

**Glenmont Community Visioning Workshop #1
Breakout Group Discussion Notes – SUMMARY**

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

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

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

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

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

- Development near Metro
 - Mixed-use
 - Housing for a variety of incomes and ages
 - Retail and restaurant destinations
 - Neighborhood support services and amenities, including farmers market, hotel, daycare, community center, entertainment
- Improved pedestrian access to Metro (adequate pedestrian crossings, lighting)

- Bicycle facilities that include routes to the Metro, bike storage/lockers, bike-sharing stations
- Transit connections to/from Metro (community circulator shuttle; increased bus routes to neighborhoods; expanded service to BWI, ICC, and NIH)

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

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

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

- Improved pedestrian connections to:
 - Nearby parks (Wheaton Regional Park, Glenfield Park, Brookside Gardens)
 - Metro
 - Glenmont Shopping Center
 - Winexburg Manor, Privacy World and surrounding residential neighborhoods
- Improved bicycle facilities along:
 - Georgia Avenue
 - Layhill Road
 - Randolph Road
 - Glenallan Avenue
 - Residential side streets
- Intersection improvements at:
 - Glenmont Circle at Randolph Road to address police response issues
 - Crosswalk at Heurich Road and Randolph Road
 - Glenmont Village entrance
 - Glenallan Avenue at Metro access road
- Improved bike and pedestrian crossings at/to:
 - Randolph Road at Livingston Street
 - Randolph Road at Judson Road
 - Layhill Road at Glenmont Shopping Center (possibly pedestrian-activated)
 - Georgia Avenue at Sheraton Street
 - Pedestrian connectivity at Randolph Road and Georgia Avenue intersection (potentially a pedestrian bridge)
 - Wheaton library
 - Metro from surrounding residential neighborhoods

- Streetscape improvements (multimodal accessibility, bicycle facilities, pedestrian facilities, street trees, landscaping, street lighting) along Georgia Avenue and Randolph Road
- Signage/Wayfinding
 - Better signage to direct people to Metro
- Development opportunities
 - Mixed-use development that would step-down to surrounding neighborhoods
 - Hotels within proximity of the Metro
 - More employment/office opportunities
 - Prefer condominium, townhouse and affordable single-family residential development
 - Neighborhood services (professional offices, daycare facilities, small-scale retail)
 - Development that is similar to the Rockville Town Center
 - Encourage low to moderate building heights instead of high-rise development
 - Reconsider height and uses within Privacy World redevelopment proposal
- Community facilities
 - Community gathering places (indoor and outdoor)
 - Improve facilities at Saddlebrook Park
 - Better identification of existing community facilities
 - Establish a park or community facility on the County-owned parcel at the intersection of Randolph Road and Georgia Avenue
 - Dog park
 - Extend Glenmont Greenway south of Randolph Road
- Community branding/identification
 - Define Glenmont's identity with a focal point/community core
 - Use water tower for community identification purposes (paint it)
 - Install gateway treatments and other methods of community identification throughout the community
 - Improve the visual appearance and quality of area (remove litter)
- Transit
 - Consider establishing a circulator bus to serve community
 - Consider bus connectivity to Brookside Gardens
- Traffic / Roads
 - Glenmont Circle reconfiguration concerns
 - Repave roads and fix potholes
 - Restrict right-turn movements at certain intersections to improve safety of pedestrian movement
 - Improve conflicting vehicular and pedestrian movement at the intersection of Layhill Road and Georgia Avenue
 - Address traffic impacts related to the Georgia Avenue/Randolph Road intersection
 - Improve vehicular access to/from the Metro station and new parking garage
 - Control/reduce the speed of traffic (traffic calming measures)
- Crime
 - Improve the safety of pedestrians (Glenmont Shopping Center, condominium developments, Layhill Triangle)
 - Increase the visibility of police officers in the community
 - Install pedestrian lighting

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

The Glenmont of the future will be a transit-oriented area. A compact mixed-use center will be the focus of community activity and will establish a sense of place. New development will be concentrated around the new Metro station. Existing neighborhoods with single-family homes surrounding the new development will be preserved and protected.

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

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