

Design Guidelines

The proposed design guidelines, including the property specific guidelines in the Land Use chapter and those in the Transportation chapter of this Plan, are intended to foster community identity in Forest Glen while protecting the existing character of the neighborhoods. They are also intended to enhance Forest Glen as a “livable community” and provide a “sense of place.” The urban design framework consists of identifiable residential neighborhoods that are served by an existing center outside the planning area, public open spaces, and pedestrian-friendly streets connecting to major destinations while accommodating the necessary vehicular traffic.

A. The Neighborhoods

Georgia Avenue bisects Forest Glen into two residential areas: east and west. This Plan recommends the preservation of the existing neighborhoods on both sides of Georgia Avenue. Both areas are characterized by attractive, tree-lined residential

streets. However, many of these streets lack sidewalks and bike-ways to connect existing community spaces and popular destinations within and beyond the neighborhoods.

OBJECTIVE A:

Protect the residential neighborhoods fronting on both sides of Georgia Avenue

- Any new development or special exception approvals along the east side of Georgia Avenue should be compatible in scale and form with the residential character of the adjoining neighborhood. New development should adhere to the following guidelines:
 - The low-scale residential appearance should be maintained by limiting building heights along Georgia Avenue to three stories.
 - Main building entrances should be provided on Georgia

Avenue to accommodate pedestrians and transit users.

- Buildings, rather than parking, should dominate the street frontage. Parking lots should be located at the rear or side of the existing property with proper landscaping and screening.

OBJECTIVE B:

Enhance community identity in Forest Glen East

- **The pedestrian-friendliness of important neighborhood linkages should be improved so they function as gathering places as well.** The existing well-landscaped, neighborhood street character of Belvedere Boulevard should be reinforced. Sidewalks should be added. The median area could be improved with benches and attractive landscaping. The community is encouraged to provide these benches and the landscaping. Continuous sidewalks should be provided by DOT on Forest Grove Drive, Woodland Drive, and Dameron Drive.
- **The major public open space, Getty Park, should be enhanced.** Continuous sidewalks and a bikeway along Belvedere Boulevard, with connections to Georgia Avenue, should be provided to improve access and visibility to the park. Improved pedestrian and bike facilities should be provided from the surrounding neighborhoods.

OBJECTIVE C:

Enhance community identity in Forest Glen West

- **Continuous, safe, and attractive sidewalks should be provided to link residents to community open spaces and other gathering places.**

- **The pedestrian-friendliness of important neighborhood linkages should be improved so they function as gathering places as well.** These streets include Belvedere Boulevard, Arthur Avenue, and Greeley Avenue, if extended. Pedestrian-oriented improvements include sidewalks and streetscaping, as well as measures to slow traffic where appropriate.
- **New development within the neighborhood should be residential, although day care would also be an appropriate use, and it should be compatible with the existing residential neighborhood.** New buildings located next to Americana Finnmark should not exceed four stories. Appropriate transitions to the existing developments should be provided. (See Figure 21, page 57.)

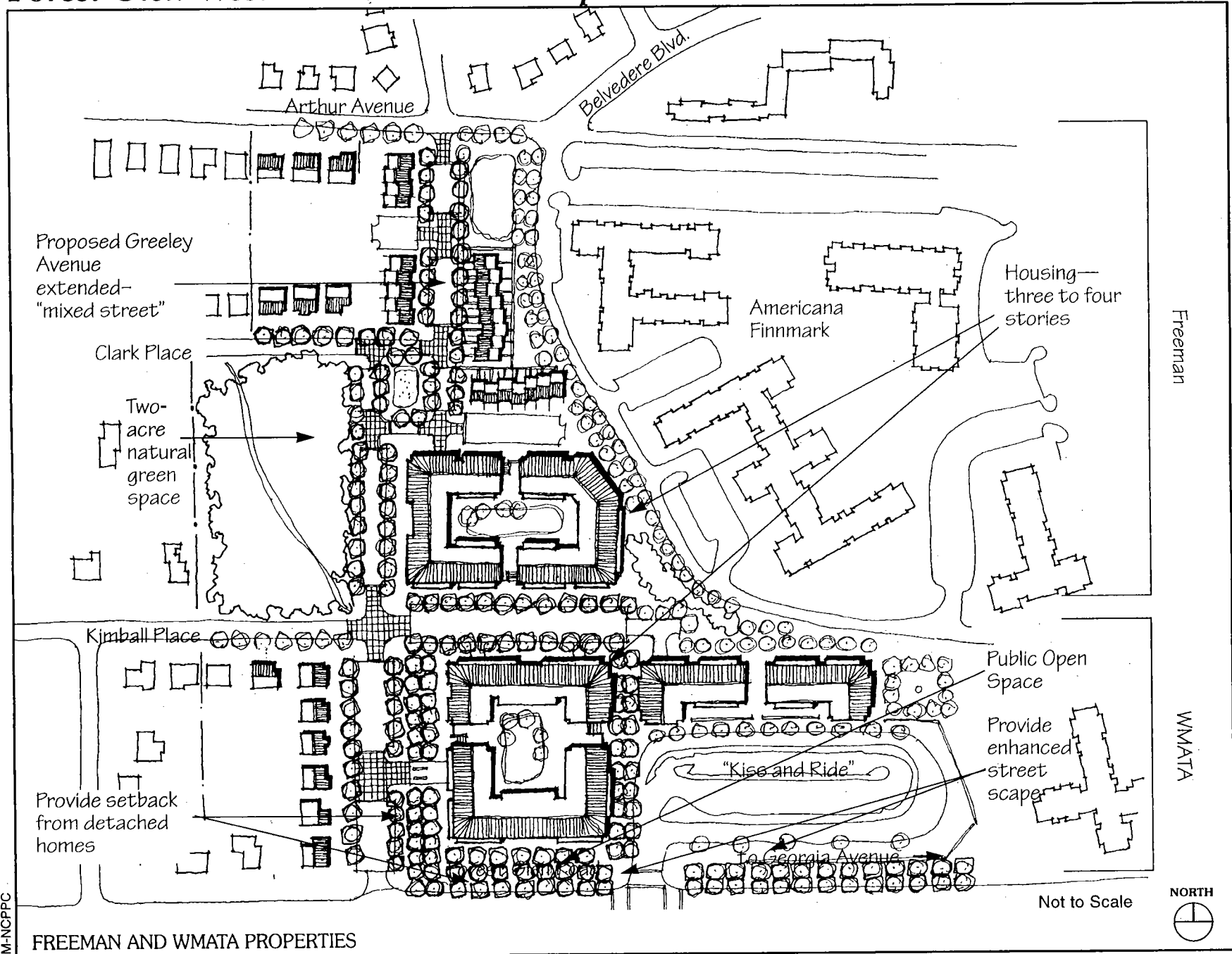
B. The Streets

The guidelines in this section are intended to provide streets that accommodate all modes of transportation and complement the recommendations made in the Transportation chapter of this Plan. The streets are the key determinants of neighborhood quality and have the additional role of establishing its physical character. Streets perform an important transportation function and their adjacent sidewalks offer a place to stroll, play, and socialize, thereby promoting a “sense of community.”

This Plan supports the “greening” of Georgia Avenue in Forest Glen as called for by the “Green Corridors Policy” in the *Kensington-Wheaton Master Plan*. This Plan promotes the special character of Forest Glen Road as the community’s “main street.” It also promotes quiet, tree-lined streets as community building blocks and identifies important neighborhood linkages (see Figure 22, page 58), some of which need improvement.

Forest Glen West – Illustrative Concept

Figure 21

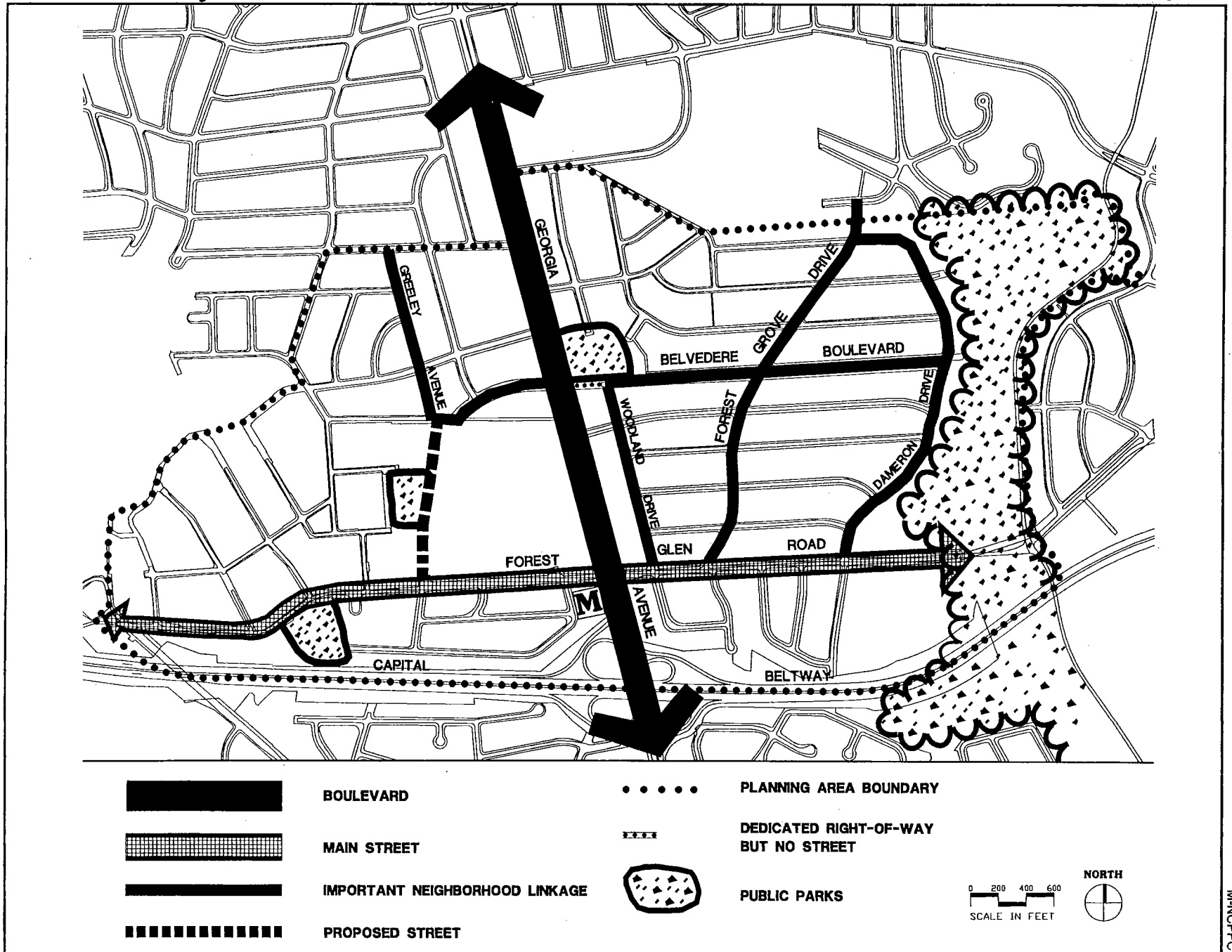


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FREEMAN AND WMATA PROPERTIES

The Street System

Figure 22



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OBJECTIVE A:

Design the streets to reinforce “community identity” in Forest Glen.

- **Visible “landmarks” should be provided to orient pedestrians and make walking more memorable.** Such landmarks should be associated with public open spaces and community facilities.
- **“Gateways” should be provided to establish a “sense of place.”** Gateways may consist of special landscape features or a prominent building. The Metrorail station may be an appropriate location for a gateway feature.
- **The street system should be improved to provide direct and safe sidewalks and promote community interaction.** Some streets should be extended where possible to improve the general traffic grid pattern in area and provide a coherent system. These include Greeley Avenue from Arthur Avenue to Belvedere Place on the west side of Georgia Avenue. These extensions should be designed to improve local circulation while discouraging cut-through traffic.
- **Existing streets should be improved to encourage walking and biking.** The desirable improvements include:
 - Sidewalks and bike paths in the locations described in the Transportation chapter (Chapter Four).
 - Safe pedestrian and bicycle crossings in appropriate intersections.
 - Continuous rows of street trees at the curb.

OBJECTIVE B:

Georgia Avenue should function as an urban boulevard.

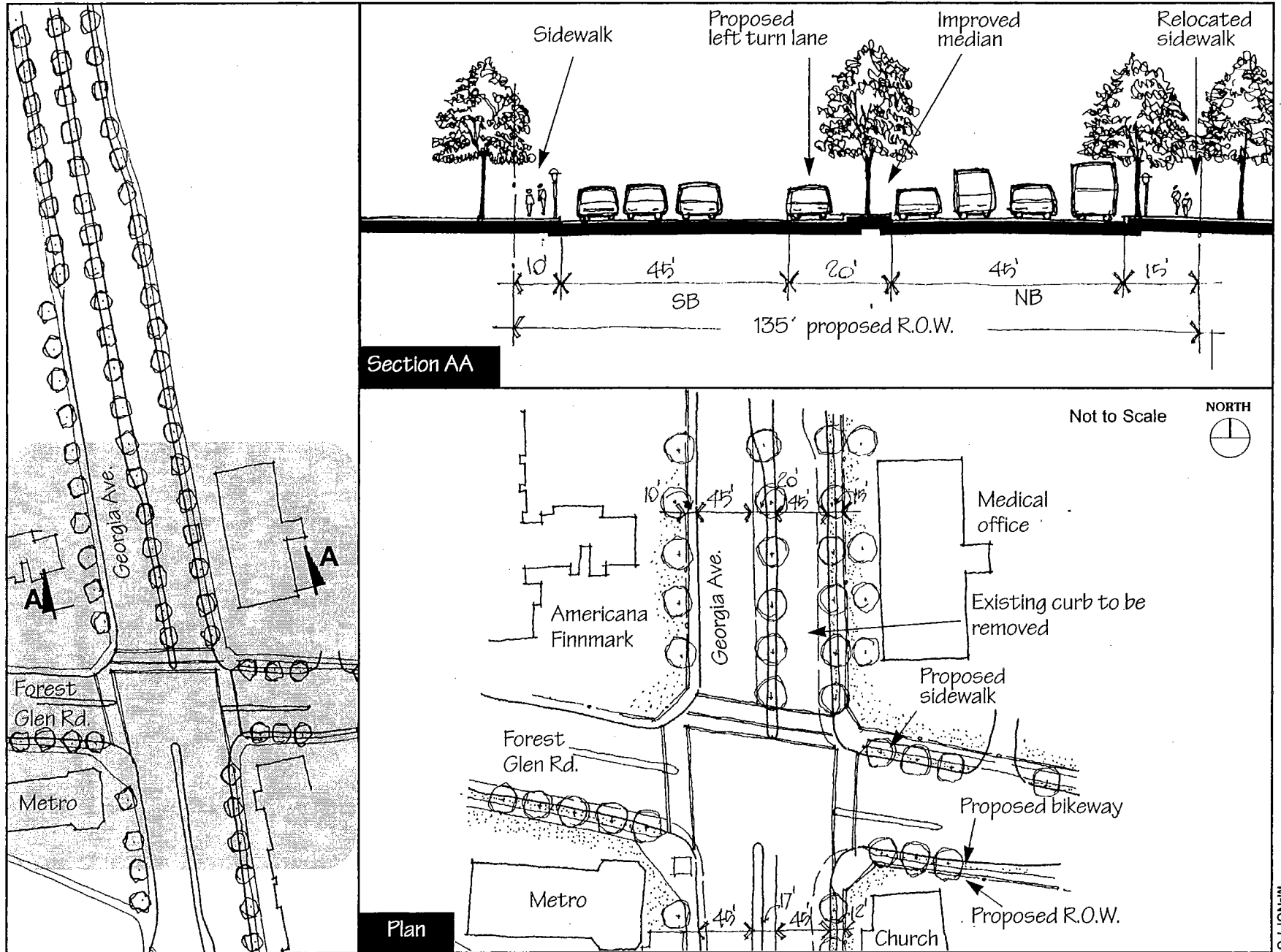
- **An attractive boulevard streetscape should be provided by the SHA along Georgia Avenue.** This should include the following components: (See Figures 23 and 24, pages 60 and 61.)
 - One or two rows of street trees on each side of the street, spaced 40 feet on center, in planter strips or tree wells.
 - A tree-lined median to provide a pedestrian refuge.
 - Trees that are urban hardy and pollution-tolerant. These trees should be high-branching to allow for people to walk beneath them. Plant species and placement should provide good visibility along the right-of-way.

Wider sidewalks, separated from the roadway by a row of trees, would also be desirable along Georgia Avenue to encourage people to walk to the Metrorail station. The existing five-foot sidewalks are less than the minimum desirable for an urban area; furthermore, the existing sidewalks are against the curb which may be intimidating for pedestrians, given traffic volumes and speeds. A seven-foot sidewalk, separated from the roadway by a row of trees, should be provided along the east side of Georgia Avenue from Forest Glen Road to (at least) Tilton Drive. (Widening and relocating the sidewalk north of Tilton Drive would impact the single-family homes along the road.) This sidewalk improvement should be implemented by the SHA at the same time as the recommended improvements to Georgia Avenue. (See Chapter Four.) If the sidewalk along the west side of Georgia Avenue ever needs to be reconstructed, other than for maintenance purposes, it should also be widened to seven feet and separated from the roadway by a row of trees.

- **Direct vehicular access to Georgia Avenue from properties abutting the street should be discouraged.** Any rede-

Georgia Avenue – Illustrative Streetscape Concept at Section A

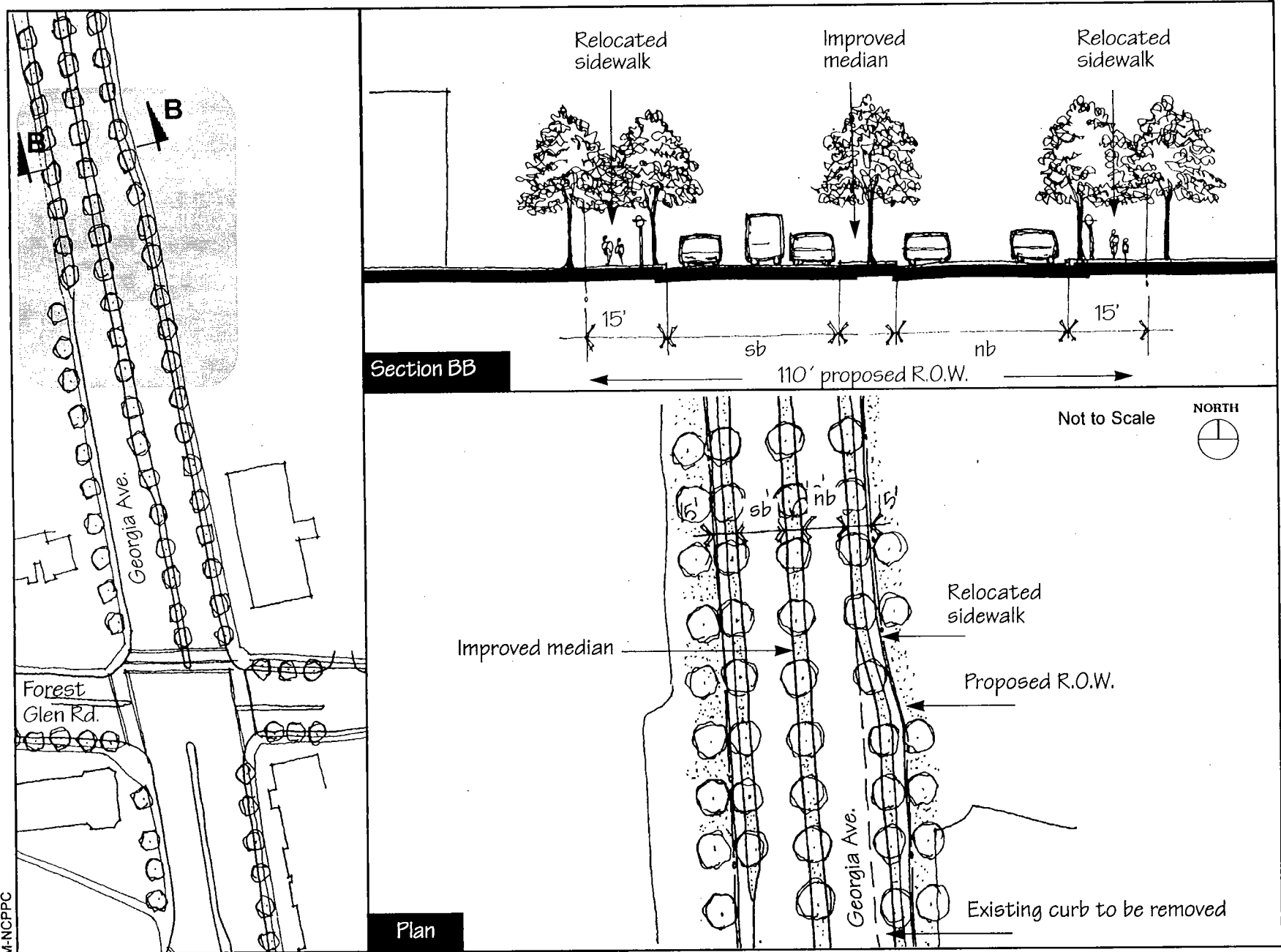
Figure 23



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Georgia Avenue – Illustrative Streetscape Concept at Section B

Figure 24



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velopment or conversion of a single family home to another use should adhere to the following:

- Parking should not be located along Georgia Avenue in such a way as to separate the new buildings from the street.
- Access to parking should be provided from the rear or from a side street to minimize curb cuts along Georgia Avenue.
- It would be highly desirable to move the existing Georgia Avenue access to the medical center to the north so it may be shared with any future development on the adjacent Mirkin Property.
- **Safe crossings should be provided for bikes and pedestrians at appropriate locations.** Crosswalks should have a minimum width of 15 feet for pedestrians and 8 feet for bicycles and be clearly demarcated to emphasize the pedestrian domain through the use of special identifying markings such as colored concrete.

OBJECTIVE C:

Forest Glen Road should function as the “main street” for Forest Glen.

- **Special streetscaping should be provided along Forest Glen Road.** The streetscape should include the following elements in the sidewalk area while accommodating existing site features, such as trees. (See Figure 25, page 63.)
 - Street trees at the curb, 30 feet on-center in a 5-foot planter strip or in tree wells, on both sides of the street.
 - A two-way, clearly-marked Class I bike path, eight feet wide minimum on one side of the street, between Sligo Creek Park and Belvedere Place.

- A seven-foot sidewalk on both sides of Forest Glen Road in the Metro area (from Georgia Avenue to Belvedere Place) and a 5-foot sidewalk outside that area on both sides of the street (or a minimum of 8 feet where pedestrians share the path with bicyclists).
- Specially identified crosswalks at major intersections.
- **New development along Forest Glen Road should be oriented toward the street to enliven the street and provide safety.** The following elements would be appropriate to encourage street activity:
 - Residential buildings with multiple street entrances and front porches.
 - Community uses that provide opportunities for people to meet.

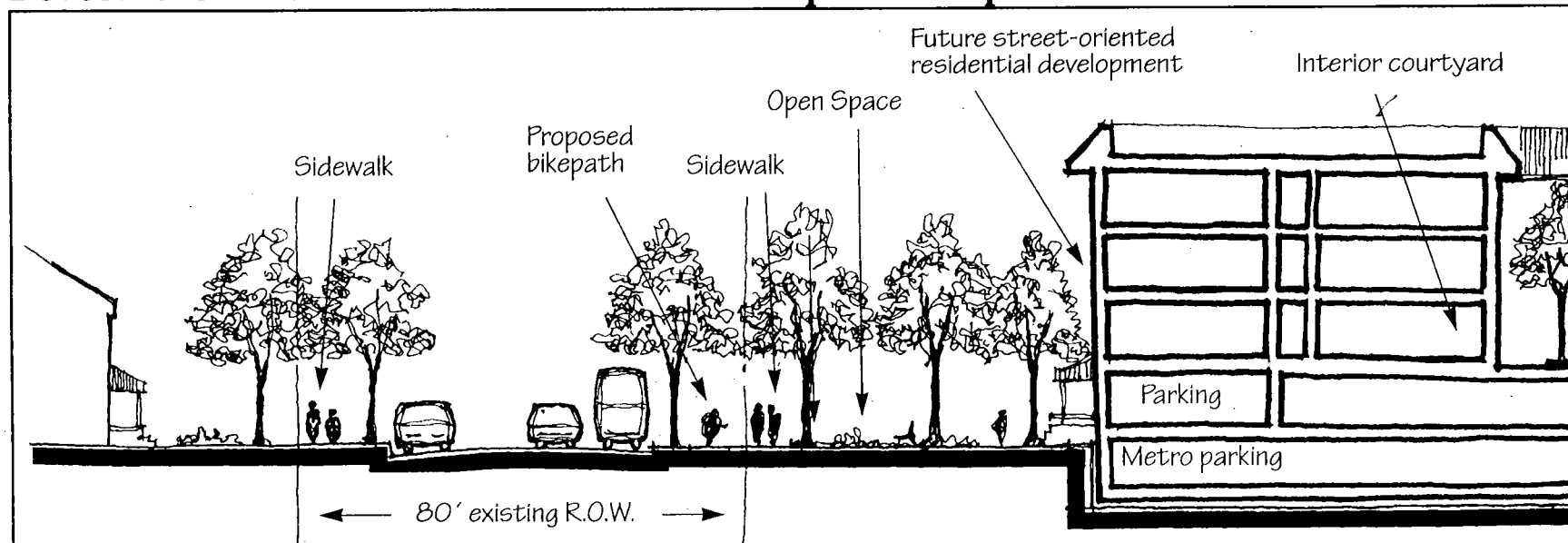
OBJECTIVE D:

Belvedere Boulevard, Dameron Drive, and Forest Grove Drive should be reinforced as important neighborhood linkages for Forest Glen East.

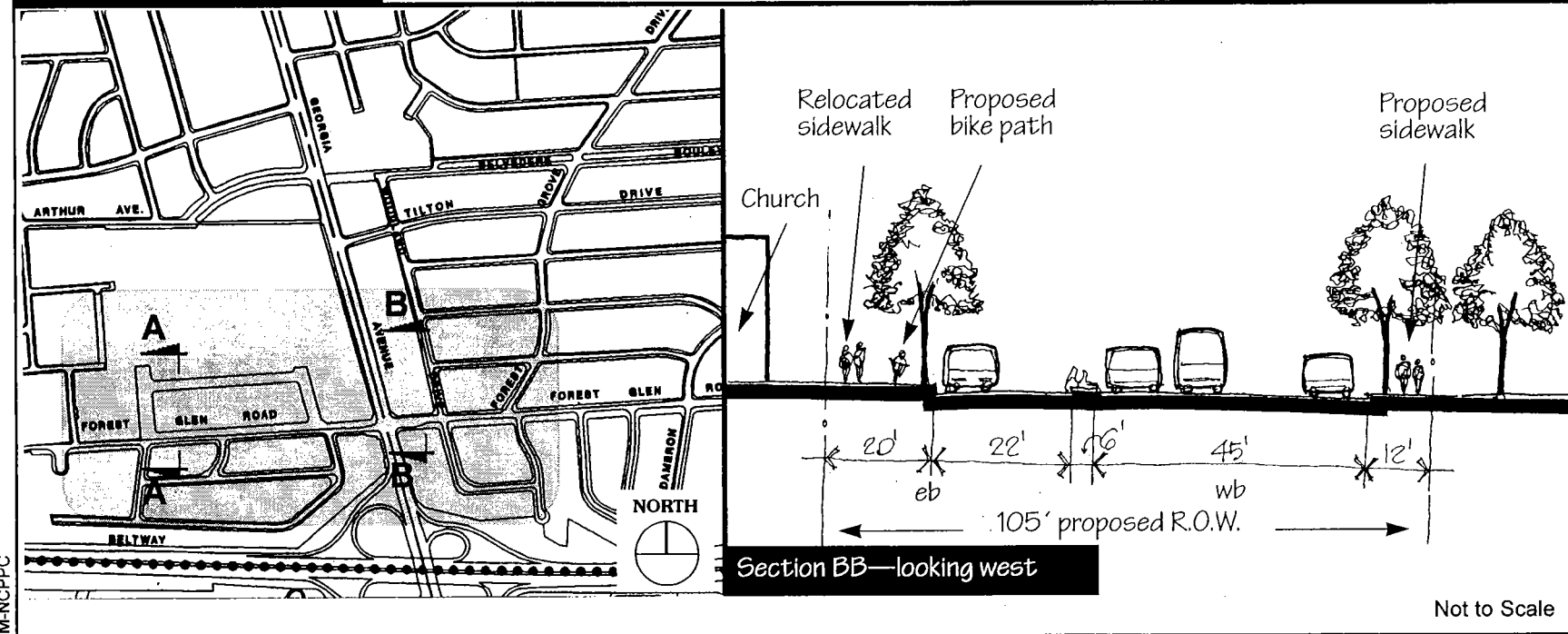
- Sidewalks, separated from the curb, should be provided on both sides of these streets. These sidewalks should have a minimum width of five feet. Asphalt may be substituted for concrete to facilitate tree preservation.
- **The median in Belvedere Boulevard should be enhanced to function as a linear community green space.** Improved landscaping and streetscape features, benches in particular, should be provided within the space. Community involvement in planning and implementing these improvements should be encouraged.

Forest Glen Road – Illustrative Streetscape Concept

Figure 25



Section AA—looking west



Section BB—looking west

Not to Scale

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OBJECTIVE E:

Belvedere Boulevard, Arthur Avenue, and Greeley Avenue should be reinforced as important neighborhood linkages for Forest Glen West.

- Sidewalks, separated from the curb, should be provided on these streets. These sidewalks should have a minimum width of five feet. Asphalt may be substituted for concrete to facilitate tree preservation.

OBJECTIVE F:

New development should incorporate pedestrian-friendly streets that encourage walking and promote social interaction.

- New streets should form a logical extension of the existing street pattern to promote efficient sidewalks and to incorporate new development into the larger community. Greeley Avenue should be extended south to connect to Belvedere Place. Clark Place and Kimball Place may also be extended to connect to Greeley.
- New streets should be designed to emphasize the pedestrian domain. The use of “mixed streets” or other forms of enhanced streetscape should be considered where appropriate; for example, on the proposed extension of Greeley Avenue through the Freeman Tract.

OBJECTIVE G:

Existing neighborhood streets should be designed to discourage through traffic and promote “neighborhood character.”

- Special paving, “neck downs,” raised crosswalks, and land-

scaping may be used to slow traffic. The use of mixed streets should be considered where appropriate. (See Figure 26.)

C. The Open Space System

The guidelines for the open space system are intended to establish a hierarchy of open spaces that provide a public focus for the residents. A variety of spaces — including an existing regional park, existing local community parks, and proposed open spaces — will meet both recreational and community needs. Good sidewalks and bikeways should be provided from the neighborhoods to these spaces.

OBJECTIVE A:

General Getty Park should be the community park and gathering place for Forest Glen East and provide a public focus for the neighborhoods and sector plan area.

- **The park should be highly visible from the adjacent streets.** A path should be provided along the southern edge of the park for pedestrians and bicyclists, to provide visibility from the neighborhood. The landscaping at the park should not impair street visibility.
- **The park should be easily accessible to residents.** The proposed signal at the existing three-legged intersection at Belvedere Boulevard and Georgia Avenue would allow for safe pedestrian and bicycle crossings, thus facilitating park access for residents of Forest Glen West as well.

Mixed Street Concept

Figure 26



CHARACTERISTICS OF MIXED STREETS:

- Shared by all road users.
- Use of special paving to emphasize pedestrian priority.
- Cars slowed down to minimum speed through the use of traffic calming measures, such as meandering lanes.
- Provision of landscaping and street furniture to create a pleasant environment and improve street definition.

OBJECTIVE B:

Forest Glen Local Park should be reinforced as a community park/gathering place for Forest Glen West

- The sidewalks and bike paths to the park should be improved. Sidewalks and paths should be provided along Forest Glen Road, Greeley Avenue, and Gardiner Avenue to link to the park.

OBJECTIVE C:

A public green space should be provided when the Freeman Tract develops.

- A public green space should be provided in the area required by the Tree Ordinance to stay wooded. Paths and sitting areas should be provided through the green space for the community's use and enjoyment.

OBJECTIVE D:

A central open space should be provided at the Metrorail station if the WMATA property redevelops.

- A public open space should be provided along the north side of Forest Glen Road as part of any WMATA air rights development. This open space should be designed to provide opportunities for community gathering, passive recreation, and some play activities for children. Attractive landscaping should be provided to promote interest and comfort.