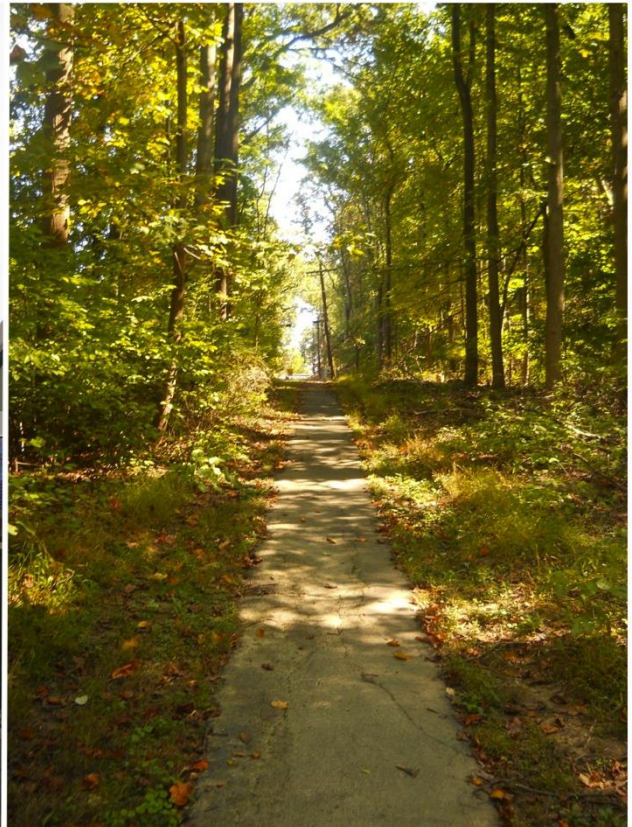


# Glenmont Sector Plan



#### 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](http://MontgomeryPlanning.org/community/Glenmont)

May 2013

Draft Design Guidelines  
Glenmont Sector Plan

Montgomery County Planning Department  
M-NCPPC  
[MontgomeryPlanning.org](http://MontgomeryPlanning.org)

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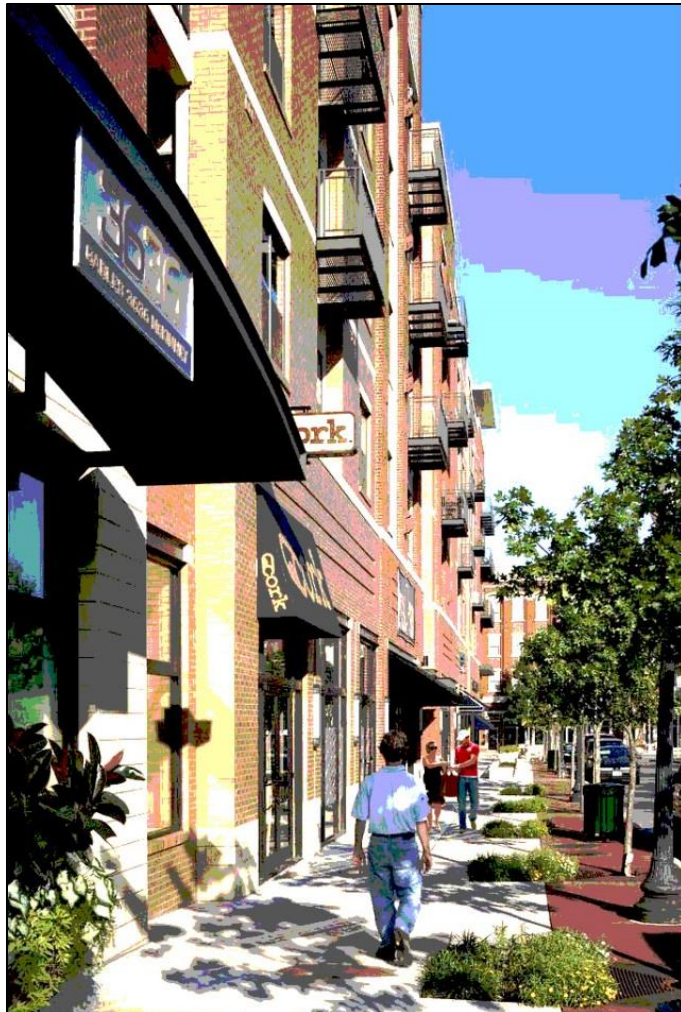
## Introduction

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. Three of the 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 retained 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.



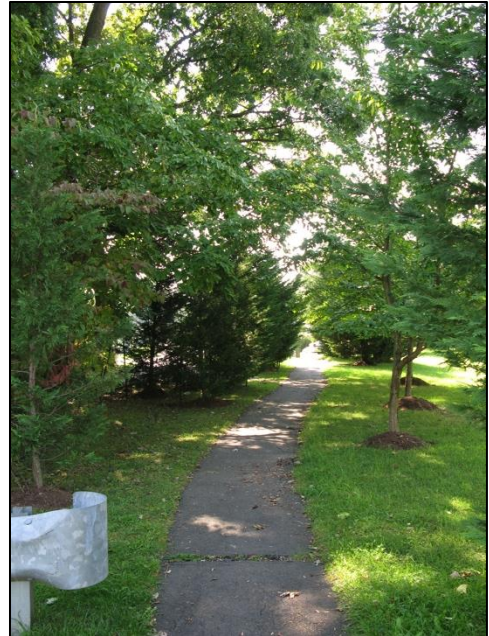
- **Improve connectivity** by:

- 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 shopping center is a typical strip 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 objective.

**Examples** illustrate 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

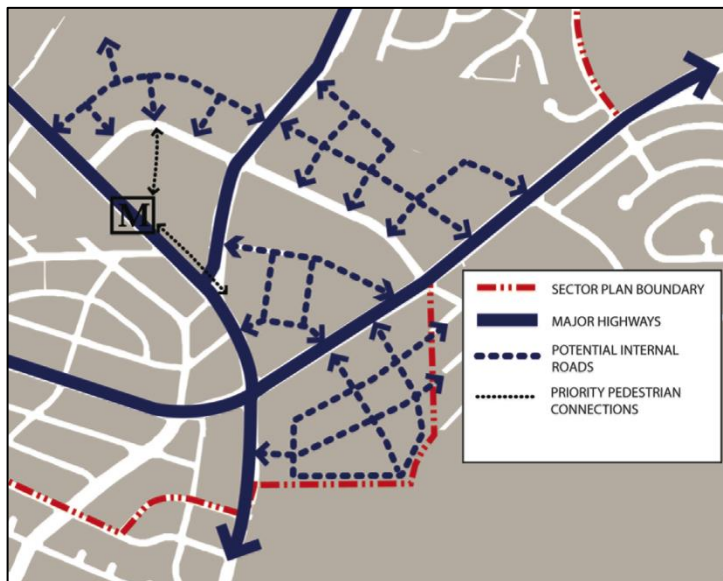
## Area wide

These areawide 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



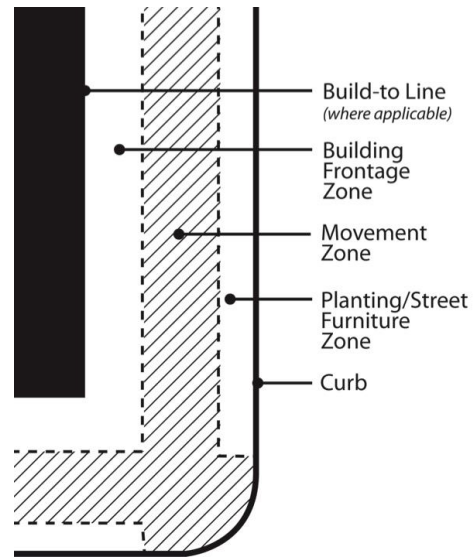
Although closed to vehicular traffic, this mid-block connection provides a vibrant space for pedestrian movement

**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 building entrances 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 a small gathering space



Variations in façade articulations such as awnings, materials, and door and window fenestration 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 distinct 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, if visible from 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 active 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 retail or recreation/community room.
- Provide a network of sidewalks, paths and trails to connect to open spaces.



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 forest, where possible.
- Consider developing existing streams as an amenity with a path to it or along it for passive recreation.



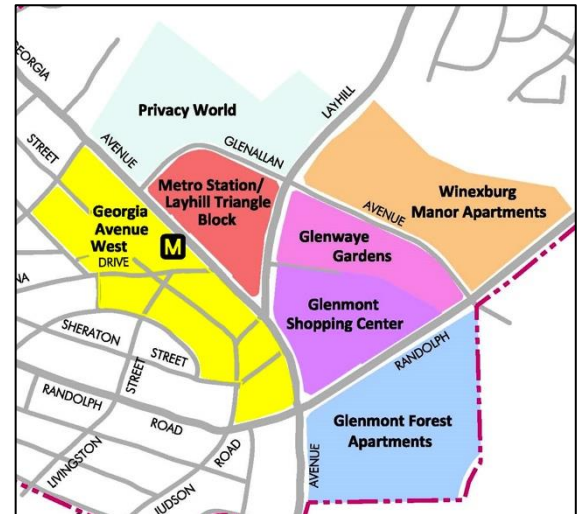


## **Specific Properties**

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)

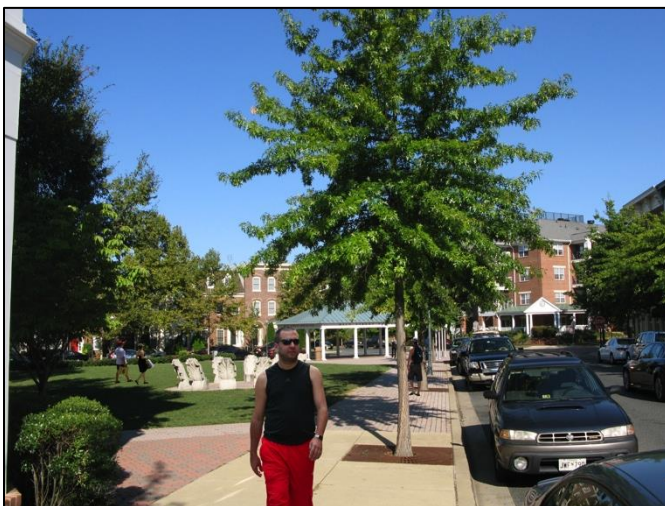


### **Objective: Create a central open space**

**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 and an additional frontage along the new internal street.**



Open spaces surrounded by retail and street frontages are easily activated with shoppers and pedestrians



A central open space can provide distinct areas for a variety of activities to accommodate a range of users



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



Open spaces can serve as a natural oasis in the built environment

**Objective: Provide transition of building heights to surrounding neighborhoods**

**Guideline: Concentrate maximum heights in interior of the Shopping Center property.**

- “Place taller buildings in the property’s interior and transition down to a maximum 45-foot building height along the Glen Waye Gardens community to the northeast.” (Plan, page X)



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 at this prominent corner.**

- 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

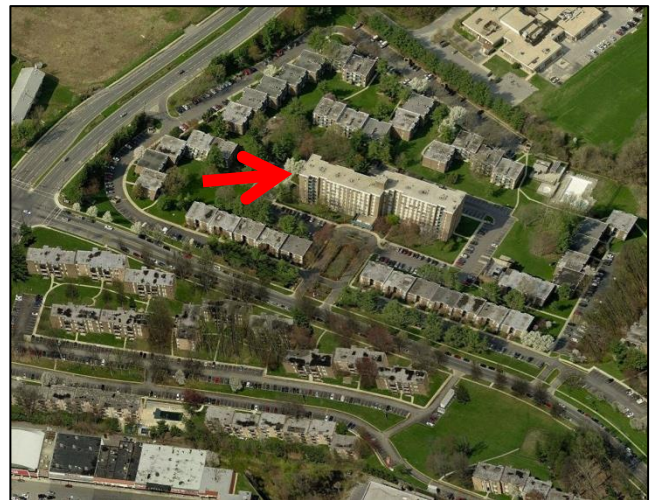
“This Plan recommends the CR Zone to encourage mixed-use development of multifamily units.” (Plan, page X)

**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, indicated by the red arrow, is located in the interior of the property at a lower elevation than the street reducing its impacts on surrounding



### *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.



A 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 single family homes.



## 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/](http://www.amlegal.com/montgomery_county_md/)

Montgomery County Code

[http://www.amlegal.com/montgomery\\_county\\_md/](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](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](http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtm)

M-NCPPC Development Manual

[http://www.montgomeryplanning.org/development/development\\_manual/index.shtm](http://www.montgomeryplanning.org/development/development_manual/index.shtm)

M-NCPPC Commercial Residential Zone Overview

[http://www.montgomeryplanning.org/development/com\\_res\\_zones.shtm](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](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](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](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/>





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