

Approved and Adopted

September 1997

Sector Plan for the
**Glenmont Transit
Impact Area and
Vicinity**

*The Completion of the Red Line
Marks a New Beginning for Glenmont*



published by

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

The Montgomery County Department of Park & Planning

8787 Georgia Avenue, Silver Spring, Maryland 20910-3760

ABSTRACT

TITLE: Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity

AUTHOR: Montgomery County Department of Park and Planning
The Maryland-National Capital Park and Planning Commission

SUBJECT: Comprehensive Amendment to the 1978 Glenmont Sector Plan

DATE: September 1997

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
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ABSTRACT: This document is a comprehensive amendment to the 1978 *Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity*. It also amends, in part, the 1989 *Approved and Adopted Master Plan for the Communities of Kensington-Wheaton* and the *Master Plan of Highways within Montgomery County, Maryland*.

CERTIFICATE OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Approved and Adopted *Sector Plan for the Glenmont Transit Impact Area and Vicinity*, 1978, was approved by the Montgomery County Council, sitting as the District Council, pursuant to Resolution Number 13-1053, dated September 23, 1997, and was adopted by The Maryland-National Capital Park and Planning Commission, pursuant to Resolution Number 97-27, dated November 19, 1997, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

This Amendment also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended; the 1989 Approved and Adopted *Sector Plan for the Communities of Kensington-Wheaton*; and the *Master Plan of Highways within Montgomery County, Maryland*.

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 1,001 square miles; its parks jurisdiction, the Metropolitan District, comprises 919 square miles.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*.
- (2) The acquisition, development, operation, and maintenance of a public park system.
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. The Planning Boards are responsible for preparation of all local master plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, 301-495-4600 or TDD 301-495-1331.

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NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised about every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Any sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

THE MASTER PLAN PROCESS

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING (PRELIMINARY) DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD (FINAL) DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

ADOPTED PLAN — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

The Master Plan Process in Brief

Planning Board submits and County Council approves:

Annual Work Program

Park and Planning staff initiates community participation and prepares:

Issues Report

Park and Planning staff reviews Issues Report with Planning Board and then prepares:

Staff Draft Plan

Planning Board reviews Staff Draft and, with modifications as necessary, approves plan as suitable for public hearing.

Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony, receives County Executive comments at Board worksessions, and adjusts Public Hearing Draft to become:

Planning Board (Final) Draft Plan

County Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing and worksessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

Approved and Adopted Master Plan

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Resolution Number 13-1053, County Council for Montgomery County,
Maryland, Adopted September 23, 1997

Resolution M-NCPPC Number 97-29, Approved November 19, 1997

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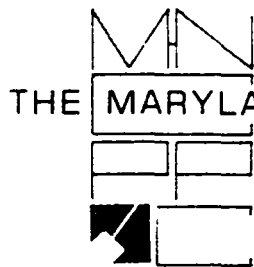
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And special thanks to all the Park & Planning Department Staff who contributed to this Plan.

* Former staff members.

Resolutions

APPROVED AND ADOPTED, September 1997



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

MCPB NO. 97-39
M-NCPPC NO. 97-27

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on September 19, 1996, on the Public Hearing (Preliminary) Draft Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment*; being also an amendment to the *Master Plan for the Communities of Kensington-Wheaton*, May 1989, as amended; and, the *Master Plan of Highways within Montgomery County*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearings and due deliberation and consideration on February 14, 1997, approved the Planning Board (Final) Draft of the proposed Plan Amendment, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment* and forwarded those recommendations with a fiscal analysis to the District Council on June 6, 1997; and


WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on June 10, 1997, wherein testimony was received concerning the Planning Board (Final) Draft Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment*

WHEREAS, the District Council, on September 23, 1997, approved the Planning Board (Final) Draft *Glenmont Transit Impact Area and Vicinity Plan Amendment* subject to modifications and with revisions set forth in Resolution No. 13-1053; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment*, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District* as amended; and as approved by the District Council in the attached Resolution No. 13-1053; and

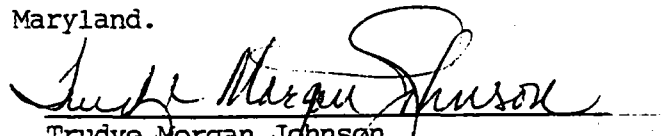
BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner Richardson, with Commissioners Baptiste, Bryant, Holmes, Hussmann, and Richardson voting in favor of the motion, at its regular meeting held on Thursday, November 6, 1997, in Silver Spring, Maryland.


Trudye Morgan Johnson
Executive Director

* * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner McNeill, seconded by Commissioner Hewlett, with Commissioners Baptiste, Bryant, Dabney, Hewlett, Holmes, Hussmann, and McNeill voting in favor of the motion, and Commissioners Boone, Brown, and Richardson being absent, at its regular meeting held on Wednesday, November 19, 1997, at the Brookside Visitors Center in Wheaton, Maryland.


Trudye Morgan Johnson
Executive Director

Resolution No: 13-1053
Introduced: September 23, 1997
Adopted: September 23, 1997

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity

Background

1. On March 6, 1997, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity.
2. The Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity amends the 1978 *Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity*. It also amends, in part, the 1989 *Approved and Adopted Master Plan for the Communities of Kensington-Wheaton* and the *Master Plan of Highways within Montgomery County, Maryland*.
3. On June 6, 1997, the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity.
4. On June 10, 1997, the County Council held a public hearing regarding the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 30, July 2, and July 22, 1997, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity.

6. On July 29 and August 5, 1997, the County Council reviewed the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity, dated February 1997 is approved with revisions. Council revisions to the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Throughout the Plan, change the term “Glenmont Village Center” to “Glenmont Center” and change the term “green spine” to “green corridor”.

Page 1: Modify the last sentence of the second paragraph as follows:

To the southeast of the Glenmont Sector Plan area are Wheaton Regional Park and Brookside Gardens.

Page 3: Add a final paragraph as follows:

The recommendations of Master or Sector Plans are implemented through a variety of public and private actions. Members of the community are encouraged to participate in public process to help monitor and guide Master or Sector Plan facilitation. Their participation is important. Individuals and community groups can do a great deal to improve their communities and address the quality of life issues in general. Community identity can heighten through a wide variety of actions ranging from monitoring community needs to volunteering for community improvements.

Page 9: Replace the entire Vision section with the following:

The Glenmont of the future will be a transit-oriented area. A compact, mixed-use center will be the focus of community activity and establish a sense of place. New development will be concentrated around the new Metro station. Existing neighborhoods with single-family homes surrounding the new development will be preserved and protected.

This Plan envisions Glenmont with an identifiable commercial center surrounded by residential neighborhoods that are linked to the center and to each other. The Plan envisions a cooperative, public and private approach to provide a renovated and upgraded retail environment for both the Glenmont Shopping Center and the Layhill Triangle. These areas will become attractive and convenient places to satisfy day-to-day shopping needs.

While accommodating appropriate redevelopment in close proximity to Metro, this Plan seeks to preserve and enhance the existing viable neighborhoods that surround the center and offer a variety of housing choices. The Plan reinforces the existing diverse community by creating new housing opportunities for all income groups, an element of successful mixed-use areas that is under-represented today in Glenmont.

This Plan promotes the use of alternative modes of transportation. Pedestrian and bicycle paths will provide easy and safe access to transit, retail and community facilities. Georgia Avenue will be a high quality, pedestrian sensitive boulevard that provides safe, pedestrian crossings, attractive landscaping and a greenway along its west side. Well-designed and safe sidewalks connect residential areas, community facilities, shopping and the Metro station. Glenmont will also be a destination for those in other communities who seek to access the Metro system.

This Plan envisions Glenmont as a greener place, well served by public infrastructure. Local parks and new community facilities would enhance the status of the community and generate new economic vitality. A greenway along the west side of Georgia Avenue would soften the impacts of through traffic and provide a pleasant access to the Metro station. The Plan envisions improvements to the appearance and use of the former Glenmont Elementary School site through an appropriate public use.

Page 11: Modify the third paragraph of Section C as follows and merge paragraphs three and four:

Consistent with these visions, this Sector Plan provides for development in “suitable areas” by focusing the most intense uses in a transit serviceable [Village] Center. [It also helps to preserve rural areas and direct growth to population centers by requiring that Transferable Development Rights by utilized to achieve the highest recommended densities. (See Chapter III.)]

Page 13: Modify the second sentence of the third paragraph under section 3 as follows:

As of July 1, [1995] 1997, new developments which would accommodate [1,791] 1,762 dwelling units and [2,588] 2,400 jobs could be approved to the extent that the individual projects pass the local area review test.

Page 16: Modify the second sentence in the first paragraph as follows:

In addition to the traffic generated by Glenmont residents and workers, it is anticipated that [a large number of] some commuters [will drive to Glenmont] who would otherwise not drive through Glenmont will drive there to access the Metro system at its northeastern terminus; a new parking garage awaits them.

Page 16: Modify the second paragraph as follows:

[As always, w]Walking and bicycling are also important forms of transportation, [. These are] particularly useful for short trips[, such as trips from the neighborhoods to the Metro station or to the retail uses in the proposed Village Center, and for occasional outings]. This Plan provides for comprehensive pedestrian and bicycle systems to interconnect the various parts of Glenmont and to provide connections to regional trails (Figure 25).

Page 17: Insert a new paragraph after the second paragraph as follows:

Government actions can significantly influence the stability and quality of overall housing stock and the upgrading of aging commercial centers. The general appearance of government buildings, roads, curbs, gutters and street trees would support the provision of higher quality commercial and residential development. Through a public and private partnership, all available programs for streetscaping, facade and signage improvements should focus on improving the overall image of Glenmont.

Page 21: Modify bullets three and four in the first paragraph as follows:

- [The pedestrian orientation of the proposed] An improved and enhanced shopping center will increase opportunities for community interaction, and [the proposed open spaces will provide gathering places. These social interactions will help to] enhance community identity.
- More intense development [in] around the transit station [area] will help maximize the investment in transit facilities.

Page 21: Delete the language in bullet five and replace as follows:

- The addition of new, high quality, middle and upper income housing will reduce housing turnover, replace aging housing stock, and minimize negative impacts on schools. Middle and higher income housing is under-represented in the area and should be encouraged.

Page 26: Modify the first paragraph as follows:

This site is strategically located in [the] Glenmont [Village] Center at the confluence of three major roads, one block south of the new Metro station. It thus establishes the image of the area. Unfortunately, the layout of buildings and parking is not ideal and contributes to the circulation and image problems of the center. [t] The existing retail center is poorly configured and unattractive[,] ; it does not serve the [needs or] image of the Glenmont community, and it is an unsafe place to drive or walk to due to a very confusing circulation pattern. (Nearly 50 reported accidents involving vehicles or pedestrians occurred within the site between 1991 and mid-1994. Within the Sector Plan area, only the intersection of Georgia Avenue/Randolph Road had more reported accidents.)

Page 26: Insert new language at the end of the first bullet as follows:

Guidelines for sidewalk widths are provided in Section D, Streets and Circulation, Objective 8 (page 60). These guidelines should be applied with flexibility to assure that current business operations are not harmed.

Page 27: Indicate on this illustration the location of the private road discussed on page 26 of the Plan.

Page 28: Modify the last sentence on the page as follows:

The County Government should consider options for improving the Shopping Center including undertak[e]ing a partnership with the property owners to ensure that the needed improvements to the center are implemented.

Page 29: Modify the first and second sentences of the first paragraph as follows:

In the long run, this Plan envisions that the 15 parcels that comprise [ing] the existing shopping center, including the outlots, will ultimately be assembled for redevelopment as a mixed use project [(see Figure 14] under the optional method of the RMX-2C zone. Achievement of the maximum densities under this zone must conform with the staging element of this Plan (see Chapter VI).and will therefore require the implementation of the proposed grade separation of Georgia Avenue/Randolph Road or another acceptable transportation improvement. (Some redevelopment under the optional method of development may be possible within the first stage of development but full build-out will not occur until Stage 2.)

Page 29: Modify the second paragraph as follows:

Redevelopment of the Glenmont Shopping Center site could include retail uses, professional offices, and a significant public open space. The RMX-2C Zone permits, but it does not require, multi-family housing in addition to the maximum commercial density;

residential uses are encouraged as part of a Transit Oriented Development to activate the area and promote safety. The zone also permits, but does not require, offices. Office development on this site could benefit residents by providing employment opportunities within their community. If developed with residential uses, [To ensure compatibility,] the portion of the site adjoining the Glen Way Gardens condominiums should be developed with low-rise residential uses or other uses which will ensure compatibility with the existing residences.

Page 29: Modify the second sentence in the third paragraph as follows:

Major redevelopment should be staged based on a comprehensive plan and the timing of the grade separation or another acceptable transportation improvement as indicated in the staging section of the Plan.

Page 29: Insert the following text at the end of the third paragraph:

Development under the optional method for the Glenmont Shopping Center should be in conformance with the staging plan which will require that a grade separated interchange be built or another acceptable transportation improvement be provided before full build-out can occur.

Page 29: Modify the fourth paragraph on the page as follows:

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

Page 29: Modify the last sentence of the last paragraph as follows:

The property owner has proposed that the entire site [would] be developed as a [security] secure complex [;] requiring that all roads [would] be private and access [would] be regulated at security gates.

Page 30: Modify paragraphs two and three as follows:

The Glenmont Metrocentre is recommended for [R-30/TDR-40] TS-R zoning to accommodate a variety of residential uses and housing types, possibly including one or two buildings up to 10 stories in height and some [. TS-R zoning for maximum of 12 acres is appropriate both to accommodate] convenience retail [and to modify the number of TDRs required to achieve full density]. A child care center and elderly housing may be appropriate special exception uses for this site. The Plan recommends the continuation

of the existing R-30 zoning for the Glenmont Metro[C]centre with the option to rezone the property to the TS-R zone. [is recommended to for R-30/TDR-40 zoning and] The R-30 base zone will permit residential redevelopment up to 14.5 units per acre. [under the R-30 base zone and up to 40] Under the TS-R option, the Plan recommends a maximum base density of 42 units per acre, which results in a maximum of 51 units per acre with MPDUs [under the optional TDR Zone]. (At present, the Glenmont Metrocentre tract is developed at 12 units per acre, or 14 units per acre, excluding the undeveloped ground along Layhill Road.) [In addition to] The TS-R Zone will substantially increase[ing] the housing stock near the new Metro station. [, R-30/TDR-40 zoning will also facilitate agricultural preservation in the rural portions of the County by providing a potential “receiving area” for Transferable Development Rights (TDRs) in an appropriate down-County location.] TS-R zoning should not be granted until the appropriate staging triggers are met (see Chapter VI). This will require a separate TS-R application for each stage of development (unless all development is deferred until Stage 2. Most of the total potential development at the Glenmont Metrocentre property will not occur until the second stage of development is allowed to proceed.

Page 30: Delete paragraph four as follows:

[To achieve a transit oriented development which promotes a mix of uses, it may be desirable to amend the R-30/TDR-40 Zone to allow up to 40 units per acre before MPDUs to permit convenience retail and professional offices in such developments. In transit station areas, TDRs should be purchased at the rate of one TDR for every three additional units. Elderly housing and a child care center are already permitted by special exception in this zone. Any acreage used for special exceptions should reduce the area appropriate for TSR zoning. The objective is to require the purchase of 150 TDRs for a development to achieve full density.]

Page 30: Replace the last two sentences of the fifth paragraph as follows:

[If this street is found to be needed to reduce local congestion at the time of development approval are sought, then it should be a public street. If it is needed only for internal circulation, then it may be a private street.] This street could be built as a private street.

Page 32: Modify the first sentence in the third paragraph as follows:

Like the adjoining Denley neighborhood, the Georgia Avenue West portion of the [Village] Glenmont Center (see Figure 15) is characterized by small single-family homes built shortly after World War II.

Page 32: Add the following language at the end of the page:

The Kensington-Wheaton Master Plan, and other master plans throughout the County, have made very strong recommendations to maintain the existing housing stock and, in particular, not give in to pressure to convert residential uses to commercial, or increase

residential densities along major transportation corridors. Georgia Avenue West is different from these areas due to a number of factors, most notably its proximity to the Metro station.

Page 34: Modify the first sentence on the page as follows:

[At the same time t] This Plan recommends...

Page 34: Modify the last sentence of the first paragraph as follows:

To ensure compatibility and a more orderly transition to higher density, it is recommended that the townhouse floating zoning should not be applied [it] to areas of less than one acre.

Page 34: Modify the second paragraph as follows:

Office development is appropriate for up to two acres of land in the area between Georgia Avenue and Flack Street. [Commercial Transition Zoning (CT)] Planned Development Zoning (PD) should be applied in areas of no less than one acre to ensure an orderly pattern of redevelopment.

Page 35: Modify the first full paragraph as follows:

Like the existing RT Zones, the new RT-15 Zone would be a floating zone. Unlike RT-12.5, it [should] requires an assemblage of one acre of land. [It] The RT-15 Zone should be an option for all of the land in Georgia Avenue West, [, except for a] A 65-foot-wide strip along the Georgia Avenue right-of-way [where the Metro cut and cover construction has taken place. This area] will be utilized for a linear green space along the road [and can, therefore, remain R-60]. (The enhanced boulevard concept is described in Section D.) [If the ground immediately west of the linear green space is developed under the RT-15 Zone, the new units should face the green space to help activate the enhanced boulevard.] This portion of land should be acquired by the County for the purpose of a greenway along Georgia Avenue.

Page 35: Modify the fifth sentence in the second paragraph as follows:

(If Flack Street [should also be] is connected through the WMATA Triangle, it should be done in a way that minimizes any adverse impacts on these environmentally sensitive areas.)

Page 35: Add the following sentence to the end of the page:

All development in the Sector Plan must be consistent with the staging plan set forth in Chapter VI and no local map amendment for the RT-15 zone should be approved unless it is consistent with the staging plan.

Page 36: Modify the first paragraph under Objective 1, as follows:

The Transit Oriented Development should consist of a compatible mix of uses: housing and retail at Glenmont Metrocentre; [housing,] retail, [and] professional offices, and possibly housing at the Glenmont Shopping Center and the Layhill Triangle; and housing and [public facilities] some offices at Georgia Avenue West. A vertical mix of uses is highly encouraged. [If the commercial portion of a mixed use development is separate from the proposed or existing residential area, it should be configured so as to maintain direct continuity to adjacent residential uses.]

Page 36: Under heading “Objective 2”, modify the third sentence of the first paragraph as follows:

Residential redevelopment at the Glenmont Shopping Center site [will] may include low- and mid-rise housing.

Page 36: Under the heading “Objective 2”, delete the third, fourth and fifth bullets.

Page 37: Modify the second paragraph as follows:

When different housing types are used within the same block, cohesion and compatibility should be assured by (1) maintaining a continuous building line, (2) providing a real or perceived transition in height, (3) providing compatible architectural details, (4) and providing appropriate transitions through the use of green area [, and (5) requiring that new dwelling units either face the street or, when adjoining the proposed linear park along Georgia Avenue, that they face the park].

Page 37: Under the heading “Objective 3”, modify the first paragraph as follows:

The street pattern within the TOD should ultimately consist of a [grid] system of interconnected public and private streets laid out in small blocks, generally not exceeding 400 feet in length. The streets and paths should be oriented to minimize walking distances to the Metro station and retail uses and provide direct [linkages] sidewalk connections to the adjacent communities. [In addition to the basic grid, d] Diagonal paths may further reduce walking distances.

Page 37: Under the heading “Objective 3”, modify the first sentence of the first bullet as follows:

- A street (70-foot right-of-way--primary residential if a public street) should be provided within the Glenmont Metrocentre site to form a major axis.

Page 37: Under the heading “Objective 3”, modify the second bullet as follows:

If the Glenmont Shopping Center redevelops as provided for in the long term scenario described above, a new private street should be provided within the site to form an axis linking Randolph Road to Georgia Avenue. (See Figure 13.)

Page 37: Under the heading “Objective 3”, modify the third bullet as follows:

[The existing sections of] Flack Street between Urbana Drive and Glenallan Avenue should be connected as a secondary [or tertiary] street. Flack Street between Glenallan Avenue and Denley Road should be connected as a secondary street only if a median break cannot be retained on Georgia Avenue for Denley Road and provided that environmental concerns such as wetlands and forest conservation can be addressed. A reduced right-of-way may be needed, given environmental constraints in this area.

Page 38: Under the heading “Objective 4”, modify the second paragraph as follows:

Parking lots should be laid out in a [grid] system of streets and driveways to create direct pedestrian linkages with tree lined sidewalks and shade trees within the parking area.

Page 38: Delete “Objective 5” and “Objective 6” sections.

Page 38: Modify “Objective 7” title as follows:

Objective [7] 5:

Page 38: Under “Objective 7”, modify the last sentence of the paragraph as follows:

Wherever [possible] appropriate, extensive landscaping should be provided between different building types.

Page 40: Delete the entire “Objective 8” section.

Page 42: Modify the first paragraph as follows:

This recommendation is not intended to imply that child care facilities must be publicly operated or funded. [Although the public sector may assist in the provision of child care (e.g., by providing land at appropriate locations or funding assistance), the government

should not compete with private entrepreneurs.] Facilities which address the regional need for child care, particularly school age care, may also be appropriate at other locations (e.g., at elementary schools or at the former Glenmont Elementary School; see below).

Page 42: Delete the fourth sentence in the second paragraph as follows:

[This may necessitate the construction of drive-through bays for the fire trucks.]

Page 42: Delete the sentence in parenthesis following the fourth sentence in the second paragraph as follows:

[(Note: The Approved and Adopted *Master Plan for Fire, Rescue and Emergency Medical Services in Montgomery County* notes that the existing facility requires renovation or replacement.)]

Page 42: Modify the third paragraph as follows:

Any ground remaining at the current fire station site after implementation of the grade separation (and relocation of the fire station) should be used to [augment/reconfigure the adjacent site occupied by the County police station and to] provide additional landscaping along the two highways and be reserved for any renovation or expansion of the Wheaton-Glenmont District Station should it be approved as a part of the police facilities master plan currently being developed by the Montgomery County Police Department. [The Glenmont Police Station should remain at its existing location until such time as the Police Department reconfigure its service area boundaries; this is not expected to occur during the life of this Sector Plan.] The Wheaton-Glenmont District Station should remain in its current location until the facilities plan is approved.

Page 42: Modify the third sentence of the fourth paragraph as follows:

With the retention of the existing play field, it is quite possible that the former Glenmont Elementary School site could accommodate [SoMe] some of the potential uses identified below.

Page 44: Modify the first sentence in the last paragraph as follows:

The Recreation Department's Draft Long Range Plan for Recreation Centers calls for a future center in the Aspen Hill/Layhill area, but this [will] may be too far north to serve Glenmont adequately.

Page 45: Delete the last sentence in the second paragraph as follows:

[Consideration should also be given to co-locating a community center on the Kennedy High School site.]

Page 45: Delete the third paragraph as follows:

[Wherever it is ultimately constructed, a new community center building should contain approximately 23,000 square feet of space, including community meeting space, administrative/support space, gymnasium and fitness area, arts space, social activities space, and parking for approximately 150 vehicles.]

Page 45: Delete the fourth paragraph (with heading) as follows:

[Relocated Mid-County Services Center]

[The Montgomery County Department of Public Works and Transportation is currently coordinating a study of the location and role of the regional service centers. Although this study is not yet complete, it is anticipated that it will emphasize the desirability of co-locating regional service centers with other public facilities. If the study concludes that the Mid-County Center, now located in Wheaton, should be relocated to the north to be closer to its future service area, the former Glenmont Elementary School might be an appropriate location for the relocated center.]

Page 45: Insert the following text at the end of the page as follows (note that this text is being relocated from page 80 of the Plan):

Objective 3: Determine potential sites for the new elevated storage tank

- DEP and M-NCPPC should cooperate with WSSC to determine the criteria required for the new site.
- DEP and M-NCPPC should investigate potential properties which satisfy WSSC criteria.
- DEP and M-NCPPC should recommend screening and buffering needs for the new site.

The Washington Suburban Sanitary Commission (WSSC) has indicated a need in their long range plans to increase the storage capacity of the existing elevated water storage tank from the present capacity of 500,000 gallons to 1.5 million gallons by the year 2015. There will also be a need to relocate the tank since the present site is too small. WSSC has suggested that a 3- to 4-acre parcel would be desirable; however, WSSC has not yet initiated a site search for a new facility. Given the timing of the need for the new tank to come on-line by the year 2015, and the approximate life of a master (sector) plan 20 years, it appears that the site will need to be selected within the life of this Plan. WSSC staff met with the Glenmont Sector Plan Citizens Advisory Committee to identify site

location criteria and potentially suitable sites within the Glenmont Sector Plan area; however, no sites were identified in the Sector area which would be ideal for a new water storage facility.

This Plan recognizes the need to initiate the site search for the new elevated tank facility. WSSC is specifically encouraged to seek sites outside Glenmont for the new facility.

Page 46: Modify the third sentence under Objective 1, as follows:

This is described in Table 1 and Figure [21] 20.

Page 46: Add a second paragraph under Objective 1, as follows:

Streets ending in temporary turnarounds (“stub streets”) are inefficient for both the roadway system user and the agency responsible for maintenance. Temporary turnarounds should be evaluated for replacement with cul-de-sacs in a number of locations in the Glenmont Sector Plan area.

Page 47: Modify Table 1 as follows:

omit the last column, the Montgomery County Standard Number;

split the Layhill Road description into two segments, with the segment between the Sector Plan boundary and Glenallan Avenue as “4-lane divided” and the segment between Glenallan Avenue and Georgia Avenue as “6-lane bifurcated”;

modify the minimum proposed right-of-way for Georgia Avenue to 135 - [160] 170 feet;

modify the minimum proposed right-of-way for Glenallan Avenue to 80-95 feet*;

change the first note to: “Refer to Figure [24] 23 for specific right-of-way needed (varies).”;

add a note to the “Proposed pavement width or number of lanes” column:

****** These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.**

Page 49: Modify the third item under the bullet “Glenallan Avenue” as follows:

[Prohibit] DPWT should study prohibiting on-street parking during peak periods between Layhill Road and Randolph Road.

Page 49: Modify the second and third items under the bullet “Georgia Avenue” as follows:

Add a right turn lane from northbound Georgia Avenue to eastbound Randolph Road. This may necessitate reconstruction of Fire Station #18 [to permit drive-through bays per the recommendations of the 1978 *Glenmont Sector Plan*].

Add a second left-turn lane from southbound Georgia Avenue to eastbound Glenallan Avenue per the recommendations of the 1978 *Glenmont Sector Plan*.

Page 50: Delete the “Prohibit Peak Period Parking” symbol from the legend and map of Figure 21.

Page 52: Modify the third paragraph as follows:

The design concept which is selected for engineering should:

- Minimize the impact on the adjoining properties in terms of access and right-of-way, although it is likely that at least Fire Station #18 will need to be relocated.
- Recognize that pedestrian crossings at this location are vital to the well-being of the residents and businesses in Glenmont area. The Plan should [P]provide for safe, [and] convenient, and clearly identified pedestrian crossings of Georgia Avenue and Randolph Road with sufficient refuge area and adequate time for pedestrians to cross.
- Provide for an enhanced streetscape system along Georgia Avenue and Randolph Road, as described elsewhere in this chapter.
- Provide a wide, tree-lined median wherever possible.
- Result in a congestion level at build-out equal to or better than the applicable Annual Growth Policy intersection level of service standard.

Any project for an interchange at Georgia Avenue and Randolph Road which is approved by a vote of the County Council may proceed, but only after the Council and the Planning Board provide an opportunity for comprehensive public input including, but not limited to, a public hearing by the Council.

Page 52: Insert a new bullet after the bullet beginning with “Extend Denley Road ...”:

- Bifurcate Layhill Road at the intersection of Georgia Avenue, with a northbound leg in its existing location, and a new southbound leg between the Metro parking garage and the existing businesses in the Layhill Triangle. The bifurcation would create two separate intersections of Layhill Road and Georgia Avenue. It would: improve access from Georgia Avenue and Layhill Road to the Glenmont Shopping Center; reduce pedestrian and vehicular conflicts; improve the level of service at the intersection of

Georgia Avenue/Layhill Road; and improve the flow of through traffic along Georgia Avenue. The right-of-way for each roadway is suggested to be 70 feet including three travel lanes, a clearly marked Class II bikeway on each leg of the bifurcated roadway if possible, and a 15-foot-wide sidewalk area on both sides of the street, including a tree panel along the curb, a sidewalk, and pedestrian lighting. The bifurcation may require that Judson Road become "right-in, right-out."

The bifurcation should be implemented in a manner that is sensitive to the needs of existing businesses on Layhill Road by expanding their parcels to the south via the abandonment of the existing southbound roadway, improving pedestrian and vehicular links to Metro and the shopping center, continuing to provide adequate vehicular access to their parcels, and retaining sufficient parking. The bifurcation should not include an east-west public road connection between the northbound and southbound roadways of Layhill Road.

Page 52: Modify the last bullet as follows:

[Connect both ends of] Construct Flack Street between Denley Road and Glenallan Avenue along the WMATA Triangle [at such time as the Triangle develops,] only if a median break cannot be retained on Georgia Avenue for Denley Road and provided that environmental concerns such as wetlands and forest conservation can be addressed. Construct Flack Street from Glenallan Avenue to Urbana Drive at such time as the WMATA Triangle develops. Although the proposed right-of-way in Figure 23 is 60 feet [A] a reduced right-of-way may be necessary both to minimize the environmental impacts [and to discourage the use of Flack Street (connected) as a cut-through route]. In the event that Flack Street is not connected for vehicular traffic, a pedestrian/bicycle connection would still be desirable.

Page 53: Modify the second sentence of the first bullet as follows:

Alternatively, DPWT should study whether traffic may be limited between Glenallan Avenue (extended) and Flack Street (connected) through the installation of an island in the intersection.

Page 54: Figure 23 - modify proposed right-of-way for Flack Street to 60 feet, and display the right-of-way for the Layhill Road bifurcation.

Page 55: Modify Objective 4 as follows:

DPWT and SHA should study high accident locations for potential safety improvements.

[The locations identified thus far include:

- Georgia Avenue at:
 - Randolph Road
 - Layhill Road

- Glenallan Avenue
Sheraton Street
Urbana Drive
- Randolph Road at:
Glenallan Avenue
Glenmont Circle
Judson Road
- Layhill Road at:
Glenallan Avenue]

Page 55: Under Objective 5, first bullet, after Georgia Avenue, insert the following:

- Layhill Road

This Plan recommends bifurcating Layhill Road into two separate roadways as described on page 52.

Page 55: Under Objective 5, first bullet, add a footnote in conjunction with the second sentence after the heading Randolph Road as follows:

The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

Page 56: Modify the last sentence on the page as follows:

Improve pedestrian/bike linkages to Metro as illustrated in Figures [26] 24 and [27] 25 and indicated in Tables 2 and 3.

Page 57: Modify the last sentence of the third bullet as follows:

The intent, as detailed in that plan, is to study the applicability of bus technological and service improvements such as signal [pre-emption] priority, “queue jumpers”...

Page 57: Delete the fourth bullet as follows:

[DPWT and M-NCPPC should study the parking code to ensure that the Glenmont Sector Plan area is not overparked. Existing parking demand for commercial and residential development should be examined to ensure that the minimum parking requirements does not require more parking than absolutely necessary. The availability of public transit in Glenmont may mean that parking standards for new development can be reduced.]

Page 57: Modify the second sentence of the first bullet under Objective 7 as follows:

(See Figure [27] 25.)

Page 59: Add under “West of Georgia Avenue” in Table 2:

9. Both sides of Glenallan Avenue extension
10. East side of Terrapin Road between Randolph Road and Sheraton Street

Page 59: Modify under “Combined Hiker/Biker Trail” in Table 2:

4. South side of Briggs Road from Briggs Court to [ites] Lutes Drive, ...

Page 60: Modify the first sentence in the first bullet as follows:

- Georgia Avenue should function as a green [“spine”] “corridor”. . .

Page 60: Replace the eighth and ninth lines under the first bullet of Objective 8 as follows:

Southbound: Four lanes [north of] from Layhill Road to south of Randolph Road, including a through/right-turn lane at Randolph Road.

Page 60: In the third subparagraph under the first bullet, add a footnote to the first sentence (which discusses the width of sidewalks) as follows:

The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

Page 63: Modify the description of the third Class I bikeway in Table 3 as follows:

Glenallan Avenue on [the north side] both sides of the street between Georgia Avenue and Layhill Road [and on the south side between Layhill Road and the Metrorail station]

Page 63: Modify the note at the bottom of Table 3 as follows:

**See Figure [28] 26 for descriptions of bikeway classes.*

Page 67: Delete the last sentence of the third bullet as follows:

[RT-12.5 zoning may also be appropriate provided that the new townhouses face Georgia Avenue.]

Page 70: Under “Education” modify the first paragraph and the list of schools as follows:

The Glenmont Community is [serviced] served by [two] four public elementary schools, [two] four middle schools, and [two] three public high schools, as well as several private schools. In 1997 the area was served by the following schools.

Elementary Schools

1. Georgian Forest Elementary School (East of Georgia Avenue)
2. Weller Road Elementary School (West of Georgia Avenue)
3. Glenallan Elementary School (East of Georgia Avenue)
4. Highland Elementary School (West of Georgia Avenue)

Middle Schools

1. Argyle Middle School
2. Parkland Middle School
3. Col. E. Brooke Lee Middle School
4. Sligo Middle School

High Schools

1. John F. Kennedy High School (East of Georgia Avenue)
2. Wheaton High School (West of Georgia Avenue)
3. Albert Einstein High School

Page 72: Modify the first sentence under Objective 5 to change the term “green spine” to “green corridor.”

Page 71: Modify Objective 2 as follows:

Objective 2: *Improve safety along major roadways.*

DPWT and SHA should study high accident locations for potential safety improvements. [The locations identified thus far include:

- Georgia Avenue at Weller Road
- Randolph Road at Livingston Street (pedestrian accidents)
- Randolph Road at Middlevale Lane/Garden Gate Road
- Layhill Road at Middlebridge Drive
- Layhill Road at Middlebridge Drive]

Page 72: Add the following section:

G. DELETIONS FROM THE 1978 AND 1989 PLANS

The following elements were recommended by the 1978 and 1989 Plans but are not included in this Sector Plan:

Neighborhood bus service should be established to provide service to community focal points such as recreational centers, libraries, schools, churches, and shopping areas, in addition to the METRO station.

A left turn storage lane on Georgia Avenue at the Glenmont Shopping Center.

A left turn storage lane at the eastbound approach to Layhill Road.

Double left turn storage lanes should be constructed on Georgia Avenue at the METRO entrance.

A left turn storage lane (on Layhill Road) at the Glenmont Shopping Center and a median break for existing traffic from the METRO station should be added to the current design plans for this project.

Portions of WMATA's acquisition located in the right-of-way for Ara Drive should be dedicated for public use at the time of record platting.

A portion of the Glenmont storage yard access should be constructed as a public street to provide access for adjacent properties.

Bikeways:

- Denley Road/Denley Place--from Sector Plan Boundary to Metro
- Georgia Avenue--from Weller Road to Metro
- Grandview Avenue--from Randolph Road to Sector Plan Boundary

A 400 car lot on Georgia Avenue opposite Glenallan Avenue and a concept plan for 200 additional spaces.

Page 73: Delete the third sentence in the first paragraph as follows:

[This limits the environmental recommendations that are appropriate for the master planning process.]

Page 73: Modify the second paragraph as follows:

Water quality continues to be an important issue in Montgomery County. The Montgomery County Department of Environmental Protection (DEP) has programs underway that are investigating ways to improve urban streams as directed by the Clean Water Act. A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions existing and planned land uses in the

watersheds and the types of management tools available to protect or restore each watershed. The CSPA will provide a consistent process for identifying stream preservation, protection and restoration needs county-wide.

The Montgomery County Department of Environmental Protection (DEP) and the M-NCPPC are cooperating to draft the initial CSPA and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPA categorization of subwatersheds and related management tools has been released. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPA. This Sector Plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPA is completed. The County has also passed laws that will attempt to curb the loss of forests and trees to development. Planning Board Regulation 1-92 and the Montgomery County Forest Conservation Law require that a certain threshold of forest retention or re-planting be established on all properties that are subject to the subdivision requirements of the Montgomery County Zoning Ordinance.

Page 73: Modify the third paragraph as follows:

Other environmental concerns in the Sector Plan area are noise associated with vehicular traffic and air quality. These two issues are closely related since motor vehicle use is the major contributor of these two pollutants. [The possible relocation of the WSSC water storage facility is also a concern.]

Page 73: Delete the fourth paragraph as follows:

[Finally, the Sector Plan should not overlook the ability of individual property owners to monitor their own neighborhoods for environmental problems. Individuals can be very helpful by assisting in appropriate inspection and maintenance of storm water conveyance systems and to report problems and violations to local officials.]

Page 73: Modify the fifth paragraph as follows:

...and 4) efforts to improve air quality[, 5) promotion of local citizen action, and 6) relocation of the WSSC water storage tank].

Page 74: Modify the last two sentences in the first paragraph as follows:

The wetlands have been degraded by the effects of urbanization and are now confined to small, intermittent channels which receive street runoff and have been adversely affected by dumping of household [products] and yard waste. The ecological value of this

wetland has been severely compromised [but it is an excellent candidate for a community-based clean up effort].

Page 74: Modify the second paragraph as follows:

The Maryland Planning Act of 1992 set forth seven visions to protect the Chesapeake Bay while fostering economic development. The Act defines sensitive areas to include steep slopes, streams, and their buffers; 100-year flood plains; and habitats of rare, threatened, or endangered species. Glenmont contains no known habitat for rare, threatened, or endangered species. Vision 2, “Protection of Sensitive Areas, and Vision 4, Stewardship for the Chesapeake Bay,” are addressed in this chapter. [The Act defines sensitive areas to include steep slopes, streams, and their buffers; 100-year flood plains; and habitats of rare, threatened, or endangered species. Glenmont contains no known habitat for rare, threatened, or endangered species.]

Page 74: Delete the last sentence in the third paragraph as follows:

[Through the fostering of stewardship roles, residents have the ability to monitor their own neighborhoods and have a responsible government agency respond to their concerns.]

Page 74: Delete the last bullet on the page as follows:

- [• Citizen stewardship of sensitive areas should be encouraged as part of the County’s ongoing programs.]

Page 76: Under “Noise,” modify the first sentence of the first paragraph as follows:

Glenmont is located at the intersection of [a number of] three heavily traveled roads:....

Page 76: Modify the last sentence of the last paragraph on the page as follows:

The Montgomery County Department of Park and Planning has developed guidelines which set 65 dBA Ldn as [an] a more conservative and attainable goal for residential noise exposure.

Page 77: Under “Objective 1”, modify the first bullet as follows:

- Noise compatible (i.e., nonresidential) land uses [should be considered] are recommended along Georgia Avenue, Randolph Road, and Layhill Road for vacant and redevelopable parcels in high noise areas.

Page 77: Under “Air Quality,” delete the first and second paragraphs and replace with the following:

The Clean Air Act Amendments of 1990 require regional consideration of air quality. The Washington Metropolitan Statistical Area, which includes Montgomery County, does not meet the federal standards for ozone and is considered a non-attainment area. Ozone is formed in the atmosphere when exhaust emissions and sunlight react under certain conditions.

The 1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity cited carbon monoxide “hot spots” at the intersections of Layhill and Randolph Roads with Georgia Avenue. Carbon monoxide pollution has been substantially reduced due to cleaner burning fuels. The major approach to better air quality is now shifting to reducing ozone on a regional level.

Page 78: Modify the second to last sentence of the first full paragraph as follows:

Other policies include promotion of mass transit, trip reduction measure[d]s, [cluster and] mixed use developments, and high occupancy vehicle lanes.

Page 78: Modify the second full paragraph as follows and merge the first and second paragraphs:

When new development or redevelopment is proposed[, environmental impact studies should include a study of the impacts on overall air quality. In addition, the design of each development should assure the maintenance of localized air quality, such as at heavily traveled intersections like Randolph Road and Georgia Avenue. In these areas,] consideration should be given to the placement of public spaces and building ambient air intakes. [Tree plantings and vegetative cover should be included to shade paving and rooftops to reduce thermal effects.]

Page 78: Modify the text next to “Objective A” as follows:

[Reduce ozone and other forms of air pollution within the Sector Plan area.] Support regional air quality objectives.

Page 78: Under the heading “Objective A” delete the last bullet as follows:

- [• DEP should assure compliance with all applicable air quality laws and regulations related to the Metro storage yard.]

Page 79: Delete the entire section entitled “Importance of Individual Action.”

Page 80: Delete the entire section entitled “WSSC Water Storage” (It has been relocated to page 45).

Page 81: Delete the following two bullets (third and fourth) under title “A. ZONING”:

- The amendment of the R-30/TDR-30 Zone to permit up to 40 units per acre (exclusive of a MPDU bonus).
- The addition of convenience retail and professional offices as permitted uses in the R-30/TDR-40 Zone and the requirement of one purchased TDR for every three multi-family units in Metro station impact areas.]

Page 81: Modify Section B, bullet two as follows:

- The Transitway and High Occupancy Vehicle Network Master Plan [should be] has been completed. The Georgia Avenue Busway Study should be completed and, if feasible, engineering commenced for a transitway from Glenmont to Olney. Operational improvements to bus service along Randolph Road between the Glenmont and White Flint Metro stations should also be studied.

Page 81: Delete the third bullet under Section B.

Page 82: Insert the following prior to the first paragraph in Section D "STAGING" as follows:

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

This Staging Plan will::

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

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

Page 82: Modify the first paragraph in Section D “STAGING” as follows:

During each stage, the County Council would determine the amount of development that can be accommodated each year by existing and programmed facilities through the Annual Growth Policy (AGP). For example, even when the Stage 2 triggers are met, the Council may still decide to further time development using the AGP. [Zoning controls the end state of development. All capital facilities needed for a particular development are not programmed simultaneously.]

The amount of development that can be accommodated by existing facilities and programmed facilities are listed in the County’s Capital Improvements program [in any given] each year, [is determined by the Annual Growth Policy (AGP) report.] The AGP establishes the transportation service levels deemed acceptable by the County Council. New development can be approved up to the point where these levels would be exceeded. In addition, the application of the County’s Adequate Public Facilities Ordinance involves a more localized examination of whether the infrastructure surrounding a proposed project can handle the traffic impacts.

- [•] This Plan recommends that t [T]he Glenmont Center portion of the Glenmont Sector Plan area [should] be designated as a Metro Station Policy Area in the Annual Growth Policy, [To facilitate the use of transit, this Plan recommends] and that the new Glenmont Metro Station Policy Area either be part of a Wheaton Transportation Management Organization or establish its own such organization.

Page 83: Modify Table 4, under Local Streets, number 4 as follows:

Construct appropriate circulation roadways for the development of the Glenmont [Village] Center, including the bifurcation of Layhill Road.

Page 84: Projects listed in the “Sidewalks” section should reflect the same sidewalks listed in Table 2, as modified.

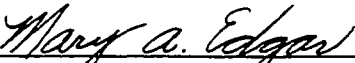
Page 85: Projects listed in the “Bikeways” section should reflect the same bikeways listed in Table 3, as modified.

General

All figures and tables are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All zoning maps throughout the Plan should be modified to reflect changes in zoning recommendations approved by the Council. All identifying references pertain to the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity, dated February 1997.

In addition to the changes to the Sector Plan set forth above, the Council directs the Planning Board to consider whether a zoning text amendment would be an appropriate means of addressing problems related to the parking problems in the Glenmont Shopping Center.

This is a correct copy of Council action.



Mary A. Edgar, CMC
Secretary of the Council

GLENMONT SECTOR PLAN APPROVED AND ADOPTED

Comprehensive Amendment to the July 1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity

I. INTRODUCTION

A. GEOGRAPHY

The term “master plan area” is used to define the area covered by an individual master plan. A “sector plan area” is a subset of a master plan area, i.e., it covers only a portion of the master plan area. (See Figure 2.) Typically, sector plans are done for central business districts or transit station impact areas. Sector plan area boundaries are established to respond to common issues, natural boundaries, community affiliation, or other characteristics. Sector plan areas often differ from other geographic boundaries used in Montgomery County such as “policy areas” that have been established by the County Council for other purposes.

The Glenmont Sector Plan area contains approximately 568 acres exclusive of public rights-of-way. It is generally bordered by Middlevale Lane on the east, Weller Road on the north, Denley Road and Lindell Street on the west, and the Glenmont Forest Apartments and Randolph Road on the south. To the southeast of the Glenmont Sector Plan area are Wheaton Regional Park and Brookside Gardens.

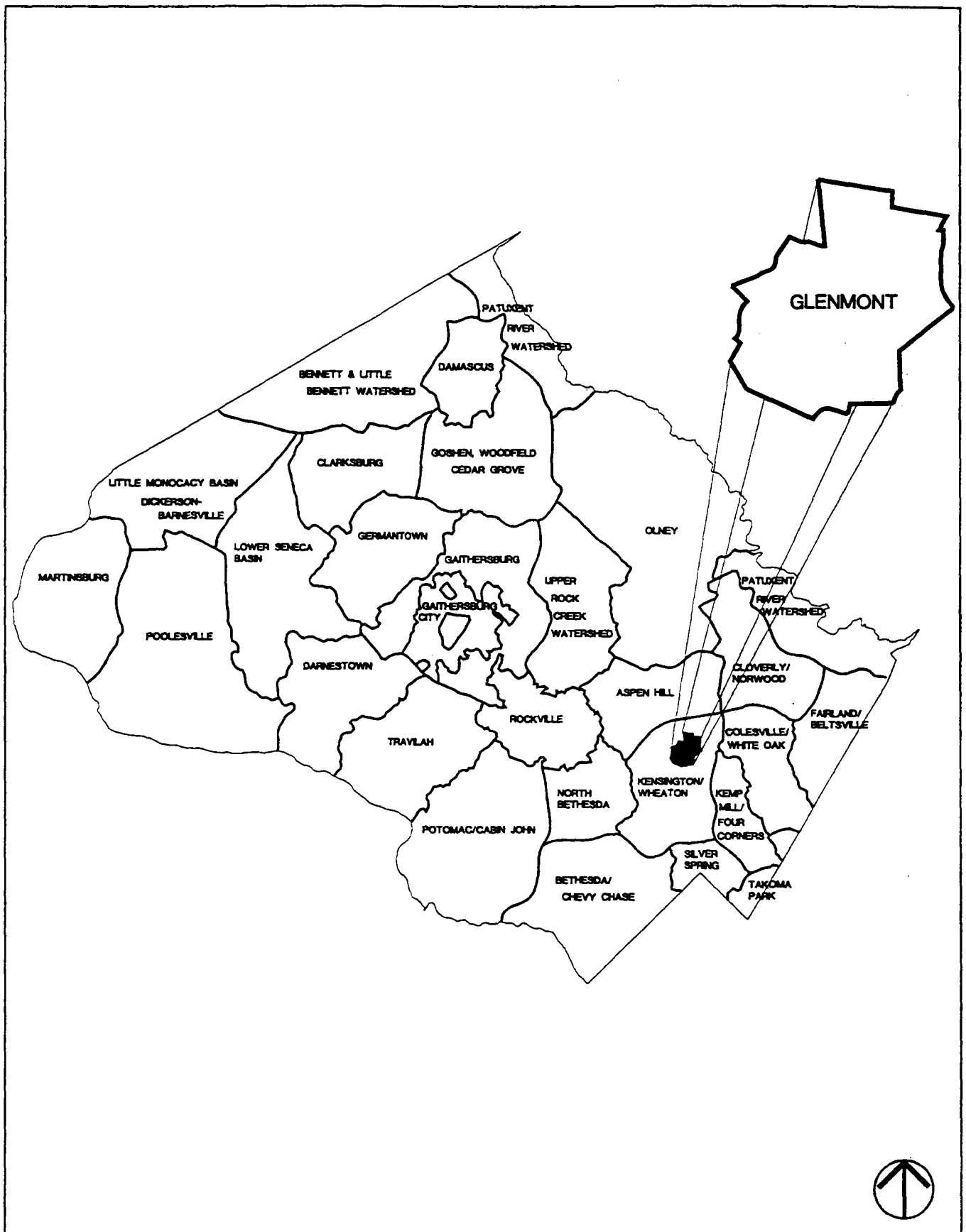
Although the recommendations in this Plan focus on this limited geographic area, the Glenmont Sector Plan area must also be considered within the context of the greater Glenmont community. This Plan focuses on the transit station impact area surrounding the new Glenmont Metro station, but the recommendations contained herein—and the extent to which they are implemented—will impact a much broader area than the Glenmont Sector Plan area alone.

B. PLANNING PROCESS

Appointment of a Citizens Advisory Committee (CAC) is the first step in the master/sector plan process. The CAC for the Glenmont Sector Plan was appointed by the Montgomery County Planning Board in October 1993. CACs comprise individuals who represent residents, neighborhood associations, civic groups, businesses, landowners, developers, and other special interests. CAC members help identify important planning issues and areas of concern in the community. They have the responsibility to represent their constituencies, bring their concerns to the table for discussion, and keep them informed of the Sector Plan's progress and proposals.

LOCATION MAP

FIGURE 2



The Montgomery County Planning staff works with the CACs to help frame the issues, provide technical information and research data, and assist with the preparation of this and future documents. The community's concerns, as expressed through the CAC members, became the foundation for the May 1994 Issues Report for the Glenmont Transit Impact Area and Vicinity Sector Plan. (See Figure 1 for an overview of the master plan development process. This process is the same for sector plans.)

The next step in the master/sector plan process is the development of the Staff Draft Plan. The Staff Draft Plan, like the Issues Report, is designed to be a cooperative effort between the CAC and the Montgomery County Planning staff. The Staff Draft Plan examines the concerns raised in the Issues Report and presents alternative courses of action through specific recommendations. It provides a vision for the sector plan area and a "road map" for its achievement.

The Staff Draft Plan is presented to the Planning Board by the Montgomery County Planning staff with the CAC present for comment. The Planning Board's review of the document generally focuses on whether the draft is ready to be the subject of a public hearing. The Planning Board makes whatever modifications it deems necessary and a Public Hearing (Preliminary) Draft Plan is prepared. The Public Hearing (Preliminary) Draft Plan is a formal proposal to amend an adopted master or sector plan. A public hearing is then held by the Planning Board for the purpose of receiving testimony on the Public Hearing (Preliminary) Draft Plan.

After the public hearing is held, the Planning Board holds open worksessions to review testimony and revise the Public Hearing (Preliminary) Draft Plan. The number of worksessions varies with the degree of complexity and consensus on the issues. During this time, the Planning Board discusses the sector plan recommendations on specific issues. A joint review with the Executive staff regarding the fiscal impacts of the proposed plan also takes place during the worksessions. Once the worksessions are completed, the Public Hearing (Preliminary) Draft Plan is amended by the Planning Board and republished as the Planning Board (Final) Draft Plan. It is then transmitted to the County Council and the County Executive.

The County Executive has 60 days to comment on the Planning Board (Final) Draft Plan and prepare a fiscal impact analysis for the County Council. After the County Council receives the Executive's comments and fiscal analysis, a public hearing is held. Similar to the Planning Board, open worksessions are conducted to review the testimony from the public hearing and revise the Planning Board (Final) Draft Plan. After the worksessions are complete, the County Council adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

Once approved by the County Council, the sector plan is formally adopted by the full Maryland-National Capital Park and Planning Commission (the Montgomery and Prince George's Counties' Planning Boards). Following the approval and adoption process, the Montgomery County Planning staff assumes responsibility for publishing an approved and adopted sector plan, formally filing it with the Clerk of the Circuit Court, and making it available to the public. The Montgomery County Planning staff is typically instructed to prepare a sectional map amendment for the area. A sectional map amendment is a comprehensive rezoning of the sector plan area to implement the zoning recommendations of the sector plan.

The recommendations of Master or Sector Plans are implemented through a variety of public and private actions. Members of the community are encouraged to participate in public process to help monitor and guide Master or Sector Plan facilitation. Their participation is important. Individuals and community groups can do a great deal to improve their communities and address the quality of life issues in general. Community identity can be heightened through a wide variety of actions ranging from monitoring community needs to volunteering for community improvements.

C. PLANNING HISTORY

1. 1964 GENERAL PLAN AND 1969 GENERAL PLAN UPDATE

In 1964, a Bi-County plan for Montgomery County and Prince George's County was adopted, *...On Wedges and Corridors, a General Plan for the Maryland-Washington Regional District in Montgomery and Prince George's Counties*. The General Plan was updated in 1969 with more specific goals and guidelines for the wedges and corridors concept in Montgomery County. For more than two decades, the General Plan has guided the land use pattern and the transportation system in Montgomery County. Its name, *...On Wedges and Corridors*, comes from the regional land use pattern it recommends. The concept is based on six corridors of urban development radiating out, like spokes of a wheel, from the existing land use patterns in Washington, D.C. The corridors of development are separated by wedges of open space, farmland, and lower density residential uses. The concept has shaped the County's land use pattern by channeling growth into development and transportation corridors, with the Urban Ring in lower Montgomery County close to Washington, D.C.

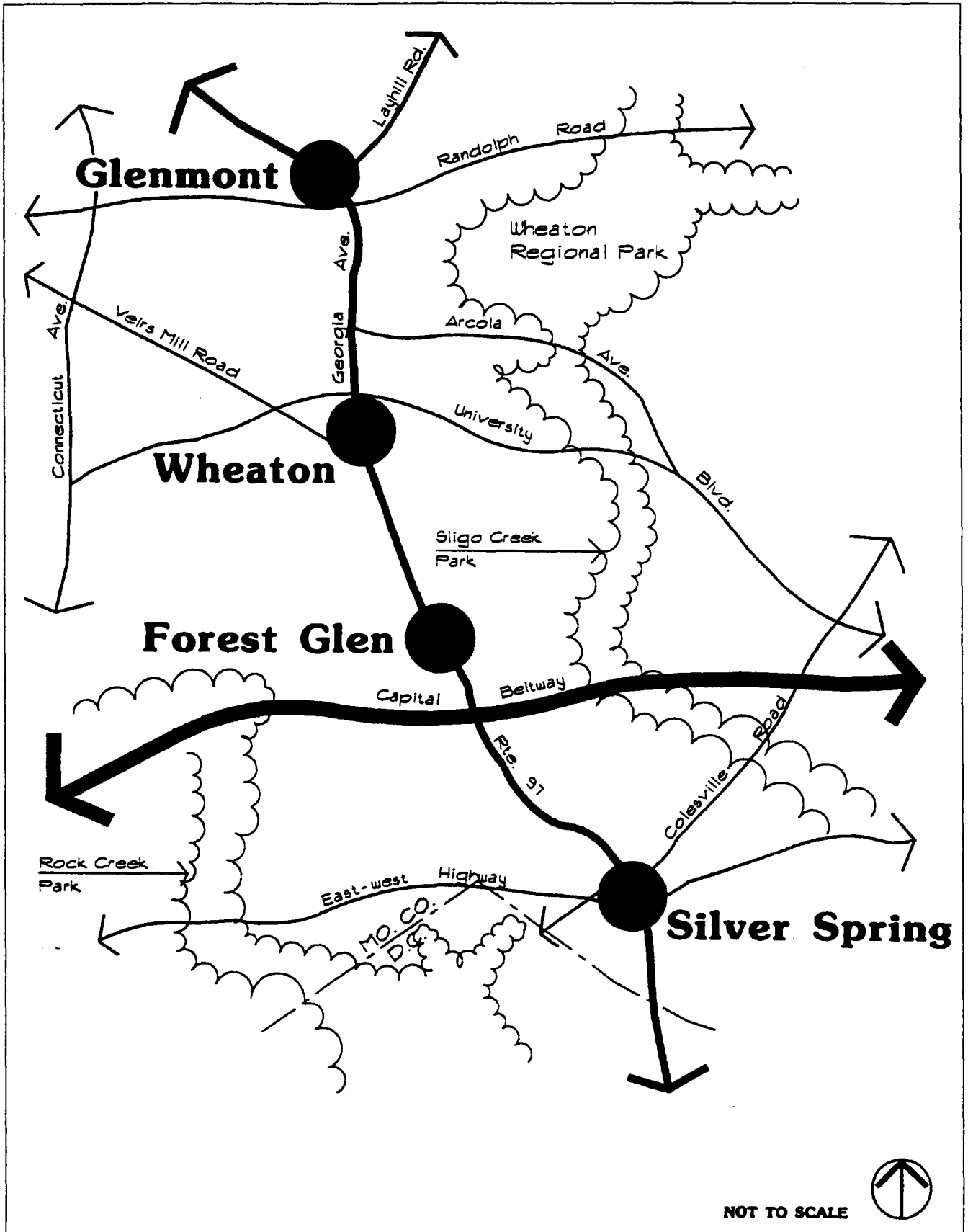
2. 1978 SECTOR PLAN FOR GLENMONT TRANSIT IMPACT AREA

Specific guidance for the Glenmont Sector Plan area is currently contained in the 1978 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*. The 1978 Plan was adopted as a result of the planning work which had begun in 1976 on the eastern leg of the Metro Red Line. (A *Sector Plan for the Forest Glen Transit Impact Area and Vicinity* was done at the same time as the Glenmont Sector Plan.) Since Glenmont is planned to be the eastern terminus of the Red Line (see Figure 3), the 1978 Sector Plan provided for a rail storage yard as well as the Metro station, bus bays, and parking, as called for in the 1968 *Adopted Regional System*. The inclusion of the Glenmont rail yard meant that Metro cars could be stored at both ends of the Red Line during non-service hours, thereby eliminating the need for "dead-heading" (i.e., the need to run empty trains from Shady Grove to Glenmont in the early morning so that cars would be waiting at both ends of the Red Line to begin morning service). Although the 1978 Glenmont Sector Plan included the rail yard, it did modify earlier plans by deleting a loop track at the facility; this change reflected the elimination of heavy-duty maintenance as a major function of the storage yard.

The 1978 Sector Plan for the Glenmont Transit Impact Area sought to allow additional development around the future Metro station, although not at the highest (i.e., Central Business District, also referred to as CBD) densities; these higher densities are focused in the Silver Spring CBD and, to a lesser extent, in the Wheaton CBD. (Since 1978, Montgomery County has

GEORGIA AVENUE - METRO STATIONS

FIGURE 3



continued to reserve CBD status for Silver Spring and Wheaton, as well as Bethesda and Friendship Heights on the western side of the County.) The 1978 Plan stated the following with regard to new development:

It would appear that there is little opportunity for new development in Glenmont, beyond that permitted by existing zoning. . . Moreover, it is the stated policy of Montgomery County to channel new major commercial development in the Glenmont Corridor into Silver Spring and, to a lesser degree, Wheaton.

However, it is necessary to recognize that certain conditions—especially the present traffic volumes along major roadways, and the construction of the METRO station, its related parking and METRO storage yard—are factors which simply by virtue of their presence could encourage a gradual shift in land use to higher intensity and to non-residential activities. (p. 49)

In the face of anticipated pressure for redevelopment, the 1978 Sector Plan sought to prevent high density development and commercial intrusion into existing residential areas. The 1978 Sector Plan recommended that “the predominantly low-to-moderate intensity residential nature of the Glenmont area should be maintained. . . (and) be consistent in. . . nature with the existing development in the area.” (p. 51) It therefore provided for the Metro station and storage yard, medium density residential development near Metro, upgrading of the existing commercial center, and the continuation of the surrounding low-density residential neighborhoods.

Since the 1978 Sector Plan, the residential character of Glenmont has, in fact, been maintained. Glenmont continues to exhibit a commercial center surrounded on three sides by multi-family residential developments. Although a new wing was added to the Glenmont Shopping Center, the bulk of the center (and its parking lot) has not been upgraded as called for by the 1978 Sector Plan. A new 1,800-space Metro parking garage has been completed, however, and construction of the new Metro station and Metro storage yards are well along.

The actual opening of the Glenmont Metro station, anticipated to be in mid-1998, is now in sight. It is therefore an opportune time to revisit the 1978 Glenmont Sector Plan. This Plan asserts that the new transit facilities, and the new transit-oriented development which will surround the station, will form the future image of Glenmont. This Plan seeks to use the momentum created by the new transit facilities to rejuvenate the entire Glenmont Sector area. If the County and the community fail to capitalize on this watershed event, the decline evidenced at the Glenmont Shopping Center and further south along Georgia Avenue could negatively impact Glenmont for years to come.

3. 1989 MASTER PLAN FOR THE COMMUNITIES OF KENSINGTON-WHEATON

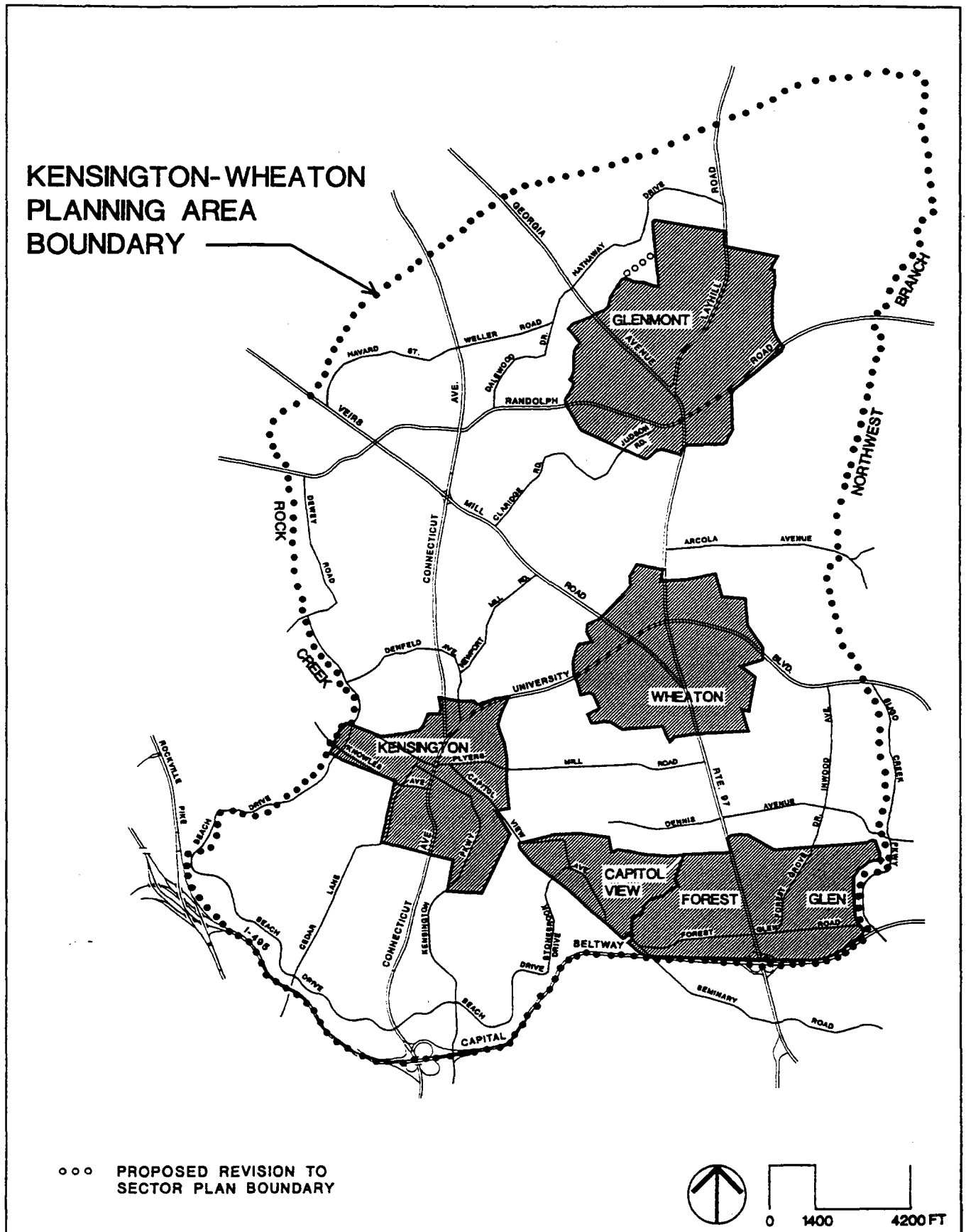
Glenmont is one of five sector plan areas lying within the boundary of the Kensington-Wheaton Planning Area. (See Figure 4.) With one exception (a rezoning in the Town of Kensington and Vicinity sector plan area), the sector plan areas were not examined in the 1989 Kensington-Wheaton Master Plan.

The major points in the Kensington-Wheaton Master Plan which affect Glenmont are summarized below.

- The Kensington-Wheaton Master Plan reflected the view that there should be a relationship between land uses within the sector plan area and those within the contiguous master plan area. The linkage of neighborhoods and commercial areas through the use of the common framework of parallel design treatment is a major objective of the Kensington-Wheaton Master Plan. For example, similar building scale, height, and landscaping treatments can be used to assure compatibility between different land uses.
- The Kensington-Wheaton Master Plan emphasized the preservation of residential communities. For example, the Kensington-Wheaton Master Plan specifically confirmed the existing zoning of residential properties abutting major highways, with only limited exceptions.
- The Kensington-Wheaton Master Plan sought to protect residential areas from the effects of nonresidential activities located inside and outside the boundaries of the sector plan areas within Kensington-Wheaton. This policy has been implemented by making the sector plan areas large enough to provide a buffer from the effects of commercial activity. The Kensington-Wheaton Master Plan also sought to improve the relationship between residential communities and commercial areas not located within sector plan area boundaries (e.g., the existing commercial uses along the major highways).
- One of the land use goals in the Kensington-Wheaton Master Plan was “to preserve the identity of residential areas along major highway corridors, to soften the impact of major highways on adjacent homes and to strengthen the distinction between commercial and residential uses.” An implementation technique for achieving this goal is described in the section of the Kensington-Wheaton Master Plan called “Green Corridors Policy.” In addition to creating more attractive corridors, the “Green Corridors Policy” was intended to enhance commercial stability by ameliorating the impact of these highways on residential areas. In Glenmont, this policy should be considered for those portions of Randolph Road, Georgia Avenue, and Layhill Road within the Sector Plan area.

KENSINGTON-WHEATON AREA

FIGURE 4



II. PLANNING POLICIES

A. VISION

The Glenmont of the future will be a transit-oriented area. A compact, mixed-use center will be the focus of community activity and establish a sense of place. New development will be concentrated around the new Metro station. Existing neighborhoods with single-family homes surrounding the new development will be preserved and protected.

This Plan envisions Glenmont with an identifiable commercial center surrounded by residential neighborhoods that are linked to the center and to each other. The Plan envisions a cooperative, public and private approach to provide a renovated and upgraded retail environment for both the Glenmont Shopping Center and the Layhill Triangle. These areas will become attractive and convenient places to satisfy day-to-day shopping needs.

While accommodating appropriate redevelopment in close proximity to Metro, this Plan seeks to preserve and enhance the existing viable neighborhoods that surround the center and offer a variety of housing choices. The Plan reinforces the existing diverse community by creating new housing opportunities for all income groups, an element of successful mixed-use areas that is under-represented today in Glenmont.

This Plan promotes the use of alternative modes of transportation. Pedestrian and bicycle paths will provide easy and safe access to transit, retail and community facilities. Georgia Avenue will be a high quality, pedestrian-sensitive boulevard that provides safe pedestrian crossings, attractive landscaping and a greenway along its west side. Well-designed and safe sidewalks connect residential areas, community facilities, shopping, and the Metro station. Glenmont will also be a destination for those in other communities who seek to access the Metro system.

This Plan envisions Glenmont as a greener place, well served by public infrastructure. Local parks and new community facilities would enhance the status of the community and generate new economic vitality. A greenway along the west side of Georgia Avenue would soften the impacts of through traffic and provide a pleasant access to the Metro station. The Plan envisions improvements to the appearance and use of the former Glenmont Elementary School site through an appropriate public use.

B. PLANNING GOALS

This Sector Plan seeks to achieve a fair and responsible balance between competing interests. In some cases, this requires balancing local interests with regional interests; in other cases, it may involve balancing the interests of adjoining property owners. Although it would be desirable to satisfy each interest fully, it is more often the case that each interest is only partly satisfied. Usually, compromise is required. The Planning Goals identified below, and the specific recommendations in the chapters which follow, reflect this reality.

1. Preserve the Glenmont community as a stable, predominantly residential community.
2. Enhance community identity by strengthening the neighborhoods within the Sector Plan area and providing additional gathering places such as community facilities, public open spaces, and pedestrian friendly streets.
3. Focus new development at appropriate locations near the Metro station consistent with the General Plan.
4. Provide a center for Glenmont to serve as a focal point and gathering place for the community.
5. Ensure that new development is compatible with the existing community.
6. Provide safe and efficient traffic circulation for local and regional travel, balancing transportation needs with the impacts on the community.
7. Provide attractive, safe, and convenient linkages to major destinations, including the Metro station and the proposed Glenmont Center, to promote walking and biking.
8. Encourage the use of the existing and future public transportation systems and reduce reliance on travel by single occupant vehicles.
9. Develop a transportation system that serves as the foundation of an emerging Center in Glenmont.
10. Assure that neighborhoods are protected from intrusive uses.
11. Support the continuity of the County's Green Corridors Policy along Georgia Avenue, Layhill Road, and Randolph Road by providing attractive, landscaped roadways.
12. Protect the edges of residential neighborhoods along busy highways.
13. Concentrate commercial uses along Georgia Avenue, Layhill Road, and Randolph Road in a limited number of key locations, as called for by the Green Corridors Policy expressed in the 1989 Kensington-Wheaton Master Plan.
14. Stop commercial blight by improving Glenmont's existing commercial area in terms of access, circulation, appearance, and economic viability.
15. Protect and preserve environmentally sensitive features and environmentally sensitive areas.

16. Protect and improve water quality in the Rock Creek and Northwest Branch watersheds.
17. Protect the residents of Glenmont from exposure to excessive noise levels and degraded air quality.

C. EXISTING POLICIES AND CONSTRAINTS

1. MARYLAND PLANNING ACT OF 1992

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) are embraced and confirmed by the Glenmont Sector Plan.

The seven visions of the State Planning Act, as stated in Article 66B of the Annotated Code of Maryland, are:

- “1. Development is to be concentrated in suitable areas;
2. Sensitive areas are to be protected;
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected;
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic;
5. Conservation of resources, including a reduction in resource consumption is to be practiced;
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined;
7. Funding mechanisms are to be addressed to achieve these objectives.”

Consistent with these visions, this Sector Plan provides for development in “suitable areas” by focusing the most intense uses in a transit serviceable Center. In addition to the Amendment's conformance to the seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect environmentally impacted areas. Sensitive areas are described in the Act as 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes. The Environmental Resources chapter of this Plan, along with regulatory strategies for protecting these areas, complies with the sensitive areas requirement of the State Planning Act.

2. 1993 GENERAL PLAN REFINEMENT

The Glenmont area is identified in the 1993 General Plan Refinement as being located in the Urban Ring, a concept that was first established in the 1964 General Plan.

The Urban Ring is an older, well-established, and densely developed area characterized by diversity in income, ethnic, and racial composition. Within the Urban Ring there is great variety in density and character among areas. Communities in the Urban Ring are generally well maintained and many feature landmarks that identify them as distinct neighborhoods. A strong sense of community pride exists among residents in these neighborhoods of tree-lined, well-connected streets. The Urban Ring is an area in which suburban lifestyles exist, if not side by side, then very close to an urban environment. The Urban Ring is expected to remain as the County's most densely developed area. (General Plan Refinement Goals and Objectives, page 20.)

The General Plan Refinement foresees continued growth in the Urban Ring. The challenges for the future of communities located in the Urban Ring include: accommodating additional development and redevelopment in a sensitive manner while preserving existing neighborhoods, expanding transportation options while accommodating pedestrian needs, and emphasizing development, particularly housing, in appropriate transit station areas. The General Plan Refinement designates the Urban Ring as a high priority location for new infrastructure and expects Montgomery County to avoid the creation and perpetuation of abandoned or blighted areas. In conclusion, with regard to Urban Ring communities, the General Plan Refinement states:

While encouraging continued growth in the Urban Ring, the General Plan Refinement seeks to preserve the flourishing neighborhoods already located there. The Refinement encourages the County to protect these areas from the encroachment of non-conforming land uses, excessive noise, and through traffic. It seeks to maintain and reinforce the many desirable community features that are common in the Urban Ring. (General Plan Refinement Goals and Objectives, page 21.)

Consistent with this guidance, the recommendations in this Sector Plan reflect a Center and Neighborhoods concept (see Section D, below) intended to accommodate growth while preserving existing neighborhoods. This Plan focuses new development in a transit serviceable Center. At the same time, the surrounding neighborhoods are protected from intrusive uses and through traffic. Open spaces and gathering places are provided in the neighborhoods to enhance their quality of life. Pedestrian friendly streets are created so that the neighborhoods have easy access to the more intense uses in the Center, without becoming part of it. The result is a

community where residential neighborhoods coexist with an urban environment without being overwhelmed by it.

3. ADEQUATE PUBLIC FACILITIES ORDINANCE/ANNUAL GROWTH POLICY

The Montgomery County Council adopted the Adequate Public Facilities Ordinance (APFO) in 1973 as part of the Montgomery County Subdivision Ordinance. The County uses the APFO to promote orderly growth by matching the timing of new development approval to the availability of existing or programmed public facilities needed to support that development. The Ordinance requires a review of transportation, schools, water, sewerage, police, fire, and health facilities. The APFO mandates that the Planning Board approve only those preliminary plans with adequate public facilities in place or programmed in the local or state capital improvement programs. Developers may supplement these facilities when necessary to obtain a finding of adequacy.

In 1986, the legislation was amended to permit the Council to give direct policy guidance for the administration of the APFO through a document called the Annual Growth Policy (AGP). The AGP legislation states that it “is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare and safety of the residents of the County.” For the purpose of the transportation review there is both an areawide test for adequacy--policy area review, and a nearby intersection test for adequacy--local area review.

The policy area review is reflected by the number of housing units and jobs which the Council will permit the Planning Board to approve in each of the “policy areas” established in the AGP. Glenmont is located in the Kensington-Wheaton Policy Area. As of July 1, 1997, new developments which would accommodate 1,762 dwelling units and 2,400 jobs could be approved to the extent that the individual projects pass the local area review test.

Within Glenmont, it is somewhat doubtful that any new development could be approved under standard local area review guidelines. The AGP does, however, provide alternative local area review procedures for areas designated as “Metro Station Policy Areas.” The “alternative review procedure” permits development in a Metro Station Policy Area that is under the development ceiling to be approved without the construction of intersection improvements if the developer pays a fee and joins a transportation management organization. Creation of these policy areas enables the County to pursue a goal of encouraging development in areas well-served by transit facilities.

In 1995 the County Council directed the Planning Board to perform the analysis necessary to allow the creation of a Glenmont Metro Station Policy Area. That analysis has been completed but the Planning Board has recommended that the creation of the new policy area, and the boundaries of such an area, should be decided after the Glenmont Sector Plan has been adopted. It is appropriate for this Sector Plan to provide guidance to the AGP concerning the timing, boundaries, and ceilings of a Glenmont Metro Station Policy Area. Such guidance can be found in the Implementation chapter of this Sector Plan.

D. PLANNING FRAMEWORK

1. CENTER AND NEIGHBORHOODS CONCEPT

Unlike most master/sector plans, this comprehensive amendment to the 1978 Glenmont Sector Plan is organized geographically rather than functionally. All of the recommendations affecting a geographic area—whether they are land use, urban design, transportation, or community facility recommendations—can be found together in a single section of this Plan. Only the environmental recommendations are identified separately since they tend to address regional concerns.

Geographically, this Plan is divided into two basic units: a center and the surrounding neighborhoods. (See Figure 5.) The Glenmont Center is intended to serve as a focal point for the community and promote a sense of place within the community. In addition to the new Metro station, the Center should include a mix of uses with particular emphasis on Transit Oriented Development. Gathering places and pedestrian friendly streets are also key elements of a viable Center.

Surrounding the proposed Center is a ring of stable residential neighborhoods. Although these neighborhoods already exist—in contrast to the proposed Center—it is critical that they be strengthened so that they will continue to be viable elements of the Glenmont community.

2. CIRCULATION SYSTEM

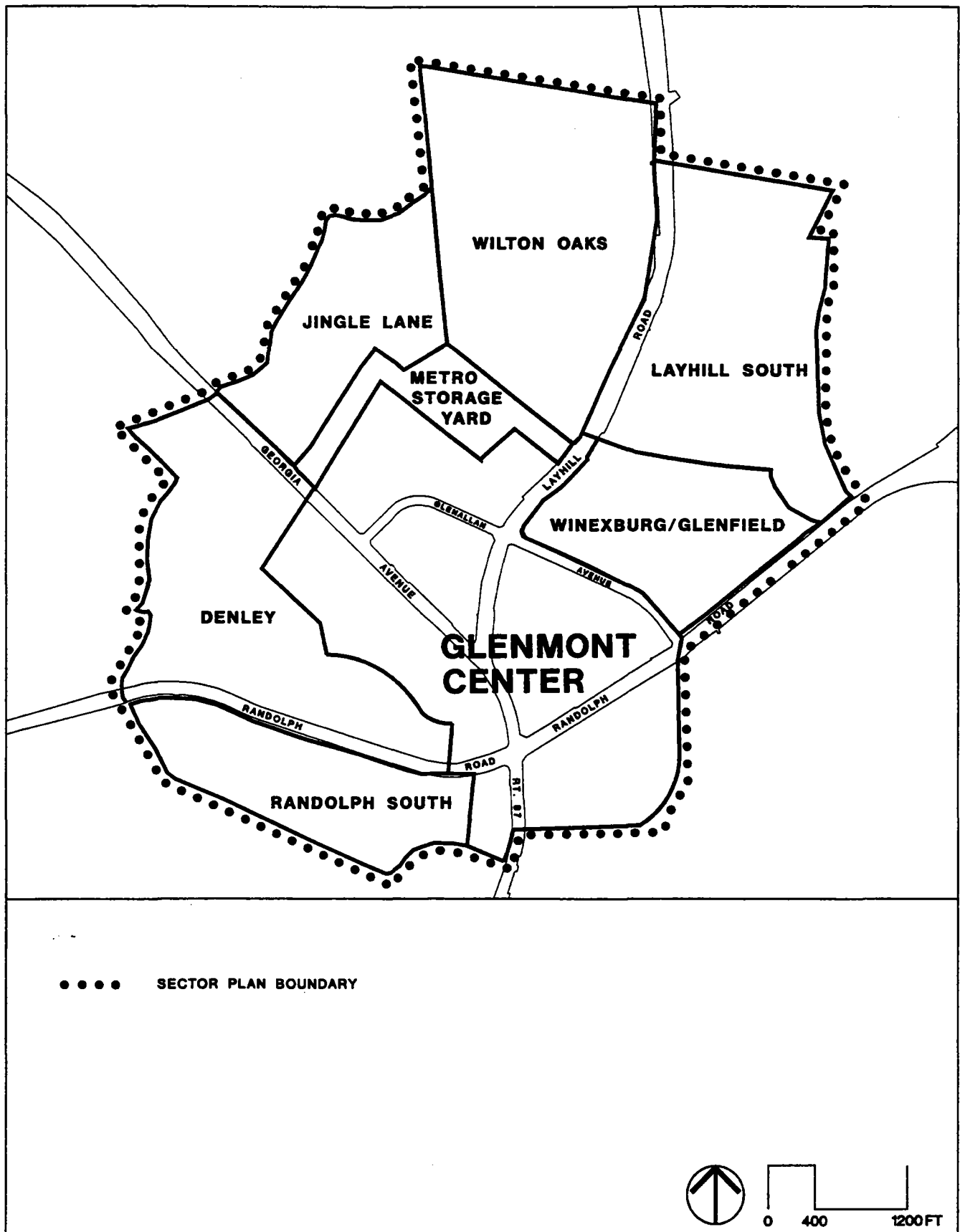
As the title indicates, the focus of this Sector Plan is a transit station impact area. The opening of the Glenmont Metro station is indeed a watershed event for Glenmont. It also marks the completion of the Red Line in Montgomery County.

Metrorail, the Metro and Ride-On bus systems, and the proposed transitway from Glenmont to Olney form a transit system that is integral to the future of Glenmont. Much of the development recommended in Chapter III is specifically designed to take maximum advantage of proximity to these facilities; for this reason, it is referred to as Transit Oriented Development, or TOD.

At the same time, it must be acknowledged that motor vehicles will continue to be an important and pervasive form of transportation. In addition to the traffic generated by Glenmont residents and workers, it is anticipated that some commuters who would otherwise not drive through Glenmont will drive there to access the Metro system at its northeastern terminus; a new parking garage awaits them. The availability of public transit notwithstanding, many other commuters will also drive through Glenmont on their way to employment centers elsewhere. Unfortunately, congestion levels on Georgia Avenue in Glenmont are not expected to improve significantly after the Metro station opens in 1998. Factors which will combine to maintain high levels of congestion include growth in regional traffic volumes, new development within the Glenmont Sector area, Glenmont's new status as a destination for residents to the north seeking to access the Metro system, and the Red Line's limited benefit in terms of east-west travel. As discussed in Chapter III, a decision not to build the Intercounty Connector could also impact traffic volumes in Glenmont.

CENTER & NEIGHBORHOODS CONCEPT

FIGURE 5



Walking and bicycling are also important forms of transportation, particularly useful for short trips. This Plan provides for comprehensive pedestrian and bicycle systems to interconnect the various parts of Glenmont and to provide connections to regional trails.

The circulation system in this Sector Plan therefore incorporates all modes of travel. Individuals will be encouraged to use transit facilities to reduce reliance on single occupancy vehicles and maximize the public investment in transit. It is acknowledged, however, that individuals will utilize that mode (or modes) which enable them to reach their destinations as quickly and inexpensively as possible. The various alternatives available under the Glenmont circulation system recognize that reality.

3. HISTORIC PRESERVATION

The Glenmont area does not include any properties currently designated on the *Master Plan for Historic Preservation* or the *Locational Atlas and Index of Historic Sites*. During the 1989 Kensington-Wheaton Master Plan process, several *Atlas* resources were studied; however, none were found to merit designation and they were removed from the *Atlas*. This Plan does not propose any changes to previous historic designations and specifically reaffirms those earlier actions.

There has been some citizen interest in an evaluation of the former Glenmont Elementary School. It may be appropriate to evaluate this property for historic designation in the future.

III. GLENMONT CENTER

A. RATIONALE

Glenmont today consists of a commercial area, ringed on three sides by garden apartments and surrounded by established single-family residential neighborhoods. (See Figure 6.) Although each of these components of the Glenmont community plays an important role, a basic premise of this Plan is that Glenmont does not presently have a cohesive "center." The existing uses which surround the new Metro station are a collection of uses which do not relate to each other in a holistic or synergistic way. They also fail to contribute to a positive image for Glenmont. The existing commercial uses at the Glenmont Shopping Center do not adequately satisfy the community's needs for neighborhood-oriented retail and their appearance does not, for the most part, reflect well upon the greater community. The other existing uses surrounding the new Metro station also fail to maximize the value of properties located at a major new transit facility. The garden apartment complex located directly across Glenallan Avenue from the station, Glenmont Metrocentre, has deteriorated over the years and has a huge vacancy rate compared to similar complexes in the same area.

Glenmont is at a major crossroads in terms of its future direction. The opening of the new Metro station and the presence of several redevelopable parcels in the transit station area provide an opportunity to create a viable center for the larger community. The "ripple effects" from the development of a Center would help to rejuvenate all of Glenmont. (See Figure 7.)

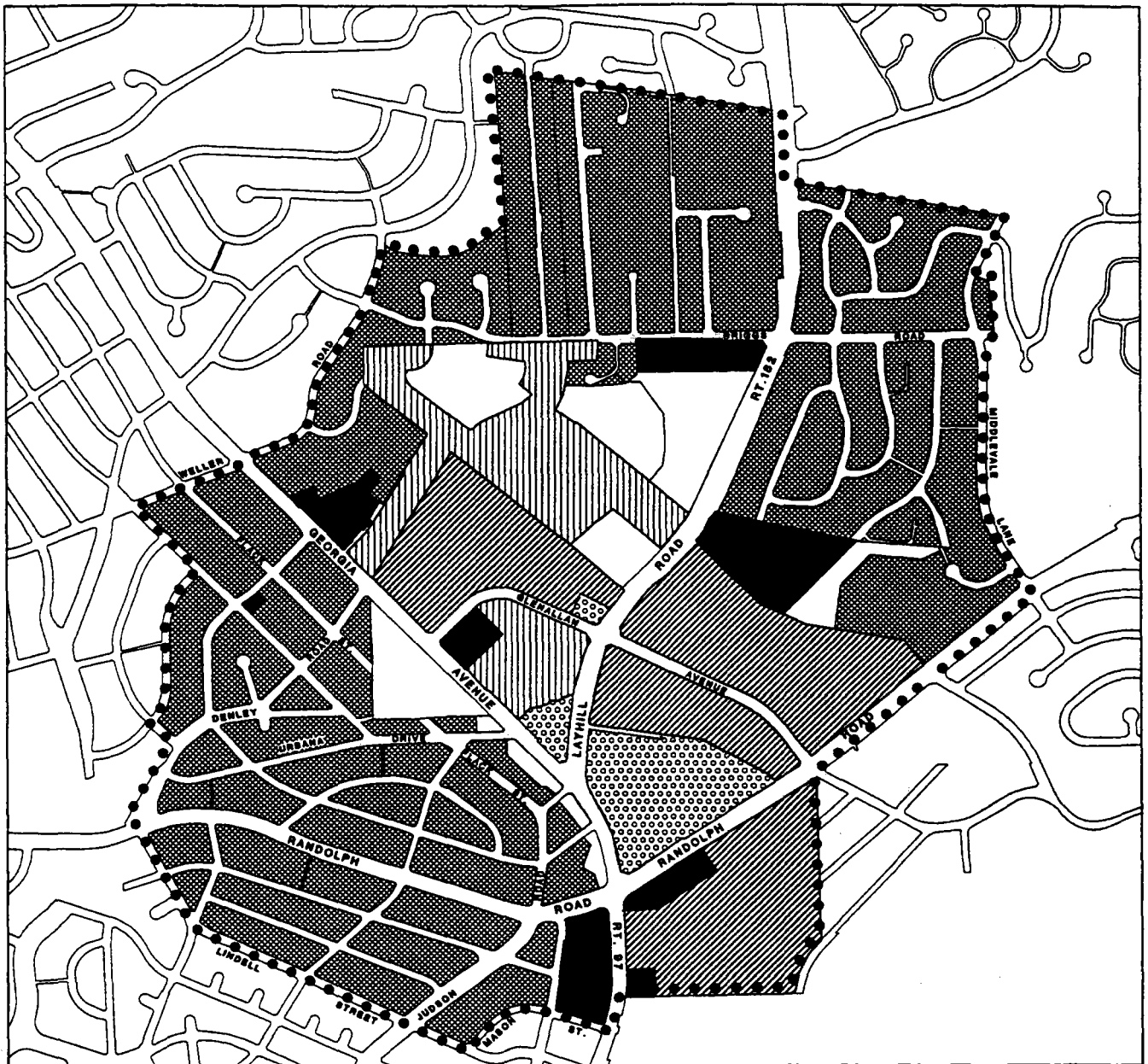
Government actions can significantly influence the stability and quality of overall housing stock and the upgrading of aging commercial centers. The general appearance of government buildings, roads, curbs, gutters and street trees would support the provision of higher quality commercial and residential development. Through a public and private partnership, all available programs for streetscaping, facade, and signage improvements should focus on improving the overall image of Glenmont.


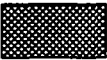





The major elements of the proposed Glenmont Center are its spine, Georgia Avenue; the new Metro station; and the Transit Oriented Development recommended for key parcels along the spine. Georgia Avenue will be enhanced as a green boulevard, including a wide, landscaped median; tree-lined sidewalks; and a linear park along the west side which will provide a transition to the residential uses west of Georgia Avenue. Several transportation improvements will provide for anticipated through traffic. However, the focus of the boulevard will be pedestrian-oriented; residents will have tree lined sidewalks protected from cars which provide linkages to a centrally located transit station and other important community facilities.

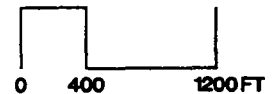
Key parcels in the Center (see Figure 8) will be redeveloped with the Transit Oriented Development prescribed by the General Plan. (See Figure 9.) Residential densities will be increased significantly at the Glenmont Metrocentre property on the east side of the spine and increased somewhat less on the west side of the spine where a transition must be provided to

EXISTING LAND USE

FIGURE 6

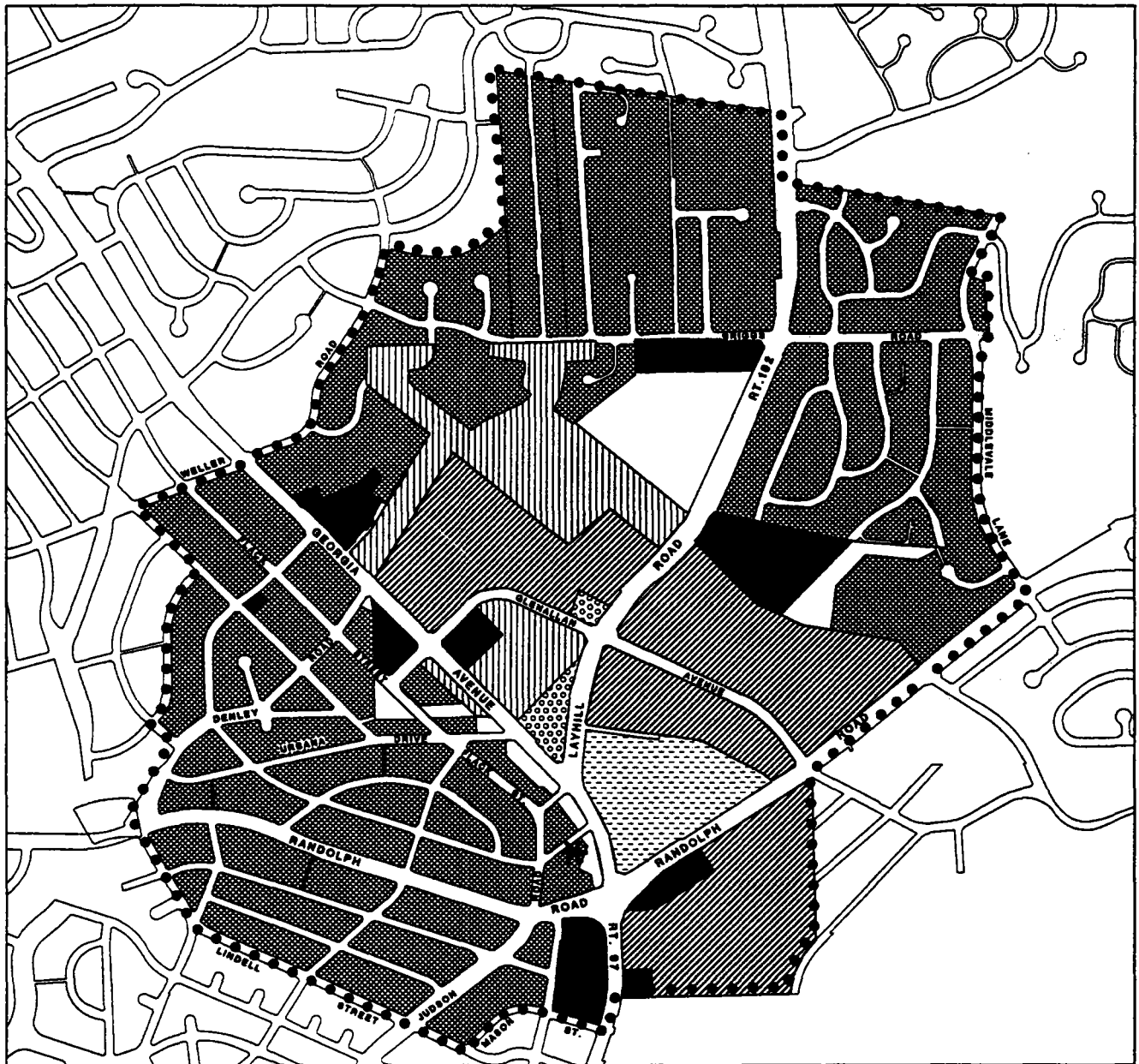


- | | | | |
|---|--|---|------------------------------|
| • • • • | SECTOR PLAN BOUNDARY |  | INSTITUTIONAL PUBLIC/PRIVATE |
|  | RESIDENTIAL - SINGLE-FAMILY (detached or attached) |  | COMMERCIAL |
|  | RESIDENTIAL - MULTI-FAMILY |  | TRANSPORTATION |
|  | PARK/OPEN SPACE |  | VACANT |



PROPOSED LAND USE

FIGURE 7




• • • • SECTOR PLAN BOUNDARY

 RESIDENTIAL - SINGLE FAMILY (detached or attached)

 RESIDENTIAL - MULTI FAMILY

 INSTITUTIONAL PUBLIC/PRIVATE

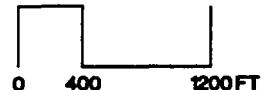
 PARK/OPEN SPACE

 COMMERCIAL

 TRANSPORTATION

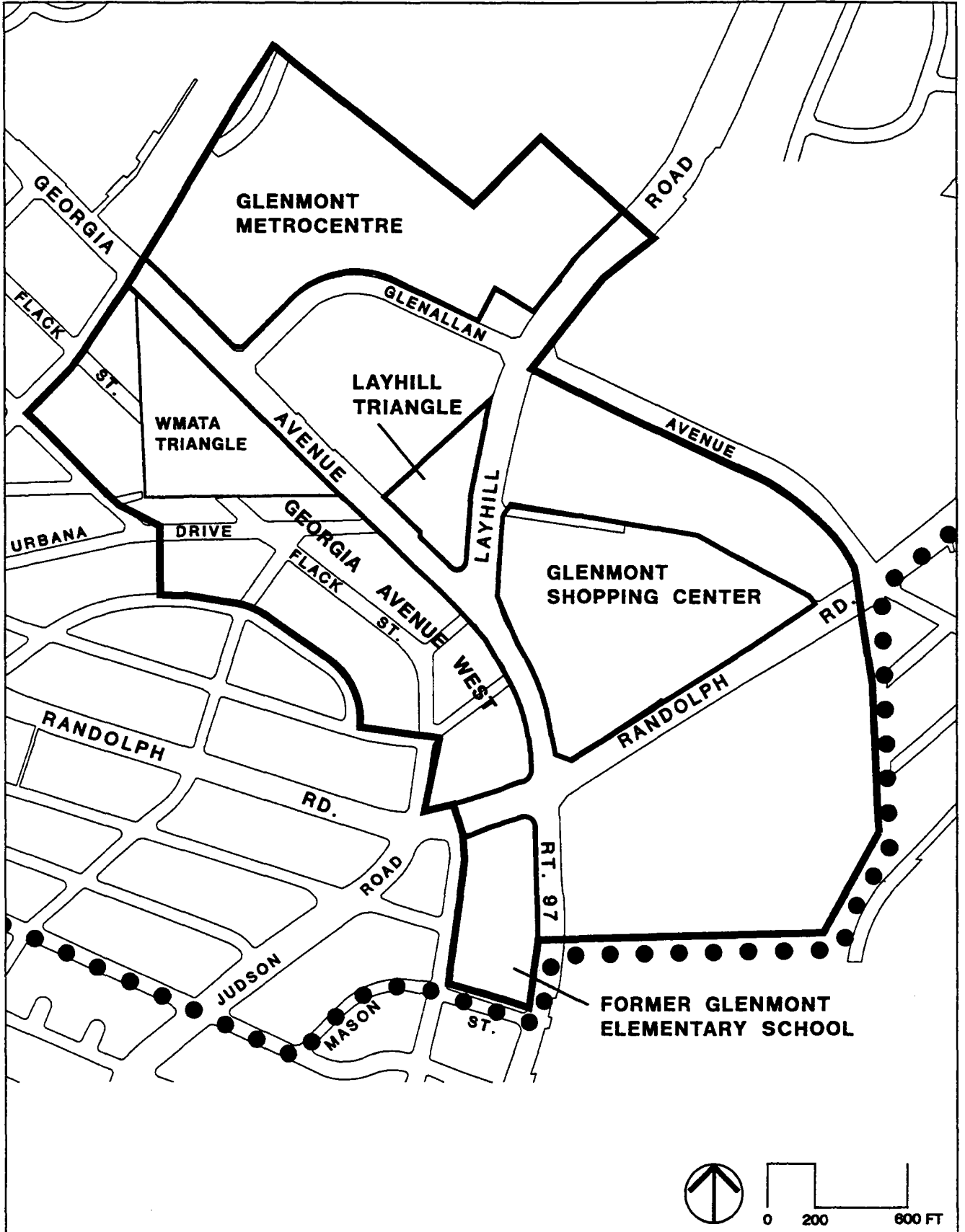
 MIXED USE

* UP TO TWO ACRES LOW DENSITY OFFICE (SEE TEXT)



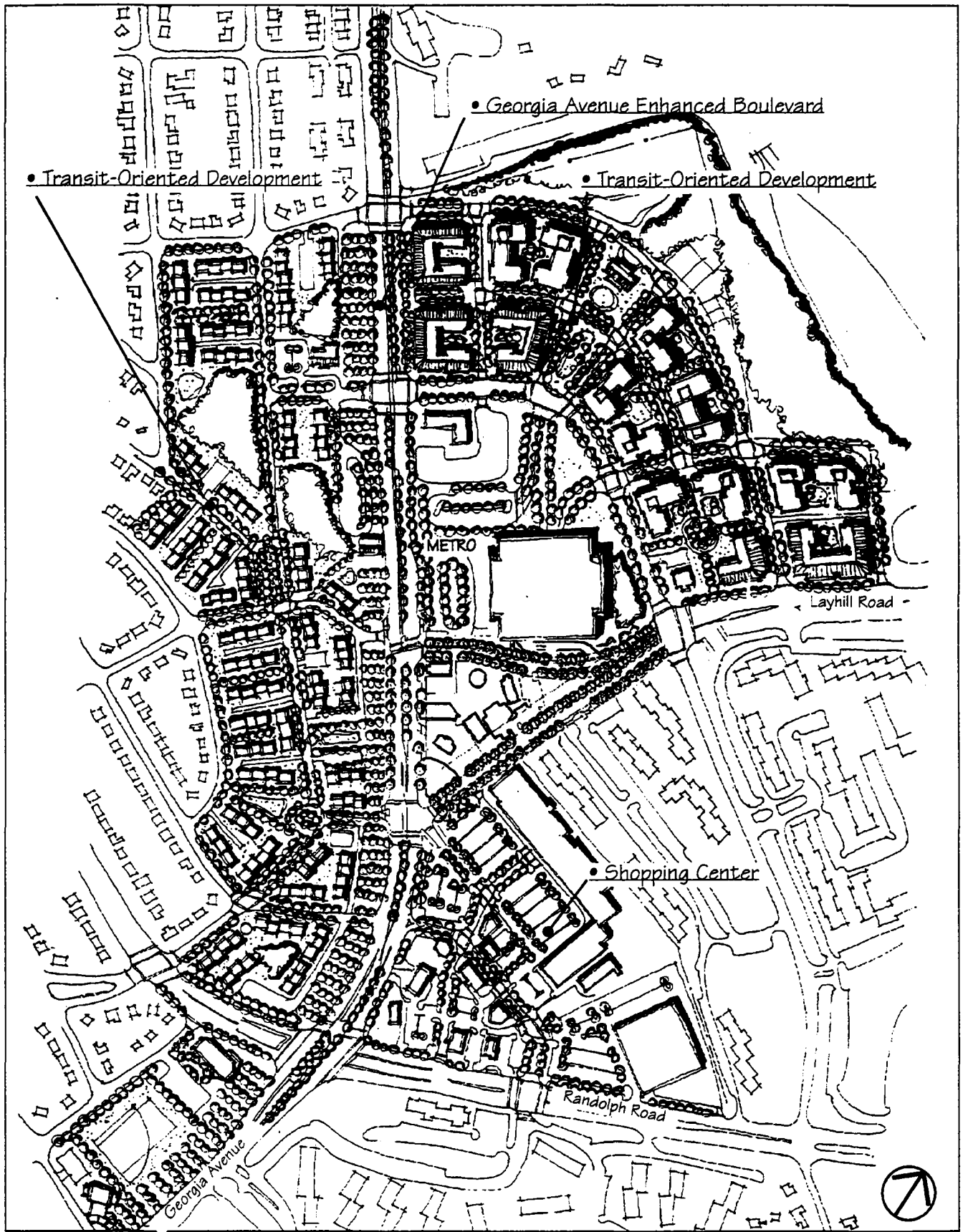
GLENMONT CENTER

FIGURE 8



GLENMONT VILLAGE CENTER: LONG RANGE VISION

FIGURE 9



existing single-family neighborhoods. The commercial area in Glenmont, comprising the Glenmont Shopping Center and the “Layhill Triangle,” will be upgraded into a more attractive, accessible, and functional community facility.

The implementation of these recommendations will create a mixed use center (see Figure 9) that will accomplish several important objectives:

- The proposed redevelopment will help to create a positive image for the Glenmont community, thereby contributing to a sense of community identity among those who live or work in Glenmont.
- The provision of an upgraded retail center will enable Glenmont residents to satisfy their day-to-day shopping needs locally without having to drive to more distant retail centers.
- An improved and enhanced shopping center will increase opportunities for community interaction and enhance community identity.
- More intense development around the transit station will help maximize the investment in transit facilities.
- The addition of new, high quality, middle and upper income housing will reduce housing turnover, replace aging housing stock, and minimize negative impacts on schools. Middle and higher income housing is under-represented in the area and should be encouraged.

Finally, the recommendations for a Glenmont Center are intended to provide for the day-to-day needs of Glenmont residents, particularly local shopping needs. The future Glenmont Center must provide sufficient neighborhood-oriented retail to satisfy the needs of current and future Glenmont residents. This retail should be sufficiently concentrated to ensure economic viability; it must be in a location that is accessible by motor vehicles, on foot, and by bicycle; and it should be provided in an attractive way that contributes to a positive image for Glenmont as a whole.

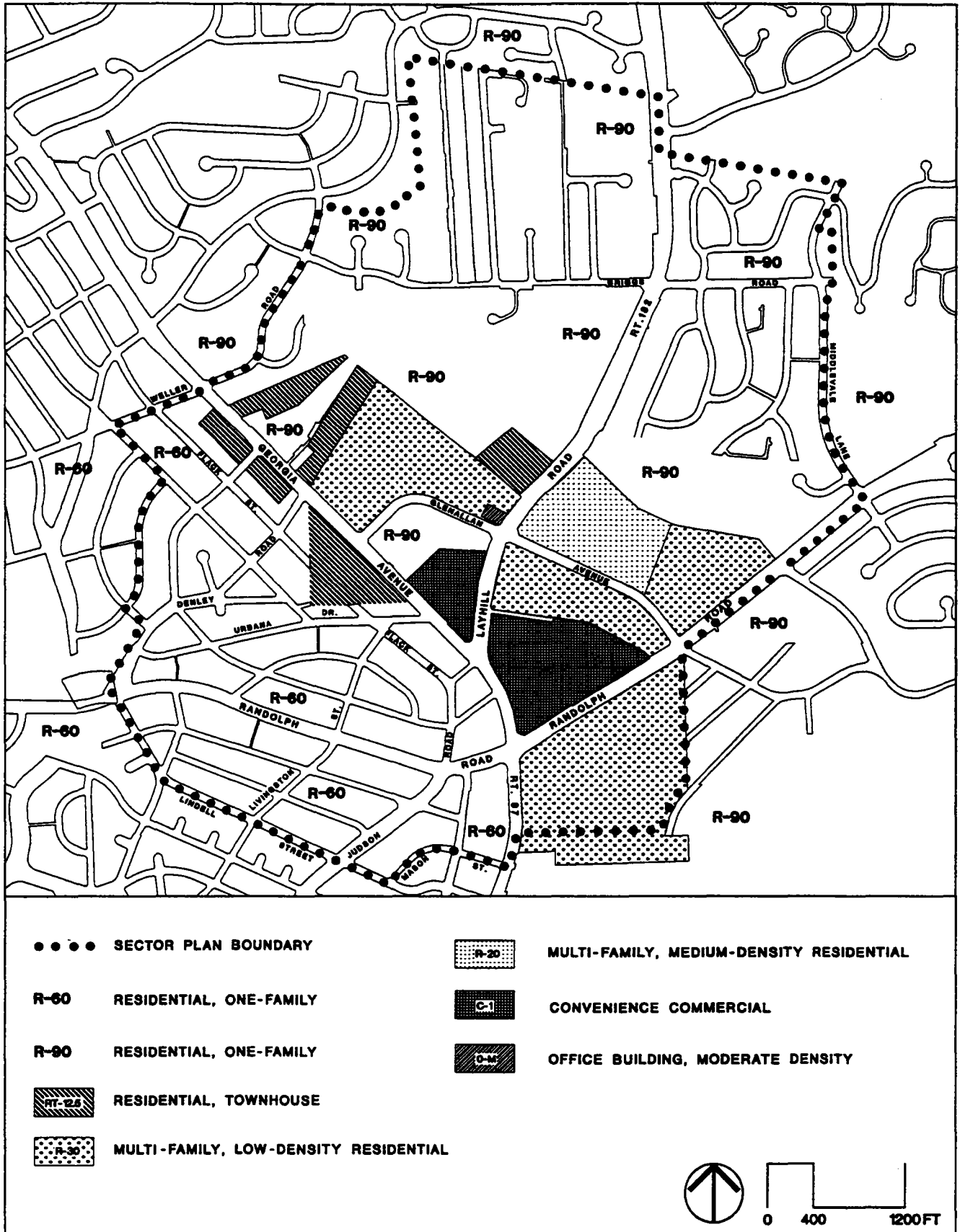
B. TRANSIT ORIENTED DEVELOPMENT (TOD)

The following objectives and guidelines are intended to create a transit oriented Center in Glenmont. The Glenmont Center is identified as a transit station development area. These guidelines apply to all (re)developable areas within the Center, including the major properties identified in Figure 8. Existing and proposed zoning is shown in Figures 10, 11, and 12.

This Plan recommends the redevelopment of the following key parcels located in close proximity to the Metro station.

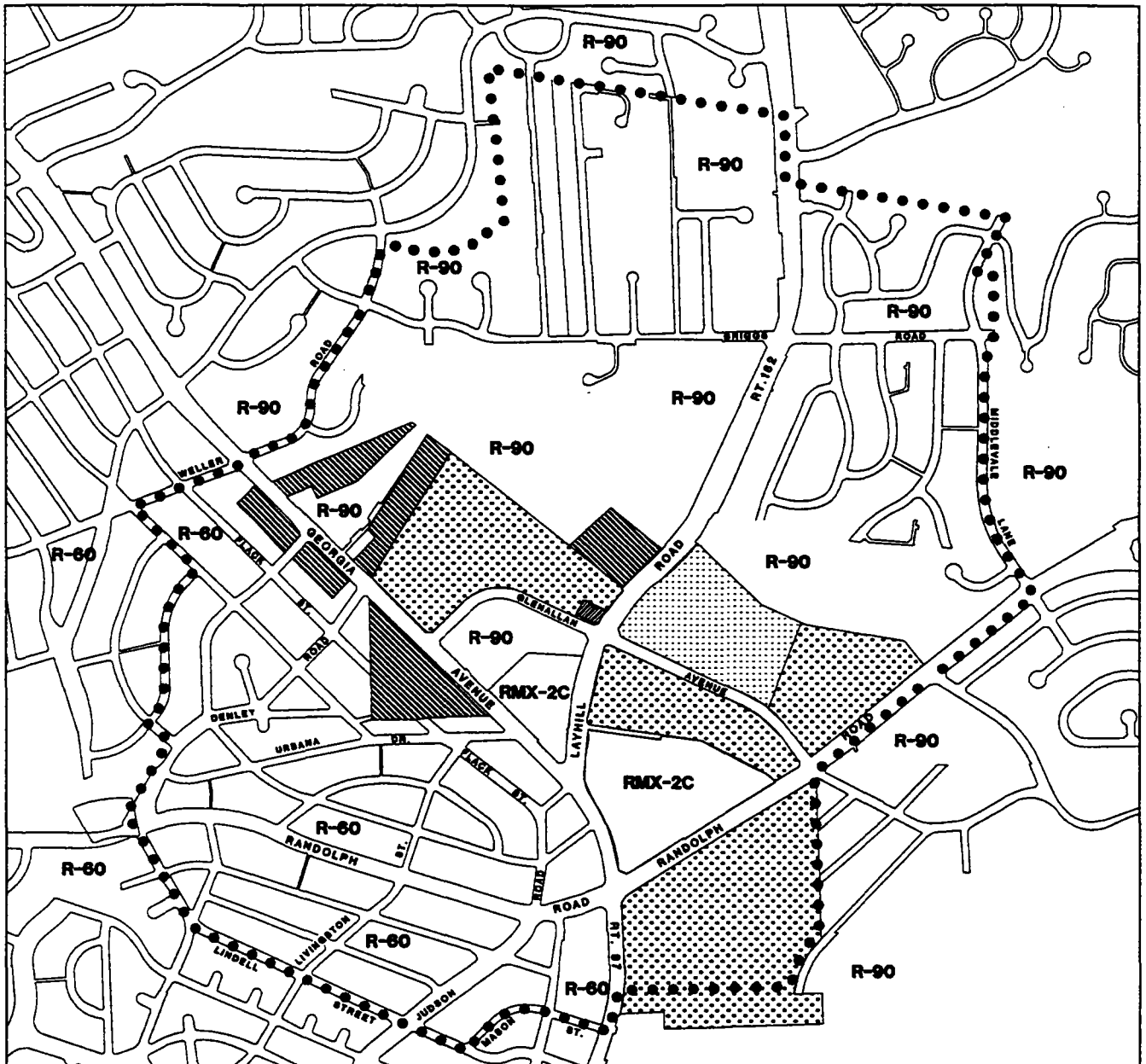
EXISTING ZONING





FIGURE 10

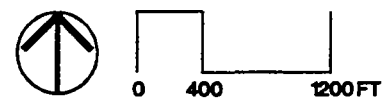


PROPOSED BASE ZONING

FIGURE 11

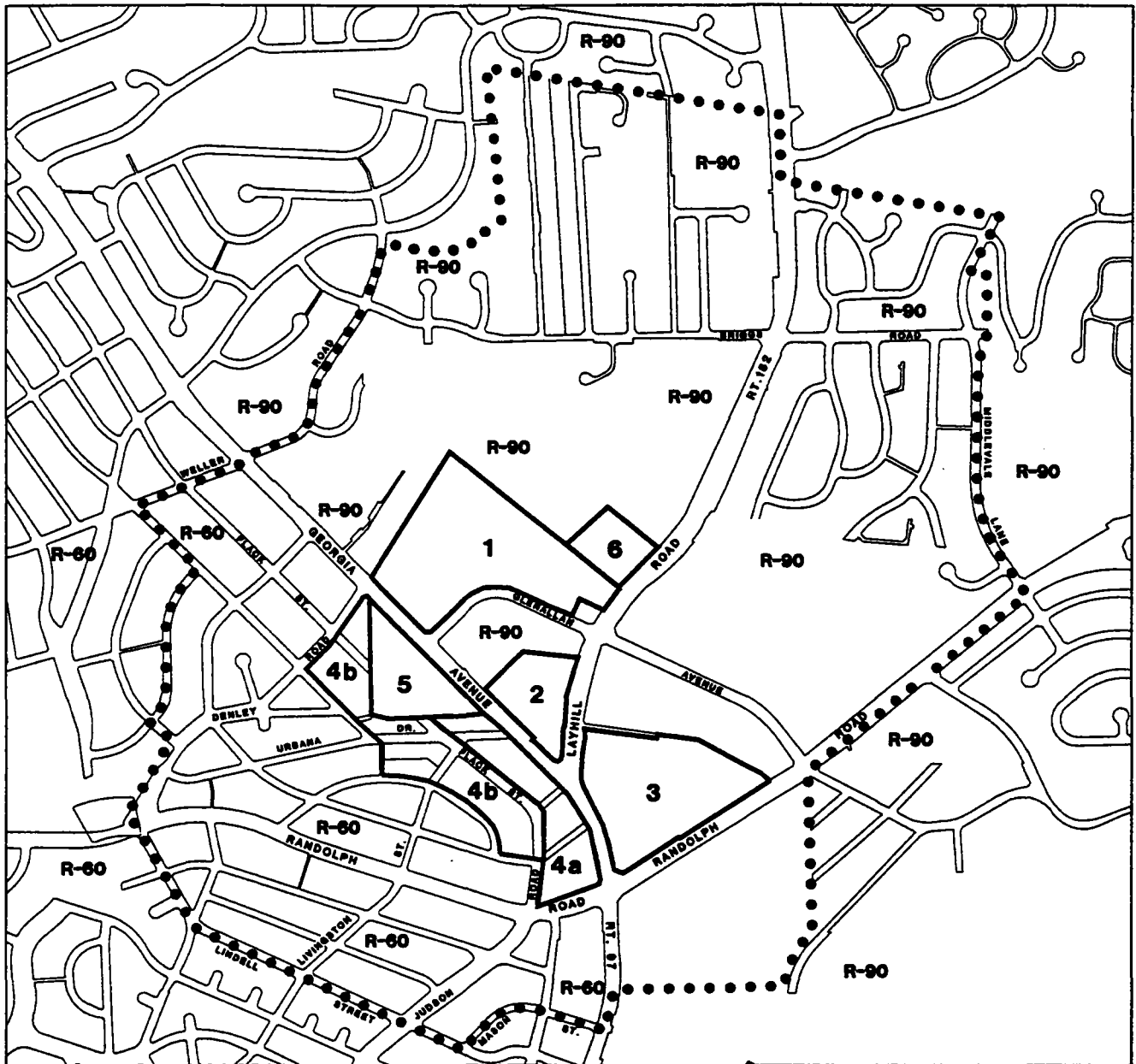


- ● ● ● SECTOR PLAN BOUNDARY
- R-60 RESIDENTIAL, ONE FAMILY
- R-90 RESIDENTIAL, ONE-FAMILY
-  RT-12.5 RESIDENTIAL, TOWNHOUSE
-  R-30 MULTI-FAMILY, LOW-DENSITY RESIDENTIAL
-  R-20 MULTI-FAMILY, MEDIUM-DENSITY RESIDENTIAL
-  O-21 OFFICE BUILDING, MODERATE DENSITY
- RMX-2C RESIDENTIAL-MIXED USE DEVELOPMENT, SPECIALTY CENTER, COMMERCIAL BASE

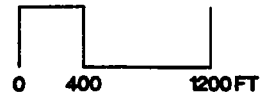


PROPOSED AREAS FOR REZONING

FIGURE 12



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



1. LAND USE AND ZONING RECOMMENDATIONS

Objective 1: *Focus new development at locations proximate to the new Metro station to maximize utilization of the transit facilities, discourage reliance on single occupancy vehicles, and create a transit-oriented Center.*

The parcels described below are delineated in Figure 8.

a. Glenmont Shopping Center (19.6 acres, including outlots)

This site is strategically located in Glenmont Center at the confluence of three major roads, one block south of the new Metro station. It thus establishes the image of the area. Unfortunately, the layout of buildings and parking is not ideal and contributes to the circulation and image problems of the center. The existing retail center is poorly configured and unattractive; it does not serve the image of the Glenmont community, and it is an unsafe place to drive or walk to due to a very confusing circulation pattern. (Nearly 50 reported accidents involving vehicles or pedestrians occurred within the site between 1991 and mid-1994. Within the Sector Plan area, only the intersection of Georgia Avenue/Randolph Road had more reported accidents.)

For the Glenmont Shopping Center to become functional and attractive, the following measures would need to be implemented, with or without financial assistance from the public sector:

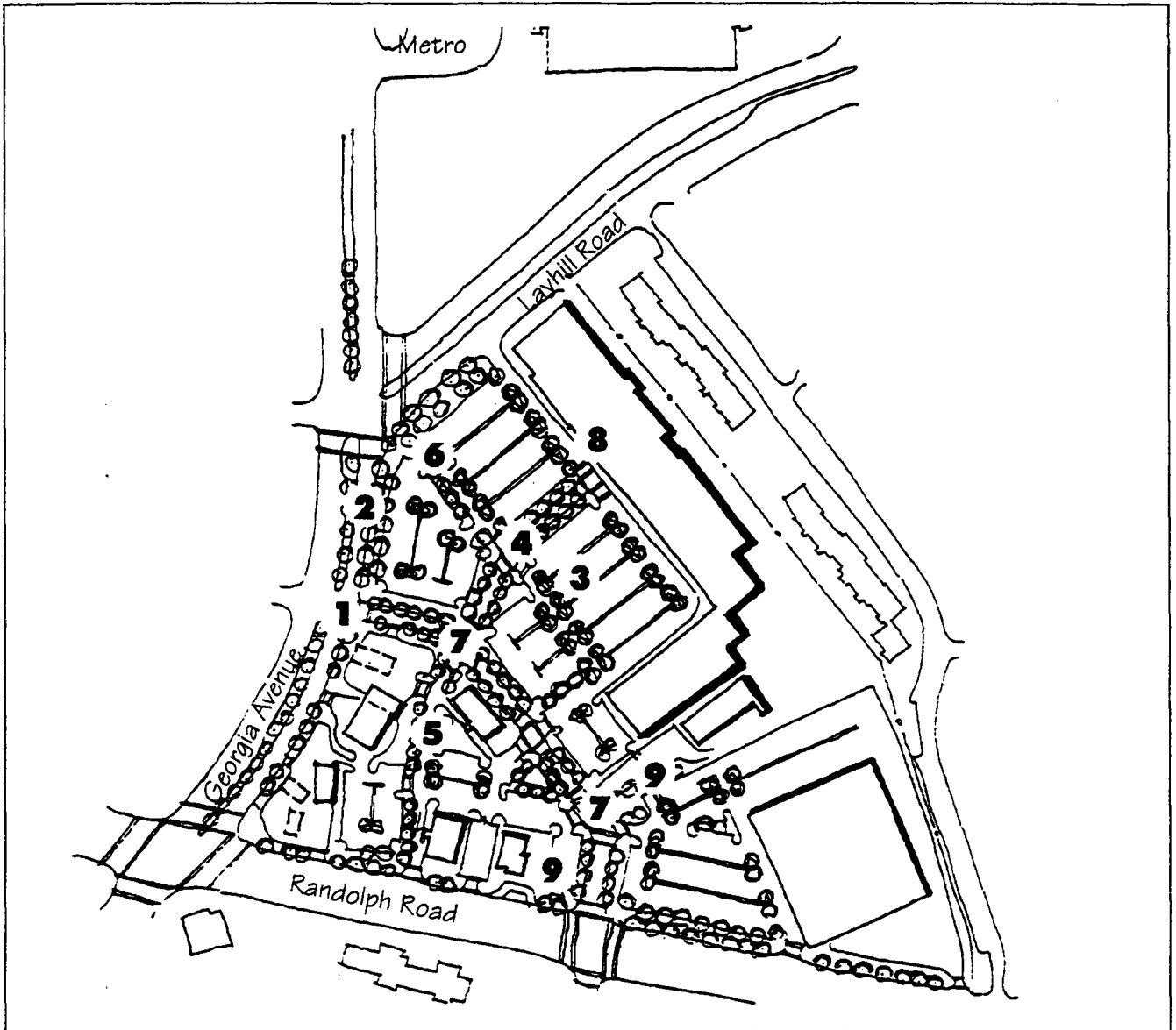
- Develop clear and safe paths for vehicular and pedestrian circulation through the center. The private roadway illustrated in Figure 13 could improve circulation substantially. Such a roadway should include tree-lined sidewalks and should be clearly signed. Safe and clearly demarcated pedestrian paths from Georgia Avenue to the shops and along the shops from Layhill Road to Randolph Road should also be provided.

Guidelines for sidewalk widths are provided in Section D, Streets and Circulation, Objective 8 (page 59). These guidelines should be applied with flexibility to assure that current business operations are not harmed.

- Comprehensively improve building facades, except for portions of the center which recently improved their facades under the County's facade improvement program and the newest wing of the center.
- Channel traffic circulation in parking areas and islands to break up the vast expanse of parking area into smaller blocks. Significant landscaping should also be provided in the parking lot.
- Landscape and streetscaping around the edges of the parking areas.

SHOPPING CENTER SITE — SHORT TERM CONCEPT

FIGURE 13



- 1 Boulevard streetscape along Georgia Avenue
- 2 Curb-cuts minimized along Georgia Avenue
- 3 Parking lot designed in a grid system
- 4 Direct pedestrian connection
- 5 Traffic channelled from outlots into a single street
- 6 Landscaped parking lot
- 7 New private street with tree-lined sidewalks
- 8 Facade improvements
- 9 Trucks and trailers screened or removed



- Remove or screen the storage areas and truck trailers located in front of the stores.

Several attempts have been made over the years to secure a voluntary upgrade of the Glenmont Shopping Center. The 1978 Glenmont Sector Plan contained several pages of design guidelines for the renovation of the center; these recommendations have gone largely unimplemented. The major reasons for this failure are the large number of properties (15) and property owners (13) and the lack of sufficient economic incentive for them to reinvest in the property. No other neighborhood center has so many individual owners. The pattern of land ownership does not lend itself to a coordinated development program. Attempts to “buy out” the various shopping center owners and assemble the properties have been unsuccessful.

Several programs exist which could be utilized to revitalize the Glenmont Shopping Center. The Facade Easement Program administered by the County's Department of Housing and Community Development provides 20 percent subsidies to property owners interested in renovating their storefronts. Small portions of the center have taken advantage of these subsidies.

If it continues to be funded, the Neighborhood Business Development Program administered by the Maryland Department of Housing and Community Affairs could also provide partial funding for a renovation project in the form of loans or grants. This program also requires the property owners to fund a significant portion of the project cost through private resources (i.e., personal equity or loans from other sources). Funds to improve the Glenmont Shopping Center might also be obtained through the creation of a special urban taxing district for the commercial area.¹

Past experience indicates that a successful upgrade to the Glenmont Shopping Center must involve a comprehensive approach and some form of public/private partnership. A majority of the property owners seem willing to undertake such an effort, given a substantial contribution by the public sector. This Plan supports such an effort. The Glenmont community needs a functional shopping center that presents a positive image for the community. The County Government should consider options for improving the Shopping Center including undertaking a

¹ If such a district was created, however, it would generate only about \$11,000 per year, assuming the highest tax rate considered thus far for a potential special taxing district in Montgomery County (10 cents per \$100 of taxable property value, the rate proposed for the district considered but not adopted for Damascus). Corporations formed under the County's Urban District legislation are prohibited from going into debt, so these funds could not be used to pay for debt service on a bond issue. Furthermore, these funds could only be applied to improvements in the public right-of-way. (Easements for all the properties comprising the shopping center would permit the funds to be applied within the parking lot, but the funds would still be limited and the property owners would have to agree on a plan to improve the site.)

partnership with the property owners to ensure that the needed improvements to the center are implemented.

In the long run, this Plan envisions that the 15 parcels that comprise the existing shopping center, including the outlots, will ultimately be assembled for redevelopment as a mixed use project under the optional method of the RMX-2C Zone. Achievement of the maximum densities under this zone must conform with the staging element of this Plan (see Chapter VI) and will therefore require the implementation of the proposed grade separation of Georgia Avenue/Randolph Road or another acceptable transportation improvement. (Some redevelopment under the optional method of development may be possible within the first stage of development but full build-out will not occur until Stage 2.) Ultimate development may be limited because left-hand turns from southbound Georgia Avenue may become difficult or impossible. (See Section d, below.) It is not anticipated that the complete redevelopment of the Glenmont Shopping will occur during the life of this Sector Plan.

Redevelopment of the Glenmont Shopping Center site could include retail uses, professional offices, and a significant public open space. The RMX-2C Zone permits, but it does not require, multi-family housing in addition to the maximum commercial density; residential uses are encouraged as part of a Transit Oriented Development to activate the area and promote safety. The zone also permits, but does not require, offices. Office development on this site could benefit residents by providing employment opportunities within their community. If developed with residential uses, the portion of the site adjoining the Glen Way Gardens condominiums should be developed with low-rise residential uses or other uses which will ensure compatibility with the existing residences.

New development on the shopping center site should be designed in a way that takes advantage of its proximity to Metro; it should provide pedestrian linkages to the transit facilities, for example. Major redevelopment should be staged based on a comprehensive plan and the timing of the grade separation or another acceptable transportation improvement as indicated in the staging section of the Plan. Redevelopment should also include a private street through the site connecting Randolph Road east of Georgia Avenue with Georgia Avenue at northbound Layhill Road. To ensure an orderly development in a situation of multiple ownership, only optional development plans which encompass 100,000 square feet of land area or more should receive favorable consideration. Development under the optional method for the Glenmont Shopping Center should be in conformance with the staging plan which will require that a grade separated interchange be built or another acceptable transportation improvement be provided before full build-out can occur.

b. Glenmont Metrocentre (30.4 acres)

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

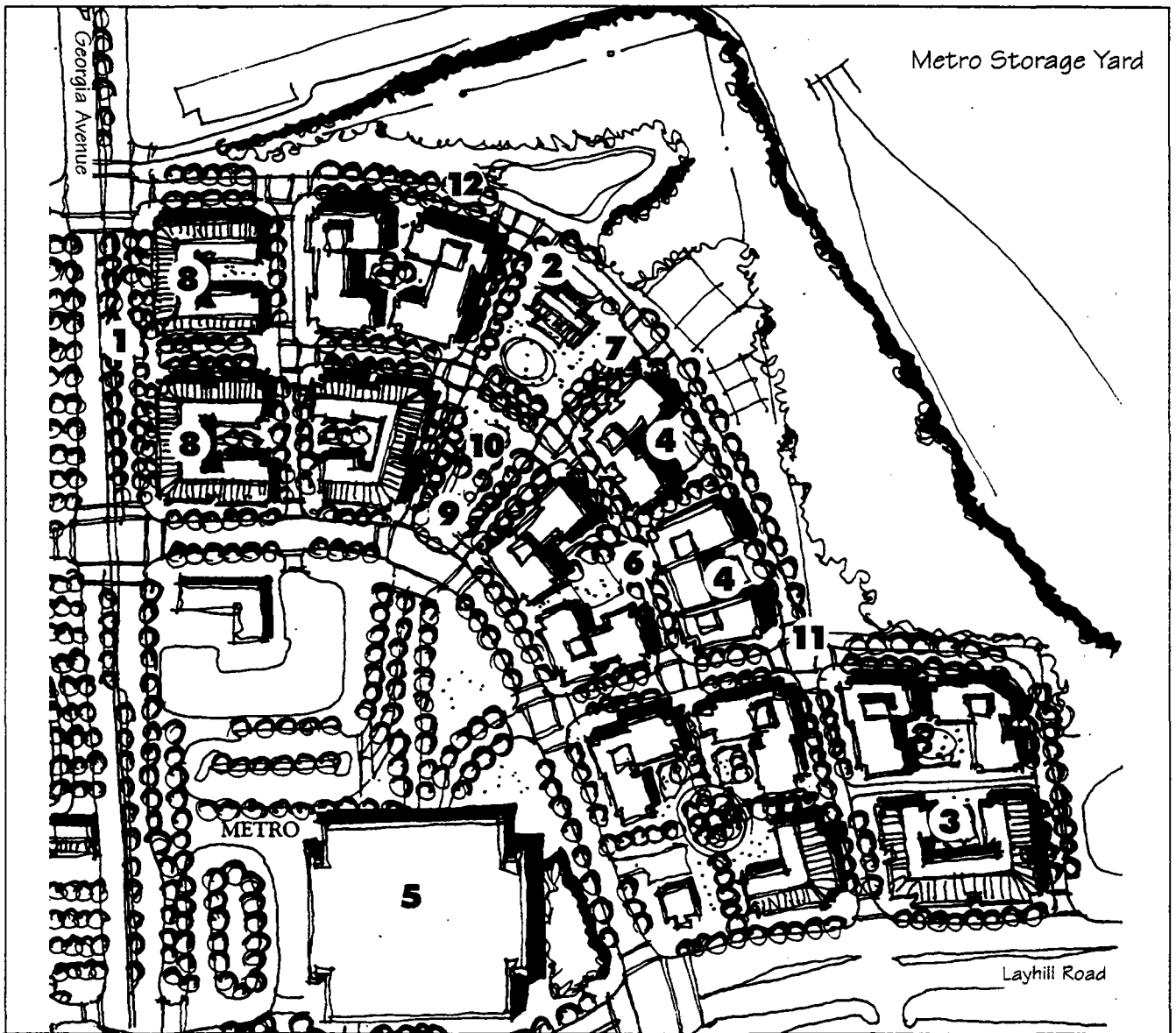
Representatives of the landowners have proposed demolishing the existing 366 garden apartments and replacing them with 1,500 to 2,000 new units in a mixture of structure types, including two high rises. (See Figure 14.) One or more of the buildings would be designated for elderly residents. The proposed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

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

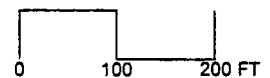
The Glenmont Metrocentre is recommended for TS-R zoning to accommodate a variety of residential uses and housing types, possibly including one or two buildings up to 10 stories in height and some convenience retail. A child care center and elderly housing may be appropriate special exception uses for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

GLENMONT METROCENTRE—TRANSIT-ORIENTED DEVELOPMENT CONCEPT

FIGURE 14



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



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

c. Layhill Triangle (approximately 3 acres)

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

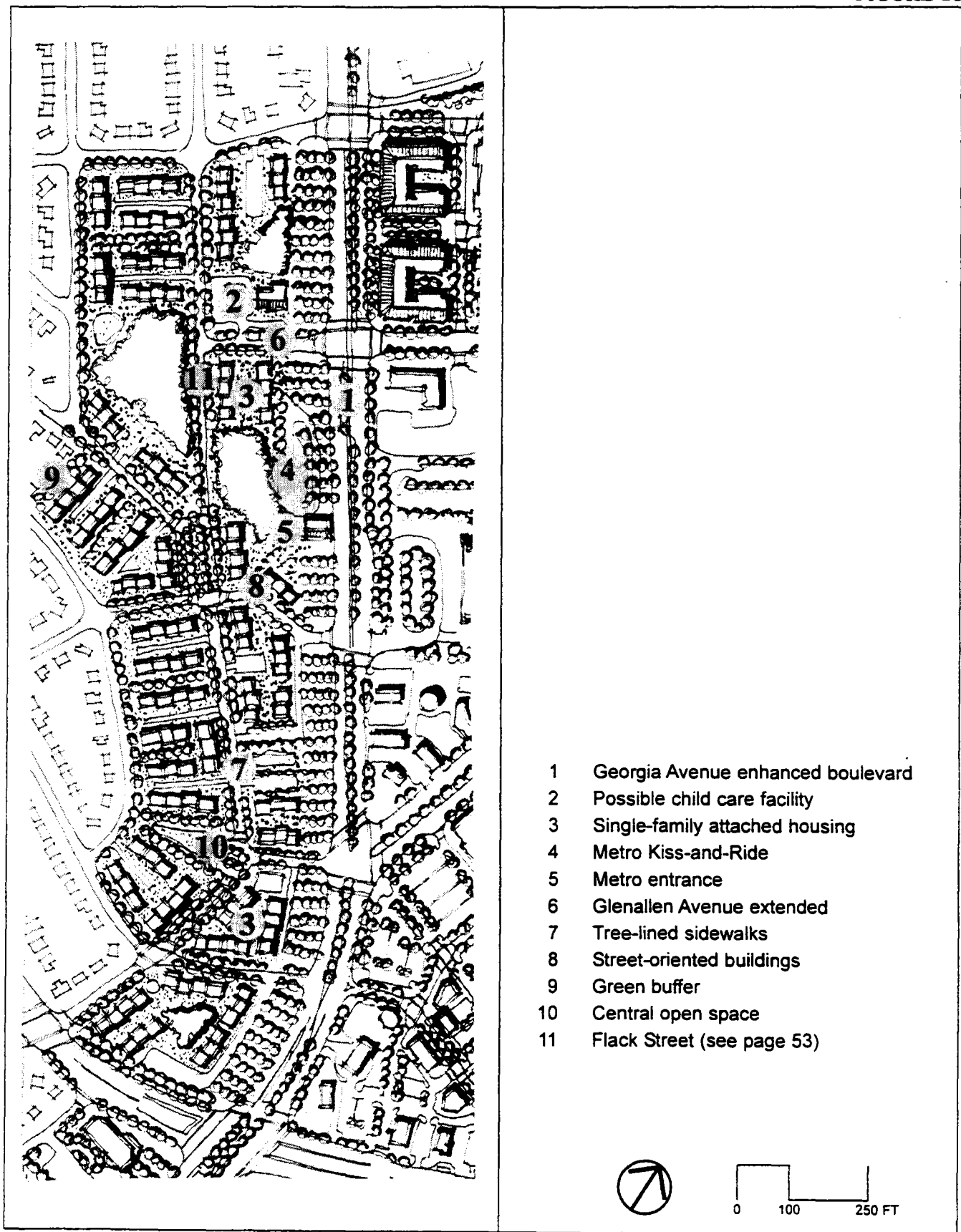
At some future point, WSSC will need to provide a new water storage facility with three times the capacity of the existing Glenmont water tower. (See Chapter V.) Such a facility could not be provided at the location of the existing water tank without impacting the adjoining properties. Other sites within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

d. Georgia Avenue West (28.4 acres)

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

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

FIGURE 15

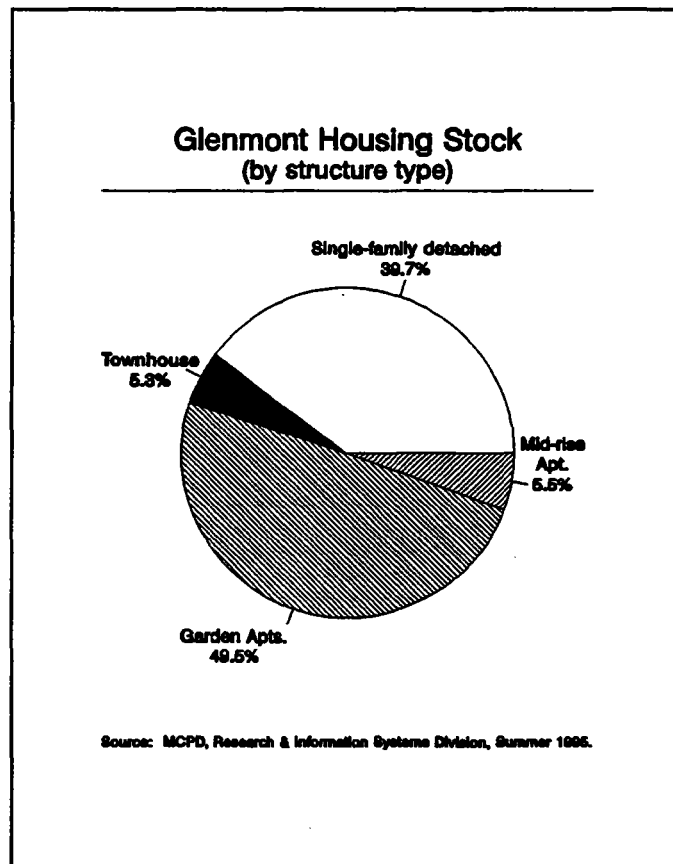


the increasing congestion on this part of Georgia Avenue. It would be desirable for State and County agencies to implement programs which are designed to encourage home ownership and rehabilitate declining structures in this area.

The Kensington-Wheaton Master Plan, and other master plans throughout the County, have made very strong recommendations to maintain the existing housing stock and, in particular, not give in to pressure to convert residential uses to commercial, or increase residential densities along major transportation corridors. Georgia Avenue West is different from these areas due to a number of factors, most notably its proximity to the Metro station.

This Plan recommends that assemblage and medium density residential redevelopment be encouraged in Georgia Avenue West. New residential development would help to stabilize this area and would increase housing opportunities near Metro. Townhouses would be particularly desirable in this area because such structures are underrepresented in Glenmont's housing stock (see Figure 16) and they would provide an appropriate transition to the single-family detached units to the west of the center (i.e., in the Denley neighborhood). To ensure compatibility and a more orderly transition to higher density, it is recommended that the townhouse floating zoning should not be applied to areas of less than one acre.

Figure 16



Office development is appropriate for up to two acres of land in the area between Georgia Avenue and Flack Street. Mixed-use Planned Development zoning (PD-15) should be applied in areas of no less than one acre to ensure an orderly pattern of redevelopment. Office development should be limited to 0.5 FAR and be consistent with the recommended character and design guidelines for Georgia Avenue West.

This Plan recommends the creation of a new townhouse zone, RT-15, which would permit sufficient residential density to make assemblage and redevelopment economically viable in Georgia Avenue West. Single-family attached units would be permitted under this zone, including variations of townhouses such as “piggyback” units (i.e., stacked townhouses); however, only developments including Moderately Priced Dwelling Units (MPDUs) could be entirely single-family attached units.

Like the existing RT Zones, the new RT-15 Zone would be a floating zone. Unlike RT-12.5, it requires an assemblage of one acre of land. The RT-15 Zone should be an option for all of the land in Georgia Avenue West. The 65-foot-wide strip along the Georgia Avenue right-of-way where the Metro cut and cover construction has taken place will be utilized for a linear green space along the road. (The enhanced boulevard concept is described in Section D.) This portion of land should be acquired by the County for the purpose of a greenway along Georgia Avenue. (See Figure 15.)

The application of the RT-15 Zone to the WMATA Triangle would help to mitigate the significant development constraints impacting this parcel. A sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child care center. (A western entrance to the Metro station has also been located on this site.) Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community. (If Flack Street is connected through the WMATA Triangle, it should be done in a way that minimizes any adverse impacts on these environmentally sensitive areas.) Given these constraints, the application of the proposed RT-15 Zone may be necessary to maximize the yield on this strategically located parcel and provide increased housing opportunities near the Metro station.

The application of the proposed RT-15 Zone to Georgia Avenue West permits the possibility of assemblage or coordinated development. Unified development is encouraged by this Plan. RT-15 zoning should be approved only in “chunks” large enough to ensure consistent and coordinated views from the street; typically, this will involve entire blocks of street frontage. Design guidelines are provided below to ensure that multiple developments on a single block are consistent and compatible. Site plan approval would be required pursuant to the new RT-15 Zone, which would contain appropriate development standards.

All development in the Sector Plan must be consistent with the staging plan set forth in Chapter VI and no local map amendment for the RT-15 Zone should be approved unless it is consistent with the staging plan.

2. DEVELOPMENT GUIDELINES

Objective 1: *Provide for a compatible mix of uses within the new Transit Oriented Development (TOD).*

The Transit Oriented Development should consist of a compatible mix of uses: housing and retail at Glenmont Metrocentre; retail, professional offices, and possibly housing at the Glenmont Shopping Center and the Layhill Triangle; and housing and some offices at Georgia Avenue West. A vertical mix of uses is highly encouraged.

Objective 2: *Provide diversity in housing types while maintaining compatibility and cohesion.*

A mix of housing densities, building types, ownership patterns, and prices is encouraged. Development at Georgia Avenue West may include various types of townhouses. Residential redevelopment at the Glenmont Shopping Center site may include low- and mid-rise housing. At the Glenmont Metrocentre site, building types should include low-, mid-, and high-rise buildings up to ten stories tall. Buildings in excess of ten stories are not recommended because:

- Taller buildings would be inconsistent with the future vision for Glenmont. (See Chapter II, Section A.)
- Taller buildings would be inconsistent with the existing character of the Glenmont community. (See Chapter II, Section B.) (The nine-story building at the Winexburg Apartments is currently the only elevator building in Glenmont; it appears to be lower than nine stories because it is located in a depressed area along Glenallan Avenue.)

This Plan encourages the use of the low-rise high-density types, designed in a closed block configuration which achieves street orientation while providing for an interior open space for the use of the residents.

When different housing types are used within the same block, cohesion and compatibility should be assured by (1) maintaining a continuous building line, (2) providing a real or perceived transition in height, (3) providing compatible architectural details, and (4) providing appropriate transitions through the use of green area.

Objective 3: *Provide an internal street pattern that promotes interconnectivity and minimizes walking distances.*

The street pattern within the TOD should ultimately consist of a system of interconnected public and private streets laid out in small blocks, generally not exceeding 400 feet in length. The streets and paths should be oriented to minimize walking distances to the Metro station and retail uses and provide direct sidewalk connections to the adjacent communities. Diagonal paths may further reduce walking distances.

The street system should be designed to keep through trips on arterial and commercial streets and local trips within the neighborhood streets.

The following new streets should be included as part of the development:

- A street (70-foot right-of-way - primary residential if a public street) should be provided within the Glenmont Metrocentre site to form a major axis. The new street should generally run parallel and north of Glenallan Avenue, should form an extension of Denley Road, and intersect with Layhill Road opposite the Winexburg Manor entrance. A determination of whether the street needs to be public will be made in the course of the development approval process.
- If the Glenmont Shopping Center redevelops as provided for in the long term scenario described above, a new private street should be provided within the site to form an axis linking Randolph Road to Georgia Avenue. (See Figure 13.)
- Flack Street between Urbana Drive and Glenallan Avenue should be connected as a secondary street. Flack Street between Glenallan Avenue and Denley Road should be connected as a secondary street only if a median break cannot be retained on Georgia Avenue for Denley Road and provided that environmental concerns such as wetlands and forest conservation can be addressed. A reduced right-of-way may be needed, given environmental constraints in this area.
- An extension of Glenallan Avenue from Georgia Avenue to the Flack Street connector should be constructed as a primary residential street within a 70-foot right-of-way.

Objective 4: *Provide for a pedestrian and bicycle friendly environment.*

Buildings constructed as part of major redevelopments should be oriented to the streets where possible, thereby defining and bringing activity and interest to the sidewalk area. Parking should be provided at the rear wherever possible. Buildings should address the street with either shops, multiple entrances, or front porches at the ground level. Bicycle parking should be provided.

Parking lots should be laid out in a system of streets and driveways to create direct pedestrian linkages with tree lined sidewalks and shade trees within the parking area.

Tree lined sidewalks should be provided at all streets. Parallel parking should be provided to separate pedestrians from vehicular traffic. (See Figure 17.)

Objective 5: *New development in the Center should be compatible with the general character of the surrounding neighborhoods.*

Building heights should consist mostly of low- and mid-rise buildings and form a transition to the existing development. Two high-rise buildings, with up to ten stories, may be located at the Glenmont Metrocentre site provided that they are at the rear of the site towards the railyards and do not shade existing housing. Lower buildings should be located along Glenallan Avenue and Layhill Road. At Georgia Avenue West, townhouses or other low-rise structures should form the transition to the existing detached homes. Wherever appropriate, extensive landscaping should be provided between different building types.

C. COMMUNITY FACILITIES

Community facilities are a major element in a community's ability to provide its residents with a desirable quality of life. Parks, open space, schools, recreational facilities, and government buildings provide focus and community identity as well as services and programs.

Objective 1: *Provide open spaces (for each neighborhood) that are centrally located, offer gathering opportunities, and designed to form a public focus.*

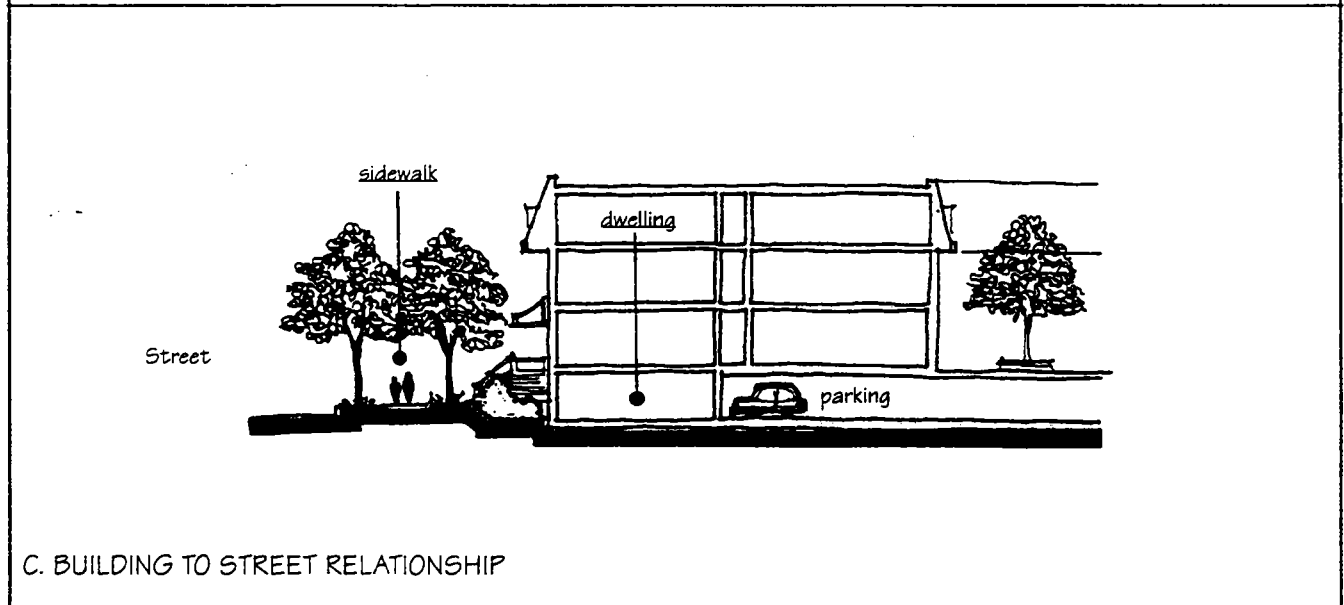
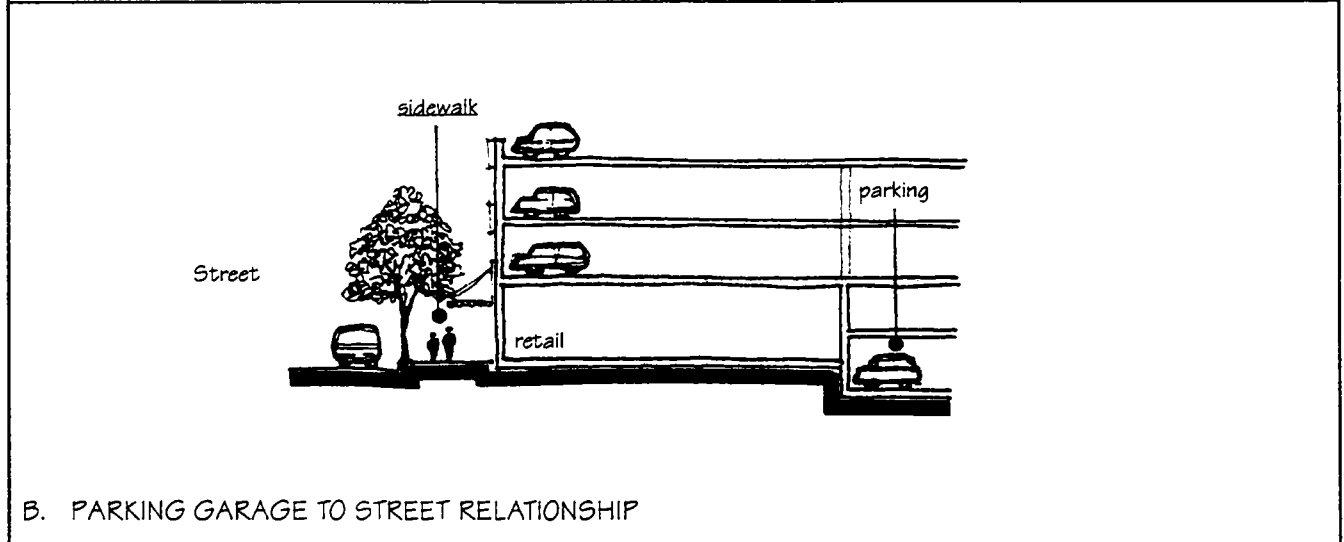
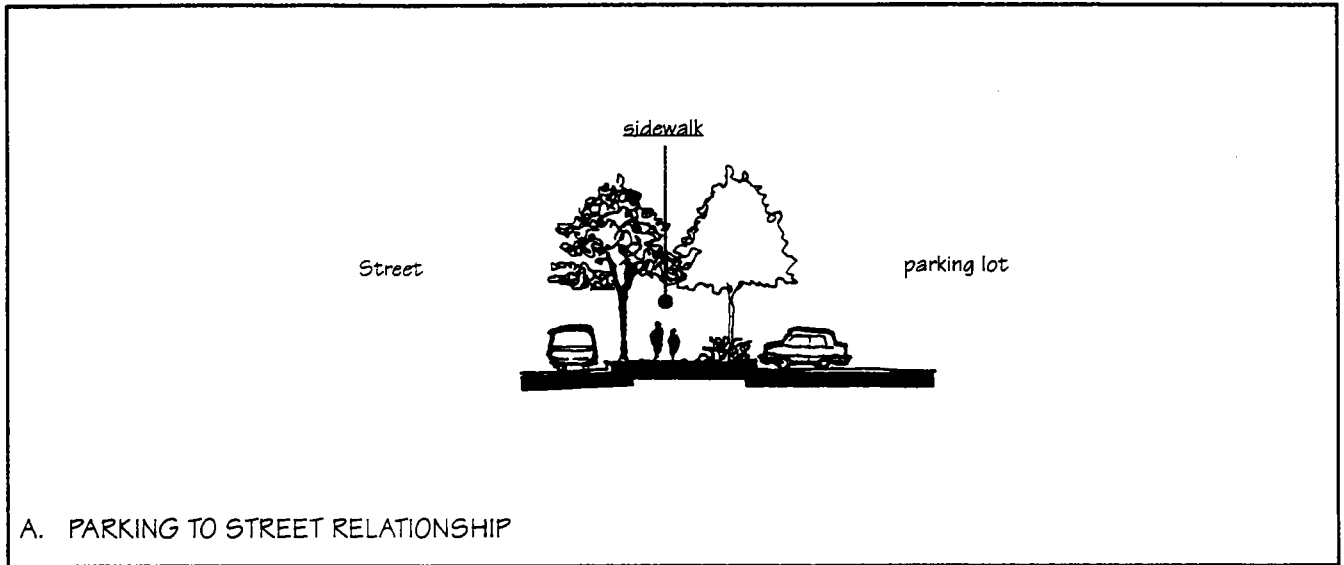
- Any redevelopment of the Glenmont Metrocentre apartments, the commercial area east of Georgia Avenue, and Georgia Avenue West should include a significant community open space, appropriately sized and designed to serve the development's needs. Commercial redevelopment should include an open space that is activated by surrounding retail uses. Redevelopment in Georgia Avenue West could benefit from the natural green area near the western entrance to the Metro station (i.e., the environmentally constrained area). The open spaces in these developments should be centrally located and easily accessible on foot. (See Figure 18.)

Objective 2: *Provide community facilities in highly accessible and visible locations.*

- Although the marketplace will determine the number and location of child care facilities, this Plan recommends that a child care center be provided in close proximity to the Glenmont Metro garage and station. Such a facility would be similar to the pilot day care project opened recently at the Shady Grove Metro station; parents could drop off their children at the center and then use public

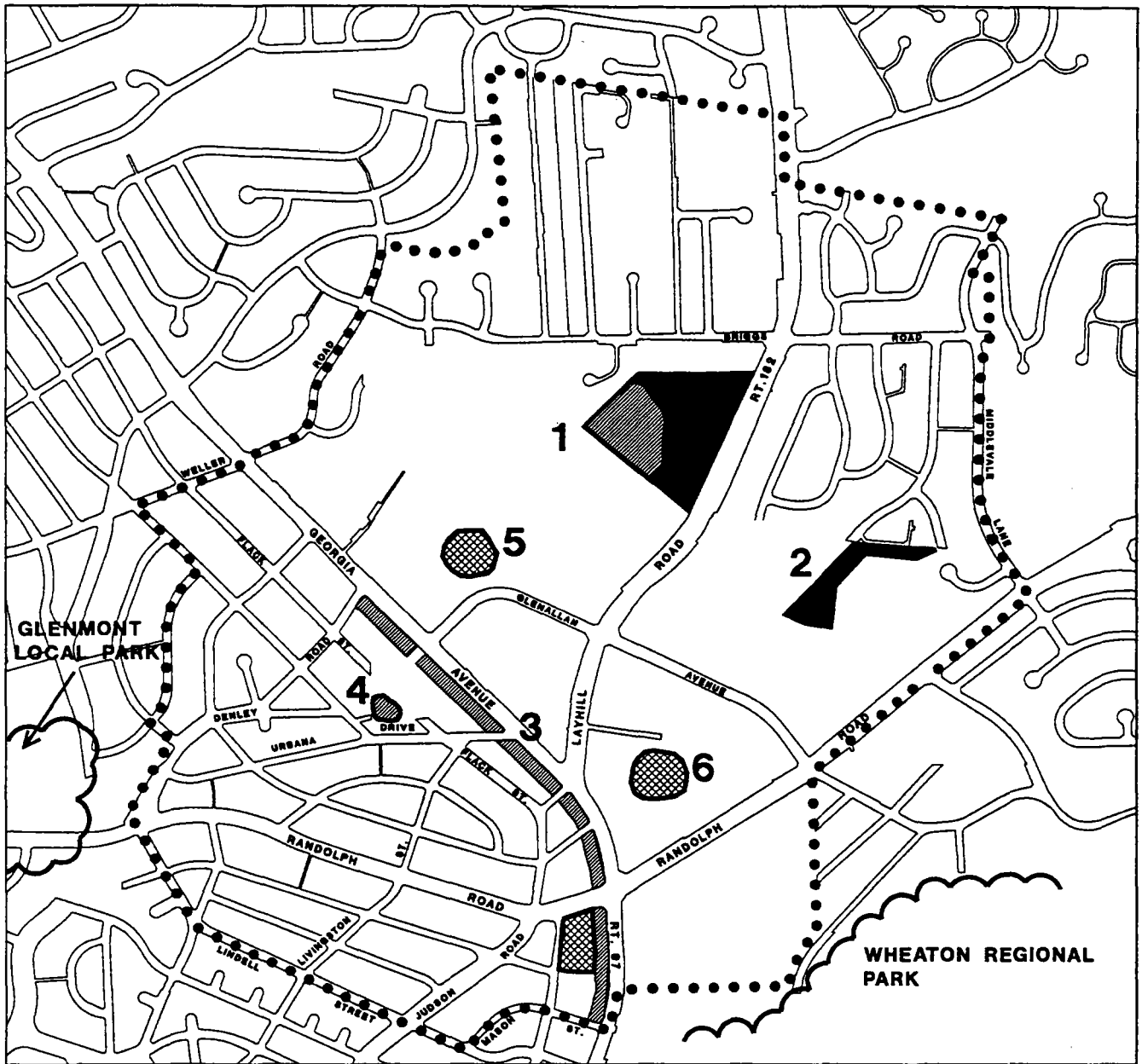
TRANSIT ORIENTED DEVELOPMENT GUIDELINES

FIGURE 17



OPEN SPACE SYSTEM

FIGURE 18



- | | | | |
|-------|---|---|---|
| | SECTOR PLAN BOUNDARY | 1 | GLENFIELD PARK |
| ● | EXISTING PARK | 2 | GLENFIELD STREAM VALLEY PARK |
| ▨ | PROPOSED OPEN SPACE | 3 | GEORGIA AVENUE ENHANCED BOULEVARD |
| ▩ | PROPOSED OPEN SPACE TO BE PROVIDED WITH REDEVELOPMENT | 4 | NATURAL OPEN SPACE ON WMATA TRIANGLE |
| | | 5 | OPEN SPACE AT GLENMONT METROCENTRE |
| | | 6 | OPEN SPACE AT GLENMONT SHOPPING CENTER SITE |



transportation for their commute to work. Although not ideally located, ground exists on the WMATA Triangle which might be utilized for such a facility. The Glenmont Metrocentre Apartments could also be an appropriate location for a child care facility close to Metro.

This recommendation is not intended to imply that child care facilities must be publicly operated or funded. Facilities which address the regional need for child care, particularly school age care, may also be appropriate at other locations (e.g., at elementary schools or at the former Glenmont Elementary School; see below).

- Fire Station #18 occupies a site of less than one acre that is undersized for such a facility. (See Figure 19.) A significant portion of the site will be required for proposed road improvements in both the short and long terms. (See Section D.) The short-term improvements may remove enough of the apron in front of the station so that fire trucks cannot easily back into the station. The long-term road improvement, i.e., the grade separation of Georgia Avenue/Randolph Road, will require relocation of Fire Station #18.

Any ground remaining at the current fire station site after implementation of the grade separation (and relocation of the fire station) should be used to provide additional landscaping along the two highways and be reserved for any renovation or expansion of the Wheaton-Glenmont District Station should it be approved as a part of the police facilities master plan currently being developed by the Montgomery County Police Department. The Wheaton-Glenmont District Station should remain in its current location until the facilities plan is approved.

- The former Glenmont Elementary School, at the southwest corner of Georgia Avenue/Randolph Road, currently houses the Montgomery County Conservation Corps. This publicly owned site, about six acres after deducting the right-of-way for proposed road improvements, should continue to be used for community-oriented uses. With the retention of the existing play field, it is quite possible that the former Glenmont Elementary School site could accommodate some of the potential uses identified below. Co-locating public facilities frequently achieves a “presence” which strengthens a community's sense of place. The Recreation Department generally prefers to co-locate community centers with other public uses, particularly recreational uses.

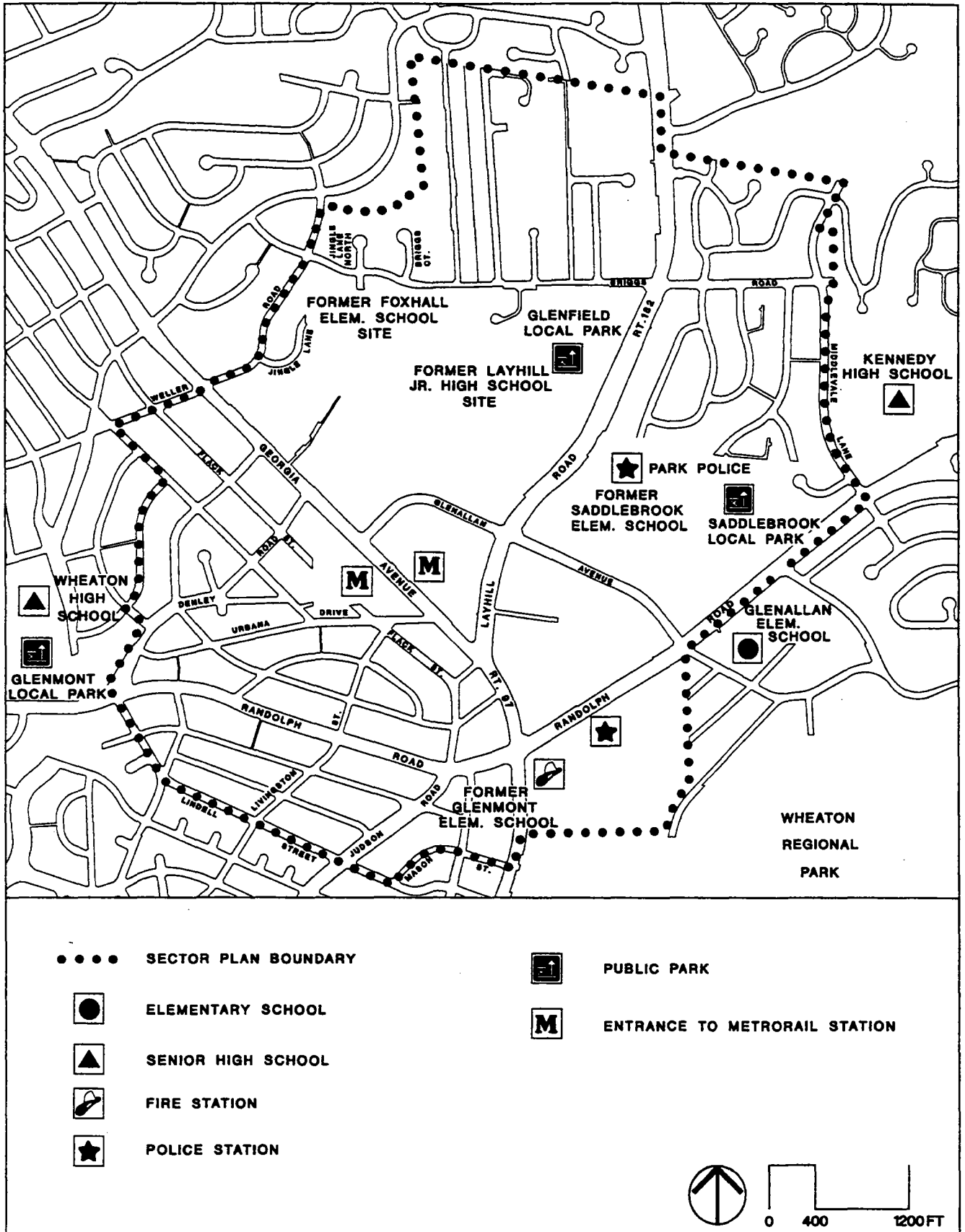
With the retention of the existing playing field, other appropriate uses on the former school site include:

- Relocated Fire Station #18

As noted above, the long term road improvements which are proposed in this Plan will require that Fire Station #18--which is owned by the Kensington Volunteer Fire Department--be relocated. The ideal site for a

EXISTING COMMUNITY FACILITIES

FIGURE 19



new fire station is one where there is good access to major roadways but where the noise from fire trucks will not disturb nearby residents. A number of suitably sized sites were evaluated. (See the Background Information Supplement to the Sector Plan.) Although most of these sites have adequate road access, several were considered too valuable for use by the fire department given their location vis-a-vis the new Metro station. Other potential sites are already committed to public use in that they are among the facilities operated by the Montgomery County Parks.

The former school site across Georgia Avenue from the existing fire station provides sufficient ground for a relocated fire station, even after deducting the right-of-way for proposed road improvements. Relocation to such a nearby site would enable Fire Station #18 to continue serving the same service area for as long as it is considered desirable. Given the access requirements for the fire trucks, the potential use of the former school site would probably require that a new fire station be located toward the southern end of the site. Modifications to the median in Georgia Avenue and a traffic signal which can be activated by the fire department when necessary may also be required. If for any reason this site is unacceptable for use as a fire station, then other publicly owned sites should be considered.

- Glenmont Community Recreation Center

There is currently a lack of meeting places and recreational facilities for the residents of Glenmont, and this problem will worsen as a result of planned growth in the Sector Plan area. The residents of Glenmont are inadequately served by the existing Wheaton Community Center, which is located to the south of Glenmont on Georgia Avenue, is small, and has inadequate parking.

The Recreation Department's Draft Long Range Plan for Recreation Centers calls for a future center in the Aspen Hill/Layhill area, but this may be too far north to serve Glenmont adequately. Recreation Department staff are currently investigating sites in the Glenmont area which might accommodate a community center building. Glenmont Local Park, the existing park to the west of the Sector Plan area, which already contains a small community building, might be an appropriate site. The Recreation Department is planning to renovate the pool within this park and should study the possibility of reconfiguring the park to include space for a community center.

If this site proves infeasible, this Plan recommends that the former Glenmont Elementary School site be considered for construction of a community center building. An attractively designed community center at

this prominent and highly visible location would provide a focal point for community activities and promote a sense of place.

Child Care

The First Steps child care center, which subleases a portion of the former Glenmont Elementary School, is one of four facilities currently operating in Glenmont that are licensed to provide child care for more than eight children. Child care continues to be an appropriate use on this site in addition to those child care facilities which might be provided closer to the new Metro station.

Any redevelopment of the former Glenmont Elementary School should include sufficient landscaping to ensure compatibility with the adjoining residential neighborhood. Extensive landscaping should also be provided along Georgia Avenue consistent with the guidelines for the enhanced boulevard; this will buffer the facilities from the highway and provide a logical continuation of the boulevard treatment which is planned for the Georgia Avenue frontage north of Randolph Road.

Objective 3: *Determine potential sites for the new elevated storage tank.*

- Department of Environmental Protection (DEP) and M-NCPPC should cooperate with WSSC to determine the criteria required for the new site.
- DEP and M-NCPPC should investigate potential properties which satisfy WSSC criteria.
- DEP and M-NCPPC should recommend screening and buffering needs for the new site.

The Washington Suburban Sanitary Commission (WSSC) has indicated a need in their long range plans to increase the storage capacity of the existing elevated water storage tank from the present capacity of 500,000 gallons to 1.5 million gallons by the year 2015. There will also be a need to relocate the tank since the present site is too small. WSSC has suggested that a 3- to 4-acre parcel would be desirable; however, WSSC has not yet initiated a site search for a new facility. Given the timing of the need for the new tank to come on-line by the year 2015, and the approximate life of a master (sector) plan 20 years, it appears that the site will need to be selected within the life of this Plan. WSSC staff met with the Glenmont Sector Plan Citizens Advisory Committee to identify site location criteria and potentially suitable sites within the Glenmont Sector Plan area; however, no sites were identified in the Sector area which would be ideal for a new water storage facility.

This Plan recognizes the need to initiate the site search for the new elevated tank facility. WSSC is specifically encouraged to seek sites outside Glenmont for the new facility.

D. STREETS AND CIRCULATION

The objectives and recommendations below are intended to make the Glenmont Center accessible for people using any mode of travel. Safe and efficient circulation within the Center, and between the neighborhoods and the Center, is central to the viability of the entire Center and Neighborhoods concept.

Objective 1: *Establish a hierarchy of streets that provides for the overall transportation needs.*

Different types of roadways serve different functions. This Plan recommends a street system that consists of a hierarchy of regional and local routes and streets. This is described in Table 1 and Figures 20 and 21. The classification of these streets is consistent with the 1989 Kensington-Wheaton Master Plan.

Streets ending in temporary turnarounds (“stub streets”) are inefficient for both the roadway system user and the agency responsible for maintenance. Temporary turnarounds should be evaluated for replacement with culs-de-sac in a number of locations in the Glenmont Sector Plan area.

Objective 2: *Provide an interconnected street system which accommodates regional traffic while minimizing the impacts on the community and provides for local circulation and community integration.*

Vehicular circulation through the area should be improved by (a) providing for efficient movement of regional traffic while discouraging the use of local streets for peak period through traffic, (b) alleviating current and potential congestion at strategic locations, (c) providing access to major activity centers, and (d) facilitating access to and from the residential neighborhoods. The regional traffic should be managed to make the best use of the existing transportation system.

This Plan recommends both short term and long term improvements to address existing and anticipated traffic problems and to ensure that new development is staged with the provision of facilities.

Table 1

FUNCTIONAL CLASSIFICATION OF ROADWAYS

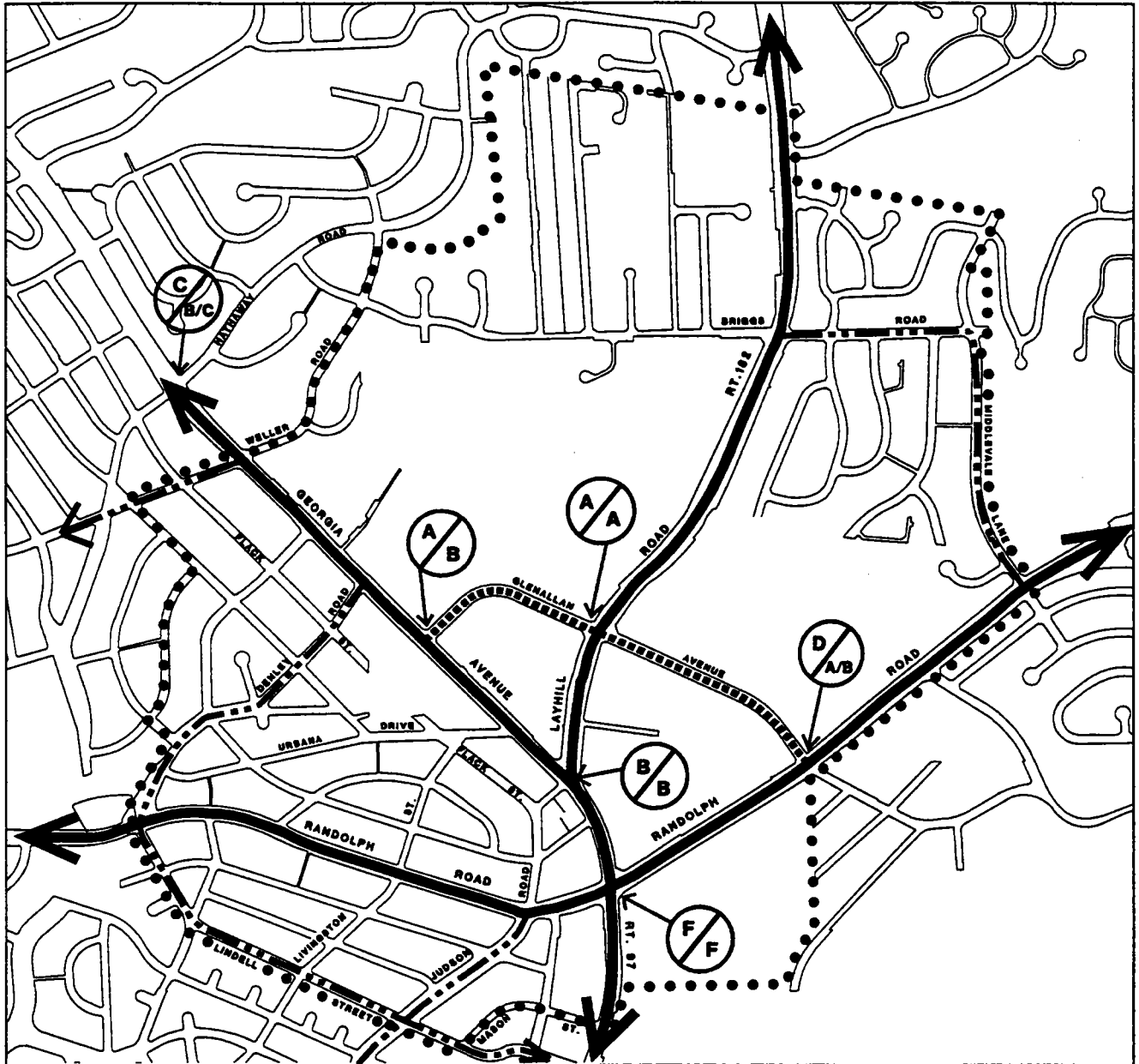
| Master Plan Designation | Name | Limit | Minimum proposed ROW*** | Proposed pavement width or number of lanes**** |
|-------------------------|------------------------|--|-------------------------|--|
| Major Highways | | | | |
| M-8 | Georgia Avenue (MD 97) | Sector Plan boundaries | 135-170 feet* | 6-lane divided |
| M-16 | Layhill Road (MD 182) | Sector Plan boundary to Glenallan Avenue | 120 feet* | 4-lane divided |
| | | Glenallan Avenue to Georgia Avenue | 70 feet* | 6-lane bifurcated |
| M-17 | Randolph Road | Sector Plan boundaries | 120-140 feet* | 6-lane divided |
| Arterials | | | | |
| A-56 | Glenallan Avenue | Georgia Avenue to Randolph Road | 80-95 feet* | 48 feet |
| Primary Roads | | | | |
| P-15 | Denley Road | Layhill Road to Randolph Road | 70 feet | 36 feet |
| P-20 | Lindell Street | Randolph Road to Sector Plan boundary | 70 feet | 36 feet |
| P-21 | Judson Road | Randolph Road to Sector Plan boundary | 70 feet | 36 feet |
| P-22 | Briggs Road | Layhill Road to Middlevale Lane** | 70 feet | 36 feet |
| P-23 | Middlevale Lane | Briggs Road to Randolph Road | 70 feet | 36 feet |
| P-24 | Glenallan Avenue | Georgia Avenue to Flack Street | 70 feet | 36 feet |
| P-25 | Weller Road | Sector Plan boundary to Georgia Avenue | 70 feet | 36 feet |


Source: Transportation Planning Division, M-NCPPC, February 1996.

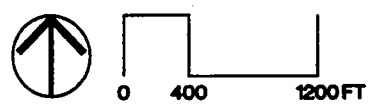
- * Refer to Figure 23 for specific right-of-way needed (varies).
- ** Briggs Road from Lutes Drive to Layhill Road needs up to 80 feet of right-of-way to accommodate a 10-foot-wide combined hiker/biker trail on the south side plus a 5-foot tree panel. Typically, secondary and tertiary streets are not designated on master or sector plans.
- *** ROW: Right-of-way
- **** These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

VEHICULAR TRAFFIC CIRCULATION

FIGURE 20

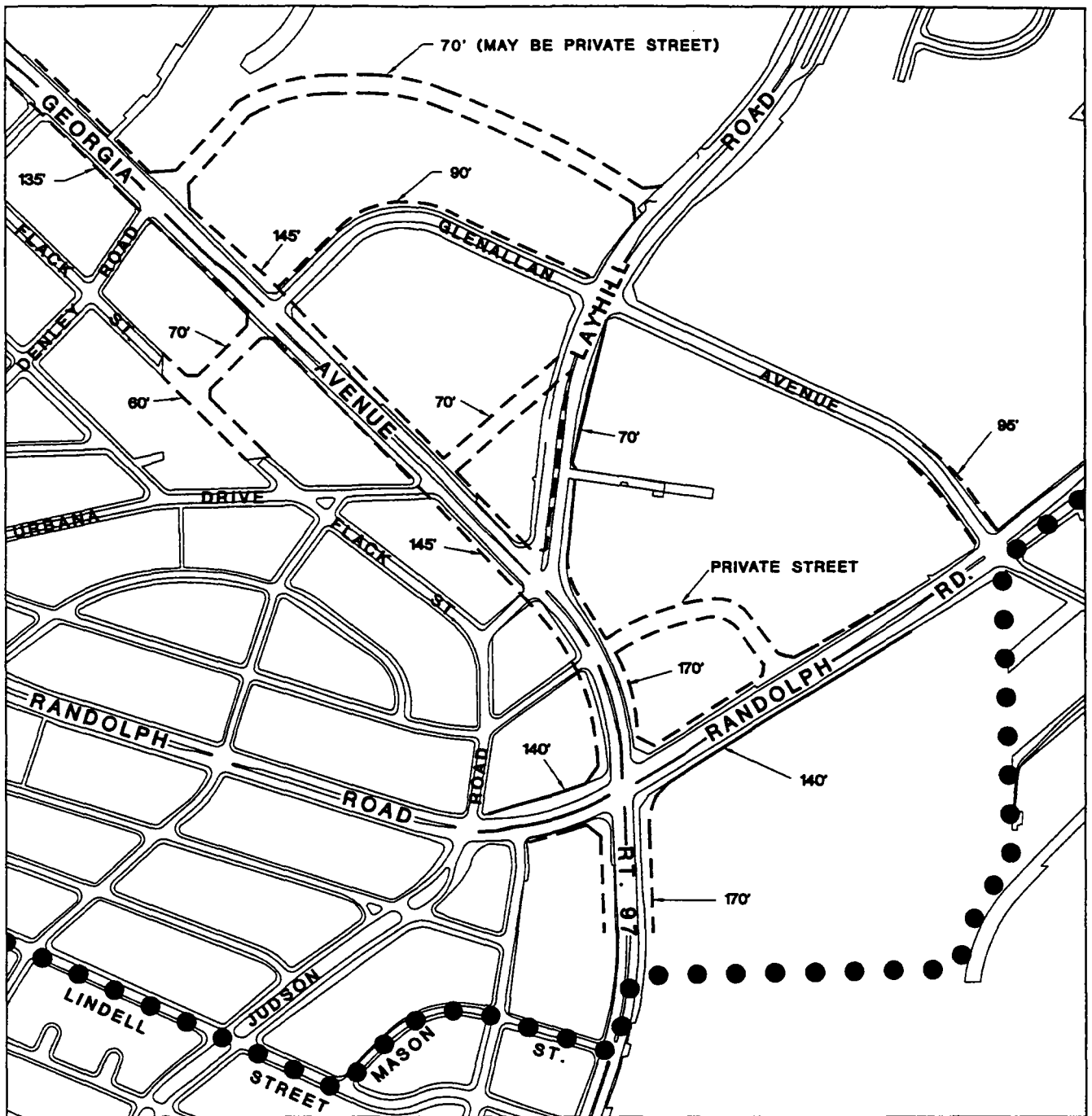


- • • • SECTOR PLAN BOUNDARY
- MAJOR HIGHWAYS
- ARTERIAL ROAD
- - - - PRIMARY ROADS
-  EXISTING LEVEL OF SERVICE



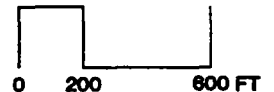
GLENMONT CENTER: PROPOSED RIGHT-OF-WAY

FIGURE 21



- ● ● ● SECTOR PLAN BOUNDARY
- | — EXISTING RIGHT-OF-WAY;
NO CHANGE RECOMMENDED
- - - | - - - 135' PROPOSED RIGHT-OF-WAY*

* RECOMMENDED RIGHTS-OF-WAY MAY BE REDUCED UPON FINAL DESIGN AND ENGINEERING OF PROPOSED ROAD IMPROVEMENTS.



Short Term: (See Figure 22.)

- Glenallan Avenue
 - Extend Glenallan Avenue west of Georgia Avenue to provide access to the proposed Kiss and Ride (see below) and child care facilities.
 - Add a left-turn lane from southbound Glenallan Avenue to eastbound Randolph Road.
 - Department of Public Works and Transportation (DPW&T) should study prohibiting on-street parking during peak periods between Layhill Road and Randolph Road.

- Georgia Avenue
 - Add a through/right-turn lane on southbound Georgia Avenue from Layhill Road to a suitable merge point south of Randolph Road, per the recommendation in the 1978 *Glenmont Sector Plan*.
 - Add a right-turn lane from northbound Georgia Avenue to eastbound Randolph Road. This may necessitate reconstruction of Fire Station #18.
 - Add a second left-turn lane from southbound Georgia Avenue to eastbound Glenallan Avenue per the recommendations of the 1978 *Glenmont Sector Plan*.

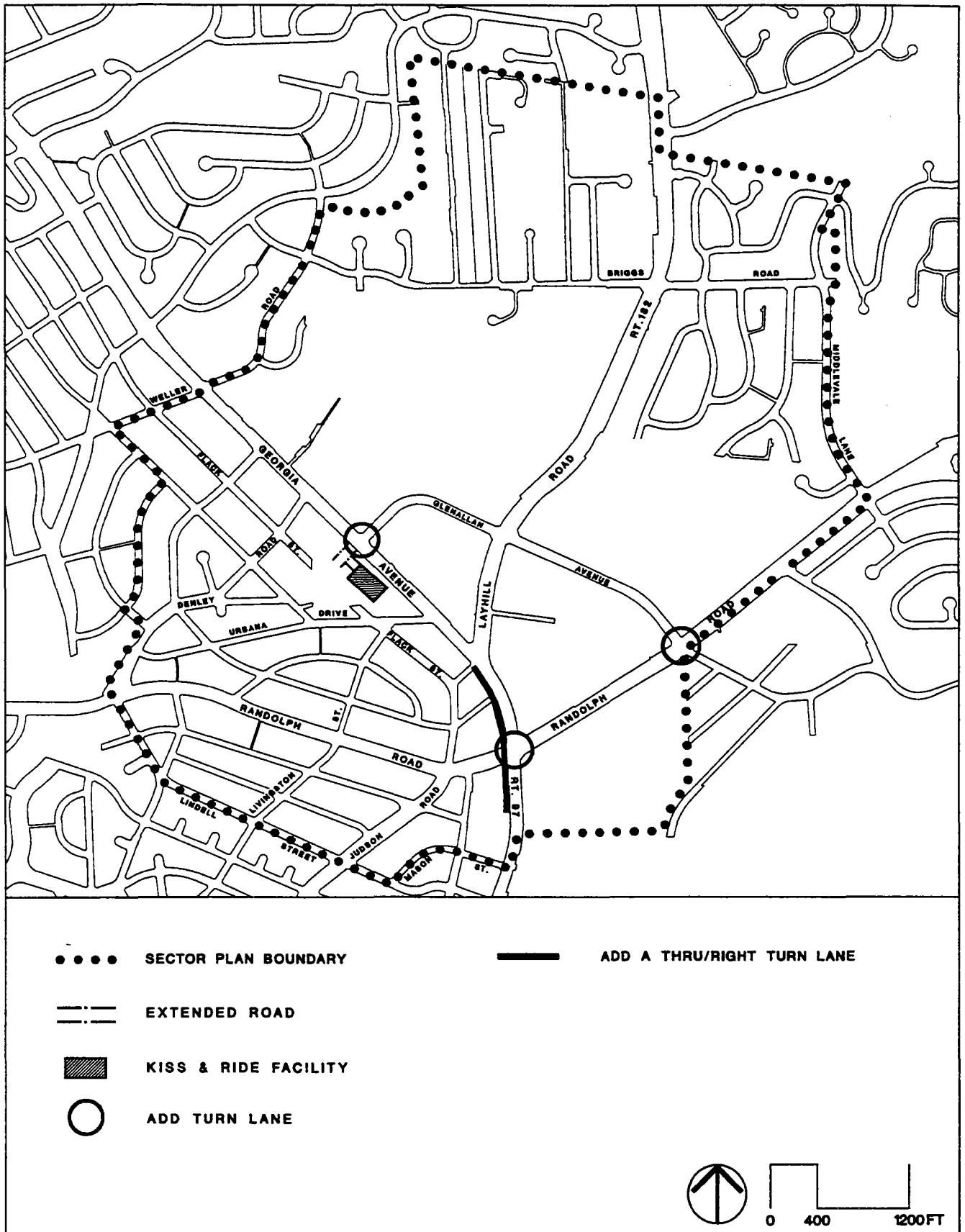
- Improve the substandard private road through the Glenmont Shopping Center connecting Georgia Avenue at Sheraton Street with Randolph Road (see Section B of this chapter) and consolidate driveway entrances, where feasible. These measures will improve safety and circulation within the site.

Long Term: (See Figure 23.)

- Construct a grade separation at Georgia Avenue/Randolph Road. While this improvement would be desirable in the short term to address an existing congestion problem at this intersection, the magnitude and cost of the project make it more likely to occur in the long term. The benefits from this improvement include:
 - Reduced congestion at the critical intersection.
 - Improved flow of through traffic on both Randolph Road and Georgia Avenue.

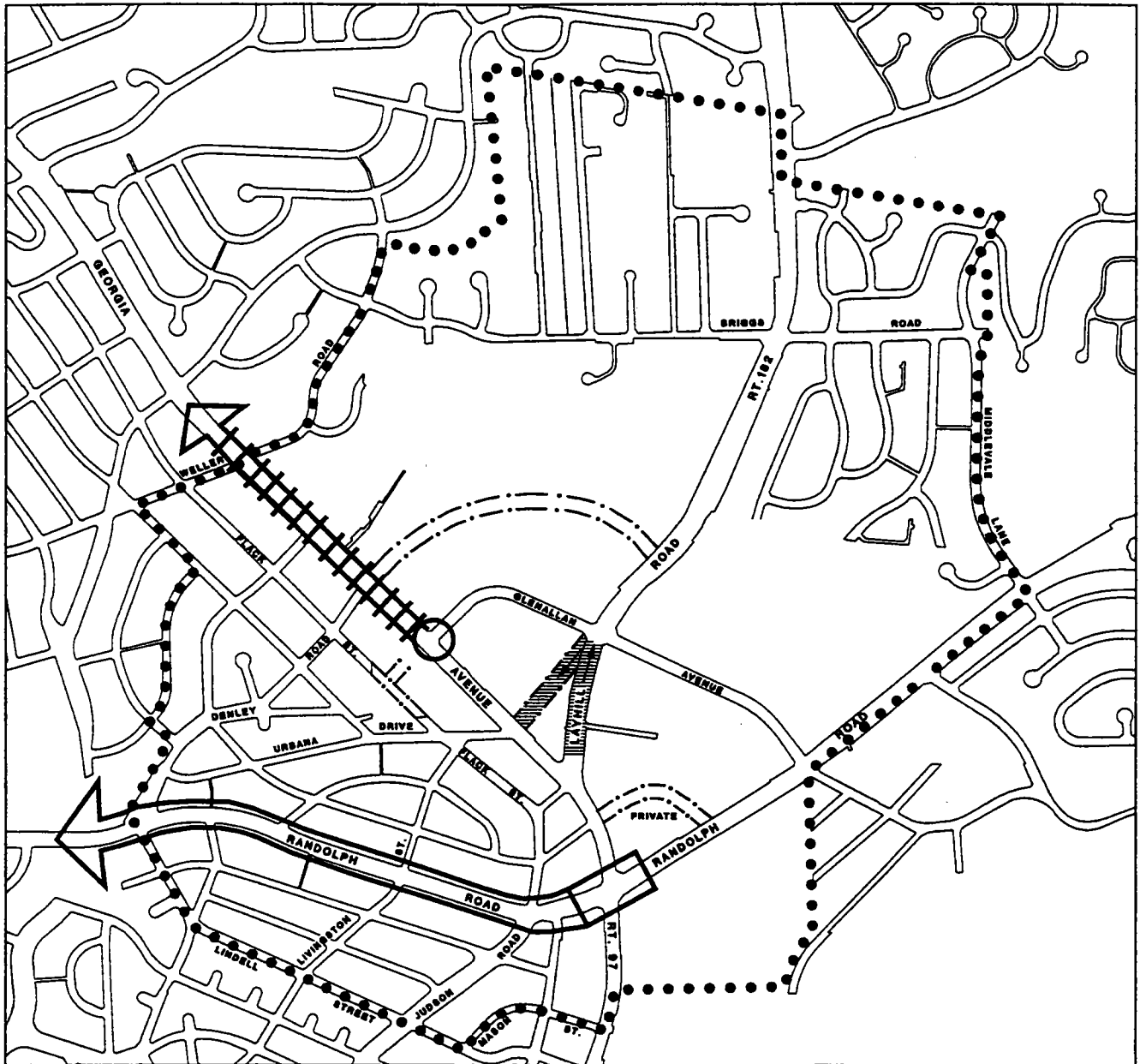
PROPOSED SHORT TERM TRANSPORTATION IMPROVEMENTS

FIGURE 22



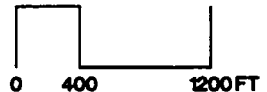
PROPOSED LONG TERM TRANSPORTATION IMPROVEMENTS

FIGURE 23



- SECTOR PLAN BOUNDARY
- ▨ BIFURCATION OF LAYHILL ROAD
- ADD TURN LANE
- EXTENDED/NEW ROADS (PUBLIC OR PRIVATE)
- ▭ GRADE SEPARATION OF GEORGIA AVENUE AND RANDOLPH ROAD

-  TRANSITWAY/BUSWAY
-  BUS OPERATION IMPROVEMENTS



- Reduced incentives for neighborhood cut-through traffic, since travel time on Georgia Avenue would be improved.
- Capacity to support development of the Village Center.

The additional development capacity resulting from this improvement is needed to serve the additional Glenmont development recommended in this Plan. Little, if any, capacity would remain to serve development outside of Glenmont.

This Plan does not endorse a specific design for the proposed grade separation of Georgia Avenue/Randolph Road; however, the Maryland State Highway Administration (SHA) should commence preliminary design of this improvement so that the cost can be estimated and funding allocated. It is likely that implementation of this project will require additional right-of-way along Georgia Avenue and Randolph road.

The design concept which is selected for engineering should:

- Minimize the impact on the adjoining properties in terms of access and right-of-way, although it is likely that at least Fire Station #18 will need to be relocated.
- Recognize that pedestrian crossings at this location are vital to the well-being of the residents and businesses in Glenmont area. The Plan should provide for safe, convenient, and clearly identified pedestrian crossings of Georgia Avenue and Randolph Road with sufficient refuge area and adequate time for pedestrians to cross.
- Provide for an enhanced streetscape system along Georgia Avenue and Randolph Road, as described elsewhere in this chapter.
- Provide a wide, tree-lined median wherever possible.
- Result in a congestion level at build-out equal to or better than the applicable Annual Growth Policy intersection level of service standard.

Any project for an interchange at Georgia Avenue and Randolph Road which is approved by a vote of the County Council may proceed, but only after the Council and the Planning Board provide an opportunity for comprehensive public input including, but not limited to, a public hearing by the Council.

- Add an additional right-turn lane from westbound Glenallan Avenue to northbound Georgia Avenue.

- **Extend Denley Road east of Georgia Avenue, parallel to and north of Glenallan Avenue, when Glenmont Metrocentre redevelops. (This may be a private roadway.)**
- **Bifurcate Layhill Road at the intersection of Georgia Avenue, with a northbound leg in its existing location, and a new southbound leg between the Metro parking garage and the existing businesses in the Layhill Triangle. The bifurcation would create two separate intersections of Layhill Road and Georgia Avenue. It would: improve access from Georgia Avenue and Layhill Road to the Glenmont Shopping Center, reduce pedestrian and vehicular conflicts, improve the level of service at the intersection of Georgia Avenue/Layhill Road, and improve the flow of through traffic along Georgia Avenue. The right-of-way for each roadway is suggested to be 70 feet, including three travel lanes, a clearly marked Class II bikeway on each leg of the bifurcated roadway if possible, and a 15-foot-wide sidewalk area on both sides of the street, including a tree panel along the curb, a sidewalk, and pedestrian lighting. The bifurcation may require that Judson Road become “right-in, right-out.”**

The bifurcation should be implemented in a manner that is sensitive to the needs of existing businesses on Layhill Road by expanding their parcels to the south via the abandonment of the existing southbound roadway, improving pedestrian and vehicular links to Metro and the shopping center, continuing to provide adequate vehicular access to their parcels, and retaining sufficient parking. The bifurcation should not include an east-west public road connection between the northbound and southbound roadways of Layhill Road.

- **Construct a private street through the Glenmont Shopping Center site connecting Randolph Road with Georgia Avenue at such time as the shopping center site redevelops.**
- **Construct Flack Street between Denley Road and Glenallan Avenue along the WMATA Triangle only if a median break cannot be retained on Georgia Avenue for Denley Road and provided that environmental concerns such as wetlands and forest conservation can be addressed. Construct Flack Street from Glenallan Avenue to Urbana Drive at such time as the WMATA Triangle develops. Although the proposed right-of-way in Figure 23 is 60 feet, a reduced right-of-way may be necessary to minimize the environmental impacts. In the event that Flack Street is not connected for vehicular traffic, a pedestrian/bicycle connection would still be desirable.**
- **Connect Glenallan Avenue to Flack Street. In the event that the existing sections of Flack Street are connected, traffic on Glenallan Avenue should be prohibited from accessing Flack Street during peak periods. Alternatively, DPWT should study whether traffic may be limited between Glenallan Avenue (extended) and Flack Street (connected) through the installation of an island in the intersection.**

Objective 3: *Discourage the use of local roads for through traffic during peak hours of travel while providing for local and regional traffic.*

- The implementation of recommended capacity improvements at the most congested intersections in the Glenmont Center will reduce the incentive for motorists to circumvent these intersections by cutting through the neighborhoods.
- The Montgomery County Department of Public Works and Transportation's (MCDPWT) Neighborhood Traffic Protection Program utilizes several different measures to reduce neighborhood cut-through traffic. Flack Street has been identified by Glenmont residents as a cut-through route with the potential for such measures; however, the residents of the affected neighborhood must request a study by DPWT to implement them.
- The Flack Street connection described above should be designed in such a way to discourage the use of Flack Street as a cut-through route.
- The connection of Glenallan Avenue to Flack Street (see above) should be designed and/or signed to prevent increased use of Flack Street as a cut-through route.

Objective 4: *Improve safety along major roadways.*

- DPWT and SHA should study high accident locations for potential safety improvements.

Objective 5: *Improve access to the major activity centers in Glenmont by planning and constructing a street network with design features that create a visually attractive, pedestrian and bicycle-friendly environment.*

- The following are recommendations for the design and the streetscape of the streets, which constitute the basis for pedestrian and bicycle circulation. This network consists of the major streets in the Glenmont Center (Georgia Avenue, Layhill Road, Randolph Road, and Glenallan Avenue), recommended extensions to promote interconnectivity, and local streets that would encourage residents to walk to the major activity centers: retail, the Metro station, and community facilities.

- Georgia Avenue

This road is a major vehicular corridor but also constitutes the major spine within the Center. It should be developed as an enhanced urban boulevard in accordance with guidelines in Objective 8 below.

- Layhill Road

This Plan recommends bifurcating Layhill Road into two separate roadways as described on page 53.

- Randolph Road

The Randolph Road streetscape will include a tree panel with pedestrian lighting along the curb on both sides of the street. A 7-foot-wide sidewalk should be provided on one side and a combined bikeway/sidewalk, approximately 10 feet wide, on the other². Wherever possible, a tree-lined median should also be provided. Wide, clearly demarcated crosswalks should be provided at all major intersections.

- Glenallan Avenue

The Glenallan Avenue streetscape, from Randolph Road to Georgia Avenue, should consist of tree-lined sidewalks and a Class I bikeway. At the section between Randolph Road and Layhill Road, the Class I bikeway should be constructed along the south side. A lawn panel at the curb should be maintained to accommodate street trees and pedestrian lighting. At the section between Layhill Road and Georgia Avenue, redevelopment of the Glenmont Metrocentre site should provide for the following within the street right-of-way along the north side: a 6-foot sidewalk, a Class I bikeway (8 feet minimum), and a tree panel along the curb with pedestrian lighting. Along the Metro site, a short bikeway connection should be provided from Layhill Road to the parking garage. Since the existing sidewalk along that side is located at the curb, street trees should be provided outside of the right-of-way. Adequate provisions should be made for safe bicycle and pedestrian crossings of Glenallan Avenue.

- New Streets

New public or private streets should follow a pattern of short blocks that minimizes walking distances to major destinations, the Metro station in particular. A streetscape should be provided consisting of sidewalks separated from the curb by a tree panel with pedestrian lighting. Local neighborhood streets should be designed to slow down traffic and discourage cut through movements. The use of traffic calming measures should be considered on such streets.

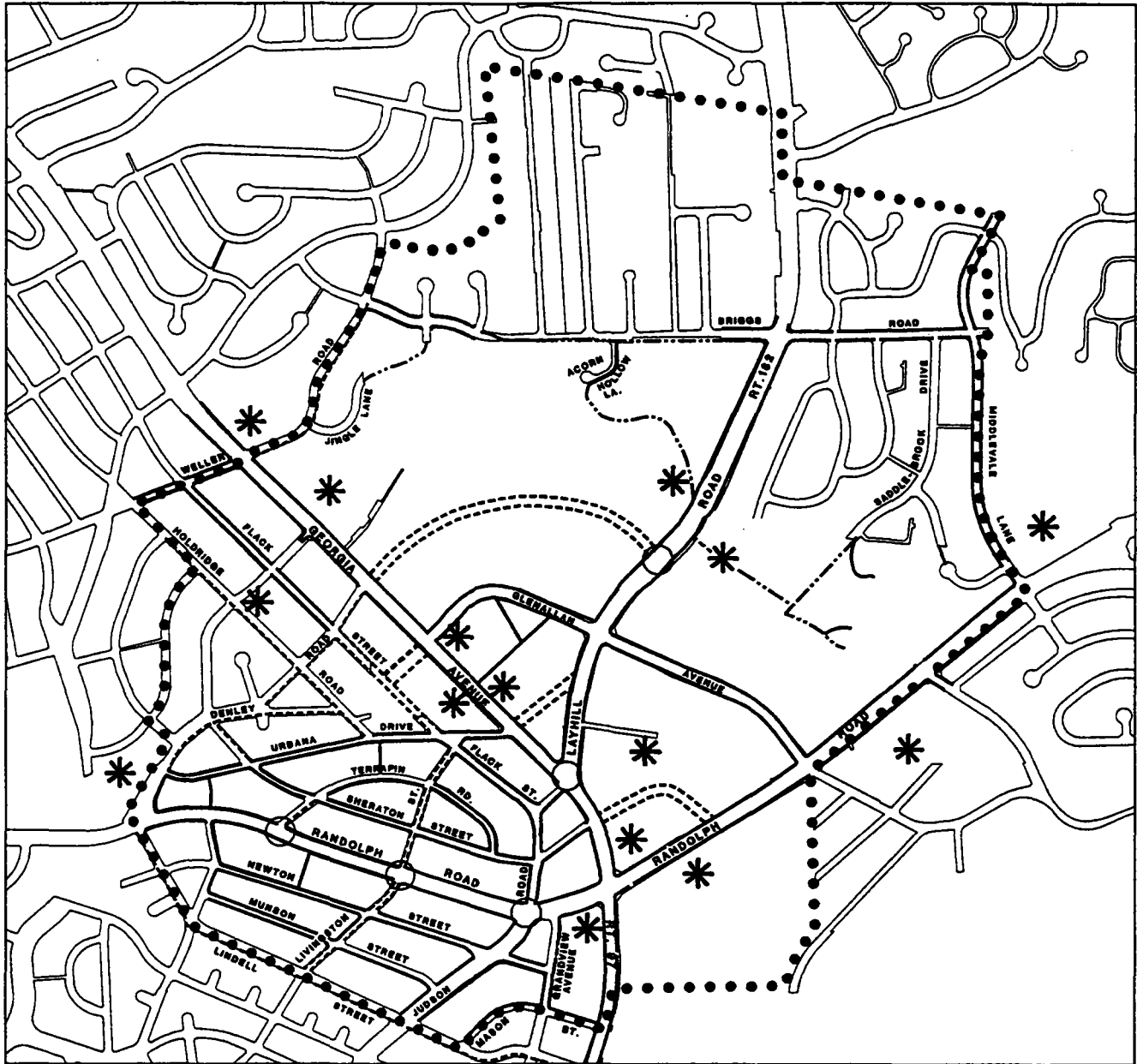
² The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

Objective 6: *Promote the use of transit and discourage reliance on single occupancy vehicles (SOVs).*

- The usage of the transit system should be increased by facilitating access to transit facilities, improving the operation of transit services, improving the convenience and cost effectiveness of alternatives to SOVs, managing the supply of parking, and requiring vigorous trip mitigation programs where appropriate. Easy and convenient access should be provided to the Metro station (and garage) for automobiles, buses, pedestrians, and bicyclists.
 - Consideration should be given to forming a Transportation Management Organization for the Glenmont Center. (See Chapter VI, Section D.)
 - Improve pedestrian/bike linkages to Metro as illustrated in Figures 24 and 25 and indicated in Tables 2 and 3.
- Construct a minimal drop-off or Kiss and Ride facility at the western Metro entrance with vehicular access from Glenallan Avenue extended. It should include a circular drop-off area to provide a turnaround for northbound traffic and a pavilion to shelter the station entrance. Seating and bicycle parking should also be provided. This facility should be in place by the projected opening of the Metro station in 1998.
- Reserve sufficient right-of-way on Georgia Avenue north of Layhill Road to provide for a future Busway. The 1994 *Approved and Adopted Aspen Hill Master Plan* included a proposal that a one-lane reversible Busway be constructed between the Glenmont Metro station and Norbeck Road, possibly extending to Olney. The 1995 *Alternatives Report* of the Transitway and High-Occupancy Vehicle Network Master Plan recommended that the entire section between Glenmont and Olney be studied further to set aside the land, where necessary, for the reversible Busway. This Sector Plan also supports the Glenmont-Olney Busway and recommends that it be studied as soon as feasible. The “green boulevard” concept described below for Georgia Avenue includes the space necessary for a one-lane reversible Busway.
- The Montgomery County Department of Public Works and Transportation should initiate further study for bus service operational improvements along Randolph Road between the White Flint and Glenmont Metro stations. These improvements are recommended in the *Transitway High-Occupancy Vehicle Network Master Plan, Alternatives Report*, January, 1995. The intent, as detailed in that plan, is to study the applicability of bus technological and service improvements such as signal priority, “queue jumpers” (extra lane at intersections for buses), expanded or more frequent service, and amenities such as bus shelters and schedule information at bus stops.

PEDESTRIAN CIRCULATION

FIGURE 24



- SECTOR PLAN BOUNDARY
- EXISTING SIDEWALKS
- - - PROPOSED SIDEWALKS
- · - · - PROPOSED COMBINED HIKER/BIKER TRAIL
- * MAJOR DESTINATION
- IMPORTANT PEDESTRIAN CROSSING IN NEED OF IMPROVEMENT

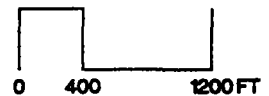


Table 2

RECOMMENDED SIDEWALKS

| LOCATION | PURPOSE |
|---|---|
| EAST OF GEORGIA AVENUE | |
| 1. South side of Weller Road between Georgia Avenue and Briggs Road* | Access to Metro via Georgia Avenue |
| 2. Both sides of Denley Road Extension | Access to Metro via Georgia Avenue |
| 3. Both sides of new private commercial street | Access to shopping |
| WEST OF GEORGIA AVENUE | |
| 1. Both sides of Flack Connector. | |
| 2. Connect missing link along east side of Grandview Avenue at Newton Street | Access to Metro/shopping |
| 3. Both sides of Livingston Street between Lindell Street and Urbana Drive | Access to Metro |
| 4. South side of Denley Road between Urbana Drive and Georgia Avenue* | Access to Metro/shopping |
| 5. South side of Denley Place between Denley Road and Holdridge Road | Access to Metro/shopping |
| 6. North side of Sheraton Street between Denley Road and Urbana Drive | Access to Metro/shopping |
| 7. South side of Holdridge Road between Gould Road and Urbana Drive | Access to Metro/shopping |
| 8. South side of Lindell Street between Randolph Road and Sector Plan area boundary | Access to Metro/school/park |
| 9. Both sides of Glenallan Avenue extension | Access to Metro |
| 10. East side of Terrapin Road between Randolph Road and Sheraton Street | Access to Metro/shopping |
| COMBINED HIKER/BIKER TRAIL | |
| 1. Path through vacant land between two sections of Jingle Lane | Access to Metro/shopping |
| 2. Path through vacant land and Glenfield Park between Acorn Hollow Lane and Layhill Road | Neighborhood connections to local park and to Metro |
| 3. Path through Saddlebrook Park between Layhill Road and Saddlebrook Drive | Neighborhood connections to the park and Glenallan Elementary School |
| 4. South side of Briggs Road from Briggs Court to Lutes Drive, with widening of the existing trail between Briggs Court and Lutes Drive | Access to Metro via Layhill Road from neighborhoods northeast of Layhill Road and Briggs Road |

* 1978 Sector Plan recommendations.

Objective 7: *Expand the current bikeway network to connect with the regional trails and activity centers and to enhance its recreational uses.*

- Bikeways in Glenmont should form a local system connected to a regional network. (See Figures 25 and 26 and Table 3.) New development should provide for appropriate bikeways and bicycle support facilities (i.e., lockers, racks, signs). Bicycle parking is particularly important at the new Metro station, shopping facilities, and other activity centers. Signage and pavement marking for bike trails should be improved, particularly the existing Class II bike trail along Layhill Road and the Class I trail along Glenallan Avenue between Georgia Avenue and Layhill Road.

Objective 8: *Establish Georgia Avenue as a pedestrian-friendly green boulevard.*

- Georgia Avenue should function as a green “corridor” that integrates the Glenmont Center and provides visual relief from the extensive pavement associated with the roadway and parking facilities. (See Figures 27, 28, 29, 30, and 31.) To accomplish this, Georgia Avenue should have a 135- to 170-foot right-of-way³ which will accommodate the following:
 - Northbound: Four lanes from Sector Plan boundary to Randolph Road, then three lanes.
Southbound: Four lanes from Layhill Road to south of Randolph Road, including a through/right-turn lane at Randolph Road.
 - Wide, clearly demarcated pedestrian crossings at all major intersections.
 - A 15-foot-wide sidewalk area on each side of the roadway, including a 7-foot sidewalk separated from the road by an 8-foot tree panel along the curb⁴. Pedestrian lighting and street furniture should also be provided. This streetscape should be supplemented with additional plantings outside the right-of-way. On the east side of Georgia Avenue, a second row of trees would be desirable with redevelopment of the Glenmont Shopping Center and/or Glenmont Metrocentre sites. On the west side, a 65-foot-wide green area should border the public right-of-way north of Randolph Road. Several rows of trees and a bike trail connecting to the western entrance to the Metro station should be contained in this area. (See Figure 29.)

³ Up to 170 feet of right-of-way may be needed along Georgia Avenue should the proposed grade separation of Georgia Avenue/Randolph Road be implemented.

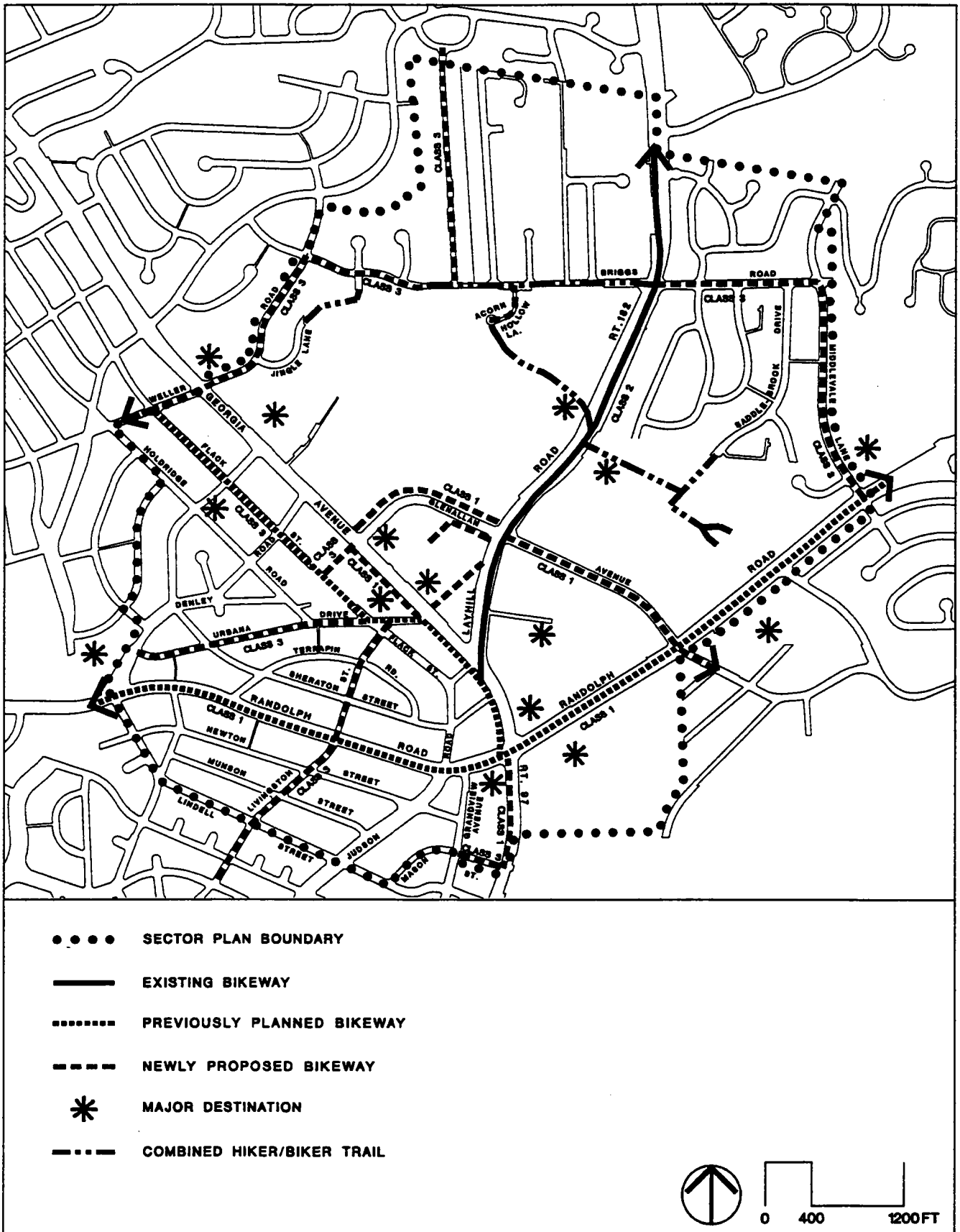
⁴ The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

- A 20-foot-wide tree-lined median, which would include necessary turn lanes. When the long term improvements (identified above) are implemented, the median would be up to 42 feet wide in places (e.g., where needed to accommodate the proposed transitway).

Furthermore, there should be a linear green space along the west side of Georgia Avenue adjacent to its right-of-way. This space should have a minimum width of approximately 65 feet, not including the street right-of-way. While the sidewalk should be within the right-of-way of Georgia Avenue, a Class I bikeway should be located within the linear green space. Several rows of shade trees should comprise the landscaping, and garden areas, lighting, and seating should be provided at appropriate locations. Finally, it would be desirable for major redevelopment of property along Georgia Avenue to include street activating uses or residential entries at ground level.

BICYCLE CIRCULATION

FIGURE 25



TYPICAL BIKEWAY CROSS-SECTIONS

FIGURE 26

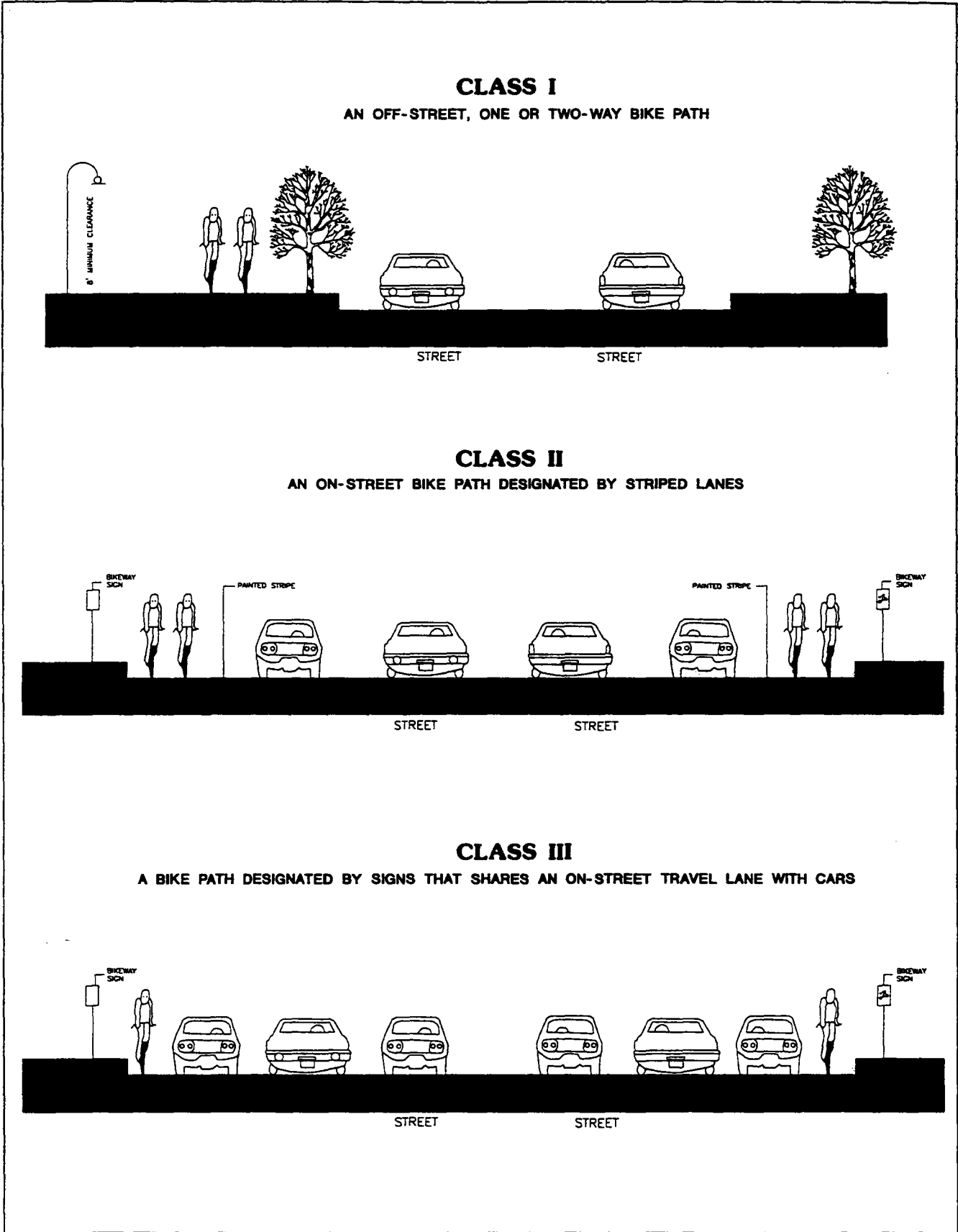


Table 3

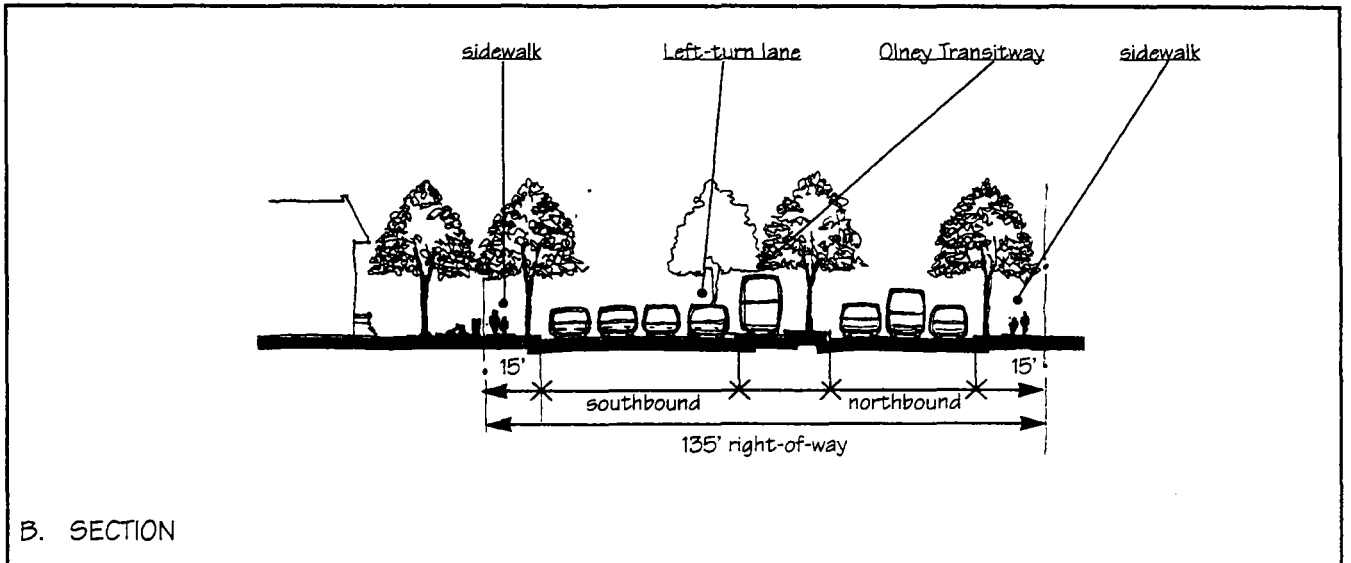
RECOMMENDED BIKEWAYS

| LOCATION | PURPOSE |
|---|--|
| CLASS I | |
| 1. Randolph Road between Denley Road and Middlevale Lane* | Access to Metro/shopping Part of County regional bike network |
| 2. Glenallan Avenue on the south side of the street between Layhill Road and Randolph Road* | Access to Metro/shopping Part of County regional bike network |
| 3. Glenallan Avenue on both sides of the street between Georgia Avenue and Layhill Road | Access to Metro/shopping Part of County regional bike network |
| 4. Georgia Avenue between Glenallan Avenue and Mason Street* | Access to Metro/shopping |
| CLASS III | |
| 1. Flack Street between Weller Road and Urbana Drive* | Access to Metro/shopping |
| 2. Urbana Drive between Denley Road and Georgia Avenue | Access to Metro/shopping and Wheaton High School |
| 3. Weller Road between Holdridge Road and Briggs Road | Access to Metro and connection to major regional bikeway |
| 4. Briggs Road between Weller Road and Briggs Court and between Lutes Drive and Middlevale Lane | Access to Metro and major regional bikeway |
| 5. Lutes Drive between Dressler Lane and Briggs Road | Access to Metro/shopping |
| 6. Middlevale Lane between Briggs Road and Randolph Road | Access to Metro and John F. Kennedy High School |
| 7. Extended Glenallan Avenue between Flack Street and Georgia Avenue | Access to Metro |
| 8. Livingston Street between Lindell Street and Urbana Drive | Access to Metro/shopping |
| 9. Mason Street between Georgia Avenue and Grandview Avenue | Access to Metro and connection to major regional bikeway |

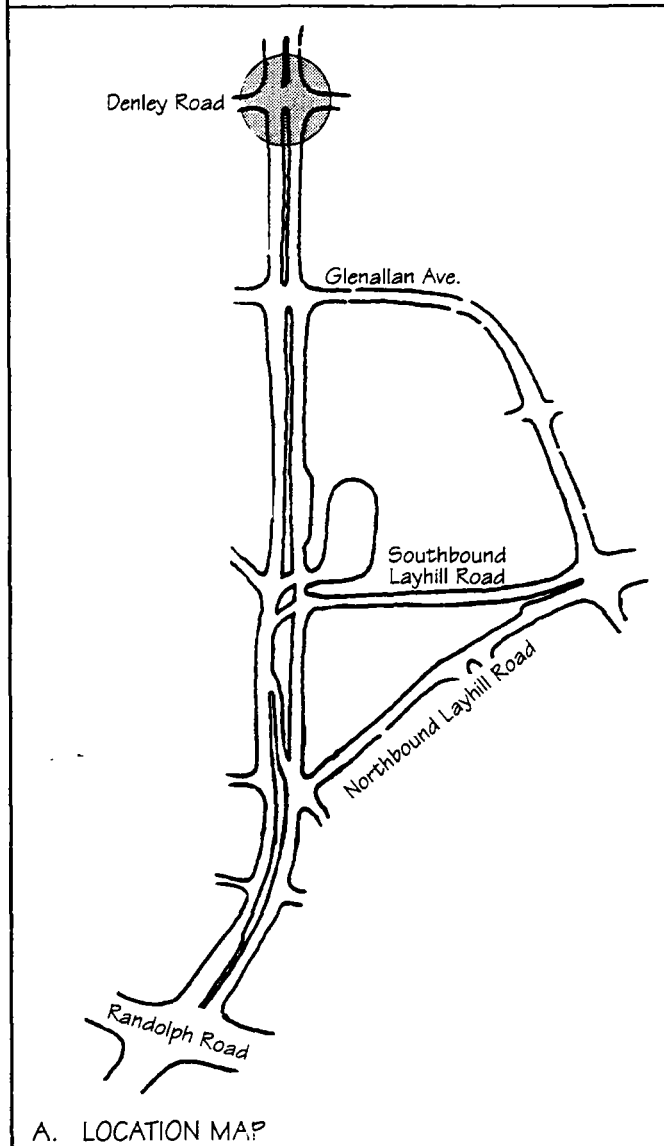
** See Figure 26 for descriptions of bikeway classes.*

GEORGIA AVENUE STREETSCAPE AT DENLEY ROAD

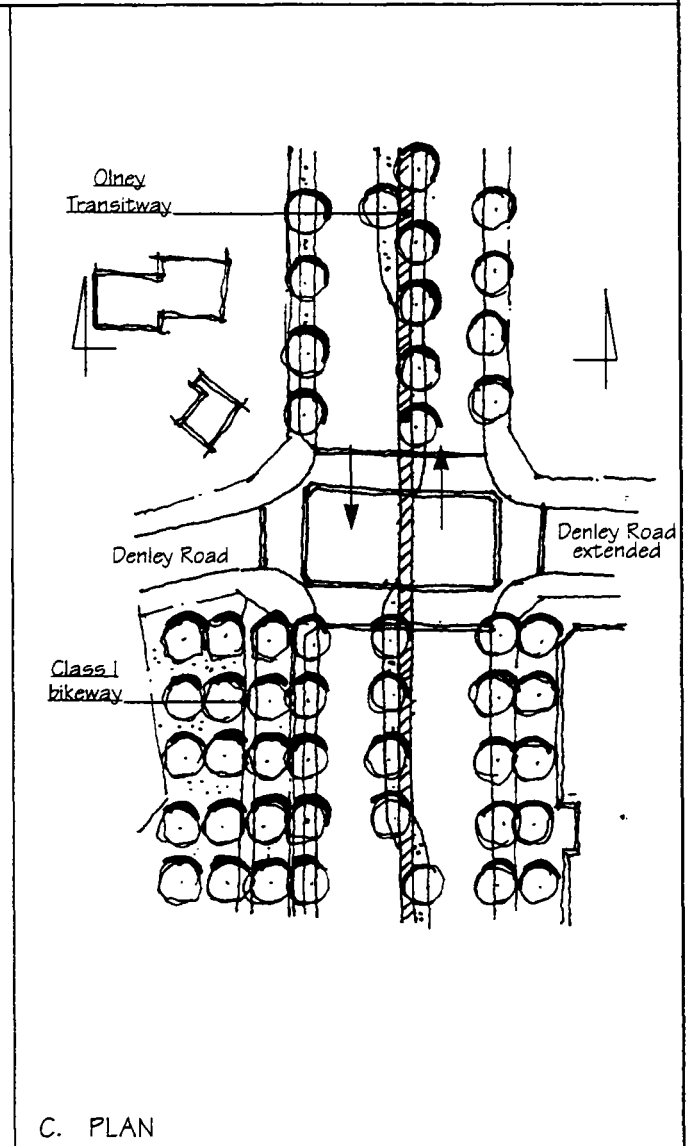
FIGURE 27



B. SECTION



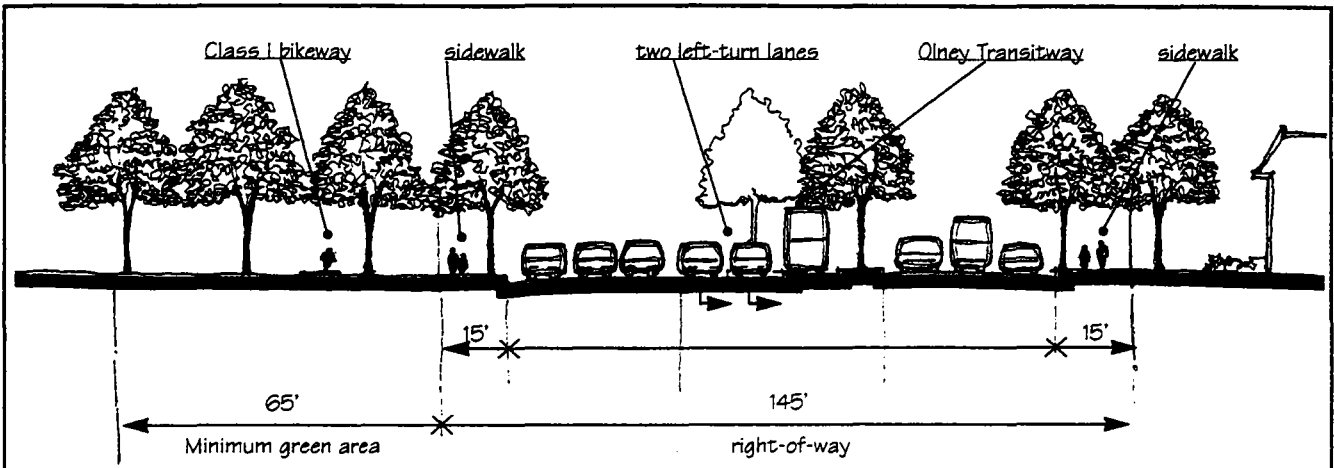
A. LOCATION MAP



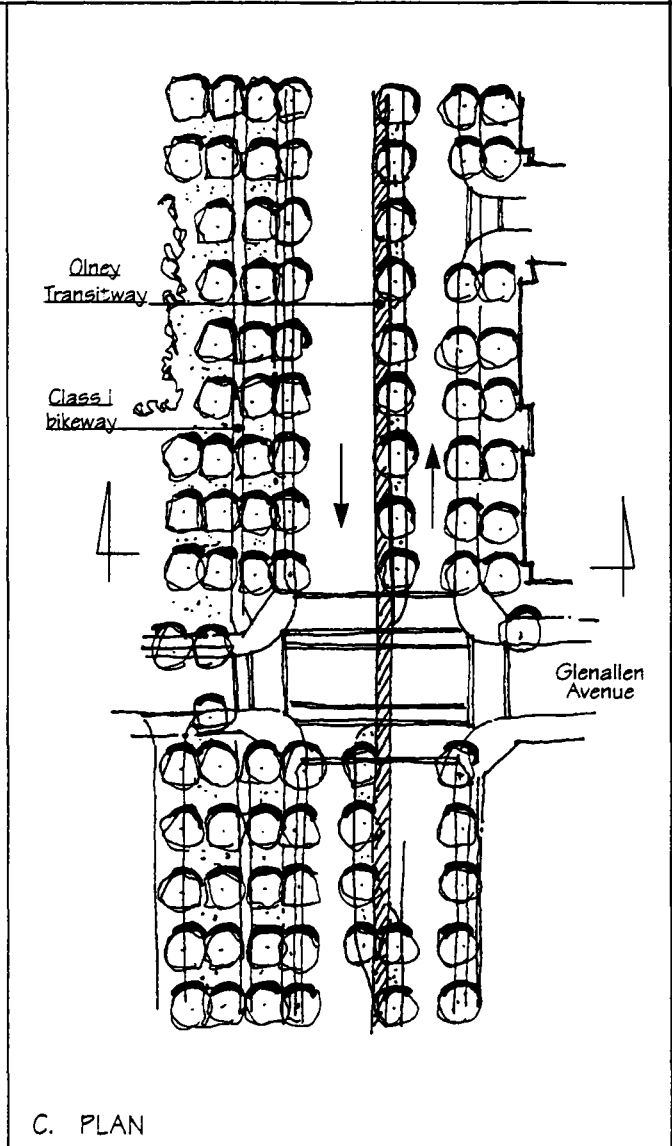
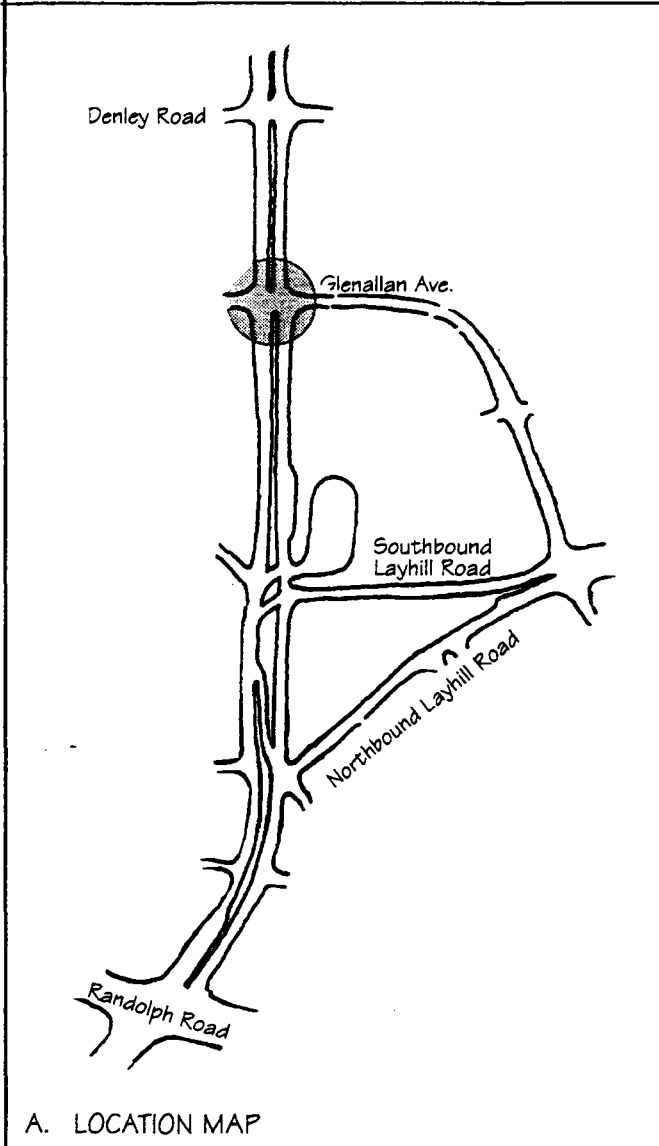
C. PLAN

GEORGIA AVENUE STREETScape AT GLENALLEN AVENUE

FIGURE 28

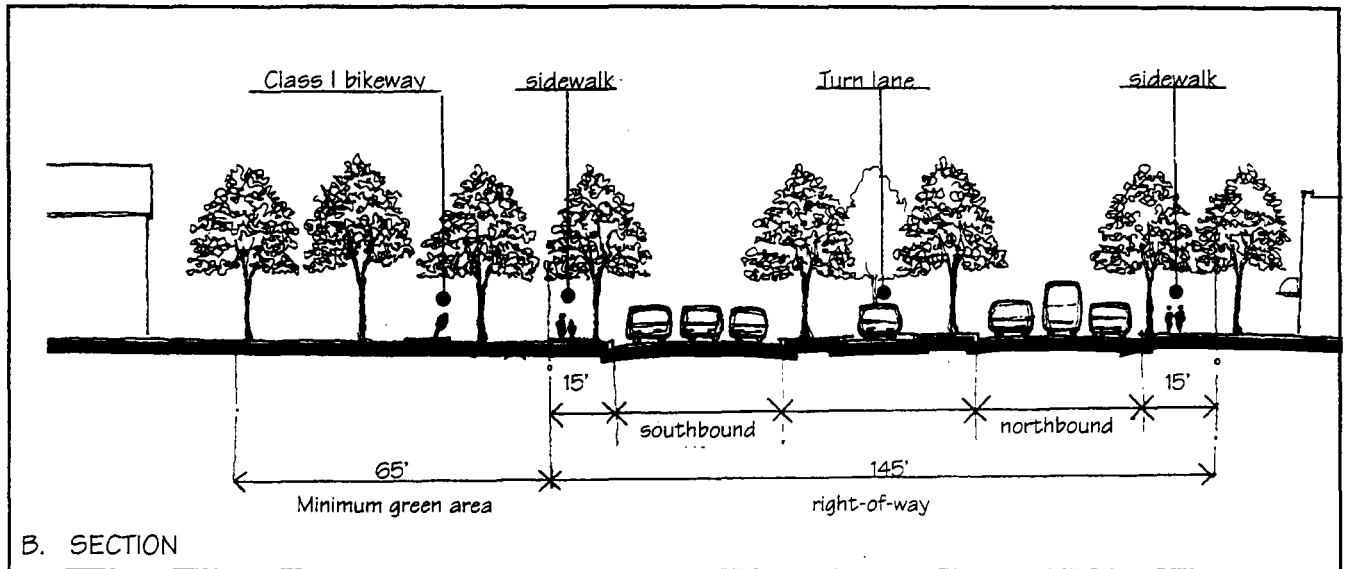


B. SECTION

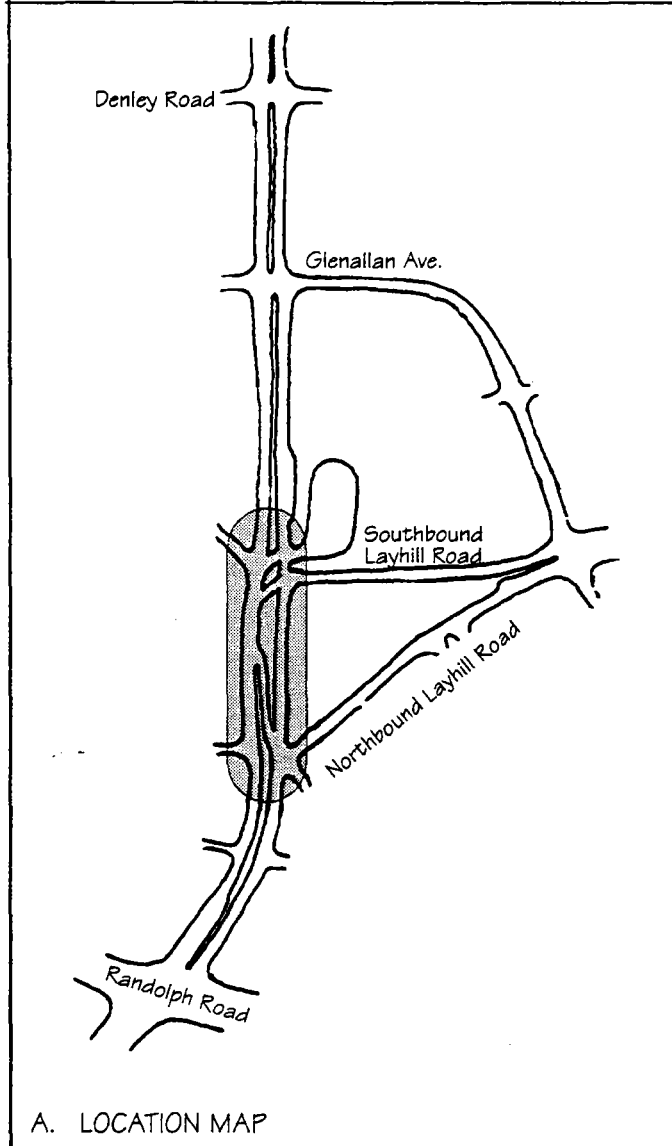


GEORGIA AVENUE STREETScape AT LAYHILL ROAD

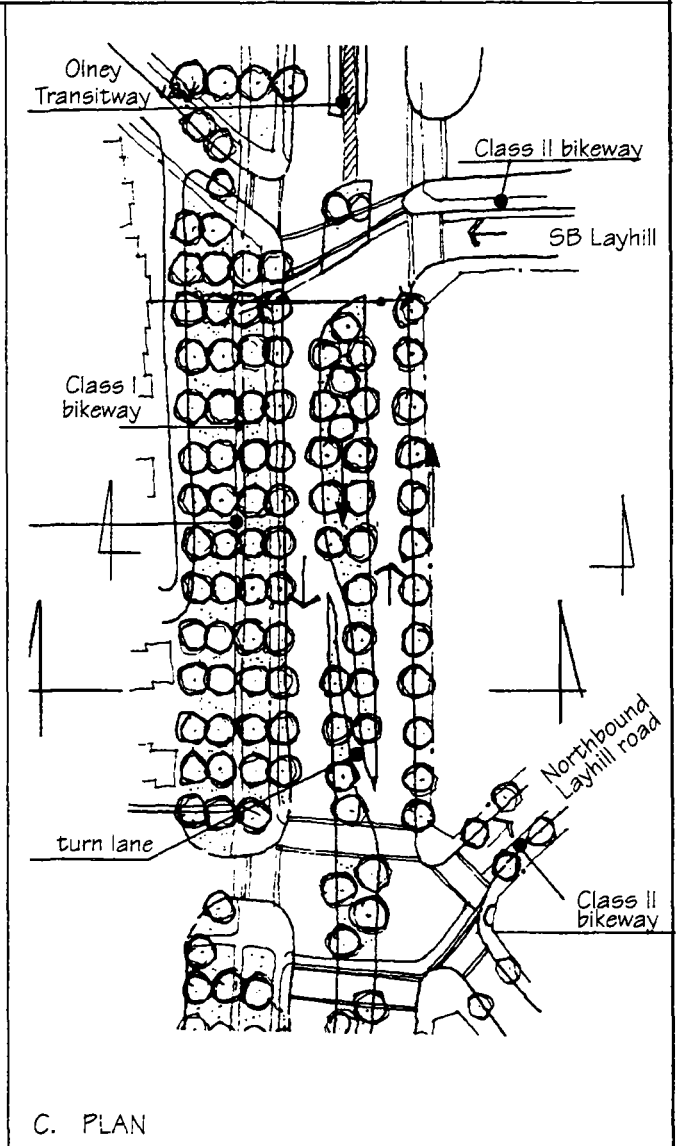
FIGURE 29



B. SECTION



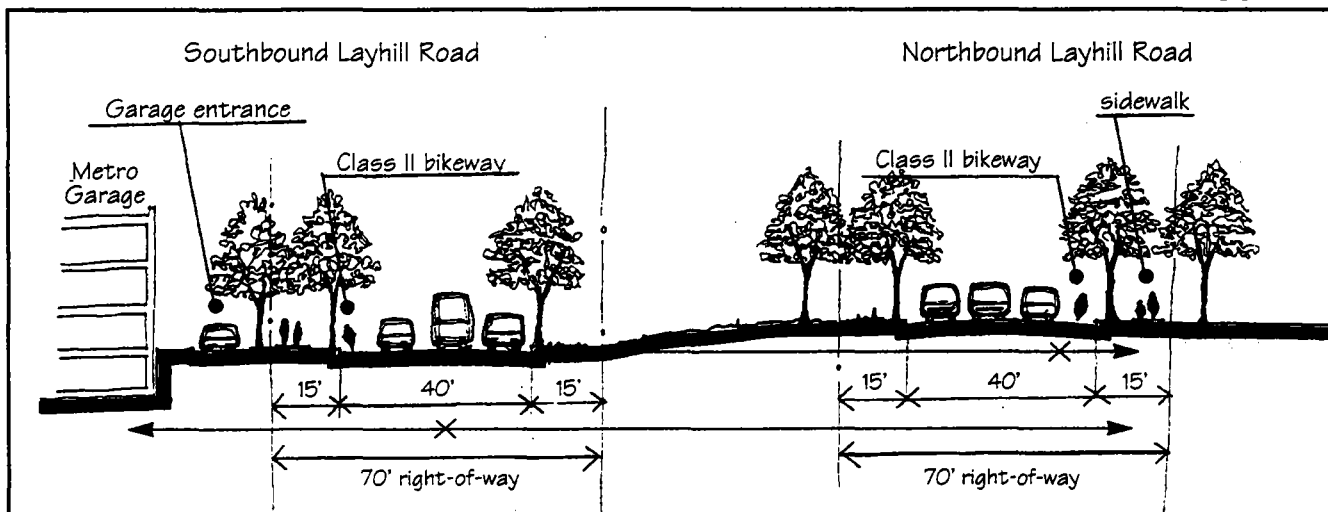
A. LOCATION MAP



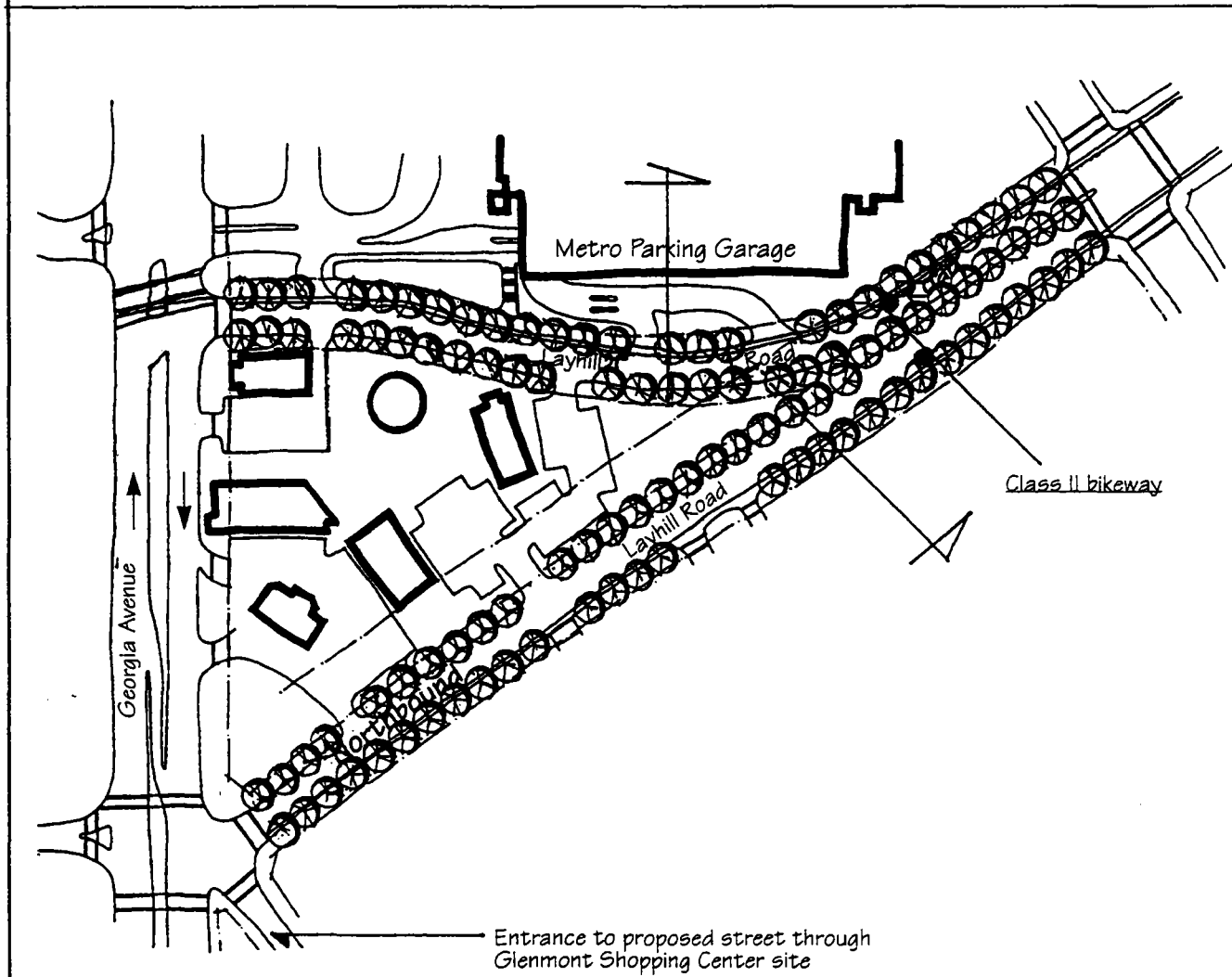
C. PLAN

BIFURCATED LAYHILL ROAD STREETScape

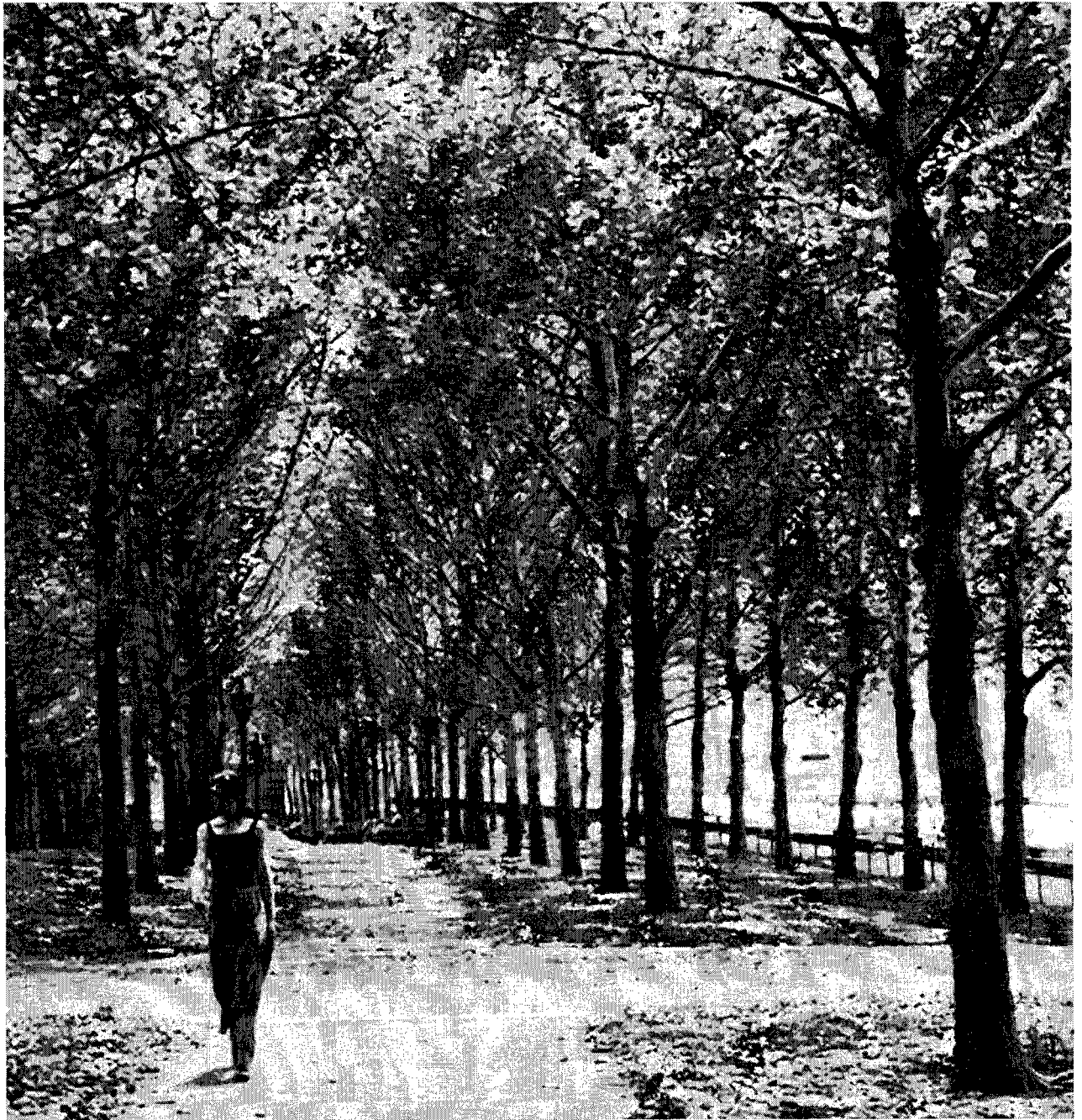
FIGURE 30



A. SECTION



B. PLAN



BROOKLYN NEW YORK: CAMDEN PLAZA PARK

FROM: HENRY F. ARNOLD *TREES IN URBAN DESIGN*, 1980
Reprinted by Permission of John Wiley & Sons, Inc.

IV. GLENMONT NEIGHBORHOODS

A. RATIONALE

The six neighborhoods surrounding the Glenmont Center are delineated in Figure 5; geographic considerations and common elements have been used to determine the neighborhood boundaries. These existing neighborhoods are related to the Center, but are clearly different from it. They are entirely residential in nature and, with one exception, are characterized by lower densities than the uses in the Center.

This Plan seeks to provide stronger linkages between the various neighborhoods and the activities in the Glenmont Center. It also provides guidance for the future use of the few vacant parcels which remain in the neighborhoods. The intent of these recommendations is to maintain the character of these neighborhoods and strengthen them as desirable places to live, i.e., to reinforce community identity. This Plan also seeks to stabilize the older neighborhoods west of Georgia Avenue where the conversion of dwellings to rental status and the deterioration of some homes are more prevalent.

B. PROPERTY SPECIFIC RECOMMENDATIONS

Objective 1: *Maintain the character and stability of the existing residential neighborhoods surrounding the Glenmont Center.*

- (Wilton Oaks) The Sector Plan boundary should be changed to include two culs-de-sac (Jingle Lane north and Briggs Court) and the adjoining houses along Briggs Road and Weller Road within the Glenmont Sector area. The two culs-de-sac have access from the portion of Briggs Road within the Sector Plan area. They would be the areas most directly affected by development of the former Foxhall Elementary School site on the south side of Briggs Road. (See below.)
- (Jingle Lane) The former Foxhall Elementary School site is suitable for the development of single-family homes, provided that environmental concerns are addressed. R-90 cluster zoning is appropriate on this 8.24-acre site.
- (Jingle Lane) The 0.9-acre property at the southeastern corner of Georgia Avenue/Weller Road is suitable for R-90 cluster zoning to facilitate relocation of the property's existing curb cut from Georgia Avenue to Weller Road.
- (Denley and Randolph South) State and County programs designed to foster homeownership and to encourage the rehabilitation of older homes should be focused in the neighborhoods west of Georgia Avenue.

C. COMMUNITY FACILITIES

Objective 1: *Conserve sensitive environmental features as open space amenities to be incorporated into neighborhoods.*

- (Layhill South) Consideration should be given to providing a path along the stream between the Saddlebrook Park Police Headquarters and the Glenfield North townhouses (i.e., the stream valley park separating Layhill South and Winexburg/Glenfield). Ideally, the trail would run from the end of Saddlebrook Drive along the stream valley and through the Winexburg Apartments property to Glenallan Avenue.

Objective 2: *Provide public open spaces and gathering places to foster a sense of community.*

- (Wilton Oaks) The former Layhill Junior High School site originally included 17.68 acres on the west side of Layhill Road. In 1975, the Board of Education determined that the proposed school was no longer needed due to declining enrollments and the site was deeded to Montgomery County. The County then deeded 11.3 acres of this property to the Montgomery County Parks for use as Glenfield Park; the remaining 6.38 acres—which became landlocked as a result of the transfer to the Montgomery County Parks—was retained for future inclusion in the Metro Storage Yards. (Ultimately, only a small portion of the remaining 6.38 acres in the former school site was needed for the Metro Storage Yards project.)

Absent the assumption that the 6.38 acres retained by the County would be needed for the Metro Storage Yards and would therefore be unavailable for other development, WMATA would have been required to provide access to the parcel through its site, or an access would have been retained through the portion of the school site deeded to the Montgomery County Parks. Since the remaining portion of the school site is now landlocked, however, the only viable land use is for this property to be added to Glenfield Park. The addition of this wooded area to Glenfield Park provides a rare opportunity to preserve forest in what is otherwise an urban area. The existing R-90 zoning for this property should be retained so that it can be developed as single-family dwellings if access can be provided—that is, if the landlocked status created when the property was reserved for WMATA can be solved. Unless access can be provided, however, the site should be added to Glenfield Park.

- (Layhill South) Kennedy High School will continue to be a focal point for Layhill South and greater Glenmont.
- (Layhill South and Winexburg/Glenfield) The Park Police are headquartered in an aging former elementary school (Saddlebrook Elementary School) which is County-owned and leased to M-NCPPC. This building also houses the Commission's archives and exhibit shop. These uses should continue; however, the former school building needs substantial modernization and possibly expansion to continue accommodating these uses effectively.

Several facilities at Saddlebrook should also be made more useful to the Glenmont community. These include the all-purpose room, which is used for adult programs and community meetings, and the outdoor recreational facilities (i.e, the basketball courts and ballfield). Locational signage identifying these public facilities should be provided and access to the adjoining residential communities should be improved. Both the indoor and outdoor public facilities and the public parking areas should be upgraded. Improvements to these facilities can be accomplished without adversely impacting the Commission's use of the former school building. Public use of the outdoor recreational facilities at Saddlebrook must be better coordinated to maximize community utilization of the facilities.

- (Denley) The Glenmont Recreation Center, located immediately west of the Sector Plan area, and the transit station in the Village Center will continue to serve as important focal points for the Denley neighborhood, even though located outside the neighborhood itself. Consideration should be given to adding a community center building to this facility as an alternative to locating a new community center at the site of the former Glenmont Elementary School. (See Chapter III, Section C.)
- (Randolph South) Although considered a part of the Glenmont Center, the proposed community center/child care on the former Glenmont Elementary School site will serve as an important focal point for the neighborhood south of Randolph Road.

D. PUBLIC SAFETY

Many citizens are concerned about crime. While police statistics usually show that there is no increase in crime in the vicinity of Metro stations, the public still has a perception that Metro stations do bring an increased level of crime in their vicinity.

To allay citizens' fears as well as deter crime, all public and private infrastructure changes should be reviewed at either mandatory referral, site plan, or preliminary plan to ensure that the design of new construction does not add to the potential for criminal activity.

E. EDUCATION

The Glenmont Community is served by four public elementary schools, four middle schools, and three public high schools, as well as several private schools. In 1997 the area was served by the following schools.

Elementary Schools

1. Georgian Forest Elementary School (east of Georgia Avenue)
2. Weller Road Elementary School (west of Georgia Avenue)
3. Glenallan Elementary School (east of Georgia Avenue)
4. Highland Elementary School (west of Georgia Avenue)

Middle Schools

1. Argyle Middle School (west of Layhill Road)
2. Parkland Middle School (west of Georgia Avenue)
3. Col. E. Brooke Lee Middle School (north of Arcola Avenue)
4. Sligo Middle School (north of Dennis Avenue)

High Schools

1. John F. Kennedy High School (east of Georgia Avenue)
2. Wheaton High School (west of Georgia Avenue)
3. Albert Einstein High School (west of Veirs Mill Road)

The Montgomery County School Board is responsible for all aspects of public school education. It determines school boundaries, which may change in the future.

As part of the Annual Growth Policy process, the County Council considers the available capacity of each high school cluster in determining whether or not the Planning Board may approve new preliminary plans of subdivision. The vast bulk of the new development proposed by this Plan lies within the Kennedy Cluster (as of the date of this publication). The Glenmont Metrocentre development, when completed, is estimated to add fewer than 130 students to elementary school enrollment. Although the elementary schools in the Kennedy Cluster are over capacity in 1997, the Montgomery County School Board projects a slight decline in elementary school enrollment and an increase in school capacity by 2003. The space available, as indicated in the FY 98 Requested Capital Budget of the School Board, indicates more than sufficient capacity to accommodate the Glenmont Metrocentre's full development.

F. STREETS AND CIRCULATION

Objective 1: *Facilitate ingress/egress to and from residential neighborhoods in Glenmont*

- Right-of-way should be retained between the disconnected sections of Ewood Lane to provide access to abutting properties should they ever be developed.

Objective 2: *Improve safety along major roadways.*

- DPWT and SHA should study high accident locations for potential safety improvements.

Objective 3: *Discourage the use of local roads for through traffic during peak hours of travel while providing for local and regional traffic.*

- The implementation of recommended improvements at the most congested intersections in the Glenmont Center will reduce the incentive for motorists to circumvent these intersections by cutting through the neighborhoods.

- DPWT's Neighborhood Traffic Protection Program utilizes several different measures to reduce neighborhood cut-through traffic. Briggs Road, Middlevale Lane, Holdridge Road, and Denley Road have been identified by Glenmont residents as cut-through routes which may be suitable for such measures; however, the residents of the affected neighborhoods must request a study by DPWT to implement them.
- The disconnected portions of Jingle Lane and Briggs Road should remain disconnected.

Objective 4: *Plan and construct interconnected bike and pedestrian systems which link the neighborhoods to major destinations in Glenmont and provide connections to regional bike trails.*

- The pedestrian and bike linkages described in Figures 24 and 25 and summarized in Tables 2 and 3 should be implemented to provide comprehensive systems connecting the neighborhoods with the Glenmont Center and each other. Connections to the Metro station and important community facilities (e.g., a possible community center) should be given highest priority for implementation.
- The existing path between the disconnected segments of Briggs Road should be enhanced.
- Hiker/biker trails should be provided between the disconnected segments of Jingle Lane and between Acorn Hollow Lane and Glenfield Park, as called for in the Planning Board's mandatory referral of the plans for the Glenmont Metro Storage Yards.
- The unbuilt portion of Starling Drive within the Sector Plan area should be considered for abandonment. Right-of-way, sufficient to construct a pedestrian pathway, should be retained.

Objective 5: *Establish Georgia Avenue as a pedestrian-friendly green boulevard.*

Georgia Avenue outside the village center should function as a “green corridor” that accommodates the proposed Busway, promotes pedestrian circulation, and provides visual relief from the extensive pavement associated with the roadway. (See Figure 29.) To accomplish this, Georgia Avenue should have a minimum right-of-way of 135 feet to accommodate the following:

- Northbound: three lanes; southbound: three lanes.
- Wide, clearly demarcated pedestrian crossings at all major intersections.
- A 15-foot-wide sidewalk area on each side of the roadway, including a 7-foot sidewalk separated from the road by an 8-foot tree panel along the curb.

Pedestrian lighting and street furniture should also be provided. This streetscape should be supplemented with additional plantings outside the right-of-way.

- A 20-foot-wide tree-lined median, which would include necessary turn lanes. When the long term improvements (identified above) are implemented, the median would be up to 42 feet wide in places (e.g., where needed to accommodate the proposed Busway).
- Any redevelopment along Georgia Avenue should face the street to support a pedestrian friendly environment along Georgia Avenue.

G. DELETIONS FROM THE 1978 AND 1989 PLANS

The following elements were recommended by the 1978 and 1989 Plans but are not included in this Sector Plan:

- Neighborhood bus service should be established to provide service to community focal points such as recreational centers, libraries, schools, churches, and shopping areas, in addition to the Metro station.
- A left-turn storage lane on Georgia Avenue at the Glenmont Shopping Center.
- A left-turn storage lane at the eastbound approach to Layhill Road.
- Double left-turn storage lanes should be constructed on Georgia Avenue at the Metro entrance.
- A left-turn storage lane (on Layhill Road) at the Glenmont Shopping Center and a median break for existing traffic from the Metro station should be added to the current design plans for this project.
- Portions of WMATA's acquisition located in the right-of-way for Ara Drive should be dedicated for public use at the time of record platting.
- A portion of the Glenmont storage yard access should be constructed as a public street to provide access for adjacent properties.
- Bikeways are recommended at the following locations:
 - Denley Road/Denley Place—from Sector Plan boundary to Metro
 - Georgia Avenue—from Weller Road to Metro
 - Grandview Avenue—from Randolph Road to Sector Plan boundary
- A 400-car lot on Georgia Avenue opposite Glenallan Avenue and a concept plan for 200 additional spaces.

V. THE ENVIRONMENT

Glenmont is a developed community. As such, the natural features and systems within the community today have been altered from their original condition by human activity. Most efforts to improve the environmental quality of the Glenmont area either take place outside of its physical boundaries or are the responsibility of implementing or enforcement agencies. In such established communities, environmental concerns deal primarily with preserving those natural resources which remain and investigating opportunities to improve those resources that have been degraded.

Water quality continues to be an important issue in Montgomery County. The Montgomery County Department of Environmental Protection (DEP) has programs underway that are investigating ways to improve urban streams as directed by the Clean Water Act. A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the County watersheds to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions existing and planned land uses in the watersheds and the types of management tools available to protect or restore each watershed. The CSPS will provide a consistent process for identifying stream preservation, protection, and restoration needs County-wide.

The Montgomery County Department of Environmental Protection and the M-NCPPC are cooperating to draft the initial CSPS and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the County's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPS categorization of subwatersheds and related management tools has been released. Recommendations, if any, for new management tools, such as the designation of Special Protection Areas, should await completion of the initial CSPS. This Sector Plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPS is completed. The County has also passed laws that will attempt to curb the loss of forests and trees to development. Planning Board Regulation 1-92 and the Montgomery County Forest Conservation Law require that a certain threshold of forest retention or re-planting be established on all properties that are subject to the subdivision requirements of the Montgomery County Zoning Ordinance.

Other environmental concerns in the Sector Plan area are noise associated with vehicular traffic and air quality. These two issues are closely related since motor vehicle use is the major contributor of these two pollutants.

This Plan recommends goals and objectives for the following environmental concerns:

- 1) protection of sensitive environmental features and areas, 2) protection of water quality and restoration of stream systems, 3) protection from excessive noise, and 4) efforts to improve air quality.

A. SENSITIVE ENVIRONMENTAL FEATURES AND AREAS

The Glenmont Sector Plan area possesses a number of environmental features worthy of note. The Sector Plan area has many large, mature, deciduous trees and some significant areas of forest cover. Some of the forested land is protected within parkland, but the majority is located on land that is subject to some type of development pressure, including property in public ownership. The Metro storage yard, now under construction, was designed to minimize its impact on the wetlands and water quality of two headwater streams in the Northwest Branch. Once the streams exit the Metro property they enter existing storm drains and lose much of their ecological value. The streams do, however, emerge from a single pipe and flow in an open channel at the northern terminus of Wilton Oaks Drive immediately before exiting the Sector Plan area. Once in the open channel, the stream begins to exhibit aquatic life typical of other streams in the area.

A small wetland system exists at the terminus of Flack Street near the intersection with Urbana Drive on property that is referred to as the WMATA Triangle. The wetlands were field identified as part of the WMATA Metro construction and were not included in the disturbance area. The wetlands have been degraded by the effects of urbanization and are now confined to small, intermittent channels which receive street runoff and have been adversely affected by dumping of household and yard waste. The ecological value of this wetland has been severely compromised.

The Maryland Planning Act of 1992 set forth seven visions to protect the Chesapeake Bay while fostering economic development. The Act defines sensitive areas to include steep slopes, streams, and their buffers; 100-year flood plains; and habitats of rare, threatened, or endangered species. Glenmont contains no known habitat for rare, threatened, or endangered species. Vision 2, "Protection of Sensitive Areas," and Vision 4, "Stewardship for the Chesapeake Bay," are addressed in this chapter.

Within the Glenmont Sector Plan, all streams and associated sensitive areas are located on the Metro site and private property. These areas are and would be afforded adequate protection from development impacts consistent with the *Environmental Management of Development in Montgomery County*. State and County government agencies have also enacted laws forbidding the misuse of sensitive areas and have created telephone hotline numbers for citizens to report suspected violations.

This Plan encourages parcels that may develop or redevelop to protect environmentally sensitive features and to avoid environmentally sensitive areas.

Objective 1: *Protect sensitive environmental features and areas.*

- In accordance with Planning Board guidelines, development of environmentally sensitive areas, including those defined by the State Planning Act of 1992, should be prohibited.
- State and County laws and efforts by citizens to reduce illegal dumping, filling, vandalism, and erosion within environmentally sensitive areas should be supported.

B. WATER QUALITY

Glenmont is situated on a watershed divide separating Rock Creek, a Use I stream, and the Northwest Branch of the Anacostia River. The Northwest Branch in Montgomery County is a Use IV stream. Use I streams are generally suitable for human contact and recreation opportunities; however, they are often degraded by development impacts that can include erosion, sedimentation, nutrient loading, pollution, and thermal impacts. Use IV streams exhibit higher water quality than Use I streams. They are suitable for seasonal stocking of trout for put-and-take fishing since the in-stream temperatures remain cooler in the summer months. Cool temperatures are critical for trout survival. Both of these streams have been adversely affected by development.

The mainstem of the Northwest Branch is east of the Sector Plan area and is in park ownership; however, runoff from the surrounding development continues to adversely affect its quality. Many of the tributaries to the Rock Creek system which once existed within the Sector Plan area have been routed through pipes to provide safe conveyance. The practice of piping flowing streams is no longer allowed except in special cases. State and County laws provide for the protection of water quality and the prevention of channel erosion in streams receiving runoff from developing properties.

Much of Glenmont was developed prior to the requirement to address stormwater runoff and to protect stream buffers. Rock Creek, and, to a lesser extent, Northwest Branch, are presently suffering from degraded water quality and channel erosion due mainly to the substantial existing development within their respective watersheds. Some of this damage is being reversed through the restoration efforts undertaken by the County and M-NCPPC. Currently, DEP is undertaking a study of the Rock Creek system to identify potential sites for stormwater management retrofit projects, stream channel restoration, and aquatic habitat enhancements. Since there are no free flowing tributaries to Rock Creek within the Sector Plan area, it is unlikely that specific programs would be proposed within Glenmont.

In the Anacostia River watershed a similar program is underway and some of the retrofit projects have been completed. One project in Sligo Creek, a tributary of the Northwest Branch, included the creation of vernal pools and a large multi-basin stormwater management facility on Wheaton Branch at Dennis Avenue. The stream below this area has been stocked with native fish species, many of which are now reproducing. A substantial increase in species diversity within this stream has been realized. Other projects include the construction of shallow wetland systems in Sligo Creek Park, which will help filter runoff entering the stream. The Anacostia project is ongoing and continues to be funded as part of the effort to clean up the Chesapeake Bay. The maintenance of these and other projects will require continued public funding and efforts of citizens and non-profit groups.

Developers are now required as part of the subdivision approval process to submit stormwater management plans to DEP for approval. Stormwater management addresses both the quantity and quality impacts of increased runoff on downstream properties and stream channels. All property subject to subdivision requirements must control the runoff which is generated either on-site or at a larger, regional stormwater pond downstream if one exists. Waivers of stormwater

requirements are granted only if there are no options available and the developer would be required to pay a fee-in-lieu that could be used for retrofit projects.

Additionally, new development must now respect stream buffer setbacks which create natural vegetated strips along streams to filter out additional pollutants, shade the stream, and provide animal and plant habitat. Stream buffers (which include the floodplain, wetlands, and adjacent steep slopes) are required by the Planning Board when a property is subdivided.

This Plan recognizes the need to protect and improve water quality in the Rock Creek and Northwest Branch watersheds.

Objective 1: *Protect existing water quality from the effects of new development.*

- The requirements outlined in the Planning Board's adopted document, *Environmental Management of Development in Montgomery County, Maryland*, as well as Executive Regulations for stormwater management, should be applied to all new development and redevelopment.

Objective 2: *Improve existing water quality within Rock Creek and Northwest Branch.*

- This Plan supports DEP's ongoing study to identify ways to address stormwater management and enhance stream channel habitat within Rock Creek and Northwest Branch.

C. NOISE

Glenmont is located at the intersection of three heavily traveled roads: Georgia Avenue, Randolph Road, and Layhill Road. The noise associated with traffic in this area is a major concern. Additionally, the Glenmont Metro storage yard is in the northeast portion of the Sector Plan area. There has been considerable attention given to the design of the storage yard in an effort to minimize noise.

Extended exposure to noise levels at or above 70 dBA Ldn have been shown to have adverse psychological effects on humans. ("dBA" is a measure of decibel levels, weighted for sounds that affect the human ear. "Ldn" reflects decibel levels measured over a 24-hour period, with nighttime noise weighted more heavily.)

A goal of this Plan is to protect the residents of Glenmont from exposure to harmful noise levels. The Montgomery County Department of Park and Planning has developed guidelines which set 65 dBA Ldn as a more conservative and attainable goal for residential noise exposure.

Objective 1: *Avoid exposure of new residential development to outdoor noise levels higher than 65 dBA Ldn.*

- Noise compatible (i.e., nonresidential) land uses are recommended along Georgia Avenue, Randolph Road, and Layhill Road for vacant and re-developable parcels in high noise areas.
- If residential uses are desirable in high noise areas, land should be set aside by the developer for the construction of noise attenuation devices consistent with the Green Corridors Policy.
- If other means of attenuating noise are infeasible, acoustically treated windows and noise sensitive site design standards should be incorporated into new residential development in high noise areas.

Objective 2: *Reduce excessive noise levels affecting existing residential units.*

- If road improvements occur, sufficient area should be set aside for the construction of noise attenuation devices, keeping in mind terrain and community safety concerns.
- DPWT and SHA should investigate the use of pavements that can reduce noise levels, where appropriate.

Objective 3: *Minimize human exposure to noise associated with the Glenmont Metro storage yard.*

- DEP should monitor the as-built conditions to ensure compliance with all applicable Montgomery County noise regulations.

D. AIR QUALITY

The Clean Air Act Amendments of 1990 require regional consideration of air quality. The Washington Metropolitan Statistical Area, which includes Montgomery County, does not meet the federal standards for ozone and is considered a non-attainment area. Ozone is formed in the atmosphere when exhaust emissions and sunlight react under certain conditions.

The 1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity cited carbon monoxide “hot spots” at the intersections of Layhill and Randolph Roads with Georgia Avenue. Carbon monoxide pollution has been substantially reduced due to cleaner burning fuels. The major approach to better air quality is now shifting to reducing ozone on a regional level.

Reduction of emissions from single occupancy vehicle travel is a major focus of the County’s ozone control efforts in regard to land use. The General Plan clearly recognizes the need to reduce travel by concentrating development in areas served by public infrastructure and transit, and the land use pattern of Glenmont reflects this direction. Other policies include promotion of

mass transit, trip reduction measures, mixed use developments, and high occupancy vehicle lanes. A key approach taken in this Sector Plan will be to emphasize access to transit, bikeways, and sidewalks. When new development or redevelopment is proposed, consideration should be given to the placement of public spaces and building ambient air intakes.

Air pollutants that may result from the operation of the Metro storage yard are restricted by State and local air quality codes and regulations. Under these laws, permits may be required for certain aspects of the operation if emissions are anticipated to exceed regulated levels. DEP will work with WMATA to prepare a compliance plan to assure that all applicable codes and regulations are met. DEP is responsible for determining if the compliance plan is followed and updated, if necessary, to accommodate changes in the air quality laws.

This Plan recognizes the intent of the Clean Air Act Amendments of 1990 and the need to protect the residents of Glenmont from degraded air quality.

Objective A: *Support regional air quality objectives.*

- This Plan seeks to reduce the use of single occupancy vehicles by encouraging alternative forms of transportation (e.g., transit, bicycling, walking).
- This Plan supports land use patterns intended to facilitate the use of transit.
- This Plan recommends transportation improvements that reduce idle-time at traffic signals and reduce traffic flow obstructions.
- This Plan recommends that public spaces and ambient air intakes be located away from heavily traveled intersections.

VI. IMPLEMENTATION

A. ZONING

Recommended amendments to the text of the Zoning Ordinance, if any, will be introduced to the County Council prior to the Council's final action on this Plan. Possible amendments include:

- The addition of a new RT-15 Zone with assemblage of one acre required.
- The addition of food sales and car rentals in the TS-R Zone.

Following County Council approval and M-NCPPC adoption of the Sector Plan, the Planning Board will file a Sectional Map Amendment with the County Council to implement the zoning recommendations of this Plan.

B. SPECIAL STUDIES

- The County should complete its study of the location and role of the regional government service centers. As part of this study, consideration may be given to relocating the Mid-County Regional Services Center from the Wheaton CBD to Glenmont.
- The Transitway and High Occupancy Vehicle Network Master Plan has been completed. The Georgia Avenue Busway Study should be completed and, if feasible, engineering commenced for a transitway from Glenmont to Olney. Operational improvements to bus service along Randolph Road between the Glenmont and White Flint Metro stations should also be studied.
- The Department of Recreation should complete its draft Long Range Plan for Community Recreation Centers, with particular consideration given to the need for a community center in or near the Glenmont Sector Plan area.
- In association with private entrepreneurs, the Department of Health and Human Services should commence efforts to ensure the provision of suitable child care facilities proximate to the Glenmont Metro station.
- The Department of Environmental Protection and M-NCPPC should assist WSSC in evaluating sites for a water storage facility to replace the existing Glenmont water tower.
- M-NCPPC should assist the Department of Environmental Protection in implementing appropriate measures identified in the *Anacostia Restoration Study* and the *RSAT Analysis for the Rock Creek*.

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

C. CAPITAL PROJECTS

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

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

D. STAGING

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

This Staging Plan will:

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

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

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

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

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

E. DEVELOPMENT APPROVALS

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

Table 4

RECOMMENDED CAPITAL PROJECTS (TRANSPORTATION)

| Glenmont Capital Projects | Project Description |
|--------------------------------------|----------------------------|
|--------------------------------------|----------------------------|

HIGHWAYS

1. Study and implement provisions to reduce vehicular and pedestrian accidents at locations shown in text.

LOCAL STREETS

1. Extend Glenallan Avenue from Georgia Avenue to Flack Street.
2. Construct a roadway parallel to Glenallan Avenue between Georgia Avenue and Layhill Road (Denley Road Extended). This may be a private road if it is not required to reduce local congestion.
3. Construct a new private roadway through the Glenmont Shopping Center site connecting Randolph Road with Georgia Avenue.
4. Construct appropriate circulation roadways for the development of the Glenmont Center, including the bifurcation of Layhill Road.

INTERSECTIONS

1. Construct a grade separation for the intersection of Georgia Avenue and Randolph Road.
2. Add a lane on southbound Georgia Avenue from south of Urbana Drive to south of Randolph Road.
3. Add a second left-turn lane on Georgia Avenue at Glenallan Avenue.
4. Add a second right-turn lane on Glenallan Avenue at Georgia Avenue.
5. Add a second left-turn lane on Glenallan Avenue at Randolph Road.

TRANSIT

1. Construct a Kiss and Ride facility on the west side of Georgia Avenue at the western Metro station entrance.
2. Construct a reversible Busway from the Glenmont Metro station to Olney, as recommended in the Aspen Hill Plan and supported in the Transitway/HOV Network Master Plan, Alternatives Report, 1995.
3. Complete a study to determine the feasibility of operational improvements for cross-County bus service along Randolph Road as supported in the Transitway/HOV Network Master Plan, Alternatives Report, 1995.

**Table 4 (Cont'd.)
RECOMMENDED CAPITAL PROJECTS (TRANSPORTATION)**

| Glenmont Capital Projects | Project Description |
|---|--|
| SIDEWALKS <i>(See Figure 24)</i> | |
| East of Georgia Avenue: | |
| | <ol style="list-style-type: none"> 1. South side of Weller Road between Georgia Avenue and Briggs Road (1,500 linear feet). 2. Both sides of Denley Road Extension. 3. Both sides of new private commercial street. |
| Combined Hiker/Biker Trail, East of Georgia Avenue: | |
| | <ol style="list-style-type: none"> 1. Path through vacant right-of-way, connecting two sections of Jingle Lane (600 linear feet) 2. Path through vacant land and Glenfield Park between Acorn Hollow Lane and Layhill Road (1,500 linear feet). 3. Path through Saddlebrook Park between Layhill Road and Saddlebrook Drive (1,600 linear feet). 4. South side of Briggs Road from Briggs Court to Layhill Road, with widening of the existing trail across the vacant land between Briggs Court and Lutes Drive (1,250 linear feet of new trail). |
| West of Georgia Avenue: | |
| | <ol style="list-style-type: none"> 1. Both sides of the Flack Street Connector (approximately 550 linear feet). 2. Connect missing link along east side of Grandview Avenue in the vicinity of Newton Street (approximately 100 linear feet) 3. Both sides of Livingston Street between Lindell Street and Urbana Drive (3,500 linear feet) 4. South side of Denley Road between Urbana Drive and Georgia Avenue (2,000 linear feet) 5. South side of Denley Place between Denley Road and Holdridge Road (600 linear feet) 6. North side of Sheraton Street between Denley Road and Urbana Drive (400 linear feet) 7. South side of Holdridge Road between Gould Road and Urbana Drive (2,100 linear feet) 8. South side of Lindell Street between Randolph Road and Georgia Avenue (4,000 linear feet). 9. Both sides of Glenallan Avenue extension (350 linear feet). 10. East side of Terrapin Road between Randolph Road and Sheraton Street (300 linear feet). |

**Table 4 (Cont'd.)
RECOMMENDED CAPITAL PROJECTS (TRANSPORTATION)**

| Glenmont Capital Projects | Project Description |
|---|---|
| BIKEWAYS⁵ (See Figure 25) | |
| Class I Bikeways: | |
| 1. | Randolph Road between Denley Road and Middlevale Lane (7,500 linear feet). |
| 2. | Glenallan Avenue between Georgia Avenue and Randolph Road (3,000 linear feet), and a connection to the Metro garage/transit station area (approximately 150 linear feet). |
| 3. | Georgia Avenue between Glenallan Avenue and Mason Street (3,650 linear feet). |
| Class III Bikeways | |
| 1. | Flack Street between Weller Road and Urbana Drive. |
| 2. | Urbana Drive between Denley Road and Georgia Avenue. |
| 3. | Weller Road between Holdridge Road and Briggs Road. |
| 4. | Briggs Road between Weller Road and Briggs Court and between Layhill Road and Middlevale Lane. |
| 5. | Lutes Drive between Dressler Lane and Briggs Road. |
| 6. | Middlevale Lane between Briggs Road and Randolph Road. |
| 7. | Extended Glenallan Avenue between Flack Street and Georgia Avenue. |
| 8. | Livingston Street between Lindell Street and Urbana Drive. |
| 9. | Mason Street between Georgia Avenue and Grandview Avenue. |

⁵ Combined hiker/biker trails are listed under sidewalks.

F. REVITALIZATION PROGRAMS

- The County should consider the possible use of a special taxing district and the County's commercial revitalization program as means to further the objectives of this Plan, vis-a-vis the Glenmont Shopping Center. The former would be used to work around the edges of the center (i.e., in the public right-of-way), the latter would be used to upgrade the actual storefronts. The property owners could collectively apply to the State's Neighborhood Business Development Program for assistance to improve common areas such as the parking lot.
- State and County agencies (e.g., the Montgomery County Department of Housing and Community Development) should focus programs designed to encourage homeownership and rehabilitate older homes in the Denley and Randolph South neighborhoods. Consideration should also be given to the development of programs designed to encourage the rehabilitation of rental units.