

Glenmont Sector Plan



This Plan contains the text and supporting maps for a comprehensive amendment to the approved and adopted 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*, as amended. It also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan for Historic Preservation*, as amended; the *Master Plan of Highways within Montgomery County*, as amended; the *Countywide Bikeways Functional Master Plan*, as amended; and the *Master Plan for Legacy Open Space*, as amended. This Plan focuses on land use, appropriate density, historic resources, and mobility for 711 acres around the Glenmont Metro Station, and makes recommendations for zoning; urban design; the transportation network including transit, streets and bikeways; historic preservation; and public facilities.

Source of Copies:

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Online at: MontgomeryPlanning.org/community/Glenmont

Master and sector plans convey land use policy for defined geographic areas and should be interpreted together with relevant Countywide functional plans and County laws and regulations. Plan recommendations provide comprehensive guidelines for the use of public and private land and should be referred to by public officials and private individuals when making land use decisions. Public and private land use decisions that promote plan goals are essential to fulfilling a plan's vision.

Master and sector plans look ahead 20 years from the date of adoption, although they are intended to be revised every 10 to 15 years. Moreover, circumstances when a plan is adopted will change and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities. Their sketches are for illustrative purposes only, intended to convey a sense of desirable future character rather than a recommendation for a particular design.

Contents

| | |
|---|------------|
| VISION | 5 |
| BACKGROUND | 7 |
| <i>Glenmont Today.....</i> | <i>7</i> |
| <i>Demographics</i> | <i>8</i> |
| <i>Planning History.....</i> | <i>11</i> |
| <i>Opportunities and Challenges.....</i> | <i>12</i> |
| <i>Housing Affordability</i> | <i>15</i> |
| THE PLAN | 17 |
| <i>Goals and Guiding Principles.....</i> | <i>18</i> |
| <i>Redevelopment Potential.....</i> | <i>19</i> |
| LAND USE AND ZONING | 219 |
| <i>Glenmont Shopping Center.....</i> | <i>21</i> |
| <i>Metro Station/Layhill Triangle Block.....</i> | <i>25</i> |
| <i>Privacy World.....</i> | <i>26</i> |
| <i>Winexburg Manor.....</i> | <i>26</i> |
| <i>Glenmont Forest Block.....</i> | <i>27</i> |
| <i>Georgia Avenue West</i> | <i>28</i> |
| <i>Glen Waye Gardens Condominiums.....</i> | <i>30</i> |
| <i>First Assembly of God Church and Other Properties</i> | <i>30</i> |
| <i>Existing Neighborhoods Surrounding the Glenmont Core</i> | <i>30</i> |
| MOBILITY..... | 31 |
| <i>Transit.....</i> | <i>31</i> |
| <i>The Street Network</i> | <i>32</i> |
| <i>Pedestrian Circulation and Bikeway Network.....</i> | <i>34</i> |
| <i>Parking Management</i> | <i>35</i> |
| ENVIRONMENT | 41 |
| <i>Energy</i> | <i>42</i> |
| HISTORIC RESOURCES | 45 |
| COMMUNITY FACILITIES..... | 47 |
| <i>Parks, Open Spaces, and Trails</i> | <i>47</i> |
| <i>Recreation Facilities</i> | <i>51</i> |
| <i>Public Schools.....</i> | <i>51</i> |
| <i>Police.....</i> | <i>53</i> |

| | |
|---|-----------|
| <i>Fire, Rescue, and Emergency Medical Services</i> | 53 |
| <i>Library</i> | 54 |
| <i>Mid-County Regional Services Center</i> | 54 |
| <i>Health and Family Services</i> | 54 |
| IMPLEMENTATION | 55 |
| <i>Zoning</i> | 55 |
| <i>Public Benefits in the CR Zone</i> | 55 |
| <i>Public Amenities and Benefits</i> | 55 |
| <i>County Capital Improvements Program</i> | 56 |
| <i>Development Incentives</i> | 56 |

Maps and Figures

| | | |
|----------|---|----|
| Map 1 | Sector Plan Area | 4 |
| Map 2 | Existing Land Use | 6 |
| Map 3 | Kensington-Wheaton Master Plan Area | 10 |
| Map 4 | Existing Zoning | 22 |
| Map 5 | Proposed Zoning | 23 |
| Map 6 | Street Classification | 37 |
| Map 7 | Bikeway Network | 39 |
| Map 8 | Natural Resources | 40 |
| Map 9 | Proposed Historic Resources | 44 |
| Map 10 | Community Facilities | 48 |
| Map 11 | Regional Trails | 50 |
| | | |
| Figure 1 | Glenmont Demographic Study Area | 8 |
| Figure 2 | Multifamily Rental Apartment Buildings in the Glenmont Study Area | 14 |
| Figure 3 | Major Properties/Specific Areas | 19 |
| Figure 4 | Georgia Avenue Busway Preferred Option Cross Section | 31 |

Tables

| | | |
|---------|---|----|
| Table 1 | Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis | 13 |
| Table 2 | Existing and Proposed Development Estimates | 19 |
| Table 3 | Street Classification | 36 |
| Table 4 | Countywide and Local Bikeways | 38 |
| Table 5 | Glenmont Greenhouse Gas Emissions | 42 |

Appendix

| | |
|----|--|
| A. | Economic Analysis by W-ZHA |
| B. | Glenmont Rental Housing Affordability Analysis |
| C. | Transportation Analysis |
| D. | Georgia Avenue Busway Study |
| E. | Park Facilities Evaluation |
| F. | Community Visioning Workshop Final Report |
| G. | Glenmont Demographic Profile |
| H. | Development Scenarios |
| I. | Historic Resource Evaluation |

VISION

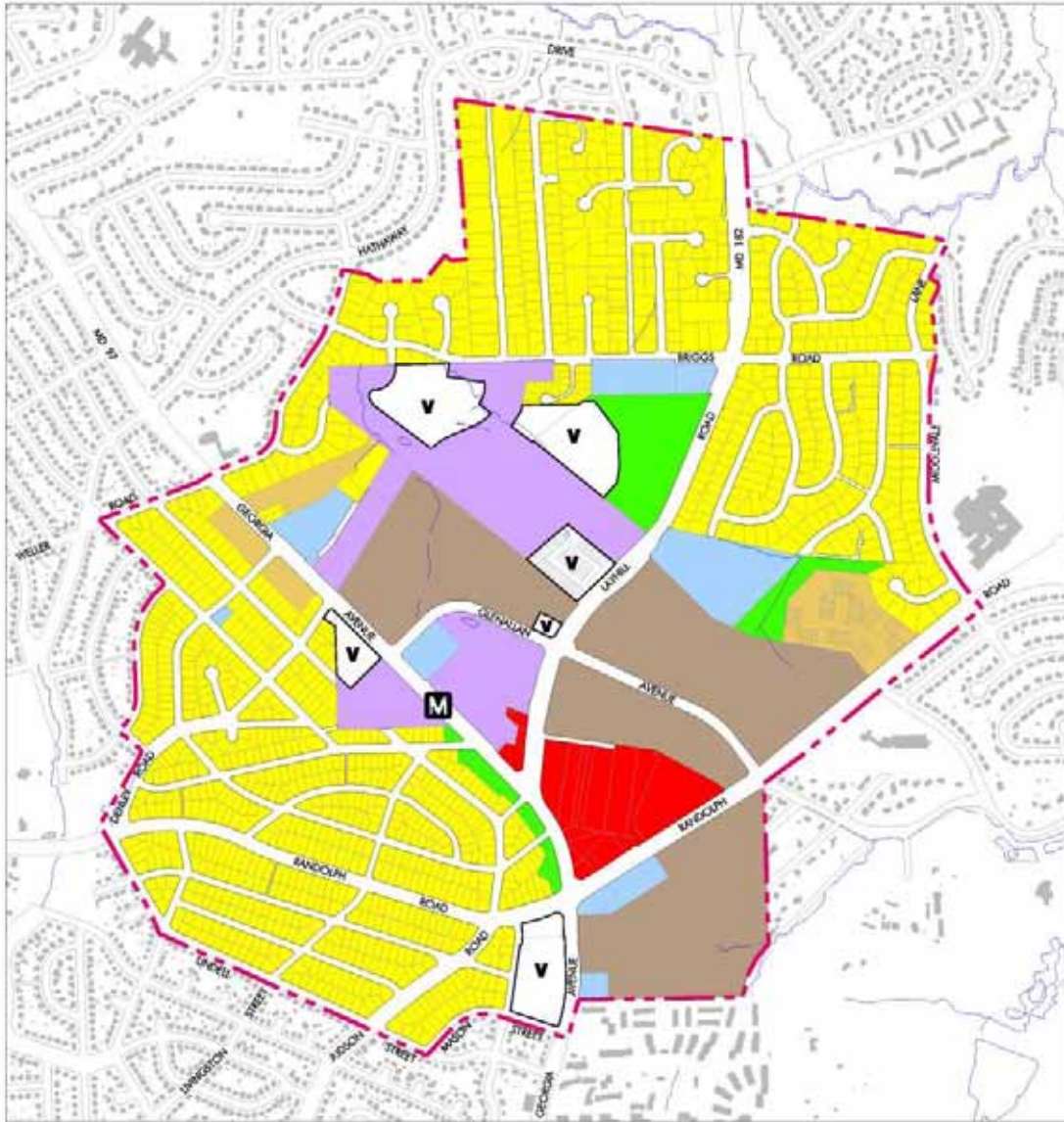
Glenmont is envisioned as a predominately residential neighborhood with new transit-oriented, mixed-use development concentrated in and around the Glenmont Shopping Center and Metro station. The Glenmont of the future will be a walkable, diverse, and sustainable community with services and amenities primarily for the local residents and workers. The Glenmont Shopping Center site will become the focus of community-oriented activities and services. It will have a sense of place and a central open space for the Glenmont community to gather for events and casual interaction.

Mixed-use development on **several** sites surrounding the Shopping Center-- Privacy World, Winexburg Manor, and Glenmont Forest-- will offer expanded housing choices for people of all ages and incomes, and provide a variety of open spaces with some retail and commercial uses in appropriate locations.

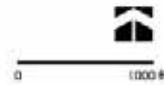
The existing single-family residential neighborhoods **and the Glen Way Gardens multi-family community** will be retained and provided with sensitive transitions in the scale of adjacent new development. Safe, attractive, and convenient pedestrian and bicycle connections to the services and amenities in the mixed-use core will strengthen these neighborhoods as desirable places to live.



Map 2: Existing Land Use



- | | |
|---|---|
| M Metro Station | Light Blue Institutional-Public/Private |
| --- Sector Plan Boundary | Green Park/Open Space |
| Yellow Residential-Single-Family Detached | Red Commercial |
| Tan Residential-Single-Family Attached | Purple Transportation/Utility |
| Brown Residential-Multi-Family | V Vacant |



BACKGROUND

Glenmont Today

The Glenmont Sector Plan area contains approximately 711 acres. The Glenmont Shopping Center with a total of 196,380 square feet of retail space, located at the intersection of Georgia Avenue and Randolph Road, is the heart of the community. Bordering the shopping center on three sides are multifamily, garden apartments in two- to three-story structures, surrounded by communities of primarily single-family detached houses.

Glenmont Metro Station is the terminus of the eastern leg of the Washington Metropolitan Area Transit Authority's (WMATA) Red Line north of Wheaton. Two commuter garages, kiss-n-ride, bus loop, and rail storage yard support the rail service. The station has the second lowest ridership of all WMATA's end-of-the-line stations, including those in Virginia. With the recent opening of the second garage, ridership is expected to gradually increase. Currently, 50 percent of Metro users drive to the station.

There has been no significant private redevelopment in Glenmont since the 1997 Sector Plan. The 30-acre, 352-unit Privacy World property along Glenallan Avenue, located across from the Metro station, was recently rezoned as recommended by the 1997 Glenmont Sector Plan.

There has been significant public investment in the area. The intersection of Georgia Avenue and Randolph Road is funded in the current six-year State Consolidated Transportation Program (FY 2013-2018) for reconstruction as a grade-separated interchange with utility relocation work underway.

Kensington Volunteer Fire Department Station 18 in Glenmont will be relocated across the street from the southeast corner of Georgia Avenue and Randolph Road to the old Glenmont Elementary School site at the southwest corner because of the construction impacts of the grade separation to the current site.

WMATA has recently opened a 1,200-space commuter garage on the west side of Georgia Avenue.

The new Glenallan Elementary School located at the intersection of Randolph and Heurich Roads east of Georgia Avenue is currently under construction. Once completed, the school's capacity will increase from 311 to 740 students.

The *Countywide Transit Corridors Functional Master Plan* underway proposes two bus rapid transit corridors in Glenmont: Georgia Avenue (between Olney and Silver Spring); and Randolph Road (between White Flint and Glenmont with a proposed extension to the Prince George's County line near White Oak).

The Plan area contains 1,459 rental units in three garden apartment complexes built in the 1960s and 1970s. Given their age, these units lack modern amenities and may require costly upgrades and maintenance. Accounting for three percent of the County's rental units, the average rent in Glenmont is approximately six percent below the Countywide average. Some of these rental units have rents comparable to those established by the County's Moderately-Priced Dwelling Unit (MPDU) program. However, unlike MPDUs, these are not rent-restricted and are therefore susceptible to replacement by more expensive housing either by modernization or new construction (for more detail, see Housing Affordability Analysis on page 15).

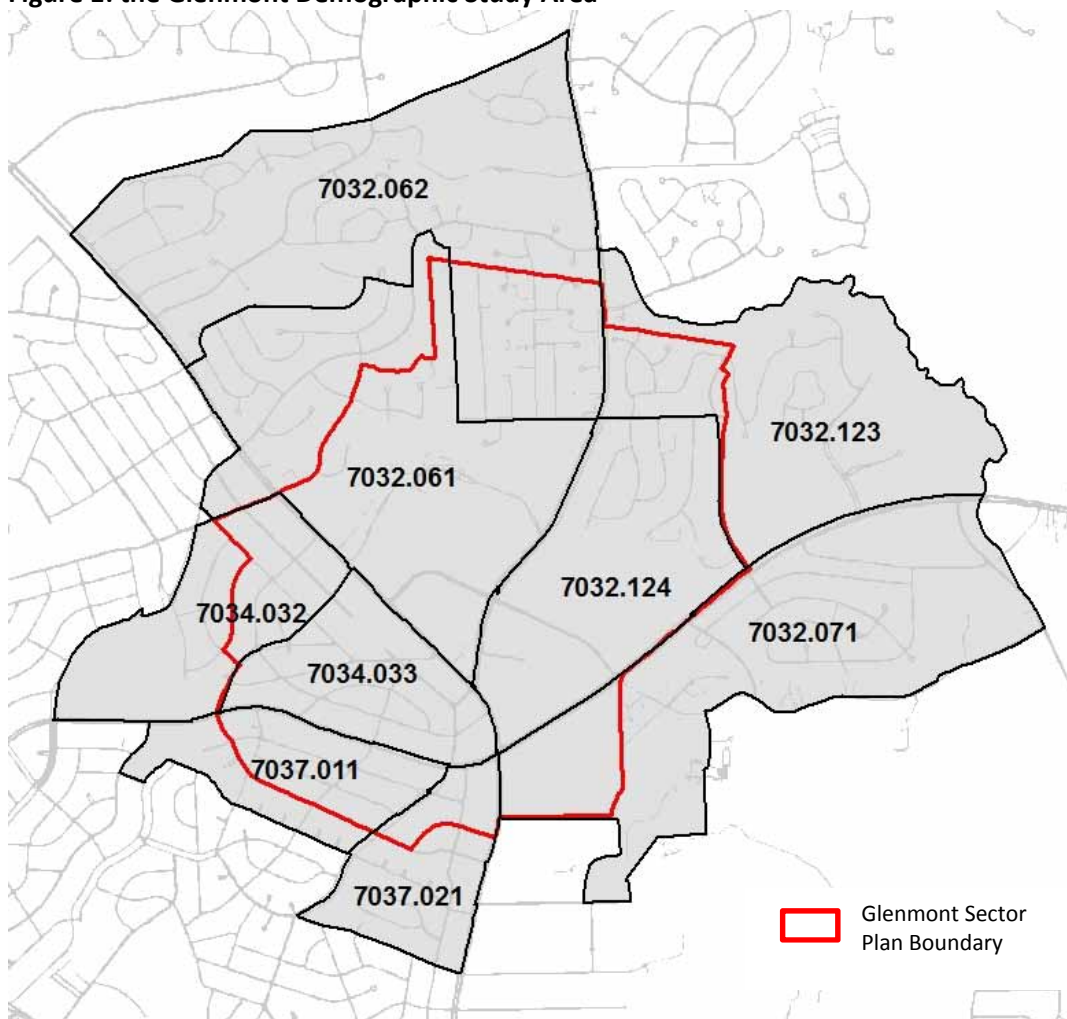
Demographics

Glenmont has a total population of approximately 12,582 people. It is a highly diverse community with Hispanic and the Non-Hispanic Black populations higher than the Countywide average. When combined with Asian and other ethnic minorities, these groups make up 68 percent of Glenmont's population.

There are significantly more adults between the ages of 30 to 44 in the study area than the Countywide average. The study area also has a slightly smaller population of children and a slightly larger population of seniors age 65 and older.

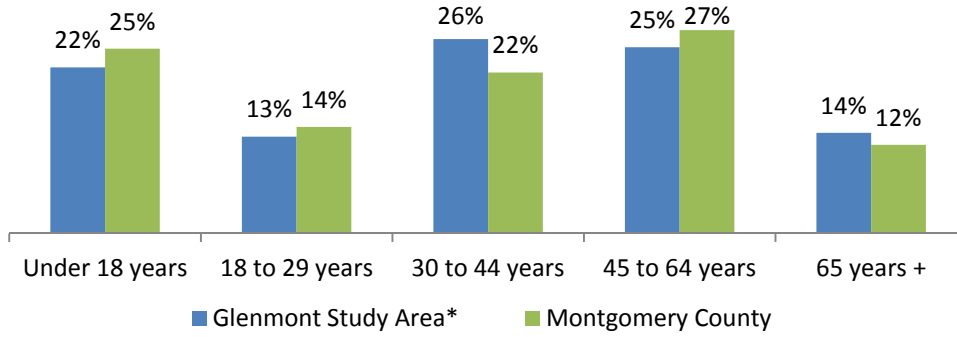
Glenmont has a higher portion of low-income residents than the County as a whole, and a much higher proportion that use public transit, 24.2 percent compared with 15.0 percent Countywide.

Figure 1: the Glenmont Demographic Study Area*

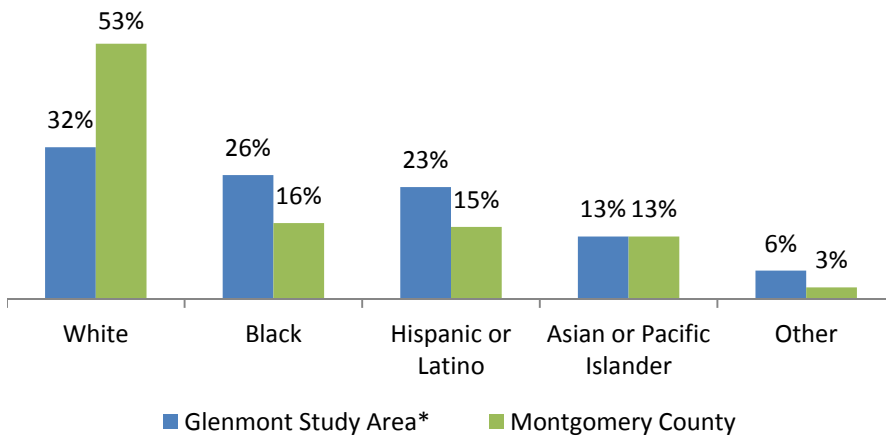


*The Glenmont Study Area for demographic analysis covers the nine 2000 Census block groups that most closely correspond to the Glenmont Sector Plan boundaries.

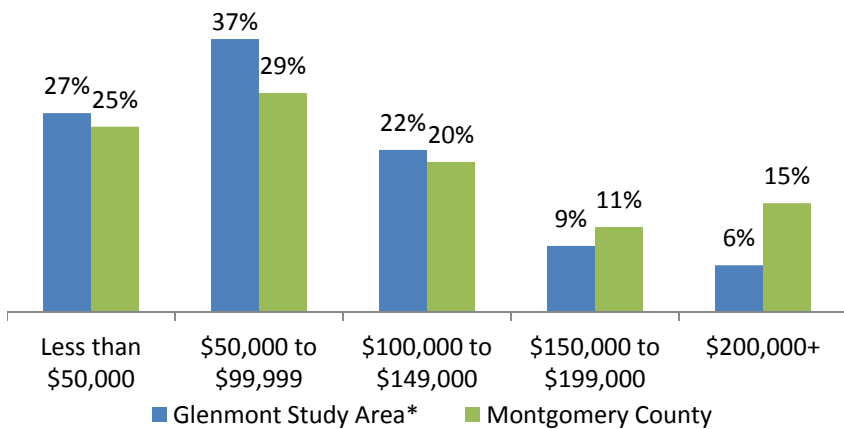
Age Group (2005-2009 American Community Survey Data)



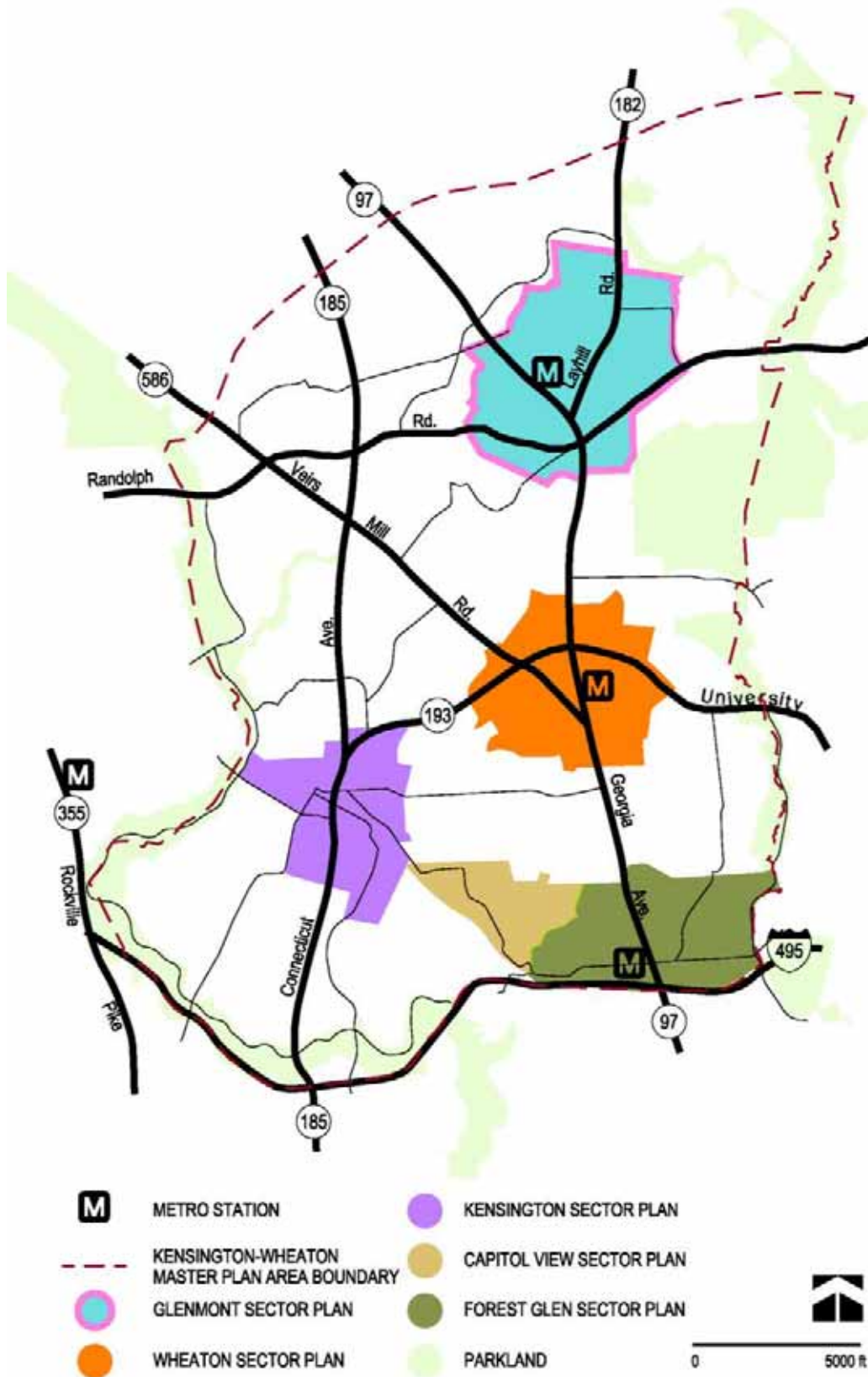
Race (2005-2009 American Community Survey Data)



Household Income Distribution (2005-2009 American Community Survey Data)



Map 3: Kensington-Wheaton Master Plan Area



Planning History

General Plans

The 1964 *General Plan for the Maryland-Washington Regional District* established the concept of an Urban Ring, suburban communities, satellite towns, and the agricultural reserve in Montgomery County. The *Updated General Plan for Montgomery County* (1969) further defined the Urban Ring concept by supporting an appropriate mix of residential densities and other land uses, preservation of natural beauty, optimum utilization of land, and balanced relationship between residential growth and economic opportunities. The 1969 Update summarized objectives of the 1964 General Plan including supporting an efficient and pleasant urban pattern, providing variations in the types of development and encouraging each community to have an identity created by imaginative design. (page 12)

The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* continued the pattern identified in the General Plan, with recommendations for the Urban Ring and the Suburban Communities. The Glenmont Sector Plan area is identified in the Refinement as partly in the Urban Ring and partly in the Suburban Communities. The Refinement proposed continued growth in the Urban Ring and designated it as a high priority location for new infrastructure. It characterized Suburban Communities as “largely a collection of single-family subdivisions” (page 29). It encouraged a more highly interconnected system of roads while retaining a suburban residential character for the suburban communities.

Area Plans

The 1978 *Sector Plan for the Glenmont Transit Impact Area and Vicinity* was developed as a result of the planning work on the eastern leg of the Metro Red Line. It provided for the Glenmont rail storage yard as well as the Metro station, bus bays, and parking. The Plan also allowed for commercial development around the future Metro station at moderate densities with the C-1 Zone (Convenience Commercial) and preservation of low- to moderate-intensity residential areas. It followed the stated policy of channeling major commercial development at transit nodes along the Georgia Avenue corridor.

The 1989 *Master Plan for the Communities of Kensington-Wheaton* (see Map 3), which covers communities along Georgia and Connecticut Avenues between Forest Glen and Aspen Hill, made no recommendations for the Glenmont Sector Plan area.

The 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*, completed before the Glenmont Metro Station opened in 1998, envisioned the area as a compact, mixed-use center surrounded by residential neighborhoods. The Plan introduced the first mixed-use zoning in Glenmont by recommending the RMX-2C Zone (Residential-Mixed Use Development) at the Glenmont Shopping Center and Layhill Triangle properties. It sought to create a variety of housing choices and to preserve and enhance the existing neighborhoods.

The Plan envisioned Georgia Avenue as a high quality, pedestrian boulevard with safe pedestrian crossings, attractive landscaping, and a greenway along its west side. It also recommended a grade-separated interchange at Georgia Avenue and Randolph Road, and a bifurcation of Layhill Road’s north and southbound lanes between Glenallan Avenue and Georgia Avenue (see page 33, Layhill Road Improvements).

Opportunities and Challenges

The presence of heavy rail service, planned bus rapid transit (BRT), and large, redevelopable properties near Metro provide a great opportunity to transform the area into a transit-oriented, walkable community. Glenmont has excellent access to parks, a fire station, a police station, schools, and a recreation center. It has an established residential community that strongly supports the revitalization of the shopping center with better retail, open space, and connectivity.

While the area has significant redevelopment potential, two major challenges are the fragmented ownership of the shopping center (15 different properties with 12 different owners) and a weak market for redevelopment, both of which have inhibited a comprehensive redevelopment of the shopping center property. In addition, while the redevelopment of the three large garden apartment complexes is an opportunity to create more housing near transit, it could risk losing the existing market affordable rental housing in the area.

Market Demand and Property Assemblage

The Planning Department engaged a consultant to study the financial feasibility of mixed-use development with structured parking on the shopping center property based on the recommended zoning in the Staff Draft Sector Plan (see Appendix A).

The study tested the feasibility of a mid-rise (four to six stories, stick construction) project and assumed that rents for new development in Glenmont will be lower than in Wheaton since Glenmont is farther out and is not an employment or retail center. It concluded that market rents “are not high enough to cover land acquisition, development costs, structured parking cost and an adequate investor return.” The study further concluded that a 14 percent subsidy of the project’s development cost would be necessary to support adequate private investment, but the project would still be “severely hampered by the complexity of land acquisition.”

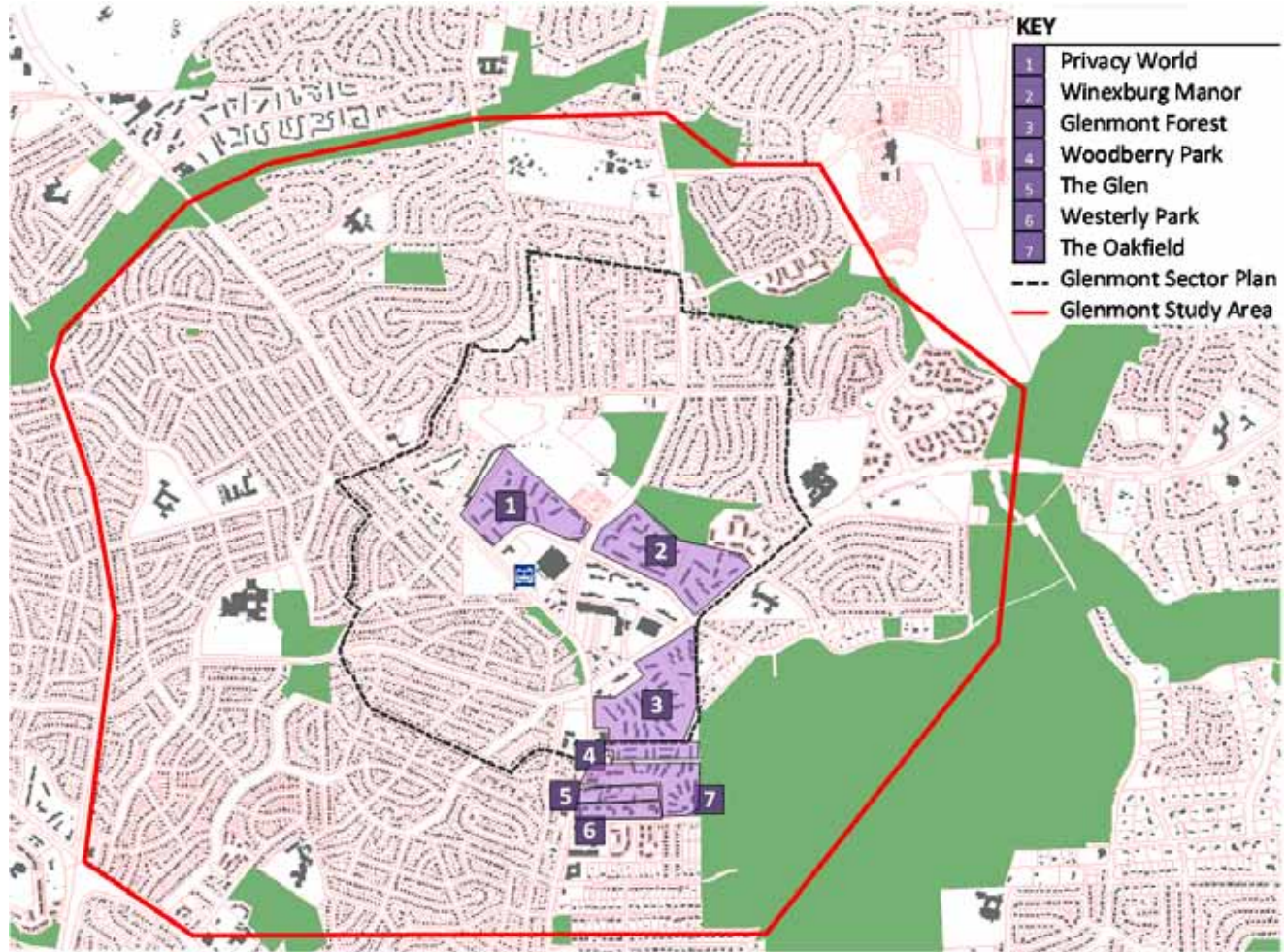
The study looked at whether 8- to 10-story concrete buildings would enhance private investor interest, but concluded that allowing high-rise development on the site would not resolve feasibility issues due to additional cost of high-rise construction (approximately 20 percent higher than stick-built) and the lack of a market for higher rents in the area.

The study also looked at the challenges of property assemblage for a comprehensive development of the shopping center, and stated that land assembly “occurs when there is a higher and better use for the land than what exists today.” Under the assumption that redevelopment made investment sense, the study explored alternative approaches to land assembly: market-driven, eminent domain, private land pooling, and public/private venture. The study concluded that a public/private venture approach is the only option that could work in Glenmont since a subsidy is required to make redevelopment financially feasible.

Table 1: Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

| | Advantages | Disadvantages |
|-----------------------------|---|--|
| Current conditions | <p>Strengths</p> <ul style="list-style-type: none"> • Easy access to Metrorail, Metrobus, Ride On, major roadways, I-495, and the Intercounty Connector (ICC) • Established residential neighborhoods with diverse housing options • Small, locally-owned businesses add local flavor • Near Wheaton Regional Park and Brookside Gardens • Strong community support for revitalization through higher density, mixed-use development on the shopping center and other key properties | <p>Weaknesses</p> <ul style="list-style-type: none"> • Fragmented ownership of the shopping center precludes comprehensive redevelopment • Lack of density to support new retail • Poor walking and bicycle access to the shopping center • High volume and speed of traffic along major roads create poor pedestrian environment • Shopping center’s appearance creates a negative image • Lack of community gathering places and a central open space |
| Future possibilities | <p>Opportunities</p> <ul style="list-style-type: none"> • Create walkable, mixed-use developments on large redevelopable properties near Metro • Potential for additional housing through redevelopment of garden apartment complexes under single ownership • Improved access to local amenities and services through better street connections and enhanced pedestrian and bicycle paths • Redevelopment of the shopping center should provide a central public open space • Redevelopment would provide environmentally sensitive design and improved stormwater management techniques | <p>Threats</p> <ul style="list-style-type: none"> • Lack of consensus among shopping center property owners on a comprehensive redevelopment strategy • Lack of market demand for higher density, mixed-use development with structured parking (needed to support revitalization of the shopping center) • Competition for redevelopment from other locations in the County and the region • Potential loss of existing, market affordable housing stock |

Figure 2: Multifamily Rental Apartment Buildings in the Glenmont Study Area



Housing Affordability

Glenmont is known as a housing resource with a variety of housing options including multifamily condominiums and rental apartment units, many of which are considered market affordable. Market affordable units are not part of a County, State, or federal affordable housing subsidy program, but have generally lower rents than comparable units in other locations in the County, particularly when compared to new construction. While the area's single-family houses and condominiums are not recommended for change and therefore would be preserved in the foreseeable future, the three multifamily garden apartment complexes could be redeveloped, decreasing the area's market affordable units.

As part of the housing analysis for this Plan, the Planning Department examined the impact of redevelopment on existing affordable housing stock if the three existing multifamily garden apartment complexes were redeveloped under this Plan's recommended zoning.

To get a more comprehensive picture of current affordable units, the study area included existing multifamily rental properties outside, but near the Plan area (Figure 2: Multifamily Rental Apartment Buildings in the Glenmont Study Area). The full study is in Appendix B.

The three apartment complexes within the Plan--Privacy World, Winexburg Manor, and Glenmont Forest--cover some 92 acres around the Glenmont Metro Station and include 1,459 units with an average six percent vacancy rate. In the larger study area, four other multifamily properties have a total of 661 units, bringing the study area total to 2,120 rental units. There are additional single-family homes, and condominiums being rented in the study area, however the analysis was limited to multifamily rental buildings since they are at risk of losing affordable units through redevelopment.

Housing affordability can be defined in many ways. This analysis divided the existing affordable units into three groups:

1. Low to moderate-income, rent-restricted housing. This includes units that are rent-restricted to lower income households by Federal, State, or County housing subsidy programs, such as Low-Income Housing Tax Credits, Project Based Section 8, or Opportunity Housing. They are generally restricted to households earning less than 65 percent of Area Median Income (AMI) (\$70,000 for a household of four).
2. Moderate-income, unrestricted housing. This includes units that are not subsidized or rent-restricted in any way, but have low enough rents to be affordable to households earning up to 65 percent of the AMI. They are available on the market to households at any income level.
3. Workforce housing: This includes units that are not subsidized but are affordable to households earning between 65 percent and 100 percent of the AMI (\$70,000 to \$107,700 for a family of four). They are available to households at any income level.

The study found:

- Redevelopment of the three garden apartment complexes within the Plan area at full recommended densities will replace the current 1,459 units with a total of 4,681 units, (the four other properties outside the Plan area with 661 units were assumed to remain), bringing the post redevelopment total to 5,342 units for the study area.
- Rents in the new buildings would increase from the existing range of \$945 to \$2,070 per month to a new range of \$1,180 to \$2,090 per month.
- Redevelopment of the three properties will initially result in the loss of a total of 86 rent-restricted units (74 Housing Choice Voucher, and 12 Shelter Plus Care units), which is four percent of the existing 2,120 units in the study area.
- The redevelopment will eliminate 284 low to moderate-income, unrestricted market affordable units available to households at 65 percent of AMI. But these units will be replaced by approximately 585 MPDU units (65 percent of AMI) because new development will be required to build a minimum of 12.5 percent MPDUs. The number of MPDUs could be higher if new developments achieve incentive densities through the CR Zone's public benefit provisions under optional method development process.
- Redevelopment of the three properties will remove 1,089 workforce housing units (affordable to households earning between 65 percent and 100 percent of AMI), but they will be replaced by 4,096 new units affordable to this segment of population.

This Plan recognizes that redevelopment of the three garden apartment properties will have an impact on the area's housing affordability, but in the long term, it is desirable to redevelop them at the Plan's recommended densities since the resulting increased supply of housing will offset the loss of some affordable units in the short term. The new development will also provide MPDUs guaranteed to be affordable for a minimum of 30 and 99 years for owner-occupied and rental units, respectively. The existing unrestricted moderate-income housing units (65 percent of AMI) could become less affordable if the current buildings are upgraded. Finally, the redevelopment of these properties may be necessary to support the revitalization of the Glenmont Shopping Center as envisioned in this Plan.

THE PLAN

As Montgomery County continues to grow and evolve, the County's policies, as established in the General Plan, focus density in the Urban Ring and more specifically at the Metro stations. As defined in the General Plan, Glenmont is a community that straddles the boundary between Urban Ring and Suburban Communities, and has suburban characteristics. Glenmont is not a Central Business District (CBD) like Silver Spring or Wheaton, and it is not primarily a residential enclave like Forest Glen. Among the Red Line stations along the Georgia Avenue Corridor, higher densities have traditionally been focused in the Silver Spring and Wheaton CBDs, reflecting the County policy of channeling major commercial development into Silver Spring and Wheaton. The proposed Plan maintains this hierarchy and the concept of less intense development nodes farther out along the Red Line in the Georgia Avenue Corridor.

This Plan is a refinement of the 1997 Sector Plan. With a focus on encouraging mixed-use development in the center, it takes a fresh look at the opportunities for revitalization and challenges of transforming the core of Glenmont from an auto-oriented development into a walkable, mixed-use community. Its planning and zoning framework is based on the concept of two distinct areas: the core, which comprises Glenmont Shopping Center and properties with significant redevelopment potential—the Metro Station/Layhill Block, Privacy World, Winexburg Manor, Glen Way Gardens, and Glenmont Forest; and the surrounding single-family neighborhoods that comprise the rest of the Sector Plan area.

The core is intended to accommodate mixed-use developments in a compact building pattern to create a walkable community around the Metro station. At the center of the core is the Glenmont Shopping Center, which will be the focus of community-oriented activities and services. The greatest density and building heights are proposed at this location. The public benefit provision of the CR Zones will be used to create a high quality, central open space on the shopping center property. The existing single-family neighborhoods around the core and the Glen Way Gardens condominium community within the core will retain their current zoning and planning framework.

The Plan's recommended densities and building heights are designed to maximize realistic redevelopment potential and encourage assemblage of properties. With the maximum overall Floor Area Ratio (FAR) of up to 3.0, most new development will consist of four to six-story stick construction with structured parking. This is consistent with the 2012 consultant financial feasibility study for the Glenmont Shopping Center (see Appendix A). The residential FAR of 1.5 to 2.0 is appropriate for this building type. The maximum residential FAR of 2.5 on the Shopping Center property is meant to encourage one or two high-rise buildings in later phases of development. The proposed commercial FAR of 0.25 to 1.0 allows for expansion of the existing retail options to accommodate the growing needs of future residents but does not anticipate Glenmont as a major office market.

Glenmont Core



Goals and Guiding Principles

The Plan's recommendations are based on guiding principles that combine the best planning and land use practices with the planning framework established by the General Plan and the previous plans for Glenmont.

These principles are not intended as a means to rank priorities among competing goals; instead, they provide a basis for making planning decisions to realize the Plan's vision.

- Encourage redevelopment that makes best use of public investment in Metro and that creates a distinct community identity by:
 - focusing new residential and commercial growth in a compact building pattern within walking distance of the Metro station
 - locating the highest densities and building heights at the shopping center
 - encouraging convenience retail and services such as supermarkets, restaurants, professional offices, and entertainment uses that primarily serve the needs of the Glenmont community. The area is not suitable for big-box or regional retail
 - preserving historic resources, which convey community identity and character and which are historically or architecturally significant to the County's heritage.
- Maintain and support a wide choice of housing types and neighborhoods for people of all incomes, ages, and physical capabilities at appropriate densities by:
 - providing appropriate transitions between new development and existing communities by placing taller buildings away from existing residential developments and transitioning down to appropriate heights to reduce impacts on the surrounding residential communities
 - providing adequate community facilities, such as parks, community spaces, schools, and daycare centers for children and adults
 - encouraging compact building footprints to allow room for a variety of active and passive open spaces.
- Improve connectivity by:
 - creating a complete transportation network (roadways, sidewalks, bikeways, transitways, and trails) to ensure that all residents and workers—pedestrians, bicyclists, and wheelchair users—have appropriate access to Metro, Wheaton Regional Park, schools, gathering places, and other local destinations
 - creating a walkable street grid with short blocks in the core area with a convenient and attractive environment for pedestrian and bicycle circulation
 - balancing the community's desire for creating a place for local residents with the needs of through traffic.
- Conserve and enhance natural resources to provide a healthy and green environment by:
 - incorporating environmentally sensitive design techniques to make maximum use of existing resources, conserve and generate energy
 - minimizing the impacts of development activity on natural resources to protect and promote human, plant, and animal life.

Redevelopment Potential

The 1997 Plan’s recommended zoning allowed up to 1.5 million square feet of commercial space and up to 5,430 housing units. To date, less than twenty percent of the maximum allowable commercial space exists on the ground, and the Plan area has only approximately 3,100 housing units.

Table 4 below has the existing and proposed development estimates of both Sector Plans. Given the current market potential and the challenges of assembling the shopping center properties, the full extent of the proposed development potential will likely not happen in the life of this Plan.

Table 2: Existing and Proposed Development Estimates

| | Existing | 1997 Sector Plan Buildout ¹ | Projected Sector Plan Buildout ² |
|------------------------------------|----------|--|---|
| Non-residential floor area (sq ft) | 402,000 | 508,500 | 813,000 |
| Housing units | 3,100 | 4,600 | 8,900 |
| Jobs | 873 | 1,278 | 2,350 |
| Jobs-housing ratio | 0.3:1 | 0.3:1 | 0.3:1 |

¹ 30-year estimate of development in the 1997 Sector Plan

² Used to test the capacity of infrastructure including road network and school enrollment

Figure 3: Major Properties/Specific Areas



LAND USE AND ZONING

This Plan recommends the CR Zones (Commercial-residential) for the Glenmont Shopping Center and the three multifamily parcels that can accommodate significantly higher densities. Each of these multifamily parcels is under single ownership and provides a great opportunity to increase transit-supported housing in the Glenmont Sector Plan area. The surrounding neighborhoods should retain their single-family residential zoning.

Glenmont Shopping Center

The approximately 20-acre site, bound by Randolph Road, Georgia Avenue, Layhill Road, and the Glen Way Gardens condominium development, is the most identifiable site in Glenmont. The 1978 Plan discussed the need for a physical upgrade of the shopping center structures to develop a “positive image” for the community. The 1997 Plan characterized the center as poorly configured and unattractive with a confusing circulation pattern. To date, the recommendations of both plans have not been implemented.

Glenmont Shopping Center



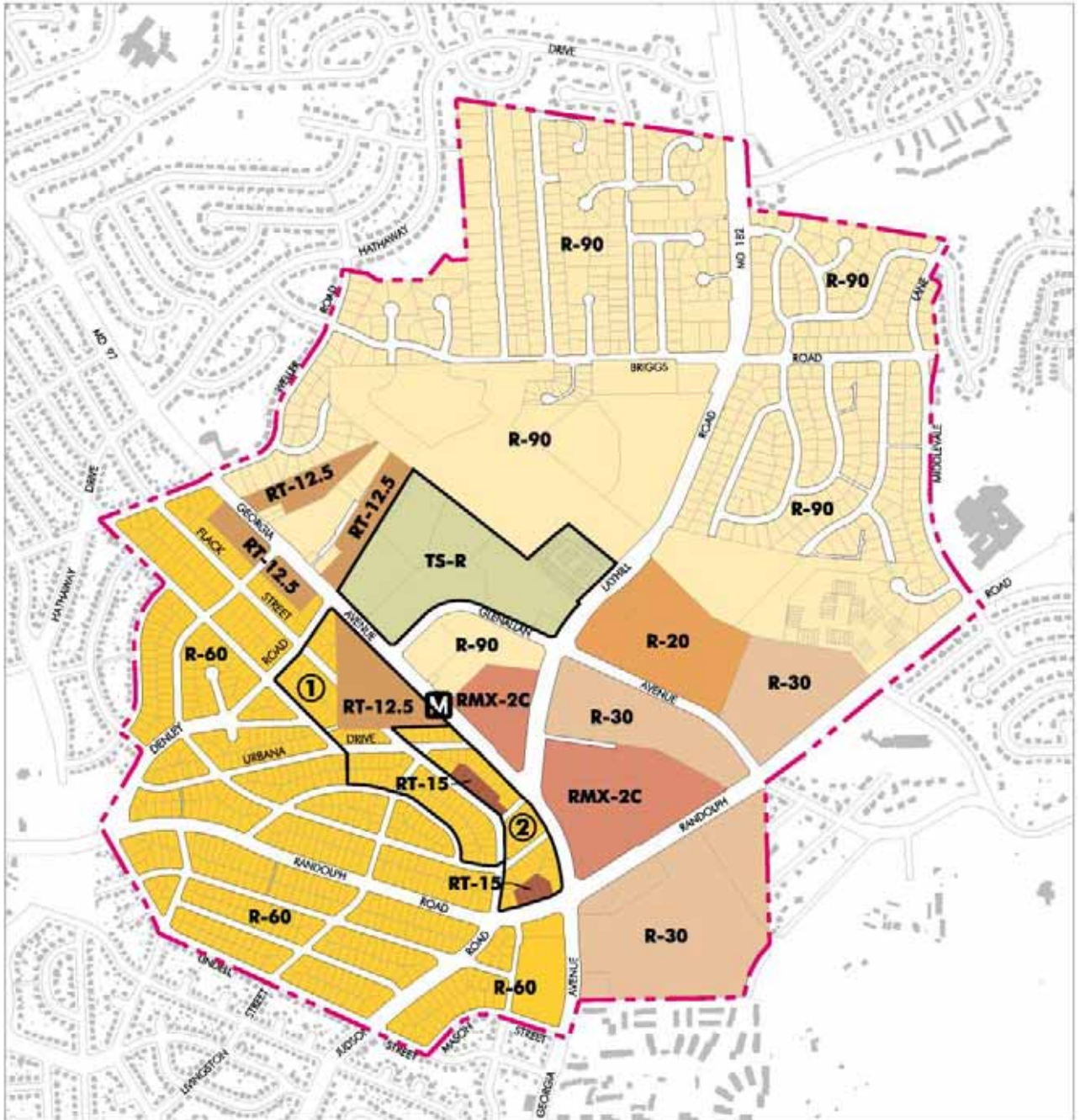
The center currently has approximately 196,380 square feet with major anchors such as CVS, Shoppers Food Warehouse, and Country Boy. Although it is fully leased, the physical structure is worn and it lacks retail and entertainment services desired by the surrounding community. Fragmented ownership (15 different properties with 12 different owners) and lack of market demand for redevelopment have inhibited redevelopment, and will continue to be a major challenge in the foreseeable future. Land owners cite the lack of sufficient economic incentive (private or public) for reinvestment in the property. Any significant redevelopment would require assembling all or some of the parcels. The Plan supports a phased development where assembly and redevelopment occurs over time.

The Glenmont Shopping Center is an appropriate location for a mixed-use town center with urban amenities such as a central open space, restaurants, and professional offices to achieve a dense urban node near the Metro station. The property’s current Residential-Mixed Use Zone (RMX-2C) would allow up to 425,000 square feet of commercial development (0.5 FAR) and up to 784 housing units, which, at an average of 1,150 square feet per unit, translates into a residential density of approximately 1.0 FAR.

This Plan recommends an increase in residential density to incentivize mixed-use redevelopment with ground floor retail and multifamily residential above. The current zone, RMX-2C, does not have any building height limit. Although the current or near-term market projections do not support mid-rise (up to six stories) or high-rise development in Glenmont, the proposed maximum height of 120 feet is designed to encourage, over the long term, a compact building footprint with up to two buildings higher than six stories. These buildings should be placed in the property’s interior.

A centrally located public open space is envisioned for this site. It should be designed to accommodate community activities ranging from farmers markets to seasonal festivals. The space should have at least two retail frontages and preferably be located along the new internal street recommended for this property. The space should include outdoor seating, trees, and landscaping to provide shade and complement the hardscape. Although it is desirable that there should be one centrally located public

Map 4: Existing Zoning

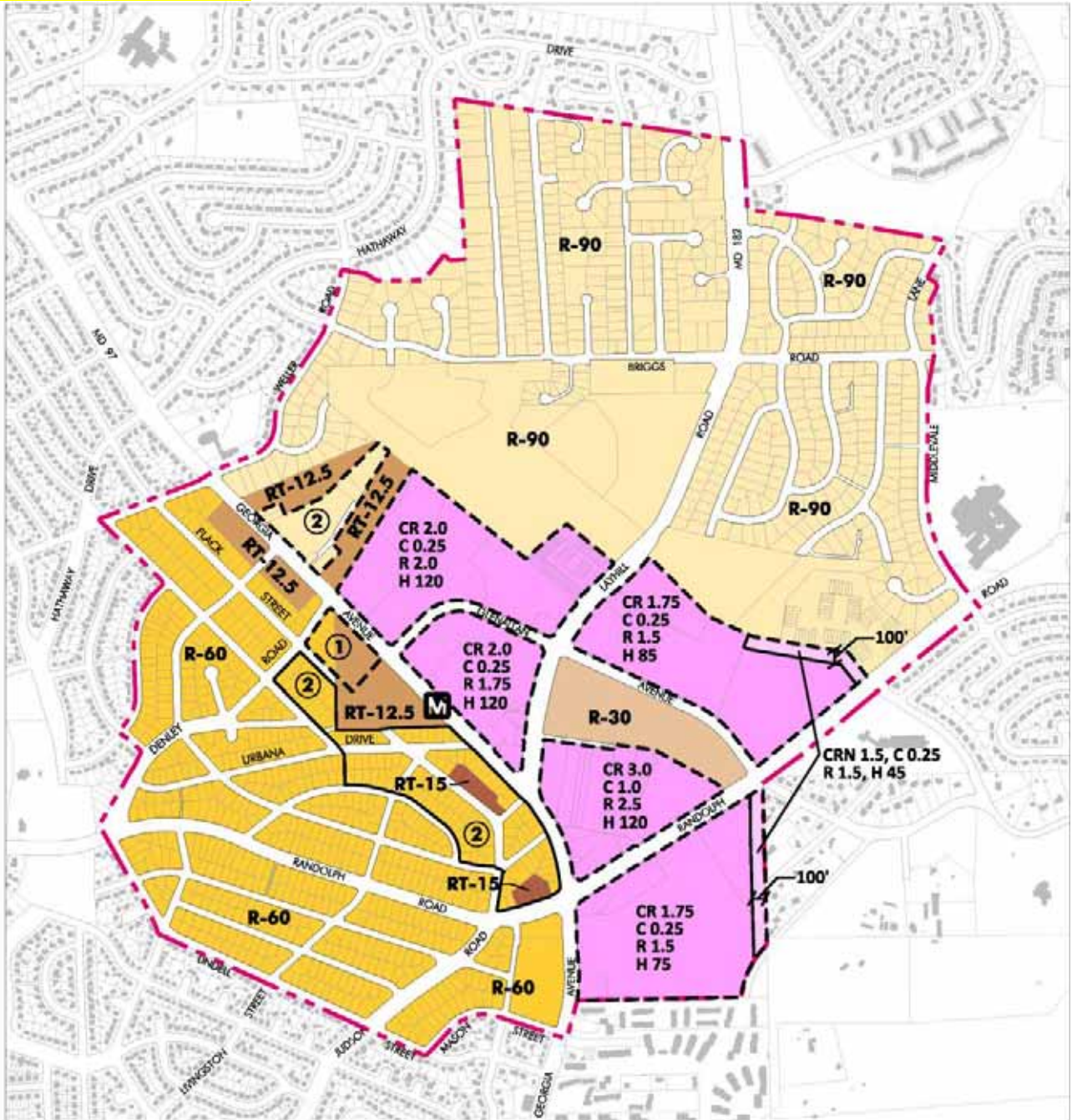


M Metro Station
 - - - Sector Plan Boundary

① Suitable for RT-15
 ② Suitable for RT-15 and up to 2 Acres PD-15



Map 5: Proposed Zoning



- M** Metro Station
- ①** Suitable for Mixed-Use Zone
- ②** Suitable for Townhouse Zone
- - -** Sector Plan Boundary
- - - -** Areas with Proposed Zoning Changes



open space, it is possible that if the property is developed in phases there could be more than one public open space. Every effort should be made to create one large, central public space on this property even if there are additional open spaces due to phased development of the property. This central open space can be public (owned by the M-NCPPC Department of Parks as a Civic Green Urban Park) or private, and the responsibility for owning, managing, operating and programming the space should be determined during the development review process.

This central open space can be achieved through a combination of various CR mechanisms. First, a CR Zone optional method development is required to provide a minimum amount of Public Use Space, not to exceed 10 percent of the total site (depending upon the area of the site and the number of right-of-way frontages).

Second, the CR Zone provides incentive density for providing major public facilities such as parks, schools, recreation centers, and other public infrastructure amenities. An optional method development on this property could provide an open space as a major public facility under this provision to achieve incentive density.

Lastly, the CR Zone also allows incentive density for public open space above the minimum required Public Use Space as part of the Quality Building and Site Design density criterion.

Under the best scenario of a comprehensive redevelopment of the entire site, a combination of these provisions could result in a possible total open space of 3.5 acres if the entire shopping center property is developed under one Sketch Plan application.

Recommendations

- Rezone the entire site from RMX-2C to CR 3.0, C 1.0, R 2.5, H 120.
- Create a central open space, either public or private in ownership and management, that meets the description of a Civic Green Urban Park per the 2012 *Park, Recreation, and Open Space Plan*. If the redevelopment occurs in phases, the central open space should not be deferred to the last phase.
- Provide, as a priority, the CR Zone public benefits of Public Open Space to achieve the central open space, and Affordable Housing to obtain more than minimum 12.5 percent required MPDUs.
- Use a compact building footprint to allow for landscape buffers, larger setback areas, and courtyards that create a green development with opportunities to achieve greater tree canopy and a balance of hard and soft landscape.
- Place taller buildings in the property's interior and transition down to a maximum 45-foot building height along the Glen Way Gardens community to the northeast.
- Provide enhanced streetscape along the Georgia Avenue frontage such as pedestrian-scaled lighting, street furniture, and additional plantings with a double row of trees. Some of this landscaped area can be outside the right-of-way on the private property.
- Provide two internal east-west roads through the site, one connecting Randolph Road and Georgia Avenue and the other connecting Randolph and Layhill Roads (see Mobility section for new road criteria).
- The Montgomery County Department of Transportation and Maryland Department of Transportation should explore all options for improved vehicular access to the site.
- Minimize surface parking through structured and shared parking facilities.
- Increase tree canopy coverage to a minimum of 25 percent, preferably shading impervious surfaces.
- Provide safe and attractive pedestrian and bicycle connections to surrounding residential areas and to the Metro station entrance along Georgia Avenue.
- Integrate stormwater management into the development using Environmental Site Design.

Metro Station/Layhill Triangle Block

Georgia Avenue, Layhill Road, and Glenallan Avenue bound this approximately 16.5-acre block, currently zoned R-90 and RMX-2C. The northern half of the block comprises a Metro station entrance, the bus loop, kiss-n-ride, WMATA garage, and the Georgia Avenue Baptist Church. The area south of the WMATA facilities (the Layhill Triangle) contains the WSSC water tower and a few commercial properties along Layhill Road including the Stained Glass Pub. Across Glenallan Avenue to the north is the Privacy World Property currently undergoing development review for mixed-use development as recommended in the 1997 Plan.

Metro Station/Layhill Triangle Block



This Plan recommends the water tower and the Georgia Avenue Baptist Church for historic designation. The Georgia Avenue Baptist Church (1956, 1962) is an outstanding example of mid-century modern church design. The 200-foot tall water tower was identified by the community as an iconic structure and it could become an identifying feature of Glenmont (see Historic Resources section for details).

The WMATA portion of the block has significant long-term redevelopment potential. It could use some of the development potential on the adjoining Georgia Avenue Baptist Church property at the corner of Georgia Avenue and Glenallan Avenue through a combined optional method development process, even if the church is designated historic. The presence of the WSSC water tower, which is expected to remain at this location for the foreseeable future, and multiple owners on the Layhill triangle portion of the block may limit the redevelopment potential for that portion of the block.

A mixed-use development on this block is likely to be multifamily, stick construction of four to six stories with structured parking. Such mixed-use development is typically no more than 2.0 FAR and 75 feet high, but the Plan recommends a maximum 120-foot building height to allow additional design flexibility for structured parking facilities, especially if they have to provide parking for Metro users.

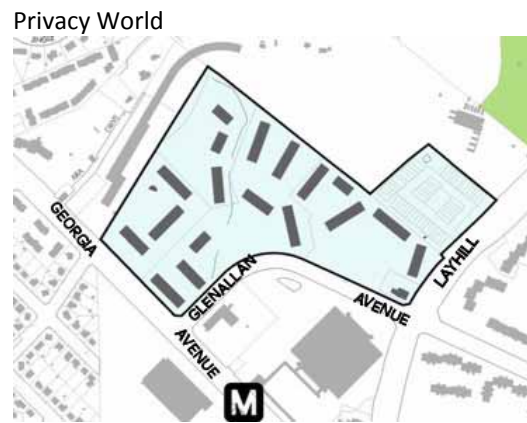
Any redevelopment on the WMATA property along the Glenallan Avenue frontage should provide a safe and convenient pedestrian and bicycle connection between the redeveloped Privacy World property and the Metro entrance, unless such a crossing has already been provided by others.

Recommendations

- Rezone the block from R-90 and RMX-2C to CR 2.0, C 0.25, R 1.75, H 120.
- Provide, as a priority, the CR Zone public benefits of Neighborhood Services and Through-Block Connection from Privacy World to the Metro entrance on this block.
- Place taller buildings toward Glenallan Avenue or across Georgia Avenue from the confronting Metro garage. Sensitive transition of heights should be provided for any development on this block located across from single-family houses on the west side of Georgia Avenue.
- Provide enhanced streetscape along the Georgia Avenue frontage such as pedestrian-scaled lighting, street furniture, and additional plantings with a double row of trees. Some of this landscaped area can be outside the right-of-way on the private property.

Privacy World

This 30.9-acre site is zoned TS-R Zone (Transit Station-Residential), and improved with 352 garden apartments. There is an existing stream valley buffer and forest on the property. The property is currently going through the subdivision process to allow up to 1,550 residential units and up to 90,000 square feet of retail. The 1997 Plan referred to this property as “Glenmont Metrocenter” and deemed it suitable a maximum residential density of 51 units per acre.



This Plan continues to support a mixed-use redevelopment of the property and recommends a CR Zone with a maximum density of 2.0 FAR and the maximum building height of 120 feet. This Plan also continues to recommend an east-west road through the property but removes its designation from the Master Plan of Highways to allow for its implementation as either a public or private road.

The 120-foot maximum building height also reflects the 1997 Plan’s design guidelines of up to two buildings of ten stories located at the rear of the site along the adjoining WMATA rail yards. This Plan also supports the 1997 Plan’s recommendation of preserving and restoring the environmental buffer onsite and providing space for outdoor public recreation to provide healthy activities for all ages. It recommends that the redevelopment should utilize compact building footprints and structured parking to retain as much of the existing open space character of the site as possible.

Recommendations

- Rezone the property from TS-R to CR 2.0, C 0.25, R 2.0, H 120.
- Provide, as a priority, the CR Zone public benefits of Public Open Space and Care Center.
- Provide an east-west road through the property, parallel to Glenallan Avenue, from Georgia Avenue to Layhill Road as either a public or private road (see Mobility section for new road criteria).
- Develop the east side of Georgia Avenue as a pedestrian-friendly green boulevard with pedestrian-scaled lighting, street furniture and additional plantings outside the right-of-way with a double row of trees.
- Provide a safe and convenient pedestrian and bike crossing of Glenallan Avenue for Metro users.
- Protect and restore the environmental buffer and investigate options for stream restoration through the redevelopment process.
- Preserve as much of the existing forest as possible.

Winexburg Manor

This 33-acre site is located along Glenallan Avenue between Randolph and Layhill Roads. It is currently improved with three-story garden apartments and a nine-story building totaling 625 units with a small stream and forested area. The property shares its northern property line with Saddlebrook Park Police Headquarters along Layhill Road, Saddlebrook Local Park, and a townhouse neighborhood along Randolph Road.

The existing R-30 and R-20 Zones do not permit retail uses but allow residential redevelopment at up to 17.69 and 26.47 units per acre, respectively, which could produce as many as 751 units (before MPDU

bonus). This Plan recommends the CR Zone to encourage mixed-use development of multifamily units in four- to six-story buildings with structured parking and allow a small amount of retail. A maximum height of 85 feet is proposed to accommodate the current nine-story building on site. A transition zone of CRN is recommended as a buffer along the property line abutting townhouses to the north. Non-residential uses should not be located in the transition zone.

Redevelopment should maintain the current spatial relationship, with taller structure(s) in the interior of the site. In addition to the environmental buffer that should be restored and preserved, the redeveloped site should offer space for outdoor public recreation to provide healthy activities for all ages.

Winexburg Manor



Recommendations

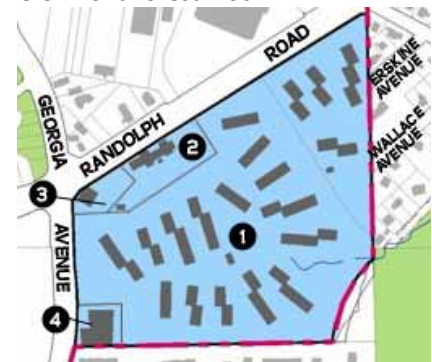
- Rezone the property from R-30 and R-20 to CR 1.75, C 0.25, R 1.5, H 85 and CRN 1.5, C 0.25, R1.5, H45 creating a 100-foot wide buffer along the property line abutting the existing townhouse community to the north.
- Provide, as a priority, the CR Zone public benefits of Public Open Space to complement the existing Saddlebrook Park to the north, and Affordable Housing to obtain more than the minimum 12.5 percent required MPDUs.
- Encourage provision of greater than the minimum required public open space.
- Provide an east-west road through the property connecting Layhill and Randolph Roads parallel to Glenallan Avenue.
- Protect and restore the environmental buffer.
- Protect areas of contiguous forest in combination with forest on adjacent park property.

Glenmont Forest Block

The 32-acre Glenmont Forest Apartments site is located at the southeast corner of Randolph Road and Georgia Avenue, across from the Glenmont Shopping Center. It currently has 482 garden apartment units in two- to three-story structures banked into a sloping site with ample open space containing mature trees. The property is adjacent to single-family detached houses to the east, Wheaton Regional Park to the southeast, and a multi-family garden apartment complex to the south.

In addition to the Glenmont Forest property, there are three smaller properties nestled in the southeast corner of Georgia Avenue and Randolph Road. They are: the 4th District Montgomery County Police Station (1.82 acres); the Kensington Volunteer Fire Department Station 18 (0.94 acres); and the Catholic Charities (1 acre). The Police Department plans to continue using this site for the foreseeable future but the fire station will relocate to the southwest corner of Georgia Avenue and Randolph Road to facilitate the construction of the Georgia/Randolph Interchange

Glenmont Forest Block



1. Glenmont Forest Apartments
2. 4th District Police Station
3. KVFD Fire Station 18
4. Catholic Charities

project. The police station is the oldest police station built in the County and is recommended for historic designation. Catholic Charities plans to continue operating their Montgomery County Family Center, which provides community services including English as second language classes; employment coaching; case management; crisis intervention and referral services; nutrition, cooking and exercise classes; dental and medical services; immigration legal services; and clothing and food banks.

The property's location, within easy walking distance of the Metro, its proximity to the Glenmont Shopping Center, its single ownership, and its size make it suitable for a multifamily redevelopment of four- to six-story buildings. The Plan recommends a 100-foot wide strip of CRN zoning with a maximum building height of 45 feet along the eastern edge as a buffer between redevelopment and the adjacent single-family detached houses. Non-residential uses should not be located in the transition zone.

Redevelopment should use a compact building footprint and structured parking to emulate the existing open space character. In addition to the environmental buffer that should be restored and preserved, the redeveloped site should offer space for outdoor recreation to provide healthy activities for all ages.

Although there are no plans for redevelopment of other properties in this group (Catholic Charities, police and fire stations), they are recommended for rezoning to the same zone as the Glenmont Forest property to retain a consistent zoning pattern at this location.

Recommendations

- Rezone Glenmont Forest, the fire station, the police station, and the Catholic Charities properties from R-30 to CR 1.75, C 0.25, R 1.5, H 75, and CRN 1.5, C 0.25, R 1.5, H 45 for a 100-foot wide buffer along the entire eastern property line of the area abutting single-family houses.
- Provide, as a priority, the CR Zone public benefits of Public Open Space to retain the open and green character of the site, and Affordable Housing to obtain more than the 12.5 percent required minimum MPDUs.
- Encourage the achievement of greater than minimum required public open space through compact footprint.
- Protect and restore areas of environmental buffer and investigate options for stream restoration with redevelopment.
- Preserve as much existing tree canopy as possible.
- Connect new internal streets with Erskine and/or Wallace Avenues.
- Construct a hiker/biker path between Randolph Road and the existing Wheaton Regional Park's hard surface trail network.

Georgia Avenue West

Georgia Avenue West is the area west of Georgia Avenue between Denley Road and Randolph Road. It comprises blocks of single-family homes, the Glenmont Greenway, the Metro station's west entrance, and the recently constructed Metro parking garage on the WMATA Triangle property. The 1997 Plan encouraged assemblage of the single-family properties nearest the Metro station for townhouses. Approximately 140 single-family parcels were recommended as suitable for the RT-15 floating zone



(residential townhouses at maximum 15 units per acre). Twelve properties elected to apply for the floating zone with the Sectional Map Amendment for the 1997 Plan, but no redevelopment has occurred.

Created specifically for these parcels in Glenmont, the RT-15 Zone was intended to provide an economically feasible redevelopment option where RT-12.5 could not do so due to the cost of land. A decade later, the Planning Department's 2008 *Georgia Avenue Corridor Study* found no evidence of financial feasibility for assembling and redeveloping single-family houses into townhouses or any other type of low to mid-rise residential uses, even at 15 units per acre, along the Georgia Avenue corridor. Although development at this density is not achievable in the foreseeable future, the Plan recommends retaining the 1997 Plan's recommendation for a townhouse-floating zone with approximately 15 dwelling units per acre for a minimum assemblage of one acre of land.

The 1997 Plan recommended a Flack Street connection between Denley Road and Urbana Drive to create an intersection with Glenallan Avenue extending west from Georgia Avenue. Recent improvements on the WMATA Triangle of a garage and a stormwater management pond impact both projects and preclude this intersection. This Plan removes the recommended Flack Street connection and the Glenallan Avenue extension.

The northern tip of the WMATA Triangle, north of the recently constructed Metro parking garage and near the west Metro station entrance, is suitable for public facilities that will enhance transit service such as a kiss-n-ride. The Plan also encourages assembling this piece of land with the privately-owned single-family parcels along the block's northern edge at the corner of Denley Road and Flack Street. The assembled site of approximately three acres would provide an opportunity to develop housing less than 1000 feet from the Metro entrance. This site would also be appropriate for senior or affordable housing units. A mid-rise structure on this site should provide a transition of building heights along Georgia Avenue from the 25-foot high townhouses north of Denley Road to the approximately 82-foot high parking structure to the southeast. Development on the assembled site should have a maximum building height of 45 feet along Denley Road and Flack Street or an open space buffer to provide an appropriate transition to the single-family houses across Denley Road and Flack Street. Pedestrian and bicycle access from Flack Street to Georgia Avenue should be maintained.

The Plan recommends retaining the existing RT-12.5 zoning of the WMATA property and the existing R-60 zoning of eight single-family parcels with the option to apply a mixed-use floating zone with predominately residential uses. The floating zone should provide the flexibility in building design to achieve compatibility with the surrounding properties.

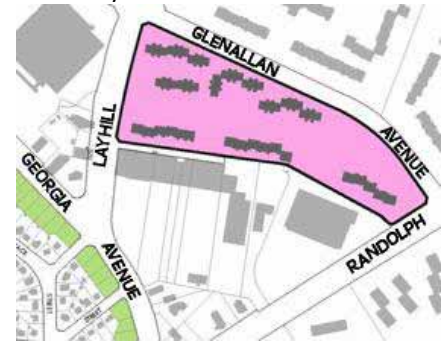
Recommendations

- Confirm the RT-15 Zone for parcels with single-family houses along Flack Street between Urbana Drive and Judson Road and along Randolph Road between Judson Road and Georgia Avenue.
- Confirm the RT-12.5 Zone for the WMATA Triangle property with the northern portion suitable for a mixed-use zone with predominately residential uses.
- Confirm the R-60 Zone for single-family parcels along the south side of Denley Road between Flack Street and Georgia Avenue and along the north side of Flack Street between Denley Road and the WMATA Triangle, and designate them as suitable for a mixed-use zone with predominately residential uses.
- Confirm the R-60 Zone for remaining single-family parcels, which are suitable for a townhouse zone with a maximum density of approximately 15 dwelling units per acre.

Glen Way Gardens Condominiums

This 15-acre site is improved with 214 condominiums. Currently, the condominium owners have no plans or desire to redevelop the property. Although its location within walking distance of Metro and its size could accommodate mixed-use development at higher densities, the foreseeable market conditions and its condominium ownership make it less likely to redevelop during the life of this Plan. Zoning recommendations on the adjacent properties are designed to assure compatibility with buildings on this property.

Glen Way Gardens Condominiums



Recommendation

- Retain the R-30 Zone.

First Assembly of God Church and Other Properties

First Assembly of God Church (4.4 acres) is the largest property in an area of approximately 6.8 acres east of Georgia Avenue and northwest of Privacy World, which includes properties owned by PEPCO (0.2 acre), WMATA (0.43 acres) and three single family-parcels (totaling 1.7 acres). These parcels are between two properties currently zoned RT 12.5. Townhouse development in this area would be compatible with the existing townhouse development to the immediate north and west.

First Assembly of God Church Block



Recommendation

- Confirm R-90 Zone for the entire site, approximately 6.8 acres. These properties are suitable for a townhouse-floating zone with a maximum density of approximately 15 dwelling units per acre.

Existing Neighborhoods Surrounding the Glenmont Core

The neighborhoods surrounding the core are primarily residential with single-family detached units and townhouses. The Plan recommends retaining their current zoning, and preserving their suburban character while strengthening them as desirable places to live by preserving the environmentally sensitive areas and providing better connections to the core and other area amenities.

Recommendations

- Confirm the existing R-60, R-90 and RT-12.5 Zones in existing communities around the core.
- Protect the existing single-family residential neighborhoods from the adverse impacts of new development.

MOBILITY

Glenmont is located at the confluence of three major roads: Georgia Avenue, a north-south corridor that connects Glenmont to Wheaton, Silver Spring, Washington D.C., the ICC, Olney, and Howard County; Randolph Road, a major east-west road that connects Glenmont to Rockville, I-270, US 29, and Prince George’s County; and Layhill Road, which runs north from Glenmont to Sandy Spring/Ashton.

The Plan’s vision and the proposed level of future growth are supported by Metrorail, proposed BRT, local bus service, and a network of major and local streets that will connect Glenmont neighborhoods to services and amenities within Glenmont and in the region. Land use and transportation infrastructure is forecasted to be in balance as measured by the Subdivision Staging Policy’s Policy Area Mobility Review (PAMR) and Transportation Policy Area Review (TPAR) tests (see Appendix C). The overall transportation approach consists of the following elements:

- high quality transit service
- expanded network of walkable streets
- improved bicycle and pedestrian connections throughout the Glenmont area.

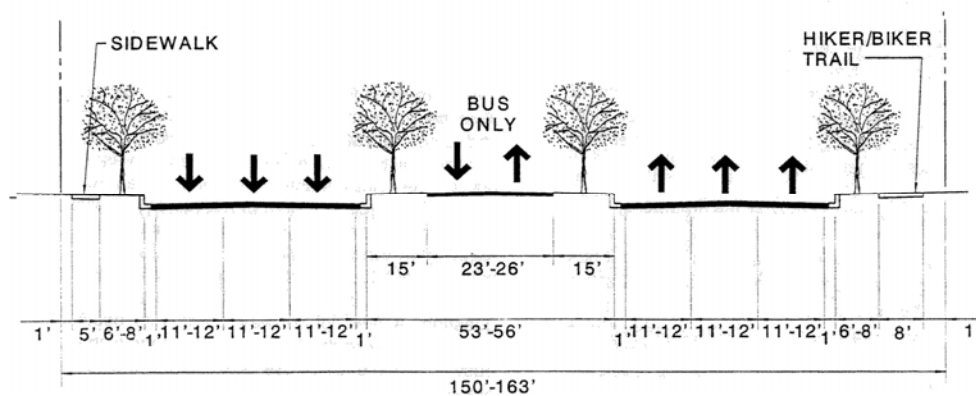
Transit

Although Glenmont is still car-oriented, it will slowly transform over time into a more transit-oriented community as the existing housing stock changes and the new, higher density developments recommended in this Plan are built. A transit-focused, multi-modal system of Metrorail, Metrobus, proposed BRT and local bus service will be a vital component of Glenmont’s successful development as a well-connected community with reduced reliance on the car. Opened in 1998, the Glenmont Metro Station has become an established part of the Glenmont community and its identity. Glenmont is an end of the line station; it attracts commuters from areas north and northeast of Glenmont including Olney and Howard County. Fifty percent of Metro users drive to the station. The Glenmont Metrorail Station has a bus loop that accommodates nine Montgomery County Ride-On and two WMATA Metro buses. The bus loop, located on the east side of Georgia Avenue with two additional bus drop-off locations on Georgia Avenue, is currently underused, and therefore can accommodate any transit service needs in the foreseeable future.

Georgia Avenue Busway

The 1999 *Georgia Avenue Busway* study analyzed the feasibility of a busway for Georgia Avenue between Glenmont and Olney. After considering a variety of options, the Planning Board selected an approximately

Figure 4: Georgia Avenue Busway Preferred Option Cross Section



seven-mile long two-lane, bi-directional busway in the median to accommodate both express and local bus service. The study recommended a typical road cross section south of Norbeck Road that included three general-purpose lanes in each direction plus a two-way busway in the median (see Appendix D). **The Busway recommendation may be superseded by the *Countywide Transit Corridors Functional Master Plan*.**

Countywide BRT

The proposed Countywide BRT network includes two BRT corridors in Glenmont: a previously approved corridor on Georgia Avenue (MD 97) from Glenmont to Olney; and a potential corridor on Randolph Road from White Flint to Glenmont, with a possible extension east to the Prince George's County line. There are currently several completed and ongoing BRT studies that assess the minimum requirements for operations and necessary right-of-way for the proposed BRT network.

The master planned right-of-way for Georgia Avenue in the Plan area varies from 135 to 170 feet (170 feet from Layhill Road south to near the Plan boundary at Mason Street south of Randolph Road is needed to accommodate the grade-separated interchange). The master planned right-of-way for Randolph Road varies from 120 to 140 feet (140 feet for the segment of the grade-separated interchange).

In Glenmont, there is generally adequate master planned right-of-way for a BRT section on both Georgia Avenue and Randolph Road. **While BRT recommendations are subject to the ongoing update of the *Countywide Transit Corridors Functional Master Plan*, this Plan supports BRT on Georgia Avenue and Randolph Road as recommended in the proposed *Countywide Transit Corridors Functional Master Plan*.**

As Glenmont redevelops there may be adequate demand to support a circulator bus, which may be similar in design and operation to the Van-Go bus in Silver Spring or the Bethesda Circulator. While Glenmont will not become an employment center like Silver Spring or Bethesda, development at the recommended residential densities may warrant the consideration of a circulator bus to increase access to the Metro and other local destinations.

Recommendations

- Support high quality (frequent, limited stop, low-floor) BRT on Georgia Avenue and further study of BRT on Randolph Road as part of a Countywide network.
- Provide convenient and safe intermodal connections by ensuring that bus bays, enhanced bus stop amenities, crosswalks, and other supporting facilities are well-located and sufficient in number, either as stand-alone facilities or as part of redevelopment initiatives.
- Evaluate the need for a circulator bus as the area redevelops.

The Street Network

The potential redevelopment of existing commercial and multifamily properties in the core presents opportunities to increase connectivity within the core and to the surrounding neighborhoods with efficient and safe multi-modal access to transit, retail, and recreation. The three major roads in Glenmont, Georgia Avenue (MD 97), Layhill Road (MD 182), and Randolph Road, will continue to serve as major routes and connect Glenmont to the rest of the County and the region. Improvements to the existing road network will provide enhanced access and increased mobility for all modes of transportation, while new streets will add alternative routes for local traffic.

Some residents have expressed concerns that redevelopment will increase cut-through traffic in the future. The MCDOT's Renew Montgomery Program studies and implements measures to reduce negative

effects of speeding and neighborhood cut-through traffic. This Plan supports studying problematic roads identified by the Glenmont residents, most notably Denley Road.

Recommendations

- The Montgomery County Department of Transportation (MCDOT) should explore implementing traffic calming along Glenallan Avenue between Layhill Road and Georgia Avenue when Privacy World redevelops. Traffic calming should strike the balance between providing adequate vehicular access and circulation and pedestrian and bicycle safety and circulation.
- Create a grid of internal roads with redevelopment of larger properties to provide internal pedestrian access, vehicular circulation, and alternative means of ingress and egress. These internal roads are recommended for the following properties and discussed in more detail in specific properties section in the Land Use and Zoning chapter: Winexburg Manor, Privacy World, Glenmont Shopping Center, and Glenmont Forest. These new internal roads may be implemented as private streets in separate parcels subject to the following conditions:
 - a. Public access easements must be granted for the roadways and must be reviewed and approved by the Montgomery County Department of Transportation (MCDOT) and the Maryland-National Capital Park and Planning Commission (M-NCPPC).
 - b. The design of the roads must follow or improve on the corresponding Montgomery County Road Code standard (2005.02 modified) for a similar public road, unless approved by MCDOT and the Planning Board at the subdivision review stage.
 - c. Installation of any public utilities must be permitted within such easement.
 - d. The roads may not be closed for any reason unless approved by MCDOT.
 - e. The public access easement must be volumetric to accommodate uses above or below the designated easement area.
 - f. Montgomery County may require the applicants to install appropriate traffic control devices within the public access easement and the easement must grant the right to the County to construct and install such devices.
 - g. Maintenance and Liability Agreements will be required for each easement area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their easement area in good fashion and in accordance with applicable laws and regulations.
 - h. Montgomery County will inspect these streets and ensure that each has been constructed in accordance with the corresponding Road Code standard for a similar public road.
 - i. The applicant is obligated to remove snow and provide repairs to keep the roads in working order and open and if, for any reason, the applicants do not, the County must have the right, but not the obligation, to remove snow and/or provide repairs.

Layhill Road Improvement

The 1997 Plan recommended a separation of north and southbound lanes of Layhill Road between Glenallan Avenue and Georgia Avenue to: improve access from Georgia Avenue and Layhill Road to the Glenmont Shopping Center; reduce pedestrian and vehicular conflicts; improve the level of service at the intersection of Georgia Avenue/Layhill Road; and improve the flow of through traffic along Georgia Avenue. The bifurcation consisted of maintaining the northbound leg of Layhill in its existing location, and realigning the southbound lanes from a point west of Glenallan Avenue straight west to connect with Georgia Avenue passing between the existing Metro parking garage and the existing businesses in the Layhill Triangle.

The proposed bifurcation would result in two separate intersections of Layhill Road with Georgia Avenue. Southbound Layhill would create a new intersection with Georgia Avenue at the approximate location of the current entrance to the bus loop on the WMATA property, which would require complex signal operations to accommodate all the turning movements. The stacking distance on northbound Georgia Avenue between the existing Layhill Road intersection and the new intersection would also be reduced for cars and buses making a right turn onto the WMATA property from northbound Georgia Avenue. The northbound lane of Layhill Road would maintain its current intersection with Georgia Avenue.

The complications and cost of providing and operating the bifurcation seemingly outweigh its benefits. This Plan recommends a less invasive solution that achieves the goals of better access, reduced conflicts, and improved level of service and flow of through traffic. It recommends a slight realignment of Layhill Road to create a T-intersection with Georgia Avenue at the current location, which could be accomplished with little or no dedication from existing properties. The realigned intersection would improve the pedestrian crossing of Layhill Road by removing the current free rights from southbound Layhill Road to northbound Georgia Avenue and from northbound Georgia Avenue to northbound Layhill Road. The Plan also recommends exploring reductions in number of lanes from six to four that would shorten the roadway crossing distance for pedestrians walking to and from the Metro entrance. (See Appendix C, Transportation Analysis for more detail.)

Recommendations

- Do not bifurcate Layhill Road unless other solutions do not achieve the Sector Plan goals such as, but not limited to, the redevelopment of the Glenmont Shopping Center.
- With or without the Layhill Road bifurcation, reconfigure the southern portion of Layhill Road to create a T-intersection with Georgia Avenue to eliminate the current free rights at the northbound and southbound lanes of Layhill Road.
- Investigate reductions in the number of lanes on Layhill Road between Glenallan Avenue and Georgia Avenue.

Georgia Avenue/Randolph Road Interchange

The 1997 Plan recommended a grade-separated interchange for Georgia Avenue and Randolph Road to reduce congestion at the intersection, improve through-traffic flow and thereby reduce incentives for neighborhood cut-through traffic, and add development capacity to the road network to support proposed growth in Glenmont. This Plan supports the proposed interchange.

As part of the interchange project, the Maryland State Highway Administration (SHA) prepared several design alternatives for a left turn from the eastbound service road along the south side of Randolph Road into the shopping center. While this Plan does not specifically endorse the final design and operational details of the selected alternative, it supports improving vehicular access to the shopping center from all points to enhance its redevelopment potential. One of the jug-handle alternative best supports the goals of this Plan including adequate access into the shopping center from Randolph Road. (See Appendix C, Transportation Analysis for more detail.)

Pedestrian Circulation and Bikeway Network

Transforming Glenmont into a walkable community can increase pedestrian access to mass transit and other amenities, improve public health, promote a sense of place, reduce vehicle trips, and help offset environmental impacts of new development. This Plan's recommendations for a street grid are intended to create small blocks to enhance the pedestrian experience. This Plan also encourages coordination among M-

NCPPC, MCDOT, SHA, WMATA, developers, and local civic and homeowners associations to ensure that planned improvements adequately serve the circulation and accessibility needs of the community.

Many existing streets in Glenmont are currently without trees and adequate buffers, creating a less than ideal pedestrian environment. The recommended improvements includes wider medians where feasible, and sidewalks with green panels and street trees.

Recommendations

- Designate the Plan area as a State Bicycle and Pedestrian Priority Area.
- Provide enhanced pedestrian crossing opportunities with wide, clearly marked crosswalks on Georgia Avenue, Randolph Road, Layhill Road, and Glenallan Avenue, where appropriate. Consider signalizing pedestrian crossings where appropriate.
- MCDOT should perform a traffic signal warrant study to determine the feasibility of a traffic signal and crosswalks at Livingston Street and Randolph Road.
- Use urban road cross sections from the County Road Code for new roads to reduce pedestrian crossing width and maintain lower design speeds.
- Intersection improvement projects should prioritize bicycle and pedestrian safety and ease of access.
- Improve connectivity from the Plan area to Wheaton Regional Park, Brookside Gardens, Northwest Branch Trail, Matthew Henson Trail and the proposed Rachel Carson Greenway Trail including enhanced signage on streets that lead to trail connectors.
- Upgrade the existing shared use path on the south side of Glenallan Avenue between Georgia Avenue and Layhill Road to an eight to 10-foot shared use path and extend it to Randolph Road.
- Provide the appropriate marking and signs for bike lanes along Layhill Road (BL-18) between Georgia Avenue and Matthew Henson Park.
- Evaluate the need for a bike sharing program as the area redevelops.
- Support improved and expanded bike storage at Metro entrances and parking facilities.

Parking Management

While this Plan recommends transit-oriented development in Glenmont, new developments will increase demand for parking. To accommodate the future needs for commuters, local businesses, and residents, new development should use shared parking strategies, preferably in structured parking facilities. The proposed CR Zones encourage providing less than the maximum allowed number of parking spaces and providing public parking.

The County should explore public parking alternatives. Publicly managed parking can provide surface, on-street, and structured parking to help promote economic growth and provide better transportation management. District-wide parking management should be evaluated and may be an appropriate solution in the future to support economic development in Glenmont.

Recommendations

- The County should explore district-wide parking management alternatives to assist in the active management of parking demand and promote shared parking efficiencies.
- Retain convenient parking for the Metro station, but devote primary efforts to increasing the percentage of Metrorail passengers walking, using the bus, or riding bicycles to and from the station.

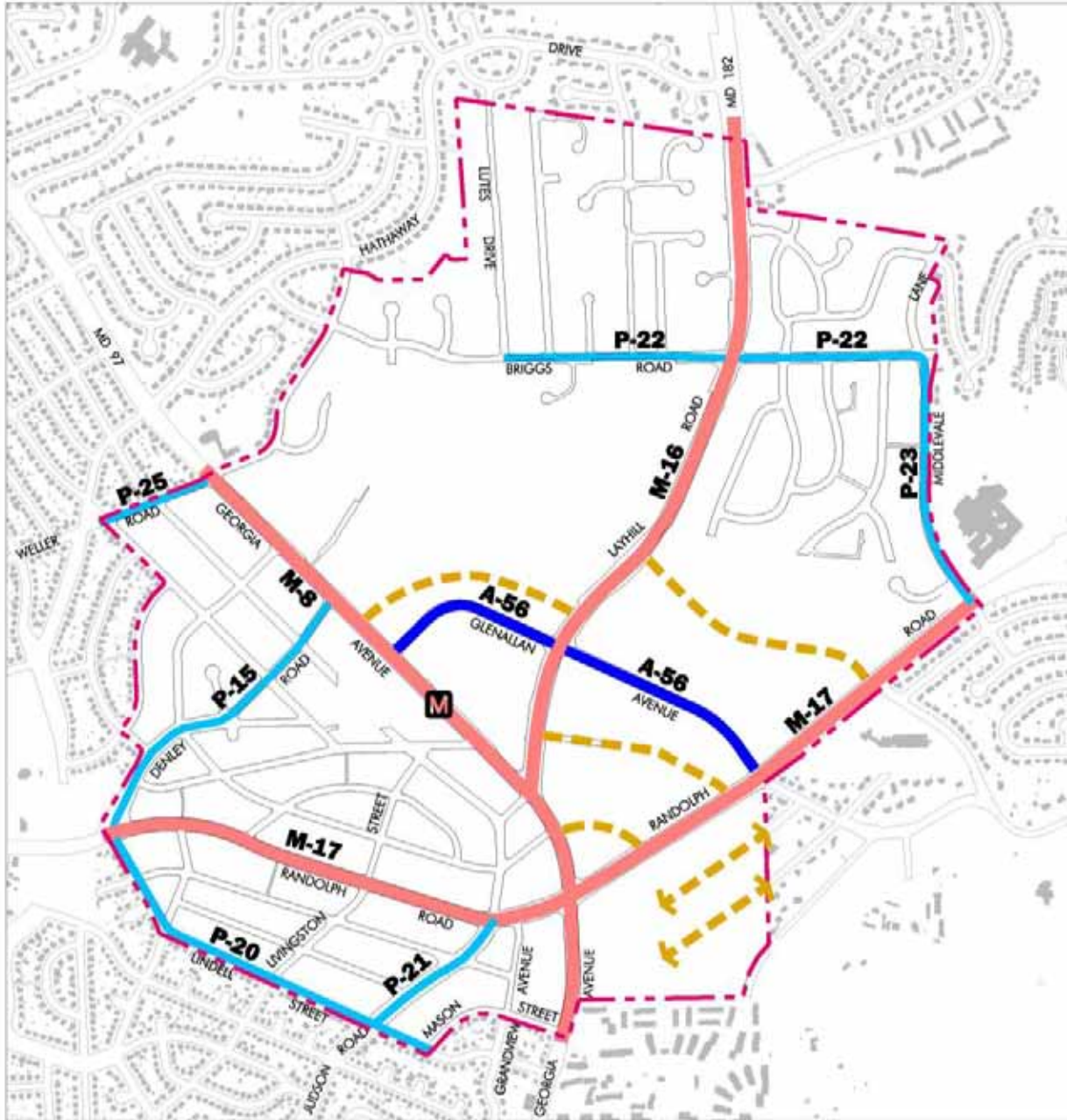
Table 3: Street Classification

| Master Planned Streets | From | To | Master Plan of Highways No. | Minimum Right of Way ¹ | Number of Through Travel Lanes | Design Standard ² |
|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------|-----------------------------------|--------------------------------|------------------------------|
| Major Highways | | | | | | |
| Georgia Avenue (MD 97) | Weller Road | Denley Road | M-8 | 135 | 6 - Divided | Mod. 2008.02 |
| | Denley Road | Layhill Road | M-8 | 145 | 6 - Divided | Mod. 2008.02 |
| | Layhill Road | Randolph Road | M-8 | 170 | 6 - Divided | Mod. 2008.02 |
| | Randolph Road | 500 Feet South of Randolph Road | M-8 | 170 | 6 - Divided | Mod. 2008.02 |
| | 500 Feet South of Randolph Road | Mason Street | M-8 | 120 | 6 - Divided | Mod. 2008.02 |
| Layhill Road (MD 182) | Hathaway Drive | Glenallan Avenue | M-16 | 120 | 4 - Divided | 2004.16 |
| | Glenallan Avenue | Georgia Avenue (MD 97) | M-16 | 140 | 6 - Divided | Mod. 2008.01 |
| Randolph Road | Lindell Street / Denley Road | Judson Road | M-17 | 120 | 6 - Divided | Mod. 2008.01 |
| | Judson Road | 400 Feet West of Glenallan Avenue | M-17 | 140 | 6 - Divided | Mod. 2008.01 |
| | 400 Feet West of Glenallan Avenue | Middlevale Road | M-17 | 120 | 6 - Divided | Mod. 2008.01 |
| Arterials | | | | | | |
| Glenallan Avenue | Georgia Avenue (MD 97) | Layhill Road (MD 182) | A-56 | 90 | 48 Feet | Mod. 2004.12 |
| | Layhill Road (MD 182) | 450 Feet North of Randolph Road | A-56 | 80 | 48 Feet | Mod. 2004.22 |
| | 450 Feet North of Randolph Road | Randolph Road | A-56 | 95 | 48 Feet | Mod. 2004.22 |
| Primary Residential Streets | | | | | | |
| Denley Road | Georgia Avenue (MD 97) | Randolph Road | P-15 | 70 | 36 Feet | 2002.03 |
| Lindell Street | Randolph Road | Mason Street | P-20 | 70 | 36 Feet | 2002.03 |
| Judson Road | Randolph Road | Lindell Street | P-21 | 70 | 36 Feet | Mod. 2002.03 |
| Briggs Road | Lutes Drive | Layhill Road (MD 182) | P-22 | 80 | 36 Feet | Mod. 2002.03 |
| | Layhill Road (MD 182) | Middlevale Lane | P-22 | 70 | 36 Feet | Mod. 2002.03 |
| Middlevale Lane | Briggs Road | Randolph Road | P-23 | 70 | 36 Feet | Mod. 2002.03 |
| Weller Road | Holdridge Road | Georgia Avenue (MD 97) | P-25 | 70 | 36 Feet | Mod. 2002.03 |

¹ Reflects minimum right-of-way, and may not include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Unless specifically noted, rights-of-way are measured symmetrically from the centerline.

² Reflects the most representative roadway cross-section. (Mod. = Modified)

Map 6: Street Classification



- M** Metro Station
- - - Sector Plan Boundary
- Major Highway
- Arterial
- Residential
- Proposed Local Streets *

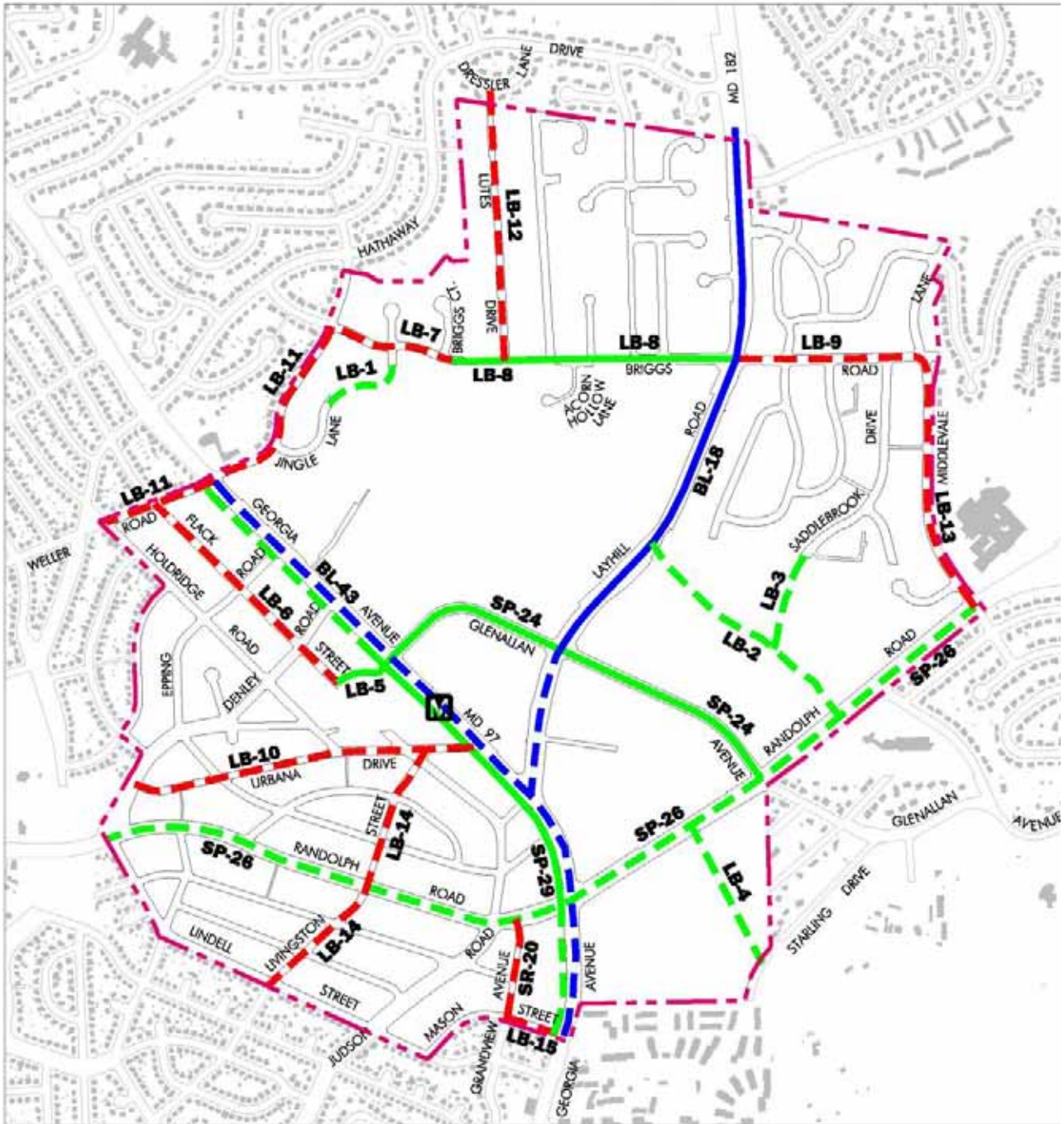
* Not designated in the Master Plan of Highways. Alignment to be determined during the development review process. Local streets could be public or private.



Table 4: Countywide and Local Bikeways

| Master Planned Bikeways | From | To | Master Plan of Bikeways No. |
|---|------------------------|---|-----------------------------|
| Bike Lane | | | |
| Layhill Road (MD 182) | Georgia Avenue (MD 97) | Hathaway Drive | BL – 18 |
| Georgia Avenue (MD 97) | Weller Road | Mason Street | BL - 43 |
| Shared Use Paths | | | |
| Georgia Avenue (MD 97) | Weller Road | Denley Road | SP - 29 |
| Georgia Avenue (MD 97) Glenmont Greenway | Denley Road | Mason Street | SP - 29 |
| Glenallan Avenue | Georgia Avenue (MD 97) | Randolph Road | SP - 24 |
| Randolph Road | Denley Road | Middlevale Lane | SP - 26 |
| Jingle Connector | Jingle Lane | Jingle Lane | LB - 1 |
| Saddlebrook Connector | Layhill Road | Randolph Road | LB - 2 |
| Saddlebrook Drive Extension | Saddlebrook Drive | Saddlebrook Connector | LB - 3 |
| Glenmont Forest Connector | Randolph Road | Wheaton Regional Park- Off Road Path (PB-46) | LB - 4 |
| Flack Connector | Flack Street | Glenmont Greenway | LB - 5 |
| Briggs Road | Briggs Court | Layhill Road | LB - 8 |
| Signed Shared Roadways | | | |
| Flack Street | Weller Road | Flack Connector | LB - 6 |
| Briggs Road | Weller Road | Briggs Court | LB - 7 |
| Briggs Road | Layhill Road | Middlevale Lane | LB - 9 |
| Grandview Avenue | Randolph Road | Mason Road | SR- 20 |
| Urbana Drive | Denley Road | Georgia Avenue (MD 97) | LB - 10 |
| Weller Road | Holdridge Road | Briggs Road | LB - 11 |
| Lutes Drive | Dressler Lane | Briggs Road | LB - 12 |
| Middlevale Lane | Briggs Road | Randolph Road | LB - 13 |
| Livingston Street | Lindell Street | Urbana Drive | LB - 14 |
| Mason Street | Georgia Avenue (MD 97) | Grandview Avenue | LB - 15 |

Map 7: Bikeway Network



- M** Metro Station
- Sector Plan Boundary
- Existing Shared Use Path (solid green line)
- Proposed Shared Use Path (dashed green line)
- Existing Bike Lanes (solid blue line)
- Proposed Bike Lanes (dashed blue line)
- Existing Signed Shared Roadway (solid red line)
- Proposed Signed Shared Roadway (dashed red line)



ENVIRONMENT

The Plan area straddles two watersheds, with Georgia Avenue serving as a rough dividing line. Approximately 70 percent of the Plan area is in the Northwest Branch watershed, which drains to the Anacostia River. The Rock Creek watershed portion drains to the Potomac River. Both watersheds are characterized by a mix of developed areas and forested parkland, but the water quality condition of the streams ranges from fair to poor.

Glenmont has approximately 300 acres of imperviousness, approximately 42 percent of the Plan area. The imperviousness is concentrated in the commercial core, which has extensive surface parking. Much of the area was developed prior to stormwater management regulations so redevelopment should improve the water quality of tributaries to the Northwest Branch and Rock Creek.

While only approximately 10 percent of Glenmont is forested, an additional 32 percent of the Plan area has tree canopy coverage. The forest is predominately located on WMATA and publicly owned properties along Briggs Road, and serves to buffer the adjacent neighborhoods. The tree canopy is largely in the established single-family neighborhoods surrounding the commercial core. Redevelopment within the commercial core should add to the tree canopy.

This Plan encourages protecting water and air quality while providing a natural environment for residents to enjoy. Redevelopment in Glenmont provides the opportunity to preserve natural areas as buffers, link the mixed-use core with single-family neighborhoods, and accommodate natural resource-based recreation, such as natural surface trails and nature interpretation.

Redevelopment is also an opportunity to improve environmental conditions and create a more sustainable community that conserves energy and uses roofs and green spaces to filter stormwater and purify the air. The following recommendations focus on preserving existing natural features and incorporating new green elements into the built environment, while optimizing the land use within a compact development footprint. Implementation will primarily occur through the development process.

Recommendations

- Preserve and restore existing natural features by:
 - protecting environmental buffers by conserving and planting forest
 - restoring stream channels to reduce erosion and enhance water quality
 - retaining existing forest and trees through the redevelopment process.
- Increase tree canopy cover by:
 - increasing planting in public rights-of-way such as medians and the Glenmont Greenway
 - using advanced planting techniques in new and reconstructed streets and sidewalks such as constructed soil and interconnected tree pits to increase the soil area for tree roots
 - incorporating trees into stormwater Best Management Practices and into roof and terrace plantings
 - encouraging a minimum of 25 percent tree canopy coverage on redevelopment projects
 - retrofitting existing parking lots with landscaping.
- Minimize, and mitigate for, impervious surfaces by:
 - using Environmental Site Design to reduce runoff from all impervious surfaces, including roofs, terraces, and paving
 - building new streets and retrofit of existing roads with enhanced landscape and urban stormwater management facilities in the right-of-way

- integrating stormwater management into open spaces where feasible
- exploring opportunities for shared parking facilities.
- Connect the natural and built environments by:
 - integrating urban agriculture through the use of community gardens in redevelopment sites, public projects, and open spaces
 - encouraging all new and retrofitted building construction to incorporate urban environmental features like green roofs, green walls, and innovative stormwater management
 - promoting pedestrian connections and recreational opportunities through natural areas while preserving environmental features.

Energy

Minimizing energy consumption is important for environmental and economic reasons. Most of the new development in Glenmont will be infill and redevelopment of currently built sites with higher density developments, making better use of limited resources and existing infrastructure. Mixed-use areas near transit reduce vehicle miles traveled, and even eliminate some motor vehicle trips by encouraging people to walk or bike to Metro and other local destinations.

Carbon emissions are directly related to many forms of carbon-based energy production and consumption. Increased carbon emissions have been tied to the human contribution to climate change, thus increasing the importance of minimizing the use of non-renewable energy.

Montgomery County Bill number 32-07 established a goal to stop increasing greenhouse gas emissions by the year 2010, and reduce emissions 20 percent lower than 2005 levels by the year 2050. Although the goal to stop increasing emissions by 2010 was not achieved, efforts are being made to monitor and reduce emissions to meet the 2050 goal. Staff ran a model to estimate the greenhouse gas emissions, including embodied energy emissions, building energy emissions, and transportation emissions for the existing conditions and the projected buildout of this Plan. Table 5 below shows the results of this model run.

Table 5: Glenmont Greenhouse Gas Emissions

| Scenario | Emissions (MTCO ₂ e*) |
|--------------------------------|----------------------------------|
| Existing | 6,748,706 |
| Projected Sector Plan Buildout | 15,649,950 |

*Metric Tons Carbon Dioxide Equivalents (over the life of the development)

While the Projected Plan’s estimated buildout shows an increase in the total emissions, there is a carbon footprint reduction of approximately 25 percent on a per capita basis. This decrease in per capita emissions is due to the Plan’s:

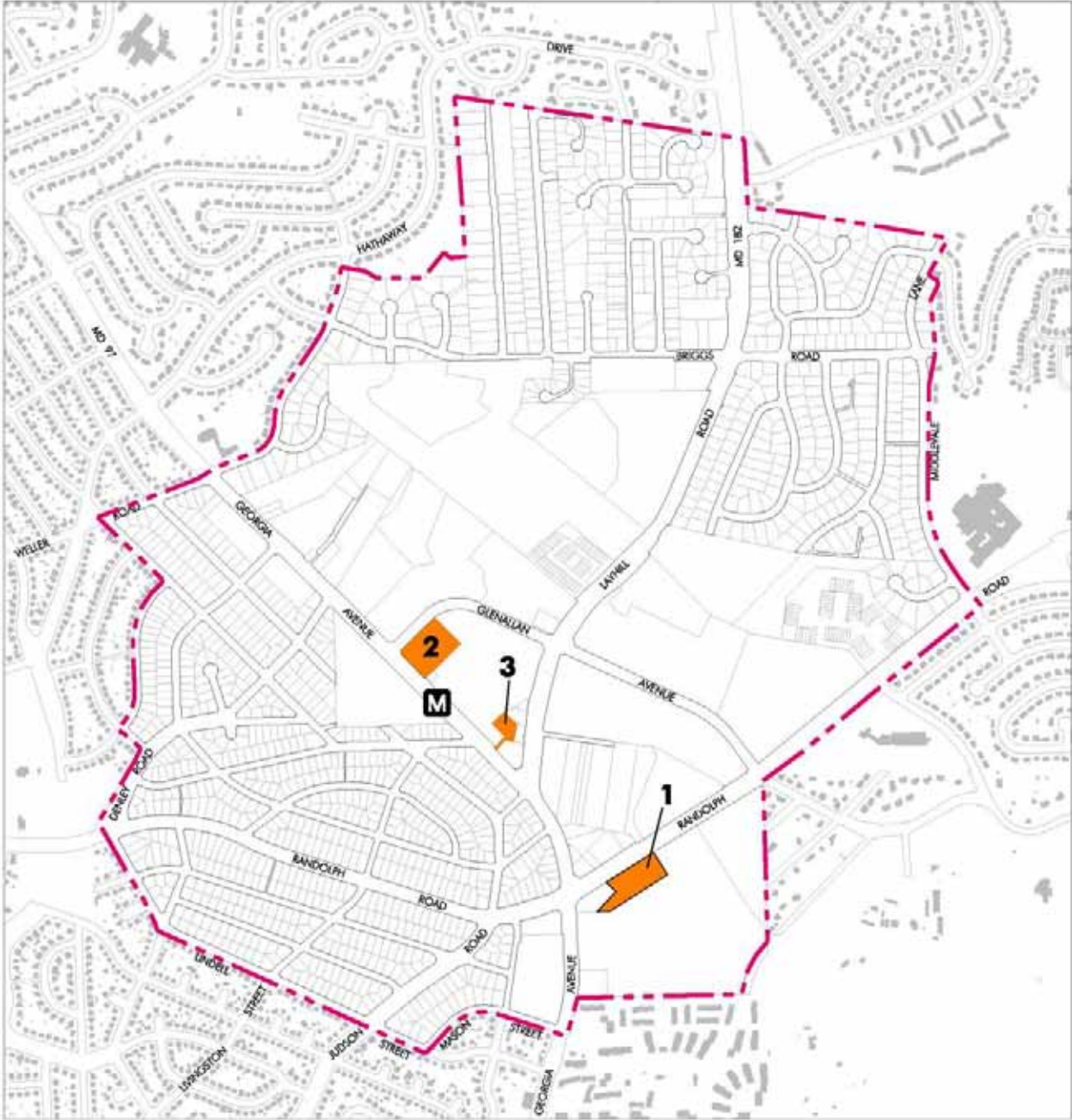
- Concentrating growth around the Metro station, which reduces the per capita vehicle miles traveled;
- Increasing the number of multifamily residential units, which are more energy efficient than single-family homes;
- Increasing growth without substantially increasing the amount of pavement.

This Plan helps minimize per capita energy use through its recommendations for compact, mixed-use redevelopment of existing buildings near transit. It also encourages the following strategies and mechanisms to achieve further energy savings.

Recommendations

- Encourage new buildings to meet the appropriate American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) advanced energy design guide.
- Encourage renovated buildings to meet the appropriate ASHRAE advanced energy design guide.
- Channel sunlight for daylighting through proper building orientation and use of light shelves, baffles, clerestories, and skylights.
- Integrate geothermal systems and passive solar to reduce energy consumption.
- Use solar photovoltaic cells on both horizontal and vertical surfaces.
- Encourage wind energy conversion systems and large district energy systems.

Map 9: Proposed Historic Resources



M Metro Station
 - - - Sector Plan Boundary

- 1** Montgomery County Police Station, District 4 (31-45)
- 2** Georgia Avenue Baptist Church (31-46)
- 3** Glenmont Water Tower (31-47)



HISTORIC RESOURCES

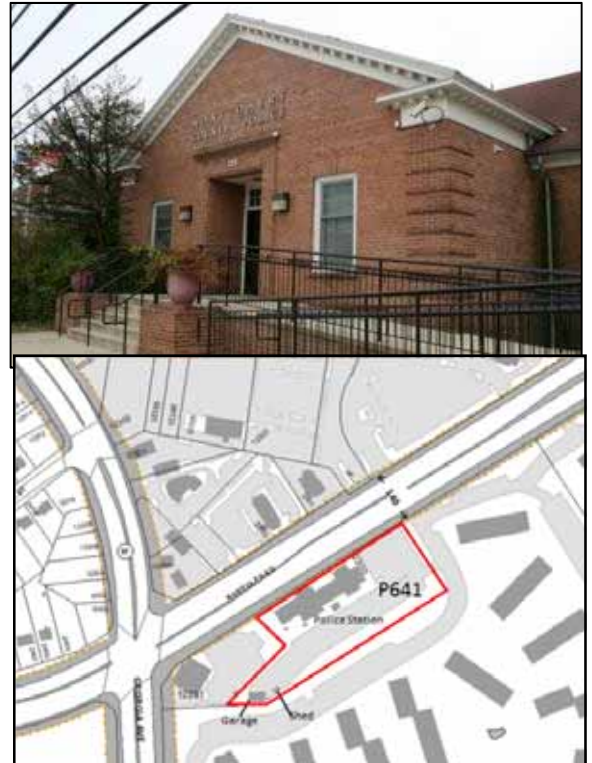
In the Glenmont Sector Plan area there are no historic sites currently designated in the *Master Plan for Historic Preservation*. This Plan recommends three sites in the Plan area for designation in the *Master Plan for Historic Preservation* and addition to the *Locational Atlas and Index of Historic Sites*. The Historic Preservation Commission (HPC) concurs with the Planning Board in this recommendation.

1. Wheaton-Glenmont Police Station, Fourth District (1959), 2300 Randolph Road

The Glenmont Police Station is the oldest police station building in Montgomery County. This was the first station built exclusively to house police facilities. The brick Georgian Revival style building, designed in 1958 by Bagley-Soulé & Associates architects, reflects a civic image which 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. (Historic Resource #31-45)

Criteria: 1d, 2a.

Environmental setting: The setting is parcel P641, being 1.83 acres (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.



2. Georgia Avenue Baptist Church (1956; 1962), 12525 Georgia Avenue

The Georgia Avenue Baptist Church is a noteworthy example of mid-century modern religious architecture. The main auditorium, designed by architect Theodore Bennett, is banked into the sloping land, and features asymmetrical glass window walls. The education wing, designed by Vosbeck-Ward & Associates, is sheathed with TECFAB panels, prefabricated concrete perlite panels which represent local technology and innovation. The congregation has a long history in the community. The Maryland Historical Trust finds the Georgia Avenue Baptist



Church is eligible for the National Register of Historic Places.

Criteria: 2a

Environmental Setting: The setting is parcel P195, being 2.37 acres (Tax ID 13-00961350), which does not include the 145-foot Master Plan Right of Way for Georgia Avenue. This designation recommends leniency in review of proposed changes to the steeple, built in 1977. The storage shed is a non-contributing resource.



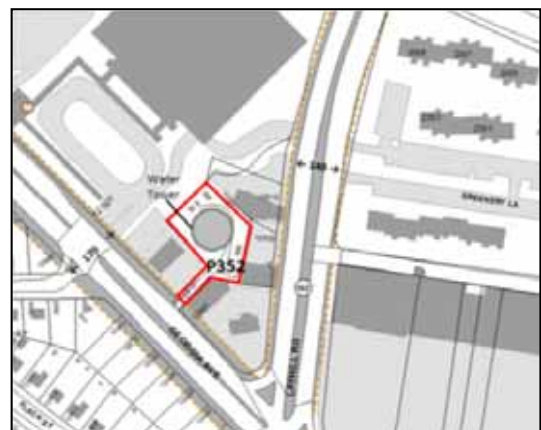
3. Glenmont Water Tower (1947), 12413 Georgia Avenue

The Glenmont Water Tower is one of the oldest extant elevated water tanks in Montgomery County. 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. Prominently located 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. 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. 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. (Historic Resource #31-47)



Criteria: 1a, 2e

Environmental Setting: The setting is parcel P352, being 0.64 acres (Tax ID 13-00983106). The setting does not include non-contributing sheds, nor does it include the 145-foot Master Plan Right of Way for Georgia Avenue.



COMMUNITY FACILITIES

Community facilities, services and amenities contribute to the quality of life and public safety. The Plan's recommendations ensure that public facilities and services are adequate and accessible to present and future residents.

Parks, Open Spaces, and Trails

Public parks as well as both public and private open spaces play an important role in a community's well-being. In urbanizing areas, parks provide health, social, aesthetic, economic, and environmental benefits. They enhance the quality of community life by providing visual relief from the built environment, a sense of place, an opportunity to connect with nature, and a place to gather, play and celebrate life's milestones. In addition, parkland contributes to the natural environment by providing wildlife habitat, improving air quality, and protecting water quality.

The Plan area has three existing public parks: Glenfield Local Park, Saddlebrook Local Park, and Glenmont Greenway Urban Park. Glenfield Local Park is 11.3 acres and features a diamond/rectangular field overlay, a playground, two tennis courts, a picnic shelter, and a petanque court. Saddlebrook Local Park is nearly 15 acres and includes a rectangular field, playground, and a basketball court. Glenmont Greenway Urban Park is approximately three acres, and includes an eight-foot wide asphalt trail and sitting areas. The land is owned by WMATA, but operated and maintained by M-NCPPC as parkland.

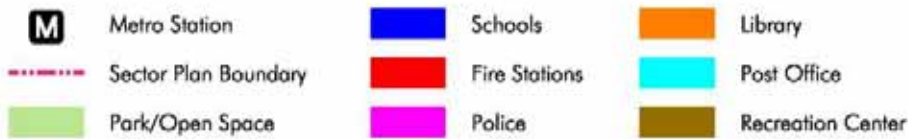
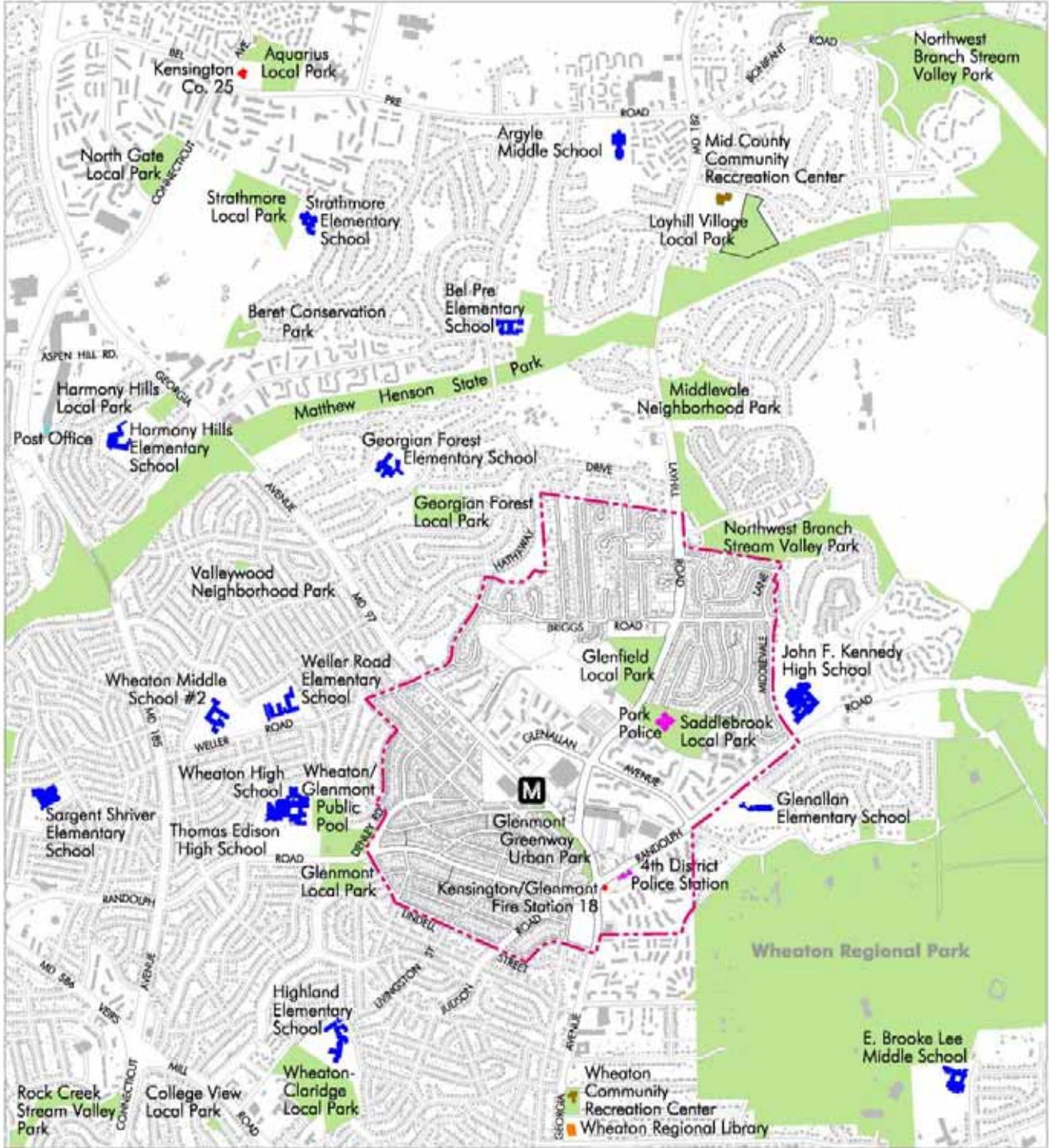
In addition to these three parks, there are 11 parks within a few miles of the Plan area, totaling over 1,100 acres. A full evaluation of existing public parks is included in Appendix E.

While the Plan area is generally well served by parks, there are distinct needs for future residents and workers, specifically a central civic green to serve as a gathering place and location for community festivals and special events. Additionally, the growing population will have increased needs for urban open space and recreational facilities. This Plan's recommendations for parks, open spaces, and trails address the unmet needs per the guidance of the *2012 Park, Recreation, and Open Space (PROS) Plan* and *Vision 2030 Plan* through an interconnected system of parks and open spaces on the redevelopable properties within the core and in the surrounding neighborhood. This Plan also supports connections within the Plan area that serve as vital links to Wheaton Regional Park and the major Countywide trail corridors.

Areawide Recommendations

- Consider purchasing properties, where feasible and appropriate, that are adjacent to existing parks to meet identified active or passive recreational needs as documented in the *PROS Plan*, to reduce active recreation space shortages and expand urban green space.
- Provide and enhance direct pedestrian and bicycle access to nearby regional hiker-biker trails, including the Sligo Creek Trail, the Matthew Henson Trail, and the trail system and recreational facilities in the Wheaton Regional Park.
- Explore the extension of Glenmont Greenway on the west side of Georgia Avenue to Shorefield Road in a future update of the *Master Plan for the Communities of Kensington-Wheaton*. Shorefield Road is the primary access from Georgia Avenue to the regional park. In the short term, enhancement to the sidewalk and streetscape within the right-of-way along the west side of Georgia Avenue between the Plan boundary at Mason Street and Shorefield Road should be consistent with the Green Corridor recommendation for Georgia Avenue in the *Master Plan for the Communities of Kensington-Wheaton*.

Map 10: Community Facilities

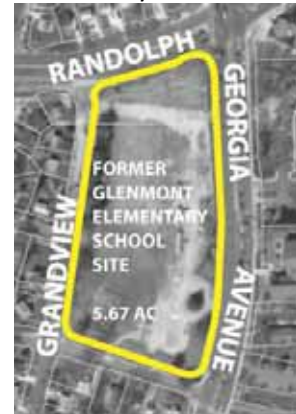


Specific Property Recommendations

Former Glenmont Elementary School Block

The northern portion of the County-owned, former Glenmont elementary school block at the southwest corner of Georgia Avenue and Randolph Road (adjacent to the new location for the Fire Station #18) should become a new local park. Every effort should be made to provide an athletic field, limited on-site and on-street parking, and maintenance access from Grandview Avenue. If the police station is located on this block, a replacement field should be provided for this neighborhood.

Former Glenmont Elementary School Block



Saddlebrook Local Park

The Saddlebrook Local Park (behind Park Police Headquarters) on Layhill Road is not perceived by the community to be a public park due to its poor visibility from Layhill Road and lack of convenient access from the adjacent community. Despite the public perception, the park is quite heavily used. The facility and park amenities should be more inviting to the public, particularly through better signage. If the Park Police site is used for school purposes, the current rectangular field should be available for community use during non-school hours. As recommended in the *PROS Plan*, a site selection study should be performed to determine the location for a future Park Police Headquarters if the property is used for a school in the future.

Recommendation

- Provide additional well-marked sidewalks and/or pathways, and improved views if possible, into the park.
- Enhance existing access points that clearly identify the facility as a public park.

Forested Parcels adjacent to Glenfield Local Park

A wooded area of approximately 30 acres, which contains nearly half of all the forest within the Sector Plan area, is located adjacent to Glenfield Local Park and the Glenmont Metro Station Maintenance Yard. It consists of five parcels, including two County-owned parcels and others owned by WMATA, a Homeowners Association, and a private landowner. This area contains mature upland forest directly adjacent to existing parkland. The forest also contains headwater streams and people's choice trails connecting Glenfield Local Park to the neighborhood

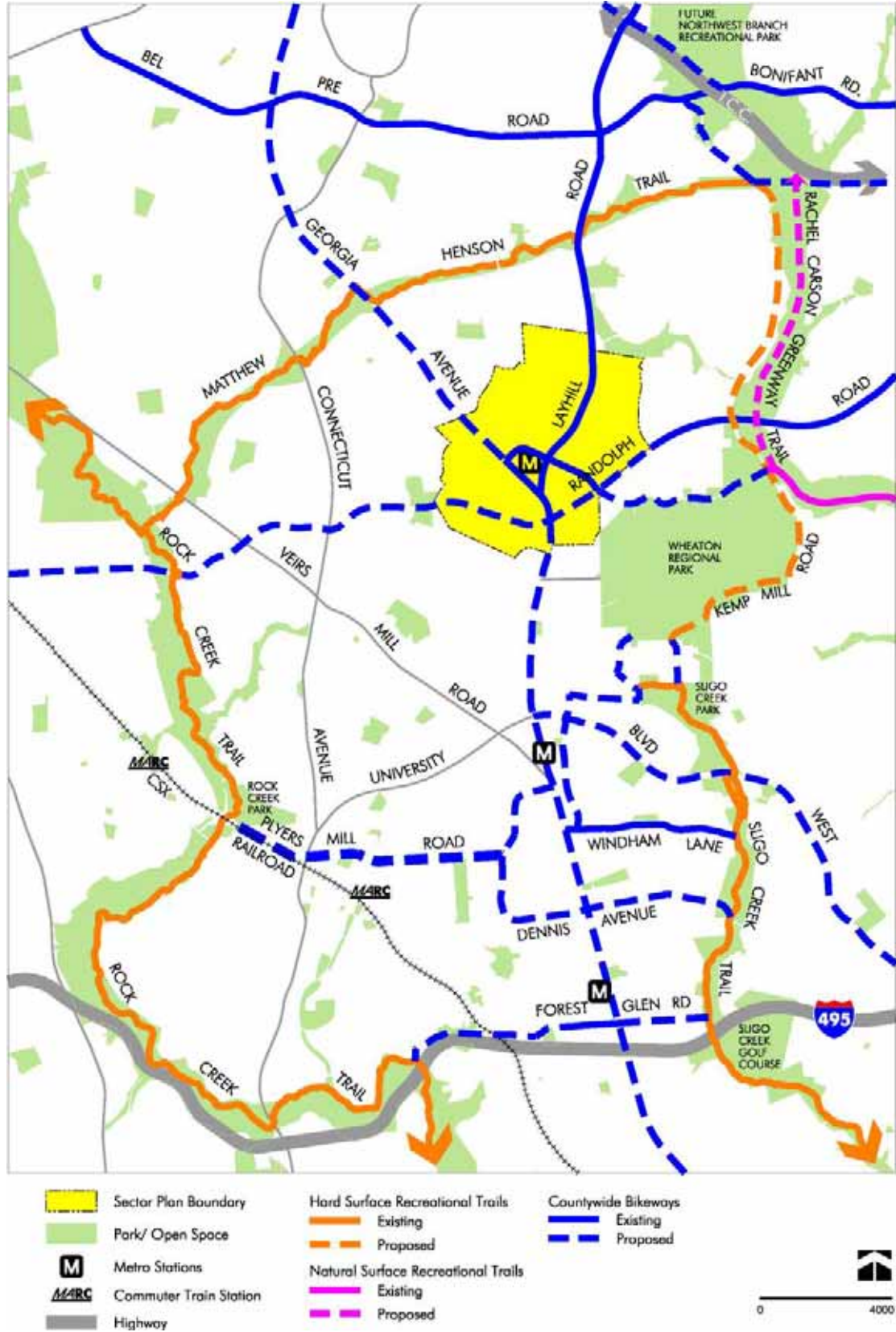
north of Briggs Road. The majority of the WMATA acreage is already preserved as forest through a Category I Forest Conservation Easement, but public access is currently not provided to this forest.

This forested area is the largest, contiguous tract of land with forest and natural resources within the Plan area. It should be preserved to provide opportunities for natural resource-based recreation, such as natural surface trails and nature interpretation. On May 21, 2012, the

Legacy Open Space Candidate Site



Map 11: Regional Trails



Legacy Open Space (LOS) Advisory Committee unanimously endorsed this forest for designation as an LOS Natural Resources Candidate Site in support of the need to provide natural recreation spaces for the County's urban residents.

Within the Plan area, there is no other forested area of similar size and quality potentially available for parkland acquisition. In addition to its size and the potential for protection of high quality natural resources, this forested area is directly adjacent to Glenfield Local Park and would be a logical expansion of parkland to provide increased natural resource-based recreation for the local community.

Recommendation

- Designate these five properties as a Legacy Open Space Natural Resource Candidate Site and add to Glenfield Local Park.

Neighborhood West of Georgia Avenue

This area does not have parkland or good access to parkland. Georgia Avenue and Randolph Road are difficult for pedestrians and bicyclists to cross to access parks or play areas on the other side. New parks and play areas in this neighborhood are a high priority. The Parks Department should look for opportunities to acquire one or more single-family lots in an appropriate location to provide small playgrounds and play areas for the local residents.

Recommendation

- Acquire suitable sites for a small neighborhood park to provide playground and picnic space north of Randolph Road and west of Georgia Avenue.

Recreation Facilities

Glenmont is well served by nearby existing and planned recreation facilities. The Mid-County Community Recreation Center recently opened at 2004 Queensguard Road off Layhill Road north of the Plan area. The 23,500-square foot building includes a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, and conference room. This facility was planned to serve a population of over 100,000 in the Mid-County region that includes the Kensington/Wheaton and Aspen Hill Planning Areas.

The Wheaton/Glenmont outdoor public swimming pool is located directly west of the Plan area at 12621 Dalewood Drive. This facility is located in the Glenmont Local Park that is equipped with a small recreation building available to community members for rent.

The Wheaton Community Recreation Center, located south of the Plan area at 11711 Georgia Avenue and owned by M-NCPPC, is a multipurpose recreational facility providing activities and events for people of all ages. The facility features a gymnasium, social hall, weight/exercise room, art room, and a variety of other activity rooms available for community members to rent. The County is developing plans to replace the community center, and the regional library across Hermitage Avenue, with a joint library/community center facility.

Public Schools

Public schools within the Downcounty Consortium (DCC) serve the Glenmont Sector Plan area. The consortium "includes five high schools and their feeder middle and elementary schools. Each DCC high school offers distinctive academic programs designed to capture students' interest, incorporate rigorous academic course work, explore possible career pathways, and bring real world relevance to student's education." (See more at <http://www.montgomeryschoolsmd.org/>) Students within the Glenmont Sector

Plan area can attend a total of twelve public schools, including four elementary schools, three middle schools, and five high schools.

Elementary Schools

Georgian Forest
Weller Road
Glenallan
Arcola

Middle Schools

Argyle
Col. E Brooke Lee
A. Mario Loiederman

High Schools

Montgomery Blair
Albert Einstein
John F. Kennedy
Northwood
Wheaton

Three of the four elementary schools—Weller Road, Glenallan, and Georgian Forest—are currently over capacity. Capital improvement projects for all four elementary schools have been approved or recommended, including the construction of the new Glenallan Elementary School, which is underway. With the planned additions and modernizations of the other three facilities, only Arcola ES is expected to exceed capacity in 2017-18.

The three middle schools are all currently below capacity. However, Col. E. Brooke Lee MS and A. Mario Loiederman MS are expected to exceed capacity in the future. Currently, there are no proposed, recommended, or approved capital improvement projects to increase capacity at these facilities.

The five high schools are all currently below capacity with Northwood HS expected to exceed capacity by 2014-2015 and Montgomery Blair HS expected to exceed capacity by 2017-2018. There are no proposed, recommended or approved capital improvement projects to increase capacity at Northwood HS. However, any enrollment increases can be accommodated through classroom additions or modernization of the current facility. Wheaton HS is currently located on the same site as Thomas Edison High School of Technology, which provides half-day, specialized curriculum for high school students from all Consortiums. Both are scheduled for complete replacement with construction to be completed by 2016.

The maximum housing estimate of approximately 8,900 housing units (at full projected buildout of the Sector Plan) could generate an additional 121 elementary school students, 215 middle school students, and 133 high school students. Most of the new housing development proposed in the Plan will occur in the John F. Kennedy High School cluster area.

Although the potential redevelopment estimated for the Plan area itself did not indicate the need for a new school, staff also looked at the impact of the recently adopted, nearby Wheaton Sector Plan, which identified the need for an elementary school site at full buildout of that Plan, and recommended the former Pleasant View Elementary School on Upton Drive (currently used by the Crossway Community

facility) as a future school site. Since the approval of the Wheaton Sector Plan, the Pleasant View site has been approved for a charter school, which may impact its availability for use as an elementary school in the future. Therefore, this Plan has identified the former Saddlebrook Elementary School site on Layhill Road, currently used by M-NCPPC Park Police, as a potential site for an additional elementary school site if there is a need to open a new elementary school in the Glenmont area.

Recommendation

- Retain the County-owned, former Saddlebrook Elementary School site on Layhill Road for a future elementary school, if needed.

Police

The Fourth District Police Station at 2300 Randolph Road, across from the shopping center, serves communities along Georgia Avenue including Olney, Glenmont, Wheaton, Aspen Hill, and some areas extending east to the boundary of Peach Orchard Road near Burtonsville. Originally constructed in 1958, the facility is the County's oldest police station but was recently modernized. The existing facility is adequate to serve the current and future needs of the Plan area. There may be some expansion potential to the west should any ground remain on the Fire Station 18 site after the Georgia Avenue and Randolph Road grade-separated interchange is constructed. Like the 1997 Sector Plan, this Plan supports an expansion to the west if the site becomes available for expansion.

If improvements related to the interchange necessitate relocating the police station, a new location should be decided through a site selection process. Within the Plan's boundary, co-locating the police station with the proposed fire station on the old Glenmont Elementary School site should be considered. If the police station is located on this block, a replacement field should be provided for this neighborhood.

Fire, Rescue, and Emergency Medical Services

The Glenmont Sector Plan Area is served primarily by two fire-rescue stations: Kensington Volunteer Fire Department (KVFD) Station 18 in Glenmont (currently at the southeast corner of Georgia Avenue and Randolph Road) and Wheaton Volunteer Rescue Squad (WVRS) Station 42 in Wheaton. Fire-rescue stations in the vicinity that also serve the Glenmont area, when needed, include KVFD Station 5 in the Town of Kensington, KVFD Station 21 on Veirs Mill Road, and KVFD Station 25 in Aspen Hill. In addition, apparatus from other fire-rescue stations respond into the Glenmont area when needed.

As recommended in the 1997 Plan, KVFD Fire Station 18 will soon be relocated to the County-owned, former Glenmont Elementary School site at the southwest corner of Georgia Avenue and Randolph Road to make way for the planned grade separation of Georgia Avenue and Randolph Road. Also, WVRS Station 42 will be relocated from Grandview Avenue in Wheaton CBD to the southeast corner of Georgia and Arcola Avenues.

While existing fire suppression and heavy rescue resources serving the Glenmont area should remain adequate to serve the existing and planned growth in this Plan, the need for additional Emergency Medical Services resource (to be deployed at existing stations) is likely due to increased demand brought about by additional residents, including those having special needs (e.g., immigrants, seniors).

Recommendation

- Support the proposed relocation of the KVFD Fire Station 18 within the Glenmont Sector Plan area (currently planned for the old Glenmont Elementary School site).

Library

The nearest County library serving the Plan area is the Wheaton Regional Library located at the intersection of Georgia Avenue and Arcola Avenue south of the Plan area. This library is one of the County's busiest branches with over 600,000 items circulated each year and more than 425,000 annual visits. Plans to replace the library and the adjacent community center in a joint library/community center facility are currently underway. The library and recreation center will be comparable to other facilities of similar service needs, and may have shared use of some space including lobbies, meeting rooms, restrooms, and parking.

Mid-County Regional Services Center

The Mid-County Regional Services Center, one of the County's five regional services centers, is located on Reddie Drive in downtown Wheaton and has served the community since 1978. In addition to housing the offices of the Mid-County Regional Services Center and the Wheaton Redevelopment Program, it accommodates the Mid-County Citizens' Advisory Board, Conflict Resolution, Adult Behavioral Health, Women's Cancer Control, Information and Referral Services, Projecto Salud Health Clinic (Montgomery Cares), Community Police Resource Center, and the Mid-County United Ministries.

Health and Family Services

The nearest hospital to Glenmont is Holy Cross Hospital in Forest Glen, located approximately three miles south of the Plan area on Forest Glen Road east of Georgia Avenue.

The Department of Health and Human Services operates the Dennis Avenue Health Center located approximately two miles south of Glenmont. This facility provides a number of programs aimed at improving the health and well-being of eastern County residents, including the Communicable Disease & Epidemiology Director's Office, STD Services, HIV Services, Disease Control, Public Health Emergency Preparedness & Response, Immunization Program, Tuberculosis Control Program, and Dental Services.

IMPLEMENTATION

Zoning

This Plan will be implemented over a long period of time, on a property-by-property basis, through a combination of public and private initiatives such as redevelopment and upgrading of private properties, public projects funded through federal, State and County Capital Improvement Projects, and public/private partnership projects. All of these are guided by a number of regulatory mechanisms. While the Zoning Ordinance is one of the most significant implementation tools to achieve the Plan's recommendations, others include the Subdivision Law, Forest Conservation Law, Historic Preservation Ordinance, Housing Policy, State Mandatory Referral Law, and numerous other programs and policies.

Following the Plan's approval by the County Council and adoption by the Maryland-National Capital Park and Planning Commission, a Sectional Map Amendment (SMA) will apply the Plan's zoning designations to the official zoning map of the County. The Planning Board will also review and approve design guidelines that will help developers, the community, and staff implement the Plan.

Public Benefits in the CR Zone

The CR Zone requires all optional method developments to provide public benefits to achieve incentive density above the standard method density of 0.5 FAR.

The following list of public benefits should be considered priorities during project development and review. This list is not mandatory nor does it preclude consideration of other benefits listed in the CR Zone to achieve the maximum permitted FAR. The requested benefits should be carefully analyzed to make sure they are the most suitable for a particular location and consistent with the Plan's vision, and that they satisfy the changing needs of the area over time. When selecting these benefits, the Planning Board should consider community needs as a determining factor.

- Connectivity Between Uses, Activities, and Mobility Options
 - Through-block Connections
 - Neighborhood Services
- Diversity of Uses and Activities
 - Affordable Housing
 - Dwelling Unit Mix
 - Care Centers
- Quality Building and Site Design
 - Public Open Space
 - Streetscape
- Protection and Enhancement of the Natural Environment
 - Tree Canopy
 - Habitat Preservation and Restoration

Public Amenities and Benefits

In Glenmont, a central open use space in the Glenmont Shopping Center is identified for contributions to the amenity fund pursuant to Section 59-C-15.851 of the Zoning Ordinance.

County Capital Improvements Program

The public sector must also invest in capital improvement projects necessary to implement the Plan's recommendations, such as roads and bike paths that cannot be provided through redevelopment. In the Glenmont Plan area priority should be given to the following CIP projects:

- bus rapid transit
- a new elementary school, if needed
- indoor and outdoor active recreation facilities
- routes and facilities in the designated Bicycle and Pedestrian Priority Areas
- Improvements to Layhill Road between Glenallan and Georgia Avenues.

Development Incentives

State and County governments utilize a variety of programs to incentivize development and achieve the vision in a master or sector plan. For example, the State Enterprise Zone is an economic development program that provides tax incentives to eligible businesses that locate or expand in designated zones. Montgomery County's Parking Lot Districts in designated areas encourage shared parking facilities. This Plan recommends that State and County agencies explore the full range of tools that might be used to incentivize development in Glenmont. A successful economic development strategy in Glenmont may require some form of public participation if positive change is to occur in the near term.

Elected and Appointed Officials

County Council

Nancy Navarro, President
Craig Rice, Vice-President
Phil Andrews
Roger Berliner
Marc Elrich
Valerie Ervin
Nancy Floreen
George Leventhal
Hans Riemer

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

Elizabeth M. Hewett, Chair
Françoise M. Carrier, Vice Chair

Commissioners

Montgomery County Planning Board
Françoise M. Carrier, Chair
Marye Wells-Harley, Vice Chair
Casey Anderson
Norman Dreyfuss
Amy Presley

Prince George's County Planning Board
Elizabeth M. Hewett, Chair
Dorothy F. Bailey, Vice Chair
Manuel R. Geraldo
John P. Shoaff
A. Shuanise Washington

The Plan Process

A plan provides comprehensive recommendations for the use of publicly and privately owned land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective.

Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

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

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

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the relevant Council committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

Acknowledgments

Rose Krasnow, Interim Director

Project Team

Area 2 Division

Glenn Kreger, Chief
Khalid Afzal
Michael Brown (lead planner)
Marc Lewis-DeGrace
Amy Lindsey

Functional Planning and Policy Division

Mary Dolan, Chief
Tom Autrey
David Anspacher
Eric Graye
Clare Lise Kelly
Scott Whipple

Research and Technology Division

Richard DeBose, Chief
Kimberly Colopinto
Lisa Tate

Park Planning, Department of Parks

Brooke Farquhar
Rachael Newhouse
Charles Kines
Dom Quattrocchi
Tanya Schmieler

Management Services

Valerie Berton
Sam Dixon
Kevin Leonard
Brian Kent
James Sumler

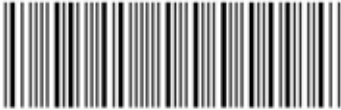
Consultants

Rhodeside and Harwell, Inc. (Community Visioning Workshop)
W-ZHA, LLC. (Economic feasibility analysis)

Planning Board Draft

May 2013

Glenmont Sector Plan



0413000015



Montgomery County Planning Department
M-NCPPC
MontgomeryPlanning.org