

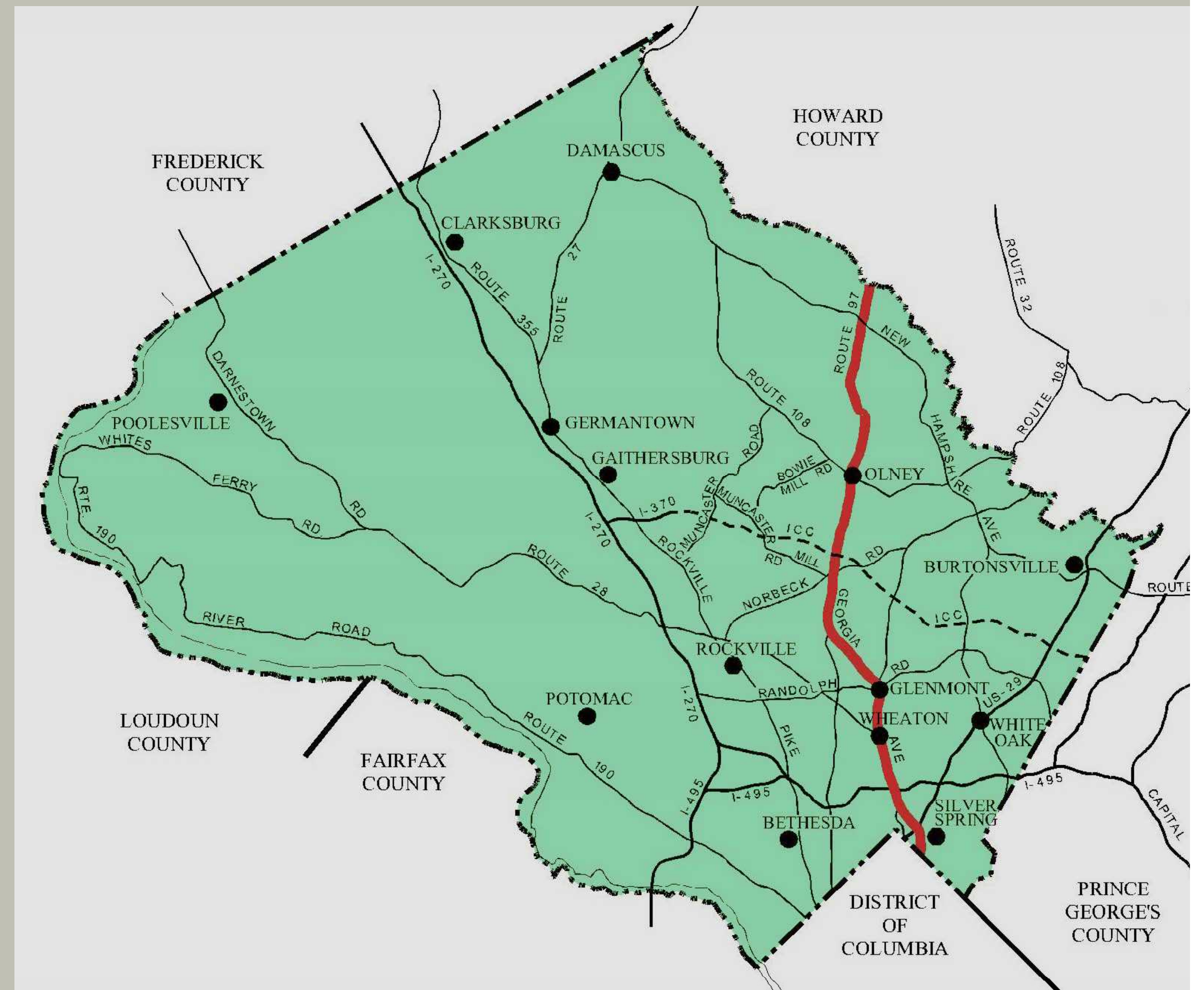
GEORGIA AVENUE CONCEPT STUDY COMMUNITY FORUM

PURPOSE

- Create a comprehensive vision for the entire corridor in keeping with the best practices and recent plans and policies of the County.
- Develop a planning and urban design framework to guide future master and sector plans in the corridor.
- Identify potential areas of improvement along the road right-way that can be implemented through Capital Improvement Program (CIP), development review process, and other means.

THE STUDY AREA

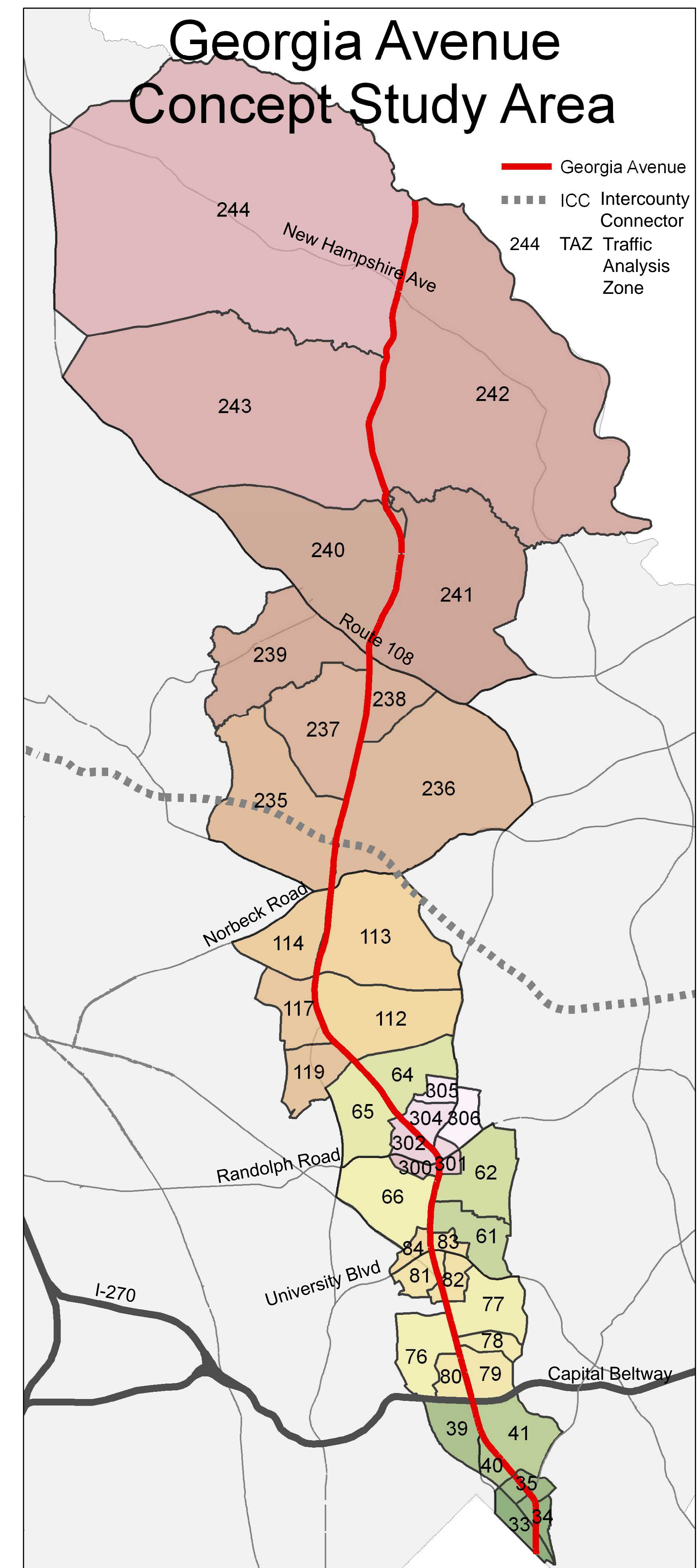
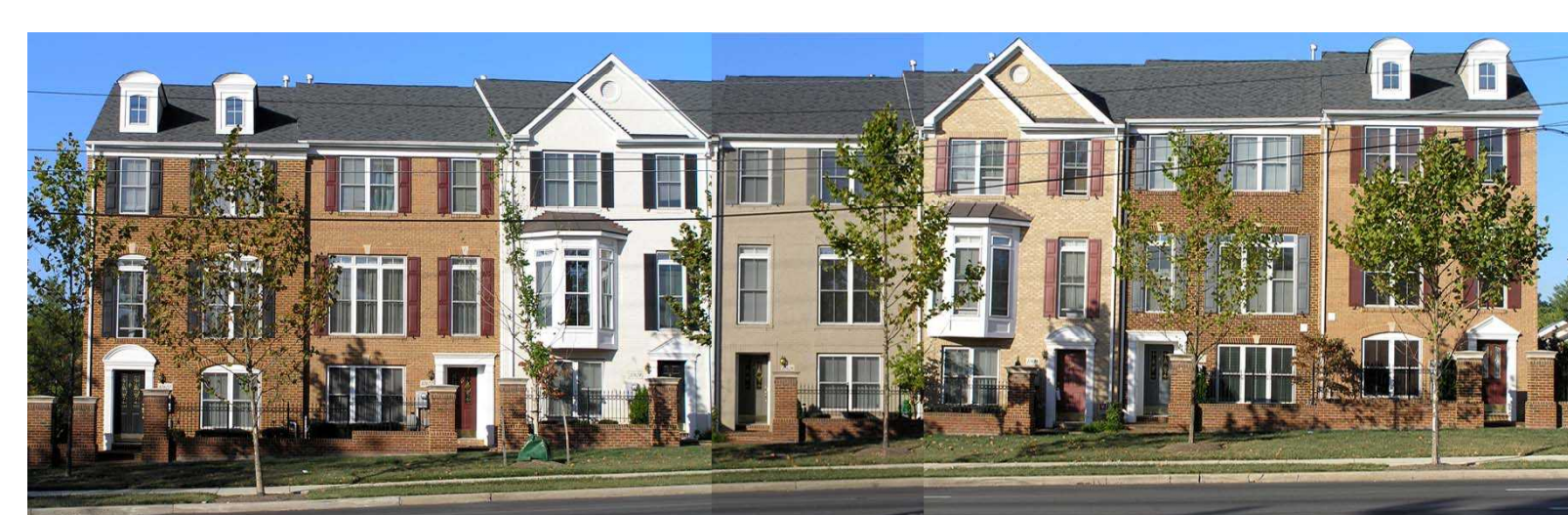
The study area includes the entire length of Georgia Avenue between the District of Columbia and Howard County. In order to keep the focus of the study on the roadway and the properties along the roadway, the study area has been limited to the first set of traffic zones on both sides of the roadway; traffic zones are the smallest geographic area for which the demographic, housing and other data is available.



POPULATION – 2006 Estimates

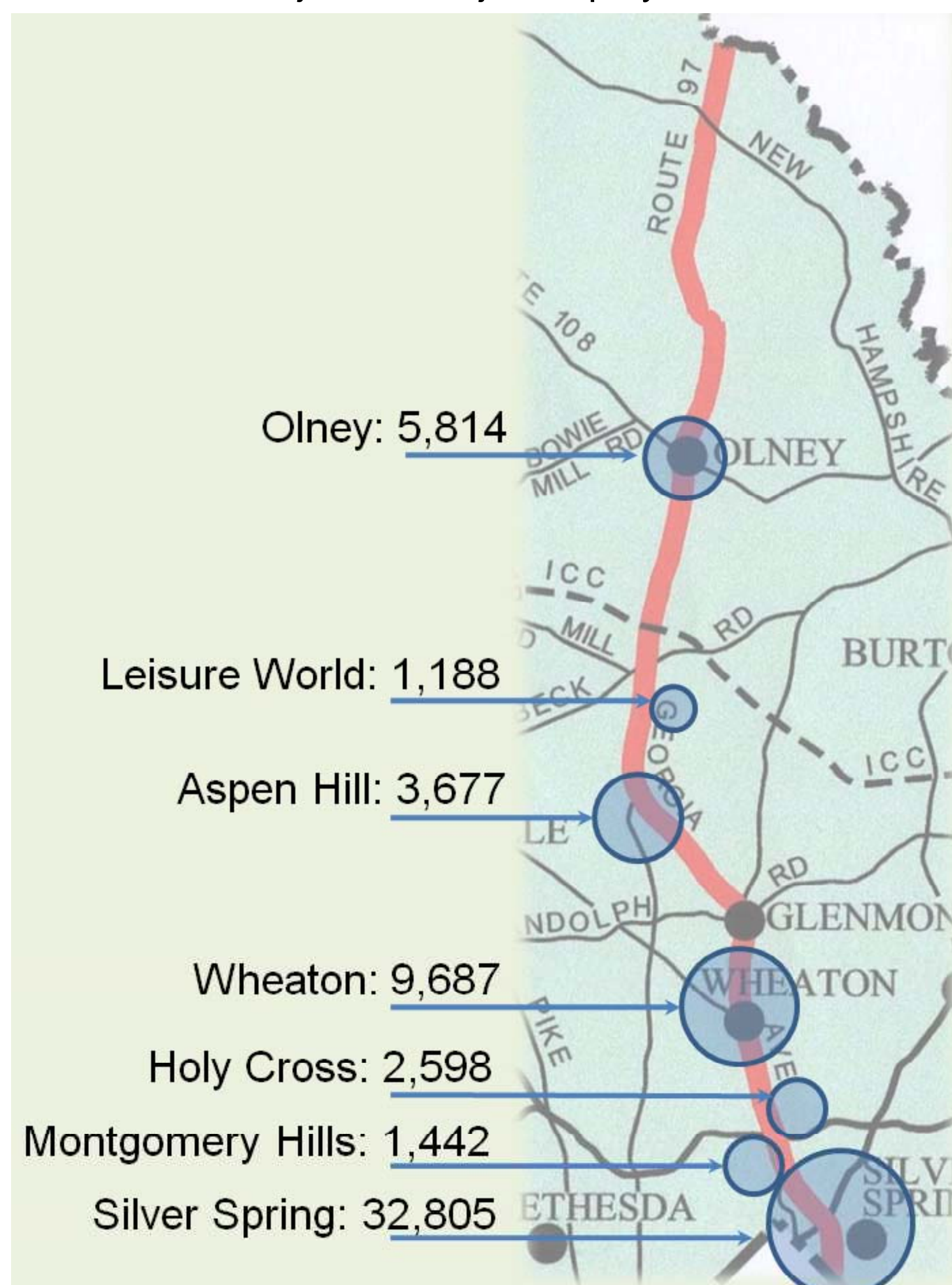
Location	Population	Percentage of Georgia Avenue Corridor
Montgomery County	931,000	n/a
Georgia Avenue Corridor	141,675	-
Silver Spring	10,475	7.4%
Montgomery Hills	6,040	4.3%
Forest Glen / Glen Haven	15,085	10.7%
Wheaton Hills / Arcola	16,390	11.6%
Wheaton CBD	4,850	3.4%
Glenmont / Georgian Forest	16,465	11.6%
Glenmont CBD	6,485	4.6%
Aspen Hill	23,715	16.7%
Leisure World	14,690	10.4%
Olney	34,995	24.7%
Rural Areas	3,820	2.7%

HOUSING TYPES



EMPLOYMENT

Number of jobs at major employment centers.



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VISION

A SERIES OF MIXED-USE CENTERS

The land use concept of Georgia Avenue is that of a series of compact mixed centers including three major ones around the Metro stations of Silver Spring, Wheaton and Glenmont, and others at the existing commercially zoned areas.

A TRANSIT CORRIDOR

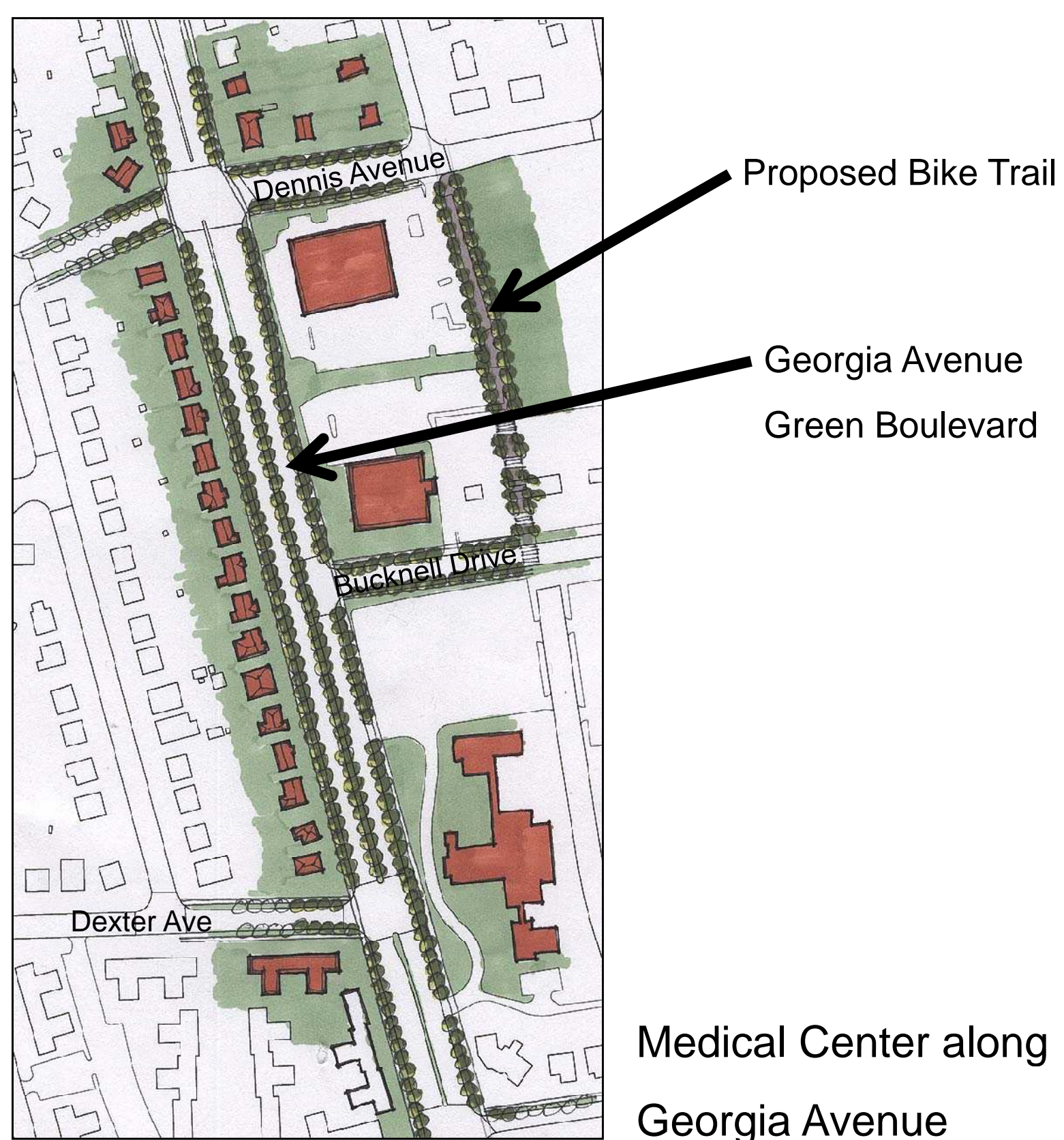
The future growth would be oriented to the transit infrastructure, primarily the Metro stations of Silver Spring, Wheaton, and Glenmont.

A GREEN BOULEVARD

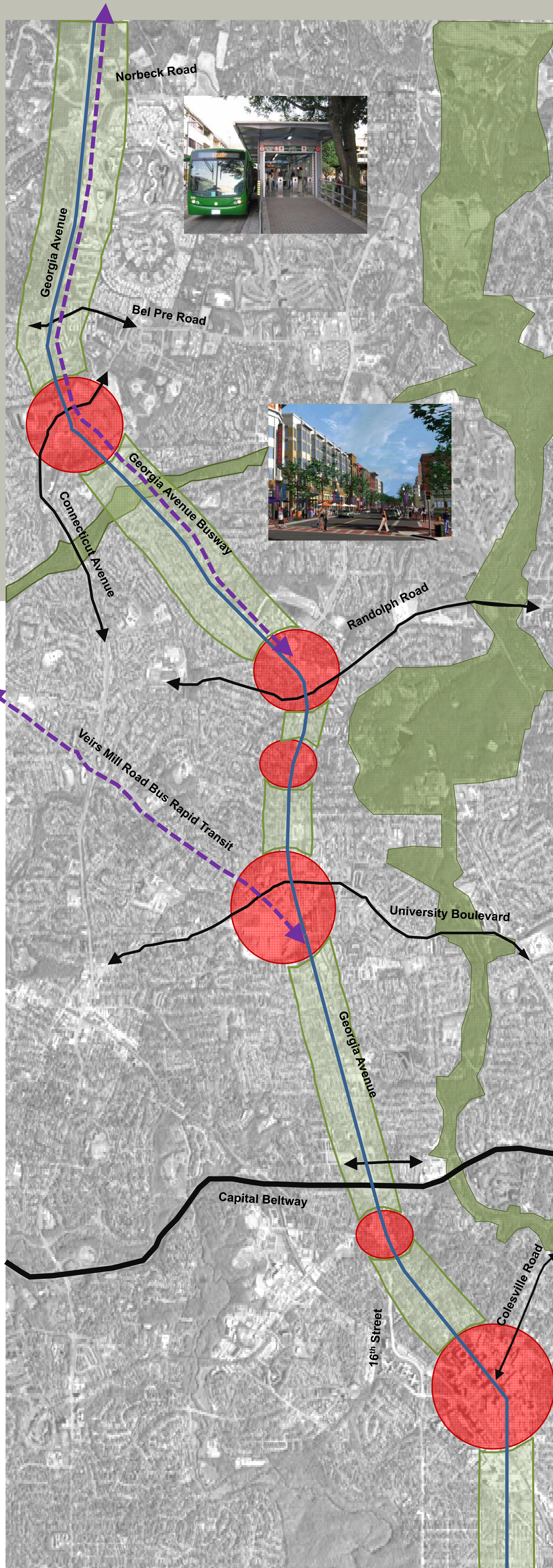
Georgia Avenue is envisioned as a tree-lined green boulevard through improvements to the right-of-way and greater attention to the design of public spaces in new projects.

LAND USE

Existing large special exception uses (medical center, self storage), should be allowed to continue, modify, and expand slightly only if they increase transit ridership (reduced parking), improve pedestrian environment along Georgia Avenue, and provide visual enhancements to reinforce/enhance the planned objective of a "green boulevard".



Limit all new special exceptions on R-60 and R-90 zoned properties facing the roadway to accessory apartments with prohibition on any new parking spaces, limits on front yard impervious areas, and out-of-scale additions. Require landscaping and screening in front yards for special exception uses to protect and enhance the visual appearance of the roadway frontage.

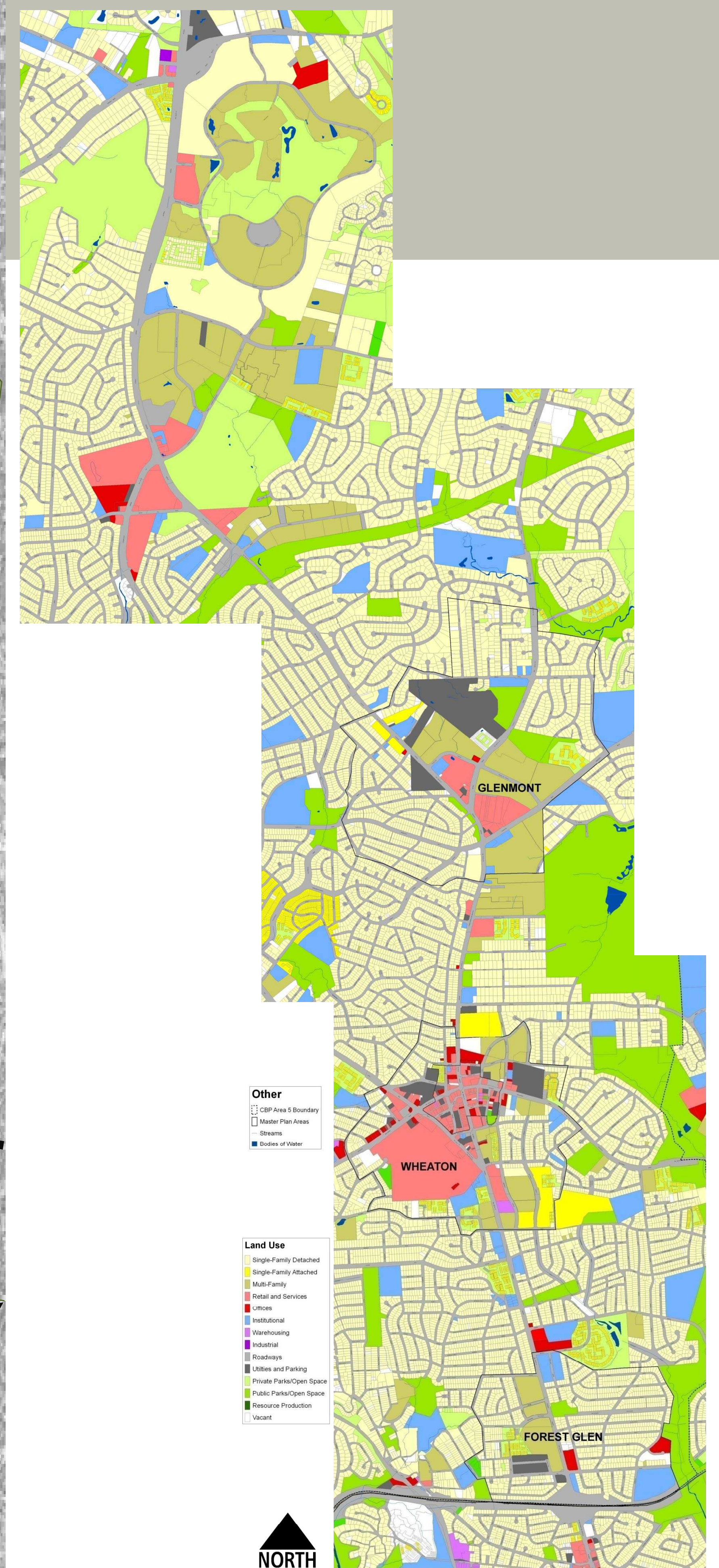


PLANNING FRAMEWORK

Georgia Avenue as a housing resource.

Direct all new growth in the corridor to Metro station areas of Silver Spring, Wheaton and Glenmont. No additional growth through new special exceptions or rezoning should be allowed in the residential areas outside of these metro stations.

Focus on non-vehicular connectivity.



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FUTURE PLANS

Future master plans in the corridor should develop a more comprehensive way to measure accessibility of parks and recreation facilities in the corridor in addition to just the distance of a facility from the surrounding neighborhood.

Master Plan Boundaries

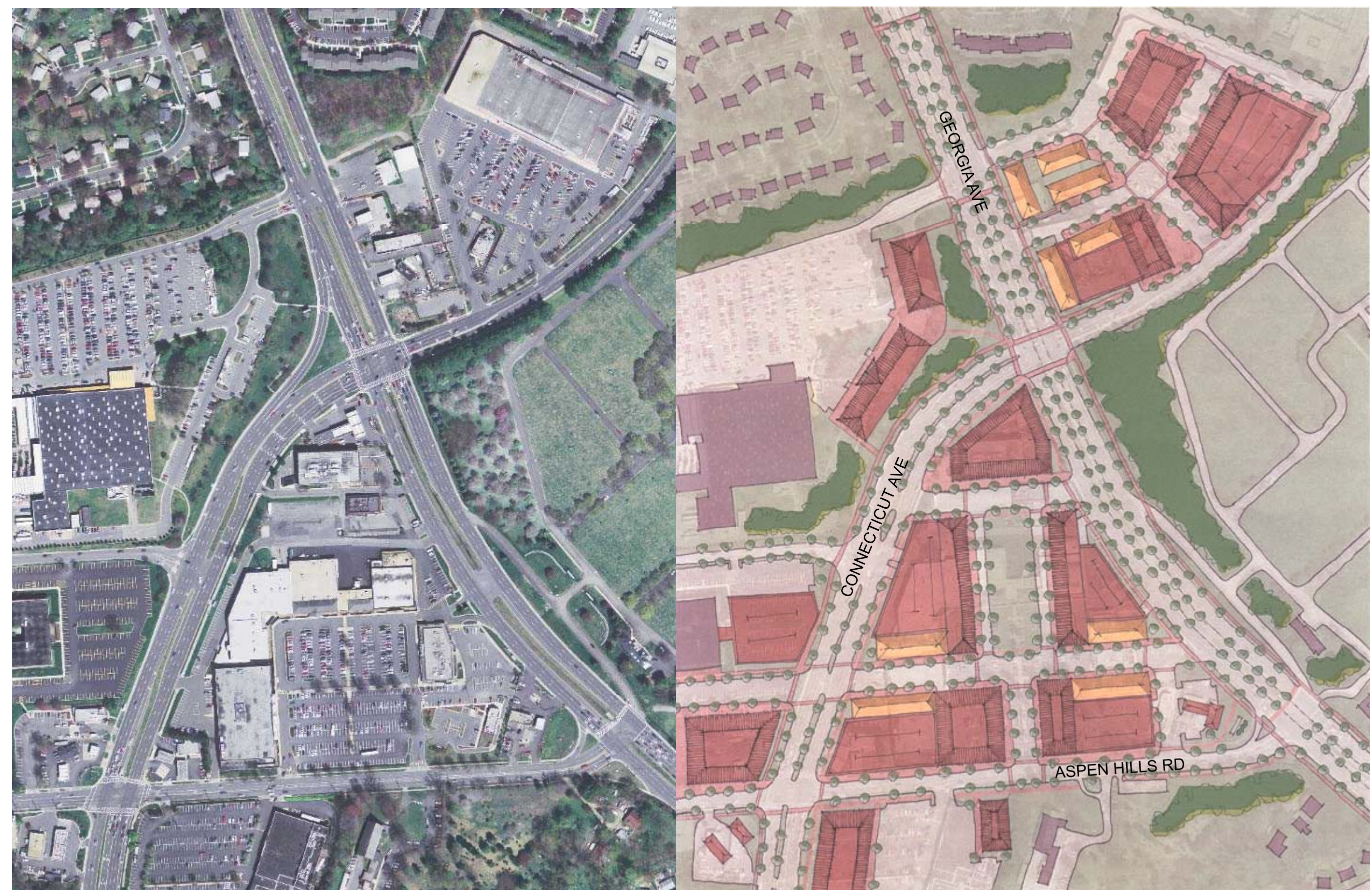


The State Highway Administration is beginning a project planning study for Montgomery Hills. The study should accommodate the 2000 recommendation for removal of the reversible lanes in this section and introduction of a northbound left turn at Seminary Road, three northbound lanes and four southbound lanes.



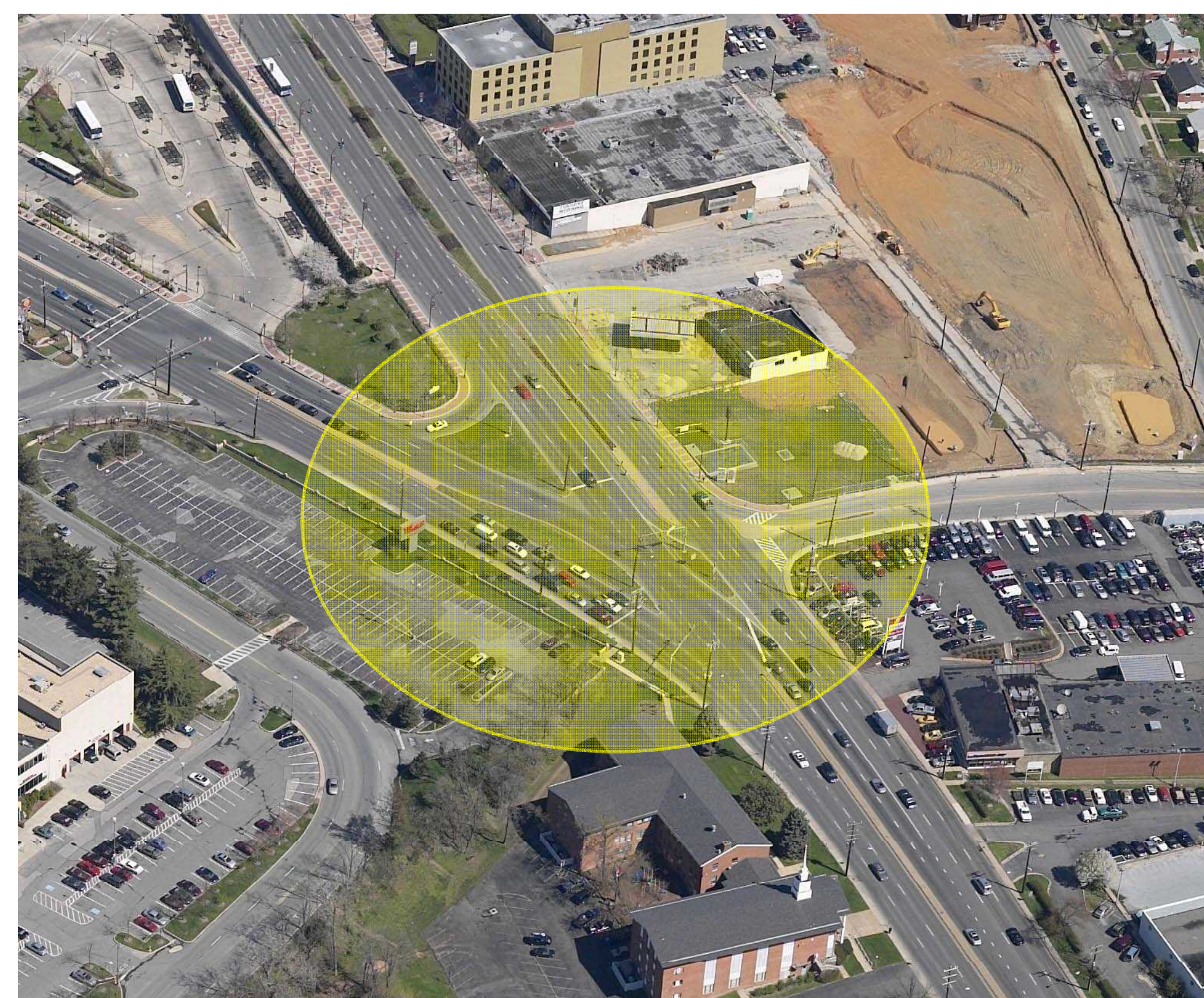
Aspen Hill master plan amendment in the future should explore the feasibility of creating a compact mixed-use center on the existing commercially zoned areas at the intersection of Georgia and Connecticut Avenue to create a more walkable center with local retail, community facilities and additional affordable housing.

Fill in gaps in roads parallel to Georgia Avenue like Amherst Avenue. Do not support further abandonment of parallel routes that may be needed for vehicle as well as bike/pedestrian connections.



EXISTING COMMERCIAL AT CONNECTICUT CONCEPTUAL MIXED-USE CENTER

Wheaton Sector Plan should specifically explore options for creating a pedestrian crossing of Georgia Avenue at the intersection of Veirs Mill Road.



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PEDESTRIAN ENVIRONMENT

Provide adequate pedestrian crossing time at all signalized crossings of Georgia Avenue at the rate of a minimum of four feet per second but preferably at 3.5 feet per second. Provide adequate pedestrian islands in the median.



Modify the mitigation requirements through Policy Area Mobility Review (PAMR) to give priority to eliminating sidewalk gaps in the corridor or to upgrading substandard sidewalks along the roadway when requiring development projects to provide improvements as mitigation.



Forest Glen Metro Station Area

Legend	
	No existing sidewalk
	No green panels on Georgia Ave.

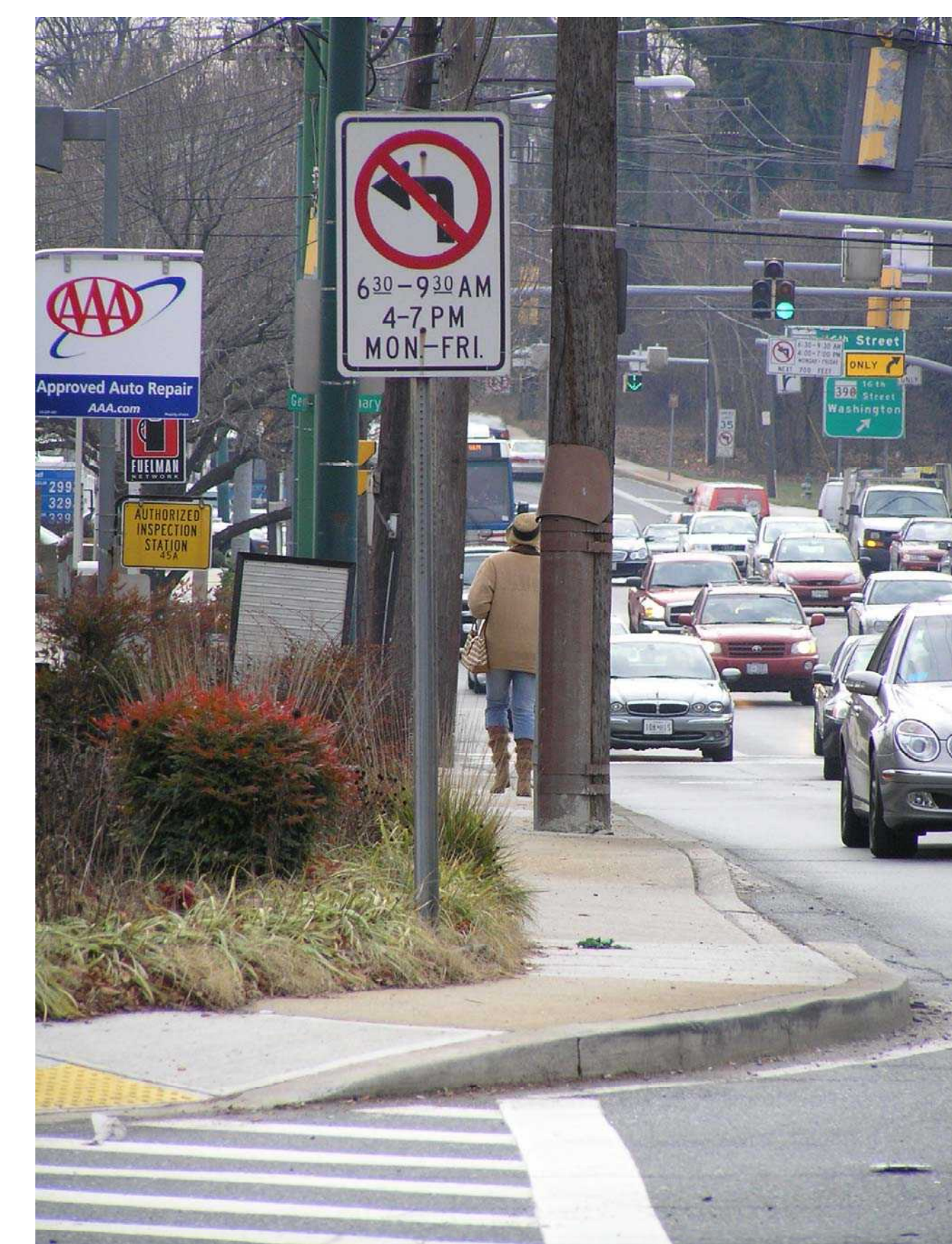
State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPWT) should investigate the feasibility of installing mid-block crosswalks on long blocks that have parks or other facilities on one side of the road.



Before



After



All sidewalks along Georgia Avenue must have a green panel to separate the roadway from the sidewalk, especially in neighborhoods within walking distance of metro stations.

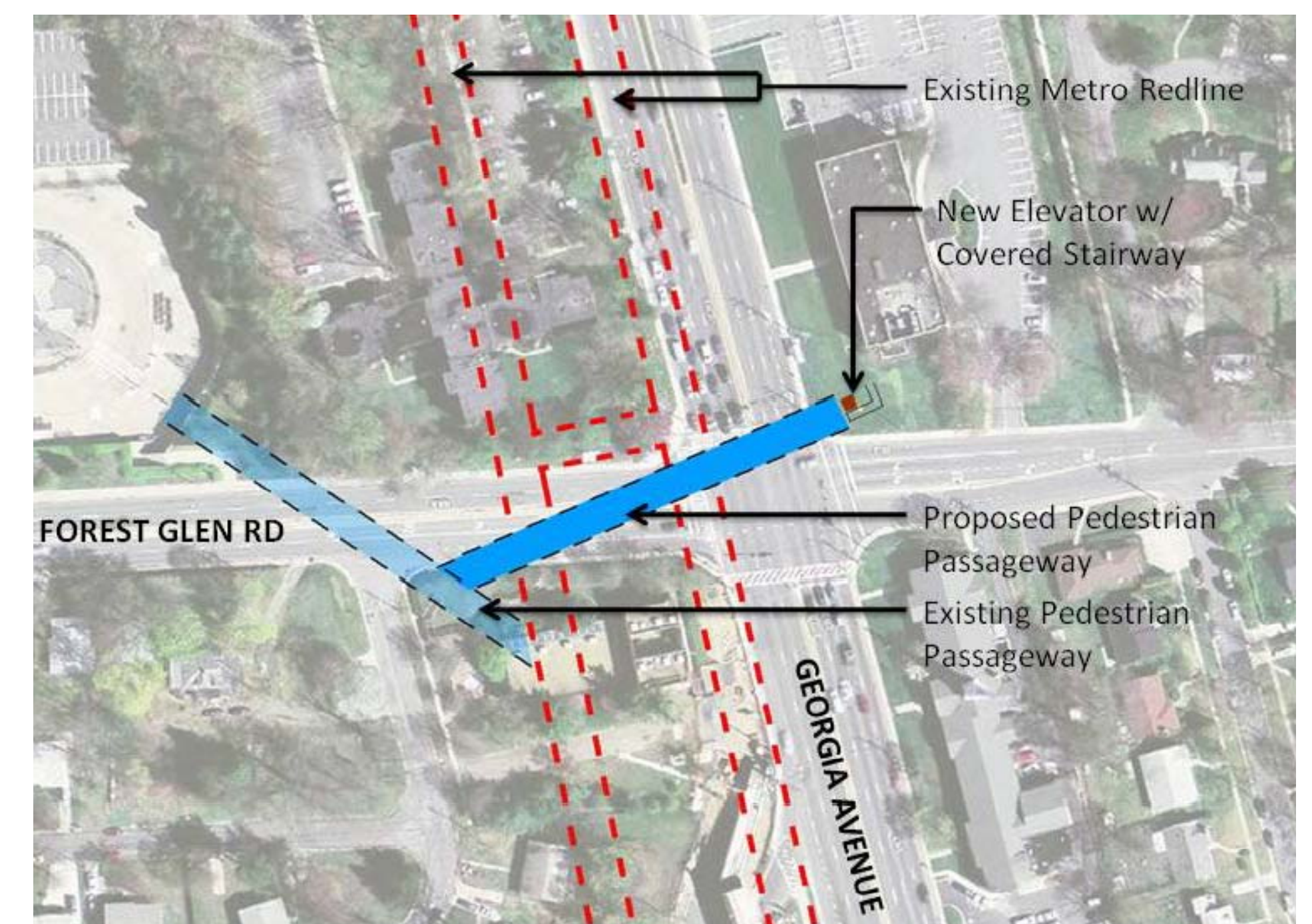


Before

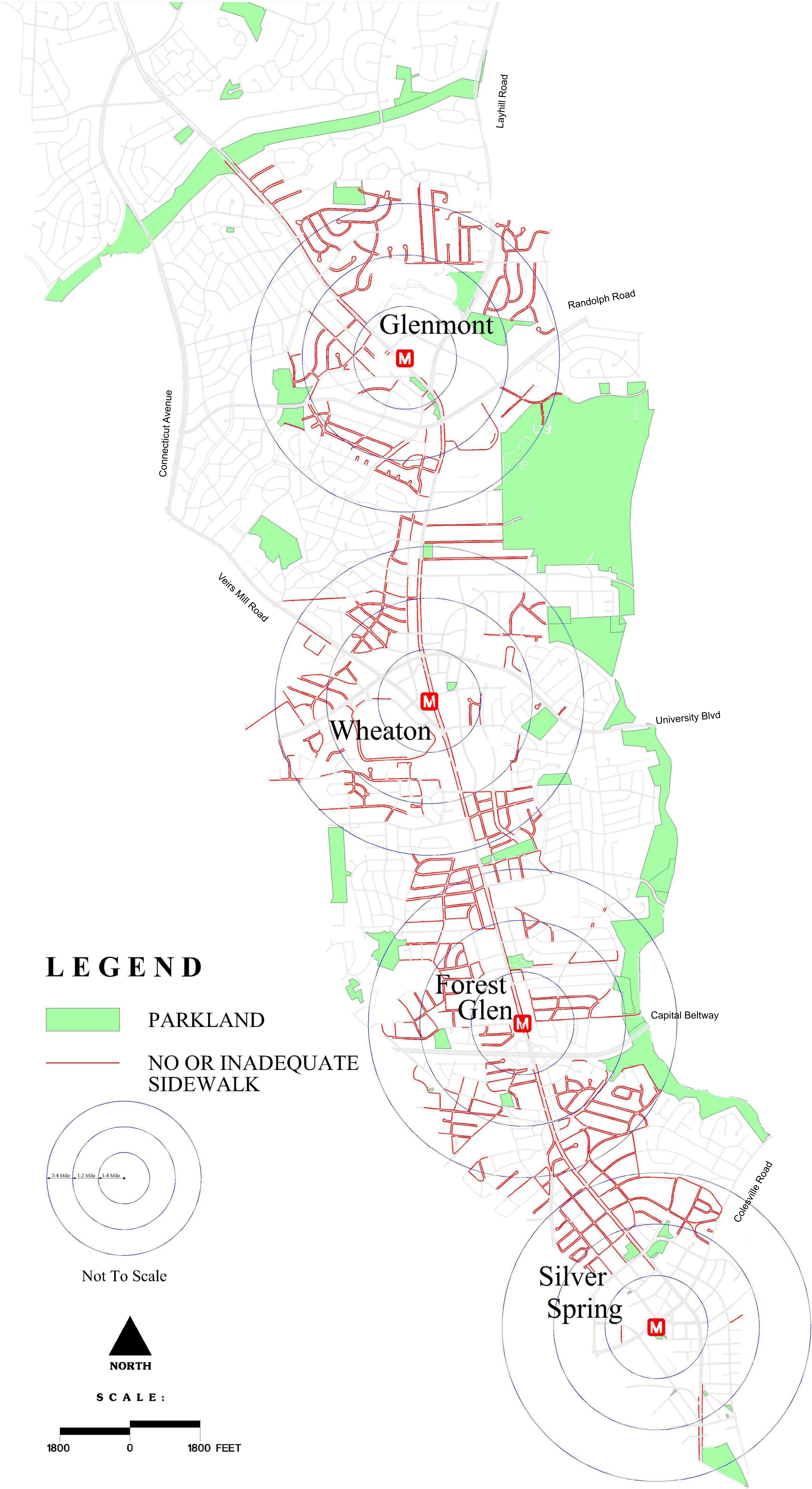


After

Study feasibility of a pedestrian tunnel under Forest Glen Road to access Metro station from east side of Georgia Avenue.



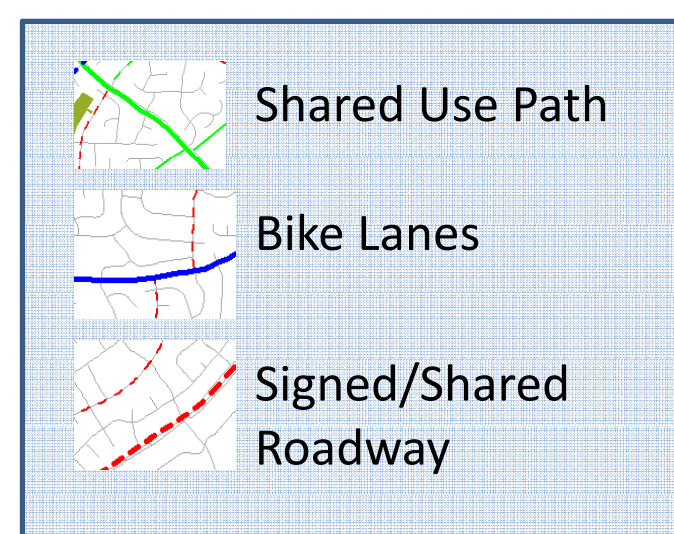
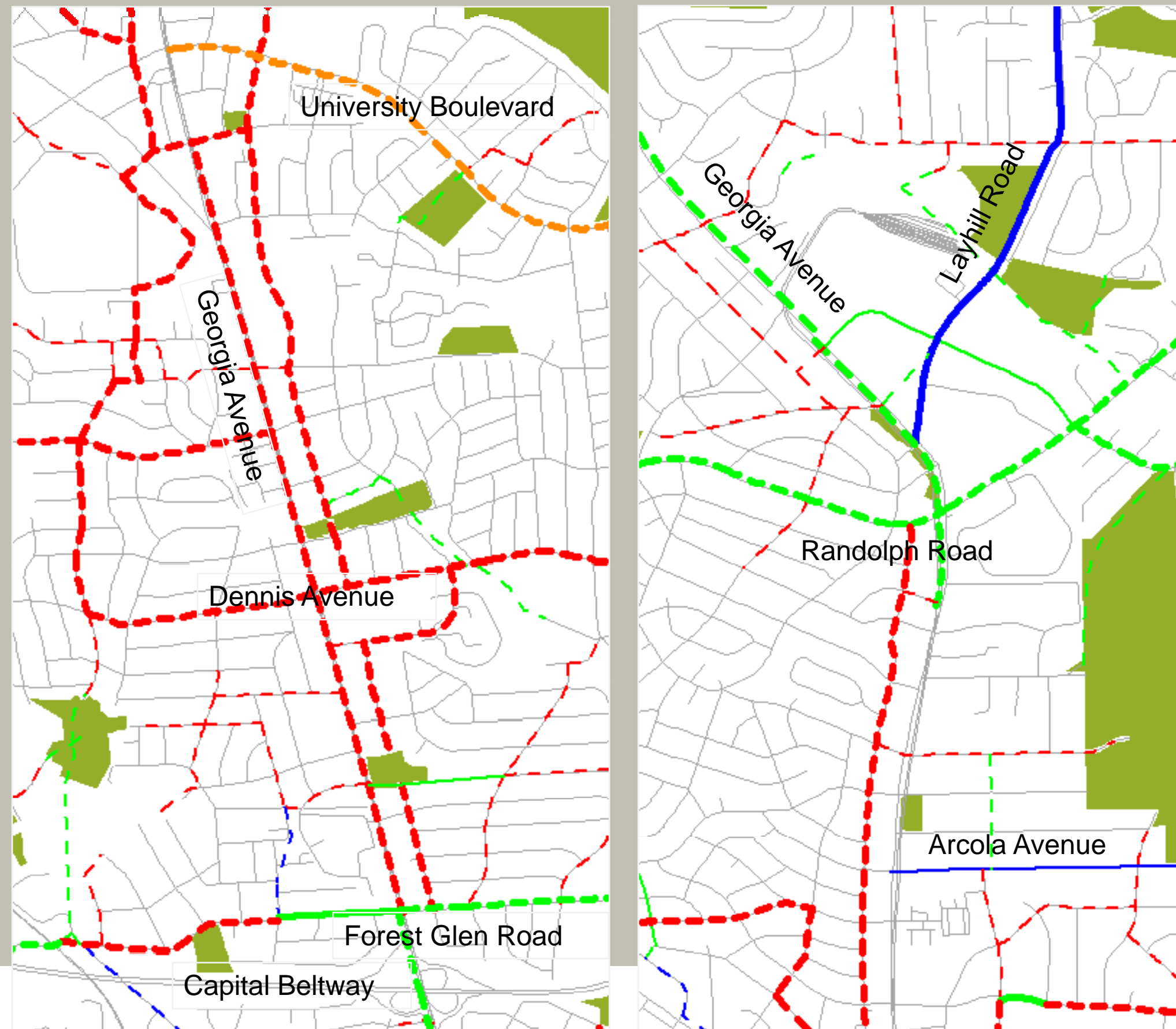
SIDEWALK GAPS



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TRANSPORTATION

Bikeway – connect entire Georgia Avenue Corridor to existing area trails and bikeways (Sligo Creek, Rock Creek, etc.).



County should explore alternatives to building a new 1200-space garage on the east side (instead of the west side as currently planned) of Georgia Avenue in Glenmont.



Run express buses from Glenmont to Olney and from Wheaton to Rockville on existing roadways with limited stops to assess ridership before the full funding of Georgia Avenue Busway and the Veirs Mill Bus Rapid Transit (BRT) is in place.

Portions of the proposed Georgia Avenue Busway from Glenmont Metro Station to Olney Town Center and the Veirs Mill Bus Rapid Transit (BRT) from Wheaton Metro Station to Rockville.



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OPENSOURCE

Consider combining the Wheaton Community Center with a renovated Rafferty Center, and adding an urban landscaping/park-like component. Analyze alternatives for entire area of community center, Rafferty Center and library site, in the event the library moves to Wheaton "downtown".

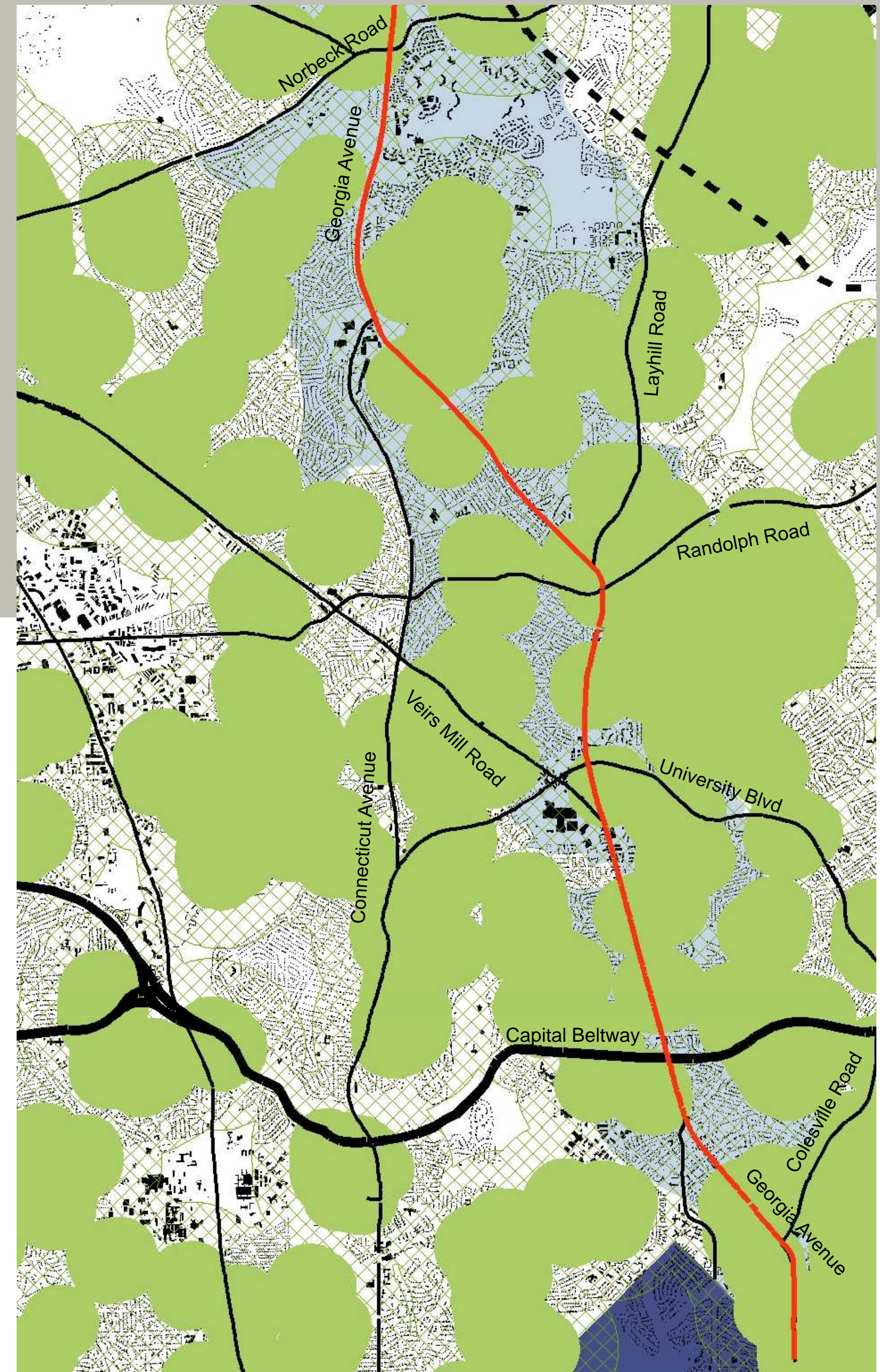


Construct Harmony Hills Neighborhood Park, which fronts on Georgia Avenue, to provide needed playgrounds with direct access to on Georgia Avenue.



PARK ACCESSIBILITY

Future master plans in the corridor should develop a more comprehensive way to measure accessibility of parks and recreation facilities in the corridor in addition to just the distance of a facility from the surrounding neighborhood. The green circles and hatchmarks show a 1/4-mile and 1/2-mile radius around existing parks and school playgrounds.



Consider expansion of Strathmore Local Park to provide a playground and possibly a "skate spot" in this dense apartment area.



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NATURAL AND HISTORICAL RESOURCES

Expedite the Brookville Bypass project to help save this historic town from the negative impacts of through traffic.



The County should plant trees in available space in the road Right-of-Way (ROW) by either expanding the tree planning program or through a Capital Improvement Project.



Before



After

Urban Ring neighborhood, Glenview (pictured below) has 24% tree cover, while Greenwood Knolls (at right) a suburban neighborhood, has 25%. Both fall short of 50%, a goal established by American Forests.



Explore the feasibility of providing an underpass for equestrian use at Rachel Carson Conservation Park.



Explore ways to encourage homeowners to plant trees and other plants on their properties and in their neighborhoods.

Explore ways to improve stream quality through retrofit and redevelopment by using measures such as rain gardens or daylighting streams.

