

Approved and Adopted

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Sector Plan for the
**Glenmont Transit
Impact Area and
Vicinity**

*The Completion of the Red Line
Marks a New Beginning for Glenmont*



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THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

The Montgomery County Department of Park & Planning

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Table 2

RECOMMENDED SIDEWALKS

LOCATION	PURPOSE
EAST OF GEORGIA AVENUE	
1. South side of Weller Road between Georgia Avenue and Briggs Road*	Access to Metro via Georgia Avenue
2. Both sides of Denley Road Extension	Access to Metro via Georgia Avenue
3. Both sides of new private commercial street	Access to shopping
WEST OF GEORGIA AVENUE	
1. Both sides of Flack Connector.	
2. Connect missing link along east side of Grandview Avenue at Newton Street	Access to Metro/shopping
3. Both sides of Livingston Street between Lindell Street and Urbana Drive	Access to Metro
4. South side of Denley Road between Urbana Drive and Georgia Avenue*	Access to Metro/shopping
5. South side of Denley Place between Denley Road and Holdridge Road	Access to Metro/shopping
6. North side of Sheraton Street between Denley Road and Urbana Drive	Access to Metro/shopping
7. South side of Holdridge Road between Gould Road and Urbana Drive	Access to Metro/shopping
8. South side of Lindell Street between Randolph Road and Sector Plan area boundary	Access to Metro/school/park
9. Both sides of Glenallan Avenue extension	Access to Metro
10. East side of Terrapin Road between Randolph Road and Sheraton Street	Access to Metro/shopping
COMBINED HIKER/BIKER TRAIL	
1. Path through vacant land between two sections of Jingle Lane	Access to Metro/shopping
2. Path through vacant land and Glenfield Park between Acorn Hollow Lane and Layhill Road	Neighborhood connections to local park and to Metro
3. Path through Saddlebrook Park between Layhill Road and Saddlebrook Drive	Neighborhood connections to the park and Glenallan Elementary School
4. South side of Briggs Road from Briggs Court to Lutes Drive, with widening of the existing trail between Briggs Court and Lutes Drive	Access to Metro via Layhill Road from neighborhoods northeast of Layhill Road and Briggs Road

* 1978 Sector Plan recommendations.

Table 3

RECOMMENDED BIKEWAYS

LOCATION	PURPOSE
CLASS I	
1. Randolph Road between Denley Road and Middlevale Lane*	Access to Metro/shopping Part of County regional bike network
2. Glenallan Avenue on the south side of the street between Layhill Road and Randolph Road*	Access to Metro/shopping Part of County regional bike network
3. Glenallan Avenue on both sides of the street between Georgia Avenue and Layhill Road	Access to Metro/shopping Part of County regional bike network
4. Georgia Avenue between Glenallan Avenue and Mason Street*	Access to Metro/shopping
CLASS III	
1. Flack Street between Weller Road and Urbana Drive*	Access to Metro/shopping
2. Urbana Drive between Denley Road and Georgia Avenue	Access to Metro/shopping and Wheaton High School
3. Weller Road between Holdridge Road and Briggs Road	Access to Metro and connection to major regional bikeway
4. Briggs Road between Weller Road and Briggs Court and between Lutes Drive and Middlevale Lane	Access to Metro and major regional bikeway
5. Lutes Drive between Dressler Lane and Briggs Road	Access to Metro/shopping
6. Middlevale Lane between Briggs Road and Randolph Road	Access to Metro and John F. Kennedy High School
7. Extended Glenallan Avenue between Flack Street and Georgia Avenue	Access to Metro
8. Livingston Street between Lindell Street and Urbana Drive	Access to Metro/shopping
9. Mason Street between Georgia Avenue and Grandview Avenue	Access to Metro and connection to major regional bikeway

** See Figure 26 for descriptions of bikeway classes.*

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

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

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

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

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

- Northbound: three lanes; southbound: three lanes.
- Wide, clearly demarcated pedestrian crossings at all major intersections.
- A 15-foot-wide sidewalk area on each side of the roadway, including a 7-foot sidewalk separated from the road by an 8-foot tree panel along the curb.

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

Glenmont Capital Projects	Project Description
SIDEWALKS <i>(See Figure 24)</i>	
East of Georgia Avenue:	
	<ol style="list-style-type: none"> 1. South side of Weller Road between Georgia Avenue and Briggs Road (1,500 linear feet). 2. Both sides of Denley Road Extension. 3. Both sides of new private commercial street.
Combined Hiker/Biker Trail, East of Georgia Avenue:	
	<ol style="list-style-type: none"> 1. Path through vacant right-of-way, connecting two sections of Jingle Lane (600 linear feet) 2. Path through vacant land and Glenfield Park between Acorn Hollow Lane and Layhill Road (1,500 linear feet). 3. Path through Saddlebrook Park between Layhill Road and Saddlebrook Drive (1,600 linear feet). 4. South side of Briggs Road from Briggs Court to Layhill Road, with widening of the existing trail across the vacant land between Briggs Court and Lutes Drive (1,250 linear feet of new trail).
West of Georgia Avenue:	
	<ol style="list-style-type: none"> 1. Both sides of the Flack Street Connector (approximately 550 linear feet). 2. Connect missing link along east side of Grandview Avenue in the vicinity of Newton Street (approximately 100 linear feet) 3. Both sides of Livingston Street between Lindell Street and Urbana Drive (3,500 linear feet) 4. South side of Denley Road between Urbana Drive and Georgia Avenue (2,000 linear feet) 5. South side of Denley Place between Denley Road and Holdridge Road (600 linear feet) 6. North side of Sheraton Street between Denley Road and Urbana Drive (400 linear feet) 7. South side of Holdridge Road between Gould Road and Urbana Drive (2,100 linear feet) 8. South side of Lindell Street between Randolph Road and Georgia Avenue (4,000 linear feet). 9. Both sides of Glenallan Avenue extension (350 linear feet). 10. East side of Terrapin Road between Randolph Road and Sheraton Street (300 linear feet).

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

Glenmont Capital Projects	Project Description
BIKEWAYS⁵ (See Figure 25)	
Class I Bikeways:	
1.	Randolph Road between Denley Road and Middlevale Lane (7,500 linear feet).
2.	Glenallan Avenue between Georgia Avenue and Randolph Road (3,000 linear feet), and a connection to the Metro garage/transit station area (approximately 150 linear feet).
3.	Georgia Avenue between Glenallan Avenue and Mason Street (3,650 linear feet).
Class III Bikeways	
1.	Flack Street between Weller Road and Urbana Drive.
2.	Urbana Drive between Denley Road and Georgia Avenue.
3.	Weller Road between Holdridge Road and Briggs Road.
4.	Briggs Road between Weller Road and Briggs Court and between Layhill Road and Middlevale Lane.
5.	Lutes Drive between Dressler Lane and Briggs Road.
6.	Middlevale Lane between Briggs Road and Randolph Road.
7.	Extended Glenallan Avenue between Flack Street and Georgia Avenue.
8.	Livingston Street between Lindell Street and Urbana Drive.
9.	Mason Street between Georgia Avenue and Grandview Avenue.

⁵ Combined hiker/biker trails are listed under sidewalks.