



Glenmont Metrocenter, Phase 1.1 Site Plan No. 820130270

[SD] Stephanie Dickel, Senior Planner, Area 2 Division, Stephanie.Dickel@montgomeryplanning.org, 301-495-4527

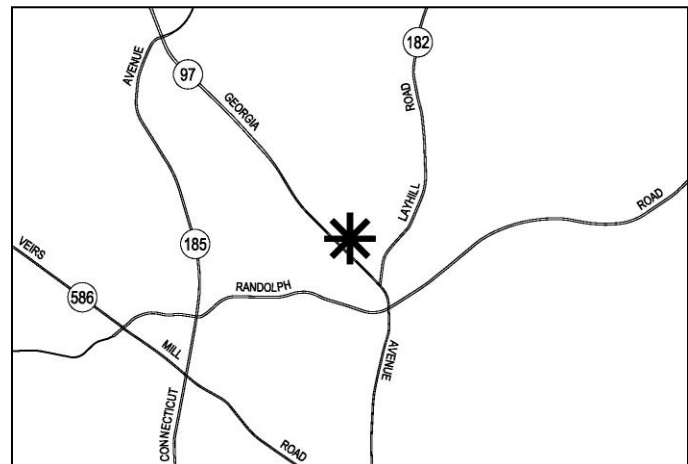
[YA] Khalid Afzal, Supervisor, Area 2 Division, Khalid.Afzal@montgomeryplanning.org, 301-495-4650

[AK] Glenn Kreger, Chief, Area 2 Division, Glenn.Kreger@montgomeryplanning.org, 301-495-4653

Completed: 2/19/14

Description

- Request to construct 171 townhouses, including 22 MPDUs (12.5%);
- Located on the northwest corner of Glenallan Avenue and Layhill Road;
- 9.46 acres developed under the TS-R Zone, in the 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan* area;
- Applicant: Winchester Homes, Inc.
- Submitted: June 26, 2013.



Summary

- Staff recommends approval of the Site Plan, including the Final Forest Conservation Plan, with conditions.
- The proposed Site Plan is for the first phase of redevelopment of the entire 30.93-acre property.
- The County Council approved the Development Plan on July 17, 2012 for the entire property.
- The Planning Board approved the Preliminary Plan on September 26, 2013 for the entire property.
- Staff has not received correspondence from residents or adjacent property owners.

SITE PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of Site Plan 820130270, for construction of 171 townhouses, including 22 MPDUs, on 9.46 acres developed under the standards of the TS-R Zone. All site development elements as shown on the site, landscape, lighting, and architectural plans received by the M-NCPPC on January 21, 2014, should be required, except as modified herein, subject to the following conditions:

Conformance with Previous Approvals

1. Development Plan Conformance
The proposed development must comply with the binding elements of the Development Plan G-862 and G-863.
2. Preliminary Plan Conformance
The proposed development must comply with Preliminary Plan No. 120130080, including any amendments approved by the Planning Board.

Environment

3. Forest Conservation
Prior to Certified Site Plan approval, the Applicant will work with Staff to revise the proposed landscape credit plantings and specimen tree mitigation plantings as part of the Final Forest Conservation Plan signature set.
4. Noise Attenuation
 - a. Prior to issuance of building permits for affected units, the Applicant must provide the following to Staff:
Certification from an engineer that specializes in acoustical treatment that the building shell for residential units affected by exterior noise levels above 65 dBA, Ldn will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA, Ldn, as identified in noise analysis reports dated May 4, 2013 and November 6, 2013.
 - b. Prior to issuance of Use and Occupancy Certificates for affected units, the Applicant must provide the following to Staff:
Certification from the builder that noise-impacted lots are constructed in accordance with recommendations of an engineer who specializes in acoustical treatment.
5. Stormwater Management
The Planning Board has accepted the recommendations of the Montgomery County Department of Permitting Service (MCDPS) – Water Resources Section in its stormwater management concept letter dated January 22, 2014, and hereby incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Site Plan approval.

Parks, Open Space, and Recreation

6. Recreation Facilities

- a. The Applicant must meet the square footage requirements for all of the applicable recreational elements and demonstrate on the Certified Site Plan that each element is in conformance with the approved Montgomery County Planning Board Recreation Guidelines.
- b. The Applicant must provide the following minimum recreation facilities for this phase:
 - i. 16 Picnic/Sitting Areas;
 - ii. One Tot Lot;
 - iii. 5,000-square foot Open Play Area;
 - iv. Bike System; and
 - v. Pedestrian System.

7. Maintenance

Maintenance of all on-site landscaping, lighting, hardscape, and site elements is the responsibility of the Applicant and subsequent owner(s).

Transportation

8. Pedestrian and Bicycle Facilities

- a. The proposed development is required by Condition No. 18 of the Preliminary Plan, to participate in a Traffic Mitigation Agreement (TMAg) if and when a Glenmont Transportation Management Organization is established. At the time of Certified Site Plan, the Applicant will provide language to Staff, which will be included in the Draft HOA documents, advising townhouse purchasers of the potential future TMAg obligation.
- b. The Applicant must provide seven, two-bicycle inverted-U racks, for a total of 14 bicycle parking spaces in Phase 1.1. Two sets must be located on the east side, and two on west side of the tot lot/open play area located on the north side of proposed Auden Drive, west of proposed Haring Street. Three bike racks must be located adjacent to the green area at the eastern terminus of the proposed Auden Drive at proposed Auden Place.

9. Sector Planned Roadways

The new internal street, Auden Drive (proposed), is to be implemented as a private street subject to the conditions set forth in the approved Preliminary Plan No. 120130080.

10. Prior to issuance of the first Use and Occupancy Certificate, the Applicant must obtain the access permit for the State Highway Administration road access points. Prior to issuance of the 90th Use and Occupancy Certificate, the Applicant must complete all improvements within the State Highway Administration right-of-way associated with the access from Layhill Road.

Density and Housing

11. Moderately Priced Dwelling Units (MPDUs)

- a. The Applicant must provide a minimum of 12.5 percent MPDUs in accordance with an Agreement-to-Build with the Department of Housing and Community Affairs (DHCA).
- b. The Agreement-to-Build shall be executed prior to the release of any building permits.

Site Plan

12. Building Height

The maximum height for the 171 townhouses is 50 feet.

13. Architecture

- a. The final exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the submitted architectural drawings, as determined by Staff.
- b. All units with exposed sides facing any of the following streets must have facade articulation and fenestrations typically found on the front facades, including window treatments, color and fascia materials: Layhill Road, Glenallan Avenue, and the streets named on the plan as Wyeth Street, Haring Street, and Macaulay Street. The Applicant must work with Staff during the Certified Site Plan approval and identify on the Certified Site Plan which units are to have special side wall treatments.

14. On-Site Lighting

The lighting distribution and photometric plan with summary report and tabulations must conform to IESNA standards for residential development.

15. Parking

Prior to approval of the Certified Site Plan for the last phase of Stage 1, the Applicant must provide a total of 49 visitor parking spaces (10 percent of the 485 units approved in Stage 1). 22 of the 49 must be provided as part of Phase 1.1 and shown on the Certified Site Plan for Phase 1.1.

16. Financial Security and Agreement

Prior to issuance of the first building permit, the Applicant must enter into a Site Plan Surety & Maintenance Agreement with the Planning Board in a form approved by the Office of General Counsel that outlines the responsibilities of the Applicant; the Applicant must provide a performance bond(s) or other form of financial surety in accordance with Section 59-D-3.5(d) of the Montgomery County Zoning Ordinance with the following provisions:

- a. A cost estimate of the materials and facilities, which, upon staff approval, will establish the initial surety amount.
- b. The amount of the bond or surety shall include plant material, on-site lighting, recreational facilities, site furniture and related landscape improvements, and the private streets and alleys.
- c. Bond/surety shall be tied to the development program, and completion of plantings and installation of particular materials and facilities covered by the surety for each phase of development will be followed by inspection and reduction of the surety.

17. Development Program

As part of the approval of the Certified Site Plan, the Applicant must provide a development program that includes the following items:

- a. Demolition of existing buildings may commence prior to approval of the Certified Site Plan, but not prior to approval of the Final Forest Conservation Plan, and M-NCPPC inspection and approval of all applicable environmental protection devices.

- b. Phasing of applicable dedications, stormwater management, sediment and erosion control, afforestation, and other features.
- c. Phasing for installation of on-site landscaping and lighting.
- d. Street lamps and sidewalks adjacent to each row of townhouse units must be installed prior to release of any Use and Occupancy Certificate for the respective row of units. Street tree planting may wait until the next planting season.
- e. On-site amenities including, but not limited to, pedestrian pathways, landscaping and hardscape recreation amenities, and public use space amenities adjacent to each row of townhouse units must be installed prior to release of any Use and Occupancy Certificate for the respective row of units.

18. Certified Site Plan

Prior to approval of the Certified Site Plan, the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the Forest Conservation Plan approval, Department of Permitting Services Right-of-Way (ROW) letter, stormwater management concept approval, development program, inspection schedule, and the Planning Board Resolution approving this Site Plan after the cover sheet.
- b. Remove unnecessary sheets as identified by Staff.
- c. Make corrections and clarifications to details, calculations, recreation facilities, labeling, data tables, and schedules as needed and consistent with the Staff Report.
- d. Ensure consistency of all details and layout between architecture, site, and landscape plans.

SITE DESCRIPTION

The entire 30.93-acre Glenmont Metrocenter site (entire site) is bounded by Georgia Avenue to the west, Layhill Road to the east, Glenallan Avenue to the south, and the WMATA maintenance yard to the north. The 9.46-acre, Phase 1.1 Site Plan portion of the site (Property) is located at the corner of Layhill Road and Glenallan Avenue. The entire site was developed during the 1960s with an apartment complex called Privacy World and consists of Lots 1 through 49 and Parcels A, B and C, Block 1 in the Glenmont Mews Subdivision, and Parcels C and E in the Glenmont Park Subdivision. The Glenmont Metro Station is directly across Glenallan Avenue.

The entire site is in the 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*. It was rezoned on July 17, 2012 by Local Map Amendment (G-862 and G-863) to TS-R. Although the Glenmont Sector Plan was updated in 2013 and the subsequent Sectional Map Amendment rezoned the entire site to CR 2.0, C 0.25, R 2.0, H 120, the TS-R Zone still applies to this application because it has to comply with the applicable Sector Plan and zoning standards at the time of the Development Plan and Preliminary Plan approvals. The Property is currently improved with apartment buildings, surface parking lots and a former bank building, now unoccupied. The buildings are spread out on the site, with parking lots, roads, and open areas with trees interspersed among them. The buildings are oriented towards their parking lots, mostly perpendicular to Glenallan Avenue. The site is currently served by public water and sewer.

Topographically, the southeast corner of the entire site, at the intersection of Glenallan Avenue and Layhill Road, is the highest point. From that point, the site slopes down to the west and northwest. There are no known rare, threatened, or endangered species, no forests, 100-year floodplains, stream buffers, wetlands, steep slopes, or historic properties or features on the Property.

The surrounding area contains a mix of uses and zones. To the northwest is the terminus of the Metro system's Red Line, on land classified as R-T 12.5 Zone, and to the north is a Metro maintenance/storage yard in the R-90 Zone. There is a sharp drop in grade between the Property and the WMATA storage yard, and most of the northern edge of the Property site is separated from the maintenance yard by a forested area on the WMATA property.

To the southeast across Layhill Road is the Winexburg apartment complex with over 600 units on 33 acres, in the R-20 Zone. All but one of the buildings have three stories. The complex has the tallest building in the area, with nine stories. South of the Winexburg complex, across Glenallan Avenue is the Glen Way Gardens, a condominium complex in the R-30 Zone with 214 units in three-story, multi-family buildings on 15 acres of land.

On the south side of Glenallan Avenue, two-thirds of the road frontage is WMATA property occupied by two Metro driveways, a 1,200-space Metro parking garage, a Park-and-Ride area and the Metro entrance and a bus loading area. The corner of Georgia Avenue and Glenallan Avenue is occupied by the Georgia Avenue Baptist Church. Both the church and the Metro property were recently rezoned to CR 2.0, C 0.25, R 1.75, H 120. Across Georgia Avenue from the entire site is the WMATA Triangle, which contains an 1,800-space parking garage on its southern half.



Georgia Avenue Baptist Church

WMATA Triangle

WMATA storage yard

Winexburg apartments

Glen Way Gardens

Glenmont Shopping Center

- Site Plan Phase 1.1 boundary
- Preliminary Plan boundary

Vicinity Map



Proposed Site Plan Phase 1.1 Boundary

PREVIOUS APPROVALS

Approved Development Plan

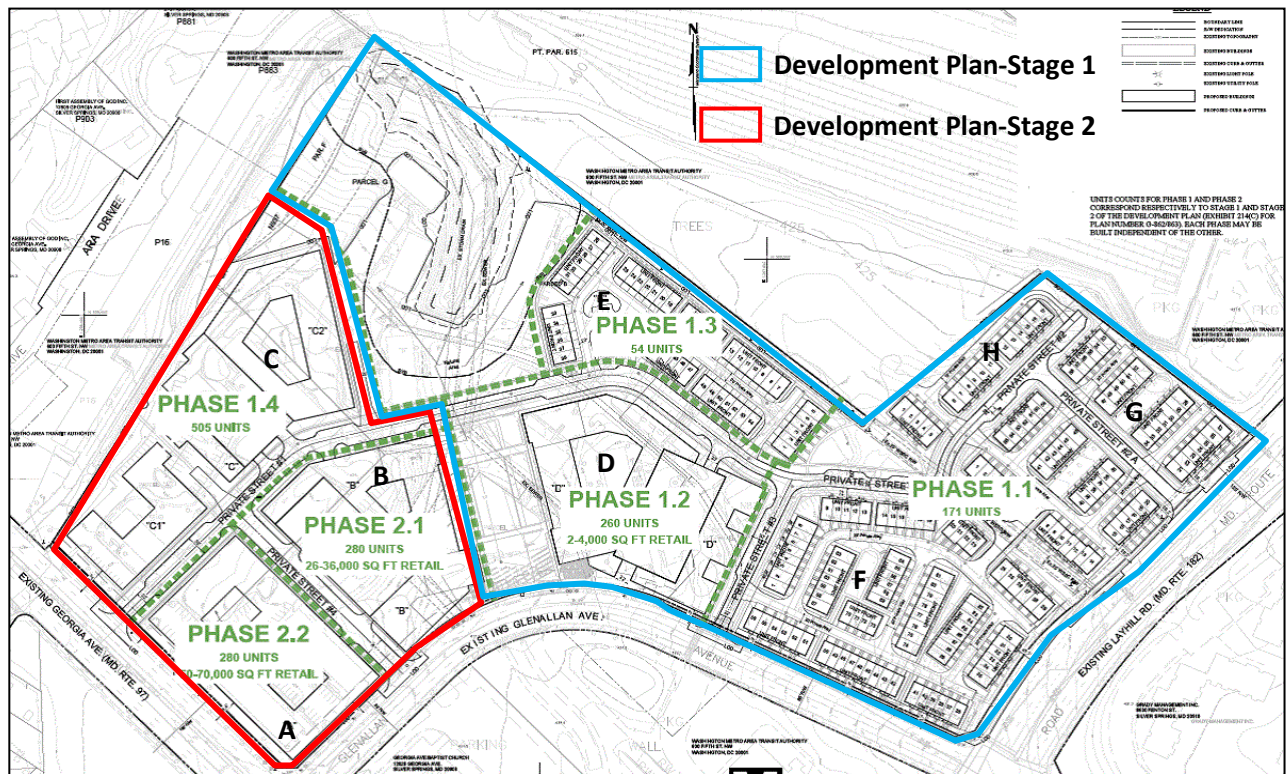
On June 15, 2012, the County Council approved G-862 and G-863 and rezoned the entire 30.93-acre site to the TS-R Zone. The Hearing Examiner certified the Development Plan associated with this rezoning on July 30, 2012, which allowed up to 1,550 dwelling units including townhouses, low-rise and mid-rise multifamily buildings, some with retail, and possible live/work units and up to 90,000 square feet of retail. At the time, the Applicant anticipated that if the full 1,550 units were built, the breakdown of unit types would be 190 to 250 townhouses and 1,300 to 1,360 multifamily units. The overall residential density approved for the site was up to 50.4 dwelling units per acre, including a 19.3 percent MPDU bonus, which is just under the maximum residential density recommended in the 1997 Sector Plan.

The Development Plan approved a two-stage project in keeping with staging recommendations in the 1997 Sector Plan. Stage 1 consisted of up to 500 new dwelling units, the replacement of up to 275 existing units, and approximately 4,000 square feet of retail space. The 77 existing units would remain in place through Stage 1. Thus, at the end of Stage 1, the site would have a total of up to 852 dwelling units (500 new, 275 replacement and 77 existing). Stage 2 consisted of replacing the remaining units and constructing up to 698 new units, for a total of up to 775 units in Stage 2, and up to 1,550 dwelling units on the entire site. Stage 2 also included retail (and possibly commercial) space of up to 90,000 square feet.

Preliminary Plan

On September 26, 2013, the Planning Board approved Resolution MCPB No. 13-129 for the Preliminary Plan and a Preliminary Forest Conservation Plan to allow the development of up to 1,325 multifamily units, 225 townhouse units, and up to 90,000 square feet of commercial uses. The Preliminary Plan also outlined the phases within the two stages consistent with the approved Development Plan, as shown in the following table and plan.

Phasing Schedule in Approved Preliminary Plan:							
	Phase	Block	Unit Count	Unit Type	Commercial/Retail	Floors	Max. Height
Stage 1 per Development Plan (depicted in solid blue line)	1.1	F, G & H	171	Townhouse Units		4	50'
	1.2	D	260	Multifamily Units	4,000 square feet	6	85'
	1.3	E	54	Townhouse Units		4	50'
Subtotal for Stage 1			485	Units	4,000 square feet		
Stage 2 per Development Plan (depicted in solid red line)	1.4	C	505	Multifamily Units		7	85'
	2.1	B	280	Multifamily Units	Up to 36,000 square feet	6	85'
	2.2	A	280	Multifamily Units	Up to 70,000 square feet	5	85'
Subtotal for Stage 2			1065	Units	Up to 86,000 square feet		
TOTALS			1550	Units	Up to 90,000 square feet		

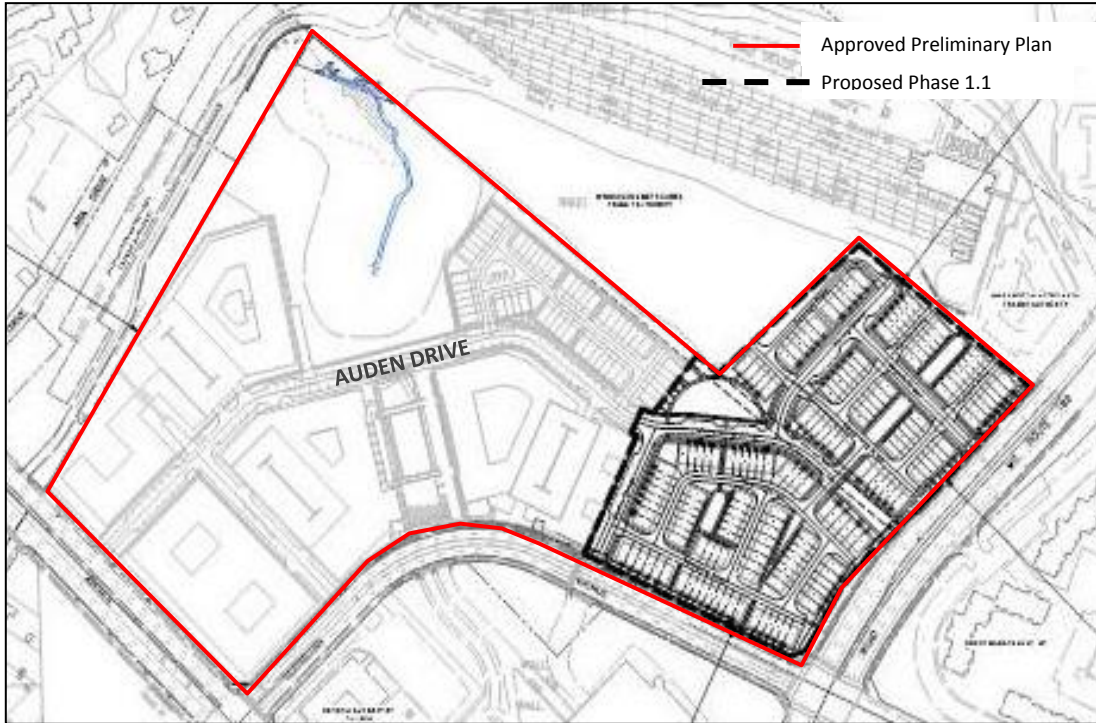


Approved Phasing Plan

PROJECT DESCRIPTION

Glenmont Metrocenter Phase 1.1 is the first phase of development in Stage 1 of the overall Glenmont Metrocenter project, as shown in the Overall Plan below. The Phase 1.1 proposal is for the construction of 171 townhouses including 22 MPDUs (12.5%). The proposal is consistent with the approved

Preliminary Plan and Development Plan phasing schedule. The existing structures and buildings will be demolished as the development proceeds in each phase.



Overall Site with Phase 1.1 Site Plan as proposed



Proposed Phase 1.1 Site Plan

Architecture

The 171 townhouses proposed within Phase 1.1 will have a maximum height of 50 feet. The facades will be a mix of brick and siding. The exterior building materials and the use of rear-loaded garages allows the unit fronts to face the existing perimeter roadways and public spaces.



Typical 16' and 20' Townhouses –Front Illustrative Elevation

Proposed Vehicular Circulation & Parking

Vehicular access to the Property will be from one access point along Layhill Road and one access point along Glenallan Avenue. All proposed townhouse units will have rear-loaded garages, accessed through the proposed private alleys. The Phase 1.1 Site Plan provides a total of 342 parking spaces: 320 parking spaces for the units and 22 on-street visitor spaces. This includes 320 spaces for the residents, consisting of 298 spaces for the market rate units (two spaces per unit times 149) and 22 spaces for the MPDU units (one per unit). Since the Zoning Ordinance requires a minimum of two spaces per townhouse unit, the project is seeking a reduction of 22 spaces, 6.4 percent of the 342 required parking spaces (see Analysis and Findings section, page 22). Staff is recommending that prior to approval of the Certified Site Plan for the last phase of Stage 1, the Applicant must provide a total of 49 visitor parking spaces (10 percent of the 485 total number of units in Stage 1), 22 of the 49 will be part of Phase 1.1.

Available Transit Service

Transit service is available near the subject site as follows:

- The Glenmont Metrorail Station is located on the block across Glenallan Avenue.
- Metrobus routes Y5, Y7, Y8 and Y9 run along Georgia Avenue.

- Ride-On routes 26, 39 and 49 run along Layhill Road.

Master/Sector-Planned Roadways and Bikeways

In accordance with the 1997 approved and adopted *Sector Plan for the Glenmont Transit Impact Area and Vicinity* and the 2005 approved and adopted *Countywide Bikeways Functional Master Plan*, the nearby classified roadways and bikeways are as follows:

1. Layhill Road (MD 182) between the northern Sector Plan boundary and Glenallan Avenue is designated as a four-lane divided major highway, M-16, with a recommended 120-foot wide right-of-way (ROW) with existing bike lanes, BL-18, on both sides. No additional ROW dedication was required.
2. Glenallan Avenue is designated as an arterial, A-56 with a recommended 90-foot ROW that includes a minimum 6-foot wide sidewalk, a tree panel, and a shared-use path, SP-24, along the north side of the roadway.

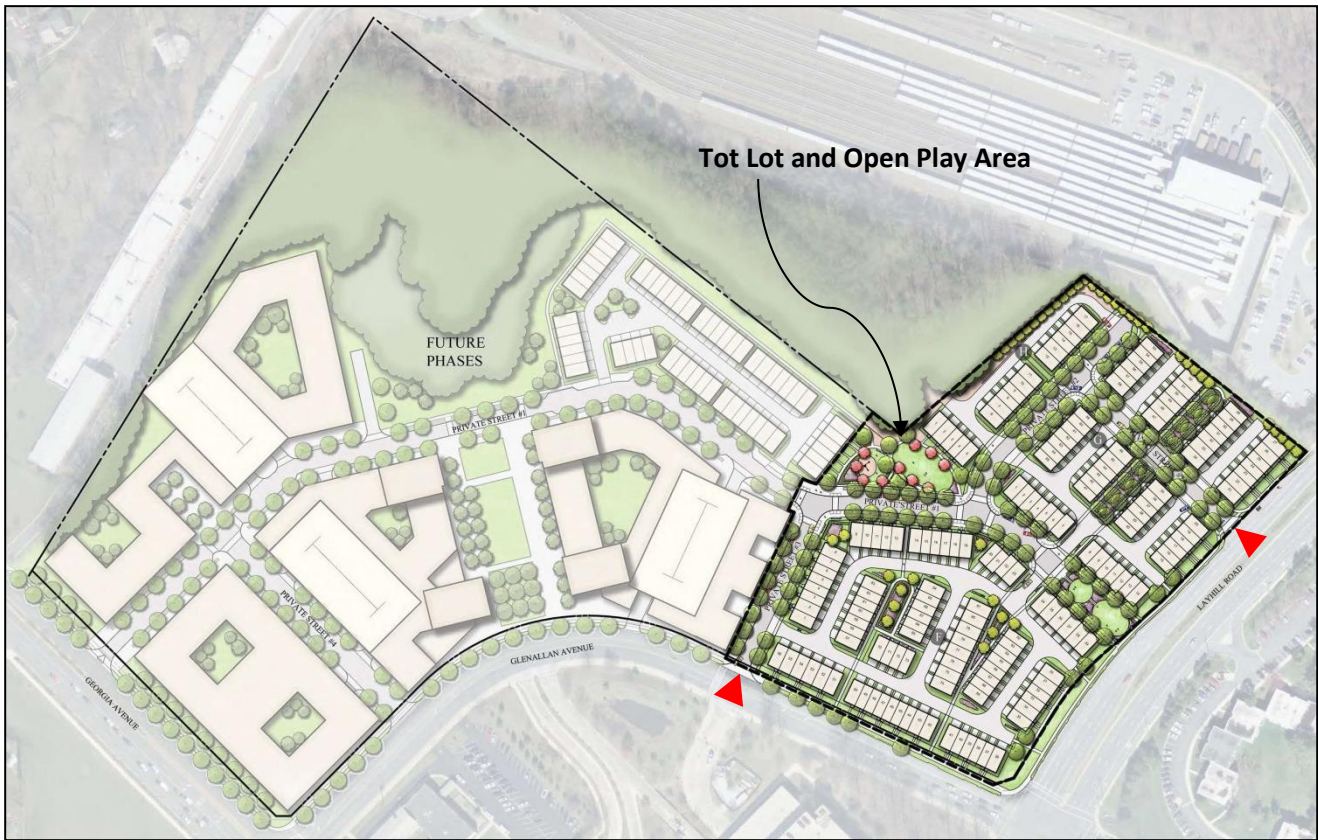
A condition of Preliminary Plan approval was to dedicate an additional five feet of ROW along Glenallan Avenue for a total of 45 feet from its centerline. The additional ROW will result in a total of 85 feet of ROW, where the remaining 5 feet of ROW necessary to meet the Sector-Planned recommended ROW of 90 feet will be provided by WMATA (if and when the property on the south side of Glenallan Avenue redevelops).

3. The proposed Auden Drive (Denley Road extended) between Layhill Road and Georgia Avenue (MD 97) is designated as a primary residential road, P-15 with a recommended 70-foot ROW that includes a minimum of 5-foot wide sidewalk with a green panel along both sides and no bikeway. This roadway is proposed to be a private street and must satisfy the approved preliminary plan requirements.

A Preliminary Plan condition of approval required the Applicant to perform signal warrant studies for the two crosswalks on Glenallan Avenue to determine if pedestrian or vehicular signals are warranted. One of the two studies has been submitted and it shows that a traffic signal is not warranted at this time for the implementation of this Site Plan.

Transportation Demand Management

Even though there is no commercial use in this phase, a traffic mitigation agreement is recommended for the Property because future phases of the overall development are expected to have a non-residential component located within the Glenmont Metro Station Policy Area. The Applicant must enter into a Traffic Mitigation Agreement with MCDOT and the Planning Board when the Glenmont Transportation Management Organization is established. At the time of Certified Site Plan for Phase 1.1, the Applicant will provide language to Staff, which will be included in the Draft HOA documents, advising townhouse purchasers of the potential future TMAg obligation.



Illustrative Plan, Phase 1.1

Open Space and Amenities

The on-site recreation amenities are dispersed throughout the site, with the use of multiple bench seating areas, tot lot with play equipment, open play areas, as well as bicycle and pedestrian circulation systems.

The open play area is located in the northwest corner of the site and will include a tot lot and 5,000 square foot open play area (Attachment G). Bicycle parking is provided near the main open space area in this phase of the project. The proposed Site Plan provides a 10-foot wide shared-use path along Glenallan Avenue as recommended in the 2013 *Glenmont Sector Plan*.

The proposed landscaping consists primarily of deciduous, ornamental, and evergreen trees throughout the Property, providing shade and comfort. Site lighting is focused on the street and paths using decorative fixtures on 12-foot poles and additional wall lights for the alleys will be provided on the townhouses. A sidewalk system provides connectivity to the perimeter public sidewalk system and safe and efficient access to the adjacent Glenmont Metro Station.

Sector Plan and Design Guidelines Conformance

The approved Preliminary Plan was deemed consistent with the 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*. Although the Sector Plan was updated in 2013, this Site Plan must comply with the applicable Sector Plan and zoning standards at the time of the Development Plan and Preliminary Plan approvals. However, at the time of the Preliminary Plan approval, the Applicant

agreed to comply with the draft streetscape guidelines for the 2013 *Glenmont Sector Plan*. Therefore, this report addresses the conformance of the proposed Site Plan with the *May 2013 Draft Design Guidelines*¹ as discussed below.

The following are portions of the *May 2013 Draft Design Guidelines* that are applicable to the Phase 1.1 Site Plan:

Page 7, Improve Connectivity by:

- The proposed development provides walkable streets in a grid pattern with short blocks that are convenient and attractive for pedestrian and bicycle circulation.

Page 10, Guideline: Provide an internal street pattern that promotes interconnectivity and minimizes walking distances.

- The proposed development provides interconnected streets with short blocks to emphasize pedestrian use and street character.
- The proposed internal streets will have on-street parking, street trees, and a sidewalk system that provide connectivity within the Property and to the adjacent Metro Station.

Page 11, Guideline: Provide direct and safe routes for pedestrian movement with defined sidewalk zones.

- The proposed Site Plan defines sidewalk zones with buildings fronting all streets with green panels and trees along the curb and adequate landscaping.

Page 11, Guideline: Use trees and plants to complement hardscape of streets, sidewalks and buildings.

- The proposed Site Plan uses trees and common area plantings, including micro-bioretenion techniques in tree panels and in open spaces along roads to complement the street and sidewalk network.

Page 12, Guideline: Orient buildings to define the street and sidewalk.

- Buildings are located along and close to the sidewalk to avoid excessive setbacks.
- Building entrances have direct access to streets.
- The exposed side walls of all end units facing streets will have façade articulation similar to the fronts of the buildings.

Page 14, Guideline: Provide centrally located open spaces.

- The proposed Site Plan has a series of open spaces, courtyards and recreation areas.
- The open spaces are highly visible with units facing the open space areas.
- The network of sidewalks ties the open spaces together and will link to future phases.

Conclusion

For all of the reasons stated herein, the Site Plan satisfies the recommendations contained in the 1997 and 2013 Sector Plans.

¹ The final guidelines are tentatively scheduled for Planning Board approval in March 2014.

Environmental Guidelines

The entire site is currently developed with garden style apartment buildings, parking lots and related infrastructure. The northeastern portion of the site consists of an open field and the northern corner of the entire site contains 2.90 acres of high priority forest.

As depicted on the Natural Resource Inventory/Forest Stand Delineation (#420121220) approved on February 23, 2012, the site contains 582 linear feet of stream with associated steep slopes and 0.13 acres of wetlands. The Property is within the Northwest Branch watershed – a Use IV¹ watershed and is not located in a Special Protection Area. The stream, steep slopes, wetlands and floodplain limits are included within a stream valley buffer (SVB) on-site (outside the boundary of Phase 1.1).

Forest Conservation Plan

This property is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code), and a Final Forest Conservation Plan (FFCP) has been submitted for Planning Board approval (Attachment C). The total tract area of the FFCP is 31.44 acres. However, a deduction of 0.74 acres for an existing WSSC easement, a portion of which is forested, results in a net tract area of 30.70 acres. This deduction accounts for the existing WSSC easement not located within the limits of disturbance (LOD) of the proposed redevelopment. If the LOD is revised on the Final Forest Conservation Plan (FFCP) and the WSSC easement is further impacted by LOD, the Applicant must revise the Forest Conservation Worksheet to include the area and forest within the LOD.

The FFCP proposes the removal of 0.25 acres of forest and retention of 2.10 acres on the entire site, which results in a total of 2.76 acres of reforestation and afforestation requirements. Since the approved Preliminary Forest Conservation Plan was based on a phased development, the planting requirements for the project are also phased.

The proposed Phase 1.1 will develop 9.6 acres, or 31 percent, of the entire 30.70 net tract area. In order to comply with Chapter 22A, the Applicant is proposing to retain 2.10 acres of existing forest on the northern portion of the site (outside the boundary of Phase 1.1) in a Category I Conservation Easement. The Applicant will provide the remaining 0.28 acres of afforestation plantings by a combination of landscape areas and off-site banking. The landscape areas will not impact the recreation areas associated with Phase 1.1. This landscape credit will be finalized and the areas calculated prior to Certified Site Plan for Phase 1.1. Any remaining afforestation will be satisfied through the use of a forest bank.

Forest Conservation Variance

Section 22A-12(b) (3) of Montgomery County Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection. These include trees that measure 30 inches or greater Diameter at Breast Height (DBH); are part of a historic site or designated with a

¹ Use IV - Waters that are capable of holding or supporting adult trout for put and take fishing, and that are managed as a special fishery by periodic stocking and seasonal catching (cold or warm waters).

historic structure; are designated as a national, State, or County champion tree; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species. Any impact to these trees, including removal of the subject tree or disturbance within the critical root zone (CRZ) of a subject tree, requires a variance. An applicant for a variance must provide written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law.

The Planning Board approved a variance request to remove 44 specimen-sized trees and to impact 11 specimen-sized trees on the entire 30.70 acres as part of the Preliminary Forest Conservation Plan approval on September 26, 2013. As mitigation for the removal of the 44 specimen-sized trees, the Applicant will planting 121 native canopy trees with a minimum of 3" caliper on-site (at a ratio of approximately 1" caliper for every 4" DBH removed). Because these trees will be planted for mitigation for specimen trees removed, they do not count toward afforestation requirements.

The proposed FFCP for Phase 1.1 includes the planting of 32 native, 3" caliper mitigation trees within the Phase 1.1 limits of disturbance as mitigation for the removal of specimen trees. The remaining 89 mitigation trees will be planted as part of the future phases of the Glenmont Metrocenter development.

During the Planning Board hearing on September 12, 2013 for the Preliminary Forest Conservation Plan approval, some community members mentioned removal of large trees in the late 1980s without approval and asked that mitigation for those trees be evaluated at the time of the first Site Plan. Staff reviewed the prior approvals for the site to evaluate whether a violation had occurred that would require compensatory mitigation. Staff found that the Preliminary Plan No. 119842080 and Site Plan No. 819850680 were approved prior to the establishment of Chapter 22A. Forest Conservation Law, and that the clearing of the trees had occurred prior to the establishment the law. Therefore, this Site Plan application cannot be held accountable for any loss of trees that occurred before the Forest Conservation Law was enacted.

Noise

A noise analysis is necessary to determine the projected interior and exterior noise levels requiring mitigation for residential units and outdoor recreational areas. The Montgomery County "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" stipulate a 65 dBA Ldn maximum noise level for outdoor recreation areas and 45 dBA Ldn for indoor areas.

The Applicant prepared two highway noise analyses to assess the current and projected 2040 outdoor noise levels along Layhill Road, Glenallan Avenue, and Georgia Avenue. The analysis dated May 4, 2013 addressed the Phase 1.1 site and the analysis dated November 6, 2013 amended the first analysis to include the entire site and update the Phase 1.1 lot layout approved on the Preliminary Plan (Attachment D). The submitted noise analyses for Phase 1.1 indicate that future unmitigated traffic noise levels above 65 dBA Ldn will impact the townhouses along Layhill Road and Glenallan Avenue. The May 4, 2013 noise analysis recommended using upgrades including resilient channels for non-brick walls of end units facing Layhill Road, windows rated at Sound Transmission Class (STC) 28-32 along Layhill Road and Glenallan Avenue, and doors rated up to STC 31 along Layhill Road and Glenallan Avenue to mitigate interior noise levels greater than 45 dBA, Ldn. Staff has included these recommendations in the conditions of approval at the beginning of this report.

Stormwater Management

DPS issued a letter accepting the Stormwater Management Concept for the Property on January 22, 2014 (Attachment E). The Stormwater Management Concept proposes to meet required stormwater management goals via the use of micro-bioretenion techniques in tree panels and in open spaces along roads.

Conclusion

Based on the analysis described above, Staff recommends approval of the FFCP with the conditions cited in this Report. The variance was approved with the Preliminary Plan on September 26, 2013.

ANALYSIS AND FINDINGS – Sec 59-D-3.4(c)

- 1. The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

The proposed Site Plan is subject to the approved Development Plan. The proposed Site Plan conforms to all of the ten non-illustrative binding elements and the three binding design principles of the approved Development Plan as shown in the following two tables¹. The uses, densities, heights and setbacks conform to those contained on the Development Plan. The Plan also meets the MPDU requirement for Stage 1.

¹ For full text of the binding elements and design principles, see Attachment F.

Development Plan Textural Binding Elements

Required	Proposed
<p>1. Development Blocks 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 will be decided at site plan.</p>	<p>The proposed Site Plan is consistent with the layout of buildings, streets/blocks, and building types as depicted on the approved Development Plan and Preliminary Plan.</p>
<p>2. The total number of units on the property for Stage 1 and Stage 2 combined shall not exceed 1550 dwelling units including MPDUs. Stage 1 shall include 12.5% MPDUs.</p>	<p>The proposed Site Plan includes 171 units with 12.5% MPDUs.</p>
<p>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 so that the Planning Board can make a determination whether the Georgia Avenue/Randolph Road intersection will function at an acceptable level to permit all or a portion of Stage 2 to move forward.</p>	<p>This binding element was satisfied with the approval of the Preliminary Plan.</p>
<p>4. No building permit applications for Stage 2 of the development will be applied for until either a grade separated interchange is fully funded for construction or other transit or transportation improvements are under construction that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level as determined by the Montgomery County Planning Board or the Applicant has committed to the use of the Alternative Review Procedure for Metro Station Policy Areas.</p>	<p>The grade separated interchange is fully funded and this binding element was satisfied with the approval of the Preliminary Plan.</p>
<p>5. No building shall exceed 7 stories or 85 feet as measured pursuant to the Montgomery County Zoning Ordinance.</p>	<p>The maximum building height for the proposed 171 townhouses is 50 feet.</p>
<p>6. All private roads shall meet the Montgomery County standards required for emergency vehicle access.</p>	<p>Montgomery County Department of Fire and Rescue has confirmed that all private roads will meet County standards for emergency vehicle access.</p>
<p>7. No structures or impervious surfaces shall be located within the Environmental Buffer.</p>	<p>There are no new structures or impervious surfaces located within the Environmental Buffer.</p>
<p>8. Collectively, the maximum density for Stage 1 and Stage 2 is 50.1 units per acre with MPDUs, in conformance with the Sector Plan density of up to 51 units per acre.</p>	<p>The proposed density in Phase 1.1 is 18.1 units per acre.</p>
<p>9. Subject to Textual Binding Element Note 4, the completion of any portion of the project is not necessary to commence any subsequent portion of the project.</p>	<p>Site Plan Phase 1.1 is the first phase of the Glenmont Metrocenter development.</p>
<p>10. The Applicant will conduct an operational study at the time of preliminary plan of subdivision to identify and evaluate appropriate operational improvements including: (i) pedestrian</p>	<p>This binding element was satisfied with the approval of the Preliminary Plan.</p>

<p>crossings between the Glenmont Metrocenter Project and the Glenmont Metro Station, (ii) pedestrian safety along Glenallan Avenue and sight distances for turning movements from the project onto Glenallan Avenue, (iii) gaps in through traffic to allow cars to enter and exit safely to and from the driveways south of Glenallan Avenue onto Layhill Road, and (iv) cut through traffic along Glenallan Avenue to Randolph Road.</p>	
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Development Plan Binding Design Principles

Required	Proposed
<p>1. Pedestrian Oriented Streets</p> <ul style="list-style-type: none"> • The neighborhood street system shall be continuous and interconnected where practical. • Neighborhood streets shall be arranged to define the Development Blocks and to create blocks that encourage walkability. • Parking shall be provided on streets (parallel spaces) where practical, and in decks and/or parking garages and driveways. • Neighborhood streets that radiate from the new “Neighborhood Main Street” shall provide safe and adequate access to Metro. • All streets shall have a minimum five foot wide sidewalk dimension continuous on both sides of the street. • All streets shall have a street tree zone separating the sidewalk from the curb on both sides of the street. • All street trees shall be placed in continuous lawn panel, landscaped panel or in tree pits. 	<p>The proposed development provides an internal network of walkable streets in a grid pattern, defining the Development Blocks with short blocks to emphasize pedestrian use and street character. The proposed streets are convenient and attractive for pedestrian and bicycle circulation and provide clear visual separation of the vehicular and pedestrian traffic with street tree plantings along the street curbs and fencing for portions of the street tree spaces.</p> <p>The proposed internal streets will have on-street parking, street trees, and a sidewalk system that provides connectivity within the Property and to the perimeter sidewalks, bike path systems, and the adjacent Metro Station. All streets will have a minimum five-foot wide sidewalk dimension, a street tree zone separating the sidewalk from the curb, and all street trees are located in landscaped panels or in tree pits.</p>
<p>2. Public Open Space Elements</p> <ul style="list-style-type: none"> • A major public use space for the enjoyment of the residents and the greater Glenmont community shall be located in the vicinity of Blocks F, G, and H. The space will be predominately landscaped with seating opportunities and passive recreation opportunities. • Minor open spaces will be distributed throughout the project and will be diverse in terms of size, function and type. • To the extent practical, open space areas shall incorporate on-grade rain water bio-filtration strategies. 	<p>A major public use space is located in the northwest corner of the Phase 1.1 site and will include a tot lot and 5,000-square foot open play area. It will have landscaping, seating, and bicycle parking spaces. Additional amenities dispersed throughout the site include seating areas, open areas, and bicycle and pedestrian circulation systems. Trees and common area plantings include micro-bioretenion techniques located in tree panels and in open spaces. The proposed landscaping consists primarily of deciduous, ornamental, and evergreen trees providing shade and comfort.</p>

<p>3. Architectural Elements</p> <ul style="list-style-type: none"> • Building front entrance(s) shall front onto the street(s). • Special architectural treatments shall occur at the terminus of vistas or defined view along a street. • Garage access for townhouse units shall primarily be rear-loaded and served by alleys. 	<p>The proposed 171 townhouses will face the existing perimeter roadways, internal streets, and public spaces. All units will be rear-loaded (driveways from internal alleys). The architecture of the proposed townhouses provides varied unit sizes and exterior finish materials that will emphasize strong residential features. In addition, all units with exposed sides facing Layhill Road, Glenallan Avenue and the streets named on the plan as Wyeth Street, Haring Street, and Macaulay Street will have facade articulation and fenestrations typically found on the front facades, including window treatments, color and fascia materials.</p>
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2. *The site plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

The Property is subject to the TS-R zoning standards. The purposes of the TS-R Zone include:

- (a) to promote 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 to 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 the buildings and their grouping and layout within the area 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 or the regional district and the county as a whole.

The proposed Site Plan meets the purposes of the TS-R Zone. The entire Glenmont Metrocenter development includes the replacement of the 352 units known as Privacy World, with up to 1,550 dwelling units and up to 90,000 retail/commercial square footage. It fulfills the objectives of more intense development and new, high quality housing near the Metro station. The variety of housing types will include 1,325 multi-family units in buildings of four to six stories, and 225 townhouse units of various sizes. The addition of up to 1,550 new dwelling units will provide customers for the existing and future retail in Glenmont. This is the first phase of development and the 171 townhouses will provide residential uses within walking distance to the transit station. The proposed streets will have on-street parking, street trees, and a sidewalk system that provides connectivity to the adjacent Metro Station and points beyond.

The following data table indicates the proposed development’s compliance with the applicable standards of the Zoning Ordinance. The Site Plan meets all of the development standards of the TS-R Zone. There is no applicable Urban Renewable Plan for this area.

Project Data Table for the TS-R Zone, Development Standards

Development Standard (59-C-8.4)	Permitted/Required	Proposed
59-C-8.41. Minimum area		
Minimum Area Required for Development	18,000 square feet	412,077.6 square feet (9.46 acres)
59-C-8.42. Density of Development		
(a) Maximum floor area ratio	2.5	1.9 (for entire site)
(b) Maximum dwelling units per acre	51	18.1 (for Phase 1.1)
59-C-8.43. Open Space		
(a) Minimum percentage of net area devoted to public use space	10	10.5
(b) Minimum percentage of net area devoted to active and passive recreational purposes	25 ¹	26.3
Total minimum open space	35	36.8 ²

59-E-3.7. Parking Requirements			
Unit Type	No. of Units	Parking Required	Proposed
Dwelling, One-family attached (two spaces per unit)	171	171 x 2 = 342	320 ³
On-street visitor parking spaces			22 ⁴
Total		342	342

Section 25A-MPDUs	
Required	Proposed
12.5% minimum	12.5% of total new units (22 units)

¹ Minimum percentage for projects with a site area of less than 40,000 square feet is 20. Minimum percentage for projects with a site area of 40,000 square feet or more is 25 or as specified in the applicable master or sector plan.

² See Attachment G-Open Space Exhibit

³ The Planning Board may approve a 10 percent reduction in the standard parking requirement if such units are located within a central business district or transit station development area. A 5 percent reduction is also allowed where such units are located within 1,600 feet of a metrorail station entrance.

This is based on the Applicant's request for a 6.4% credit for specified residential uses, per Section 59-E-3.33.
 $(2 \times 171) \times .936 = 320$

⁴ The Applicant is proposing to provide 22 on-street parking spaces to ensure visitor spaces are adequately provided within Phase 1.1 to have minimal impact on the surrounding neighborhood.

59-E-3.33. Credits for specified residential uses

Section 59-E-3.33(a) of the Zoning Ordinance allows the Planning Board to grant a reduction of up to 10 percent for multi-family dwelling units, townhouses, fourplex units, and individual living units, in the standard parking required under Section 59-E-3.7, if such units are located within a central business district or transit station development area. Under Section 59-E-3.21, a five percent reduction is also allowed where such units are located within 1,600 feet of a Metro station entrance.

The proposed project contains 171 townhouses, which require a total of 342 spaces (two spaces per unit, Section 59-E-3.7). The maximum parking reduction of 15 percent allowed by Section 59-E-3.3(a)--10 percent for being within a transit station development area and 5 percent for being within 1,600 feet of the Glenmont Metro entrance--would be a maximum reduction of 51 spaces for this project. The Applicant is requesting a 6.4 percent reduction (22 spaces) for this Site Plan application. The proposed Site Plan provides a total of 342 spaces as follows: 320 spaces within the units for the residents, and 22 on-street spaces for visitors. The 320 spaces for the residents include 298 spaces for the 149 market rate units (at two spaces per unit), and 22 spaces for the 22 MPDU units at one space per unit.

The TS-R Zone is intended to promote effective use of the transit station development areas and provide residential uses (and certain compatible non-residential uses) within walking distance to transit stations. The reduction in parking allowed by the Zoning Ordinance encourages non-automotive travel in the transit station development area. This development will provide housing within a short walking distance of the Glenmont Metro Station. It is expected that not all residents of the proposed townhouses will have two cars per unit. And, the requested reduction of 22 spaces is smaller than the full reduction of 51 spaces that could be granted by the Board. In addition, the Montgomery County Department of Housing and Community Affairs supports the requested reduction in parking spaces for the MPDU units at one space per unit.

Staff recommends approval of the requested reduction in parking based on the above analysis.

59-C-8.5. Special Requirements in the TS-R Zone

59-C-8.51. Building height limit

The maximum building height permitted for any building shall be determined in the process of site plan review.

The maximum building height for the proposed 171 townhouses is 50 feet as specified in the approved Development Plan.

59-C-8.52. Off-street parking

Parking shall be so located as to have a minimal impact on any adjoining residential properties.

The parking proposed in the Phase 1.1 Site Plan satisfies this requirement. There is no impact on any adjoining residential properties as the required parking is located in the townhouse garages and on private streets.

59-C-8.53. 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 interior streets in the proposed development are private and satisfy the width requirements.

59-C-8.54. Ancillary commercial uses

Not applicable, no commercial uses are proposed in the Phase 1.1 Site Plan.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

a. Locations of buildings and structures

The locations of the buildings and structures are adequate, safe and efficient and consistent with the approved Preliminary Plan and Development Plan. All of the proposed buildings are arranged along a grid street pattern and allow for safe and efficient pedestrian circulation within the project by providing projected sight lines for a significant distance.

b. Open Spaces

The locations of proposed open spaces are adequate, safe, and efficient and include sidewalks complemented by unique, small open spaces and more centralized, adaptable, larger open spaces that will provide passive and active spaces for sitting, relaxing, strolling, and social engagement (Attachment H). Each of the open space areas maintains relationship to the street geometry while providing corridor views along the streets and intersecting alleys. The open space areas and the sidewalk connections are landscaped to provide shaded spaces along the walkways, while maintaining functional passive or active recreational spaces.

c. Landscaping and Lighting

Landscaping and lighting, as well as other site amenities, will be provided to ensure that landscaping, lighting, and site amenities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. The proposed on-site lighting is to provide a residential pole and fixture type, and will limit the necessary light levels to streets and sidewalks. Lighting incorporates partial cut-off light fixtures to prevent light spillover to adjacent areas. Site furnishings will be integrated within the site to create a unique and interesting place and ensure accessibility and comfort.

d. Recreation Facilities

The on-site recreation amenities are dispersed throughout the site, and include 16 bench-seating areas, tot lot play equipment, a 5,000 square foot open play area, as well as bicycle and pedestrian circulation systems (Attachment G). The proposed development meets the required supply of recreation facilities based on the Planning Board's Recreation Guidelines. The proposed development will provide adequate, safe, and efficient recreation facilities to help residents lead an active and healthy life.

e. Pedestrian and Vehicular Circulation Systems

The Applicant proposes vehicular access to the site off Layhill Road and Glenallen Avenue, consistent with the approved Preliminary Plan. An internal grid network of private streets provides clear visual separation of the vehicular and pedestrian traffic with street tree plantings along the street curbs and fencing for portions of the street tree spaces. Each of the internal street intersections and crosswalk locations provides greater than required sight distance and implements ADA compliant sidewalk ramps. The private street system provides access for emergency vehicles and other public services, and allows the installation of public utilities.

4. *Each structure and use is compatible with other uses and other site plans, and with existing and proposed adjacent development.*

No other development is proposed in the area at this time. The architecture of the proposed townhouses provides varied unit sizes and exterior finish materials that will emphasize strong residential features. In addition, the proposed residential structures provide compatibility to the limited surrounding residential uses with similar building heights, exterior building materials and the use of rear loaded garage parking. Townhouses will face the existing perimeter roadways, internal streets, and public spaces.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable laws.*

a. Forest Conservation

The plan is in compliance with the M-NCPPC's Environmental Guidelines and Forest Conservation Law. Staff recommends that the Planning Board approve the Final Forest Conservation Plan for Phase 1.1 as part of Site Plan with the conditions cited in this Staff Report.

b. Stormwater Management

A Stormwater Concept Plan was approved by the Montgomery County Department of Permitting Services (DPS) on January 22, 2014.

Compliance with Prior Approvals

The application complies with all applicable binding elements of County Council Resolution No. 17-502 approving Local Map Amendments G-862 and G-863, and Preliminary Plan Resolution No. 13-129.

COMMUNITY OUTREACH

The Applicant conducted a pre-filing community meeting on May 21, 2013. The Applicant has complied with all submittal and noticing requirements. Staff has met with some neighborhood community members to discuss the proposed development. Staff has not received correspondence from community groups or citizens as of the date of this report.

ATTACHMENTS:

- A. Site Plan
- B. Justification Statement

- C. Final Forest Conservation Plan
- D. Highway Noise Analyses
- E. Department of Permitting Services Stormwater Approval
- F. Development Plan-Textural Binding Elements and Binding Design Principles
- G. Open Space Exhibit
- H. On-site Recreation Facilities Plan
- I. Agency Approval Letters
- J. Preliminary Plan Resolution