




Glenmont Sector Plan – Worksession No. 1

-  Michael Brown, Planner Coordinator, Area 2 Planning Division, Michael.Brown@montgomeryplanning.org, 301.495.4566
-  Khalid Afzal, Master Planner Supervisor, Area 2 Planning Division, Khalid.Afzal@montgomeryplanning.org, 301.495.4650
-  Glenn Kreger, Chief, Area 2 Planning Division, Glenn.Kreger@montgomeryplanning.org, 301.495.4653

Completed: 03/7/13

Staff Recommendation:

Discuss and provide guidance to staff.

Planning Board members should bring their copies of the Public Hearing Draft.

Summary

This memorandum summarizes public testimony and provides staff responses to the issues raised regarding the Public Hearing Draft Glenmont Sector Plan. The Board held a public hearing on February 14, 2013 and held the record open until March 1, 2013. The Planning Board has received correspondence from the County agencies, local homeowners and civic organizations, and individuals. A table summarizing all of the oral and written testimony is provided in Attachment 4.

The attached issues matrix is designed to get the Board's input and recommendations on all issues raised at the public hearing. This packet is intended to serve as the staff report for all the worksessions listed below. Each worksession is planned to be two hours long and may cover more or less than the topics listed below. The current approved schedule for the Sector Plan amendment calls for the Planning Board Draft to be delivered to the County Council by June 7, 2013 which would require the Planning Board approval of the Draft Plan by May 30, 2013 to allow staff enough time to prepare the Planning Board Draft Plan for publication and distribution.

A total of four Planning Board worksessions are scheduled as follows:

- | | |
|----------------|--|
| March 14, 2013 | Worksession 1: Land Use, Zoning, and Transportation |
| March 21, 2013 | Worksession 2: Land Use, Zoning, and Transportation continued; Historic Preservation |
| April 4, 2013 | Worksession 3: Miscellaneous |
| April 11, 2013 | Worksession 4: Design Guidelines |

Attachments:

1. Public Hearing Issues Worksheet
2. Worksheet Supporting Maps and Graphics
3. Historic Preservation Memo
4. Public Hearing Testimony Summary

ATTACHMENT 1

Public Hearing Issues Worksheet

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
General Land Use						
1	Area-wide	Jobs-housing ratio imbalanced.	Proposed jobs-housing ratio 0.3:1. (pg. 21)	<ul style="list-style-type: none"> Consider a higher jobs-housing ratio. (Maryland Department of Transportation-MDOT) Bring more jobs to Glenmont. (M. McAteer) 	Retain the target jobs-housing ratio. With the ongoing development of Wheaton as the next employment center along Georgia Avenue, Staff supports Plan's vision of a predominately residential, mixed-use neighborhood and not an employment center. The Plan reflects County policy of channeling major commercial development into the Silver Spring and Wheaton CBDs. The Plan's proposed CR Zones accommodate limited office uses with retail uses, including local professional offices in appropriate locations. Staff's conclusion is also supported by the market analysis done for the Shopping Center properties. The market analysis did not foresee an office market over the life of the Plan.	
2	Glenmont Core	The proposed growth in the Plan is too high and will cause traffic congestion and school capacity issues.	Total housing units would increase from 3,100 existing to 8,900. (pg. 19 and Table 2)	<ul style="list-style-type: none"> Support the increase in residential density. (Ossont, Shaw, Marville, Buchanan, Reglin, Eisenstadt, MDOT, Benjamin, T. Brown) Housing increase will overwhelm roads and schools. (Vergagni, Johnson, Saah) 	Staff recommends retaining the proposed densities and the potential housing growth because it reflects the vision of a predominately residential, mixed-use community and location at a Metro Station. These densities are needed to support revitalization of the Shopping Center. In addition, the proposed buildout numbers were tested to ensure available capacity in the infrastructure including roads and schools, and were found to be within acceptable limits of a Metro station area.	
3	Glenmont Core	Redevelopment of multifamily properties will lose affordable housing in Glenmont.	Redevelopment at proposed densities will provide MPDUs to offset the loss of affordable units. (pg. 16-18)	<ul style="list-style-type: none"> Displacement of low to moderate income renters. (Johnson, Shaw, Stickle) Support Plan's recommendations for affordable housing. (Berman) Current affordable units are not guaranteed, allowing redevelopment will create MPDUs. (T. Brown) Encouraging a higher percentage of MPDUs will significantly hinder redevelopment potential. Should not be a CR priority. (Wrenn) 	<p>Staff recommends retaining the proposed redevelopment of significant parcels in the core. Although there is significant number of market affordable housing units in Glenmont today, they are not "protected" and may be redeveloped or upgraded to higher rents or even converted to condos.</p> <p>Redevelopment of these multifamily properties will be required to provide a minimum of 12.5% MPDUs, which will replace a large portion of the existing market affordable units with MPDUs. The potential number of total MPDUs may be higher than 12.5 % since the Plan prioritizes Affordable Housing as a public benefit to encourage future redevelopment on these properties to provide up to 15% MPDUs for bonus density under the optional method.</p> <p>HOC is in the process of acquiring 199 apartment units in Woodberry and Westerly complexes abutting the Sector Plan</p>	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
				boundary. Other multifamily properties in the immediate area outside the Plan boundary are assumed to remain and continue to provide their current stock of affordable housing.		
Property Specific Issues (Use, Zoning, Site Design)						
4	Glenmont Shopping Center Current Zone: RMX-2C Site Area: 2 AC	How much FAR and height are needed to spur assemblage and redevelopment?	The Draft Plan recommends CR 2.0 C0.5 R1.75 H120. Maximum heights should be achieved in the interior of the property or near the intersection of Georgia Ave and Randolph Rd, and transition down to a maximum 45-foot building height along the Glenwaye Gardens community to the east. (pg. 22 and 23)	<ol style="list-style-type: none"> 1. Max FAR should be 3.0. (T. Brown, Reglin, Buchanan). 2. More than 2.0 overall FAR could be a hurdle to redevelopment. (Gestl) 3. Provide more flexibility between commercial and residential uses. (Gestl, Buchanan) 4. Taller buildings should be placed away from Georgia Ave. (M. McAteer) 5. The maximum permitted 120-foot building height recommended on the Shopping Center property could cast shadows on the solar panels on the Glenwaye Garden roofs. (Vergagni) 	<ol style="list-style-type: none"> 1. Staff does not recommend additional FARs that we believe no one will build, which would raise additional concerns about increased traffic congestion and school capacity from the community. New development will be stick construction with structured parking, in line with the financial feasibility study commissioned by the Planning Department, which demonstrated that high-rise construction is not feasible in Glenmont in the foreseeable future. The study stated that, in the near future, even mid-rise stick construction may need to be subsidized. Currently, high-rise concrete construction, which can accommodate greater than 2 FAR densities, is not feasible in Glenmont without public subsidy. County Executive Staff has indicated that no funds or personnel can be devoted to any major intervention to encourage redevelopment in Glenmont in at least the next 10 years. 2. One of the developers working with the Shopping Center property owners testified that allowing additional, unbuildable FAR (above 2.0) could become a hurdle to their efforts to assemble the Shopping Center properties because it would unduly raise property owners' expectation about the value of their property and therefore, hinder efforts to assemble and redevelop the Shopping Center. They support the overall 2.0 FAR recommended in the Draft Plan. 3. Staff recommends attaining the overall FAR max at 2.0 but modifying the C0.5 to C1.0 to allow flexibility to maximize residential or commercial floor area in later phases. 4. Staff recommends retaining the proposed maximum heights in the interior of the property or near the intersection of Georgia Ave and Randolph Rd. Confronting this site across Georgia Avenue is the Glenmont Greenway Urban Park. 5. The maximum 120-foot building height is recommended to be located away from the adjacent Glenwaye Gardens 	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
				condo parcel. The Plan also recommends a transition height of 45-feet maximum along property line shared with Glenway Gardens. Buildings of this height will not be able to cast shadows on the roofs of the Glenway Garden buildings.		
5	<p>Metro Station/ Layhill Triangle Block</p> <p>Current Zone: RMX-2C and R-90</p> <p>Site Area: 16.5 AC</p>	<p>How much redevelopment should occur on this block and what type?</p>	<p>CR 2.0 C0.25 R1.75 H120. (pg. 24 and 25)</p>	<ol style="list-style-type: none"> Increase Commercial FAR similar to the Shopping Center; this site has better access to Metro than Shopping Center. (MDOT) Taller buildings toward Glenallan. (M. McAteer) 	<ol style="list-style-type: none"> Retain commercial floor area recommended in the Plan. The Glenmont Shopping Center is envisioned as the town center for the area. The recommended FAR reflects the focus of non-residential development at the Shopping Center. This block is less suitable for a major commercial development node beyond 0.25 FAR. However, if parcels are developed under one Sketch Plan, CR Zone permits a “transfer” of Commercial density between parcels, which would provide enough floor area for a significant commercial component on this block. <p>The financial feasibility analysis suggested the lack of an office market in the foreseeable future. If office development is ever feasible, consideration should be given to the Shopping Center site first.</p> <ol style="list-style-type: none"> Retain height recommendation. Confronting this site across Georgia Avenue is the Glenmont Greenway Urban Park and the new WMATA Garage 82 feet tall. Maximum heights up to 120’ along Georgia Avenue are reasonable which will allow additional design flexibility for structured parking facilities, especially for Metro commuters. 	
6	<p>Privacy World</p> <p>Current Zone: TS-R</p> <p>Site Area: 30.9 AC</p>	<p>The recommended zoning of CR 1.75 may create non-compliance issues for the Privacy Word property.</p>	<p>CR 1.75 C0.25 R1.75 H120. (pg. 25)</p>	<ul style="list-style-type: none"> Suggest CR 2.0 for consistency with approved development plan. (Roembke) 	<p>Staff concurs and recommends changing the proposed zone to CR2.0 C0.25 R2.0 H120.</p> <p>The approved Development Plan maximum residential floor area is 2.4 Million SF and maximum commercial floor area is 90,000 SF. This converts to R 1.79 and C 0.07.</p>	
7	<p>Winexburg Manor</p> <p>Current Zone: R-30, R-20</p>	<p>Split zoning of the property.</p>	<p>CR 1.75 C0.25 R1.5 H85.</p> <p>CRN 1.5 C0.25</p>	<ul style="list-style-type: none"> Instead of split zoning, Plan should use CR zone and rely on compatibility finding during development review. (T. Brown, Wrenn) 	<p>Retain recommendation. CRN designation provides adjacent single-family property owners added protection from impacts of development while the density from the two zones can be averaged over the entire parcel providing flexibility in achieving the full permitted FAR.</p>	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
	Site Area: 33 AC		R1.5 H45. (pg. 26)	<ul style="list-style-type: none"> • Buffer zone is greatly appreciated. (Fracasso) 	Maximum building height at the adjoining property line must not exceed 35 feet in CRN zone versus 55 feet in CR zone and 45 feet in CRT zone.	
8	Glenmont Forest Block Current Zone: R-30 Site Area: 32 AC	Split zoning of the property.	CR 1.75 C0.25 R1.5 H75. CRN 1.5 C0.25 R1.5 H45. (pg. 28)	<ul style="list-style-type: none"> • Instead of split zoning, Plan should use CR zone and rely on compatibility finding during development review. (T. Brown, Wrenn) 	<p>Retain recommendation. CRN designation provides adjacent single-family property owners added protection from impacts of development while the density from the two zones can be averaged over the entire parcel providing flexibility in achieving the full permitted FAR.</p> <p>Maximum building height at the adjoining property line must not exceed 35 feet in CRN zone versus 55 feet in CR zone and 45 feet in CRT zone.</p>	
9	WMATA Triangle Current Zone: RT-12.5 Site Area: 2.5 AC	Future development of vacant area north of new Metro garage.	<p>Retain existing RT-12.5; suitable for TS-R at 35 du/acre. (pg. 29)</p> <p>Site is suitable for public facilities that will enhance transit service. The Plan also encourages assemblage with privately owned public single-family parcels to develop multi-family housing. The site is appropriate for senior or affordable housing units.</p>	<ol style="list-style-type: none"> 1. Use another zoning approach than floating zone to avoid extensive rezoning process. (Berman) 2. The recommendation for senior/affordable housing is too vague and should be removed. (M. McAteer) 3. Consider site for a park. (L. McAteer) 	<ol style="list-style-type: none"> 1. Retain recommendation. This portion of the site was originally slated for the relocated Fire Station 18. Although an alternate site was selected for the fire station, the County still has an option to purchase land. Staff anticipates the site will be under public ownership and used for public purpose. <p>The Draft Plan gives first consideration to the development of transit-related infrastructure. Second consideration encourages assemblage with the privately owned single-family parcels for housing. Floating zone allows substantial opportunities for public input and discussion to ensure compatibility. Owners can elect to have the floating zone applied at Sector Plan SMA.</p> <p>Should the County not pursue the option to purchase, the recommendation as written gives WMATA added flexibility to develop their property to the east of Georgia Ave (e.g. by relocating the Kiss and Ride to the WMATA Triangle on the west side). It gives WMATA the option to shuffle transit infrastructure between their east and west properties to create the best redevelopment opportunity.</p> <ol style="list-style-type: none"> 2. The recommendation provides an opportunity to provide housing less than 1000 feet from a Metro entrance. Designation of floating zone allows substantial 	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
			(pg. 28)		<p>opportunities for public input and discussion.</p> <p>3. The Glenmont Greenway Urban Park will continue along Georgia Ave to Denley Road. The Plan recommends acquisition of suitable sites within the neighborhood for additional park development.</p>
10	Georgia Avenue West	Should the PD-15 floating zone from the 1997 Plan be retained?	Confirm R-60 Zone suitable for RT-15 and PD-15 for areas up to 2 acres. (pg. 29)	No testimony; issue identified by staff.	<p>Staff recommends removing the PD-15 floating zone recommendation and just recommending the RT-15 Zone. The 1997 Plan found this area appropriate for increased land use activity and recommended PD-15 Zone option to allow some office use on up to 2 acres.</p> <p>Parking requirements and trip generation for office is generally higher than residential uses. To that end, PD-15 was limited up to 2 acres to prevent major compatibility issues or traffic disruption.</p> <p>The Glenmont Core, which is east of Georgia Ave, should be the focus of any office development that would occur in the area. Unlike RT-15, no properties have applied for the PD-15 Zone. Staff believes the provision in the 1997 Plan for office uses was premature given the focus of commercial development on the east side of Georgia Avenue.</p>
11	First Assembly of God Church	Rezone for townhouse development.	Retain R-90 zone. (pg. 29)	<ul style="list-style-type: none"> Suitable for RT 12.5 and RT 15. (Roembke) 	<p>Rezone approximately 6.8 acres on 7 properties to RT-15 Zone. The ownership pattern includes First Assembly (4.4 ac), PEPCO (0.2 ac), WMATA (0.43 ac.), private single-family lot (1.4 ac), private single-family lot (0.2 ac), private single-family lot (0.1 ac).</p> <p>These parcels are between two properties currently zoned RT 12.5. Townhouse development in this area would be compatible with the existing ones to the immediate north and west. Staff recommends rezoning the entire 6.4 acres for a consistent zoning pattern in this area.</p>
12	WMATA Maintenance Yard Property	Designate CR Zone for portion of the property between Privacy World and railyard.	Retain R-90. (pg. 31)	<ul style="list-style-type: none"> Consider the portion of WMATA railyard parcel between Privacy World and railyard for CR Zone. (Roembke) 	Staff recommends retaining the current R-90 Zone because this area is not suitable for intense development. It serves as a buffer between residential housing and the railyard.

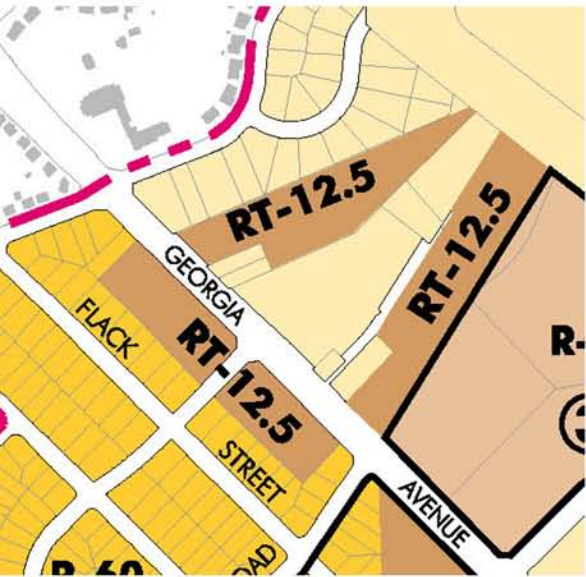
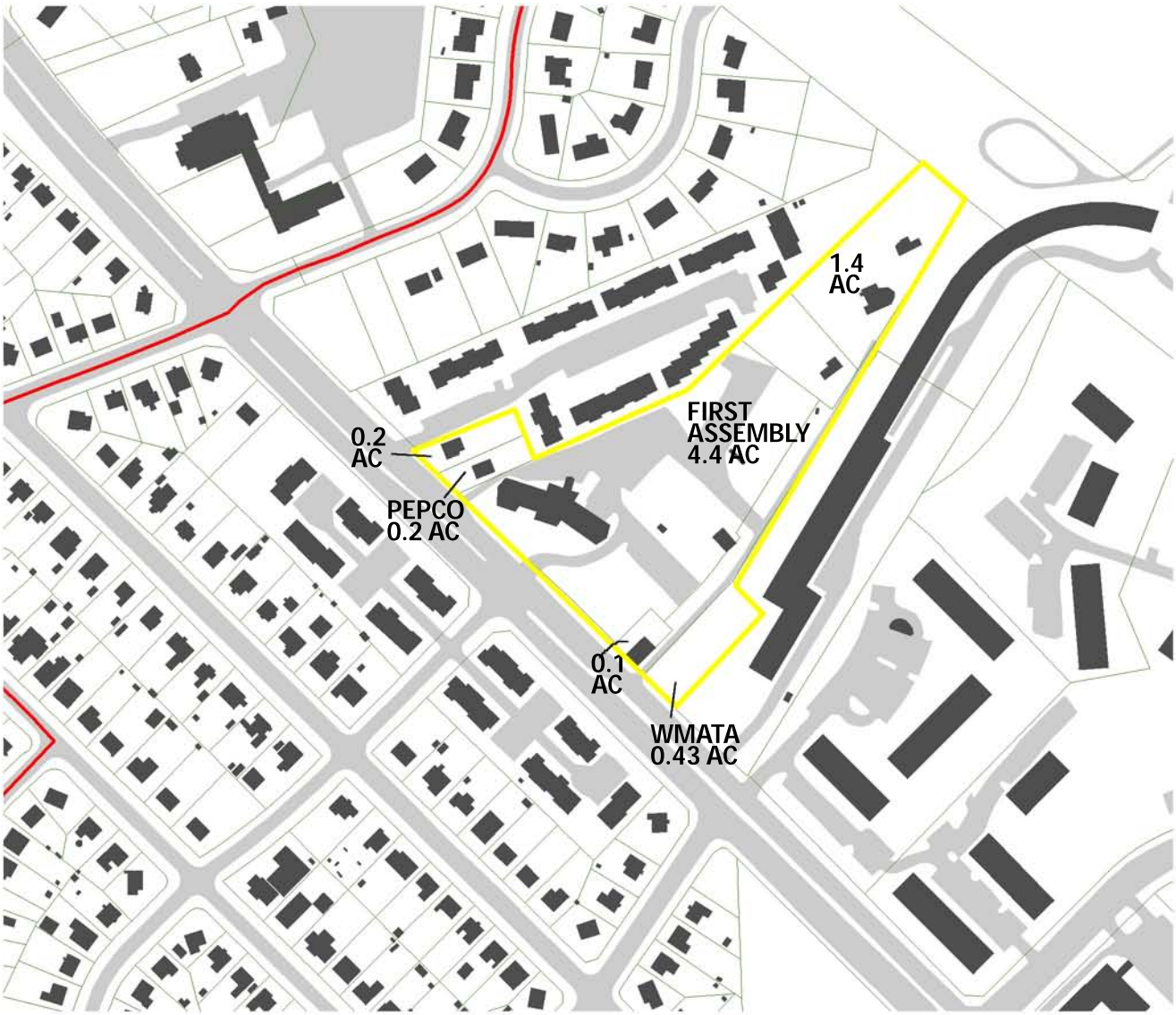
Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
Mobility Issues (Transit, Street Network, Pedestrians and Cyclists, and Parking)						
13	Area-wide	Sector Plan language supporting a BRT operation.	While BRT recommendations are subject to the ongoing update of the <i>Countywide Transit Corridors Functional Master Plan</i> , this Plan supports BRT operating in the peak direction only during peak periods and within the existing master planned right of way. (pg. 34)	<ul style="list-style-type: none"> Remove language pertaining to BRT operational issues. (Montgomery County Department of Transportation-MCDOT) BRT should occur in current ROW/Lane structure. (L. McAteer, M. McAteer) 	Delete operation language (pg. 34, third paragraph). Revise language to read, "this Plan supports BRT operating within the recommended Sector Plan right-of-way." Staff agrees that operational issues are beyond the scope of the Plan; however this issue has a direct effect on Sector Plan ROW which is within the scope of the Plan. The Plan should support, not recommend, alternatives that advance the Plan's goals.	
14	Glenallan Avenue extension	The extension of Glenallan Ave west beyond Georgia Ave. to Flack St was not continued from 1997 Plan.	This extension is not recommended in the Draft Plan.	<ul style="list-style-type: none"> Explain/justify the deletion of Glenallan Ave from Georgia Ave to Flack St from the Sector Plan roadway system. (MCDOT) 	<p>Do not recommend extension. This segment cannot be connected due to construction of the garage, stormwater management pond, and the forest conservation easement on site.</p> <p>The 1997 Plan also recognized the possibility of the road not connecting because of environmental concerns. (1997 Plan; pg. 53) The 1997 Plan anticipated a greater need for increasing local access alternatives in this area with the greater flexibility in zoning to allow development of the WMATA triangle parcel. That redevelopment potential has been significantly reduced due to the recent construction of the WMATA garage.</p>	
15	Denley Road extension (from Layhill Rd to Georgia)	Denley Rd extended with Privacy World redevelopment as a master	Recommends that the road proposed within the Privacy World	<ul style="list-style-type: none"> Explain/justify the deletion of Denley Rd extended from Georgia Ave to Layhill Rd through Privacy World as a master planned roadway. 	<p>Staff recommends no change. The 1997 Plan gave the option for this road to be private. (1997 Plan; pg. 32)</p> <p>The Draft Plan is recommending that this segment be private. Consequently, it should not be identified as a master planned</p>	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
	Ave)	planned road was not continued from the 1997 Plan.	redevelopment be private and not create a full intersection with Denley Rd at Georgia Avenue. (pg. 39)	(MCDOT)	road. Aligning it with Denley Road will not achieve anything because the median in Georgia Avenue precludes a full intersection at this location even if it was recommended.
16	Layhill Road	Removal of the Layhill Rd bifurcation from the 1997 Plan.	Do not bifurcate Layhill Rd. Realign the section between Georgia Ave and Glenallan Ave to create a "T" intersection. (pg. 35-36)	<ul style="list-style-type: none"> • Retain bifurcation. (Fisher, Shaw) • Proposal does not fulfill stated Goals of the Plan or Meet the needs of stakeholders. Plan does not provide adequate justification for removing the bifurcation. Issues of cost and complication should be placed in the hands of the developer if and when the Shopping Center redevelops. (Shulman) • Oppose bifurcation. (Benjamin, Vergagni) • Support no bifurcation and a T-intersection for Layhill at Georgia Avenue. (L. McAteer, M. McAteer, Lee) • Opposes T-intersection for Layhill Road at Georgia Avenue. (Benjamin) 	<p>Retain recommendation. The complications and cost of providing and operating the bifurcation outweigh the benefits. The bifurcation was trying to address: (a) Traffic Congestion along Georgia Ave, (b) Capacity constraints for future development, (c) Inadequate access into the Shopping Center, and (d) inefficient vehicular and pedestrian circulation. Bifurcation would require (a) modification of garage access along Layhill Rd., (b) traffic modification, (c) reduced stacking distance on northbound Georgia Ave (d) several properties must be acquired.</p> <p>The bifurcation design supported by the 1997 Plan does not provide access to the Shopping Center from southbound Layhill Rd. WMATA opposed 1997 recommendation citing difficulty of buses coming from southbound Layhill turning into the busbay. WMATA also noted that the complications of reconstructing access to the garage with the varying topography would be costly. This entry along Layhill Rd receives the most traffic in a.m. peak hours.</p> <p>Several properties must be acquired to effect the bifurcation in the 1997 Plan. In 1997 The WSSC water tower was being considered for relocation to an undefined site, potentially giving more room for the ROW of the realigned southbound Layhill Rd. WSSC has affirmed that there are no plans to relocate the water tower. \$1.5 Million restoration project was recently completed in 2009.</p>
17	Layhill Road	Pedestrian crossing of Layhill Rd is difficult.	Investigate reduction in lane widths. (pg. 36)	<ul style="list-style-type: none"> • Oppose reduction. (Shaw, Benjamin, Vergagni) • Plan fails to meaningfully improve important pedestrian connection between Metro 	Retain recommendation. The Draft Plan calls for a study of lane reduction for better pedestrian access to and from Metro. SHA opposed an earlier recommendation to provide a mid-block pedestrian activated signal to facilitate for pedestrian crossings.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
			and Center. (Shulman) <ul style="list-style-type: none"> Support reduction. (L. McAteer, M. McAteer) 		
18	Shopping Center vehicular access	The redevelopment of the Shopping Center could benefit from a left turn from Southbound Layhill Rd into the Shopping Center.	The Plan supports improving vehicular access to the Shopping Center from all points to enhance its redevelopment potential. (pg. 36)	<ul style="list-style-type: none"> Add a left turn from Layhill Road into the Shopping Center. (Shaw, Fisher, Johnson, Shulman) Access to the Shopping Center from all sides is critical to redevelopment (Reglin) 	Staff can add stronger language to support improved access to the Shopping Center with the possibility of a new entrance from Layhill Road frontage into the Shopping Center. Detailed resolution of vehicular ingress/egress issues at the Shopping Center can be better addressed with development review of a proposed plan, since some of the operational issues can only be resolved through a detailed plan review, not in the Sector Plan development process.
19	LOS Candidate site	The proposed bike path through the recommended Legacy Open Space parcels is not consistent with the goals of the Legacy program.	LB-2 is proposed through the LOS candidate site. (pg. 40-41)	No testimony; issue identified by staff.	Retain recommendation for designation of the parcels as a Legacy Open Space Natural Resource Candidate Site and addition to Glenfield Local Park. Remove bikeway LB-2 from Acorn Hollow Lane and Layhill Road. Remove bikeway LB-16 on Acorn Hollow Lane. Change LB-9 from Lutes Drive to Layhill Road to a shared use path. This section of Briggs Road is narrow and lacks sidewalks. Staff supports better connectivity from the neighborhood north of Briggs Road as suggested by the community. The recommended change would extend the recently constructed path by the church at the corner of Briggs Road and Layhill Road. This might result in forest edge clearing to create the path, but would be the preferred alternative.
Environment					
20	Glenmont Core	Encouraging a minimum of 25% of tree canopy coverage could significantly hinder redevelopment.	Redevelopment in the commercial core should add to the tree canopy. Encourage a min of 25% tree	<ul style="list-style-type: none"> Remove recommendation. To include this recommendation implies that Zoning Ordinance and Forest Conservation law are insufficient to deal with this issue. (Wrenn) 	Retain recommendation. It is encouraged and not required.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
			canopy coverage on redevelopment projects. (pg. 43)			
Historic Preservation						
21	Glenmont Forest	Should this property be designated for historic preservation, which may have impacts on its redevelopment potential?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas and Index of Historic Sites. (pg. 48)	<ul style="list-style-type: none"> • Supports designation in the Master Plan for Historic Preservation. (Gournay, Longstreth, French, Stickle) • Opposes designation to Master Plan for Historic Preservation. (T. Brown, Rotenstein, Miles) • Supports addition to Locational Atlas and Index of Historic Sites. (Miles) • Opposes addition to Locational Atlas and Index of Historic Sites. (T. Brown, Rotenstein) • Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that historic designation may hinder redevelopment of the parcel which is critical to adding density in the area to support mixed-use redevelopment of the Shopping Center.</p>	
22	Kensington Volunteer Fire Station 18	Should this fire station be designated as a historic resource?	Citizen nomination for evaluation for designation in the Master Plan for Historic Preservation and addition to Locational Atlas and Index of Historic Sites. (pg. 48)	<ul style="list-style-type: none"> • Supports designation (Harris, French, M. McAteer, Miles) • Opposes designation because it will impact Georgia/Randolph interchange project. (Ossont, Reglin) • Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff does not recommend designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that the removal of the fire station is needed for the Georgia/Randolph interchange project. SHA has satisfied their requirement for the interchange project with the Maryland Historic Trust. They have deemed this property ineligible for designation to the National Register. Planning Board approved the demolition of the building with the Mandatory Referral in December 2004. <i>(Letter from Maryland Historic Trust included in Attachment 3.)</i></p>	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
23	Montgomery County Police Station	Should this police station be designated as a historic resource?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas. (pg. 47)	<ul style="list-style-type: none"> • Supports designation. (Miles, French) • Opposes designation; It will impact interchange project. (Ossont, Reglin) • Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that designation of the police station as a historic resource will not have any material impact on the revitalization of the area or the Shopping Center.</p>	
24	Georgia Avenue Baptist Church	Should this property be designated as a historic resource?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas. (pg. 47)	<ul style="list-style-type: none"> • Supports designation. (Harris, Miles, French) • Opposes designation. (Shaw) • Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that designating this property as a historic resource will not have a short-term impact on the revitalization of the area, but it may impact the long-term development options for the whole block.</p>	
25	WSSC Water Tower	Should the water tower be designated as a historic resource?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas. (pg. 47)	<ul style="list-style-type: none"> • Supports designation. (Miles, French) • Opposes designation. (Reglin, Johnson) • There is no assurance that designation will not impair WSSC's operation and maintenance of the facility. (Johnson) • Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>The tower is a community landmark and focal point. Area 2 Planning staff believes that designation of the water tower as a historic resource will not have any potential impact on the revitalization of the area, unless the Layhill Road bifurcation is recommended in the Sector Plan.</p>	

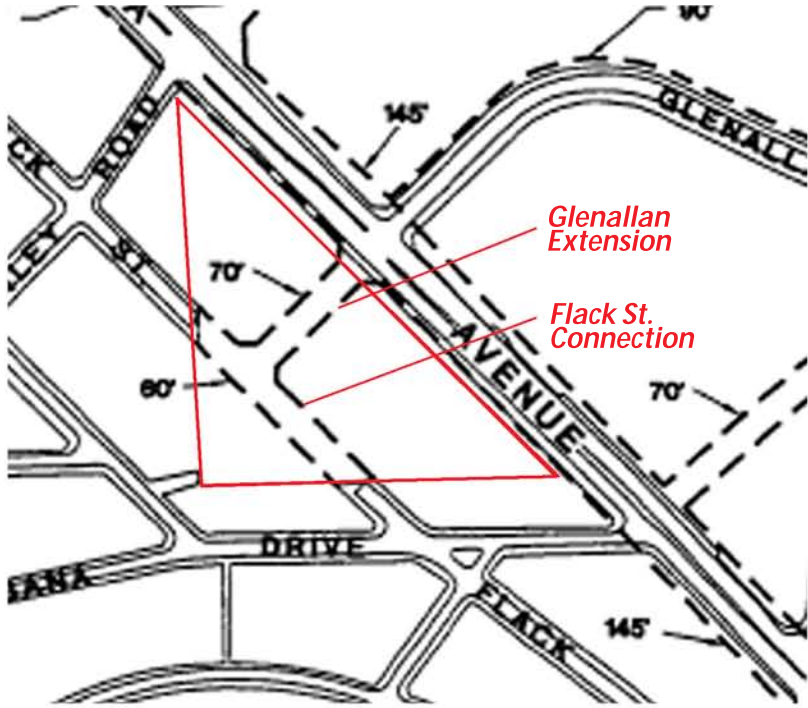


Existing Zoning



Bird's Eye Aerial

Issue #14 Glenallan Avenue Extension



Excerpt from 1997 Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity (pg. 48)



2011 Aerial

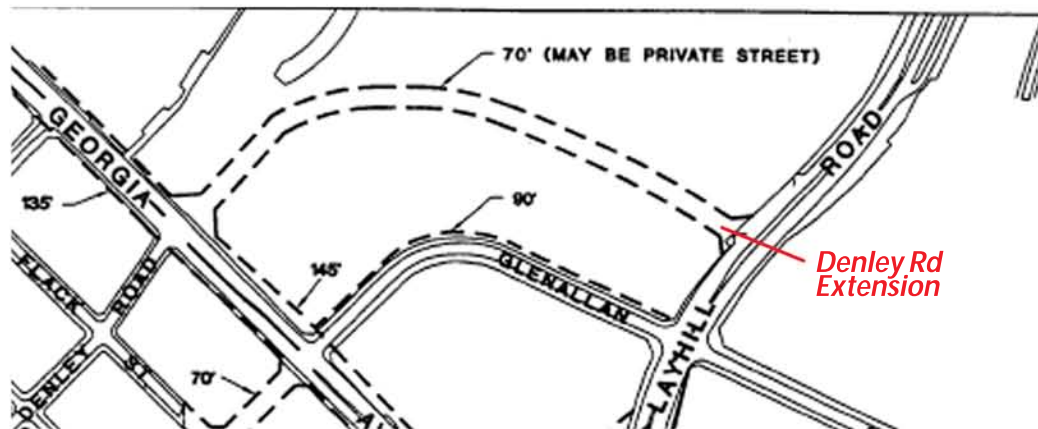


2012 Photo from Flack Street looking south



2012 Photo from garage looking west

Issue #15 Denley Rd extention (from Layhill Rd to Georgia Ave)

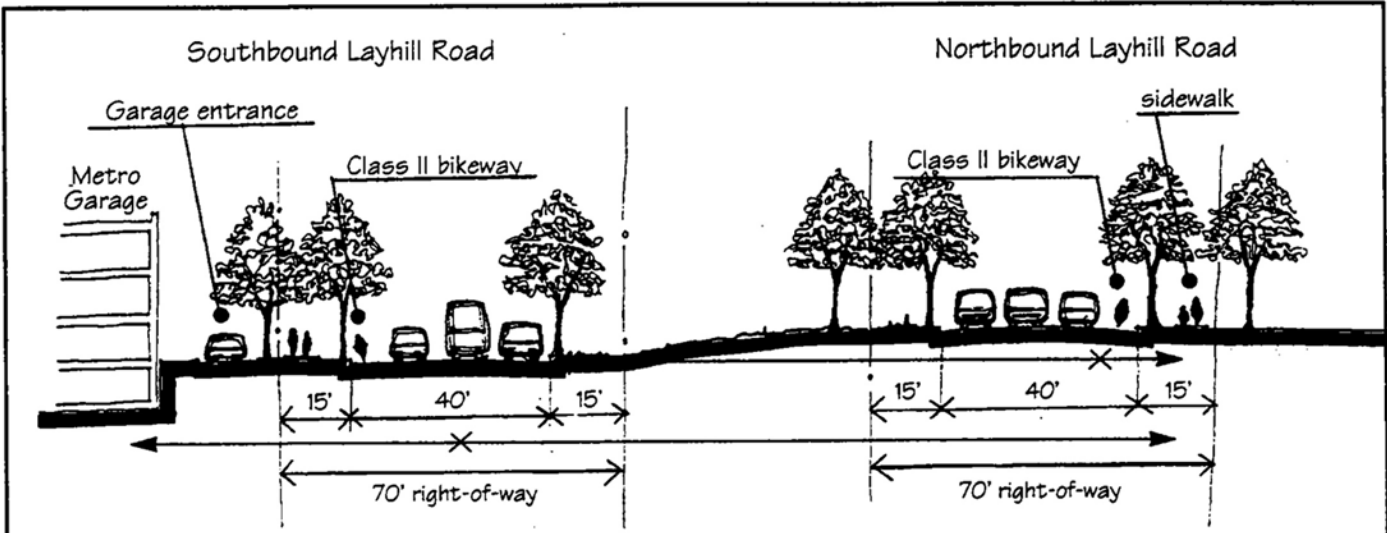


Excerpt from 1997 Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity (pg. 48)

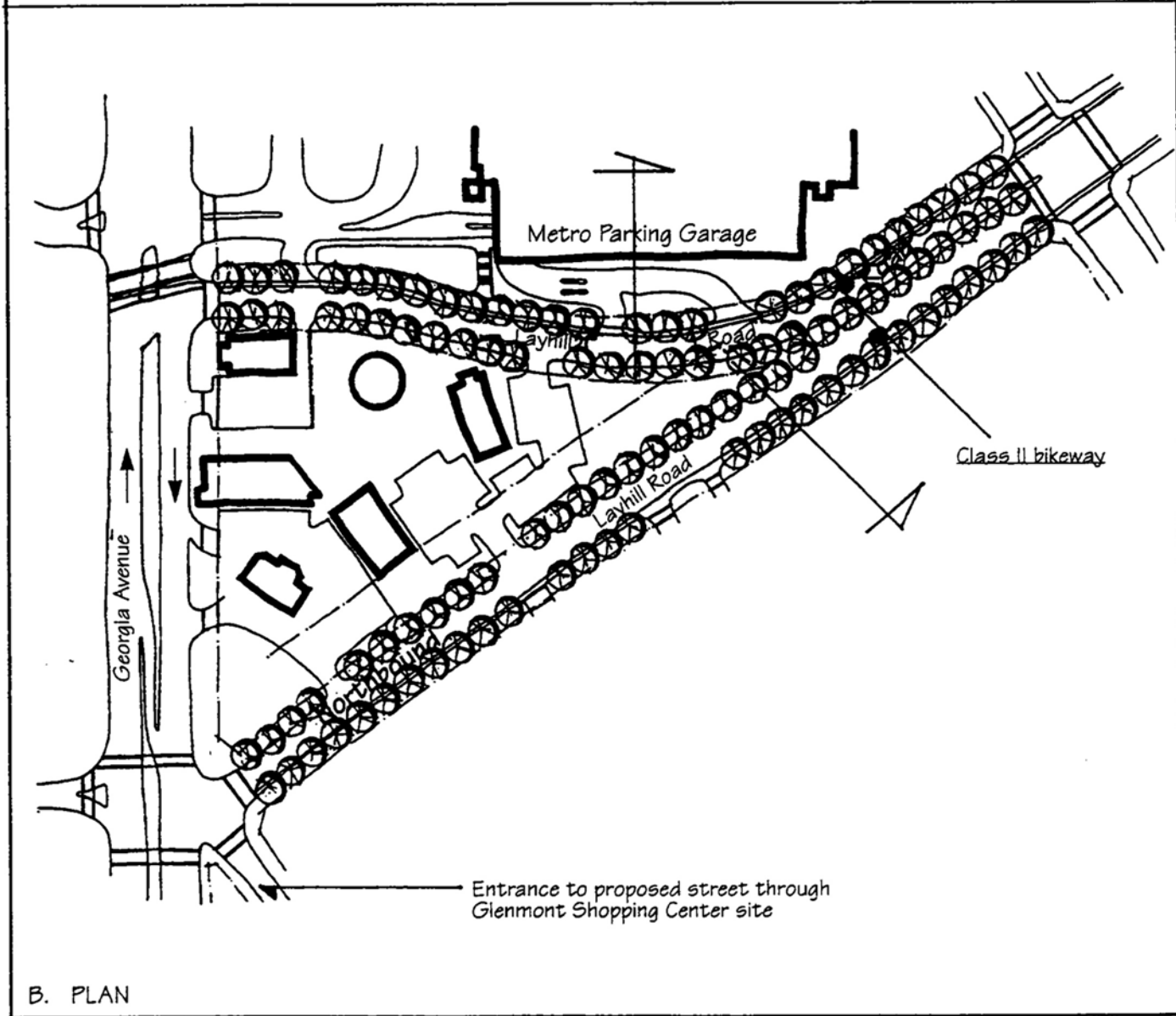
If this site redevelops, it should be an extension of the Glenmont Center rather than a neighborhood separated from the rest of Glenmont. To this end, this Plan recommends that a new street, parallel to and north of Glenallan Avenue, be constructed. (See Figures 14 and 22.) This street will help to incorporate 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.

Excerpt from 1997 Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity (pg. 32)

Issue #16 Layhill Road



A. SECTION



B. PLAN

Excerpt from 1997 Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity (pg. 67)

Issue #16 Layhill Road



2011 Aerial



Photo A: 2012 Existing conditions



Photo C: 2012 Existing conditions



Photo B: 2012 Existing conditions

Issue #16 Layhill Road

Figure 9: Layhill Road Improvement Alternatives



Existing Conditions



Option 1: Layhill Road Bifurcation



Option 2: Layhill Road Realignment



Option 3: Partial Layhill Road Realignment



Option 4: Road diet and spot improvements

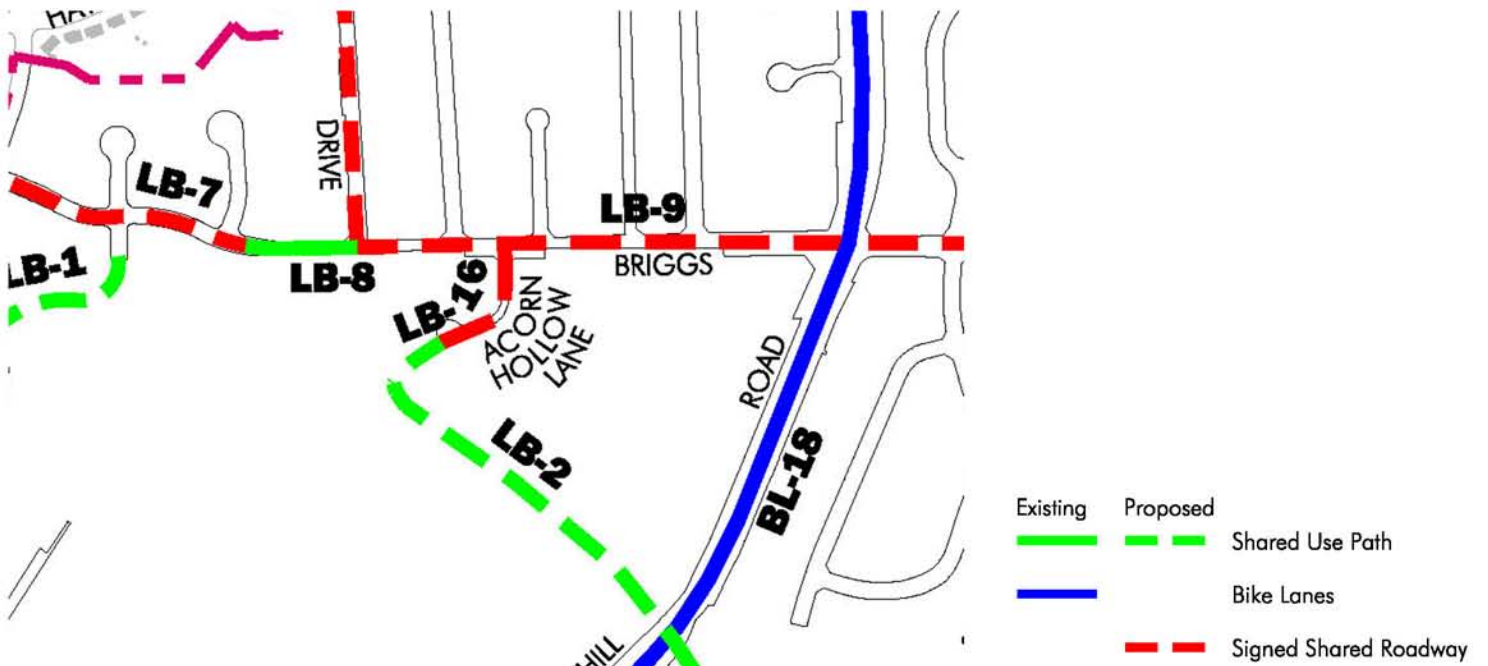


Option 5: Spot Improvements

Issue #19 Legacy Open Space Candidate Site



Legacy Open Space Candidate Site



Excerpt from Public Hearing Draft Glenmont Sector Plan (pg. 41)



2011 Aerial



Glenmont Sector Plan, Worksession 2

CK Clare Lise Kelly, Planner Coordinator, Historic Preservation, FP&P, clare.kelly@montgomeryplanning.org, 301-563-3402

LSW Scott Whipple, Supervisor, Historic Preservation, Functional Planning & Policy Division, scott.whipple@montgomeryplanning.org,
301-563-3404

[M] Mary Dolan, Chief, FP&P, mary.dolan@montgomeryplanning.org, 301-495-4552

Completed: 03/07/13

Description

Worksession No. 2: Glenmont Sector Plan

Evaluation of Historic Resources

Decisions for the Board to make:

- Whether any of these resources meet the criteria for historic designation established in section 24A of the County Code
- Whether it is in the public interest to designate any of these resources, balancing historic preservation with other public benefits
- Whether any of these resources merit listing on the Locational Atlas and/or designation on the Master Plan for Historic Preservation

Summary

Recommend to the County Council that four individual sites be designated on the *Master Plan for Historic Preservation*. Recommend that the Planning Board add all four resources to the *Locational Atlas and Index of Historic Sites* as an interim measure until such time as they are designated.

- **Glenmont Water Tower (1947), #31-47, 12413 Georgia Avenue**
- **Wheaton-Glenmont Police Station, 4th District (1958), #31-45, 2300 Randolph Road**
- **Georgia Avenue Baptist Church (1956; 1961), #31-46, 12525 Georgia Avenue**
- **Americana Glenmont (1961; 1965), #31-43, 2300 Glenmont Circle**

Staff finds that the following resource meets the criteria for historic designation, but does not recommend its designation because the Board has already approved a mandatory referral for a road interchange project which necessitates its demolition.

- Glenmont Fire Station, Kensington Station #18 (1953), #31-44, 12251 Georgia Ave

BACKGROUND

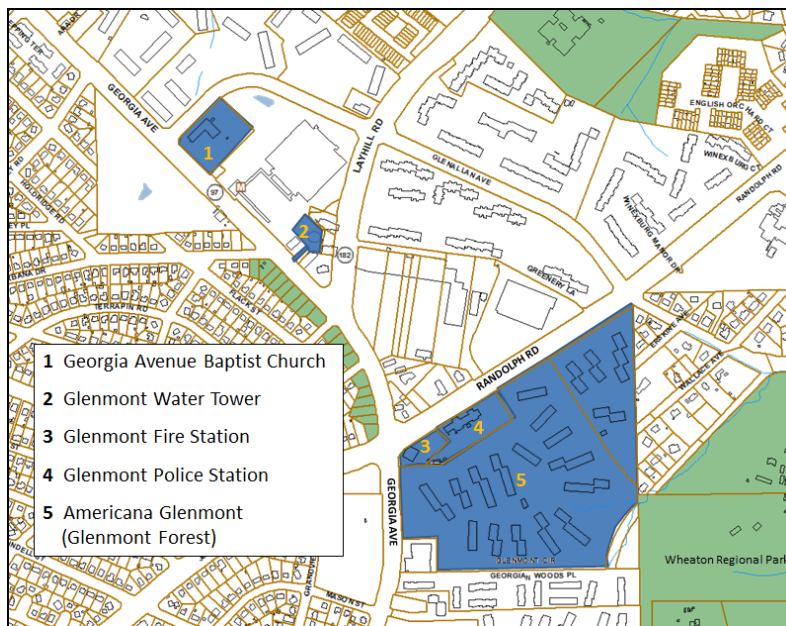
In an ongoing effort to evaluate historic resources in Montgomery County, staff initiates amendments to the *Master Plan for Historic Preservation*. Amendments are generated as part of an area master plan, or as part of the evaluation of the *Locational Atlas*, or through nominations by the public. Staff identified four of the resources under consideration through an evaluation conducted for the Glenmont Sector Plan. One resource, the Glenmont Fire Station, was nominated by a citizen.

None of the resources under review were previously identified on the 1976 *Locational Atlas and Index of Historic Sites*. Placement on the *Locational Atlas* gives the resources interim protection until they are designated on the *Master Plan for Historic Preservation*. That interim protection is the Moratorium on Alteration or Demolition provision of the Preservation Ordinance (Sec 24A-10). The Planning Board has the authority to add resources to the *Locational Atlas*. The County Council makes the final decision on designation of historic sites through an amendment to the *Master Plan for Historic Preservation*.

The HPC evaluated these historic resources on December 5, 2012. The Commission's recommendations, to designate four resources on the Master Plan, and add all five to the Locational Atlas, were presented to the Board in public testimony, and are addressed in the following discussion. The Maryland Historical Trust has determined that two of the five resources are eligible for the National Register of Historic Places: Americana Glenmont and Georgia Avenue Baptist Church (see attached letter).

This staff report summarizes the history and significance of each individual historic resource and relevant planning issues. For resources recommended for Master Plan designation, staff presents recommendations for designation, criteria, and environmental settings. Supplementing this report is the Maryland Inventory of Historic Property Forms ("research forms") prepared for each resource, found in the Appendix of the Glenmont Sector Plan.

LOCATIONAL MAP



DISCUSSION - HISTORIC RESOURCES

The following resources are discussed in chronological order of construction date. A history of the Glenmont area, included in Attachment, provides context for these resources. The complete list of criteria for designation is listed in an attachment.

31-47 Glenmont Water Tower (1947) 12413 Georgia Avenue

Prominently located at height of land at the Georgia Avenue-Layhill Road intersection, the 189-foot tall Glenmont Water Tower is a large-capacity, multi-columned, elevated water tank with a 500,000-gallon capacity. The Washington Suburban Sanitary Commission bought the water tower site in 1942 and built the tower in 1947. The water tower facilitated the phenomenal postwar suburban development of the Glenmont area that occurred within a five-year period after completion of the water tower. The 246-house subdivision of Glenmont Forest was platted in 1948. Subsequently, hundreds of additional houses were built in Glenmont Hills and Glenmont Village, which were virtually all built out by 1952.

The Glenmont Water Tower is one of the oldest extant elevated water tanks in Montgomery County. A survey of the county's water towers reveals that nearly all of the public water towers in the county built before World War II have been demolished. The Glenmont tower, along with water towers in Cabin John and Carderock, are the three towers known to have been built in the 1930s-1940s era. Established in 1917, WSSC was the first planning agency in Montgomery County, having State-granted authority to plan highways and review subdivisions before the creation of M-NCPPC. The Robert B. Morse Water Filtration Plant Site, dating from 1929-36 (site #33/22), is the only WSSC-related site currently designated on the Master Plan for Historic Preservation. Alterations to the Glenmont Water Tower include removal of central spiral stairs in 2009, and installation of an array of telecommunication antennas. Despite these changes, the resource continues to convey its historic character.

Planning Issues

WSSC opposes designation of the water tower, citing concerns that the Tower would be subject to regulation and enforcement of the Preservation Ordinance (Chapter 24A of the County Code). Staff responds that since WSSC is a state agency, the water tower is not subject to the Preservation Ordinance. As with designated historic sites on Federal property, the designation of the water tower would be largely honorary, and would contribute to the public history of the area. The draft Glenmont Sector Plan includes a set of guiding principles, including direction to preserve those historic resources which convey community identity. During preparations of the plan, Glenmont residents have indicated to Planning staff that the community recognizes the water tower as a significant visual landmark in Glenmont.

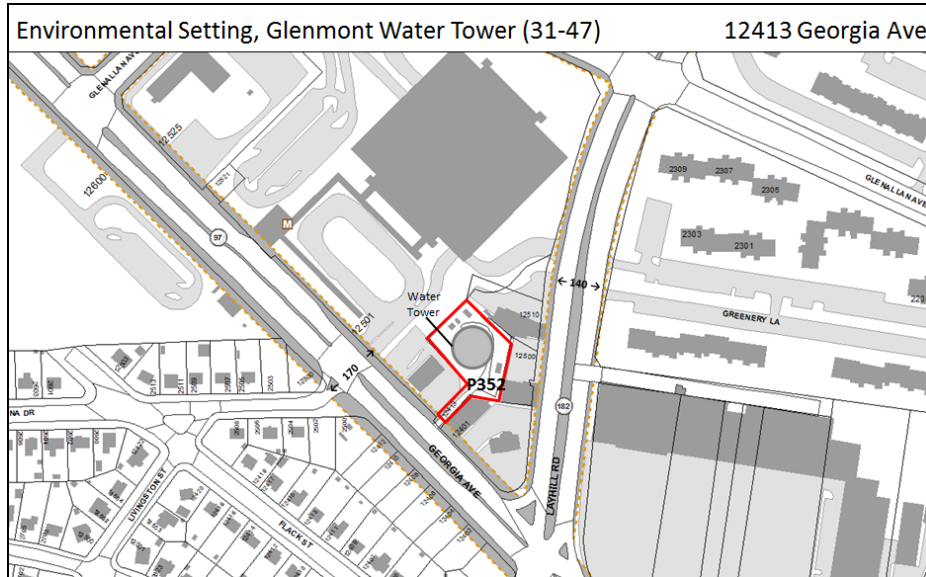
The 0.64-acre tower site is not susceptible to redevelopment, and the tower is expected to remain in use for the foreseeable future. The 1997 Glenmont Plan had recommended bifurcation of Layhill Road with an alignment that would run along the northern edge of the water tower property. The current draft plan does not support this scheme but instead calls for a realignment of the Layhill Road-Georgia Avenue intersection in a manner that would not impact the water tower site.

Recommendations

HPC and staff concur in recommending the Glenmont Water Tower for historic designation, finding that it meets the following criteria:

1a. has character, interest, and value as part of the development of the Glenmont area.

2e. represents an established and familiar visual feature of Glenmont due to its singular physical characteristic or landscape.



The recommended environmental setting is the 0.64 acre parcel P352 on which the resource is located (Tax ID 13-00983106). The setting does not include small non-contributing sheds on the parcel, nor does it include the 145-foot Master Plan Right of Way for Georgia Avenue.

31-46 Georgia Avenue Baptist Church (1956; 1962) 12525 Georgia Avenue

Georgia Avenue Baptist Church is a mid-century modernist church located on a prominent corner lot at Georgia Avenue and Glenallen Avenue. The ell-shaped, two-story church complex is comprised of a gable-front auditorium section and a flat-roofed education wing. The auditorium is banked into the land, which slopes down from the front of the property along Georgia Avenue back to the northeast.

The Georgia Avenue Baptist Church was established at the height of a postwar era of tremendous church construction in Montgomery County. The Georgia Avenue Baptist Church represents a new modernist architectural vocabulary chosen for many churches in the postwar era. The auditorium block was designed in 1954 by Theodore R. Bennett, and built in 1956. With its asymmetrical glass wall and concrete panels, the auditorium design is characteristic of mid-century modernist vocabulary and material. Modern features include the way the building is worked into the hillside, the glass walls that wrap from the front to side, and the banks of windows that light the auditorium above and classrooms below. The education wing--designed by Vosbeck-Ward Associates in 1961, and built 1962--features locally manufactured, prefabricated panels, called TECFAB Panels, which represent local innovation and technology. The church has a high level of integrity. The steeple was added in 1977.

The Maryland Historical Trust finds the Georgia Avenue Baptist Church is eligible for the National Register of Historic Places as a representative example of Mid-Century Modern church design and for its early use of an innovative locally-developed structural material--TECFAB-- that appears to have found broad acceptance in construction during the period.

Planning Issues

The church is adjacent to the Glenmont Metro Station property, which includes a parking garage and bus loop. The draft Glenmont Sector Plan identifies this quadrant as a potential site for mixed-use redevelopment. Designation of the church as a historic site does not preclude redevelopment. The church has no plans to relocate. Congregation members and its minister have expressed support for historic designation of this resource.

Recommendations

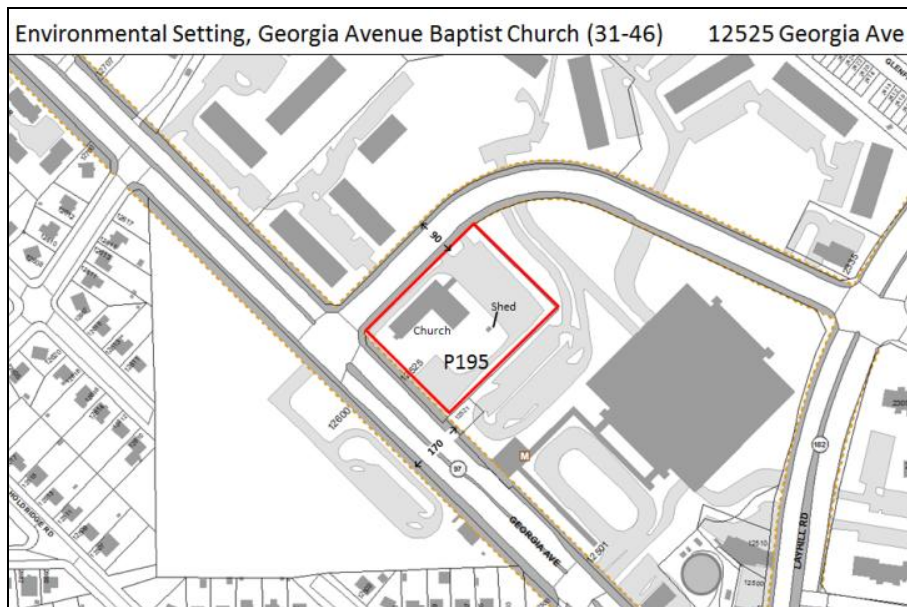
Staff recommends the Georgia Avenue Baptist Church for historic designation, finding that it meets the following criteria:

1a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation.

1d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities.

2a. embodies the distinctive characteristics of a type, period or method of construction

The HPC concurs in recommending historic designation, though only under criteria 2a. The Commission further recommends that the designation include language that grants leniency in review of any proposed changes to the steeple, which is not original to the church.



The recommended environmental setting is the 2.37-acre parcel P195 (Tax ID 13-00961350), which does not include the 145-ft Master Plan Right of Way for Georgia Avenue. The storage shed is a non-contributing resource.

31-45 Wheaton-Glenmont Police Station, 4th District (1959) 2300 Randolph Road

The Wheaton-Glenmont Police Station is a Colonial Revival complex built in two stages. The earliest section is the westernmost, cruciform section built in 1959. The Glenmont station is the oldest extant police station building in Montgomery County. It was the first county structure built to exclusively house

police facilities. The brick Colonial Revival style building, designed in 1958 by Bagley-Soulé & Associates architects, reflects a civic image that draws on the traditional architecture of colonial Maryland. The complex features traditional details including denticulated cornices, brick laid in American bond course, molded brick surrounds, and double hung sash windows. In addition, the building is the only surviving example of four Colonial Revival office buildings that county government agencies constructed in this era--the lone extant representative of the period of Colonial Revival civic buildings. Subsequent police stations built in Bethesda (1962), Silver Spring (1962), and Rockville (1963), were modernist in design.

The station was expanded to the east in 1968 with a compatible, hip-roofed section. In 1993, the operating systems of the building were renovated, including HVAC, electrical and lighting. In 2003-2005, the interior was renovated, including asbestos abatement, sprinkler system installation, and network wiring. Original windows were replaced with vinyl double-hung sash with sandwich muntins. A wheelchair ramp installed at the main north entrance is visually compatible with the complex. Despite these changes, the resource has high historic significance and retains sufficient character defining features to merit designation.

Planning Issues

The County Department of General Services opposes historic designation of the police station, stating that it will impact the ability to construct the Georgia Avenue-Randolph Road interchange. Staff has reviewed plans for this interchange with SHA and finds that the police station is not negatively affected by this project (see proposed environmental setting text below).

Recommendations

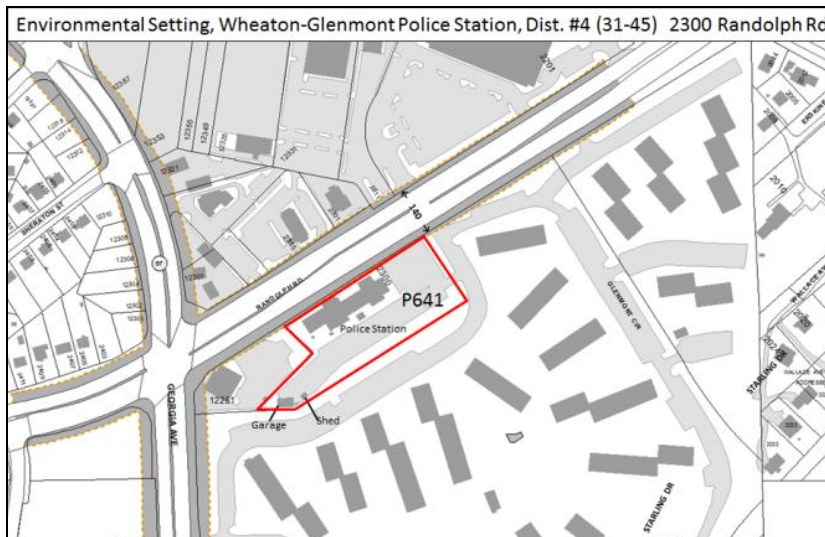
Staff recommends the Wheaton-Glenmont Police Station for historic designation, finding that it meets the following criteria:

1a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation.

1d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities.

2a. embodies the distinctive characteristics of a type, period or method of construction.

The HPC concurs in recommending historic designation, finding that the resource meets criteria 1d and 2a.



The recommended environmental setting for the Glenmont Police Station is the 1.83 acre parcel, P641 on which the resource is located (Tax ID 13-00971702), excluding the 140-foot Master Plan Right of Way for Randolph Road. This designation recognizes that an approved road interchange project anticipates a new turn lane and reconfiguration of the parking lot within the environmental setting. The garage and adjacent storage shed are contributing resources. Outbuildings immediately adjacent to the station are non-contributing.

31-43 Americana Glenmont (1961; 1965) 2300 Glenmont Circle

Americana Glenmont (now Glenmont Forest) is significant as an outstanding example of a modernist garden apartment complex built in a forest, with a rustic park-like setting. The site plan was carefully crafted to preserve natural features and fit buildings into the landscape. The 33.8-acre property is immediately adjacent to the Wheaton Regional Park, and is located southeast of the Randolph Road-Georgia Avenue intersection. The complex was built in two phases. The majority of buildings, located on the large western parcel, were built in the first phase of 1961. The complex was expanded in 1965 with construction of buildings on the east parcel.

The project represents state-of-the-art planning of its day in preserving natural resources and promoting indoor-outdoor living through site planning and modern architecture. The site features mature trees and large expanses of green, while apartments feature balconies and terraces that bring nature to private residential units. Americana Glenmont follows the example set one generation earlier by the Falkland Apartments (1936-37), the prototypical garden apartment complex in Montgomery County, noteworthy for moderate-income housing of Colonial Revival styling with a site plan that retained the natural landscape. A quarter century later, Americana Glenmont picked up on that tradition, using a modernist vocabulary of architectural design.

Americana Glenmont was the work of innovative developer Carl M. Freeman, who has been credited with introducing the modern garden apartment to metropolitan Washington. City planners, government officials, architects, and the building industry hailed his rustic park type of apartment project. Freeman's work was cited in *Architectural Record*, *House & Home*, *Better Homes & Gardens*, *Changing Times* and *Urban Land*. A founder of the Maryland Suburban Home Builders Association and recognized as one of the top 12 builders in the nation in 1964, Freeman helped transform local and national housing regulations from building codes to zoning. Freeman was a recognized trendsetter who was in the forefront of new frontiers in housing, from garden apartments to condominiums and resort housing.

Americana Glenmont received an award in 1962 from the Montgomery County Council and M-NCPPC for a judicious site plan that conserved natural topography and mature trees. Following on the heels of passage of the county's Anti-Bulldozer Bill, the award program was part of a public education effort to change the clear cutting and land leveling practiced by developers in the postwar era.

Planning Issues

The owner's consultant finds that the resource is unremarkable and does not meet criteria for designation. Based on a countywide survey of mid-century apartment complexes, and a thorough study of Carl Freeman's work, staff finds that the resource does meet several criteria for designation. This finding is supported by the Maryland Historical Trust, which has found the resource eligible for the

National Register, and by experts in architectural history. Richard Longstreth, a national authority on mid-century housing and Chairman of the Maryland Governor's Consulting Committee on the National Register of Historic Places, provided written testimony that Americana Glenmont is an extraordinary moderate-income apartment complex, not just for Montgomery County but for the nation, and that he would support its nomination to the National Register.

The owner, Grady Management, opposes historic designation citing additional costs and uncertainties of such listing. Staff has met with the owner's representatives to discuss redevelopment options. Staff recommends including design guidelines for redevelopment (see below). Designation of the apartment complex offers an opportunity for enhancing property values and a sense of place. In addition, designation provides access to tax incentives on local, state, and federal levels.

Glenmont Forest, as the property is now known, has been targeted for potential redevelopment as a mixed-use project in the Glenmont Sector Plan. Designation of the apartment complex protects an important sense of place which can become integrated into redevelopment. Staff recommends targeting the east parcel as suitable for redevelopment (see proposed environmental setting text below). The apartments may be suitable for retrofitting for senior residents who could benefit from ground level units, extensive walkway network, and connection to Wheaton Regional Park, including volunteer opportunities at Brookside Gardens.

The preservation of Americana Glenmont garden apartments supports a guiding principle of the Glenmont Sector Plan, which is to maintain a wide range of housing types. As other garden apartments are targeted for redevelopment (Privacy World has already been approved for redevelopment), preservation of the Glenmont Forest apartments would ensure that garden apartment type exists for resident who seek this living environment. As stated in the Glenmont Sector Plan, the redevelopment of Glenmont Forest could mean loss of market affordable rentals which are susceptible to replacement by more expensive housing in new construction (pp 9, 18). A study of Glenmont area residents finds a high percentage of lower income population compared to the rest of the county (pp 10-11).

In addition, Glenmont Forest has a park setting with mature trees and open space that provides a compatible transition to the Wheaton Regional Park which is immediately adjacent to the southeast, and single family houses to the east. The draft Glenmont Sector Plan calls for park trail connections which can further enhance the relationship between the park-like setting of the garden apartments and the public park. Road connections are planned between the northern parcel of Glenmont Forest and existing Erskine and Wallace Roads to facilitate vehicular circulation.

The Maryland Historical Trust finds that Americana Glenmont is eligible for listing on the National Register of Historic Places. The HPC recommends Americana Glenmont for placement on the Locational Atlas only, not for Master Plan designation. The Commission is concerned that more time is needed in order to fully understand the significance of this resource which has only recently obtained sufficient age to be considered historic.

Recommendations

Staff recommends the Americana Glenmont for historic designation, finding that it meets the following criteria:

1a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation.

1c. is identified with a person or a group of persons who influenced society;
1d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities.

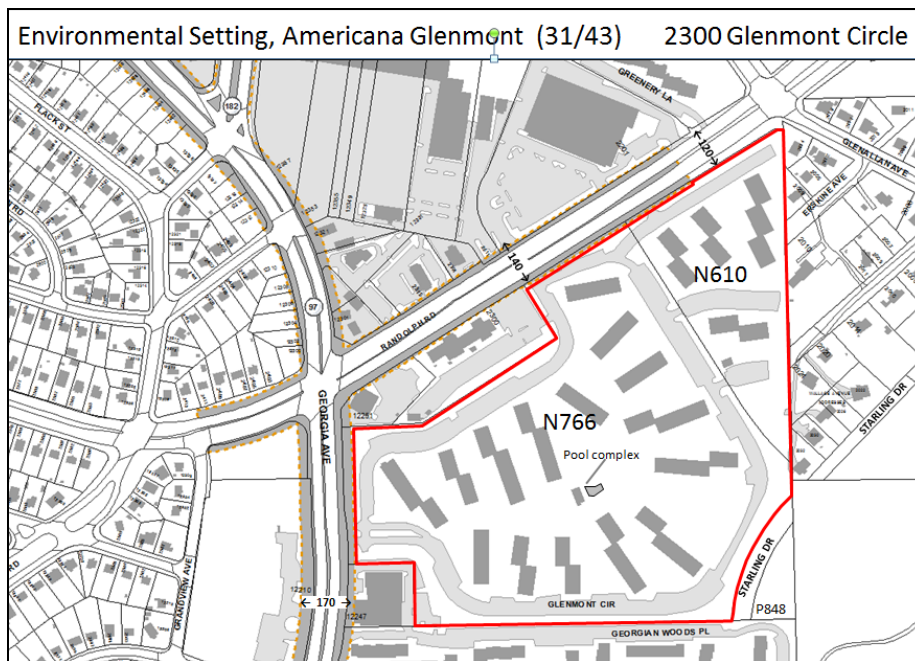
2a. embodies the distinctive characteristics of a type, period or method of construction.

Design Guidelines

The adoption of design guidelines for the complex is intended to clarify redevelopment efforts and to guide the Historic Preservation Commission in evaluating proposals for the site. As new programmatic requirements may necessitate alterations to the historic resource, the HPC must balance the public interest in preserving the site with the benefit of redevelopment and associated reuse.

The 7.5 acre east parcel (N610) may be appropriate area for redevelopment, since it lies outside the Glenmont Circle planning element and it represents a later stage of construction. Great leniency shall be exercised in the review of additions to or even demolition of the existing units on this parcel. Reconfiguration of vehicular access shall be possible and may accomplish the goals of connectivity with neighboring properties.

New construction on the east parcel should be compatible with the modernist character of the Americana Glenmont complex. Appropriate heights for surrounding development should be considered, for example stepping down heights for compatibility with single family houses on the eastern border. Taller buildings may be appropriate along Randolph Road, or in the center of the parcel. Since the land slopes down to the south, buildings may be banked into the hillside to accommodate additional stories.



The recommended environmental setting encompasses parcels N766 (26.3 acres) and N610 (7.5 acres), Tax IDs 13-00975436 and 13-00975447. The setting includes mature trees and a contributing pool house, but does not include Master Plan Rights of Way for Georgia Avenue or Randolph Road. The setting does not include Starling Drive street dedication nor does it include parcel P848 (Tax ID 13-

00975425), which lies between the Starling Drive paper street and Wheaton Regional Park.

31-44 Glenmont Fire Station, Kensington Station #18 (1953) 12251 Georgia Avenue

The Glenmont Fire Station was nominated for historic designation by Michael McAteer, a Glenmont resident. Built in 1953, the Kensington Volunteer Fire Department's Glenmont station was the earliest public building in the greater Glenmont area. The dedication of the fire station was a large event, with over 1,000 people attending. The fire station became a community focal point for the Glenmont community. The Colonial Revival style of the station, based on early Maryland architecture, features a broad sloping roof, gabled dormers, and denticulated cornice. Architect Ted Englehardt was a prolific architect in suburban Maryland whose work populates campuses of University of Maryland and National Institutes of Health.

Planning Issues

The fire station function is scheduled to be relocated to a new facility to be constructed on the west side of Georgia Avenue on the former Glenmont Elementary School site. In 2004, the Planning Board approved a mandatory referral by Maryland State Highway Administration for a new interchange at Randolph Road and Georgia Avenue. Staff met with the nominator, Mr. McAteer, and Brett Dean of State Highway Administration to address the preservation issue. Plans for the new grade separated interchange, which are approved and funded, require demolition of the historic fire station for phased through traffic during construction, and to accommodate parking for the police station and thus ensure the viability of that service facility.

HPC unanimously recommends that the Fire Station be designated on the Master Plan for Historic Preservation, finding that it meets criteria 1a, 1d, 2a, and 2e. Staff concurs that the fire station meets this criteria, yet does not recommend designation due to the approved mandatory referral.

CORRECTIONS TO APPENDIX I

Glenmont Water Tower MIHP Research form, #31-47, page 8-3:

- Third sentence: This survey effort has identified 24 public water tanks in Montgomery County owned by WSSC or the federal government.
- Third paragraph, first line: change date to 1947

Georgia Avenue Baptist Church, MIHP Research Form, #31-46

Page 7-2 and Figure 22: The storage building is a non-contributing structure.

Americana Glenmont MIHP Research Form, #31-43

- Section 2: Correct city is Silver Spring
- Figures 1 and 2: Identify Parcel P848 and Starling Drive street dedication on maps and omit from boundary delineation

Attachments:

- Criteria for Historic Designation
- MHT letter
- History of Glenmont's residents and built environment

CHAPTER 24A Historic Preservation Ordinance
Criteria for Historic Designation

The following criteria, as stated in Section 24A-3 of the *Historic Preservation Ordinance*, shall apply when historic resources are evaluated for designation in the *Master Plan for Historic Preservation*:

(1) Historical and cultural significance:

The historic resource:

- a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation;
- b. is the site of a significant historic event;
- c. is identified with a person or a group of persons who influenced society; or
- d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities; or

(2) Architectural and design significance:

The historic resource:

- a. embodies the distinctive characteristics of a type, period or method of construction;
- b. represents the work of a master;
- c. possesses high artistic values;
- d. represents a significant and distinguishable entity whose components may lack individual distinction; or
- e. represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape



*Maryland Department of Planning
Maryland Historical Trust*

*Martin O'Malley
Governor*

*Anthony G. Brown
Lt. Governor*

*Richard Eberhart Hall
Secretary*

*Matthew J. Power
Deputy Secretary*

December 12, 2012

Clare Lise Kelly
Research and Designation Coordinator, Historic Preservation
M-NCPPC, Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD

Dear Clare:

Thank you for asking my opinion of the potential National Register eligibility of resources in the Glenmont area. Based on the information presented, I offer the following preliminary evaluations:

Americana Glenmont (M: 31-43): eligible. The documentation makes an excellent case for the significance of this property within the context of Carl M. Freeman's influential work.

Georgia Avenue Baptist Church (M: 31-46): eligible. A representative example of Mid-Century Modern church design, which incorporates an early use of an innovative locally-developed structural material that appears to have found broad acceptance in the construction field during the period.

Glenmont Water Tower (M: 31-47): not eligible. Associated with the development of the water system that made the expansion of the suburbs possible, but seems to be just one of many elements in that trend. The removal of the central staircase, a major character-defining feature, compromises its integrity.

Wheaton-Glenmont Police Station (M: 31-45): not eligible. Marks the end of a trend toward Colonial Revival public buildings in the region, but as such arguably represents an obsolescent design. The 1968 wing compromises its integrity.

Kensington Volunteer Fire Department No. 18, Glenmont Station (M: 31-44): not eligible. An undistinguished example of a common building type and style.

I hope this information is useful to you; don't hesitate to contact me with any questions or comments.

Best regards,

A handwritten signature in black ink that reads 'Peter E. Kurtze'. The signature is written in a cursive, flowing style.

Peter E. Kurtze
Administrator, Evaluation and Registration
Maryland Historical Trust

GLENMONT AREA HISTORY

The community known as Glenmont grew up around the intersection of two key roads: the Washington-Brookeville Turnpike (Georgia Avenue), and Annapolis Road (Randolph Road). The name Glenmont dates from as early as 1898 when a post office opened to serve local residents. Like most crossroads communities, services were located here to serve locals and travelers: a store and blacksmith shop. There was also a popular roadhouse named High Steps, at Brookeville Pike and current Layhill Road.

By the early 1900s, working farms run by long-time residents were interspersed with country estates owned by "city people"--Washington natives or individuals who worked in the District. Winden was a grand stone Tudor Revival residence owned by the Denley family, located on the west side of Georgia Avenue (now Glenmont Metro station and garage). In the Prohibition era, Charles E. Dwyer converted the roadhouse into a grocery store, later known as Xander's Market. In the 1920s motor age, gas pumps were added to serve locals and day trippers. A four-room consolidated Glenmont Elementary School was built in 1926 to replace the rural one-room schools of Layhill, Aspen and Wheaton. Located one mile north of Wheaton, the Glenmont school included an auditorium for 125 students.

The oldest extant residential areas in Glenmont are small subdivisions that date from 1937-1938: Glenmont Heights (12800 block Flack Street), Lutes (Lutes Drive), and Glenallen (Wallace Ave vicinity). Platted for only a few blocks each, these New Deal era developments were only partially built out with houses that were mostly one-story, side-gable frame structures. World War II interrupted further development.

Glenmont today dates almost entirely from the post-war era, developed between 1947 and 1965. After World War II, the county's population exploded as government workers and returning veterans gravitated to the area. In Glenmont, large-scale development was made possible with construction of a water tower, which WSSC built in 1947. Over the next three years, hundreds of houses were built in Glenmont Forest, Glenmont Hills and Glenmont Village. And so Glenmont quickly transformed from farm to suburb. Modest, traditional houses that populated these neighborhoods were a continuation of those built in Glenmont a decade earlier, being modest Rambler and Cape Cod types. The residential area east of Layhill Road (Layhill South) dates largely from 1963 to 1965.

Community facilities were in great demand by 1950. The 1950 Glenmont plan called for a regional park and improved school to serve current and future developments of largely single family housing that was envisioned. Plans to build an 8-classroom addition to Glenmont Elementary school (at the southwest corner of Georgia Avenue and Randolph Road) were announced in 1951. The Colonial Revival firehouse, designed by architect Ted Englehardt, was dedicated in 1952. Next door, the police station was built in 1959, to the Georgian Revival design of Chevy Chase firm Bagley, Soule & Associates. Land for Wheaton Regional Park was acquired in 1960.

The tremendous growth in Glenmont put pressure on local roads. Civic and trades groups campaigned the State for improvements to Georgia Avenue. As a result, the road was widened to a two-lane dual highway. The 1952 opening of the newly widened Georgia Avenue was cause for regional celebration, with a two day holiday, party, parade, and ribbon-cutting by Gov. Theodore McKeldin. Commercial development followed. When Wheaton Plaza opened in 1955, it was the largest shopping mall in Maryland. Locally, the Glenmont Shopping Center was built in phases to serve the growing community. The complex was designed by Bartley & Gates, a Wheaton architectural firm known for modernist

design. The first phase is the 1956 Arcade, with its modernist geometric signage, and consisting of 11 shops and a basement 24-lane bowling alley. The alley was named for Giants player Alphonse "Tuffy" Leeman, and featured duckpin bowling, a sport that originated in Baltimore in 1900. By 1960, the shopping center was expanded to the north with a People's Drugstore and a Grand Union, with a distinctive marina roof. In the late 1970s, the east L-shaped wing was constructed.

In a controversial move in 1959, apartment zoning was approved for the Glenmont Americana site (now known as Glenmont Forest apartments), opening the door for multi-family housing in an area that had been exclusively single family houses. While some decried the move toward an urban environment, others welcomed diversity of housing. Ultimately, developer Carl M. Freeman's Americana Glenmont garden apartments were deemed a success by the County Council and M-NCPPC, who named the complex the winner of their contest for best site plan which preserved natural features of topography and mature trees.

ATTACHMENT 4

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
Zoning	Winexburg Manor	Letter/ Verbal	Feb 1/ Feb 14	Todd Brown – Linowes and Blocher for Winexburg Apartments	1. Instead of split zoning, Plan should recommend the use of landscaping and buffer for compatibility through Site Plan.
Historic Preservation	Glenmont Forest	Letter/ Verbal	Feb 1/ Feb 14	Todd Brown – Linowes and Blocher for Glenmont Forest	<ol style="list-style-type: none"> 1. Opposes historic designation of Glenmont Forest (Americana Glenmont); adds additional costs, complications and uncertainties for redevelopment. 2. Instead of split zoning, Plan should recommend the use of landscaping and buffer for compatibility through Site Plan. 3. Only way to introduce restricted affordable housing is through redevelopment and MPDU program. 4. Public benefits of stormwater improvements, forest conservation, connections to neighborhood and Wheaton Regional Park will only be realized with redevelopment.
Historic Preservation	Glenmont Forest	Report/ Verbal	Feb 1/ Feb 14	David Rotenstein	<ol style="list-style-type: none"> 1. Property meets none of criteria for designation. 2. Placing property on Atlas not consistent with accepted practice or intent for Atlas. 3. Property is an unremarkable complex and does not meet legal standards for designation. 4. Additional research would not likely make it meet the criteria.
Zoning	Shopping Center Glenmont Arcade	Letter	Feb 5	Todd Brown- Georgia East Lmt'd Partnership	<ol style="list-style-type: none"> 1. FAR 3.0 for the Shopping Center to provide enough economic incentive for redevelopment. 2. Shortsighted to limit zoning because of existing market conditions.
Zoning, Land Use, Environment, Historic Preservation	Glenmont Forest Winexburg Manor	Letter/ Verbal	Feb 5	Doug Wrenn	<ol style="list-style-type: none"> 1. Split zoning unnecessary to ensure transitional buffer due to compatibility finding during Sketch Plan review. 2. Encouraging a higher percentage of MPDUs will significantly hinder redevelopment potential. Should not be a CR priority. 3. Encouraging a minimum of 25% tree canopy coverage could significantly hinder redevelopment. 4. HP evaluation creates a cloud of uncertainty that will make redevelopment more challenging. 5. Absent HP designation, it is possible to maintain the

TOPIC	PROPERTY	TYPE		COMMENTS	TESTIMONY
					environmental buffers, provide internal street connections, provide ped/bike access and achieve the residential density allowed by the proposed zoning.
Mobility	General	Letter	Feb 12	Jack Cochrane- MoBike	<ol style="list-style-type: none"> 1. SP-24: agree with recommendation but if road is substantially rebuilt or lanes removed bike lanes in addition to path is optimal. 2. MDOT in process of signing Georgia Ave route from Matthew Henson Trail. 3. LB-6: Segment of Flack between Denley and Weller should be replaced by Denley and Holdridge. 4. Livingston St crossing of Randolph is unsignalized and difficult. 5. Layhill/Georgia intersection must be easy for cyclists to negotiate.
Historic Preservation	Glenmont Forest	Letter	Feb 12	Isabelle Gournay- University of Maryland	<ol style="list-style-type: none"> 1. [Glenmont Forest] is a major resource in the recent history of Montgomery County and ought to be preserved and protected.
Mobility, Land Use	English Orchard Court	Email	Feb 12	Tony Fracasso- Glenfield North Association	<ol style="list-style-type: none"> 1. Overall Plan good- traffic should not prevent implementing plan. 2. Desire buffer green space between road and sidewalk. 3. 100' buffer under "Winexburg Manor" is greatly appreciated. 4. Prefer shared use path "LB-3" on the northwest side of the stream perhaps connecting into Glenallan Court. 5. Desire marked crosswalk on Randolph Rd from Heurich Rd to English Orchard Ct.
Mobility, Parks	Georgia Ave West	Email/ Verbal	Feb 12/ Feb 14	Laura McAteer	<ol style="list-style-type: none"> 1. Increased traffic congestion near new Metro garage, Urbana and Holdridge. 2. Recommends changing "permit parking only" times to 8am-6pm. 3. New public amenities on the Shopping Center property would not be easily accessed from west Georgia Ave. 4. Georgia Ave and Randolph Rd are too wide and are constant barriers. 5. Layhill Road "T" intersection and lane reduction are

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					<p>excellent recommendations.</p> <ol style="list-style-type: none"> 6. Support BRT within current lane structure taking existing traffic lanes if necessary. 7. People use mass transit when it is more difficult for them to use their cars, not easier. 8. There are no park areas on the west side, consider vacant portion of WMATA Triangle with a safety barrier. 9. Fears “us versus them” mentality between east and west Georgia with continued limited accessibility. 10. Safe, easy pedestrian movement throughout the area must be a priority.
Mobility, Implementation	General	Letter	Feb 11	Ernst Benjamin- AGWG Civic Association	<ol style="list-style-type: none"> 1. We share many objectives in Plan. 2. Recognize redevelopment depends on increased residential density. 3. Agree with rejection of Layhill Road bifurcation. 4. Layhill Road is barrier to pedestrian traffic between Metro and commercial area. 5. Recommendations to realign Layhill in a T junction and reduce lanes ignores the fact that Layhill-Georgia intersection is failing and would make it worse. 6. Pedestrian safety could be assured with operational measures without costly reconfiguration of Layhill. 7. Structured parking is not readily accessible to those depending on automobiles. 8. Desire greater assurance of improved retail and dining facilities. 9. Make every effort to retain the best of the existing commercial services Shoppers, CVS, Staples and DMV. 10. Urge incremental planning increases for regular and substantial community involvement.
Historic Preservation	Water Tower	Letter	Feb 11	Jerry Johnson - WSSC	<ol style="list-style-type: none"> 1. Oppose designation of the tower. 2. If designated, WSSC will continue to operate the tower with its sole discretion. 3. Cannot rely on HPC staff responses to deflect future claims that the Tower is subject to future permitting and other

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					forms of regulation.
Historic Preservation	Glenmont Forest	Letter	Feb 12	Richard Longstreth - George Washington University	<ol style="list-style-type: none"> 1. Support full designation of the property with its modernist vocabulary and layout. 2. Consultant report commissioned by Grady Management is meager at best on any kind of substantive analysis.
Mobility, Zoning, Historic Preservation	General	Letter/ Verbal	Feb 12	Michael McAteer – Glenmont Civic Association	<ol style="list-style-type: none"> 1. Half Metro users drive to the station- Are the others walking, dropped off, or riding the bus? 2. Walking to Metro should be a central theme of the Plan. 3. Major roads are too wide discouraging walking. 4. Make town center accessible to walkers throughout Glenmont. 5. Traffic calming measures would restrict traffic on Glenallan. 6. All roads should strike balance between vehicular access and circulation and pedestrian safety. 7. Reduction of Layhill lanes would be a significant improvement. 8. Making Layhill/Georgia intersection “T” is very good for pedestrians. 9. Building heights of 120 feet should be built only at the rear of the shopping center. 10. No building should be over six stories in Glenmont. 11. Five story buildings would be a radical departure and tall buildings would tower over west side of Glenmont. 12. Opposes building over four stories in Layhill Triangle. Those over four stories should be located at the rear next to Metro garage. 13. Preserve the fire station for historic significance. 14. BRT must utilize existing traffic lanes. 15. Oppose widening Randolph Rd or Georgia Ave. 16. Oppose Georgia/Randolph interchange project. 17. Look for ways to bring jobs. 18. Remove recommendation for affordable housing on WMATA Triangle from sector plan-not enough detailed information.
Vision, Parks	General	Email	Feb 13	Nancy Fey – Pilgrim	<ol style="list-style-type: none"> 1. Strongly endorse the vision.

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
				Church	<ol style="list-style-type: none"> 2. Seek clarification of timing, process and compensation of Church’s property for LOS.
Mobility, Zoning, Environment	General	Letter	Feb 14	Keith Bounds – Maryland DOT	<ol style="list-style-type: none"> 1. Leverage new development to pay road improvements. 2. The Plan meets MTA goals of supporting and promoting transit. 3. Include safety component in all transportation projects with State roads. 4. Coordinate with SHA District 3 Office when projects may impact SHA ROW or facilities. 5. Sidewalks and off-road shared-use paths on State roads should meet ADA. 6. Future growth should consider SHA ped and bike guidelines and coordinate with SHA District 3 Office. 7. TOD opportunities and improvements to transit access should be coordinated with SHA/RIPD and SHA District 3. 8. BRT on Georgia with improvements to sidewalks and curb lanes may have ROW impacts to frontage along road. 9. Additional technical comments were provided.
Historic Preservation	General	Verbal	Feb 14	Leslie Miles –Historic Preservation Commission	<ol style="list-style-type: none"> 1. Add all five resources to Locational Atlas: Glenmont Forest Apartments, Water Tower, Fire Station 18, District 5 Police Station and Georgia Avenue Baptist Church. 2. Only four on Master Plan Of Historic Preservation: Water Tower, Fire Station 18, District 4 Police Station and Georgia Avenue Baptist Church. 3. Maryland National Historic Trust finds Georgia Avenue Baptist Church and Glenmont Forest are potential resources eligible for the National Register.
Land Use, Historic Preservation, Zoning, Mobility	General	Verbal/ Letter	Feb 14	Greg Ossont – Department of General Services	<ol style="list-style-type: none"> 1. Supports enterprise zone and taking steps to implement it. 2. Do not support police station and fire station designated as historic resources- it will impact the ability to construct the Georgia/Randolph interchange. 3. Supports recommended zoning change for Shopping Center. Consider property owners’ input on height and density suggestions. 4. Mobility technical comments provided for the Plan.

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
Housing, Land Use	General	Verbal	Feb 14	Perry Berman- Housing Opportunities Commission	<ol style="list-style-type: none"> 1. Supports efforts of affordable housing around Metro Station. 2. Supports affordable/senior housing on WMATA triangle. 3. Suggest staff use other zone for WMATA triangle and not TSR. Opposes use of floating zone.
Land Use, Housing,	General	Verbal	Feb 14	Greg Eisenstadt-Privacy World	<ol style="list-style-type: none"> 1. Supports redevelopment that is gradual, steady, and evolutionary. 2. Supports recommendations to redevelop older multifamily housing without significant impact to existing single-family neighborhoods. 3. Seeks to accommodate anticipated demands for diverse housing types in community. 4. Allow and encourage, not require, high density TOD of appropriate sites especially closest to Metro. 5. Endorses Staff Draft and recommends adoption with few changes.
Mobility, Zoning, Implementation	General	Verbal/ Letter	Feb 14	Vicki Vergagni- Glenwaye Garden Condominium	<ol style="list-style-type: none"> 1. Market position and redevelopment of Glenmont should be based on diversity. 2. Zoning should allow for basic needs such as laundromats and gas stations. Proposed zoning does not allow gas stations. 3. Should provide a diversity of restaurants and retailers for a diverse population. 4. Redevelopment plan should not be driven by the needs of future residents near Metro. 5. Supports walkable, bikeable, community with improved shopping center and landscape. 6. Concerns about traffic issues and study. 7. Questions the measures and interpretation of traffic data. 8. Plan is not ripe for consideration. Board should meet with community leaders to create a more appropriate plan. 9. County should subsidize rent for those currently occupying rental housing. 10. Build underground access or ped/bike bridges to get to Metro. 11. Crosswalks should be straight, well-marked and well-lit with

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					<p>“countdown” lights.</p> <ol style="list-style-type: none"> 12. Housing with parking should be approved only if traffic analyses use nationally-recognized measures. 13. Parking lot district would require a special tax on Glenmont citizens. This is not acceptable. 14. Property owner should be compensated for land taken consistent with the value of the property. 15. County needs to subsidize the purchase of individually-owned housing for affordable housing as opposed to workforce housing. 16. Layhill Road should not be narrowed. 17. Mature trees should be preserved by relocating them. 18. There should be no road behind the water tower. 19. Fees should be established for payment by developers to all properties impacted by incidents associated with development. 20. All individually-owned residential property should be treated the same. 21. Ethnic businesses should be target for all retail spaces. 22. Building heights next to an existing property should not exceed existing building height by more than ten feet. 23. All new housing should be designed and built to last at least 50 years. 24. County should subsidize a facility to provide child/elder care. 25. A parking garage should not be built. 26. Jug handle should be constructed on existing parking lot at police station. 27. County and State should reconsider speed limits on all local roads. 28. Plan should include preferential treatment for properties using solar panels and other energy-saving technologies. Solar panels should be protected from tall structures.
Mobility	General	Report	Feb 14	Mark Franz- University of Maryland	<ol style="list-style-type: none"> 1. Unclear why value of 1800 is used as failing CLV value. 2. Transportation analysis omits critical issues regarding

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					<p>intersection performance.</p> <ol style="list-style-type: none"> 3. Increased use of Metro may contribute to congestion in immediate area of Metro. 4. It is unclear why certain intersection data are presented for pedestrian safety and others for CLV analysis. 5. Not clear if a study was conducted to calibrate the trip generation rates for Glenmont. 6. It is not clear if pass-by trips were subtracted from the newly generated trips. 7. Colors used in Table 8 of Appendix C seem to be incorrect. 8. Difference between estimated CLV and future observed CLV could likely be within the limits of putting intersections into failing condition. 9. Was turning bay storage observed? If near capacity during peak period, spill back may be a future issue. 10. Not clear if study considered the effect of transit buses on observed CLV values. 11. Did CLV analysis consider impact of pedestrian movements?
Mobility	Shopping Center MVA, Pizza Hut et al.	Verbal	Feb 14	Michael Fisher-Shopping Center Owner	<ol style="list-style-type: none"> 1. Does not address main concerns from community charettes. 2. No urgency among owners to redevelop immediately. 3. Access to and from shopping center is biggest obstacle to redevelopment. 4. No effort has been made to improve connection between shopping center and Metro- provide a convenient way for pedestrians to cross Layhill Rd. 5. Plan does not provide access from southbound Layhill Rd into shopping center. 6. Support bifurcation of Layhill Road in 1997 Plan with turning lane for access to shopping center. 7. Plan as drafted does not change current situation in Glenmont or encourage development.
Zoning, Mobility, Historic Preservation, Implementation	General	Verbal/ Letter	Feb 14/ Feb 15	Oriole Saah-Greater Glenmont Civic Assn.	<ol style="list-style-type: none"> 1. Favors well-planned, beneficial development. 2. Desires development and density increases in a reasonable and manageable way. 3. Desires an improved shopping center with attractive

TOPIC	PROPERTY	TYPE		COMMENTS	TESTIMONY
					<p>amenities with ethnic restaurants reflecting Glenmont diversity.</p> <ol style="list-style-type: none"> 4. Will new rents be affordable? [commercial?] 5. Residential density would increase demand on infrastructure. 6. How do priority benefits become a priority when they are not mandatory? Businesses should offer real, meaningful benefits. 7. Safe pedestrian walkways and habitat preservation should not be exchanged for incentive points. 8. Alternative transit options are less attractive than driving- No guarantee new residents will use mass transit. 9. Not clear if BRT would require dedicated lane. 10. Metered parking may drive customers away-give people a reason to shop in Glenmont first. 11. Can intersections near capacity handle the increased density? 12. Traffic signal at Livingston may encourage cut through traffic in community. 13. Underwhelmed with selection for historic preservation- preservation should not take precedence over improvements and developments. 14. Why are we offering such extreme heights and densities? 15. Could the plan proceed in small stages? 16. Is it possible to have a nice shopping center without everything else? 17. Could increases in density/height in one area be measured before moving forward?
<p>Mobility, Historic Preservation</p>	<p>General</p>	<p>Verbal</p>	<p>Feb 14</p>	<p>David Shaw-Glenmont Exchange</p>	<ol style="list-style-type: none"> 1. Reduce the speed limit on Randolph between Georgia Ave and Kemp Mill Rd to 35 mph. 2. Continue Layhill Rd between Glenallan and Georgia Ave as three lanes in each direction. 3. No position on the Plan-but surveyed members. 4. 11 responded with nine in support and two in opposition of the Plan.

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					<ol style="list-style-type: none"> 5. Add a pedestrian cross-walk at Randolph/Heurich intersection. 6. Create parking permit plan to discourage Metro commuters from parking on local roads. 7. Provide more detail on how vehicular access would operate on narrowed Southbound Layhill Rd. 8. Provide access from Southbound Layhill into Glenmont Shopping Center. 9. Looks for investment money in a weak market. 10. Pedestrian access to Metro, shopping center and throughout is unsafe and not addressed. 11. Need more crosswalks. 12. Oppose Georgia Avenue Baptist Church historic designation 13. Not enough information on connectivity and open space. 14. Added density is acceptable if that's the price of redevelopment. 15. Community opposition to redevelopment is absurd. 16. This is a long term plan and the end result could be very good. 17. Concern about displacement of residents in three apartment developments. 18. Plan does not come up with better vehicular/pedestrian solution. 19. Bifurcation is safer option. 20. Community's input was discounted.
<p>Mobility, Land Use, Historic Preservation, Implementation</p>	<p>Shopping Center: Shoppers Food Warehouse</p>	<p>Verbal/ Letter</p>	<p>Feb 14</p>	<p>Nancy Reglin– Shulman Rogers for Glenmont Shopping Center Owner</p>	<ol style="list-style-type: none"> 1. Access is critical to redevelopment. Turning point access into the center should be addressed in more detail. 2. 2.0 do not give owners a long term reach in 20 years. Should evaluate up to 3.0 FAR in long view. 3. Plan should continue to support the jughandle. 4. The Plan should support current use as stand-alone retail with flexibility for future re-development opportunities. 5. Oppose historic designation of police station, any part of the shopping center or water tower.

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					6. The Plan should continue to strongly recommend economic development assistance and support specific recommendations of the Economic Analysis Report. 7. Board should identify that “game changing” idea that community can rally around.
Land Use, Implementation, Mobility	General	Verbal	Feb 14	Steve Hanmer	1. Need more opportunities for conversations in the community. 2. Create a distinct use separated by green space but connected. 3. Integrate the four corners of Randolph and Georgia. 4. Envisions mini Silver Spring on scale. 5. No high-end retail services but Wegmans, Whole Foods, regional attraction for families such as community art center, children’s museum. 6. Desire breezeways to access new town center while allowing through traffic to continue.
Zoning, Historic Preservation, Implementation	General, Privacy World	Verbal	Feb 14	James Roembke – Buchanan Partners for Privacy World	1. Encouraging and incentivizing redevelopment of properties is essential. 2. Support Enterprise Zone designation. 3. Suggest CR 2.0 of property consistent with density approved in development plan. 4. Transitional property, First Assembly of God Church, is suitable for RT 12.5 or RT 15. 5. Portion of WMATA parcel between Privacy World and railyard should be considered for CR. 6. Historic designation inhibits redevelopment particularly Georgia Avenue Baptist Church and Fire Station.
Zoning, Land Use, Implementation	General	Verbal	Feb 14	Nicole Marville	1. Desires better retail options than what is there. 2. Supports heights up to ten stories without blocking sun. 3. Support Parking Zones where residents who live within a certain radii park for free. 4. Participants in this process are not reflective of the community as a whole.
Land Use, Zoning,	General	Verbal	Feb 14	Susan Johnson- Layhill Civic Association	1. Concern for density and building heights overwhelm the area.

TOPIC	PROPERTY	TYPE		COMMENTS	TESTIMONY
Implementation, Mobility					<ol style="list-style-type: none"> 2. Concern about future traffic when the Metro only goes downtown. 3. Grade separation will be a factor and the effect on traffic- not easy to estimate. 4. Supports mid height mixed use development and town square at the Shopping Center. 5. Supports a right mix of stores and restaurants with a coffee shop in redeveloped Shopping Center. 6. Total traffic road plan with vehicular patterns should be part of the shopping center plan to Layhill Road. 7. Problem entering shopping center from southbound Layhill into shopping center. 8. Redevelopment of Privacy World, Winexburg, Glenmont Forest would displace renters needing low to moderate cost housing. 9. Plan needs to assure bus riders can safely cross Layhill Rd and Glenallan Ave. 10. Pedestrian access to shopping center is essential. 11. Opposes reduction of Layhill Rd.
Historic Preservation	General	Verbal	Feb 14	George French – Silver Spring Historical Society	Support designation of all five sites.
Implementation	Shopping Center: Country Boy	Verbal	Feb 14	Todd Barnsley for James Barnsley	<ol style="list-style-type: none"> 1. Need incentive to redevelop property. 2. Engaged in the Sector Plan process.
Zoning, Implementation, Historic Preservation	Shopping Center General	Verbal	Feb 14	Russ Gestl – Buchanan Partners for Privacy World	<ol style="list-style-type: none"> 1. The plan should not create hurdles of cost and complexity. They are disincentives. 2. Flexibility between commercial and residential FAR that allows development to move forward. 3. Provide as many incentives as you can. 4. Supports enterprise zone and parking lot districts. 5. Historic designation can be big stumbling blocks. 6. Supports creation of an incentive that rewards shopping center owners who redevelop. 7. Fearful of more FAR. Increased FAR may be a disincentive. Value is in collaboration and problem solving not FAR.

TOPIC	PROPERTY	TYPE		COMMENTS	TESTIMONY
Historic Preservation	Glenmont Forest Apartments	Verbal	Feb 14	Marcie Stickle	<ol style="list-style-type: none"> 1. Renewal should not be removal of residents of garden apartments. 2. Supports the historic designation of the Glenmont Forest Apartments to Master Plan for Historic Designation. 3. HP resources are anchors.
Zoning, Implementation, Mobility	Shopping Center	Letter	Feb 14	Robert Buchanan – Buchanan Partners	<ol style="list-style-type: none"> 1. Better access to Shopping Center for pedestrian and vehicle users is essential. 2. Current lack of synergy between shopping center and Metro is a liability. 3. Without significant change in FAR and flexibility to use it, doubt there is enough incentive. 4. Suggest FAR from min. 2.0 to max. 3.0. 5. The need for [public?] parking garage is crucial to the ability to finance and generate a mix of uses. 6. Enterprise Zone, tax incentives and other forms of public assistance such as planning and achieving appropriate open spaces will be important.
General	General	Letter	Feb 15	Andrew White	<ol style="list-style-type: none"> 1. Many of my neighbors and I have participated in the process of the Plan's development. 2. Generally support the proposals outlined. 3. The updated Sector Plan seeks to change the status quo in a big way. 4. I urge the Planning Board to recommend adoption of the Plan.
Mobility, Implementation	General	Letter	Feb 15	Sherley Lee	<ol style="list-style-type: none"> 1. Community input is recognized throughout the document. 2. Consider adding an appendix of acronyms used in the document. 3. Crosswalk should be straightened at Layhill/Georgia intersection. 4. Consider adding a left turn into shopping center from Layhill southbound. 5. Consider a no right turn on red onto Layhill from Georgia. 6. Identify all ingress/egress plans for shopping center.

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					<ol style="list-style-type: none"> 7. Consider a two-lane right turn at Glenallan to North on Georgia Ave. 8. Added Metro entrance(s) south of Layhill is very attractive. 9. Plan should consider an entrance to Metro at/near Privacy World. 10. Consider police video surveillance for most commercial areas. 11. Solar panel streetlights should be added where possible. 12. A priority should be a demonstration of how pedestrians will be able to cross at the new Randolph/Georgia Avenue intersection. 13. Focus on items in the Plan to be developed within the next 3-6 years. 14. Dismayed that no more meetings will be held; community should know what measures at each will improve walkability and community desirability as stated in the Vision Statement.
Implementation	Shopping Center Glenmont Arcade	Letter	Feb 20	Todd Brown- Georgia East Lmted Partnership	<ol style="list-style-type: none"> 1. Punishing property owners who might choose not to participate in a particular redevelopment poses problems. 2. Circumstances under which a particular owner might redevelop, sell or lease property are varied. 3. Owners might not agree on a particular design, phasing, ownership or lease structure. 4. Zoning regulations which discriminate particular properties are disfavored. 5. Shopping Center is subject to covenants which require the consent of 100% of the owners 6. Provide density incentive for all parties.
Mobility	Layhill Rd	Letter	Mar 1	Larry Shulman	<ol style="list-style-type: none"> 1. Access for pedestrians and vehicles is essential to the success of any commercial development. 2. Plan fails to meaningfully improve important pedestrian connections 3. My proposed approach of a bifurcated Layhill addresses many access issues that face the Center. 4. Poor pedestrian connection to Metro is a primary reason

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					<p>the shopping center is underserved.</p> <ol style="list-style-type: none"> 5. There is no defined pedestrian movement between the shopping center and Metro station. 6. Eliminating free right or lane reduction does not go far enough. 7. Bifurcation and subsequent development in Layhill Triangle move the Metro into the shopping center. 8. Southbound Layhill traffic cannot turn into the center. 9. Staff Draft does not provide adequate justification for removing the bifurcation. 10. Issues of cost and complication should be placed in the hands of the developer if and when the shopping center redevelops. 11. The bifurcation option within a public-private partnership models could be a powerful incentive for redevelopment. 12. Bifurcation with a left hand turn from southbound Layhill would serve the goals of both pedestrian and vehicular access.
General	General	Letter	Feb 22	Marcel Acosta- National Capital Planning Commission	<ol style="list-style-type: none"> 1. We find the recommendations in the Plan to be consistent with the planning principles and policies of the <i>Comprehensive Plan of the National Capital: Federal Elements</i>. 2. We particularly welcome the Sector Plan’s recommendations to enhance environmental standards to improve the quality of Capper-Crampton stream valleys.
General	General	Email	Feb 26	Susan L. Johnson	<ol style="list-style-type: none"> 1. The Plan is very ambitious. 2. The volume of traffic in the immediate area has not been dealt with fairly by official studies. 3. SHA was not consulted in the traffic studies. 4. There is some agreement on the part of SHA that traffic load is going to make the area very congested. 5. The economic analysis raises questions about the feasibility of the Plan projects. 6. Glenmont is a very busy intersection, with a barren parking lot.

TOPIC	PROPERTY	TYPE		COMMENTER	TESTIMONY
					7. We want to see it improved but have concerns about the plausibility of getting it done.
General	General	Email	Feb 26	Max Bronstein	<ol style="list-style-type: none"> 1. Glenmont Exchange should prove having 60 actual members. 2. Membership list should be sent to Planning Board Chair to be considered as a genuine community representative organization.
Mobility, Historic Preservation	General	Email	Feb 28	Charles Harris- Georgia Avenue Baptist Church	<ol style="list-style-type: none"> 1. Opposes the proposed interchange. It would destroy the community flavor and spirit. 2. Supports the preservation of Fire House. 3. Georgia Avenue Baptist Church is an important establishment. 4. I do not think that a clean sweep of Baptist churches would be good for our community.
Historic Preservation	Georgia Avenue Baptist Church	Email	Mar 1	Charles Harris- Georgia Avenue Baptist Church	<ol style="list-style-type: none"> 1. Support the designation of my church as historic. 2. The Church’s record of service in the community is a strong one with longevity and stability. 3. Historic designation would be a strong stabilizing factor for the church as a vital unit in the Glenmont community.
Mobility	Shopping Center: Shoppers Food Warehouse	Letter	Mar 1	Nancy Reglin– Shulman Rogers for Glenmont Shopping Center Owner	<ol style="list-style-type: none"> 1. We have been actively engaged with SHA to protect full turning signalized access to the property through the inclusion of a jughandle on Randolph Road at Glenmont Circle Drive. 2. Of the design alternatives studied for this intersection, a simple jughandle bust supports the goals of the Plan. 3. Since the public hearing draft, SHA has selected this version of the jughandle for implementation.