

MEMORANDUM

DATE: May 5, 2006
TO: Montgomery County Planning Board

VIA: Rose Krasnow, Development Review Chief
Carlton Gilbert, Zoning Supervisor *AKG*

FROM: Joel A. Gallihue, AICP Senior Planner (301) 495-2119 *JAG*

SUBJECT: **Local Map Amendment No. G-847:** Fairfield Realty, LLC. Reclassification of 4.64 acres from the R-20 zone to the RT-15 zone for up to 85 townhouse units under standard method of development. Located in northeast quadrant of the intersection of Georgia Avenue and Shorefield Road in the Glenmont vicinity less than two thirds of a mile south of the intersection of Georgia Avenue and Randolph Road. Master Plan for the Communities of Kensington - Wheaton.

FILING DATE: January 3, 2006
PUBLIC HEARING: May 26, 2006

STAFF RECOMMENDATION: Approval of the RT-15 zone by the standard method of development for the following reasons:

1. The application satisfies the requirements of the purpose clause of the RT Zone.
2. The application proposes a form of development that would be compatible with existing and planned land uses in the surrounding area.
3. The application will be consistent with the density recommended in the 1989 Approved and Adopted Master Plan for the Communities of Kensington - Wheaton.
4. The requested reclassification to the R-T 15 Zone bears sufficient relationship to the public interest to justify its approval.
5. Public facilities are sufficient to serve the proposed development.

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PROPOSAL DESCRIPTION

The subject property at 2301 Shorefield Road is approximately 4.64 acres (202,352 square feet) in area and located on the east side of Georgia Avenue, south of Georgian Woods Place. The property is Parcel A, of the Shorefield Manor subdivision. The petitioner¹ requests rezoning from R-20 to RT-15 to accomplish a development that may result in up to 85 townhomes or other units permitted in the zone.² The property is currently improved with 102 multi-family units. This zoning request is being reviewed concurrently with G-846.³ Both zoning requests are related to an improvement project in Georgian Woods that Fairfield Realty has undertaken. Georgian Woods is a multi-family development in the R-20 and R-30 zones. Existing multi-family units in the center of the site will be rehabilitated. The areas proposed for RT-15 zoning will be redeveloped. An objective of the RT proposals is to provide a transition from high intensity commercial uses at Glenmont Center and along Georgia Avenue and single-family neighborhoods to the east and south. The overall project will locate single-family attached dwellings on the periphery of the rehabilitated multi-family development. Other objectives are to add market rate owned housing and the required MPDU units to what was exclusively a rental development. Related to this objective is the fact that the financing associated with the rehabilitation of apartments can not be applied to the sections proposed for rezoning because the applicant has not owned these sections long enough to qualify. The request is made under the Standard Method of Development, which does not require binding limitations with respect to land use, density and development standards or staging.

Located approximately one third of a mile south of Randolph Road and a mile north of the center of the Wheaton CBD, the site is situated on a major transportation route. Georgia Avenue conveys major commuter traffic volumes past the site and through a corridor that is host to a mix of housing and non-residential uses. The site is approximately 3,500 feet from the Glenmont Metro station.

Surrounding Area –

The surrounding area must be identified in a floating zone case so that compatibility can be evaluated properly. The “surrounding area” is defined less rigidly with a floating zone application than in a Euclidean zone application. In general, the definition of the surrounding area takes into account those areas that

¹ Fairfield Residential LLC – a national multi-family developer that does new development and redevelopment in a range of markets. A local example is “The Barrington” located in Silver Spring on East West Highway.

² The required disclosures (Ordinance 7-51) indicate 3 story townhomes (35’) that are 22’ wide and 40’ deep, however, as noted on the disclosure form, this disclosure is non-binding.

³ The technical staff reports for G-846 and G-847 are substantially the same. While most referral memorandums examine the cases together, separate staff reports were provided for the record for each case.

would be most directly affected by the proposed development. The immediate vicinity for both G-846 and G-847 includes developments of multi-family housing bounded to the south by Shorefield road, to the west by Georgia Avenue, to the north by Randolph Road and to the east by Wheaton Regional Park. Shorefield Road represents a clearly defined line where the housing type transitions to single family detached to the south with commercial uses at the intersection with Georgia Avenue. Other single family detached housing exists to the west across Georgia Avenue, however, many non-residential uses are present in the Georgia Avenue corridor as well. The "Existing Land Use Plan" prepared by Lessard Group and submitted with the application includes property that shows the neighborhood area crossing to the west side of Georgia Avenue. Including some land west of Georgia Avenue in the area is demonstrative of the mix of uses in the Georgia Avenue corridor. In the north are a church and fire station with commercial uses on the opposite side of Randolph Road. Wheaton Regional park is immediately to the east. The 1989 Approved and Adopted Master Plan for the Communities of Kensington - Wheaton does not provide a precise definition of this neighborhood. The surrounding land uses are mostly multi-family residential with some single family and non-residential uses which include institutional, government and commercial. The plan did identify the context of this area in addressing "Critical Parcels and Areas," as noted in the attached community based planning memorandum. In areas where multi-family is surrounded by one-family detached zoning, the plan recommended increased density, and in one parcel the use of the RT zone as a transition. The plan identified up to 15 units to the acre as an appropriate density for one of these critical areas that is surrounded by this project. So the context for this project is Wheaton Regional Park to the east, Henderson Avenue to the south, the rear of lots fronting the west side of Georgia Avenue and Randolph Road. Single-family detached properties on the south side of Shorefield Road are close enough to be included in this analysis. Staff adopts, for purposes of defining the surrounding area, the neighborhood indicated on the submitted land use map. (attached.)

Other Potential Development in the Area

Little to no undeveloped land exists in the surrounding area. Other than the companion zoning case there are no instant proposals in this surrounding area. Without other redevelopment proposals, few other RT zoning options seem likely in the surrounding area for this proposal nor are they made any more compelling by approval of these particular zoning requests.

ANALYSIS

Intended Use and Approval Procedures

The applicant requests the RT-15 zone to allow the redevelopment of the site, which will consist of up to 85 townhouse units or other units permitted in the RT zone.⁴ The illustrative plan indicates that development will occur across the entire site

The new units proposed are three story town-homes with rear-entry integral garages. They are arranged across site in groups (or sticks) of four, five, and eight. One stick of five presents its side to Georgia Avenue. The units in this section meet the twenty-five foot street setback, ten-foot side yard setback and thirty-foot setback from one-family detached dwellings.

Zoning History –

Comprehensive:

1954 Regional District Zoning: R-90 enacted and mapped.

Local Map Amendment:

After comprehensive zoning, this area⁵ experienced significant development pressure. The Kensington Wheaton Planning Area VII Plan of 1959 reconfirmed the R-90 zoning but, shortly thereafter, contrary local map amendment proposals for C-2, R-10, R-20, & R-30 were proposed and denied in the area. In response to this pressure, in 1964, the Planning Board directed technical staff to do a land use study for the area. Staff returned with a recommendation that RT zoning be permitted along Georgia Avenue extending 500' east of the road. The balance of the property through to Wheaton Regional park would be zoned R-60. Local map amendments continued to come in through the sixties, which requested multi-family zoning and staff recommended denial based upon the land use pattern identified in the study. The Planning Board and the District Council did not adopt the staff recommendations of denial in the three cases that zoned the properties now subject to zoning requests G-846 and G-847 to R-20 and R-30.⁶ By 1965 when zoning case E-400 sought R-20 for a small residual of R-90 zoned land, staff had accepted that the area had changed to multi-family and recommended approval.

Public Facilities

⁴ Most recent RT zoning cases have processed under the optional method of development where a schematic plan of development is submitted however in this case the submission is merely illustrative.

⁵ Including the subject property and other area being rehabilitated and other properties in the immediate vicinity.

⁶ C-1338, C-1457, and E-182.

Utilities:

The subject property is currently served by public sewer and water that would be available to the new development and adequate for its needs. The proposed development would connect to existing water and sewer lines that abut the property. The property is Water Category W-1 and Sewer Category S-1. Local service is deemed adequate and the impact from rezoning is considered negligible (Source: *WSSC Development Services Group*). Electric and telephone service are available via overhead lines along Georgia Avenue.

Roadways:

Georgia Avenue (MD 97): A regional six lane major highway with a minimum right-of-way of 120 feet. Dedication by the applicant is anticipated to accomplish the 120-foot right-of-way called for in the master plan. This road is a major commuter route, which has several bus lines. A shared use path exists on this facility. The proposed development plan will not change access..

Shorefield Road: A local street (primary residential) with a minimum right-of-way of 70 feet. Shorefield road serves as a significant entry into Wheaton Regional Park. Dedication by the applicant is anticipated to accomplish the master plan objective.

Schools:

The subject property is located within the Kemp Mill Elementary and the Col. E. Brooke Lee Middle School attendance areas, and Northwood High School base area⁷. Based upon average yield factors for comparable housing units, the impact of this project is estimated to be approximately 16 elementary, 14 middle, and 18 high school students. Kemp Mill Elementary enrollment exceeds capacity and Col. E. Brooke Lee Middle is within capacity. Northwood High School is operating within capacity. Conditions for these schools are not projected to change. The current growth policy indicates that capacity is adequate in the Down County Consortium cluster.

Requirements of the RT-Zone

The intent and purpose of the RT-Zone is found in section 59-C.1.721 of the Zoning Ordinance, which states that the purpose of the RT-zone is to provide suitable sites for townhouses in areas that are, "Designated or appropriate for residential development at densities allowed in the RT Zones." While not giving specific direction, the Master Plan identifies a critical site in this vicinity along Georgia Avenue and Jones Lane as appropriate for residential density up to 15 units to the acre. Of course the plan confirmed the R-20 zoning, which accomplishes similar densities, therefore, the purpose clause is met by this application.

⁷ Northwood is in Down County Consortium, which allows students to select schools within consortium.

The RT Zone has special row design requirements for townhomes. The maximum number of units in a group is eight. The submitted illustrative plan is comprised of a mixture of groups of four, five and eight units. The requirement to vary building line is not shown by the configuration shown on the illustrative plan but will be required at site plan. The subsequent reviews will be where the final determination that this requirement has been met; however, it is clear from the submitted illustrative that there is nothing unusual about the property that would prevent variation of two feet for every fourth unit.

The density for the submitted development may range from 15 dwelling units per acres, including the required 12.5% MPDUs, up to 18.3 dwelling units per acres and is compatible with the surrounding mix of multi-family dwellings, single family detached dwellings and non-residential. As proposed, the residential development would serve as a transition from one family detached dwellings to the higher intensity uses along Georgia Avenue. The effective density accomplished may be less when site environmental factors are considered in subsequent reviews. This is reflected in discussions present in the attached environmental planning memorandum. Such flexibility is desirable for an infill development, as is the case with the subject proposal.

Development standards for the rezoning petition are consistent with the proposed zone. That is said recognizing that with the standard method application, the case at hand is presented without a site plan or binding elements and that the development would be required to satisfy all of the other development standards for the zone at the time of subdivision and site plan review. The following chart shows the development standards for the rezoning application and considers the illustrative plan to evaluate if standards could be met:

Development Standards for RT-15 Zone		
Standard	Permitted/Required	Proposed
Minimum tract area	40,000 sq. ft. (0.92 ac.)	291,412 ft ² (6.69 ac.)
Maximum density	18.3 units/ acre (122 max)	Up to 18.3 units/ acre (122 max)
Building setback requirements		
- Public street	20 feet	25 feet
- From adjoining lots	8 feet	10 feet
- Rear	20 feet	20 feet
- From adjacent single family detached	30 feet	30 feet
Maximum Building Height	35 feet	35 feet
Minimum Green Area	30 percent	30 percent
Maximum Building Coverage	none	TBD ⁸
Minimum Parking	2 spaces/ unit (244)	260

⁸ To be determined at site plan.

Master Plan Recommendation –

The subject property is covered by the 1989 Approved and Adopted Master Plan for the Communities of Kensington – Wheaton. The plan reconfirmed the R-30 zoning for the area and recommends similar density for a critical area surrounded by this development. In the attached Community Based Planning analysis it is observed that the proposed density is effectively the same as what exists. While some development potential may not be realized when environmental regulations and guidelines are applied, it is clear the proposal is within the range of density confirmed by the plan.

Housing

The Research and Technology Housing Coordinator examined this application to ensure there is no loss of existing density. Staff raised a concern that environmental constraints may cause the proposed development to accomplish less density than the existing proposal. With this concern in mind, staff considered opportunities to seek higher density near metro and found that these sites were excluded from the Glenmont Sector Plan, which could provide support for higher density if it were applicable. Staff considered the potential for TDR reception on-site to accomplish more density, noting that the TDR program does not prohibit discovery of new receiving areas.

When the analysis performed by Community Based Planning is considered along with the comments from the Housing Coordinator, it is clear that these sites, while reasonably close to metro, were not included in the Glenmont Sector Plan. This policy decision seems to have impeded other zoning options that could accomplish a higher density or group development such that it avoids environmental constraints. The application proposes a zoning category, which is clearly within the density confirmed by the plan. Because the proposal is in the standard method there is flexibility in the subsequent review to work to creatively serve housing and environmental objectives within the requirements of the RT-15 zone.

Community Planning staff examined the effect of this proposal on affordable housing. Existing development predates affordable housing requirements but what exists has been recognized as affordable by some analyzing this application. The fact of the matter is that the units are rented at the rate the market will bear for this type and age of unit, making them a reasonable price for this market, but there is no control. The proposed development would remove rental multi-family units and replace them with a similar number of owned units, including required MPDU units. As this is happening on the sites of both zoning proposals, the developer is also remodeling the rest of the apartments using financing which requires rents to be affordable to a range of incomes including very low incomes. Therefore the benefits of this proposal, beyond the physical

investments, are increased diversity of housing types, including owned affordable housing in the form of MPDUs and affordable rental housing where rents are controlled through an agreement with the Housing Opportunity Commission.

Preliminary and Site Plan Issues

Subdivision and site plan review are required. A potential issue that may be discussed is the proposed use of private alleys and streets for town homes. This is a matter, which has undergone recent policy discussions. Public streets would reduce the yield of the project and private streets and drives serve the existing multi-family development. The engineering report does not anticipate dedication however Transportation Planning staff has indicated necessary dedications. The traffic study has proposed bus shelters for mitigation of the impact to the Georgia Avenue Randolph Road intersection but the Department of Public Works and Transportation is not accepting bus shelters for mitigation. Transportation staff has suggested alternatives to be considered in subsequent reviews. Environmental staff has also provided guidance for issues that will be addressed in these reviews in their attached memorandum.

Environmental

In the attached memorandum, staff offers comments for the application and provides guidance for subsequent development approvals. Environmental Planning staff recommends approval of local map amendments G-846 and G-847 and offers the following analysis for Planning Board to consider. Development of the site should be innovative rather than conventional. Staff will consider the following in subsequent review:

- Applicant shall submit a detailed Tree Save Plan as part of the FCP that fully meets directives of M-NCPPC Forest Conservation regulations #1-01, Section 109B. Details are indicated in the attached memorandum.
- Possibilities for improving stormwater management to include: daylighting portions of the buried stream, providing stormwater management to assist the Department of Environmental Protection in stream restoration, disconnect runoff from the storm drain system and increase links to pervious surface, reduce imperviousness and generally mitigate stormwater impacts through innovative unit size or type and site design.

Transportation

In the attached memorandum staff indicates support for the current proposal given the number of units and access. Staff has indicated comments about right-of way that will be considered in subsequent reviews. A traffic study was

required and Critical Lane Volume analysis was performed for three intersections. Some mitigation will be necessary for the Georgia Avenue / Randolph Road intersection, although staff has noted this intersection is under study for a grade separated interchange project.

Community Concerns –

Staff is not aware of any community concerns. The applicant has conducted outreach in the community and found support for the proposed redevelopment to townhomes. The applicant met with the Arcola Woods Community Association and Branford Park HOA and found no objection to the proposed form of development

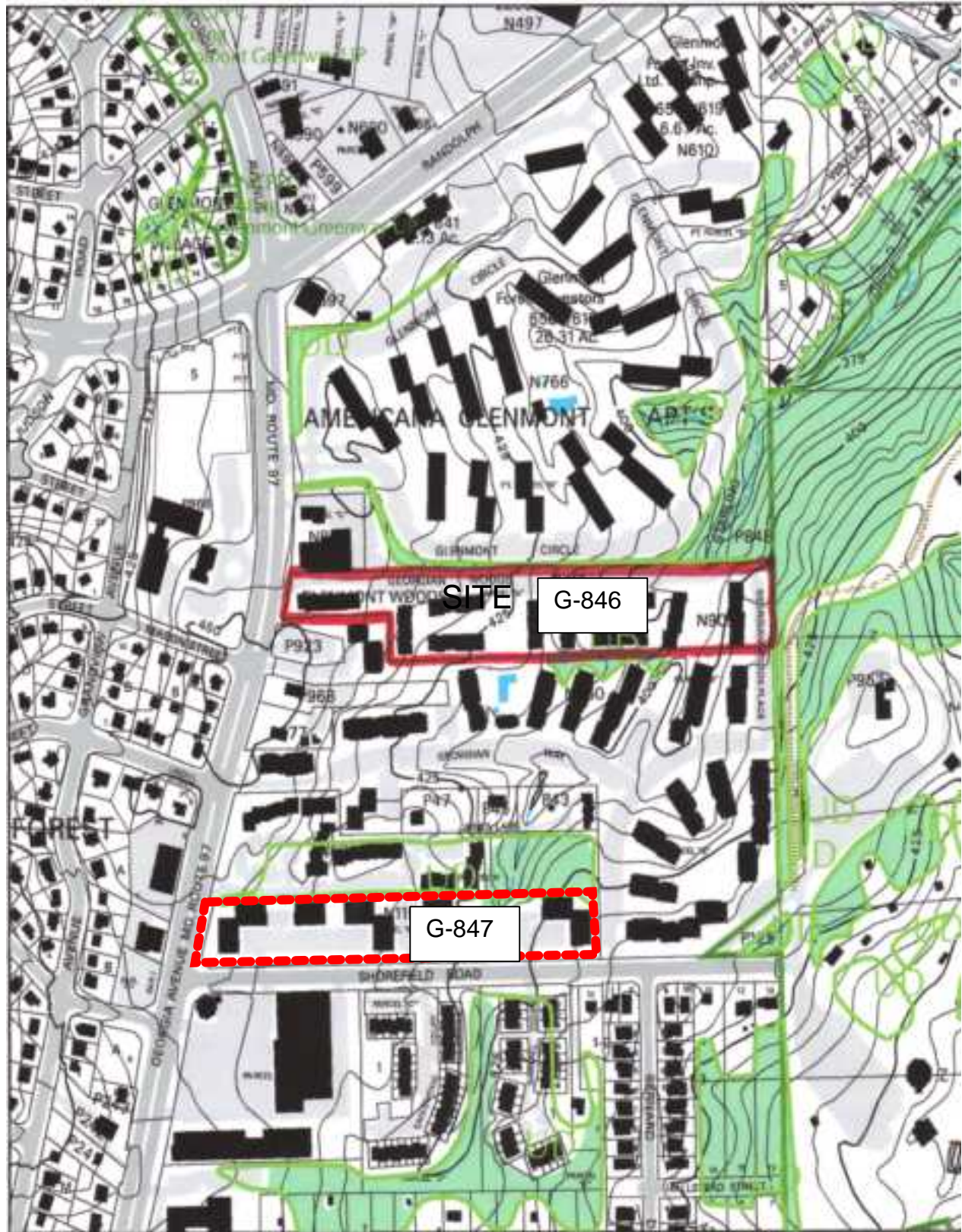
CONCLUSION

With respect to the subject zoning application, staff finds that the intent of purpose clause of the RT zone has been met in conformance with the master plan and the specific requirements for the RT zone are also met. Staff has evaluated the illustrative design and found it will be compatible with surrounding land uses.

Attachments:

1. Vicinity Map
2. Vicinity Photo
3. Illustrative Plan
4. Site Photographs
5. Community Based Planning Referral
6. Transportation Referral
7. Environmental Referral
8. Research & Technology Section Analysis

GLENMONT WOODS (G-846)



Map compiled on March 07, 2008 at 11:20 AM | Site located on base sheet no - 3188W02

NOTICE

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Key Map



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING



Attachment C - Visibility Photo


LESSARD GROUP INC.
 1001 HUNTERS LANE, SUITE 200 | GAITHERSBURG, MD 20878
 TEL: 301.281.1234 | FAX: 301.281.1235
 WWW.LESSARDGROUP.COM

Illustrative Site Plan
 Project: 1001 Hunters Lane
 Revision: 1.000

Prepared at: Shoverhill Manor
 Prepared by: [Name]
 Date: [Date]



Attachment 3 – Illustrative Site Plan

South Parcel



South Parcel





April 25, 2006

MEMORANDUM

TO: Joel Gallihue
Development Review Division

FROM: Frederick Vernon Boyd, Community Planner *fyb*
Georgia Avenue Planning Team

SUBJECT: G-846 and G-847

The Community Based Planning Division has reviewed Local Map Amendments G-846 and G-847. Local Map Amendment G-846 is Fairfield Residential LLC's proposal to reclassify its Glenmont Woods property (approximately 6.7 acres) from R-30 to RT-15. G-847, about 4.6 acres, is a proposal from the same applicant to reclassify its Shorefield Manor property from R-20 to RT-15. In both cases, the applicant proposes to raze the existing garden apartment complexes and replace the buildings with one-family attached dwelling units. The Division recommends approval of both amendments; they are consistent with the 1989 Master Plan for the Communities of Kensington-Wheaton.

The Neighborhood

The properties proposed for this reclassification are bounded on the north by a garden apartment complex, Glenmont Woods. To the east, at the end of Shorefield Road, is Wheaton Regional Park, which provides a wide range of recreational opportunities easily accessible to downcounty residents. To the south, across Shorefield Road, lies the majority of the community's commercial hub, as well as a mixture of one family residences. Immediately adjacent to the west is St. Andrew's Lutheran Church, which offers social services and child care as well as religious activities. Across Georgia Avenue is a part of the neighborhood's commercial district and the Wheaton Crest community. Kensington Fire Station 18 and the Wheaton-Glenmont Police Station are located at the intersection of Georgia Avenue and Randolph Road.

The Master Plan

The Kensington-Wheaton master plan looked most closely at a series of "Critical Parcels and Areas" that had significant potential as "infill" development, with the

objective of recommending land uses and zones that "would be consistent with the goals of land use stabilization and compatibility." The Plan focused on "sites where the pressure for land use and zoning changes would be greatest, or sites where an alternate land use or zoning category would provide greater land use stability and compatibility with the surrounding neighborhood." (p.41)

The Plan looked at two areas near the applicant's properties. For one, a collection of eight parcels on Georgia Avenue and Jones Lane that is surrounded by the applicants' properties, the Plan recommended increasing density from five units to the acre to 12 or 15 units to the acre and recommended the use of transferable development rights. It recommended multi-family units for the resulting development, recognizing that the property was surrounded by apartments in the R-20 Zone on the applicant's properties. For the second, a single 3.46-acre parcel on Shorefield Road in the R-90 Zone, the Plan recommended development in the RT-8 Zone, to provide a suitable transition from single-family development in the R-90 Zone to the east to more dense residential and commercial development nearer Georgia Avenue.

More generally, the Plan takes as an overall land use objective the maintenance of "the well-established low- to medium-density residential character which prevails over most of the planning area." (p. 40) It also establishes as a policy "that all infill residential development be similar in character and compatible in density with the immediate neighborhood within which it is contained." (p.50) The recommendations of the Plan for the two properties generally in the neighborhood of the applicants' properties particularly reflect this policy: they recognize the medium density character of the area and they support zones and densities designed to reflect that character. It should be noted that the local map amendments four decades ago that reclassified the applicant's properties to the R-20 and R-30 zones played a significant role in creating the medium-density residential character that prevails in this area.

The density proposed by the applicants for their properties is roughly equivalent to that of the existing R-20 and R-30 zones. With the provision of Moderately Priced Dwelling Units, the proposed RT-15 Zone allows a maximum of 18.3 units to the acre; the R-20 Zone allows 26.5 units to the acre and the R-30 Zone allows 17.7 units to the acre. This density will not diminish the existing medium-density residential character that prevails in this section of the planning area.

Other Issues

The Division also considered two other issues: whether these properties' redevelopment would diminish the inventory of affordable housing in this part of the county; and whether their relative proximity to Metro warranted increasing densities at this location.

Affordable Housing

Although they developed prior to the establishment of a moderately priced dwelling unit program, these rental garden apartment complexes provide housing to households with moderate incomes. The proposed redevelopment replaces the garden apartment complexes with townhouse communities whose units will largely sell for market rates. The existing apartment complexes total 199 units; should redevelopment achieve the maximum allowable yield in the zone, 206 townhouses would be built. The applicant has indicated that the final yield will be determined as part of the site plan review process. Some of the new units, perhaps as much as 15 percent, would be MPDUs. Nonetheless, the units in the proposed projects are likely to be less affordable than those in the existing garden apartment complex.

The applicant is addressing this issue. The Georgian Woods communities include three distinct areas, described by the applicant as phases one, two and three. The proposed local map amendments are for phases one and three. Buildings in phase two will remain in their current zone, R-20, and be extensively renovated at the same time as the creation of the new townhouse communities in phases one and three. Fairfield Residential plans to focus phase two on affordable housing. Of the 371 units in phase two, 10 percent will be set aside for households earning 40 percent or less of the county's median income. An additional 87.5 percent will be aimed at households earning 60 percent or less of the median income. These set asides are required to meet lending and financing obligations.

In addition, Fairfield intends to encourage current residents of the garden apartment complexes in phases one and three to seek rehabilitated units in phase two as they are completed. The company will not force families in those phases to relocate, although it may buy out some residents. It has conducted a number of meetings with existing residents, and is communicating with residents whose first language is not English in their first languages.

While this project will result in the loss of units now considered affordable, the fact that the community will remain substantially affordable (as much as 70 percent, when MPDUs from the redeveloped portion are added to those targeted to moderate income households in the rehabilitated phase) ameliorates that loss. In addition, the less tangible, but no less important benefits to be derived from economic integration should be considered in evaluating the impact of this project on affordable housing in this part of the county.

Densities

Maintaining densities at approximately the existing level will allow this community to remain largely affordable, even as a portion of it is redeveloped and marketed

to more affluent households. The Community Based Planning Division looked as well at the issue of increasing densities at this location.

The more northerly of the two properties that comprise this application is about one-half mile from Metro's Glenmont Station. It is currently in the R-30 Zone, which is the county's lowest density multi-family zone. As part of its review of the local map amendment, Division staff considered whether increased densities might be appropriate at this location.

The R-20 and R-10 zones allow maximum densities (when MPDUs are included) of 26.47 and 53.07 dwelling units per acre, respectively. Both are significantly greater than the 18.3 units to the acre proposed under the RT-15 Zone proposed in the proposed local map amendments. It is uncertain if increased densities—which could necessitate taller buildings, structured parking and defined spaces between buildings—can be accommodated on the applicant's relatively narrow lots under the zones' development standards.

In addition, the current master plan does recommend maintaining the prevailing densities in this area. Should the proposed rezoning be approved, densities between Shorefield Road and the Metro station would "step up" from the 15-18 units to the acre at Shorefield Road to about 30 units to the acre at the station, consistent with recommendations in the Kensington-Wheaton and Glenmont plans.

**MEMORANDUM**

DATE: April 26, 2006

TO: Joel Gallihue, Development Review Division

VIA: Mary Dolan, Countywide Planning Division, Environmental ^{MD}

FROM: Marion Clark, Countywide Planning Division, Environmental ^(M)

SUBJECT: Local Map Amendment No. G-846
Glenmont Woods - Georgian Woods

Local Map Amendment No. G-847
Shorefield Manor - Georgian Woods

Recommendation

Environmental Planning staff has reviewed local map amendments G-846 and G-847. Staff recommends approval of these requests and offers the following analysis for Planning Board to consider. If these local map amendments are approved, staff recommends that, with respect to the environmental features, the site plan be innovative rather than conventional (see details below). In addition to full compliance with the Forest Conservation Law Section 22A-12, the following comments must be addressed in future plan approval processes:

- Applicant shall submit a detailed Tree Save Plan as part of the FCP that fully meets directives of M-NCPPC Forest Conservation regulations #1-01, Section 109B. The Tree Save Plan, prepared by an ISA certified arborist, shall delineate significant impacts (>30%) to critical root zones (CRZ) of all significant and specimen trees. Every effort shall be made to preserve the specimen and significant trees both on site and immediately off site.
- Applicant shall investigate all possibilities for improving stormwater management within the subwatershed by fully coordinating storm water management measures with the Department of Permitting Services (DPS) and the Department of Environmental Protection (DEP). These possibilities include: daylighting portions of the buried stream, providing stormwater management to assist the Department of Environmental Protection in stream restoration, disconnect runoff from the storm drain system and increase links to pervious surface, reduce

imperviousness and generally mitigate stormwater impacts through innovative unit size or type and site design.

- Future approvals must include protection of the floodplain and stream valley buffer.

Discussion

This is a local map amendment request to reclassify two sites from R-20 (Shorefield Manor, 4.64 acres) and R-30 (Glenmont Woods, 6.69 acres) zoning to RT-15. The applicant proposes to demolish existing garden apartments and townhouses to build new luxury townhouses on both sites. Staff used the following four criteria drawn from environmental policy and guidelines to analyze the proposal:

- Condition of Glen Allen tributary and subwatershed.
 - Sources: Countywide Stream Protection Strategy and discussions with DEP.
- Buffers for stream valley and floodplain and potential for stormwater management control.
 - Source: Environmental Guidelines and discussion with DPS.
- Probable yield of dwelling units within close proximity to Glenmont metro.
 - Source: state policy.
- Construction debris resulting from demolition of existing development.
 - Source: conversation with Department of Public Works, and Transportation, Solid Waste Management.

From an environmental perspective, this proposal is marginally better than redevelopment under the existing zoning. If all environmental conditions are respected, the development density will likely go from 17.5 dwelling units per acre (du/ac) to around 15 du/ac in an area close (1/2 to 2/3 mile) to metro. To achieve greater density, DPS must issue environmental exemptions for building in the floodplain and the Planning Board must allow development of the stream valley buffer or the applicant must use innovative site planning, stormwater management and/or flexible unit types and sizes.

These sites were developed prior to our current environmental guidelines and without stormwater management, but new construction will include stormwater management control. They are located within a 78-acre subwatershed where most development has little to no stormwater management. The subwatershed drains to a severely degraded stream (Glen Allen tributary), subject of an ongoing Department of Environmental Protection (DEP) stream restoration project.

Finally, construction debris and rubble generated from demolition will be significant. To save as much of the energy embodied in existing materials as possible, staff suggests the applicant produce a Construction Waste Management Plan.

Condition of Glen Allen Tributary and watershed

Both of the Georgian Woods subject sites were constructed as garden apartments prior to our current environmental regulations and guidelines for stormwater management. The apartments were constructed on top of what were once the headwaters of the south

The apartments were constructed on top of what were once the headwaters of the south branch of the Glen Allen tributary. During construction, both subject sites and a third site in between the two, were filled with earth and stormwater runoff placed in underground conduits, effectively fragmenting the stream. The stream continues to flow above ground through two lots in between the subject sites, one of which has a forested stream valley buffer remaining intact. (See property to north of G-847 in illustration)



Along with the subject sites, a large proportion of the Glen Allen tributary subwatershed developed with little to no stormwater management controls, resulting in a severely degraded Glen Allen tributary. The tributary is now the focus of a current stream restoration project by DEP that begins on the north fork and continues along the length of Glen Allen Road.

Buffers for stream valley and floodplain

The subwatershed for the south fork of the Glen Allen tributary is approximately 78 acres (illustrated below). In subwatersheds of thirty acres or more, acreage, rather than land use, defines the floodplain. The 100-year floodplain must be delineated, and along with the appropriate environmental buffer, shown on an amended NRI/FSD prior to Preliminary Plan approval.



The environmental buffer associated with the floodplain will probably extend an environmental buffer to the south across the width of both sites. The Environmental Guidelines, based on state and county regulations, state that "No building/structure will be permitted within the 100-year ultimate floodplain or its associated 25 foot building restriction line" and "Per Section 50-32 of the Subdivision Regulations, the Planning Board must restrict subdivision for development of any property that lies within the 100-year floodplain."

Although DPS can issue an exemption from building inside the floodplain with engineered stormwater management, staff believes the

environmental buffers, for both stream valley and floodplain, must be respected and applicant should investigate low impact development techniques to protect the Glen Allen tributary.

¹ Environmental Guidelines, The Maryland National Capital Park and Planning Commission, January 2000, pp. 22-23.

Probable yield of dwelling units within close proximity to metro.

Environmental Staff considered the proposal with respect to relative densities and possible unit yield in an area within close proximity to metro where higher densities are desirable. The State of Maryland's Smart Growth Program and the Chesapeake Bay Agreement call for compact development to reduce sprawl.

The sites are currently zoned R-30 and R-20 with maximum allowable densities of 17.7 and 26.47 units per acre respectively, permitting development of 240 units maximum. Past development on the sites achieved 199 multifamily units representing a density of 17.5 units per acre. The RT-15 zone allows a maximum density of 18.3 units per acre (207 units permitted), however the applicant will likely realize in the aggregate a density of approximately 15 units per acre or less, if developed with all environmental protections in place. This is within the densities targeted by the Glenmont Master Plan and compatible with the existing developments, however this request will likely downzone an area within close proximity (1/2 to 2/3 miles) to metro.

Construction debris resulting from demolition of existing development

Demolition of the existing development will produce a significant amount of construction rubble and debris. This debris is ordinarily either taken to our solid waste management facility and then trucked to a landfill in Brunswick County or trucked from the site to another landfill. In either case, an enormous amount of energy will be spent to dispose of construction debris. Alternatively, the applicant can develop a construction waste management plan outlining possibilities for reusing and recycling as much material as possible. Some of the material can be reused on site and some material can be sold to local recycling businesses. Environmental Planning also encourages the applicant to use locally recycled material as much as possible in the construction of the new units.

Forest Conservation


A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) has been submitted and approved. Since no forest remains on either subject site, afforestation or replanting will be used to fulfill Forest Conservation Law. This will likely be provided off site. There are a number of specimen and significant trees on both sites and immediately off site. The potential for saving many of these trees is good, and should be reflected in the site design and on a Tree Save Plan.




May 2, 2006

MEMORANDUM

TO: Joel Gallihue, Senior Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning 

FROM: David Paine, Planner/Coordinator
Transportation Planning 

SUBJECT: Zoning Application Nos. G-846, G-847
Fairfield at Glenmont Woods and Fairfield at Shorefield Manor
Kensington/Wheaton Policy Area

This memorandum is Transportation Planning staff's review of the proposed zoning change for two parcels from R-30 to R-15, and R-20 to R-15, respectively, to facilitate the construction of up to 122 and 85 Townhouse units (207 units total) east of Georgia Avenue (MD 97).

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to Local Area Transportation Review (LATR) to be followed at the time of preliminary plan:

1. Limit the preliminary plan to 207 Townhouse units on both parcels.
2. Dedicate 60 feet of right-of-way from the centerline of Georgia Avenue (MD 97) for the entire frontage of both properties.
3. Dedicate 35 feet of right-of-way from the centerline of Shorefield Road for the entire frontage of subject property, with a 25-foot truncation at the intersection with Georgia Avenue.

4. The applicant will be required to mitigate their additional trips generated (2 CLV in the AM peak, 1 CLV in the PM peak) that affect the intersection of Georgia Avenue (MD 97) and Randolph Road, in order to pass LATR. The method(s) of mitigating additional CLVs shall be determined at the time of Preliminary plan according to the section 5 of the LATR Guidelines.
5. Applicant will satisfy future State Highway Administration (SHA) and Department of Public Works and Transportation (DPWT) requirements at the time of preliminary plan.

DISCUSSION

Site Location, Access, and Circulation

The subject properties are located east of Georgia Avenue and north of Shorefield Road in the Kensington/Wheaton Master Plan area. In the traffic study, the applicant proposes to maintain current vehicle access points to Georgia Avenue and Shorefield Road as follows:

For the Fairfield at Glenmont Woods property, one point of vehicular access is from a right-in-right-out driveway on Georgia Avenue (MD 97). A second access to the site exists from a driveway to the southeast, which allows traffic to access Shorefield Road. The Church property to the north also has access to Shorefield Road through this site.

For the Fairfield at Shorefield Manor property, vehicular access is from three driveways on Shorefield Road. Staff understands that the number of site access points will not be reduced as part of redevelopment, and notes that southbound vehicles from the Fairfield at Glenmont Woods property require the interparcel access to avoid traveling through the intersection of Georgia Avenue and Randolph Road.

Starling Drive, a paper street, intersects the Fairfield at Glenmont Woods property from the northeast. There is currently no plan to construct it as a road.

Master Planned Roadways and Bikeways

The adjacent roadways are listed in the *1989 Kensington-Wheaton Master Plan* and *2005 Countywide Bikeways Functional Master Plan*. Georgia Avenue (MD 97) is designated as a major highway with a 120-foot right-of-way with six travel lanes, and a shared-use path. Shorefield Road is designated as a two-lane primary residential street with a 70-foot right-of-way and serves as a significant entry to Wheaton Regional Park. Shorefield Road also serves as a significant pedestrian route for access to the park and transit service on Georgia Avenue. Speed humps are in place on Shorefield Road to calm traffic where the posted speed is 25 mph.

Local Area Transportation Review

The table below shows the number of peak-hour vehicular trips generated by the proposed land uses during the weekday morning and evening peak periods (i.e., 6:30 to 9:30 a.m. and 4:00 to 7:00 p.m., respectively) with credit given for existing development:

Proposed Land Uses	Existing	Proposed	Weekday Peak-Hour Trips	
			AM	PM
Glenmont Woods Townhouses	76	-	-	-
Glenmont Woods Apartments	21	122	60	94
Shorefield Manor Townhouses	-	85	-	-
Shorefield Manor Apartments	102	-	41	71
Total Vehicular Trips Existing			89	122
Total Vehicular Trips Proposed			101	165
Difference in Vehicular Trips (New Trips)			12	43

Under the *FY 2005 Annual Growth Policy*, a traffic study is required to satisfy Local Area Transportation Review because the proposed land uses generate 30 or more peak-hour trips within the weekday evening peak period.

In the traffic study submitted, dated April 6, 2006, the table below shows the resulting critical lane volume (CLV) values for the existing, background, and the total future traffic conditions. The background traffic condition includes existing traffic plus the traffic generated by approved but unbuilt developments.

Intersection	Weekday Peak-Hour	Traffic Condition		
		Existing	Background	Total
Georgia Avenue (MD 97)/ Randolph Road	AM	2,069	2,159	2,161
	PM	1,702	1,815	1,816
Georgia Avenue (MD 97)/ Shorefield Road	AM	1,066	1,126	1,134
	PM	1,161	1,233	1,258
Georgia Avenue (MD 97)/ Arcola Avenue	AM	1,231	1,290	1,293
	PM	1,471	1,561	1,570

As noted in the table, the weekday peak-hour Critical Lane Volume analysis presented in the traffic study concludes that total traffic conditions CLV at two of the three study intersections are below the Kensington/Wheaton Policy Area congestion standard of 1,600. However, the traffic study finds the Georgia Avenue (MD 97) and Randolph Road intersection operating above the policy standard (1,800 CLV) for the Glenmont Metro Policy Area in the AM and PM peak hour. As a potential solution, the intersection is currently under project planning with the SHA for a grade-separated interchange, which would increase the capacity considerably. The project is designed and is currently waiting construction funding.

The traffic study identifies mitigation efforts (installation of bus shelters) to reduce the impact of the development on the transportation network, however, staff has been advised by DPWT that they are no longer accepting shelters as a form of mitigation. Staff looks forward to discussing with the applicant the alternate methods to reduce the impacts of their proposal at the time of preliminary plan. Alternate method of mitigating their trips include real-time schedule displays or upgrading shelters provided by the County's shelter contract with Clear Channel.

Pedestrian Access, Transit, and Bicycle Facilities

Pedestrian access is currently provided via lead-in sidewalks and people's choice paths to the northeast of the Fairfield at Glenmont Woods site. The site's proposed pedestrian network and bicycle access and circulation will be considered at time of preliminary plan and site plan. The sites are located approximately 0.5 and .7 miles, respectively, from the Glenmont Metrorail Station and are served by both Ride On (Lines 10, 31, 33) and Metrobus (Lines 45, 47, 48, 49) transit routes on Georgia Avenue. There are bus stops located on the east side and south of Georgia Woods and a bus shelter on the west side of Georgia Avenue south of Shorefield Road. Marked crosswalks are located on each leg of the study intersections, with the exception of the south and west legs of the Georgia Avenue/Shorefield Road intersection. Pedestrian signal heads and push buttons are located for each of the crosswalks. Georgia Avenue is provided with sidewalks connecting to the metro station.

DP:gw

cc: Mike Workosky

mimo to Gallihue re G 846, G 847 Fairfield



850 Hungerford Drive • Rockville, Maryland • 20850-1747
Telephone (301) 279-3333

February 14, 2006

Mr. Joel Gallihue
Community-Based Planning Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Gallihue,

This letter is sent in response to Zoning Application No. G-846, known as "Parcel A, Block A, Glenmont Woods," located at 12207 Georgia Avenue, Silver Spring, Maryland.

This rezoning would result in 122 townhouses. Based on average yield factors derived from the Maryland National Capital Park and Planning Commission 2003 Census Update Survey, the impact of this project is estimated to be approximately twenty-two (22) elementary, twenty (20) middle and twenty-six (26) high school students.

This property is located within the Kemp Mill Elementary School and Col. E. Brooke Lee Middle School attendance areas and the Northwood High School base area (Northwood High School is part of the Downcounty Consortium (DCC) where students may choose to attend their base area high school or one of four other high schools in the consortium). Enrollment at Kemp Mill Elementary School currently exceeds capacity and is projected to exceed capacity in the future. Enrollment at Col. E. Brooke Lee Middle School is currently within capacity and is projected to stay within capacity. Enrollment at Northwood High School is currently within capacity and is projected to stay within capacity. See enclosed pages from the Montgomery County Public Schools FY2007 Capital Budget and FY 2007-2012 Capital Improvements Program.

The current Growth Policy schools test finds capacity adequate in the Northwood (DCC) cluster.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Crispell".

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

BHC:llw

Enclosures

Copy to:

Mr. Bowers
Mr. Hawes
Ms. Turpin



850 Hungerford Drive • Rockville, Maryland • 20850-1747
Telephone (301) 279-3333

February 14, 2006

Mr. Joel Gallihue
Community-Based Planning Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Gallihue:

This letter is sent in response to Zoning Application No. G-847, known as "Parcel A, Shorefield Manor," located at 2301 Shorefield Road, Silver Spring, Maryland.

This rezoning would result in 85 townhouses. Based on average yield factors derived from the Maryland National Capital Park and Planning Commission 2003 Census Update Survey, the impact of this project is estimated to be approximately sixteen (16) elementary, fourteen (14) middle and eighteen (18) high school students.

This property is located within the Kemp Mill Elementary School and Col. E. Brooke Lee Middle School attendance areas and the Northwood High School base area (Northwood High School is part of the Downcounty Consortium (DCC) where students may choose to attend their base area high school or one of four other high schools in the consortium). Enrollment at Kemp Mill Elementary School currently exceeds capacity and is projected to exceed capacity in the future. Enrollment at Col. E. Brooke Lee Middle School is currently within capacity and is projected to stay within capacity. Enrollment at Northwood High School is currently within capacity and is projected to stay within capacity. See enclosed pages from the Montgomery County Public Schools FY2007 Capital Budget and FY 2007-2012 Capital Improvements Program.

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Sincerely,

A handwritten signature in cursive script that reads "Bruce Crispell".

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

BHC:llw

Enclosures

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



April 28, 2006

Memorandum

To: Joel Gallihue, AICP

From: Sharon K. Suarez, AICP, Housing Coordinator, RTC *KS*

Re: G-846 & G-847

Background

As a result of the requests referenced above, the applicant seeks to raze a total of 199 multi-family rental units and to replace them with 207 for-sale townhouse units on parcels that are immediately south of the boundary of the Glenmont Sector Plan area.

Summary

The over-riding concern of housing staff is to ensure that there is no loss of existing density and to look for additional opportunities to increase density near metro. At this time, housing staff cannot determine whether the zoning changes requested by the applicant will achieve the replacement number of units more readily than the existing zoning, because it is dependent on the environmental constraints. For example, if the townhouse approach poses too much impervious surface, especially for the site of G-847, then the applicant may need to keep the existing R30 zoning, in order to even achieve the replacement density.

Discussion

For both sites, housing staff looked into various alternatives that might yield a greater density near the metro station, especially on the parcel contiguous to the southern boundary of the Glenmont Sector Plan. Staff looked at the sector plans for Wheaton and Glenmont metro station areas, at the potential use of TDRs, at the potential use of transit zones, as well as providing multifamily housing within the existing zone. Any of these situations could have yielded a significant increase in density, which would be desirable so near a metro station.

- The site of G-847 is within 2,500 feet metro, and the proposed base zoning designated for that site in the Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity (1997, p. 24) clearly establishes the expectation of low-density MULTI-FAMILY—garden style units, not townhouses—on that site. An additional benefit of garden units would be that one could achieve more density with less imperviousness.

- While, neither of these sites are designated as TDR receiving areas in either the Glenmont or Wheaton sector plan, it is important to note that the TDR program does not prohibit the discovery of new appropriate receiving areas, and seems to encourage such areas near metro. The R30/TDR zone would yield about 53 dwelling units per acre.
- While both sites are outside the 1,500-foot radius required by our ordinance for use of transit zones,¹ it should be pointed out that walking zone distances are arbitrary constructs. Though 2,200 are specifically identified as the walking zone for the Glenmont Metro, some streets within the Glenmont metro area are over 4,000 feet from metro. Meanwhile, the subject sites were excluded, even though they are about 2,500 to 3,500 feet from metro. (Figure 1)

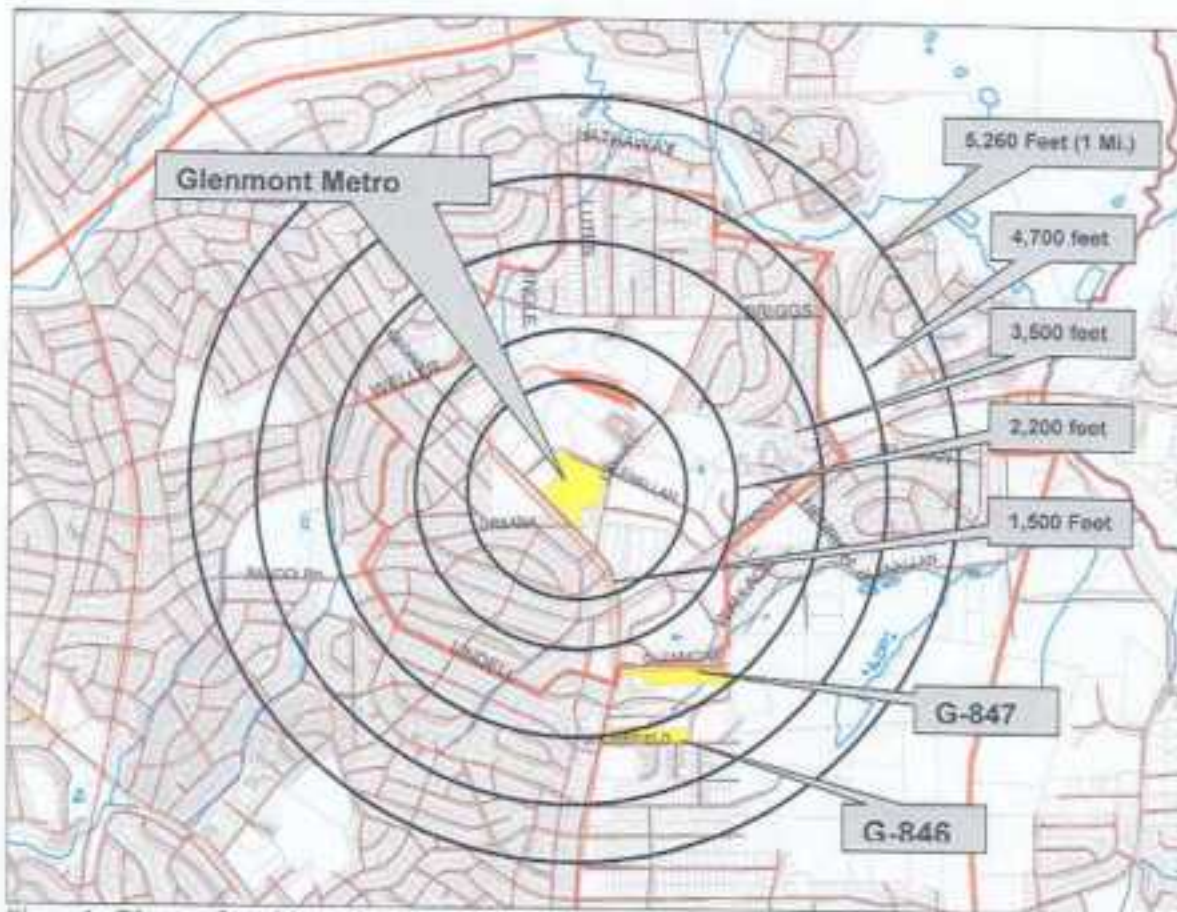


Figure 1. Distance from Metro

¹ Sec. 59-C8.21(a)