



Glenmont Sector Plan – Worksession No. 3 – Design Guidelines

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Completed: 04-10-13

Staff Recommendation:

Discuss and provide direction to staff.

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

Summary

This is the first worksession to review the Draft Design Guidelines to accompany the Glenmont Sector Plan. The draft is Attachment 1. The draft guidelines will be transmitted to the County Council along with the Planning Board Draft Glenmont Sector Plan by May 30, 2013. Final guidelines will be approved after the Council's approval of the Glenmont Sector Plan currently scheduled for December 2013.

The draft guidelines report is organized into four sections:

1. Introduction – purpose and limitations of the guidelines
2. Context – relationship to the Sector Plan and design guidelines approach
3. Guidelines – goals and strategies
4. Resources – relevant information for implementing the guidelines

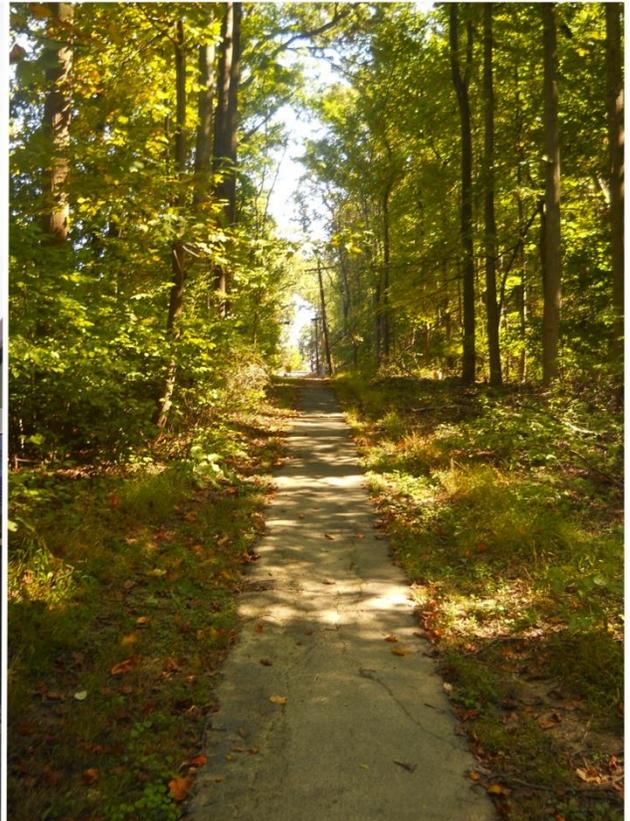
Attachment 2 contains the update of the Public Hearing Issues Worksheet to reflect the Board's decisions during the last worksession on March 21, 2013.

Since the last worksession, the County Executive's office has requested that the Planning Board Draft Plan not preclude the bifurcation of Layhill Road between Georgia and Glenallan Avenues. They would like to reserve flexibility for this option while the State Highway Administration (SHA) studies it further. During the worksession, the Board decided to retain the recommendation and language as stated in the Public Hearing Draft, which does not recommend the bifurcation contained in the 1997 Sector Plan. The Board stated that SHA and MCDOT should explore better access to the Glenmont Shopping Center and recommended that the Georgia/Layhill intersection be realigned and the existing "free-rights" removed. Staff has provided amended language to allow design flexibility while also stating the Board's preference for the realigned intersection of Layhill Road and Georgia Avenue. That language has been provided in Attachment 3 for the Board's consideration.

Attachments:

1. Glenmont Draft Design Guidelines
2. Updated Public Hearing Issues Worksheet
3. Amended Language on Layhill Road Improvement

Glenmont Sector Plan



Abstract

These guidelines are intended to provide direction in meeting the goals of the Glenmont Sector Plan. They are approved by the Planning Board for staff use in reviewing development proposals. They should be used as well by developers in shaping their projects and by citizens interested in the pattern and character of development in their community.

Source of Copies

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

Online at MontgomeryPlanning.org/community/Glenmont

April 2013

Draft Design Guidelines
Glenmont Sector Plan

Montgomery County Planning Department
M-NCPPC
MontgomeryPlanning.org

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Introduction

The Glenmont Design Guidelines represent the County's, and the community's design aspirations for the future of Glenmont. They should be used as a resource by all stakeholders while exploring ways to enhance the quality of urban design in Glenmont.

Urban design is concerned with the physical characteristics of an area, and these Guidelines consider the design implications of planning decisions in the public realm. An urban design strategy should serve as an integrating tool to coordinate how various development proposals will affect the town physically, with a principal focus on the public realm: the public faces of buildings, spaces for public use, and the streets, sidewalks, parks and plazas that provide the outdoor public venue for everyday activities.

Design Guidelines assist in the implementation of recommendations in approved and adopted master plans or sector plans by encouraging better building design in properties being considered for redevelopment, and by promoting the creation of safe pedestrian environments and attractive gathering places defined by buildings.

The Guidelines are approved by the Planning Board for use by property owners and Planning staff. Their intent is to illustrate how plan recommendations might be met, to inform applicants of design expectations and possible resources to accomplish them, and to provide staff with a framework for project review and a tool for obtaining enhanced design and related amenities. Guidelines do not set architectural styles, are only applicable during discretionary reviews, and will be revised and updated as necessary.



All page references in this document are to the Planning Board Draft Glenmont Sector Plan.

Context

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. Existing garden apartment complexes surrounding the Shopping Center and Metro Station are envisioned as mixed-use developments that will offer expanded housing choices, and provide a variety of open spaces with some retail and commercial uses in appropriate locations. Single-family residential neighborhoods will be preserved through sensitive transitions in the scale of new development.

The Glenmont Sector Plan recommendations are based on guiding principles that provide a context for making planning decisions to realize the Plan's vision. These principles also provide a framework for the overall design concept for future development in Glenmont. The Guidelines are an extension of the principles outlined below.

- 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.



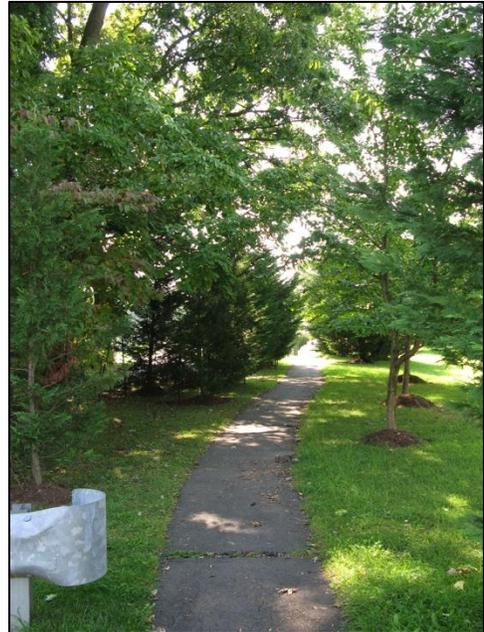
- **Improve connectivity** by:

- creating a complete transportation network (roadways, sidewalks, bikeways, and trails) to ensure that all residents and workers—pedestrians, bicyclists, and wheelchair users—have an 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 that are 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.



Physical Context

The existing commercial center is characterized by a strip shopping center with several pad sites and a vast parking lot. The majority of the existing buildings are in need of upgrading and the property lacks public open space. Although the center is near the Metro station, it is predominantly car-oriented. Large surface parking and heavily used roads create conflicts between pedestrian and vehicular movements.

Transforming the suburban character of the area surrounding the Metro station will require the introduction of a street network and block pattern that improve accessibility for all modes to travel. The drive aisles of the parking lot in the Glenmont Shopping Center can be reconfigured to establish the grid until the full development of the center.

Encouraging a mix of uses will reduce distances between housing, commercial uses, and other amenities. Mixed-use development in the future will provide better pedestrian and bicycle facilities and structured parking. The convenience of the car and the opportunity to walk or use transit can be blended in an environment with local access for all the daily needs of the diverse community.



Existing bird's eye view of the Glenmont Shopping Center

How to Use the Guidelines

Objective: The statement of intent defines the desired result.

Guidelines: The design guidelines recommend specific actions to fulfill the object.

Examples of some possible methods that can be used to address the guideline.

Illustrations/Photo. The images are intend to illustrate a possible solution, but should not been seen as the only solution. Some graphic illustrations show conditions that are discouraged.

Guidelines

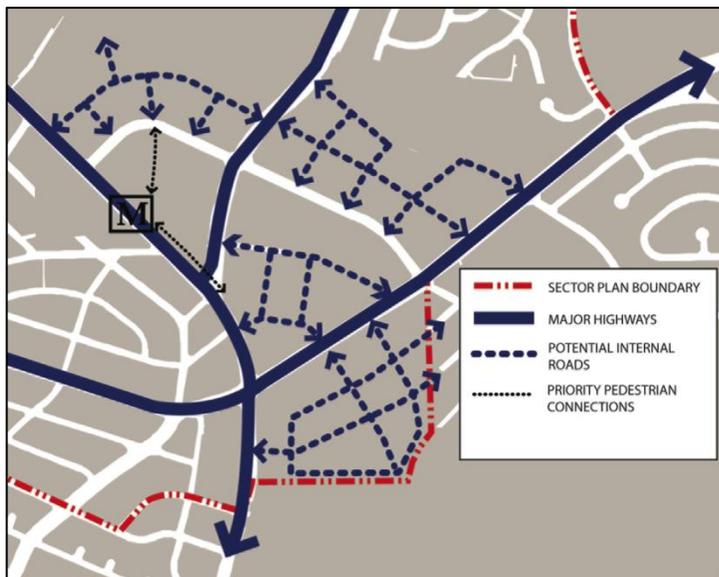
Area wide

These area wide guidelines apply to all properties in the Glenmont Core with final location, size and architecture of the buildings to be determined through regulatory review.

Objective: Create a high-quality pedestrian network

Guideline: Provide an internal street pattern that promotes interconnectivity and minimizes walking distances.

- Avoid excessively long blocks; shorter blocks are better for pedestrian access.
- Extend the existing grid pattern by aligning new roads with existing ones, where appropriate.
- Where a vehicular street is not appropriate, consider providing a mid-block connection for bicycle and pedestrian movement.



Street network concept for Glenmont Core



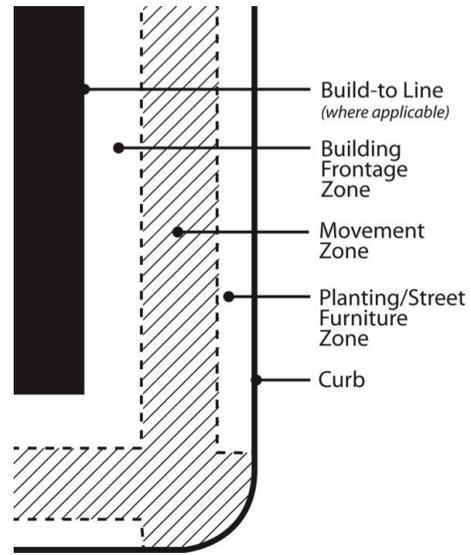
Although closed to vehicular traffic, this mid-block connection provides a vibrant space for pedestrian movement

Guideline: Provide direct and safe routes for pedestrian movement with defined sidewalk zones.

- Develop defined sidewalk zones: building frontage zone, movement zone, planting/street furniture zone, and curb.
- Provide hardscape or landscape treatment on private property between the vehicular zone and the abutting public right-of-way.



Pedestrian movement zone should be free of obstructions such as utility poles and building mechanical equipment.



Defined sidewalk zones ensure direct and safe pedestrian travel

Guideline: Use trees and plants to complement hardscapes of street, sidewalks and buildings.

- Develop the east side of Georgia Avenue with an enhanced streetscape.
- Increase tree canopy along streets and within medians.



Glenmont Metrocenter redevelopment proposes a double row of trees along Georgia Avenue



Existing Condition: Randolph Road has significant tree canopy coverage; redevelopment should enhance this existing character

Objective: Enhance the pedestrian experience through pedestrian-oriented developments

Guideline: Orient buildings to define the street and the sidewalk.

- Place buildings along, or close to, the sidewalk. Avoid excessive setbacks.
- Provide main entrance of buildings directly from the street.
- Projections such as awnings and canopies are encouraged. They provide weather protection for pedestrians, create variety, and strengthen the image of individual businesses.
- Avoid creating blank walls. They create a hostile pedestrian environment.



Modest setbacks can be used to accommodate additional sidewalk space for café seating or creation of a small gathering



Variations in façade articulations such as awnings, materials, and door and window fenestration reinforce and enhance the pedestrian experience



Multifamily residential projects are encouraged to provide units with direct access to the sidewalk to foster pedestrian activity



Well-articulated building facades provide a visually interesting, pedestrian-oriented streetscape and a sense of enclosure along the street

Guideline: For large developments, vary building massing along sidewalk for visual interest.

- Use a variety of building materials to create variety and interest.
- Consider a building entry, additional or varied building massing, or distinctive architectural elements at corners.
- Consider the use of horizontal architectural elements to separate ground floor and upper stories.



For scale and visual interest, break down building mass into a hierarchy of volumes



Anchor key block corners with architectural articulation

Guideline: Reduce visual impact of parking structures.

- Structured parking (below-grade or above ground) is preferred over surface parking lots.
- Locate parking facilities in the interior of blocks with vehicular access from side streets.
- Parking structures facing the street should have active ground level uses with pedestrian-oriented details. Upper floors should be articulated through coordinated material and façade detail to look like occupied floors.



When a vehicular zone is abutting the public right of way, provide adequate buffer to reduce the impact to the pedestrian realm



Access to interior parking facilities can be provided with minimum disturbance to pedestrian movement

Objective: Provide active and passive open spaces

A network of public open spaces should provide comfortable and attractive spaces that offer a range of experiences. They should also incorporate features that engage all age groups from young children to the elderly.

Redevelopment should enhance the existing open space character of Privacy World, Winexburg Manor, and Glenmont Forest while meeting the demand for passive and recreation facilities. The following guidelines provide recommendations for achieving that goal.

Guideline: Provide centrally located open spaces

- Locate open space in highly visible locations for casual monitoring.
- Locate public open space in locations that are animated by adjacent uses, such as recreation room.
- Provide a network of sidewalks, paths and trails to connect to open spaces.



Site design should create usable spaces for active and passive recreation



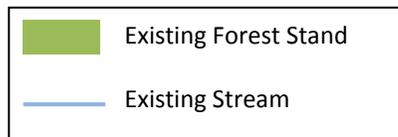
Open spaces of a variety of sizes are encouraged

Guideline: Strive to maintain the existing open space character

- Provide compact building footprints and structured parking to maximize preservation of existing trees and open space.
- Avoid clearance of concentrated forest.
- Consider existing streams as an amenity for passive recreation.



The diagrams (left) highlight areas of existing forest stands and streams on the three apartment complexes. New development should maintain the existing open character.

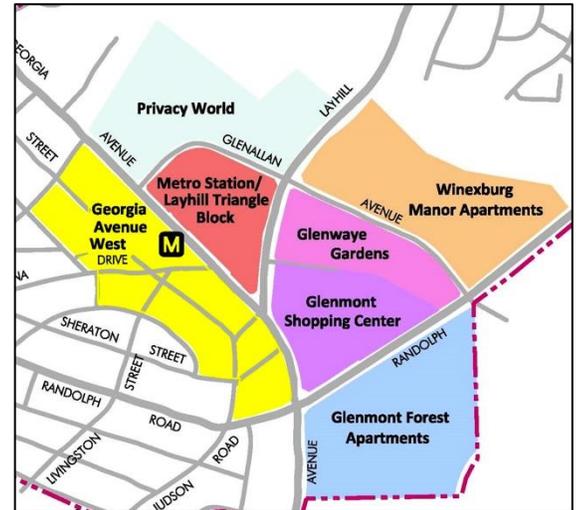


Specific Properties

There are specific objectives and guidelines that should be considered in addition to the areawide guidance. These properties in and near the Glenmont Core have the potential to increase residential density within a convenient walking distance from the Metro. Each development project should comply with the areawide guidance, as well as the applicable specific design guidelines.

Glenmont Shopping Center

“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.”
(Plan, page X)



Objective: Create a central open space

Guideline: Design flexible spaces to accommodate a variety of activities.

- Provide services such as electrical outlets, water supply and lighting to support gatherings and events.
- Provide drinking fountains, waste and recycling receptacles, bicycle racks, and information signs as needed.
- Consider interactive public art as a tool to activate small spaces.
- Incorporate seating in choice locations: near building entrances, in shade, in sun, toward street, near activities and amenities.
 - Provide a variety of seating types: single, couple, groups; fixed and moveable.

Guideline: Provide at least two retail frontages, preferably along the new internal street.



Guideline: Provide trees and landscaping for shade and natural complement to hard surfaces.



Objective: Provide transition of building heights to surrounding neighborhoods

Guideline: Concentrate maximum heights in interior of property.

- New development fronting Georgia Avenue, Randolph and Layhill Roads should use a lower scale as a transition to confronting, lower density neighborhoods.



Preferred area of maximum heights

Objective: Create a gateway/landmark structure at the corner of Georgia Avenue and Randolph Road

Guideline: Create an identifiable building form or feature.

- Use a prominent architectural element or building component.
- Consider the use of a unique material or innovative technological feature.
- Consider introducing community identifying elements such as water features, public art, or monumental signage.



The building's corner is visually reinforced by introducing a separate and distinct element

Metro Station/Layhill Triangle Block

“The WMATA portion of the block has significant long-term redevelopment potential. It could use some of the allowed development on the adjoining Georgia Avenue Baptist Church property at the corner of Georgia and Glenallan Avenues through a combined optional method development process, if the church is designated historic.” (Plan, page X)

Objective: Provide transition of building heights to surrounding neighborhoods

Guideline: Place taller buildings toward Glenallan Avenue or across Georgia Avenue confronting the west Metro Garage.



Preferred area of maximum heights



Existing Condition: The newly constructed Metro garage along Georgia Avenue is approximately 82' feet tall

Objective: Provide through-block connection from Glenallan Avenue to the Metro entrance

Guideline: Connections should provide a quality pedestrian experience with a high-level of landscape design with paving, planting, lighting and street furniture.



This connection is activated by entrances to abutting businesses



The water feature in this connection provides added interest to the space

Privacy World

“This Plan continues to support a mixed-use redevelopment of the property.” (Plan, page X)

Objective: Provide transition of building heights to surrounding neighborhoods

Guideline: Achieve maximum building heights at the rear of the site towards the rail yards.



Preferred area of maximum heights

Winexburg Manor

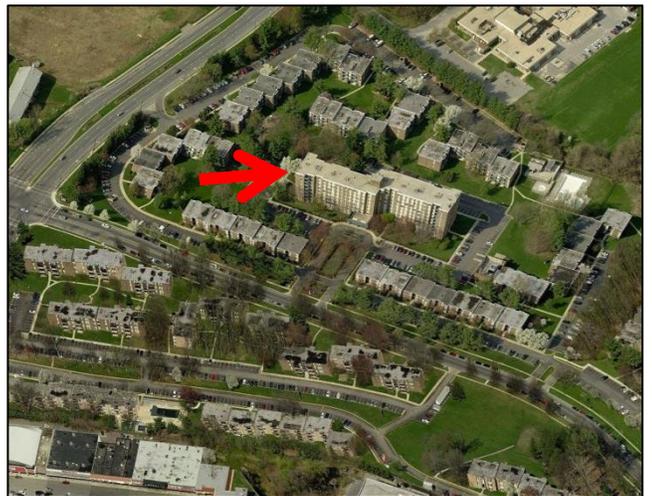
“This Plan recommends the CR Zone to encourage mixed-use development of multifamily units.” (Plan, page X)

Objective: Provide transition of building heights to surrounding neighborhoods

Guideline: Maximum building heights should be concentrated in the interior of the property and/or areas of low topography.



Preferred areas of maximum heights



Existing Condition: The nine story building, as indicated by the red arrow, is located in the interior of the property. It has minimal impacts on surrounding properties

Glenmont Forest Apartments

“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.” (Plan, page XX)

Objective: Improve connectivity to Wheaton Regional Park and Brookside Gardens

Guideline: Provide hiker/biker trail to Wheaton Regional Park’s hard surface trail network.



The hiker/biker connection would provide an important link from the Glenmont Core



The trail can be designed as part of the open space network

Georgia Avenue West

Objective: Provide transition of building heights to surrounding neighborhoods

Guideline: “Development on the assembled site [the vacant portion of the WMATA triangle and surrounding single family parcels] should have a maximum building height of 45’ along Denley Road and Flack Street or an open space buffer.” (Plan, page X)



Preferred area of maximum 45 feet height



This development provides both an open space buffer and lower heights across from confronting properties

Resources

The following list is provided as a reference tool, for informational purposes only; it is not intended to be exhaustive.

Montgomery County

Montgomery County Zoning Ordinance

Chapter 59 http://www.amlegal.com/montgomery_county_md/

Montgomery County Code

http://www.amlegal.com/montgomery_county_md/

Chapter 19 Erosions, Sediment Control and Stormwater Management

Chapter 22A Forest Conservation-Trees

Chapter 24A Historic Preservation Ordinance

Chapter 47 Vendors

Chapter 49 Streets and Roads

Chapter 50 Subdivision

Department of Permitting Services Outdoor Café Seating Guide

<http://permittingservices.montgomerycountymd.gov/permitting/pdf/OutdoorCafeSeating.pdf>

Department of Permitting Services Sidewalk Vendor Operation and License

http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070227_16-61.pdf

Department of Permitting Services Building Construction – Building Codes & Standards

<http://permittingservices.montgomerycountymd.gov/dpstmpl.asp?url=/permitting/bc/nfbldc.asp>

Department of Transportation Pedestrian Safety

<http://www.montgomerycountymd.gov/dottmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>

The Maryland-National Capital Park and Planning Commission

M-NCPPC Glenmont Sector Plan

<http://www.montgomeryplanning.org/community/glenmont/>

M-NCPPC County Bikeways Functional Master Plan

http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtm

M-NCPPC Development Manual

http://www.montgomeryplanning.org/development/development_manual/index.shtm

M-NCPPC Commercial Residential Zone Overview

http://www.montgomeryplanning.org/development/com_res_zones.shtm

M-NCPPC Historic Preservation Office

<http://www.montgomeryplanning.org/historic/>

M-NCPPC Trees Technical Manual

http://www.montgomeryplanning.org/environment/forest/trees/toc_trees.shtm

M-NCPPC Park, Recreation, and Open Space Plan (PROS)

http://www.montgomeryparks.org/PPSD/ParkPlanning/Projects/pros_2012/pros_2012.shtm

Others

Disability Rights Legislation and Accessibility Guidelines and Standards in the United States

<http://www.fhwa.dot.gov/environment/sidewalks/contents.htm>

Chapter 2: Characteristics of Pedestrians

Chapter 4: Sidewalk Design Guidelines and Existing Practices

Crime Prevention through Environmental Design

http://www.cptedsecurity.com/cpted_design_guidelines.htm

The Secretary of the Interior's Standards for the Treatment of Historic Properties

<http://www.nps.gov/hps/tps/standguide/>

Draft Design Guidelines

April 2013

Glenmont Sector Plan



041300011



Montgomery County Planning Department

M-NCPPC

MontgomeryPlanning.org

ATTACHMENT 2

Public Hearing Issues Worksheet

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
General Land Use						
1	Area-wide	Jobs-housing ratio imbalanced.	Proposed jobs-housing ratio 0.3:1. (pg. 21)	<ul style="list-style-type: none"> Consider a higher jobs-housing ratio. (Maryland Department of Transportation-MDOT) Bring more jobs to Glenmont. (M. McAteer) 	Retain the target jobs-housing ratio. With the ongoing development of Wheaton as the next employment center along Georgia Avenue, Staff supports Plan's vision of a predominately residential, mixed-use neighborhood and not an employment center. The Plan reflects County policy of channeling major commercial development into the Silver Spring and Wheaton CBDs. The Plan's proposed CR Zones accommodate limited office uses with retail uses, including local professional offices in appropriate locations. Staff's conclusion is also supported by the market analysis done for the Shopping Center properties. The market analysis did not foresee an office market over the life of the Plan.	Retain ratio. Replace "Proposed Sector Plan Buildout" with " <u>Projected</u> Sector Plan Buildout." (03/14/13)
2	Glenmont Core	The proposed growth in the Plan is too high and will cause traffic congestion and school capacity issues.	Total housing units would increase from 3,100 existing to 8,900. (pg. 19 and Table 2)	<ul style="list-style-type: none"> Support the increase in residential density. (Ossont, Shaw, Marville, Buchanan, Reglin, Eisenstadt, MDOT, Benjamin, T. Brown) Housing increase will overwhelm roads and schools. (Vergagni, Johnson, Saah) 	Staff recommends retaining the proposed densities and the potential housing growth because it reflects the vision of a predominately residential, mixed-use community and location at a Metro Station. These densities are needed to support revitalization of the Shopping Center. In addition, the proposed buildout numbers were tested to ensure available capacity in the infrastructure including roads and schools, and were found to be within acceptable limits of a Metro station area.	Supports overall increase in residential density. (03/14/13)
3	Glenmont Core	Redevelopment of multifamily properties will lose affordable housing in Glenmont.	Redevelopment at proposed densities will provide MPDUs to offset the loss of affordable units. (pg. 16-18)	<ul style="list-style-type: none"> Displacement of low to moderate income renters. (Johnson, Shaw, Stickle) Support Plan's recommendations for affordable housing. (Berman) Current affordable units are not guaranteed, allowing redevelopment will create MPDUs. (T. Brown) Encouraging a higher percentage of MPDUs will significantly hinder redevelopment potential. Should not be a CR priority. 	<p>Staff recommends retaining the proposed redevelopment of significant parcels in the core. Although there is significant number of market affordable housing units in Glenmont today, they are not "protected" and may be redeveloped or upgraded to higher rents or even converted to condos.</p> <p>Redevelopment of these multifamily properties will be required to provide a minimum of 12.5% MPDUs, which will replace a large portion of the existing market affordable units with MPDUs. The potential number of total MPDUs may be higher than 12.5 % since the Plan prioritizes Affordable Housing as a public benefit to encourage future redevelopment on these properties to provide up to 15% MPDUs for bonus density under the optional method.</p>	Supports the rezoning of the three multifamily properties, recognizing that the MPDUs provided with redevelopment at Projected Buildout will replace the existing market affordable units. (03/14/13)

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
			(Wrenn)	HOC is in the process of acquiring 199 apartment units in Woodberry and Westerly complexes abutting the Sector Plan boundary. Other multifamily properties in the immediate area outside the Plan boundary are assumed to remain and continue to provide their current stock of affordable housing.		
Property Specific Issues (Use, Zoning, Site Design)						
4	<p>Glenmont Shopping Center</p> <p>Current Zone: RMX-2C</p> <p>Site Area: 2 AC</p>	<p>How much FAR and height are needed to spur assemblage and redevelopment?</p>	<p>The Draft Plan recommends CR 2.0 C0.5 R1.75 H120.</p> <p>Maximum heights should be achieved in the interior of the property or near the intersection of Georgia Ave and Randolph Rd, and transition down to a maximum 45-foot building height along the Glenwaye Gardens community to the east. (pg. 22 and 23)</p>	<ol style="list-style-type: none"> 1. Max FAR should be 3.0. (T. Brown, Reglin, Buchanan). 2. More than 2.0 overall FAR could be a hurdle to redevelopment. (Gestl) 3. Provide more flexibility between commercial and residential uses. (Gestl, Buchanan) 4. Taller buildings should be placed away from Georgia Ave. (M. McAteer) 5. The maximum permitted 120-foot building height recommended on the Shopping Center property could cast shadows on the solar panels on the Glenwaye Garden roofs. (Vergagni) 	<ol style="list-style-type: none"> 1. Staff does not recommend additional FARs that we believe no one will build, which would raise additional concerns about increased traffic congestion and school capacity from the community. New development will be stick construction with structured parking, in line with the financial feasibility study commissioned by the Planning Department, which demonstrated that high-rise construction is not feasible in Glenmont in the foreseeable future. The study stated that, in the near future, even mid-rise stick construction may need to be subsidized. Currently, high-rise concrete construction, which can accommodate greater than 2 FAR densities, is not feasible in Glenmont without public subsidy. County Executive Staff has indicated that no funds or personnel can be devoted to any major intervention to encourage redevelopment in Glenmont in at least the next 10 years. 2. One of the developers working with the Shopping Center property owners testified that allowing additional, unbuildable FAR (above 2.0) could be become a hurdle to their efforts to assemble the Shopping Center properties because it would unduly raise property owners' expectation about the value of their property and therefore, hinder efforts to assemble and redevelop the Shopping Center. They support the overall 2.0 FAR recommended in the Draft Plan. 3. Staff recommends attaining the overall FAR max at 2.0 but modifying the C0.5 to C1.0 to allow flexibility to maximize residential or commercial floor area in later phases. 	<p>Change proposed zoning to CR3.0 C1.0 R2.5 H120. Add language stating that the plan seeks to encourage assemblage of properties. Remove language recommending maximum height at the intersection of Georgia Avenue and Randolph Road and replace with language encouraging the greatest building heights in the interior of the site. (03/14/13)</p>

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
				<ol style="list-style-type: none"> 4. Staff recommends retaining the proposed maximum heights in the interior of the property or near the intersection of Georgia Ave and Randolph Rd. Confronting this site across Georgia Avenue is the Glenmont Greenway Urban Park. 5. The maximum 120-foot building height is recommended to be located away from the adjacent Glenway Gardens condo parcel. The Plan also recommends a transition height of 45-feet maximum along property line shared with Glenway Gardens. Buildings of this height will not be able to cast shadows on the roofs of the Glenway Garden buildings. 		
5	<p>Metro Station/ Layhill Triangle Block</p> <p>Current Zone: RMX-2C and R-90</p> <p>Site Area: 16.5 AC</p>	<p>How much redevelopment should occur on this block and what type?</p>	<p>CR 2.0 C0.25 R1.75 H120. (pg. 24 and 25)</p>	<ol style="list-style-type: none"> 1. Increase Commercial FAR similar to the Shopping Center; this site has better access to Metro than Shopping Center. (MDOT) 2. Taller buildings toward Glenallan. (M. McAteer) 	<ol style="list-style-type: none"> 1. Retain commercial floor area recommended in the Plan. The Glenmont Shopping Center is envisioned as the town center for the area. The recommended FAR reflects the focus of non-residential development at the Shopping Center. This block is less suitable for a major commercial development node beyond 0.25 FAR. However, if parcels are developed under one Sketch Plan, CR Zone permits a “transfer” of Commercial density between parcels, which would provide enough floor area for a significant commercial component on this block. The financial feasibility analysis suggested the lack of an office market in the foreseeable future. If office development is ever feasible, consideration should be given to the Shopping Center site first. 2. Retain height recommendation. Confronting this site across Georgia Avenue is the Glenmont Greenway Urban Park and the new WMATA Garage 82 feet tall. Maximum heights up to 120’ along Georgia Avenue are reasonable which will allow additional design flexibility for structured parking facilities, especially for Metro commuters. 	<p>Retain recommended density. Add language stating that “to ensure compatibility, taller buildings should be oriented toward Glenallan Avenue or across Georgia Avenue from the Metro garage and away from the confronting single-family houses across Georgia Avenue” (03/14/13)</p>

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
6	<p>Privacy World</p> <p>Current Zone: TS-R</p> <p>Site Area: 30.9 AC</p>	<p>The recommended zoning of CR 1.75 may create non-compliance issues for the Privacy Word property.</p>	<p>CR 1.75 C0.25 R1.75 H120. (pg. 25)</p>	<ul style="list-style-type: none"> Suggest CR 2.0 for consistency with approved development plan. (Roembke) 	<p>Staff concurs and recommends changing the proposed zone to CR2.0 C0.25 R2.0 H120.</p> <p>The approved Development Plan maximum residential floor area is 2.4 Million SF and maximum commercial floor area is 90,000 SF. This converts to R 1.79 and C 0.07.</p>	<p>Change proposed zone to CR2.0 C0.25 R2.0 H120. (03/14/13)</p>
7	<p>Winexburg Manor</p> <p>Current Zone: R-30, R-20</p> <p>Site Area: 33 AC</p>	<p>Split zoning of the property.</p>	<p>CR 1.75 C0.25 R1.5 H85. CRN 1.5 C0.25 R1.5 H45. (pg. 26)</p>	<ul style="list-style-type: none"> Instead of split zoning, Plan should use CR zone and rely on compatibility finding during development review. (T. Brown, Wrenn) Buffer zone is greatly appreciated. (Fracasso) 	<p>Retain recommendation. CRN designation provides adjacent single-family property owners added protection from impacts of development while the density from the two zones can be averaged over the entire parcel providing flexibility in achieving the full permitted FAR.</p> <p>Maximum building height at the adjoining property line must not exceed 35 feet in CRN zone versus 55 feet in CR zone and 45 feet in CRT zone.</p>	<p>Retain the split zones as proposed. Add language discouraging non-residential uses along the property line abutting the townhouse community to the north. (03/13/14)</p>
8	<p>Glenmont Forest Block</p> <p>Current Zone: R-30</p> <p>Site Area: 32 AC</p>	<p>Split zoning of the property.</p>	<p>CR 1.75 C0.25 R1.5 H75. CRN 1.5 C0.25 R1.5 H45. (pg. 28)</p>	<ul style="list-style-type: none"> Instead of split zoning, Plan should use CR zone and rely on compatibility finding during development review. (T. Brown, Wrenn) 	<p>Retain recommendation. CRN designation provides adjacent single-family property owners added protection from impacts of development while the density from the two zones can be averaged over the entire parcel providing flexibility in achieving the full permitted FAR.</p> <p>Maximum building height at the adjoining property line must not exceed 35 feet in CRN zone versus 55 feet in CR zone and 45 feet in CRT zone.</p>	<p>Retain the split zones as proposed. Add language discouraging non-residential uses along the property line abutting the single-family neighborhood to the east. (03/14/13)</p>
9	<p>WMATA Triangle</p> <p>Current Zone: RT-12.5</p> <p>Site Area: 2.5 AC</p>	<p>Future development of vacant area north of new Metro garage.</p>	<p>Retain existing RT-12.5; suitable for TS-R at 35 du/acre. (pg. 29)</p> <p>Site is suitable for public facilities that will enhance</p>	<ol style="list-style-type: none"> Use another zoning approach than floating zone to avoid extensive rezoning process. (Berman) The recommendation for senior/affordable housing is too vague and should be removed. (M. McAteer) Consider site for a park. (L. McAteer) 	<ol style="list-style-type: none"> Retain recommendation. This portion of the site was originally slated for the relocated Fire Station 18. Although an alternate site was selected for the fire station, the County still has an option to purchase land. Staff anticipates the site will be under public ownership and used for public purpose. <p>The Draft Plan gives first consideration to the development of transit-related infrastructure. Second consideration encourages assemblage with the privately</p>	<p>Retain existing zone. Replace recommendation of TS-R with language finding the property suitable for a mixed-use floating zone with predominately residential uses. Remove</p>

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
			<p>transit service. The Plan also encourages assemblage with privately owned public single-family parcels to develop multi-family housing. The site is appropriate for senior or affordable housing units. (pg. 28)</p>	<p>owned single-family parcels for housing. Floating zone allows substantial opportunities for public input and discussion to ensure compatibility. Owners can elect to have the floating zone applied at Sector Plan SMA.</p> <p>Should the County not pursue the option to purchase, the recommendation as written gives WMATA added flexibility to develop their property to the east of Georgia Ave (e.g. by relocating the Kiss and Ride to the WMATA Triangle on the west side). It gives WMATA the option to shuffle transit infrastructure between its east and west properties to create the best redevelopment opportunity.</p> <p>2. The recommendation provides an opportunity to provide housing less than 1000 feet from a Metro entrance. Designation of floating zone allows substantial opportunities for public input and discussion.</p> <p>3. The Glenmont Greenway Urban Park will continue along Georgia Ave to Denley Road. The Plan recommends acquisition of suitable sites within the neighborhood for additional park development.</p>	<p>recommendation for a specific density and allow it to be determined during the rezoning process. (3/14/13)</p>
10	Georgia Avenue West	Should the PD-15 floating zone from the 1997 Plan be retained?	Confirm R-60 Zone suitable for RT-15 and PD-15 for areas up to 2 acres. (pg. 29)	<p>No testimony; issue identified by staff.</p> <p>Staff recommends removing the PD-15 floating zone recommendation and just recommending the RT-15 Zone. The 1997 Plan found this area appropriate for increased land use activity and recommended PD-15 Zone option to allow some office use on up to 2 acres.</p> <p>Parking requirements and trip generation for office is generally higher than residential uses. To that end, PD-15 was limited up to 2 acres to prevent major compatibility issues or traffic disruption.</p> <p>The Glenmont Core, which is east of Georgia Ave, should be the focus of any office development that would occur in the area. Unlike RT-15, no properties have applied for the PD-15 Zone. Staff believes the provision in the 1997 Plan for office uses was premature given the focus of commercial development on the east side of Georgia Avenue.</p>	<p>Remove PD-15 floating zone. Replace recommendation of RT-15 floating zone with language finding the area suitable for a townhouse-floating zone with approximately 15 du/ac. (03/14/13)</p>

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
11	First Assembly of God Church	Rezone for townhouse development.	Retain R-90 zone. (pg. 29)	<ul style="list-style-type: none"> Suitable for RT 12.5 and RT 15. (Roembke) 	<p>Rezone approximately 6.8 acres on 7 properties to RT-15 Zone. The ownership pattern includes First Assembly (4.4 ac), PEPCO (0.2 ac), WMATA (0.43 ac.), private single-family lot (1.4 ac), private single-family lot (0.2 ac), private single-family lot (0.1 ac).</p> <p>These parcels are between two properties currently zoned RT 12.5. Townhouse development in this area would be compatible with the existing ones to the immediate north and west. Staff recommends rezoning the entire 6.4 acres for a consistent zoning pattern in this area.</p>	Add language finding the area suitable for a townhouse-floating zone with a maximum density of 15 du/ac. (03/14/13)
12	WMATA Maintenance Yard Property	Designate CR Zone for portion of the property between Privacy World and railyard.	Retain R-90. (pg. 31)	<ul style="list-style-type: none"> Consider the portion of WMATA railyard parcel between Privacy World and railyard for CR Zone. (Roembke) 	Staff recommends retaining the current R-90 Zone because this area is not suitable for intense development. It serves as a buffer between residential housing and the railyard.	Retain R-90 zone. (03/14/13)
Mobility Issues (Transit, Street Network, Pedestrians and Cyclists, and Parking)						
13	Area-wide	Sector Plan language supporting a BRT operation.	While BRT recommendations are subject to the ongoing update of the <i>Countywide Transit Corridors Functional Master Plan</i> , this Plan supports BRT operating in the peak direction only during peak periods and within the existing master planned right of way. (pg. 34)	<ul style="list-style-type: none"> Remove language pertaining to BRT operational issues. (Montgomery County Department of Transportation-MCDOT) BRT should occur in current ROW/Lane structure. (L. McAteer, M. McAteer) 	Delete operation language (pg. 34, third paragraph). Revise language to read, "this Plan supports BRT operating within the recommended Sector Plan right-of-way." Staff agrees that operational issues are beyond the scope of the Plan; however this issue has a direct effect on Sector Plan ROW which is within the scope of the Plan. The Plan should support, not recommend, alternatives that advance the Plan's goals.	Replace language with, "this Plan supports BRT operating within the <u>public</u> right-of-way."(03/14/13)

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
14	Glenallan Avenue extension	The extension of Glenallan Ave west beyond Georgia Ave. to Flack St was not continued from 1997 Plan.	This extension is not recommended in the Draft Plan.	<ul style="list-style-type: none"> Explain/justify the deletion of Glenallan Ave from Georgia Ave to Flack St from the Sector Plan roadway system. (MCDOT) 	<p>Do not recommend extension. This segment cannot be connected due to construction of the garage, stormwater management pond, and the forest conservation easement on site.</p> <p>The 1997 Plan also recognized the possibility of the road not connecting because of environmental concerns. (1997 Plan; pg. 53) The 1997 Plan anticipated a greater need for increasing local access alternatives in this area with the greater flexibility in zoning to allow development of the WMATA triangle parcel. That redevelopment potential has been significantly reduced due to the recent construction of the WMATA garage.</p>	Add the language in Staff's response that explains the deletion to the Draft Plan. (03/14/13)
15	Denley Road extension (from Layhill Rd to Georgia Ave)	Denley Rd extended with Privacy World redevelopment as a master planned road was not continued from the 1997 Plan.	Recommends that the road proposed within the Privacy World redevelopment be private and not create a full intersection with Denley Rd at Georgia Avenue. (pg. 39)	<ul style="list-style-type: none"> Explain/justify the deletion of Denley Rd extended from Georgia Ave to Layhill Rd through Privacy World as a master planned roadway. (MCDOT) 	<p>Staff recommends no change. The 1997 Plan gave the option for this road to be private. (1997 Plan; pg. 32)</p> <p>The Draft Plan is recommending that this segment be private. Consequently, it should not be identified as a master planned road. Aligning it with Denley Road will not achieve anything because the median in Georgia Avenue precludes a full intersection at this location even if it was recommended.</p>	Continue 1997 Plan's recommendation supporting its implementation as either a public or private road without identifying it as a master planned road. (03/14/13)
16	Layhill Road	Removal of the Layhill Rd bifurcation from the 1997 Plan.	Do not bifurcate Layhill Rd. Realign the section between Georgia Ave and Glenallan Ave to create a "T" intersection. (pg. 35-36)	<ul style="list-style-type: none"> Retain bifurcation. (Fisher, Shaw) Proposal does not fulfill stated Goals of the Plan or Meet the needs of stakeholders. Plan does not provide adequate justification for removing the bifurcation. Issues of cost and complication should be placed in the hands of the developer if and when the Shopping Center redevelops. (Shulman) Oppose bifurcation. (Benjamin, Vergagni) 	<p>Retain recommendation. The complications and cost of providing and operating the bifurcation outweigh the benefits. The bifurcation was trying to address: (a) Traffic Congestion along Georgia Ave, (b) Capacity constraints for future development, (c) Inadequate access into the Shopping Center, and (d) inefficient vehicular and pedestrian circulation. Bifurcation would require (a) modification of garage access along Layhill Rd., (b) traffic modification, (c) reduced stacking distance on northbound Georgia Ave (d) several properties must be acquired.</p> <p>The bifurcation design supported by the 1997 Plan does not provide access to the Shopping Center from southbound Layhill Rd. WMATA opposed 1997</p>	Do not bifurcate Layhill Rd. Retain recommendation for "T" intersection at Layhill Rd and Georgia Ave without "free-rights". (03/21/13)

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
			<ul style="list-style-type: none"> Support no bifurcation and a T-intersection for Layhill at Georgia Avenue. (L. McAteer, M. McAteer, Lee) Opposes T-intersection for Layhill Road at Georgia Avenue. (Benjamin) 	<p>recommendation citing difficulty of buses coming from southbound Layhill turning into the busbay. WMATA also noted that the complications of reconstructing access to the garage with the varying topography would be costly. This entry along Layhill Rd receives the most traffic in a.m. peak hours.</p> <p>Several properties must be acquired to effect the bifurcation in the 1997 Plan. In 1997 The WSSC water tower was being considered for relocation to an undefined site, potentially giving more room for the ROW of the realigned southbound Layhill Rd. WSSC has affirmed that there are no plans to relocate the water tower. \$1.5 Million restoration project was recently completed in 2009.</p>		
17	Layhill Road	Pedestrian crossing of Layhill Rd is difficult.	Investigate reduction in lane widths. (pg. 36)	<ul style="list-style-type: none"> Oppose reduction. (Shaw, Benjamin, Vergagni) Plan fails to meaningfully improve important pedestrian connection between Metro and Center. (Shulman) Support reduction. (L. McAteer, M. McAteer) 	<p>Retain recommendation. The Draft Plan calls for a study of lane reduction for better pedestrian access to and from Metro. SHA opposed an earlier recommendation to provide a mid-block pedestrian activated signal to facilitate for pedestrian crossings.</p>	<p>Retain recommendation for the study of lane reduction for better pedestrian and bike access. (03/21/13)</p>
18	Shopping Center vehicular access	The redevelopment of the Shopping Center could benefit from a left turn from Southbound Layhill Rd into the Shopping Center.	The Plan supports improving vehicular access to the Shopping Center from all points to enhance its redevelopment potential. (pg. 36)	<ul style="list-style-type: none"> Add a left turn from Layhill Road into the Shopping Center. (Shaw, Fisher, Johnson, Shulman) Access to the Shopping Center from all sides is critical to redevelopment (Reglin) 	<p>Staff can add stronger language to support improved access to the Shopping Center with the possibility of a new entrance from Layhill Road frontage into the Shopping Center.</p> <p>Detailed resolution of vehicular ingress/egress issues at the Shopping Center can be better addressed with development review of a proposed plan, since some of the operational issues can only be resolved through a detailed plan review, not in the Sector Plan development process.</p>	<p>Add language to support improved vehicular access to the Shopping Center. (03/21/13)</p>
19	LOS Candidate site	The proposed bike path through the recommended Legacy Open	LB-2 is proposed through the LOS candidate site. (pg. 40-41)	No testimony; issue identified by staff.	<p>Retain recommendation for designation of the parcels as a Legacy Open Space Natural Resource Candidate Site and addition to Glenfield Local Park.</p> <p>Remove bikeway LB-2 from Acorn Hollow Lane and Layhill Road. Remove bikeway LB-16 on Acorn Hollow Lane.</p>	<p>Remove bikeway LB-2 from Acorn Hollow Lane and Layhill Road. Remove bikeway LB-16 on</p>

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
	Space parcels is not consistent with the goals of the Legacy program.			<p>Change LB-9 from Lutes Drive to Layhill Road to a shared use path.</p> <p>This section of Briggs Road is narrow and lacks sidewalks. Staff supports better connectivity from the neighborhood north of Briggs Road as suggested by the community. The recommended change would extend the recently constructed path by the church at the corner of Briggs Road and Layhill Road. This might result in forest edge clearing to create the path, but would be the preferred alternative.</p>	Acorn Hollow Lane. Change LB-9 from Lutes Drive to Layhill Road to a shared use path. (03/21/13)	
Environment						
20	Glenmont Core	Encouraging a minimum of 25% of tree canopy coverage could significantly hinder redevelopment.	<p>Redevelopment in the commercial core should add to the tree canopy. Encourage a min of 25% tree canopy coverage on redevelopment projects. (pg. 43)</p>	<ul style="list-style-type: none"> Remove recommendation. To include this recommendation implies that Zoning Ordinance and Forest Conservation law are insufficient to deal with this issue. (Wrenn) 	<p>Retain recommendation. It is encouraged and not required.</p>	<p>Retain recommendation to encourage a minimum of 25% tree canopy coverage. (03/21/13)</p>
Historic Preservation						
21	Glenmont Forest	Should this property be designated for historic preservation, which may have impacts on its redevelopment potential?	<p>Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas and Index of Historic Sites. (pg. 48)</p>	<ul style="list-style-type: none"> Supports designation in the Master Plan for Historic Preservation. (Gournay, Longstreth, French, Stickle) Opposes designation to Master Plan for Historic Preservation. (T. Brown, Rotenstein, Miles) Supports addition to Locational Atlas and Index of Historic Sites. (Miles) Opposes addition to Locational Atlas and Index of Historic Sites. 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that historic designation may hinder redevelopment of the parcel which is critical to adding density in the area to support mixed-use redevelopment of the Shopping Center.</p>	<p>Do not designate or list in the Locational Atlas. (03/21/13)</p>

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
			(T. Brown, Rotenstein)	<ul style="list-style-type: none"> Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 		
22	Kensington Volunteer Fire Station 18	Should this fire station be designated as a historic resource?	Citizen nomination for evaluation for designation in the Master Plan for Historic Preservation and addition to Locational Atlas and Index of Historic Sites. (pg. 48)	<ul style="list-style-type: none"> Supports designation (Harris, French, M. McAteer, Miles) Opposes designation because it will impact Georgia/Randolph interchange project. (Ossont, Reglin) Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff does not recommend designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that the removal of the fire station is needed for the Georgia/Randolph interchange project. SHA has satisfied their requirement for the interchange project with the Maryland Historic Trust. They have deemed this property ineligible for designation to the National Register. Planning Board approved the demolition of the building with the Mandatory Referral in December 2004. <i>(Letter from Maryland Historic Trust included in Attachment 3.)</i></p>	Do not designate or list in the Locational Atlas. (03/21/13)
23	Montgomery County Police Station	Should this police station be designated as a historic resource?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas. (pg. 47)	<ul style="list-style-type: none"> Supports designation. (Miles, French) Opposes designation; It will impact interchange project. (Ossont, Reglin) Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that designation of the police station as a historic resource will not have any material impact on the revitalization of the area or the Shopping Center.</p>	Designate and add to the Locational Atlas. (03/21/13)
24	Georgia Avenue Baptist Church	Should this property be designated as a historic resource?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas. (pg. 47)	<ul style="list-style-type: none"> Supports designation. (Harris, Miles, French) Opposes designation. (Shaw) Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>Area 2 Planning staff believes that designating this property as a historic resource will not have a short-term impact on the revitalization of the area, but it may impact the long-term development options for the whole block.</p>	Designate and add to the Locational Atlas. (03/21/13)

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
25	WSSC Water Tower	Should the water tower be designated as a historic resource?	Evaluate for designation in the Master Plan for Historic Preservation and addition to Locational Atlas. (pg. 47)	<ul style="list-style-type: none"> • Supports designation. (Miles, French) • Opposes designation. (Reglin, Johnson) • There is no assurance that designation will not impair WSSC's operation and maintenance of the facility. (Johnson) • Designation can inhibit redevelopment. (Saah, Gestl, Roembke) 	<p>HP Staff recommends designation in the Draft Sector Plan as a historic resource and addition to Locational Atlas and Index of Historic Sites for the interim. <i>(See Attachment 3, memo from HP Staff for full discussion.)</i></p> <p>The tower is a community landmark and focal point. Area 2 Planning staff believes that designation of the water tower as a historic resource will not have any potential impact on the revitalization of the area, unless the Layhill Road bifurcation is recommended in the Sector Plan.</p>	Designate and add to the Locational Atlas. (03/21/13)

Attachment 3: Amended Language on Layhill Road Improvement

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 (see Appendix C).

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 implementing the bifurcation must be weighed against its potential benefits. This Plan recommends exploring alternative solutions that achieve the goals of better access, reduced conflicts, and improved level of service and flow of through traffic. While this Plan does not specifically endorse a solution or design, 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

- Maryland State Highway Administration (SHA) and Montgomery County Department of Transportation (MCDOT) should explore options for reconfiguring the Georgia Avenue/Layhill Road intersection that achieve the transportation goals described above.
- Investigate reductions in lane widths on Layhill Road between Glenallan and Georgia Avenues.