

### **III. GLENMONT CENTER**

#### **A. RATIONALE**

Glenmont today consists of a commercial area, ringed on three sides by garden apartments and surrounded by established single-family residential neighborhoods. (See Figure 6.) Although each of these components of the Glenmont community plays an important role, a basic premise of this Plan is that Glenmont does not presently have a cohesive "center." The existing uses which surround the new Metro station are a collection of uses which do not relate to each other in a holistic or synergistic way. They also fail to contribute to a positive image for Glenmont. The existing commercial uses at the Glenmont Shopping Center do not adequately satisfy the community's needs for neighborhood-oriented retail and their appearance does not, for the most part, reflect well upon the greater community. The other existing uses surrounding the new Metro station also fail to maximize the value of properties located at a major new transit facility. The garden apartment complex located directly across Glenallan Avenue from the station, Glenmont Metrocentre, has deteriorated over the years and has a huge vacancy rate compared to similar complexes in the same area.

Glenmont is at a major crossroads in terms of its future direction. The opening of the new Metro station and the presence of several redevelopable parcels in the transit station area provide an opportunity to create a viable center for the larger community. The "ripple effects" from the development of a Center would help to rejuvenate all of Glenmont. (See Figure 7.)

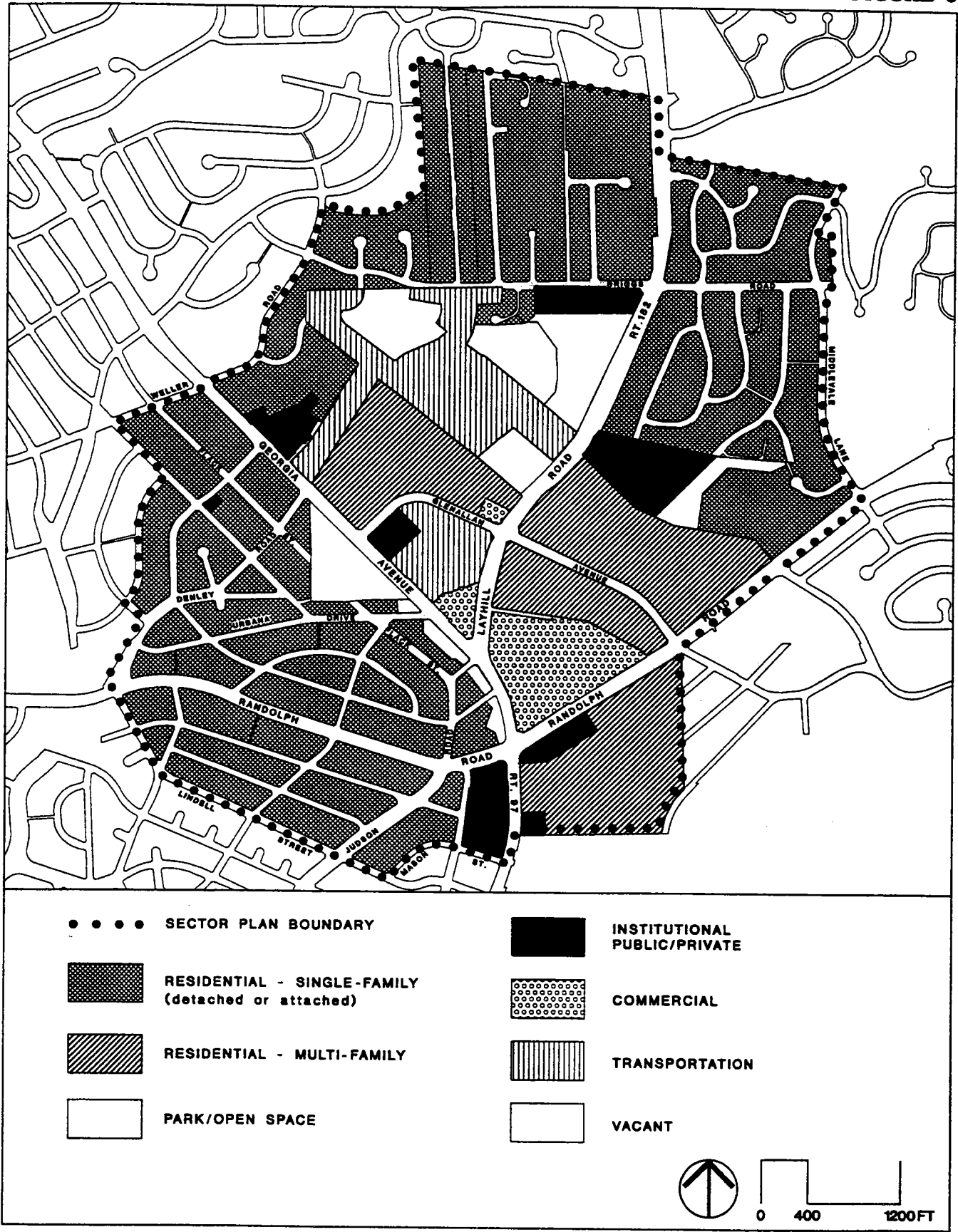
Government actions can significantly influence the stability and quality of overall housing stock and the upgrading of aging commercial centers. The general appearance of government buildings, roads, curbs, gutters and street trees would support the provision of higher quality commercial and residential development. Through a public and private partnership, all available programs for streetscaping, facade, and signage improvements should focus on improving the overall image of Glenmont.

The major elements of the proposed Glenmont Center are its spine, Georgia Avenue; the new Metro station; and the Transit Oriented Development recommended for key parcels along the spine. Georgia Avenue will be enhanced as a green boulevard, including a wide, landscaped median; tree-lined sidewalks; and a linear park along the west side which will provide a transition to the residential uses west of Georgia Avenue. Several transportation improvements will provide for anticipated through traffic. However, the focus of the boulevard will be pedestrian-oriented; residents will have tree lined sidewalks protected from cars which provide linkages to a centrally located transit station and other important community facilities.

Key parcels in the Center (see Figure 8) will be redeveloped with the Transit Oriented Development prescribed by the General Plan. (See Figure 9.) Residential densities will be increased significantly at the Glenmont Metrocentre property on the east side of the spine and increased somewhat less on the west side of the spine where a transition must be provided to

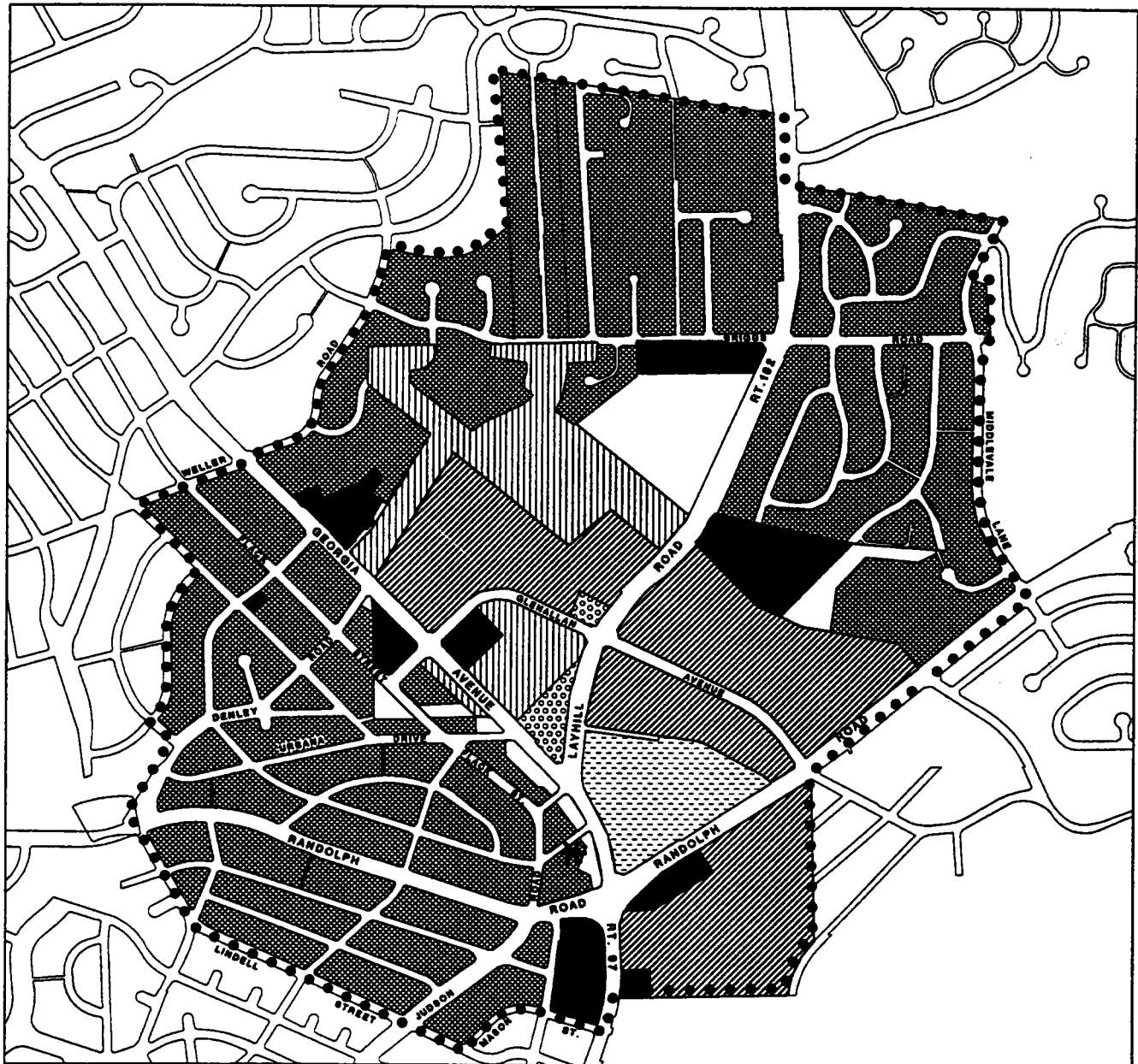
# EXISTING LAND USE

FIGURE 6



# PROPOSED LAND USE

FIGURE 7



• • • • SECTOR PLAN BOUNDARY

 RESIDENTIAL - SINGLE FAMILY  
(detached or attached)

 RESIDENTIAL - MULTI FAMILY

 INSTITUTIONAL  
PUBLIC/PRIVATE

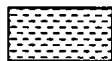
 PARK/OPEN SPACE



COMMERCIAL



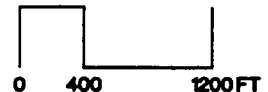
TRANSPORTATION



MIXED USE

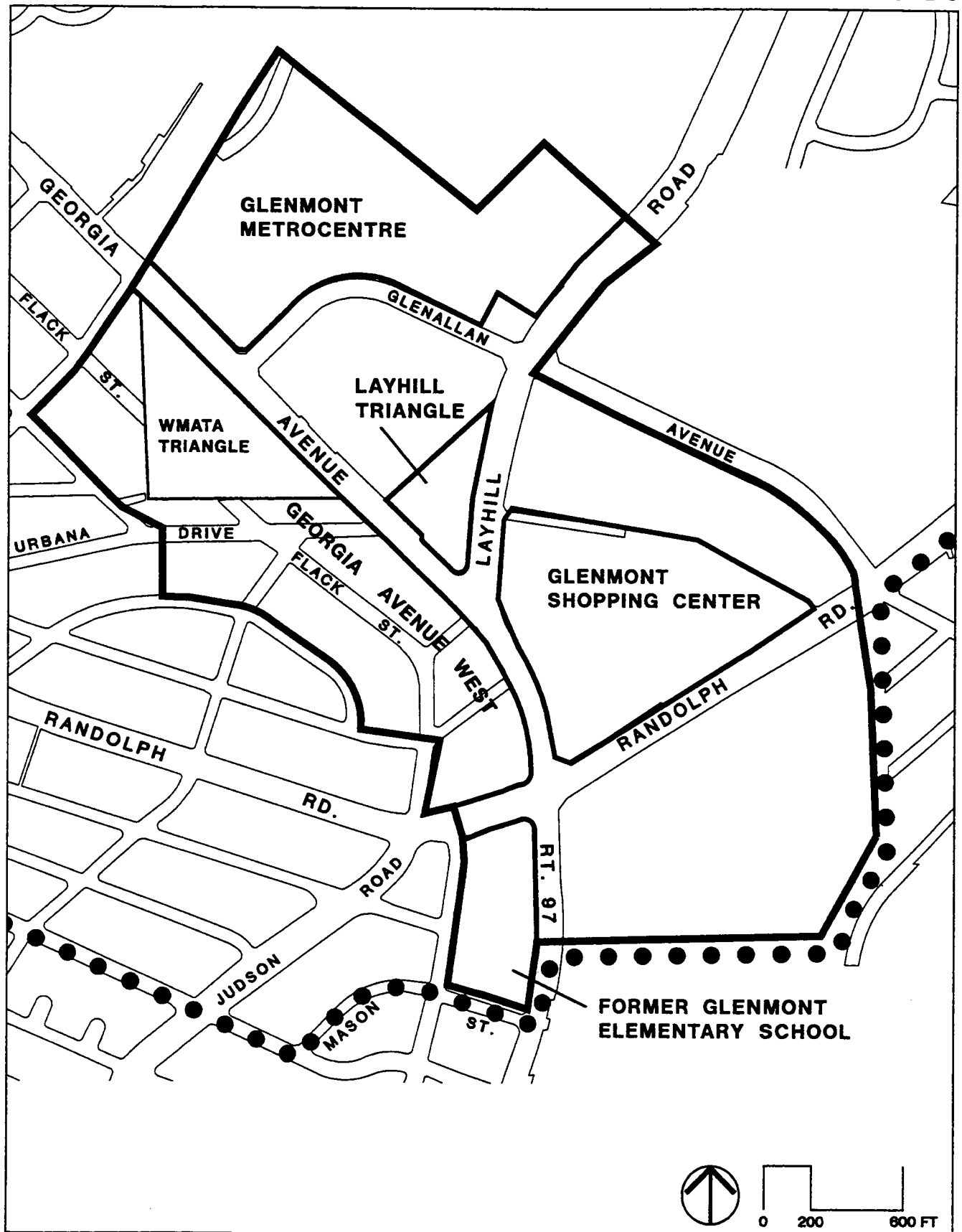


UP TO TWO ACRES LOW DENSITY OFFICE  
(SEE TEXT)



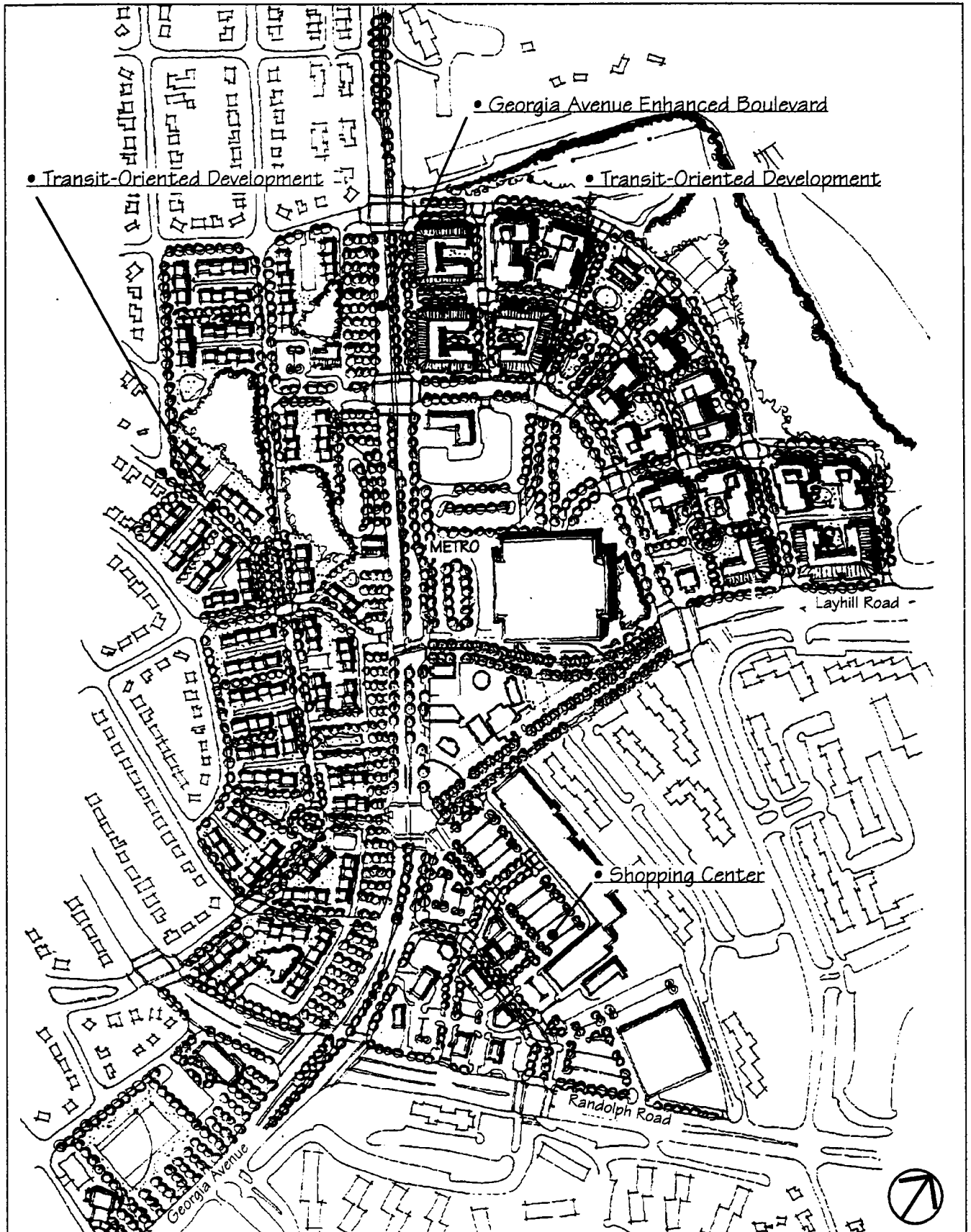
# GLENMONT CENTER

FIGURE 8



# GLENMONT VILLAGE CENTER: LONG RANGE VISION

FIGURE 9



existing single-family neighborhoods. The commercial area in Glenmont, comprising the Glenmont Shopping Center and the “Layhill Triangle,” will be upgraded into a more attractive, accessible, and functional community facility.

The implementation of these recommendations will create a mixed use center (see Figure 9) that will accomplish several important objectives:

- The proposed redevelopment will help to create a positive image for the Glenmont community, thereby contributing to a sense of community identity among those who live or work in Glenmont.
- The provision of an upgraded retail center will enable Glenmont residents to satisfy their day-to-day shopping needs locally without having to drive to more distant retail centers.
- An improved and enhanced shopping center will increase opportunities for community interaction and enhance community identity.
- More intense development around the transit station will help maximize the investment in transit facilities.
- The addition of new, high quality, middle and upper income housing will reduce housing turnover, replace aging housing stock, and minimize negative impacts on schools. Middle and higher income housing is under-represented in the area and should be encouraged.

Finally, the recommendations for a Glenmont Center are intended to provide for the day-to-day needs of Glenmont residents, particularly local shopping needs. The future Glenmont Center must provide sufficient neighborhood-oriented retail to satisfy the needs of current and future Glenmont residents. This retail should be sufficiently concentrated to ensure economic viability; it must be in a location that is accessible by motor vehicles, on foot, and by bicycle; and it should be provided in an attractive way that contributes to a positive image for Glenmont as a whole.

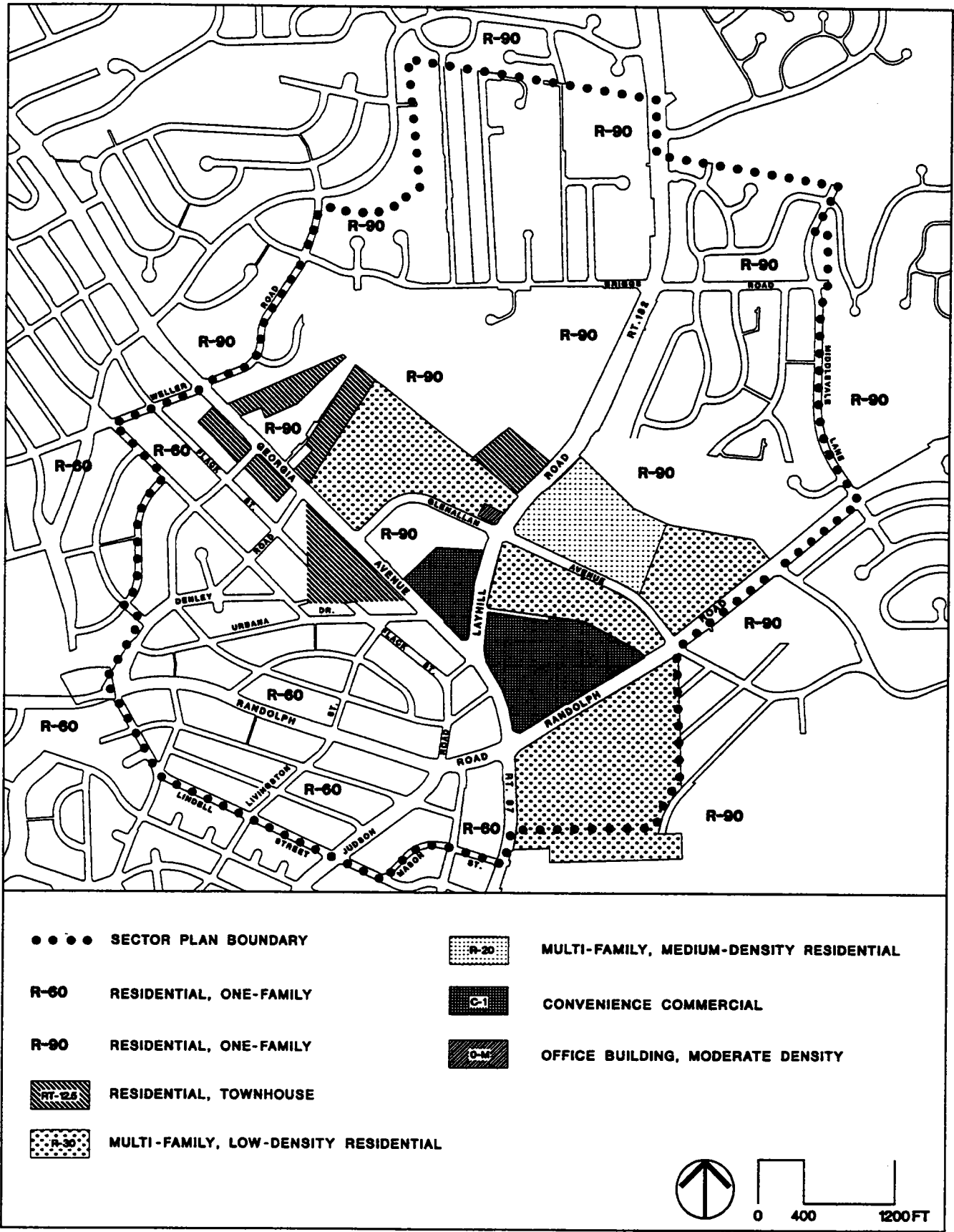
## **B. TRANSIT ORIENTED DEVELOPMENT (TOD)**

The following objectives and guidelines are intended to create a transit oriented Center in Glenmont. The Glenmont Center is identified as a transit station development area. These guidelines apply to all (re)developable areas within the Center, including the major properties identified in Figure 8. Existing and proposed zoning is shown in Figures 10, 11, and 12.

This Plan recommends the redevelopment of the following key parcels located in close proximity to the Metro station.

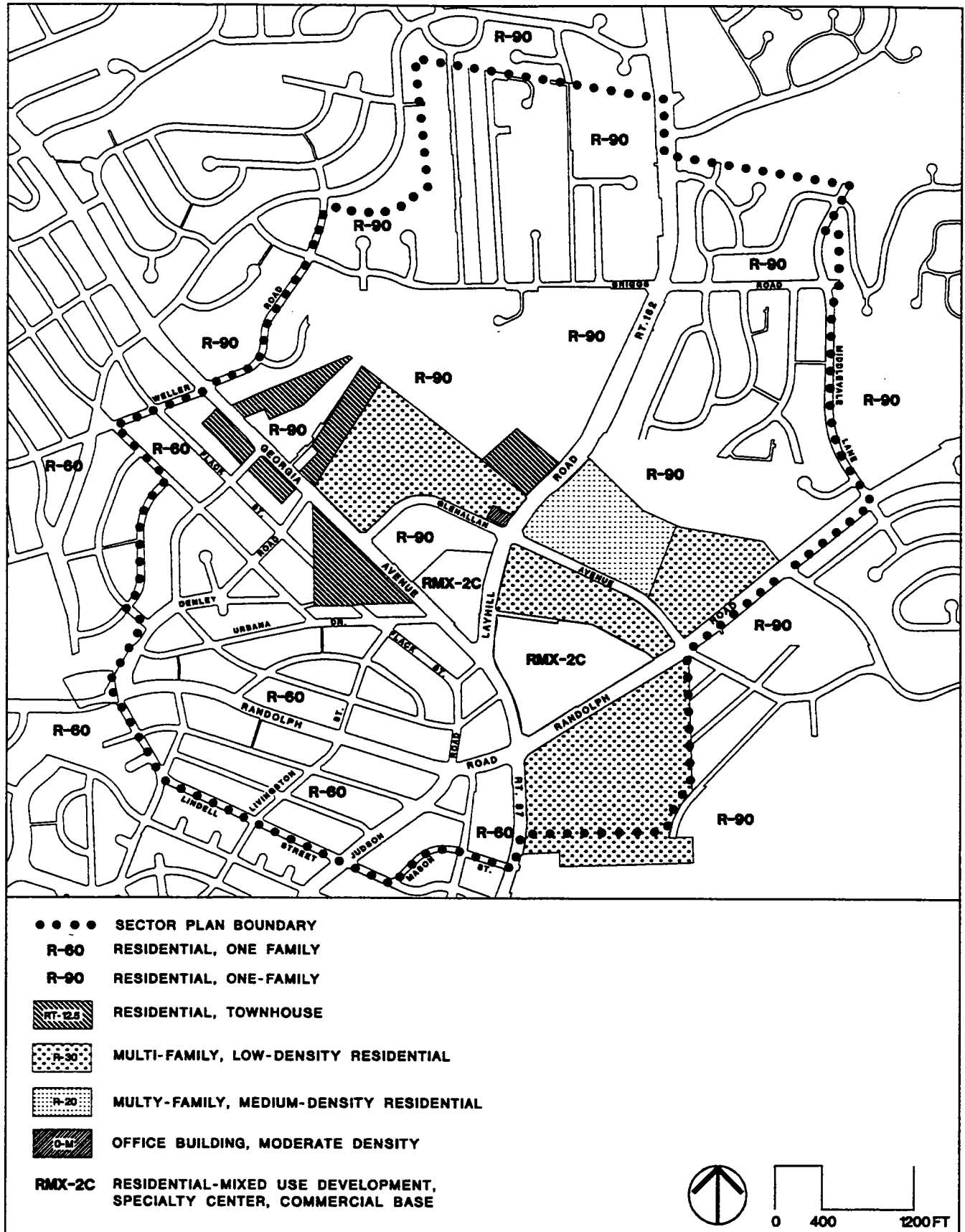
# EXISTING ZONING

FIGURE 10



# PROPOSED BASE ZONING

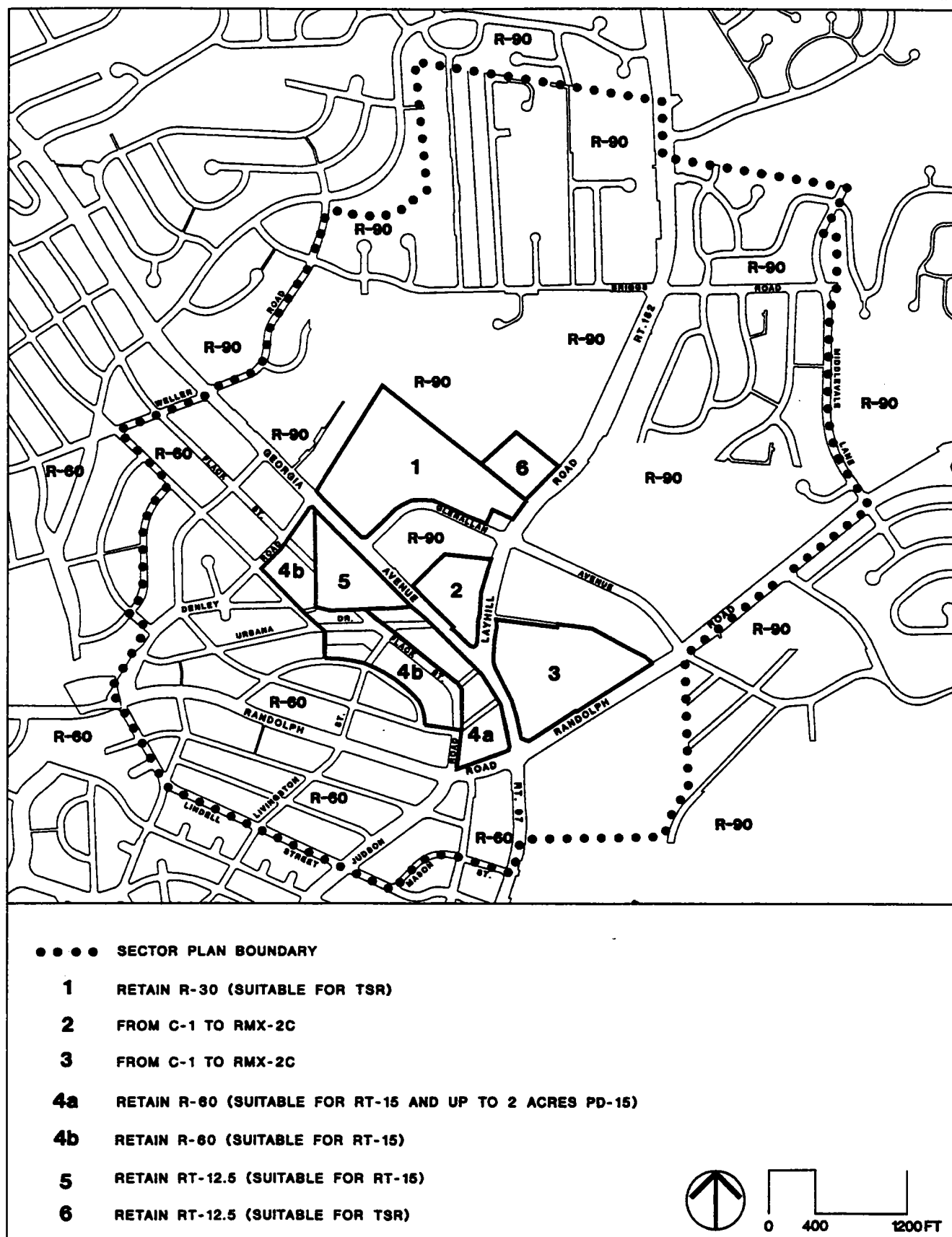
FIGURE 11





# PROPOSED AREAS FOR REZONING

FIGURE 12



## 1. LAND USE AND ZONING RECOMMENDATIONS

**Objective 1:** *Focus new development at locations proximate to the new Metro station to maximize utilization of the transit facilities, discourage reliance on single occupancy vehicles, and create a transit-oriented Center.*

The parcels described below are delineated in Figure 8.

a. Glenmont Shopping Center (19.6 acres, including outlots)

This site is strategically located in Glenmont Center at the confluence of three major roads, one block south of the new Metro station. It thus establishes the image of the area. Unfortunately, the layout of buildings and parking is not ideal and contributes to the circulation and image problems of the center. The existing retail center is poorly configured and unattractive; it does not serve the image of the Glenmont community, and it is an unsafe place to drive or walk to due to a very confusing circulation pattern. (Nearly 50 reported accidents involving vehicles or pedestrians occurred within the site between 1991 and mid-1994. Within the Sector Plan area, only the intersection of Georgia Avenue/Randolph Road had more reported accidents.)

For the Glenmont Shopping Center to become functional and attractive, the following measures would need to be implemented, with or without financial assistance from the public sector:

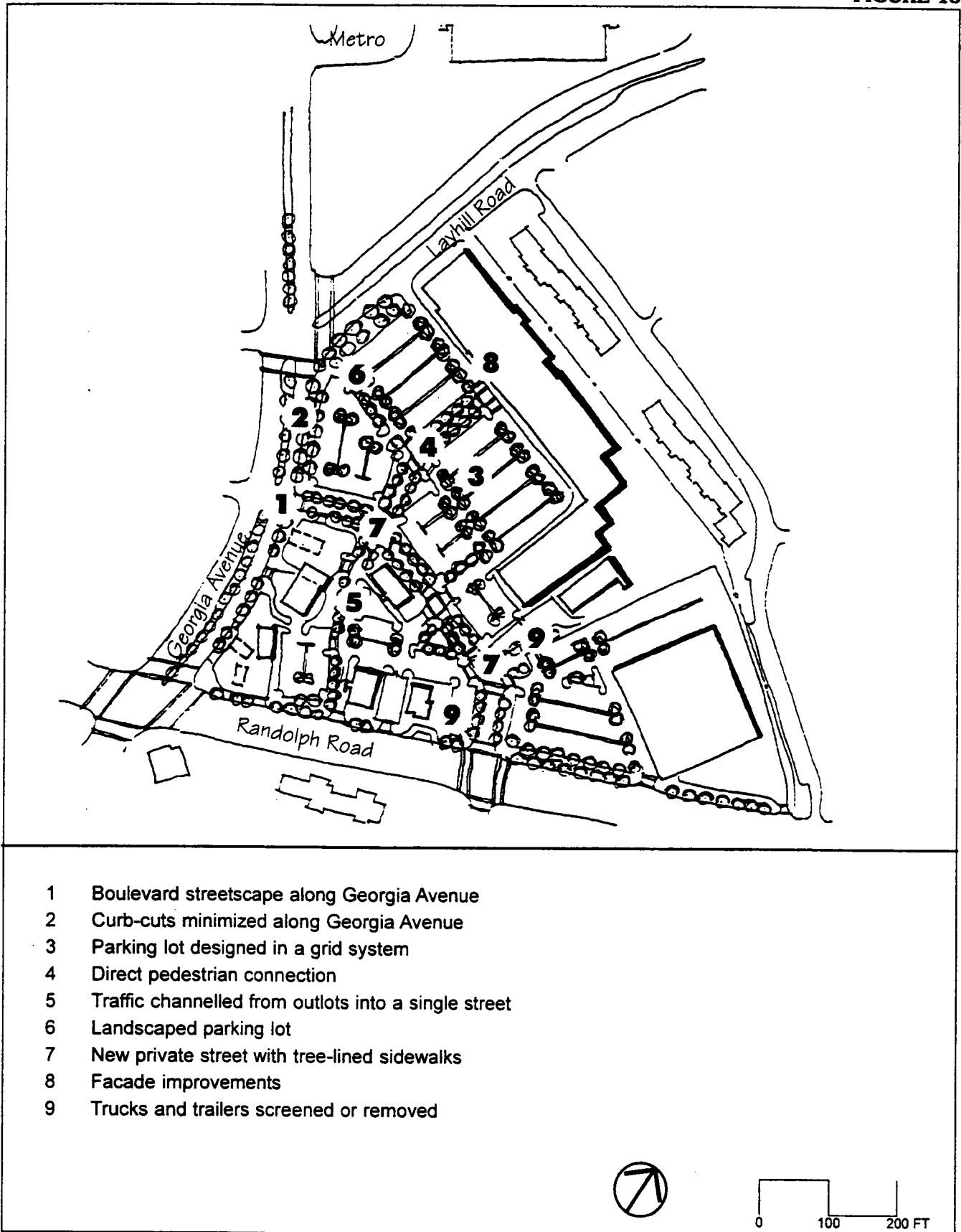
- Develop clear and safe paths for vehicular and pedestrian circulation through the center. The private roadway illustrated in Figure 13 could improve circulation substantially. Such a roadway should include tree-lined sidewalks and should be clearly signed. Safe and clearly demarcated pedestrian paths from Georgia Avenue to the shops and along the shops from Layhill Road to Randolph Road should also be provided.

Guidelines for sidewalk widths are provided in Section D, Streets and Circulation, Objective 8 (page 59). These guidelines should be applied with flexibility to assure that current business operations are not harmed.

- Comprehensively improve building facades, except for portions of the center which recently improved their facades under the County's facade improvement program and the newest wing of the center.
- Channel traffic circulation in parking areas and islands to break up the vast expanse of parking area into smaller blocks. Significant landscaping should also be provided in the parking lot.
- Landscape and streetscaping around the edges of the parking areas.

# SHOPPING CENTER SITE — SHORT TERM CONCEPT

FIGURE 13



- Remove or screen the storage areas and truck trailers located in front of the stores.

Several attempts have been made over the years to secure a voluntary upgrade of the Glenmont Shopping Center. The 1978 Glenmont Sector Plan contained several pages of design guidelines for the renovation of the center; these recommendations have gone largely unimplemented. The major reasons for this failure are the large number of properties (15) and property owners (13) and the lack of sufficient economic incentive for them to reinvest in the property. No other neighborhood center has so many individual owners. The pattern of land ownership does not lend itself to a coordinated development program. Attempts to "buy out" the various shopping center owners and assemble the properties have been unsuccessful.

Several programs exist which could be utilized to revitalize the Glenmont Shopping Center. The Facade Easement Program administered by the County's Department of Housing and Community Development provides 20 percent subsidies to property owners interested in renovating their storefronts. Small portions of the center have taken advantage of these subsidies.

If it continues to be funded, the Neighborhood Business Development Program administered by the Maryland Department of Housing and Community Affairs could also provide partial funding for a renovation project in the form of loans or grants. This program also requires the property owners to fund a significant portion of the project cost through private resources (i.e., personal equity or loans from other sources). Funds to improve the Glenmont Shopping Center might also be obtained through the creation of a special urban taxing district for the commercial area.<sup>1</sup>

Past experience indicates that a successful upgrade to the Glenmont Shopping Center must involve a comprehensive approach and some form of public/private partnership. A majority of the property owners seem willing to undertake such an effort, given a substantial contribution by the public sector. This Plan supports such an effort. The Glenmont community needs a functional shopping center that presents a positive image for the community. The County Government should consider options for improving the Shopping Center including undertaking a

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<sup>1</sup> If such a district was created, however, it would generate only about \$11,000 per year, assuming the highest tax rate considered thus far for a potential special taxing district in Montgomery County (10 cents per \$100 of taxable property value, the rate proposed for the district considered but not adopted for Damascus). Corporations formed under the County's Urban District legislation are prohibited from going into debt, so these funds could not be used to pay for debt service on a bond issue. Furthermore, these funds could only be applied to improvements in the public right-of-way. (Easements for all the properties comprising the shopping center would permit the funds to be applied within the parking lot, but the funds would still be limited and the property owners would have to agree on a plan to improve the site.)

partnership with the property owners to ensure that the needed improvements to the center are implemented.

In the long run, this Plan envisions that the 15 parcels that comprise the existing shopping center, including the outlots, will ultimately be assembled for redevelopment as a mixed use project under the optional method of the RMX-2C Zone. Achievement of the maximum densities under this zone must conform with the staging element of this Plan (see Chapter VI) and will therefore require the implementation of the proposed grade separation of Georgia Avenue/Randolph Road or another acceptable transportation improvement. (Some redevelopment under the optional method of development may be possible within the first stage of development but full build-out will not occur until Stage 2.) Ultimate development may be limited because left-hand turns from southbound Georgia Avenue may become difficult or impossible. (See Section d, below.) It is not anticipated that the complete redevelopment of the Glenmont Shopping will occur during the life of this Sector Plan.

Redevelopment of the Glenmont Shopping Center site could include retail uses, professional offices, and a significant public open space. The RMX-2C Zone permits, but it does not require, multi-family housing in addition to the maximum commercial density; residential uses are encouraged as part of a Transit Oriented Development to activate the area and promote safety. The zone also permits, but does not require, offices. Office development on this site could benefit residents by providing employment opportunities within their community. If developed with residential uses, the portion of the site adjoining the Glen Way Gardens condominiums should be developed with low-rise residential uses or other uses which will ensure compatibility with the existing residences.

New development on the shopping center site should be designed in a way that takes advantage of its proximity to Metro; it should provide pedestrian linkages to the transit facilities, for example. Major redevelopment should be staged based on a comprehensive plan and the timing of the grade separation or another acceptable transportation improvement as indicated in the staging section of the Plan. Redevelopment should also include a private street through the site connecting Randolph Road east of Georgia Avenue with Georgia Avenue at northbound Layhill Road. To ensure an orderly development in a situation of multiple ownership, only optional development plans which encompass 100,000 square feet of land area or more should receive favorable consideration. Development under the optional method for the Glenmont Shopping Center should be in conformance with the staging plan which will require that a grade separated interchange be built or another acceptable transportation improvement be provided before full build-out can occur.

b. Glenmont Metrocentre (30.4 acres)

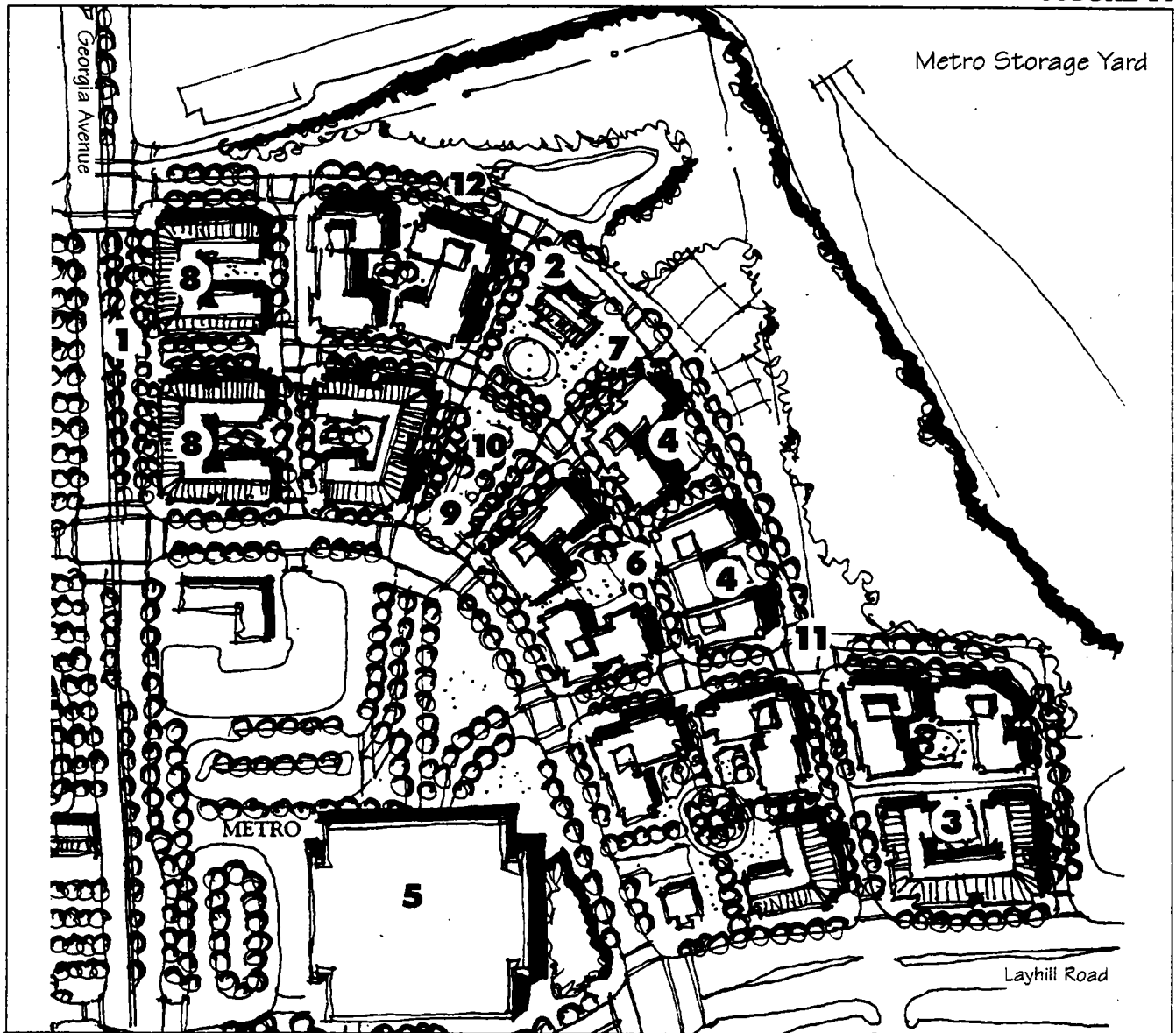
Like several garden apartment projects in Glenmont, this development is nearly 30 years old. It lacks modern amenities and has fallen into disrepair. Older garden apartments serve an important housing market in the County; however, redevelopment may be appropriate at this location. Unlike the other garden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

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

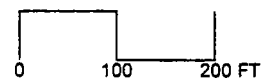
This site is located within the Glenmont Center transit station development area. Given the location of this site, vis-a-vis the new transit station, this Plan recommends the redevelopment of this site at substantially higher residential densities than exist today, with some commercial uses. Retail uses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

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

FIGURE 14



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



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

c. Layhill Triangle (approximately 3 acres)

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

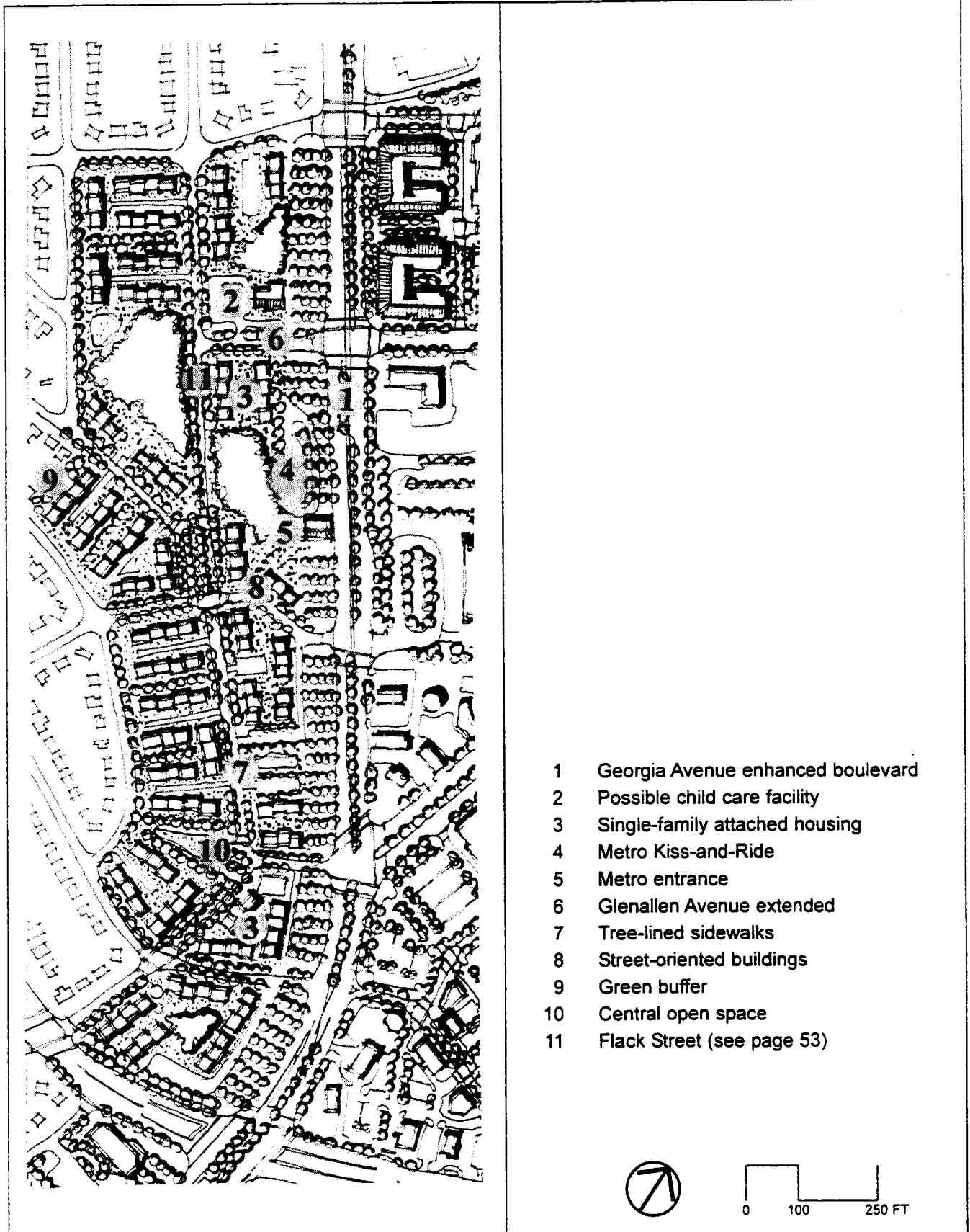
At some future point, WSSC will need to provide a new water storage facility with three times the capacity of the existing Glenmont water tower. (See Chapter V.) Such a facility could not be provided at the location of the existing water tank without impacting the adjoining properties. Other sites within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

d. Georgia Avenue West (28.4 acres)

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

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



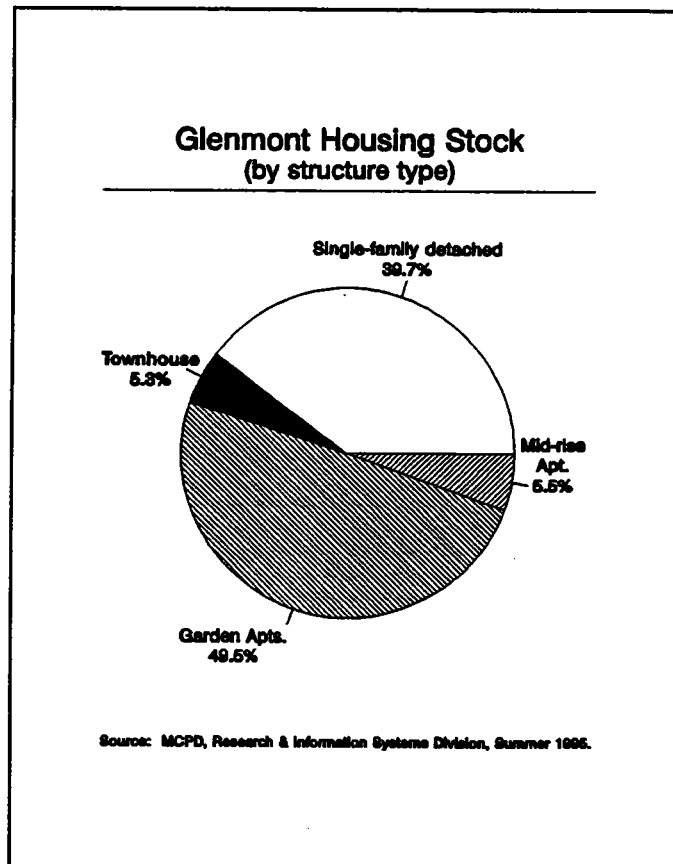


the increasing congestion on this part of Georgia Avenue. It would be desirable for State and County agencies to implement programs which are designed to encourage home ownership and rehabilitate declining structures in this area.

The Kensington-Wheaton Master Plan, and other master plans throughout the County, have made very strong recommendations to maintain the existing housing stock and, in particular, not give in to pressure to convert residential uses to commercial, or increase residential densities along major transportation corridors. Georgia Avenue West is different from these areas due to a number of factors, most notably its proximity to the Metro station.

This Plan recommends that assemblage and medium density residential redevelopment be encouraged in Georgia Avenue West. New residential development would help to stabilize this area and would increase housing opportunities near Metro. Townhouses would be particularly desirable in this area because such structures are underrepresented in Glenmont's housing stock (see Figure 16) and they would provide an appropriate transition to the single-family detached units to the west of the center (i.e., in the Denley neighborhood). To ensure compatibility and a more orderly transition to higher density, it is recommended that the townhouse floating zoning should not be applied to areas of less than one acre.

Figure 16



Office development is appropriate for up to two acres of land in the area between Georgia Avenue and Flack Street. Mixed-use Planned Development zoning (PD-15) should be applied in areas of no less than one acre to ensure an orderly pattern of redevelopment. Office development should be limited to 0.5 FAR and be consistent with the recommended character and design guidelines for Georgia Avenue West.

This Plan recommends the creation of a new townhouse zone, RT-15, which would permit sufficient residential density to make assemblage and redevelopment economically viable in Georgia Avenue West. Single-family attached units would be permitted under this zone, including variations of townhouses such as “piggyback” units (i.e., stacked townhouses); however, only developments including Moderately Priced Dwelling Units (MPDUs) could be entirely single-family attached units.

Like the existing RT Zones, the new RT-15 Zone would be a floating zone. Unlike RT-12.5, it requires an assemblage of one acre of land. The RT-15 Zone should be an option for all of the land in Georgia Avenue West. The 65-foot-wide strip along the Georgia Avenue right-of-way where the Metro cut and cover construction has taken place will be utilized for a linear green space along the road. (The enhanced boulevard concept is described in Section D.) This portion of land should be acquired by the County for the purpose of a greenway along Georgia Avenue. (See Figure 15.)

The application of the RT-15 Zone to the WMATA Triangle would help to mitigate the significant development constraints impacting this parcel. A sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child care center. (A western entrance to the Metro station has also been located on this site.) Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community. (If Flack Street is connected through the WMATA Triangle, it should be done in a way that minimizes any adverse impacts on these environmentally sensitive areas.) Given these constraints, the application of the proposed RT-15 Zone may be necessary to maximize the yield on this strategically located parcel and provide increased housing opportunities near the Metro station.

The application of the proposed RT-15 Zone to Georgia Avenue West permits the possibility of assemblage or coordinated development. Unified development is encouraged by this Plan. RT-15 zoning should be approved only in “chunks” large enough to ensure consistent and coordinated views from the street; typically, this will involve entire blocks of street frontage. Design guidelines are provided below to ensure that multiple developments on a single block are consistent and compatible. Site plan approval would be required pursuant to the new RT-15 Zone, which would contain appropriate development standards.

All development in the Sector Plan must be consistent with the staging plan set forth in Chapter VI and no local map amendment for the RT-15 Zone should be approved unless it is consistent with the staging plan.

## **2. DEVELOPMENT GUIDELINES**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **C. COMMUNITY FACILITIES**

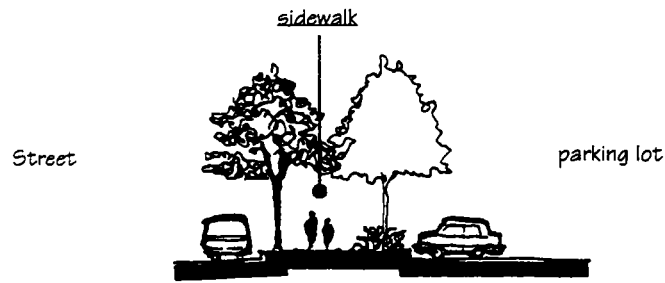
Community facilities are a major element in a community's ability to provide its residents with a desirable quality of life. Parks, open space, schools, recreational facilities, and government buildings provide focus and community identity as well as services and programs.

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

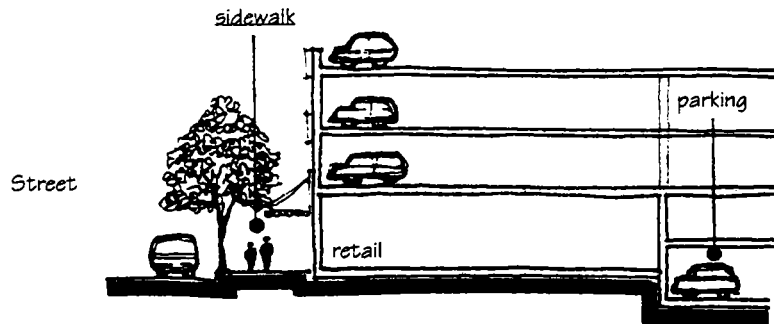
- Any redevelopment of the Glenmont Metrocentre apartments, the commercial area east of Georgia Avenue, and Georgia Avenue West should include a significant community open space, appropriately sized and designed to serve the development's needs. Commercial redevelopment should include an open space that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

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

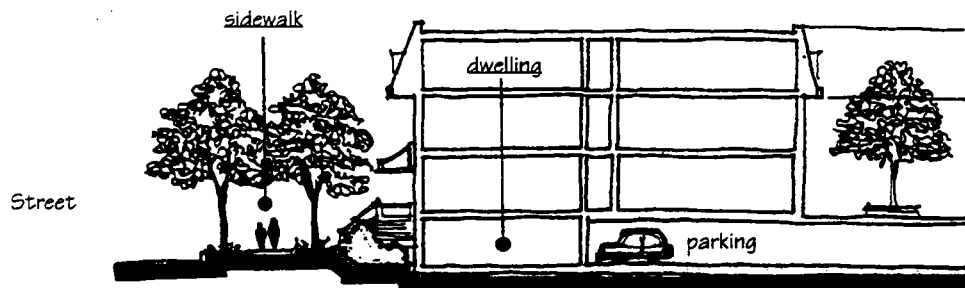
- Although the marketplace will determine the number and location of child care facilities, this Plan recommends that a child care center be provided in close proximity to the Glenmont Metro garage and station. Such a facility would be similar to the pilot day care project opened recently at the Shady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



A. PARKING TO STREET RELATIONSHIP



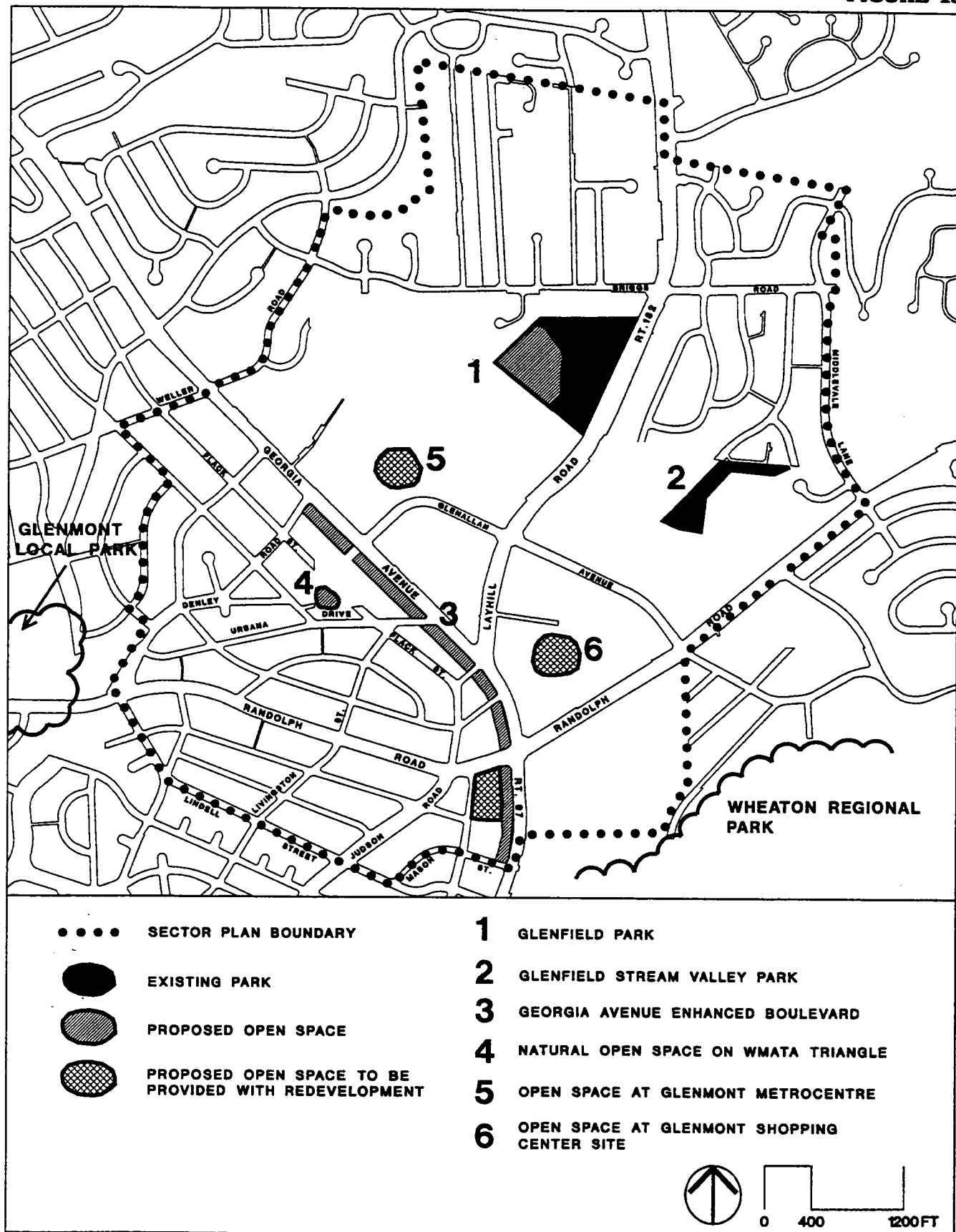
B. PARKING GARAGE TO STREET RELATIONSHIP



C. BUILDING TO STREET RELATIONSHIP

# OPEN SPACE SYSTEM

FIGURE 18





transportation for their commute to work. Although not ideally located, ground exists on the WMATA Triangle which might be utilized for such a facility. The Glenmont Metrocentre Apartments could also be an appropriate location for a child care facility close to Metro.

This recommendation is not intended to imply that child care facilities must be publicly operated or funded. Facilities which address the regional need for child care, particularly school age care, may also be appropriate at other locations (e.g., at elementary schools or at the former Glenmont Elementary School; see below).

- Fire Station #18 occupies a site of less than one acre that is undersized for such a facility. (See Figure 19.) A significant portion of the site will be required for proposed road improvements in both the short and long terms. (See Section D.) The short-term improvements may remove enough of the apron in front of the station so that fire trucks cannot easily back into the station. The long-term road improvement, i.e., the grade separation of Georgia Avenue/Randolph Road, will require relocation of Fire Station #18.

Any ground remaining at the current fire station site after implementation of the grade separation (and relocation of the fire station) should be used to provide additional landscaping along the two highways and be reserved for any renovation or expansion of the Wheaton-Glenmont District Station should it be approved as a part of the police facilities master plan currently being developed by the Montgomery County Police Department. The Wheaton-Glenmont District Station should remain in its current location until the facilities plan is approved.

- The former Glenmont Elementary School, at the southwest corner of Georgia Avenue/Randolph Road, currently houses the Montgomery County Conservation Corps. This publicly owned site, about six acres after deducting the right-of-way for proposed road improvements, should continue to be used for community-oriented uses. With the retention of the existing play field, it is quite possible that the former Glenmont Elementary School site could accommodate some of the potential uses identified below. Co-locating public facilities frequently achieves a “presence” which strengthens a community's sense of place. The Recreation Department generally prefers to co-locate community centers with other public uses, particularly recreational uses.

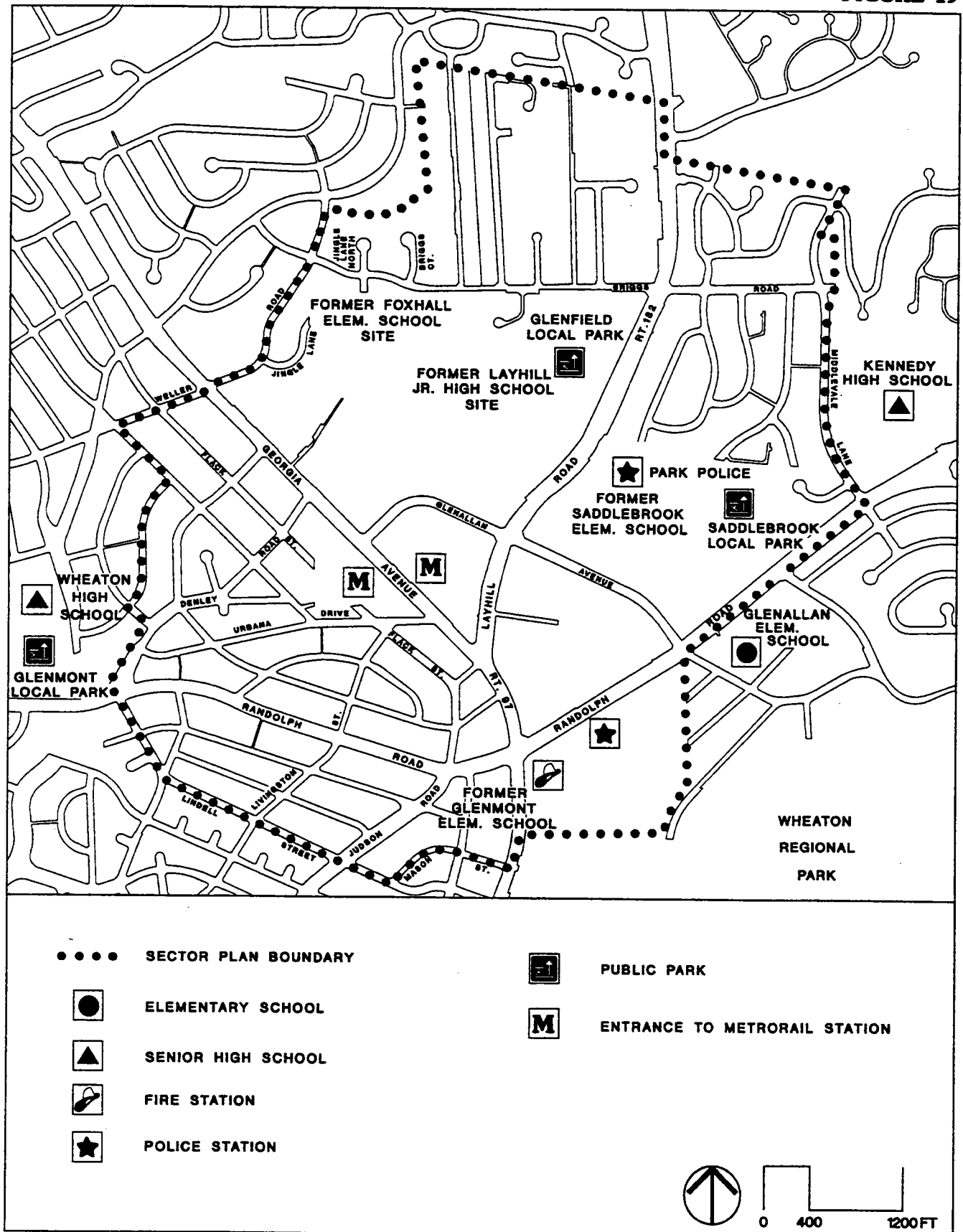
With the retention of the existing playing field, other appropriate uses on the former school site include:

- Relocated Fire Station #18

As noted above, the long term road improvements which are proposed in this Plan will require that Fire Station #18--which is owned by the Kensington Volunteer Fire Department--be relocated. The ideal site for a

# EXISTING COMMUNITY FACILITIES

FIGURE 19



new fire station is one where there is good access to major roadways but where the noise from fire trucks will not disturb nearby residents. A number of suitably sized sites were evaluated. (See the Background Information Supplement to the Sector Plan.) Although most of these sites have adequate road access, several were considered too valuable for use by the fire department given their location vis-a-vis the new Metro station. Other potential sites are already committed to public use in that they are among the facilities operated by the Montgomery County Parks.

The former school site across Georgia Avenue from the existing fire station provides sufficient ground for a relocated fire station, even after deducting the right-of-way for proposed road improvements. Relocation to such a nearby site would enable Fire Station #18 to continue serving the same service area for as long as it is considered desirable. Given the access requirements for the fire trucks, the potential use of the former school site would probably require that a new fire station be located toward the southern end of the site. Modifications to the median in Georgia Avenue and a traffic signal which can be activated by the fire department when necessary may also be required. If for any reason this site is unacceptable for use as a fire station, then other publicly owned sites should be considered.

- Glenmont Community Recreation Center

There is currently a lack of meeting places and recreational facilities for the residents of Glenmont, and this problem will worsen as a result of planned growth in the Sector Plan area. The residents of Glenmont are inadequately served by the existing Wheaton Community Center, which is located to the south of Glenmont on Georgia Avenue, is small, and has inadequate parking.

The Recreation Department's Draft Long Range Plan for Recreation Centers calls for a future center in the Aspen Hill/Layhill area, but this may be too far north to serve Glenmont adequately. Recreation Department staff are currently investigating sites in the Glenmont area which might accommodate a community center building. Glenmont Local Park, the existing park to the west of the Sector Plan area, which already contains a small community building, might be an appropriate site. The Recreation Department is planning to renovate the pool within this park and should study the possibility of reconfiguring the park to include space for a community center.

If this site proves infeasible, this Plan recommends that the former Glenmont Elementary School site be considered for construction of a community center building. An attractively designed community center at

this prominent and highly visible location would provide a focal point for community activities and promote a sense of place.

### Child Care

The First Steps child care center, which subleases a portion of the former Glenmont Elementary School, is one of four facilities currently operating in Glenmont that are licensed to provide child care for more than eight children. Child care continues to be an appropriate use on this site in addition to those child care facilities which might be provided closer to the new Metro station.

Any redevelopment of the former Glenmont Elementary School should include sufficient landscaping to ensure compatibility with the adjoining residential neighborhood. Extensive landscaping should also be provided along Georgia Avenue consistent with the guidelines for the enhanced boulevard; this will buffer the facilities from the highway and provide a logical continuation of the boulevard treatment which is planned for the Georgia Avenue frontage north of Randolph Road.

**Objective 3:** *Determine potential sites for the new elevated storage tank.*

- Department of Environmental Protection (DEP) and M-NCPPC should cooperate with WSSC to determine the criteria required for the new site.
- DEP and M-NCPPC should investigate potential properties which satisfy WSSC criteria.
- DEP and M-NCPPC should recommend screening and buffering needs for the new site.

The Washington Suburban Sanitary Commission (WSSC) has indicated a need in their long range plans to increase the storage capacity of the existing elevated water storage tank from the present capacity of 500,000 gallons to 1.5 million gallons by the year 2015. There will also be a need to relocate the tank since the present site is too small. WSSC has suggested that a 3- to 4-acre parcel would be desirable; however, WSSC has not yet initiated a site search for a new facility. Given the timing of the need for the new tank to come on-line by the year 2015, and the approximate life of a master (sector) plan 20 years, it appears that the site will need to be selected within the life of this Plan. WSSC staff met with the Glenmont Sector Plan Citizens Advisory Committee to identify site location criteria and potentially suitable sites within the Glenmont Sector Plan area; however, no sites were identified in the Sector area which would be ideal for a new water storage facility.

**This Plan recognizes the need to initiate the site search for the new elevated tank facility. WSSC is specifically encouraged to seek sites outside Glenmont for the new facility.**

## **D. STREETS AND CIRCULATION**

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

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

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

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

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

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

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

**Table 1**

**FUNCTIONAL CLASSIFICATION OF ROADWAYS**

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

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

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

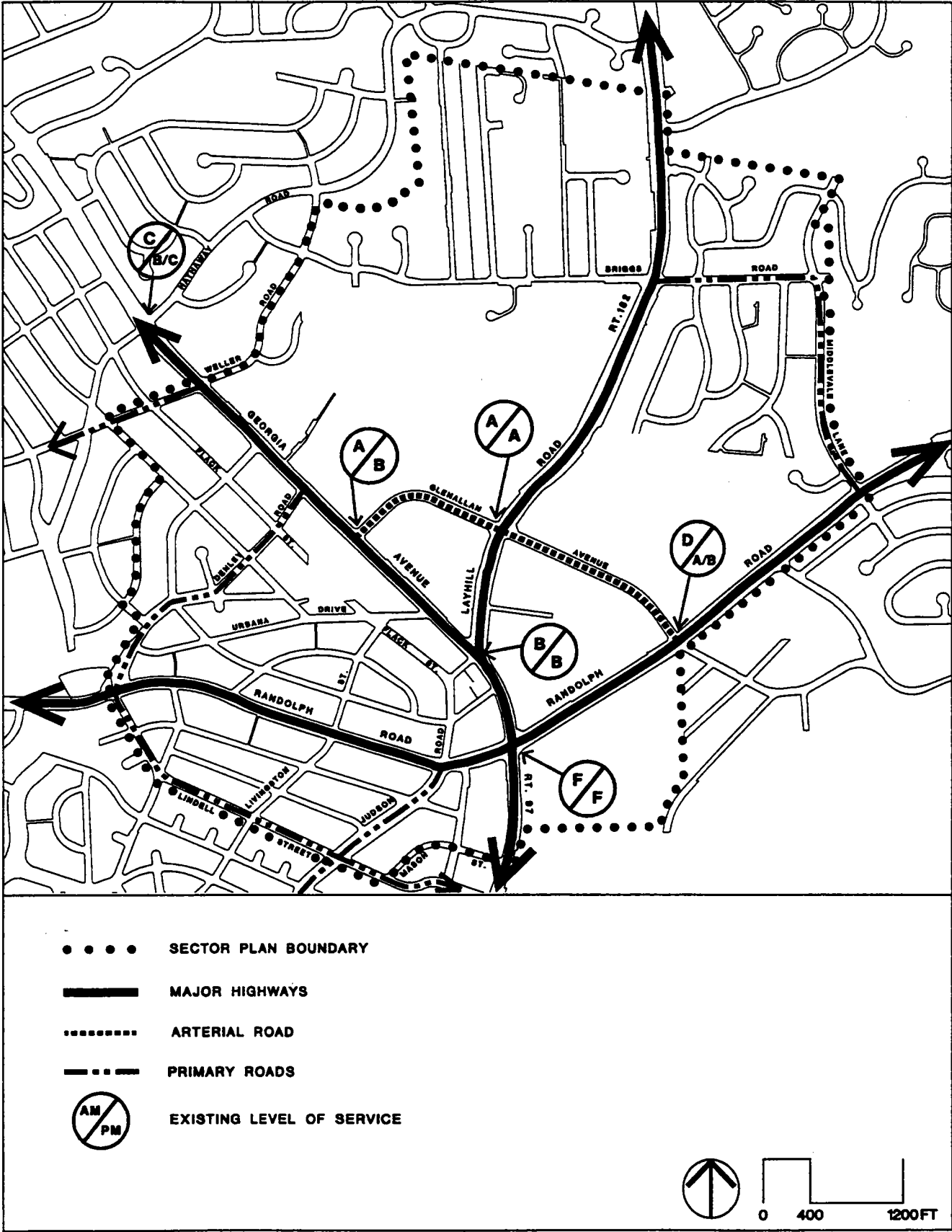
\*\* Briggs Road from Lutes Drive to Layhill Road needs up to 80 feet of right-of-way to accommodate a 10-foot-wide combined hiker/biker trail on the south side plus a 5-foot tree panel. Typically, secondary and tertiary streets are not designated on master or sector plans.

\*\*\* ROW: Right-of-way

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

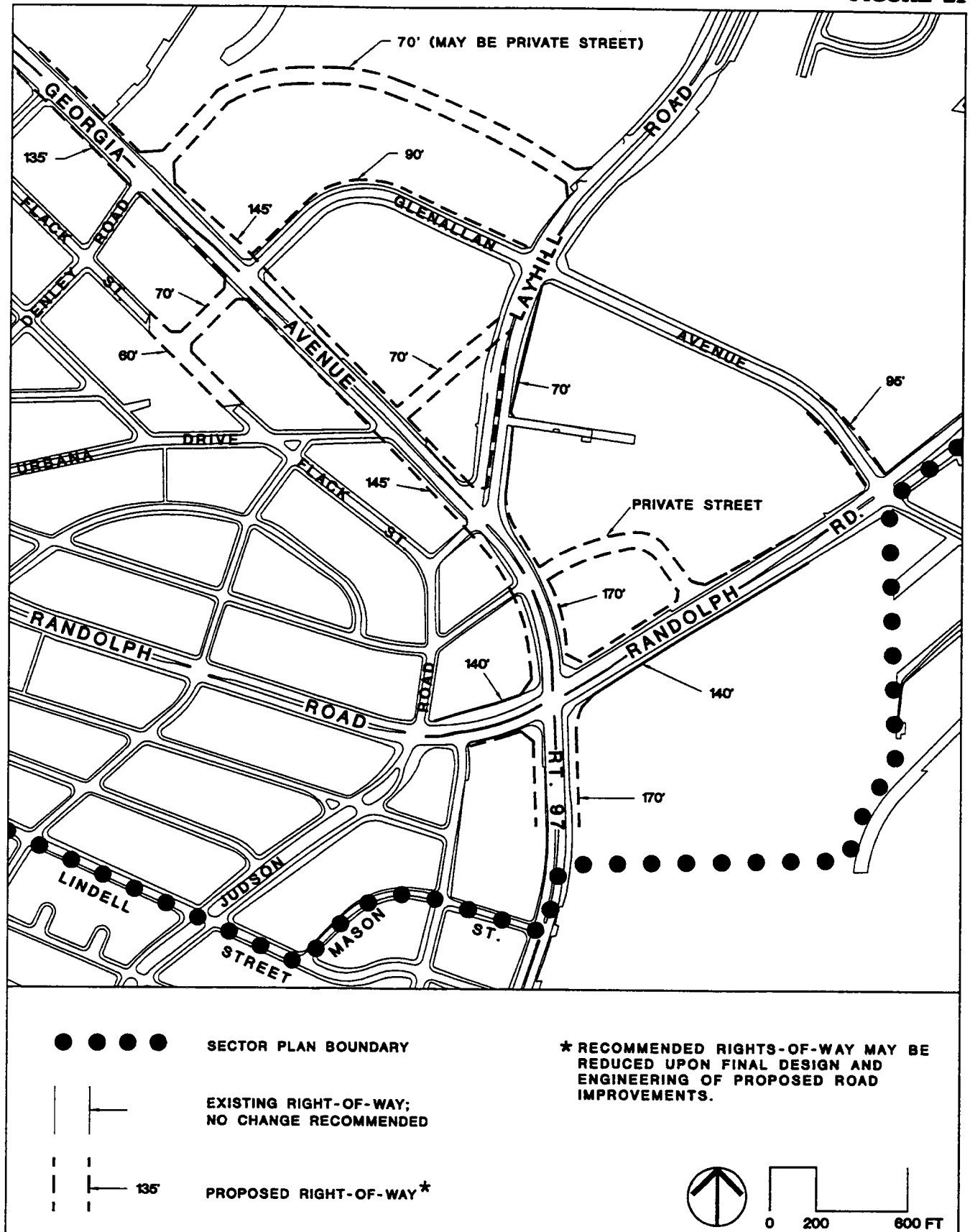
# VEHICULAR TRAFFIC CIRCULATION

FIGURE 20



# GLENMONT CENTER: PROPOSED RIGHT-OF-WAY

FIGURE 21





Short Term: (See Figure 22.)

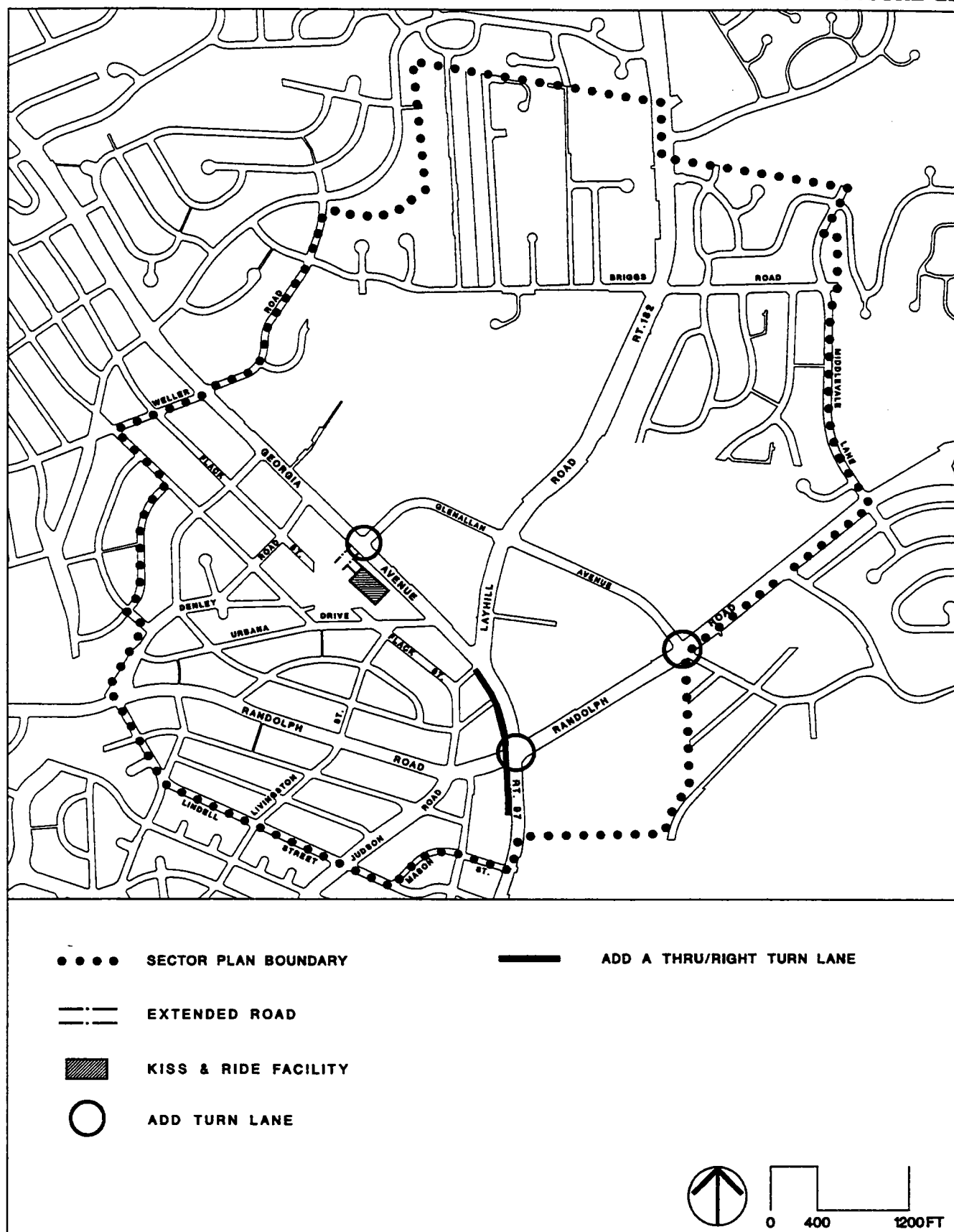
- Glenallan Avenue
  - Extend Glenallan Avenue west of Georgia Avenue to provide access to the proposed Kiss and Ride (see below) and child care facilities.
  - Add a left-turn lane from southbound Glenallan Avenue to eastbound Randolph Road.
  - Department of Public Works and Transportation (DPW&T) should study prohibiting on-street parking during peak periods between Layhill Road and Randolph Road.
- Georgia Avenue
  - Add a through/right-turn lane on southbound Georgia Avenue from Layhill Road to a suitable merge point south of Randolph Road, per the recommendation in the 1978 *Glenmont Sector Plan*.
  - Add a right-turn lane from northbound Georgia Avenue to eastbound Randolph Road. This may necessitate reconstruction of Fire Station #18.
  - Add a second left-turn lane from southbound Georgia Avenue to eastbound Glenallan Avenue per the recommendations of the 1978 *Glenmont Sector Plan*.
- Improve the substandard private road through the Glenmont Shopping Center connecting Georgia Avenue at Sheraton Street with Randolph Road (see Section B of this chapter) and consolidate driveway entrances, where feasible. These measures will improve safety and circulation within the site.

Long Term: (See Figure 23.)

- Construct a grade separation at Georgia Avenue/Randolph Road. While this improvement would be desirable in the short term to address an existing congestion problem at this intersection, the magnitude and cost of the project make it more likely to occur in the long term. The benefits from this improvement include:
  - Reduced congestion at the critical intersection.
  - Improved flow of through traffic on both Randolph Road and Georgia Avenue.

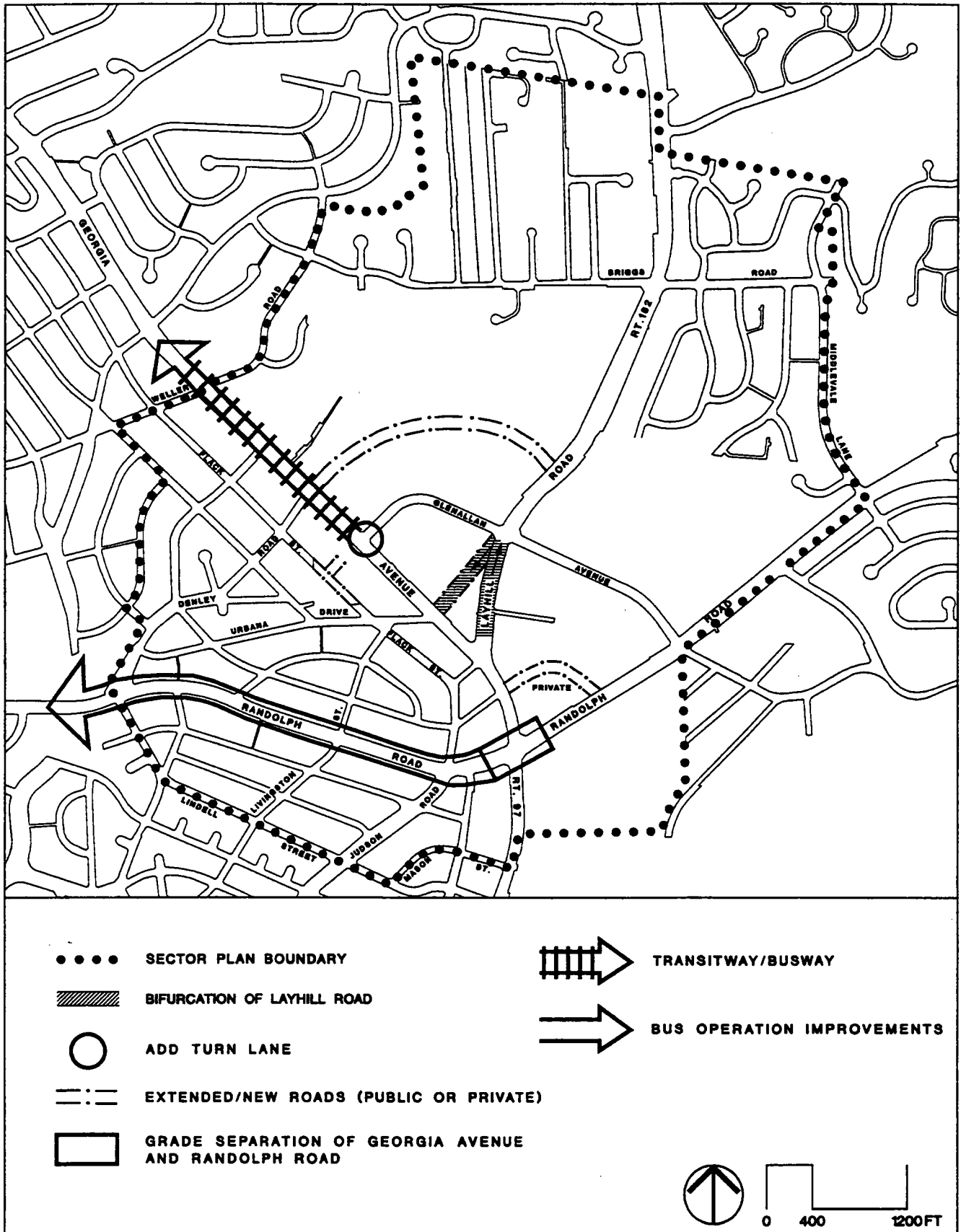
# PROPOSED SHORT TERM TRANSPORTATION IMPROVEMENTS

FIGURE 22



# PROPOSED LONG TERM TRANSPORTATION IMPROVEMENTS

FIGURE 23



- Reduced incentives for neighborhood cut-through traffic, since travel time on Georgia Avenue would be improved.
- Capacity to support development of the Village Center.

The additional development capacity resulting from this improvement is needed to serve the additional Glenmont development recommended in this Plan. Little, if any, capacity would remain to serve development outside of Glenmont.

This Plan does not endorse a specific design for the proposed grade separation of Georgia Avenue/Randolph Road; however, the Maryland State Highway Administration (SHA) should commence preliminary design of this improvement so that the cost can be estimated and funding allocated. It is likely that implementation of this project will require additional right-of-way along Georgia Avenue and Randolph road.

The design concept which is selected for engineering should:

- Minimize the impact on the adjoining properties in terms of access and right-of-way, although it is likely that at least Fire Station #18 will need to be relocated.
- Recognize that pedestrian crossings at this location are vital to the well-being of the residents and businesses in Glenmont area. The Plan should provide for safe, convenient, and clearly identified pedestrian crossings of Georgia Avenue and Randolph Road with sufficient refuge area and adequate time for pedestrians to cross.
- Provide for an enhanced streetscape system along Georgia Avenue and Randolph Road, as described elsewhere in this chapter.
- Provide a wide, tree-lined median wherever possible.
- Result in a congestion level at build-out equal to or better than the applicable Annual Growth Policy intersection level of service standard.

Any project for an interchange at Georgia Avenue and Randolph Road which is approved by a vote of the County Council may proceed, but only after the Council and the Planning Board provide an opportunity for comprehensive public input including, but not limited to, a public hearing by the Council.

- Add an additional right-turn lane from westbound Glenallan Avenue to northbound Georgia Avenue.

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

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

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

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

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

**Objective 4:** *Improve safety along major roadways.*

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

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

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

- Georgia Avenue

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

- Layhill Road

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

- Randolph Road

The Randolph Road streetscape will include a tree panel with pedestrian lighting along the curb on both sides of the street. A 7-foot-wide sidewalk should be provided on one side and a combined bikeway/sidewalk, approximately 10 feet wide, on the other<sup>2</sup>. Wherever possible, a tree-lined median should also be provided. Wide, clearly demarcated crosswalks should be provided at all major intersections.

- Glenallan Avenue

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

- New Streets

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

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

**Objective 6:** *Promote the use of transit and discourage reliance on single occupancy vehicles (SOVs).*

- The usage of the transit system should be increased by facilitating access to transit facilities, improving the operation of transit services, improving the convenience and cost effectiveness of alternatives to SOVs, managing the supply of parking, and requiring vigorous trip mitigation programs where appropriate. Easy and convenient access should be provided to the Metro station (and garage) for automobiles, buses, pedestrians, and bicyclists.
  - Consideration should be given to forming a Transportation Management Organization for the Glenmont Center. (See Chapter VI, Section D.)
  - Improve pedestrian/bike linkages to Metro as illustrated in Figures 24 and 25 and indicated in Tables 2 and 3.
- Construct a minimal drop-off or Kiss and Ride facility at the western Metro entrance with vehicular access from Glenallan Avenue extended. It should include a circular drop-off area to provide a turnaround for northbound traffic and a pavilion to shelter the station entrance. Seating and bicycle parking should also be provided. This facility should be in place by the projected opening of the Metro station in 1998.
- Reserve sufficient right-of-way on Georgia Avenue north of Layhill Road to provide for a future Busway. The 1994 *Approved and Adopted Aspen Hill Master Plan* included a proposal that a one-lane reversible Busway be constructed between the Glenmont Metro station and Norbeck Road, possibly extending to Olney. The 1995 *Alternatives Report* of the Transitway and High-Occupancy Vehicle Network Master Plan recommended that the entire section between Glenmont and Olney be studied further to set aside the land, where necessary, for the reversible Busway. This Sector Plan also supports the Glenmont-Olney Busway and recommends that it be studied as soon as feasible. The “green boulevard” concept described below for Georgia Avenue includes the space necessary for a one-lane reversible Busway.
- The Montgomery County Department of Public Works and Transportation should initiate further study for bus service operational improvements along Randolph Road between the White Flint and Glenmont Metro stations. These improvements are recommended in the *Transitway High-Occupancy Vehicle Network Master Plan, Alternatives Report*, January, 1995. The intent, as detailed in that plan, is to study the applicability of bus technological and service improvements such as signal priority, “queue jumpers” (extra lane at intersections for buses), expanded or more frequent service, and amenities such as bus shelters and schedule information at bus stops.



# PEDESTRIAN CIRCULATION

FIGURE 24

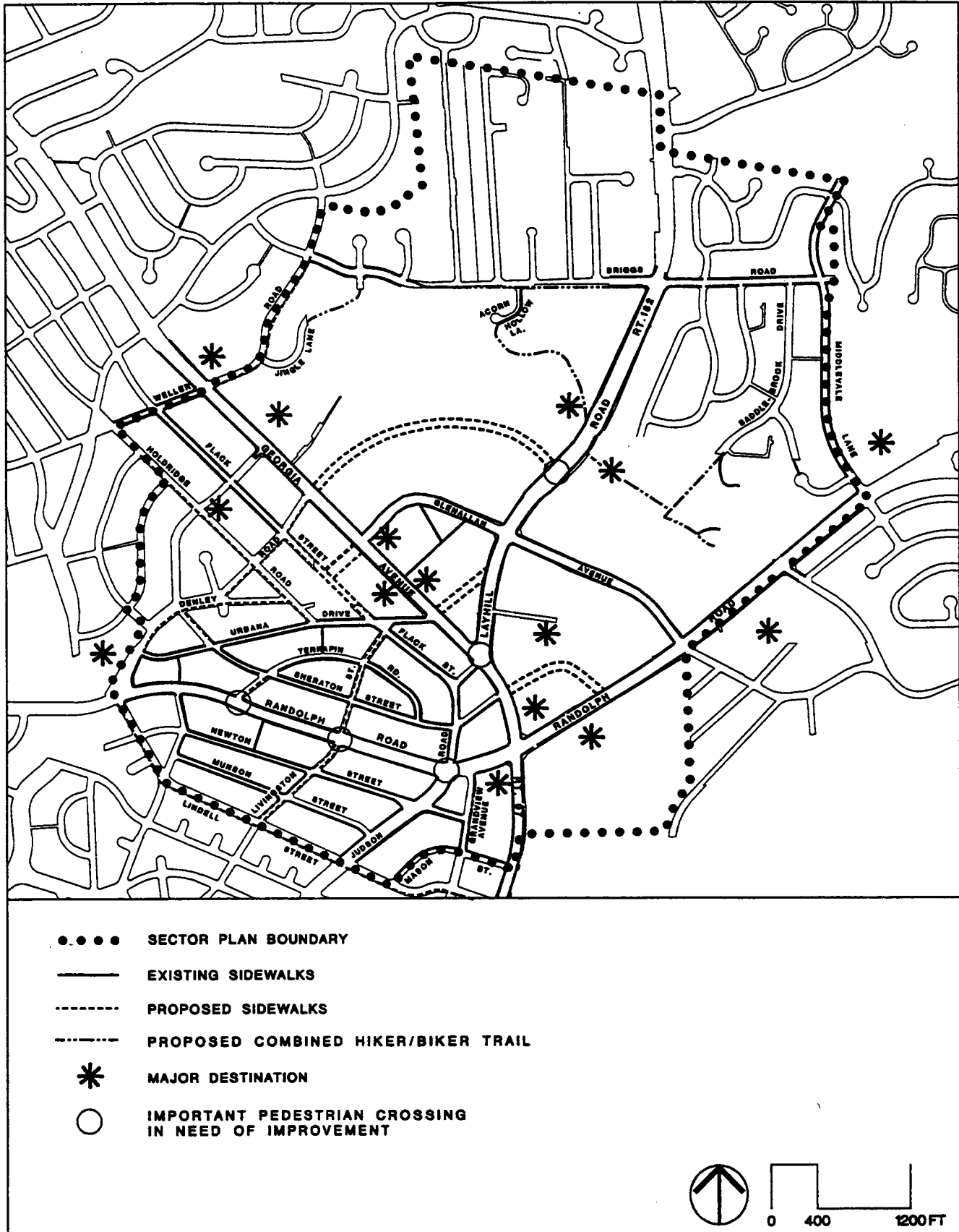


Table 2

**RECOMMENDED SIDEWALKS**

<b>LOCATION</b>		<b>PURPOSE</b>
<b>EAST OF GEORGIA AVENUE</b>		
1.	South side of Weller Road between Georgia Avenue and Briggs Road*	Access to Metro via Georgia Avenue
2.	Both sides of Denley Road Extension	Access to Metro via Georgia Avenue
3.	Both sides of new private commercial street	Access to shopping
<b>WEST OF GEORGIA AVENUE</b>		
1.	Both sides of Flack Connector.	
2.	Connect missing link along east side of Grandview Avenue at Newton Street	Access to Metro/shopping
3.	Both sides of Livingston Street between Lindell Street and Urbana Drive	Access to Metro
4.	South side of Denley Road between Urbana Drive and Georgia Avenue*	Access to Metro/shopping
5.	South side of Denley Place between Denley Road and Holdridge Road	Access to Metro/shopping
6.	North side of Sheraton Street between Denley Road and Urbana Drive	Access to Metro/shopping
7.	South side of Holdridge Road between Gould Road and Urbana Drive	Access to Metro/shopping
8.	South side of Lindell Street between Randolph Road and Sector Plan area boundary	Access to Metro/school/park
9.	Both sides of Glenallan Avenue extension	Access to Metro
10.	East side of Terrapin Road between Randolph Road and Sheraton Street	Access to Metro/shopping
<b>COMBINED HIKER/BIKER TRAIL</b>		
1.	Path through vacant land between two sections of Jingle Lane	Access to Metro/shopping
2.	Path through vacant land and Glenfield Park between Acorn Hollow Lane and Layhill Road	Neighborhood connections to local park and to Metro
3.	Path through Saddlebrook Park between Layhill Road and Saddlebrook Drive	Neighborhood connections to the park and Glenallan Elementary School
4.	South side of Briggs Road from Briggs Court to Lutes Drive, with widening of the existing trail between Briggs Court and Lutes Drive	Access to Metro via Layhill Road from neighborhoods northeast of Layhill Road and Briggs Road

\* 1978 Sector Plan recommendations.

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

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

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

- Georgia Avenue should function as a green “corridor” that integrates the Glenmont Center and provides visual relief from the extensive pavement associated with the roadway and parking facilities. (See Figures 27, 28, 29, 30, and 31.) To accomplish this, Georgia Avenue should have a 135- to 170-foot right-of-way<sup>3</sup> which will accommodate the following:
  - Northbound: Four lanes from Sector Plan boundary to Randolph Road, then three lanes.  
Southbound: Four lanes from Layhill Road to south of Randolph Road, including a through/right-turn lane at Randolph Road.
  - Wide, clearly demarcated pedestrian crossings at all major intersections.
  - A 15-foot-wide sidewalk area on each side of the roadway, including a 7-foot sidewalk separated from the road by an 8-foot tree panel along the curb<sup>4</sup>. Pedestrian lighting and street furniture should also be provided. This streetscape should be supplemented with additional plantings outside the right-of-way. On the east side of Georgia Avenue, a second row of trees would be desirable with redevelopment of the Glenmont Shopping Center and/or Glenmont Metrocentre sites. On the west side, a 65-foot-wide green area should border the public right-of-way north of Randolph Road. Several rows of trees and a bike trail connecting to the western entrance to the Metro station should be contained in this area. (See Figure 29.)

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

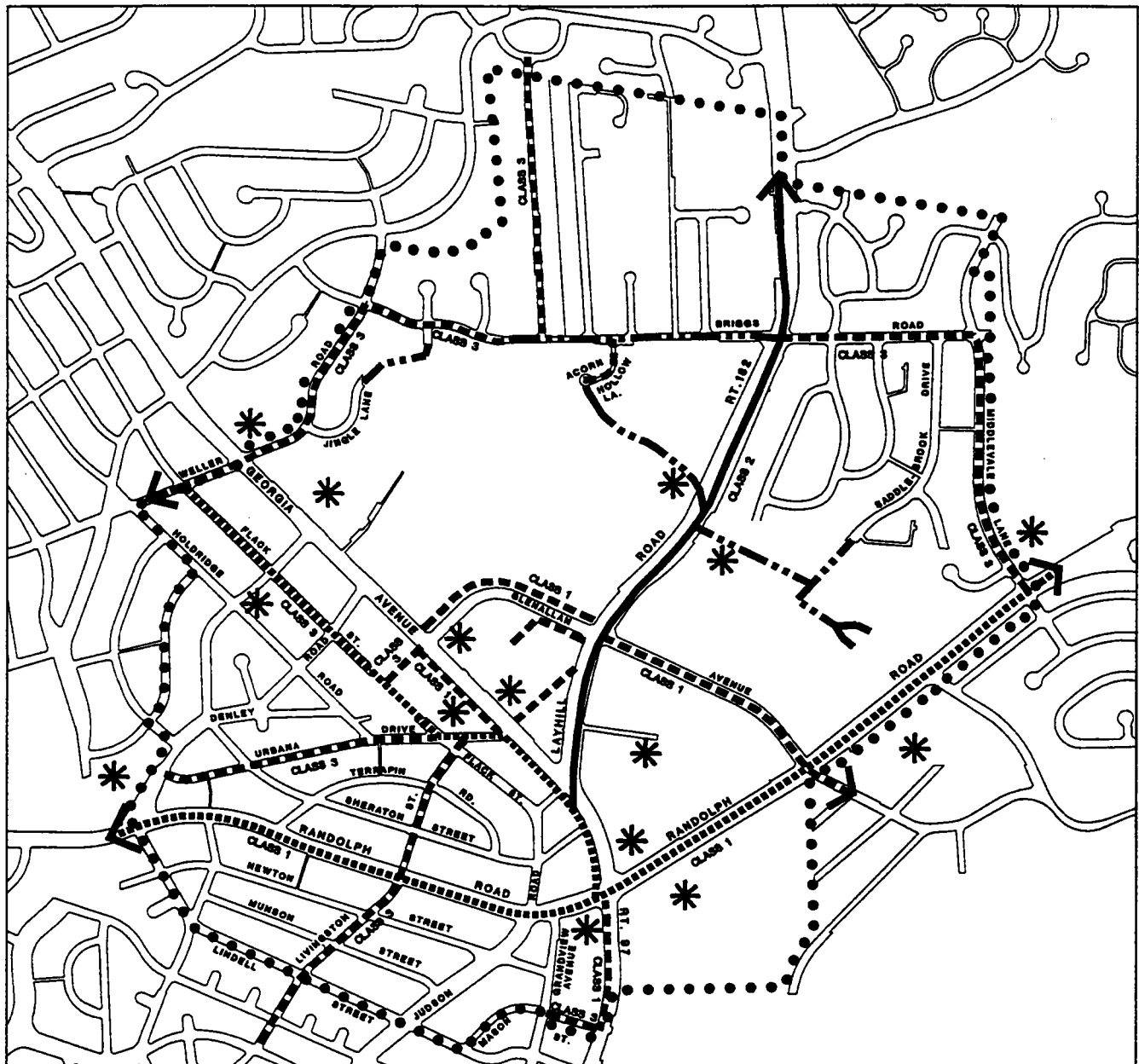
<sup>4</sup> The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

- A 20-foot-wide tree-lined median, which would include necessary turn lanes. When the long term improvements (identified above) are implemented, the median would be up to 42 feet wide in places (e.g., where needed to accommodate the proposed transitway).

Furthermore, there should be a linear green space along the west side of Georgia Avenue adjacent to its right-of-way. This space should have a minimum width of approximately 65 feet, not including the street right-of-way. While the sidewalk should be within the right-of-way of Georgia Avenue, a Class I bikeway should be located within the linear green space. Several rows of shade trees should comprise the landscaping, and garden areas, lighting, and seating should be provided at appropriate locations. Finally, it would be desirable for major redevelopment of property along Georgia Avenue to include street activating uses or residential entries at ground level.

# BICYCLE CIRCULATION

FIGURE 25



- ..... SECTOR PLAN BOUNDARY
- EXISTING BIKEWAY
- ..... PREVIOUSLY PLANNED BIKEWAY
- NEWLY PROPOSED BIKEWAY
- \* MAJOR DESTINATION
- COMBINED HIKER/BIKER TRAIL

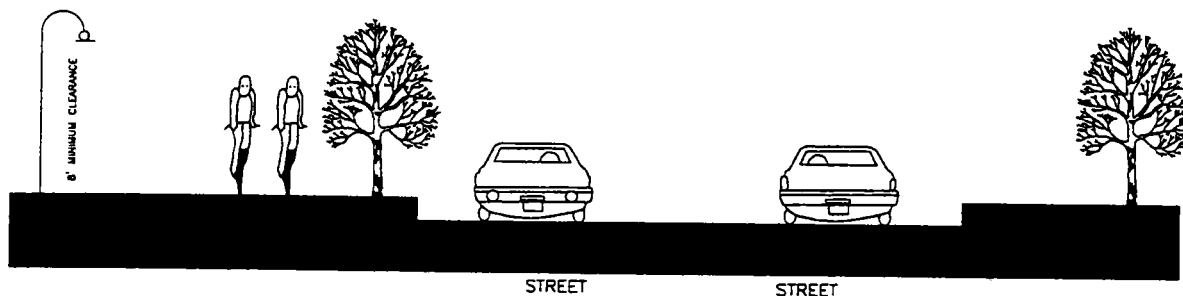


# TYPICAL BIKEWAY CROSS-SECTIONS

FIGURE 26

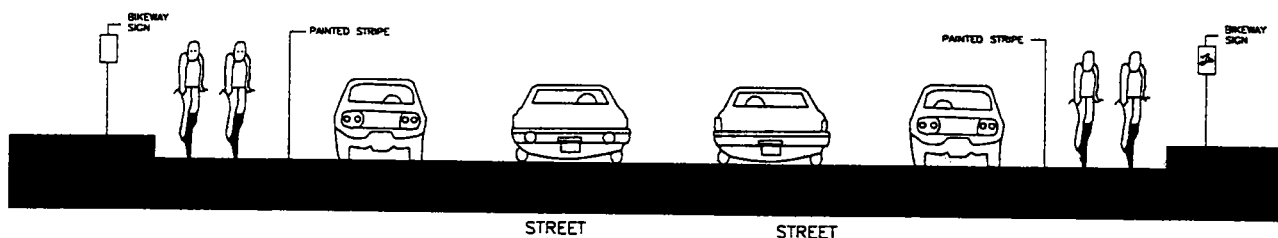
## CLASS I

AN OFF-STREET, ONE OR TWO-WAY BIKE PATH



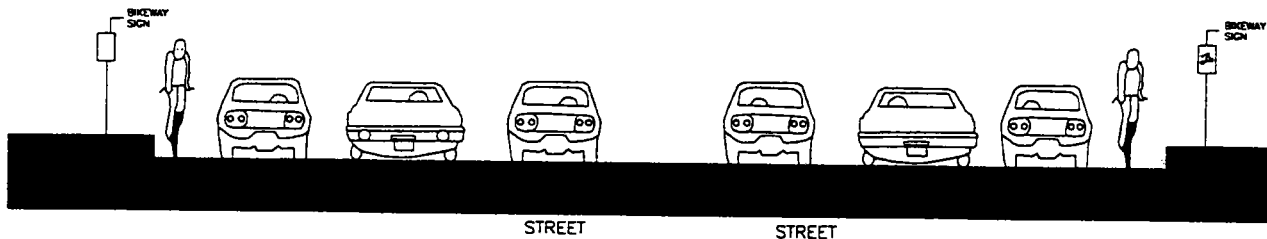
## CLASS II

AN ON-STREET BIKE PATH DESIGNATED BY STRIPED LANES



## CLASS III

A BIKE PATH DESIGNATED BY SIGNS THAT SHARES AN ON-STREET TRAVEL LANE WITH CARS



**Table 3**

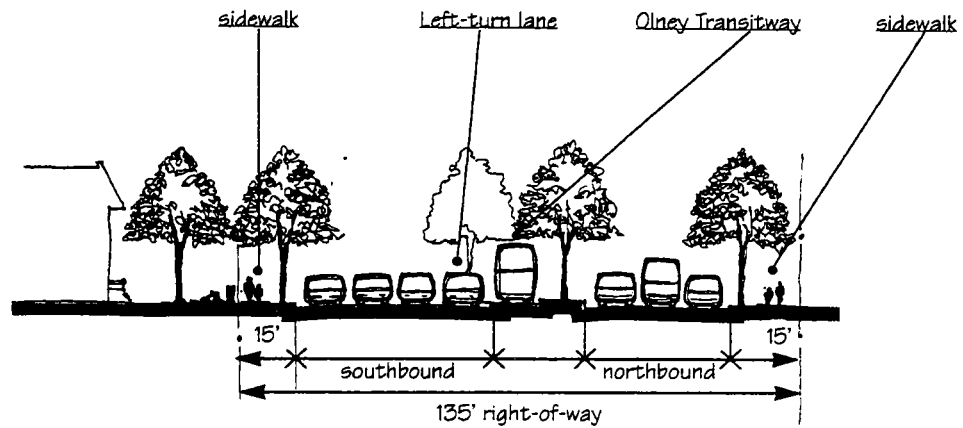
**RECOMMENDED BIKEWAYS**

LOCATION	PURPOSE
<p style="text-align: center;"><b>CLASS I</b></p> <ol style="list-style-type: none"> <li>1. Randolph Road between Denley Road and Middlevale Lane*</li> <li>2. Glenallan Avenue on the south side of the street between Layhill Road and Randolph Road*</li> <li>3. Glenallan Avenue on both sides of the street between Georgia Avenue and Layhill Road</li> <li>4. Georgia Avenue between Glenallan Avenue and Mason Street*</li> </ol>	
<p style="text-align: center;"><b>CLASS III</b></p> <ol style="list-style-type: none"> <li>1. Flack Street between Weller Road and Urbana Drive*</li> <li>2. Urbana Drive between Denley Road and Georgia Avenue</li> <li>3. Weller Road between Holdridge Road and Briggs Road</li> <li>4. Briggs Road between Weller Road and Briggs Court and between Lutes Drive and Middlevale Lane</li> <li>5. Lutes Drive between Dressler Lane and Briggs Road</li> <li>6. Middlevale Lane between Briggs Road and Randolph Road</li> <li>7. Extended Glenallan Avenue between Flack Street and Georgia Avenue</li> <li>8. Livingston Street between Lindell Street and Urbana Drive</li> <li>9. Mason Street between Georgia Avenue and Grandview Avenue</li> </ol>	

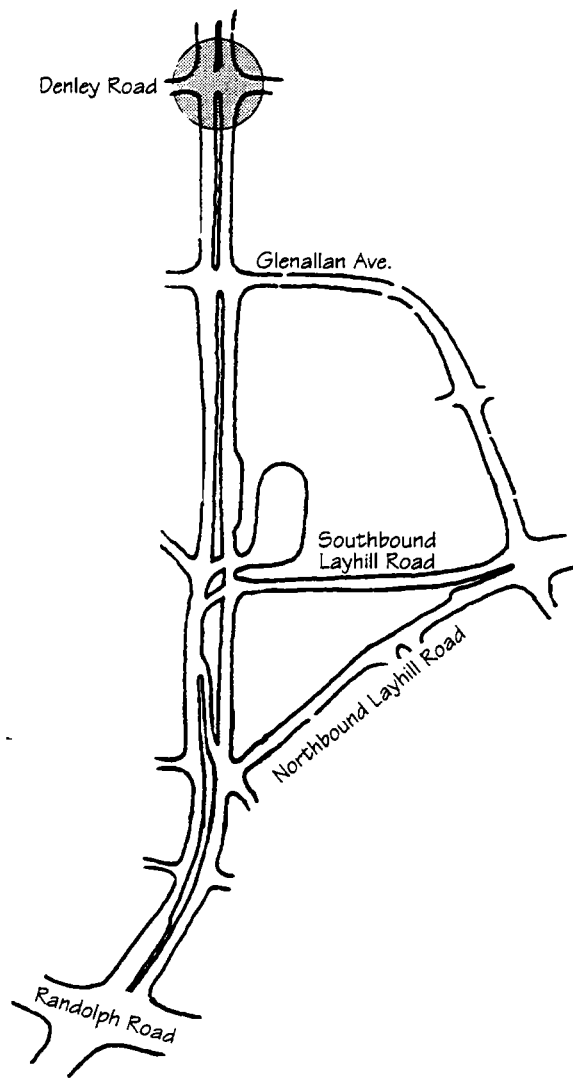
*\* See Figure 26 for descriptions of bikeway classes.*

# GEORGIA AVENUE STREETSCAPE AT DENLEY ROAD

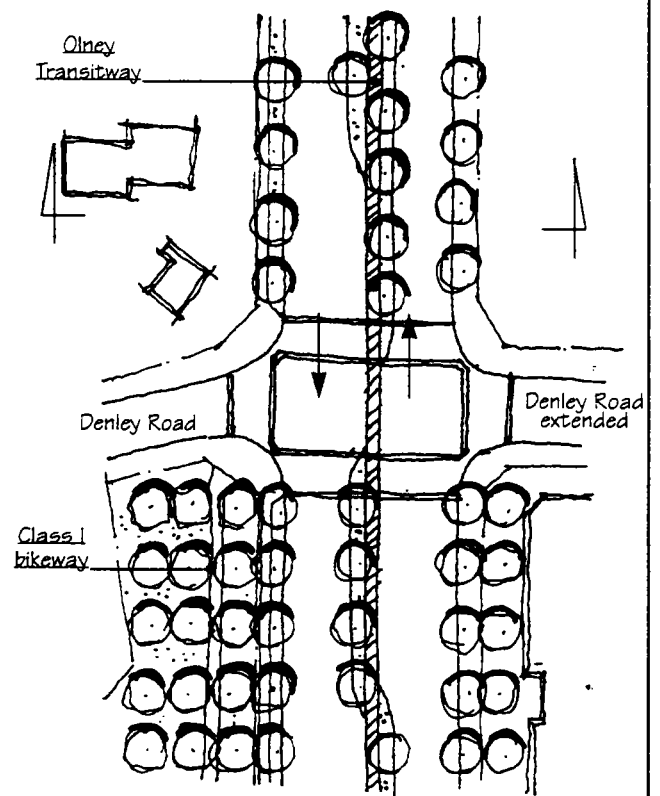
FIGURE 27



B. SECTION



A. LOCATION MAP

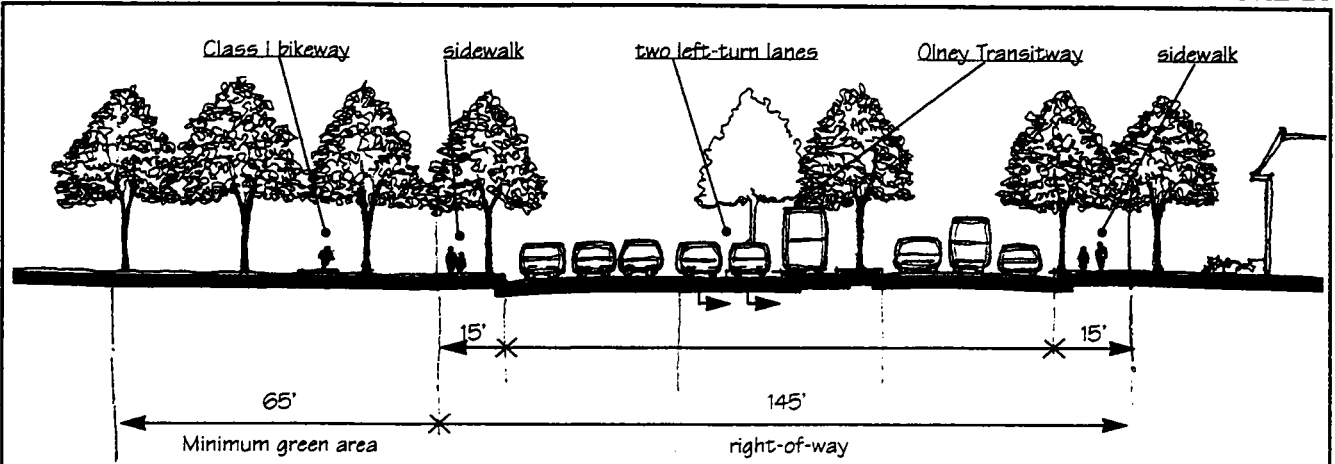


C. PLAN

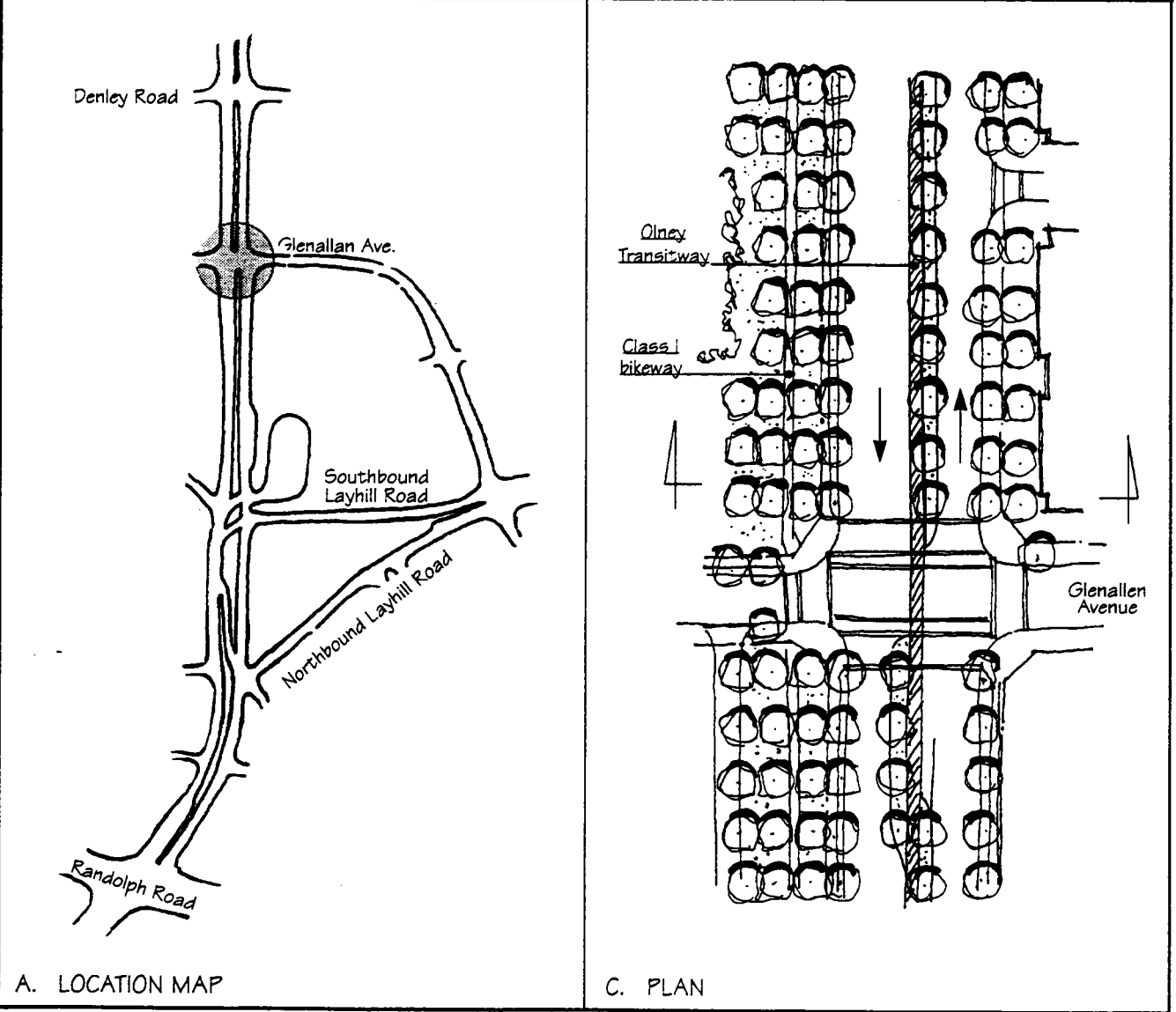


GEORGIA AVENUE STREETScape AT GLENALLAN AVENUE

FIGURE 28

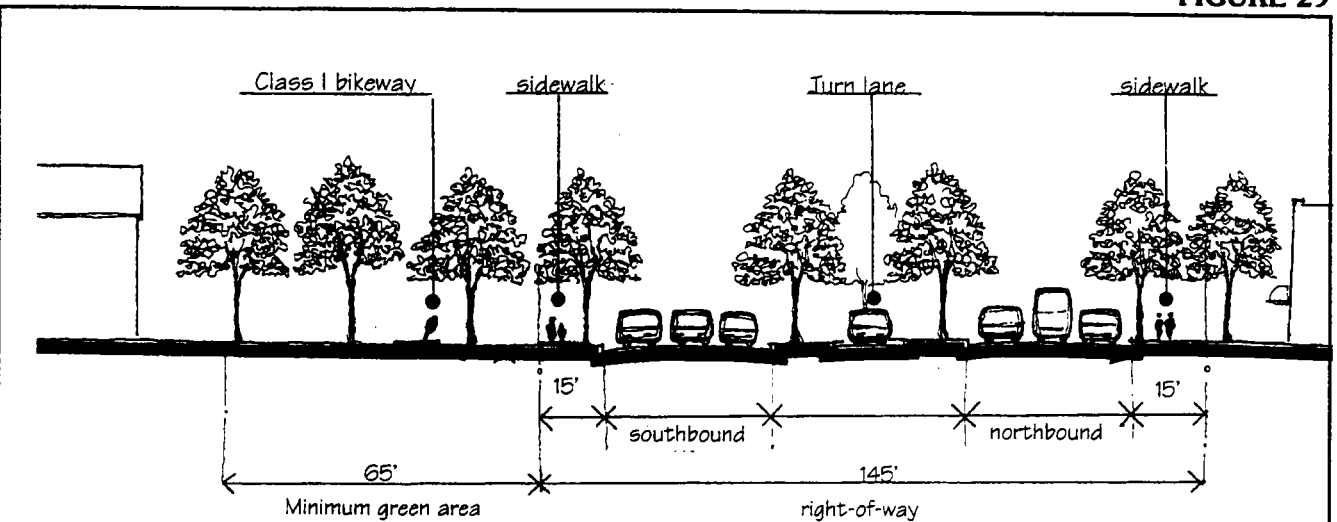


B. SECTION

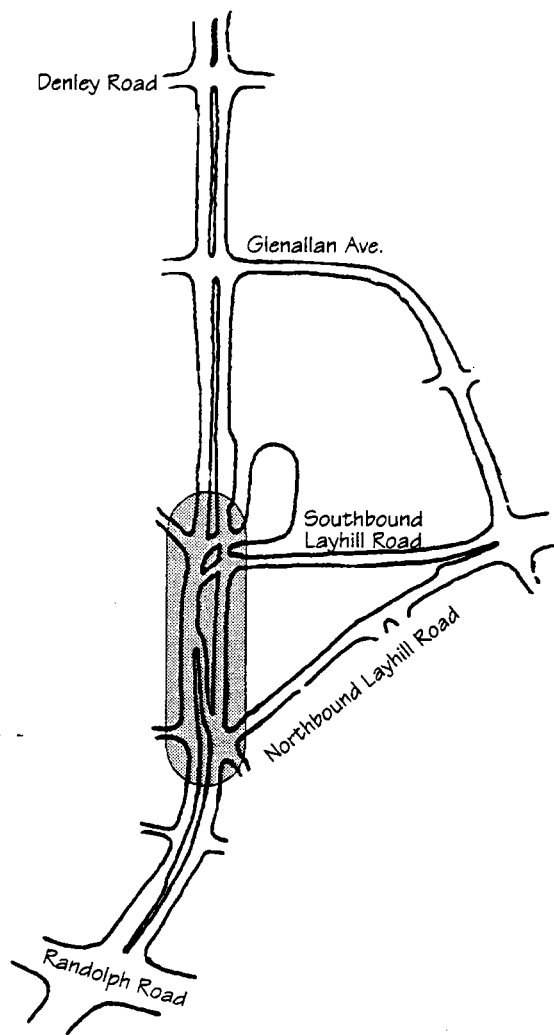


# GEORGIA AVENUE STREETSCAPE AT LAYHILL ROAD

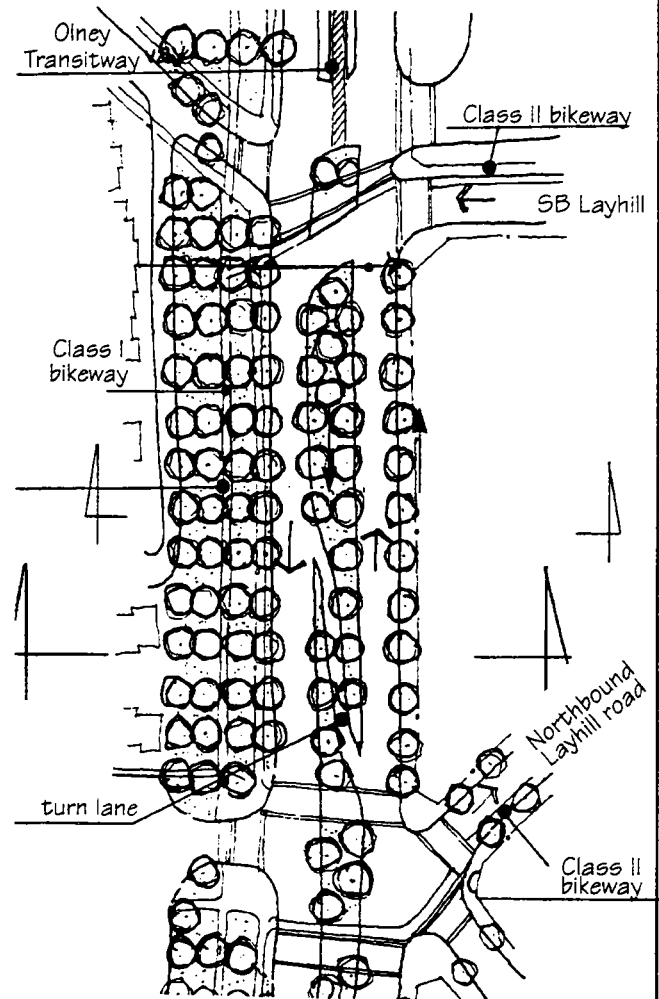
FIGURE 29



B. SECTION



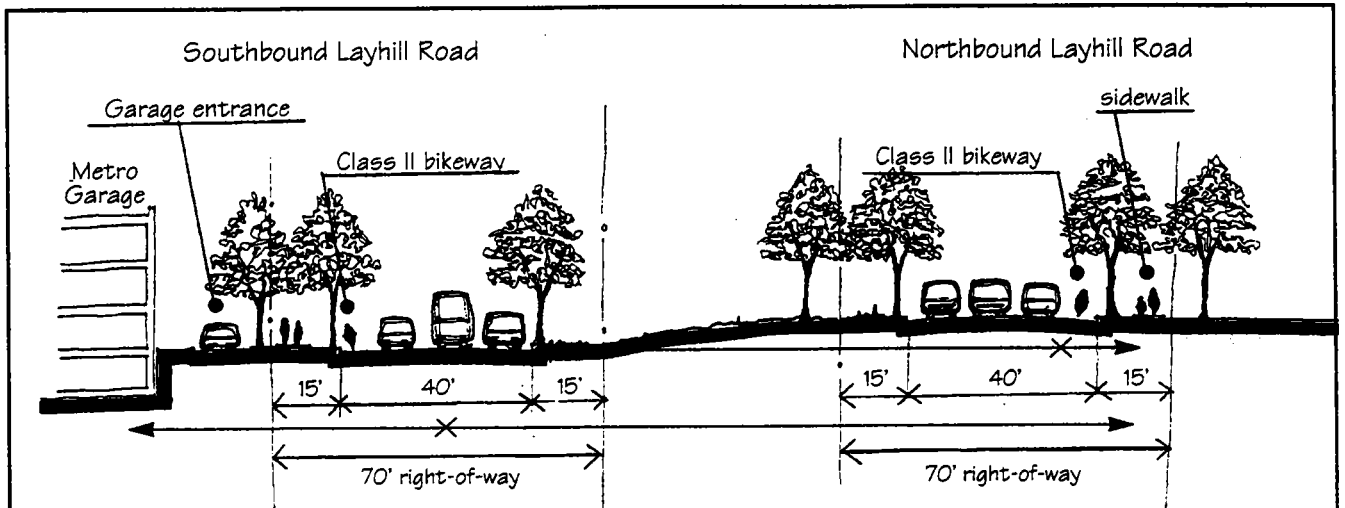
A. LOCATION MAP



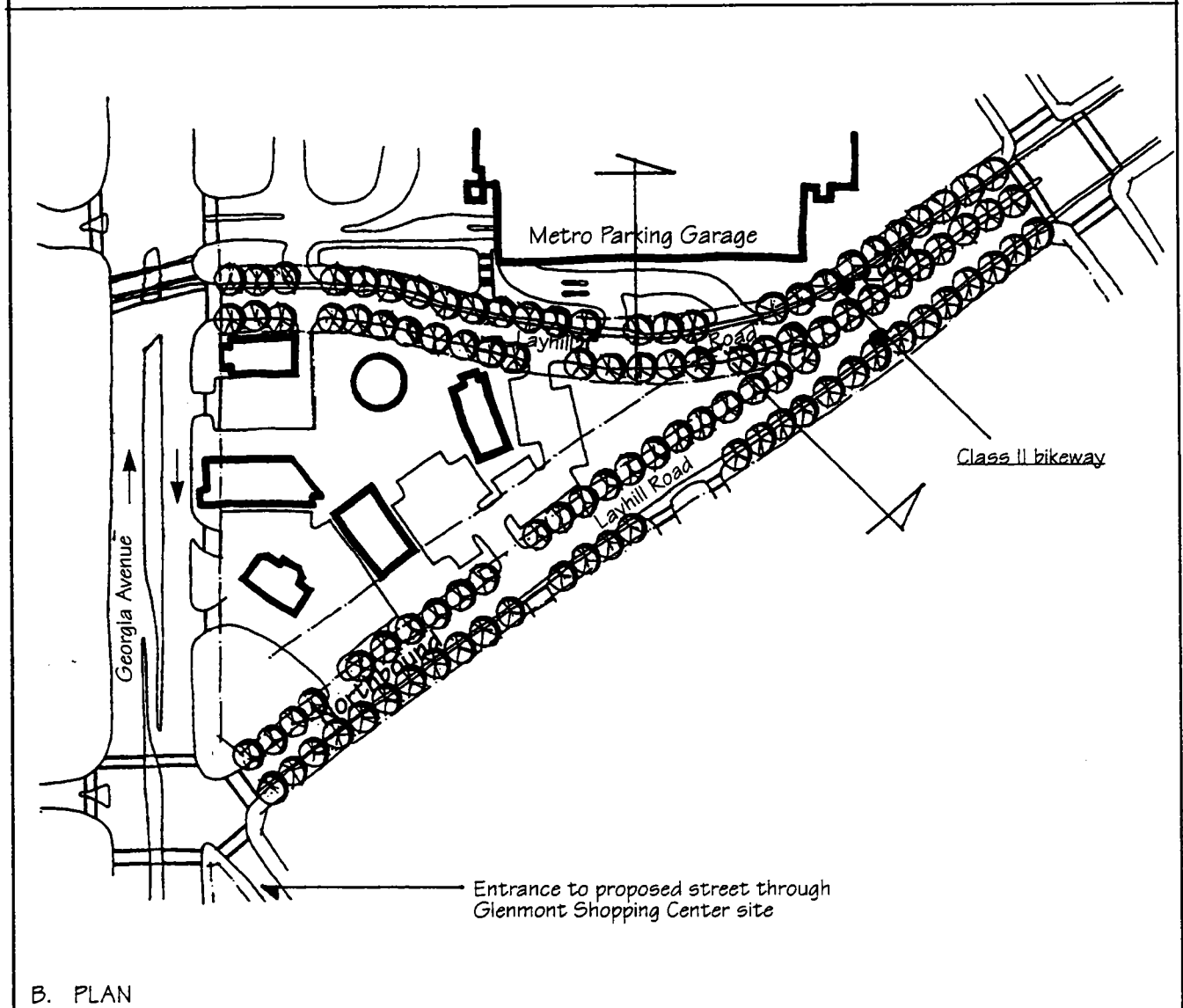
C. PLAN

# BIFURCATED LAYHILL ROAD STREETSCAPE

FIGURE 30



A. SECTION



B. PLAN



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FROM: HENRY F. ARNOLD TREES IN URBAN DESIGN, 1980  
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