

ATTACHMENT B

b. Glenmont Metrocentre (30.4 acres)

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

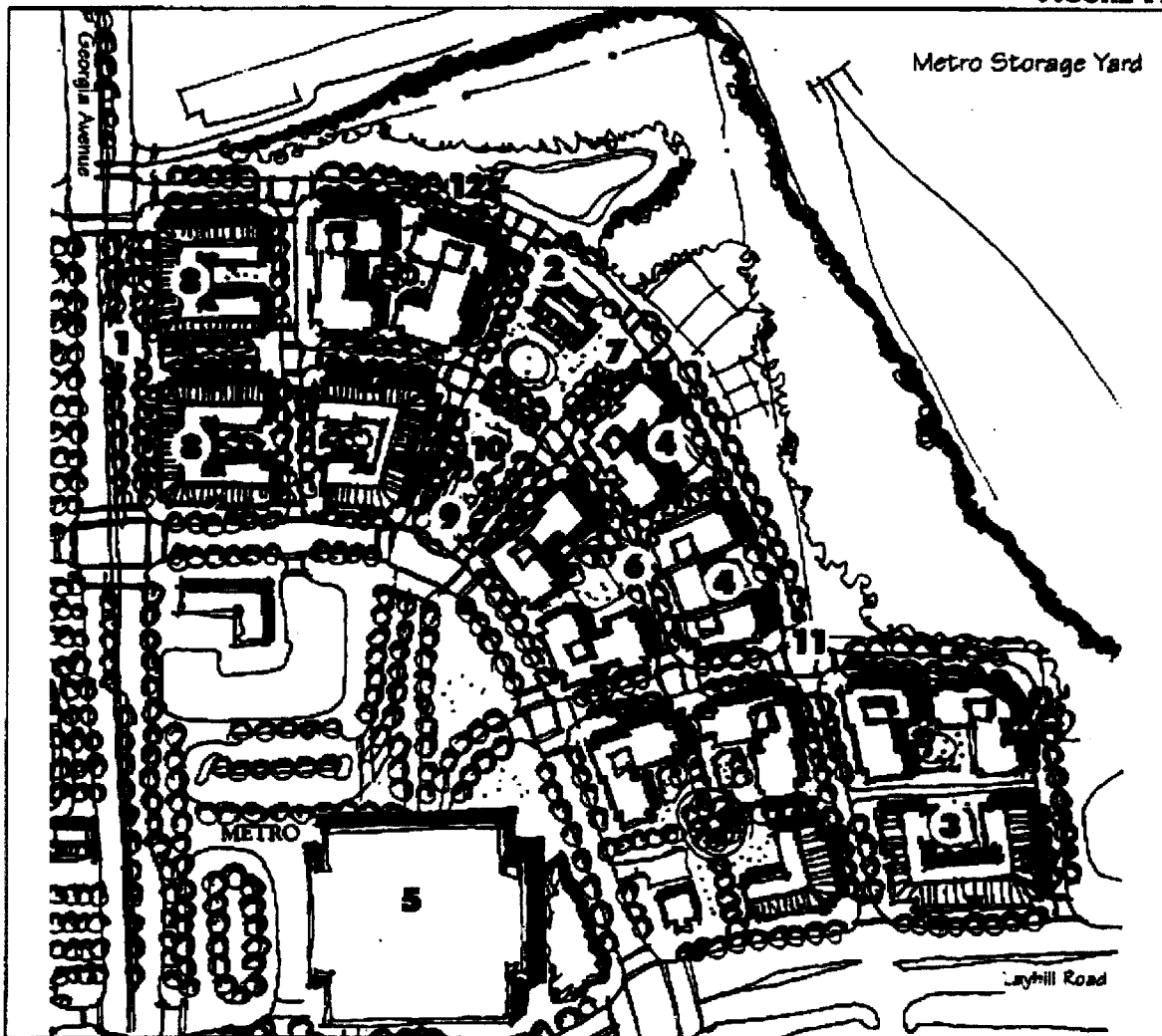
Representatives of the landowners have proposed demolishing the existing 366 garden apartments and replacing them with 1,500 to 2,000 new units in a mixture of structure types, including two high rises. (See Figure 14.) One or more of the buildings would be designated for elderly residents. The proposed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

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

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

GLENMONT METROCENTRE—TRANSIT-ORIENTED DEVELOPMENT CONCEPT

FIGURE 14



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



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

c. Layhill Triangle (approximately 3 acres)

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

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

d. Georgia Avenue West (28.4 acres)

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

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

2. DEVELOPMENT GUIDELINES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C. COMMUNITY FACILITIES

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

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

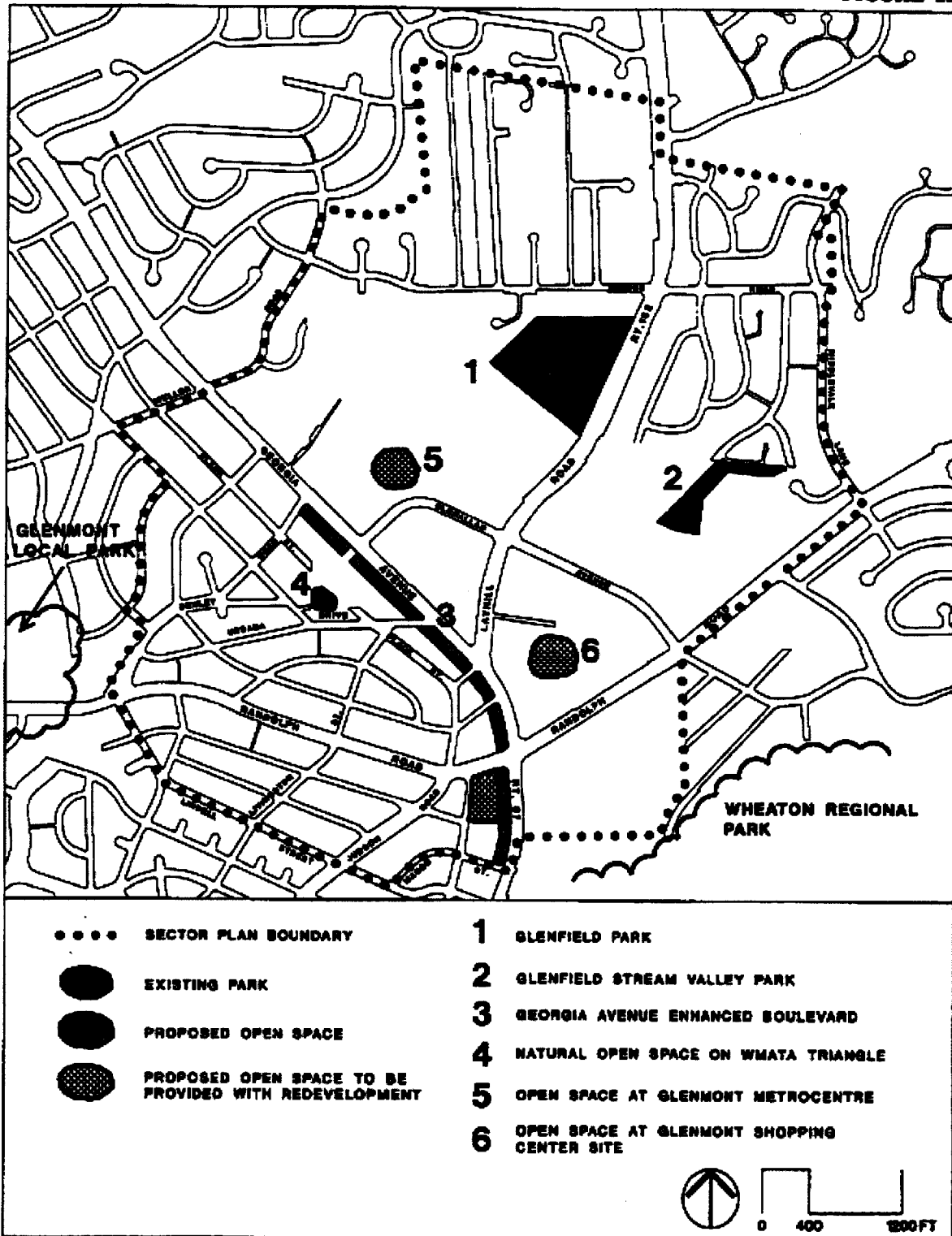
- Any redevelopment of the Glenmont Metrocentre apartments, the commercial area east of Georgia Avenue, and Georgia Avenue West should include a significant community open space, appropriately sized and designed to serve the development's needs. Commercial redevelopment should include an open space that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

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

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

OPEN SPACE SYSTEM

FIGURE 18



D. STREETS AND CIRCULATION

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

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

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

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

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

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

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

Table 1

FUNCTIONAL CLASSIFICATION OF ROADWAYS

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

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

* Refer to Figure 23 for specific right-of-way needed (varies).

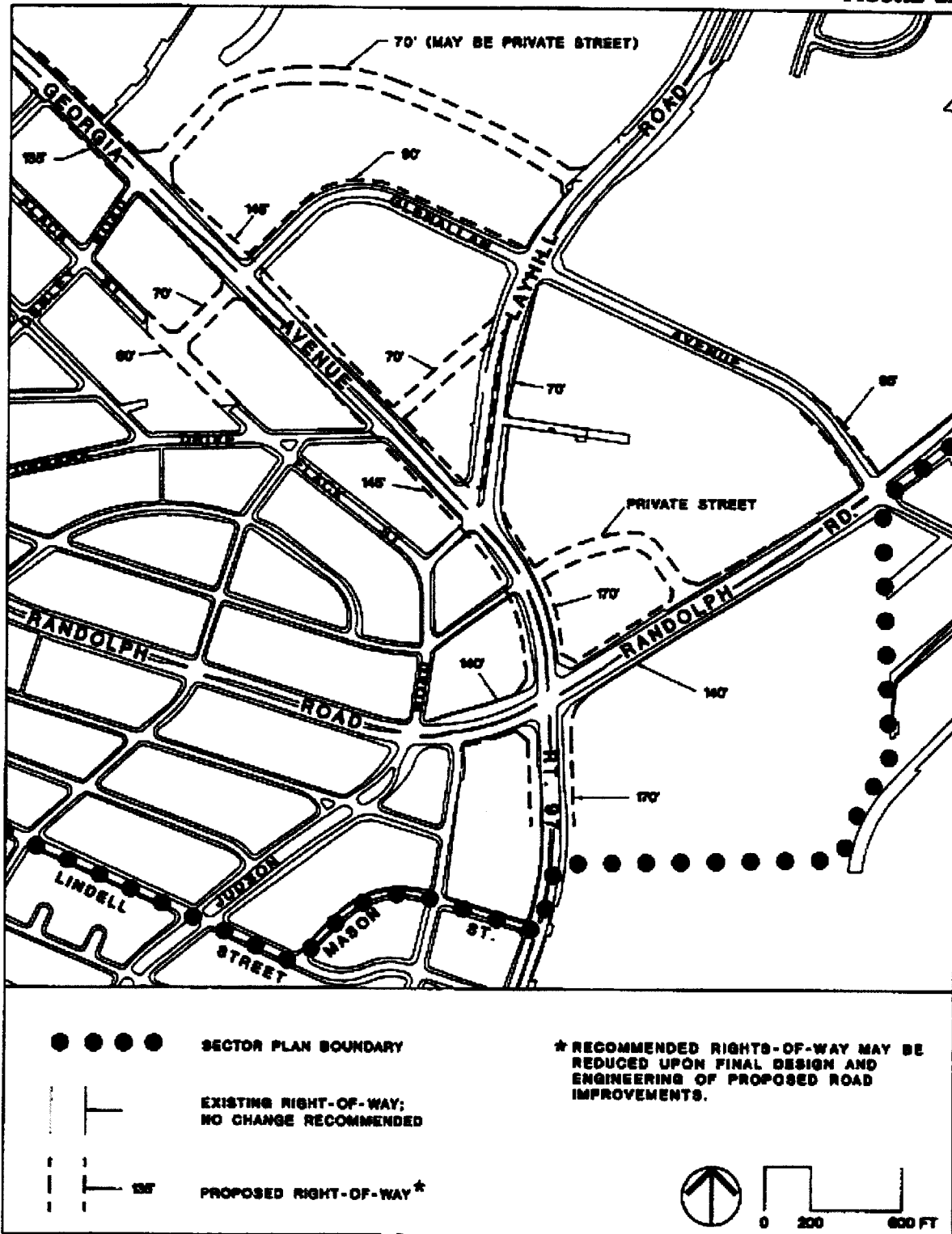
** Briggs Road from Lutes Drive to Layhill Road needs up to 80 feet of right-of-way to accommodate a 10-foot-wide combined hiker/biker trail on the south side plus a 5-foot tree panel. Typically, secondary and tertiary streets are not designated on master or sector plans.

*** ROW: Right-of-way

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

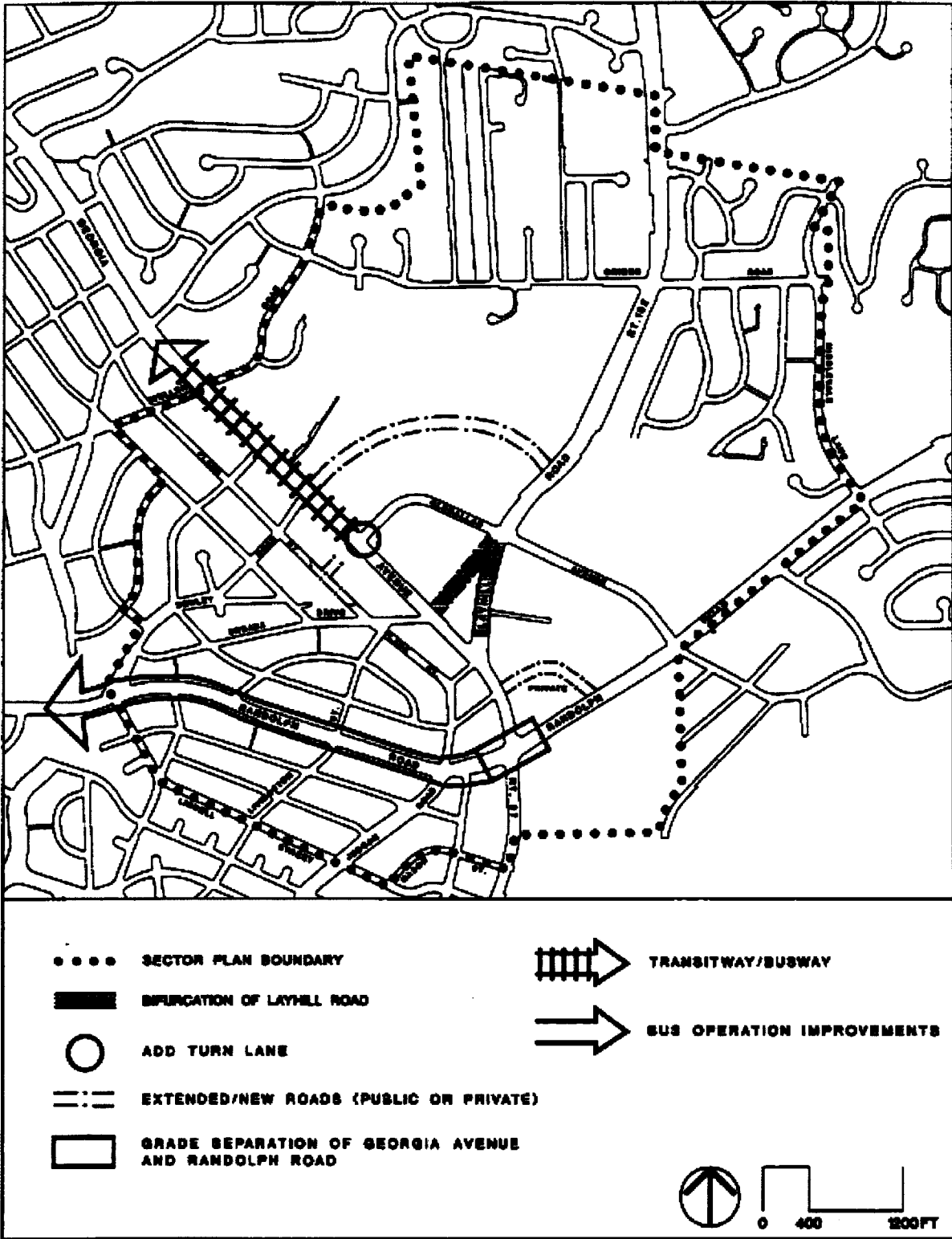
GLENMONT CENTER: PROPOSED RIGHT-OF-WAY

FIGURE 21



PROPOSED LONG TERM TRANSPORTATION IMPROVEMENTS

FIGURE 23



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

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

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

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

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

Objective 4: *Improve safety along major roadways.*

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

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

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

- Georgia Avenue

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

- Layhill Road

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

- Randolph Road

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

- Glenallan Avenue

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

- New Streets

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

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

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

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

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

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

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

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

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

C. CAPITAL PROJECTS

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

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

D. STAGING

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

This Staging Plan will:

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