

## **IV. GLENMONT NEIGHBORHOODS**

### **A. RATIONALE**

The six neighborhoods surrounding the Glenmont Center are delineated in Figure 5; geographic considerations and common elements have been used to determine the neighborhood boundaries. These existing neighborhoods are related to the Center, but are clearly different from it. They are entirely residential in nature and, with one exception, are characterized by lower densities than the uses in the Center.

This Plan seeks to provide stronger linkages between the various neighborhoods and the activities in the Glenmont Center. It also provides guidance for the future use of the few vacant parcels which remain in the neighborhoods. The intent of these recommendations is to maintain the character of these neighborhoods and strengthen them as desirable places to live, i.e., to reinforce community identity. This Plan also seeks to stabilize the older neighborhoods west of Georgia Avenue where the conversion of dwellings to rental status and the deterioration of some homes are more prevalent.

### **B. PROPERTY SPECIFIC RECOMMENDATIONS**

**Objective 1:** *Maintain the character and stability of the existing residential neighborhoods surrounding the Glenmont Center.*

- (Wilton Oaks) The Sector Plan boundary should be changed to include two culs-de-sac (Jingle Lane north and Briggs Court) and the adjoining houses along Briggs Road and Weller Road within the Glenmont Sector area. The two culs-de-sac have access from the portion of Briggs Road within the Sector Plan area. They would be the areas most directly affected by development of the former Foxhall Elementary School site on the south side of Briggs Road. (See below.)
- (Jingle Lane) The former Foxhall Elementary School site is suitable for the development of single-family homes, provided that environmental concerns are addressed. R-90 cluster zoning is appropriate on this 8.24-acre site.
- (Jingle Lane) The 0.9-acre property at the southeastern corner of Georgia Avenue/Weller Road is suitable for R-90 cluster zoning to facilitate relocation of the property's existing curb cut from Georgia Avenue to Weller Road.
- (Denley and Randolph South) State and County programs designed to foster homeownership and to encourage the rehabilitation of older homes should be focused in the neighborhoods west of Georgia Avenue.

## C. COMMUNITY FACILITIES

**Objective 1:** *Conserve sensitive environmental features as open space amenities to be incorporated into neighborhoods.*

- (Layhill South) Consideration should be given to providing a path along the stream between the Saddlebrook Park Police Headquarters and the Glenfield North townhouses (i.e., the stream valley park separating Layhill South and Winexburg/Glenfield). Ideally, the trail would run from the end of Saddlebrook Drive along the stream valley and through the Winexburg Apartments property to Glenallan Avenue.

**Objective 2:** *Provide public open spaces and gathering places to foster a sense of community.*

- (Wilton Oaks) The former Layhill Junior High School site originally included 17.68 acres on the west side of Layhill Road. In 1975, the Board of Education determined that the proposed school was no longer needed due to declining enrollments and the site was deeded to Montgomery County. The County then deeded 11.3 acres of this property to the Montgomery County Parks for use as Glenfield Park; the remaining 6.38 acres—which became landlocked as a result of the transfer to the Montgomery County Parks—was retained for future inclusion in the Metro Storage Yards. (Ultimately, only a small portion of the remaining 6.38 acres in the former school site was needed for the Metro Storage Yards project.)

Absent the assumption that the 6.38 acres retained by the County would be needed for the Metro Storage Yards and would therefore be unavailable for other development, WMATA would have been required to provide access to the parcel through its site, or an access would have been retained through the portion of the school site deeded to the Montgomery County Parks. Since the remaining portion of the school site is now landlocked, however, the only viable land use is for this property to be added to Glenfield Park. The addition of this wooded area to Glenfield Park provides a rare opportunity to preserve forest in what is otherwise an urban area. The existing R-90 zoning for this property should be retained so that it can be developed as single-family dwellings if access can be provided—that is, if the landlocked status created when the property was reserved for WMATA can be solved. Unless access can be provided, however, the site should be added to Glenfield Park.

- (Layhill South) Kennedy High School will continue to be a focal point for Layhill South and greater Glenmont.
- (Layhill South and Winexburg/Glenfield) The Park Police are headquartered in an aging former elementary school (Saddlebrook Elementary School) which is County-owned and leased to M-NCPPC. This building also houses the Commission's archives and exhibit shop. These uses should continue; however, the former school building needs substantial modernization and possibly expansion to continue accommodating these uses effectively.

Several facilities at Saddlebrook should also be made more useful to the Glenmont community. These include the all-purpose room, which is used for adult programs and community meetings, and the outdoor recreational facilities (i.e, the basketball courts and ballfield). Locational signage identifying these public facilities should be provided and access to the adjoining residential communities should be improved. Both the indoor and outdoor public facilities and the public parking areas should be upgraded. Improvements to these facilities can be accomplished without adversely impacting the Commission's use of the former school building. Public use of the outdoor recreational facilities at Saddlebrook must be better coordinated to maximize community utilization of the facilities.

- (Denley) The Glenmont Recreation Center, located immediately west of the Sector Plan area, and the transit station in the Village Center will continue to serve as important focal points for the Denley neighborhood, even though located outside the neighborhood itself. Consideration should be given to adding a community center building to this facility as an alternative to locating a new community center at the site of the former Glenmont Elementary School. (See Chapter III, Section C.)
- (Randolph South) Although considered a part of the Glenmont Center, the proposed community center/child care on the former Glenmont Elementary School site will serve as an important focal point for the neighborhood south of Randolph Road.

## **D. PUBLIC SAFETY**

Many citizens are concerned about crime. While police statistics usually show that there is no increase in crime in the vicinity of Metro stations, the public still has a perception that Metro stations do bring an increased level of crime in their vicinity.

To allay citizens' fears as well as deter crime, all public and private infrastructure changes should be reviewed at either mandatory referral, site plan, or preliminary plan to ensure that the design of new construction does not add to the potential for criminal activity.

## **E. EDUCATION**

The Glenmont Community is served by four public elementary schools, four middle schools, and three public high schools, as well as several private schools. In 1997 the area was served by the following schools.

### Elementary Schools

1. Georgian Forest Elementary School (east of Georgia Avenue)
2. Weller Road Elementary School (west of Georgia Avenue)
3. Glenallan Elementary School (east of Georgia Avenue)
4. Highland Elementary School (west of Georgia Avenue)

### Middle Schools

1. Argyle Middle School (west of Layhill Road)
2. Parkland Middle School (west of Georgia Avenue)
3. Col. E. Brooke Lee Middle School (north of Arcola Avenue)
4. Sligo Middle School (north of Dennis Avenue)

### High Schools

1. John F. Kennedy High School (east of Georgia Avenue)
2. Wheaton High School (west of Georgia Avenue)
3. Albert Einstein High School (west of Veirs Mill Road)

The Montgomery County School Board is responsible for all aspects of public school education. It determines school boundaries, which may change in the future.

As part of the Annual Growth Policy process, the County Council considers the available capacity of each high school cluster in determining whether or not the Planning Board may approve new preliminary plans of subdivision. The vast bulk of the new development proposed by this Plan lies within the Kennedy Cluster (as of the date of this publication). The Glenmont Metrocentre development, when completed, is estimated to add fewer than 130 students to elementary school enrollment. Although the elementary schools in the Kennedy Cluster are over capacity in 1997, the Montgomery County School Board projects a slight decline in elementary school enrollment and an increase in school capacity by 2003. The space available, as indicated in the FY 98 Requested Capital Budget of the School Board, indicates more than sufficient capacity to accommodate the Glenmont Metrocentre's full development.

## **F. STREETS AND CIRCULATION**

**Objective 1:** *Facilitate ingress/egress to and from residential neighborhoods in Glenmont*

- Right-of-way should be retained between the disconnected sections of Ewood Lane to provide access to abutting properties should they ever be developed.

**Objective 2:** *Improve safety along major roadways.*

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

**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 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.

- DPWT's Neighborhood Traffic Protection Program utilizes several different measures to reduce neighborhood cut-through traffic. Briggs Road, Middlevale Lane, Holdridge Road, and Denley Road have been identified by Glenmont residents as cut-through routes which may be suitable for such measures; however, the residents of the affected neighborhoods must request a study by DPWT to implement them.
- The disconnected portions of Jingle Lane and Briggs Road should remain disconnected.

**Objective 4:** *Plan and construct interconnected bike and pedestrian systems which link the neighborhoods to major destinations in Glenmont and provide connections to regional bike trails.*

- The pedestrian and bike linkages described in Figures 24 and 25 and summarized in Tables 2 and 3 should be implemented to provide comprehensive systems connecting the neighborhoods with the Glenmont Center and each other. Connections to the Metro station and important community facilities (e.g., a possible community center) should be given highest priority for implementation.
- The existing path between the disconnected segments of Briggs Road should be enhanced.
- Hiker/biker trails should be provided between the disconnected segments of Jingle Lane and between Acorn Hollow Lane and Glenfield Park, as called for in the Planning Board's mandatory referral of the plans for the Glenmont Metro Storage Yards.
- The unbuilt portion of Starling Drive within the Sector Plan area should be considered for abandonment. Right-of-way, sufficient to construct a pedestrian pathway, should be retained.

**Objective 5:** *Establish Georgia Avenue as a pedestrian-friendly green boulevard.*

Georgia Avenue outside the village center should function as a “green corridor” that accommodates the proposed Busway, promotes pedestrian circulation, and provides visual relief from the extensive pavement associated with the roadway. (See Figure 29.) To accomplish this, Georgia Avenue should have a minimum right-of-way of 135 feet to accommodate the following:

- Northbound: three lanes; southbound: three lanes.
- 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.

Pedestrian lighting and street furniture should also be provided. This streetscape should be supplemented with additional plantings outside the right-of-way.

- 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 Busway).
- Any redevelopment along Georgia Avenue should face the street to support a pedestrian friendly environment along Georgia Avenue.

## **G. DELETIONS FROM THE 1978 AND 1989 PLANS**

The following elements were recommended by the 1978 and 1989 Plans but are not included in this Sector Plan:

- Neighborhood bus service should be established to provide service to community focal points such as recreational centers, libraries, schools, churches, and shopping areas, in addition to the Metro station.
- A left-turn storage lane on Georgia Avenue at the Glenmont Shopping Center.
- A left-turn storage lane at the eastbound approach to Layhill Road.
- Double left-turn storage lanes should be constructed on Georgia Avenue at the Metro entrance.
- A left-turn storage lane (on Layhill Road) at the Glenmont Shopping Center and a median break for existing traffic from the Metro station should be added to the current design plans for this project.
- Portions of WMATA's acquisition located in the right-of-way for Ara Drive should be dedicated for public use at the time of record platting.
- A portion of the Glenmont storage yard access should be constructed as a public street to provide access for adjacent properties.
- Bikeways are recommended at the following locations:
  - Denley Road/Denley Place—from Sector Plan boundary to Metro
  - Georgia Avenue—from Weller Road to Metro
  - Grandview Avenue—from Randolph Road to Sector Plan boundary
- A 400-car lot on Georgia Avenue opposite Glenallan Avenue and a concept plan for 200 additional spaces.