

VI. IMPLEMENTATION

A. ZONING

Recommended amendments to the text of the Zoning Ordinance, if any, will be introduced to the County Council prior to the Council's final action on this Plan. Possible amendments include:

- The addition of a new RT-15 Zone with assemblage of one acre required.
- The addition of food sales and car rentals in the TS-R Zone.

Following County Council approval and M-NCPPC adoption of the Sector Plan, the Planning Board will file a Sectional Map Amendment with the County Council to implement the zoning recommendations of this Plan.

B. SPECIAL STUDIES

- The County should complete its study of the location and role of the regional government service centers. As part of this study, consideration may be given to relocating the Mid-County Regional Services Center from the Wheaton CBD to Glenmont.
- The Transitway and High Occupancy Vehicle Network Master Plan has been completed. The Georgia Avenue Busway Study should be completed and, if feasible, engineering commenced for a transitway from Glenmont to Olney. Operational improvements to bus service along Randolph Road between the Glenmont and White Flint Metro stations should also be studied.
- The Department of Recreation should complete its draft Long Range Plan for Community Recreation Centers, with particular consideration given to the need for a community center in or near the Glenmont Sector Plan area.
- In association with private entrepreneurs, the Department of Health and Human Services should commence efforts to ensure the provision of suitable child care facilities proximate to the Glenmont Metro station.
- The Department of Environmental Protection and M-NCPPC should assist WSSC in evaluating sites for a water storage facility to replace the existing Glenmont water tower.
- M-NCPPC should assist the Department of Environmental Protection in implementing appropriate measures identified in the *Anacostia Restoration Study* and the *RSAT Analysis for the Rock Creek*.

- M-NCPPC should develop area specific design standards to provide detailed guidance, particularly for development which requires property assemblage. Such a document should develop an incremental approval approach that ensures a cohesive development pattern with an orderly configuration of linkages and open space that is compatible with the remaining community. Such a document should be approved by the Planning Board.

C. CAPITAL PROJECTS

Pursuant to the boulevard concept, M-NCPPC, in cooperation with WMATA and the State Highway Administration, should plan and implement a linear greenspace along the west side of Georgia Avenue from Randolph Road north to Denley Road. WMATA's cooperation will be particularly necessary to continue the linear greenspace—and the bike trail within it—along the Georgia Avenue frontage of the WMATA Triangle.

Table 4 summarizes the recommended capital projects related to the various modes of transportation.

D. STAGING

The Sector Plan recommends a staging mechanism to allow some development to proceed in the near future, but delays most of the anticipated growth to a second stage. This two-stage process would be linked to the grade separated interchange or alternative transportation or transit improvements that would make the intersection of Randolph Road and Georgia Avenue function at an acceptable level. Stage One will allow up to 500 new units and 200 new jobs to proceed immediately to begin the process of redevelopment and revitalization of commercial and residential properties. Stage Two will delay all other new development until either a grade separated interchange or other transit or transportation improvement is provided that makes the intersection of Randolph Road and Georgia Avenue function at an acceptable level. Since the zoning for all new development will require a local map amendment or development under the optional method, no local map amendment or optional method application beyond those necessary for Stage 1 should be approved until the conditions necessary for Stage 2 are realized.

This Staging Plan will:

1. assure area residents that the majority of new development will not proceed until traffic congestion at the intersection of Georgia Avenue and Randolph Road has been addressed;
2. ensure that the majority of new development, approximately 75 percent of new residential development, will not proceed until well after the Metro is operational. This would allow enough time to evaluate the impact of Metro on traffic in the area; and

3. provide a mechanism to protect the area from excessive new development if the grade-separated interchange or another acceptable transportation improvement does not occur.

During each stage, the County Council would determine the amount of development that can be accommodated each year by existing and programmed facilities through the Annual Growth Policy (AGP). For example, even when the Stage 2 triggers are met, the Council may still decide to further time development using the AGP. The amount of development that can be accommodated is supported by existing facilities and programmed facilities that are listed in the County's Capital Improvements Program each year. The AGP establishes the transportation service levels deemed acceptable by the County Council. New development can be approved up to the point where these levels would be exceeded. In addition, the application of the County's Adequate Public Facilities Ordinance involves a more localized examination of whether the infrastructure surrounding a proposed project can handle the traffic impacts.

This Plan recommends that the Glenmont Center portion of the Glenmont Sector Plan area be designated as a Metro Station Policy Area in the Annual Growth Policy, and that the new Glenmont Metro Station Policy Area either be part of a Wheaton Transportation Management Organization or establish its own such organization.

In addition to reserving development capacity for the transit station impact area, the creation of a Glenmont Metro Station Policy Area means that the standard for Local Area Transportation Area (LATR) would be raised from a Critical Lane Volume (CLV) of 1625 to a CLV of 1800. In other words, more congestion at local intersections would be considered "tolerable." Furthermore, development within the policy area would be eligible for the Alternative Review Procedure for projects in Metro Station Policy Areas, as prescribed by the Annual Growth Policy. This procedure allows a development to meet its LATR requirements by paying a fee called a Development Approval Payment, joining or supporting a transportation management organization, and making its best effort to meet the mode share goals established by the Planning Board. Both residential and non-residential projects are eligible for this Alternative Review Procedure. Developer payments under this procedure are to be used to make local area transportation improvements. In Glenmont, these funds might be applied to the proposed grade separation of Georgia Avenue/Randolph Road.

E. DEVELOPMENT APPROVALS

- The Department of Environmental Protection should approve waivers needed for additional development at the Glenmont Shopping Center only to the extent that the new development conforms to a comprehensive development plan for the center.

Table 4

RECOMMENDED CAPITAL PROJECTS (TRANSPORTATION)

Glenmont Capital Projects	Project Description
HIGHWAYS	
1.	Study and implement provisions to reduce vehicular and pedestrian accidents at locations shown in text.
LOCAL STREETS	
1.	Extend Glenallan Avenue from Georgia Avenue to Flack Street.
2.	Construct a roadway parallel to Glenallan Avenue between Georgia Avenue and Layhill Road (Denley Road Extended). This may be a private road if it is not required to reduce local congestion.
3.	Construct a new private roadway through the Glenmont Shopping Center site connecting Randolph Road with Georgia Avenue.
4.	Construct appropriate circulation roadways for the development of the Glenmont Center, including the bifurcation of Layhill Road.
INTERSECTIONS	
1.	Construct a grade separation for the intersection of Georgia Avenue and Randolph Road.
2.	Add a lane on southbound Georgia Avenue from south of Urbana Drive to south of Randolph Road.
3.	Add a second left-turn lane on Georgia Avenue at Glenallan Avenue.
4.	Add a second right-turn lane on Glenallan Avenue at Georgia Avenue.
5.	Add a second left-turn lane on Glenallan Avenue at Randolph Road.
TRANSIT	
1.	Construct a Kiss and Ride facility on the west side of Georgia Avenue at the western Metro station entrance.
2.	Construct a reversible Busway from the Glenmont Metro station to Olney, as recommended in the Aspen Hill Plan and supported in the Transitway/HOV Network Master Plan, Alternatives Report, 1995.
3.	Complete a study to determine the feasibility of operational improvements for cross-County bus service along Randolph Road as supported in the Transitway/HOV Network Master Plan, Alternatives Report, 1995.

Table 4 (Cont'd.)
RECOMMENDED CAPITAL PROJECTS (TRANSPORTATION)

Glenmont Capital Projects	Project Description
SIDEWALKS (<i>See Figure 24</i>)	
East of Georgia Avenue:	
	1. South side of Weller Road between Georgia Avenue and Briggs Road (1,500 linear feet).
	2. Both sides of Denley Road Extension.
	3. Both sides of new private commercial street.
Combined Hiker/Biker Trail, East of Georgia Avenue:	
	1. Path through vacant right-of-way, connecting two sections of Jingle Lane (600 linear feet)
	2. Path through vacant land and Glenfield Park between Acorn Hollow Lane and Layhill Road (1,500 linear feet).
	3. Path through Saddlebrook Park between Layhill Road and Saddlebrook Drive (1,600 linear feet).
	4. South side of Briggs Road from Briggs Court to Layhill Road, with widening of the existing trail across the vacant land between Briggs Court and Lutes Drive (1,250 linear feet of new trail).
West of Georgia Avenue:	
	1. Both sides of the Flack Street Connector (approximately 550 linear feet).
	2. Connect missing link along east side of Grandview Avenue in the vicinity of Newton Street (approximately 100 linear feet)
	3. Both sides of Livingston Street between Lindell Street and Urbana Drive (3,500 linear feet)
	4. South side of Denley Road between Urbana Drive and Georgia Avenue (2,000 linear feet)
	5. South side of Denley Place between Denley Road and Holdridge Road (600 linear feet)
	6. North side of Sheraton Street between Denley Road and Urbana Drive (400 linear feet)
	7. South side of Holdridge Road between Gould Road and Urbana Drive (2,100 linear feet)
	8. South side of Lindell Street between Randolph Road and Georgia Avenue (4,000 linear feet).
	9. Both sides of Glenallan Avenue extension (350 linear feet).
	10. East side of Terrapin Road between Randolph Road and Sheraton Street (300 linear feet).

Table 4 (Cont'd.)
RECOMMENDED CAPITAL PROJECTS (TRANSPORTATION)

Glenmont Capital Projects	Project Description
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BIKEWAYS⁵ *(See Figure 25)*

Class I Bikeways:

1. Randolph Road between Denley Road and Middlevale Lane (7,500 linear feet).
2. Glenallan Avenue between Georgia Avenue and Randolph Road (3,000 linear feet), and a connection to the Metro garage/transit station area (approximately 150 linear feet).
3. Georgia Avenue between Glenallan Avenue and Mason Street (3,650 linear feet).

Class III Bikeways

1. Flack Street between Weller Road and Urbana Drive.
2. Urbana Drive between Denley Road and Georgia Avenue.
3. Weller Road between Holdridge Road and Briggs Road.
4. Briggs Road between Weller Road and Briggs Court and between Layhill Road and Middlevale Lane.
5. Lutes Drive between Dressler Lane and Briggs Road.
6. Middlevale Lane between Briggs Road and Randolph Road.
7. Extended Glenallan Avenue between Flack Street and Georgia Avenue.
8. Livingston Street between Lindell Street and Urbana Drive.
9. Mason Street between Georgia Avenue and Grandview Avenue.

⁵ Combined hiker/biker trails are listed under sidewalks.

F. REVITALIZATION PROGRAMS

- The County should consider the possible use of a special taxing district and the County's commercial revitalization program as means to further the objectives of this Plan, vis-a-vis the Glenmont Shopping Center. The former would be used to work around the edges of the center (i.e., in the public right-of-way), the latter would be used to upgrade the actual storefronts. The property owners could collectively apply to the State's Neighborhood Business Development Program for assistance to improve common areas such as the parking lot.
- State and County agencies (e.g., the Montgomery County Department of Housing and Community Development) should focus programs designed to encourage homeownership and rehabilitate older homes in the Denley and Randolph South neighborhoods. Consideration should also be given to the development of programs designed to encourage the rehabilitation of rental units.