

FOREST GLEN

**Approved
& Adopted
Sector Plan
for
Central
Business
District
and
Vicinity**

July 1978



ABSTRACT

TITLE: Approved and Adopted Sector Plan for the Forest Glen Transit Impact Area and Vicinity

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ABSTRACT: This publication contains the text with supporting maps and tables for the Sector Plan for the Forest Glen Transit Impact Area and Vicinity, which is an amendment to the adopted Master Plan, Kensington-Wheaton Planning Area VII, 1959, as amended, Montgomery County, Maryland; and an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of Highways within Montgomery County, Maryland. Developed by the Commission with the assistance of a Sector Plan Task Force Advisory Committee, this approved and adopted Sector Plan discusses the history of the area; establishes basic area objectives; and outlines the existing situation and proposals for the area of the Plan.

APPROVED AND ADOPTED

SECTOR PLAN

FOR

FOREST GLEN TRANSIT IMPACT AREA

AND VICINITY

MONTGOMERY COUNTY,

MARYLAND

An amendment to the adopted Master Plan, Kensington-Wheaton Planning Area VII, 1959, as amended, Montgomery County, Maryland;

being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District and to the Master Plan of Highways within Montgomery County, Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


JULY, 1978


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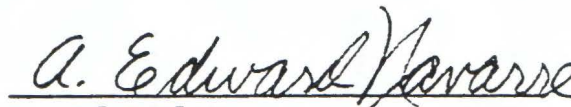
CERTIFICATE OF APPROVAL AND ADOPTION

This Sector Plan, being an amendment to the Master Plan, Kensington-Wheaton Planning Area VII, 1959, as amended; the Master Plan of Highways within Montgomery County, Maryland; and the General Plan for the Physical Development of the Maryland-Washington Regional District, has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution Number 78-14 on September 20, 1978, after a duly advertised Public Hearing held on March 13, 1978, pursuant to the provisions of Article 66D, #7-108, of the Annotated Code of Maryland, 1976 Cumulative Supplement, and has been approved by the Montgomery County Council, sitting as the District Council, by Resolution 8-2089 on July 18, 1978, after a duly advertised Public Hearing held on March 13, 1978.

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The Commission has three major functions:

- (1) the preparation, adoption, and from time to time amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- (2) the acquisition, development, operation, and maintenance of a public park system; and
- (3) in Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each County through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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The listing of the names of members of the Task Force Advisory Committee does not indicate approval or disapproval of this Sector Plan by any Committee member. The Task Force takes no position or vote as a body on the Sector Plan. The members advise the Montgomery County Planning Board on the problems, needs and views of their groups or area. These views are then considered by the Planning Board in its deliberations on the Plan.

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INTRODUCTION

INTRODUCTION

This Sector Plan for the Forest Glen Transit Impact Area and Vicinity is based upon an analysis of existing conditions, review of several alternatives for the development of the Forest Glen area, and projection of probable future conditions in the area covered by the Plan.

Planning Framework

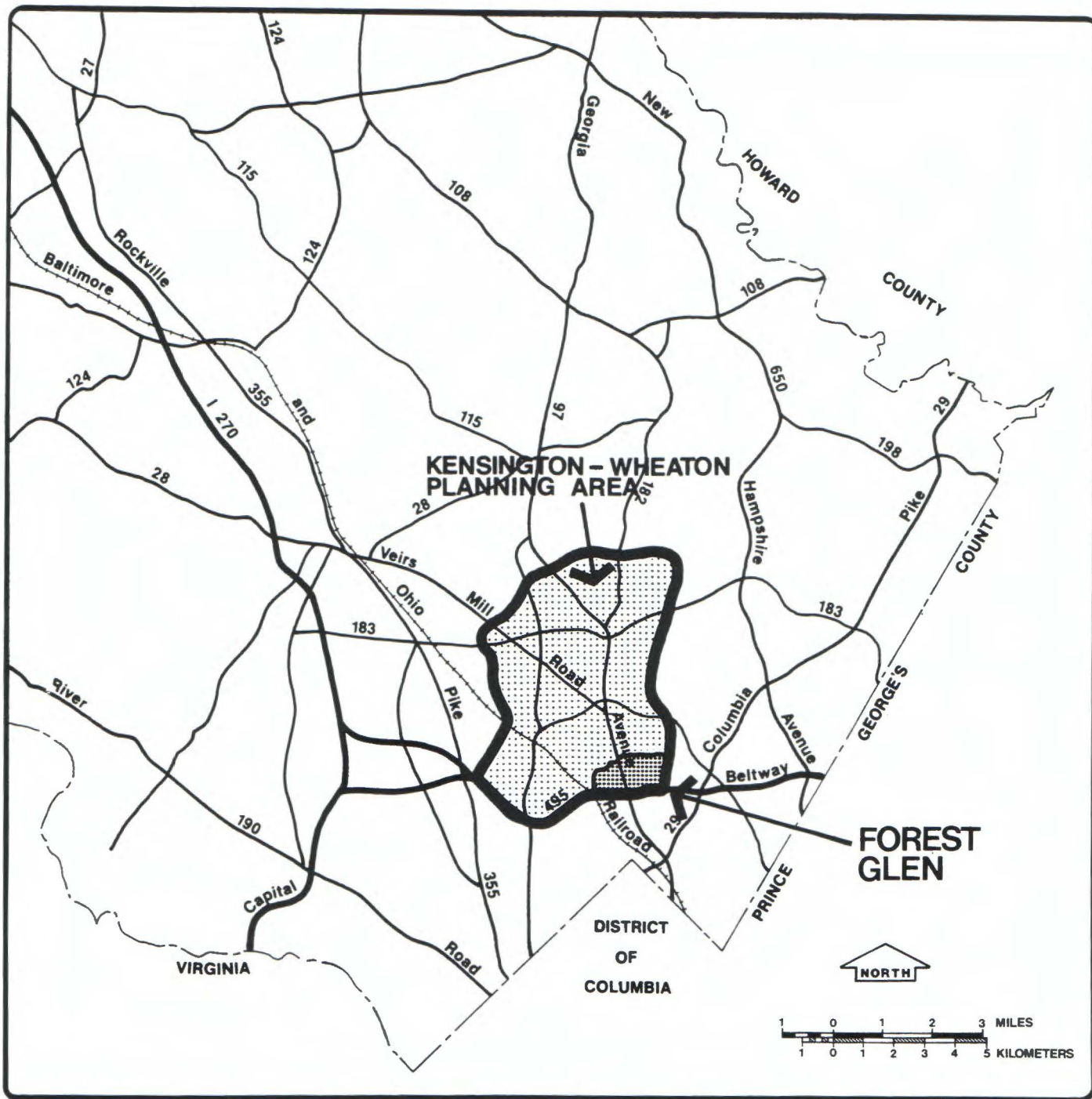
The Sector Plan for the Forest Glen Transit Impact Area and Vicinity is an amendment to the Master Plan for the Kensington-Wheaton Planning Area, adopted September 16, 1959, and to The General Plan for the Physical Development for the Maryland-Washington Regional District and the Master Plan of Highways within Montgomery County, Maryland.

General Plan

The General Plan provides policy guidance at a broad County-wide level for future patterns of development in the County. It was first adopted by the Maryland-National Capital Park and Planning Commission in 1964 and updated in 1969. The General Plan recommends that:

- future growth be channeled into corridor cities along the I-270 Corridor and into existing, established down-County activity centers (such as Silver Spring, Wheaton, and Bethesda);
- future transportation needs be met through the development of a rapid rail transit system supported by an extensive network of local bus routes;
- rapid transit stations be located at places conducive to multi-use development within walking distance of those stations;
- a mixture of housing and employment opportunities be developed in Montgomery County; and
- new development be channeled so as to preserve and protect existing communities from adverse impacts and undesirable non-residential intrusion resulting from commercial growth, the placement and operation of METRO-related facilities, and other public and private land use decisions.

In October, 1974, the Montgomery County Planning Board published its First Annual Growth Policy Report, Framework for Action. While this report recalled many of the goals of the General Plan, it also noted that economic and social trends are suggesting that future metropolitan growth will tend to occur in older inner-suburban areas. The Report pointed out the need to develop mechanisms both to monitor and to direct these trends. Subsequent Growth Policy Reports have analyzed specific aspects of alternative patterns of County-wide growth.



SECTOR PLAN LOCATION

FOREST GLEN



JULY
1978

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SECTOR PLAN

KW
PLANNING AREA

Master Plan

The Master Plan contains broad policy, land use, and circulation recommendations for an approximate 15 square-mile area roughly bounded by Rock Creek on the west, Sligo Creek on the east, the "Rockville Facility" alignment on the north and the Capital Beltway (I-495) on the south. Following adoption of the Forest Glen Sector Plan and Sector Plans for Wheaton and Glenmont, a new and updated Master Plan for the entire Kensington-Wheaton Planning Area is to be prepared.

Sector Plan

The basic aim of the Sector Plan is to attain a harmonious relationship and balance among the various physical, social and economic aspects of the Forest Glen area within the context of the Kensington-Wheaton Planning Area and of Montgomery County. The Plan, therefore, provides a basis for the preservation of the most desirable existing aspects of the Forest Glen area. While doing so, it also accommodates those elements of change which are appropriate to it, while providing for the social and economic needs of the population of the entire area.

A Sector Plan elaborates and details the General Plan, Master Plan and growth policy recommendations for a small area of the County. It serves as a guide to the Planning Board and the County Government in the programming of public works, in the adoption of zoning and other development controls, in the acquisition of land, and in the construction of facilities. A Sector Plan covers a smaller geographic area and a shorter time period than either the General Plan or an area Master Plan and carries out its recommendations to a greater level of detail. Because of its greater detail and shorter planning horizon, a Sector Plan must be periodically reviewed and adjusted to reflect future decisions, trends, or events not anticipated at the time of its adoption. Such a process includes a major reevaluation of the Sector Plan at intervals both of time and of actual change, depending upon such forces as the experience of METRO impacts actually gained once transit service has become operational.

BACKGROUND

BACKGROUND

HISTORY OF FOREST GLEN

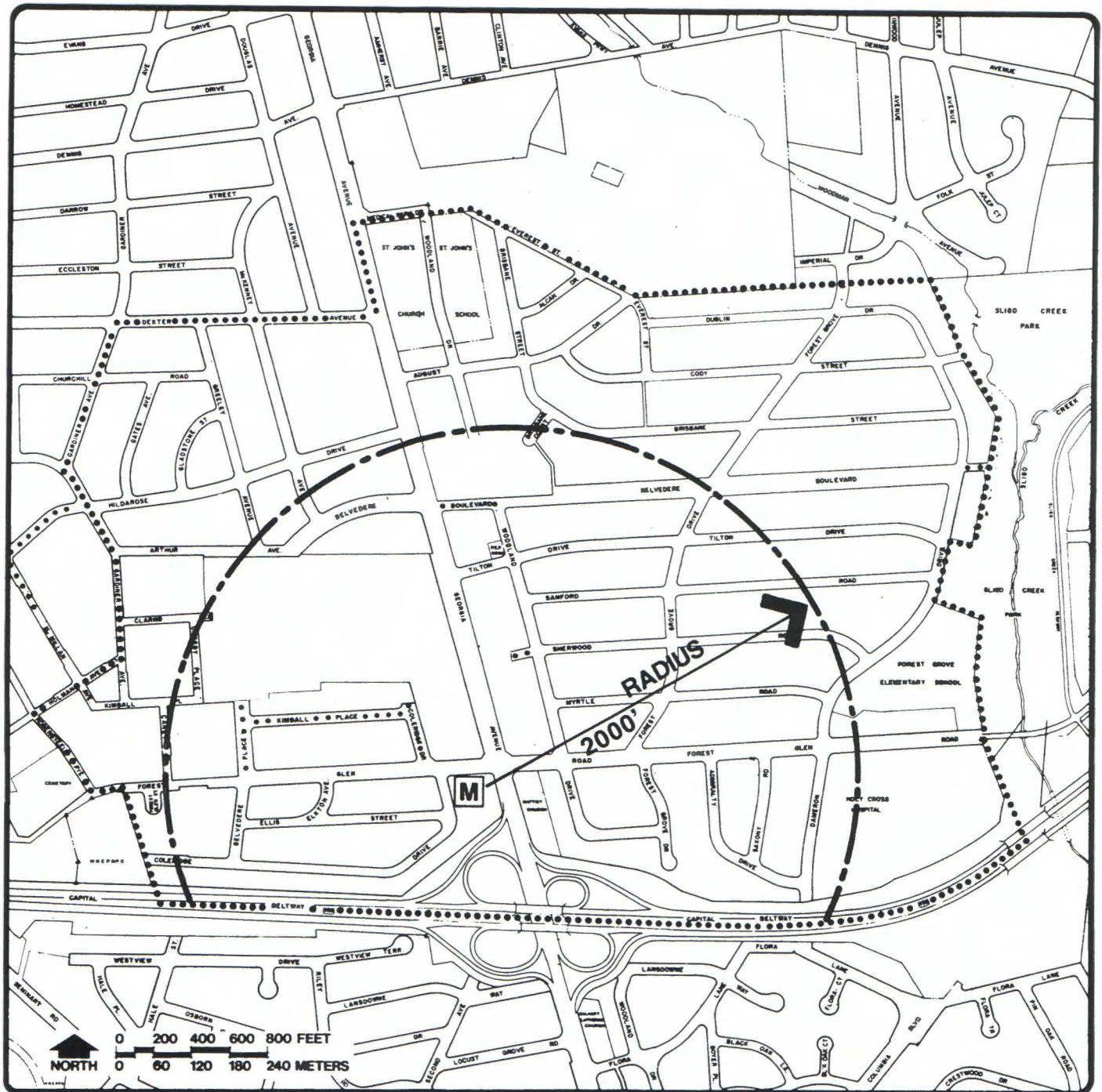
The area known as Forest Glen takes its name from a glade located near where the Capital Beltway crosses under the B & O Railroad. That area developed in the late 1800's around what was once a resort hotel near the grounds of a Girls' Finishing School (the National Park Seminary, now the Walter Reed Army Medical Center Annex). The area's development was spurred by the introduction of regular railroad service from Washington, and the area name was subsequently applied to the larger community which extends east of the original Forest Glen to present-day Sligo Creek Park.

The latter area sets astride the historically important Brookeville Road from Seventh Street Pike, today's Georgia Avenue. It was composed of farms and estates through the early part of the twentieth century and experienced most of its suburbanization in the late 1940's and early 1950's, when large areas of farms and estates were sold, subdivided, and developed, predominantly into single-family communities. In the late 1950's, Georgia Avenue was widened from a two-lane country road to its present six-lane divided cross-section; and in the early 1960's, the Capital Beltway (I-495) was built with an interchange at Georgia Avenue, south of Forest Glen Road and almost midway between Silver Spring and Wheaton.

RECENT PLANNING HISTORY

In 1962, three years after adoption of the Kensington-Wheaton Master Plan, studies began in earnest to develop a rapid transit system to serve the Washington Metropolitan Area. In 1969, a regional system was adopted by the participating jurisdictions, including Montgomery County. This system, consisting at the time of approximately 98 miles of line with 86 stations included a subway line (under Georgia Avenue) from Washington to Glenmont via Silver Spring. This route, commonly known as the "Glenmont Line," has stations in Montgomery County at Silver Spring, at Forest Glen Road, at Wheaton and at Glenmont. This "Adopted Regional System" was, in 1969, made a part of the revised General Plan described earlier in this document.

During 1974, the Montgomery County Planning Board established the Kensington-Wheaton Master Plan (Citizens') Advisory Committee to advise the Board on revisions to the 1959 Master Plan and on preparation of a new Master Plan for the Kensington-Wheaton area. The new Master Plan was to be supplemented by detailed Sector Plans for the three Transit Impact Areas of Forest Glen, Wheaton and Glenmont. Shortly thereafter, the Washington Metropolitan Area Transit Authority (WMATA) began the process of developing general design plans for the portion of the Glenmont Transit Line north of Silver Spring (construction to Silver Spring having already begun) and submitted these initial plans to the Montgomery County Government for review. In 1975, the Montgomery County Council examined the route in detail, including examination of the probable construction



SECTOR PLAN AREA

--- PRIMARY IMPACT AREA

FOREST GLEN

..... Sector Plan Boundary



JULY
1978

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methods and specific sites for station facilities, and again approved the line to Glenmont with stations at Forest Glen, Wheaton and Glenmont. On January 13, 1976, the Council approved the location for the Forest Glen Station and directed the Montgomery County Planning Board to prepare a Transit Station Impact Area (Sector) Plan for the area around the station.

However, at the direction of the Montgomery County Council, the method of citizen participation in the planning process was modified to provide separate citizen task forces for each Transit Impact Area, instead of a single committee for all planning in the Kensington-Wheaton Planning Area. On March 11, 1976, the Planning Board established the Forest Glen, Wheaton and Glenmont Task Forces to advise the Board in the preparation and development of sector plans for these area. The Forest Glen Task Force met in April 1976, to develop statements of goals and issues. In June 1976, the planning staff produced a report, Development Issues for the Forest Glen Sector Plan Area, which was the subject of an all-day Task Force workshop in the same month. A preliminary draft plan resulting from that planning process was the subject of a joint Council/Planning Board Public Hearing on March 13, 1978. This Plan includes revisions made on the basis of the record of that hearing.

Sector Plan Area

The Forest Glen Sector Plan covers an area bounded generally by the Capital Beltway (I-495) on the south, Sligo Creek Park on the east, the so-called "Heitmuller Tract" on the north, and Gardiner Street on the west (see Figure 2). This area contains the land most directly affected by the proposed METRO Station and areas surrounding it which could conceivably be affected by traffic, land development pressure, or other forces of change spurred by the coming of METRO.

For the purposes of preparing the Plan, a Primary Transit Impact Area has also been defined. This area, slightly smaller than the Sector Plan Area, extends approximately 2,000 feet from the proposed station entrance, and is roughly bounded by Hildarose Drive and East Belvedere Boulevard on the north, the Capital Beltway on the south, Gardiner Avenue on the west and Sligo Park on the east.

EXISTING LAND USE

Nearly all of the developed land within the Forest Glen Sector Plan boundaries is used for residential purposes. The bulk of this residential development consists of single-family, detached homes on lots ranging in size from one-sixth to one-fourth of an acre, although larger lot sizes exist in the western part of the Plan area.

Along the west side of Georgia Avenue, from Forest Glen Road northbound, are numerous apartment complexes containing both garden and mid-rise units. These complexes include the Americana Finnmark Condominium Community at Forest Glen Road and the Forest Glen and Woodside Manor Apartments between Arthur Avenue and Dexter Avenue.



EXISTING LAND USE

RESIDENTIAL	COMMERCIAL	INDUSTRIAL	
Single-Family	Convenience	Industrial	Private School
Duplex	General	Open Storage	Governmental
Townhouse	Office	PUBLIC & QUASI-PUBLIC	Health Care
Apartment (1-4 FIs.)	Automotive Related	Public Park	Utility
Apartment (over 4 FIs.)	Parking	Public School	Vacant
		Religious & Other	Dedicated Street-Not Constructed

FOREST GLEN



JULY
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PLANNING AREA

On the eastern edge of the planning area is the Holy Cross Hospital, a regionally oriented general hospital. The original 8 story, 330 bed hospital has been expanded with the addition of 112 beds in a 4 story extension.

The planning area also contains two schools, one public (Forest Grove Elementary School on Dameron Drive adjacent to Sligo Creek Park) and one private (St. John's School on Woodland Drive north of August Drive). In addition, there are a limited number of other institutions, including several churches, and a medical office building at the northeast corner of Forest Glen Road and Georgia Avenue. A second medical office building is located just outside the planning area boundary, at Georgia Avenue and Medical Park Drive.

There is a limited amount of vacant land in and adjacent to the planning area. In addition to individual scattered lots, particularly in the area west of Crosby Place, there are four currently vacant parcels of land and one parcel which, although not vacant, is substantially underdeveloped.

The first of these parcels is the so-called "Heitmuller Tract," a parcel of approximately 42 acres along the south side of Dennis Avenue and east of Georgia Avenue. Within this tract the County Government has developed plans for a storm water detention and impoundment facility designed to mitigate flooding and to reduce erosion, and sedimentation problems in Wheaton Branch and Sligo Creek. The remainder of the tract could be developed for single-family (detached or attached). The other vacant parcels are:

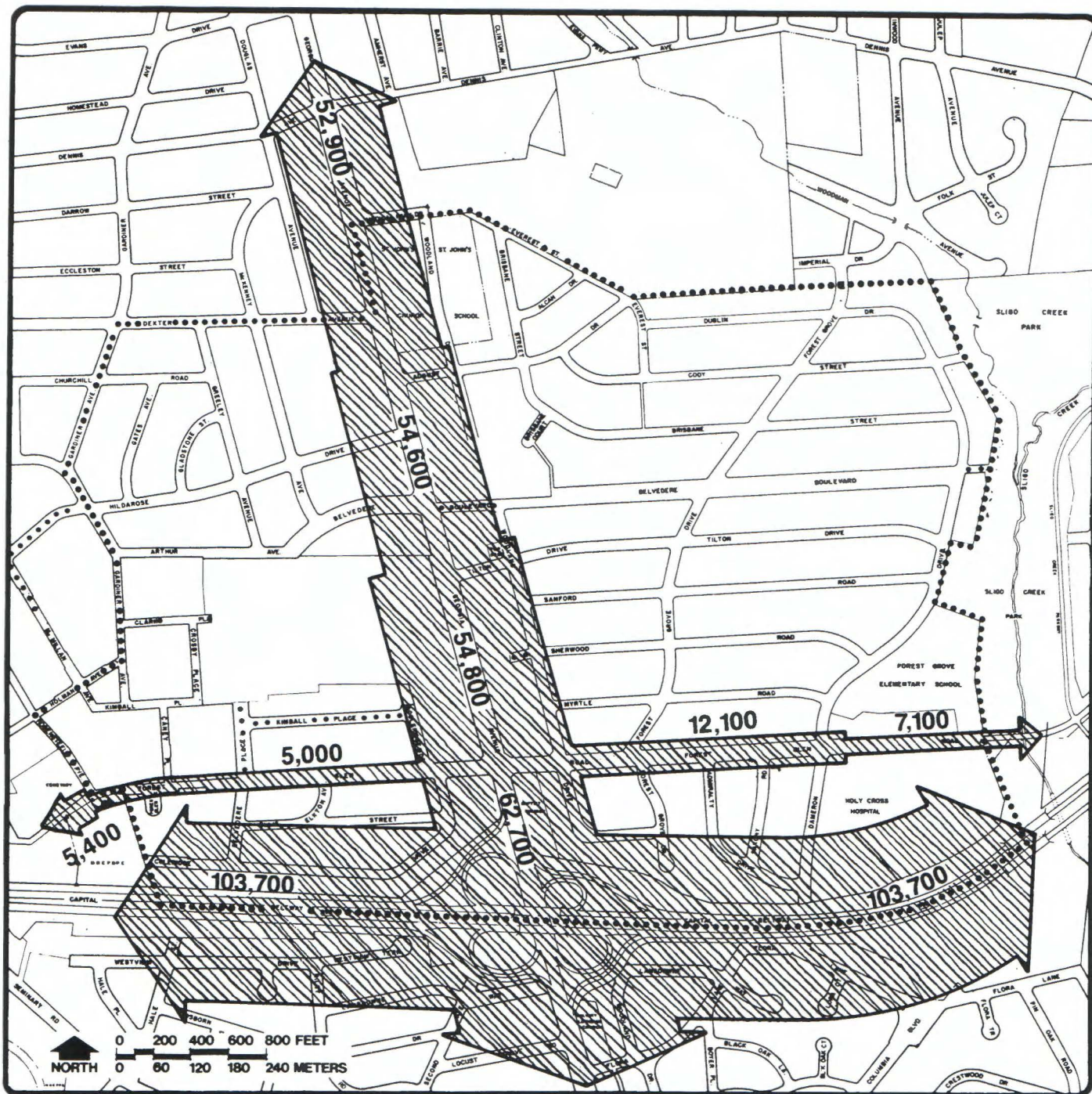
- The so-called "Freeman Tract," part of the former Blundon Estate, consisting of approximately 10 acres and located north of the proposed METRO Station parking area and west of the Americana Finnmark Condominium Community;
- The approximately one-acre tract located north of the Forest Glen Medical Center on Georgia Avenue; and
- The Getty Farm, a tract of approximately 3.5 acres at the northeast corner of Georgia Avenue and Belvedere Boulevard, occupied by a working farm and farm buildings.

Additional vacant land is located at the southwest corner of Georgia Avenue and Forest Glen Road and in an area south of the previously described "Freeman Tract." These parcels are proposed sites for facilities related to the Forest Glen METRO Station.

EXISTING TRANSPORTATION

Existing Highway System

The Forest Glen Sector Plan area is traversed by three principal roadways--the Capital Beltway (I-495) and Forest Glen Road (MD 192), which run east-west, and Georgia Avenue (MD 97), which runs north-south. The Capital Beltway, which



1975 AVERAGE DAILY TRAFFIC
(NOT TO SCALE)

FOREST GLEN

..... Sector Plan Boundary



JULY
1978

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serves primarily interstate and regional trips, is a major eight-lane circumferential freeway. Georgia Avenue, which serves regional and local trips, is a major radial route. North of the Beltway, Georgia Avenue is constructed as a six-lane divided highway, while south of the Beltway, it has been converted to a seven-lane roadway which operates during peak periods as a 4-3 reversible lane system. Forest Glen Road, which serves primarily local trips, is a two-lane arterial highway. Average daily traffic (ADT) volumes for 1975 range between 52,000 and 63,000 vehicles per day on segments of Georgia Avenue and between 5,000 and 12,000 vehicles per day on segments of Forest Glen Road. The Beltway carries traffic volumes in excess of 100,000 vehicles per day in the vicinity of the Georgia Avenue interchange. Specific ADT volumes for these roadways are shown in Figure 4.

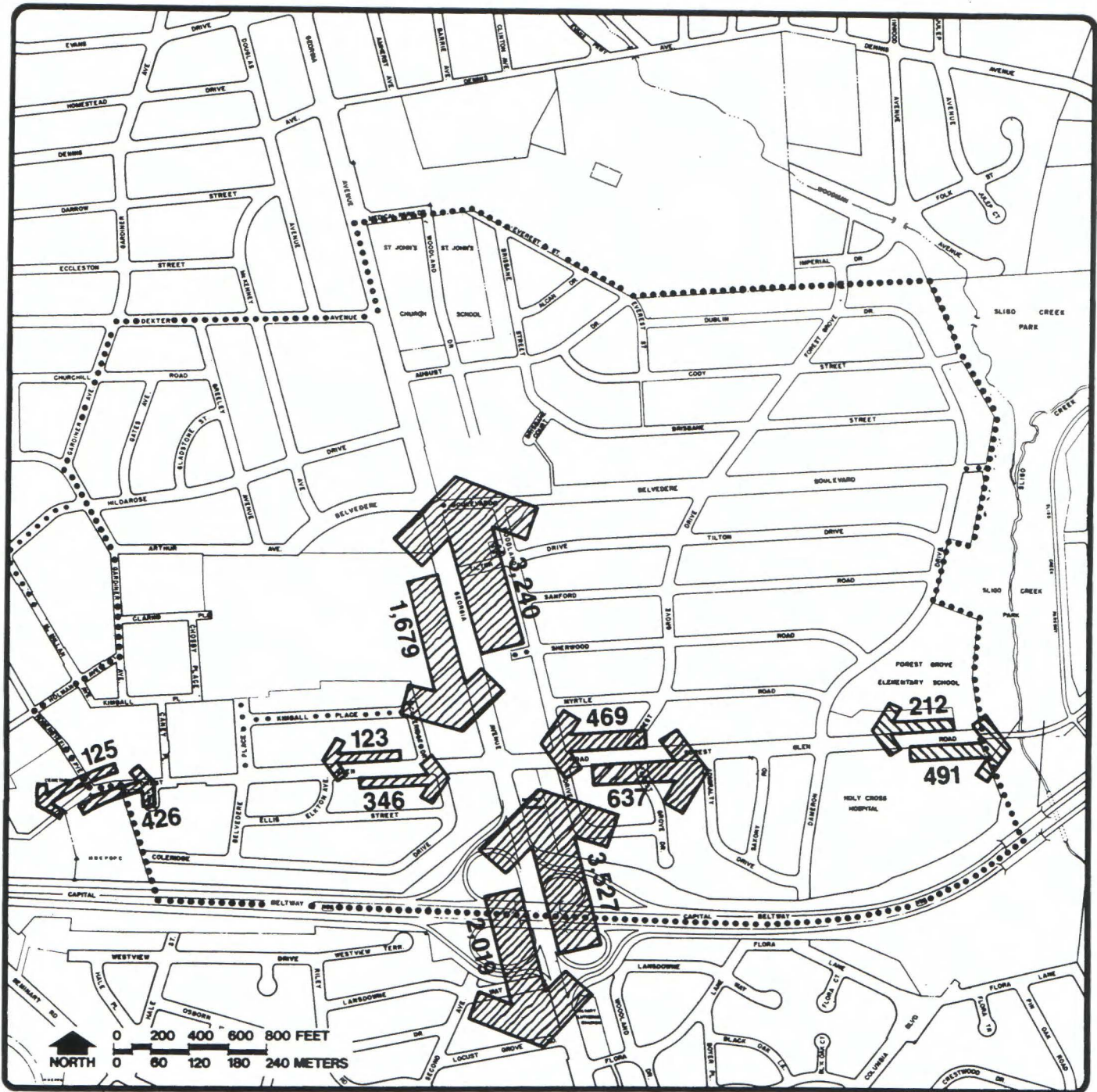
In addition to substantial daily traffic flows, the Forest Glen area experiences very heavy peak hour traffic demands. An analysis conducted of the traffic volumes and flows in the Forest Glen area indicates that the PM peak hour demand is slightly higher than the AM peak hour demand. However, during both the AM and PM periods, there is an almost uniform two-hour peaking of traffic, as opposed to the more common one-hour peaking phenomenon. The existing PM peak hour traffic volumes are shown in Figure 5.

The Level of Service of a roadway system is typically measured by analysis of the peak hour traffic demands at critical intersections and expressed as an alphabetic scale from A (best) to F (worst). In Montgomery County, Level of Service 'D' is the established minimum service level used for planning purposes. Level of Service 'D' can be described as a predominately stable traffic flow condition with occasional instability of the flow. At this level of service, vehicle delays are moderate to heavy and signal time deficiencies are experienced for short durations within the total peak period. However, the traffic flow is such that periodic "valleys" occur, thereby preventing unacceptable traffic backup and congestion.

Calculations of the peak hour conditions at the Georgia Avenue-Forest Glen Road intersection indicate that the Level of Service borders between 'D' and 'E' (the maximum a highway should acceptably carry, but with delays and backups) for both the AM and PM peak hours.

Existing Transit Service

Metrobus service currently operates in the Forest Glen area strictly on Georgia Avenue. Local and express routes, mostly through service from Wheaton, Aspen Hill, and beyond into Silver Spring, combine to produce an overall frequency of 18 buses per peak hour in the peak direction. In addition, Montgomery County provides local Ride-On service through surrounding neighborhoods linking the Forest Glen area with Kensington, Wheaton, Northwood, and Silver Spring. One Ride-On route operates to the west via Dexter and Brunswick Avenues, another parallels Georgia Avenue to the east along Forest Grove Drive, while a third operates along Forest Glen Road, past Holy Cross Hospital. The Ride-On routes provide service with a 20 or 30 minute headway in the peak direction during peak hours.



1975 P.M. PEAK HOUR VOLUMES
(NOT TO SCALE)

FOREST GLEN

..... Sector Plan Boundary



The Forest Glen commuter rail station is located near the intersection of Forest Glen Road and Capitol View Avenue, 0.8 miles west of Georgia Avenue. This stop is served by AM inbound and PM outbound trains. The paved at-grade crossing of Forest Glen Road at the B & O tracks serves as the pedestrian platform; no other facilities are provided at the station. Recent surveys of ridership show that approximately 40 to 50 commuters use this stop daily.

ENVIRONMENTAL ANALYSIS

ENVIRONMENTAL ANALYSIS

For an area which is largely built up, the primary environmental conditions are those which affect air quality, noise levels, and water quality. For areas in which there are significant vacant parcels, issues related to natural systems including soil types and vegetative cover may also be significant.

AIR QUALITY

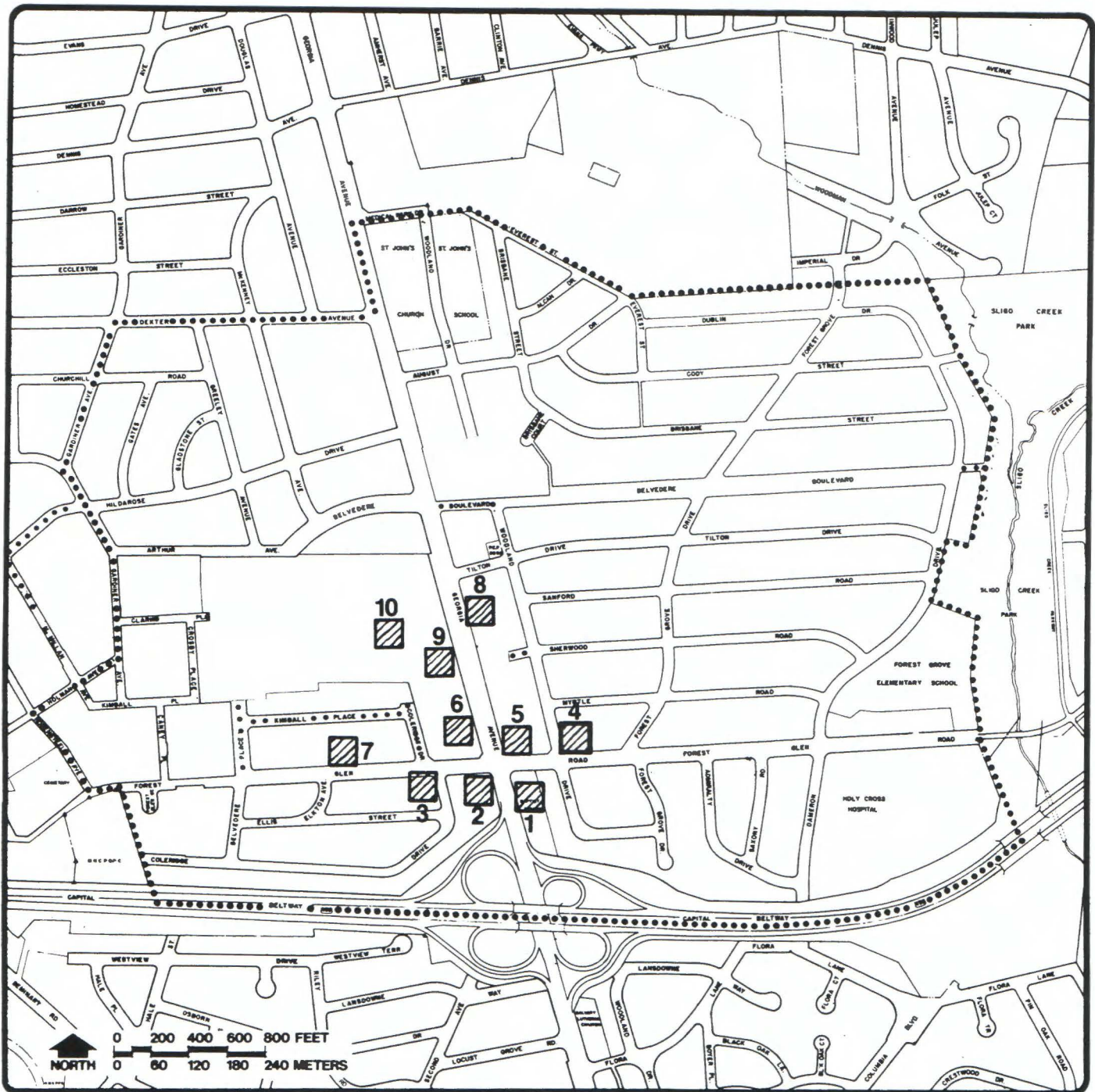
Air quality in a metropolitan region such as Washington, which has a relatively small amount of heavy industry, is predominantly a function of automobile traffic. Such traffic reflects regional patterns of urban development and the distribution of land uses throughout the metropolitan area.

Air quality in parts of Montgomery County does not currently meet the National Ambient Air Quality Standards established as law by the Federal Clean Air Act. Violations result primarily from vehicle emissions of hydrocarbons (HC), nitrogen oxides (NO_x) and carbon monoxide (CO). Hydrogen and nitrogen oxide emissions often lead to the formation of photochemical oxidants. Summertime air pollution alerts related to high levels of such oxidants have become common in metropolitan Washington in recent years.

The oxidant problem has required area jurisdictions to prepare a Regional Transportation Control Plan designed to reduce air quality violations. Taking steps to reduce automobile dependence and to increase the availability and usage of public transit--including the provision of METRO--is one element of the Regional Transportation Control Plan. Through such steps both the level of automobile-induced air pollution and the impact of such pollutants can be reduced. The major reductions in poor air quality due to automotive exhaust will, however, result from the continued implementation of national standards controlling the actual output of pollutants by the vehicles themselves. As these new standards, and the devices they require, are applied to succeeding model years, the levels of emissions which cause air pollution from vehicles are expected to decline dramatically.

Most air pollutants easily disperse over large areas and are not susceptible to control at the Sector Plan level. This is true not only of oxidants, but also of sulphur dioxide (which results from types of combustion other than vehicular), particulates, and carbon monoxide.

To date, accepted research at the Federal level has resulted in establishing standards for the pollutants mentioned above, including carbon monoxide. Background levels of carbon monoxide can come from vehicle emissions over a large area while local carbon monoxide "hot spots" can also occur. Such "hot spots" are said to exist when a combination of background and local emission levels result in concentrations of carbon monoxide which exceed the National Ambient Air Quality Standards for that pollutant.



1985 CO-8 RECEPTOR LOCATIONS

FOREST GLEN

..... Sector Plan Boundary



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KW
PLANNING AREA

Two levels of CO concentrations have been established by the National Ambient Air Quality Standards of the Federal Clean Air Act. The first of these is a one-hour standard of 35 parts per million. The second is an eight-hour standard of 9 parts per million. "Parts per million," sometimes abbreviated as "ppm," represents the level of concentration of CO in the air. Federal regulations state that standards may not be violated more than once per year. This analysis focused on the eight-hour standard which, in practice, is more frequently violated and more difficult to attain than the one-hour standard. Resolution of potential eight-hour standard violations normally assures resolution of potential one-hour standard violations.

Carbon monoxide analysis is a two-step procedure. Step one involves calculation of background levels of CO which typically occur throughout the area being studied. Background levels result from the cumulative effects of vehicle CO emissions in the immediate study area, and the portion of emissions dispersing from upwind areas which enter the immediate study area. In general, background CO levels decline as distance from the core of the metropolitan region increases.

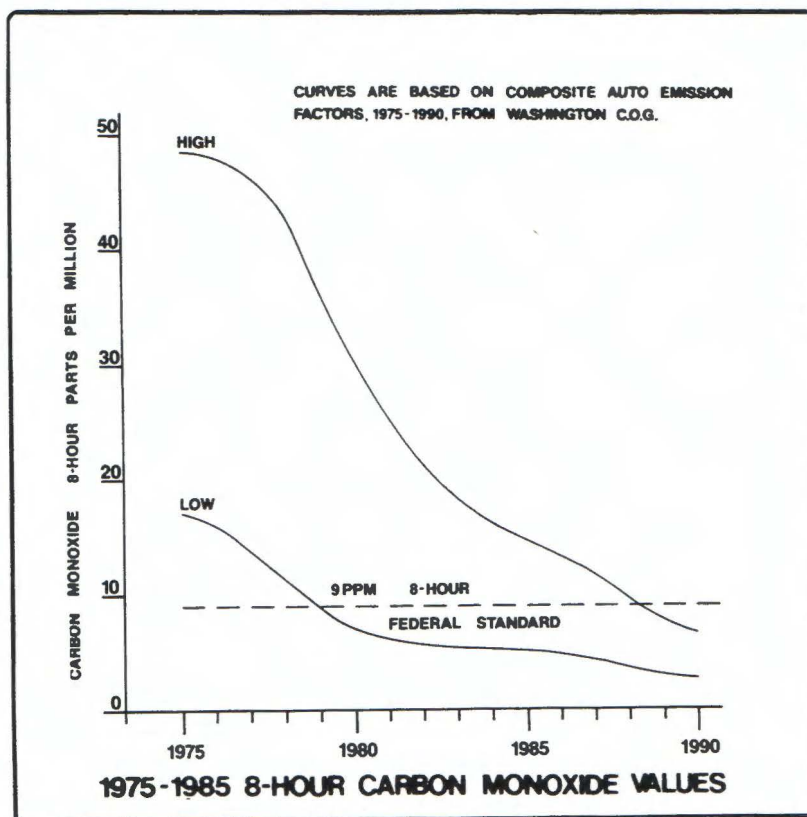
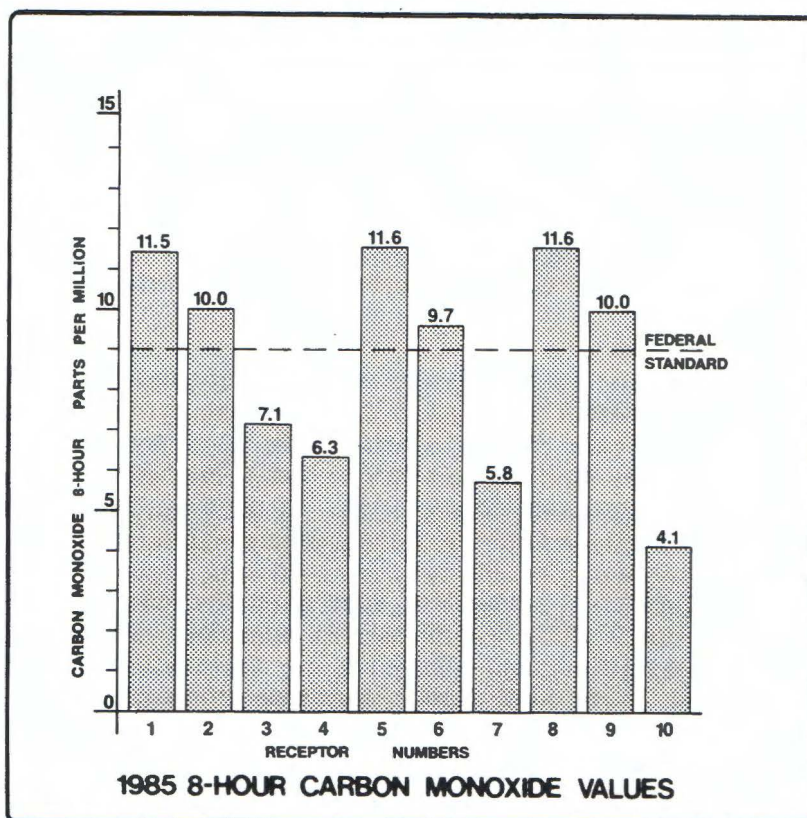
Background CO calculations are based on data from the Metropolitan Washington Council of Governments (COG), which assists Maryland and other states with fulfilling their responsibilities for adherence to National Ambient Air Quality Standards. Subregional background data is generated through the use of computer modelling techniques based upon inputs which include vehicle traffic flows, weather conditions and selected actual monitored CO values. The COG 1985 projections use a recent regional population forecast to predict traffic and air quality levels.

Step two involves a calculation of local CO sources. High CO levels may be prevalent near major highways, particularly during periods of high traffic volumes and traffic congestion. The impact of such local conditions generally extend up to 150 feet from the source, after which background conditions begin to prevail. Local and background CO levels, however, are added together to establish the total CO level which would be experienced in a given area.

Local CO levels were calculated using a computer model ("HIWAY") developed by the U. S. Environmental Protection Agency. The model utilizes local meteorological and traffic data to predict CO levels along roadways. Calculations for 1975 are based upon current traffic volumes; 1985 calculations are based on projected average traffic conditions approaching roadway intersections.

Calculations of CO generally employ a "worst case" set of assumptions for meteorological conditions. Winter meteorological conditions are generally most conducive to high CO emissions; cold temperature engine operations lead to greater emissions while periods of low wind and stable atmosphere can result in slower dispersion of local pollutants.

A variety of wind directions was used to ensure that maximum CO concentrations were calculated. Other meteorological assumptions included a near calm atmospheric stability condition, a two mile per hour average wind speed, and a 39° Fahrenheit average winter temperature.



Estimates of traffic conditions were made for the 1975 and 1985 time periods. Current (1975) conditions were partially based on field traffic counts recently performed at selected locations along Georgia Avenue. Peak eight-hour volumes were determined from previously obtained field data and existing traffic studies performed by the Montgomery County DOT. Speeds were measured along each road link, which implicitly incorporated congestion on road segments approaching each major intersection. Future (1985) conditions are based on the proposed land use plan and volume projections for future years. The current roadway dimensions, plus presently programmed improvements, were assumed to exist in the 1985 time period. A slight decline in average speeds from the 1975 base year was assumed for 1985.

Violations were calculated in 1985 for six of the selected measurement points, or "receptors" (see Figure 6). These six receptors which exceeded the standard are located along the east and west sides of Georgia Avenue. Four of the six are at the Forest Glen Road intersection. Receptors located away from Georgia Avenue or along Forest Glen Road are not in violation of the Federal Standards.

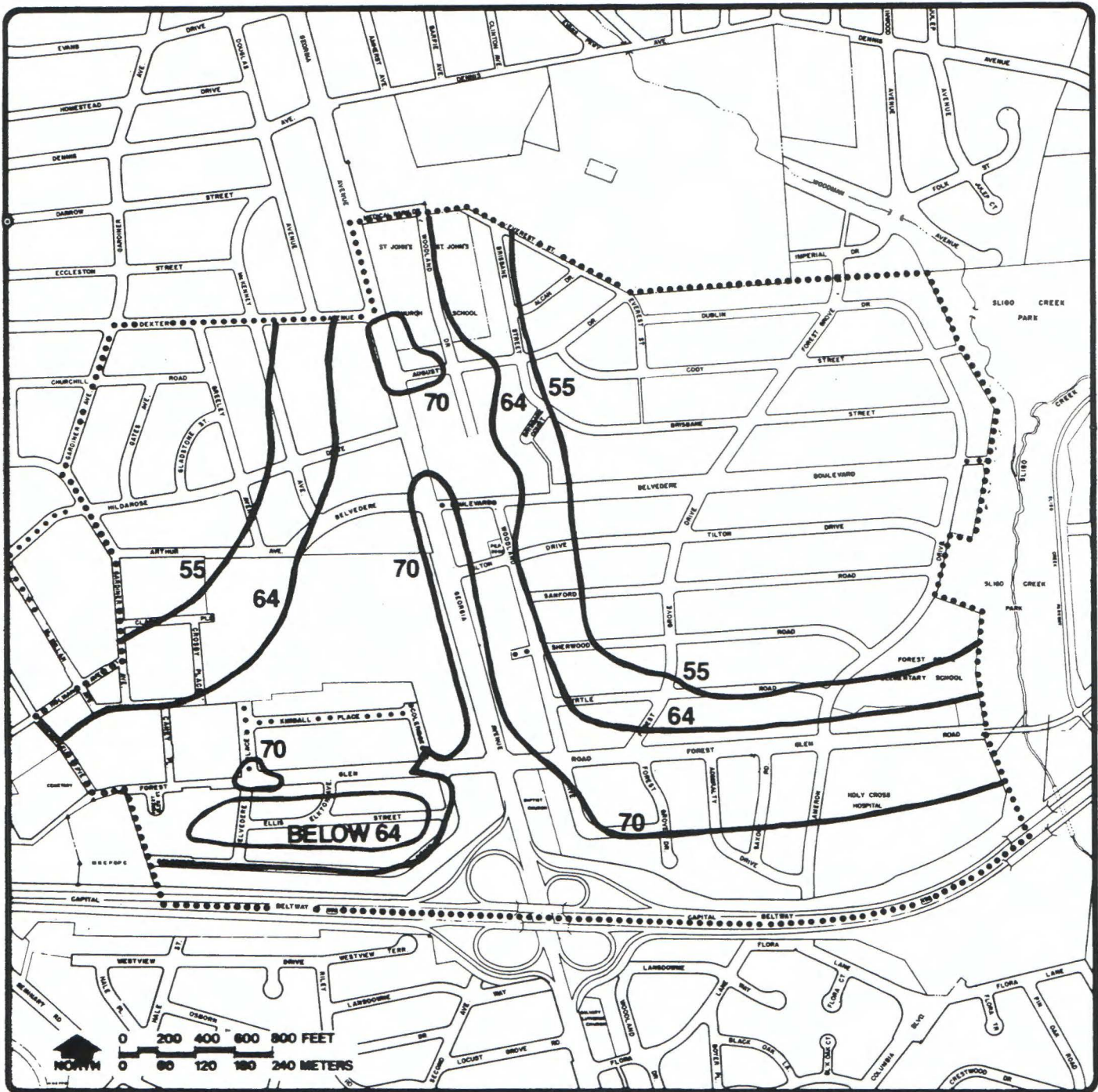
It should be noted that the calculations for 1975 indicated violations at all receptor locations. The substantial decline in CO levels from 1975 to 1985 is primarily the result of Federal controls on vehicular emissions.

Resolution of CO violations are strongly influenced by factors which are outside the direct control of the Forest Glen Sector Plan. Auto emission controls are the primary long-term hope for attaining clean air standards. In addition, expected reductions in area pollution levels are dependent on regional transportation system improvements. Such improvements include the METRO mass transit system and other elements of a regional transportation plan. Governments within the region should also attempt to minimize the use of private automobiles by a single person for all types of trips. The benefits of alternative modes of transportation such as car pools and bicycles should be encouraged.

NOISE

In Montgomery County, highways are a major source of noise which affect the living environment. Residential land uses are among the most sensitive to noise impact, as are schools and hospitals. Commercial and industrial areas can generally tolerate higher noise levels because of reduced exposure time and higher levels of personal activity in indoor settings.

A continuous exterior level of 70 decibels (dBA) is representative of areas experiencing substantial intrusion by highway noise. The U. S. Environmental Protection Agency has determined that noise levels exceeding sound pressure level of 70 dBA, on an all day basis, can result in hearing loss. (The term dBA represents a sound level in decibels weighed for sensitivity of the human ear.) The Federal Highway Administration has identified the noise level of 70 dBA as a benchmark to be exceeded no more than 10 percent of the time as the maximum acceptable level for residential areas. A sound level of 70 dBA can be associated with such activities as speech at a distance of one foot, or the operation of a vacuum cleaner at a distance of ten feet. By comparison, the level of noise inside a sports car traveling 50 mph is about 80 dBA.



1985 NOISE LEVEL CONTOURS (dBA)

FOREST GLEN

..... Sector Plan Boundary



An exterior noise level of 55 dBA is generally considered to be acceptable in residential areas. This sound level is the residential limit under both the Montgomery County Noise Ordinance and the State of Maryland's noise standards. The standard is based on the two-fold premise that outside activities in residential areas (such as barbecuing, gardening or speech communication) will be disturbed with a 55 dBA noise level and that buildings will attenuate noise levels inside by 10 to 25 dBA. This results in levels low enough not to cause annoyance or interfere with sleep, even with windows open.

Projection of 1985 noise levels were made utilizing a computer model developed by the Federal Highway Administration and calibrated for the Forest Glen area with actual field monitoring data. The model takes into account building barriers, car/truck mix and volumes, vehicle speeds, and vehicular trip generation resulting from land uses proposed in this Sector Plan. The noise levels are weighed to reflect the greater degree of distraction experienced at night.

The noise contour map, Figure 7, indicates the 55, 64, and 70 dBA contour lines. Residences in areas at or inside the 70 dBA contour can be expected to experience substantial noise intrusion, while those between the 70 dBA and 55 dBA contours can be expected to experience moderate noise intrusion from highway sources. Areas outside the 55 dBA contour can expect noise levels typically experienced in residential neighborhoods removed from roadways.

The Beltway (I-495), Georgia Avenue, Metrobus, and other traffic on Forest Glen Road are the principal noise generators in the Forest Glen Sector Plan area. For 1985, predicted noise levels of 70 decibels or above are common on properties adjacent to the Beltway and near the Georgia Avenue intersections with Forest Glen Road and August Drive. Seventy decibel levels are also reached at the sidewalks along Georgia Avenue and in the immediate area of the METRO access points off Forest Glen Road. Projected levels of 64 decibels or above are more common, extending to most areas within one block of the major arterials. Levels above 55 decibels are projected to occur in areas up to two blocks from the major arterials. Neighborhood traffic activity will generally result in noise levels below 55 decibels throughout the remaining area.

The State of Maryland is proceeding with a demonstration test of a noise barrier wall system to protect homes located between Coleridge Drive and the Beltway. The average noise levels in this area exceed 70 decibels at some locations and reach 85 decibels during the peak traffic hour. A properly designed barrier wall can reduce noise levels by up to 15 decibels. Similar noise impact conditions exist for other homes along the Beltway in the Forest Glen area and also at Holy Cross Hospital. The Sector Plan, therefore, recommends the construction of acoustical noise barriers adjacent to I-495 in areas where noise levels exceed 70 decibels.

NATURAL SYSTEMS

The natural environment is a resource that must be considered in the planning process. The construction of major buildings in areas of thick and well-drained soils, for example, is desirable in terms of improved construction time and cost.

Wooded areas also protect against soil erosion and provide attractive visual buffers between various land uses and transportation facilities. Mature trees and exposed bedrock on a site can often be incorporated into the design schemes of the development.

Consultant to the Washington Metropolitan Area Transit Authority and the planning staff analyzed the soils, geology and vegetative cover of the principal vacant parcels in the Forest Glen, Wheaton and Glenmont transit impact areas. This analysis included the review and evaluation of environmental impact studies, aerial photographs, and reports and maps developed by the U. S. Geological Survey and Soil Conservation Service.

The analysis at Forest Glen concentrated on the currently vacant parcels west of Georgia Avenue behind the Americana Finnmark Apartments. The principal soil found on the site is Manor silt loam. Much of the site exceeds 8 percent slope, and is thus subject to potential erosion problems during construction. In terms of soils and geologic conditions, however, this site and the remaining vacant land in the Sector Plan area are generally suited for development.

WATER QUALITY

Water quality is largely a function of the capacity of the storm and sanitary sewer systems. Storm water impact results primarily from the run-off of rain water from paved areas, including streets, parking lots and roof-tops. The constraint imposed by the sanitary system consists both of the sewer pipe size, which limits the volume of effluent which can be handled, and the regional treatment capacity for sewage, which itself reflects in part the quality demanded in the final resulting discharge of treated effluent.

The Forest Glen Area currently does not produce a substantial level of storm water run-off due to the relatively large proportion of land in green uses--lawns, gardens and the like. The largest area of paving are associated with roads in the area and with the Holy Cross Hospital complex. The impact of this facility is heightened by its proximity to Sligo Creek, which is itself affected by run-off from developed areas to the north, especially Wheaton Plaza. Limited amounts of paved area are associated with the other institutions in the area (churches, schools, and Forest Glen Medical Center) and with parking at the Americana Finnmark, Woodside Manor and Belvedere Apartments along Georgia Avenue.

Virtually all of the existing development occurred under standards of run-off management and control which were lower than those prevailing today. Under today's higher standards, including requirements that new development contain excessive storm water run-off on site, new development, when it occurs, can be expected to be managed so as not to degrade existing conditions.

In order to protect Wheaton Branch and Sligo Creek from erosion, sedimentation and flooding problems, Montgomery County Department of Environmental Protection has initiated the "Wheaton Branch Stormwater Management Project." This

project includes the construction of a storm water detention structure on the "Heitmuller Tract." This structure will form a dry impoundment covering approximately 15 acres and will control run-off from the 775 acre sub-watershed above Woodman Avenue north of the Sector Plan area. The impoundment is being designed to protect the area against a range of peak flows from storms of from 2 to 100 year reoccurrence potential.

As a regionally-imposed constraint, limited sanitary sewage transmission and treatment capacities problems cannot be resolved purely in the local context of a small-area Sector Plan. Regional plans to provide new or increased sewage treatment capacity and relief to overburdened transmission constraints must be solved on a larger scale. The Sector Plan recommends that sufficient capability be made available to support the level of development ultimately recommended by the Plan.

**SECTOR PLAN FOR FOREST GLEN
TRANSIT IMPACT AREA AND VICINITY**

THE LAND USE PLAN

THE LAND USE PLAN

Planning Policies for Forest Glen

Several planning policies have been identified for the purpose of developing this Plan, and these policies underlie the recommendations contained in this document. These policies have been developed by the planning staff and are based upon:

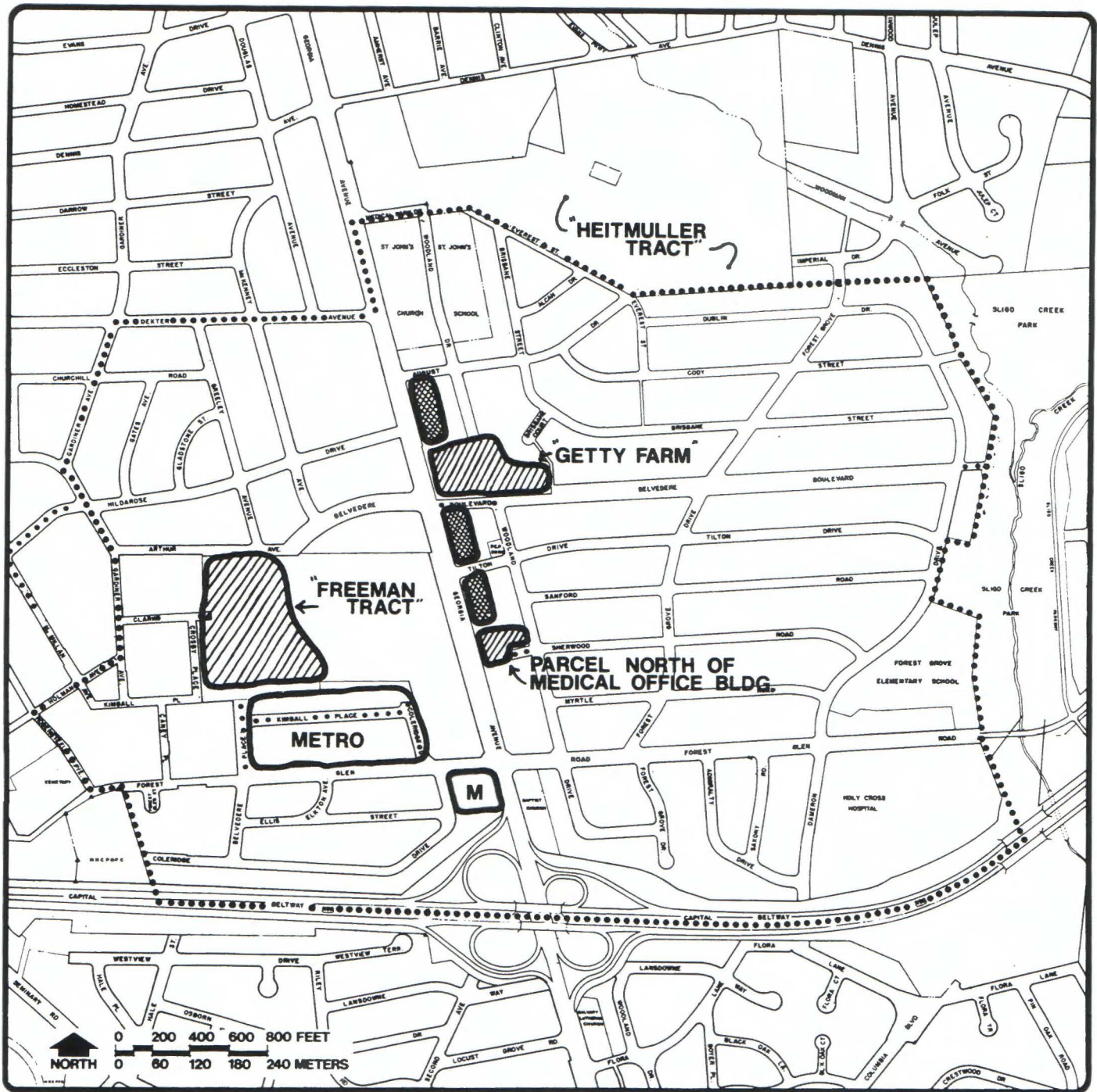
- The recommendations contained in the General Plan, the Kensington-Wheaton Master Plan and other adopted documents which are statements of public policy;
- Decisions made by the Montgomery County Council and the Washington Metropolitan Area Transit Authority concerning the Glenmont "B" Route;
- The concepts put forth in the various reports for County Growth Policy, which identify potential impacts on communities in the mid-County area and discuss approaches to future County policy to deal with them;
- The advice and comment of the various members of the Forest Glen Task Force at and following the workshops held with them; and
- The staff's best professional judgment in providing a framework within which the future of the Forest Glen area can best be directed in the context of existing public policy, locally expressed preferences and concerns, and the situation which exists on the ground today.

Goals and Objectives

While the starting point for developing a statement of planning policies for the Forest Glen Sector Plan was in adopted statements of public policy, this starting point needs to be examined in a setting which reflects the concerns and attitudes of the people most directly affected by what happens in Forest Glen. The goals of local residents, institutions, and property owners, therefore, need to be ascertained. At the same time, the Plan must assure that persons in Montgomery County as a whole--future as well as current residents of the Sector Plan area, businessmen and taxpayers, drivers and transit users, are well served by the recommendations contained in the Plan. This Plan attempts to balance these wide-ranging and often diverse interests and concerns.

What is desired for an area is expressed through the goals and objectives--stated, implied or inferred--of those who live, work, play, attend church or school, or share some other concern for and interest in the Forest Glen area. The task of identification of goals and objectives was approached in a number of ways.

First, possible planning goals were culled from statements of "issues," "desires," or "aims" of a number of separate interest groups, all of whom share some common concern for Forest Glen (the Forest Glen Sector Plan Task Force).



AREAS SUSCEPTIBLE TO DEVELOPMENT



VACANT OR UNDERDEVELOPED



SUSCEPTIBLE TO CONVERSION

FOREST GLEN

..... Sector Plan Boundary



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Second, the goals and objectives were grouped by the Task Force into a number of categories in an effort to establish a useful priority of values.

Third, goals and objectives enumerated by individual Task Force members were evaluated by the other members, helping to determine points of conflict and agreement among members of the Task Force.

The result was the following list of generalized planning goals:

1. To preserve and protect the Forest Glen community as a stable, predominantly single-family residential community. The Plan should reflect a recognition of the permanence of the existing residential character.
2. To integrate the METRO rapid rail facilities into the fabric of the existing community with as little disruption as possible.
3. To assure that the neighborhoods are protected from intrusions of traffic, noise, commuter parking, land speculation, and pressures to redevelop existing low-density uses.
4. To assure the continuation of adequate traffic flow and access for emergency vehicles, doctors, and others to the Holy Cross Hospital.
5. To assure a high degree of public safety to residents and users of the area.

The Development Envelope

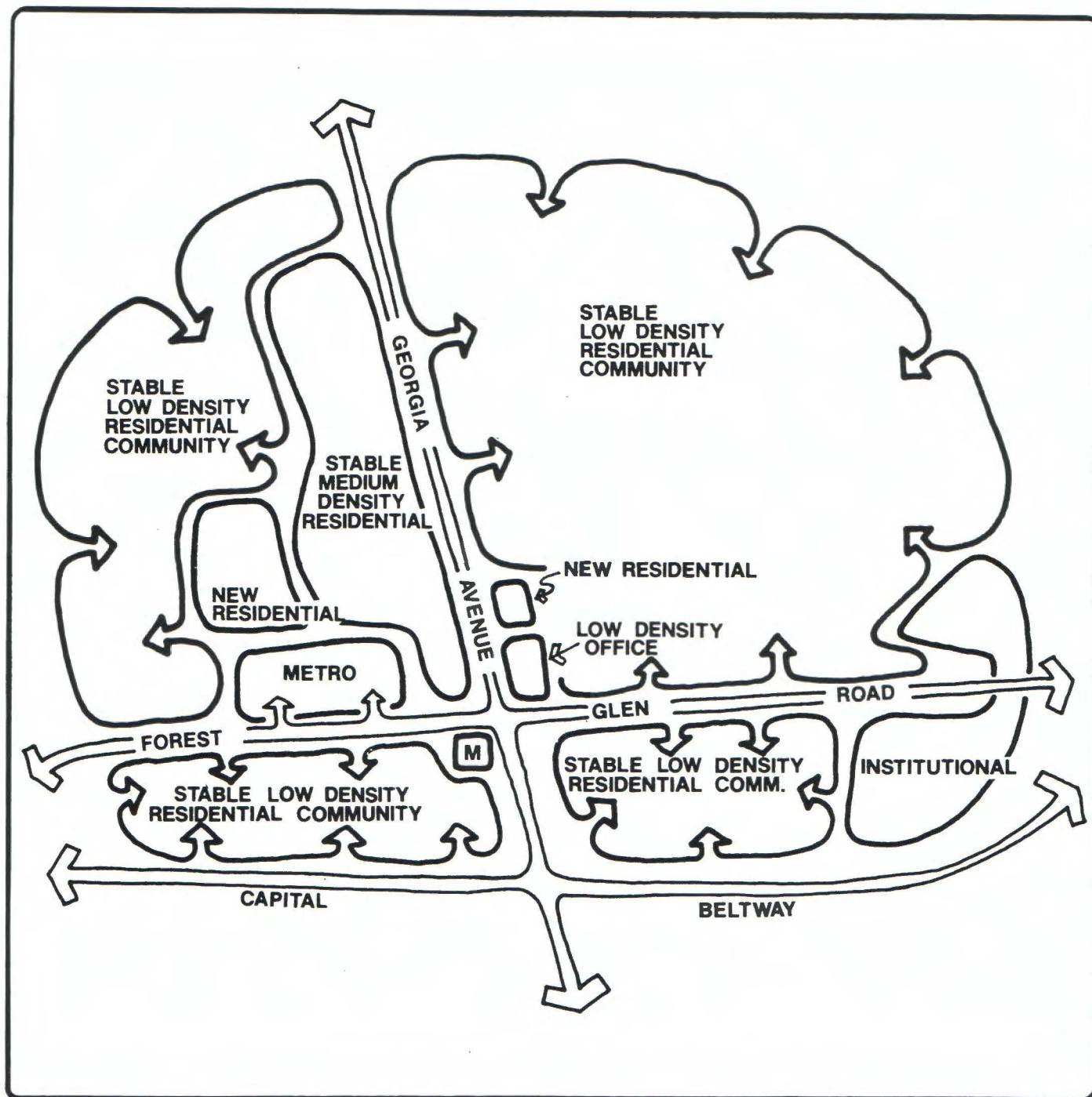
The "development envelope" is a measure of the capacity of an area to accommodate new development based upon a number of constraints. The constraints reflect the area's ability to contain or handle traffic generated by activities within the area in combination with through traffic, and to handle pollutants generated.

For Forest Glen, an area which is largely built up, the primary constraints reflect the effects of noise, water quality and management, and air quality. These have been described previously in the section on the "Environmental Analysis." The previously identified constraints have been evaluated in establishing the "development envelope" in Forest Glen.

The size of the "development envelope" can be modified by increasing the capacity of the systems on which it is measured--for example, by building new links in the transportation system or reducing the output of pollutants by fixed sources. Both approaches have been explored as part of the development of the Sector Plan.

Opportunity Analysis

The "opportunity" analysis for an area consists of an examination of the ability of an area to attract development. It includes an evaluation of the positive features of an area, such as the availability of vacant or buildable land and the availability



THE DEVELOPMENT CONCEPT

FOREST GLEN



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SECTOR PLAN

KW
PLANNING AREA

- of highways and transit, and the negative features of an area, such as congestion or existing land uses which might be incompatible neighbors to new development.

- The "opportunities" for development must be examined in terms of the "development envelope" constraints and in terms of public policies and of local and area-wide goals and objectives. These must all have a bearing on the amount, nature and extent of future development to be allocated to the area.

Given the goals stated earlier and the existing traffic and transportation conditions analyzed in this document, it appears that there is little opportunity for new development in Forest Glen. Several reasons can be cited for this, including the already extant conditions of traffic, the lack of vacant land, and the goals which seek to stabilize, preserve and protect from adverse impacts and undesirable non-residential intrusion those sound residential communities which now exist in the down-County area. Moreover, it is the stated policy of Montgomery County to channel new development in the Glenmont Corridor into Silver Spring and, to a lesser degree, into Wheaton.

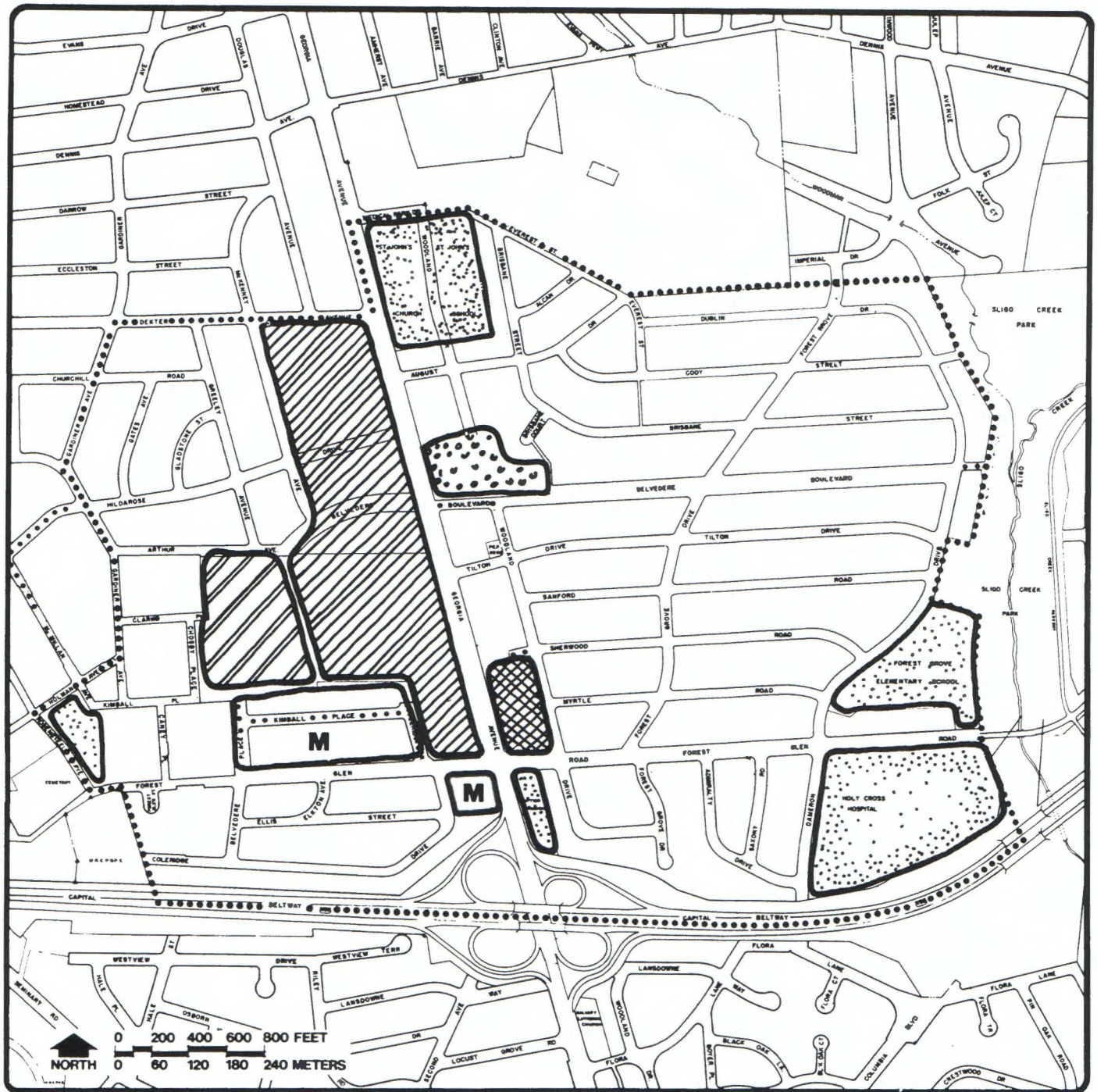
However, it is necessary to recognize that certain conditions--especially the traffic volumes of Georgia Avenue, the size and location of the Holy Cross Hospital, and the construction of the METRO Station--are factors which, simply by virtue of their presence, could encourage a gradual shift in land use to higher intensity and to non-residential activities.

For the purpose of this Plan, then, it is important to identify those areas which can be considered susceptible to development or redevelopment pressure. Such parcels include vacant or underutilized tracts of land, large parcels held in single ownership, and parcels which confront major highways or large institutions. These areas are shown on Figure 8.








The Concept Plan

The "Concept" Plan translates the planning goals and objectives described in previous sections into generalized concepts and, finally, into specific land use recommendations. The following concepts are the foundation upon which the Plan itself is built:

- The predominantly low-density residential character of the Forest Glen area should be maintained. Recommendations for land use and zoning should support the retention of the existing sound and stable residential neighborhoods in Forest Glen and prevent the intrusion of disruptive land uses.
- Any new development recommended in the Plan should be limited to vacant parcels. The Plan discourages redevelopment of properties which contain sound structures.



LAND USE PLAN

- | | | | | | |
|---|------------------------------|---|------------------------|---|-------|
|  | LOW DENSITY RESIDENTIAL |  | OFFICE |  | METRO |
|  | LOW/MED. DENSITY RESIDENTIAL |  | PARK AND OPEN SPACE | | |
|  | MED. DENSITY RESIDENTIAL |  | PUBLIC AND SEMI-PUBLIC | | |

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..... Sector Plan Boundary



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- Traffic and circulation improvements should facilitate smooth, safe traffic flow for both local and regional travel. Such improvements should be directed mainly toward assuring safe and orderly circulation. Improvements should not encourage new through traffic to enter the Forest Glen area. Moreover, circulation improvements should facilitate local pedestrian and bicycle movement and discourage penetration of through traffic into local neighborhoods.
- Existing open space in a number of areas should be protected and preserved. Public acquisition would establish a range of recreation activities, protect areas of natural and historic resource, and prevent development in undesirable locations.

The foregoing represents the basic policies which guided the development of a "Concept Plan," shown on Figure 9. Detailed studies and discussions of the basic concepts culminated in the formulation of specific land use, transportation, community facilities, and zoning recommendations, which are expanded upon in the text which follows.

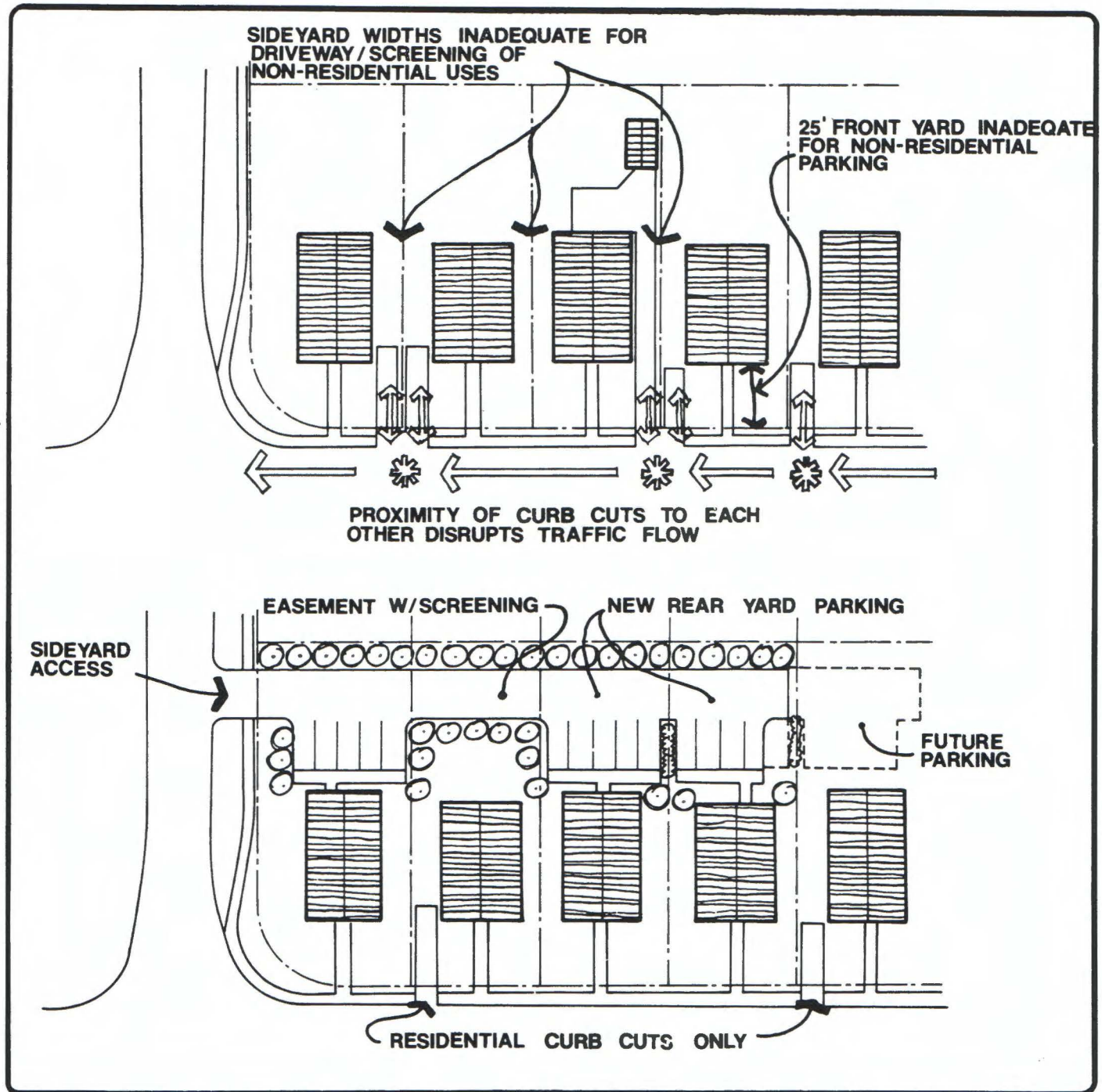
Land Use Plan

Residential land uses account for the majority of land occupied by private development. Within the Sector Plan area there is a variety of housing types, from detached homes on both large and small lots to garden and mid-rise apartments.

The Sector Plan recognizes the need for, and the desirability of, maintaining a range of housing, both in type and price. Therefore, the Plan recommends that existing residential areas should be retained in their present use and density (either detached or apartment). Scattered throughout the Sector Plan area are several small vacant parcels and oversized single-family lots. It is possible that a number of these parcels may be subdivided or developed in the future. The Plan recommends that any infill residential development should be similar in character and compatible in density with the immediate low-density, single-family neighborhood.

The vacant "Heitmuller Tract", although outside the Sector Plan boundary, is recommended for low-density development compatible with the existing adjacent single-family homes. The Plan recommends single-family detached and attached homes at a gross density of from 4 to 6 dwelling units per acre.

The "Freeman Tract" is recommended for low/median density development. Although it is located immediately to the north of the METRO surface facilities, it is also situated between an apartment development on the east and a single-family community on the west. The property's proximity to the METRO Station indicates that a use that is more intense than single-family detached development is appropriate. The Plan recommends that this site be developed at a density which would function as a transition from the apartment/condominium community to the surrounding detached home communities.



CONVERSION CONCEPT

FOREST GLEN



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The Plan indicates residential use for the vacant parcel adjacent and north of the existing medical office building. A medical clinic is not recommended for this site (special exception in the R-60 Zone) unless the level-of-service at the Forest Glen Road/Georgia Avenue intersection improves.

Holy Cross Hospital has acquired a number of single-family homes on Dameron Drive, Saxony Road, and Forest Glen Road. Representatives of the hospital have indicated that it is not their policy to expand into adjacent single-family neighborhoods. In recognition of these statements, the Sector Plan recommends that all future expansion of Holy Cross Hospital should take place within the area bounded by Forest Glen Road, Dameron Drive, the Capital Beltway, and Sligo Creek Park. Detached homes owned by the hospital should be maintained as residences. Any exterior alterations should be compatible with the existing character established in the area.

The Getty property is proposed for a park. The site, being flat, lends itself to development for active recreation. The historic house would be preserved.

A number of other land uses which are presently in existence in the area are shown on the Land Use Plan. Such uses include public and private schools and churches.

Conversions

A number of single-family houses fronting on Georgia Avenue have been converted to non-residential uses such as doctor's offices, private schools, and fraternal organizations. These conversions are taking place not only in the Forest Glen area, but in the whole Georgia Avenue corridor from Silver Spring to Glenmont. The conversion of existing residential building to non-residential use has been responsible for a number of physical and visual problems, as well as operational problems, along Georgia Avenue. Inevitably, each structure has its own curb-cut, sign, and provides a lot-line-to-lot-line parking area in what used to be the front lawn.

The continued piecemeal conversion of single-family homes in the Forest Glen area will have a negative impact not only on the traffic carrying capability of Georgia Avenue, in the vicinity of the METRO Station, but on the viability of the stable residential development to the rear of these uses. Most of the homes have a 25 foot front yard which is an insufficient depth for parking. Where front yards have been paved cars are forced to back onto Georgia Avenue causing unsafe vehicular movements and disruption to the flow of traffic.

The typical lots fronting on Georgia Avenue are 135 to 140 feet deep. The existing side yards are insufficient to provide both a driveway to the rear and screening from adjoining residential use. However, the depth of the lot is sufficient to permit development of efficient rear yard parking if such parking were served by mid-block access. The Plan recommends that if non-residential uses are permitted, by special exception, in the houses fronting on Georgia Avenue, parking access be required through a mid-block 20 foot private joint driveway located on the property

requesting the conversion. It would be up to the individual applicant to acquire a common easement through the adjacent property. The rear lot parking and access should be properly landscaped and screened so that residences to the rear are completely protected. Rear lot access to properties fronting on Georgia Avenue would eliminate many of the problems associated with a large number of curb-cuts and inadequate front yard parking. A similar technique has been used along Colesville Road, south of the Beltway, to provide safe access to homes fronting on that street. If homeowners wish to implement this method of access, while retaining their homes in residential use, it should be allowed, as it would improve the safety as well as the operation of Georgia Avenue.

THE TRANSPORTATION PLAN

TRANSPORTATION PLAN

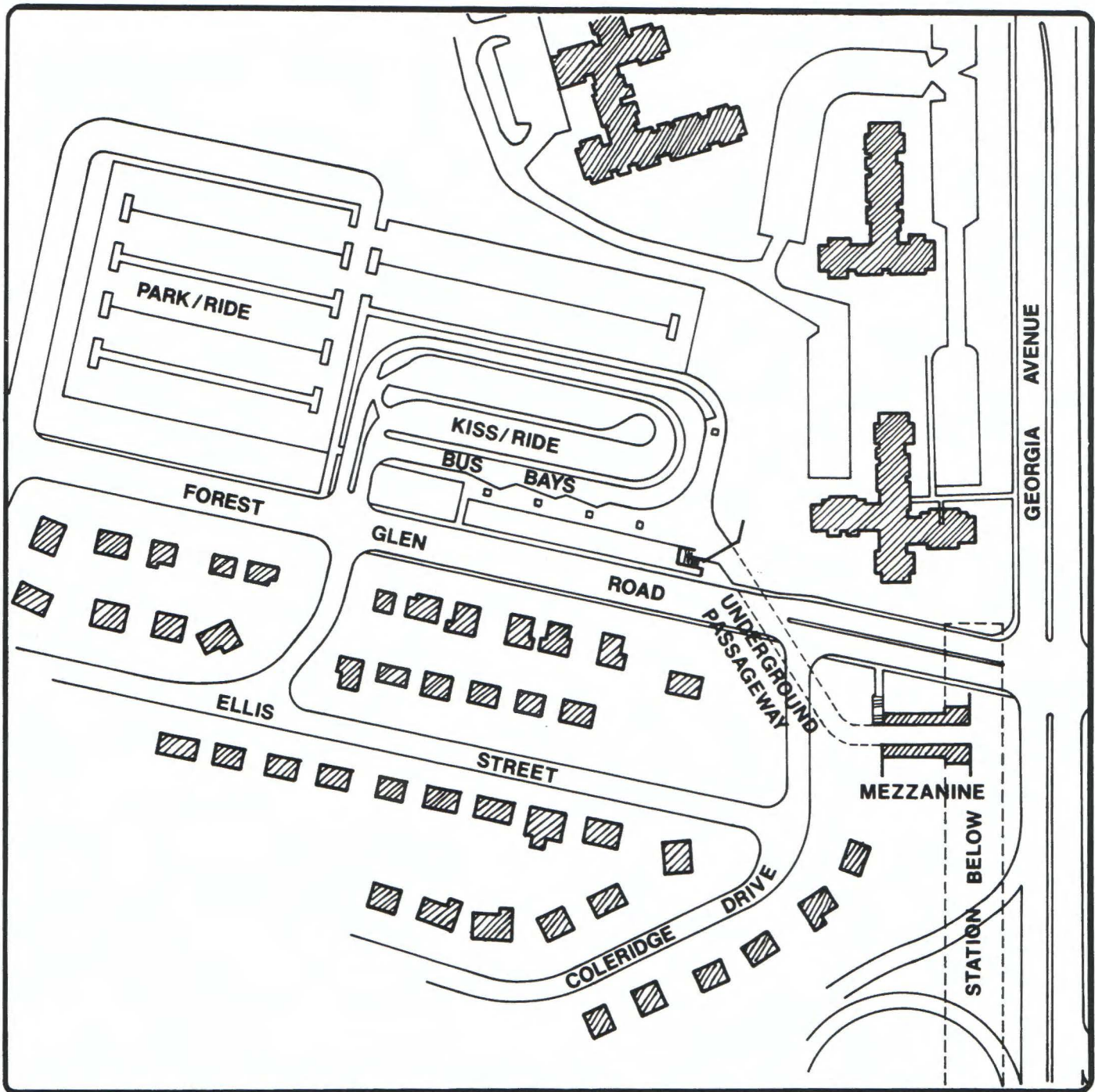
A basic goal of the transportation plan is a balanced and coordinated network of transport facilities which improve mobility within the community and increase accessibility to and from regional activity centers. In conjunction with this goal are a series of specific objectives which form the basis for the Forest Glen Sector Plan recommendations which follow. These objectives include:

- integrating the METRO rapid rail facilities into the fabric of the existing community with a minimum of disruption;
- improving transit services to satisfy a wide range of local community needs;
- modifying the street network to maintain the character and stability of the neighborhood and to discourage non-local traffic from using local streets;
- improving major roadways, where necessary, to assure the continuation of adequate traffic capacity and level of service;
- promoting policies to protect neighborhoods from intrusions of commuter parking; and
- developing a pedestrian and bicycle circulation network to encourage alternatives to the auto for short local trips.

Proposed Transit System

The Forest Glen METRO Station, currently scheduled to open for service in 1984, is to be located on Forest Glen Road, a short distance west of Georgia Avenue. Station surface facilities, according to plans developed by WMATA and approved by the Montgomery County Council, include 5 bus bays, 20 bicycle storage racks, 45 kiss and ride spaces, and approximately 500 park and ride spaces. (See Figure 12 for a diagram of the station layout.) The station platform will be located 200' beneath the intersection of Georgia Avenue and Forest Glen Road. A high speed elevator system is included in the station design to transport patrons from the surface mezzanine to the platform.

The primary service area of the Forest Glen METRO Station extends from the Capital Beltway on the south to Plyers Mill Road on the north and from Connecticut Avenue on the west to Colesville Road on the east. Ridership projections indicate that about 10,000 persons per day will enter the Metrorail system at this station, with about 2,100 persons boarding during the morning peak hour. It is estimated that 13 percent of the peak hour boarding passengers will walk to the station, 70 percent will use the feeder bus system and 17 percent will use the "kiss-'n'-ride" facilities. Kiss-'n'-ride trips to the station will primarily use Georgia Avenue from the north and Forest Glen Road from both the east and west. The "park-'n'-ride" facilities at the station, due to the projected demand, and the number of spaces provided, are expected to be filled before the start of the



METRO STATION PLAN

FOREST GLEN



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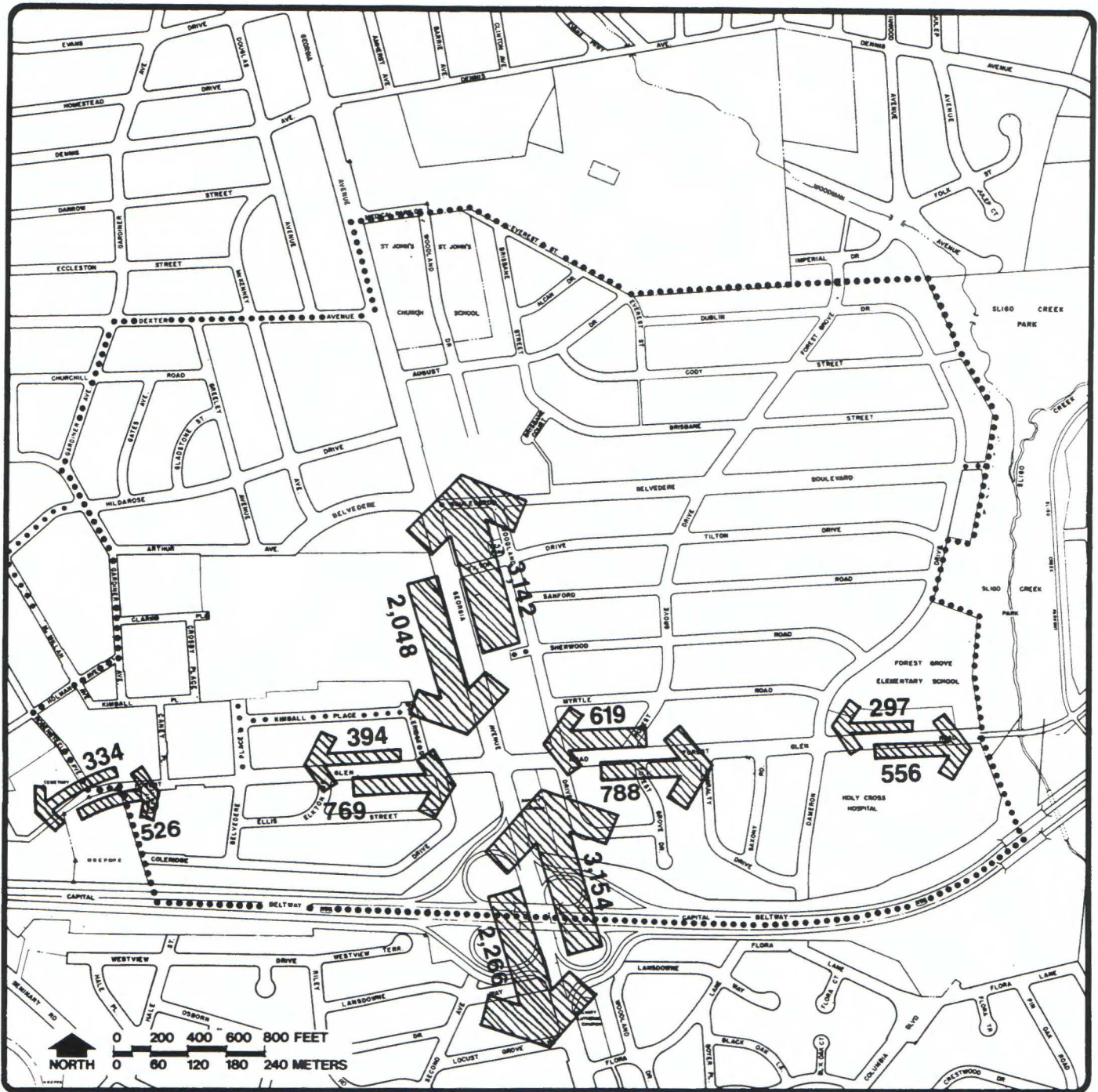
morning peak hour. Overall, METRO-related vehicular trips are estimated to comprise about 10 percent of the peak hour traffic volumes in the Sector Plan Area.

In conjunction with the opening of each phase of Metrorail, the bus system will be restructured to complement and supplement the service provided by the rapid rail system. This reorganization is being designed to result in three distinct classes of bus service within the County. The first class, neighborhood bus service, will primarily operate on residential streets with small 20-25 seat mini-buses. This class will provide feeder service from nearby residential communities to transit stations and to other local activity centers. The next class, intermediate bus service, will operate on arterial and major highways with 35-45 seat buses. This class will provide a link between transit stations and County activity centers. The final class, regional bus service, will primarily operate on major highways with standard 50-55 seat buses. This class will mainly serve non-Metrorail corridors, provide continuous links among major County activity centers, or serve circumferential movements.

Over the next few years WMATA (Washington Metropolitan Area Transit Authority), MCDOT (Montgomery County Department of Transportation) and M-NCPPC (Maryland-National Capital Park and Planning Commission) will employ this three-class concept in the development of specific route proposals. Staff recommend that the following guidelines be incorporated in the particular service proposals for the Forest Glen area:

- Regional bus service should be limited to Georgia Avenue and the Capital Beltway;
- Intermediate bus service should be operated primarily on arterial streets such as Forest Glen Road, Dennis Avenue, Plyers Mill Road, and Capitol View Avenue to minimize intrusion into residential areas;
- Neighborhood bus service should be established to provide service to community focal points such as recreational centers, schools, churches, and shopping areas, in addition to the METRO Station;
- Regular service should be provided linking the Forest Glen METRO Station and Holy Cross Hospital;
- Bus shelters should be constructed at heavily utilized stops along all routes.

The Forest Glen Commuter Rail Station represents the final transit element of the Sector Plan. Because of the superior service to be provide by the Forest Glen METRO Station, Maryland Department of Transportation has proposed discontinuation of train service south of Silver Spring (where the railroad and METRO follow identical paths). Therefore, this Plan contemplates that the Commuter Station may be phased out of operation in the early 1980's. However, minor improvements to the station are recommended to provide a reasonable level of comfort for train riders until a final determination of this matter. These improvements could include:



**1985 PROJECTED P.M. PEAK
HOUR VOLUMES (NOT TO SCALE)**

FOREST GLEN

..... Sector Plan Boundary



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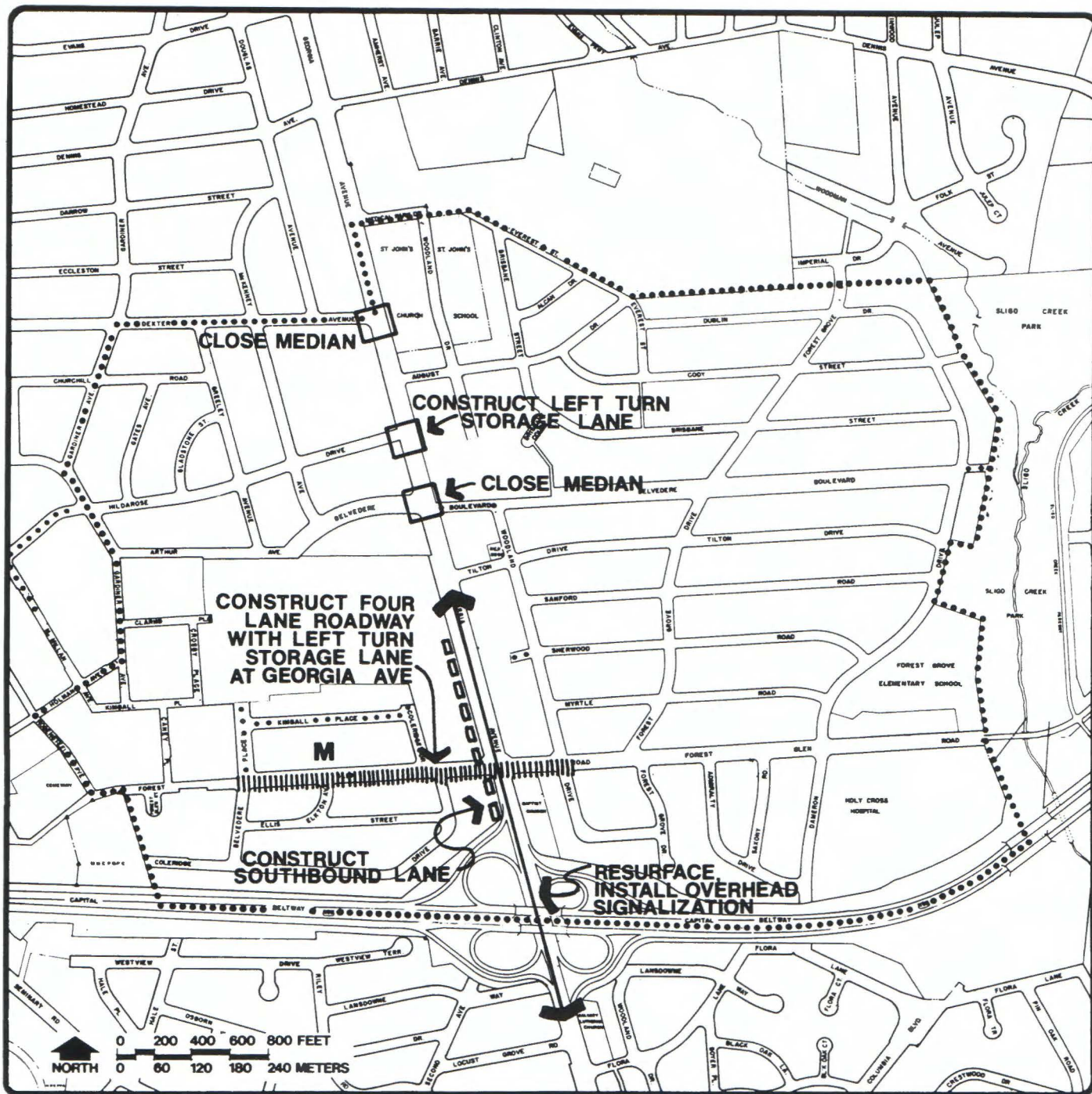


- a bus type shelter and train boarding platform;
- a paved parking lot for about 50 vehicles;
- bicycle storage facilities; and
- lighting, signing and general site repair.

Proposed Highway System

During the Forest Glen transportation analysis, staff investigated a number of traffic improvement alternatives designed to accommodate the projected 1985 travel demand (see Figure 13). The analysis evaluated the level of service implications and examined the potential community impacts resulting from these improvements. The traffic projection procedures, together with the major alternatives analyzed and their principal implications, were described in detail in the June 1976, Development Alternatives report. Based upon that analysis, the previously cited transportation objectives of the Sector Plan, and the comments received from the Task Force, the following roadway recommendations are made (see Figure 14).

- Forest Glen Road should be widened to four lanes between Belvedere Place and Georgia Avenue to ensure efficient traffic circulation in the vicinity of the METRO Station;
- The eastbound and westbound approaches of Forest Glen Road to Georgia Avenue should be expanded to three lanes to increase capacity at this critical intersection;
- Georgia Avenue should be widened to four southbound lanes between Tilton Drive and the westbound Beltway on-ramp to improve traffic operations in the vicinity of the interchange;
- Belvedere Boulevard should not be extended from Arthur Avenue to Forest Glen Road. The extension would only marginally increase traffic capacity but result in disruption to the neighborhood and the intrusion of non-local traffic. If the previous recommendations are implemented, then acceptable levels of service can be achieved within the sector plan area without this extension;
- A left turn storage lane should be constructed on Georgia Avenue at Hildarose Drive to facilitate turning movements at this location;
- The median breaks on Georgia Avenue at Dexter Avenue and Belvedere Boulevard should be closed to eliminate mid-block conflicts, minimize exposure to potential accidents, and reduce traffic access to adjacent neighborhoods; and
- Georgia Avenue should be resurfaced and equipped with an overhead signalization between Sixteenth Street and Tilton Drive to improve driver orientation and traffic operations throughout the reversible lane section.



PROPOSED HIGHWAY IMPROVEMENTS

FOREST GLEN

..... Sector Plan Boundary



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PLANNING AREA

In addition to these improvements, the Plan recommends MCDOT review various operational measures to minimize neighborhood traffic intrusion and to assure proper access by residents of the neighborhood and visitors to its institutions. These measures could include the following:

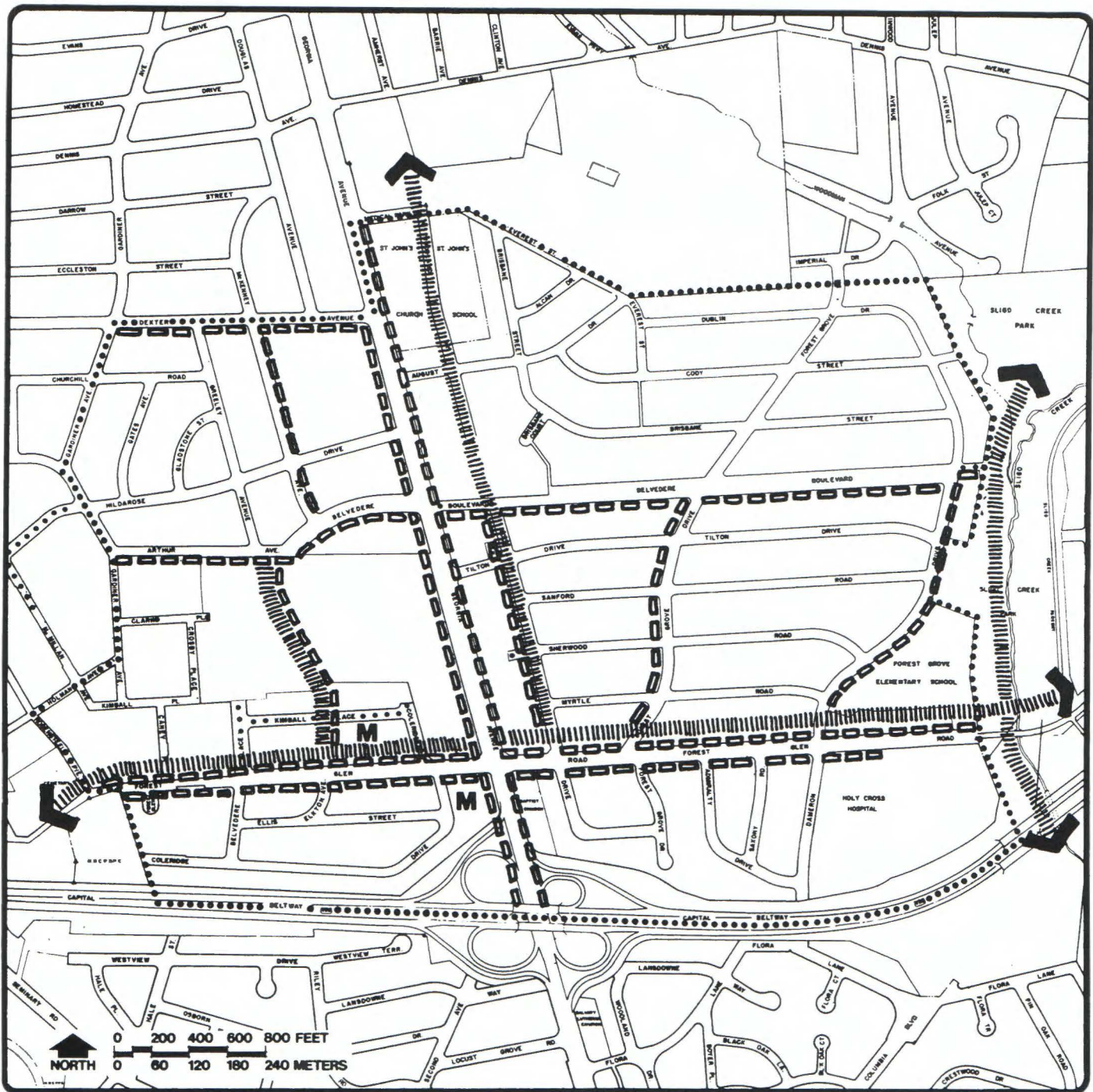
- Modifications to the southbound peak period turning movements at Georgia Avenue and Tilton Drive. (This movement provides the principal access to Montgomery Hills Baptist Church and Holy Cross Hospital during rush hours. Operational modifications should take the need for this movement into account.);
- Designation of Arthur Avenue between Gardiner Avenue and Greeley Avenue as a one-way street eastbound;
- Closing of Woodland Drive between Forest Glen Road and Myrtle Road or designation as a one-way street southbound; and
- Implementation of a neighborhood parking permit system, particularly in that area within 2000' of the METRO Station.

This final recommendation is considered extremely important due to a potentially large unsatisfied parking demand projected at the Forest Glen METRO Station. The County parking permit system, limits commuter parking on local public streets. These regulations, however, do not provide relief for private parking areas such as the Finnmark Condominiums or the Forest Glen Medical Center. In the former case, permanent stickers could be assigned to all residents and that temporary passes could be distributed to visitors and guests when necessary. For the Forest Glen Medical Center a three hour parking limit is suggested to discourage all day commuter parking. Doctors and employees at the medical center could be given stickers which exempt their vehicle from this restriction.

Proposed Pedestrian/Bicycle System

Walking and bicycling have long been recognized as desirable travel modes to METRO stations and local activity centers. Pedestrian sidewalks and conveniently located bicycle storage facilities will be provided at the Forest Glen Station by WMATA to encourage the use of these modes. It is the responsibility of the County and State to expand and develop the pedestrian and bicycle access from the station area to the adjacent neighborhoods.

A proposed pedestrian/bicycle circulation network, which provides access to the METRO Station as well as serving recreational and other travel needs at Forest Glen has been developed by staff (see Figure 15). These bicycle network proposals have been identified with the guidance of the Commission's Master Plan of Bikeways, July, 1978. The principal elements of the bicycle system are an east-west route along Forest Glen Road and two north-south routes, one through Sligo



PEDESTRIAN/BICYCLE CIRCULATION NETWORK

-  SIDEWALKS
-  BIKEWAYS
-  METRO

FOREST GLEN

..... Sector Plan Boundary



Creek Park and the other along Woodland Drive. The latter route is proposed in order that bicycle/vehicular interference be avoided on Georgia Avenue. In addition, a short spur from Forest Glen Road to Arthur Avenue is proposed providing access to the station for areas west of Georgia Avenue. Local streets, where traffic is light and bicycle/vehicular conflicts are therefore minimal, can serve as feeder routes to this network.

The proposed pedestrian system incorporates many of the existing sidewalks in the area. The Plan recommends that the remaining links of this network be constructed as part of the County's sidewalk improvement program. In addition, the Georgia Avenue sidewalks should be widened and landscaped to provide a more pleasant pedestrian environment in this area of high vehicular activity.

COMMUNITY FACILITIES PLAN

COMMUNITY FACILITIES PLAN

A necessary part of the land use in the Forest Glen Sector Plan area is the array of community facilities provided to the residents of the area. Community facilities, such as parks, recreation, schools, fire and police stations, libraries, and other government buildings, are a major element in a community's ability to provide its residents with a desirable "quality of life."

In an area such as Forest Glen, which is predominantly built-up and which already has a range of community services, the Sector Plan is primarily concerned with:

- The provision of expanded facilities in parts of the Sector Plan area that are deficient;
- The provision of new facilities to service new growth;
- The replacement of facilities that are obsolete or unable to meet future demands; and
- The broadening of the range of facilities provided to meet the demands of a varied population.

Generally, community facilities serving the Forest Glen area are located beyond the planning area boundaries. The majority of these facilities are located in Silver Spring, approximately 1.5 miles to the south, or in Wheaton, approximately the same distance to the north.

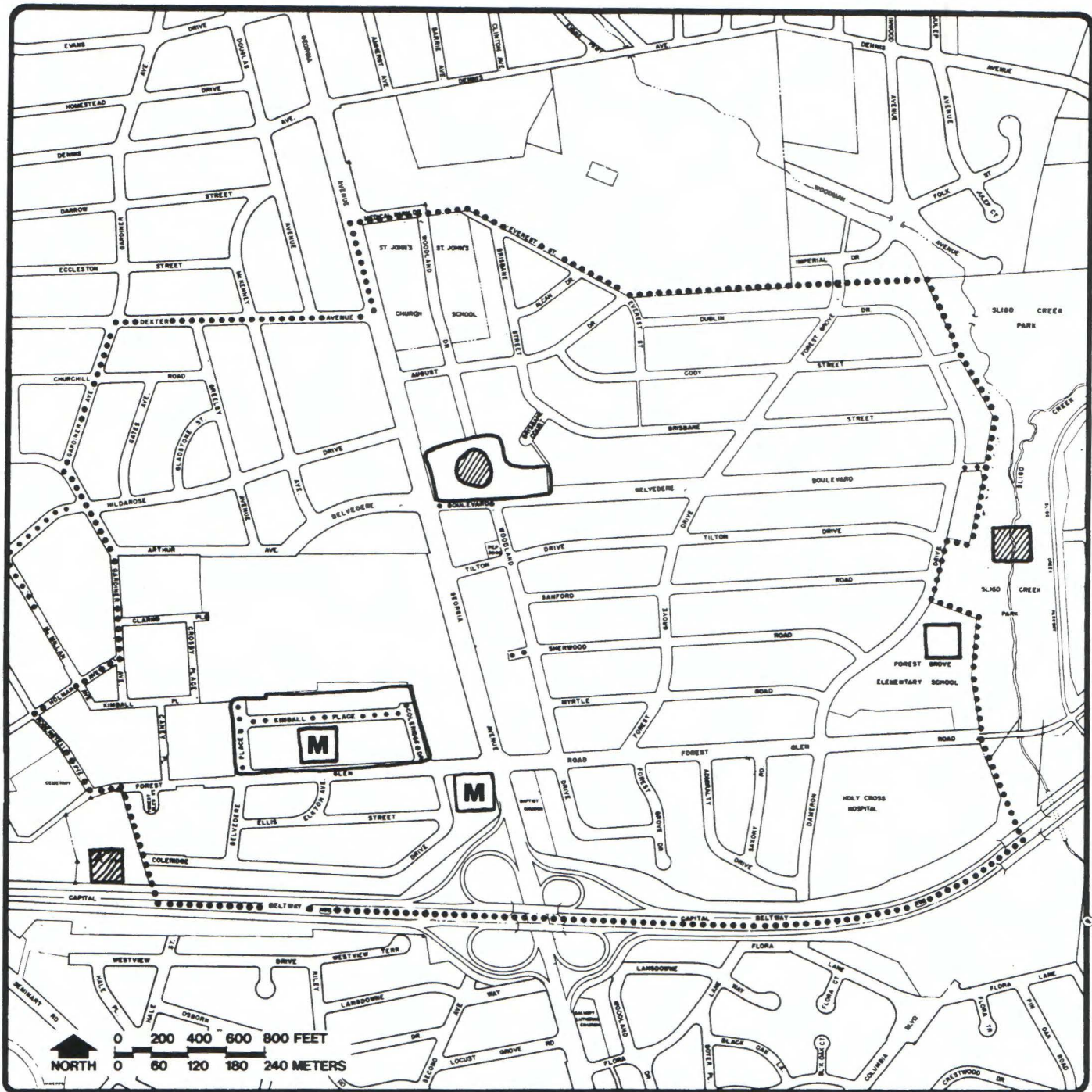
Public Schools

Like much of the down-County area, Forest Glen is experiencing a declining enrollment in its schools. Nearby schools, including Dennis Avenue Elementary School and Montgomery Hills Junior High School, have recently been closed; and additional schools in the area will undergo consideration for closure in the next several years. Projected residential development is expected to provide 150-175 additional dwelling units within the Sector Plan area during the sector planning period. Additional students can be accommodated within the existing structures and student assignment policy arrangements.

Public Safety

Fire and rescue services are provided to the Forest Glen area by the Silver Spring Volunteer Fire Department and the Wheaton Rescue Squad. The nearest fire station is located at Montgomery Hills, less than a mile distant; rescue service operates from both Silver Spring and Wheaton.

Police coverage is operated from the Silver Spring Police Station in Silver Spring.



COMMUNITY FACILITIES PLAN

EXISTING PROPOSED

PUBLIC PARK

SCHOOL

METRO

FOREST GLEN

..... Sector Plan Boundary



JULY
1978

17



Library

Library service is provided to the Forest Glen area by both the Silver Spring Library on Colesville Road, east of the Silver Spring Central Business District, and the Wheaton Library at Georgia Avenue and Arcola Avenue. While neither is within an easy walk of the Forest Glen area, extensive bus service is available to both, and both have parking facilities for auto patrons. In order to ensure the adequacy of these facilities, the quality of library services should be improved and supplemented by the policies of providing educational programs for children, youth and adults and by promoting the uses of meeting rooms for civic functions.

Post Office Facilities

Postal facilities are available in both Silver Spring and Wheaton. It is anticipated that these post offices will be capable of handling any increase in demand for postal services.

Community Service Center

The Wheaton Community Service Center is located on Reddie Drive, west of Georgia Avenue. This structure houses the second of the County's decentralized service centers, and is patterned after the successful facility in Silver Spring. The building contains approximately 29,000 square feet, and provides a range of governmental services, including information referral, complaint intake, basic health care, mental health services, general social services, and general governmental office space. The Center is designed to serve an area generally from the Beltway to Aspen Hill, between Rock Creek and Northwest Branch.

Parks, Open Space, and Recreation

The Forest Glen planning area is bounded on the east by Sligo Creek Park, a linear stream valley park with a number of recreation facilities. This park does provide open space within walking distance of a substantial portion of the planning area. In addition, Forest Glen Playground, at Forest Glen Road and Coleridge Drive, contains picnic areas, basketball courts and playground equipment.

Just outside the planning area to the east is the Sligo Park Public Golf Course, a 9-hole course adjacent to Sligo Creek Stream Valley Park. Wheaton Regional Park is approximately two miles to the north.

The Sector Plan proposes two additional park development projects. The first of these is the acquisition of the Getty property. The site, being extremely flat, lends itself to almost full development for active recreation such as tennis courts, multi-use courts, and play equipment. The Getty house itself would be preserved, even with the rest of the property in park development. The second of these is the expansion of Sligo Creek Park. The expansion would take place through the acquisition of parcels on the north and south sides of Dennis Avenue, adjacent to the Park. These properties are currently owned by the State Highway Administration and were acquired for the right-of-way of the Northern Parkway.

ZONING PLAN

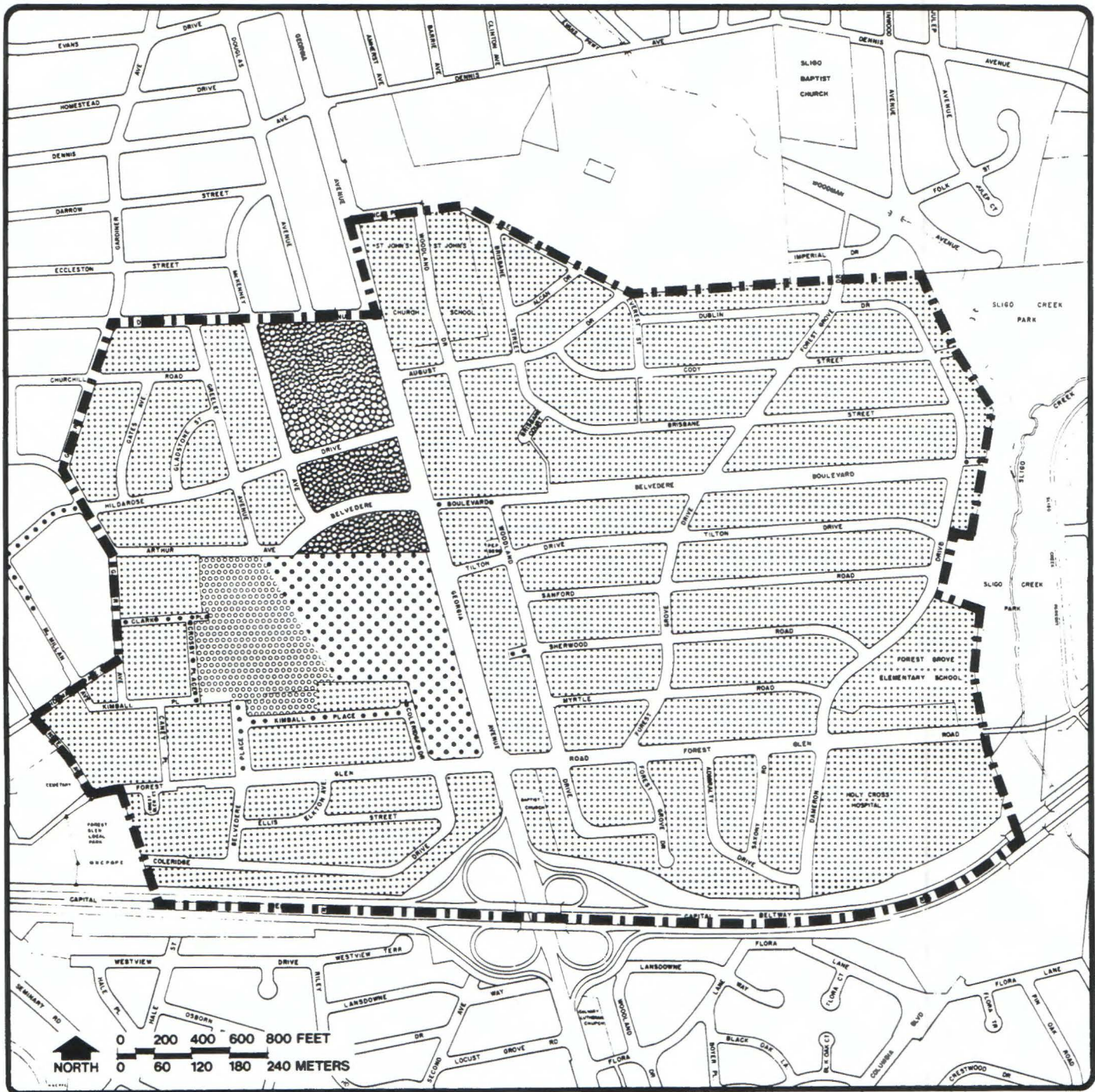
ZONING PLAN

It is recommended that the entire area within the boundaries of the Sector Plan be zoned R-60, "Single-Family Residential," with the exception of the areas noted below. The R-60 Zone is the predominant zone in the Forest Glen area today and most of the area has been zoned that way since 1958 or before. The R-60 Zone permits (either directly or with a "special exception") certain uses in addition to single-family homes. Many of these uses already exist in the area, and, while they are not residential, they are nonetheless considered to be compatible with the residential uses allowed in the zone. Such uses include churches and schools, professional offices for residents (including medical offices in homes occupied by medical practitioners), private schools, hospitals and medical clinics. The last three uses require special exceptions.

The 10+ acres behind Americana Finnmark and the METRO Station were recommended and approved for townhouse development by the Planning Board and the County Council in 1968. In approving this scale of development, they took into consideration the proposed METRO Station adjacent to the property. They felt that townhouses would also serve as a transition between the more densely developed apartments on Georgia Avenue and the single-family neighborhood lying to the west. In its analysis of the Forest Glen area, the Planning Board reexamined these findings in light of possible changes that have occurred since the townhouse zoning was approved. As is evident from the existing land use map, there have not been any changes to the existing patterns of development; and the final determination for the surface facilities for the proposed Forest Glen METRO Station is substantially the same as that contemplated in 1968. The Plan, therefore, recommends that this parcel of land should be developed at R-T densities. It recognizes, however, that moderately higher densities may be suitable and acceptable if traffic access and capacity are available. Therefore, the Plan recommends that as an alternative, the site is suitable for development under a PD Zone at a density of 9-25 dwelling units per acre. This approach, which requires a site plan prior to zoning, permits detailed examination of both design and traffic issues as a basis for approval of the zone.

The Americana Finnmark Condominium Community is in the R-20 (multi-family medium-density) zoning category. This property is essentially developed to the densities permitted by this zone. It is recommended that the pattern of zoning remain unchanged.

The Woodside Manor and Forest Glen Apartments are currently zoned R-10, "multiple-family, high density residential." This zone has a maximum permissible density of 43 dwelling units per acre which may be increased to 52.2 dwelling units per acre in order to provide for the construction of moderately priced dwelling units. The existing apartments are constructed at a density which ranges from 25 to 33 dwelling units per acre. The existing density is closer to the R-20 zone (21 to 26 dwelling units per acre) than to the R-10 zone. However, rezoning these apartment to R-20 would make them non-complying in regard to density and development envelope and this fact could affect their ability to obtain re-financing



EXISTING ZONING

- R-60 One Family
- R-T Townhouse
- R-30 Low Density Apartment
- R-20 Med. Density Apartment
- R-10 High Density Apartment

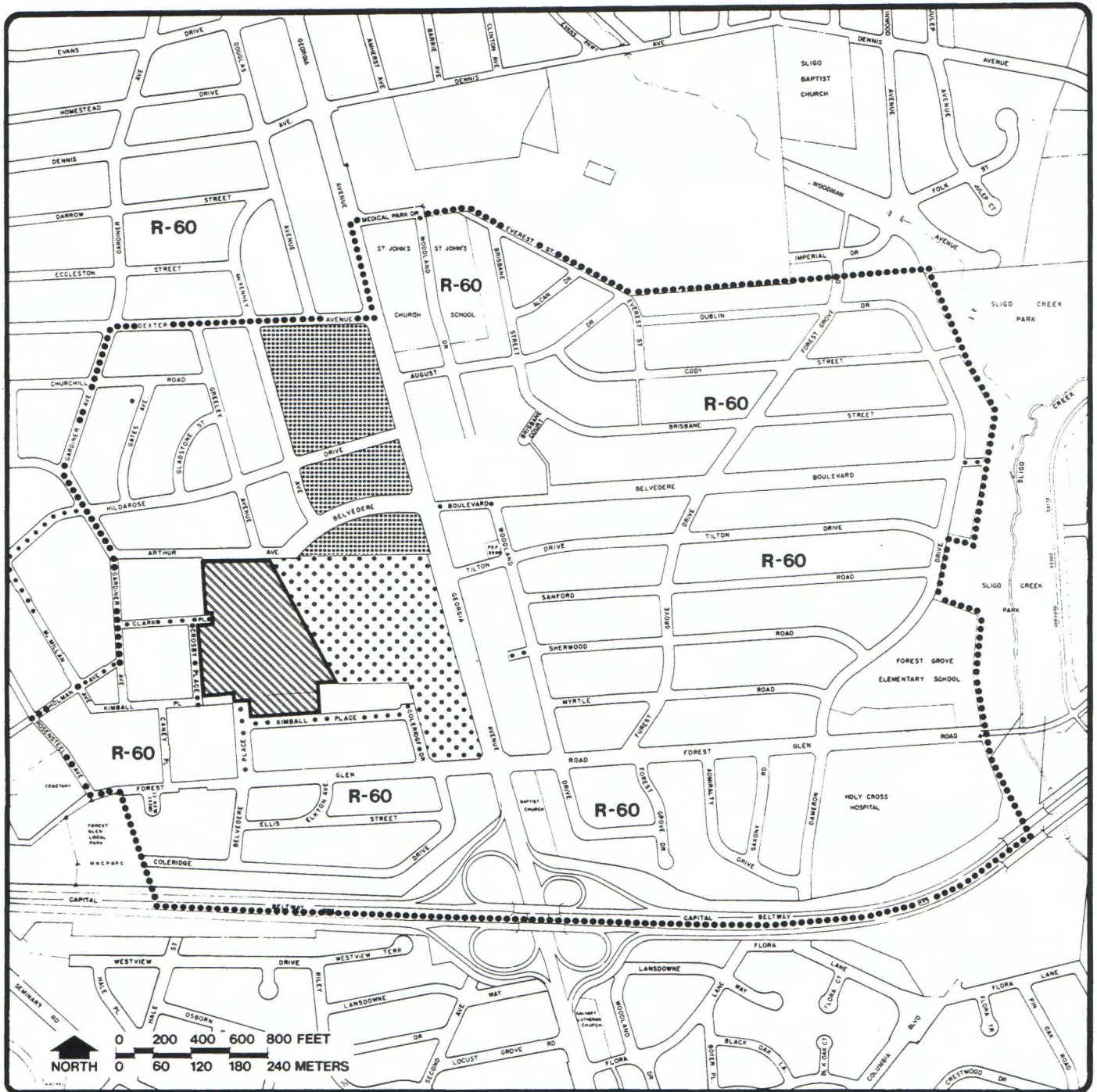
FOREST GLEN



JULY
1978

18

KW
PLANNING AREA



PROPOSED ZONING

- | | |
|---|--|
|  R-60 One Family |  Suitable for PD Zone
(See Approved & Adopted Sector Plan) |
|  R-T Townhouse |  Dedicated Street - Not Constructed |
|  R-20 Med Density Apartment | |
|  R-10 High Density Apartment | |

FOREST GLEN

..... Sector Plan Boundary



JULY
1978

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KW
PLANNING AREA

or money for physical improvements or the upgrading of units. The Plan, therefore, recommends that the existing R-10 zoning be retained.

The Forest Glen Medical Center, at the intersection of Forest Glen Road and Georgia Avenue, was developed under a special exception in the R-60 zone ("one-family detached residential"). The vacant parcel, adjacent to and north of the medical center, is presently zoned R-60 and could be developed (with a special exception) as a medical clinic.

Given the site's proximity to the Georgia Avenue/Forest Glen Road intersection, and the traffic volumes and potential operational conflicts with METRO oriented traffic, a medical clinic use is not considered appropriate for this parcel.

IMPLEMENTATION

IMPLEMENTATION

A program of implementation for the recommendations made in this Sector Plan is needed in order to achieve the Plan's goals and objectives in an orderly and effective way. The public tools of implementation available to government are the Zoning Ordinance, the Subdivision Regulations, the Capital Improvements Program (CIP), and the Adequate Public Facilities Ordinance. These tools can be used by the public sector to direct, control, and support the Plan.

The Zoning Ordinance regulates the type and density of land use. The zones utilized in this Plan are intended to implement the recommendations of the Sector Plan by regulating private land development activities. The zoning controls will be implemented through the filing of a sectional zoning map amendment for the Sector Plan area immediately following final approval of the Plan by the Montgomery County Council and adoption by the Maryland-National Capital Park and Planning Commission.

The Subdivision Regulations govern the process of dividing a given area of land into sites, blocks, or lots with streets and open spaces. It prescribes standards for street improvements, lot sizes, and layouts.

The Capital Improvements Program (CIP) is the tool through which locally-funded public facilities such as sewers, local roads, storm drains, schools, libraries, and parks can be scheduled and built in coordination with the location and timing recommended by the land use plan. The CIP covers a six-year period and is reviewed and updated each year.

The Adequate Public Facilities Ordinance is an amendment to the Subdivision Regulations. It requires that public facilities such as transportation, sewer and water service, schools, police, and fire stations be adequate to support a new subdivision, and if not in place, can be timed to meet a development timetable of private subdivision activity.

The Capital Improvements Program

Several elements of the public investment program have previously been mentioned and discussed, including roadway and sidewalk improvements and modifications, METRO, bikeways, and a new park. The following table contains a listing of projected public investment projects contained in this Plan.

	<u>Funded By</u>	<u>Expenditures</u>	<u>Scheduled Completion</u>
<u>Community Facility Improvements</u>			
Getty Neighborhood Park	State & M-NCPPC	\$120,000 ⁽¹⁾	N/A
<u>Transportation Improvements</u>			
Forest Glen Commuter Rail Station Platform, shelter, paved parking lot, bicycle storage facilities, signing and general site repair	MCDOT SHA	101,000 ⁽²⁾	FY 81
Forest Glen Road Widen to four lanes from Belvedere Place to Georgia Avenue and construct additional left turn storage lanes at Georgia Avenue	MDDOT/SHA	500,000 ⁽³⁾	FY 83
Georgia Avenue Add a fourth southbound lane from Tilton Drive to I-495, construct left turn storage lane at Hildarose Drive, and close median breaks at Dexter Avenue and Belvedere Boulevard	MDDOT/SHA	115,000 ⁽³⁾	FY 81
Georgia Avenue Resurface and install overhead signalization from Tilton Drive to Sixteenth Street	MDDOT/SHA	400,000 ⁽⁴⁾	FY 79-80
Forest Glen Road Bikeway	MDDOT/MCDOT	60,000 ⁽⁵⁾	FY 83
Woodland Drive Bike Route	MCDOT	N/A	N/A

	<u>Funded By</u>	<u>Expenditures</u>	<u>Scheduled Completion</u>
METRO Station Bikeway Spur	MCDOT	9,600 ⁽⁵⁾	FY 84
Georgia Avenue Sidewalk Improvement	MDDOT/ MCDOT	118,560 ⁽⁵⁾	FY 82
Forest Glen Road Sidewalk Improvement	MDDOT/ MCDOT	156,000 ⁽⁵⁾	FY 83

-
- (1) Site acquisition costs are excluded due to confidentiality related to future negotiations.
- (2) Montgomery County Recommended Capital Improvements Program FY 79-84, PDF 1186.
- (3) Estimate assumes that no additional right-of-way will be required.
- (4) Overhead signalization included in MDDOT/SHA Special Projects Program FY 78-80.
- (5) Estimate does not include right-of-way or easements which may be required when detailed plans are developed.

Strategies For Neighborhood Preservation

Neighborhoods, such as those at Forest Glen, have a physical fabric and a social fabric. Healthy neighborhoods are not only well-maintained and attractive but have strong social cohesiveness. Cracks in a community's physical structure are generally paralleled by cracks in its social structure. In order to preserve the long-term physical and social viability of the neighborhoods adjacent to the Forest Glen METRO Station, there is a dual responsibility which must be routinely discharged by both the County government and private citizens.

The Physical Environment: Private Responsibilities

The physical appearance of a neighborhood consists in large measure of the aggregation of the exteriors of all homes and the landscaping of their lots. The character of any given neighborhood is determined by the scale of the buildings, the relationship of yards to buildings, the density of population and the adequacy of parking. At the time of new construction, these are all under the general control of the County through the zoning ordinance. (Also, through zoning, the County controls the types of new uses permitted and their location and intensity.)

Although neighborhood associations and peer pressure help maintain neighborhood standards, they cannot guarantee results. This is particularly true with respect to absentee owners, who are often motivated by financial consideration rather than neighborhood pride.

The Physical Environment: Public Responsibilities

The physical environment of a neighborhood is more than the result of private decisions regarding the design and maintenance of privately-owned buildings and grounds. It is also affected by public actions -- by the design and level of maintenance of public spaces and buildings; by the level of the relevant municipal services, particularly those concerned with public safety and sanitation; by the County's land use and zoning policies; and by the presence or absence of traffic hazards, noise, air pollution or of other dangers to the safety or peace-of-mind of its residents. In any neighborhoods that have long-term viability such as those in the Forest Glen area, policies that respect the wishes of residents, and that are designed to avoid disruption, should be pursued by the County government. The concerns of the Forest Glen residents and the recommendations of the Council and the Planning Board are discussed in detail in this Sector Plan, and it is believed that these recommendations set the groundwork for successfully maintaining these sound communities. These recommendations are not self-fulfilling, but require the support of both individuals, residents and County government -- and their resources -- for their implementation.

The Role of the Neighborhood Association

Neighborhood associations, in Forest Glen as elsewhere in the County, have come into being in response to specific problems which face the area at the time. Opposition to a perceived threat unites people, but, support of a common goal

generates much less enthusiasm. In various areas of the County, neighborhood associations have arisen to fight apartments, high-rise buildings, commercial development, highways and roads, public buildings, and so forth. As the organizations gain strength and experience, they may also lobby for community facilities or whatever they perceive to be in their particular self-interest.

In almost all new subdivisions, neighborhood associations spring into being because common needs serve as catalysts (street paving, parks, drainage, etc.). In existing neighborhoods there are usually no such continuing catalysts for interaction -- long term residents tend to lead more inwardly-focused lives as these issues have one time been resolved. It is in the County government's interest, as well as the private individual's interest, to assure that the Forest Glen area continues to be served by well-organized, representative neighborhood associations. Communication between all branches of County government and the Forest Glen neighborhoods is essential during the construction period and early operation period of METRO. The neighborhood should be informed of METRO plans and progress and the County should be aware of neighborhood concerns, problems, and response to specific proposals. The neighborhood should be involved in final METRO Station design details (such as landscaping, buffer areas, noise buffers, parking control and regulation, pedestrian access, and traffic control).

This recommendation for close neighborhood involvement in the development, construction, and initial operation of the Forest Glen METRO Station should not be interpreted to mean that the local neighborhood associations should be given "carte blanche" to determine policies and plans of County-wide significance and benefit. However, such associations can provide a continuing input and feedback throughout both the decision-making basis to assure that once decisions are made, the follow-through that occurs meets the standards of performance deemed appropriate to best safeguard the interests of the most directly affected communities.

APPENDICES

APPENDIX 1

MONTGOMERY COUNTY COUNCIL METRO RESOLUTIONS

Resolution No. 8625

Introduced: January 13, 1976

Adopted: January 13, 1976

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

By County Council

Subject: Approval of the Alignment of the Metrorail Transit System from the Vicinity of 16th Street and the B & O Railroad to Evans Drive and of the Station Location and Related Facilities Associated with the Forest Glen Station

WHEREAS, the Adopted Regional System (ARS) of the Washington Metropolitan Area Transit Authority (WMATA) provides for alignment of the metrorail system in Montgomery County, Maryland from the vicinity of 16th Street and the B & O Railroad to Evans Drive and provides for a METRO Station to be located along the Glenmont Route in the vicinity of Georgia Avenue and Forest Glen Road; and

WHEREAS, on April 14, 1975, WMATA held a public hearing to receive comments on the General Plans for the proposed alignment, including the station location and related facilities for that portion of the proposed Glenmont Route from 16th Street and the B & O Railroad to Evans Drive, including the Forest Glen Station; and

WHEREAS, on July 1, 1975, the County Council received a WMATA staff briefing concerning the testimony given at the April 14, 1975, public hearing and the recommendations of the WMATA staff resulting from analysis of the testimony presented at the hearing; and

WHEREAS, on August 4, 1975, the County Council received the WMATA Staff Report containing comments upon the testimony given at the April 14, 1975, public hearing; and

WHEREAS, worksessions were held by the County Council on August 11, August 26, September 16, October 11, December 10, 1975, January 6 and January 13, 1976, to consider the recommendations of the County Executive, the Montgomery County Planning Board, and the WMATA staff concerning the proposed alignment and station location, and to examine concerns expressed by the Council and the affected community over the need, justification, and safety aspects of the proposed Forest Glen Station, and the potential impacts of alternative station

locations on the east and west sides of Georgia Avenue, and to analyze additional data provided by the WMATA staff, County Executive, Montgomery County Planning Board, citizens in the Forest Glen area, and other affected area; and

WHEREAS, policy direction from the Montgomery County Council regarding WMATA General Plans for the Forest Glen METRO Station is desirable prior to WMATA Board and staff action to proceed with detail planning and design for this portion of the METRO system.

NOW, THEREFORE, BE IT RESOLVED that the County Council for Montgomery County, Maryland, recommends -

1. that the Alternative "B" Alignment be constructed for that portion of the Glenmont Route extending from the vicinity of 16th Street and the B & O Railroad to Evans Drive, and include twinbore rock tunnel construction northward from the B & O Railroad, under 16th Street to Georgia Avenue, and proceeding under Georgia Avenue to Evans Drive; and
2. that the Forest Glen Station be retained as part of the Adopted Regional System, and be built by rock tunnel construction, with the station platform located under Georgia Avenue, and all station surface facilities located west of Georgia Avenue and include:
 - a. a station entrance immediately west of the Americana Finnmark Condominiums, leading under Forest Glen Road to high speed elevators to be located in the vacant land area just west of Georgia Avenue and south of Forest Glen Road; and
 - b. surface parking facilities for approximately 500 cars, 5 busses and 45 kiss and ride spaces, to be located west of the Americana Finnmark Condominiums and north of Forest Glen Road; and
 - (i) that WMATA design the station parking facilities to be immediately adjacent the north side of Forest Glen Road, but with a minimum of 30' buffer to the Forest Glen Road right-of-way, consistent with the expressed interest of a majority of the homeowners most directly affected by this proposal, and
3. That WMATA should further examine:
 - a. the possibility of securing the elevator structure from ground level access by means other than fencing the property, as indicated on the station preliminary site plan; and
 - b. the possibility of providing stairway access directly into the station elevator facility from the south side of Forest Glen Road, to better serve the south side residential area; and

4. that WMATA provide all necessary mature landscape buffering, berms and screening devices around the station surface facilities and associated sidewalks to reduce potential adverse affects and to provide adequate protection for the adjacent residential development; and
5. that lighting of surface facilities shed no direct light off the Metro site; and
6. that the Maryland-National Capital Park and Planning Commission, is requested, in the preparation of the Forest Glen Sector Plan, and in conjunction with WMATA, and State and County Departments of Transportation, to:
 - a. examine the possibility of extending Belvedere Boulevard from Georgia Avenue to Forest Glen Road for use only as a Metro-access road, taking into consideration operational and circulation effectiveness, with effective steps taken to eliminate cut-through traffic and impacts on residential property; and
 - b. examine the possibility of developing a system of pedestrian walkways and bikeways providing access to the Metro Station from the nearby community; and
 - c. examine fully all design features including appropriate setbacks and screening and other buffers from adjoining properties of the surface facilities to reduce visual, aesthetic and environmental impacts, and include specific consideration of noise, and coordinate such review with citizens and citizens groups in the area.
7. that WMATA and the County Executive must work with citizens and citizens' groups to develop operational procedures to reduce any community impact of the operations of the Forest Glen station, including controlling the use of the parking lot, road modifications and signalling.

AND BE IT FURTHER RESOLVED, that the County Council will explore with the Marland-National Capital Park and Planning Commission positive action for citizen contributions to the Forest Glen Sector Plan.

AND BE IT FURTHER RESOLVED that in view of the exceptional depth of the Forest Glen Station and the need expressed for special protection safety design features, WMATA incorporate in its final station design and specifications the following minimum public safety systems in addition to standard safety features.

- a. areas of refuge at the station-mezzanine level any one of which is of sufficient size to hold the total number of passengers reasonably expected to be present at any one time; and
- b. fire and smoke separated refuge areas equipped with stairways to ground level if it becomes necessary for complete evacuation of the underground area; and

- c. positive ventilation, communications, smoke detection, and emergency lighting in the refuge areas; and
- d. one refuge area with stairway access to the high speed elevators, providing elevator useage at different stairway landings; and
- e. a fire service operations and command facility at the ground level Kiosk to facilitate the control and operation of emergency operations; and
- f. emergency battery power for lighting and communication purposes in the station, and emergency power to insure fail safe operation of the positive ventilating system and elevators.

AND BE IT FURTHER RESOLVED that WMATA coordinate with the County Department of Fire and Rescue Services in the development of its final station design and specifications to insure compliance with all special and standard fire protection requirements, and where necessary WMATA and the County Executive will seek expert technical advice and guidance on fire safety and hazard matters.

A True Copy.

ATTEST:

Anna P. Spates, Secretary
of the County Council for
Montgomery County, Maryland

Resolution No. 8-1600

Introduced: October 25, 1977

Adopted: October 25, 1977

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

By: County Council

SUBJECT: Recommendation to the Washington Metropolitan Area Transit Authority Regarding the Glenmont (B) Route Engineering Analysis

WHEREAS, an engineering and architectural analysis of the Glenmont (B) Route was directed by the U.S. Secretary of Transportation and the Washington Metropolitan Area Transit Authority for the purpose of developing the lowest cost engineering solution for the construction of a rapid-rail transit facility between Silver Spring and Glenmont, in Montgomery County; and

WHEREAS, on October 17, 1977, the Montgomery County Council received a detailed presentation of the results of the engineering and architectural analysis of the Glenmont (B) Route, including a comparison of associated design impacts and costs estimates of the various alternatives examined; and

WHEREAS, the Montgomery County Planning Board and the County Executive have recommended to the County Council that Alternative No. 4, be endorsed as the least costly and least disruptive of the various alternatives, and as the preferred design for the Glenmont (B) Route; and

WHEREAS, on October 25, 1977, the Montgomery County Council further reviewed and considered the findings of the engineering and architectural analysis of the Glenmont (B) Route, and also reviewed the recommendations of the staff of the Washington Metropolitan Area Transit Authority; and

WHEREAS, the Montgomery County Council finds that Alternative No. 4 with a deep, rock tunnel alignment following Georgia Avenue with dual-chamber rock stations at Forest Glen and Wheaton, and a cut-and-cover station at Glenmont, will provide a high level of rapid rail transit service for the Glenmont corridor, minimize the social and environmental impacts associated with construction of such a facility, and reduce the expected capital costs for providing the desired service by approximately \$25 million.

NOW, THEREFORE, BE IT RESOLVED that the County Council for Montgomery County, Maryland, recommends to the Washington Metropolitan Area Transit Authority that -

Alternative No. 4, of the Glenmont (B) Route Engineering Analysis, with a deep, rock tunnel alignment following the previously approved alignment along Goergia Avenue with dual-chamber rock stations at Forest Glen and Wheaton, and a cut-and-cover station at Glenmont and with the previously approved surface facilities, be constructed as the preferred engineering solution and design for providing a rapid rail transit facility between Silver Spring and Glenmont, in Montgomery County; and

BE IT FURTHER RESOLVED that -

the Washington Metropolitan Transit Authority is requested to give immediate attention to the development of a financial plan and the necessary regional agreements to insure construction of the Glenmont (B) Route as a high priority segment beyond that portion of the system covered by the Interim Capital Contributions Agreement.

A True Copy.

ATTEST:

Anna P. Spates, Clerk of
the County Council for
Montgomery County, Maryland

Resolution No. 8-1854

Introduced: March 21, 1978

Adopted: March 21, 1978

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

By: County Council

SUBJECT: Recommendation to the Washington Metropolitan Area Transit Authority Regarding the Glenmont (B) Route Engineering Analysis

WHEREAS, an engineering and architectural analysis of the Glenmont (B) Route was directed by the U.S. Secretary of Transportation for the purpose of developing the lowest cost engineering solution for the construction of a rapid-rail transit facility between Silver Spring and Glenmont in Montgomery County; and

WHEREAS, on October 17, the Montgomery County Council received a detailed presentation by the Washington Metropolitan Area Transit Authority of the results of the engineering and architectural analysis of the Glenmont (B) Route, including a comparison of associated design impacts and cost estimates of the various alternatives examined; and

WHEREAS, on October 25, 1977, by Resolution No. 8-1510, the County Council recommended to the Washington Metropolitan Area Transit Authority that Alternative No. 4 of the Glenmont (B) Route Engineering Analysis be constructed as the preferred engineering solution and design for providing a rapid rail transit facility between Silver Spring and Glenmont, in Montgomery County; and

WHEREAS, on March 7, 1978, the County Council received a further presentation by the Washington Metropolitan Area Transit Authority indicating that certain modifications would be necessary in the alignment through the Forest Glen area and in the arrangement of surface facilities at the Wheaton Station resulting from refinements in final design subsequent to the October 17 presentation; and

WHEREAS, in accordance with the legal opinion expressed by the Washington Metropolitan Area Transit Authority General Counsel that the final design modifications to the Glenmont (B) Route resulting from the Engineering Analysis do not require additional public hearings, the County Council understands that Washington Metropolitan Area Transit Authority will notify and meet with those individuals and organizations directly affected by the final design modifications; and

WHEREAS, the Montgomery County Planning Board and the County Executive have recommended to the County Council that Alternative No. 4, as modified subsequent to the October 17, 1977 presentation, be endorsed as the least costly

and least disruptive of the various alternatives, and as the preferred design for the Glenmont (B) Route; and

WHEREAS, the Montgomery County Council finds that Alternative No. 4, with a deep rock tunnel alignment generally following Georgia Avenue, with dual-chamber rock ("Stockholm" type) stations at Forest Glen and Wheaton, and a cut-cover station at Glenmont, including a Forest Glen station generally under the southwest quadrant of the intersection of Forest Glen Road and Georgia Avenue, serviced by elevators from the surface, by a below-grade passageway to the station from bus, kiss-and-ride, and park-and-ride facilities located along the north side of Forest Glen Road west of the Americana Finnmark Condominium Community, and a Wheaton station generally under the south quadrant of the intersection of Georgia Avenue and Reedie Drive and Triangle Lane on both kiss-and-ride and park-and-ride facilities in the block bounded by Georgia Avenue, Reedie Drive, Price Avenue and Fern Street, and a Glenmont station generally under the area west of Georgia Avenue between Urbana Drive and Denley Road, serviced by escalators from the surface from the bus, kiss-and-ride and park-and-ride facilities on the east side of Georgia Avenue and a storage yard as previously approved located generally within the area north and east of Georgia Avenue near its intersection with Ara Drive, will provide a high level of rapid rail transit service for the Glenmont corridor, minimize the social and environmental impacts associated with construction of such a facility, and reduce the expected capital costs for providing the desired service by approximately \$25 million.

NOW, THEREFORE, BE IT RESOLVED that the County Council for Montgomery County, Maryland, recommends to the Washington Metropolitan Area Transit Authority that -

Alternative No. 4 of the Glenmont (B) Route Engineering Analysis, with a deep rock tunnel alignment generally following the previously approved alignment along Georgia Avenue except for a slight westerly realignment north and south of the Capital Beltway in the Vicinity of the Forest Glen Station, with dual-chamber rock stations at Forest Glen and Wheaton, and a cut-and-cover station at Glenmont, and a surface storage yard beyond the Glenmont station, and with the previously approved surface facilities at Forest Glen and Glenmont, and the surface facilities modified as described above at Wheaton, be constructed as the preferred engineering solution and design for providing a rapid rail transit between Silver Spring and Glenmont, in Montgomery County; and

BE IT FURTHER RESOLVED that -

Washington Metropolitan Area Transit Authority in conjunction with the Montgomery County Planning Board is requested to examine alternative sites for the possible relocation of the electric substation proposed adjacent to the Americana Finnmark community, and in the event no alternative site can be found that meets the Washington Metropolitan Area Transit Authority established constraints for the spacing of substations then final design at the presently proposed site shall proceed forthwith; and

BE IT FURTHER RESOLVED that -

The Montgomery County Council restates its previous position that WMATA develop a financial plan and the necessary regional agreements to insure construction of the Glenmont (B) Route as a high priority segment beyond that portion of the system covered by the Interim Capital Contributions Agreement.

A True Copy.

ATTEST:

Anna P. Spates, Secretary
of the County Council for
Montgomery County, Maryland

APPENDIX 2
MAXIMUM ALLOWABLE NOISE LEVELS BY
ZONING CATEGORY - STATE AND
COUNTY ORDINANCES

Regulations from the Maryland Environmental Noise Act of 1974 are included in this Plan, as required by State law. Construction limits, frequency of occurrence, and exemptions are provided for under the regulations. Maximum allowable levels are as follows:

Maximum Allowable Noise Levels by Zoning Category (dBA)

Effective Date	Day/Night	Industrial	Commercial	Residential
July 1, 1975	Day	80 dBA	72 dBA	65 dBA
July 1, 1975	Night	80 dBA	67 dBA	60 dBA
July 1, 1977	Day	75 dBA	67 dBA	60 dBA
July 1, 1977	Night	75 dBA	62 dBA	50 dBA

MONTGOMERY COUNTY CODE - CHAPTER 31B
NOISE CONTROL

Sec. 31B-5. Maximum permissible sound levels generally.

- (a) Effective October 1, 1976, except as otherwise provided in sections 31B-6, 31B-8, 31B-9, 31B-12 and 31B-13 of this chapter, a sound level which emanates from any operation, activity or source and which exceeds the maximum permissible sound levels established by subsection (b) of this section is prohibited.
- (b) The following maximum permissible sound levels are hereby established:
 - (1) If the sound emanates from sources located within a commercial or industrial zone, the maximum permissible sound level is:
 - a. 62 dB(A) at any point on the property line;
 - b. 55 dB(A) at any point on a boundary separating a commercial zone or industrial zone from a residential zone.
 - (2) If the sound emanates from sources located within a residential use zone, the maximum permissible sound level is 55 dB(A) at any point on the property line of the residential use.
(1975 L.M.C., ch.31, p2.)

NOISE

Acoustical site planning and building design should be provided for new development along Georgia Avenue and I-495. Two parcels on the east side of Georgia Avenue experience noise levels of 64-70 decibels and noise on the Holy Cross Hospital grounds exceeds 70 decibels. Acoustical site planning should consider the use of appropriately landscaped earth berms or noise barrier walls to protect low profile buildings and outdoor activity areas as a means of minimizing personal noise exposure. Acoustical building design should specify sound attenuating construction materials including sealed double-glazed windows. The design objective for noise sensitive residential and medical land uses is to maintain interior noise levels at or below 45 decibels.

APPENDIX 3

RESOLUTIONS OF APPROVAL AND ADOPTION

Resolution No. 8-2089

Introduced: July 18, 1978

Adopted: July 18, 1978

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

By: District Council

SUBJECT: Final Approval of the Sector Plan for the Forest Glen Transit Impact Area and Vicinity

WHEREAS, In January 1976, the County Council approved the alignment of the Glenmont Metrorail Route north of Silver Spring and the station location and related facilities associated with the Forest Glen Station, and directed the Montgomery County Planning Board to begin preparation of a Sector Plan for the Forest Glen Transit Impact Area; and

WHEREAS, on February 8, 1978, the Montgomery County Planning Board transmitted to the County Council for review the Preliminary Draft Sector Plan for the Forest Glen Transit Impact Area; and

WHEREAS, the Council believes it to be in the public interest that the Sector Plan for the Forest Glen Transit Impact Area be approved and that the zoning recommendations of the sector plan be implemented during the Council's term of office; and

WHEREAS, said plan and comprehensive rezoning are believed to be essential for the protection of existing communities, to address transportation and other problems resulting from the construction and operation of Metro, and to guide future public and private land use decisions; and

WHEREAS, Section 85-78 of the Montgomery County Code provides that no amendment to the zoning regulations shall be made, in a year in which the Council is elected, after the thirty-first day of October and until the newly elected Council is duly qualified and has taken office; and

WHEREAS, in order to accomplish its objective to completing the planning process for the Forest Glen area during its term of office, the District Council jointly with the Montgomery County Planning Board, on March 13, 1978, conducted a public hearing on the Preliminary Draft Forest Glen Sector Plan; and

WHEREAS, on May 19, 1978, the District Council jointly with the Montgomery County Planning Board held a worksession at which time consideration was given to the public hearing testimony and the comments and concerns of the County Executive and other interested parties; and

WHEREAS, as a result of this process certain revisions were made to the Preliminary Draft Sector Plan, and on July 13, 1978, the Montgomery County Planning Board submitted to the Council and the County Executive the Final Draft Sector Plan for the Forest Glen Transit Impact Area; and

WHEREAS, the Montgomery County Executive has duly conveyed to the Montgomery County Council his comments and recommendations on the Sector Plan for the Forest Glen Transit Impact Area; and

WHEREAS, the County Council has reviewed the Final Draft Sector Plan and is satisfied that it includes all revisions requested by the Council as a result of the Council's participation in the preliminary sector planning process, and therefore did not conduct a public hearing on the Final Draft Sector Plan.

NOW, THEREFORE, BE IT RESOLVED that the County Council for Montgomery County Maryland, as a District Council for that portion of the Maryland-Washington Regional District located within Montgomery County, Maryland, that -

The Final Draft Sector Plan for the Forest Glen Transit Impact Area and Vicinity, dated July 1978, is hereby APPROVED.

A True Copy.

ATTEST:

Kathleen A. Freedman, Deputy Secretary
of the County Council for
Montgomery County, Maryland

MCPB 78-53
MNCPPC 78-14

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 66D, Section 7-108, of the Annotated Code of Maryland, 1976 Cumulative Supplement, is authorized and empowered to make and adopt, and from time to time, amend, extend, or add to the General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said laws, held a duly advertised public hearing on March 13, 1978, on a Preliminary Draft Sector Plan for Forest Glen Transit Impact Area and Vicinity, being also a proposed amendment to the Adopted Master Plan, Kensington-Wheaton Planning Area VII, 1959, as amended; the General Plan for the Physical Development of the Maryland-Washington Regional District; and the Master Plan of Highways within Montgomery County, Maryland; and

WHEREAS, following the public hearing, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission did prepare a Final Draft Sector Plan for Forest Glen Transit Impact Area and Vicinity; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, upon due deliberation and consideration did approve said Final Draft Sector Plan for submittal to the Montgomery County Council, with the recommendation that Council approve said Final Draft Sector Plan; and

WHEREAS, such Final Draft Sector Plan, dated July 1978, was transmitted to the Montgomery County Council on July 13, 1978; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District, lying within Montgomery County, on July 18, 1978, approved said Sector Plan for Forest Glen Transit Impact Area and Vicinity by Resolution Number 8-2089.

NOW, THEREFORE BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby adopt said Sector Plan for Forest Glen Transit Impact Area and Vicinity, consistent with County Council Resolution Number 8-2089, said Sector Plan consisting of maps and descriptive material and being an amendment to the Adopted Master Plan for the Kensington-Wheaton Planning Area VII, 1959, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District; and to the Master Plan of Highways within Montgomery County, Maryland; and

BE IT FURTHER RESOLVED, that these amendments and appropriate certificate of adoption shall be recorded on the maps, Plan, and descriptive material; said certificate shall contain the signature of the Chairman, Vice Chairman, and Secretary-Treasurer of this Commission; and

BE IT FURTHER RESOLVED, that an attested copy of the Plan and all parts thereof shall be certified by the Commission and filed with the Clerks of the Circuit Court of each of Montgomery and Prince George's Counties, Maryland as required by law.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, on motion of Commissioner Kephart, seconded by Commissioner Granke, with Commissioners Granke, Kephart and Scharf voting in favor of the motion, and with Commissioners Hanson and Keeney being temporarily absent, at its regular meeting held on Thursday, July 20, 1978, in Silver Spring, Maryland.

Ruth M. Roberts
Acting Executive Director

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This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on motion of Commissioner Keeney, seconded by Commissioner Churchill, with Commissioners Brown, Churchill, Dutton, Hanson, Hopper, Keeney and Scharf voting in favor of the motion, and with Commissioners Granke, Kephart and LaPlaca being absent, at its regular meeting held on Wednesday, September 20, 1978 in Riverdale, Maryland.

Ruth M. Roberts
Acting Executive Director

PLANNING STAFF

Supervisory

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Community Planning East Division

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William R. Barron, Planning Coordinator
Community Planning East Division

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COMMUNITY RELATIONS

Pat Plunkett, Community Relations Specialist



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

