

glenmont sector plan

SCOPE OF WORK

JANUARY 2012



 MONTGOMERY COUNTY PLANNING DEPARTMENT
M-NCPPC
MontgomeryPlanning.org

glenmont sector plan

Scope of Work

abstract

This scope of work describes the proposed Sector Plan area; states the issues that will be addressed in the Plan; describes the methodology, tasks, and resources to be used in this effort; and addresses how the community will be involved in the process.

source of copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Online at: MontgomeryPlanning.org/glenmont



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Prepared by the Montgomery County Planning Department

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Introduction

The County and Planning Department believes it is important to promote transit use by encouraging development that maximizes the significant public investment in transit infrastructure. Since the opening of the Glenmont Metro Station in 1998, public investments there have outpaced private redevelopment. With a funded grade-separated interchange at the intersection of Georgia Avenue and Randolph Road, a newly constructed parking structure, a proposed fire station, and recent park renovations it is an opportune time to revisit the recommendations of the current Plan and use the momentum created by this public investment to spark further improvements.

The 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 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.



In 1975, the County Council approved the location for the Glenmont Metro Station and storage yard and directed the Planning Board to prepare a Transit Impact Area (Sector) Plan to address the potential impacts. The 1978 plan was named Sector Plan for the Glenmont Transit Impact Area and Vicinity to reflect its purpose. Anticipating the opening of the Glenmont Metro station in 1998, the County Council directed the staff to reevaluate the 1978 Plan. The 1997 plan was also named Sector Plan for the Glenmont Transit Impact Area and Vicinity. The Glenmont Station and storage yard have been operating for over a decade and are established components of the community. The Sector Plan is commonly referred to as the Glenmont Sector Plan, and staff believes that using a shorter name is more user-friendly, and would not have any impact on the analyses, conclusions, or implementation of the Plan’s recommendations. Staff recommends that this Plan be called the Glenmont Sector Plan.

context

Glenmont is located mid-County along Georgia Avenue where it intersects with Randolph and Layhill Roads. The community is primarily residential with single-family and multifamily developments surrounding a commercial core. Glenmont is the terminus of the eastern leg of the Washington Metrorail Red Line north of Wheaton. The Metro station is located on the east side of Georgia Avenue, north of the intersection of Layhill Road and the Glenmont Shopping Center.

The Sector Plan boundary will remain the same as the 1997 Plan. The area is approximately 568 acres and bordered by Middlevale Lane on the east, Weller Road on the north, Denley Road and Lindell Street on the west, and the Glenmont Forest apartments and Randolph Road on the south. To the southeast of the Plan area are Wheaton Regional Park and Brookside Gardens.

There has been no significant private redevelopment in Glenmont since the 1997 Sector Plan. The approximately 30-acre Privacy World property along Glenallen Avenue across from the Metro Station, currently improved with 352 garden apartments, is being considered for a zoning change by the hearing examiner.

There has been public investment in the area. The intersection of Georgia Avenue and Randolph Road is funded in the current 6-year State Consolidated Transportation Program (FY2011-FY2016) for reconstruction as a grade-separated interchange with utility relocation work underway. WMATA is currently building a commuter garage of 1,216 spaces on the west side of Georgia Avenue on a parcel known as the WMATA Triangle. Kensington Fire Station #18 is planned to be relocated to the WMATA Triangle from its current location at the southeast corner of Georgia Avenue and Randolph Road due the impacts of the planned interchange.

The first buildings in the Glenmont Shopping Center were built in 1959. The Center comprises 15 properties with 13 different owners on 19.6 acres of land. Today it is built at a 0.2 FAR and has 196,381 square feet of leasable space. Two properties have been improved since the 1997 Plan—the Capitol One Bank in 1998 and Shoppers Food Warehouse in 2002.





Planning Framework

The Glenmont area has a substantial residential base including a large number of multifamily units surrounding the commercial center. With the introduction of the Metro station, the area has always been envisioned as a neighborhood center of medium densities, respectful of the adjacent residential areas.

The Glenmont area is identified in the 1993 General Plan Refinement of the Goals and Objectives for Montgomery County as part of the Urban Ring, a concept first established in the 1964 General Plan for the Maryland-Washington Regional District. The 1964 General Plan recognized and encouraged growth in the Urban Ring by supporting the planned development of compact, mixed-use centers near transit. The 1993 General Plan Refinement proposes continued growth in the Urban Ring and designates it as a high priority location for new infrastructure.

An important objective of the 1989 Master Plan for the Communities of Kensington-Wheaton, which covers the area along Georgia Avenue between Forest Glen and Aspen Hill, is to protect existing residential neighborhoods. It emphasizes the preservation of Kensington-Wheaton residential communities and the importance of protecting those communities from the effects of nonresidential activities. The Kensington-Wheaton Plan also established the Green Corridors Policy, which limits the concentration of commercial uses along Georgia Avenue, Layhill Road, and Randolph Road near residential communities.

The 1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity was developed as a result of the planning work on the eastern leg of the Metro Red Line. This Plan provided for the Glenmont rail storage yard as well as the Metro station, bus bays, and parking. The Plan also allowed additional development around the future Metro station at moderate densities to prevent commercial intrusion into residential areas. It followed the stated policy of channeling major commercial development at transit nodes along the Georgia Avenue corridor.

The 1997 Sector Plan for the Glenmont Transit Impact Area and Vicinity envisioned the area as a compact, transit-oriented, mixed-use center surrounded by residential neighborhoods. While accommodating appropriate redevelopment near the Metro, the Plan seeks to preserve and enhance the existing neighborhoods and offer a variety of housing choices. The Plan envisions Georgia Avenue as a high quality, pedestrian boulevard that provides safe pedestrian crossings, attractive landscaping, and a greenway along its west side.

map 1 plan area boundary



-  Sector Plan Boundary
-  Parkland
-  Metro Station



purpose

The Sector Plan update will address:

Connectivity

- Analyze local circulation patterns in consideration of the pending grade-separation and examine possible improvements.
- Examine the effect of adding bus rapid transit on Georgia Avenue and Randolph Road to the existing transportation systems.
- Explore ways to improve pedestrian connections within the center and to surrounding communities.
- Evaluate the need for, and ability to improve access to, parks, trails, greenways, and bikeways, including Wheaton Regional Park and Brookside Gardens.
- Assess the capacity of the infrastructure—transportation network, schools, fire and safety, parks and recreation, and other community facilities—to support new development.

Design

- Evaluate the potential of the Glenmont Shopping Center to become a mixed-use node and a focus of the Glenmont community with reduced impervious area and improved connectivity.
- Explore ways to create a safer pedestrian environment through better design of the public realm.
- Analyze the appropriate building heights, scale, and bulk relationships of new development to be compatible with the existing stable residential neighborhoods.
- Analyze opportunities to create urban parks and open spaces to encourage walking, social interaction, and community cohesion.

Environment

- Evaluate potential improvements to water quality within Rock Creek and Northwest Branch.
- Identify sensitive environmental features and areas.
- Evaluate existing forest stand and tree canopy.
- Evaluate the effectiveness of stormwater management systems.
- Examine opportunities to conserve energy and promote the use of renewable energy generation.

Diversity

- Identify potential historic resources which may be eligible for designation.
- Explore opportunities that accommodate underserved populations.
- Examine the resources needed to allow residents to age in place.
- Evaluate the need for additional community facilities.

map 2 planning context



Georgia Avenue is under study as a bus rapid transit (BRT) route in the Countywide Transit Corridors Functional Master Plan. The State Highway Administration is also studying BRT along Georgia Avenue between Glenmont and Olney.

A new Metro parking garage is nearing completion under construction on the WMATA Triangle, which is also where Fire Station #18 will be relocated.

The completed Glenmont Greenway covers three blocks. The Plan should explore ways to improve connectivity and amenities to encourage its use.

The grade-separated interchange at Georgia Avenue and Randolph Road is funded and has begun construction. It will reduce traffic congestion and provide a safer pedestrian environment.

The vacant site of the former Glenmont Elementary School will be the staging ground for constructing the grade-separated interchange. Its longer-term future should be explored.

A proposal to redevelop the 30-acre, 352-unit Privacy World (to be renamed Glenmont Metro-centre) with approximately 1,550 units and 90,000 square feet of retail is under review.



Pedestrian routes and facilities should be analyzed to ensure safe travel to and from the Metro and the commercial center.

WMATA's Glenmont Station Access Improvement Study makes recommendations to improve station access for vehicles and pedestrians.

The multifamily complexes of Winexburg Manor, Glen Waye Gardens, and Glenmont Forest date from the 1960s and 1970s. They provide market-rate affordable housing near Metro, but given their age and condition, their redevelopment potential should be evaluated.

The Glenmont Shopping Center has a poor vehicle circulation pattern, inadequate pedestrian facilities, and a low aesthetic value. The pattern of multiple ownership has contributed to a lack of revitalization.

Wheaton Regional Park and Brookside Gardens are regional destinations. The need for and ability to improve pedestrian access should be evaluated.



principal land uses	percent
Institutional and Community Facility	7.4
Multifamily Residential	15.3
Single-Family Detached Residential	49.0
Single-Family Attached Residential	0.6
Office	0.0
Retail	3.3
Open Space and Recreation	1.5
Parking and Transportation	8.2
Parks	9.3
Vacant	5.3
Total	99.9

outreach

The Plan will be developed with participation of all stakeholders—residents, property owners, businesses operators, and representatives of public agencies using graphically-focused resources such as three-dimensional modeling, photographs and illustrative concept drawings to convey technical information in a universal format.

In lieu of a sector plan advisory group, the project team will engage the community with assistance from existing community groups including, but not limited to: Glenmont Civic Association, Greater Glenmont Civic Association, Glenmont Forest Neighbors Civic Association, Foxhill Civic Homeowners Association, Layhill South Civic Association, Tivoli Homeowners Association, Glen Way Gardens Condominium Association, and other homeowner and civic groups.

A major element of the Plan's community involvement and outreach strategy is a community visioning workshop, which will be conducted with the help of an outside consultant. In July 2011, the Planning Department's request for a \$30,000 grant was funded through the Metropolitan Washington Council of Governments' Transportation Land Use Connections program. In consultation with Planning staff, COG selected Rhodeside and Harwell to work with the staff on developing a process for the community to define a vision for the Glenmont Shopping Center and the surrounding area shared by all the stakeholders. The consultant will bring an objective, outsider's perspective to the public conversation.

The kick-off event will be a community visioning charrette on Saturday, February 4, 2012. Subsequent community meetings will be held to discuss and refine concepts developed in the charrette.

Following the community visioning workshops, Staff will continue its outreach to the community by:

- using the [Glenmont montgomeryplanning.org](http://Glenmontmontgomeryplanning.org) website and Montgomery County facebook page to
- provide updates, meeting notices, and plan progress
- attending local community group and community association meetings, as requested
- conducting follow-up meetings and community forums with area residents and stakeholders throughout the planning process
- enlisting County agencies to address existing problems raised by the community and other stakeholders
- maintaining an email group for direct communication of upcoming events
- using the Mid-County Services Center, Greater Glenmont Civic Association, and Glenmont Forest Neighbors Civic Association email distribution lists for larger information sharing opportunities
- creating bilingual materials and providing translations at meetings to engage the area's Spanish-speaking population
- conducting small group stakeholder meetings and interviews for focused discussion.





Following the community visioning meetings the Planning Staff will engage in an in-house charrette, enabling the staff to quickly develop preliminary recommendations. Staff will present those recommendations to the community and Planning Board for discussion and further refinement leading to a Staff Draft Plan.

Glenmont Snapshot

The demographic data is drawn from the nine 2000 Census block groups that most closely correspond to the Glenmont Sector Plan boundary and is compiled from the 2005-2009 American Community Survey Data. The study area has an estimated population of 12,582 persons in 4,486 households. There are significantly more adults between the ages of 30 to 44 in the study area when compared to the County as a whole. (4.5 percentage points higher than the Countywide share). The study area also has a slightly smaller population of children (2.4 percentage points below the County share) and a slightly larger population of seniors age 65 and up (1.6 percentage points above the County average.)

The population is highly diverse with a Hispanic population 8.3 percent higher than the Hispanic share countywide, and Non-Hispanic Black population 10 percent higher than the Non-Hispanic Black share countywide.

Nearly two-thirds (62 percent) of the area housing units are owner-occupied, which is less than the countywide homeownership rate of 75 percent. Rents are relatively low with 78 percent of renters paying less than \$1,500 per month compared to only 68 percent countywide. The largest share of housing unit type is multi-family (54 percent) followed by single family detached (41 percent) and single family attached (5 percent).

Project Timeline

project timeline

Initiated in November 2011, the Glenmont Sector Plan Amendment is scheduled to be transmitted to the County Council and the County Executive in January 2013. The work schedule and products are outlined below.

Project Scope (November 2011 - January 2012)

background research

November 2011 - January 2012

Complete an existing conditions inventory and mapping. Assemble data on land use, zoning, demographics, transportation, environment, community facilities, and parks and recreation facilities. Create an inventory of existing commercial and residential uses. Collect data on development since the 1997 Sector Plan.

scope of work

January 2012

Discuss and finalize the needed analysis and resources, and establish a methodology and approach. Prepare a Scope of Work that describes the Plan area and issues including tasks, staff assignments, a community outreach plan, and timeline.

Analysis and Draft Plan (January - May 2012)

analysis

January - March 2012

Conduct a community visioning workshop; analyze development scenarios for amount and type of development; analyze transportation and environmental impacts; conduct urban design studies; develop schematic concepts for sustainability, parks and open spaces and community facilities; and identify potential zoning designations.

draft recommendations

April 2012

Develop preliminary recommendations for an appropriate level of growth, identify infrastructure needs of the planned level of growth; and prepare a zoning and design framework that will implement the plan recommendations.

staff draft report

June 2012

Present a Staff Draft Sector Plan for Planning Board review and approval of a Public Hearing Draft. Set a public hearing date and publish the Public Hearing Draft of the Sector Plan.

Planning Board Review (June - December 2012)

planning board public hearing

September 2012

Conduct the Planning Board's public hearing to receive public testimony.

planning board worksessions and planning board draft

October - December 2012

Planning Board worksessions to review testimony and discuss issues raised in the public hearing. Prepare the Planning Board Draft for transmittal to the County Council and the Executive in January 2013.

County Executive Review (January - February 2013)

The Executive will review the Plan's recommendations, prepare a fiscal analysis, and transmit comments to the County Council.

County Council Review (March - July 2013)

county council hearing and phed committee worksessions

March - May 2013

The County Council tour of the Plan area and public hearing on the Planning Board Draft followed by the Council's Planning, Housing, and Economic Development (PHED) committee work sessions. The PHED committee will make recommendations to the full Council on the Planning Board Draft.

county council worksessions

June - July 2013

County Council worksessions to review the PHED Committee's recommendations, amend the Planning Board draft as needed, and approve the Plan through a Council Resolution, delineating changes to the Planning Board Draft Plan.

Implementation (September - December 2013)

full commission adoption of the planning board approved plan

September 2013

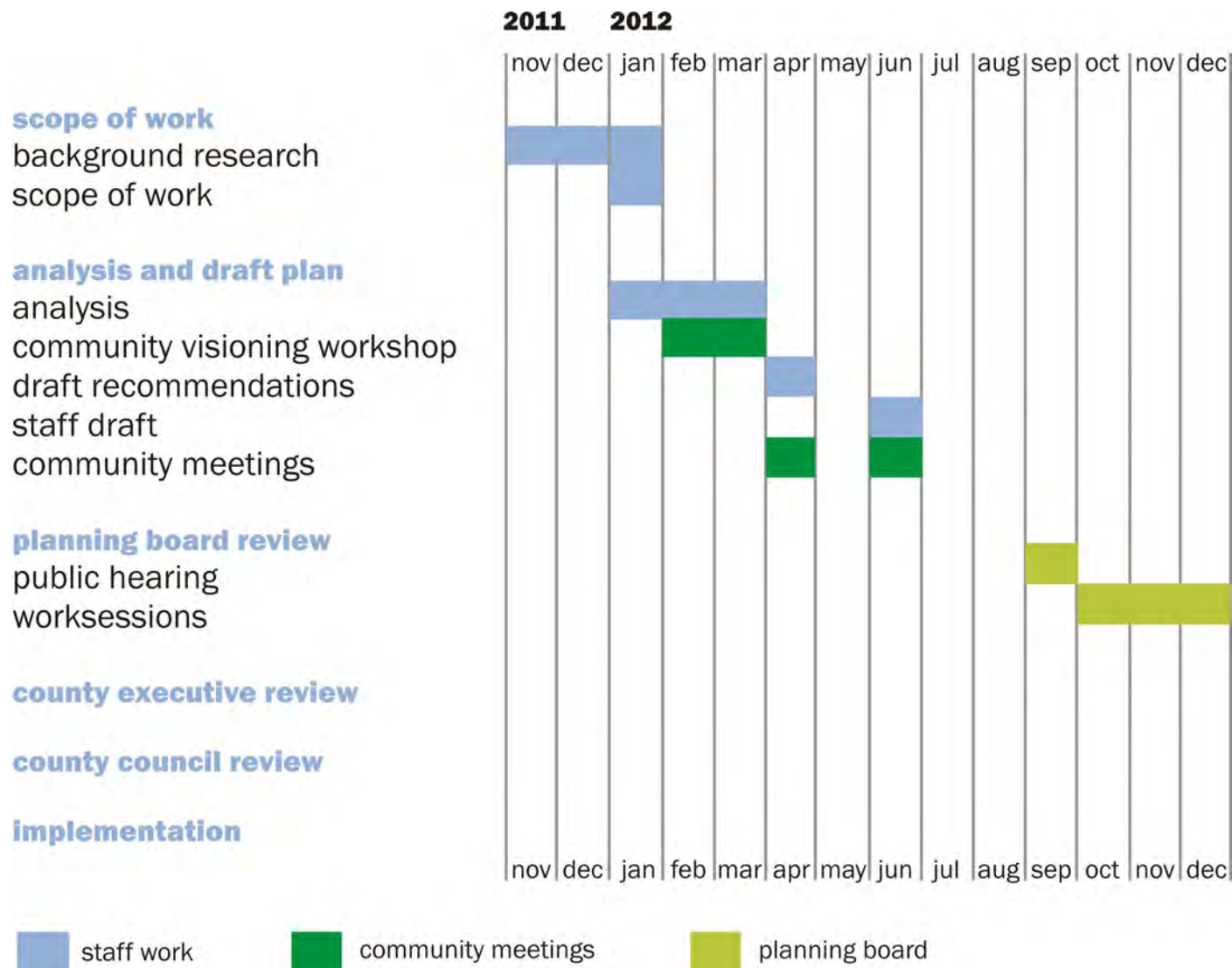
sectional map amendment

September - December 2013

Prepare and file the Sectional Map Amendment to implement the Plan's zoning recommendations and obtain County Council's approval after public hearing and review by the Planning Board and the County Council.

The Planning Department work program commits 2.65 work years to this project in FY13. Funds from an existing contract will be used for translation services.

table 1 glenmont sector plan proposed schedule



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