

# Appendix **Glenmont Sector Plan**

January 2013

## **Appendix E: Community Visioning Workshop Final Report**

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# Glenmont COMMUNITY VISIONING WORKSHOP



**final report**  
MAY 17, 2012





**RHODESIDE & HARWELL**

with Randall Gross / Development Economics



# Glennmont COMMUNITY VISIONING WORKSHOP

## final report

<b>I</b> ntroduction	<b>1</b>
<b>S</b> tudy <b>A</b> rea	<b>3</b>
<b>P</b> rocess & <b>F</b> indings	<b>7</b>
process	8
findings	10
<b>D</b> raft <b>V</b> ision	<b>17</b>
<b>N</b> ext <b>S</b> teps	<b>33</b>
<b>A</b> ppendix	<b>39</b>
stakeholder information	41
workshop 1 materials	43
workshop 2 materials	53
workshop 3 materials	61

# Introduction

More than a decade after the opening of the Glenmont Metro station, Glenmont has yet to fulfill the 1997 Glenmont Sector Plan Vision of the area as a mixed-use, transit-oriented center. Despite public sector investment in the Glenmont community, private sector interest has been limited, consisting solely of a recently re-activated redevelopment proposal for Glenmont Metrocenter. Notwithstanding this setback, the Montgomery County Planning Department maintains its vision for Glenmont and encourages transit use by advocating development that capitalizes on existing and planned transit infrastructure. Building on the momentum of development in Wheaton, and in response to renewed interest and public infrastructure investment in Glenmont, the Planning Department realized the benefits to be gained from revisiting the recommendations of the 1997 Sector Plan.





The Montgomery County Planning Department has initiated a comprehensive amendment to the 1997 Sector Plan for the Glenmont Transit Impact Area and Vicinity (Glenmont Sector Plan). The proposed amendment will consider the future of the area surrounding the Glenmont Metro station in light of ongoing transportation improvements and bring Glenmont's planning framework up to date, consistent with the County's plans and policies. Using new zoning tools, the Sector Plan will encourage redevelopment of large properties to create a compact, mixed-use center that will be the focus of community activity and establish a sense of place.

The Planning Department applied for a grant from the National Capital Region Transportation Planning Board's Transportation / Land-Use Connections Program for outside assistance in developing a community vision for Glenmont. The Department was awarded the grant and provided with consultant services to develop and conduct a public outreach process to define a vision for Glenmont, which would be used to inform the amendments to the Sector Plan recommendations. The Glenmont Community Visioning Workshop series included three public workshops that engaged the residential and business communities in facilitated discussions and exercises, which culminated in a draft vision for future redevelopment of the Glenmont Shopping Center and adjacent properties.

Using an extensive community outreach and stakeholder involvement strategy, the Glenmont Community Visioning Workshop process produced a draft vision for the Sector Plan Area, which will be further discussed and refined during subsequent phases of the Sector Plan amendment process. As the Sector Plan amendment evolves, it will incorporate new zoning tools that will encourage implementation of the vision, and will support consolidation and redevelopment of underutilized properties to create a compact, mixed-use center that identifies Glenmont as an attractive community for living, working and recreating.

Upon project initiation, the team completed an analysis of existing conditions, which included categorization of the Sector Plan Area's infrastructure, land uses, mobility, public facilities, public welfare/safety, demographics and urban form into strengths, weaknesses, opportunities and threats. The basis for this analysis included field observations of the Sector Plan Area, as well as thorough review of previous planning efforts related to the Sector Area. This analysis was further informed by interviews and small group discussions with local stakeholders. The complete analysis can be found in the Appendix.

# Study Area

The Glenmont Sector Plan Area covers approximately 600 acres of land surrounding the intersection of Georgia Avenue and Randolph Road. The current Sector Plan for this area, adopted in 1997, established a transit-oriented planning framework for the area, in preparation for the opening of the Glenmont Metro Station in 1998. In support of this vision, the 1997 Sector Plan rezoned portions of Glenmont immediately adjacent to the Metro station, including the Glenmont Shopping Center and Privacy World, for higher-density, mixed-use development. Since completing the Metro station in 1998, the County has dedicated time and funding to additional infrastructure improvements, including the grade-separated interchange at the intersection of Georgia Avenue and Randolph Road, a newly-constructed parking structure for the Metro, a proposed new fire station and recent park renovations. In addition, Glenallan Elementary School has been razed to make way for a new facility that increases core capacity from 311 students to 740 students, while the Wheaton High School/Thomas Edison High School of Technology Modernization complex, just west of the Sector Area, is currently being studied for future development options.







The Glenmont Sector Plan area is a primarily residential community, comprising single-family neighborhoods and multifamily developments that surround the area's commercial core – the Glenmont Shopping Center. Glenmont is also the terminus of the eastern segment of Metro's Red Line, which is located just west of the Glenmont Shopping Center. Although the Sector Plan Area encompasses approximately 600 acres, the smaller focus area of the Glenmont Community Visioning Workshop included only land uses and development within approximately a 1/4-mile radius of the Metro station.

The Glenmont Shopping Center, located at the heart of the Glenmont community, occupies approximately 20 acres of key property within 1/4-mile of the Glenmont Metro station. Despite its close proximity to surrounding single-family neighborhoods and multifamily developments, the Metro station, Georgia Avenue and Randolph Road, the Glenmont Shopping Center site is largely underutilized. Although it contains major anchors such as Staples, CVS, Shoppers Food Warehouse and Country Boy, the shopping center is outdated and lacks commercial services that much of the surrounding community both needs and wants. Redevelopment potential of the shopping center has historically been inhibited by several underlying issues, including fragmented property ownership and discord among the various, long-standing owners in reaching redevelopment

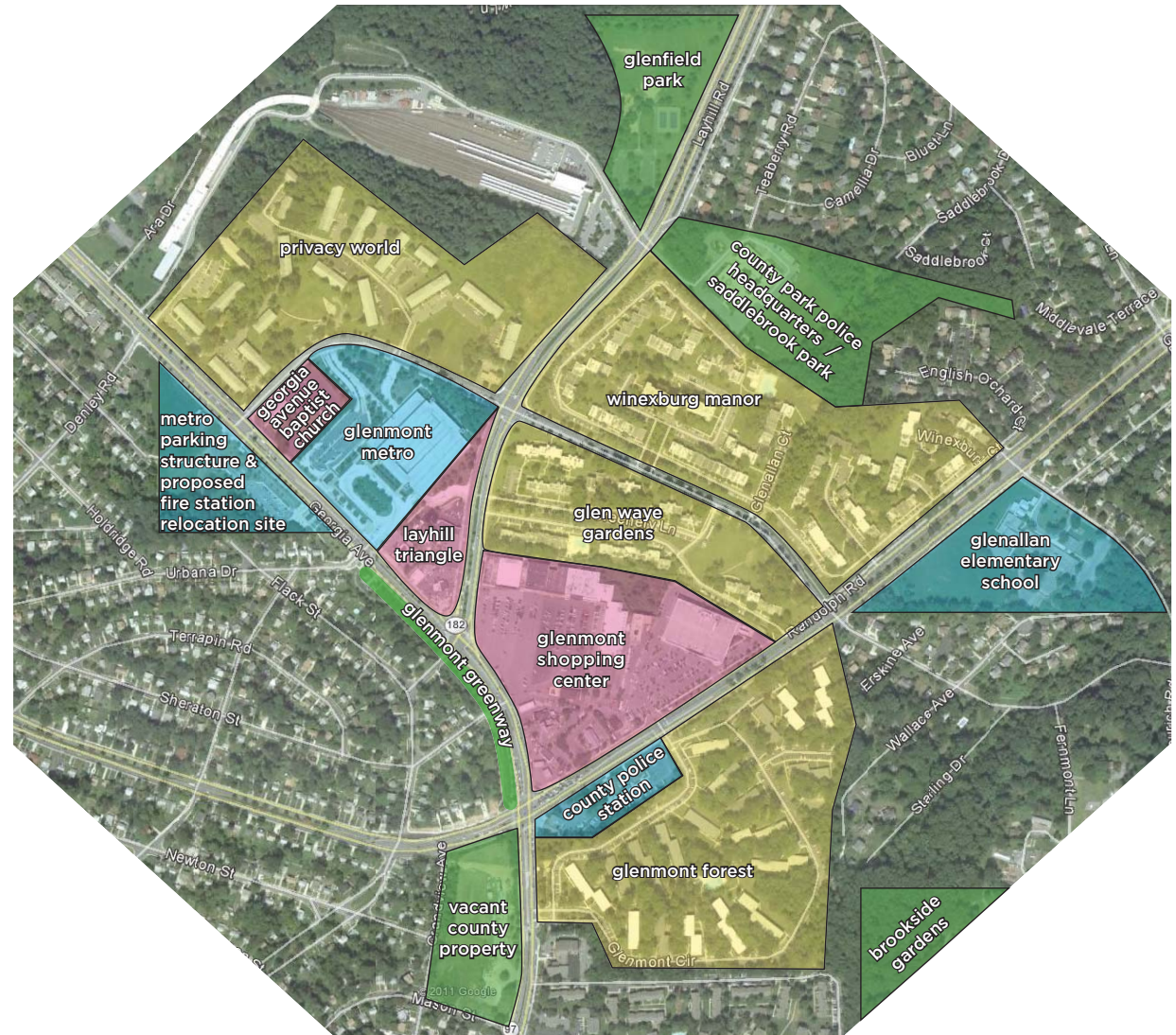
and consolidation agreements with the County, and with each other.

Adjacent to the Glenmont Shopping Center are the Glen Way Gardens Condominium and Winexburg Manor multifamily residential communities, which comprise two- to three-story garden apartment and condominium complexes, located north and south of Glenallan Avenue and west of Randolph Road. Additional multifamily residential communities within proximity of the Glenmont Shopping Center include Privacy World, located northwest of the Metro station, and Glenmont Forest, located east of the Randolph Road/Georgia Avenue intersection. Single-family, detached neighborhoods are located south of Georgia Avenue, and further north along Layhill and Randolph Roads, beyond the garden apartment and condominium complexes.

The area referred to as the "Layhill Triangle" is located directly west of the Glenmont Shopping Center, directly west across Layhill Road, and adjacent to the east side of the Glenmont Metro station. This area currently comprises the water tower and service retail uses, including the Stained Glass Pub and a 7-Eleven. Directly south of the Glenmont Metro station, on the west side of Georgia Avenue, are the new Metro parking garage and the planned fire station relocation site. In addition to these public facilities, the study area is also served

by the Glenallan Elementary School, Glenfield Park, Saddlebrook Park, the Glenmont Greenway, a fire station, a police station, the Park Police headquarters and Brookside Gardens, which provides direct access to Wheaton Regional Park.

Georgia Avenue, which provides primary north-south vehicular access in the area, divides the community in half with a consistent flow of high-volume traffic. Primary east-west vehicular access is provided by Randolph Road, which connects Glenmont to Rockville, the I-270 corridor and I-95. The grade separation of Georgia Avenue and Randolph Road, outlined in the 1997 Sector Plan, has been approved and funded, and will be completed over the next several years. Secondary roadways within the study area include Layhill Road, which provides north-south access from Georgia Avenue, and Glenallan Avenue, which provides east-west access between Georgia Avenue and Randolph Road.







# Process & Findings

The Glenmont Community Visioning Workshop process provided a structured outlet for community collaboration in the identification of a common vision for the Glenmont Shopping Center and surrounding area. A variety of mediums were utilized to inform the public of the workshops, including a Planning Department-hosted project webpage, flyers, newspaper announcements, and email blasts.





## process

### stakeholder interviews

Prior to commencing the Community Visioning Workshop series, the project team interviewed numerous area property owners, business owners, civic association representatives, faith-based organization representatives, public interest group representatives and public agency representatives to gather their perceptions of the area's strengths and weaknesses, and opportunities for change. The responses received during these conversations informed the project team's concurrent analysis of existing conditions, and established the foundation for developing the Preliminary Vision.

For a more detailed list of those interviewed, please see the Appendix.



### workshop 1 (2•4•2012)

The first of the Community Visioning Workshops was held on a Saturday morning and attended by approximately 95 people. In an effort to attract a larger, more diverse segment of the Glenmont community, the first workshop offered Spanish translation services. This workshop introduced the Glenmont community to the visioning process with a brief outline of the Sector Plan amendment process and a presentation of the current opportunities for, and challenges to, redevelopment in the Sector Plan Area. The opportunities and challenges presented were collected from conversations with area stakeholders and analyses of the Sector Plan Area's current land use framework, pattern of development, circulation network, pedestrian/bicycle facilities and ownership.

Specific strengths, challenges and opportunities within an approximately 1/4-mile radius of the Glenmont Metro station were represented graphically on large maps, which were displayed at the workshop for participants to review and provide comments. Following the presentation, workshop participants formed small groups to discuss and identify, on large table-sized maps, issues and opportunities for the future of Glenmont. During this exercise, facilitators posed several questions to engage participants in a discussion of the overall vision for Glenmont:

1. What do you love about Glenmont and would not want to change?
2. What are the three most pressing issues in Glenmont today?
3. How can Glenmont take advantage of its Metro station (and the possible introduction of Bus Rapid Transit)?
4. What kinds of changes would you like to see at the Glenmont Shopping Center?
5. What other changes are needed in Glenmont regardless of what occurs at the Shopping Center?
6. The vision for Glenmont in the 1997 Sector Plan was:

*The Glenmont of the future will be a transit-oriented area. A compact mixed-use center will be the focus of community activity and will 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.*

Is this vision still valid for Glenmont? If not, how would you update it?

A complete set of the materials presented at Workshop 1 can be found in the Appendix.

## workshop 2 (2•22•2012)

Using the information garnered from the first Community Visioning Workshop, Planning Department staff and the consultant team worked together to produce a Preliminary Vision for the Glenmont Sector Plan Area, which was presented at the second Community Visioning Workshop. This workshop was attended by approximately 70 people and also offered Spanish translation services.

The project team began the second workshop with a presentation of the Preliminary Vision and accompanying precedent images of representative development, open spaces and pedestrian/bicycle facilities from other communities. Following the presentation, participants were once again asked to gather into smaller groups to discuss whether or not the overall Preliminary Vision appropriately addressed and responded to the ideas and concerns expressed at the previous workshop.

Two existing multifamily enclaves were identified on Preliminary Vision as “question mark areas” for discussion among the groups. Facilitators engaged participants in discussions of potential future uses, and the associated scale and type of development, that might be appropriate for these areas if they were to redevelop.

A complete set of the materials presented at Workshop 2 can be found in the Appendix.







## workshop 3 (3•21•2012)

The project team incorporated the comments and feedback on the Preliminary Vision from the second Community Visioning Workshop to generate the Draft Vision, which was presented at the third, and final, Community Visioning Workshop. At this workshop, which was attended by approximately 75 people, the project team presented the Draft Vision, an associated Pedestrian and Bicycle Connectivity Diagram and a Draft Vision Statement, largely based on the 1997 Sector Plan Vision Statement. Following the presentation, attendees were encouraged to visit facilitated stations where they could view and comment on the Draft Vision, the Pedestrian and Bicycle Connectivity Diagram, the Draft Vision Statement and an illustrative interpretation of what the Glenmont Shopping Center and immediately adjacent area might look like if redeveloped in the future.

Attendees were provided with individual comment sheets, as well as large notepads at each station, to document their ideas and concerns. Additionally, the Planning Department created a comment section on the Glenmont Sector Plan webpage where community members could continue to submit their comments for the duration of the Sector Plan amendment process.

A complete set of the materials presented at Workshop 3 can be found in the Appendix.

## findings

### workshop 1 (2•4•2012)

#### strengths

The Glenmont community identified the Glenmont Metro station, local parks, neighborhood schools and existing and proposed public transportation routes as assets. Community members value the existing commercial anchors in the Glenmont Shopping Center, including Shoppers Food Warehouse, CVS, Staples and Country Boy, as well as their proximity to area fire and police stations. Community unity and appreciation is strong in Glenmont, and residents expressed how much they value the community's demographic diversity and the variety and affordability of the existing housing stock.

#### challenges

The Glenmont Shopping Center is considered by nearly all residents as the major deterrent to change in Glenmont. More specifically, residents indicated its outdated appearance, poor internal access and lack of services.

Participants also highlighted the unsafe and inaccessible pedestrian and bicycle facilities, as well as the prevalence of major thoroughfares with high volumes of traffic, as discouraging pedestrian and bicycle activity throughout the Sector Plan Area. The inability to move safely by foot or bike throughout the Glenmont community, from the single- and multi-family residential communities to

the Glenmont Shopping Center, is considered the main obstacle to establishing successful, compact and walkable mixed-use development in Glenmont. Specific concerns regarding pedestrian and bicycle safety include an overall lack of pedestrian lighting, especially within the vicinity of the Glenmont Metro station; high speeds of vehicular traffic; vehicular turning movements that conflict with pedestrian traffic; the lack of marked and signed pedestrian crossings at key pedestrian crossing points; the frequency of curb-cuts; the lack of designated bicycle facilities; and the lack of setbacks and buffers between sidewalks and roadways.

According to participants, the community has also been impacted by both the perception and reality of crime. If not addressed, this perception could impede redevelopment efforts and threaten the community's overall peace of mind.

## opportunities

The majority of the community overwhelmingly welcomes redevelopment of the Glenmont Shopping Center and the Layhill Triangle properties directly west of the shopping center, across Layhill Road, to capitalize on the proximity of these areas to the Glenmont Metro station. Specifically, the community would like to see a Town Center on the Glenmont Shopping Center property with neighborhood services and amenities such as grocery stores; coffee

shops; restaurants; a daycare facility; a hotel; a central green space or plaza where the community can gather for outdoor events; professional offices/employment; and residential development. On the other hand, a few community members expressed reservations about new growth and development, including comprehensive redevelopment of the Glenmont Shopping Center and adjacent sites into denser, mixed-use areas.

The community is adamant that redevelopment of the Glenmont Shopping Center, the properties directly west, across Layhill Road, and the Privacy World property should consist of three- to six-story structures that appropriately step-down and transition to surrounding, existing residential neighborhoods so as not to dwarf them with high-rise structures.

It is also critical to the community that new development improves pedestrian access and mobility, provides for organized parking, and accommodates internal vehicular connections to avoid intensifying the high volumes of traffic on Georgia Avenue and Randolph Road. Residents identified the need for enhanced pedestrian and bicycle facilities and connections to and from Brookside Gardens, the Metro and from the Glenmont Shopping Center as well as between surrounding residential communities and destinations across Georgia Avenue, Randolph Road, Layhill Road





and Glenallan Avenue. Streetscape improvements are desired along Glenallan Avenue, Georgia Avenue, Randolph Road and Layhill Road. The community encourages the extension of the Glenmont Greenway south along Georgia Avenue, as well as active, programmed open space and recreational uses at the County-owned property in the southwest corner of the Georgia Avenue/Randolph Road intersection.

Finally, the community is also very excited about the prospect of “customizing” the water tower to symbolically identify Glenmont and establish a positive image for the community.

A summary of the feedback received at Workshop 1 can be found in the Appendix.



### workshop 2 (2•22•2012)

In general, the Preliminary Vision was well received by participants. They were pleased with the inclusion of the mixed-use “Town Square” concept and associated public plaza/green space, and supported the proposed open spaces and open space connections. They valued the proposed streetscape enhancements and improvements to pedestrian and bicycle facilities along Glenallan Avenue, Georgia Avenue, Randolph Road and Layhill Road.

### land use and buildings

Overall, the community stated a preference for three- to six-story, mixed-use and multifamily residential development, particularly at the Glenmont Shopping Center, contingent on the appropriate transition to the surrounding, existing single-family neighborhoods. Some community members also preferred that the entire Glenmont Shopping Center be shown as mixed-use, and expressed an interest in development at higher densities than what was depicted in the precedent images that accompanied the Preliminary Vision (approximately 7+ floors).

### circulation and access

In addition, participants articulated a range of opinions of the bifurcation of Layhill Road, with some in favor of, and some concerned about, its purpose and impacts on the surrounding area. However, the community generally concurs that mixed-use

redevelopment of uses directly west of the Glenmont Shopping Center, across Layhill Road, is appropriate and maximizes the development potential of land adjacent to the Glenmont Metro station.

An additional concern of some community members is the potential influx of vehicular traffic associated with additional residential development on already congested roadways within the Sector Plan Area. However, most of the community is aware that the introduction of mixed-use development within close proximity of the Glenmont Metro station will promote the use of alternative modes of transportation, as well as establish an internal street network that will increase pedestrian, bicycle and vehicular mobility within the Sector Plan Area.

Members of the community also brought additional circulation and access improvements to the attention of the project team. These include improvements to the Glenmont Circle/Randolph Road intersection; dedicated pedestrian/bicycle access to Brookside Gardens; improved pedestrian crossing facilities at the intersections of Randolph Road with Livingston Street and Terrapin, Heurich and Judson Roads; and a reduction in the frequency of curb cuts throughout the Sector Plan Area.

## public spaces

Additional suggestions for public realm improvements identified by the community include the utilization

of the medians along Denley and Judson Roads as playgrounds, as well as the reuse of the County-owned parcel at the southwest corner of the intersection of Georgia Avenue and Randolph Road as a dedicated, programmed public open space. Specific uses of this facility suggested by the community include a community garden, sports fields, a community center, a playground and a village green.

## residential redevelopment

The consensus from the community on the future use of the existing Winexburg Manor property is that residential uses should occupy the majority of the site, but that concentrated areas of professional office uses, such as accountants, dentists, interior designers, and the like, could also be allowed.

The consensus from the community on the future treatment of the existing Glenmont Forest property is that residential uses should occupy the majority of the site, but that concentrated areas of retail development could be allowed along Randolph Road, across from the Glenmont Shopping Center. Ideas for mixed-use development in this area included uses such as dry cleaners, coffee shops and small restaurants to serve the surrounding residential communities.

A summary of the feedback received at Workshop 2 can be found in the Appendix.







## workshop 3 (3•21•2012)

The community was fairly supportive of the changes incorporated into the Draft Vision, and felt that the Draft Vision Statement was an improvement over the Vision Statement produced for the 1997 Sector Plan. The community generally expressed a preference for development that ranges from two to six floors in height along Randolph Road and Georgia Avenue, with some residents preferring lower, and others preferring higher, buildings.

### land use and buildings

Several community members expressed that proposed development should incorporate an appropriate range of land uses and densities to withstand future shifts in market trends. Community members feel that a possible new Metro entrance at the Glenmont Shopping Center is an important feature, and will serve as a potential catalyst for future development on both the Glenmont Shopping Center site and development directly west of the shopping center, across Layhill Road. Additionally, the community remains excited about the prospect of branding the water tower with the “Glenmont identity.”

Some community members remained concerned about the transition in scale and type of new development on the Glenmont Shopping Center, the Winexburg Manor and Privacy World properties, to

the nearby single-family residential neighborhoods. Correspondingly, some participants suggested designating a green buffer along the edge of the adjacent Glenmont Shopping Center to better preserve the residential community.

### circulation and access

A number of concerns about the Layhill Road bifurcation remained, including the perception that it will have a negative impact on existing and future traffic patterns in the Sector Plan Area, as well as on pedestrian mobility between the Metro and the Glenmont Shopping Center.

Moreover, community members identified additional barriers to pedestrian mobility, including the at-grade pedestrian crossing improvements, specifically on Georgia Avenue and Randolph Road, which they feel do not adequately address pedestrian safety issues. Several community members feel that constructing underground or overpass pedestrian facilities will provide safer and more appropriate crossings along Georgia Avenue and Randolph Road.

In addition, streetscape improvements and bicycle and pedestrian facilities are highly desired by the community, some residents are concerned about the impact of these on-street facilities on private property. Participants asked whether the streetscape improvements would be accommodated within the





existing rights-of-way, or whether additional right-of-way on private property may be required to construct these facilities.

Finally, the community generally supports the proposed open space connections and associated trail network. However, some residents are concerned about the negative impact these facilities may have on their adjacent properties. In particular, residents of the Glen Waye Gardens Condominium object to the designation of a greenway network and associated trail through their community.

A summary of the feedback received at Workshop 3 can be found in the Appendix.





# Draft Vision

## DRAFT VISION STATEMENT

The Glenmont of the future will be a walkable, diverse and green community, and a family-friendly local destination. The Glenmont Shopping Center will be the focus of community-oriented activities and services, providing a distinctive identity for Glenmont. New transit-oriented, mixed-use development, concentrated in and around the shopping center and the Metro station, will offer expanded housing choices for people of all ages and incomes, while existing single-family neighborhoods will be preserved and enhanced. Improved pedestrian and bicycle facilities will provide safe and convenient connections to homes, work, shops, transit, schools and parks.



The Draft Vision updates the 1997 Sector Plan according to the direction provided by the Glenmont community during the visioning workshops. Key elements of the vision include:
























- A mixed-use town center, located on the site of the Glenmont Shopping Center, with an internal grid of streets and a concentration of services that cater to the needs of the community.
- Additional nodes of mixed-use development, intermingled with residential redevelopment that provide a variety of housing choices.
- Redeveloped residential communities that offer a greater variety of housing choices.
- New street connections and road configurations to provide more routes between destinations and major roadways.
- Safe, attractive and accessible pedestrian and bicycle connections through a continuous sidewalk network, designated bicycle routes, improved streetscapes and pedestrian crossings, and a network of trails, paths and greenways.
- A “green” and connected network of open spaces, including a central community gathering space in the Town Center and a variety of neighborhood parks that offer opportunities for both programmed and casual interactions, as well as recreational activities.
- Preservation of existing single-family residential neighborhoods and protection of these areas

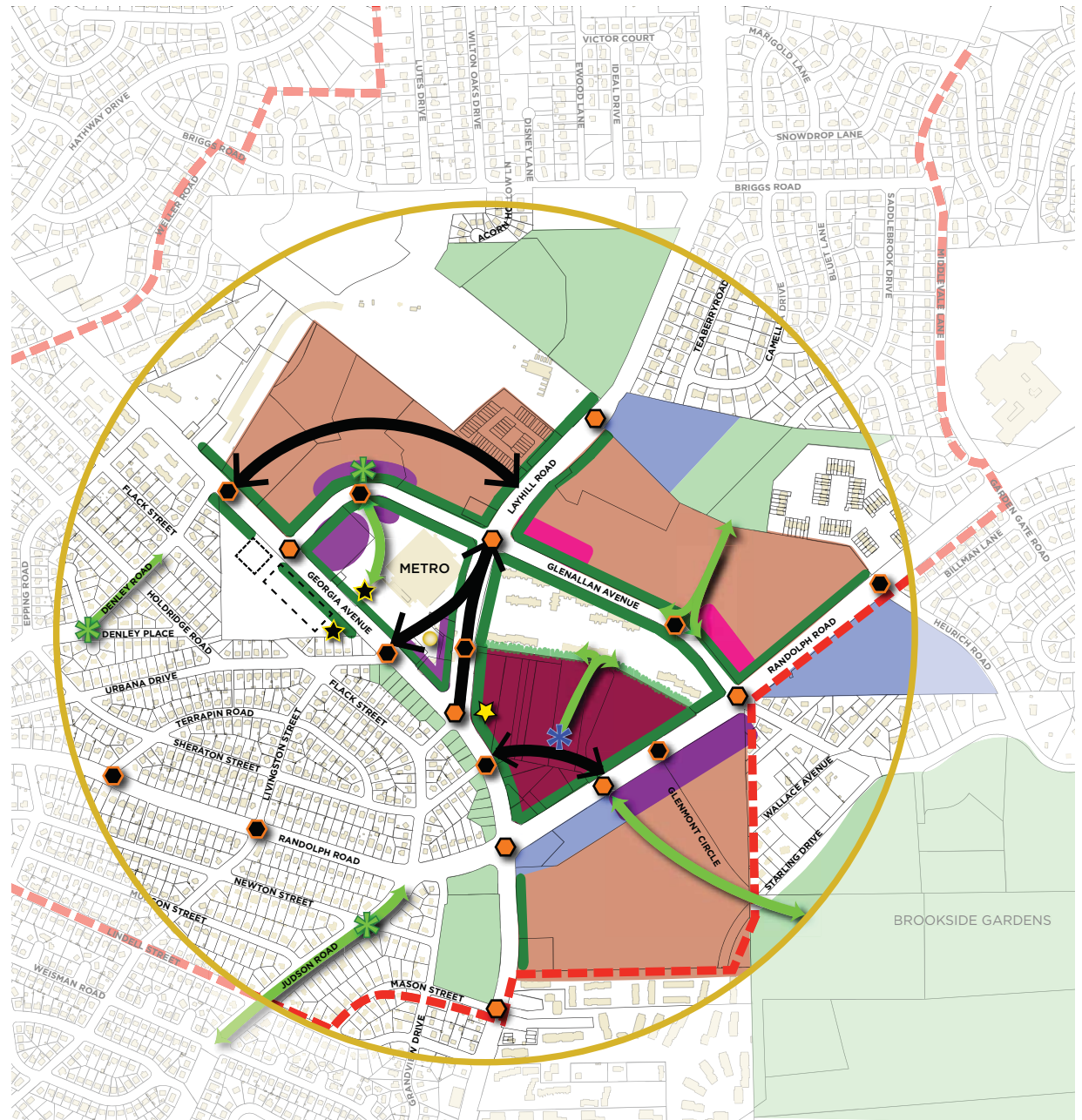
through sensitive transitions in the scale of new development.

The key components of the draft vision are described in more detail in the pages that follow.

# Glenmont

## COMMUNITY VISIONING WORKSHOP Draft Vision

-  SECTOR BOUNDARY
-  1/2-MILE RADIUS
-  BUILDINGS
-  WMATA PARKING GARAGE
-  PLANNED FIRE STATION RELOCATION SITE
-  STREETS
-  WATER TOWER
-  EXISTING METRO ENTRANCE
-  POTENTIAL METRO ENTRANCE
-  ENHANCED EXISTING PEDESTRIAN CROSSING POINT
-  POTENTIAL NEW PEDESTRIAN CROSSING POINT
-  PLANNED AND SUGGESTED NEW ROAD CONNECTIONS
-  PROPOSED PUBLIC OPEN SPACE CONNECTIONS
-  PROPOSED PUBLIC OPEN SPACES
-  PROPOSED CIVIC GATHERING PLACE
-  PROPOSED BUFFER
-  EXISTING PUBLIC FACILITIES
-  EXISTING PUBLIC OPEN SPACE
-  STREETScape ENHANCEMENT OPPORTUNITIES
-  MIXED-USE OPPORTUNITY AREAS
-  MIXED-USE OPPORTUNITY AREAS WITH LIMITED RETAIL
-  PROFESSIONAL OFFICE/MULTIFAMILY RESIDENTIAL MIXED-USE OPPORTUNITY AREAS
-  RESIDENTIAL REDEVELOPMENT OPPORTUNITY AREAS



100'  
0' 500'

April 2, 2012

1/2 Mile



## glenmont shopping center

The most significant and desired change in Glenmont is the complete transformation of the existing Glenmont Shopping Center site into Glenmont Town Center, a mixed-use and pedestrian-oriented hub that maximizes the site's proximity to the Glenmont Metro station and establishes a new image and identity for Glenmont. As envisioned, the Town Center includes a diversity of retail, commercial and residential uses and is designed such that it has the flexibility to accommodate the evolving needs of the community.

Land uses within the Town Center could include a variety of space types, such as offices, apartments and condominiums, restaurants, boutiques, coffee shops, a gym, a grocery store and/or a hotel (market permitting), as well as several of the existing retail anchors and a daycare facility. Mid-rise buildings—both mixed-use structures with ground-floor retail and single-use commercial or residential structures—should engage the interior streets of the Town Center, as well as the pedestrian-oriented streetscapes along Georgia Avenue and Randolph Road. Town Center development could be served by interior parking garages and intermittent surface parking lots that are concealed behind buildings.

With its proximity to public transit and with an internal grid of streets, the Town Center would encourage the use of alternative modes of transportation, such as walking, biking and public transit. A new entrance to the Glenmont Metro station, located at the southwestern corner of the site, would greatly enhance both the accessibility and visibility of the development to Metro commuters while increasing its attractiveness as a development site. Visitors, workers and residents could easily and safely navigate the interior streets of the Glenmont Town Center and access surrounding neighborhoods and destinations without an automobile.

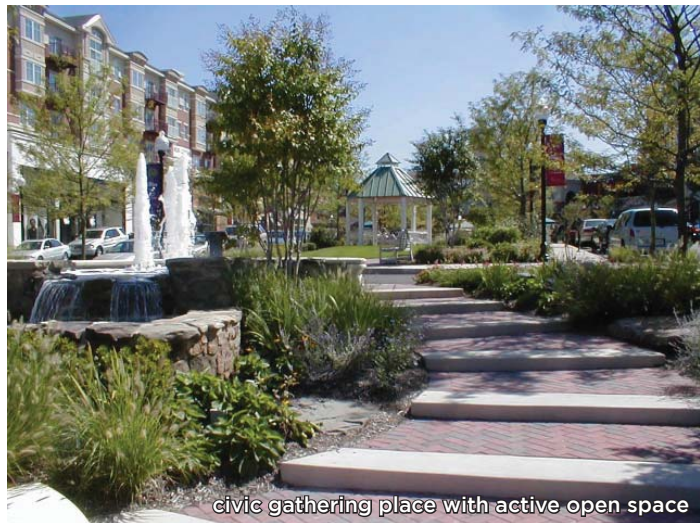
Integrated into the Glenmont Town Center would be a highly valued civic gathering place, or “town square.” This versatile space could incorporate an outdoor plaza serving as a venue for weekend Farmers Markets, outdoor movies in the summer, festivals and concerts, and other family-friendly activities. As envisioned, the plaza would transition into a linear green space that could incorporate elements such as a community playground, a water element and public art.



public plaza as a venue for a farmers market



public plaza as a venue for community events



civic gathering place with active open space



pedestrian-friendly, mixed-use town center with a civic gathering place

## mixed-use development

Additional mixed-use development on surrounding properties would contribute to Glenmont's vitality. Smaller in scale and with limited retail and commercial uses, they would complement, rather than compete with, the Town Center by providing a range of housing choices and community-serving retail and commercial uses.

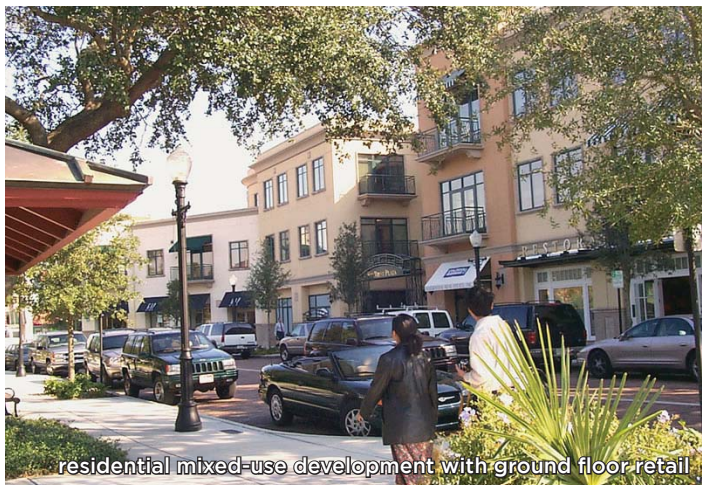
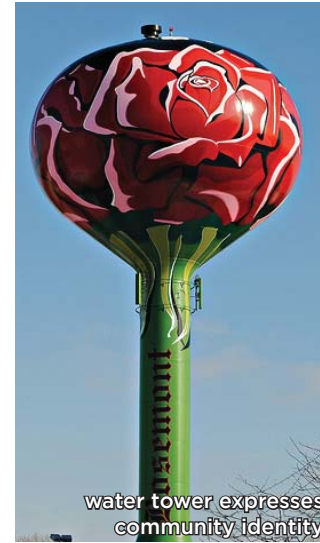
Across Randolph Road from the Town Center, a redeveloped Glenmont Forest could include multifamily residential with community-serving retail uses such as dry cleaners, a coffee shop or a small café, facing the generous sidewalks along Randolph Road. Residential units would occupy the upper floors of the mixed-use buildings as well as the remainder of the property, further away from Randolph Road.

Across Layhill Road from the Town Center and fronting onto Layhill Road and Georgia and Glenallan Avenues, pockets of mixed-use development could enliven the streets surrounding the Metro station. Ground-floor retail uses could provide services for both the residents of the Glenmont Metrocenter development and Metro riders coming to and from the station, while office and residential uses could occupy the upper floors. Buildings could face generous sidewalks, which should be buffered from Layhill Road and Glenallan and Georgia Avenues by wide landscaped areas and street trees. The area west of Layhill Road would also become a visual

focal point for Glenmont thanks to the water tower, the exterior of which could be creatively repainted or otherwise redesigned, making it a visual symbol of Glenmont and a landmark that contributes to the community's overall image and identity.

Along the north side of Glenallan Avenue, at its intersections with Layhill Road and Randolph Road, two more mixed-use nodes could house a variety of community-oriented professional services on the ground floors with residential uses located above and adjacent to them. Tenants might include businesses such as medical offices or accounting services, enabling Glenmont residents to access such services close to home and providing additional employment, while the residential component would provide additional housing options for the Glenmont community.





## residential redevelopment

The Draft Vision calls for redevelopment of existing multifamily residential properties to provide a greater variety of housing choices. As currently proposed, Glenmont Metrocenter development would include a combination of multifamily apartments and condominiums, with maximum heights ranging from 50 to 85 feet (or 7 stories maximum), and single-family, attached townhouses. This residential community would be served by an internal network of streets providing connections to the neighborhood mixed-use center on Glenallan Avenue. In addition, residential redevelopment on the sites of the existing Winexburg Manor and Glenmont Forest communities, in the long term, could include both townhouses and taller multifamily apartment and condominium buildings. These residential uses would provide a transition in scale, massing and development intensity, such that building heights would diminish as development approaches the outlying, single-family residential areas.

## streets and circulation

As envisioned in the Draft Vision, the network of streets and sidewalks in Glenmont would enable residents and visitors to get around the area—and access transit connections—safely and comfortably, without relying solely on an automobile. Pedestrian and bicycle connections in and around the Town Center would be improved through a combination of new street connections, improved pedestrian crossings, and streetscape improvements. In addition, both Georgia Avenue and Randolph Road are envisioned as pedestrian-oriented “transit boulevards” that would accommodate future bus rapid transit service, in addition to vehicular traffic.

### new street connections

The Draft Vision adds numerous new streets, providing more direct connections between destinations and increasing the overall number of possible routes through the center of Glenmont. The most significant of these new connections would be two new east-west streets, one through the existing Glenmont Shopping Center site and another through the Glenmont Metrocenter development, as well as a reconfigured circulation pattern where Layhill Road intersects with Georgia Avenue.

The east-west connection through the existing Glenmont Shopping Center site would provide the initial points of entry into the Town Center from Georgia Avenue and Randolph Road, while serving as





a key internal vehicular and pedestrian route through the site and as a primary commercial street within the Town Center. Similarly, the new street connection through the Glenmont Metrocenter development would provide access from Layhill Road to Georgia Avenue, effectively bypassing traffic along Glenallan Avenue.

The Draft Vision also includes the bifurcation of Layhill Road to create separate northbound and southbound connections to and from Georgia Avenue, as recommended in the 1997 Sector Plan. The bifurcation would occur north of the existing shopping center entrance and south of Glenallan Avenue, with the northbound leg following a portion of the existing Layhill Road right-of-way and a new southbound alignment traveling just west of the existing water tower and east of the existing Metro access road, terminating at Georgia Avenue. The reconfigured road patterns would achieve multiple benefits: improved pedestrian connections across Layhill Road; reduced traffic at the Georgia Avenue intersection; and improved access to the adjacent Town Center and mixed-use development and Metro station west of Layhill Road.

### **pedestrian and bicycle connectivity**













Key components of the comprehensive circulation network envisioned in the Draft Vision include a continuous network of sidewalks, an expanded system of bicycle routes, and new and enhanced at-grade pedestrian crossings, as shown in the accompanying Pedestrian and Bicycle Connectivity map. As a result, the entire Glenmont area would be accessible on foot, while designated bicycle routes along major roadways and within residential neighborhoods would provide another way to travel safely and conveniently through the area.

To provide safe pedestrian connections across major roadways, numerous improved pedestrian crossings, both new and enhanced, are envisioned at key intersections along Randolph and Layhill Roads and Georgia and Glenallan Avenues. Potential crossing treatments could include painted or textured crosswalks, curb extensions and, where feasible, timed pedestrian crossing signals, but the exact nature of the crossings would depend on factors such as the volume of traffic traversing the intersections and the frequency of signals along each roadway.

These pedestrian and bicycle facilities are supplemented by a system of trails, paths and planned hiker/biker trails that would serve as additional pedestrian and bicycle routes and as open space connections.

# Glenmont

## COMMUNITY VISIONING WORKSHOP Draft Vision: Pedestrian & Bicycle Connectivity

-  SECTOR BOUNDARY
-  1/2-MILE RADIUS
-  PROPERTY PARCELS
-  WMATA PARKING GARAGE
-  PLANNED FIRE STATION RELOCATION SITE
-  STREETS
-  PROPOSED CIVIC GATHERING PLACE
-  HIKER/BIKER TRAIL
-  SIDEWALK
-  BIKEWAY
-  POTENTIAL NEW TRAILS/PATHS
-  EXISTING PUBLIC OPEN SPACE







### streetscape enhancements

Streetscape improvements could greatly enhance the appearance of Glenmont's roadways and the pedestrian and bicycle experience along them, while the streetscape treatments along new streets could further contribute to a safe, comfortable and attractive public realm. Along Georgia Avenue, Layhill and Randolph Roads, and along Glenallen Avenue, streetscape enhancements would include wide sidewalks, which should be separated from the adjacent roadways by generous, landscaped buffers and lined with street trees and pedestrian-oriented street lighting. The enhanced streetscapes could also incorporate plantings and other elements to capture and treat stormwater before it enters the public sewer system, as well as a variety of street furniture, such as benches and bike racks.



streetscape with stormwater management features



streetscape with wide, buffered sidewalks



streetscape with enhanced landscaping



streetscape with pedestrian-scaled ground floor retail and street furniture



## public open spaces, trails & paths

### public open spaces

The Draft Vision highlights a network of public open spaces, trails and paths throughout the Sector Plan Area, which would be integral to the character of Glenmont. The Draft Vision has a number of new public open spaces, the most important of which is the civic gathering place in the Glenmont Town Center and the linear park that connects to it. This park/plaza combination would provide a place for the Glenmont community to gather for events and casual interaction, while the adjoining linear park would provide access to the north end of the Town Center and surrounding residential communities, before terminating south of the Glen Waye Gardens Condominium property.

Other significant new open spaces include:

- A publicly-owned and maintained park facility on the existing property at the southwestern corner of the Randolph Road - Georgia Avenue intersection. This open space could provide residents with recreational facilities such as a multifunctional ball field, a community center and/or a community garden.
- A new open space, located close the Metro station at the entrance to the Glenmont Metrocenter, providing a new open space amenity for both residents of Glenmont Metrocenter and the larger Glenmont community.

- Conversion of the existing wide medians along Denley and Judson Roads as neighborhood parks or playgrounds, establishing new community gathering spaces within the existing single-family neighborhoods.

Finally, the Draft Vision preserves all existing parks, including Saddlebrook Park, Glenfield Park and the Glenmont Greenway, and integrates these facilities into the larger open space network and new development recommended as part of the vision.

### trails and paths

New trails and paths not only would provide additional routes for pedestrians and bicyclists to navigate the area, but also would link new and existing open spaces to establish a cohesive open space network. New trails and paths in the Draft Vision include:

- A path on WMATA property, between Glenallan Avenue and Georgia Avenue, linking Glenallan Avenue with the Metro station and Georgia Avenue while also providing access to the public open space at the entrance to Glenmont Metrocenter.
- A new greenway providing a more direct connection to Brookside Gardens from Randolph Road, opposite the Town Center.
- A new trail connecting Saddlebrook Park with mixed-use development along Glenallan Avenue,



through the redeveloped Winexburg Manor residential community.

- Hiker-biker trails, as identified in existing County plans. These trails would include one hiker-biker trail linking Flack Street to Georgia Avenue, through the WMATA garage and future fire station properties, and another connecting Glenfield and Saddlebrook Parks on both sides of Layhill Road.



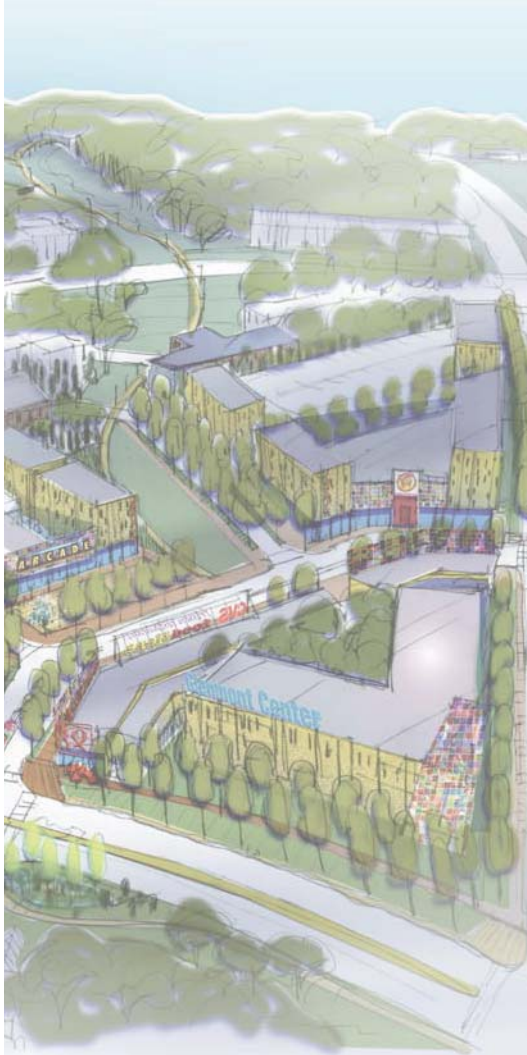


*An artistic representation of the Draft Vision, looking north from the intersection of Randolph Road and Georgia Avenue, toward the Glenmont Town Center*



# Next Steps

The Draft Vision provides a big-picture overview of the types of changes the Glenmont community would like to see in the future, in order to guide updates to the 1997 Sector Plan. Because it addresses land use changes generally, the Draft Vision cannot specifically address a range of planning, design and policy decisions that will require both further analysis and a greater level of detail. This will be accomplished as part of the Sector Plan process. During the three Community Visioning Workshops, participants made numerous suggestions that, while not addressed in the Draft Vision, will be explored further in the Sector Plan.



## things to consider during the sector planning process

The Sector Plan will need to address the following elements in more detail:

### additional land use and zoning considerations

While the Draft Vision provides an initial framework for what Glenmont might look like once development occurs in the future, Planning Department staff will need to further analyze the amount and scale of development that is appropriate, based on factors such as market conditions, urban design requirements, transportation impacts, infrastructure needs, and other considerations. While the Draft Vision addresses general categories of land uses, it does not include the more specialized land uses suggested by members of the Glenmont community during the visioning process, such as child care facilities, a hotel, affordable housing, senior care facilities, and community meeting and gathering spaces. These and other potential land uses will be analyzed further as part of the Sector Plan recommendations regarding land uses and community facility needs. In addition, the Sector Plan and design guidelines will need to address design considerations—such as building placement and orientation, height and massing, visual and architectural character and streetscape design—that were noted, but were not addressed comprehensively, during the visioning process.

### road and transit needs

During the remainder of the Sector Plan process, the Planning Department will assess the transportation impacts and benefits that are likely to result from the land uses proposed in the Draft Vision, as well as the appropriate designation of existing and proposed roadways. Recommendations regarding transit facilities and services will need to be explored further as part of ongoing coordination with WMATA and other agencies. Given the amount of land owned by WMATA, and the impact of transit facilities such as the bus loop, Metro parking garages and WMATA-owned property on implementation of the community's vision, the future use and design of these facilities should be explored further during the planning process. Similarly, the potential for a circulator bus service providing connections to the Metro, an idea raised during the visioning workshops, should be explored.

### school, park and community facility needs

As part of the Sector Plan process, Planning Department staff will further analyze the public facility needs that will result from implementation of the vision, including schools, parks and recreation, and other community facilities (emergency services, libraries, community centers, child care facilities, post offices, etc.). While the Draft Vision does not address these issues in detail, workshop participants noted a variety of school, park, and community facility



needs during the workshops. In particular, numerous participants highlighted the need for affordable child care within easy access of the Glenmont Metro station. Participants also noted the need for additional community meeting/gathering spaces.

#### **public safety**

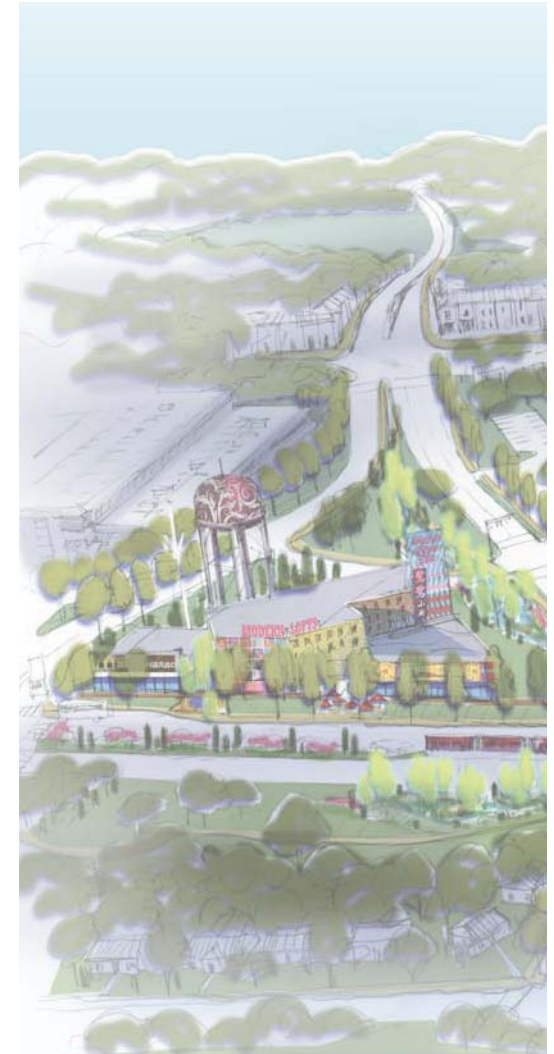
Many comments during the visioning process noted both the reality and the perception of crime in the Glenmont area. Participants emphasized the need for greater police presence, better street lighting, and other measures to improve public safety. The Sector Plan will need to evaluate the public safety recommendations included in the 1997 Sector Plan, and assess these and other approaches to addressing public safety within the context of the Sector Plan.

#### **sustainable / green design**

Throughout the visioning process, members of the Glenmont community advocated creating a “greener” Glenmont through the application of a variety of sustainable or “green” design approaches. These approaches—which could include better stormwater management practices, tree planting, and other techniques—should be explored further during the Sector Plan process. In addition, the Sector Plan will require a more detailed analysis of sensitive environmental areas as well as water and air quality issues.

#### **staging**

The 1997 Sector Plan recommended a staged development approach, linked to anticipated infrastructure improvements and future transit facilities, identifying future development likely to occur in the short term, based on infrastructure availability. The updated Sector Plan will analyze the need for a similar mechanism to ensure that future development can be supported by infrastructure improvements, such as the Randolph Road-Georgia Avenue interchange, new road connections, improvements to existing roadways, and future expansion of transit service.





## implementation strategies

There are a number of tools, incentives and approaches that local governments have successfully employed to implement plans in areas with issues of multiple ownership of key developable sites. The County and landowners should consider using the strategies described below to create meaningful change in the Glenmont area. Some of these strategies have already been employed elsewhere in the County. Some of the incentives noted below are included as part of the County's Commercial/Residential (CR) Zone, which the Planning Department could utilize in the Glenmont area.

### refined development concept

While the community vision is an important starting point, there is a need to develop a more detailed concept based on market potentials. A market analysis of the conceptual planning effort is recommended to ensure that the development concept is based on market realities, when used to recruit developers.

### land assembly

The proactive assembly of parcels, particularly related to redevelopment of the existing shopping center, will provide an incentive for attracting private development interest. The County could accomplish land assembly, and further incentivize development, through several possible approaches, including:

- *Facilitation of "voluntary" land assembly:* Montgomery County can play a pro-active role in facilitating land assembly by working directly with property owners as part of a master planning process to encourage them to coordinate and consolidate their parcels as part of a development package. The County can then assist the property owners by developing a Request for Proposals (RFP) for developers and can provide help in selecting a developer to work with the property owners. This approach is minimally intrusive yet does not formally provide "sticks and carrots" (regulations or incentives) to encourage private property owners to participate. For example, Commerce City, CA, noted for its business-friendly approach to development, assists with site assembly through such approaches as an expedited plan review process, temporary fee reductions or forgiveness (on a case-by-case basis), and designation of a "permit facilitation team" that meets with prospective developers and property owners.
- *Creation of a Land Assembly District (LAD):* A LAD encourages property owners within a specified district to assemble their land and buildings for redevelopment. Approval for assembly and sale of land can only occur through a majority vote of property owners. In return for becoming part of this district, local government

can provide additional regulatory, fiscal or other incentives, such as a density bonus (included in the County's CR Zone), tax abatement, or other incentives. A relatively new concept, LADs are still theoretical in nature and have been advocated by leading scholars at Harvard University and other academic institutions as legal solutions to redevelopment constraints.

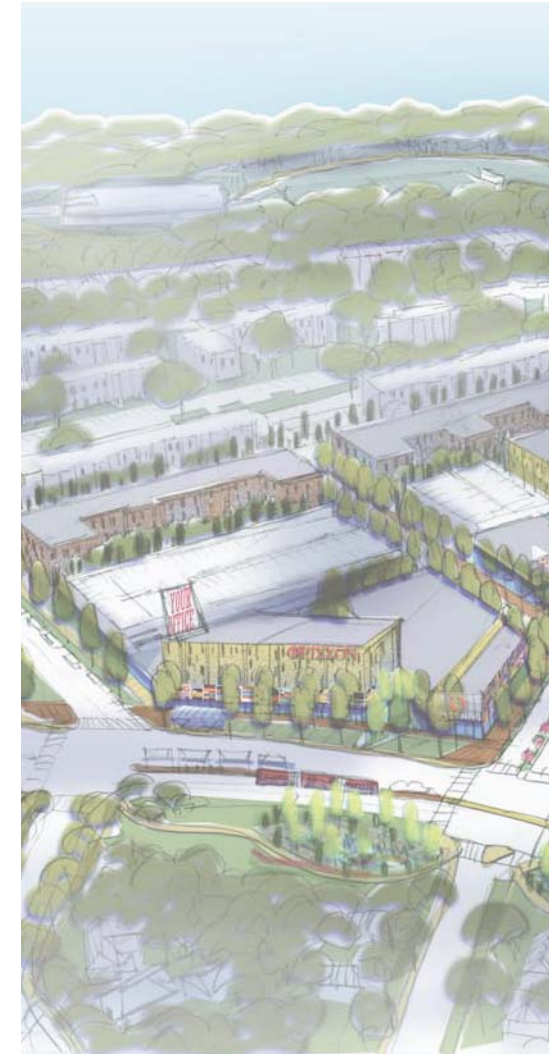
- *Equity Ownership in Development:* An approach to land assembly that promotes private participation is the establishment of a development corporation or LLC where individual property owners become equity shareholders based on the pro-rata value of their properties. This development corporation could then partner with a public or private development entity for redevelopment of their site, or a single property owner can become lead developer. This concept can work concurrently with a LAD, as part of a voluntary assembly process (where Montgomery County encourages the property owners to form an LLC), or condemnation and eminent domain policies are invoked to secure partial public ownership. The advantage is that property owners can be shown a financial benefit from participation in terms of a return on their equity (property) and can also retain ownership and business interest in their site. For example, for the Skyland Shopping Center redevelopment

at the Anacostia Metro station, a development process led by National Capital Revitalization Corporation (NCRC) assembled nearly 20 different parcels held by 15 land owners, formed a financial partnership with Morgan Stanley (with additional financing through TIF), and identified willing private property owners as equity partners. The property owners contributed land as equity in the redevelopment project, based on value of their asset, and NCRC leased the ground to the developer. The overall development was organized as an LLC, which reduced risk to the equity partners.

Once land has been assembled, there is a greater opportunity for redevelopment by public or private developers or through a partnership between the two. The various incentives mentioned above further increase the likelihood that private development interests would be attracted to participate in redevelopment.

#### **development and business recruitment incentives**

Assuming that a developer can be recruited to assist with redevelopment of the shopping center site, the developer will bring its own team of marketing staff to attract and recruit a broader mix of businesses to the redeveloped site. In addition, the County might consider the following incentives and approaches:







- *Tax Abatement:* An incentive directed to specific redevelopment districts that reduces the overall tax burden for certain types of development desired by the community and the County. For example, Arlington, TX utilizes tax abatements as an incentive for recruiting and retaining businesses within “target” sectors (i.e., certain manufacturing, health care, tourism and hospitality, logistics and trade and other industries). The incentives are applied across the county and are not limited to certain districts. By contrast, San Antonio, TX targets business tax abatement incentives to specific revitalization districts. The abatements are offered of up to 100% of real or personal property taxes for a period of up to 10 years, so long as the business qualifies as a targeted industry and meets requirements in terms of employee residency, fair wage laws, and location within an abatement district.
- *Business Incentives:* Incentives targeted for certain types of businesses within this special district can also assist with recruitment. For example, some cities offer direct financial incentives such as “forgivable” loans during the first 12 months of operation for qualified businesses. Some private developers (particularly those building traditional neighborhood developments, or TNDs) often provide similar “subsidies” for the initial years

of operation for businesses (i.e., café, gourmet grocery, restaurant, or wine shop) that form an essential part of the marketing “package” they use to sell homes in the TND. Local government can also work with the developer to pro-actively assist in recruiting destination businesses or anchor tenants through a package of public and private incentives.

- *Community Services:* In some cases, there may be opportunities for County agencies to help bring desired community facilities and services—such as child care, senior services, and other community facilities called for during the community visioning process—to the Glenmont community. Thus, the County could target the location of services under its control (either directly or through licensing and contracting) to the Glenmont area. A mechanism for doing so already exists as part of the County’s CR Zone.





stakeholder information

workshop 1 materials

workshop 2 materials

workshop 3 materials





Stakeholders representing the following community organizations, government agencies, businesses and properties were interviewed as part of the Community Visioning Workshop:

Glenmont Forest Neighborhood Civic Association

Greater Glenmont Civic Association

Tivoli Homeowners Association

Layhill South Citizens Association

Glenmont Civic Association

Foxhall Civic Homeowners Association

Glen Waye Gardens Condominium

Pilgrim United Church of Christ

First Assembly of God Church

Georgia Avenue Baptist Church

Wheaton/Kensington Chamber of Commerce

Latino Economic Development Corporation

Coalition for Smarter Growth

Office of Councilmember Nancy Navarro

Office of Councilmember Valerie Ervin

Mid-County Regional Service Center

Montgomery County Office of Planning & Development

Montgomery Housing Partnership

Montgomery County Health and Human Services Agency on Aging

Washington Metropolitan Area Transit Area

Glenmont Shopping Center properties

Shoppers Warehouse

Privacy World





# Workshop 1




## MEETING AGENDA

- |   |                     |
|---|---------------------|
| ❑ <b>Registration and “Browsing”</b>  | <b>8:30–9:00</b>    |
| ❑ <b>Welcome and Introductions</b>  | <b>9:00–9:30</b>    |
| 1. Welcome and overview<br>2. Introductions<br>3. “Getting to Know You” Survey  |                     |
| ❑ <b>Considering the Possibilities: Introductory Presentation</b>   | <b>9:30–10:00</b>   |
| Project Background and Upcoming Sector Plan Process (MCPD)<br>Glenmont Today (RHI)<br>Glenmont Tomorrow (RHI)<br>Defining a Vision for Glenmont: The Process (RHI)  |                     |
| <b>BREAK</b>  | <b>10:00– 10:15</b> |
| ❑ <b>Small Group Discussions (<i>Use dots and notes to respond to these questions on the map provided</i>)</b>  | <b>10:15– 11:15</b> |
| 1. What do you love about Glenmont and would not want to change?<br>2. What are the three most pressing issues in Glenmont today?<br>3. How can Glenmont take advantage of its Metro station (and the possible introduction of Bus Rapid Transit)?<br>4. What kinds of changes would you like to see at the Glenmont Shopping Center?<br>5. What other changes are needed in Glenmont regardless of what occurs at the Shopping Center?<br>6. The vision for Glenmont in the 1997 Sector Plan was:<br><i>The Glenmont of the future will be a transit-oriented area. A compact mixed-use center will be the focus of community activity and will 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.</i><br>Is this vision still valid for Glenmont? If not, how would you update it? |                     |
| ❑ <b>Small Group Presentations</b>  | <b>11:15–11:50</b>  |
| Groups report back key findings for 5 minutes each  |                     |
| ❑ <b>Summarizing What We Discussed</b>  | <b>11:50–12:15</b>  |
| Summary of key points mentioned<br>How do you think people outside of Glenmont view this area?<br>What should Glenmont’s image/identity be in the future?<br>Any additional questions or comments?  |                     |
| ❑ <b>Next Steps / Adjourn</b>   | <b>12:15–12:30</b>  |

## strengths

### Land Use

- Established neighborhoods
- Area is considered a housing resource along Metro's Red Line corridor
- Existing, relatively affordable, housing stock and neighborhoods
- Shoppers Food Warehouse, Staples and CVS as retail anchors
- Small, locally-owned businesses
- Fire and police stations
- Growing interest in moving to the area
- Proximity to public facilities (John F. Kennedy H.S., Glenallan E.S., Fire Station, Police Station, Park Police Headquarters)
- Proximity to Montgomery County parks (Saddlebrook Park, Wheaton Regional Park, Brookside Gardens, Glenfield Park, Glenmont Greenway)
- Water tower as an identifiable community feature
- Funded public facility improvements

### Mobility

#### *Transit & Transit Facilities*

- Accessibility to Metrorail, Metrobus and Ride-On
- The Metro bus loop and Kiss & Ride generally functions well, by WMATA standards

#### *Pedestrian / Bicycle*

- Existing pedestrian and bicycle connections (shared-use paths and shared roads), including the Glenmont Greenway
- Pedestrian activity around Metro, which creates "eyes on the street"

#### *Vehicular*

- Connectivity to major roadways and access to I-495 and Intercounty Connector
- Accessible to destinations to the north, south, east and west
- Funded roadway improvements

### Socioeconomic / Demographics

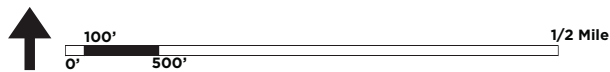
- Diversity of the community
- Working class, starter home community
- Sense of community
- Family-oriented neighborhoods and community



## COMMUNITY VISIONING WORKSHOP

### STRENGTHS

- 1/2-MILE RADIUS
- EXISTING BUILDINGS
- EXISTING WMATA PARKING GARAGE
- PROPOSED FIRE STATION RELOCATION SITE
- EXISTING HOUSING STOCK
- EXISTING PUBLIC FACILITIES
- EXISTING PUBLIC PARKS & OPEN SPACE
- EXISTING RETAIL ANCHORS
- ROAD CONNECTIVITY
- GLENMONT METRO STATION
- EXISTING LOCAL BUSINESSES
- IDENTIFIABLE COMMUNITY FEATURE (WATER TOWER)
- EXISTING BUS STOPS
- LARGE PARCEL UNDER SINGLE OWNERSHIP



## weaknesses & threats

### Infrastructure

- Extent of underground infrastructure related to potable water storage and water distribution could constrain development options

### Land Use

- Outdated appearance of Glenmont Shopping Center creates a poor front door for the community
- Fragmented landownership
- Insufficient amount of office uses to support neighborhood services
- Underutilization of development density and land use variety within proximity of the Metro
- Lack of community gathering places and accessible, usable public green/open space
- Limited retail options and “destination” commercial uses, such as restaurants
- Limited housing choices; range of housing types is limited
- Aging housing stock with little new investment may affect marketability
- Owners of small, local businesses are struggling
- Implementation of WMATA parking garage did not comply with 1997 Sector Plan
- A community preference for lower building heights and density, as well as concerns about urbanization, could serve as a disincentive for redevelopment, from a market perspective
- Lack of catalyst project and incentive for redevelopment
- Community concerns about urbanization of the area
- Continuation of land uses close the Metro station that do not tap the full transit-oriented development potential of these locations
- Sensitive environmental resources could be impacted by development in some locations
- Competition from retail and commercial development in nearby communities
- Potential loss of the existing stock of affordable housing as part of redevelopment plans
- Additional development in the area must be accompanied by additional services to support it – existing development is currently not adequately served by existing services
- Impact of proposed developments outside the sector area on the Glenmont community

### Mobility

#### *Transit & Transit Facilities*

- Bus circulation around the Metro station is impacted by traffic along Georgia Avenue during peak travel periods
- Kiss & Ride congestion during peak hours contributes to traffic congestion on surrounding roadways
- Cut-through traffic on Sheraton Street poses a hazard to pedestrians and children
- Lack of pedestrian/bicycle route signage, especially within the vicinity of the Metro station

#### *Pedestrian / Bicycle*

- Pedestrian crossing signals at Layhill Road does not allow adequate time for pedestrians to safely cross
- Infrequency of safe, designated pedestrian connections across Layhill Road, Georgia Avenue and Glenallan Avenue to the shopping center and Metro
- Pedestrian and bicycle facilities around the Metro are in need of improvement
- Sight restrictions on Layhill Road and Glenallan Avenue due to topography of the area
- Lack of connections from residential community and Metro to Brookside Gardens/Wheaton Regional Park
- Continued unsafe pedestrian circulation within the Glenmont Shopping Center parking lot and to and from surrounding residential development
- Proliferation of curb cuts along Georgia Avenue
- Proposed bifurcation of Layhill Road would create more curb cuts and further impede pedestrian mobility, as well as impact WMATA bus access lane
- Conflicts between vehicular turning movements and pedestrian and bus movements on Georgia Avenue

#### *Vehicular*

- Lack of left-turn access from Layhill Road into shopping center
- Difficult left-turn access from Randolph Road into Shoppers
- Community perception is that widening of Georgia Avenue disproportionately impacts the western side of the road, adjacent to the residential communities
- Poor condition of roads, especially Georgia Avenue
- High volume and speed of traffic along Georgia Avenue, Randolph Road, Layhill Road and Glenallan Avenue

- Traffic back-up during the AM peak approaching the Georgia Avenue/Randolph Road intersection, and on Layhill Road approaching Glenallan Road
- Access constraints to Glenmont Shopping Center
- Community concern that future development and redevelopment could exacerbate congestion in the area

### Public Facilities

- Perception that local area schools are lagging behind other County schools

### Public Safety / Welfare

- Perception of crime concerns
- Drug activity, gang activity, robberies and/or homelessness reported at the Glenmont Shopping Center and area surrounding the Metro, as well as nearby apartment complexes
- Criminal activity has increased since construction of the Metro
- Trespassing and distribution of flyers on private property
- Sight restrictions on Layhill Road and Glenallan Avenue due to topography of the area
- Persistence of public dumping and disposal of waste in open areas within residential neighborhoods

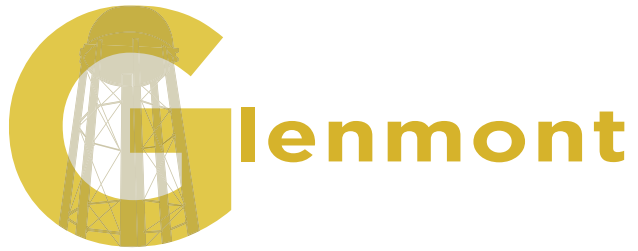
### Socioeconomic / Demographics

- Diverse community presents a diverse set of needs that cannot always be met

### Urban Form














- Narrow sidewalks
- Lack of pedestrian buffers between sidewalks and roads
- General lack of street trees and landscaping
- Poor maintenance of the few existing landscaped areas
- Separation and fragmentation of community by wide roadways
- Lack of visibility of retail from major roadways
- Lack of consistent, pedestrian-scaled lighting; pedestrian routes to/from Metro are poorly lit at night
- Wide roadways could continue to divide the community
- Continued pedestrian connectivity challenges associated with wide roadways
- Lack of upgrades to improve the aesthetics and overall image of Glenmont

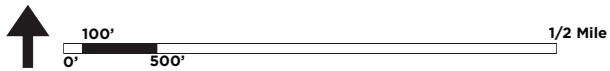




## COMMUNITY VISIONING WORKSHOP

### WEAKNESSES & THREATS

-  1/2-MILE RADIUS
-  EXISTING BUILDINGS
-  EXISTING WMATA PARKING GARAGE
-  PROPOSED FIRE STATION RELOCATION SITE
-  UNDERUTILIZED LAND/DENSITY
-  FRAGMENTED PROPERTY OWNERSHIP
-  HIGH VOLUME AND SPEED OF TRAFFIC
-  ENVIRONMENTALLY SENSITIVE AREAS
-  VEHICULAR ACCESSIBILITY ISSUES
-  AREAS OF VEHICULAR CONGESTION
-  REPORTED PATTERNS OF CRIMINAL ACTIVITY
-  POOR PEDESTRIAN FACILITIES
-  POTENTIAL TRAFFIC GENERATORS



## opportunities

### Land Use

- Area is considered a housing resource that will absorb a portion of future residential growth along Metro's Red Line corridor
- WMATA ownership of large portion of the area, including the leased Kentucky Fried Chicken site in the Layhill Triangle
- Planned redevelopment of the 30-acre Metrocenter/Privacy World site (1,300 apartments, 250 townhouses and retail), which is under single ownership
- Mixed-use redevelopment potential of Glenmont Shopping Center with reduced impervious area and improved connectivity, along with open spaces, new retail amenities and services
- Potential outdoor and indoor community gathering spaces that encourage social interaction and community cohesion
- Potential for new retail amenities and services within the Glenmont community, including medical offices, professional services, restaurants and hotels
- Redevelopment underutilized sites at northeast corner of the Georgia Avenue / Randolph Road intersection
- Potential additional retail anchor on existing shopping center sites
- Protection of local water resources in redevelopment proposals
- Retain the County-owned property at Randolph Road and Georgia Avenue as open space
- Retention of small, locally-owned businesses
- Montgomery County CR zoning
- Channeling commercial development to areas adjacent to the Metro station, instead of intruding into the residential areas
- Evaluate the need for additional community facilities
- Evaluate the need to revitalize or redevelop older housing
- Analysis of appropriate building heights, scale and bulk relationships of new development
- Urbanization to attract an active demographic
- Potential skate and dog parks

### Mobility

#### *Transit & Transit Facilities*

- Proposed BRT route along Georgia Avenue and Randolph Road
- WMATA's design alternatives for three different Metro entrances at the Glenmont station
- Recommended southbound lay-by lane on Georgia Avenue, south of the WMATA parking garage
- Bus shelters along both sides of Georgia Avenue, with dedicated lay-by lanes, to improve traffic flow

#### *Pedestrian / Bicycle*

- Proposed new bicycle facilities along Georgia Avenue, Randolph Road, Grandview Avenue, Layhill Road, and Glenallan Avenue
- Improvements generated by the new Randolph Road/Georgia Avenue interchange
- WMATA focus on increased pedestrian and bicycle accessibility
- Potential enhancement and extension of the Glenmont Greenway
- Installation of pedestrian-activated signals on Georgia Avenue, between Layhill Road and Randolph Road, and on Layhill Road, to connect surrounding residential neighborhoods with the Metro and the Glenmont Shopping Center
- Evaluate the ability to improve pedestrian and bicycle access to Brookside Gardens and Wheaton Regional Park
- Georgia Avenue as a safe, high-quality, pedestrian boulevard

#### *Vehicular*

- A comprehensive street network with potential new road connections:
  - Proposed Layhill Road bifurcation between Glenallan Avenue and Georgia Avenue, adjacent to Metro station and Layhill Triangle
  - Designated road connection through the shopping center

### Public Safety / Welfare

- Increased pedestrian activity and awareness associated with dense residential and retail development
- Retention and enhancement of berm between WMATA property and Briggs Road
- Possibility for a sound wall between the residences along Flack Street and the proposed fire station

### Urban Form

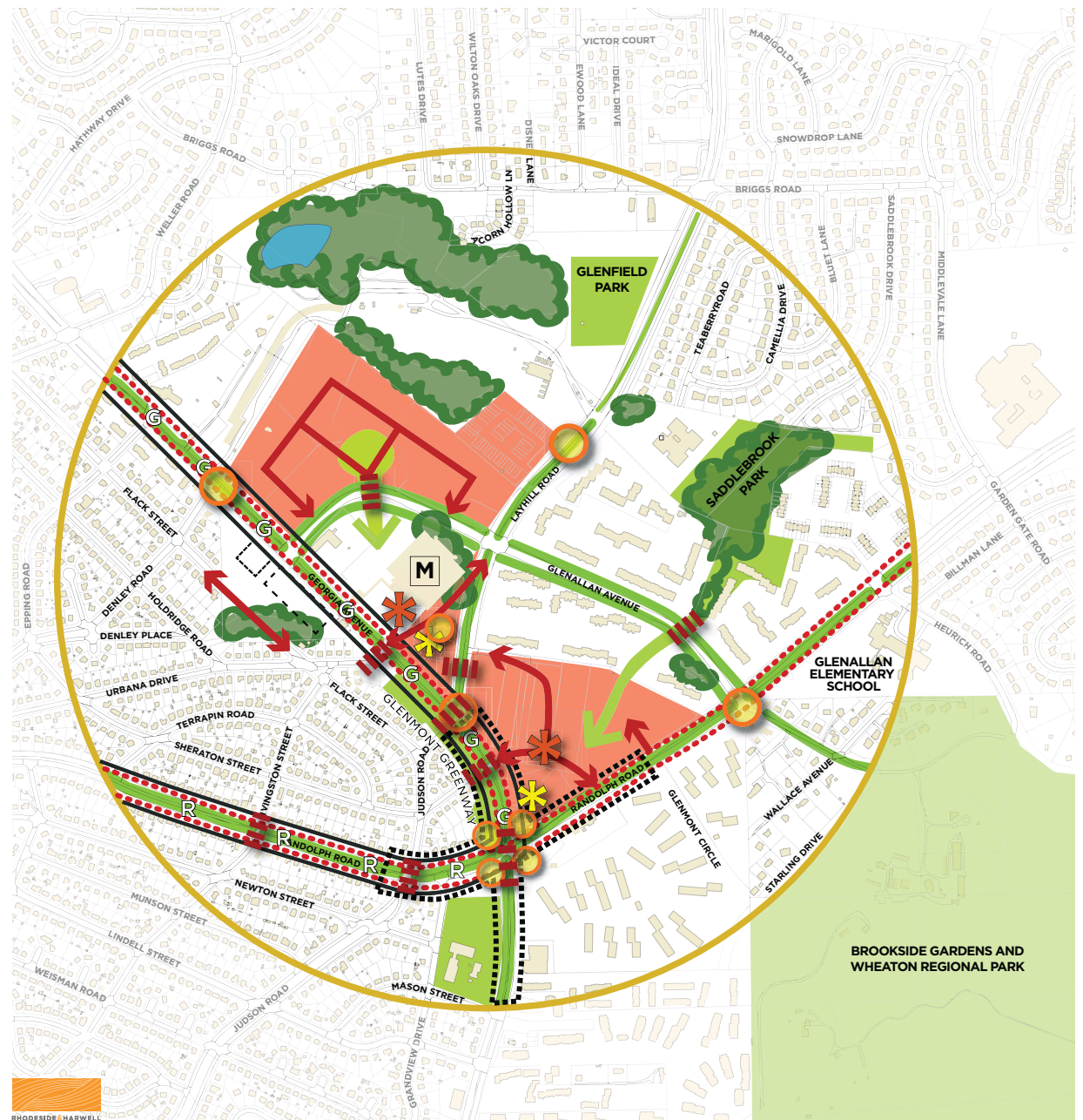
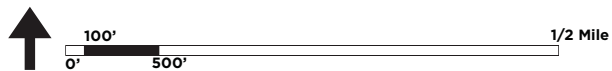
- Greening: landscaped area in front of the Metro, landscaped buffer strips, street trees, planted/ landscaped medians, particularly on residential streets (i.e., Denley Road and Hathaway Drive)
- Utilization of existing, planted medians in surrounding neighborhoods as community gathering spaces
- Establishing an image/identity for marketing Glenmont through physical improvements
- Establishing a signature landmark (i.e, the water tower or new building)
- Planned gateway signage and potential wayfinding for retail/commercial businesses
- Imaginative and appropriate architecture of development that contributes to the community
- Topography could provide advantages for sensitively accommodating taller buildings and for stormwater management



## COMMUNITY VISIONING WORKSHOP

### OPPORTUNITIES

- 1/2-MILE RADIUS
- EXISTING BUILDINGS
- EXISTING WMATA PARKING GARAGE
- PROPOSED FIRE STATION RELOCATION SITE
- MAXIMIZE PROXIMITY TO METRO
- REDEVELOPMENT OPPORTUNITIES
- GATEWAY OPPORTUNITIES
- OPEN SPACE AND GREENING OPPORTUNITIES
- RETENTION OF FORESTED BUFFER
- GEORGIA / RANDOLPH INTERSECTION IMPROVEMENTS
- POTENTIAL CIVIC GATHERING PLACES
- SIGNATURE LANDMARK
- POTENTIAL NEW CONNECTIVITY
- PROPOSED BIKE ROUTES AND FACILITIES
- NEW AND IMPROVED PEDESTRIAN CROSSINGS
- PROTECT SENSITIVE WATER RESOURCES
- PROPOSED GEORGIA AVENUE BUS RAPID TRANSIT
- PROPOSED RANDOLPH ROAD BUS RAPID TRANSIT





## summary of feedback received at workshop 1 on 2-4-2012

### 1. What do you love about Glenmont and would not want to change?

- Access to the Glenmont Metro station
- Shopping amenities (Shoppers, CVS, Staples, Country Boy)
- Access to parks (Brookside Gardens, Wheaton Regional Park, Glenfield Park, Saddlebrook Park)
- Location of police and fire facilities within the community
- Number of schools within, and surrounding, the community
- Access to bus routes and major roadways (ICC and I-495)
- Diversity of community
- Sense of community
- Existing neighborhoods are well-maintained, affordable and friendly
- Diversity of housing stock (single-family, condos and apartments)
- Good regional location

### 2. What are the three most pressing issues in Glenmont today?

- *Glenmont Shopping Center:*
  - Visual appearance
  - Pedestrian and vehicular accessibility and safety
  - Retail mix and target demographic
- *Pedestrian/bicycle accessibility and safety issues:*
  - Along Layhill Road, Glenallan Avenue, Georgia Avenue and Randolph Road
  - General lack of lighting
  - General lack of bicycle routes
  - High vehicular speeds
  - Between Metro and Glenmont Shopping Center
- *Traffic congestion:*
  - Traffic patterns through area and within area
  - Turning movements
  - Ingress/egress access
  - Cut-through traffic
- Crime and public disorder (including drug activity, trash/dumping, prostitution, home invasions, panhandling)
- Current conditions of, and future plans for, Privacy World

### 3. How can Glenmont take advantage of its Metro station (and the possible introduction of Bus Rapid Transit)?

- *Development near Metro*
  - Mixed-use
  - Housing for a variety of incomes and ages
  - Retail and restaurant destinations
  - Neighborhood support services and amenities, including farmers market, hotel, daycare, community center, entertainment
- Improved pedestrian access to Metro (adequate pedestrian crossings, lighting)
- Bicycle facilities that include routes to the Metro, bike storage/lockers, bike-sharing stations
- Transit connections to/from Metro (community circulator shuttle; increased bus routes to neighborhoods; expanded service to BWI, ICC, and NIH)

### 4. What kinds of changes would you like to see at the Glenmont Shopping Center?

- Village/Town Square/Center
- Green space
- *Maintain and expand mix of retail and services to provide more options that include local businesses*
  - Sit-down restaurants, including a coffee shop, with outdoor seating
  - Destinations for residents, visitors and commuters (movie theater, sports and fitness facilities)
  - Neighborhood services (daycare)
- Improved pedestrian and vehicular access to and within the center, via a connected network of streets
- Improved visual appearance
- Lighting
- Organized (underground/structured) parking

### 5. What other changes are needed in Glenmont regardless of what occurs at the Shopping Center?

- *Improved pedestrian connections to:*
  - Nearby parks (Wheaton Regional Park, Glenfield Park, Brookside Gardens)
  - Metro
  - Glenmont Shopping Center



- Winexburg Manor, Privacy World and surrounding residential neighborhoods
- *Improved bicycle facilities along:*
  - Georgia Avenue
  - Layhill Road
  - Randolph Road
  - Glenallan Avenue
  - Residential side streets
- *Intersection improvements at:*
  - Glenmont Circle at Randolph Road to address police response issues
  - Crosswalk at Heurich Road and Randolph Road
  - Glenmont Village entrance
  - Glenallan Avenue at Metro access road
- *Improved bike and pedestrian crossings at/to:*
  - Randolph Road at Livingston Street
  - Randolph Road at Judson Road
  - Layhill Road at Glenmont Shopping Center (possibly pedestrian-activated)
  - Georgia Avenue at Sheraton Street
  - Pedestrian connectivity at Randolph Road and Georgia Avenue intersection (potentially a pedestrian bridge)
  - Wheaton library
  - Metro from surrounding residential neighborhoods
- Streetscape improvements (multimodal accessibility, bicycle facilities, pedestrian facilities, street trees, landscaping, street lighting) along Georgia Avenue and Randolph Road
- Signage/Wayfinding
- Better signage to direct people to Metro
- *Development opportunities*
  - Mixed-use development that would step-down to surrounding neighborhoods
  - Hotels within proximity of the Metro
  - More employment/office opportunities
  - Prefer condominium, townhouse and affordable single-family residential development
  - Neighborhood services (professional offices, daycare facilities, small-scale retail)
  - Development that is similar to the Rockville Town Center
  - Encourage low to moderate building heights

- instead of high-rise development
- Reconsider height and uses within Privacy World redevelopment proposal
- *Community facilities*
  - Community gathering places (indoor and outdoor)
  - Improve facilities at Saddlebrook Park
  - Better identification of existing community facilities
  - Establish a park or community facility on the County-owned parcel at the intersection of Randolph Road and Georgia Avenue
  - Dog park
  - Extend Glenmont Greenway south of Randolph Road
- *Community branding/identification*
  - Define Glenmont's identity with a focal point/community core
  - Use water tower for community identification purposes (paint it)
  - Install gateway treatments and other methods of community identification throughout the community
  - Improve the visual appearance and quality of area (remove litter)
- *Transit*
  - Consider establishing a circulator bus to serve community
  - Consider bus connectivity to Brookside Gardens
- *Traffic / Roads*
  - Glenmont Circle reconfiguration concerns
  - Repave roads and fix potholes
  - Restrict right-turn movements at certain intersections to improve safety of pedestrian movement
  - Improve conflicting vehicular and pedestrian movement at the intersection of Layhill Road and Georgia Avenue
  - Address traffic impacts related to the Georgia Avenue/Randolph Road intersection
  - Improve vehicular access to/from the Metro station and new parking garage
  - Control/reduce the speed of traffic (traffic

## summary of feedback received at workshop 1 on 2-4-2012

summary of feedback received at  
workshop 1 on 2-4-2012

- calming measures)
- *Crime*
  - Improve the safety of pedestrians (Glenmont Shopping Center, condominium developments, Layhill Triangle)
  - Increase the visibility of police officers in the community
  - Install pedestrian lighting

6. The vision for Glenmont in the 1997 Sector Plan was:

*The Glenmont of the future will be a transit-oriented area. A compact mixed-use center will be the focus of community activity and will 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.*

Is this vision still valid for Glenmont? If not, how would you update it?

- Yes, but it needs to be implemented!
- Somewhat
- *Revisions:*
  - Limit concentration of development around Metro station to no more than 25% more than existing
  - Neighborhood-oriented retail that fosters local businesses and diversity
  - Housing and community facilities that appeal to a broad age range
  - Focused redevelopment of shopping center
  - Emphasize pedestrian and bicycle connectivity
  - Emphasize additional green spaces and parks that give the community a sense of place
  - Better mix of housing types
  - Change “new” Metro station to “existing” Metro station
  - Family-friendly community
  - Replace “transit-oriented” with “destination-oriented”
  - Some prefer that transit is not the focus of Glenmont’s identity
  - Glenmont as a “village,” “with a market square”
  - Emphasize neighborhood diversity



# community visioning workshop #2 Glenmont Sector Plan February 22, 2012

## Workshop #2 Agenda

### Registration and Browsing

7:00 - 7:15

### Welcome and Introductions

7:15 - 7:30

Welcome and Overview  
Introductions

### Conceptualizing the Vision

7:30 - 8:00

What Have We Done So Far?  
What Did We Learn from the Last Workshop?  
Preliminary Vision

### Preliminary Vision Plan Discussion

8:00 - 8:40

*Please spend 20 minutes discussing each of following questions:*

1. Does the Preliminary Vision appropriately capture your vision for the Glenmont community? What do you like most about this and what would you do differently?
2. Please take a look at the portions of the Sector Area with question marks on them. How might these areas change in the future to support the vision for Glenmont? What scale of development, and what land uses, do you think might be appropriate for these areas if they redevelop?

### Next Steps / Adjourn

8:40 - 9:00

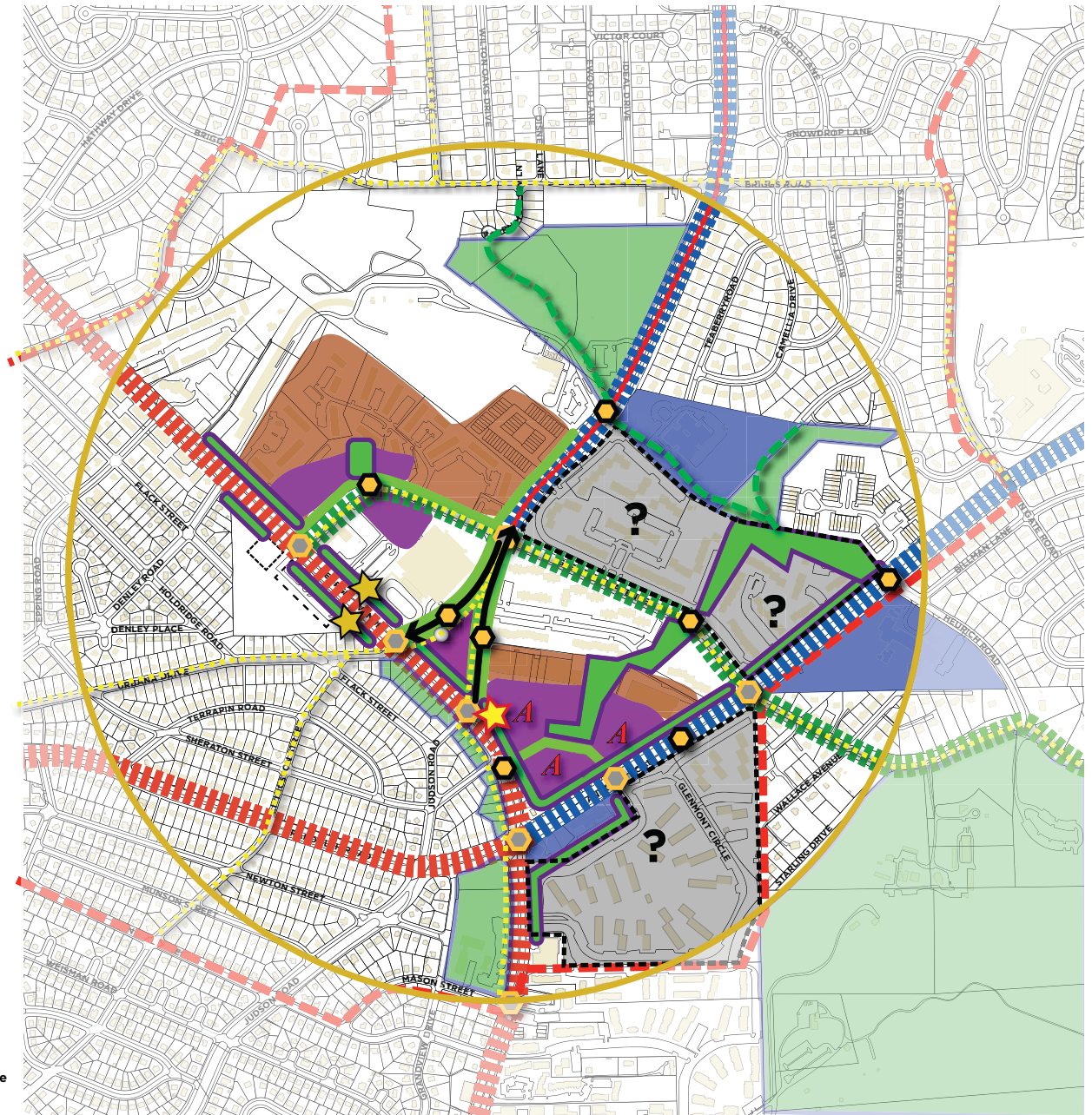


## COMMUNITY VISIONING WORKSHOP Preliminary Vision

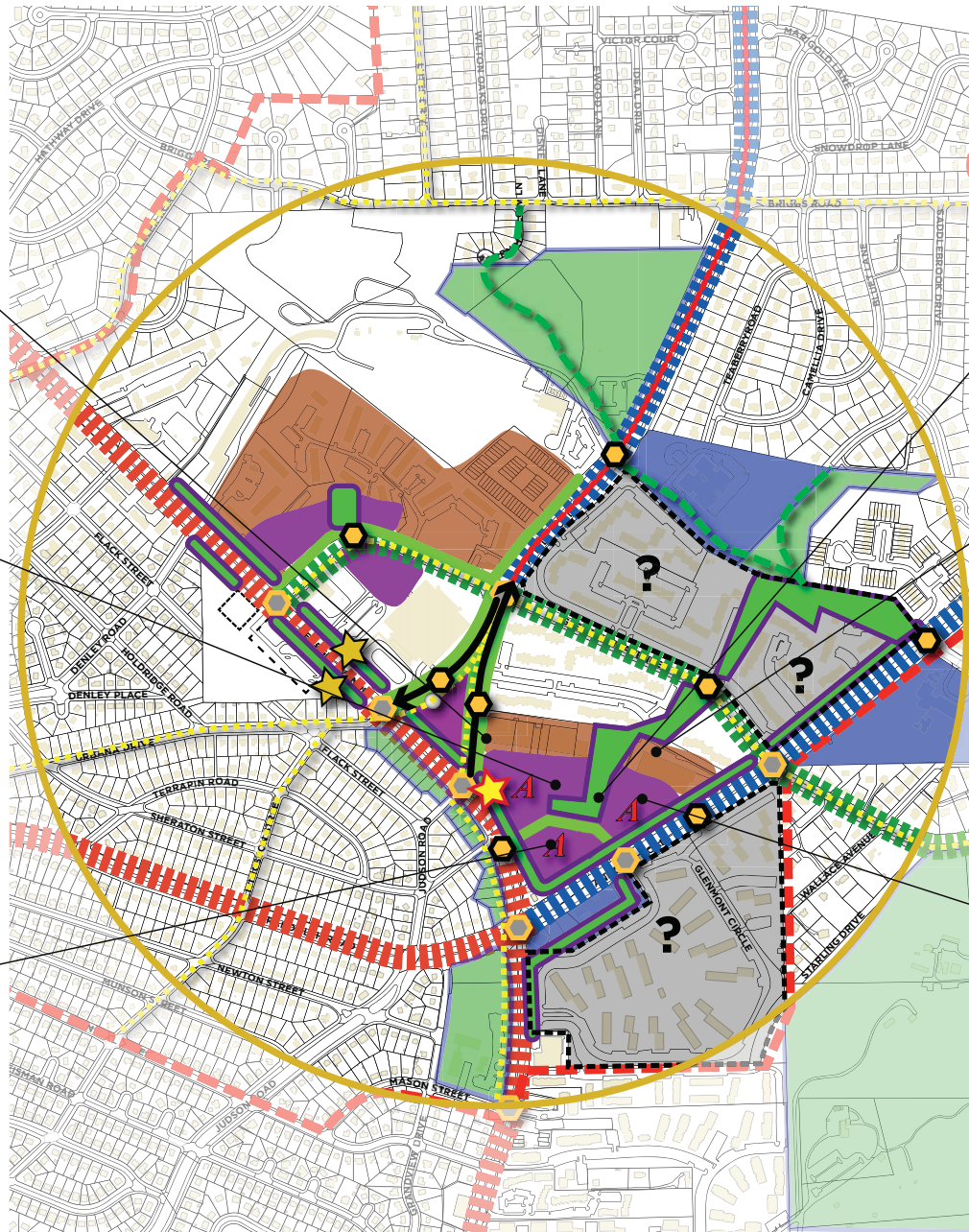
- SECTOR BOUNDARY
- 1/2-MILE RADIUS
- BUILDINGS
- WMATA PARKING GARAGE
- PLANNED FIRE STATION RELOCATION SITE
- STREETS
- WATER TOWER
- METRO ENTRANCES
- POTENTIAL METRO ENTRANCE
- PUBLIC FACILITIES
- PUBLIC OPEN SPACE
- BIKEWAY
- PLANNED BIKEWAY
- PLANNED HIKER/BIKER TRAIL
- POTENTIAL PUBLIC OPEN SPACE
- POTENTIAL MIXED USE
- POTENTIAL RESIDENTIAL USES
- POTENTIAL TRANSIT BOULEVARDS
- POTENTIAL PARK STREET
- POTENTIAL BOULEVARDS
- PLANNED LAYHILL ROAD SEPARATION
- SAFE CONNECTIVITY POINTS
- POTENTIAL SAFE CONNECTIVITY POINTS
- CHANGE SUGGESTED FOR LARGE PARCELS
- POTENTIAL ANCHOR RETAIL
- POTENTIAL IMPORTANT STREETSCAPES

February 22, 2012

100'  
0' 500' 1/2 Mile







Preliminary Vision  
Precedent Images

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


















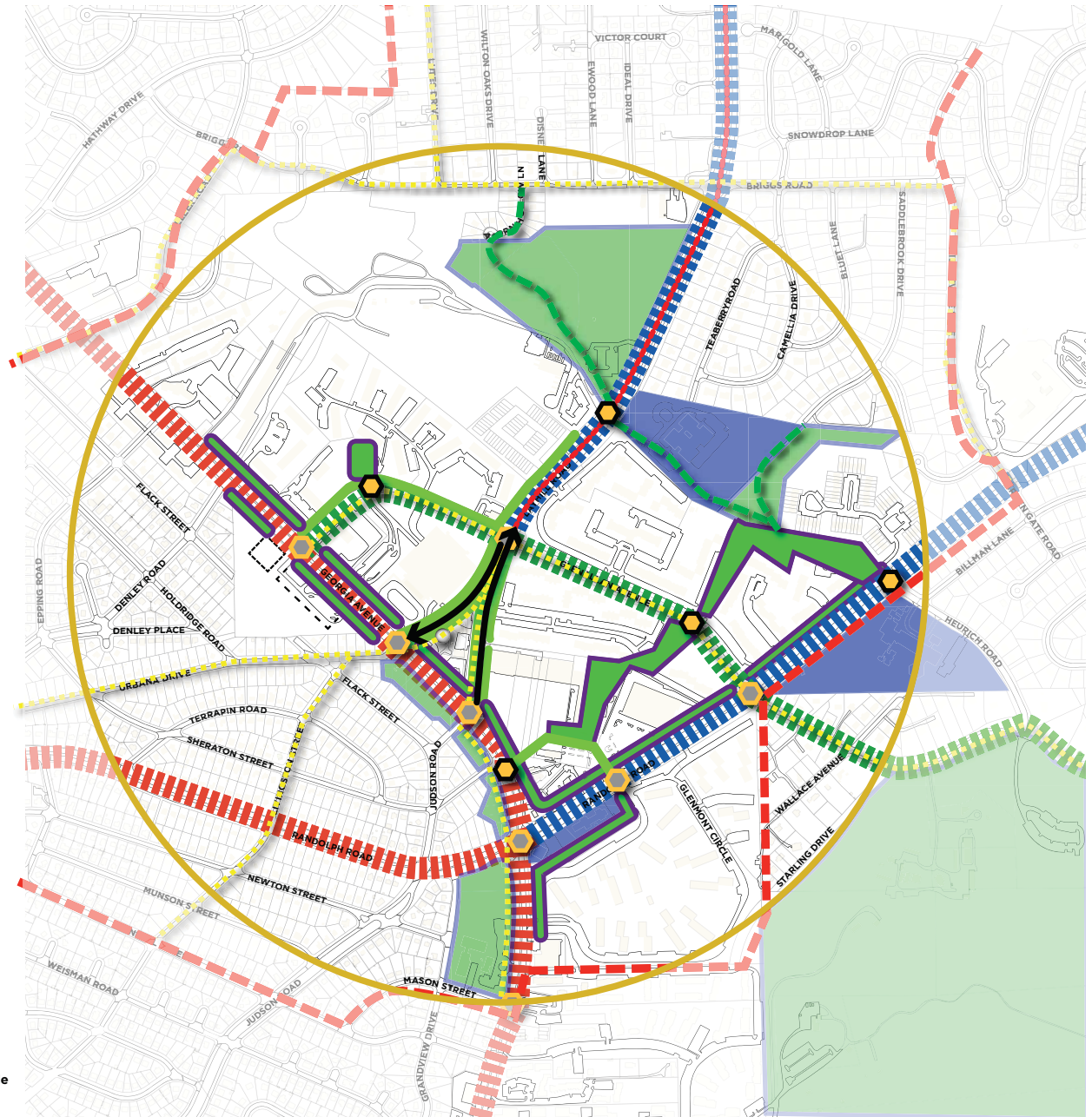
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Glenmont

## COMMUNITY VISIONING WORKSHOP

### Preliminary Vision - Public Realm

-  SECTOR BOUNDARY
-  1/2-MILE RADIUS
-  BUILDINGS
-  WMATA PARKING GARAGE
-  PLANNED FIRE STATION RELOCATION SITE
-  STREETS
-  WATER TOWER
-  PUBLIC FACILITIES
-  PUBLIC OPEN SPACE
-  BIKEWAY
-  PLANNED BIKEWAY
-  PLANNED HIKER/BIKER TRAIL
-  POTENTIAL PUBLIC OPEN SPACE
-  POTENTIAL TRANSIT BOULEVARDS
-  POTENTIAL PARK STREET
-  POTENTIAL BOULEVARDS
-  PLANNED LAYHILL ROAD SEPARATION
-  SAFE CONNECTIVITY POINTS
-  POTENTIAL SAFE CONNECTIVITY POINTS
-  POTENTIAL IMPORTANT STREETSCAPES

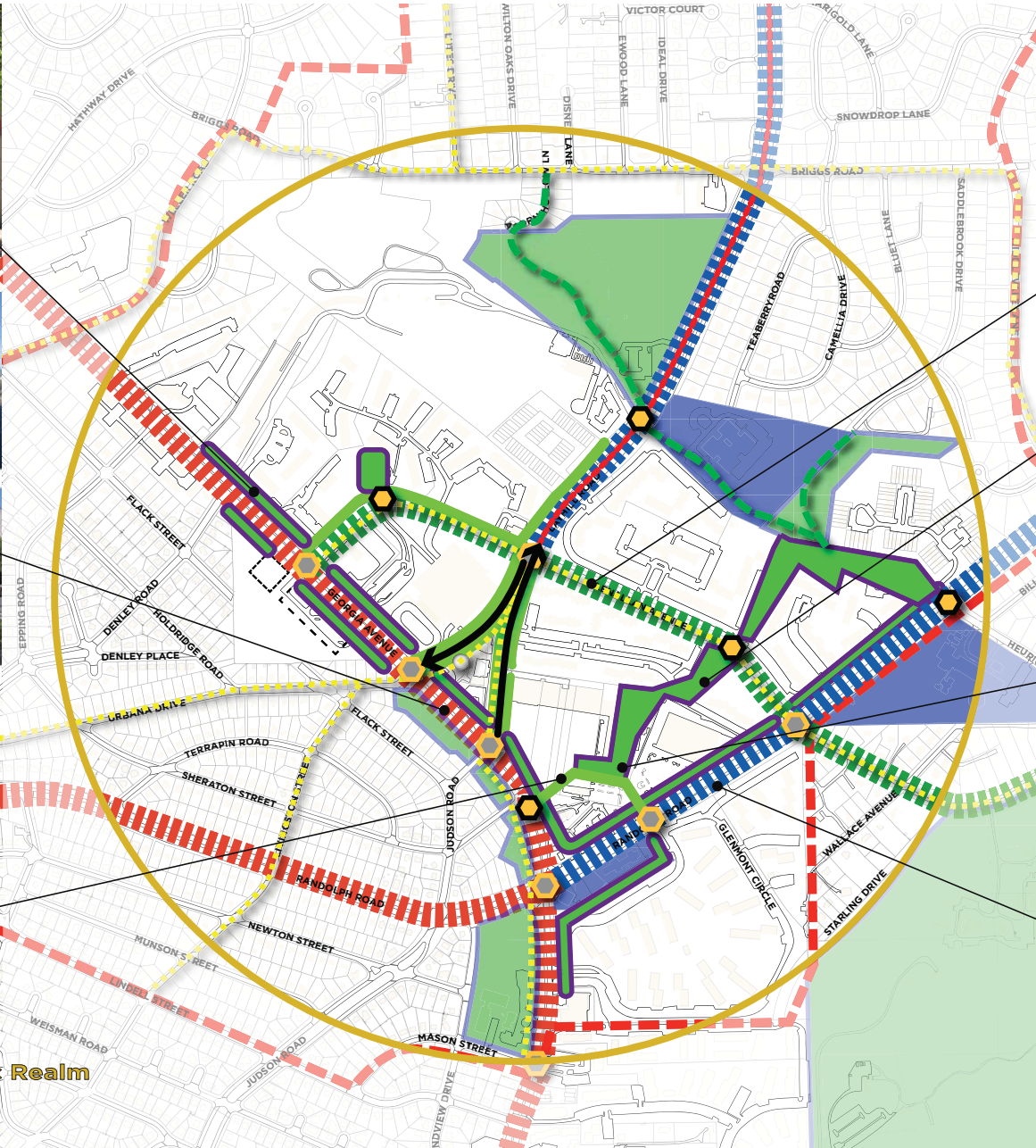


February 22, 2012



100' 500' 1/2 Mile





**DRAFT**  
Preliminary Vision - Public Realm  
Precedent Images

## summary of feedback received at workshop 2 on 2-22-2012

1. Does the Preliminary Vision appropriately capture your vision for the Glenmont community? What do you like most about this and what would you do differently?

### Preliminary Vision

- *Features Liked*
  - Like the concept!
  - Layhill Road bifurcation
  - Preserving quiet single-family community
  - Town Square idea
  - Medium-density buildings (5-6 floors)
  - Mixed-use development
  - Taller buildings in the center
  - Hiker / biker trail
  - New Metro entrance
  - Open community area
  - Green spaces
  - Park Street
  - Walking accommodations
  - Transportation improvements that encourage walking, biking and using the Metro
  - Ability to contribute to ideas for the “?” areas
  - Improvements to Layhill Road to Georgia Avenue
- *Concerns*
  - Glenallan Avenue is not wide enough for bike lanes and on-street parking
  - Too much open space (e.g., open space through Glen Waye Gardens Condominium; open space in Glenmont Shopping Center)
  - The plan is unrealistic
  - The bifurcation of Layhill Road; redevelopment potential of Layhill Triangle given its isolation with the new road patterns
  - Potentially too many traffic lights
  - Need the density to support the amenities
  - Potential traffic impact of the new Metro garage on the surrounding road network
  - Concern for current residences in areas to be redeveloped
  - Higher density development that is located close to the park
  - Practicality of creating a green space in the

- redeveloped Glenmont Shopping Center
- Density at Privacy World
- Ability to preserve the affordability of single-family homes

### Specific Suggestions

- *Access*
  - Improved Glenmont Circle/Randolph Road intersection (jughandle)
  - Improved vehicular access into the Glenmont Shopping Center
  - Improved pedestrian and bicycle access to Brookside Gardens
  - Slower traffic speeds on major streets
  - Signalized Livingston Street and Randolph Road intersection
  - Extended Boulevard designation (streetscape improvements) north on Layhill Road
  - Safe crossing points at the intersections of Randolph Road with Livingston Street and Terrapin and Judson Roads
  - Increased Metro access on the west side of Georgia Avenue
  - A pedestrian bridge over Georgia Avenue to improve connectivity between the east and west sides of Glenmont
  - Efficient access to the Metro garage
  - Internal street connections
  - Speed bumps in Glenmont Shopping Center parking lot
  - Accessibility for seniors along Middlevale Lane
  - Transform Georgia Avenue/Layhill Road intersection into a T-intersection
  - Establish crosswalks on Randolph Road to the Glenallan Elementary School
  - Improve access from Newton and Livingston Streets to Metro
  - A circulator bus connecting the existing neighborhood to future development
- *Development*
  - Want entire Glenmont Shopping Center shown as mixed-use
  - Use public art to demonstrate community pride



- Elderly and senior care facilities
- Hotel
- Dedicated daycare and playground facilities for children
- Abandonment of Layhill Road north of Georgia Avenue to expand the Glenmont Shopping Center
- Effective use of land that comprises the Layhill Triangle
- -Transform Glenallan Road to become a “main street” with retail uses
- Adequate density at Glenmont Shopping Center to attract retail and establish destinations
- More density; allow height
- Green building
- Increased density for First Assembly Church on Georgia Avenue
- Commercial office uses along Randolph and Layhill Roads
- Area should become an employment anchor
- Buffers between high-density areas and existing residential development
- Higher density development north of Georgia Avenue
- Diversity of architecture
- Grocery store
- Entertainment center
- Artistic landmark
- Lake feature
- Local small businesses retained to preserve community diversity
- Family-friendly development
- *Public Facilities*
  - Lighting at Glenfield Park and the Metro
  - Dedicated active and passive open space areas
  - A neighborhood park on Judson Road
  - A community garden, village green and/or playground at the County-owned property along Georgia Avenue, south of Randolph Road
  - Sports fields
  - Water tower redesign
  - Extension of Glenmont Greenway to the south
  - Improved access to existing community open spaces

- Median fences
- Incorporation of community themes (history of the area, pride and ownership of community) in green space common areas (e.g., interpretive kiosks)
- Trash cans along sidewalks

**2. Please take a look at the portions of the Sector Area with question marks on them. How might these areas change in the future to support the vision for Glenmont? What scale of development, and what land uses, do you think might be appropriate for these areas if they redevelop?**

#### General Comments

- Development must be connected and not disjointed
- Attract a range of people
- Integrate community green space
- Professional services
- Appealing architecture
- 55+ community
- Allow enough density to develop mix of uses (CR zoning)
- Provide incentives
- If development in these areas can attract the development desired for shopping center before the shopping center redevelops, it should be encouraged
- Complete the Glenallan Avenue loop back to Georgia Avenue
- Sports and recreational facilities
- Prefer areas to remain residential until development occurs in the core
- Mid-rise apartments
- Affordable units
- Diverse retail
- “International Town Square”
- Neighborhood services (restaurants, cafes, dry cleaners, etc)

#### Winexburg Manor property

- Hotel
- Apartments

summary of feedback received at  
workshop 2 on 2-22-2012

## summary of feedback received at workshop 2 on 2-22-2012

- Break up area into a walkable grid pattern with residential development
- Professional office buildings (medical offices)
- Townhouses

### Glenmont Forest property

- A greenway link along Glenmont Circle to Wheaton Regional Park
- Townhouses
- Mixed-use development (not high-rise)
- Retail fronting onto Randolph Road
- Commercial office uses in mixed-use
- Concern about whether or not an office market is realistic here
- Hotel



community visioning session #3  
**Glenmont Sector Plan**  
March 21, 2012

**Meeting #3: Community Visioning Feedback Session**  
*Agenda*

**Registration and Browsing** 7:00 - 7:15

**Welcome and Introductions** 7:15 - 7:30

Welcome and Overview  
Review of Tonight's Agenda  
Next Steps in the Sector Plan Process

**The Draft Glenmont Vision** 7:30 - 8:00

What have we learned from you?  
Draft Vision  
Making Community Connections  
Draft Vision Statement

**Draft Vision Feedback** 8:00 – 9:00

Spend some time at each of the Stations:  
Discuss the Draft Vision components  
Provide your comments at each station  
Complete the Comment Sheet if you have additional comments

























**Would you prefer providing your comments on-line?**

If you would prefer to do so, or if you simply want to check out the Glenmont Sector Plan website:

<http://www.montgomeryplanning.org/community/glenmont/>

# Glenmont

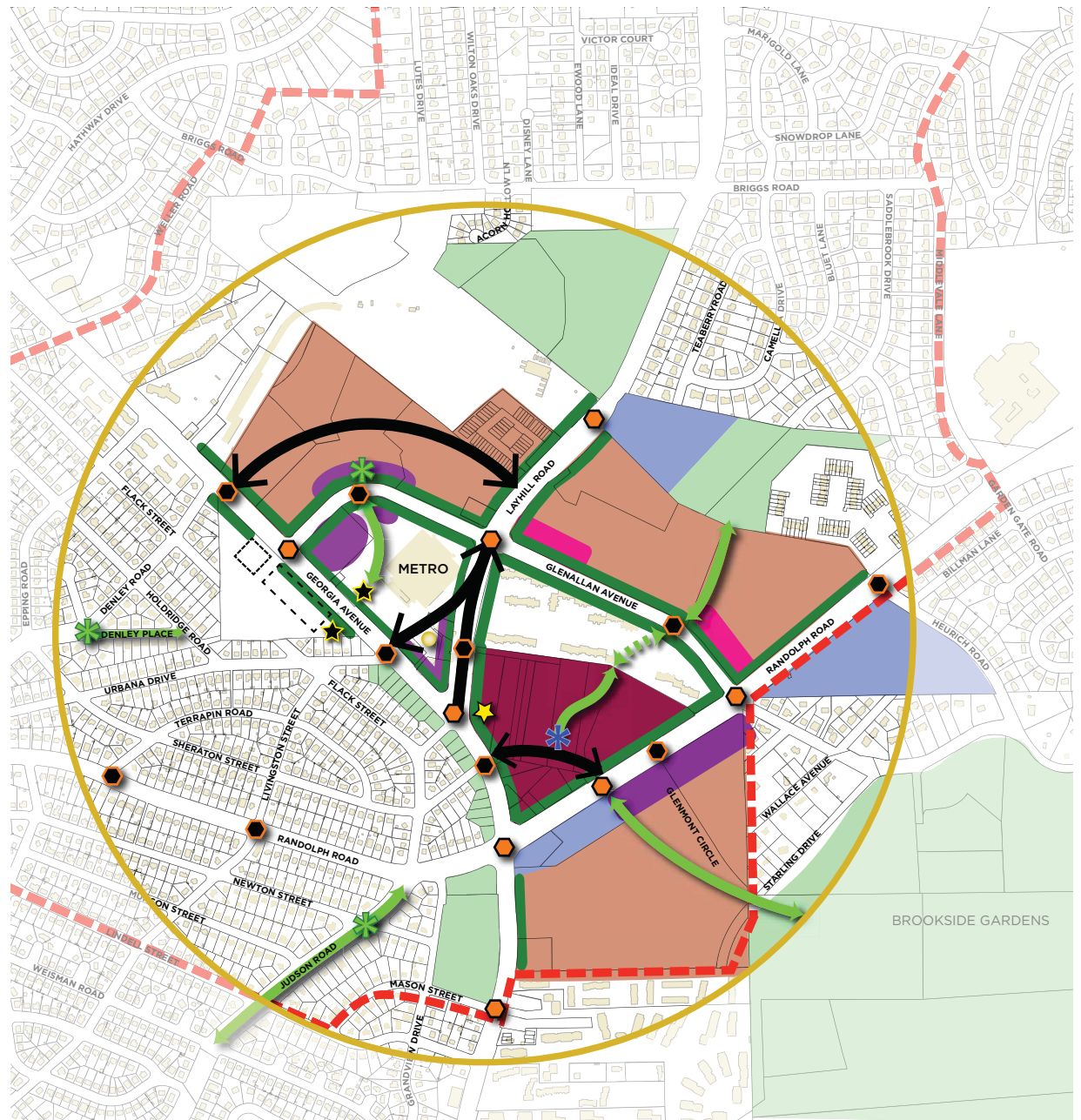
## COMMUNITY VISIONING WORKSHOP Draft Vision

-  SECTOR BOUNDARY
-  1/2-MILE RADIUS
-  BUILDINGS
-  WMATA PARKING GARAGE
-  PLANNED FIRE STATION RELOCATION SITE
-  STREETS
-  WATER TOWER
-  EXISTING METRO ENTRANCE
-  POTENTIAL METRO ENTRANCE
-  ENHANCED EXISTING PEDESTRIAN CROSSING POINT
-  POTENTIAL NEW PEDESTRIAN CROSSING POINT
-  PLANNED AND SUGGESTED NEW ROAD CONNECTIONS
-  PROPOSED PUBLIC OPEN SPACE CONNECTIONS
-  PROPOSED PUBLIC OPEN SPACES
-  PROPOSED CIVIC GATHERING PLACE
-  EXISTING PUBLIC FACILITIES
-  EXISTING PUBLIC OPEN SPACE
-  STREETSCAPE ENHANCEMENT OPPORTUNITIES
-  MIXED-USE OPPORTUNITY AREAS
-  MIXED-USE OPPORTUNITY AREAS WITH LIMITED RETAIL
-  PROFESSIONAL OFFICE/MULTIFAMILY RESIDENTIAL MIXED-USE OPPORTUNITY AREAS
-  RESIDENTIAL REDEVELOPMENT OPPORTUNITY AREAS

100'  
0' 500'

March 21, 2012

1/2 Mile



















## COMMUNITY VISIONING WORKSHOP

### Draft Vision: Pedestrian & Bicycle Connectivity

-  SECTOR BOUNDARY
-  1/2-MILE RADIUS
-  PROPERTY PARCELS
-  WMATA PARKING GARAGE
-  PLANNED FIRE STATION RELOCATION SITE
-  STREETS
-  PROPOSED CIVIC GATHERING PLACE
-  HIKER/BIKER TRAIL
-  SIDEWALK
-  BIKEWAY
-  POTENTIAL NEW TRAILS/PATHS
-  EXISTING PUBLIC OPEN SPACE



100' 500' 1/2 Mile

March 21, 2012

## summary of feedback received at workshop 3 on 3-21-2012

### General Comments

- Everything looks good – bring it on.
- I agree with the overall vision.
- Please let me know if there is anything I can do to support the success of the vision.
- Whose idea is it to further develop Glenmont? Whose interests does it serve? We are being presented with a fait accompli: “Glenmont will develop, now comment.”
- Respect private property, including at Glen Waye Gardens Condominium.

### Vision Statement

- The revised vision statement is a vast improvement over the original. It does seem to incorporate comments I’ve made and heard, and I appreciate the changes.
- Build it.
- I like the new vision statement a lot. I think you mentioned all the suggestions from people.
- Vision statement is fine.
- I would add “not dense” to the adjectives describing Glenmont. Why additional development? To what end? To whose goal and interests?
- What makes Glenmont “unique” in the vision statement? It has no focal point.

### Land Use

- *Land Use Elements Liked*
  - The new Metro entrance in the shopping center area is very important.
  - The bird’s eye perspective is a decent attempt. It demonstrates a possibility for the Glenmont Shopping Center.
  - Buildings fronting on Georgia Avenue and Randolph Road.
  - Landscaping along Georgia Avenue and Randolph Road.
  - Water tower as focal point.
- *Land Use Concerns*
  - The Shopping Center site is broken up in a way that discourages assemblage of properties.
  - The plan does not address future redevelopment

across Georgia Avenue.

- What does “step back” development mean? The presence of townhouses will ruin the single-family streets that abut them. Do not use Clarendon and Northern Virginia as examples for development.
- *Building Heights and Density*
  - Would not mind having predominantly 4-6 story buildings along the east side of Georgia Avenue, including mixed use from the Metro South to the southern boundary of the Glenmont sector.
  - Building heights of about 5 stories are appropriate in the center.
  - No high-rise development – buildings should be only 2-3 stories throughout Glenmont.
  - The amount of residential density proposed for the Privacy World redevelopment is about right for all the areas considered for redevelopment.
  - There is a need for better design and density by the town center (Glenmont Shopping Center), so that what is built will last longer than 20 years (i.e., White Oak, Rockville Pike, Tysons Corner). Let’s not build something that will be undesirable in future years.
  - Like that development density increased across Randolph Road.

### Transportation and Parking

- *Roadways and Access*
  - Concern that the new connection between Randolph Road and Georgia Avenue will become a shortcut for commuters; the connection should be indirect and discourage shortcuts.
  - Shift both directions of Layhill Road to the north to create a larger area for mixed-use development, to minimize the number of streets to cross, and to slow traffic on Layhill. Relocate the Georgia Avenue entrance to the Shopping Center to the current location of Layhill Road, in order to create safer traffic flow and fewer backups.
  - Concerned that the road “behind” the current Privacy World site will reduce the barrier between development on the Privacy World property and the train storage yard, reducing the “livability”

- of units to be built and increasing noise through vehicle traffic on the road.
- Plan for permeable BRT lanes that cars can pass through; maintain direct access to neighborhoods off Georgia and Randolph.
- Traffic on Georgia Avenue does not improve with the creation of two new intersections.
- Streetscaping sounds good. Do you envision fewer traffic lanes to accommodate the streetscaping, or will roads be widened even more?
- Starling Drive does not exist, as shown on the maps.
- Layhill Road bifurcation:*
  - Concerned about the impact on traffic patterns, congestion and ease of access to destinations.
  - Will make it difficult to travel between home and Plaza del Mercado.
  - It will move traffic to Glenallan Avenue and Randolph Road.
  - What is the purpose and how will traffic patterns change?
  - A slight relocation to T intersection would provide better traffic flow, create less pavement area, and preserve private property and businesses.
  - Layhill Road as shown will be a greater hazard for pedestrians. Eliminate it and use Glenallan Avenue to go to Georgia Avenue or Randolph Road.
  - Provide safer access to the shopping center from southbound portion of Layhill Road.
- Parking*
  - Short-term parking structure needed to accommodate retail customers from outside the area.
  - Lanes in parking areas must be clearly marked.
  - Metro garages can complement the Shopping Center parking on evenings and weekends.
  - How would parking occur in the Layhill Triangle?

#### Pedestrian and Bicycle Connections

- Dislike that pedestrians now have to cross two streets, as compared to one, to access Metro and Shopping Center.

- Must create safe walking conditions within the shopping center.
- Where will land for the bikeway along Glenallan Avenue come from? The existing right-of-way?
- Like the idea of connecting paths, trails, and walkways.
- Need to extend paths further.
- Additional safe crossings needed at:*
  - Randolph Road at Judson Road.
  - Georgia Avenue at Judson Road.
  - Underground crossing to/from Metro.
  - Randolph Road: Consider traffic lights or a pedestrian/bike bridge; just adding different pavement will not make it "safe enough" to cross.
  - Open space connection to Brookside Gardens; new traffic light needed.
- Suggested bike and pedestrian connections:*
  - Easy accessibility to nearby schools, recreation facilities and libraries
  - Bikeway to Weller Elementary School, Loiderman Middle School and Wheaton High School.
- Concerns about trails and paths:*
  - Remove open space connection and path through Glen Way Gardens Condominium.
  - Does the greenway pass through Country Boy? Greenway idea might be useful, but not at the expense of Country Boy.
  - A portion of the hiker-biker trail crosses a stream as it turns north in the area between Layhill Road and Randolph Road. Would it be better to relocate the trail slightly to the west, just outside the green area shown on the map?

#### Design / Visual Character

- Design buildings to allow for sunlight.
- Incorporate design guidelines to prevent visual eyesores (i.e., tall/neon signs with lighted billboards), as in Old Town Alexandria.
- Water Tower: As a celebration of our diversity, paint the tower as a soccer ball on one side and a baseball on the other.
- Need to address the aesthetics of the rail yard.

## summary of feedback received at workshop 3 on 3-21-2012

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### Open Space

- Remove open space connection at Glen Way Gardens Condominium.
- Add a green buffer along the northern edge of the shopping center site, south of Glen Way Gardens Condominium.
- Medians on Denley Road are turned into one large community/recreation space; currently used by all neighborhood kids for playing.
- Do not understand where the market square is.
- Put a playground at County-owned site at the intersection of Georgia and Randolph.
- Reserve the area north of Saddlebrook Park for church park.

### Social, Economic and Demographic Issues

- The vision and Sector Plan update need to address affordable, quality early childhood/preschool care within easy access of Glenmont Metro.
- Planning Staff should look into creating an Enterprise Zone for Glenmont, similar to Wheaton and Downtown Silver Spring to encourage redevelopment sooner, rather than later.
- Empty rental units do not help any segment of the community.
- Google maps and other map sites refer to "Wheaton-Glenmont" – make Glenmont its own destination on websites and maps.

### Environment

- Stormwater management is very important.
- Respect existing green areas. Development is not always good for the community and nature.

### Public Facilities

- Reserve locations for future public facilities, such as schools, libraries, and a community center.
- Change in Glenmont should address area schools.