property circulation and incorporates service functions and garage access. Two separate courtyards are located along the south façade, serving the children and families of this residential development (Figure 10). Courtyard 1 is at the ground floor; Courtyard 2 is at the first level (Figure 11).

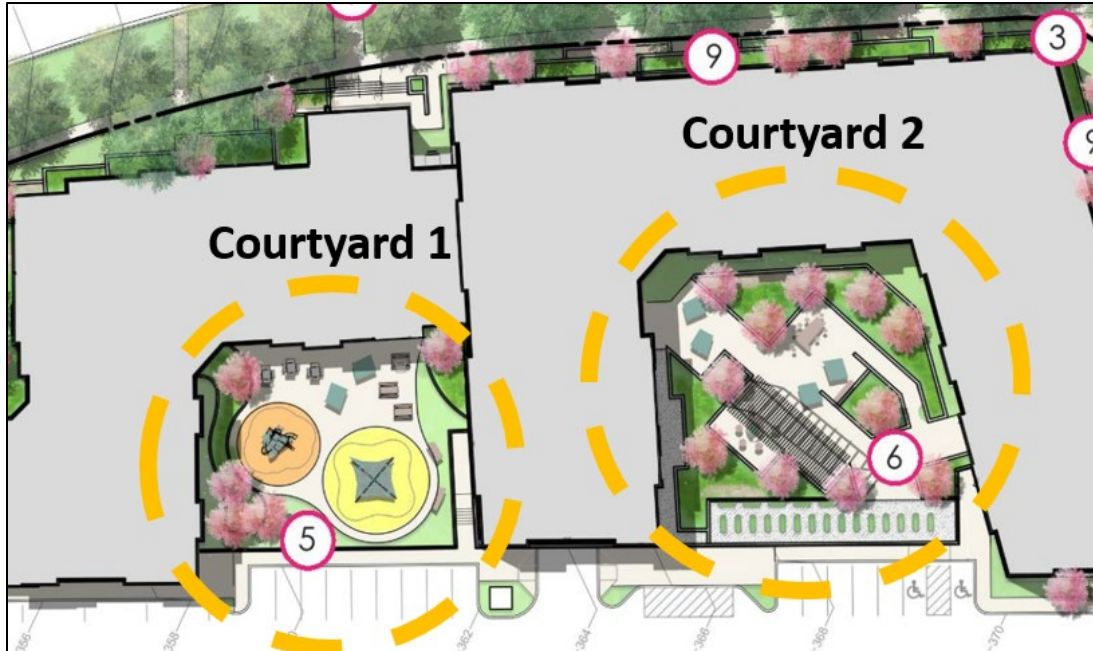


Figure 10 Courtyards



Figure 11 Courtyard 2

### **Open Space and Recreation**

The Applicant is required to provide 10% of the Property, or 11,406 square feet, as Public Open Space. The Applicant is proposing to meet this requirement through designation of three spaces (Figure 12). The major public open space is located on both sides of the vehicular entrance on Belvedere Boulevard. A smaller linear area is located on the Georgia Avenue frontage, at the secondary entrance. The open spaces will be designed to maximize accessibility for the public and residents, with final details and design to be addressed at Site Plan.



**Figure 12 Precedent Open Space Concepts and Images**

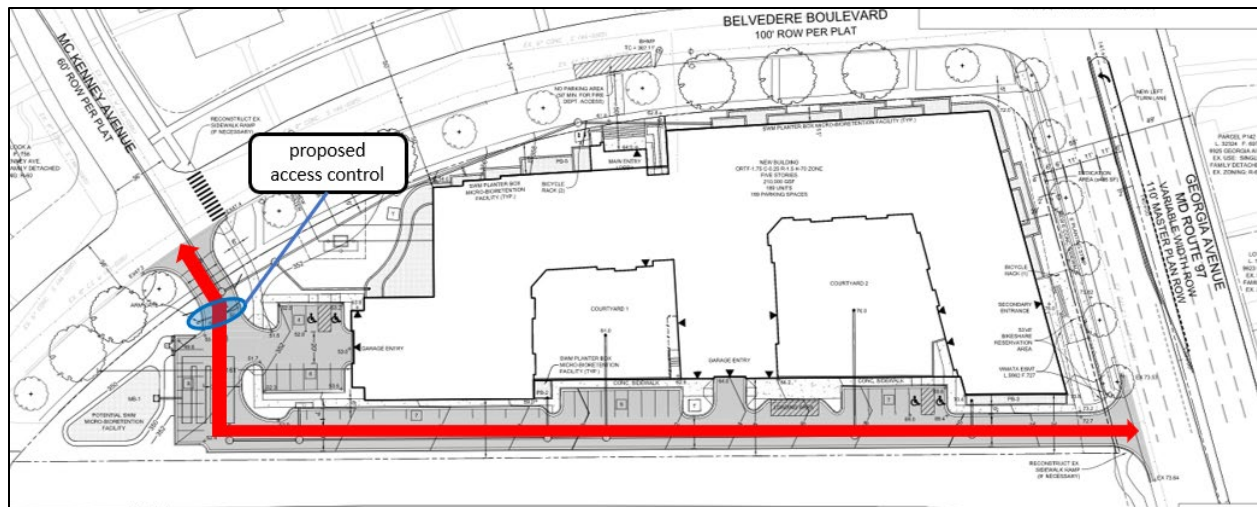
Section 59.6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan.

### **Transportation**

#### **Vehicular Circulation and Access Points**

Access is proposed via a private drive aisle that extends from the existing curb cut on Georgia Avenue through the Property to terminate opposite McKenney Avenue, as shown in Figure 13 below. The Applicant proposes two (2) garage-entry points along the drive aisle, which includes surface parking through the aisle. Staff will continue to work with the Applicant on the proposed design of the aisle and its associated parking during review of the Preliminary Plan.

The Applicant is proposing an access control arm at the McKenney Avenue entrance. Staff notes that the Applicant's proposal to provide a continuation of McKenney Avenue through the Property to Georgia Avenue was a response to Staff's request to provide connectivity and accessibility for all travel modes. During the Applicant's LMA review (H-129), Staff indicated that it would request Arthur Avenue to extend through the Property and the LMA review staff report also recommends public access for all modes. Staff will continue to work with the Applicant on accessibility through the Property and may require a public access easement through the Property. If deemed truly necessary at subsequent plan approvals, at a minimum, the proposed access control arm would need to be relocated deeper into the Property to ensure access for vehicles.



**Figure 13 Site Circulation**

### **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. The Applicant is proposing a public right-of-way dedication of less than five (5) feet as it believes the historical street centerline is 55 feet from the Property; however, a dimension of just over 50 feet is shown on the Applicant's approved floating zone plan. The Applicant will need to provide acceptable justification for Staff to approve a dedication of less than five (5) feet at the time of Preliminary Plan review.

The 2020 *Forest Glen/Montgomery Hills Sector Plan* shows an ultimate 110-foot right-of-way cross section that includes a 9-foot wide median and more narrow travel lanes (Figure 14). As discussed under the "Local Area Transportation Review" header below, the State Highway Administration (SHA) is requesting a northbound left-turn lane to provide queue storage for vehicles waiting to turn left. In order to accommodate this, the nine (9) foot wide median could not be implemented alongside the Property. Staff will continue to coordinate with the State Highway Administration regarding whether the storage lane is necessary as well as discuss the safety benefits of the nine-foot-wide median as shown in the 2020 *Forest Glen/Montgomery Hills Sector Plan*.



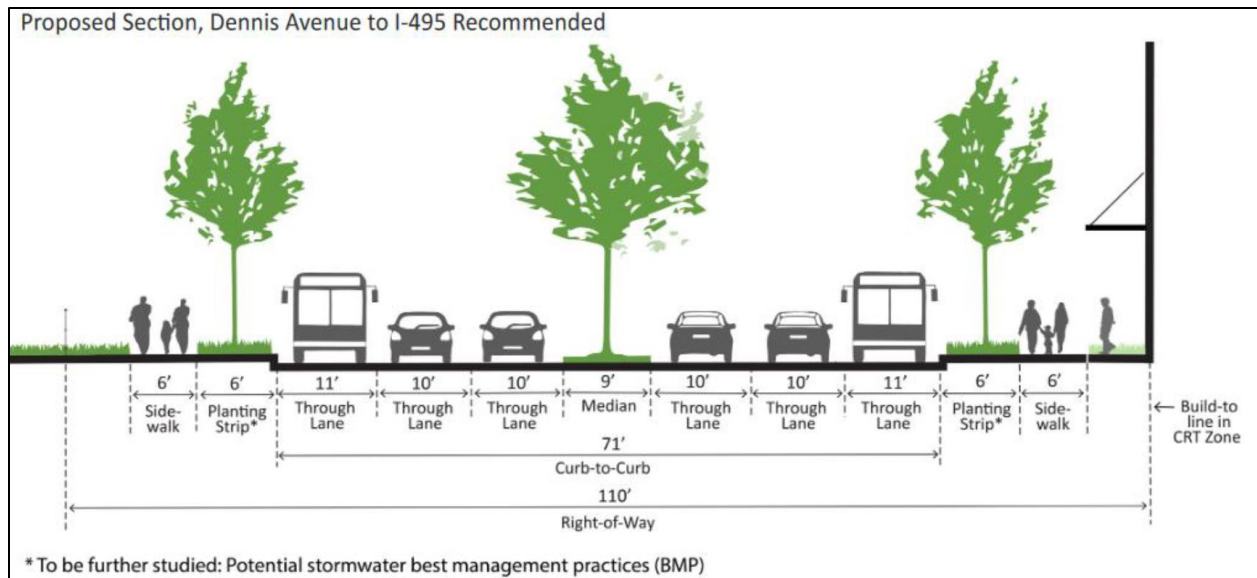


Figure 14 Georgia Avenue Section in 2020 Forest Glen/Montgomery Hills Sector Plan

### 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 15. 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.

The Applicant proposes to reserve space for a Capital Bikeshare Station on the Property. Staff is currently working with the Applicant and the Montgomery County Department of Transportation regarding the best location for the station. The appropriate location will be determined at time of Site Plan.

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, per the *Forest Glen/ Montgomery Hills Sector Plan*. Additionally, the proposed sidewalks fronting the Property on Belvedere and the drive aisle will be no less than five (5) feet wide.

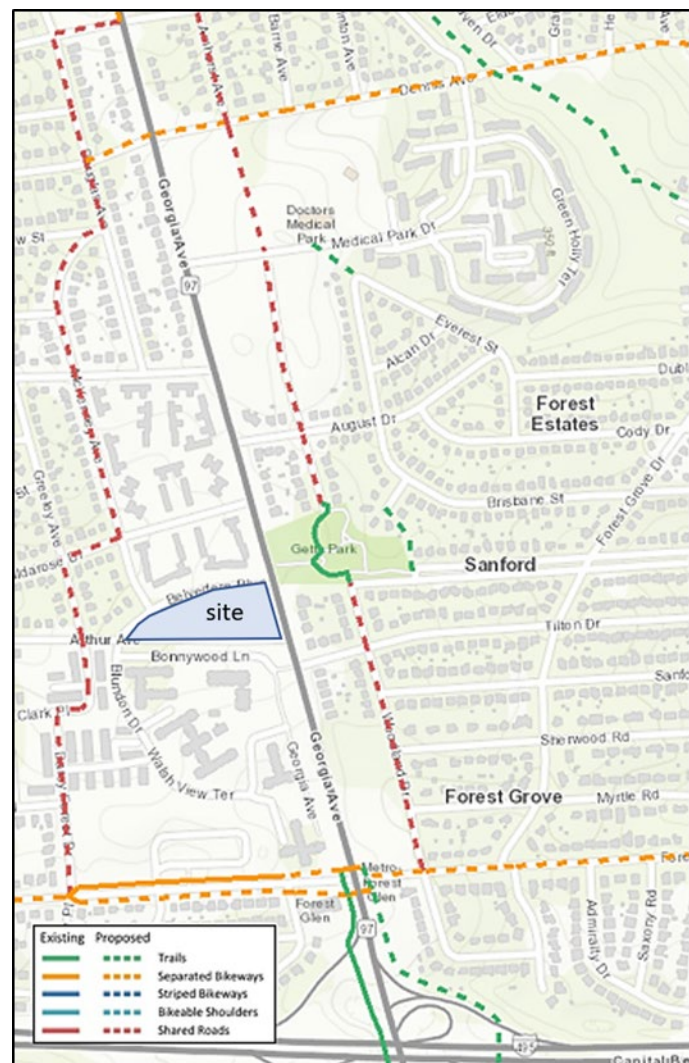


Figure 15 Montgomery County Bicycle Network



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. The Applicant will be required to provide pedestrian facilities and markings at the new intersection of Belvedere Boulevard and McKenney Avenue/Arthur Avenue, shown in Figure 14.

#### **Existing 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. An existing bus pad fronting the Property will need to be reconstructed to comply with the clear zone requirements of the Americans with Disabilities Act. Beyond Metrobus service, the Property is also under a half-mile walk to WMATA's Forest Glen Metrorail Station.

#### **Transportation Adequate Public Facilities (APF) Review**

While transportation adequacy will be further analyzed at subsequent Preliminary Plan review, at the previous Local Map Amendment, H-129, MHP Forest Glen, the Applicant filed a transportation study, which included 220 multifamily dwelling units, which would generate 57 morning and 72 evening net new peak hour vehicle trips. The Sketch Plan currently includes 189 multifamily dwelling units, which still falls within the maximum impact established by the transportation study. 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, but 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 ≥ 50?)		No	No
<b>Bicycle Adequacy Test Required?</b> (Are non-motorized trips ≥ 50?)		No	No
<b>Transit Adequacy Test Required?</b> (Are transit trips ≥ 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 2020 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**

	AM				PM			
	Existing CLV	Future CLV	Existing Delay	Future Delay	Existing CLV	Future CLV	Existing Delay	Future Delay
<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. The Applicant has shown an initial concept for the storage lane and will continue to coordinate with the State Highway Administration during review of the Preliminary Plan.

## **Environment**

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD No. 420191310) for the Property on February 26, 2019. While there are no forests, wetlands, or other environmental features on the Property, there are many mature trees. The Property is in the Lower Rock Creek watershed and is outside any Special Protection Area. The proposed project complies with the Environmental Guidelines.

A Preliminary Forest Conservation Plan was approved in conjunction with the Local Map Amendment (Attachment 3). There is no forest on-site and the Applicant proposes to meet the 0.45-acre afforestation requirement in an off-site forest mitigation bank. A variance was approved for the removal of eight (8) trees that are greater than 30" diameter at breast height. A Final Forest Conservation Plan will need to be submitted for approval with the Site plan. At that time the tree protection measures will be finalized.

## **Sector Plan**

### **2020 Forest Glen/Montgomery Hills Sector Plan**

The 2020 *Forest Glen/Montgomery Hills Sector Plan* encompasses the Subject Property. The only Property-specific recommendations in the Sector Plan are as follows:

- Protect or enhance existing tree buffer along Belvedere Boulevard to the maximum extent possible.
- To the maximum extent possible, incorporate the oldest healthiest trees into the design of the redevelopment project.

The Sketch Plan complies with both recommendations by retaining some of the existing trees and minimizing impacts where possible. However, most of the trees will have to be removed as they are adjacent to the existing structures, and they will be damaged through the demolition process.

During subsequent Preliminary Plan and Site Plan review, Staff will work with the applicant to ensure the following:

- The design of the public open space is usable and welcoming.
- Minimizing the surface parking proposed. As shown on the Sketch Plan, the surface parking at the termination of McKenney Avenue is dividing two of the public open spaces. Elimination of this surface parking lot would allow for a well-designed, sizeable public open space.
- Removal or relocation of the proposed access control arm to ensure access for vehicles.
- Increased pedestrian accessibility through the Property and possibly a public access easement through the Property.
- Appropriate architectural details on the exposed parking garage facades.
- Ensuring community compatibility.

Thus, the proposed Sketch Plan complies with the recommendations of the 2020 *Forest Glen/Montgomery Hills Sector Plan*.

### **Community Outreach**

On October 17, 2019, the Applicant held a pre-submittal public meeting at Holy Cross Resource Center in Silver Spring. The Applicant has complied with all submittal and noticing requirements. Staff has received several phone calls relating to concerns of compatibility with the Americana Finnmark condominiums. The Applicant has maintained the existing edge along the Americana Finnmark development. Staff will work with the Applicant through the Site Plan process to ensure community compatibility.

## **SECTION 4: PROJECT ANALYSIS AND FINDINGS**

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a sketch plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The sketch plan must:"

1. *meet the objectives, general requirements, and standards of this Chapter;*

Section 5.3.5 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CRTF Zone. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CRTF Zone, with the exact figures to be determined at the time of Site Plan.



**Table 1- Development Standards and Parking Requirements**

Section	Description	Required/Permitted	Provided
<b>Density and Height</b>			
<b>5.3.5.A.2</b>	<b>Maximum Density</b>	Total 273,687 SF Commercial 39,098 SF Residential 234,589 SF	Residential 234,589 SF <sup>1</sup>
<b>5.3.5.B.2</b>	<b>Maximum Building Height (H)</b>	70 feet	70 feet
<b>Open Space and Parking</b>			
<b>4.5.4.B.1</b>	<b>Minimum Open Space</b>	10% of site area (11,406 sf)	10% of net tract area (11,406 sf)
<b>6.2.4.B</b>	<b>Minimum Parking Permitted/Maximum Parking Allowed</b>	Minimum: 170 spaces Maximum: 278 spaces	189 spaces
<b>6.2.4.C</b>	<b>Bicycle Parking</b> Residential	90 Long Term 5 Short Term	90 Long Term 6 Short Term

The Sketch Plan meets the development standards of Section 59-5.3.5, as shown in Table 1 above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the number and type of residential dwelling units.

The Sketch Plan conforms to the intent of the CRTF Zone as described below.

- a) Allow flexibility in residential development, including site layout, lot size, and placement allow development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings.*

The redevelopment of the existing, obsolete, low-density buildings with new, higher density facilities with amenities and affordable units helps increase the mix of units and housing opportunities in the area. The flexible design will allow for compatibility with the adjacent neighborhood.

- b) Allow flexibility in uses for a site.*

The Project will include affordable and MPDU residential units in a variety of unit types (one-bedrooms, two-bedrooms, and three-bedrooms). As a result, the Project will provide different housing opportunities for a range of demographics, with the goal of providing affordable housing.

- c) Provide mixed-use development that is compatible with adjacent development.*

The Sketch Plan proposes development that is compatible with the surrounding community. The new residential building will provide a protecting edge along Georgia Avenue for the

<sup>1</sup> 210,000 SF shown on the Sketch Plan.

neighborhood further to the west. The Project will maintain the residential nature of Belvedere Boulevard through building design, materials and landscaping. The planned public open spaces will provide welcoming greenery and design elements for the neighborhood. The building height and design is broken into various parts to reduce its scale and relationship to the other structures nearby. The Project serves as a transition between the seven-story Americana Finnmark building to the south and the garden apartments, townhouses and single-family homes to the north and west, helping to make it compatible with the existing neighborhood.

2. *substantially conform with the recommendations of the applicable master plan;*

As discussed in the Sector Plan section of this report, the Project substantially conforms to recommendations of the *Forest Glen/Montgomery Hills Sector Plan*.

3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;*

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

The Sketch Plan shows development that is similar in size and scale with surrounding development, which ranges from garden apartments to the north, and 8-story high-rise and 4-story garden-style units to the south, and single-family units to the west. The building has been placed furthest away from the single-family units to the west. Two landscaped public open space areas will provide lawn, plantings, hardscape and stormwater management areas to soften the western edge along Belvedere Boulevard. Further, the public open spaces will be designed to be inviting for the public and residents of the proposed development.

6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

As described in the Transportation section of this report, the Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Enhanced pedestrian and bicycle circulation, limiting through-traffic using the drive aisle, and increased housing options near mass transit will reduce vehicular congestion and enhance accessibility to nearby recreational and commercial areas. The Project will help increase multi-modal options in the area and provide bicycle facilities, sidewalks, attractive open areas and streetscapes. Public vehicular access will be via Georgia Avenue onto the private drive aisle, but guests will not be able to access the neighborhood or the garage. Residents will have key fobs to control the access gates into the garage and to exit onto Arthur Avenue to the west. Loading will occur on the private drive aisle so as not to conflict with neighborhood traffic on Belvedere Boulevard.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

For a development of this size in the CRTF Zone, the Zoning Ordinance typically requires 50 points in at least three (3) categories. However, per Section 59.4.7.3.D.6.a, a project that requires a minimum of 20% MPDUs does not have to satisfy any other benefit category. The Project will provide a minimum of 20% of the residential units as MPDUs. Per Section 59.4.7.3.D.6.a, 12 points are granted for every 1% of MPDUS greater than 12.5%. Any fraction of 1% increase in MPDUs entitles the Applicant to an equal fraction of 12 points.

Although at the time of Sketch Plan review, only the categories need to be approved, the following table shows both the categories and points for public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient public benefit points. The final calculations and benefit points earned will be further refined and ultimately determined at subsequent Site Plan(s). Table 2 shows the Applicant's proposed public benefits in the following category: Diversity of Uses and Activities. Staff supports the proposed public benefits at this time, with a more detailed review and the final number of points to be determined at Site Plan.

Table 2 – Proposed Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
<b>59.4.7.3.D: Diversity of Uses and Activities</b>		
Affordable housing- 20% MPDUs	n/a	90
<b>Total</b>	<b>-</b>	<b>90</b>

#### Diversity of Uses and Activities

*Moderately Priced Dwelling Units:* The Applicant seeks to gain approval for 90 points for providing 20% MPDUs. The project will provide 20% MPDUs, 7.5% above the minimum required. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$$[20\% \text{ (percentage MPDUs provided)} - 12.5\% \text{ (percentage MPDUs required)}] * 12 = 90 \text{ points}$$

8. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Applicant intends to develop the structures, landscaping and streetscaping for the Project simultaneously in a single phase.

## **SECTION 5: CONCLUSION**

The Sketch Plan application satisfies the findings under Section 59-4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 1996 *Forest Glen Sector Plan* and the 2020 *Forest Glen/Montgomery Hills Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

## **ATTACHMENTS**

1. Floating Zone Plan
2. Sketch Plan
3. Preliminary Forest Conservation Plan
4. Agency Approval Letters