

APPROVED AND ADOPTED  
JULY 1996

# *Forest Glen*

S E C T O R   P L A N

Comprehensive Amendment to the July 1978 Sector Plan  
for the Forest Glen Transit Impact Area and Vicinity

*published by*

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING  
8787 GEORGIA AVENUE, SILVER SPRING, MARYLAND 20910-3760

## Abstract

Title Approved and Adopted Forest Glen Sector Plan

Author The Montgomery County Department of Park and Planning  
The Maryland-National Capital Park and Planning Commission

Subject Comprehensive Amendment to the July 1978 Sector Plan for the Forest Glen Transit  
Impact Area and Vicinity

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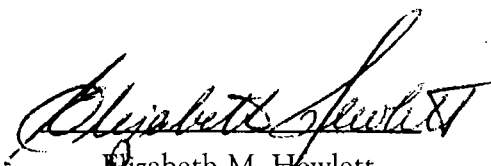
Abstract This document is a Comprehensive Amendment to the 1978 Approved and  
Adopted *Sector Plan for the Forest Glen Transit Impact Area and Vicinity*. It also  
amends, in part, the 1989 Approved and Adopted *Master Plan for the Communities of  
Kensington-Wheaton*; the 1982 Approved and Adopted *Sector Plan for Capitol View  
and Vicinity*; and the *Master Plan of Highways within Montgomery County, Maryland*.

## Certificate of Approval and Adoption

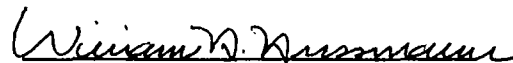
This Comprehensive Amendment to the Approved and Adopted *Sector Plan for the Forest Glen Transit Impact Area and Vicinity*, 1978, was approved by the Montgomery County Council, sitting as the District Council, pursuant to Resolution Number 13-640, dated July 30, 1996, and was adopted by The Maryland-National Capital Park and Planning Commission, pursuant to Resolution Number 96-21, dated September 18, 1996, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

This Amendment also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the 1989 Approved and Adopted *Sector Plan for the Communities of Kensington-Wheaton*; the 1989 Approved and Adopted *Sector Plan for Capitol View and Vicinity*; and the *Master Plan of Highways within Montgomery County, Maryland*.

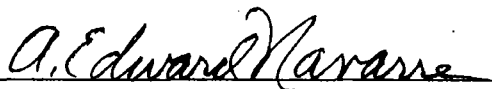
The Maryland-National Capital Park and Planning Commission



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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two Counties.

**The Commission has three major functions:**

- (1) The preparation, adoption, and, from time to time, amendment or extension of the The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties;
- (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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## *Notice to Readers*

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised about every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Any sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

## *The Master Plan Process*

**STAFF DRAFT PLAN** — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

**PUBLIC HEARING (PRELIMINARY) DRAFT PLAN** — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

**PLANNING BOARD (FINAL) DRAFT PLAN** — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period. After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

**ADOPTED PLAN** — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.



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# Forest Glen

S E C T O R P L A N

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MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
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# Introduction

## A. Overview of the Planning Process

The term “master plan area” is used to define the area covered by an individual master plan. A “sector plan area” is a subset of a master plan area, i.e., it covers only a portion of the master plan area. Typically, sector plans are done for central business districts or transit station impact areas. Sector plan area boundaries are established to respond to common issues, natural boundaries, community affiliation, or other characteristics. Sector plan areas often differ from other geographic boundaries used in Montgomery County such as “policy areas” that have been established by the County Council for other purposes.

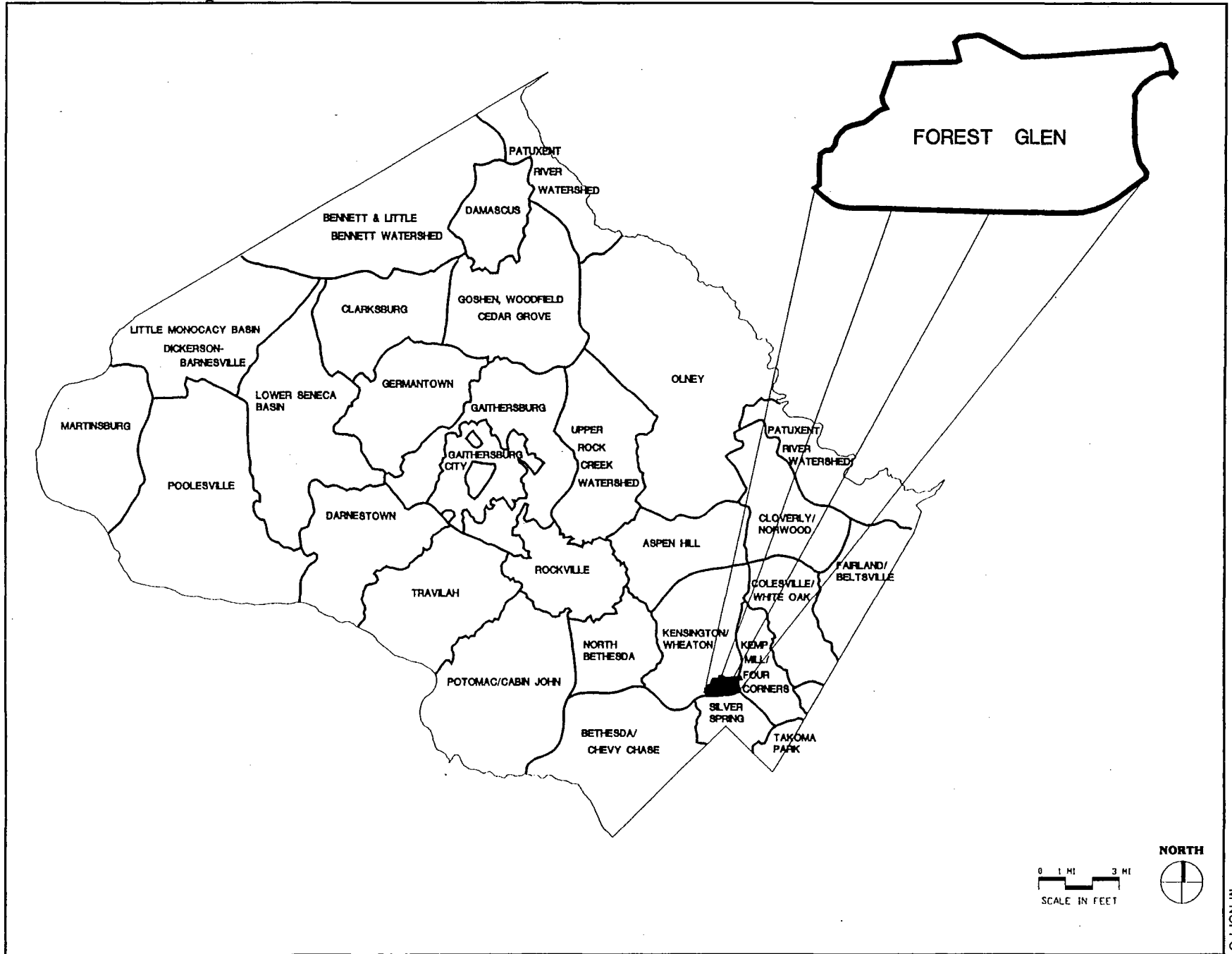
**The Forest Glen Sector Plan area contains approximately 400 acres exclusive of public rights-of-way. It is generally bordered by Gardiner Avenue and a small, unnamed tributary of Rock Creek on the west; Dexter Avenue, Medical Park Drive, and Everest Street on the north; Sligo Creek Park on the east; and the Capital Beltway (I-495) on the south. (See Figure 1, page 2.)**

Appointment of a Citizens Advisory Committee (CAC) is the first step in the master/sector plan process. The CAC for the Forest Glen Sector Plan was appointed by the Montgomery County Planning Board in October 1993. CACs comprise individuals who represent residents, neighborhood associations, civic groups, businesses, landowners, developers, and other special interests. CAC members help identify important planning issues and areas of concern in the community. They have the responsibility to represent their constituencies, bring their concerns to the table for discussion, and keep them informed of the sector plan’s progress and proposals.

The Planning Department staff worked with the CAC to help frame the issues, provide technical information and research data, and assist with the preparation of this and future documents. The community’s concerns, as expressed through the CAC members, became the foundation for the May, 1994 Issues Report for the *Forest Glen Transit Impact Area and Vicinity Sector Plan*. (See Figure 2 for an overview of the Master Plan Development Process. This process is the same for sector plans.)

# Location Map

Figure 1



The next step in the master/sector plan process is the development of the Staff Draft Plan. The Staff Draft Plan, like the Issues Report, is designed to be a cooperative effort between the CAC and the Planning Department staff, although the Planning staff is ultimately responsible for the content of this draft. The Staff Draft Plan examines the concerns raised in the Issues Report and presents alternative courses of action through specific recommendations. It provides a vision for the sector plan area and a “road map” for its achievement.

The Staff Draft Plan is presented to the Planning Board by the Planning Department staff with the CAC present for comment. The Planning Board’s review of the document generally focuses on whether the draft is ready to be the subject of a public hearing. The Planning Board makes whatever modifications it deems necessary and a Public Hearing (Preliminary) Draft Plan is prepared. The Public Hearing (Preliminary) Draft Plan is a formal proposal to amend an adopted master or sector plan. A public hearing is then held by the Planning Board for the purpose of receiving testimony on the Public Hearing (Preliminary) Draft Plan.

After the public hearing is held, the Planning Board holds open worksessions to review testimony and revise the Public Hearing (Preliminary) Draft Plan. The number of worksessions varies with the degree of complexity and consensus on the issues. During this time, the Planning Board discusses the sector plan recommendations on specific issues. A joint review with the Executive staff regarding the fiscal impacts of the proposed plan also takes place during the worksessions. Once the worksessions are completed, the Public Hearing (Preliminary) Draft Plan is amended by the Planning Board and republished as the Planning Board (Final) Draft Plan. It is then transmitted to the County Council and the County Executive.

The County Executive has 60 days to comment on the Planning Board (Final) Draft Plan and prepare a fiscal impact

analysis for the County Council. After the County Council receives the Executive’s comments and fiscal analysis, a public hearing is held. Similar to the Planning Board, open worksessions are conducted to review the testimony from the public hearing and revise the Planning Board (Final) Draft Plan. After the worksessions are complete, the County Council adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

Once approved by the County Council, the sector plan is formally adopted by the full Maryland-National Capital Park and Planning Commission (the Montgomery and Prince George’s County Planning Boards). Following the approval and adoption process, the Planning Department staff assumes responsibility for publishing an approved and adopted sector plan, formally filing it with the Clerk of the Circuit Court, and making it available to the public. The Planning Department staff is typically instructed to prepare a sectional zoning map amendment for the area. A sectional map amendment is a comprehensive rezoning of the sector plan area to implement the zoning recommendations of the sector plan.

## B. Planning History

### 1964 General Plan and 1969 General Plan Refinement

In 1964, a bi-County plan for Montgomery County and Prince George’s County was adopted, *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George’s Counties*. The General Plan was updated in 1969 with more specific goals and guidelines for the wedges and corridors concept in Montgomery County. For more than two decades, the

# Master Plan Process

Figure 2

Planning Board submits, and County Council approves:

## Annual Work Program

Park and Planning staff initiates community participation and prepares:

## Issues Report

Park and Planning staff reviews Issues Report with Planning Board and then prepares:

## Staff Draft Plan

Planning Board reviews Staff Draft and, with modifications as necessary, approves plan as suitable for public hearing:

## Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony, receives County Executive comments at Board worksessions, and adjusts Public Hearing Draft to become:

## Planning Board (Final) Draft Plan

County Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

## Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing and worksessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

## Approved and Adopted Master Plan



General Plan has guided the land use pattern and the transportation system in Montgomery County. Its name, "On Wedges and Corridors," comes from the regional land use pattern it recommends. The concept is based on six corridors of urban development radiating out, like spokes of a wheel, from the existing land use patterns in Washington, D.C. The corridors of development are separated by wedges of open space, farmland, and lower density residential uses. The concept has shaped the County's land use pattern by channeling growth into development and transportation corridors, with the Urban Ring in lower Montgomery County close to Washington, D.C. In 1993 the General Plan was reaffirmed through the General Plan Refinement.

### 1978 Sector Plan for the Forest Glen Impact Area

Specific guidance for the Forest Glen Sector Plan area is currently contained in the *1978 Sector Plan for the Forest Glen Transit Impact Area and Vicinity*. The 1978 Plan was adopted as a result of the planning work which had begun in 1976 on the eastern leg of the Metro red line. (See Figure 3, page 6.) A *Sector Plan for the Glenmont Transit Impact Area and Vicinity* (Glenmont is planned to be the eastern terminus of the red line) was done at the same time as the Forest Glen Plan.

The *1978 Sector Plan for the Forest Glen Transit Impact Area and Vicinity* supported the General Plan policy to channel new development "so as to 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."

The Sector Plan sought to preserve and protect Forest Glen as a stable, predominantly single-family residential community, and to reflect the recognition of the permanence of the existing residential character. It also sought to integrate Metro into the

fabric of the community, to assure neighborhood protection from intrusions of traffic, noise, commuter parking, land speculation, and redevelopment pressures, to assure the continuation of adequate access to Holy Cross Hospital, and to assure a high degree of public safety in the area. The 1978 Plan stated the following with regard to new development in Forest Glen:

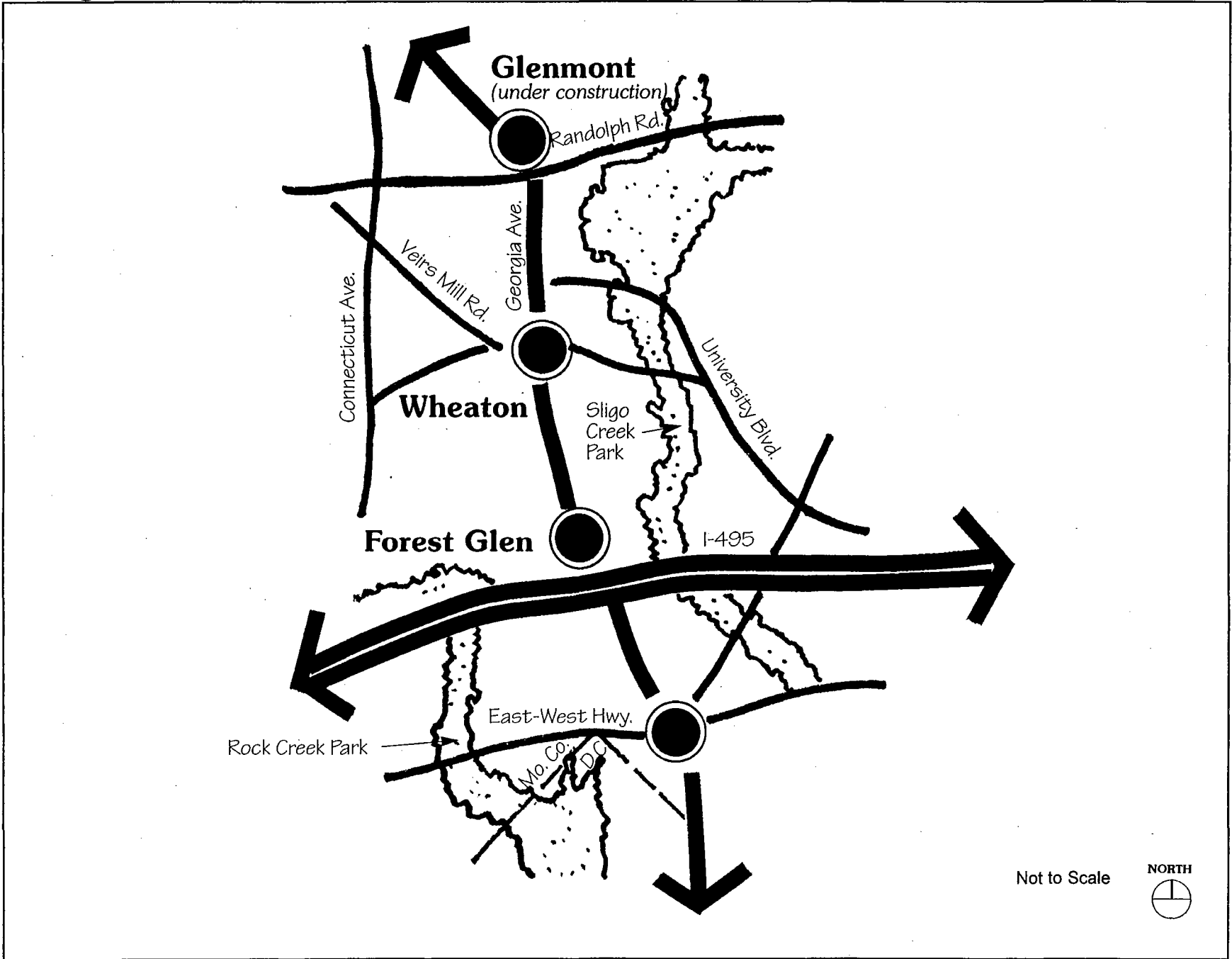
*. . . It appears that there is little opportunity for new development in Forest Glen. Several reasons can be cited for this, including the already extant conditions of traffic, the lack of vacant land, and the goals which seek to stabilize, preserve and protect from adverse impacts and undesirable non-residential 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 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.*

In the face of anticipated pressure for redevelopment, the 1978 Sector Plan sought to identify those areas considered susceptible to development or redevelopment pressure. Such parcels include vacant or under-utilized tracts of land, large parcels held in single ownership, and parcels which confront major highways or large institutions. The 1978 Sector Plan recommended that "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

# Georgia Avenue Metro Stations

Figure 3



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.”

## 1989 Master Plan for the Communities of Kensington-Wheaton

Forest Glen is one of five sector plan areas lying within the boundary of the Kensington-Wheaton Planning Area. (See Figure 4, page 8.) With one exception (a rezoning in the Town of Kensington and Vicinity Sector Plan area), the sector plan areas were not examined in the 1989 *Kensington-Wheaton Master Plan*.

The major points in the *Kensington-Wheaton Master Plan* which affect Forest Glen are summarized below.

- The *Kensington-Wheaton Master Plan* reflected the view that there should be a relationship between land uses within the sector plan area and those within the contiguous master plan area. The linkage of neighborhoods and commercial areas through the use of the common framework of parallel design treatment is a major objective of the *Kensington-Wheaton Master Plan*. For example, similar building scale, height, and landscaping treatments can be used to assure compatibility between different land uses.
- The *Kensington-Wheaton Master Plan* emphasized the preservation of residential communities. For example, the *Kensington-Wheaton Master Plan* specifically confirmed the existing zoning of residential properties abutting major highways, with only limited exceptions.
- The *Kensington-Wheaton Master Plan* sought to protect residential areas from the effects of nonresidential activities located inside and outside the boundaries of the sector plan areas within Kensington-Wheaton. This policy has been implemented by making the sector plan areas large enough to

provide a buffer from the effects of commercial activity. The *Kensington-Wheaton Master Plan* also sought to improve the relationship between residential communities and commercial areas not located within sector plan area boundaries (e.g., the existing commercial uses along the major highways).

- One of the land use goals in the *Kensington-Wheaton Master Plan* was “to preserve the identity of residential areas along major highway corridors, to soften the impact of major highways on adjacent homes and to strengthen the distinction between commercial and residential uses.” An implementation technique for achieving this goal is described in the section of the *Kensington-Wheaton Master Plan* called “Green Corridors Policy.” In addition to creating more attractive corridors, the “Green Corridors Policy” was intended to enhance commercial stability by ameliorating the impact of these highways on residential areas. In Forest Glen, this policy should be considered for the portion of Georgia Avenue within the sector plan area.

## Maryland Planning Act of 1992

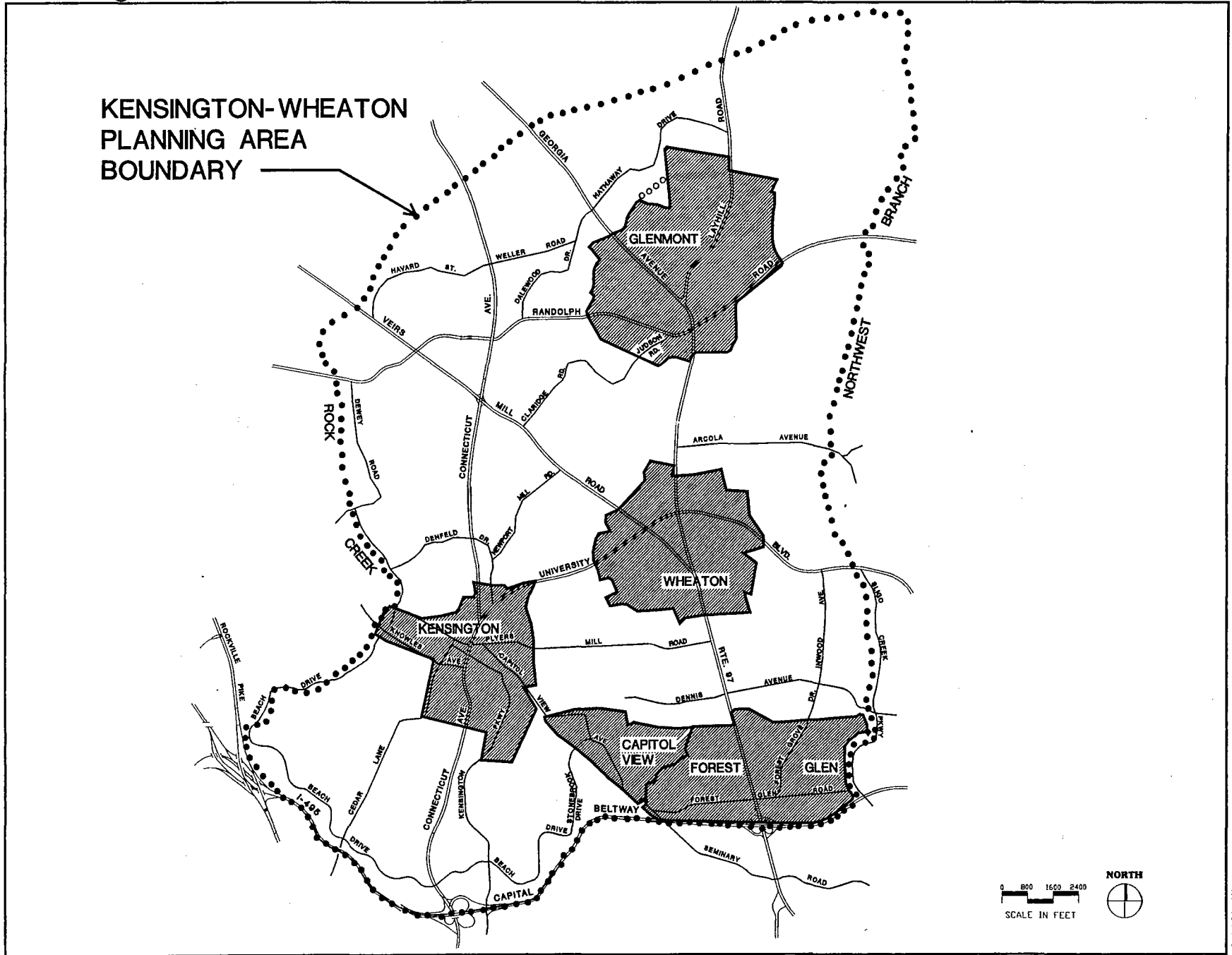
The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) are embraced and confirmed by the Forest Glen Sector Plan.

The seven visions of the State Planning Act, as stated in Article 66B of the Annotated Code of Maryland, are:

- “1. Development is to be concentrated in suitable areas;
2. Sensitive areas are to be protected;
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected;
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic;

# Kensington-Wheaton Planning Area Boundary

Figure 4



5. Conservation of resources, including a reduction in resource consumption, is to be practiced;
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined;
7. Funding mechanisms are to be addressed to achieve these objectives.”

This Plan provides for development in suitable areas by focusing new development on key parcels near the Metrorail station. These include the Freeman and WMATA parcels, where medium density residential uses are recommended. Lower densities are recommended near environmentally sensitive areas; for example, the western portion of the sector plan area.

In addition to the Plan's conformance to the seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect environmentally impacted areas. Sensitive areas are described in the Act as 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes. The Environmental Resources chapter of this Plan, along with regulatory strategies for protecting these areas, complies with the sensitive areas requirement of the State Planning Act.

Flexible development regulations, the streamlining of the development process, and innovative economic development techniques are also required by the Planning Act. The Forest Glen Sector Plan recommends flexible development standards in certain instances where significant new development is contemplated.

### **1993 General Plan Refinement**

The Forest Glen area is identified in the December 1993 Planning Board General Plan Refinement as being located in the

Urban Ring, a concept that was first established in the 1964 General Plan.

The Urban Ring is an older, well-established, and densely developed area characterized by diversity in income, ethnic, and racial composition. Within the Urban Ring there is great variety in density and character among areas. Communities in the Urban Ring are generally well maintained and many feature landmarks that identify them as distinct neighborhoods. A strong sense of community pride exists among residents in these neighborhoods of tree-lined, well-connected streets. The Urban Ring is an area in which suburban lifestyles exist, if not side by side, then very close to an urban environment. The Urban Ring is expected to remain as the County's most densely developed area.

The General Plan Refinement foresees continued growth in the Urban Ring. The challenges for the future of communities located in the Urban Ring include: accommodating additional development and redevelopment in a sensitive manner while preserving existing neighborhoods, expanding transportation options while accommodating pedestrian needs, and emphasizing development, particularly housing, in appropriate transit station areas. The General Plan Refinement designates the Urban Ring as a high priority location for new infrastructure and expects Montgomery County to avoid the creation and perpetuation of abandoned or blighted areas. In conclusion, with regard to Urban Ring communities, the General Plan Refinement states:

While encouraging continued growth in the Urban Ring, the General Plan Refinement seeks to preserve the flourishing neighborhoods already located there. The Refinement encourages the County to protect these areas from the encroachment of non-conforming land uses, excessive noise, and through traffic. It seeks to maintain and reinforce the many desirable community features that are common in the Urban Ring.

# *Planning Policies*

## **A. Plan Vision**

A vision statement attempts to answer the question, "What should this community be like twenty years from now?" In doing so, it expresses the community's hopes and expectations for the future. Implicit in the vision for Forest Glen are the key goals of enhancing community identity and sense of place, and the need to protect existing neighborhoods from undesirable intrusions.

This Sector Plan retains the basic aim of the 1978 *Forest Glen Sector Plan*: the maintenance of 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 1978 Plan was written in anticipation of the proposed Forest Glen Metro station, which opened in 1990. Now that the impacts of Metro can be assessed based on actual

experience, it is appropriate to review and adjust the Plan vision to reflect future directions, trends, or events not anticipated in 1978.

This Plan reinforces the most desirable existing aspects of the Forest Glen area while accommodating those elements of change which are appropriate. The Plan preserves and strengthens the existing residential communities and the Forest Glen Metro station. The Plan also addresses elements of potential change in Forest Glen including the potentially developable or redevelopable properties near Metro and the nature and location within the community of health care services.

This Plan envisions a community consisting of two stable residential neighborhoods, identified herein as Forest Glen East and Forest Glen West, which are separated by Georgia Avenue. While the prevalent character of the two neighborhoods is that

of single-family homes, several multi-family complexes in Forest Glen West round out the range of housing choices.

This Plan attempts to improve the sense of community for both Forest Glen East and Forest Glen West by providing for recognizable public open spaces and a pedestrian friendly environment. This Plan envisions Georgia Avenue as a landscaped corridor with safer sidewalks and crosswalks. Multi-family residences and limited special exception uses border the street, buffering the residential neighborhoods of Forest Glen West and Forest Glen East behind them.

On the east side of Georgia Avenue, in Forest Glen East, this Plan envisions a stable single-family residential community with improved sidewalks and bicycle paths to Metro and other public facilities. Holy Cross Hospital will continue to play an important role in Forest Glen East. This Plan attempts to balance the hospital's needs with those of the surrounding community; it establishes limits for future hospital expansion in Forest Glen so that the hospital can continue to provide health care services to County residents and the residential neighborhoods can be assured of future stability.

The single-family neighborhoods in Forest Glen West would also be enhanced by improvements to facilitate pedestrian and bicycle access to Metro and to the community's public open spaces. Future development near the Metrorail station should be residential, although day care would also be an appropriate use, and should be compatible in scale with the existing community. Public open spaces and pedestrian friendly streets would provide gathering places for the community.

## **B. Planning Goals**

Generally speaking, the residents of Forest Glen appear to be comfortable with their community as it exists today. Georgia

Avenue may divide the sector area into two separate communities, but both Forest Glen East and Forest Glen West are desirable places to live and raise families.

Given the apparent degree of satisfaction with the status quo, the sector plan process presents quite a dilemma. Long-term plans look at change almost by definition. Even if the Sector Plan ultimately does nothing more than reaffirm what exists today, the process leading to those recommendations involves the consideration of potential changes.

Certainly, some kinds of change are inevitable no matter what the Sector Plan recommends. For example, regional through traffic in Forest Glen is likely to increase even if nothing new is built in the sector area itself. There may also be things which can be done over the next 15 years to make Forest Glen an even better place to live, at least in theory.

During the development of this Sector Plan, some members of the CAC and the community have expressed the concern that potential changes to land use and the transportation network could de-stabilize Forest Glen rather than improve it. This Plan is sensitive to these concerns. A major goal of this Plan is to maintain and strengthen community stability.

At the same time, this Plan must identify potential solutions to those problems which do exist, as well as means to accomplish broad County policies. In doing so, this Sector Plan seeks to achieve a fair and responsible balance between competing interests. In some cases, this requires balancing local interests with regional interests; in other cases, it may involve balancing the interests of adjoining property owners. Although it would be desirable to satisfy each interest fully, it is more often the case that each interest is only partly satisfied. Usually, compromise is required. This Plan seeks to balance the needs of the local community, the motorists on Georgia Avenue, and the larger community. The Planning Goals identified below, and the specific

recommendations in the chapters which follow, reflect a balancing of these at times competing interests.

- 1 To preserve the Forest Glen community as a stable, predominantly single-family residential community.
- 2 To enhance community identity by strengthening the neighborhoods within the sector plan area and providing additional gathering places such as public open spaces and pedestrian-friendly streets.
- 3 To focus new development at appropriate locations near the Metrorail station consistent with the General Plan.
- 4 To provide a balance between the needs of the residential neighborhoods and the regional interests served by Holy Cross Hospital.
- 5 To ensure that new development or future redevelopment is compatible with the character of the existing community.
- 6 To provide safe and efficient traffic circulation for both local and regional travel, taking into account the impacts of vehicular traffic on existing neighborhoods.
- 7 To encourage non-automobile modes of transportation such as transit, bicycles, and walking by providing for attractive, safe, and convenient access to major destinations including the Metrorail station and the center in Montgomery Hills.
- 8 To protect neighborhoods as much as possible from intrusive uses.
- 9 To provide an attractive, landscaped boulevard along Georgia Avenue.
- 10 To protect the edges of residential neighborhoods on both sides of Georgia Avenue.
- 11 To prevent the spread of commercial areas along Georgia Avenue.
- 12 To protect neighborhoods from excessive noise and air quality impacts.
- 13 To protect and preserve environmentally sensitive features, including forest and stream systems.
- 14 To protect and preserve historic features within the sector area.



# *Land Use and Zoning*

The fundamental purpose for this Plan is to make recommendations on the future land use pattern for Forest Glen. These recommendations will guide all future zoning and special exception activity. Forest Glen comprises two distinct neighborhoods, separated by Georgia Avenue.

Figure 5 indicates the locations of areas discussed in this chapter. Figures 6 and 7 illustrate Existing Land Use and Proposed Land Use, and Figures 8 and 9 show Existing Zoning and Proposed Zoning.

## **A. Forest Glen East**

Forest Glen East is delineated by Georgia Avenue on the west, Medical Park Drive and Everest Street on the north, Sligo Creek Park on the east, and the Beltway on the south. With the exception of Holy Cross Hospital and the medical office building on Georgia Avenue at Forest Glen Road, Forest Glen East may

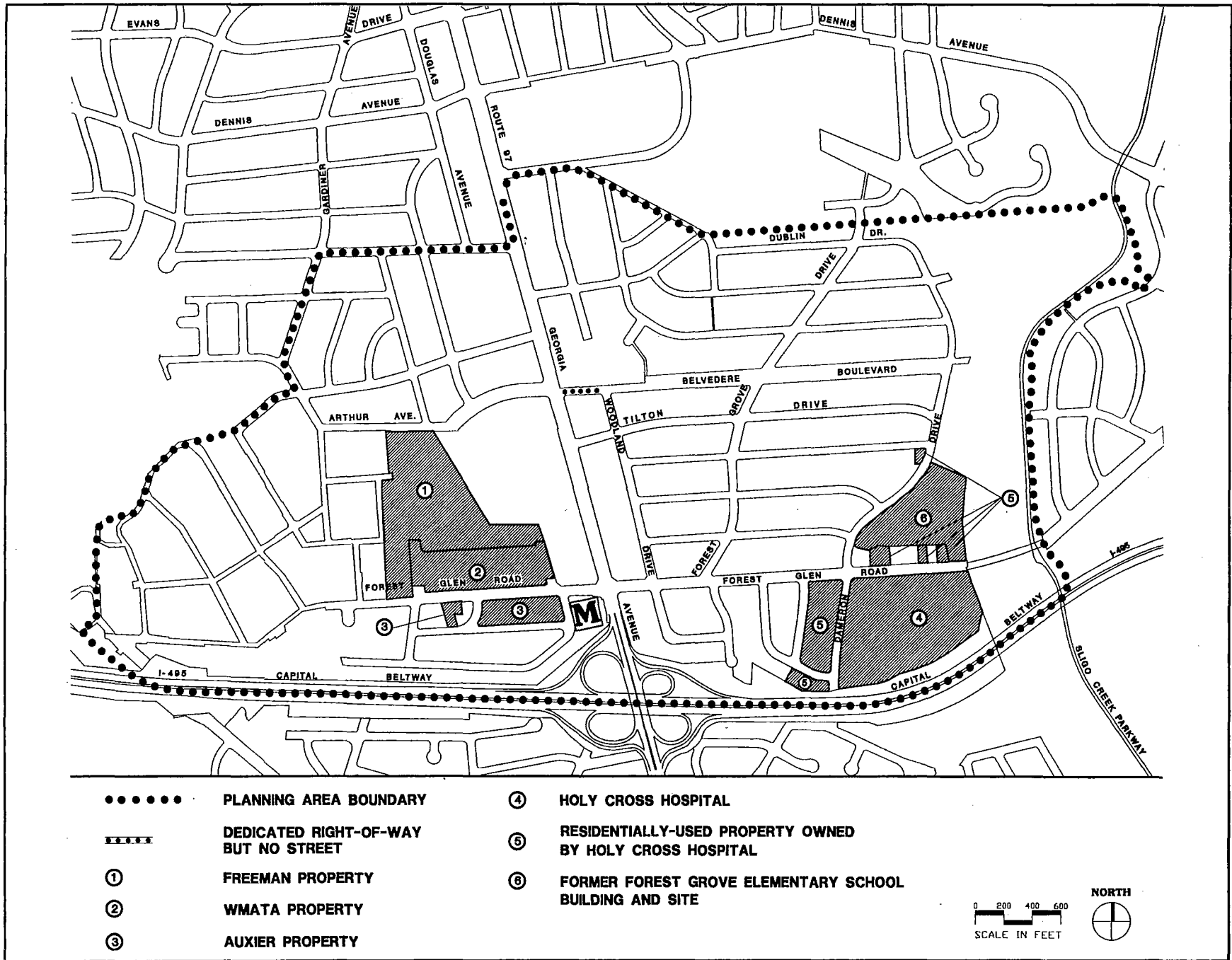
be described as a quiet, single-family residential neighborhood. An important goal of this Plan is to strengthen and stabilize neighborhoods such as Forest Glen East.

One of the major issues to be addressed in this Sector Plan is the role of Holy Cross Hospital and its relationship to the surrounding community. Clearly, the hospital is an important resource to the region and to the immediate community in terms of the delivery of health care services. Holy Cross is one of only five hospitals in Montgomery County and it is a leader in several areas, e.g., obstetric, pediatric, and geriatric care. Holy Cross is the only teaching hospital in Montgomery County. The hospital also performs a significant public service by treating all of the County's high risk indigent obstetric care cases.

At the same time, residents of the surrounding neighborhoods are concerned about potential expansions of the hospital. The hospital exists as a special exception use in a residential area. Many of the residents consider any potential expansion of the hospital to be a threat to the stability of their neighborhood.

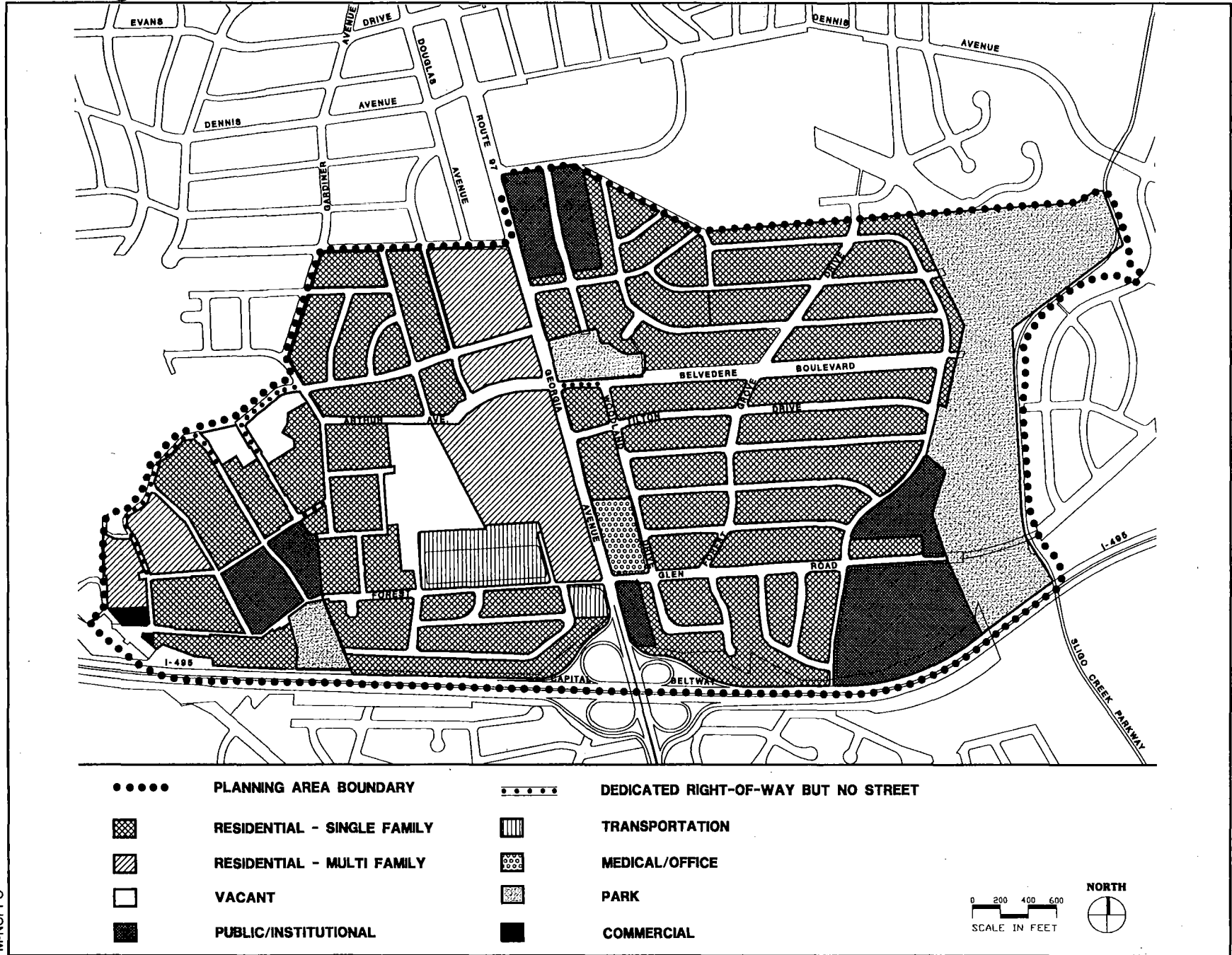
# Land Use Issues

Figure 5



# Existing Land Use

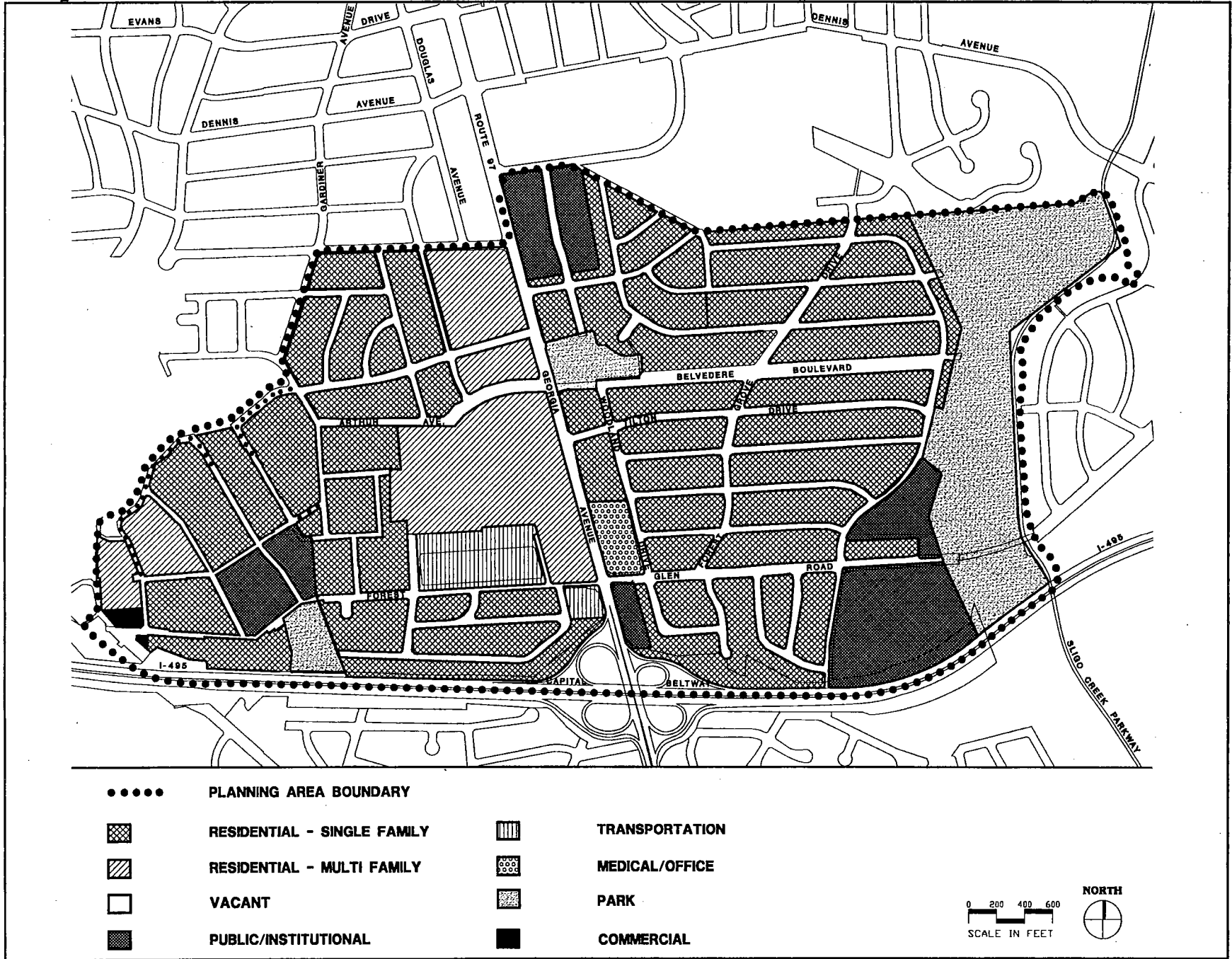
Figure 6



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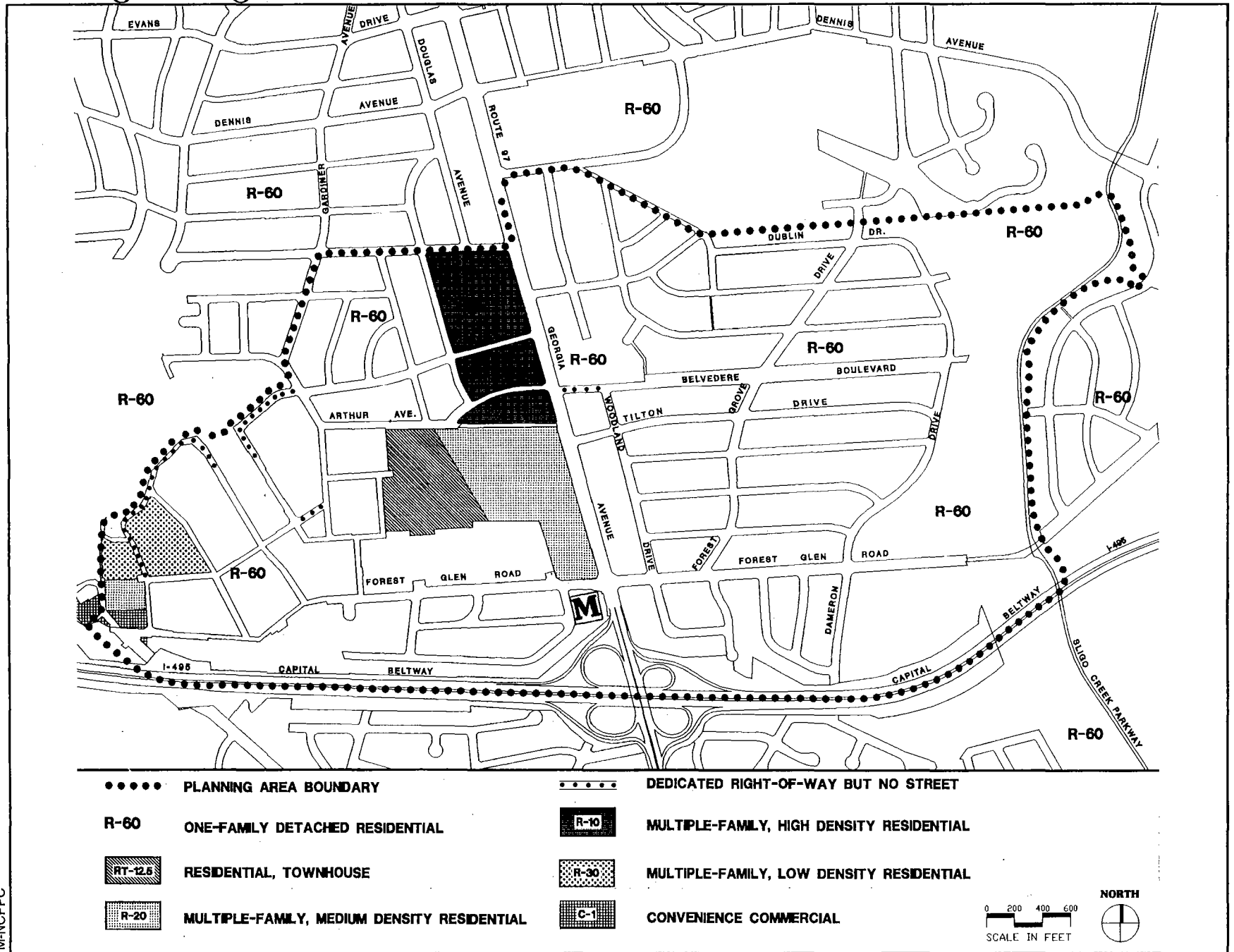
# Proposed Land Use

Figure 7



# Existing Zoning

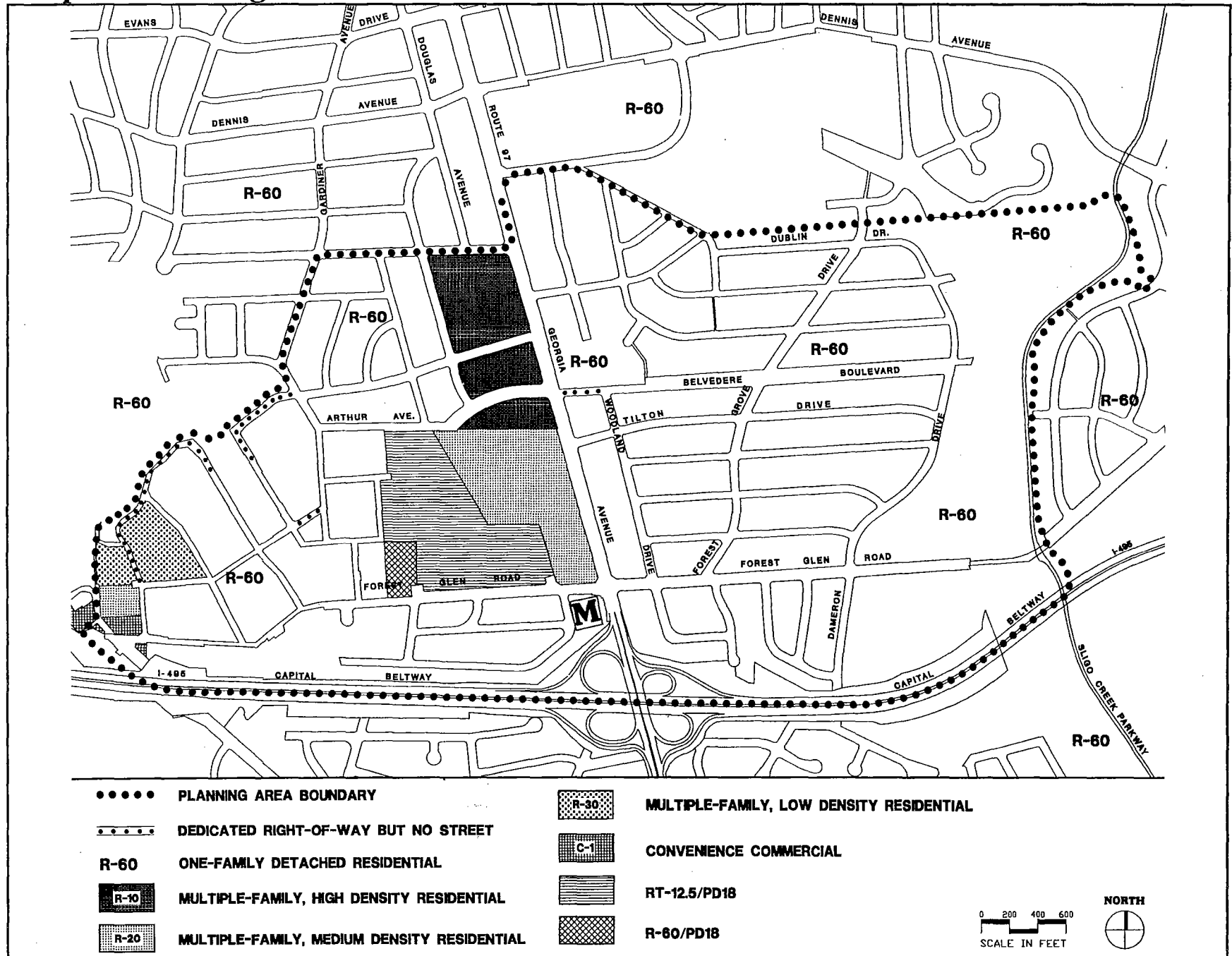
Figure 8



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# Proposed Zoning

Figure 9



While the neighborhood has supported some expansion of the hospital, certain modifications to the hospital's original special exception have been greeted with suspicion and, in many cases, active opposition. These concerns must be balanced with the County's interest in seeing Holy Cross remain an economically viable provider of health care services that can adjust to meet the rapidly changing economic and regulatory environment for health care.

A major reason for the friction between the hospital and the community has been the possibility that the hospital may expand beyond its current borders into the residential neighborhoods. Between 1967 and 1984 the hospital acquired a significant number of houses to the west and north of the hospital. (See Figure 10, page 22.) These acquisitions have been a source of concern to the neighborhoods.

At the time the 1978 *Forest Glen Sector Plan* was approved, Holy Cross Hospital did not indicate any need for expansion and the Plan expressly limited Holy Cross to its current campus for any additional hospital related activity. During the preparation of this Sector Plan, the Hospital indicated the potential need to build a new facility for outpatient services and specialists' offices and their desire that the residentially developed property owned by the hospital between Dameron Drive and Saxony Road should be available for that purpose.

An evaluation of any possible expansion requires a careful balancing of the potential benefits (for example, an improvement in the quality and cost of health care services delivered to County residents, and the long-term survival of the hospital) and the potential negative impacts (for example, the destabilizing effect on adjoining neighborhoods of hospital expansion beyond the existing campus). A significant problem in evaluating this issue is that the health care industry is undergoing rapid change. Holy Cross Hospital understandably wishes to maximize the flexibility to respond to these changes. It is difficult to pre-

dict Holy Cross' exact physical development needs over the 20-year horizon of the Sector Plan. For the Hospital to remain competitive over the long term it appears that some changes and/or expansion may be needed, especially due to the many changes in the health care field. There are some constraints on the existing campus (e.g., limited unoccupied space in the rear of the hospital between the current building and the Beltway and the Hospital's current desire to maintain land on the east side of the campus for expansion of technological medical services).

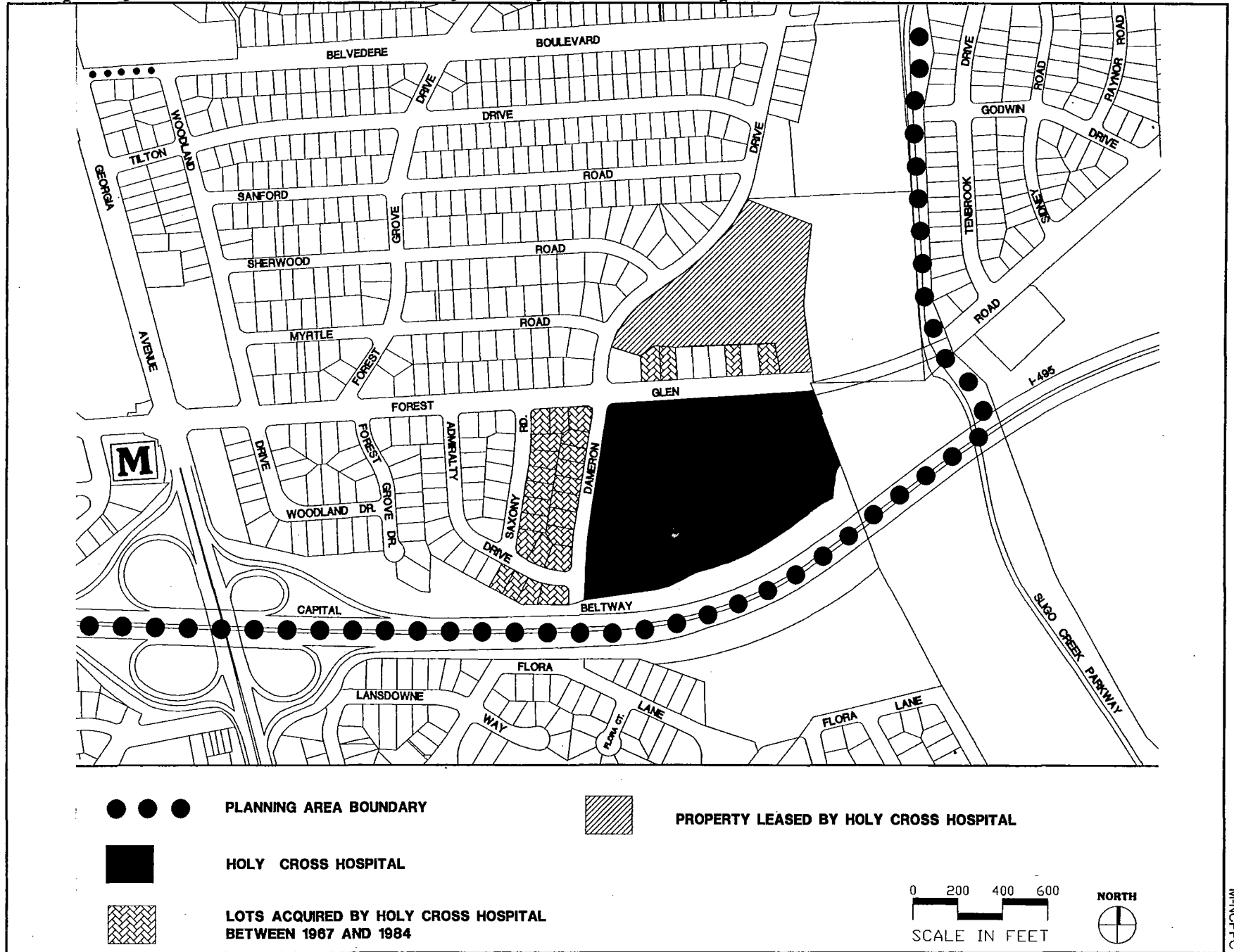
While this Plan recognizes the County-wide value of Holy Cross Hospital, neighborhood preservation is also a paramount concern, including both the stability of residential areas and the continued viability of existing medical office space. As much as the hospital desires to preserve its flexibility, the surrounding neighborhoods desire certainty regarding the extent of potential expansion by the hospital. Nearby medical facilities are also concerned about their future economic viability if Holy Cross expands.

In an effort to strike a balance between neighborhood stability and the flexibility needed in order for Holy Cross Hospital to provide quality health care into the future, this Plan limits future development of health-related facilities to the existing campus of Holy Cross Hospital while also providing some flexibility and support for the hospital to develop additional facilities within the campus. This Plan supports the development of additional facilities of up to 80,000 square feet (plus additional parking) on the campus for medical office, medical clinic, and other health related uses. The Plan does not support an expansion beyond the existing campus because it may affect the stability of the existing residential community.

This Plan encourages Holy Cross to examine alternatives that will minimize negative impacts on the surrounding residential community and existing medical office space in Forest Glen. For example, Holy Cross may wish to locate satellite facilities at

# Property Owned or Leased by Holy Cross Hospital

Figure 10



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appropriate locations elsewhere in the County. Furthermore, this Plan asserts that the hospital has an obligation, by virtue of its presence within this residential community, to take any and all appropriate steps to ensure the long-term residential stability of this area, by limiting expansion to the current hospital campus and by having additional development on the campus be compatible with adjacent residences.

### **OBJECTIVE A:**

*Ensure that new development is compatible with the character of the existing residential neighborhood.*

Additional development at Holy Cross Hospital in Forest Glen should be subject to the following guidelines and limitations:

- Development will be on the existing hospital campus only.
- The building(s) may contain up to 80,000 square feet and additional parking associated with the facility.
- Any building along Forest Glen Road should not exceed 4 stories. If the building is located along Forest Glen Road, architectural details should be used to minimize the perceived height and mass of the building. Use of materials, such as brick, that are compatible with the residential neighborhood along Forest Glen Road are encouraged.
- A building of up to 8 stories may be constructed if it is located toward the rear and eastern edge of the site, along Sligo Creek Park, if absolutely necessary. Adjustments to the scenic easement (or removing the easement altogether) may be permitted in order to lower the height of the buildings or otherwise reduce the impact of the hospital on the surrounding neighborhood.
- Additional parking should be located on the existing hospital campus (or in satellite facilities located in non-residential

areas) and designed as efficiently as possible to minimize its height and visual impact on the surrounding neighborhoods, also taking into account such factors as Holy Cross' needs for technological expansion and concerns about emergency room access.

- Reaffirm the existing zoning in Forest Glen East.

### **OBJECTIVE B:**

*Protect the edges of the existing residential neighborhood. (See also Objective D, below.)*

- Limit the expansion of Holy Cross Hospital to additional development on their present site only, as described under Objective A.
- Limit the land uses along the east side of Georgia Avenue (i.e., on the block between Georgia Avenue and Woodland Drive) to those which are compatible with the adjoining neighborhood. These include:
  - Retention of the existing single-family detached houses;
  - Office or service commercial uses which can be accommodated within structures that exhibit single-family residential scale and style, provided that the design guidelines are satisfied with regard to the location of entrances, parking, green space, and access to Georgia Avenue.

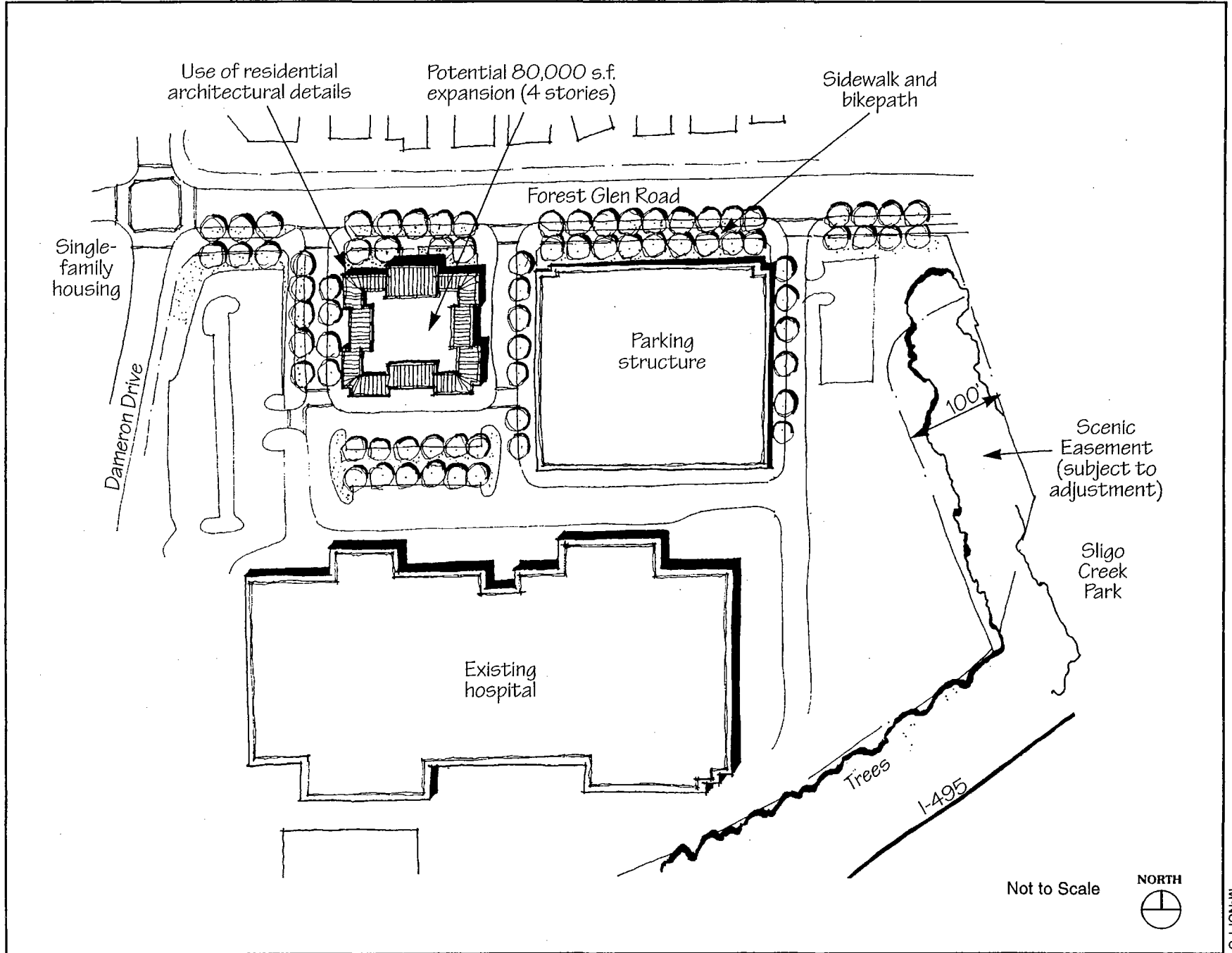
### **OBJECTIVE C:**

*Enhance community identity and sense of place within Forest Glen East.*

- Until such time as the Board of Education needs to reclaim the former Forest Grove Elementary School for educational

# Holy Cross Expansion – Illustrative Concept Plan

Figure 11



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purposes, the current uses in this space should continue. (See Chapter Six, Community Facilities.)

- Provide for a linear green space along Georgia Avenue as provided for under Objective D, below.
- Maximize the public open space at Getty Park. The existing public right-of-way for the extension of Belvedere Boulevard between Georgia Avenue and Woodland Drive should be dedicated to Getty Park at such time as one of the alternatives in this Plan for Georgia Avenue between Forest Glen Road and Dennis Avenue is implemented. (See Chapter Four, Part A, Objective B.)
- The portion of Woodland Drive north of August Drive should also be abandoned at such time as one of the alternatives in this Plan for Georgia Avenue between Forest Glen Road and Dennis Avenue is implemented. (See Chapter Four, Part A, Objective B.) Conveyance of this right-of-way to the adjoining property owners will help reinforce St. John's Church and School as important community facilities.

## OBJECTIVE D:

*Provide an attractive, landscaped boulevard along Georgia Avenue.*

- Georgia Avenue is a wide highway with little visual relief to soften the impact of the roadway. The poor visual quality of Georgia Avenue negatively impacts the Forest Glen community and contributes to the impression that the highway is a divider between the communities on the two sides of the road. The absence of tree-lined sidewalks also discourages pedestrians from walking along the busy highway to reach destinations inside and outside the sector plan area. In order to make Georgia Avenue a more attractive and pedestrian-friendly boulevard, this Plan recommends the following:

- The State Highway Administration should implement a retrofit project to provide extensive landscaping along Georgia Avenue and create a green space within the State's right-of-way. It would be desirable for the State to expand the existing right-of-way by 5 feet to accomplish this objective. The community should be encouraged to take an active role in the design, implementation, and maintenance of this green space.
- Consideration should be given to an incentive program that would encourage property owners along Georgia Avenue to landscape the portions of their properties along the highway. For example, planting materials could be provided to those property owners who are willing to participate in such a project.

## B. Forest Glen West

Forest Glen West is delineated by Georgia Avenue on the east, I-495 on the south, Dexter Avenue on the north, and Gardiner Avenue and the right fork of an unnamed tributary to Rock Creek on the west.

Like Forest Glen East, the dominant character of Forest Glen West is residential. The most prevalent land use in Forest Glen West is single-family detached residential, although the area also includes several multi-family housing complexes along Georgia Avenue and townhouses at the western end. The Forest Glen Metrorail station and a small amount of commercially-zoned land at the intersection of Forest Glen and Seminary Roads represent the significant non-residential uses in Forest Glen West. An important goal of this Plan is to strengthen and stabilize neighborhoods such as Forest Glen West. To this end, this Plan recommends residential zoning on all property in Forest Glen West, with the exception of the existing commercial uses at Forest Glen Road/Seminary Road.

**OBJECTIVE A:**

*Ensure that new development is compatible with the character of the existing residential neighborhood.*

- Reaffirm the existing zoning for the residential and commercial properties in Forest Glen West, including the scattered undeveloped lots, except where noted under Objective C, below. Adjust the zoning line on Lot 17 of Block 1, located to the southeast of the intersection of Forest Glen and Seminary Roads, so as to extend C-1 zoning to include the entire parcel (currently improved with a plumbing contractor located in an existing house).
- Limit redevelopment of the Auxier Property on Forest Glen Road to that which is compatible with the adjoining single-family residential neighborhood to the south. (See Objective C, below.) This neighborhood (i.e., the homes located in between the Auxier Property and the Capital Beltway) should not become an undesirable enclave as the result of intense redevelopment around it.

**OBJECTIVE B:**

*Protect the edges of the existing residential neighborhoods along Georgia Avenue and soften the impact of major roadways on adjacent homes.*

- Support the provision of an attractive, landscaped boulevard along Georgia Avenue. Plans for any roadway improvements along Georgia Avenue should adhere to the guidelines in Chapter Five for a green urban boulevard.
- Confirm existing zoning for all properties fronting on the west side of Georgia Avenue.

**OBJECTIVE C:**

*Focus new development at the Metrorail station, consistent with the General Plan.*

**Freeman Property**

- The Plan confirms the existing RT-12.5 zoning on the 10-acre Freeman property and retains the existing R-60 Zone on the contiguous property between the original Freeman Tract and Forest Glen Road, i.e., the 8 lots added to the Freeman property since 1978. The entire property is also suitable for development under the Planned Development (PD) Zone at a density of 18 units per acre. Additional density may be appropriate if all additional units are Moderately Priced Dwelling Units (MPDUs). Both the RT-12.5 and PD zones require site plan approval and permit detailed examination of design and traffic issues as a basis for approval of the zone. The PD Zone would also require a development plan. Development of this site should follow the design guidelines listed below.
  - New development should consist of a mix of housing types including single- and multi-family homes configured to provide a compatible transition to the existing community. No commercial development should be permitted on this property except day care.
  - Compatibility should be provided through appropriate transitions between Americana Finnmark and the existing single-family detached homes to the west. Building heights should generally decline, moving through the site from east to west. Multi-family buildings should not exceed four stories under any circumstances. If developed under the PD Zone, the 1.8-acre portion of the Freeman property currently zoned R-60 should be developed with single-family detached homes at a density no greater than would otherwise be allowed in the R-60 Zone (or used as open space).

- A wooded area of approximately two acres should be provided, as required by the Forest Conservation Law. This area should be used as a community open space. Paths and sitting areas should be provided. This wooded area should be centrally located between the existing single-family residences and the new structures to improve transition.
- Existing contiguous streets should be extended to form a pattern of interconnected neighborhood streets. Greeley Avenue should be extended to connect to Belvedere Place. These streets should be similar in character to the surrounding residential streets. Design measures which would reduce the speed of cars should be incorporated to discourage through traffic. (See Chapter Five.) A safe and attractive pedestrian environment must be provided along the new streets.
- A bikeway should be incorporated into the development plans for this area that would make the Metrorail station more accessible to area residents.
- If not already constructed, a left-turn lane from northbound Georgia Avenue onto Forest Glen Road may be required at the time of subdivision to serve potential traffic generated by this parcel at the time of development.

#### **WMATA Property**

- The Plan changes the existing R-60 zoning for the 8-acre WMATA-owned portion of the Metrorail parking lot to RT-12.5. This zoning would permit a logically planned development encompassing the WMATA parcel and the Freeman Property to the north. The rezoning of the WMATA Tract eliminates the need to provide single-family detached units along the southern edge of a PD development on the Freeman Property as otherwise required by the Zoning Ordinance. This Plan also recommends, as an alternative, development under PD (Planned Development) zoning at a

density of 18 units per acre. (Additional density may be appropriate if all additional units are MPDUs.) The PD Zone requires site plan approval and permits detailed examination of design and traffic issues as a basis for approval of the zone. The PD Zone would also require an approval of a Development Plan. Development in the PD Zone should conform to the following guidelines:

- The buildings should be of a low scale so that they are compatible with the surrounding community. Buildings should be street oriented and provide multiple street entrances.
- A public open space should be provided as the major amenity. The space should be located along Forest Glen Road and in proximity to the transit station. It should be highly visible and accessible from the street. Attractive landscaping, seating, and art features should be provided.
- Any new development along Forest Glen Road should provide streetscape in accordance with the guidelines in Chapter Five.

#### **Auxier Property**

- If redevelopment occurs on the 2.4-acre Auxier property in the future, the Plan recommends the following guidelines for special exception uses under the R-60 Zone.
  - New buildings should reflect the bulk, scale, height, and architectural features of the existing detached homes. They should be no more than three stories in height.
  - New buildings should be street oriented, with multiple direct street entrances.
  - Screening should be required for parking.
  - Parking should be limited so that the residential character of the street is maintained.

- Off-street parking should only occur in the side or rear yard, and be attractively screened from the adjoining properties.
- Any new development along Forest Glen Road should provide streetscaping in accordance with the guidelines in Chapter Five.
- If special exception uses are approved in the existing residential buildings on the Auxier site, the Plan recommends the following guidelines.
  - The provision of parking should be limited so that the residential character of the street is maintained.
  - Off-street parking in association with a special exception use should be located only in the side or rear yard and be screened from the adjoining lots with appropriate landscaping.
  - Streetscape should be provided in accordance with Chapter Five.
  - Any addition to existing buildings should be compatible with the remainder of the neighborhood.

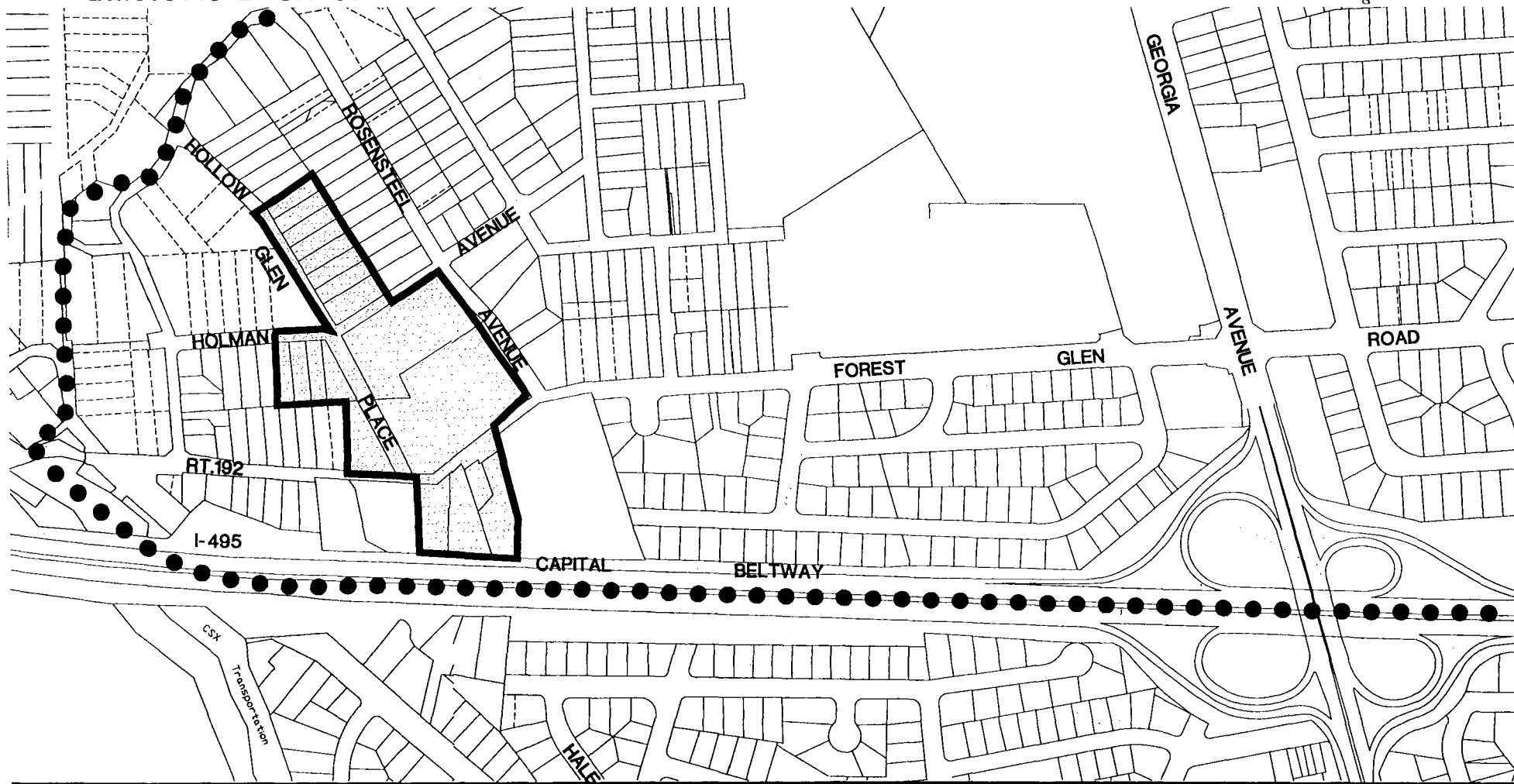
## C. Historic Preservation

This Sector Plan includes within its boundaries a number of properties which were previously designated on the *Master Plan for Historic Preservation*. This Plan does not propose any changes to previous historic designations and specifically reaffirms those earlier actions.

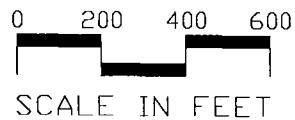
The Forest Glen Historic District is included within the Sector Plan boundaries. (See Figure 12, page 29.) This district includes 15 resources and was designated as historic by the Montgomery County Council in May, 1993 (Resolution #2212-1107). The Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission adopted the amendment to the Master Plan for Historic Preservation for the Forest Glen Historic District in June, 1993 (Resolutions #93-05 and #93-10 respectively).

# Historic District

Figure 12



PLANNING AREA BOUNDARY



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## CHAPTER FOUR

# *Transportation*

The transportation system in the Forest Glen Sector Plan area must provide for safe and efficient movements by all modes of travel. At the same time, it is essential that the transportation network reflect the character of the community and support community identity. The recommendations in this section are intended to achieve the desired transportation objectives while also preserving Forest Glen as a stable, predominantly single-family residential community with some institutional uses.

Georgia Avenue was the focus of many questions in the Forest Glen Issues Report for two reasons. Obviously, Georgia Avenue presents numerous transportation issues. Every day, vehicles traveling on Georgia Avenue pose safety hazards to pedestrians, bicyclists, and vehicles from both the sector area and the larger region (i.e., through traffic). However, Georgia Avenue also has an impact on community identity. Georgia Avenue is difficult to cross by any means and separates the Forest Glen community into those living east and those living west of it. Forest Glen East and Forest Glen West are defined in the Land Use chapter.

A fundamental motivation of this Plan regarding Georgia Avenue is to move traffic more efficiently and safely while also preserving Forest Glen's neighborhoods. This Plan recognizes that transportation measures intended to improve Georgia Avenue may have significant impacts on the surrounding neighborhoods. These impacts may be positive or negative. For example, reducing the number of curb cuts (driveway entrances) on Georgia Avenue may add to traffic on side streets (i.e., from vehicles leaving the properties abutting Georgia Avenue). However, reducing the number of curb cuts would also improve safety and traffic flow on Georgia Avenue, thereby reducing the incentive for drivers to cut through the adjoining neighborhoods. The challenge of this Plan is to balance areawide safety and congestion concerns with local neighborhood protection.

Sidewalks and bikeways also play an important role in fostering a sense of community. They promote interaction among neighbors in addition to their transportation and environmental benefits. The Forest Glen Metrorail station enables pedestrians and bicyclists to have access to the entire region. It is imperative



that the links to the station be practical and safe to use; otherwise, the resource cannot fulfill its potential usefulness to the surrounding neighborhoods.

## A. Street and Highway Plan

The Forest Glen Sector Plan area is defined on the south by the Capital Beltway (I-495), an eight-lane freeway, and is bisected by Georgia Avenue, a six-lane major highway. The street and highway plan for the Forest Glen area must preserve the viability of Forest Glen neighborhoods while accommodating through traffic. As a result, it must find a balance among a number of issues. These issues include: safety, neighborhood access and circulation, through traffic, neighborhood cut-through traffic, and pedestrian and bicycle circulation.

The relationships between these issues are complex and often indirect. For instance, one method for improving vehicular safety on Georgia Avenue, eliminating left turns, can also reduce congestion since left turns can slow down traffic. In turn, reduced congestion on Georgia Avenue may lessen the degree to which vehicles cut through Forest Glen neighborhoods; the need for motorists to bypass congestion decreases as congestion decreases. Furthermore, more efficient vehicle movement can allow for a longer green signal for pedestrians and bicyclists to cross Georgia Avenue.

This Plan proposes a number of improvements that will benefit the Forest Glen neighborhoods on both sides of Georgia Avenue. Georgia Avenue is an important thoroughfare for commuters but it is equally important to strengthen the quality of community life for those who live along or near this road and must cross it frequently as pedestrians or motorists. The following recommendations are intended to preserve and strengthen community character and cohesiveness by improving safety and

access to and from the Forest Glen neighborhoods along Georgia Avenue.

The transportation recommendations which follow take into account the potential development within the Forest Glen Sector Plan area and the additional traffic from regional growth. Land use changes that are currently being contemplated immediately outside the Sector Plan area, particularly at the Walter Reed Medical Annex, were studied and found not to impact intersections within Forest Glen to a significant degree.

Table A and Figure 13 show the recommended classifications for the major Forest Glen Sector Plan roads. This Sector Plan reaffirms the *Kensington-Wheaton Master Plan* classifications with the right-of-way modifications shown in Figure 14 for Georgia Avenue and Forest Glen Road.

### OBJECTIVE A:

#### *Improve safety along Georgia Avenue*

- **Studying safety improvements on Georgia Avenue north of Forest Glen Road**

This short stretch of Georgia Avenue has had a history of numerous traffic accidents, with a majority occurring due to left-turn movements. The State Highway Administration and the Department of Public Works and Transportation should study alternative ways to address this safety problem, including: closing the medians at Tilton Drive/the entrance to Americana Finnmark, Hildarose Drive, and Dexter Avenue and installing a traffic signal at Belvedere Boulevard; closing the same medians but with no signal at Belvedere Boulevard; leaving the medians open with a signal at Belvedere Boulevard, and leaving the medians open with no signal but with turn bays leading up to each median break. Any recommended option must be reviewed and approved by the County Council before implementation.

# Recommended Street and Highway Classifications\*

Table A

| Master Plan Designation           | Name                      | Limits  | Minimum Right-of-Way Width | Proposed Pavement Width or Number of Lanes** |
|-----------------------------------|---------------------------|---|----------------------------|--|
| <b>Freeway</b>                    |                           |   |                            |  |
| F-8                               | Capital Beltway (I-495)   | Seminary Road to Sligo Creek Park             | 200'                       | 8 lanes divided                              |
| <b>Major Highway</b>              |                           |   |                            |  |
| M-8                               | Georgia Avenue (MD 97)    | Sector Plan Boundary Line to Capital Beltway  | 110'                       | 6 lanes divided                              |
| <b>Arterial</b>                   |                           |   |                            |  |
| A-57                              | Forest Glen Road (MD 192) | Seminary Road to Belvedere Place              | 80'                        | 2 lanes                                      |
| A-57                              | Forest Glen Road (MD 192) | Belvedere Place to Woodland Drive             | 80'                        | 4 lanes                                      |
| A-57                              | Forest Glen Road (MD 192) | Woodland Drive to Sligo Creek Pkwy.           | 80'                        | 2 lanes                                      |
| <b>Primary Residential Street</b> |                           |   |                            |  |
| P-16                              | Forest Grove Drive        | Sector Plan boundary line to Forest Glen Road | 70'                        | 36'  |
| P-18                              | Gardiner Avenue           | Hildarose Drive to Dexter Avenue              | 70'                        | 36'  |
| P-19                              | Hildarose Drive           | Georgia Avenue to Gardiner Avenue             | 70'                        | 36'  |

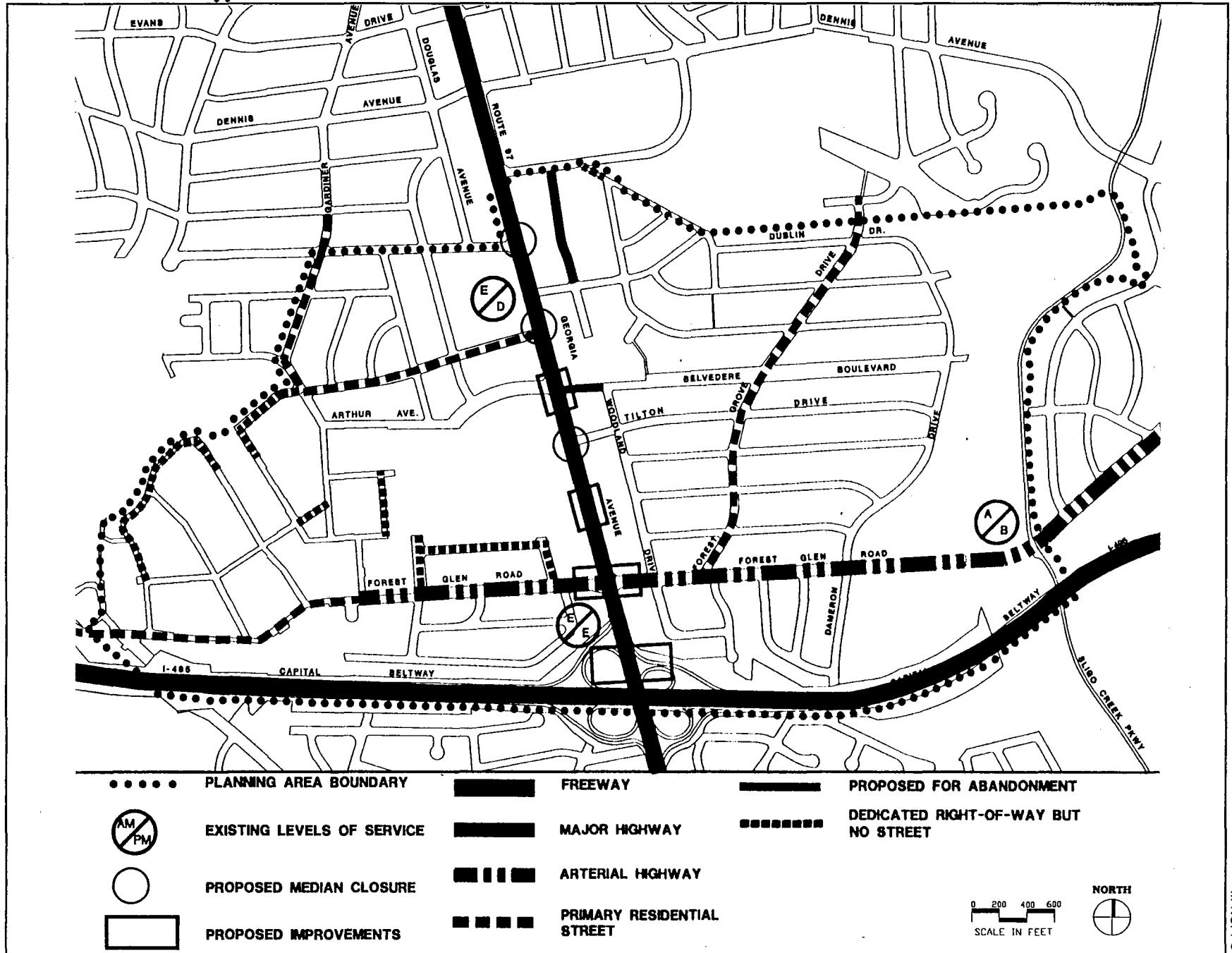
\* Secondary and tertiary residential streets are not designated on Master or Sector Plan.

\*\* The number of lanes are the planned through lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

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# Vehicular Traffic Circulation

Figure 13



The selected option must not generate significant additional traffic on secondary residential streets, and must include measures to protect such streets (particularly narrow streets such as Arthur Avenue) from commuter traffic.

- **Limit additional direct access to Georgia Avenue and eliminate existing curb cuts (driveway entrances) where feasible**

Another source of accidents along Georgia Avenue is the level of access to individual properties. The combination of inattentive drivers and vehicles making right turns into driveways often results in rear-end accidents. The conflict between vehicles turning right and those continuing on the road can be thought of as friction; it should be minimized as much as possible. This measure would also help ease congestion on Georgia Avenue since through movement in the right lane would face less friction. However, it may increase traffic on residential streets intersecting Georgia Avenue. Furthermore, drivers will have to travel farther to reach their destinations since they will not be able to access them directly from Georgia Avenue.

- **Extend merge lane on northbound Georgia Avenue beyond current transition**

A significant safety problem exists in the area on northbound Georgia Avenue from the Beltway interchange to the end of the merge lane just north of Forest Glen Road. Rear-end and side-swipe accidents occur as vehicles attempt to merge in the short distance between the Beltway off-ramp and Forest Glen Road. Exacerbating this problem is the perception that the lane into which the Beltway off-ramp empties continues north up Georgia Avenue. Drivers often do not realize until the very end of the merge lane that they must merge. The short distance between the end of the merge lane and the intersection with Forest Glen Road adds to the intersection's congestion.

Extending the merge lane to approximately 1,000 feet north of Forest Glen Road would give drivers a better chance to merge safely with through traffic on Georgia Avenue. However, higher speeds in the right lane could be difficult to reconcile with right turns into individual properties. As discussed above, multiple entry points onto Georgia Avenue create friction. Eliminating the points of friction would enhance the efficacy of this measure. This measure would require additional right-of-way on Georgia Avenue as shown in Figure 14, page 36.

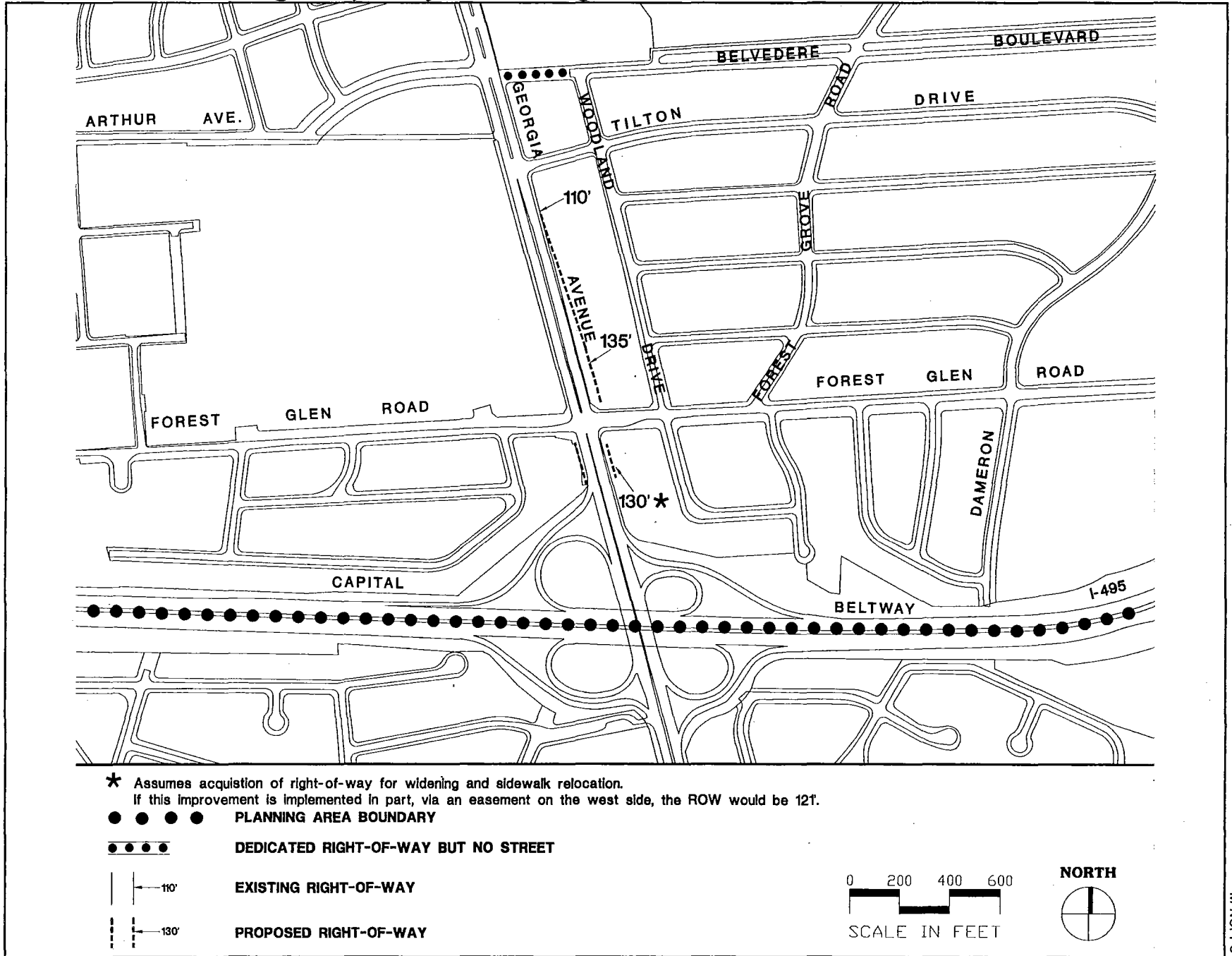
- **Study sign clarification and signal timing at Georgia Avenue and Forest Glen Road**

The State Highway Administration (SHA) should study the need for additional signs or clarifications to existing signs at the Georgia Avenue/Forest Glen Road intersection as part of the effort to make the intersection safer and more efficient. Unclear signs or signs that are posted too close to an intersection can cause drivers to realize too late that they are in the incorrect lane for the movement they wish to make. To correct themselves, they frequently either cut in line as traffic is moving or make an illegal movement, often resulting in side-swipe or rear-end accidents. Clear signing on Georgia Avenue and Forest Glen Road set farther away from the intersection may help alleviate this problem.

Another operational improvement that should be studied by SHA and the Montgomery County Department of Transportation (DOT) is the signal phasing at the Forest Glen Road/Georgia Avenue intersection. The timing could be modified to allow an all-red phase where all vehicles are stopped for three to five seconds. This can prevent accidents resulting from vehicles that run the red light. The short length of the phase should minimize any detrimental effect on traffic congestion it may have. This recommendation would not have an effect on pedestrian movement.

# Recommended Right-of-Way on Georgia Avenue at Forest Glen Road

Figure 14



**OBJECTIVE B:**

*Provide continuity and better circulation within and between the neighborhoods east and west of Georgia Avenue while minimizing impact on the existing residential streets*

- **Study a three-way signalized intersection at Belvedere Boulevard and Georgia Avenue and abandon the Belvedere Boulevard right-of-way adjoining Getty Park**

This Plan recommends retaining the traffic signal at August Drive and studying a second signal at Belvedere Boulevard without completing Belvedere Boulevard on the east side of Georgia Avenue. This would result in two three-way intersections, one providing access to the east and the other providing access to the west. A traffic signal at Belvedere Boulevard could improve both safety and community cohesiveness by enhancing connections to the Forest Glen neighborhoods. It could improve safety by replacing the unsignalized median breaks along Georgia Avenue as the location for left turns, thus providing safer access to and from the neighborhood on the west side of Georgia Avenue. The signal could provide a protected left turn for a school bus route as well as individual motorists. This configuration may result in additional through traffic on some neighborhood streets. However, operational measures could be used to discourage through traffic (i.e., traffic not destined for the immediate neighborhoods) and protect the existing character of these streets.

Pedestrians and transit users may find a signalized Belvedere Boulevard to be a convenient location to cross Georgia Avenue. Currently, the existing traffic signals on Georgia Avenue at August Drive and at Forest Glen Road, which are over 2,000 feet apart, are the only places to cross Georgia Avenue with some degree of protection. A signal at Belvedere Boulevard could also make it safer and easier for residents on the west side of Georgia Avenue, where there is higher density housing, to

walk or bike to General Getty Neighborhood Park or Sligo Creek Park in Forest Glen East.

In the process of studying this problem, many different alternatives were considered. Two primary alternatives are worth mentioning. Both included implementing a four-way signalized intersection at Belvedere Boulevard, including the completion of Belvedere Boulevard along General Getty Park. The alternatives differed regarding the signal at August Drive: one included it, the other did not. Both alternatives were rejected due to the impact of extending Belvedere Boulevard on General Getty Park, the possible increase in neighborhood cut-through traffic, and problems with pedestrian circulation. This Plan recommends dedicating to General Getty Park the unbuilt portion of the Belvedere Boulevard right-of-way between Georgia Avenue and Woodland Drive. (See also Chapters Three and Five.) Any dedication must provide for the continuation of any public services currently existing in the right-of-way (utilities, etc.) and for continued public access by bicyclists, pedestrians, and persons with disabilities.

- **Build a connection through the Freeman Property in conjunction with development**

As discussed earlier in Chapter Three, one of the major undeveloped sites in the Sector Plan area is the Freeman Property. If the Freeman Property is developed, a north-south connection between Arthur Avenue and Belvedere Place should be built as a secondary residential street. The street should be designed as a "mixed street" incorporating such traffic calming measures as a narrow pavement width, on-street parking, and a non-linear route to discourage drivers who might be tempted to use it to bypass congestion on Georgia Avenue. The street could also provide an additional and more direct link for pedestrians and bicyclists to reach the Metrorail station that would also allow them to avoid Georgia Avenue.

- **Consider restricting traffic from Forest Glen Road to Rosensteel Avenue and to Hollow Glen Place**

DOT should evaluate the possibility of restricting both Rosensteel Avenue and Hollow Glen Place to one-way streets northbound in the block adjacent to Forest Glen Road. Both intersections have acute sight distance problems caused by a hill on the north side that obstructs the view of Forest Glen Road. While recent data reflect very few reported accidents at this location, the potential for accidents exists. The restriction would prohibit the difficult movement from either of these streets to Forest Glen Road and still preserve access, although somewhat circuitous, for the residents on those two streets. The measure also has the potential to reduce cut-through traffic. This traffic modification would not impact the adjacent Forest Glen Historic District. Prior to implementation, the possible impact of additional traffic on adjacent streets would be evaluated.

- **Abandon Woodland Drive north of August Drive**

Woodland Drive north of August Drive does not connect with any other road and is used exclusively for access to St. John's Church and school. Since the two homes on Woodland Drive north of August Drive both have driveways on August Drive, abandoning the road to St. John's Church does not eliminate access for any residents. Under this recommendation, St. John's Church would be required to maintain the road as a private street. Any abandonment must provide for the continuation of any public services currently existing in the right-of-way (utilities, etc.) and for continued public access by bicyclists, pedestrians, and persons with disabilities.

## **OBJECTIVE C:**

*Provide flexibility for the future by preserving "paper" streets*

- **Retain existing rights-of-way (streets not constructed) to allow for future flexibility in the provision of transportation and with respect to future development as detailed below:**
  - Retain the existing right-of-way and construct a pedestrian pathway between Medical Park Drive and the Everest Street/Brisbane Street intersection. This connection will facilitate pedestrian movement between the existing neighborhood in the northwest area of Forest Glen and the health facilities north of Medical Park Drive and the St. John's Church and School.
  - Retain the right-of-way at the termination of Hildarose Drive, west of Gardiner Avenue and south of the community swimming pool. This will provide future access to subdivided land in the area.
  - Retain the right-of-way extending north of McMillan Avenue. This right-of-way might be used as access for the existing (but not fully developed) subdivision along McMillan Avenue. A path has been created by pedestrians walking to the pool and shows heavy use. If a roadway is not constructed in this right-of-way, an asphalt sidewalk should be constructed. The slope varies from moderate to steep but is suitable for walking.
  - Retain the right-of-way between Gardiner and McMillan Avenues. The final use should be determined at time of adjacent future development.
  - Retain the right-of-way that extends north from Rosensteel Avenue. This area has a very steep slope;

however, a path has been created by pedestrians accessing the pool demonstrating the need to preserve the right-of-way.

- Retain the Hale Place right-of-way connecting several residential streets in the Forest Glen West area. This right-of-way provides access to existing lots in the area and should be retained for future flexibility in the development process.

## **OBJECTIVE D:**

*Provide local access to areas along Georgia Avenue while accommodating regional through traffic*

- **Modify intersection of Georgia Avenue and Forest Glen Road**

The intersection of Georgia Avenue and Forest Glen Road (see Figure 15) is currently operating at an undesirable level of service for an urbanized area during the evening peak period. The congestion standard for this intersection is that established in the most current Annual Growth Policy. Ingredients for future congestion include: growth in through traffic from development north and south of the area, development within the sector plan area, a short merge area with many conflicting movements from the westbound Beltway to northbound Georgia Avenue (addressed above), and the lack of an exclusive signal for left turns from Georgia Avenue to Forest Glen Road.

This Plan recommends the following in order to provide increased levels of access and safety:

1. One lane should be added on both northbound and southbound Georgia Avenue exclusively for left-turn movements at all times.
2. An additional left-turn lane on the eastbound and west-

bound approaches of Forest Glen Road to Georgia Avenue ultimately may be necessary, but they should be implemented only if warranted after the reconfiguration of the I-495/Georgia Avenue interchange is completed.

It should be recognized that the implementation of the above recommendations involves a policy decision that may increase congestion but would provide other benefits. Safety would be improved since the need for traffic to bypass vehicles waiting at the signal is significantly lessened; however, the provision of a 24-hour left-turn phase will decrease capacity for through traffic. The improvement is recommended because the advantages of better local access, lower volumes of cut-through traffic, and increased safety collectively outweigh the resulting increase in congestion at the intersection.

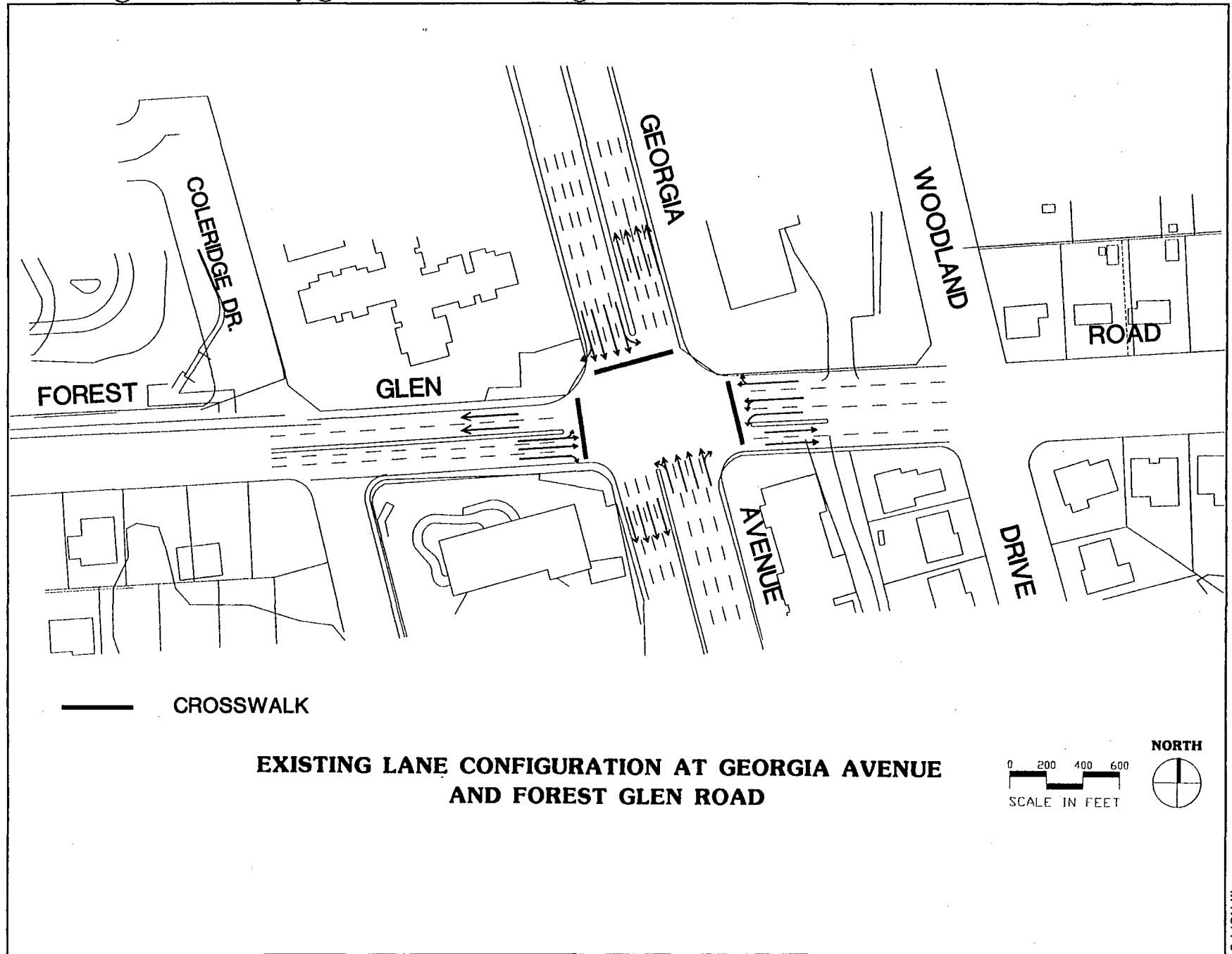
The package of improvements will improve traffic conditions at the intersection of Georgia Avenue and Forest Glen Road. It will also reduce neighborhood cut-through traffic since conditions will be improved on Georgia Avenue. The recommended improvements presume the level of additional development described in the Land Use chapter within the Forest Glen area. The sequence and level of the development will determine which improvements are done first and the interim configuration of each approach to the intersection.

The opportunity for safe pedestrian crossings at this intersection is vital for the residents and the institutions in Forest Glen. To provide for better pedestrian safety, this Plan recommends expansion of the median to 10 feet on the north side of the intersection. This would allow a safe refuge for pedestrians and bicyclists going to the Metro station or Sligo Creek Park. It is also consistent with the recommendation for a bike path crossing Georgia Avenue along the north side of Forest Glen Road. Expanding the median on the north side would also require expanding and/or shifting the median on the south side of the intersection to maintain lane continuity.



# Existing Lane Configuration at Georgia Avenue & Forest Glen Road

Figure 15



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The package of improvements will require additional right-of-way at the intersection, as seen in Figure 14. Although the pedestrians and bicyclists will be crossing a greater distance (approximately 20 feet), the green time allowed them will remain sufficient for them to cross.

### **OBJECTIVE E:**

#### ***Discourage the use of local roads for through traffic during peak hours of travel***

A number of recommendations presented above would influence cut-through traffic by relieving congestion at bottlenecks and providing more efficient movements to and from roadways designed to carry more traffic, particularly Georgia Avenue. It is also useful to identify roads that are often used as cut-through routes. DOT uses several different measures to reduce cut-through traffic. While this Plan identifies routes that have potential for these measures, the neighborhood must request a study by DOT to implement them.

Streets identified by Forest Glen citizens through the public planning process as cut-through routes include Forest Grove Road, August Drive/Brisbane Street/Dameron Drive and Gardiner Avenue between Dennis Avenue and Forest Glen Road.

### **OBJECTIVE F:**

#### ***Provide guidelines for the possible reconstruction of the interchange of Georgia Avenue and the Beltway (I-495)***

- The final design of the reconfigured interchange at Georgia Avenue and the Beltway must address the problems identified below before engineering and construction are authorized.

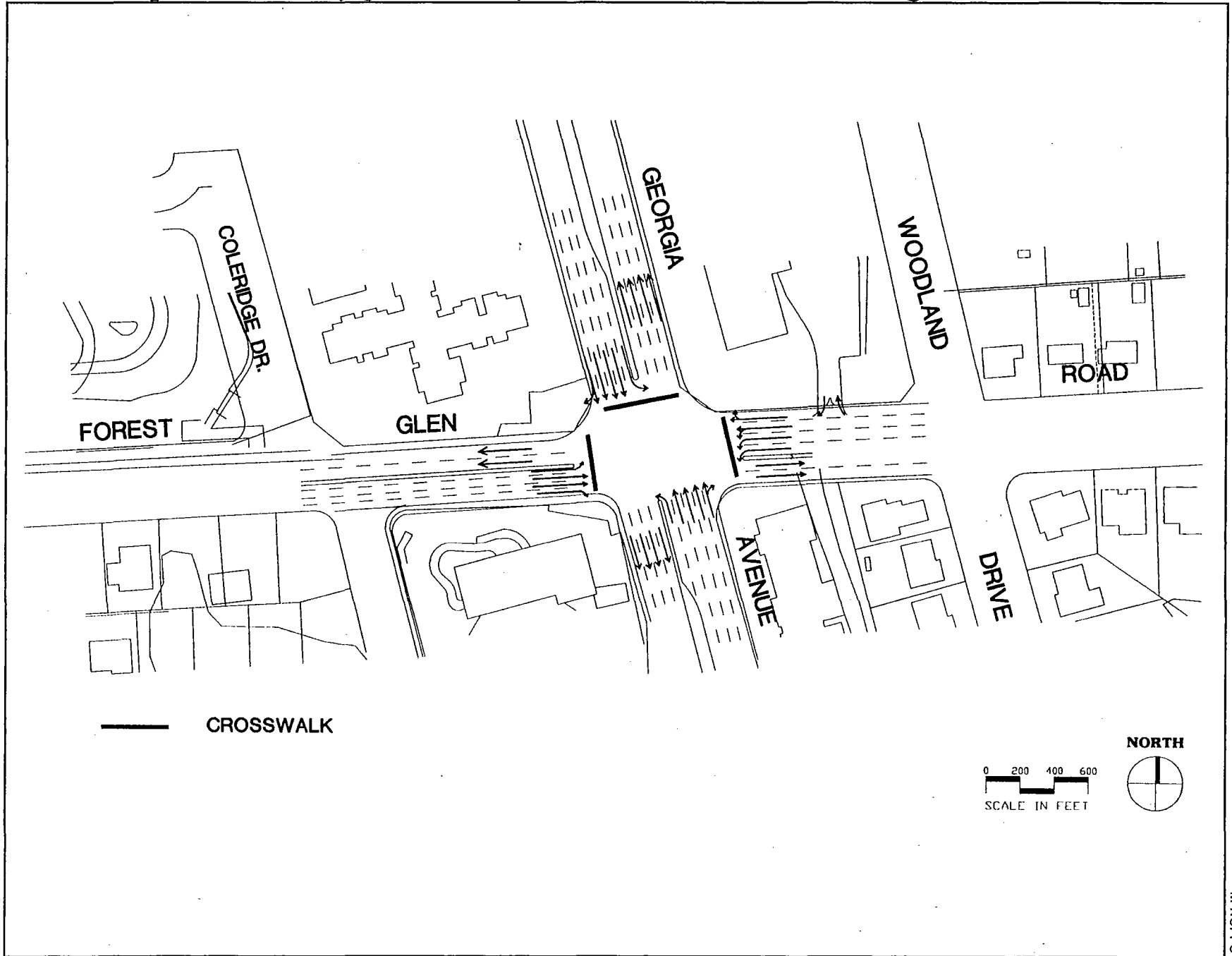
The SHA is considering a reconstruction of the interchange of Georgia Avenue and the Beltway. One option under consideration entails eliminating the loop from the westbound Beltway to southbound Georgia Avenue. This would be accompanied by installing a traffic signal to regulate traffic entering southbound Georgia Avenue from the westbound Beltway. Westbound Beltway traffic continuing to southbound Georgia Avenue would make a signalized left turn; traffic from the westbound Beltway to northbound Georgia Avenue could merge at any phase of the traffic signal, but the merge would be unencumbered when northbound Georgia Avenue traffic is stopped by a red signal at the Beltway off-ramp. (See Figure 18, page 48.)

The benefits of this reconstruction exist on two levels. First, it would eliminate the weaving conflict on Georgia Avenue under the Beltway overpass between vehicles leaving southbound Georgia Avenue to enter the eastbound Beltway, and vehicles leaving the westbound Beltway to go south on Georgia Avenue. It would also remove the weaving problem on the Beltway between vehicles from northbound Georgia Avenue seeking to go west on the Beltway and those exiting the Beltway to go south on Georgia Avenue. Second, pedestrian safety would be enhanced on the west side of Georgia Avenue due to the elimination of the exit ramp from the westbound Beltway to southbound Georgia Avenue.

There are three problems with this concept. The first arises from the addition of a new traffic signal so near the existing signal at Georgia Avenue/Forest Glen Road. It would be difficult to move traffic efficiently on northbound Georgia Avenue with two traffic signals so closely spaced. In addition, the line formed behind the new signal may block the ramps from Georgia Avenue to the Beltway. The result may be additional congestion on Georgia Avenue. Furthermore, southbound Georgia Avenue traffic stopped at the signal could line up into the Forest Glen Road intersection, particularly in the morning peak period.

# SHA Proposed Reconfiguration of I-495/MD 97 Interchange

Figure 16



MANOPPC

Means to eliminate both possibilities should be built into the signal phasing.

The third problem may occur on the Beltway: if the signal is improperly timed and too many vehicles try to exit the Beltway at once, a line could form that extends onto the Beltway. Good signal timing, a design that accommodates an appropriate number of vehicles on the off-ramp, and an adequate storage lane on the Beltway would prevent this problem.

### **OBJECTIVE G:**

*Enhance the visual and pedestrian appeal of public rights-of-way whenever improvements are constructed.*

- All improvements should provide landscaping and appropriate sidewalk enhancements, as identified in the Land Use and Zoning and Design Guidelines chapters of this Plan.

## **B. Transit Plan**

Transit in Forest Glen has focused on the Metrorail station since the 1978 Sector Plan. The station was opened in September 1990. The main transit issue to be addressed by this Sector Plan is how Metrorail can be utilized more efficiently. Peak hour ridership data from 1993 indicate that the station is being used 25 percent less than projected. However, the parking lot is consistently filled on weekdays. The Forest Glen station was intended primarily for local residents: parking there is intentionally limited and traffic from the Beltway wishing to use Metrorail is directed south to Silver Spring. In addition, traffic, including that exiting from the Beltway, is prohibited during the peak periods from making a left turn from northbound Georgia Avenue to the Forest Glen Metrorail station. Therefore, the principal method to increase use of Metrorail is to improve

pedestrian and bicycle access to the station. Pedestrian and bicycle infrastructure improvements are discussed below. Trip mitigation measures can also encourage Forest Glen workers and residents to take advantage of the regional rail network and other public transportation opportunities.

### **OBJECTIVE A:**

*Require vigorous trip mitigation provisions for new and expanding developments that would support the use of Metrorail and other non-auto modes of transportation*

- Consider requiring future developments to participate in the existing traffic mitigation program at Holy Cross Hospital under common management

Trip mitigation is a process by which a developer removes or limits peak-hour trips placed on the roadway by the development. These trips may be removed by a variety of measures, including: a shuttle to the nearest bus stop or rail station, incentives for employees or residents to use public transportation, and incentives for employees or residents to carpool. Executed properly, trip mitigation can reduce traffic and increase ridership on public transportation.

Trip mitigation policies work best for developments larger than the Forest Glen area could support, and program administration can be difficult and costly. Currently, Holy Cross Hospital uses a number of measures to encourage its employees to use transit, including: subsidizing transit users, coordinating a ridesharing program, providing preferential parking for carpools, and providing a free shuttle for Metrorail users. Additional development, including the Walter Reed Medical Annex outside the sector plan area and possibly the Freeman Property, could most effectively and economically take advantage of the public transportation system by joining and sharing the costs with Holy

Cross Hospital in a commonly managed trip mitigation program with proportional funding.

## C. Bikeway and Sidewalk Plan

Sidewalks and bikeways are vital to the livability of a neighborhood. A crucial element of community identity is gained by providing the means for people to walk or bicycle to local destinations and to interact outside the impersonal environment created by automobiles. Pedestrian and bicycle paths should form a network that allows residents and workers direct and safe access to all local destinations, particularly shopping areas, local parks, major employers, and the Metrorail station.

New and expanding development projects in the area should construct appropriate sidewalk and bikeway facilities needed to complete the area network. Such additions to the Forest Glen area will enhance its viability as a community and prove a worthwhile investment for all concerned.

### OBJECTIVE A:

*Provide a bikeway network connecting Forest Glen neighborhoods with shopping areas, employment centers, recreational uses, the Metrorail station, and the regional bikeway system*

- Provide bikeways as shown on Figure 17 and Table B

The bikeway network in Forest Glen requires a number of connections. Three classifications of bikeways are commonly used in Montgomery County; they are illustrated in Figure 18. The recommendations listed in Table B and shown on Figure 17 form a local network that would allow bicyclists to reach major destinations in the area, including the regional bikeway network.

- **Implement a hiker-biker path connection to Montgomery Hills**

This Plan recommends providing a safe and exclusive hiker-biker path between the Forest Glen Metrorail station and the Montgomery Hills shopping area south of the Capital Beltway. This path would be along the west side of Georgia Avenue and would be elevated over the ramps between southbound Georgia Avenue and the Beltway. The hiker-biker path and bridges would allow Forest Glen residents easy pedestrian and bicycle access to retail. It would also enable the residents of Montgomery Hills to walk and bike to the Forest Glen Metrorail station. (See Figure 17, page 45.)

### OBJECTIVE B:

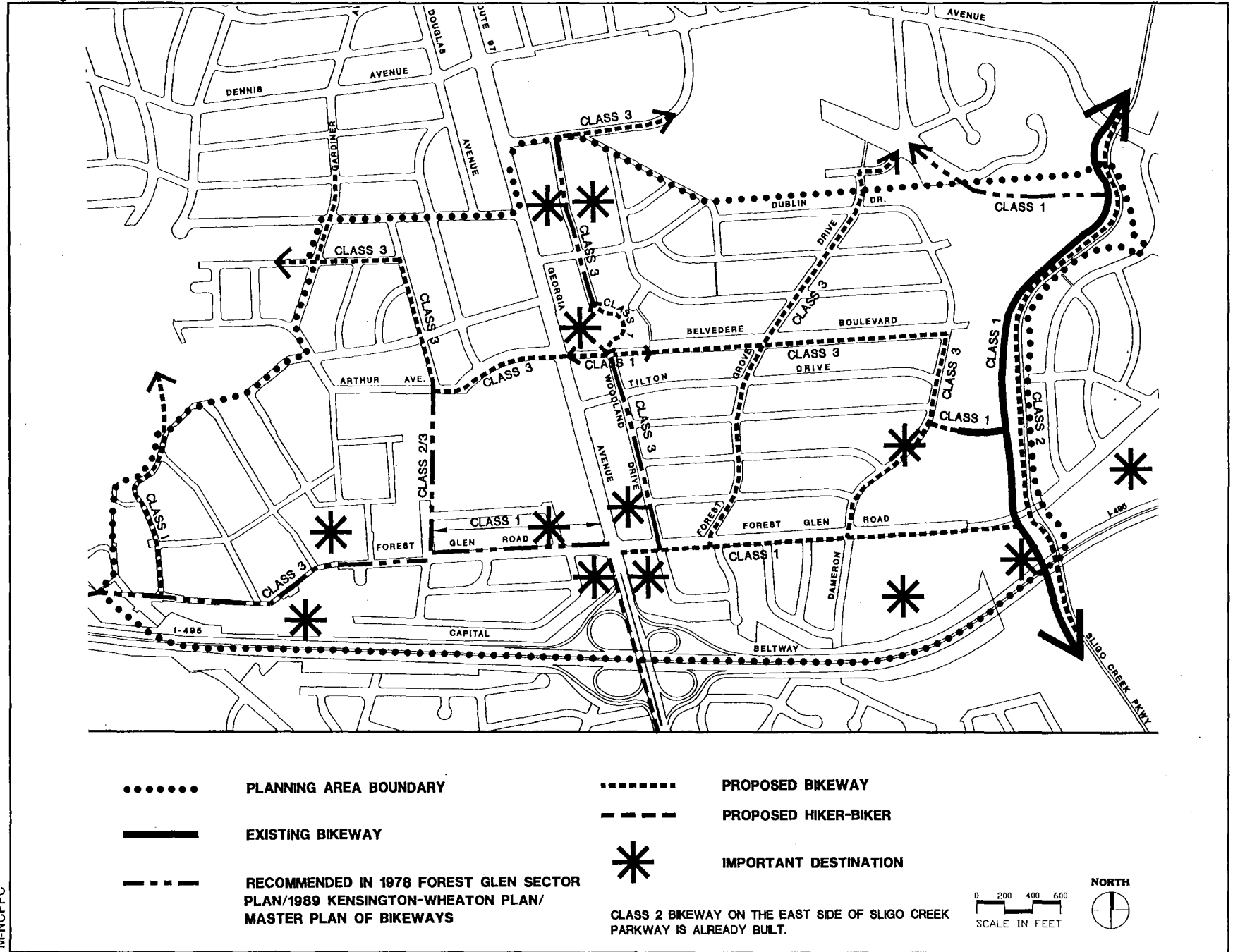
*Provide and complete pedestrian connections between Forest Glen neighborhoods and the Metrorail station, Holy Cross Hospital, and other neighborhood destinations and, where necessary, to ensure pedestrian safety*

- Provide sidewalks as shown on Figure 20 and Table C.

This Plan recommends a number of sidewalk connections to make Forest Glen a pleasantly walkable neighborhood. The recommended connections described in Table C and Figure 20 form a network that would enable Forest Glen residents to reach major destinations in the area quickly and safely. If sidewalks are constructed along residential streets, however, it is important that the existing character of the neighborhood be preserved. To minimize disturbance, DOT should consider alternatives to the standard concrete sidewalk which would lessen impacts on mature trees and front yards; such alternatives include the use of asphaltic sidewalks or trails, narrowing the standard width of the sidewalk, and, in some cases, narrowing the roadway width.

# Bicycle Circulation

Figure 17



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# Recommended Bikeway Improvements in Forest Glen Sector Plan Area

Table B

| Bikeway Connection   | Notes  |
|--|--|
| <b>Class I Bikeways</b>  |  |
| Forest Glen Road between Sligo Creek Trail and Forest Glen Metrorail station   | Access to Sligo Creek Trail, Metrorail, and Holy Cross Hospital  |
| Segment A: South side of Forest Glen Road from Sligo Creek Trail to Georgia Avenue (minimum 8' wide to be shared with pedestrians)             | A less preferred alternative to this segment would be to use local streets such as Sanford Road, east of Georgia Avenue. It is felt this alternative would be significantly less attractive to the bicyclist than the more direct route along the south side of Forest Glen Road due to the narrowness of the streets and the numerous street intersections to be crossed. |
| Segment B: North side of Forest Glen Road from Belvedere Place to Georgia Avenue (minimum 8' wide to be shared with pedestrians)               |  |
| Within General Getty Park connecting to Woodland Drive and Georgia Avenue; also connecting between the two existing sections of Woodland Drive | Access to and circulation within General Getty Park  |
| Between Sligo Creek Park and Dameron Drive   | Two-thirds of this trail is built* and the remaining connection would provide additional access between the Forest Glen East neighborhood and the Sligo Creek Trail  |
| Glen Avenue between Forest Glen Road and Sector Plan boundary  | Connection to proposed trail in Capitol View Sector Plan Area  |
| Georgia Avenue between Forest Glen Road and Montgomery Hills   | Access to Forest Glen Metrorail station from Montgomery Hills/North Woodside residential neighborhoods and to Montgomery Hills commercial area from Forest Glen  |
| Between Sligo Creek Park and Sector Plan boundary (Dennis Stormwater Management Facility Trail)  | Access to Sligo Creek Park   |
| <b>Class II Bikeways</b>   |  |
| Sligo Creek Parkway between northern Sector Plan boundary and the Capital Beltway  | Completion of project on park road   |
| The connection between Forest Glen Road and Arthur Avenue if the Freeman Property is developed   | The decision regarding its classification would depend on the configuration of the street and adjacent properties; may be considered for Class III   |

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# Recommended Bikeway Improvements in Forest Glen Sector Plan Area (cont.)

Table B

| Bikeway Connection  | Notes  |
|---|--|
| <b>Class III Bikeways</b>   |  |
| Dameron Drive between Belvedere Boulevard and Forest Glen Road  | Access to Holy Cross Hospital and Sligo Creek Trail  |
| Forest Grove Drive between the northern Sector Plan boundary and Forest Glen Road                     | Access to Metrorail and Holy Cross Hospital  |
| Woodland Drive between Medical Park Drive and Forest Glen Road  | Access to Metrorail and Holy Cross Hospital; perpetual public access must be retained in the section of Woodland Drive proposed for abandonment. (See text.)   |
| Belvedere Boulevard between Dameron Drive and Woodland Drive  | Access to Sligo Creek Trail and General Getty Park   |
| Belvedere Boulevard from Georgia Avenue to Greeley Avenue   | Only at such time as the Georgia Avenue/Belvedere Boulevard intersection is signalized.  |
| Forest Glen Road between Belvedere Place and Seminary Road/Capitol View Avenue                        | This segment provides access to Metrorail from the west. It is not practical to locate this route on the neighborhood streets north of Forest Glen Road due to terrain and the discontinuity of the street system. Although placing a Class III bikeway on Forest Glen Road west of Belvedere Place is not an optimal solution, it nevertheless provides signing along the roadway to remind motorists that they may encounter a bicyclist. The provision of a Class III designation provides a necessary link connecting regional bikeway routes. |
| Churchill Road between Greeley Avenue and the McKenney Hills Park; Greeley Avenue from Churchill Road | Will connect to the bike path proposed at this location in the Capitol View Sector Plan  |

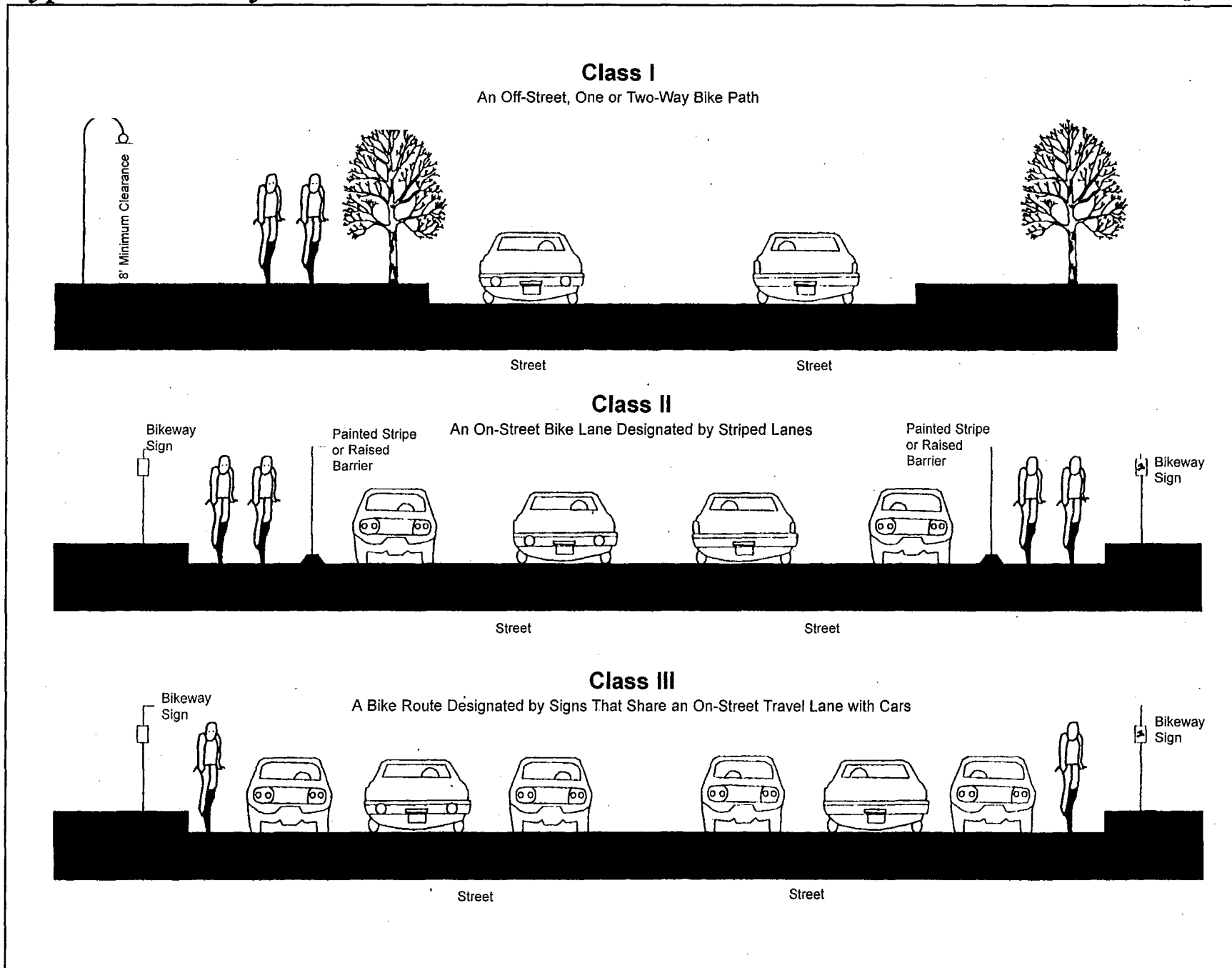
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\* Repairs may be needed.



# Typical Bikeway Cross-Sections

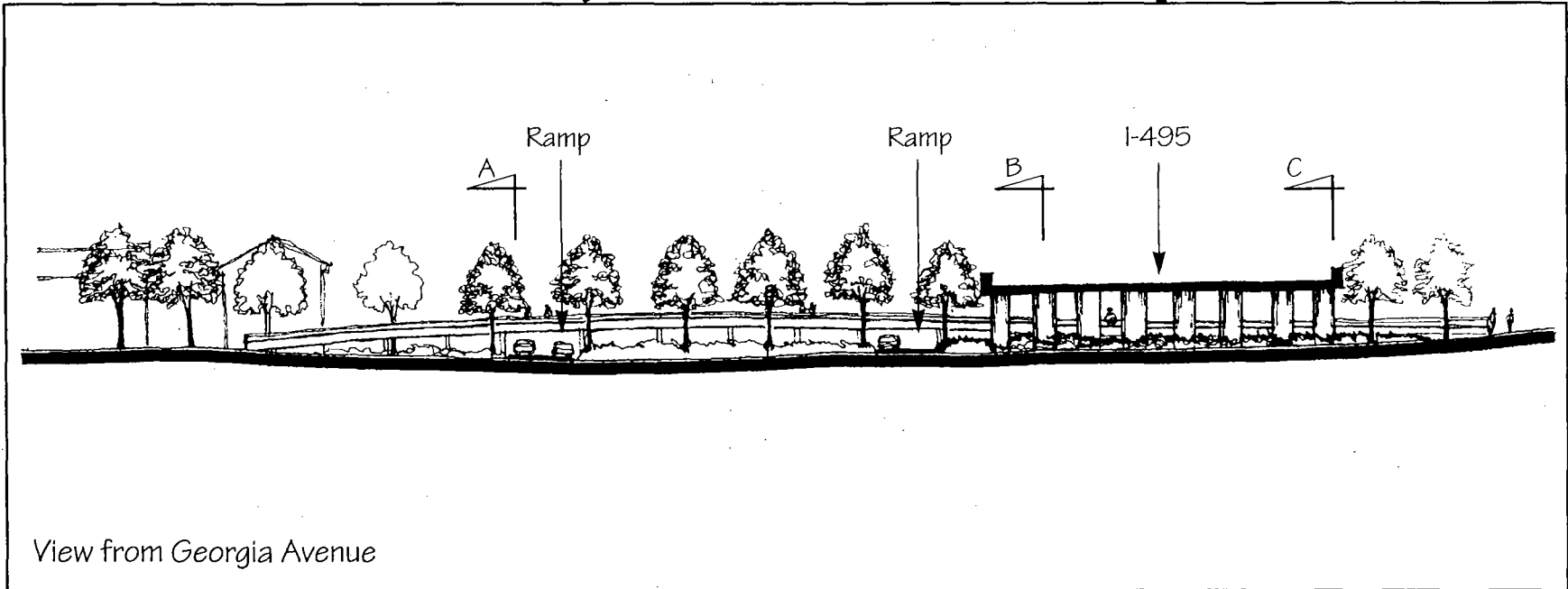
Figure 18



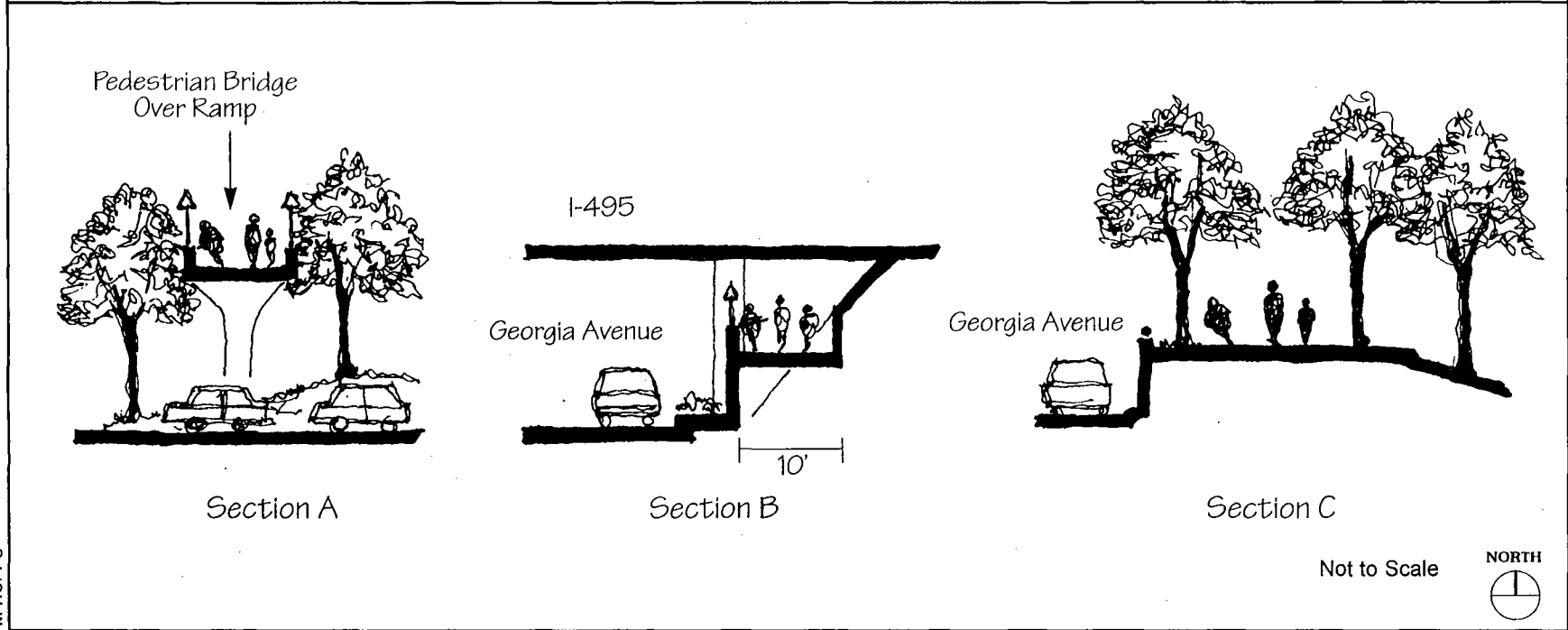
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# Recommended Pedestrian Bicycle Link – Illustrative Concept

Figure 19



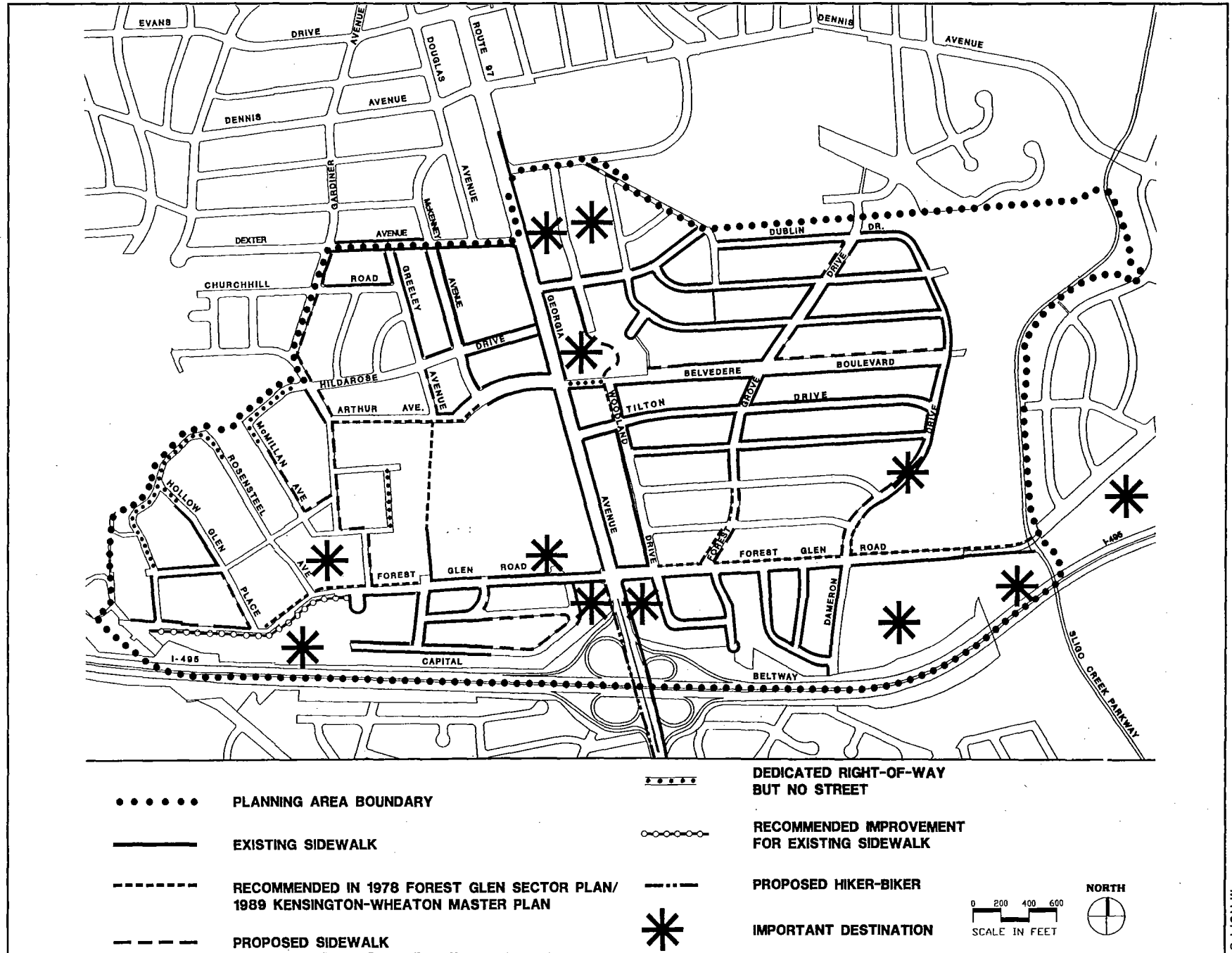
View from Georgia Avenue



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# Pedestrian Circulation

Figure 20



# Recommended Sidewalk Improvements in Forest Glen Sector Plan Area

Table C

| Sidewalk Connection   | Notes   |
|---|---|
| <b>East of Georgia Avenue</b>   |   |
| North side of Forest Glen Road between Sligo Creek Park and Woodland Drive  | Access to Metrorail, Holy Cross Hospital, and Sligo Creek Park  |
| Both sides of Dameron Drive north of Forest Glen Road   | Access to Holy Cross Hospital and Sligo Creek Park  |
| Both sides of Forest Grove Drive north of Forest Glen Road  | Access to Metrorail and Holy Cross Hospital   |
| Both sides of Belvedere Boulevard between Dameron Drive and Woodland Drive*   | Access between neighborhoods east and west of Georgia Avenue and General Getty Park   |
| West side of Woodland Drive between Belvedere Boulevard and Tilton Drive  | Access to General Getty Park and Metrorail  |
| Pedestrian path between Medical Park Drive and the Everest Street/Brisbane Street intersection<br>West of Georgia Avenue  | Neighborhood access   |
| <b>West of Georgia Avenue</b>   |   |
| Georgia Avenue between Forest Glen Road and Montgomery Hills  | Access to Forest Glen Metrorail station from Montgomery Hills/North Woodside residential neighborhoods and to Montgomery Hills commercial area from Forest Glen |
| North side of Forest Glen Road between Belvedere Place and Hollow Glen Place; south side of Forest Glen Road from Forest Glen Court to Seminary Road (improvement to existing sidewalk) | Access to Metrorail and neighborhood park   |
| Both sides of Belvedere Boulevard between McKenney Avenue and Greeley Avenue  | Access to General Getty Park  |
| North side of Hildarose Drive between Georgia Avenue and McKenney Avenue  | Access between east and west of Georgia Avenue and parks  |
| East side of Greeley Avenue between Hildarose Drive and Belvedere Boulevard   | Access to Freeman Property and Metrorail  |
| South side of Arthur Avenue between McKenney Avenue and Gardiner Avenue   | Access to Freeman Property and Metrorail  |
| East side of Gardiner Avenue between Churchill Road and Kimball Place   | Access to Metrorail   |
| North side of Kimball Place between Gardiner Avenue and Caney Place   | Access to Metrorail   |

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# Recommended Sidewalk Improvements in Forest Glen Sector Plan Area (cont.)

Table C

| Sidewalk Connection   | Notes               |
|---|---------------------|
| <b>West of Georgia Avenue (cont.)</b>   |                     |
| East side of Caney Place between Kimball Place and Forest Glen Road   | Access to Metrorail |
| East side of McMillan Avenue between the terminus on the north and Holman Avenue; connect to right-of-way between Holman Avenue and Gardiner Avenue | Access to Metrorail |
| West side of Hollow Glen Place between Holman Avenue and Forest Glen Road   | Access to Metrorail |
| Both sides of one block of Elkton Avenue just south of Forest Glen Road   | Access to Metrorail |
| South side of Ellis Street between Elkton Avenue and Coleridge Drive  | Access to Metrorail |
| North side of Coleridge Drive between Forest Glen Park and Ellis Street   | Access to Metrorail |
| Asphalt sidewalk in street right-of-way north of McMillan Avenue  | Neighborhood Access |
| Both sides of Greeley Avenue extended when the Freeman Property develops  | Access to Metrorail |

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\* Complete missing links between existing sidewalk segments

- **Provide a wider median in Georgia Avenue at Forest Glen Road as a pedestrian refuge (see the Design Guidelines for additional information)**

Consideration was given to the possibility of constructing a pedestrian bridge or tunnel crossing Georgia Avenue at Forest wider median on Georgia Avenue for the following reasons:

- The cost of constructing a tunnel or bridge at this location would be prohibitively high, especially when compared to the potential usage.
- A potential conflict with Metrorail underground construction would exist.
- The ramps for a pedestrian bridge would adversely affect the properties on the corners of the intersection.
- Experience indicates that these structures are not used by all pedestrians and, therefore, the need would remain for a signalized at-grade crossing.
- The need for a bicycle crossing is not adequately met by building a tunnel or a bridge.
- Perceived and real safety concerns with a tunnel require extensive lighting and other security measures
- The recommendation to provide at-grade pedestrian and bicycle access across Georgia Avenue on the north side of the intersection, and the construction of wider medians, provides the best, most usable and lowest cost alternative.

## D. Deletions from Previous Plans

The following items were recommended by previously approved plans but are not included in this Sector Plan:

### 1. 1978 Forest Glen Sector Plan

- (a) Construction of a left-turn storage lane on Georgia Avenue at Hildarose Drive to facilitate turning movements at this location.
- (b) Installation of overhead signalization on Georgia Avenue between Sixteenth Street and Tilton Drive to improve driver orientation and traffic operations through the reversible lane section.
- (c) Modification to the southbound peak period turning movements at Georgia Avenue and Tilton Drive.
- (d) Designation of Arthur Avenue between Gardiner Avenue and Greeley Avenue as a one-way street eastbound.
- (e) Closing off Woodland drive between Forest Glen Road and Myrtle Road or designation as a one-way street southbound.
- (f) Implementation of a neighborhood parking permit system, particularly in that area within 2,000 feet of the Metro Station.
- (g) Closure of the median break on Georgia Avenue at Belvedere Boulevard.

### 2. 1989 Kensington-Wheaton Master Plan

- (a) Construction of the following bike trails:
  - Class II bike trail on Forest Grove Drive within the Sector Plan boundary.
  - Class I bike trail on Woodland Drive within the Sector Plan boundary.
  - Class I bike trail on the north side of Forest Glen Road between Sligo Creek Parkway and Georgia Avenue.

- Part of Class I Forest Glen—Rock Creek Trail  
from Forest Glen Road to Seminary Road via  
Coleridge Drive, Forest Glen Neighborhood Park.
- (b) Construction of a 4,000-foot class I multi-use trail  
called McKenney Hills Trail from Forest Glen neigh-  
borhood park along Rosensteel Avenue to the Sector  
Plan boundary.

# Design Guidelines

The proposed design guidelines, including the property specific guidelines in the Land Use chapter and those in the Transportation chapter of this Plan, are intended to foster community identity in Forest Glen while protecting the existing character of the neighborhoods. They are also intended to enhance Forest Glen as a “livable community” and provide a “sense of place.” The urban design framework consists of identifiable residential neighborhoods that are served by an existing center outside the planning area, public open spaces, and pedestrian-friendly streets connecting to major destinations while accommodating the necessary vehicular traffic.

## A. The Neighborhoods

Georgia Avenue bisects Forest Glen into two residential areas: east and west. This Plan recommends the preservation of the existing neighborhoods on both sides of Georgia Avenue. Both areas are characterized by attractive, tree-lined residential

streets. However, many of these streets lack sidewalks and bike-ways to connect existing community spaces and popular destinations within and beyond the neighborhoods.

### OBJECTIVE A:

*Protect the residential neighborhoods fronting on both sides of Georgia Avenue*

- Any new development or special exception approvals along the east side of Georgia Avenue should be compatible in scale and form with the residential character of the adjoining neighborhood. New development should adhere to the following guidelines:
  - The low-scale residential appearance should be maintained by limiting building heights along Georgia Avenue to three stories.
  - Main building entrances should be provided on Georgia



Avenue to accommodate pedestrians and transit users.

- Buildings, rather than parking, should dominate the street frontage. Parking lots should be located at the rear or side of the existing property with proper landscaping and screening.

## OBJECTIVE B:

### *Enhance community identity in Forest Glen East*

- **The pedestrian-friendliness of important neighborhood linkages should be improved so they function as gathering places as well.** The existing well-landscaped, neighborhood street character of Belvedere Boulevard should be reinforced. Sidewalks should be added. The median area could be improved with benches and attractive landscaping. The community is encouraged to provide these benches and the landscaping. Continuous sidewalks should be provided by DOT on Forest Grove Drive, Woodland Drive, and Dameron Drive.
- **The major public open space, Getty Park, should be enhanced.** Continuous sidewalks and a bikeway along Belvedere Boulevard, with connections to Georgia Avenue, should be provided to improve access and visibility to the park. Improved pedestrian and bike facilities should be provided from the surrounding neighborhoods.

## OBJECTIVE C:

### *Enhance community identity in Forest Glen West*

- **Continuous, safe, and attractive sidewalks should be provided to link residents to community open spaces and other gathering places.**

- **The pedestrian-friendliness of important neighborhood linkages should be improved so they function as gathering places as well.** These streets include Belvedere Boulevard, Arthur Avenue, and Greeley Avenue, if extended. Pedestrian-oriented improvements include sidewalks and streetscaping, as well as measures to slow traffic where appropriate.
- **New development within the neighborhood should be residential, although day care would also be an appropriate use, and it should be compatible with the existing residential neighborhood.** New buildings located next to Americana Finnmark should not exceed four stories. Appropriate transitions to the existing developments should be provided. (See Figure 21, page 57.)

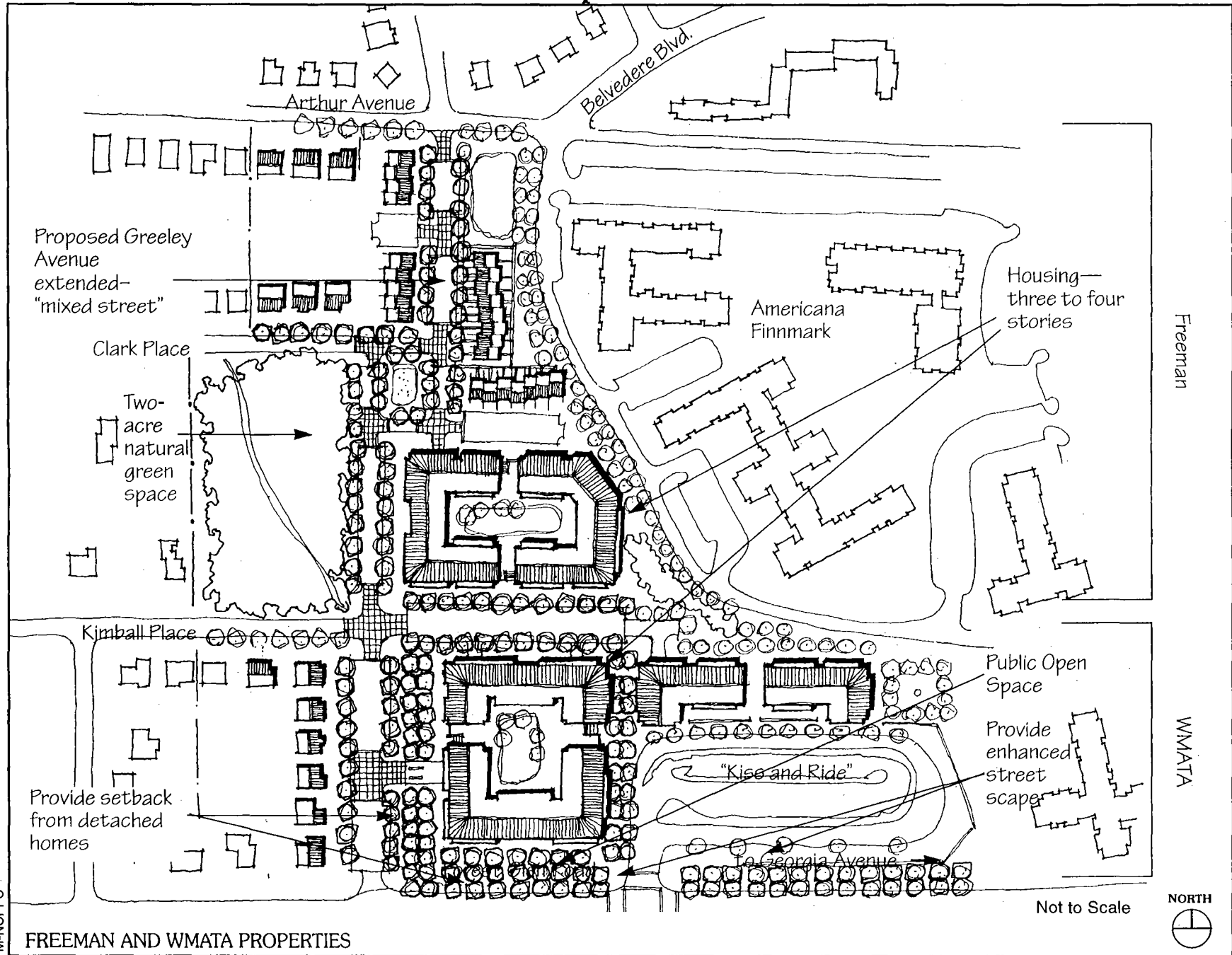
## B. The Streets

The guidelines in this section are intended to provide streets that accommodate all modes of transportation and complement the recommendations made in the Transportation chapter of this Plan. The streets are the key determinants of neighborhood quality and have the additional role of establishing its physical character. Streets perform an important transportation function and their adjacent sidewalks offer a place to stroll, play, and socialize, thereby promoting a “sense of community.”

This Plan supports the “greening” of Georgia Avenue in Forest Glen as called for by the “Green Corridors Policy” in the *Kensington-Wheaton Master Plan*. This Plan promotes the special character of Forest Glen Road as the community’s “main street.” It also promotes quiet, tree-lined streets as community building blocks and identifies important neighborhood linkages (see Figure 22, page 58), some of which need improvement.

# Forest Glen West – Illustrative Concept

Figure 21

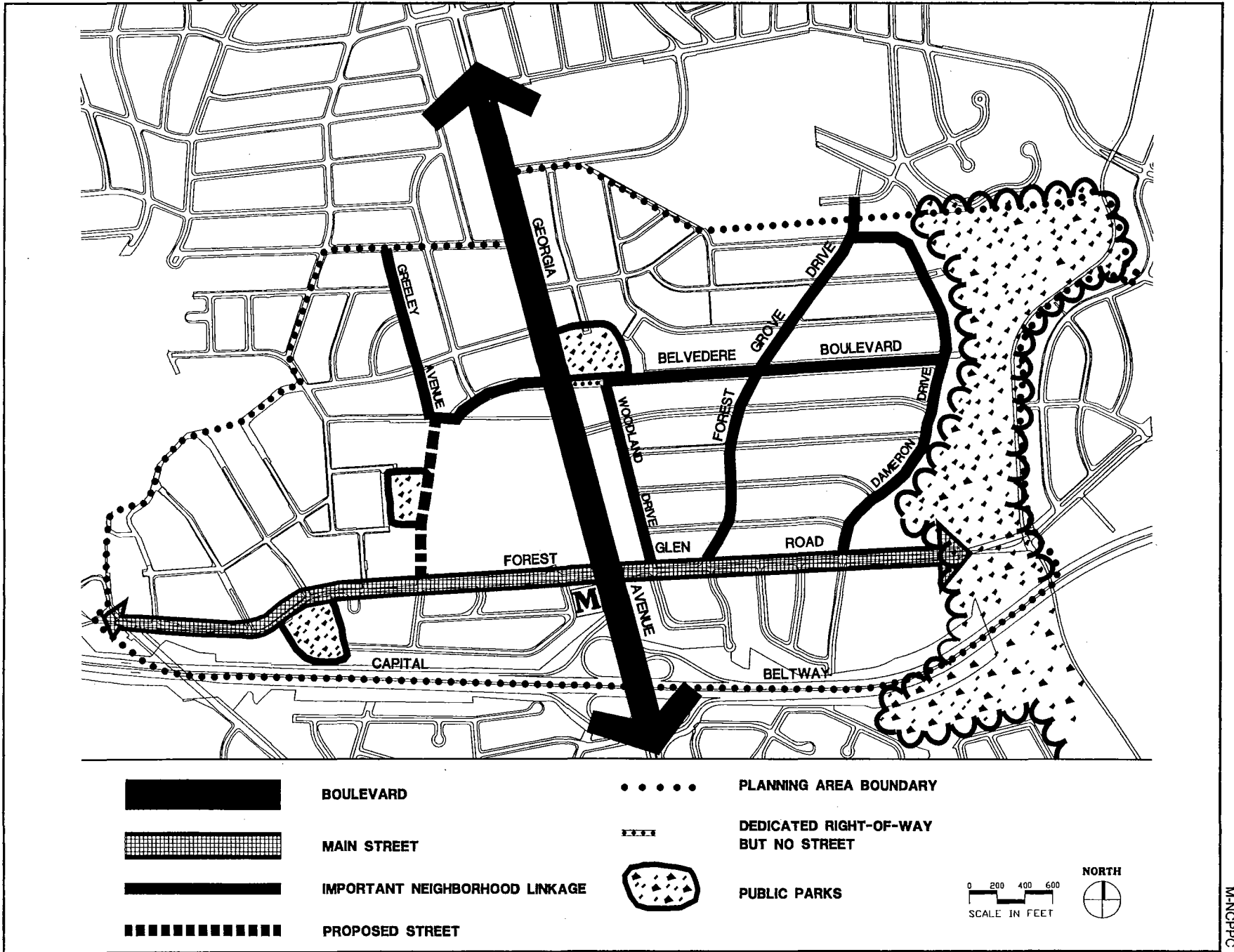


M-NCPPC

FREEMAN AND WMATA PROPERTIES

# The Street System

Figure 22



**OBJECTIVE A:**

*Design the streets to reinforce “community identity” in Forest Glen.*

- **Visible “landmarks” should be provided to orient pedestrians and make walking more memorable.** Such landmarks should be associated with public open spaces and community facilities.
- **“Gateways” should be provided to establish a “sense of place.”** Gateways may consist of special landscape features or a prominent building. The Metrorail station may be an appropriate location for a gateway feature.
- **The street system should be improved to provide direct and safe sidewalks and promote community interaction.** Some streets should be extended where possible to improve the general traffic grid pattern in area and provide a coherent system. These include Greeley Avenue from Arthur Avenue to Belvedere Place on the west side of Georgia Avenue. These extensions should be designed to improve local circulation while discouraging cut-through traffic.
- **Existing streets should be improved to encourage walking and biking.** The desirable improvements include:
  - Sidewalks and bike paths in the locations described in the Transportation chapter (Chapter Four).
  - Safe pedestrian and bicycle crossings in appropriate intersections.
  - Continuous rows of street trees at the curb.

**OBJECTIVE B:**

*Georgia Avenue should function as an urban boulevard.*

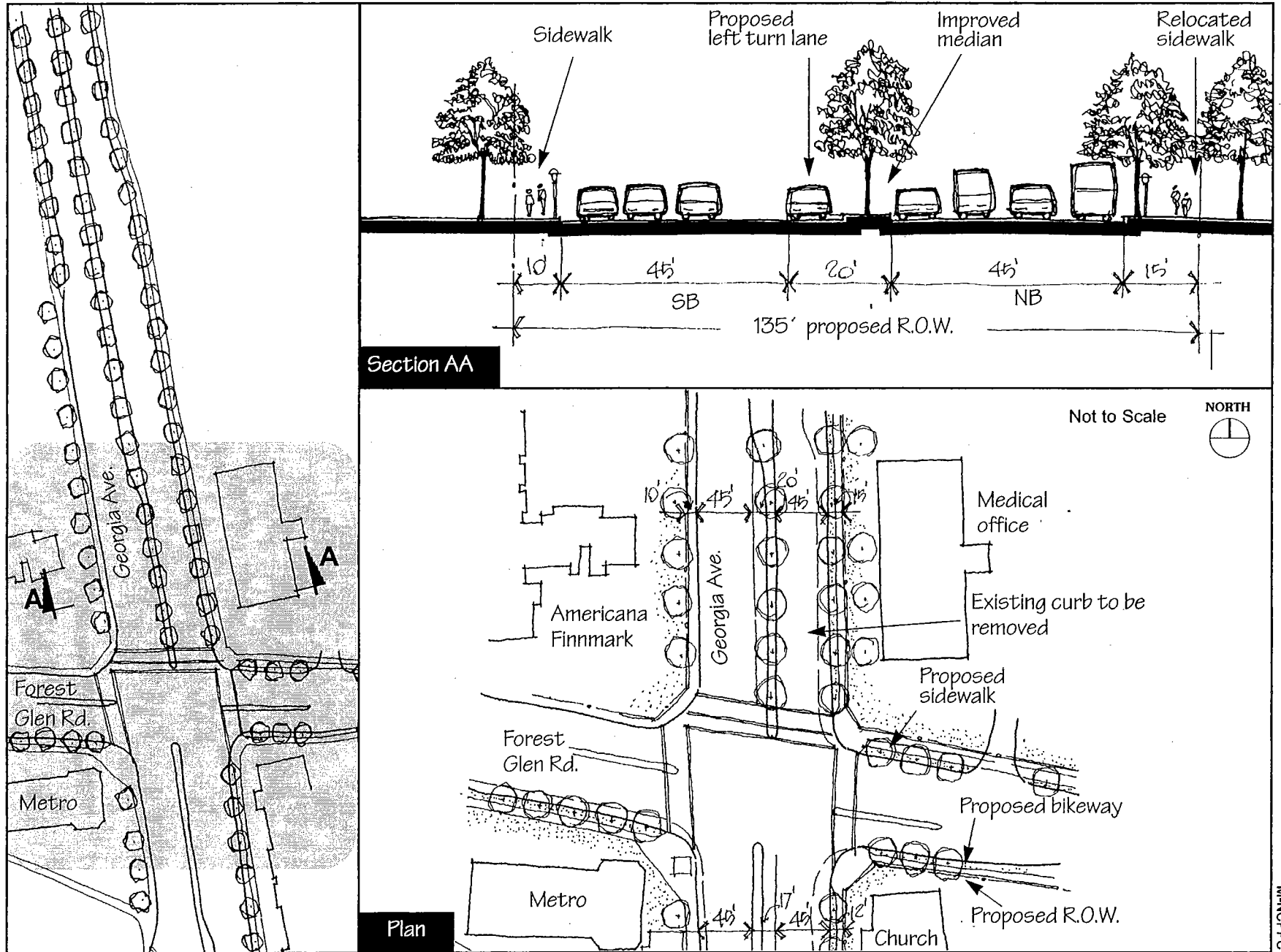
- **An attractive boulevard streetscape should be provided by the SHA along Georgia Avenue.** This should include the following components: (See Figures 23 and 24, pages 60 and 61.)
  - One or two rows of street trees on each side of the street, spaced 40 feet on center, in planter strips or tree wells.
  - A tree-lined median to provide a pedestrian refuge.
  - Trees that are urban hardy and pollution-tolerant. These trees should be high-branching to allow for people to walk beneath them. Plant species and placement should provide good visibility along the right-of-way.

Wider sidewalks, separated from the roadway by a row of trees, would also be desirable along Georgia Avenue to encourage people to walk to the Metrorail station. The existing five-foot sidewalks are less than the minimum desirable for an urban area; furthermore, the existing sidewalks are against the curb which may be intimidating for pedestrians, given traffic volumes and speeds. A seven-foot sidewalk, separated from the roadway by a row of trees, should be provided along the east side of Georgia Avenue from Forest Glen Road to (at least) Tilton Drive. (Widening and relocating the sidewalk north of Tilton Drive would impact the single-family homes along the road.) This sidewalk improvement should be implemented by the SHA at the same time as the recommended improvements to Georgia Avenue. (See Chapter Four.) If the sidewalk along the west side of Georgia Avenue ever needs to be reconstructed, other than for maintenance purposes, it should also be widened to seven feet and separated from the roadway by a row of trees.

- **Direct vehicular access to Georgia Avenue from properties abutting the street should be discouraged.** Any rede-

# Georgia Avenue – Illustrative Streetscape Concept at Section A

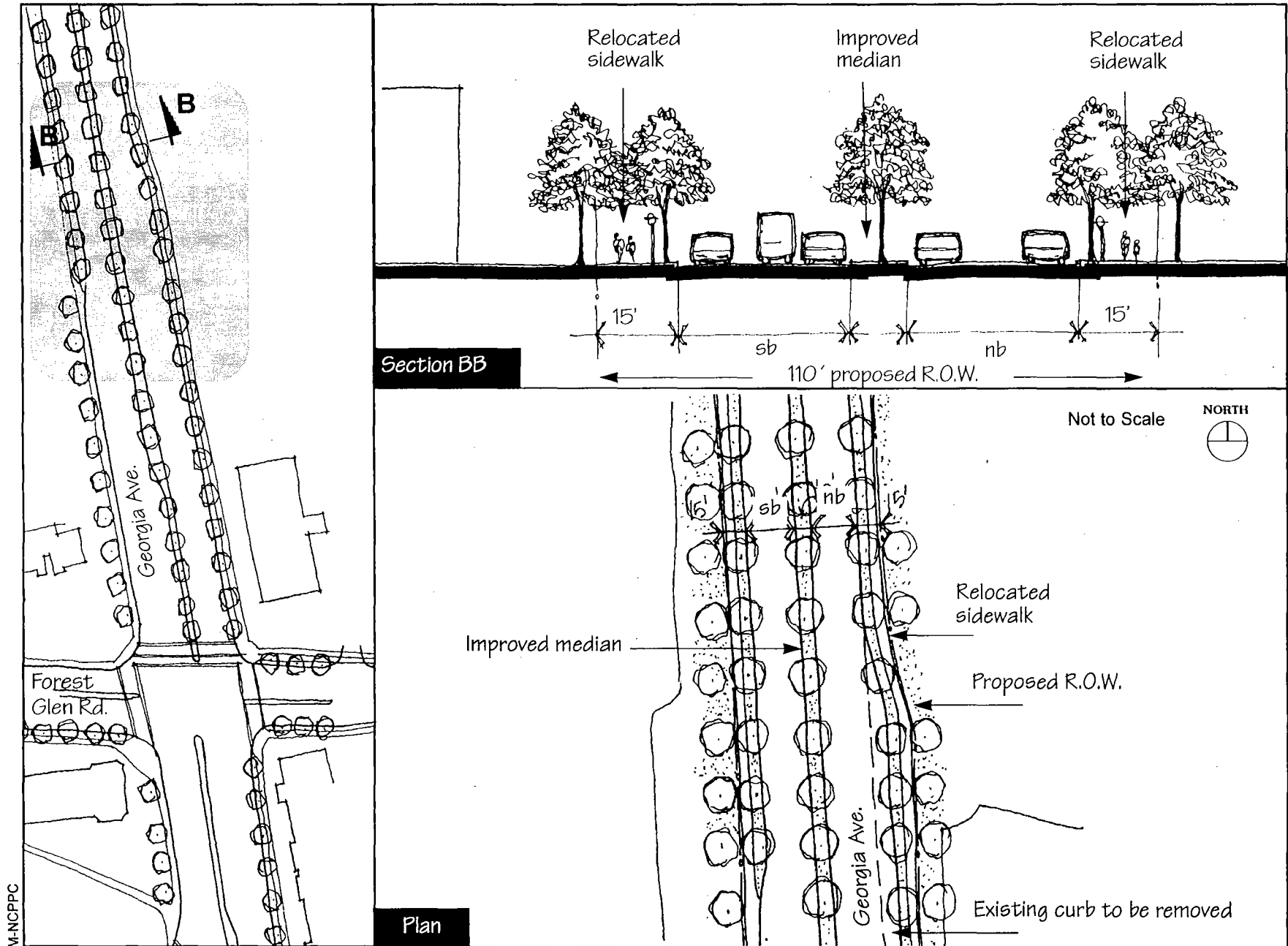
Figure 23



MAN/PC

# Georgia Avenue – Illustrative Streetscape Concept at Section B

Figure 24



M-NCPPC

velopment or conversion of a single family home to another use should adhere to the following:

- Parking should not be located along Georgia Avenue in such a way as to separate the new buildings from the street.
- Access to parking should be provided from the rear or from a side street to minimize curb cuts along Georgia Avenue.
- It would be highly desirable to move the existing Georgia Avenue access to the medical center to the north so it may be shared with any future development on the adjacent Mirkin Property.
- **Safe crossings should be provided for bikes and pedestrians at appropriate locations.** Crosswalks should have a minimum width of 15 feet for pedestrians and 8 feet for bicycles and be clearly demarcated to emphasize the pedestrian domain through the use of special identifying markings such as colored concrete.

### OBJECTIVE C:

*Forest Glen Road should function as the “main street” for Forest Glen.*

- **Special streetscaping should be provided along Forest Glen Road.** The streetscape should include the following elements in the sidewalk area while accommodating existing site features, such as trees. (See Figure 25, page 63.)
  - Street trees at the curb, 30 feet on-center in a 5-foot planter strip or in tree wells, on both sides of the street.
  - A two-way, clearly-marked Class I bike path, eight feet wide minimum on one side of the street, between Sligo Creek Park and Belvedere Place.

- A seven-foot sidewalk on both sides of Forest Glen Road in the Metro area (from Georgia Avenue to Belvedere Place) and a 5-foot sidewalk outside that area on both sides of the street (or a minimum of 8 feet where pedestrians share the path with bicyclists).
- Specially identified crosswalks at major intersections.
- **New development along Forest Glen Road should be oriented toward the street to enliven the street and provide safety.** The following elements would be appropriate to encourage street activity:
  - Residential buildings with multiple street entrances and front porches.
  - Community uses that provide opportunities for people to meet.

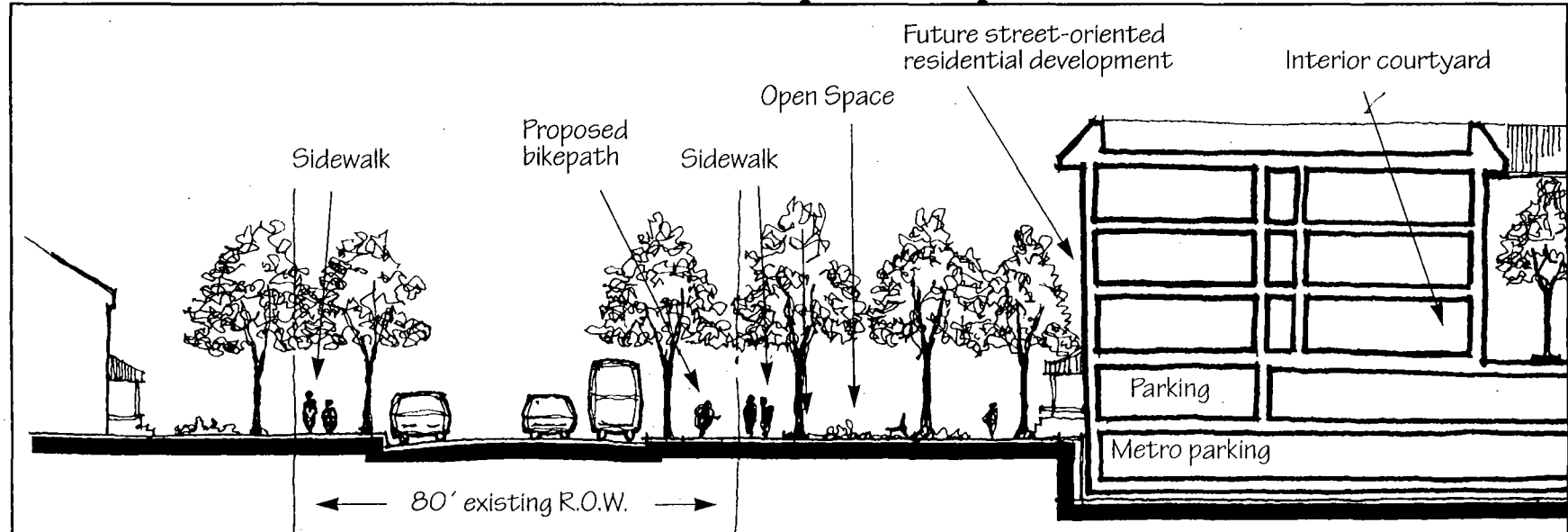
### OBJECTIVE D:

*Belvedere Boulevard, Dameron Drive, and Forest Grove Drive should be reinforced as important neighborhood linkages for Forest Glen East.*

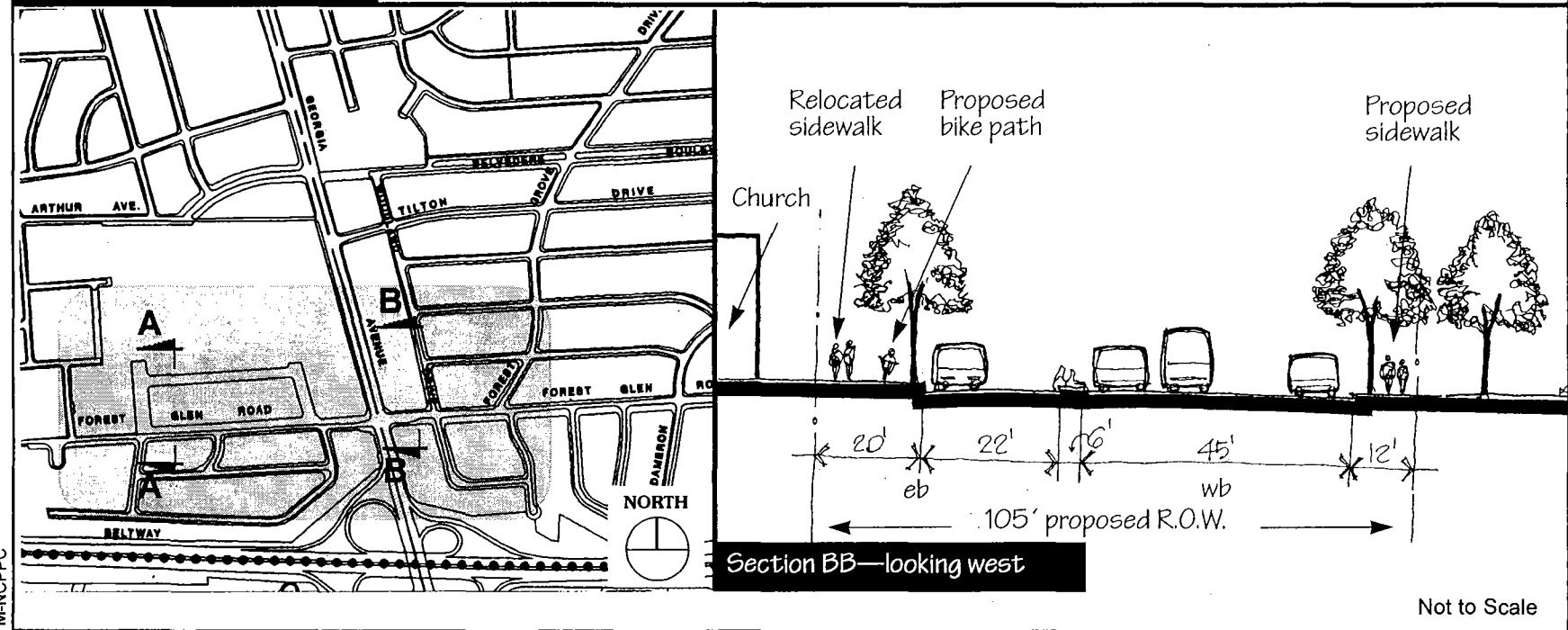
- **Sidewalks, separated from the curb, should be provided on both sides of these streets.** These sidewalks should have a minimum width of five feet. Asphalt may be substituted for concrete to facilitate tree preservation.
- **The median in Belvedere Boulevard should be enhanced to function as a linear community green space.** Improved landscaping and streetscape features, benches in particular, should be provided within the space. Community involvement in planning and implementing these improvements should be encouraged.

# Forest Glen Road – Illustrative Streetscape Concept

Figure 25



Section AA—looking west



Not to Scale

M-NCPPC



**OBJECTIVE E:**

*Belvedere Boulevard, Arthur Avenue, and Greeley Avenue should be reinforced as important neighborhood linkages for Forest Glen West.*

- Sidewalks, separated from the curb, should be provided on these streets. These sidewalks should have a minimum width of five feet. Asphalt may be substituted for concrete to facilitate tree preservation.

**OBJECTIVE F:**

*New development should incorporate pedestrian-friendly streets that encourage walking and promote social interaction.*

- New streets should form a logical extension of the existing street pattern to promote efficient sidewalks and to incorporate new development into the larger community. Greeley Avenue should be extended south to connect to Belvedere Place. Clark Place and Kimball Place may also be extended to connect to Greeley.
- New streets should be designed to emphasize the pedestrian domain. The use of “mixed streets” or other forms of enhanced streetscape should be considered where appropriate; for example, on the proposed extension of Greeley Avenue through the Freeman Tract.

**OBJECTIVE G:**

*Existing neighborhood streets should be designed to discourage through traffic and promote “neighborhood character.”*

- Special paving, “neck downs,” raised crosswalks, and land-

scaping may be used to slow traffic. The use of mixed streets should be considered where appropriate. (See Figure 26.)

**C. The Open Space System**

The guidelines for the open space system are intended to establish a hierarchy of open spaces that provide a public focus for the residents. A variety of spaces — including an existing regional park, existing local community parks, and proposed open spaces — will meet both recreational and community needs. Good sidewalks and bikeways should be provided from the neighborhoods to these spaces.

**OBJECTIVE A:**

*General Getty Park should be the community park and gathering place for Forest Glen East and provide a public focus for the neighborhoods and sector plan area.*

- **The park should be highly visible from the adjacent streets.** A path should be provided along the southern edge of the park for pedestrians and bicyclists, to provide visibility from the neighborhood. The landscaping at the park should not impair street visibility.
- **The park should be easily accessible to residents.** The proposed signal at the existing three-legged intersection at Belvedere Boulevard and Georgia Avenue would allow for safe pedestrian and bicycle crossings, thus facilitating park access for residents of Forest Glen West as well.

## Mixed Street Concept

Figure 26



### CHARACTERISTICS OF MIXED STREETS:

- Shared by all road users.
- Use of special paving to emphasize pedestrian priority.
- Cars slowed down to minimum speed through the use of traffic calming measures, such as meandering lanes.
- Provision of landscaping and street furniture to create a pleasant environment and improve street definition.

**OBJECTIVE B:**

*Forest Glen Local Park should be reinforced as a community park/gathering place for Forest Glen West*

- The sidewalks and bike paths to the park should be improved. Sidewalks and paths should be provided along Forest Glen Road, Greeley Avenue, and Gardiner Avenue to link to the park.

**OBJECTIVE C:**

*A public green space should be provided when the Freeman Tract develops.*

- A public green space should be provided in the area required by the Tree Ordinance to stay wooded. Paths and sitting areas should be provided through the green space for the community's use and enjoyment.

**OBJECTIVE D:**

*A central open space should be provided at the Metrorail station if the WMATA property redevelops.*

- A public open space should be provided along the north side of Forest Glen Road as part of any WMATA air rights development. This open space should be designed to provide opportunities for community gathering, passive recreation, and some play activities for children. Attractive landscaping should be provided to promote interest and comfort.

# *Community Facilities*

Community facilities are a major element in a community's ability to provide its residents with a desirable quality of life. Parks, open space, schools, recreational facilities, and government buildings provide focus and community identity as well as services and programs.

Like many down-County areas, Forest Glen is predominantly developed and already has a range of community facilities. (See Figure 27, page 69.) Generally, however, community facilities serving the Forest Glen area are located beyond the sector plan

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.

Forest Glen residents have approximately 54 acres of parkland available to them within the sector plan area. (See Table D, page 68.) The McKenney Hills Local Park, while not within the sector area, is contiguous to the sector boundary and therefore accessible to area residents.

**Existing M-NCPPC Parkland and Facilities in the Forest Glen Sector Plan Area**

Table D

|                                       | Acreage     | Basketball | Playgrounds | Shelter  | Other Facilities/Comments   |
|---------------------------------------|-------------|------------|-------------|----------|---|
| Forest Glen Neighborhood Park         | 3.6         | 1.0        | 1           | 1        | Extensive paths and small parking area. This park in Sligo Creek Stream Valley Park Unit 4. Remainder of park to be developed in 1996. Hiker/biker trail, playfield; acreage includes only the portion of the park in the sector plan area. |
| Forest Grove Neighborhood Park        | 8.0         | 0.5        | 1           |          |   |
| General Getty Neighborhood Park       | 3.9         |            |             |          |   |
| Sligo Creek Stream Valley Park Unit 4 | 39.0        |            | 1           |          |   |
| <b>Total</b>                          | <b>54.5</b> | <b>1.5</b> | <b>3</b>    | <b>1</b> |   |

Forest Glen is served by three public schools: Albert Einstein High School on Newport Mill Road, Sligo Middle School on Dennis Avenue, and Oakland Terrace Elementary School on Pliers Mill Road. St. John's School, a private educational institution, is located within the sector area at Woodland and August Drives.

Oakland Terrace Elementary School has recently been modernized. The school is projected to exceed its capacity in the late 1990s. Sligo Middle School is also expected to experience a small shortfall in 1998. Einstein High School is scheduled for modernization in the coming year, with completion in September 1997. This project includes an eight-room addition.

The former Forest Grove Elementary School was declared surplus by Montgomery County Public Schools (MCPS) and deeded to the County in June 1993. The County has not been selling former school buildings or sites to the private sector in recent years because rising school enrollments in some areas have required some of these schools to be reopened. The

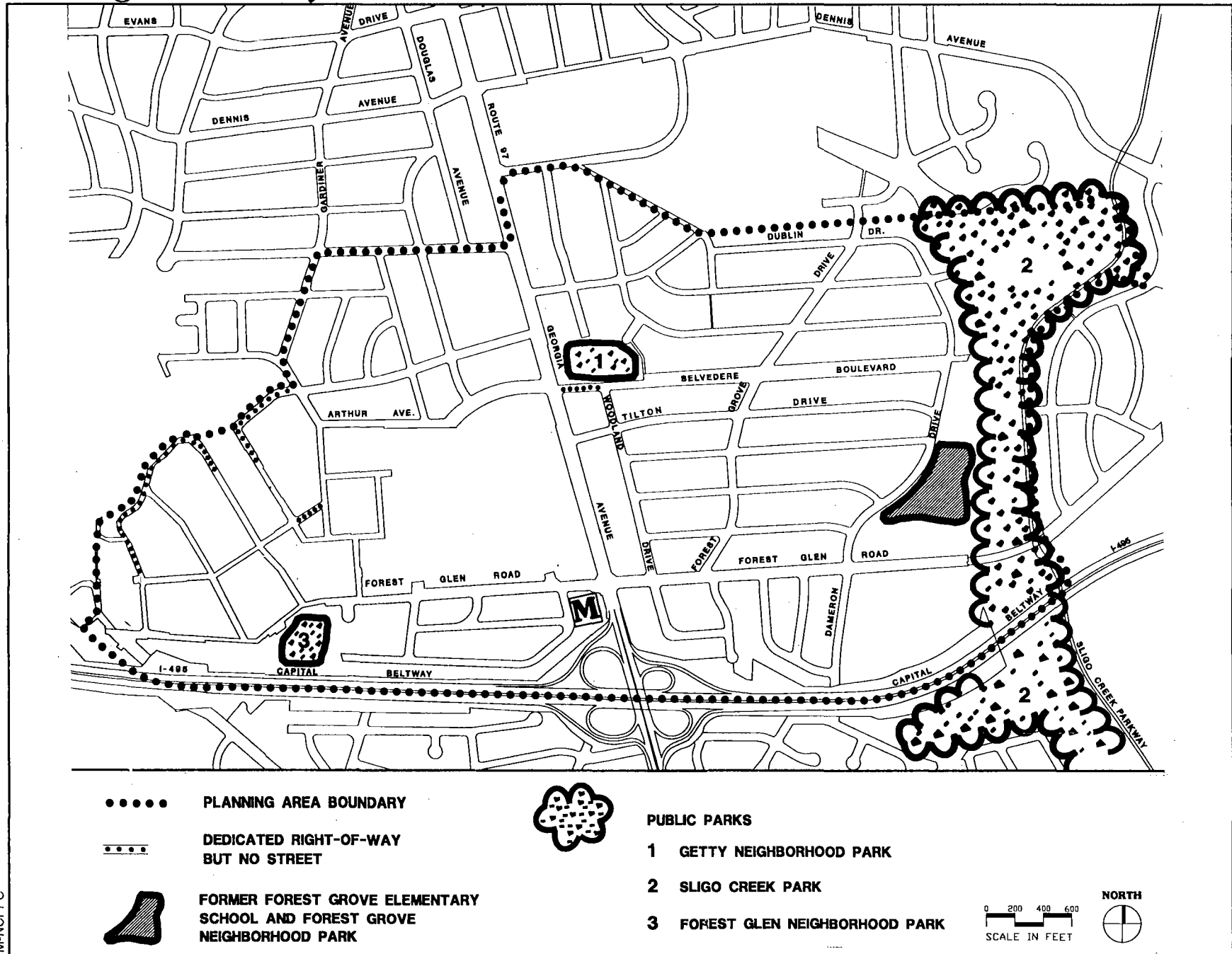
County's leases include language requiring the leaseholder to vacate a leased building in the event that MCPS needs to reopen it as a school. The former Forest Grove Elementary School is currently leased to Holy Cross under a lease that expires in June 1997. A second lease option period, if the school continues to be available for lease, will expire in 2005.

The majority of child day care services are provided by private family day care providers and group day care center operators. Most child day care centers operate in open or closed schools and in religious institutions due to space and licensing requirements and the affordable rental rates.

Forest Glen is also the location of a private community hospital, Holy Cross, that serves as a major community landmark. Holy Cross Hospital provides a wide range of inpatient and outpatient services for the community. In addition, the organization provides community education; adult, child and rehabilitative day care; home care services; and community meeting space.

# Existing Community Facilities

Figure 27



M-NCPPC

**OBJECTIVE A:**

*Provide new or expanded facilities to service new growth, if appropriate.*

- Rely on the Approved Master Plan for Educational Facilities, the annual Capital Improvements Program (CIP), and the Annual Growth Policy as statements of direction for the public school facilities in Forest Glen.

**OBJECTIVE B:**

*Acquire and maintain a system of natural areas, open spaces, and recreation facilities that are accessible to and appropriate for all area residents.*

- Rely on the *Parks, Recreation, and Open Space (PROS) Master Plan* and the annual Capital Improvements Program as statements of direction for the development of the park system in Montgomery County. No major parkland acquisitions are currently proposed in the Forest Glen Sector Plan area.
- Promote park maintenance and rehabilitation to ensure that the facilities are pleasant to use, safe, and create a favorable public image.
- Replace deteriorated facilities during major park renovations. The Parks Department should consider the age composition of nearby residents and include facilities for elderly and disabled residents when needed.
- Improve pedestrian/bike access to Sligo Creek Park by providing Class I bike paths from Sligo Creek Park to Dameron Drive (two-thirds of this path is already built) and on Forest Glen Road between the Sligo Creek Trail and Belvedere Place. (See Chapter Four.)

**OBJECTIVE C:**

*Provide expanded facilities in parts of the sector plan area that are deficient in such facilities.*

- Developable areas which may provide an opportunity for the provision of open space are the Freeman Property and the Metro parking lot.

**OBJECTIVE D:**

*Replace, recycle, enhance, or reuse facilities which are needed to meet future demands.*

- In examining the reuse of closed public school facilities, ensure that proposals are compatible with the adjoining uses and neighborhoods.

This Plan supports the continuation of the current uses in the former Forest Grove Elementary School until such time as the Board of Education may need to reclaim the facility as a school. The current uses include both adult and child day care and offices associated with Holy Cross Hospital.

- Getty Park should be enhanced as a community focal point by dedicating the adjacent Belvedere Boulevard right-of-way to the Park and by improving the pedestrian and bike linkages from the surrounding neighborhoods. The park currently has a large playground area that is, in part, being maintained by the adjacent community as part of the Adopt-a-Park program. Future development of the park, currently scheduled for completion in 1996, will include tennis courts, paths, sitting areas, playfields, and parking.

# *The Environment*

Forest Glen is a developed community. As such, the natural features and systems within the community today have been altered from their original condition by human activity. In such older, established communities, environmental concerns deal primarily with preserving those natural resources which remain and investigating opportunities to improve degraded resources.

Forest Glen is situated on a watershed divide separating Rock Creek and Sligo Creek (a subwatershed of Northwest Branch). Both stream systems have been degraded by years of development; however, opportunities to improve existing water quality and stream channel problems have become available since the adoption of the 1978 Sector Plan. (See Section B, below.) A small number of developable and re-developable properties exist in the Sector Plan area. State and County law provide for the protection of water quality and the prevention of channel erosion in streams receiving runoff from new development.

Other areas of concern in the Sector Plan include excessive

vehicular noise and air quality problems. These two issues were noted in the 1978 Sector Plan and continue to be important issues that will be addressed in this Plan.

## **A. Environmental Features**

The Forest Glen Sector Plan area possesses a number of environmental features worthy of note. The Sector Plan area has many large, mature deciduous trees and some forest cover located on private property. Additionally, a small unnamed tributary to Rock Creek, referred to as the Right Fork in the Capitol View Sector Plan, flows along the western boundary of the Forest Glen Sector Plan area. Since the 1978 Plan, a number of environmental laws, regulations, and guidelines have been passed and/or strengthened. These include:

- Montgomery County Forest Conservation Law
- Montgomery County Planning Department,



“Environmental Guidelines”

- Executive Regulations for Stormwater Management
- Federal and state wetlands permitting process, Section 404
- Section 59-D, Montgomery County Zoning Ordinance

These laws and regulations are designed to protect and improve sensitive environmental features such as forest, streams, and wetlands. They are appropriately applied at the time of subdivision.

## B. Water Quality

Much of Forest Glen and the surrounding neighborhoods outside of the Sector Plan area were developed prior to the requirement to address stormwater runoff. During rainstorms, high volumes of runoff from streets, parking lots, and rooftops flow into storm drains which direct flows into local streams. In response to these heavy volumes of water, stream banks erode, trees along streams are uprooted, aquatic life suffers, and water quality is degraded. The problem is not caused solely by Forest Glen; rather, in the case of lower Rock Creek and Sligo Creek, it is generally a watershed-wide concern. The effects of suburban and urban growth can be seen in both streams within Forest Glen.

In response to a continual decline in water quality and habitat, the County developed Executive Regulations for stormwater management in the early 1980s. Today, all new development is required to submit stormwater management plans to the Montgomery County Department of Environmental Protection (DEP) for review and approval prior to construction. On-site quality and quantity controls and/or a contribution to the DEP waiver program are often used to meet the requirements of the Regulations.

**This Plan recognizes the need to protect and improve**

**water quality in the Rock Creek and Sligo Creek watersheds.** In addition to on-site controls, DEP, in conjunction with other agencies including M-NCPPC, investigates other ways to improve aquatic environments. A DEP contract study of stream erosion and aquatic habitat degradation in the Rock Creek watershed is to be completed in early 1996. This study will prioritize the severity of observed problems and identify potential sites for retrofit projects and stream channel enhancements. DEP will take the results of this study and conduct modeling assessments on the effectiveness and impacts of remediation alternatives. As part of this assessment, DEP will establish a public outreach program to work with residents of the watershed to establish watershed protection goals and evaluate the alternatives for meeting these goals. The resultant product will be a Watershed Restoration Action Plan which identifies a series of capital projects, operating programs, public education, and volunteer initiatives which the County proposes to undertake to improve water quality and stream habitat conditions in Rock Creek.

In Sligo Creek, a recently completed watershed study identified a number of potential sites for retrofits and stream enhancements. Over \$2 million were spent to control water quantity and improve the water quality and aquatic habitat in the Sligo Creek. One innovative project, the Wheaton Branch stormwater management retrofit project, immediately north of the Sector Plan area, allows this tributary of Sligo Creek to support a variety of species that were not able to survive previously due to severely degraded conditions. The County will continue to address stormwater issues relating to new development. Due to the limited amount of developable land remaining in the Sector Plan area, future efforts to improve habitat quality will focus on retrofits to existing stormwater management facilities, storm drainage outfalls, and the addition of new stormwater controls and stream restoration projects where feasible and beneficial to the overall stream environment.

**OBJECTIVE A:**

*Protect existing water quality from the effects of new development.*

- Support the Executive Regulations for stormwater management and the DEP's efforts to implement those Regulations.
- Support County efforts to implement feasible and desirable projects and programs to maintain and improve stream quality and habitat conditions in Rock Creek and Sligo Creek.

**OBJECTIVE B:**

*Improve existing water quality within Rock Creek and Sligo Creek.*

- Support the ongoing studies to identify stormwater management retrofit sites and stream channel improvement opportunities within Rock Creek and Sligo Creek.

**C. Noise**

Forest Glen is located at one of the busiest intersections in the Washington Metropolitan Area, the Capital Beltway (I-495) and Georgia Avenue. The noise associated with traffic in that area is a major concern. Extended exposure to noise levels at or above 70 DBA Ldn have been shown to have adverse psychological effects on humans.

**A goal of this Plan is to protect the residents of Forest Glen from exposure to harmful noise levels.** The Environmental Planning Division of the Montgomery Planning Department has developed guidelines which set 65 DBA Ldn as an attainable goal for residential noise exposure.

**OBJECTIVE A:**

*Avoid exposure of new residential development to outdoor noise levels higher than 65 DBA Ldn.*

- Consider noise compatible (i.e., nonresidential) land uses, including open space and special exceptions, along Georgia Avenue for vacant and re-developable parcels in high noise areas. Non-residential uses along Georgia Avenue should be permitted only in residential-looking structures in order to maintain consistency with the Green Corridors Policy and the land use recommendations of this Plan.
- If residential uses are desirable in high noise areas, land should be dedicated by the developer for the construction of noise attenuation devices consistent with the Green Corridors Policy.
- If other means of attenuating noise are infeasible, acoustically treated windows and noise sensitive site design standards should be incorporated into new residential development in high noise areas.

**OBJECTIVE B:**

*Reduce excessive noise levels affecting existing residential units.*

- If road improvements occur, sufficient area should be dedicated for the construction of noise attenuation berms, walls, or fences, where possible. This is particularly true for the proposed reconfiguration of the interchange of Georgia Avenue at the Capital Beltway.

## D. Air Quality

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

In order to conform to the federal ozone standard, the Metropolitan Washington Air Quality Committee has recommended the reduction of mobile source emissions from single occupancy vehicles. This will be the most likely remediation measure affecting Forest Glen. This Plan recognizes the intent of the Clean Air Act Amendments of 1990 and the need to protect the residents of Forest Glen from degraded air quality.

### OBJECTIVE:

*Reduce ozone and other forms of air pollution within the sector plan area.*

- Support measures intended to reduce the use of single occupancy vehicles by encouraging alternative forms of transportation (e.g., transit, bicycling, walking). (See the Transportation chapter in this Plan.)
- Support land use patterns intended to facilitate the use of transit.

## E. Importance of Individual Action

Individuals can do a great deal to improve the water quality of their local streams. Judicious use of fertilizers and pesticides, reporting hazardous spills and illegal dumping activities into the storm drain system, and planting trees along streambanks can all significantly improve existing water quality.

Community initiatives are extremely important to the prevention of sudden flooding and erosion problems. Trash, fallen leaves and tree limbs frequently block storm drain inlets and can even block large streams. Stormwater conveyance systems must be kept open at all times. Residents can help prevent problems by collecting and removing leaves and other yard trim, by not dumping trash, household items, or Christmas trees in or near streams, and by performing periodic visual inspections of local storm drain inlets.

Residents can follow the recommendations within the "Chesapeake Bay Community Action Guide: A Step-By-Step Guide to Improving the Environment in Your Neighborhood," or the "Bay Book: A Guide to Reducing Water Pollution at Home." Many local non-profit groups organize neighborhood efforts to monitor and restore water quality and habitat.

This Plan recognizes the need to develop and support citizen participation activities that might help achieve the objective cited below.

### OBJECTIVE:

#### *Community Action to Restore the Environment*

- The County should continue to provide environmental education programs for residents, in areas such as proper use of fertilizers and pesticides, yard trim recycling, and proper use of stream buffers and other natural areas.
- Community groups should be encouraged to volunteer for projects such as stream restoration, reforestation, park clean-up, homeowner education on recycling, and proper trash disposal.
- The County and M-NCPPC should continue to provide opportunities and programs to assist in community projects.

# *Implementation*

## **A. Zoning**

Following County Council approval and M-NCPPC adoption of the Sector Plan, the Planning Board will file a Sectional Map Amendment with the County Council to implement the zoning recommendations of this Plan.

## **B. Special Studies**

This Plan recommends a future study of the Montgomery Hills retail area to determine how it can be enhanced to function as a center serving the surrounding residential neighborhoods in both North Silver Spring and Forest Glen.

This Plan also recommends that the State Highway Administration study alternative ways to address safety concerns on Georgia Avenue.

## **C. Green Corridors**

This Plan proposes that the State undertake a retrofit project to provide extensive landscaping along Georgia Avenue within the State's right-of-way. Five feet of additional right-of-way should be acquired in order to provide a landscaped panel along the sidewalk. In addition, the State and County should consider providing incentives (e.g., the contribution of planting materials by the Parks Department) to encourage property owners along Georgia Avenue to landscape their front yards.

## **D. Staging**

Zoning controls the end state of development. All capital facilities needed for a particular development are not programmed simultaneously. How much development can be

# Recommended Transportation Improvements

Table E

| Project Description |   |
|---------------------|---|
| HIGHWAYS            | <ol style="list-style-type: none"> <li>1. Study installation of a traffic signal at Belvedere Boulevard and Georgia Avenue</li> <li>2. Study elimination of the median breaks at unsignalized intersections along Georgia Avenue</li> <li>3. Extend merge lane on northbound Georgia Avenue north of Forest Glen Road</li> </ol>  |
| LOCAL STREETS       | <ol style="list-style-type: none"> <li>1. At time of Freeman Property development, build a connection through the Freeman Property between Forest Glen Road and Arthur Avenue</li> <li>2. Study and implement, if feasible, the restriction of Rosensteel Avenue and Hollow Glen Place to one way northbound along the first block north of Forest Glen Road</li> <li>3. Study and implement provisions to limit cut-through traffic in Forest Glen neighborhoods</li> <li>4. Abandon Woodland Drive north of August Drive</li> <li>5. Dedicate to Getty Park the right-of-way for Belvedere Boulevard between Georgia Avenue and Woodland Drive</li> </ol> |
| INTERSECTIONS       | <ol style="list-style-type: none"> <li>1. Widen the intersection of Georgia Avenue and Forest Glen Road to provide exclusive left-turn lanes and a wider median on Georgia Avenue</li> <li>2. Reconstruct the I-495/Georgia Avenue interchange to enhance safety</li> <li>3. Study and implement better signs and signal timing for the intersection of Georgia Avenue and Forest Glen Road</li> </ol>  |

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## Recommended Transportation Improvements (cont.)

Table E

| Project Description      |   |
|--------------------------|---|
| BIKEWAYS (See Figure 17) |   |
| Class I Bikeways         | <p>Forest Glen Road between Sligo Creek Trail and Forest Glen Metrorail station (4,200 linear feet)</p> <p>Segment A: South side Forest Glen Road from Sligo Creek Trail to Georgia Avenue (2,900 linear feet)</p> <p>Segment B: North side Forest Glen Road from Belvedere Place to Georgia Avenue (1,300 linear feet)</p> <p>Within General Getty Park connecting to Woodland Drive and Georgia Avenue (45 linear feet) and connecting the two existing sections of Woodland Drive (50 feet)</p> <p>Between Sligo Creek Park and Dameron Drive (200 linear feet)</p> <p>Glen Avenue between Forest Glen Road and sector plan boundary (800 linear feet)</p> <p>Georgia Avenue (west side) between the Forest Glen Metrorail station and Montgomery Hills/</p> |
| Class II Bikeways        | <p>A connection between Belvedere Place and Arthur Avenue if the Freeman Property is developed (800 linear feet); may be considered for Class III</p> <p>Sligo Creek Parkway between northern sector plan boundary and the Capital Beltway (3,000 linear feet)</p>  |
| Class III Bikeways       | <p>Dameron Drive between Belvedere Boulevard and Forest Glen Road</p> <p>Forest Grove Drive between the northern sector plan boundary and Forest Glen Road</p> <p>Woodland Drive between Medical Park Drive and Forest Glen Road</p> <p>Belvedere Boulevard between Dameron Drive and Woodland Drive</p> <p>Belvedere Boulevard from Georgia Avenue to Greeley Avenue (at such time as the Georgia Avenue/Belvedere Boulevard intersection is signalized)</p> <p>Forest Glen Road between Belvedere Place and Seminary Road/Capitol View Avenue</p> <p>Churchill Road between Greeley Avenue and the McKenney Hills Park; Greeley Avenue from Churchill Road to Arthur Avenue</p>   |

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## Recommended Transportation Improvements (cont.)

Table E

| Project Description           |   |
|-------------------------------|---|
| SIDEWALKS (See Figure 20)     |   |
| <i>East of Georgia Avenue</i> | <ol style="list-style-type: none"> <li>1. North side of Forest Glen Road between Sligo Creek Park and Woodland Drive (2,800 Linear feet)</li> <li>2. Both sides of Dameron Drive north of Forest Glen Road (1,100 linear feet)</li> <li>3. Both sides of Forest Grove Drive north of Forest Glen Road (1,000 linear feet)</li> <li>4. Both sides of Belvedere Boulevard between Dameron Drive and Woodland Drive (1,450 linear feet)</li> <li>5. West side of Woodland Drive between Belvedere Boulevard and Tilton Drive (250 linear feet)</li> <li>6. Pedestrian path between Medical Park Drive and the Everest Street/Brisbane Street intersection (200 linear feet)</li> </ol>   |
| <i>West of Georgia Avenue</i> | <ol style="list-style-type: none"> <li>1. North side of Forest Glen Road between Belvedere Place and Hollow Glen Place (1,500 linear feet)</li> <li>2. Improve existing sidewalk on the south side of Forest Glen Road between Forest Glen Court and Seminary Road (2,000 linear feet)</li> <li>3. Both sides of Belvedere Boulevard between McKenney Avenue and Greeley Avenue (700 linear feet)</li> <li>4. North side of Hildarose Drive between Georgia Avenue and McKenney Avenue (500 linear feet)</li> <li>5. East side of Greeley Avenue between Hildarose Drive and Belvedere Boulevard (350 linear feet)</li> <li>6. South side of Arthur Avenue between McKenney Avenue and Gardiner Avenue (950 linear feet)</li> <li>7. East side of Gardiner Avenue between Churchill Road and Kimball Place (1,800 linear feet)</li> <li>8. North side of Kimball Place between Gardiner Avenue and Caney Place (150 linear feet)</li> <li>9. East side of Caney Place between Kimball Place and Forest Glen Road (400 linear feet)</li> </ol> |

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## Recommended Transportation Improvements (cont.)

Table E

| Project Description |   |
|---------------------|---|
|                     | 10. East side of McMillan Avenue between the terminus on the north and Holman Avenue (500 linear feet); connect to right-of-way between Holman Avenue and Gardiner Avenue (200 linear feet) |
|                     | 11. West side of Hollow Glen Place between Holman Avenue and Forest Glen Road (750 linear feet)   |
|                     | 12. Both sides of one block of Elkton Avenue just south of Forest Glen Road (250 linear feet)   |
|                     | 13. South side of Ellis Street between Elkton Avenue and Coleridge Drive (650 linear feet)  |
|                     | 14. North side of Coleridge Drive between Forest Glen Park and Ellis Street (750 linear feet)   |
|                     | 15. Asphalt sidewalk in street right-of-way north of McMillan Avenue (300 linear feet)  |
|                     | 16. Both sides of Greeley Avenue extended if the Freeman Property develops (800 linear feet)  |
|                     | 17. West side of Georgia Avenue between the Forest Glen Metrorail station and Montgomery Hills  |
| STREETSCAPING       | Georgia Avenue (3,500 linear feet)<br>Forest Glen Road - east side (1,600 linear feet)<br>Forest Glen Road - west side (1,300 linear feet)  |

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accommodated by the CIP in any given year is determined by the Annual Growth Policy (AGP) report. The AGP establishes the transportation service levels deemed acceptable by the County Council. This Plan defers to the AGP as to when and how much additional growth can be accommodated. In addition, new project plans and preliminary plans will be tested to ensure that a tolerable level of service is maintained within the immediate area of the development.

Given the critical and unique health service provided by Holy Cross Hospital and the lack of space for roadway transportation improvements at Georgia Avenue and Forest Glen Road, the Land Use and Zoning chapter of this Plan recommends that the addition of 80,000 square feet to the hospital, within the existing hospital site as described in the Land Use and Zoning chapter, along with trip mitigation consistent with the hospital's 1993 special exception and the capacity improvements recommended herein, will be considered tolerable.



NO. 13-640

INTRODUCED: JULY 30, 1996

ADOPTED: JULY 30, 1996

# *Resolution*

Resolution No: 13-640  
 Introduced: July 30, 1996  
 Adopted: July 30, 1996

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: Approval of Planning Board (Final) Draft Forest Glen Sector Plan

Background

1. On December 7, 1995, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Forest Glen Sector Plan.
2. The Planning Board (Final) Draft Sector Plan amends the Approved and Adopted Sector Plan for the Forest Glen Transit Impact Area and Vicinity, dated July 1978.
3. On February 9, 1996, the County Executive transmitted to the District Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft Forest Glen Sector Plan.
4. On March 19, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft Forest Glen Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 10, 1996, the Planning, Housing, and Economic Development Committee held a worksession to review the issues raised in connection with the Planning Board (Final) Draft Forest Glen Sector Plan.
6. On July 2, 1996, the County Council reviewed the Planning Board (Final) Draft Forest Glen Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

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

The Planning Board (Final) Draft Forest Glen Sector Plan, dated December 1995, is approved with revisions. Council revisions to the Planning Board (Final) Draft Forest Glen Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

1. On page i add to the third paragraph the following sentence:

Master plans generally look ahead to a time horizon of about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. Although master plans make land use or zoning recommendations that are intended to be long-term, the County Council has the ability to modify these recommendations at any time in the future; therefore no land use or zoning designation should be considered permanent. Moreover, [I] it is recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on.

2. On page 13, modify the 5th paragraph, 2nd sentence, as follows:

This Plan envisions Georgia Avenue as a landscaped corridor with safer sidewalks[,] and crosswalks[,] and bicycle paths].

3. On page 14, delete the words "Staff Draft" under the fourth paragraph of "Planning Goals."
4. On page 17, modify the 5th paragraph, 3rd sentence, as follows:

"At the same time, [Holy Cross Hospital expansion plans as a source of concern to] the residents of the surrounding neighborhoods are concerned about potential expansions of the hospital. The hospital exists as a special exception use in a residential area. Many of the residents consider [the hospital's expansions plans] any potential expansion of the hospital to be a threat to the stability of their neighborhood. While the neighborhood has supported some expansion of the hospital, certain [M]odifications to the hospital's original special exception have been greeted with suspicion and, in many cases active opposition. These concerns must be balanced with the County's interest in seeing Holy Cross remain an economically viable provider of health care services that can adjust to meet the rapidly changing economic and regulatory environment for health care."

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5. On page 17 change the second sentence in the last paragraph as follows:

"[Since] Between 1967 and 1984 the Hospital [or organizations associated with the Hospital have] acquired a significant number of houses to the west and north of the hospital."

6. On page 22, revise Figure 9 to reflect the Council's zoning decisions on the Freeman and WMATA properties.
7. On page 23 change the legend on Figure 10 to reflect the comment above.
8. Replace all of page 24 with the following text:

At the time the 1978 Forest Glen Sector Plan was approved Holy Cross Hospital did not indicate any need for expansion and the Plan expressly limited Holy Cross to its current campus for any additional hospital related activity. During the preparation of this Sector Plan, the Hospital indicated the potential need to build a new facility for outpatient services and specialists' offices and their desire that the residentially developed property owned by the hospital between Dameron Drive and Saxony Road should be available for that purpose.

An evaluation of any possible expansion requires a careful balancing of the potential benefits (for example, an improvement in the quality and cost of health care services delivered to County residents, and the long-term survival of the hospital) and the potential negative impacts (for example, the destabilizing effect on adjoining neighborhoods of hospital expansion beyond the existing campus). A significant problem in evaluating this issue is that the health care industry is undergoing rapid change. Holy Cross Hospital understandably wishes to maximize the flexibility to respond to these changes. It is difficult to predict Holy Cross's exact physical development needs over the 20-year horizon of the Sector Plan. For the Hospital to remain competitive over the long term it appears that some changes and/or expansion may be needed, especially due to the many changes in the health care field. There are some constraints on the existing campus (e.g., limited unoccupied space in the rear of the hospital between the current building and the Beltway and the Hospital's current desire to maintain land on the east side of the campus for expansion of technological medical services).

While this Plan recognizes the County-wide value of Holy Cross Hospital, neighborhood preservation is also a paramount concern, including both the stability of residential areas and the continued viability of existing medical office space. As much as the hospital desires to preserve its flexibility, the surrounding neighborhoods desire certainty regarding the extent of potential expansion by the hospital. Nearby medical facilities are also concerned about their future economic viability if Holy Cross expands.

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- In an effort to strike a balance between neighborhood stability and the flexibility needed in order for Holy Cross Hospital to provide quality health care into the future, this Plan limits future development of health-related facilities to the existing campus of Holy Cross Hospital while also providing some flexibility and support for the hospital to develop additional facilities within the campus. This Plan supports the development of additional facilities of up to 80,000 square feet (plus additional parking) on the campus for medical office, medical clinic and other health related uses. The Plan does not support an expansion beyond the existing campus because it may affect the stability of the existing residential community. This Plan encourages Holy Cross to examine alternatives that will minimize negative impacts on the surrounding residential community and existing medical office space in Forest Glen. For example, Holy Cross may wish to locate satellite facilities at appropriate locations elsewhere in the County. Furthermore, this Plan asserts that the hospital has an obligation, by virtue of its presence within this residential community, to take any and all appropriate steps to ensure the long-term residential stability of this area, by limiting expansion to the current hospital campus and by having additional development on the campus be compatible with adjacent residences.
9. Delete the line at the top of page 25 which reads "*Finally, if, prior to the approval of this Plan by the County Council, Holy Cross is able to provide significant new information regarding the size, design, function, impacts and/or locations of the facilities which they propose to construct, then the County Council should remand the Plan to the Planning Board for further analysis.*"
10. Modify the first bullet on page 25 as follows:
- Development will be on the existing campus only[, as required by the restrictions in the 1978 Sector Plan for the Forest Glen Transit Area and Vicinity].
11. Modify the second bullet on page 25 of the Plan as follows:
- The building(s) may contain up to 80,000 square feet and additional parking associated with the facility.
12. The second sentence of the fourth bullet on page 25 should be changed as follows:
- ....[Minor a] Adjustments to the scenic easement (or removing the easement altogether) may be permitted in order to lower the height of the buildings [and reduce the visual impact on the park] or otherwise reduce the impact of a hospital expansion on the surrounding neighborhood.

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13. The fifth bullet on page 25 should be changed as follows:

- [The bulk of additional parking should be located within a structure on the east side of the site adjacent to Sligo Creek Park. The structure should be designed] Additional parking should be located on the existing hospital campus (or in satellite facilities located in non-residential areas) and designed as efficiently as possible to minimize its height and visual impact [on the park] on the surrounding neighborhoods, also taking into account factors such as Holy Cross's needs for technological expansion and concerns about emergency room access.

14. On page 25, delete the sixth bullet which refers to an overlay zone.

15. Modify the diagram on page 26 to eliminate diagrams of potential parking locations.

16. On page 27, modify Objective C, third bullet to read:

- Maximize the public open space at Getty Park. The existing public right-of-way for the extension of Belvedere Boulevard between Georgia Avenue and Woodland Avenue should be dedicated to Getty Park at such time as [either] one of the [preferred] alternatives [to extending Belvedere Boulevard from Woodland Drive to Georgia Avenue] in this Plan for Georgia Avenue between Forest Glen Road and Dennis Avenue is implemented (See Chapter IV, Part A, Objective B).

17. On page 27, modify Objective C, fourth bullet, first sentence to read:

- The portion of Woodland Drive north of August Drive should also be abandoned at such time as [either] one of the [preferred] alternatives [to extending Belvedere Boulevard] in this Plan for Georgia Avenue between Forest Glen Road and Dennis Avenue is implemented (see Chapter IV, Part A, Objective B).

18. On page 29, in the last bullet, delete the sentence that reads:

[It also confirms the 1978 Sector Plan alternative recommendation for development under PD (Planned Development) zoning at a density of 9-25 units per acre except for the portion of the site recommended for R-60.]

and replace with:

The entire property is also suitable for development under the PD (Planned Development) zone at a density of 18 units per acre. Additional density may be appropriate if all additional units are Moderately Priced Dwelling Units (MPDUs).

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19. On page 30, add to the end of the first paragraph:

No commercial development should be permitted on this property, except day care.

20. On page 30, modify the second paragraph as shown:

Compatibility should be provided through appropriate transitions between Americana Finnmark and the existing single-family detached homes to the west. If developed under the PD zone, the 1.8-acre portion of the Freeman property currently zoned R-60 should be developed with single-family detached homes at a density no greater than would otherwise be allowed in the R-60 zone (or used as open space).

21. Change the last sentence on page 30 (referring to the WMATA property) as follows:

This Plan also recommends, as an alternative, development under PD (Planned Development) zoning at a density of [9-25] 18 units per acre. Additional density may be appropriate if all additional units are MPDUs.

22. On page 36, change the fourth full paragraph, second sentence to read:

[With the exception of Forest Glen Road from Seminary Road to Caney Place, t]This Sector Plan reaffirms...

23. On page 37, change the following lines in Table A:

|                  |                           |   |                        |                 |
|------------------|---------------------------|---|------------------------|-----------------|
| F-8              | Capital Beltway (I-495)   | Seminary Road to Sligo Creek                            | [Variable] <u>200'</u> | 8 lanes divided |
| M-8              | Georgia Avenue (MD 97)    | Sector Plan boundary line to Capital Beltway            | [120'] <u>110'</u>     | 6 lanes divided |
| A-57             | Forest Glen Road (MD 192) | Seminary Road to Belvedere Place                        | <u>80'</u>             | <u>2 lanes</u>  |
| A-57             | Forest Glen Road (MD 192) | [Caney Place] <u>Belvedere Place</u> to Woodland Drive  | 80'                    | 4 lanes         |
| [P-18]           | Forest Glen Road          | Seminary Place to Caney Place                           | 70'                    | 36')            |
| P-[19] <u>16</u> | Forest Grove [Road] Drive | Sector Plan boundary line to Forest Glen Road           | 70'                    | 36'             |
| P-[21] <u>18</u> | Gardiner Avenue           | [Arthur Avenue] <u>Hildarose Drive</u> to Dexter Avenue | 70'                    | 36'             |
| P-[20] <u>19</u> | Hildarose Drive           | Georgia Avenue to Gardiner Avenue                       | 70'                    | 36'             |

\*\*[Pavement width and/or number of lanes may vary at intersection approaches.] The number of lanes are the planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

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24. On pages 36, 40-41, delete all four paragraphs beginning with the bullet "Eliminate existing unsignalized median breaks to provide safer left turns along Georgia Avenue" and replace with the following:

• Studying safety improvements on Georgia Avenue north of Forest Glen Road.

This short stretch of Georgia Avenue has had a history of numerous traffic accidents, with a majority occurring due to left turn movements. The State Highway Administration and the Department of Public Works and Transportation should study alternative ways to address this safety problem, including: closing the medians at Finnmark, Hildarose Drive, and Dexter Avenue with a signal at Belvedere Boulevard; closing the same medians but with no signal at Belvedere Boulevard; leaving the medians open with a signal at Belvedere Boulevard, and leaving the medians open with no signal but with turn bays leading up to each median break. Any recommended option must be reviewed and approved by the County Council before implementation. The selected option must not generate significant additional traffic on secondary residential streets, and must include measures to protect such streets (particularly narrow streets such as Arthur Avenue) from commuter traffic.

25. On page 42, Objective B, first bullet, change to read:

[Create] Study a three-way signalized intersection ...

26. On page 42, Objective B, first paragraph, first sentence, change to read:

This Plan recommends retaining the traffic signal at August Drive and [adding] studying a second signal at Belvedere Boulevard ...

27. On page 42, Objective B, first and second paragraphs, replace "will" with "could" (several instances). Change fifth sentence to read:

The signal [will] could provide a protected left turn for [an existing Ride-On bus route and several] a school bus route[s] as well as individual motorists.

28. On page 43, first paragraph, first and second sentences, change to read:

In the process of [developing this recommendation] studying this problem, many different alternatives were considered. [In addition to the recommended alternative described under Objective A, t]Two primary alternatives are worth mentioning.

29. On page 45, Objective D, first paragraph, second sentence, change to read:

The congestion standard [at this intersection, necessary to ensure future adjacent development does not overwhelm the local transportation network, is a critical lane volume (CLV) of 1,600] for this intersection is that established in the most current Annual Growth Policy.

30. On page 45, Objective D, delete second paragraph and replace with the following:

1. One lane should be added on both northbound and southbound Georgia Avenue exclusively for left turn movements at all times.
2. An additional left-turn lane on the eastbound and westbound approaches of Forest Glen Road to Georgia Avenue ultimately may be necessary, but they should be implemented only if warranted after the reconfiguration of the Beltway/Georgia Avenue interchange is completed.

31. On page 47, delete Figure 16.

32. On page 48, second paragraph, change to read:

The opportunity for safe pedestrian crossings at this intersection is vital for the residents and the institutions in Forest Glen. [Other recommended modifications include] To provide for better pedestrian safety, this Plan recommends expansion of the median to 10 feet on the north side of the intersection.

33. On pages 48-50, delete the bulleted section entitled "Limit access to and from the Forest Glen Medical Center at Forest Glen Road" and delete Figure 17.

34. On page 53, Objective A, second paragraph, second sentence, change to read:

Currently, Holy Cross Hospital uses a number of measures to encourage its employees to use transit, including: [charging employees for parking.] subsidizing transit users, coordinating a ridesharing program [that arranges vanpools for employees living near one another], providing preferential parking for carpools, and providing a free shuttle for Metrorail users.

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35. On page 54, Objective A, add a second bullet and paragraph as follows, and include a new figure (Figure 'X', see below) describing the hiker-biker bridge over the Beltway ramps:

• **Implement a hiker-biker path connection to Montgomery Hills**

This Plan recommends providing a safe and exclusive hiker-biker path between the Forest Glen Metrorail Station and the Montgomery Hills shopping area south of the Capital Beltway. This path would be along the west side of Georgia Avenue and would be elevated over the ramps between southbound Georgia Avenue and the Beltway. The hiker-biker path and bridge would allow Forest Glen residents easy pedestrian and bicycle access to retail. It would also enable the residents of Montgomery Hills to walk and bike to the Forest Glen Metrorail Station. (See Figure 'X').

36. On page 55, Figure 19 and on page 59, Figure 21: show proposed hiker-biker connection between Forest Glen Metrorail Station and Montgomery Hills.

37. On page 55, Figure 19 should show the bikeway along Belvedere Boulevard as follows: as a Class 3 bikeway from Dameron Drive to Getty Park; as a Class 1 bikeway from Getty Park to Georgia Avenue; and crossing Georgia Avenue and continuing as a Class 3 bikeway from Georgia Avenue to Greeley Avenue at such time as the Georgia Avenue/Belvedere Boulevard intersection is signalized.

38. On page 56, Table B, 'Class I Bikeways', add the following lines:

|   |  |
|---|--|
| <u>Georgia Avenue between Forest Glen Road and Montgomery Hills</u> | <u>Access to Forest Glen Metrorail Station from Montgomery Hills/North Woodside residential neighborhoods and to Montgomery Hills commercial area from Forest Glen</u> |
|---|--|

|  |                                   |
|--|-----------------------------------|
| <u>Between Sligo Creek Park and Sector Plan boundary (Dennis Stormwater Management Facility Trail)</u> | <u>Access to Sligo Creek Park</u> |
|--|-----------------------------------|

39. On page 56, Table B, 'Class II Bikeways,' change the following line:

|  |  |
|--|--|
| <u>The connection between [Belvedere Place] Forest Glen Road and Arthur Avenue if the Freeman Property is developed.</u> | <u>The decision regarding its classification would depend on the configuration of the street and adjacent properties; may be considered for Class III.</u> |
|--|--|

40. On page 57, Table B, 'Class III Bikeways,' change the following lines:

|  |   |
|--|---|
| <u>Belvedere Boulevard between Dameron Drive and [Greeley Avenue] Woodland Drive</u> | <u>Access to Sligo Creek Trail and General Getty Park</u> |
|--|---|

|  |   |
|--|---|
| <u>Belvedere Boulevard from Georgia Avenue to Greeley Avenue</u> | <u>Only at such time as the Georgia Avenue/Belvedere Boulevard intersection is signalized</u> |
|--|---|

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41. On page 59, revise Figure 21 to show sidewalks on both sides of Forest Grove Drive between Belvedere Boulevard and Dublin Drive.

42. On page 60, Table C, add the following line:

|   |  |
|---|--|
| <u>Georgia Avenue between Forest Glen Road and Montgomery Hills</u> | <u>Access to Forest Glen Metrorail Station from Montgomery Hills/North Woodside residential neighborhoods and to Montgomery Hills commercial area from Forest Glen</u> |
|---|--|

43. On page 63, delete item (2)(a) and add the following line under (2)(b).

Part of Class I Forest Glen--Rock Creek Trail from Forest Glen Road to Seminary Road via Coleridge Drive, Forest Glen Neighborhood Park.

44. On page 66, Objective B, second bullet, second sentence, change to read:

Continuous [pedestrian] sidewalks and [bike paths] **a bikeway** along Belvedere Boulevard, ...

45. On page 69, Figure 23, show Woodland Drive between Belvedere Boulevard and Forest Glen Road as an 'important neighborhood linkage,' and extend Forest Glen Road as a 'main street' to Seminary Road.

46. On page 89, add a second sentence under Special Studies:

This Plan also recommends that the State Highway Administration study alternative ways to address the safety problem on Georgia Avenue.

47. On page 91, under 'Class I Bikeways,' add the following line:

Georgia Avenue (west side) between Forest Glen Metrorail Station and Montgomery Hills

48. On page 92, under 'West of Georgia Avenue,' add the following line:

17. West side of Georgia Avenue between Forest Glen Metrorail Station and Montgomery Hills

General

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Forest Glen Sector Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Forest Glen Sector Plan, dated December 1995.

This is a correct copy of Council action.

*Mary A. Edgar*  
 Mary A. Edgar, *CDC*  
 Secretary of the Council

# Resolution

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to a General Plan for 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 law, held a duly advertised public hearing on July 27, 1995, on the Public Hearing (Preliminary) Draft Forest Glen Sector Plan Amendment; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; the 1978 Approved and Adopted Sector Plan for the Forest Glen Transit Impact Area and Vicinity; the 1989 Approved and Adopted Plan for the Communities of Kensington-Wheaton; the 1982 Approved and Adopted Sector Plan for Capitol View and Vicinity; and the Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearings and due deliberation and consideration, on December 7, 1995, approved the Planning Board (Final) Draft of the Proposed Plan, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Forest Glen Sector Plan Amendment and forwarded those recommendations to the District Council on February 12, 1996, and

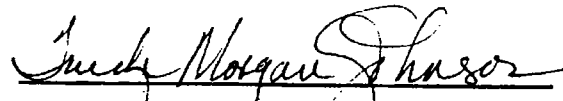
WHEREAS, the District Council, on July 30, 1996, approved the Planning Board (Final) Draft Forest Glen Sector Plan Amendment with revisions; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Forest Glen Sector Plan Amendment, together with the General Plan, for the Physical Development of the Maryland-Washington Regional District as amended; and Master Plan of Highways within Montgomery County as amended; and as approved by the District Council in the attached Resolution No. 13-640; and

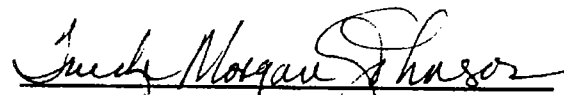
BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\*\*\*\*\*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Richardson, with Commissioners Hussmann, Baptiste, Richardson, Holmes, and Aron voting in favor of the motion at its regular meeting held on Thursday, September 12, 1996, in Silver Spring, Maryland

  
 Trudye Morgan Johnson  
 Executive Director

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner McNeill, with Commissioners Baptiste, Brown, Dabney, Hewlett, Holmes, Hussmann, McNeill, and Richardson voting in favor of the motion, and with Commissioners Aron and Boone being absent at its regular meeting held on Wednesday, September 18, 1996 in Mitchellville, Maryland.

  
 Trudye Morgan Johnson  
 Executive Director