



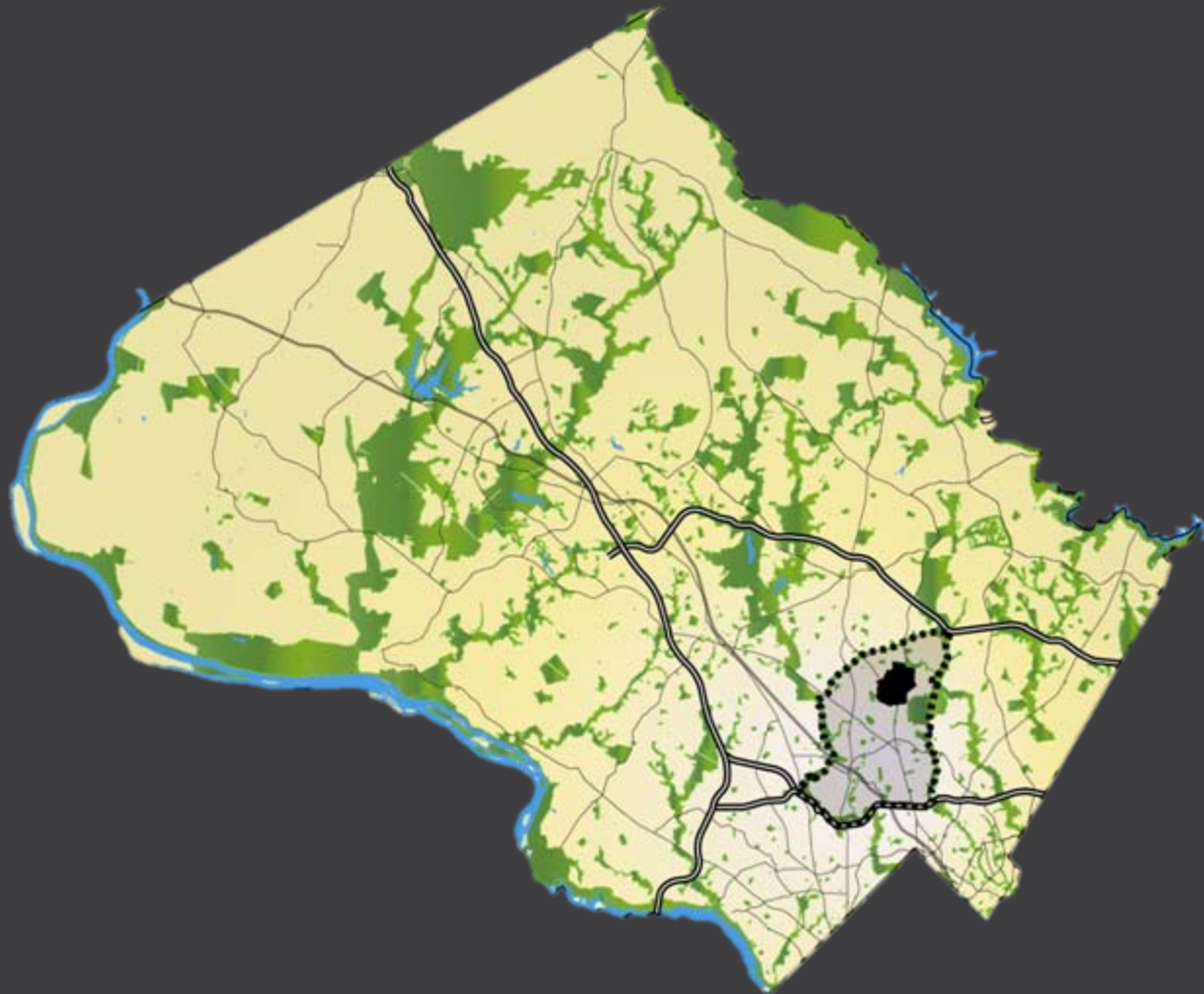
GLENMONT COMMUNITY VISIONING WORKSHOP #1

February 4, 2012

AGENDA

- Project Background and Sector Plan Process
- Glenmont Today
- Glenmont Tomorrow: Opportunities
- Defining a Vision for Glenmont: The Process
- Today's Agenda

GLENMONT SECTOR PLAN



GLENMONT SECTOR PLAN

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Glenmont Sector Plan

Planners are preparing to update the [1997 Glenmont Transit Impact Area and Vicinity Sector Plan](#). The update will assess what has changed in Glenmont since 1997, re-evaluate past recommendations, and reflect the community's vision for a transit-oriented, revitalized community.

NEW Save the date! Join your neighbors, planners and their consultant team at a February 4 [visioning workshop](#) to collect ideas from those who know Glenmont best. We will run small-group activities to learn more about what you'd like to see in a future Glenmont, and discuss ideas to be explored further by planners.



■ Glenmont Sector Plan Area



The Planning Board will review the draft Glenmont Sector Plan [scope of work](#) [pdf] (1 MB) on Thursday, January 26.

QuickLinks

- [1997 Glenmont Sector Plan](#)
- [Wheaton Sector Plan](#)
- [1989 Kensington Wheaton Plan](#)
- [Georgia Avenue Corridor Study](#)
- [Bus Rapid Transit Study](#)
- [Zoning Rewrite](#)

Resources

- [Planning Area 2](#)
- [Glossary of Planning Terms](#)
- [The Master Plan Process Explained \[pdf\]](#)

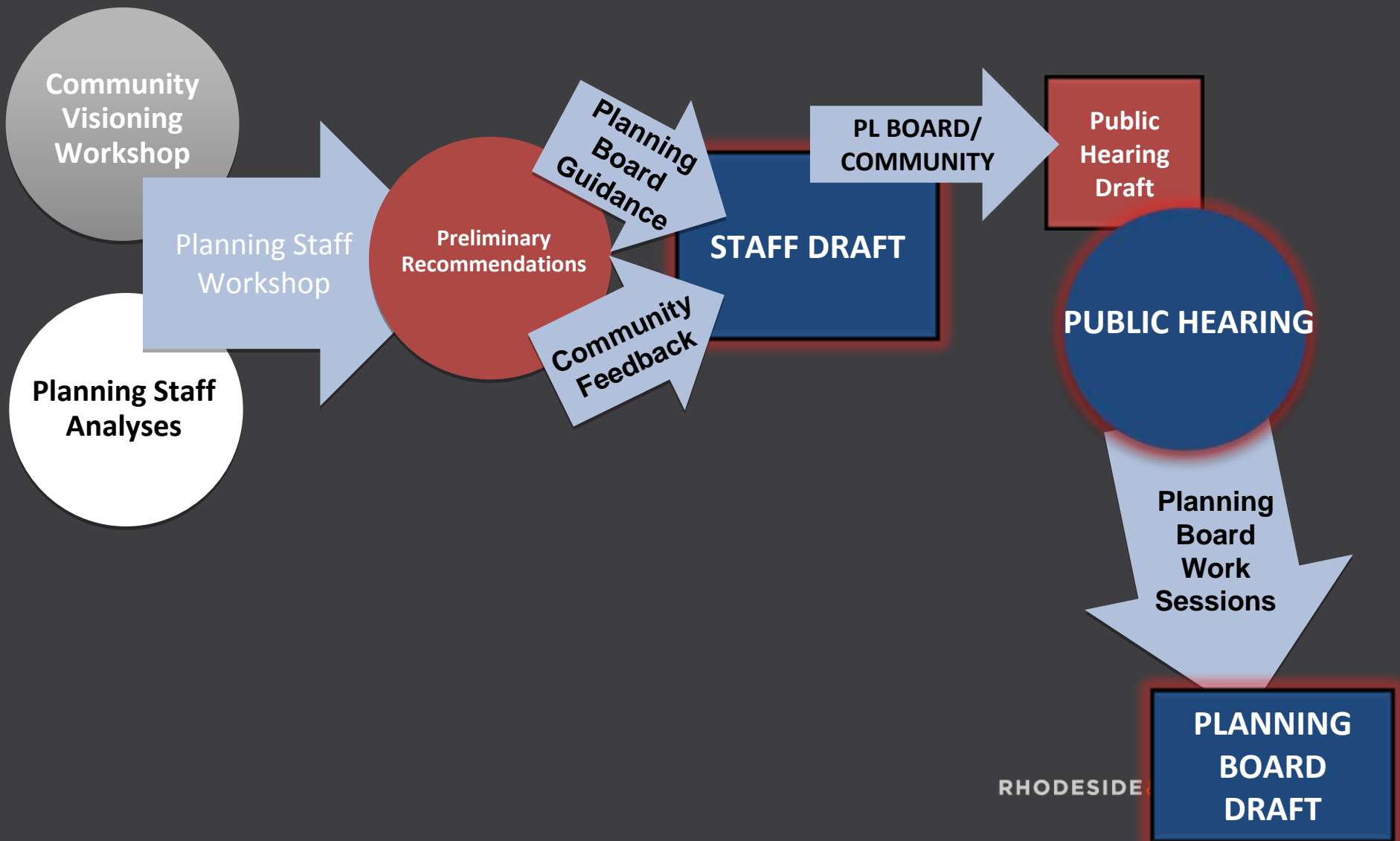
Background

The 1997 Glenmont Sector Plan, which covers approximately 600 acres around the intersection of Georgia Avenue and Randolph Road, created a transit-oriented planning framework for properties around the Glenmont Metro Station. That Sector Plan rezoned the Glenmont Shopping Center to a medium density, mixed-use zone to encourage redevelopment and revitalization. It also rezoned the largest, single-ownership property just north of the Metro station to a multi-family zone, which allows some convenience retail.

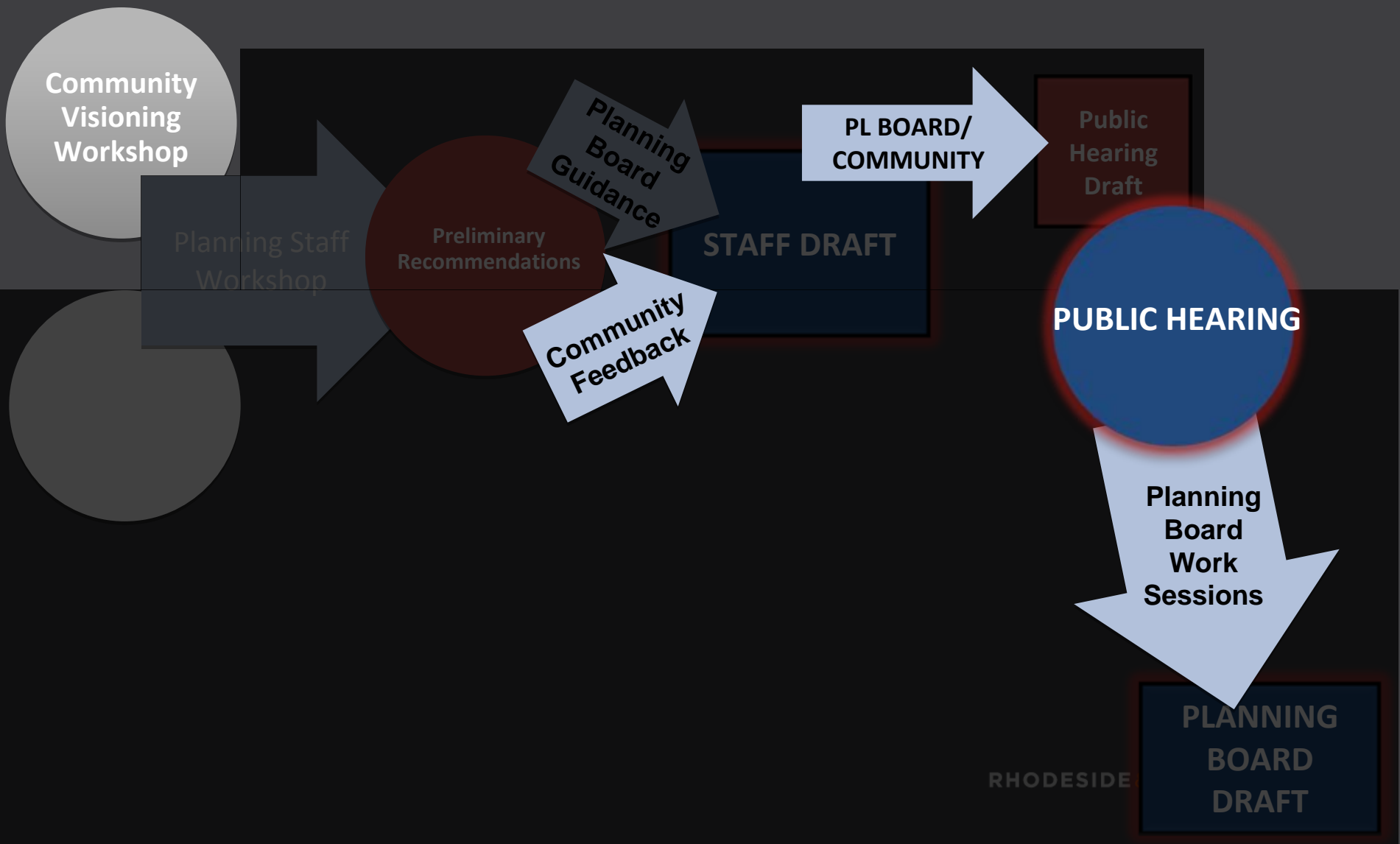
While Glenmont has seen some significant public investments — the Glenmont Metro Station was completed in 1998, a grade-separated interchange at Randolph Road and Georgia Avenue is underway, and a new fire station and a Metro parking garage are scheduled for completion in 2012 — private investment has not occurred due to fragmented property ownership and a lack of market demand.

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GLENMONT SECTOR PLAN



GLENMONT SECTOR PLAN



GLENMONT SECTOR PLAN

Project Schedule

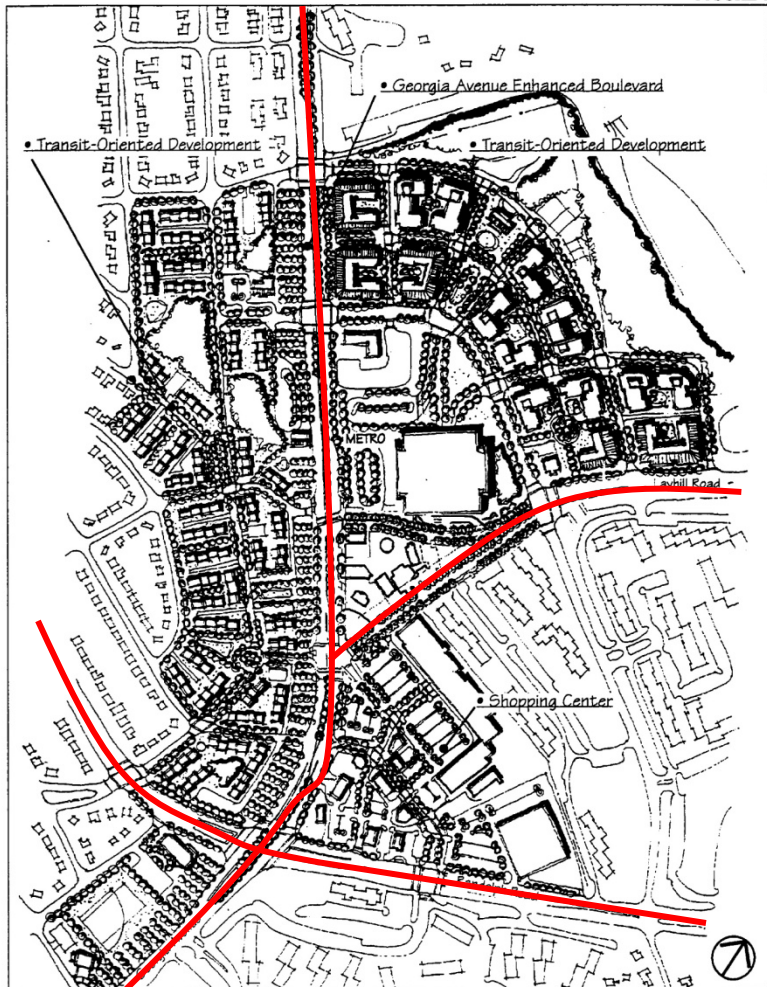
January 26	Scope of Work
February 4	Community Workshop #1
February 22	Community Workshop #2
March 2012	Community Workshop #3
April 2012	Draft Recommendations Community Meeting
June 2012	Staff Draft Community Meeting
September 2012	Planning Board Public Hearing
October- December 2012	Planning Board Work Sessions Planning Board Draft



GLENMONT SECTOR PLAN

GLENMONT VILLAGE CENTER: LONG RANGE VISION

FIGURE 9



1997 Glenmont Sector Plan Glenmont Village Center

- Mixed-Use Development
- Georgia Avenue Enhanced Boulevard
- Pedestrian and Bike Friendly
- Interconnected Street System

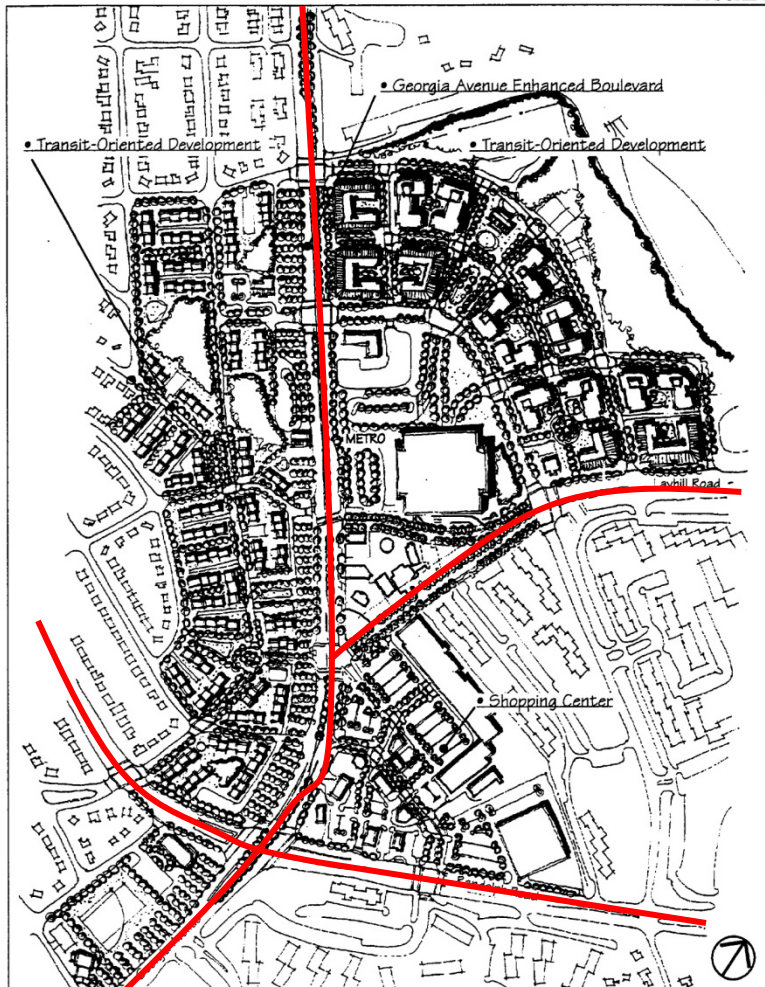
Glenmont Neighborhoods

- Stable Residential Neighborhoods
- Environmental Features as amenities
- Interconnected Bike and Ped. System

GLENMONT SECTOR PLAN

GLENMONT VILLAGE CENTER: LONG RANGE VISION

FIGURE 9



1997 Glenmont Sector Plan

	<u>Units</u>
SF, Detach	1266
SF, Attach	162
Multifamily	1673
TOTAL	3101

TOTAL COMMERCIAL
Leased space

213,375 SF

RHODESIDE & HARWELL

GLENMONT SECTOR PLAN



WMATA Triangle

Privacy World Rezoning Application

Georgia Avenue/Randolph Road Interchange

Countywide Rapid Bus Service

WMATA Station Access Study



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PURPOSE OF TODAY'S WORKSHOP

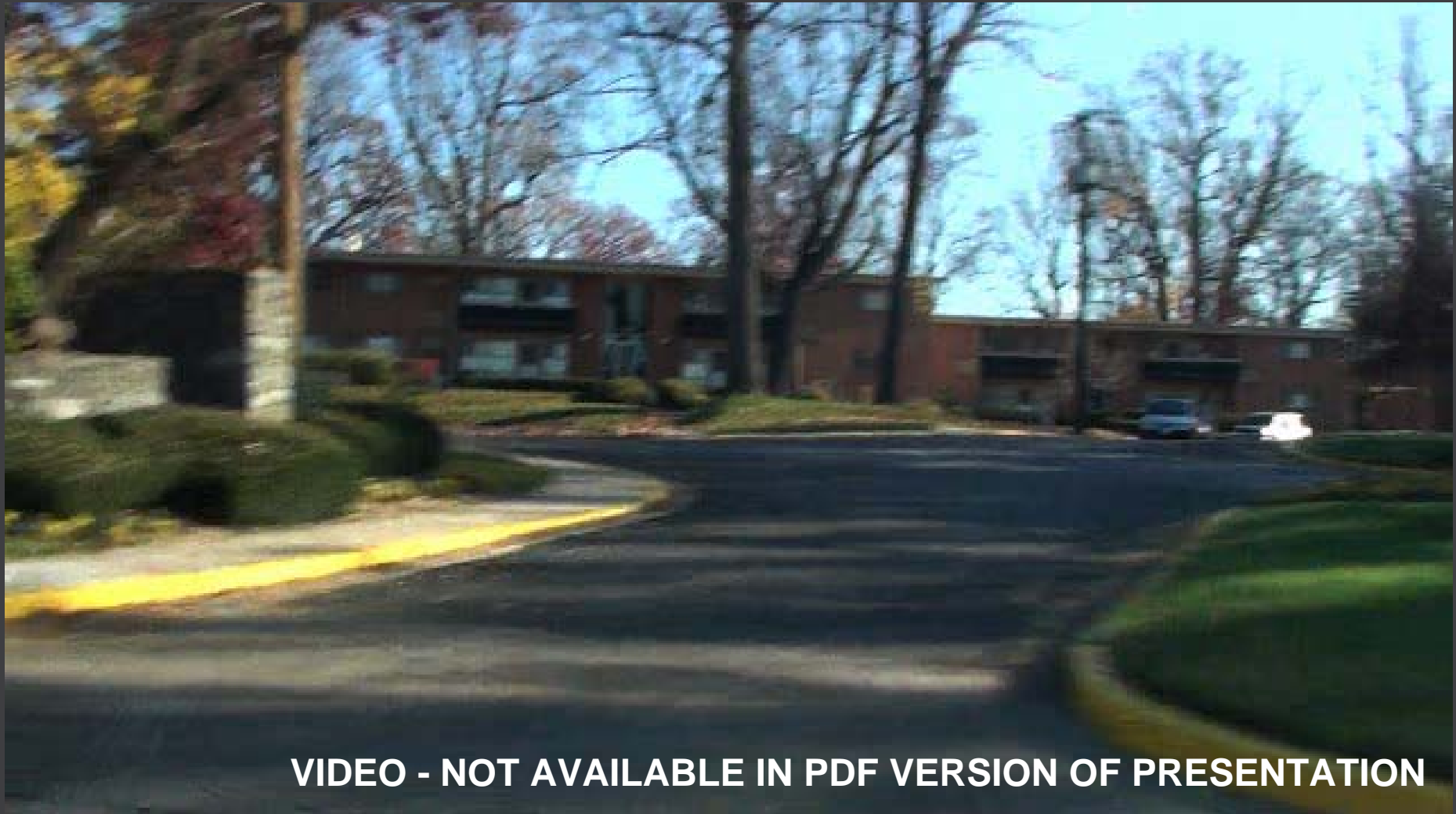
- Identify issues and challenges
 - Identify strengths and opportunities
 - Ask questions, get answers
 - Brainstorm about possibilities
 - Begin to develop a vision for Glenmont
 - Have fun and share ideas with others!
- The vision developed through the community visioning workshops will guide the Sector Plan update.

GLENMONT TODAY



GLENMONT TODAY

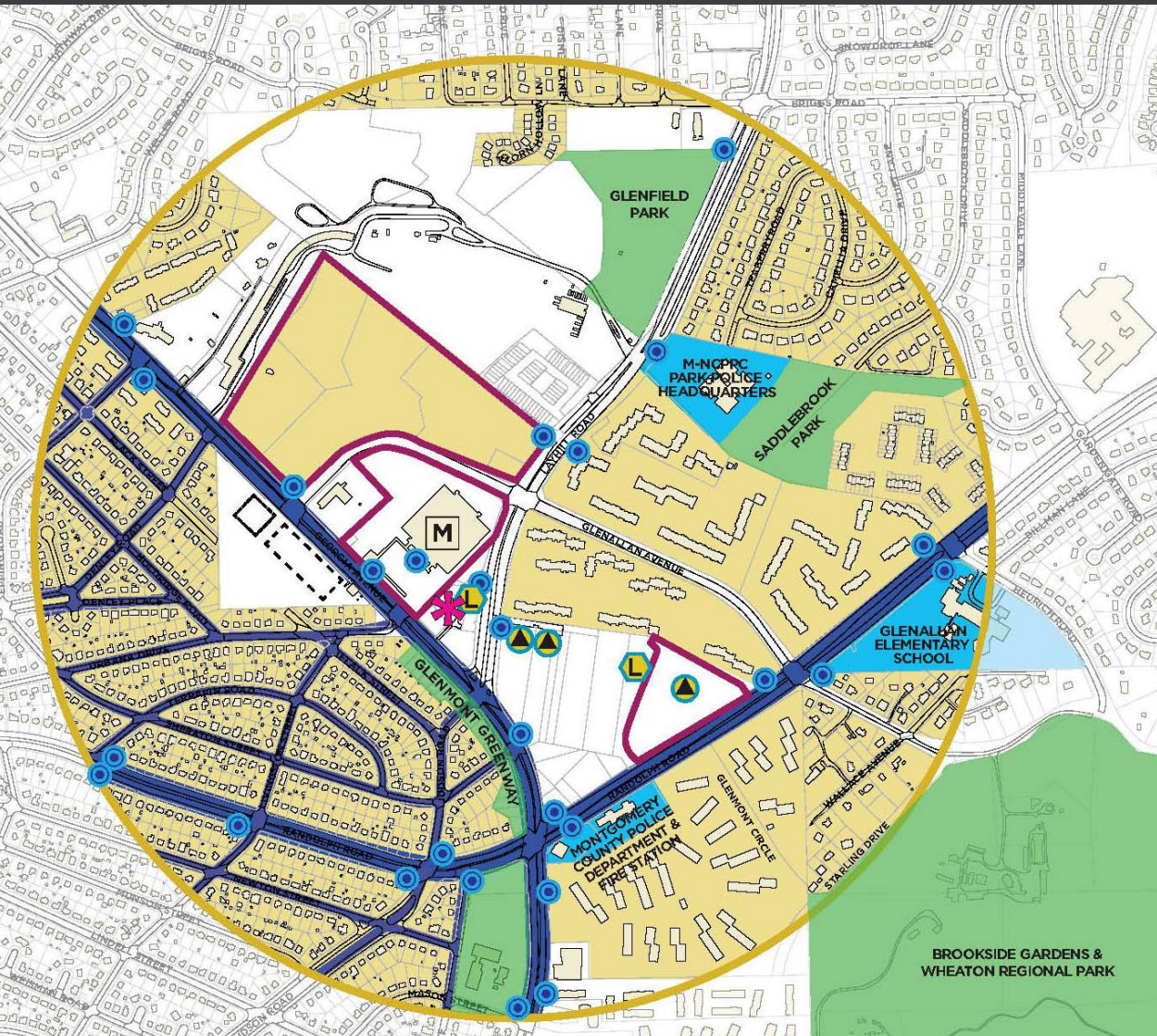
Site Tour and Analysis



VIDEO - NOT AVAILABLE IN PDF VERSION OF PRESENTATION

GLENMONT TODAY

Strengths



- 1/4-MILE RADIUS
- EXISTING BUILDINGS
- EXISTING WMATA PARKING GARAGE
- PROPOSED FIRE STATION RELOCATION SITE
- EXISTING HOUSING STOCK
- EXISTING PUBLIC FACILITIES
- EXISTING PUBLIC PARKS & OPEN SPACE
- EXISTING RETAIL ANCHORS
- ROAD CONNECTIVITY
- GLENMONT METRO STATION
- EXISTING LOCAL BUSINESSES
- IDENTIFIABLE COMMUNITY FEATURE (WATER TOWER)
- EXISTING BUS STOPS
- LARGE PARCEL UNDER SINGLE OWNERSHIP

GLENMONT TODAY

Strengths



GLENMONT TODAY

Strengths



GLENMONT TODAY

Strengths



GLENMONT TODAY

Strengths



GLENMONT TODAY

Strengths

New public investments



Metro garage



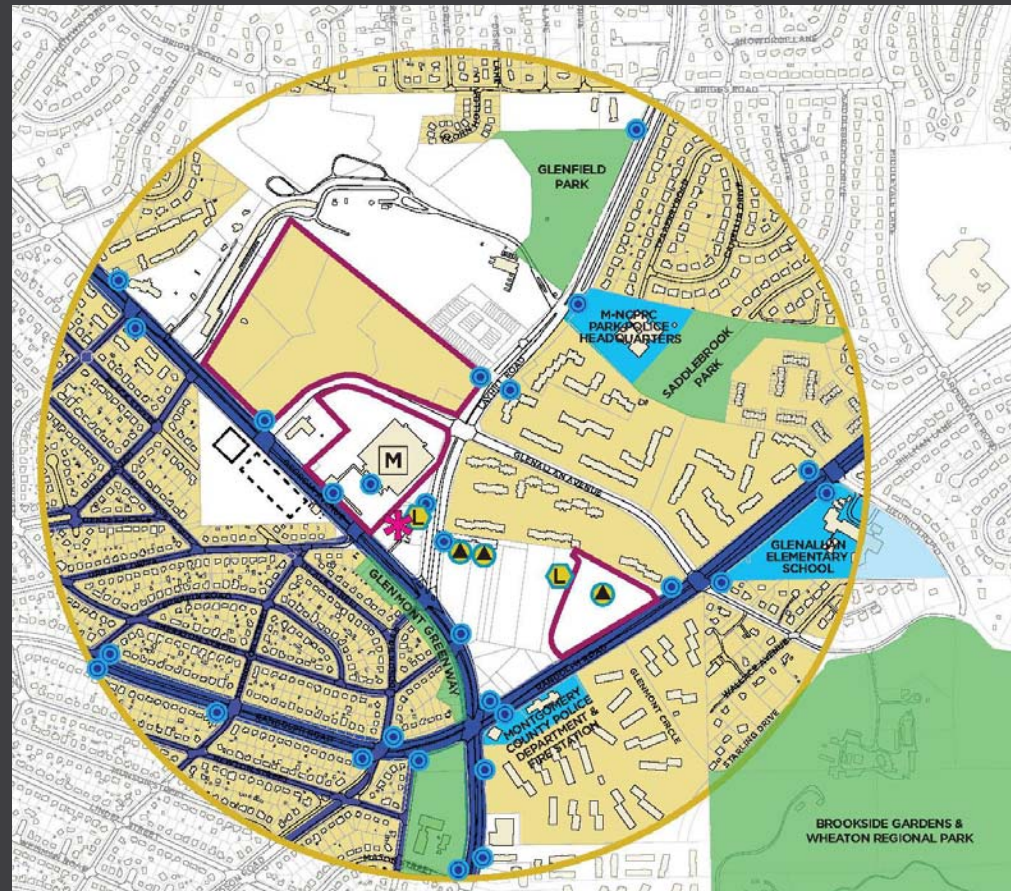
New fire station

Georgia Avenue –
Randolph Road interchange

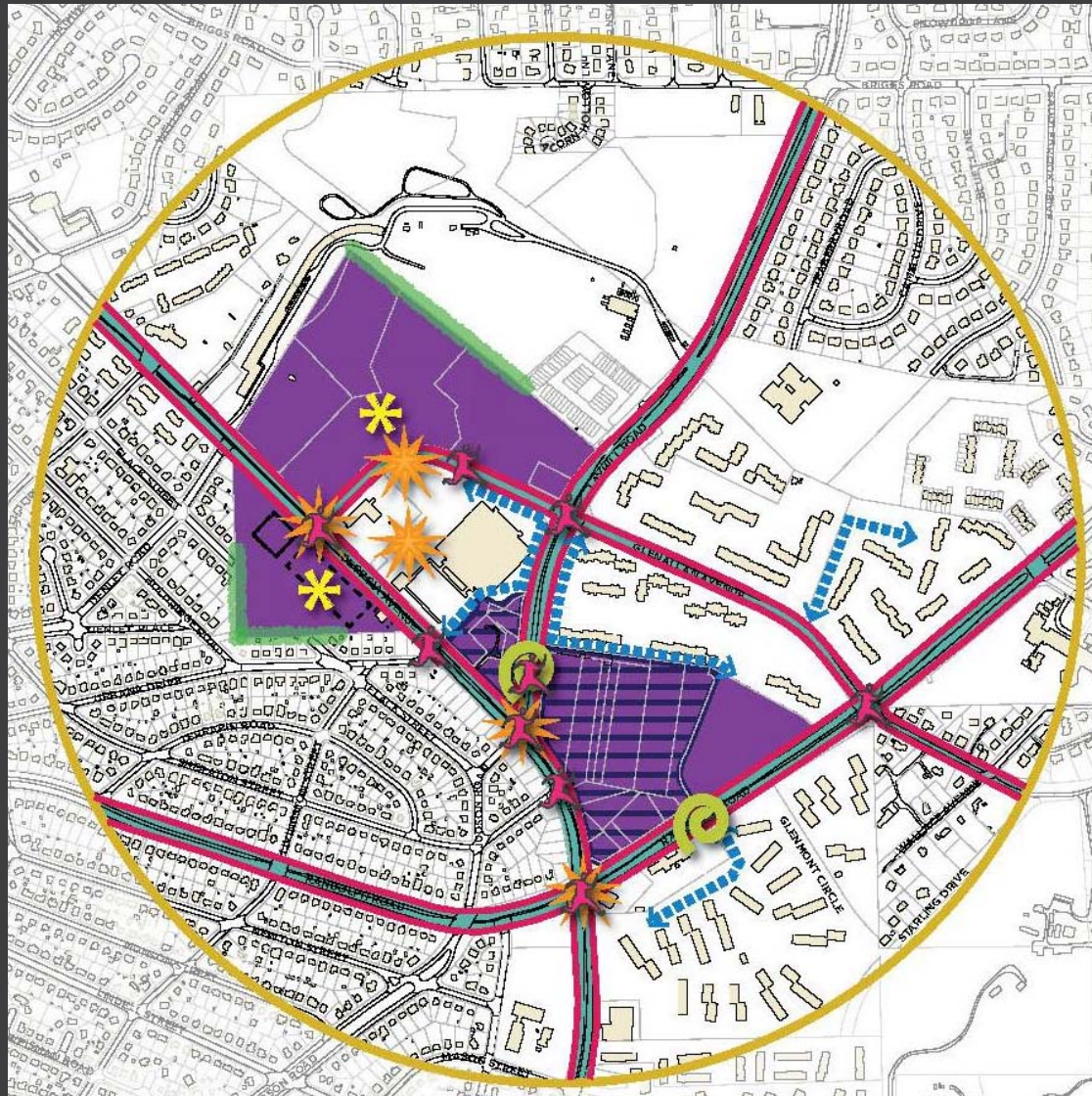


Strengths include:

- Transportation connections:
 - Metro and bus
 - Major roadways
- Open space resources
- Businesses: anchors and local businesses
- Public facilities
- Diversity of housing and people
- Affordable housing stock
- Recent public investments



Challenges



- | | |
|---|--|
|  | 1/4-MILE RADIUS |
|  | EXISTING BUILDINGS |
|  | EXISTING WMATA PARKING GARAGE |
|  | PROPOSED FIRE STATION RELOCATION SITE |
|  | UNDERUTILIZED LAND/DENSITY |
|  | FRAGMENTED PROPERTY OWNERSHIP |
|  | HIGH VOLUME AND SPEED OF TRAFFIC |
|  | ENVIRONMENTALLY SENSITIVE AREAS |
|  | VEHICULAR ACCESSIBILITY ISSUES |
|  | AREAS OF VEHICULAR CONGESTION |
|  | REPORTED PATTERNS OF CRIMINAL ACTIVITY |
|  | POOR PEDESTRIAN FACILITIES |
|  | POTENTIAL TRAFFIC GENERATORS |



GLENMONT TODAY

Challenges



GLENMONT TODAY

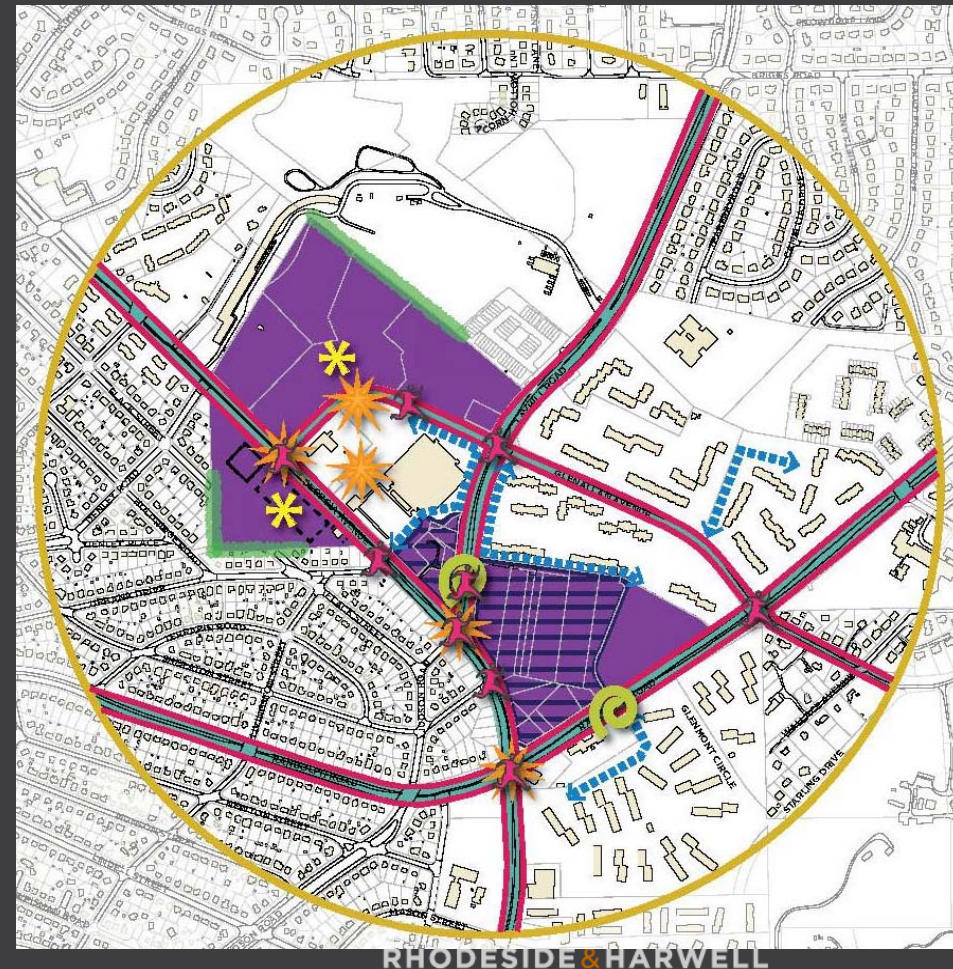
Challenges





Challenges include:

- Difficult pedestrian environment
- Poor aesthetics / visual quality
- Fragmented property ownership
- Traffic congestion
- Cut-through traffic
- Crime / safety concerns, real or perceived



GLENMONT TOMORROW



Opportunities

GLENMONT TOMORROW

Opportunities



-  1/4-MILE RADIUS
-  EXISTING BUILDINGS
-  EXISTING WMATA PARKING GARAGE
-  PROPOSED FIRE STATION RELOCATION SITE
-  MAXIMIZE PROXIMITY TO METRO
-  REDEVELOPMENT OPPORTUNITIES
-  GATEWAY OPPORTUNITIES
-  OPEN SPACE AND GREENING OPPORTUNITIES
-  RETENTION OF FORESTED BUFFER
-  GEORGIA / RANDOLPH INTERSECTION IMPROVEMENTS
-  POTENTIAL CIVIC GATHERING PLACES
-  SIGNATURE LANDMARK
-  POTENTIAL NEW CONNECTIVITY
-  PROPOSED BIKE ROUTES AND FACILITIES
-  NEW AND IMPROVED PEDESTRIAN CROSSINGS
-  PROTECT SENSITIVE WATER RESOURCES
-  PROPOSED GEORGIA AVENUE BUS RAPID TRANSIT
-  PROPOSED RANDOLPH ROAD BUS RAPID TRANSIT

GLENMONT TOMORROW

Transit-Oriented Development (TOD)

- Mix of uses concentrated within $\frac{1}{4}$ to $\frac{1}{2}$ mile of a transit station to support and maximize transit service
- Walkable neighborhoods with safe and comfortable pedestrian environment
- Higher densities near transit
- Efficient transportation options (transit, walk, bike, drive)
- Opportunities for more retail options and a greater diversity of housing



GLENMONT TOMORROW

Transit-Oriented Development (TOD)



GLENMONT TOMORROW

Transit-Oriented Development (TOD)

Benefits of TOD include:

- Synergy between land use and transportation
- Improved access to jobs, economic opportunity and services
- Reduced reliance on automobile
- Lower transportation costs
- Increased and/or sustained property values
- Increased transit ridership and revenue
- Stronger regional connections



GLENMONT TOMORROW

Redevelopment Opportunities



GLENMONT TOMORROW

Pedestrian Environment Bicycle Facilities



GLENMONT TOMORROW

Pedestrian Environment Bicycle Facilities



GLENMONT TOMORROW

Pedestrian Environment Bicycle Facilities



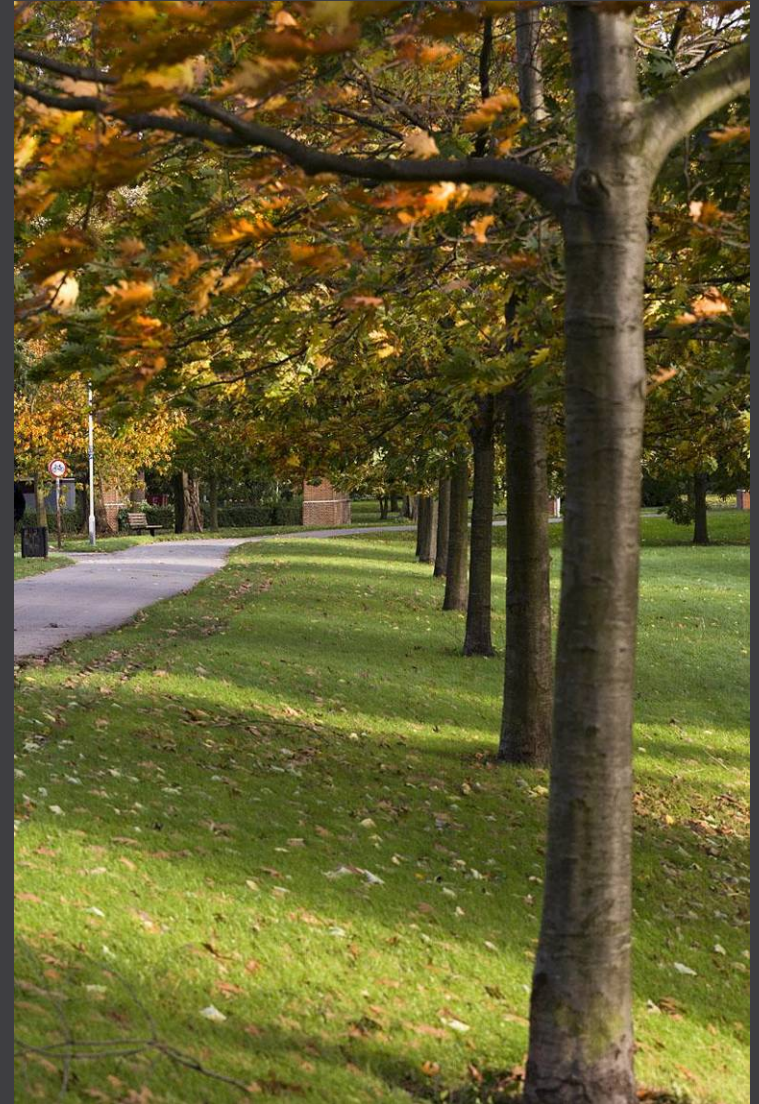
GLENMONT TOMORROW

Civic Gathering Places



GLENMONT TOMORROW

“Greening” Opportunities



GLENMONT TOMORROW

Gateways / Signature Landmarks



GLENMONT TOMORROW

Opportunities

Opportunities include:

- Transit-oriented development
- Redevelopment:
 - Shopping Center
 - Privacy World property
- Improved pedestrian and bicycle circulation
- Civic gathering places
- “Greening”
- Gateways and landmarks
- Diversity of housing



DEFINING A VISION FOR GLENMONT



The Process

NEXT STEPS

- Develop vision / illustrative concepts
- Community Visioning Workshop #2 (Feb. 22)
 - Refine preferred concepts
- Community Visioning Workshop #3 (March)
 - Present final vision / illustrative concept

NEXT STEPS

COMMUNITY WORKSHOP #2

Wednesday, February 22
7:00 pm – 9:00 pm

Saddlebrook Training Room/Park Police Headquarters
12751 Layhill Road, Silver Spring

QUESTIONS?

Michael Brown
Senior Planner, M-NCPPC

(301) 495-4566

Michael.Brown@montgomeryplanning.org

TODAY'S AGENDA



TODAY'S AGENDA

Group Discussions	10:15–11:15
Small Group Presentations	11:15–11:50
Summarizing What We Discussed	11:50–12:15
Next Steps / Adjourn	12:15–12:30

SMALL GROUP DISCUSSION QUESTIONS

1. What do you love about Glenmont and would not want to change?
2. What are the three most pressing issues in Glenmont today?
3. How can Glenmont take advantage of its Metro station (and the possible introduction of Bus Rapid Transit)?
4. What kinds of changes would you like to see at the Glenmont Shopping Center?
5. What other changes are needed in Glenmont regardless of what occurs at the Shopping Center?
6. The vision for Glenmont in the 1997 Sector Plan was:

“The Glenmont of the future will be a transit-oriented area. A compact mixed-use center will be the focus of community activity and will establish a sense of place. New development will be concentrated around the new Metro station. Existing neighborhoods with single-family homes surrounding the new development will be preserved and protected.”

Is this vision still valid for Glenmont? If not, how would you update it?

IN SUMMARY

- How do you think people outside of Glenmont view this area?
- What should Glenmont's image/identity be in the future?
- Any additional questions or comments?

Please complete and return your comment sheet on your way out.

Thank you!

QUESTIONS?

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