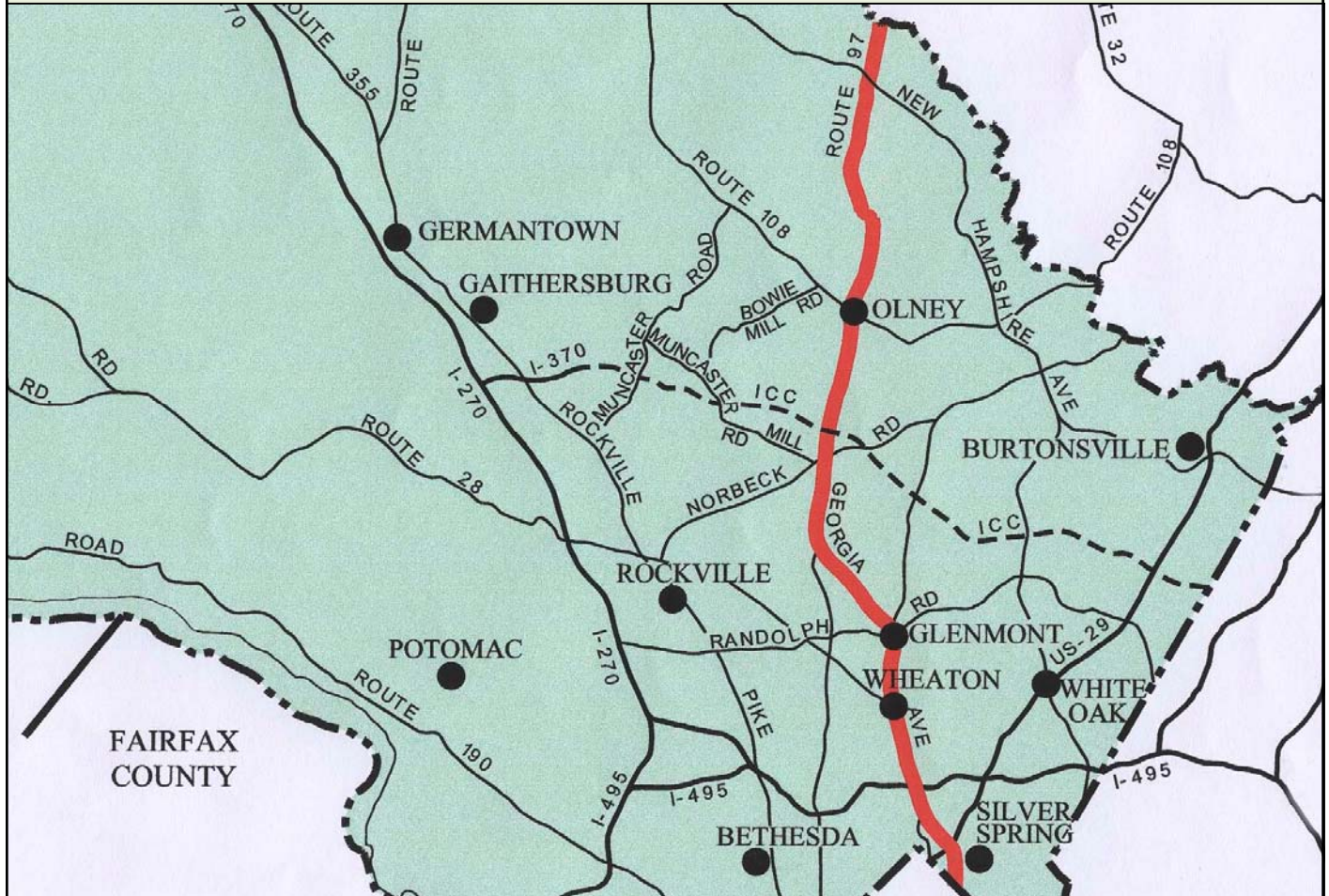


Georgia Avenue Concept Study



Purpose of Study

1. A comprehensive review of the entire Georgia Avenue corridor to define an appropriate vision for the area;
2. Define a planning and urban design framework to guide future master and sector plans in the corridor;
3. Identify potential areas of improvement, especially for pedestrian accessibility in high density areas.

Specific Tasks / Products of Study

1. Develop an inventory of major land uses along the corridor;
2. Conduct environmental, transportation, and urban design assessment of critical areas along the corridor;
3. Research examples of corridor planning in other jurisdictions;
4. Analyze alternative urban design scenarios for the corridor;
5. Develop recommendations.

Summary of Comments from First Community Meeting November 27, 2007

1. Transportation

- a) Traffic congestion is a concern.
- b) Number of curb cuts along Georgia Avenue— safety concern.

2. Pedestrian Issues

- a) Crossing Georgia Avenue is difficult.
- b) Lack of pedestrian islands.
- c) Long distances between marked crosswalks.
- d) Need wider sidewalks and separation from vehicular traffic.
- e) Snow plowing blocks sidewalks.
- f) Need a pedestrian tunnel for Forest Glen Metro station.
- g) Add bicycle lanes.

3. Landscaping

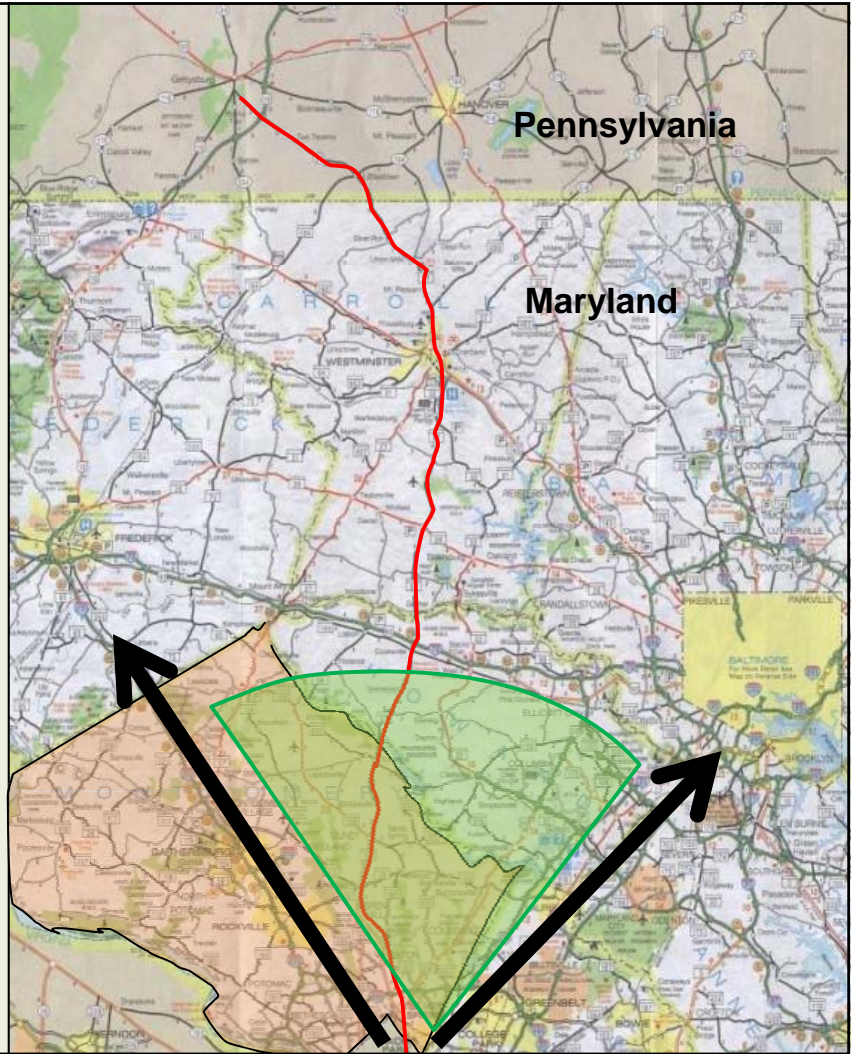
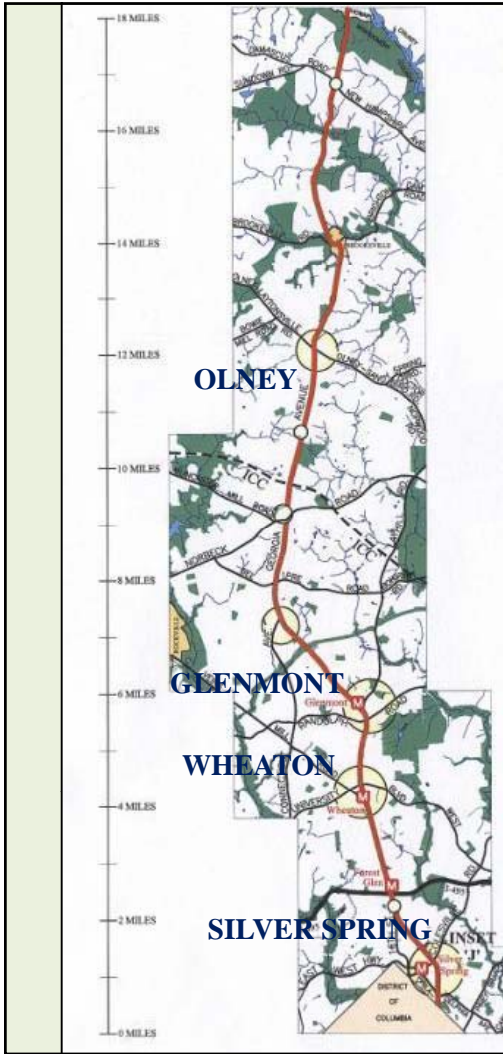
- a) Add or improve green panels.
- b) Add trees.
- c) Utilize medians.

4. Equestrian crossing at Rachel Carson—need a bridge.

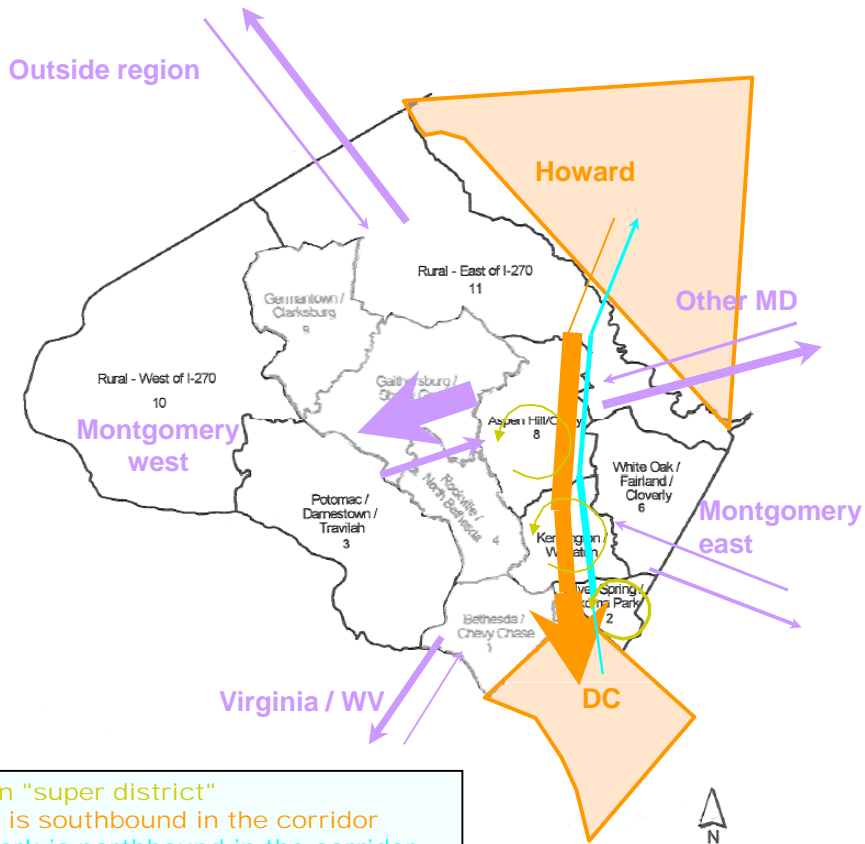
Tonight's Presentation: Project Status and Update

1. A brief overview of the corridor and its regional context;
2. Historical perspective;
3. Key issues along the corridor;
4. Summary of resources and opportunities;
5. Future planning framework and Next Steps.

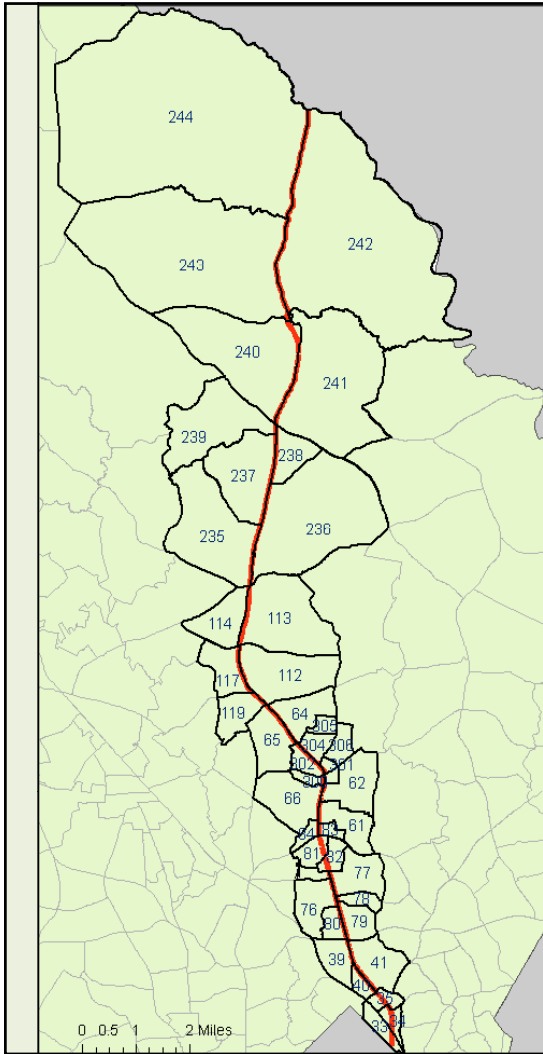
1. Overview of the Georgia Avenue Corridor and its Regional Context



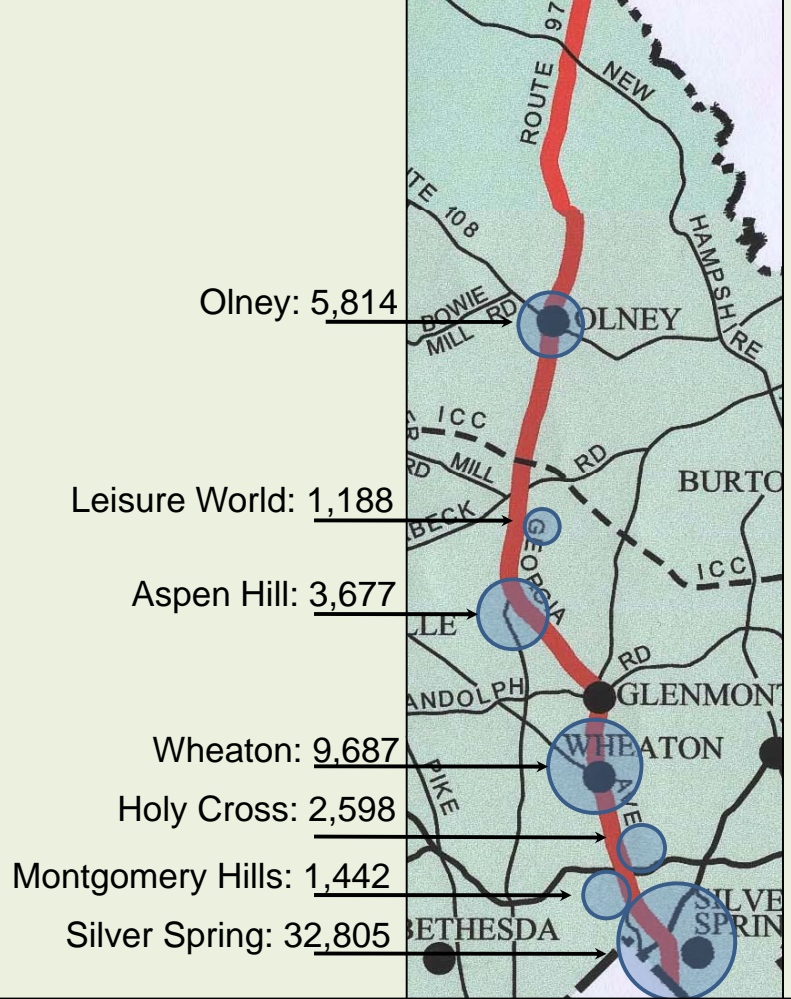
2030 Journey-to-Work Trip Patterns – Georgia Ave Corridor

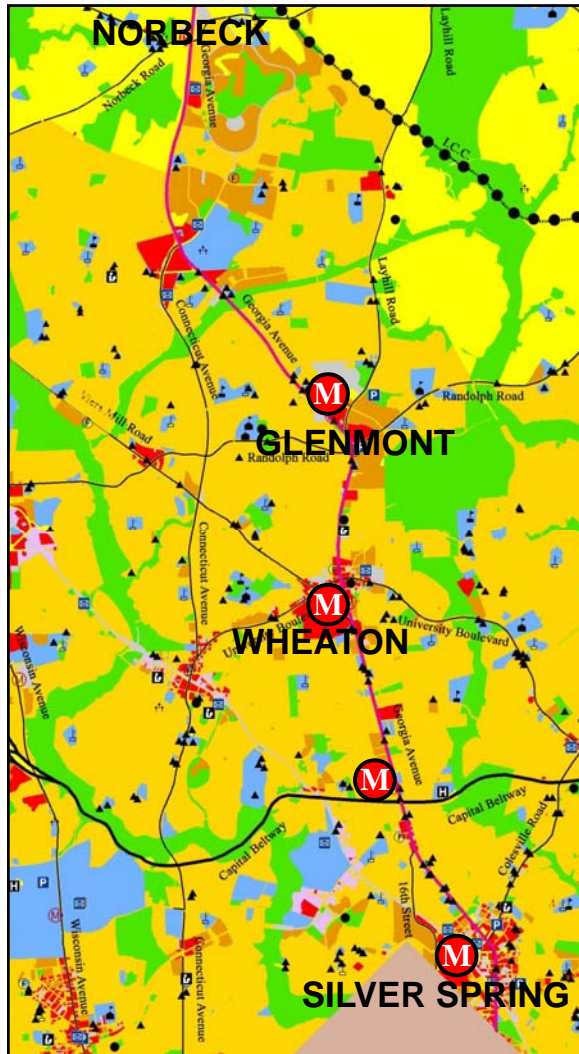


Local = trip stays within "super district"
 Peak = journey to work is southbound in the corridor
 Reverse = journey to work is northbound in the corridor
 Other = journey to work enters or leaves the corridor



MAJOR EMPLOYMENT CENTERS

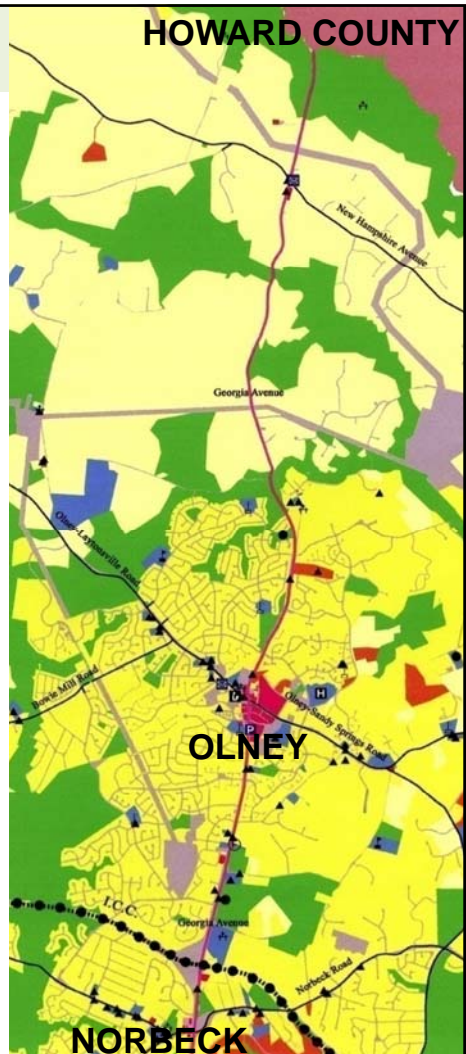




Communities

Legend

- Rural
- Single-Family Residential High Density
- Single-Family Residential
- Multi-Family Residential
- Commercial, Retail, and Offices
- Institutional
- Industrial and Warehousing
- Utilities and Parking
- Parks and Open Space
- P Police Station
- F Fire Station
- H Hospital
- M Post Office
- L Library
- E Elementary School
- M Middle School
- H High School
- M Metro Station
- Recreation Center
- Religious Institution
- Cemetery
- Georgia Avenue
- Capital Beltway
- ICC



2006 Housing Sales

Average Sale Prices – 2006	Georgia Avenue	No. of Units Sold	Georgia Avenue Study Area	No. of Units Sold
Single Family Detached – Used	\$414,100	20	\$483,012	816
Townhouse – Used	\$453,914	21	\$402,737	225
Condos - Used	\$307,774	19	\$290,368	592

2006 Sales – Single Family Detached

10019 Georgia Avenue - \$167,000- The Lowest Sale Price in 2006



2006 Sales – Single Family Detached

10701 Georgia Avenue - \$260,000--The 2nd Lowest in 2006



2006 Sales – Single Family Detached

9925 Georgia Avenue - \$425,000--Near the Average in 2006



2006 Sales – Single Family Detached

13218 Georgia Avenue - \$429,000--Near the Average in 2006



2006 Sales – Single Family Detached

13215 Georgia Avenue - \$655,000--The 2nd Highest 2006

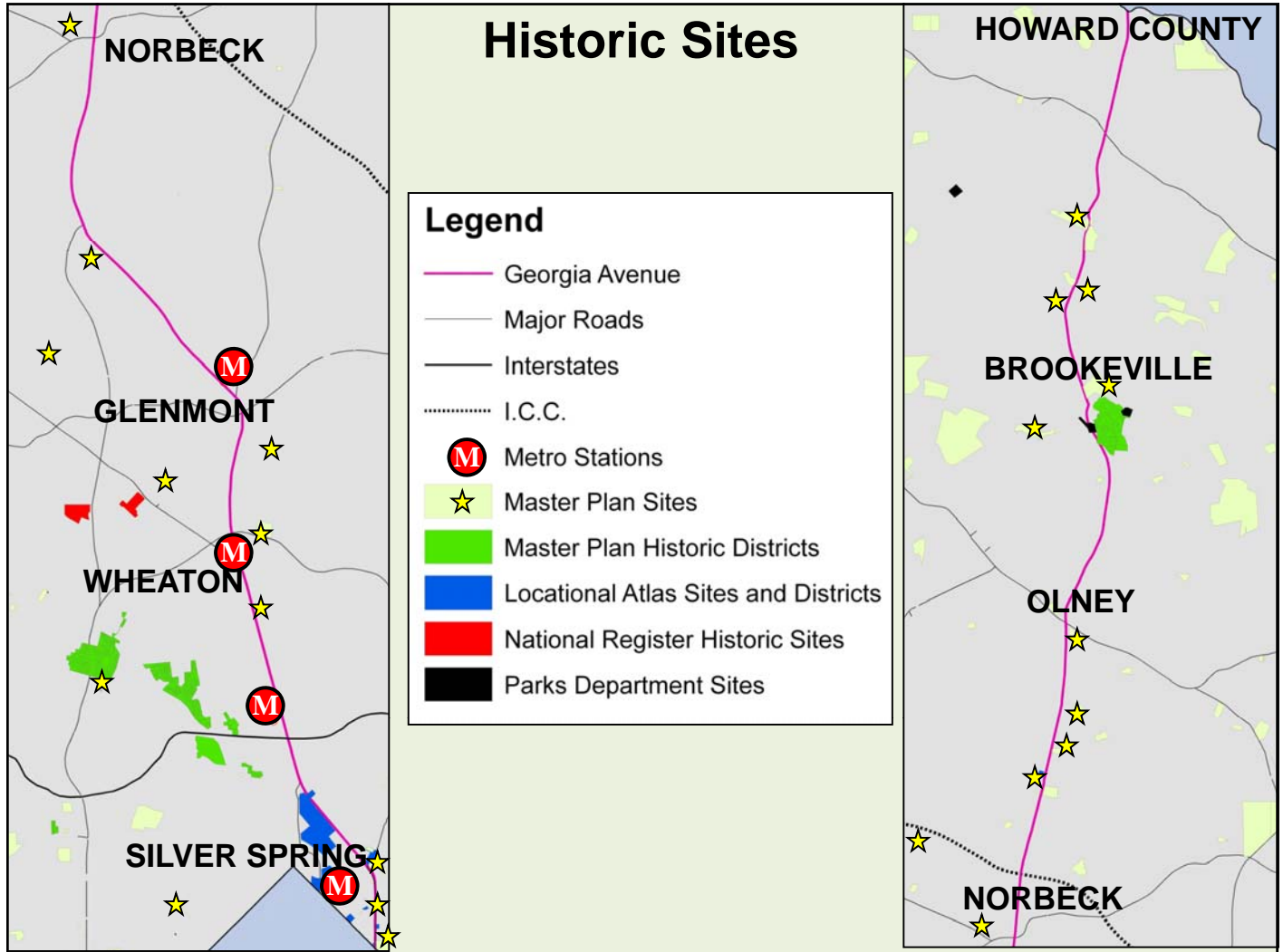


2006 Sales – Single Family Detached

14708 Georgia Avenue - \$884,000--The Highest in 2006



2. Historical Perspective



PAST to PRESENT - A History of Change



Georgia Ave and B&O RR: Looking North (c. 1920)

PAST to PRESENT - A History of Change



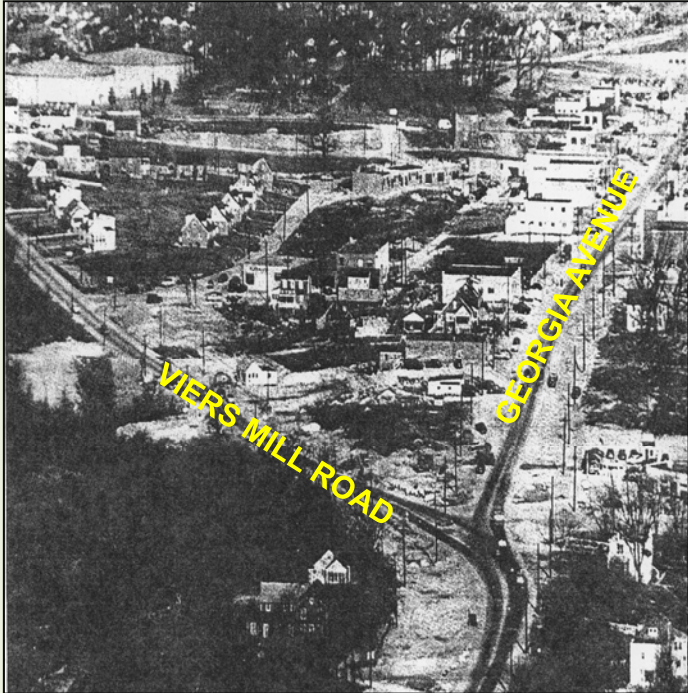
Georgia Ave at Sligo Ave: Looking North (c. 1925)

PAST to PRESENT - A History of Change



Georgia Ave at Silver Spring Ave: Looking South (c. 1920)

PAST to PRESENT - A History of Change



Georgia Ave at Viers Mill Road: Looking North

PAST to PRESENT - A History of Change



Georgia Ave - South of Hwy 108: Looking South (1975)

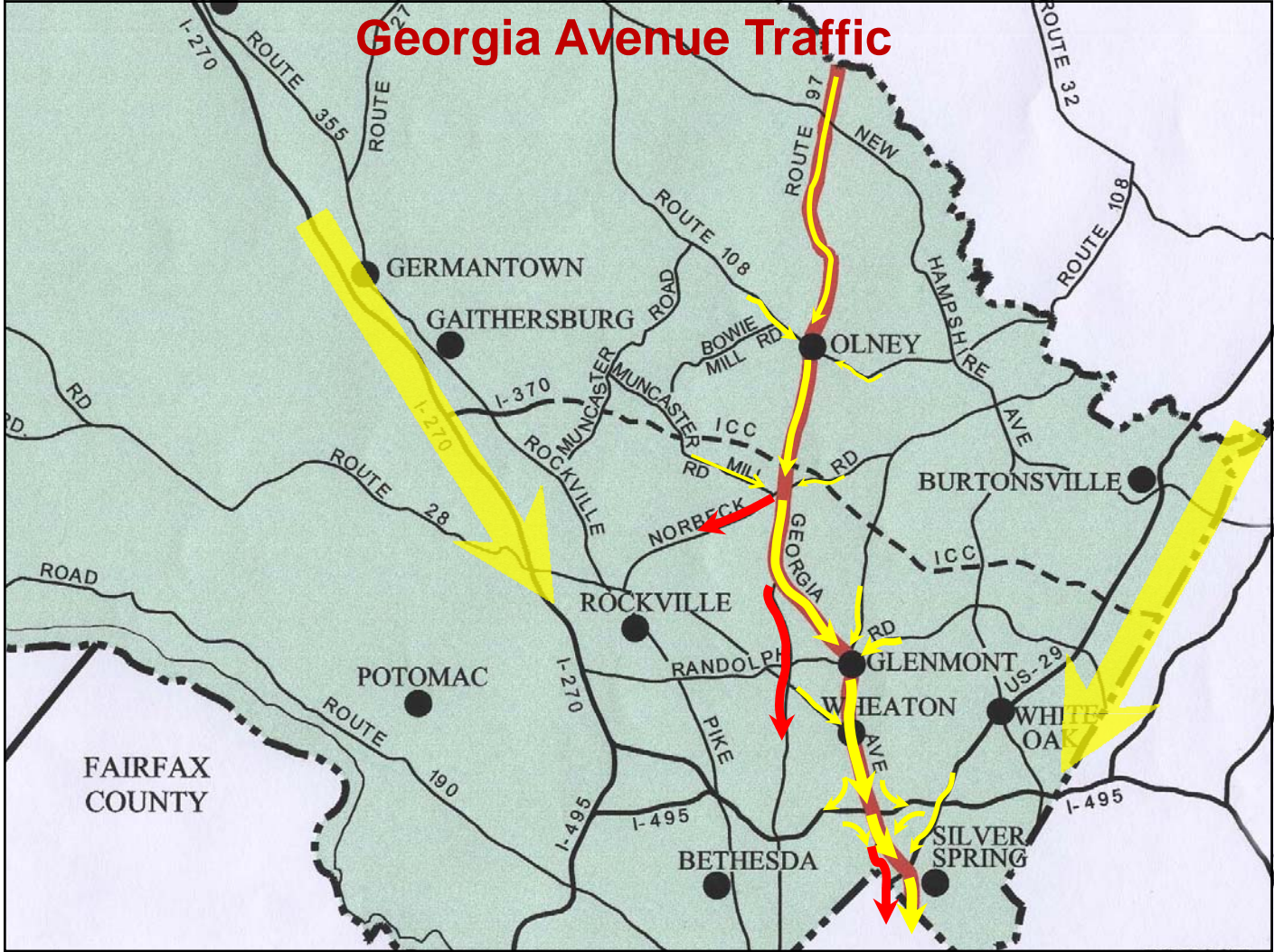
PAST to PRESENT - A History of Change

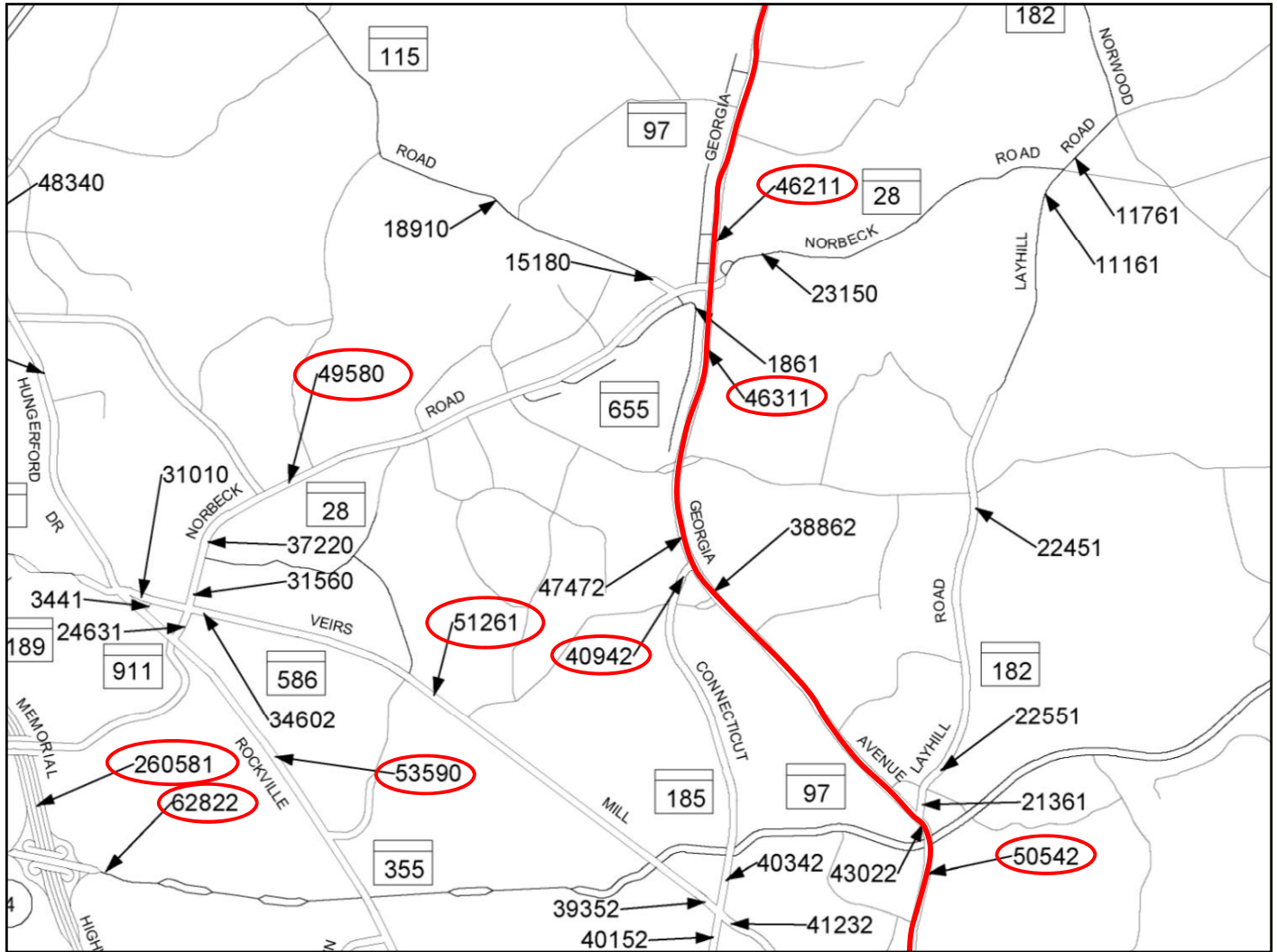


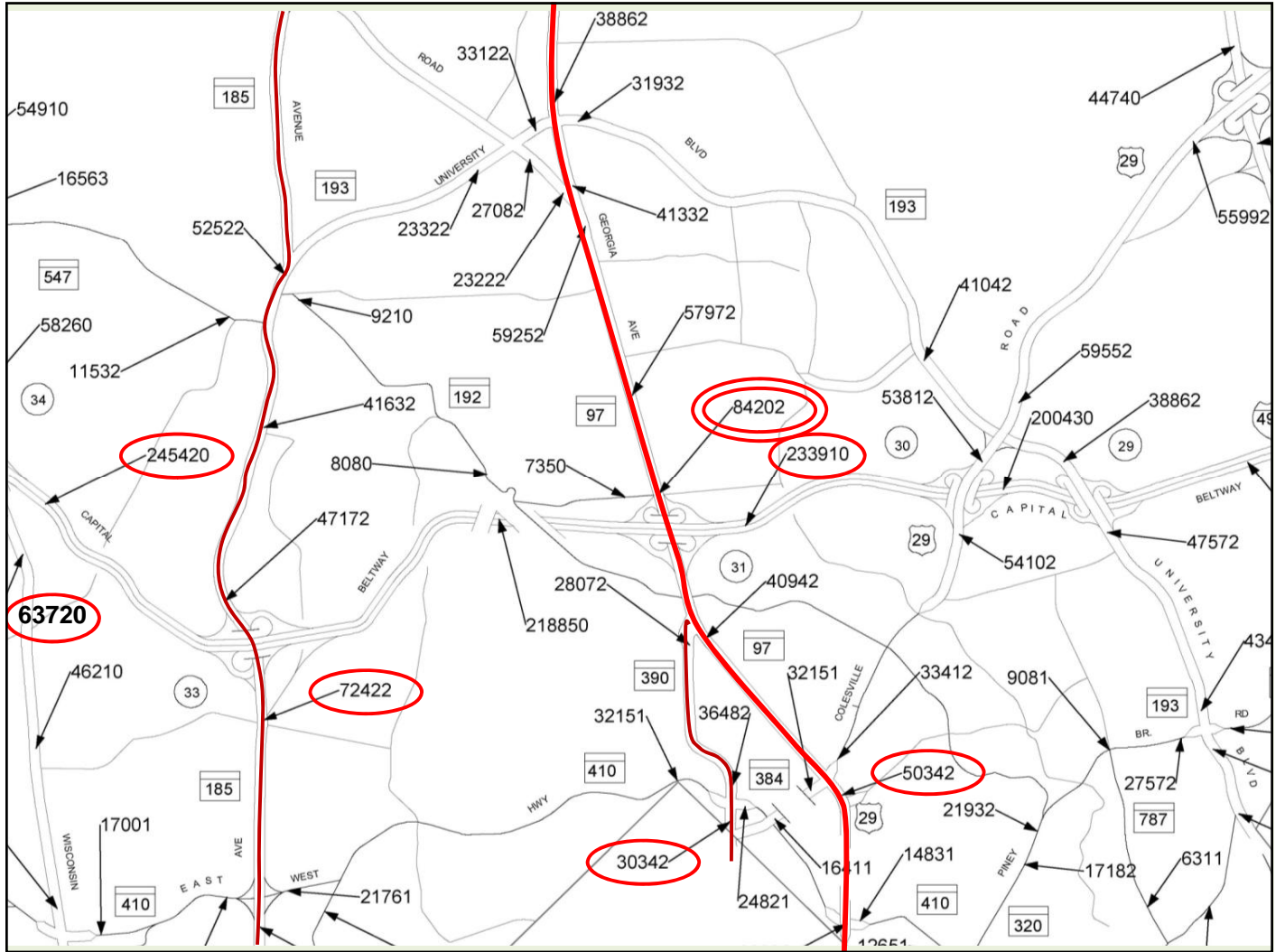
Hwy 108 - East of Georgia Ave: Looking West (1975)

3. Key Issues along the Georgia Avenue Corridor

Georgia Avenue Traffic







PEDESTRIAN ISSUES - Sidewalks



Sidewalks

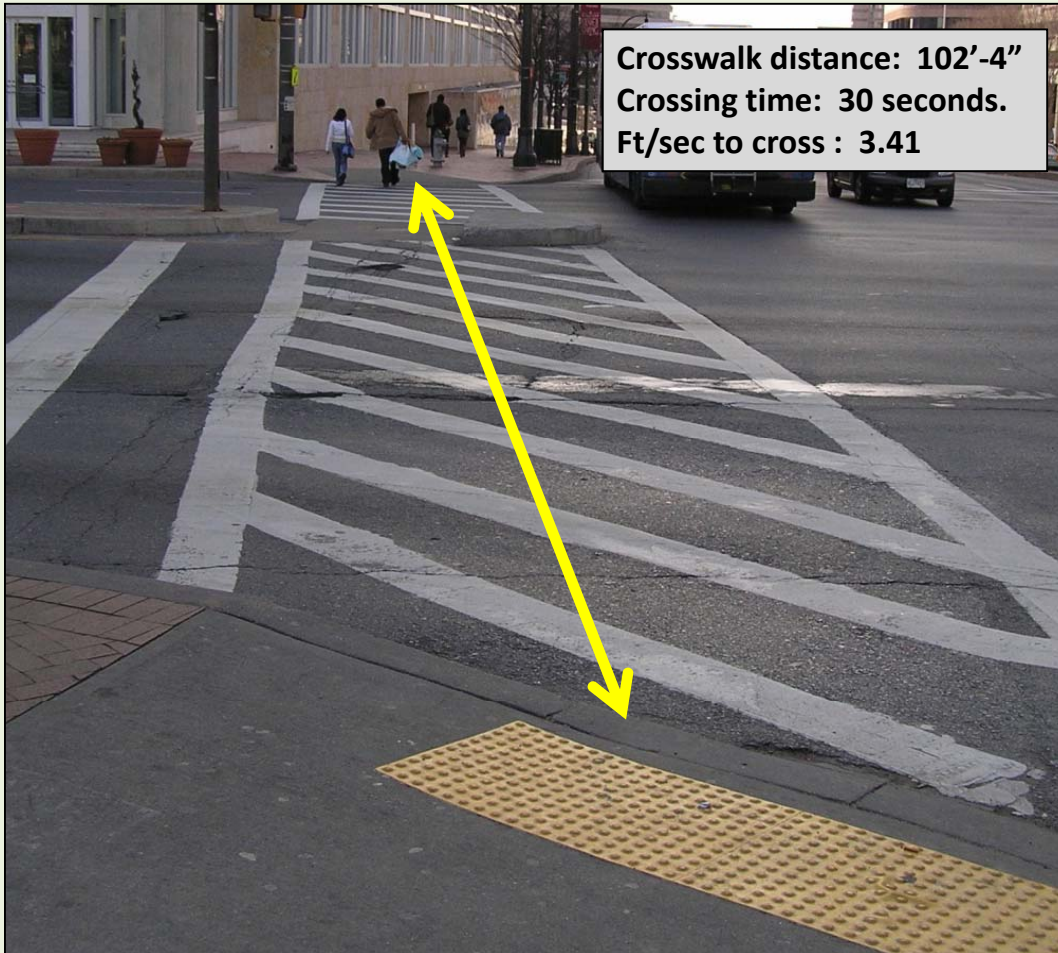


Crosswalks and Pedestrian Islands in Median

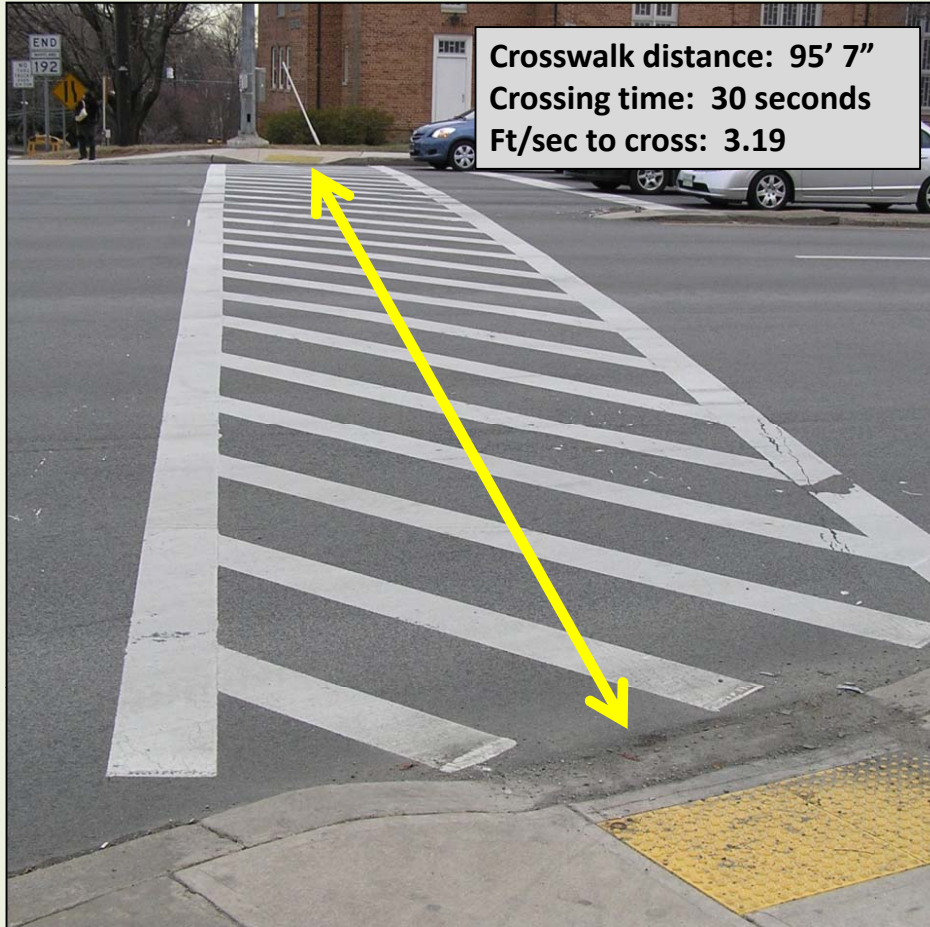




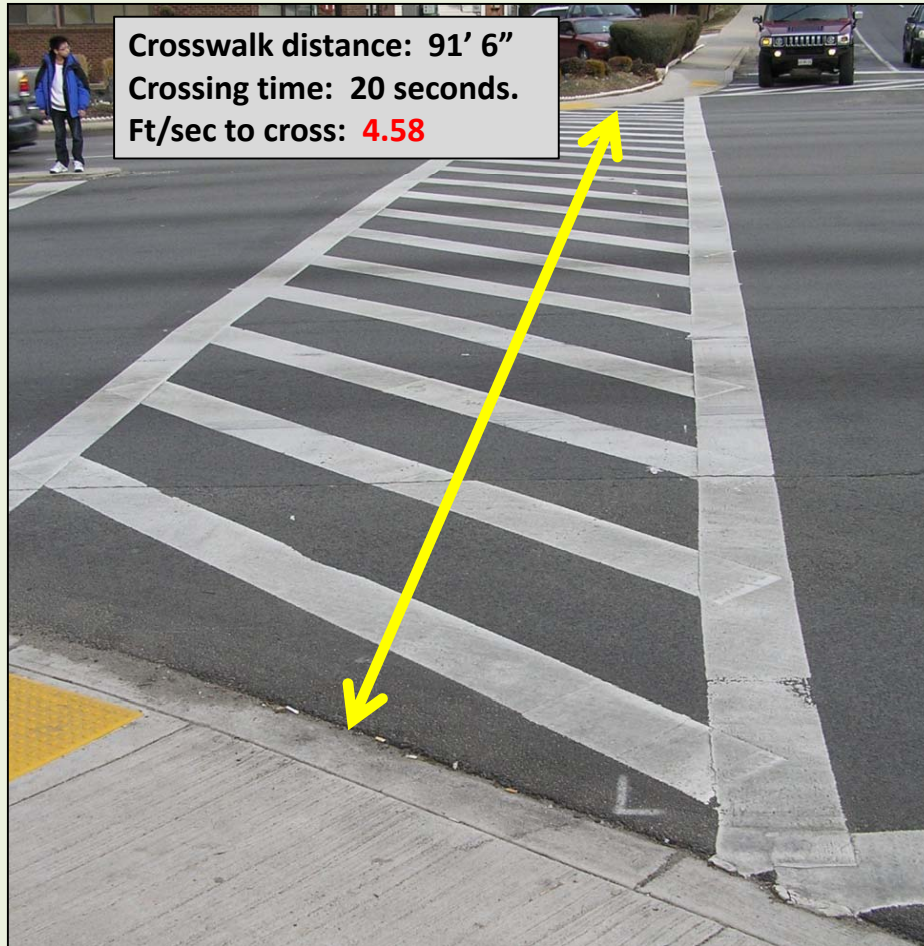
Colesville Road – South Crosswalk



Forest Glen Road – South Crosswalk



Dennis Avenue – North Crosswalk

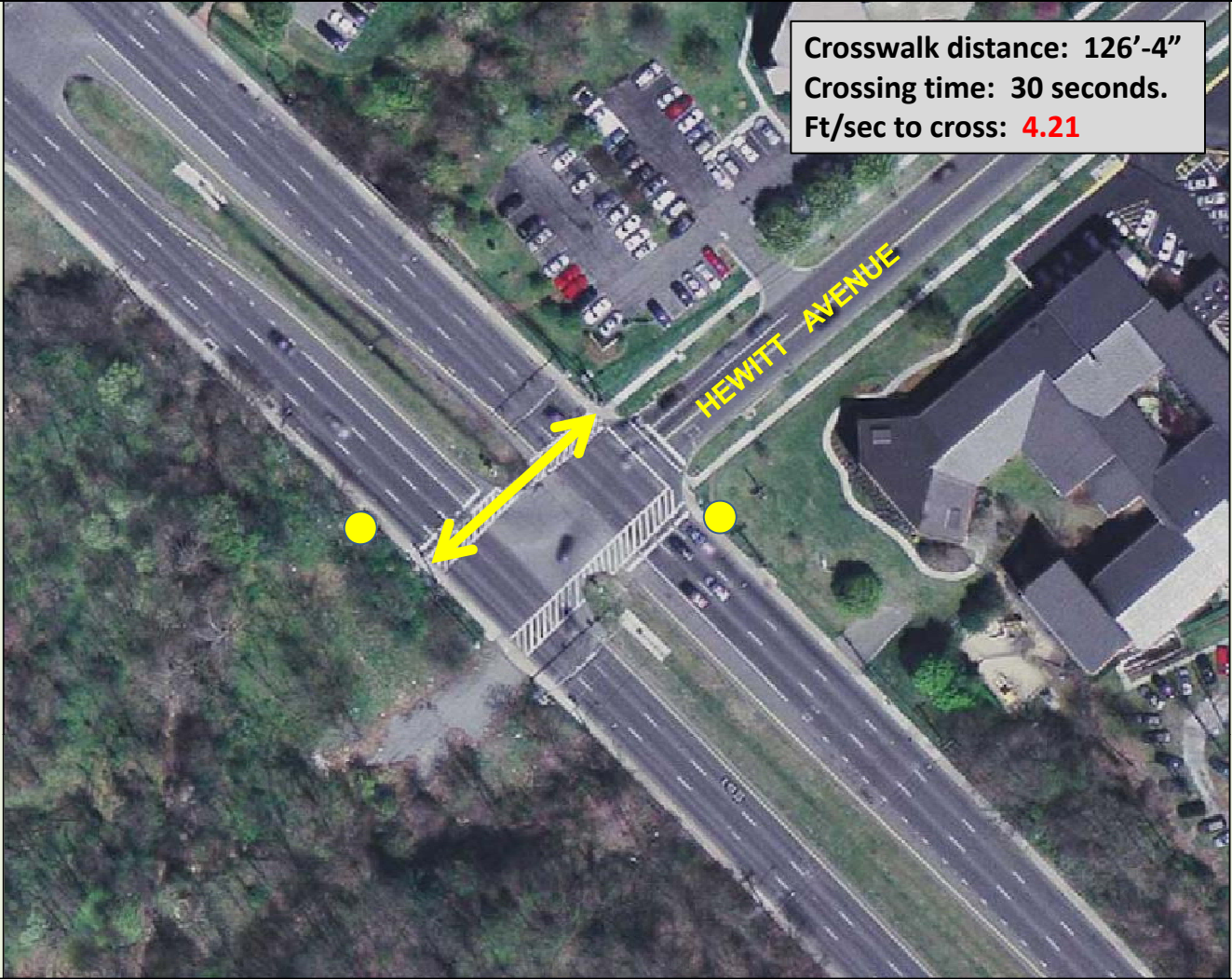


Reedie Drive – South Crosswalk



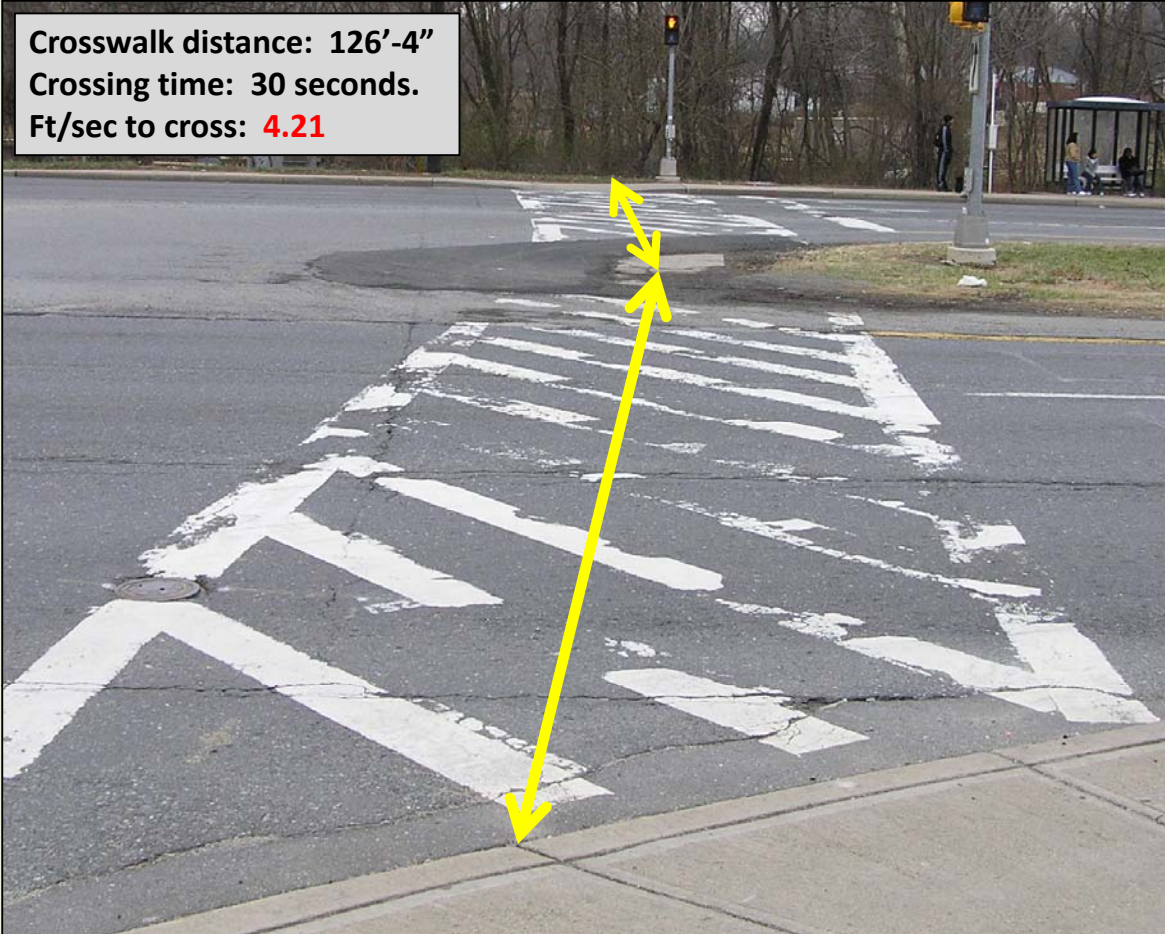


Crosswalk distance: 126'-4"
Crossing time: 30 seconds.
Ft/sec to cross: 4.21

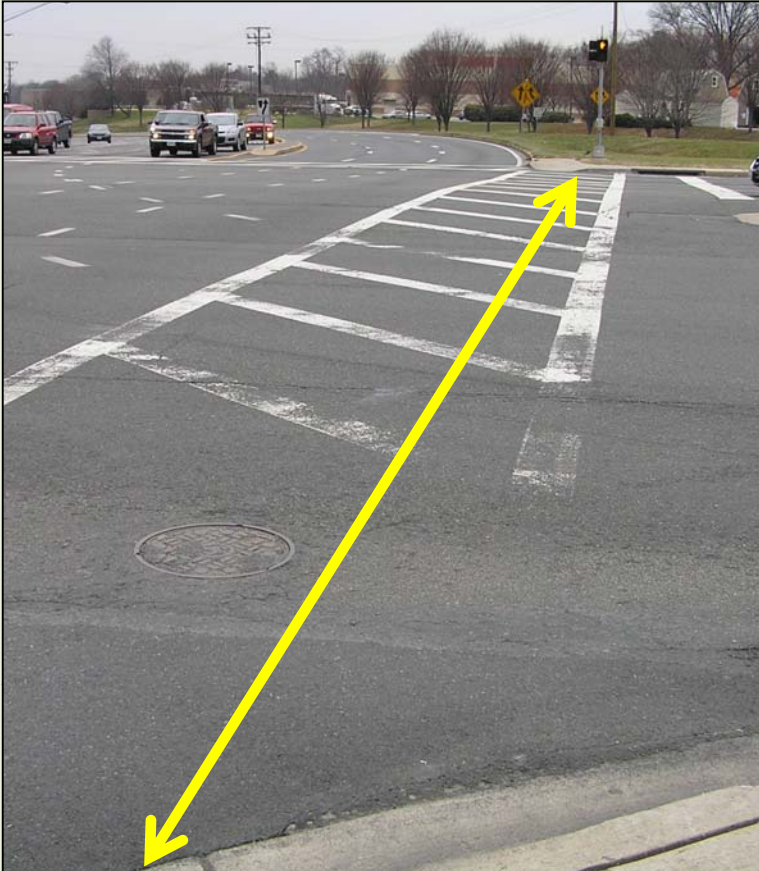


Hewitt Avenue – North Crosswalk

Crosswalk distance: 126'-4"
Crossing time: 30 seconds.
Ft/sec to cross: **4.21**



Connecticut Avenue – North Crosswalk



Crosswalk distance: 137'-10"
Crossing time: 30 seconds.*
Ft/sec to cross: 4.59*

*The crosswalk signals are programmed so that they occur in two 15 second cycles with pedestrians expected to cross half-way each time.



Marked Crosswalk Distances



Glenallen Avenue to Hewitt Avenue

Marked Crosswalk Distances



Georgia Ave v. Connecticut Ave



Median Comparison – Georgia Ave v. Connecticut Ave



Georgia Avenue – looking north
from Connecticut Avenue

Connecticut Avenue – looking south
near Everett Street



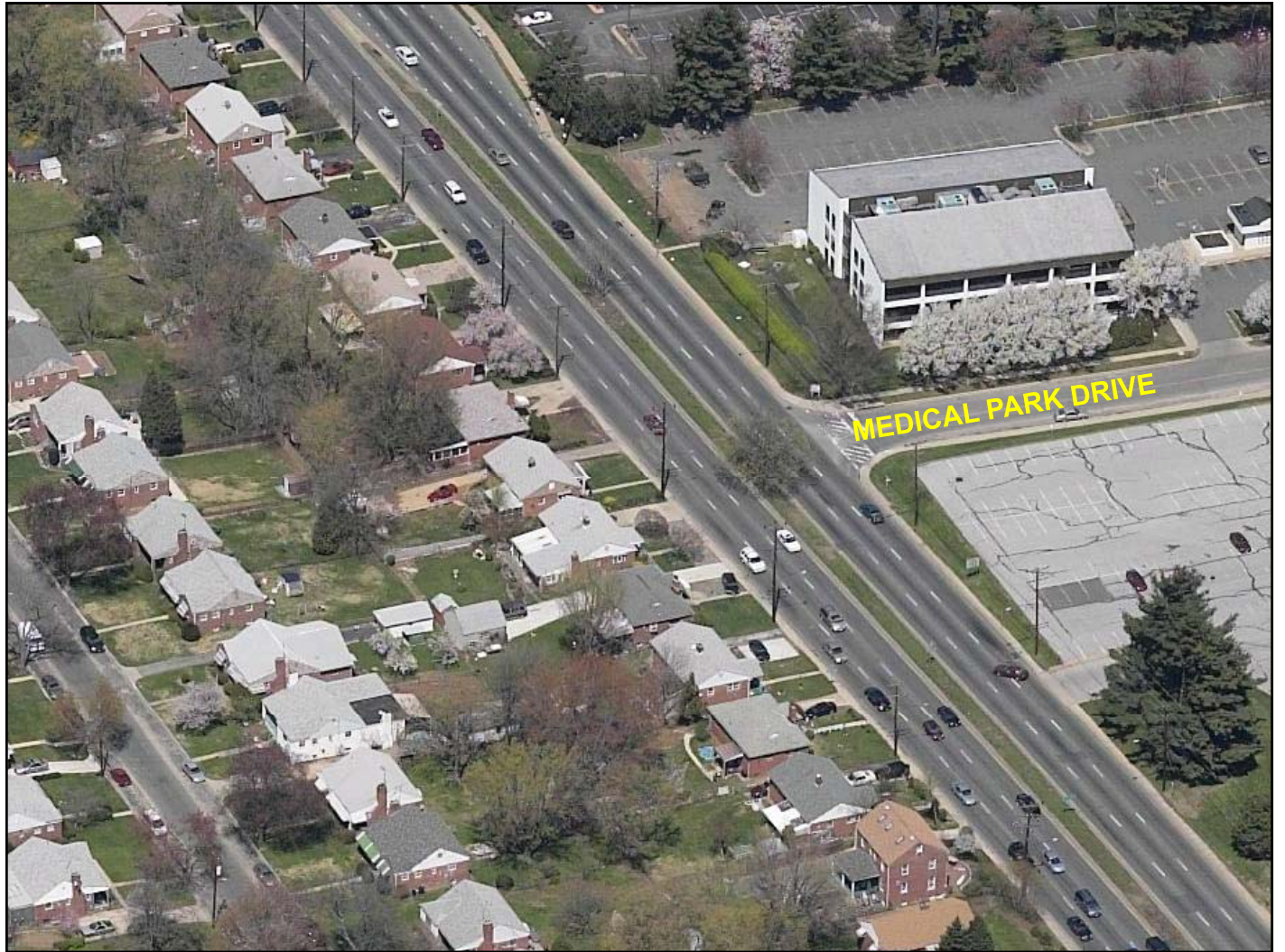
Georgia Avenue – Median Comparison



North of Silver Spring

North of Glenmont





Special Exception – 10101 Georgia Avenue

Special
Exception



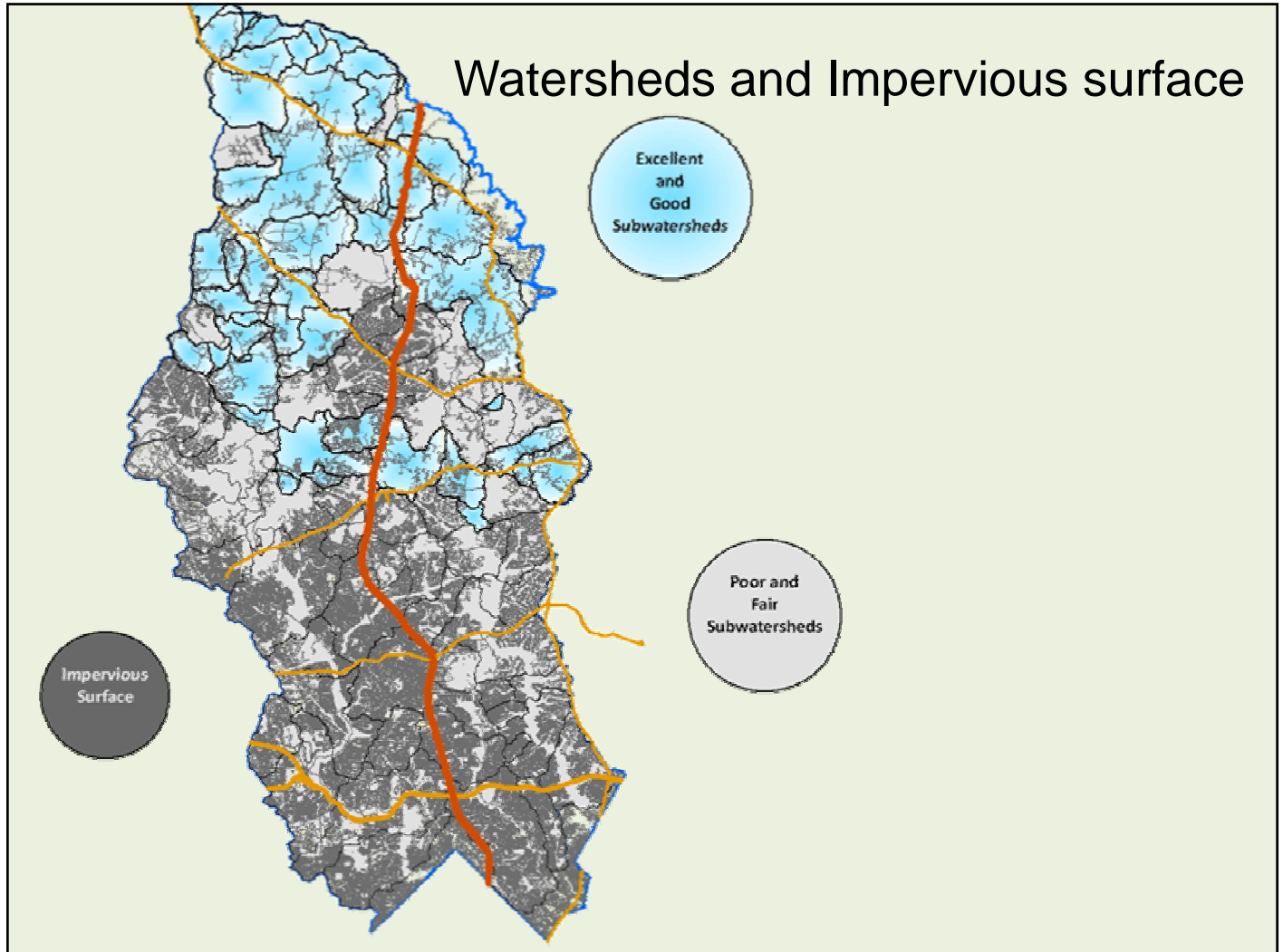
Typical House in Area

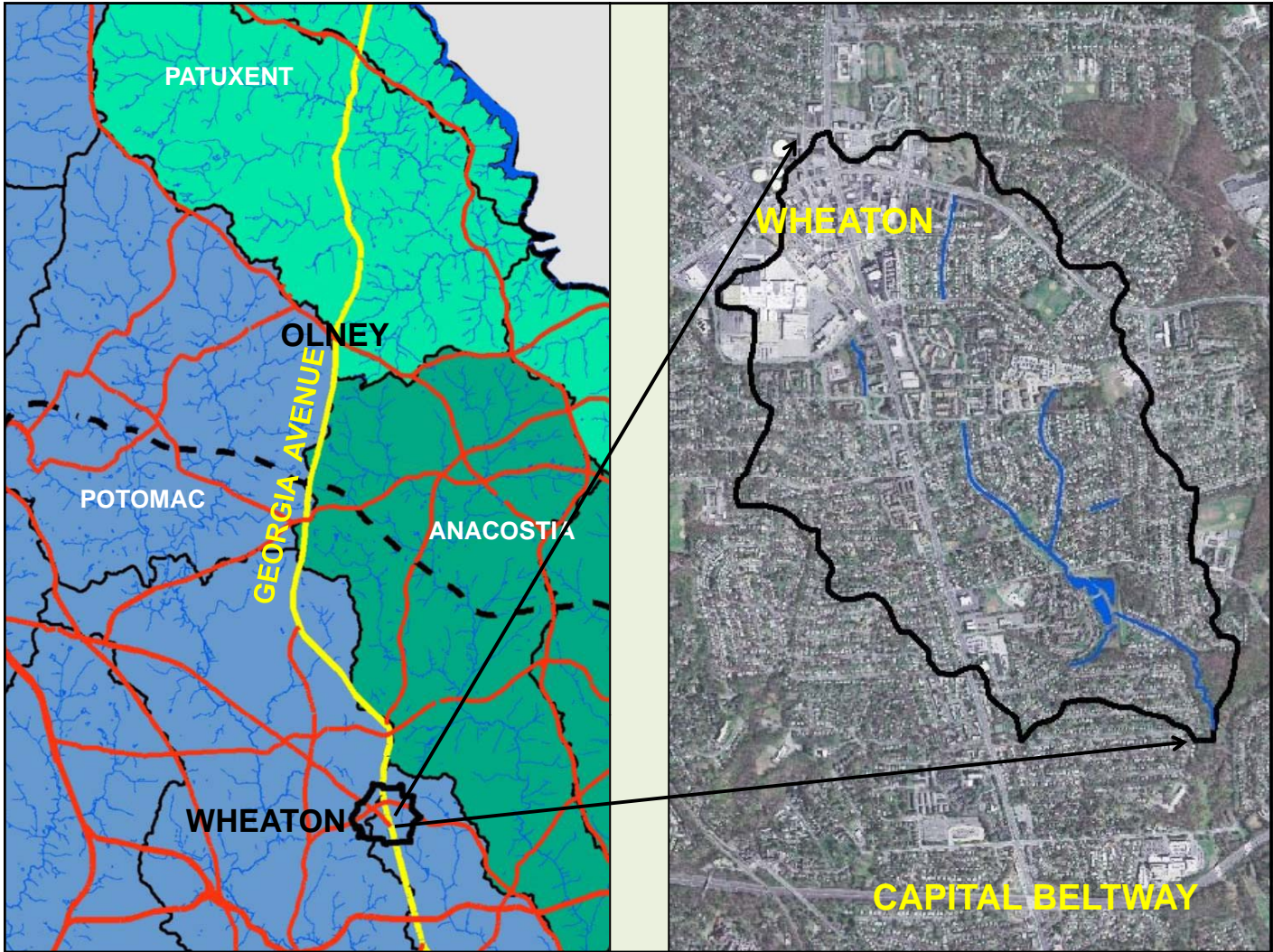


Special Exception - 2109 Dennis Avenue



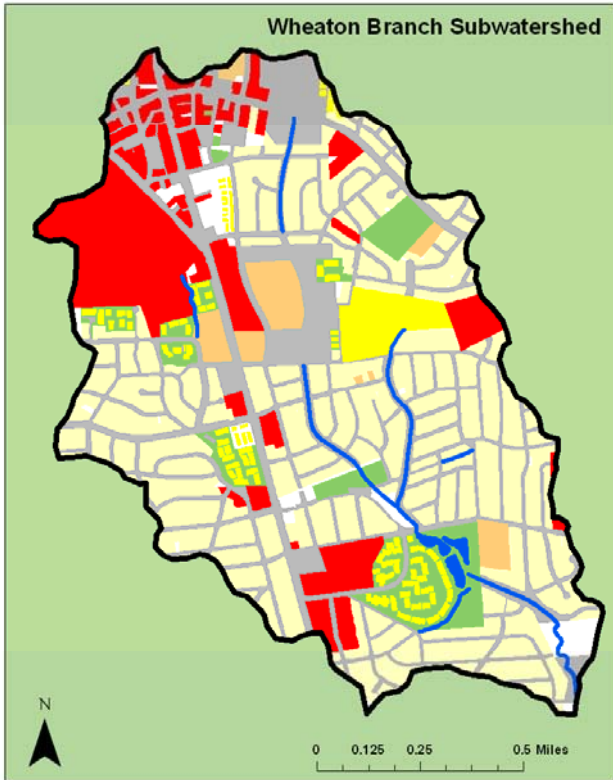
Watersheds and Impervious surface





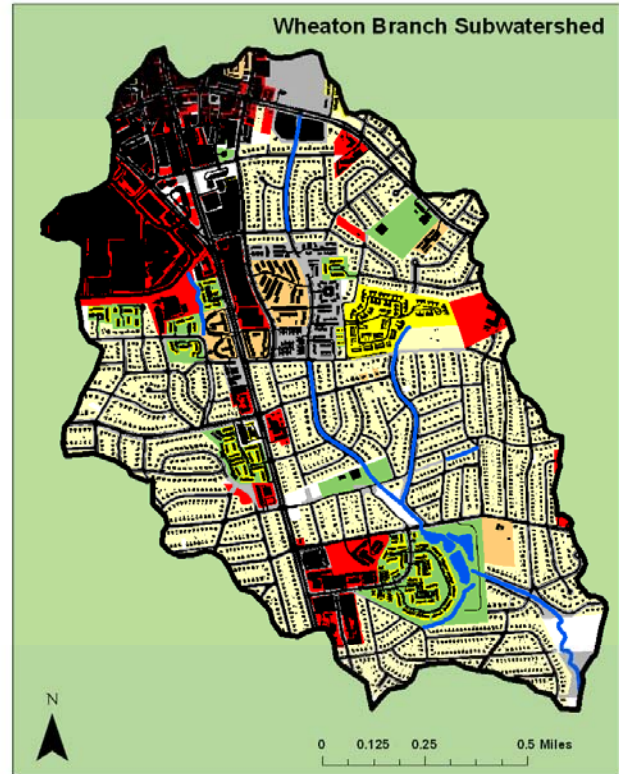
Existing Land Use

Wheaton Branch Subwatershed



Existing Land Use and Impervious Surfaces

Wheaton Branch Subwatershed

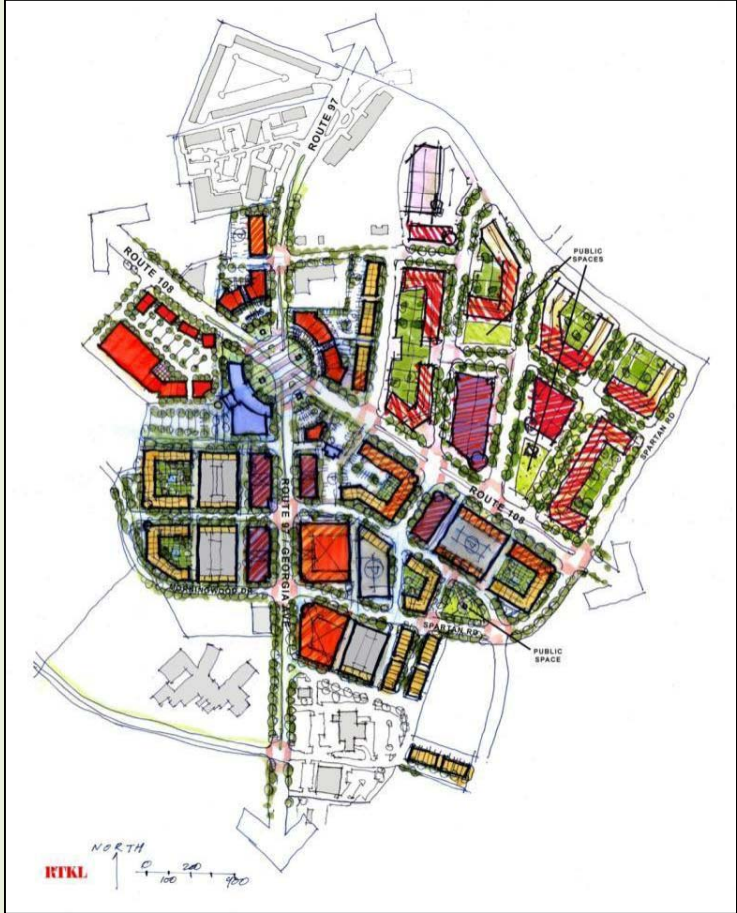
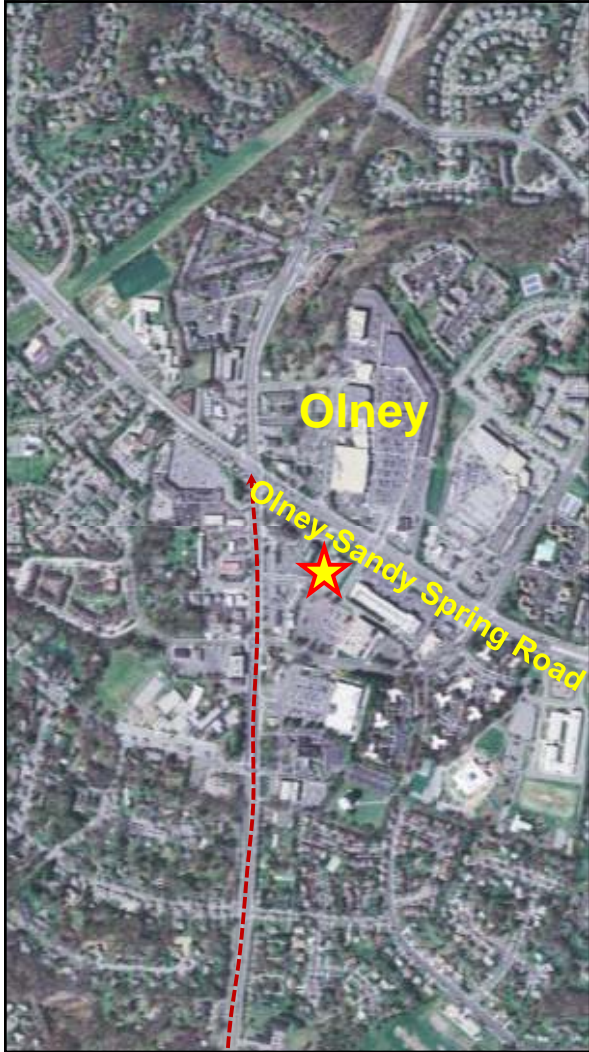


4. Resources and Opportunities

RESOURCES AND OPPORTUNITIES

Issue: Pedestrian environment

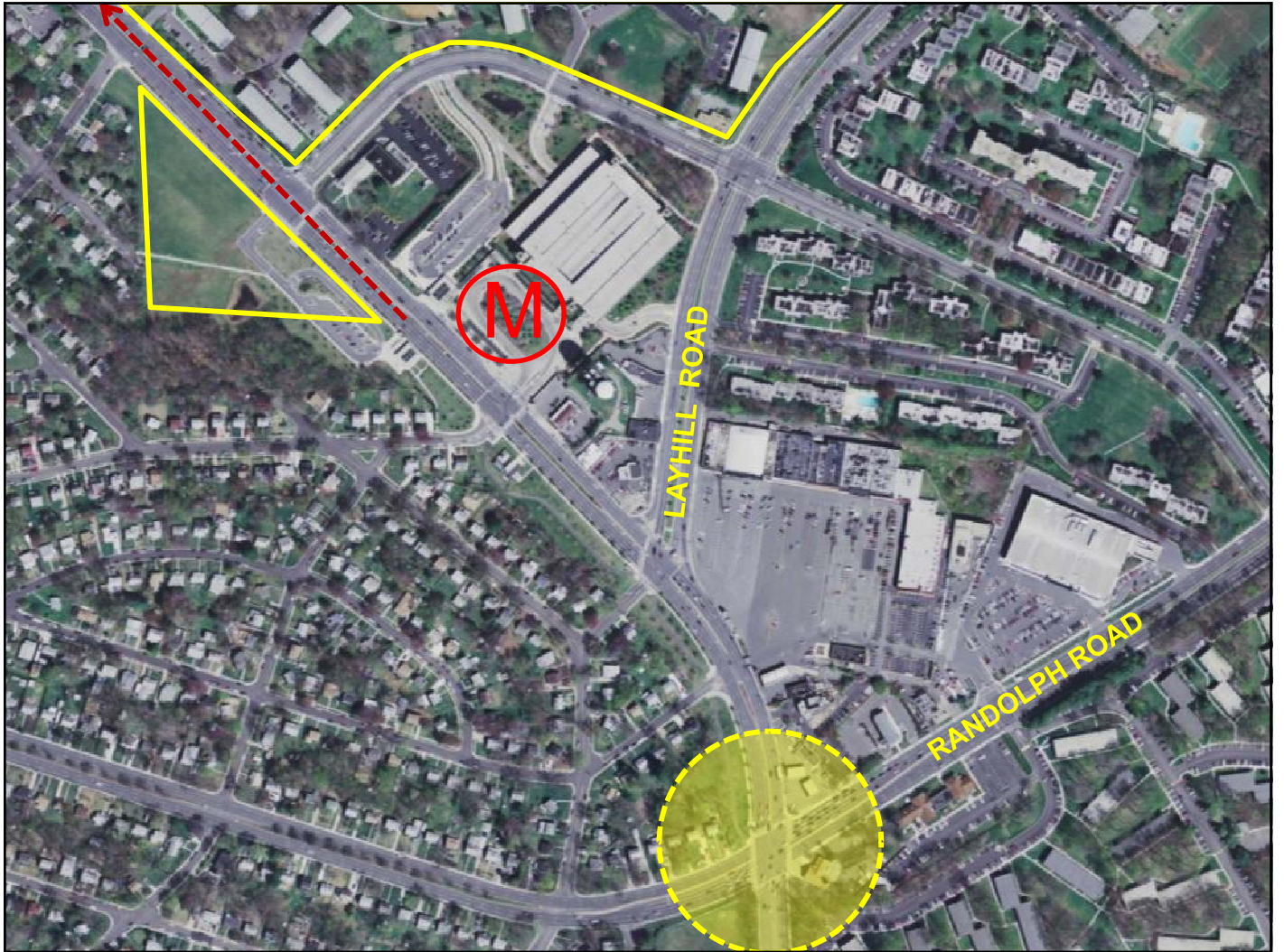
1. Capital Improvement Projects (Forest Glen pedestrian tunnel, Equestrian crossing at Rachel Carson, Evans Local Park reconstruction).
2. County and State sidewalk improvement programs.
3. Private property developments/redevelopments (BB&T Bank, Wheaton Baptist Church, changes in existing special exceptions).
4. Potential mid-block pedestrian crossings with signals.
5. Policy Area Mobility Review (PAMR) mitigation of new development projects in the corridor.
6. Traffic calming measures in all future projects and changes.
7. New tools and resources (the road code, better design standards and techniques, greater awareness of issues).



RESOURCES AND OPPORTUNITIES

Issue: Traffic volumes and congestion (has impacts on pedestrian accessibility and environment)

1. Capital Improvement Projects (Norbeck and Glenmont grade separations, Georgia Avenue Busway, Brookeville Bypass).
2. Better alignment of land use and transportation infrastructure (new growth at metro stations, Jobs and housing balance).
3. Changes in technology (telecommuting) and employment patterns (live near your work programs, flex hours, limited or no free parking, higher gasoline prices).
4. Better transit facilities and operations.
5. TODS and walkable communities.







RESOURCES AND OPPORTUNITIES

Issue : Environmental degradation, Storm Water Management

1. Major Capital Improvement Projects.
2. Better controls and regulations (road code, energy and infrastructure plan, green building technologies).
3. Better transit facilities and operations to reduce car travel.
4. TODS and walkable communities.

Seattle S.E.A. Streets Project



Seattle S.E.A. Streets Project



AFTER

BEFORE



Images: Seattle Public Utilities

5. Future Planning Framework and Next Steps

FUTURE PLANNING FRAMEWORK

1. Sustainability is the guiding principal for all physical development.
2. Focus new growth in Metro station areas (No rezonings outside Metro Station areas).
3. Protect and enhance the residential character of the areas between commercial centers (no new special exceptions along Georgia Avenue).
4. A Green Boulevard through landscaping of the ROW and properties facing Georgia Avenue.
5. Design excellence in both public and private projects—design standards for walkability/pedestrian accessibility.
6. CIP improvements for critical areas:
 - a. Forest Glen pedestrian tunnel;
 - b. Hewitt Avenue area for active recreation space;
 - c. Georgia/Veirs Mill intersection pedestrian crossing;
 - d. Mid-block marked pedestrian crossings;
 - e. Sidewalk improvements with green panels;
 - f. Landscaping of medians and sidewalks.

Georgia Avenue near Aspen Hill Road



BEFORE

AFTER



Georgia Avenue near Medical Park Drive



BEFORE

AFTER



Next Steps

1. Community outreach;
2. Detailed analysis of specific areas;
3. Recommendations.

PROJECT SCHEDULE

2nd Community Forum:	February 5, 2008
Planning Board Roundtable:	February 14, 2008
Draft Report/Recommendations:	April, 2008
3rd Community Forum:	May, 2008
Planning Board Roundtable:	May 2008
Presentation to the Board:	June 26, 2008
Transmit to the Council:	July, 2008