



Briefing: Glenmont Sector Plan Preliminary Recommendations



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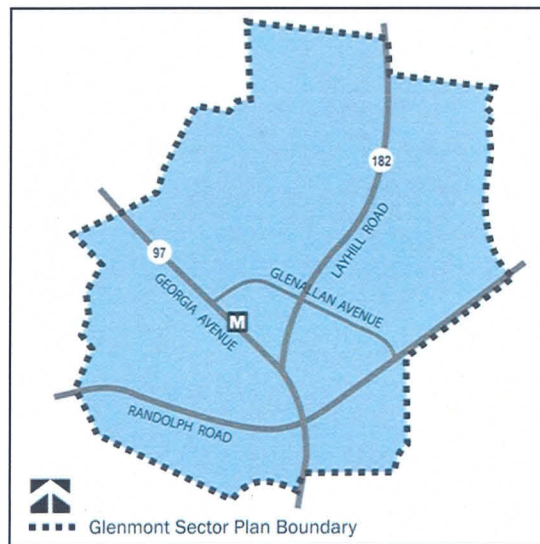


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Completed: 5/31/12

Description

- Glenmont Sector Plan area, located around a terminal Metrorail station and near the intersection of Georgia Avenue and Randolph Road.
- Approximately 568 acres.
- Amendment to the 1997 *Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity*.



Summary

- This report contains staff’s preliminary recommendations for the Glenmont Sector Plan amendment. Staff seeks the Planning Board’s guidance on the overall approach to the Plan as well as the specific recommendations, and requests authorization to proceed with preparing the Staff Draft.

Introduction

The Glenmont Sector Plan was last updated in 1997. The Planning Board approved a scope of work for the current Sector Plan update in January 2012. Staff has successfully completed the initial community outreach and analysis phase. After receiving the Planning Board's guidance on our preliminary recommendations, staff will proceed with the development of the Staff Draft Sector Plan.

The next steps in the Sector Plan update process are the following:

July 26 (tentative)	Planning Board reviews Staff Draft and sets date for public hearing
September	Public Hearing
October-November	Planning Board worksessions
December	Transmit Planning Board Draft to the County Executive and the County Council

Community Outreach

The Planning staff used many different outreach tools to get local community involvement in the Sector Plan process, including creating a Plan website; attending local community meetings; conducting follow-up meetings and community forums with area residents and stakeholders; using an email distribution list for direct communication of upcoming events; working with local civic groups to explore information sharing opportunities; creating bilingual materials and providing translations at meetings to engage the area's Spanish-speaking population; and conducting small group stakeholder meetings and interviews for focused discussions.

The Planning Department received a \$30,000 grant from the Metropolitan Washington Council of Governments (COG) under their Transportation/Land-Use Connections (TLC) program to hire an outreach consultant (Rhodeside and Harwell). In consultation with Planning staff, the consultant conducted three community visioning workshops and various stakeholders meetings, including small group sessions with the landowners and business owners, to develop a community vision for the future of Glenmont. Staff worked with the consultant and the local community to publicize the workshops through various media to achieve maximum participation. These workshops were well-attended (between 75 and 95 people in each) and culminated in a Community Draft Vision for Glenmont. A final report, including an overview of the process; summary of the findings; summary of community comments; the draft vision statement; and a detailed description of the Community Draft Vision is available on the Glenmont Sector Plan webpage at www.montgomeryplanning.org/community/glenmont/.

Glenmont Today

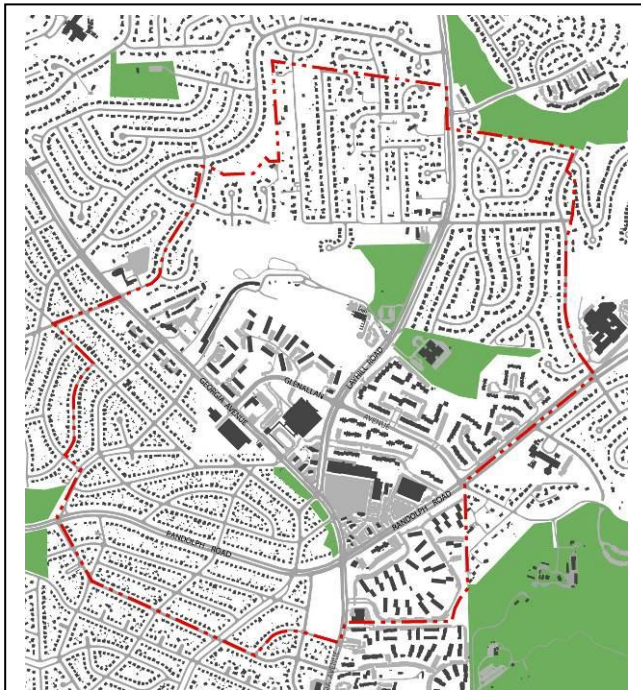


Figure 1: Sector Plan Area

The Sector Plan area comprises 568 acres and contains approximately 12,500 people in 4,500 housing units. The Glenmont community is primarily residential with single-family and multi-family developments surrounding a commercial core and the Glenmont Metro Station. There are more adults between the ages of 30 to 44 in the study area than countywide average (25.9% compared with 21.6% countywide). The study area also has a slightly smaller population of children (13.4% compared with 17.6% countywide), and a slightly larger population of seniors age 65 and up (13.5% compared with 11.9% countywide). The population is highly diverse with 23.4% Hispanic population in the study area compared with 15.1% countywide, and the Non-Hispanic Blacks population at 25.9% compared with 15.9% countywide.

Nearly two-thirds (62 percent) of the area is housing units are owner-occupied (countywide rate is 75 percent), and 78 percent of renters pay less than \$1,500 per month, compared to 68 percent countywide. The largest share of housing unit type is multifamily (54 percent) followed by single-family detached (41 percent) and single-family attached (5 percent). The largest county-wide share of housing unit type is single-family detached (48 percent) followed by multifamily (34 percent) and single-family attached (18 percent).

The 1997 Sector Plan

With the opening of the Glenmont Metro Station in sight, the 1997 Sector Plan focused on new transit facilities and transit-oriented development surrounding the station. It recommended grade separation of the Georgia Avenue/Randolph Road intersection, and promoted the use of alternative modes of transportation by encouraging pedestrian and bicycle paths to connect to the residential areas, community facilities, shopping, and the Metro station. It recommended additional density for the Glenmont Shopping Center and the Layhill Triangle to create a mixed-use center to provide neighborhood-oriented retail and new housing units. Privacy World (also known as Glenmont Metro Center) was recommended as suitable for multi-family residential with increased densities. The 1997 Plan also sought to preserve and enhance the existing low-density residential areas.

Developments Since 1997

The Glenmont Metro Station, the terminus of the eastern leg of the Washington Metrorail Red Line, has been in operation for more than a decade and is an established component of the community. The station has the second lowest ridership of WMATA's end-of-the-line stations with 50% of those riders driving to the Metro station. With the recent opening of the second garage, ridership is expected to eventually increase.

There has been no significant private redevelopment in Glenmont since the 1997 Sector Plan. The approximately 30-acre Privacy World property along Glenallan Avenue, across from the Metro Station and currently improved with 352 garden apartments, is being considered for a zoning change as recommended by the 1997 Sector Plan.

There has been significant public investment in the area. The intersection of Georgia Avenue and Randolph Road is funded in the current 6-year State Consolidated Transportation Program (FY2011-FY2016) for reconstruction as a grade-separated interchange with utility relocation work underway. Kensington Fire Station #18 is planned to be relocated within the Sector Plan area due to the impacts of the planned interchange. The Washington Metropolitan Area Transit Authority (WMATA) has recently opened a commuter garage on the west side of Georgia Avenue. Glenallan Elementary School has been razed to make way for a new facility that increases core capacity from 311 students to 740 students. Two Bus Rapid Transit (BRT) Corridors are currently being studied-- Georgia Avenue between Glenmont and Olney, and Randolph Road between White Flint and Glenmont. The Rapid Transit Task Force proposes a Randolph Road extension to the Food Drug Administration (FDA) in White Oak.

Strengths and Assets

1. Established residential neighborhoods with relatively affordable housing stock.
2. Shoppers Food Warehouse, Staples and CVS as retail anchors.
3. Small, locally-owned businesses.
4. Proximity to Wheaton Regional Park and Brookside Gardens.
5. WSSC elevated storage water tower, which could be considered an identifiable community feature.
6. Access to Metrorail, Metrobus and Ride-On.
7. Proximity to major roadways and ultimately access to I-495 and the Intercounty Connector (ICC).

Weaknesses and Challenges

1. Fragmented ownership of the Shopping Center which is seen as an impediment to revitalization.
2. Lack of office uses to support expanded retail services.
3. Lack of community gathering places and a central open space.
4. Limited retail options and “destination” commercial uses, such as restaurants.
5. Aging housing stock with little new reinvestment.
6. Competition for redevelopment from other locations in the County and the region.
7. Potential loss of the existing stock of market-affordable housing if redevelopment occurs.
8. Poor walking and biking environment—unsafe crossing of major streets, difficult access to the shopping center and Metro, poor circulation within the shopping center, and conflicts between vehicles and pedestrians/bicyclists at major intersections.
9. Lack of connections to Wheaton Regional Park and Brookside Gardens.
10. High volume and speed of traffic along Georgia Avenue, Randolph Road, Layhill Road and Glenallan Avenue.

Glenmont of the Future

The proposed Sector Plan amendment is not expected to represent a major shift from the goals and recommendations of the 1997 Sector Plan—it will be a refinement of the concept of center and neighborhoods established in the 1997 Sector Plan. With a focus on mixed-use development on key properties in the center, the Sector Plan Update takes a fresh look at the opportunities for revitalization and challenges of transforming the Glenmont Center from an auto-oriented development into a transit-oriented, walkable, mixed-use community. The highest densities and building heights are proposed for the Core (see Figure 3), which comprises the Glenmont Shopping Center and the Metro station/Layhill Triangle block. The Glenmont Shopping Center is intended to serve as a focal point of the community with a sense of place.

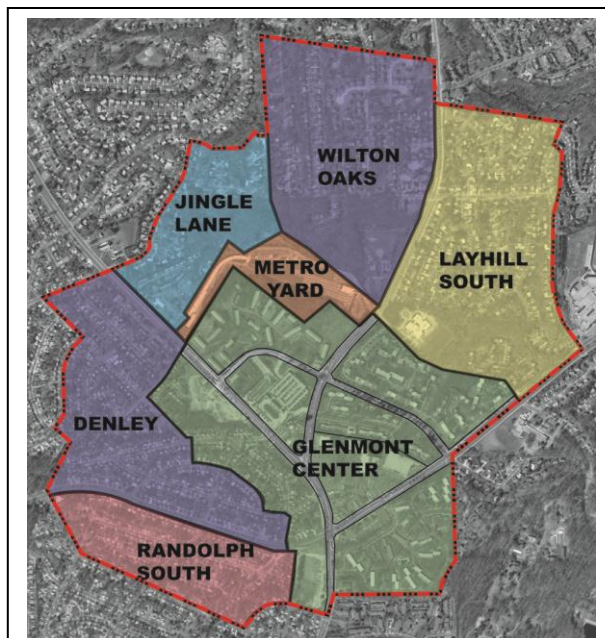


Figure 2: Proposed Center and Neighborhoods Concept

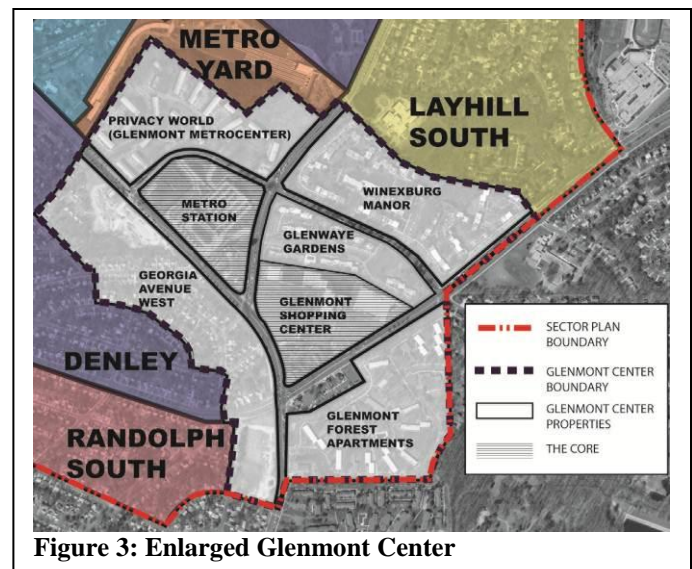
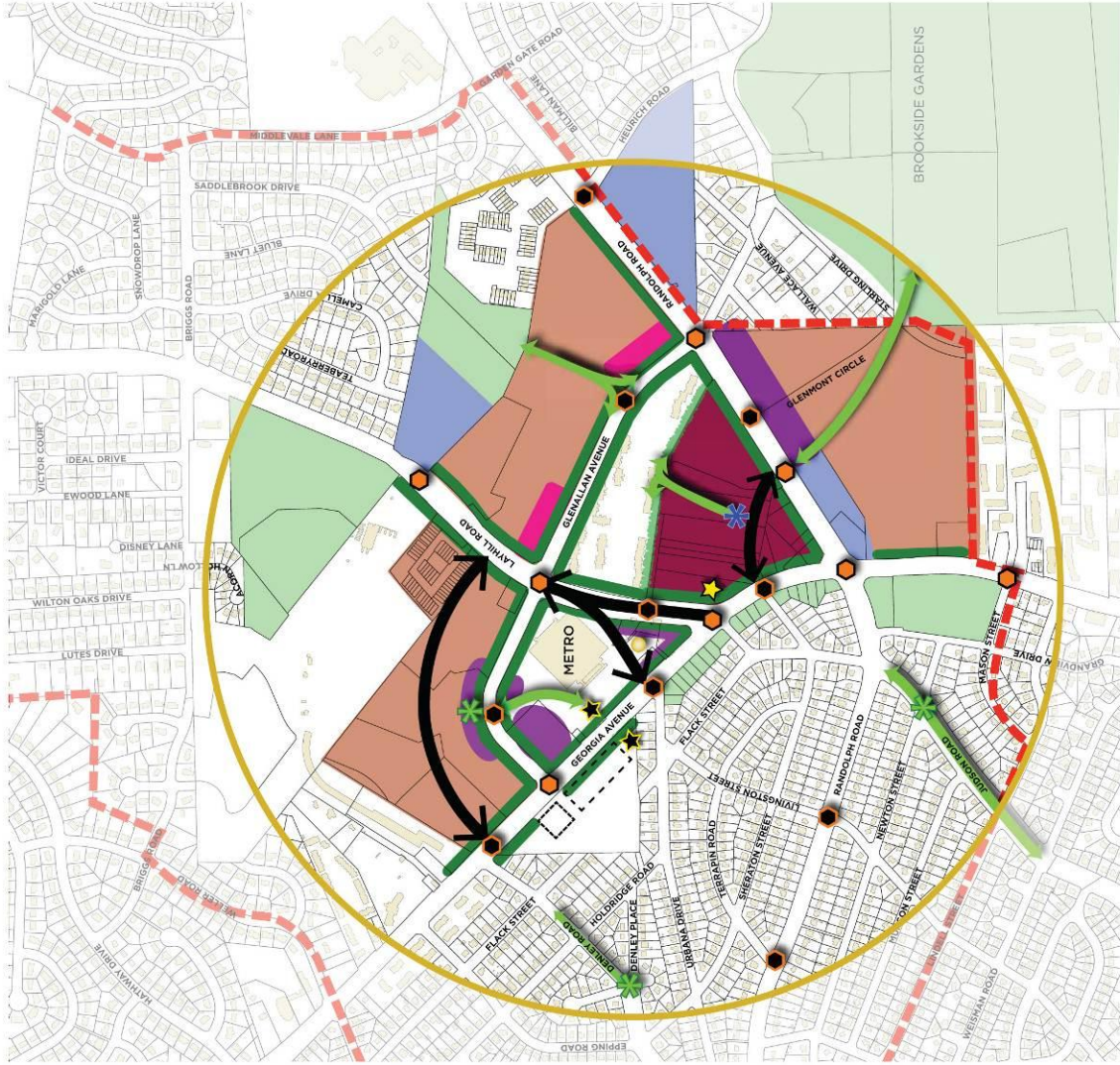


Figure 3: Enlarged Glenmont Center
























The area surrounding this Core is envisioned as a ring of mixed-use developments of moderate density that allows for diversity of building types and open spaces. This area includes some larger properties in single ownership, currently developed primarily with garden apartments, which could be redeveloped in the future and provide additional housing units while continuing to provide a transition between the Core and the surrounding single-family residential neighborhoods.

Staff analyzed an aggressive growth scenario for major properties to test the adequacy of the transportation network, and to determine the infrastructure needs including schools and recreation. The following table illustrates three different growth scenarios for Glenmont: the existing scenario indicates what is on the ground now (2010); the 2040 estimate shows the growth expected to take place by 2040 under the existing Sector Plan; and the high scenario is an estimate of the highest level of growth possible (but less likely) beyond 2040.

	Existing	2040 Estimate (1997 Sector Plan)	Proposed Sector Plan, High Scenario
Non-residential SF	273,000	1,520,000	2,170,000
Housing	3,100	4,600	8,900
Jobs	890	3,900	5,800
Jobs-Housing ratio	0.3:1	0.9:1	0.7:1



**COMMUNITY VISIONING WORKSHOP
Draft Vision**

-  SECTOR BOUNDARY
-  1/2-MILE RADIUS
-  BUILDINGS
-  WMATA PARKING GARAGE
-  PLANNED FIRE STATION RELOCATION SITE
-  STREETS
-  WATER TOWER
-  EXISTING METRO ENTRANCE
-  POTENTIAL METRO ENTRANCE
-  ENHANCED EXISTING PEDESTRIAN CROSSING POINT
-  POTENTIAL NEW PEDESTRIAN CROSSING POINT
-  PLANNED AND SUGGESTED NEW ROAD CONNECTIONS
-  PROPOSED PUBLIC OPEN SPACE CONNECTIONS
-  PROPOSED PUBLIC OPEN SPACES
-  PROPOSED CIVIC GATHERING PLACE
-  PROPOSED BUFFER
-  EXISTING PUBLIC FACILITIES
-  EXISTING PUBLIC OPEN SPACE
-  STREETSCAPE ENHANCEMENT OPPORTUNITIES
-  MIXED-USE OPPORTUNITY AREAS
-  MIXED-USE OPPORTUNITY AREAS WITH LIMITED RETAIL OPPORTUNITY AREAS
-  PROFESSIONAL OFFICE/MULTIFAMILY RESIDENTIAL MIXED-USE OPPORTUNITY AREAS
-  RESIDENTIAL REDEVELOPMENT OPPORTUNITY AREAS

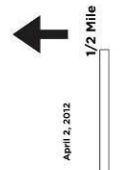


Figure 4: Community Visioning Workshop Draft Vision

Vision

- The Glenmont of the future will be a walkable, diverse and sustainable community, with services and amenities primarily for the local residents and workers.
- The Glenmont Shopping Center will be the focus of community-oriented activities and services, with a distinctive identity that creates a sense of place.
- New compact, mixed-use developments, concentrated in and around the shopping center and the Metro station, will offer expanded housing choices for people of all ages and incomes and provide a variety of open spaces.
- Existing single-family neighborhoods will be preserved and enhanced.
- Improved pedestrian and bicycle facilities will provide safe and convenient connections throughout the Sector Plan area.

Goals/Guiding Principles

The following goals are the guiding principles for creating a detailed planning framework to achieve the vision for Glenmont:

1. Focus growth in a compact building pattern within walking distance of the Metro station. Locate the greatest densities at the shopping center and the Metro station block with the building heights transitioning down to the surrounding single-family neighborhoods.
2. Encourage and maintain a wide choice of housing types and neighborhoods for people of all incomes, ages and physical capabilities at appropriate densities in close proximity to transit.
3. Encourage convenience retail and services such as supermarkets, restaurants, professional offices, and entertainment uses that primarily serve the needs of the Glenmont community (as compared to big-box or regional retail).
4. Allow redevelopment of large parcels currently in single ownership and developed with garden apartments and condos with appropriate densities and building heights transitioning down to surrounding single-family residential neighborhoods.
5. Encourage compact site design to accommodate a variety of active and passive, green open spaces.
6. Provide and encourage adequate community facilities for existing and new residents, such as parks, community space, schools, and day care centers for children and adults.
7. Increase connectivity by creating a complete transportation network (roadways, sidewalks, bikeways, and trails) to ensure that all users-- bicycles, buses, pedestrians, local and through traffic—have an appropriate infrastructure to support their needs.
8. Balance the community's desire for creating a place for local residents with the needs of through traffic.
9. Improve pedestrian and bicycle connectivity to Metro, Wheaton Regional Park, schools, gathering places, and other local destinations.
10. Conserve and enhance natural resources to provide a healthy and green environment. Minimize the impacts of development activity on natural resources to protect and promote human, plant, and animal life.

PRELIMINARY RECOMMENDATIONS

Following are staff's major recommendations, some of which need further analysis and study before they can be finalized and included in the Sector Plan.

Areawide Recommendations

1. Retain current zoning for the existing single-family neighborhoods and protect them from the negative impacts of new development.
2. Encourage development of mid-rise housing units and townhouses on redevelopable property where appropriate to diversify the housing stock.
3. Create a grid network of local streets on the Glenmont Shopping Center and other large redevelopable properties to create shorter blocks that are more conducive to walking and biking.
4. Consider the feasibility of establishing a parking lot district in Glenmont to create a more efficient parking system to reduce imperviousness and eliminate redundant parking facilities.

Recommendations for Glenmont Center

The following describes staff's thinking (including the zone being considered) for the properties that may be suitable for redevelopment.

Glenmont Shopping Center (19.6 acres)

Current zone: RMX-2C (maximum non-residential FAR: 0.5, residential: 40 units/acre)



The 1978 Glenmont Sector Plan discussed the need for physical upgrade of the Shopping Center structures to develop a "positive image" for the community. The 1997 Sector Plan characterized the center as "poorly configured and unattractive" with a "confusing circulation pattern. Both plans recommended development and design guidelines that have not been implemented.

Although the center contains major anchors such as Staples, CVS, Shoppers Food Warehouse and Country Boy, it remains outdated and lacks commercial services that the surrounding community desires. Fragmented ownership (15 different properties with 13 owners) and lack of market demand for redevelopment have inhibited redevelopment of the Shopping Center, and will continue to be a major challenge in the foreseeable future. Land owners cite the lack of sufficient economic incentive (private or public) for reinvestment in the property.

During the community visioning workshop process, staff met with shopping center property owners to discuss ways to achieve redevelopment of the shopping center including land assemblage (full or partial), phased development, formation of a development corporation (with equity ownership for current landowners), and a land assembly district; each approach has pros and cons. The staff encouraged property owners to pursue a property assemblage and joint redevelopment mechanism that would achieve the individual and collective objectives. The County staff could provide administrative assistance and guidance for redevelopment options.

The property's current Residential-Mixed Use Development Zone (RMX-2C) would allow up to 1.4 million square-feet of commercial development and up to 784 housing units, which, at 1,150 square feet per unit, translates into a residential density of approximately 1.0 FAR. When staff met with the property owners and their representatives, they stressed that the current zoning density was not enough to justify redevelopment of the Shopping Center, and therefore asked for a higher rezoning for the property. Staff analyzed, for transportation modeling purposes, a development scenario slightly higher than what is allowed in the current zoning, and found that it would be supported by the proposed transportation network. Staff is therefore recommending that the commercial portion of the zoning be retained but the residential density be increased to incentivize mixed-use redevelopment.

The current zone, RMX-2C, does not have any building height limit. The proposed maximum height of 120 feet is designed to encourage a compact building footprint with one or two buildings of 10-12 stories. Given the proposed maximum FAR of 2.0, the higher building height is necessary to reduce the building foot print and thus achieve adequate public use space--greater than the minimum required under the CR Zone.

1. Rezone the Glenmont Shopping Center and the adjoining properties currently zoned RMX-2C to CR2.0 C0.5 R1.5 H120.
2. Provide an east-west, internal road through Glenmont Shopping Center connecting Randolph Road to Georgia Avenue, similar to the existing driveway through the center but as part of a street grid.
3. Create a centrally located open space designed to accommodate major community events, outdoor activities, and community gatherings.

Note: The Parks staff has recommended that this open space be publicly-owned. Since the County is not interested in ownership of this space, it must be owned by the Department of Parks, if it is to be publicly-owned. The Area 2 staff is not convinced that this space needs to be in public ownership to serve its purpose as a town center and a community gathering place. It will be very expensive to acquire unless provided as a public benefit under the CR optional method, and it raises other issues such as maintenance and access to this space from an internal private street on the Shopping Center property.

4. Encourage maximum heights along Georgia Avenue and the interior of the property, and provide an appropriate transition to Glenway Gardens community in the rear.
5. Achieve greater than the minimum required public use space through compact foot print (one or two buildings must be higher than five-story stick construction, if developed to the maximum permitted FAR under the optional method of development).
6. Evaluate the Glenmont Arcade in the center of the Shopping Center for potential designation on the Master Plan of Historic Preservation.

Metro Station/ Layhill Triangle Block (16.5 acres)

Current zone: R-90 (single-family detached) and RMX-2C (maximum non-residential FAR: 0.5, residential: 40 units/acre)



This block comprises the Metro station, bus loop, WMATA garage, Washington Suburban Sanitary Commission (WSSC) water tower, Georgia Avenue Baptist Church, and a few commercial properties along Layhill Road.

The WMATA portion of the block has significant redevelopment potential in the long term, especially if combined with the adjoining church property. The presence of the WSSC water tower and multiple owners on the Layhill triangle portion of the block may limit the redevelopment potential of that portion. With the redevelopment of Privacy World across Glenallan Avenue to the north, better pedestrian access to the station is essential. The Plan will include additional guidance to make Glenallan Avenue more pedestrian and bicycle friendly. This Layhill Road side of the block is also under consideration for redesign of Layhill Road.

The water tower and Georgia Avenue Baptist Church are recommended for further evaluation for historic designation. If the church does not receive the designation, it could be a candidate for redevelopment in the future. The 200-foot tall water tower was identified by the community as an iconic structure and it could become an identifying feature of Glenmont.

1. Rezone the block from R-90 and RMX-2C to CR2.0 C0.5 R1.5 H120.
2. Provide transit facilities such as kiss-n-ride, bus loop and parking that does not impede pedestrian access to/from the station.
3. Explore a redesign of Layhill Road to improve pedestrian and vehicle circulation at its intersection with Georgia Avenue. Recommendations to evaluate include: Bifurcation (as recommended in the 1997 Plan), partial realignment, and narrowing the road from the current six lanes to four lanes between Glenallan Avenue and Georgia Avenue.
4. Evaluate the Georgia Avenue Baptist Church and the WSSC water tower for potential designation on the Master Plan for Historic Preservation.

Privacy World (30.9 acres)

Current zone: R-30, O-M, RT-12.5



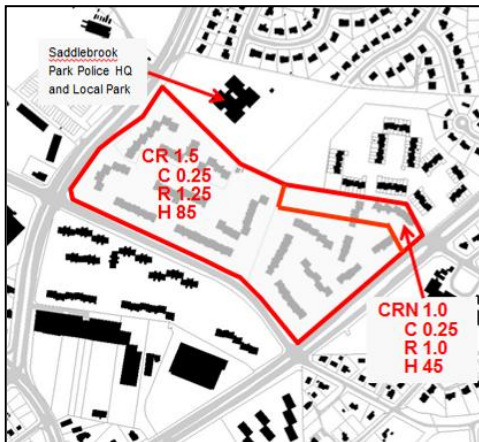
The 1997 plan recommended the property as suitable for Transit Station-Residential (TSR) Zone, which allows maximum residential density of 51 units/acre. Rezoning the property per the 1997 Sector Plan is currently pending. Staff continues to support a mixed-use redevelopment of the property, but recommends that property be rezoned CR with densities reflecting the

proposed project under the pending TSR rezoning proposal.

1. Rezone the property from R-30, O-M, RT-12.5 to CR1.5 C0.25 R1.25 H75.
2. Protect and restore areas of environmental buffer and investigate options for stream restoration through redevelopment.
3. Extend Denley Road east of Georgia Avenue, parallel to and north of Glenallan Avenue.

Winexburg Manor Apartments (33 acres)

Current zone: R-30, R-20



This property, located along Glenallan Avenue between Randolph Road and Layhill Road, is in single ownership. It is currently improved with three-story garden apartments and a nine-story building. Owners have expressed interest in future redevelopment and staff finds that the property has great potential for multifamily housing near Metro with opportunity for limited retail and professional neighborhood services. If redeveloped, the site should have an internal grid to create walkable blocks with a new road roughly parallel to Glenallan Avenue to provide an alternative route for local travel between Layhill and Randolph Roads.

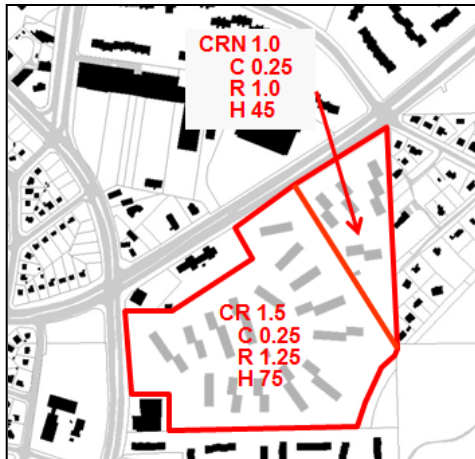
Staff recommends that most of the property be rezoned CR with the recommended commercial maximum the lowest designation allowed under the CR zone to allow for limited retail and professional offices. The maximum height of 85 feet is to accommodate the existing nine-story building on site. The property is adjacent to a single-family neighborhood to the north. Staff recommends CRN zone as a transition buffer between the property and surrounding land uses.

The Winexburg Apartments are a resource for market-affordable housing in the area. Staff recommends that any redevelopment of the site provide the maximum MPDUs to achieve incentive density points under the CR Zone's optional method of development (more than the minimum 12.5 percent MPDUs) to compensate for the loss of existing market-affordable housing.

1. Rezone property from R-20 and R-30 to CR1.5 C0.25 R1.25 H 85 and CRN1.0 C0.25 R1.0 H45 creating 100' buffer along the property line abutting single-family residential units to the north.
2. Require a minimum of 15 percent of Moderately Priced Dwelling Units (MPDUs) for optional method projects under the CR Zone.
3. Protect and restore areas of environmental buffer.
4. Provide an internal road grid to improve pedestrian and vehicular access with a street connecting Randolph Road and Layhill Road, parallel to and north of Glenallan Avenue.
5. Provide pedestrian and bicycle access into the adjacent Saddlebrook Local Park.

Glenmont Forest Apartments (32 acres)

Current zone: R-30



This property, located south Randolph Road across from the Shopping Center, is in single ownership and has access to both Georgia Avenue and Randolph Road. It is currently improved with garden apartments on rolling topography with mature trees. The owners have expressed interest in future redevelopment. Staff finds that the property has great potential for multifamily housing near Metro with limited retail and/or professional offices along its Randolph Road frontage.

Issue

The Historic Preservation (HP) staff has recommended that this property be recommended for further research and analysis for designation as a historic resource, and

therefore not be identified as a potential redevelopment site with proposed rezoning for mixed-use development. The HP staff has identified it as a significant example of garden apartment complexes in the County. It was recognized by the Commission for its design and site layout when it was completed in 1962. Area 2 staff believes that this property is appropriate for redevelopment unless it is designated on the Master Plan for Historic Preservation. If recommended for historic designation, partial redevelopment could preserve some existing structures while allowing for additional units. The site is within walking distance of the Metro station, has access to both Georgia Avenue and Randolph Road, and is located across the street from the Shopping Center envisioned to be the focus of future redevelopment of Glenmont. A potential historic designation in the future should not preclude a zoning designation that is appropriate for the property given its location, size and redevelopment potential.

If redeveloped, the site should have an internal grid to create walkable blocks and multiple points of access. Given its proximity to Wheaton Regional Park, redevelopment should explore a direct pedestrian and bicycle connection from Randolph Road into the Park. The site could have some small retail or professional office space along Randolph Road, facing the Shopping Center. The property is adjacent to single-family detached houses to the east. Staff recommends CRN as a transition along that edge of the property.

The Glenmont Forest Apartments are a resource for affordable housing in the area. Staff recommends that any redevelopment of the site provide the maximum MPDUs to achieve incentive density points under the CR Zone's optional method of development (more than the minimum 12.5 percent MPDUs) to compensate for the loss of existing market-affordable housing.

1. Rezone the property from R30 to CR1.5 C0.25 R1.25 H75 and CRN1.0 C0.25 R1.0 H45.
2. Evaluate the Glenmont Forest Apartments for potential designation on the Master Plan for Historic Preservation.
3. Require a minimum of 15 percent of MPDUs for optional method development.

4. If redevelopment occurs, provide an internal road network grid to improve pedestrian and vehicular access. The pattern should include the extension of Erskine Avenue, Wallace Avenue and/or Starling Drive.
5. Provide a trail connection to Brookside Gardens, if redevelopment happens.

Georgia Avenue West

Current zone: R-60

The Georgia Avenue West portion of the Glenmont Center is characterized by small single-family homes built shortly after World War II and the recently constructed Metro parking garage on the WMATA Triangle property. The 1997 Plan recommended a townhouse floating zone to encourage assemblage and medium density residential redevelopment. Townhouses were desirable because such housing option was underrepresented in Glenmont's housing stock and they would provide an appropriate transition to the single-family detached units to the west of the center. To date, no properties have been reassembled for rezoning. The construction of the Metro garage warranted a reconsideration of development in this area.

Staff recommends retaining the RT-15 floating zone for this area. The RT-15 Zone would be an option for all of the land in Georgia Avenue West with a minimum assemblage requirement of one acre of land. Single-family attached units could include variations of townhouses such as piggyback units (i.e., stacked townhouses). Staff finds that townhouse development is still a viable option for these blocks and would provide the most appropriate transition to the single-family detached units.

1. Confirm the zoning recommended in the 1997 Sector Plan for the single-family blocks of "Georgia Avenue West" (R-60 suitable for RT-15).

Schools

Staff worked with the Montgomery County Public Schools (MCPS) staff to analyze the school needs for potential future growth of the Sector Plan area. The Sector Plan is located at the intersection of three school clusters—Einstein, Kennedy, and Wheaton. Most of the new housing development proposed in the Plan will occur in the Kennedy cluster. The maximum housing estimate of approximately 8,900 housing units (at full build-out of the Sector Plan) will generate a net addition of 121 elementary school students, 215 middle school students, and 133 high school students.

Although the potential redevelopment estimated for the Glenmont Sector Plan area itself did not indicate the need for a new school, staff also looked at the impact of the recently adopted, nearby Wheaton Sector Plan, which identified the need for an elementary school site at full build out of that Plan. The Wheaton Sector Plan recommended the former Pleasant View Elementary School on Upton Drive (currently used by the Crossway community facility) as a future school site. Since the approval of the Wheaton Sector Plan, the Pleasant View site has been proposed for a charter school, which may impact its availability for use as an elementary school in the future.

Although staff does not believe that all of the development estimated in the Wheaton and Glenmont Sector Plan will be built, one of the purposes of long range planning is to prepare for the worst case scenario and identify potential needs for public facilities. The combined potential

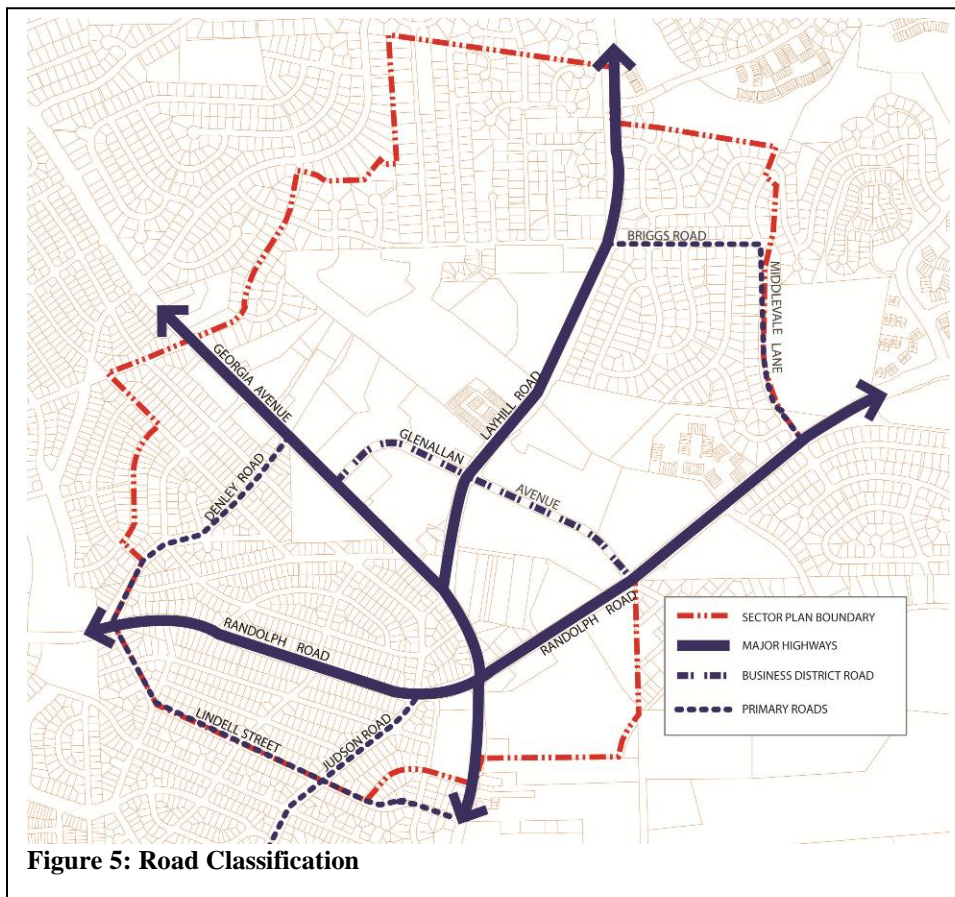
growth for both Wheaton and Glenmont sector plan areas generates enough students to require a new elementary school in Glenmont.

Staff analyzed all available sites in the Glenmont Sector Plan area for a new elementary school, and believes that the existing Park Police Headquarters site on Layhill Road, a former elementary school, is the most suitable site for a new elementary school in Glenmont, if needed. The site is currently owned by the County. It is leased to the Parks Department and used primarily by the Park Police, but also contains some other uses such as the Planning Department's archives.

1. Identify Saddlebrook Police Headquarters site as the location for a new school, if needed in the future.

Connectivity

1. Improve the function, safety and quality of sidewalks through street trees, sidewalk green panels, quality pavement, pedestrian lighting, and buildings with ground floor retail where feasible.
2. Confirm the existing master plan ROW of Georgia Avenue and Randolph Road (although it could be changed by the countywide Bus Rapid Transit study, currently underway).



3. Preserve restricted access along the west side of Georgia at its intersections with Urbana Drive, Judson Road and Sheraton Road.
4. Utilize urban road cross sections from the County Road code for new roads to reduce pedestrian crossing distances and maintain lower design speeds.
5. Discourage widening roadway intersections to accommodate through-vehicular traffic.
6. Provide enhanced pedestrian crossing opportunities on Georgia Avenue, Randolph Road, Layhill Road and Glenallan Avenue where appropriate.
7. Seek state designation as a "Bicycle and Pedestrian Priority Area."
8. Request that MCDOT perform a Traffic Signal Warrant Study to determine if a traffic signal and crosswalks can be installed at Livingston Street/Randolph Road.
9. Designate Glenallan Avenue, from Georgia Avenue to Randolph Road, as a business district street with a dual bikeway. The road should have a shared use path on the south side of the road with a bike lane on the north side.
10. Confirm the bikeway recommendations of the 2005 Countywide Bikeways Functional Master Plan with the recommended changes along Glenallan Avenue.
11. Continue coordination with the Maryland State Highway Administration (SHA) and Montgomery County Department of Transportation (DOT) to ensure that the design and construction of the Georgia Avenue/Randolph Road interchange maintains and enhances pedestrian, bicycle and vehicular access.

Parks, Open Spaces and Community Facilities

1. Encourage new developments with variety of open space such as parks, plazas, linear greens, playgrounds, that encourage community gathering, picnicking, informal play, and passive and active recreation.
2. Allow for the integration of community gardens into redevelopment sites, public projects, and open spaces where appropriate.
3. If the Kensington Fire Station #18 is not built at the WMATA triangle on Georgia Avenue near Glenallan Avenue, it should be built on the old Glenmont elementary school site at the southwest corner of Georgia Avenue and Randolph Road. Every effort should be made to retain the existing ballfield on the elementary school site.

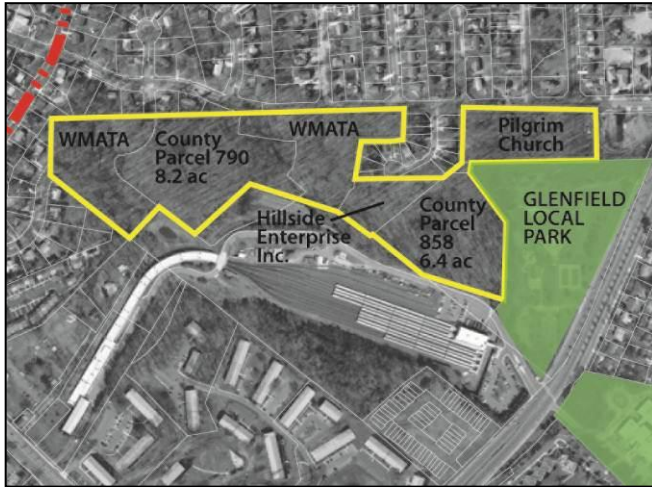
Historic Resources

1. Evaluate the following resources for potential designation on the Master Plan for Historic Preservation: Glenmont Forest Apartment, Glenmont Arcade, Georgia Avenue Baptist Church, WSSC water tower, Montgomery County Police Station.
2. Encourage adaptive reuse of extant and potentially historic buildings for benefits of preserving community character and sustaining the environment.

3. Integrate historic resources into redevelopment plans to retain a sense of place while allowing for growth.

Natural Environment

Issue



A forested area, totaling close to 30 acres, located north of the Glenmont Metro railyards and west of Layhill Road, was previously nominated for Legacy Open Space (LOS) consideration. It is currently being evaluated for LOS designation. The area includes parcels owned by Montgomery County, WMATA, a neighborhood HOA and Pilgrim Baptist Church. The majority of WMATA acreage is in a Category I Forest Conservation Easement. The Legacy Open Space Advisory Committee unanimously endorsed this forest for designation as a LOS Natural Resources Candidate site. Parks staff

tentatively agrees with the committee's assessment that the forest should be recommended for preservation and acquisition under the Legacy Open Space (LOS) program but is in the process of finalizing analysis prior to making a recommendation to the Director of Parks. They believe that the preservation of this area would increase green space in Glenmont, which currently has very few protected environmental resources.

The County's Department of Housing and Community Affairs (DHCA) staff has recommended that the two county-owned properties, the 8.3-acre property on Briggs Road; and the 6.3-acre property next to the Glenfield Local Park on Layhill Road be recommended for multifamily, affordable housing of up to five-stories.

Area 2 staff agrees with the Department of Parks staff that these properties be recommended for LOS designation. If the Board is inclined to recommend the 8.3-acre Briggs Road property for affordable housing, it should be designated as suitable for a combination of single-family detached and townhouses. Staff disagrees with the County that the two County-owned properties should be recommended for affordable multi-family housing in 4-5 story buildings, which would be incompatible with the adjacent neighborhood of existing single-family houses across the street.

1. Protect areas of contiguous forest and minimize fragmentation.
2. Protect and restore stream channels and environmental buffers.
3. Increase tree canopy cover by planting trees in parking lots, within roof and terrace plantings, unused right-of-way and publically owned properties. Incorporate trees into stormwater management Best Management Practices (BMP's).
4. Reduce stormwater runoff by decreasing the amount of impervious surface and maximizing infiltration of stormwater.
5. Reduce energy consumption through site and building design.
6. Maximize renewable energy production.

Implementation

Mechanisms: State and County CIP, private redevelopment per zoning and other regulations, public-private partnerships, community influence, design guidelines

The CR zone requires public benefits under optional method development. In Glenmont, the following public benefits should be given priority to achieve incentive points for optional method development:

- Through-block pedestrian connections
- Public parking
- Affordable housing
- Care centers
- Dwelling unit mix
- Public open space
- Tree canopy
- Habitat preservation and restoration
- Advance right-of-way dedication

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