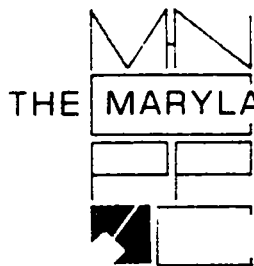


Resolutions

APPROVED AND ADOPTED, September 1997



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

MCPB NO. 97-39
M-NCPPC NO. 97-27

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on September 19, 1996, on the Public Hearing (Preliminary) Draft Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment*, being also an amendment to the *Master Plan for the Communities of Kensington-Wheaton*, May 1989, as amended; and, the *Master Plan of Highways within Montgomery County*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearings and due deliberation and consideration on February 14, 1997, approved the Planning Board (Final) Draft of the proposed Plan Amendment, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment* and forwarded those recommendations with a fiscal analysis to the District Council on June 6, 1997; and

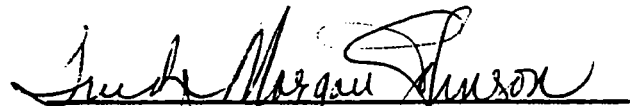
WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on June 10, 1997, wherein testimony was received concerning the Planning Board (Final) Draft Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment*

WHEREAS, the District Council, on September 23, 1997, approved the Planning Board (Final) Draft *Glenmont Transit Impact Area and Vicinity Plan Amendment* subject to modifications and with revisions set forth in Resolution No. 13-1053; and

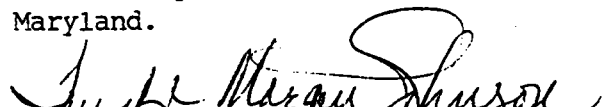
NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Sector Plan for the *Glenmont Transit Impact Area and Vicinity Plan Amendment*, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District* as amended; and as approved by the District Council in the attached Resolution No. 13-1053; and

BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner Richardson, with Commissioners Baptiste, Bryant, Holmes, Hussmann, and Richardson voting in favor of the motion, at its regular meeting held on Thursday, November 6, 1997, in Silver Spring, Maryland.


Trudye Morgan Johnson
Executive Director

* * *
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner McNeill, seconded by Commissioner Hewlett, with Commissioners Baptiste, Bryant, Dabney, Hewlett, Holmes, Hussmann, and McNeill voting in favor of the motion, and Commissioners Boone, Brown, and Richardson being absent, at its regular meeting held on Wednesday, November 19, 1997, at the Brookside Visitors Center in Wheaton, Maryland.


Trudye Morgan Johnson
Executive Director

Resolution No: 13-1053
Introduced: September 23, 1997
Adopted: September 23, 1997

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity

Background

1. On March 6, 1997, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity.
2. The Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity amends the 1978 *Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity*. It also amends, in part, the 1989 *Approved and Adopted Master Plan for the Communities of Kensington-Wheaton* and the *Master Plan of Highways within Montgomery County, Maryland*.
3. On June 6, 1997, the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity.
4. On June 10, 1997, the County Council held a public hearing regarding the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 30, July 2, and July 22, 1997, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity.

6. On July 29 and August 5, 1997, the County Council reviewed the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity, dated February 1997 is approved with revisions. Council revisions to the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Throughout the Plan, change the term “Glenmont Village Center” to “Glenmont Center” and change the term “green spine” to “green corridor”.

Page 1: Modify the last sentence of the second paragraph as follows:

To the southeast of the Glenmont Sector Plan area are Wheaton Regional Park and Brookside Gardens.

Page 3: Add a final paragraph as follows:

The recommendations of Master or Sector Plans are implemented through a variety of public and private actions. Members of the community are encouraged to participate in public process to help monitor and guide Master or Sector Plan facilitation. Their participation is important. Individuals and community groups can do a great deal to improve their communities and address the quality of life issues in general. Community identity can heighten through a wide variety of actions ranging from monitoring community needs to volunteering for community improvements.

Page 9: Replace the entire Vision section with the following:

The Glenmont of the future will be a transit-oriented area. A compact, mixed-use center will be the focus of community activity and establish a sense of place. New development will be concentrated around the new Metro station. Existing neighborhoods with single-family homes surrounding the new development will be preserved and protected.

This Plan envisions Glenmont with an identifiable commercial center surrounded by residential neighborhoods that are linked to the center and to each other. The Plan envisions a cooperative, public and private approach to provide a renovated and upgraded retail environment for both the Glenmont Shopping Center and the Layhill Triangle. These areas will become attractive and convenient places to satisfy day-to-day shopping needs.

While accommodating appropriate redevelopment in close proximity to Metro, this Plan seeks to preserve and enhance the existing viable neighborhoods that surround the center and offer a variety of housing choices. The Plan reinforces the existing diverse community by creating new housing opportunities for all income groups, an element of successful mixed-use areas that is under-represented today in Glenmont.

This Plan promotes the use of alternative modes of transportation. Pedestrian and bicycle paths will provide easy and safe access to transit, retail and community facilities. Georgia Avenue will be a high quality, pedestrian sensitive boulevard that provides safe, pedestrian crossings, attractive landscaping and a greenway along its west side. Well-designed and safe sidewalks connect residential areas, community facilities, shopping and the Metro station. Glenmont will also be a destination for those in other communities who seek to access the Metro system.

This Plan envisions Glenmont as a greener place, well served by public infrastructure. Local parks and new community facilities would enhance the status of the community and generate new economic vitality. A greenway along the west side of Georgia Avenue would soften the impacts of through traffic and provide a pleasant access to the Metro station. The Plan envisions improvements to the appearance and use of the former Glenmont Elementary School site through an appropriate public use.

Page 11: Modify the third paragraph of Section C as follows and merge paragraphs three and four:

Consistent with these visions, this Sector Plan provides for development in “suitable areas” by focusing the most intense uses in a transit serviceable [Village] Center. [It also helps to preserve rural areas and direct growth to population centers by requiring that Transferable Development Rights be utilized to achieve the highest recommended densities. (See Chapter III.)]

Page 13: Modify the second sentence of the third paragraph under section 3 as follows:

As of July 1, [1995] 1997, new developments which would accommodate [1,791] 1,762 dwelling units and [2,588] 2,400 jobs could be approved to the extent that the individual projects pass the local area review test.

Page 16: Modify the second sentence in the first paragraph as follows:

In addition to the traffic generated by Glenmont residents and workers, it is anticipated that [a large number of] some commuters [will drive to Glenmont] who would otherwise not drive through Glenmont will drive there to access the Metro system at its northeastern terminus; a new parking garage awaits them.

Page 16: Modify the second paragraph as follows:

[As always, w]Walking and bicycling are also important forms of transportation, [. These are] particularly useful for short trips[, such as trips from the neighborhoods to the Metro station or to the retail uses in the proposed Village Center, and for occasional outings]. This Plan provides for comprehensive pedestrian and bicycle systems to interconnect the various parts of Glenmont and to provide connections to regional trails (Figure 25).

Page 17: Insert a new paragraph after the second paragraph as follows:

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.

Page 21: Modify bullets three and four in the first paragraph as follows:

- [The pedestrian orientation of the proposed] An improved and enhanced shopping center will increase opportunities for community interaction, and [the proposed open spaces will provide gathering places. These social interactions will help to] enhance community identity.
- More intense development [in] around the transit station [area] will help maximize the investment in transit facilities.

Page 21: Delete the language in bullet five and replace as follows:

- 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.

Page 26: Modify the first paragraph as follows:

This site is strategically located in [the] Glenmont [Village] 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. [t] The existing retail center is poorly configured and unattractive[.]; it does not serve the [needs or] 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.)

Page 26: Insert new language at the end of the first bullet as follows:

Guidelines for sidewalk widths are provided in Section D, Streets and Circulation, Objective 8 (page 60). These guidelines should be applied with flexibility to assure that current business operations are not harmed.

Page 27: Indicate on this illustration the location of the private road discussed on page 26 of the Plan.

Page 28: Modify the last sentence on the page as follows:

The County Government should consider options for improving the Shopping Center including undertak[ing] a partnership with the property owners to ensure that the needed improvements to the center are implemented.

Page 29: Modify the first and second sentences of the first paragraph as follows:

In the long run, this Plan envisions that the 15 parcels that comprise [ing] the existing shopping center, including the outlots, will ultimately be assembled for redevelopment as a mixed use project [(see Figure 14] 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.)

Page 29: Modify the second paragraph as follows:

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, [To ensure compatibility,] 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.

Page 29: Modify the second sentence in the third paragraph as follows:

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.

Page 29: Insert the following text at the end of the third paragraph:

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.

Page 29: Modify the fourth paragraph on the page as follows:

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 [despite its]. Its good location across Glenallan Avenue from the new Metro station also makes it an appropriate location for some higher density development.

Page 29: Modify the last sentence of the last paragraph as follows:

The property owner has proposed that the entire site [would] be developed as a [security] secure complex [;] requiring that all roads [would] be private and access [would] be regulated at security gates.

Page 30: Modify paragraphs two and three as follows:

The Glenmont Metrocentre is recommended for [R-30/TDR-40] 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 [. TS-R zoning for maximum of 12 acres is appropriate both to accommodate] convenience retail [and to modify the number of TDRs required to achieve full density]. 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 Metro[C]centre with the option to rezone the property to the TS-R zone. [is recommended to for R-30/TDR-40 zoning and] The R-30 base zone will permit residential redevelopment up to 14.5 units per acre. [under the R-30 base zone and up to 40] 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 [under the optional TDR Zone]. (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.) [In addition to] The TS-R Zone will substantially increase[ing] the housing stock near the new Metro station. [, R-30/TDR-40 zoning will also facilitate agricultural preservation in the rural portions of the County by providing a potential “receiving area” for Transferable Development Rights (TDRs) in an appropriate down-County location.] 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.

Page 30: Delete paragraph four as follows:

[To achieve a transit oriented development which promotes a mix of uses, it may be desirable to amend the R-30/TDR-40 Zone to allow up to 40 units per acre before MPDUs to permit convenience retail and professional offices in such developments. In transit station areas, TDRs should be purchased at the rate of one TDR for every three additional units. Elderly housing and a child care center are already permitted by special exception in this zone. Any acreage used for special exceptions should reduce the area appropriate for TSR zoning. The objective is to require the purchase of 150 TDRs for a development to achieve full density.]

Page 30: Replace the last two sentences of the fifth paragraph as follows:

[If this street is found to be needed to reduce local congestion at the time of development approval are sought, then it should be a public street. If it is needed only for internal circulation, then it may be a private street.] This street could be built as a private street.

Page 32: Modify the first sentence in the third paragraph as follows:

Like the adjoining Denley neighborhood, the Georgia Avenue West portion of the [Village] Glenmont Center (see Figure 15) is characterized by small single-family homes built shortly after World War II.

Page 32: Add the following language at the end of the page:

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.

Page 34: Modify the first sentence on the page as follows:

[At the same time t] This Plan recommends...

Page 34: Modify the last sentence of the first paragraph as follows:

To ensure compatibility and a more orderly transition to higher density, it is recommended that the townhouse floating zoning should not be applied [it] to areas of less than one acre.

Page 34: Modify the second paragraph as follows:

Office development is appropriate for up to two acres of land in the area between Georgia Avenue and Flack Street. [Commercial Transition Zoning (CT)] Planned Development Zoning (PD) should be applied in areas of no less than one acre to ensure an orderly pattern of redevelopment.

Page 35: Modify the first full paragraph as follows:

Like the existing RT Zones, the new RT-15 Zone would be a floating zone. Unlike RT-12.5, it [should] require an assemblage of one acre of land. [It] The RT-15 Zone should be an option for all of the land in Georgia Avenue West. [, except for a] A 65-foot-wide strip along the Georgia Avenue right-of-way [where the Metro cut and cover construction has taken place. This area] will be utilized for a linear green space along the road [and can, therefore, remain R-60]. (The enhanced boulevard concept is described in Section D.) [If the ground immediately west of the linear green space is developed under the RT-15 Zone, the new units should face the green space to help activate the enhanced boulevard.] This portion of land should be acquired by the County for the purpose of a greenway along Georgia Avenue.

Page 35: Modify the fifth sentence in the second paragraph as follows:

(If Flack Street [should also be] is connected through the WMATA Triangle, it should be done in a way that minimizes any adverse impacts on these environmentally sensitive areas.)

Page 35: Add the following sentence to the end of the page:

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.

Page 36: Modify the first paragraph under Objective 1, as follows:

The Transit Oriented Development should consist of a compatible mix of uses: housing and retail at Glenmont Metrocentre; [housing,] retail, [and] professional offices, and possibly housing at the Glenmont Shopping Center and the Layhill Triangle; and housing and [public facilities] some offices at Georgia Avenue West. A vertical mix of uses is highly encouraged. [If the commercial portion of a mixed use development is separate from the proposed or existing residential area, it should be configured so as to maintain direct continuity to adjacent residential uses.]

Page 36: Under heading “Objective 2”, modify the third sentence of the first paragraph as follows:

Residential redevelopment at the Glenmont Shopping Center site [will] may include low- and mid-rise housing.

Page 36: Under the heading “Objective 2”, delete the third, fourth and fifth bullets.

Page 37: Modify the second paragraph as follows:

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, (4) and providing appropriate transitions through the use of green area [, and (5) requiring that new dwelling units either face the street or, when adjoining the proposed linear park along Georgia Avenue, that they face the park].

Page 37: Under the heading “Objective 3”, modify the first paragraph as follows:

The street pattern within the TOD should ultimately consist of a [grid] 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 [linkages] sidewalk connections to the adjacent communities. [In addition to the basic grid, d] Diagonal paths may further reduce walking distances.

Page 37: Under the heading “Objective 3”, modify the first sentence of the first bullet as follows:

- 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.

Page 37: Under the heading “Objective 3”, modify the second bullet as follows:

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.)

Page 37: Under the heading “Objective 3”, modify the third bullet as follows:

[The existing sections of] Flack Street between Urbana Drive and Glenallan Avenue should be connected as a secondary [or tertiary] 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.

Page 38: Under the heading “Objective 4”, modify the second paragraph as follows:

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

Page 38: Delete “Objective 5” and “Objective 6” sections.

Page 38: Modify “Objective 7” title as follows:

Objective [7] 5:

Page 38: Under “Objective 7”, modify the last sentence of the paragraph as follows:

Wherever [possible] appropriate, extensive landscaping should be provided between different building types.

Page 40: Delete the entire “Objective 8” section.

Page 42: Modify the first paragraph as follows:

This recommendation is not intended to imply that child care facilities must be publicly operated or funded. [Although the public sector may assist in the provision of child care (e.g., by providing land at appropriate locations or funding assistance), the government

should not compete with private entrepreneurs.] 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).

Page 42: Delete the fourth sentence in the second paragraph as follows:

[This may necessitate the construction of drive-through bays for the fire trucks.]

Page 42: Delete the sentence in parenthesis following the fourth sentence in the second paragraph as follows:

[(Note: The Approved and Adopted *Master Plan for Fire, Rescue and Emergency Medical Services in Montgomery County* notes that the existing facility requires renovation or replacement.)]

Page 42: Modify the third paragraph as follows:

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 [augment/reconfigure the adjacent site occupied by the County police station and 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 Glenmont Police Station should remain at its existing location until such time as the Police Department reconfigure its service area boundaries; this is not expected to occur during the life of this Sector Plan.] The Wheaton-Glenmont District Station should remain in its current location until the facilities plan is approved.

Page 42: Modify the third sentence of the fourth paragraph as follows:

With the retention of the existing play field, it is quite possible that the former Glenmont Elementary School site could accommodate [SoMe] some of the potential uses identified below.

Page 44: Modify the first sentence in the last paragraph as follows:

The Recreation Department's Draft Long Range Plan for Recreation Centers calls for a future center in the Aspen Hill/Layhill area, but this [will] may be too far north to serve Glenmont adequately.

Page 45: Delete the last sentence in the second paragraph as follows:

[Consideration should also be given to co-locating a community center on the Kennedy High School site.]

Page 45: Delete the third paragraph as follows:

[Wherever it is ultimately constructed, a new community center building should contain approximately 23,000 square feet of space, including community meeting space, administrative/support space, gymnasium and fitness area, arts space, social activities space, and parking for approximately 150 vehicles.]

Page 45: Delete the fourth paragraph (with heading) as follows:

[Relocated Mid-County Services Center]

[The Montgomery County Department of Public Works and Transportation is currently coordinating a study of the location and role of the regional service centers. Although this study is not yet complete, it is anticipated that it will emphasize the desirability of co-locating regional service centers with other public facilities. If the study concludes that the Mid-County Center, now located in Wheaton, should be relocated to the north to be closer to its future service area, the former Glenmont Elementary School might be an appropriate location for the relocated center.]

Page 45: Insert the following text at the end of the page as follows (note that this text is being relocated from page 80 of the Plan):

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

- 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.

Page 46: Modify the third sentence under Objective 1, as follows:

This is described in Table 1 and Figure [21] 20.

Page 46: Add a second paragraph under Objective 1, as follows:

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 cul-de-sacs in a number of locations in the Glenmont Sector Plan area.

Page 47: Modify Table 1 as follows:

omit the last column, the Montgomery County Standard Number;

split the Layhill Road description into two segments, with the segment between the Sector Plan boundary and Glenallan Avenue as “4-lane divided” and the segment between Glenallan Avenue and Georgia Avenue as “6-lane bifurcated”;

modify the minimum proposed right-of-way for Georgia Avenue to 135 - [160] 170 feet;

modify the minimum proposed right-of-way for Glenallan Avenue to 80-95 feet*;

change the first note to: “Refer to Figure [24] 23 for specific right-of-way needed (varies).”;

add a note to the “Proposed pavement width or number of lanes” column:

****** 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.**

Page 49: Modify the third item under the bullet “Glenallan Avenue” as follows:

[Prohibit] DPWT should study prohibiting on-street parking during peak periods between Layhill Road and Randolph Road.

Page 49: Modify the second and third items under the bullet “Georgia Avenue” as follows:

Add a right turn lane from northbound Georgia Avenue to eastbound Randolph Road. This may necessitate reconstruction of Fire Station #18 [to permit drive-through bays per the recommendations of the 1978 *Glenmont Sector Plan*].

Add a second left-turn lane from southbound Georgia Avenue to eastbound Glenallan Avenue per the recommendations of the 1978 *Glenmont Sector Plan*.

Page 50: Delete the “Prohibit Peak Period Parking” symbol from the legend and map of Figure 21.

Page 52: Modify the third paragraph as follows:

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 [P]provide for safe, [and] 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.

Page 52: Insert a new bullet after the bullet beginning with “Extend Denley Road ...”:

- 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.

Page 52: Modify the last bullet as follows:

[Connect both ends of] Construct Flack Street between Denley Road and Glenallan Avenue along the WMATA Triangle [at such time as the Triangle develops,] 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] a reduced right-of-way may be necessary both to minimize the environmental impacts [and to discourage the use of Flack Street (connected) as a cut-through route]. In the event that Flack Street is not connected for vehicular traffic, a pedestrian/bicycle connection would still be desirable.

Page 53: Modify the second sentence of the first bullet as follows:

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.

Page 54: Figure 23 - modify proposed right-of-way for Flack Street to 60 feet, and display the right-of-way for the Layhill Road bifurcation.

Page 55: Modify Objective 4 as follows:

DPWT and SHA should study high accident locations for potential safety improvements. [The locations identified thus far include:

- Georgia Avenue at:
 Randolph Road
 Layhill Road

- Glenallan Avenue
 - Sheraton Street
 - Urbana Drive
- Randolph Road at:
 - Glenallan Avenue
 - Glenmont Circle
 - Judson Road
- Layhill Road at:
 - Glenallan Avenue]

Page 55: Under Objective 5, first bullet, after Georgia Avenue, insert the following:

- Layhill Road

This Plan recommends bifurcating Layhill Road into two separate roadways as described on page 52.

Page 55: Under Objective 5, first bullet, add a footnote in conjunction with the second sentence after the heading Randolph Road as follows:

The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

Page 56: Modify the last sentence on the page as follows:

Improve pedestrian/bike linkages to Metro as illustrated in Figures [26] 24 and [27] 25 and indicated in Tables 2 and 3.

Page 57: Modify the last sentence of the third bullet as follows:

The intent, as detailed in that plan, is to study the applicability of bus technological and service improvements such as signal [pre-emption] priority, “queue jumpers”...

Page 57: Delete the fourth bullet as follows:

[DPWT and M-NCPPC should study the parking code to ensure that the Glenmont Sector Plan area is not overparked. Existing parking demand for commercial and residential development should be examined to ensure that the minimum parking requirements does not require more parking than absolutely necessary. The availability of public transit in Glenmont may mean that parking standards for new development can be reduced.]

Page 57: Modify the second sentence of the first bullet under Objective 7 as follows:

(See Figure [27] 25.)

Page 59: Add under “West of Georgia Avenue” in Table 2:

9. Both sides of Glenallan Avenue extension
10. East side of Terrapin Road between Randolph Road and Sheraton Street

Page 59: Modify under “Combined Hiker/Biker Trail” in Table 2:

4. South side of Briggs Road from Briggs Court to [ites] Lutes Drive, ...

Page 60: Modify the first sentence in the first bullet as follows:

- Georgia Avenue should function as a green [“spine”] “corridor”. . .

Page 60: Replace the eighth and ninth lines under the first bullet of Objective 8 as follows:

Southbound: Four lanes [north of] from Layhill Road to south of Randolph Road,
including a through/right-turn lane at Randolph Road.

Page 60: In the third subparagraph under the first bullet, add a footnote to the first sentence (which discusses the width of sidewalks) as follows:

The size of the sidewalk should be adjusted where the recommended sidewalk width conflicts with existing structures.

Page 63: Modify the description of the third Class I bikeway in Table 3 as follows:

Glenallan Avenue on [the north side] both sides of the street between Georgia Avenue and Layhill Road [and on the south side between Layhill Road and the Metrorail station]

Page 63: Modify the note at the bottom of Table 3 as follows:

**See Figure [28] 26 for descriptions of bikeway classes.*

Page 67: Delete the last sentence of the third bullet as follows:

[RT-12.5 zoning may also be appropriate provided that the new townhouses face Georgia Avenue.]

Page 70: Under “Education” modify the first paragraph and the list of schools as follows:

The Glenmont Community is [serviced] served by [two] four public elementary schools, [two] four middle schools, and [two] 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
2. Parkland Middle School
3. Col. E. Brooke Lee Middle School
4. Sligo Middle School

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

Page 72: Modify the first sentence under Objective 5 to change the term “green spine” to “green corridor.”

Page 71: Modify Objective 2 as follows:

Objective 2: *Improve safety along major roadways.*

DPWT and SHA should study high accident locations for potential safety improvements. [The locations identified thus far include:

- Georgia Avenue at Weller Road
- Randolph Road at Livingston Street (pedestrian accidents)
- Randolph Road at Middlevale Lane/Garden Gate Road
- Layhill Road at Middlebridge Drive
- Layhill Road at Middlebridge Drive]

Page 72: Add the following section:

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:

- 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.

Page 73: Delete the third sentence in the first paragraph as follows:

[This limits the environmental recommendations that are appropriate for the master planning process.]

Page 73: Modify the second paragraph as follows:

Water quality continues to be an important issue in Montgomery County. The Montgomery County Department of Environmental Protection (DEP) has programs underway that are investigating ways to improve urban streams as directed by the Clean Water Act. A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions existing and planned land uses in the

watersheds and the types of management tools available to protect or restore each watershed. The CSPA will provide a consistent process for identifying stream preservation, protection and restoration needs county-wide.

The Montgomery County Department of Environmental Protection (DEP) and the M-NCPPC are cooperating to draft the initial CSPA and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPA categorization of subwatersheds and related management tools has been released. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPA. This Sector Plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPA is completed. The County has also passed laws that will attempt to curb the loss of forests and trees to development. Planning Board Regulation 1-92 and the Montgomery County Forest Conservation Law require that a certain threshold of forest retention or re-planting be established on all properties that are subject to the subdivision requirements of the Montgomery County Zoning Ordinance.

Page 73: Modify the third paragraph as follows:

Other environmental concerns in the Sector Plan area are noise associated with vehicular traffic and air quality. These two issues are closely related since motor vehicle use is the major contributor of these two pollutants. [The possible relocation of the WSSC water storage facility is also a concern.]

Page 73: Delete the fourth paragraph as follows:

[Finally, the Sector Plan should not overlook the ability of individual property owners to monitor their own neighborhoods for environmental problems. Individuals can be very helpful by assisting in appropriate inspection and maintenance of storm water conveyance systems and to report problems and violations to local officials.]

Page 73: Modify the fifth paragraph as follows:

....and 4) efforts to improve air quality[, 5) promotion of local citizen action, and 6) relocation of the WSSC water storage tank].

Page 74: Modify the last two sentences in the first paragraph as follows:

The wetlands have been degraded by the effects of urbanization and are now confined to small, intermittent channels which receive street runoff and have been adversely affected by dumping of household [products] and yard waste. The ecological value of this

wetland has been severely compromised [but it is an excellent candidate for a community-based clean up effort].

Page 74: Modify the second paragraph as follows:

The Maryland Planning Act of 1992 set forth seven visions to protect the Chesapeake Bay while fostering economic development. The Act defines sensitive areas to include steep slopes, streams, and their buffers; 100-year flood plains; and habitats of rare, threatened, or endangered species. Glenmont contains no known habitat for rare, threatened, or endangered species. Vision 2, “Protection of Sensitive Areas, and Vision 4, Stewardship for the Chesapeake Bay,” are addressed in this chapter. [The Act defines sensitive areas to include steep slopes, streams, and their buffers; 100-year flood plains; and habitats of rare, threatened, or endangered species. Glenmont contains no known habitat for rare, threatened, or endangered species.]

Page 74: Delete the last sentence in the third paragraph as follows:

[Through the fostering of stewardship roles, residents have the ability to monitor their own neighborhoods and have a responsible government agency respond to their concerns.]

Page 74: Delete the last bullet on the page as follows:

- [• Citizen stewardship of sensitive areas should be encouraged as part of the County’s ongoing programs.]

Page 76: Under “Noise,” modify the first sentence of the first paragraph as follows:

Glenmont is located at the intersection of [a number of] three heavily traveled roads:....

Page 76: Modify the last sentence of the last paragraph on the page as follows:

The Montgomery County Department of Park and Planning has developed guidelines which set 65 dBA Ldn as [an] a more conservative and attainable goal for residential noise exposure.

Page 77: Under “Objective 1”, modify the first bullet as follows:

- Noise compatible (i.e., nonresidential) land uses [should be considered] are recommended along Georgia Avenue, Randolph Road, and Layhill Road for vacant and redevelopable parcels in high noise areas.

Page 77: Under “Air Quality,” delete the first and second paragraphs and replace with the following:

The Clean Air Act Amendments of 1990 require regional consideration of air quality. The Washington Metropolitan Statistical Area, which includes Montgomery County, does not meet the federal standards for ozone and is considered a non-attainment area. Ozone is formed in the atmosphere when exhaust emissions and sunlight react under certain conditions.

The 1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity cited carbon monoxide “hot spots” at the intersections of Layhill and Randolph Roads with Georgia Avenue. Carbon monoxide pollution has been substantially reduced due to cleaner burning fuels. The major approach to better air quality is now shifting to reducing ozone on a regional level.

Page 78: Modify the second to last sentence of the first full paragraph as follows:

Other policies include promotion of mass transit, trip reduction measure[d]s, [cluster and] mixed use developments, and high occupancy vehicle lanes.

Page 78: Modify the second full paragraph as follows and merge the first and second paragraphs:

When new development or redevelopment is proposed[, environmental impact studies should include a study of the impacts on overall air quality. In addition, the design of each development should assure the maintenance of localized air quality, such as at heavily traveled intersections like Randolph Road and Georgia Avenue. In these areas,] consideration should be given to the placement of public spaces and building ambient air intakes. [Tree plantings and vegetative cover should be included to shade paving and rooftops to reduce thermal effects.]

Page 78: Modify the text next to “Objective A” as follows:

[Reduce ozone and other forms of air pollution within the Sector Plan area.] Support regional air quality objectives.

Page 78: Under the heading “Objective A” delete the last bullet as follows:

- [• DEP should assure compliance with all applicable air quality laws and regulations related to the Metro storage yard.]

Page 79: Delete the entire section entitled “Importance of Individual Action.”

Page 80: Delete the entire section entitled “WSSC Water Storage” (It has been relocated to page 45).

Page 81: Delete the following two bullets (third and fourth) under title “A. ZONING”:

- [• The amendment of the R-30/TDR-30 Zone to permit up to 40 units per acre (exclusive of a MPDU bonus).
- The addition of convenience retail and professional offices as permitted uses in the R-30/TDR-40 Zone and the requirement of one purchased TDR for every three multi-family units in Metro station impact areas.]

Page 81: Modify Section B, bullet two as follows:

- The Transitway and High Occupancy Vehicle Network Master Plan [should be] 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.

Page 81: Delete the third bullet under Section B.

Page 82: Insert the following prior to the first paragraph in Section D “STAGING” as follows:

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. insure 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.

Page 82: Modify the first paragraph in Section D “STAGING” as follows:

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. [Zoning controls the end state of development. All capital facilities needed for a particular development are not programmed simultaneously.]

The amount of development that can be accommodated by existing facilities and programmed facilities are listed in the County’s Capital Improvements program [in any given] each year, [is determined by the Annual Growth Policy (AGP) report.] 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 t [T]he Glenmont Center portion of the Glenmont Sector Plan area [should] be designated as a Metro Station Policy Area in the Annual Growth Policy, [To facilitate the use of transit, this Plan recommends] and that the new Glenmont Metro Station Policy Area either be part of a Wheaton Transportation Management Organization or establish its own such organization.

Page 83: Modify Table 4, under Local Streets, number 4 as follows:

Construct appropriate circulation roadways for the development of the Glenmont [Village] Center, including the bifurcation of Layhill Road.

Page 84: Projects listed in the “Sidewalks” section should reflect the same sidewalks listed in Table 2, as modified.

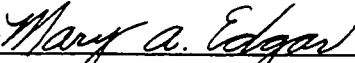
Page 85: Projects listed in the “Bikeways” section should reflect the same bikeways listed in Table 3, as modified.

General

All figures and tables are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All zoning maps throughout the Plan should be modified to reflect changes in zoning recommendations approved by the Council. All identifying references pertain to the Planning Board (Final) Draft Sector Plan for the Glenmont Transit Impact Area and Vicinity, dated February 1997.

In addition to the changes to the Sector Plan set forth above, the Council directs the Planning Board to consider whether a zoning text amendment would be an appropriate means of addressing problems related to the parking problems in the Glenmont Shopping Center.

This is a correct copy of Council action.



Mary A. Edgar, CMC
Secretary of the Council