### 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 roadway 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

<table>
<thead>
<tr>
<th>Location</th>
<th>Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia Avenue Corridor</td>
<td>141,675</td>
<td></td>
</tr>
<tr>
<td>Silver Spring</td>
<td>10,475</td>
<td>7.4%</td>
</tr>
<tr>
<td>Montgomery Hills</td>
<td>6,040</td>
<td>4.3%</td>
</tr>
<tr>
<td>Wheaton</td>
<td>4,850</td>
<td>3.4%</td>
</tr>
<tr>
<td>Glenmont</td>
<td>19,800</td>
<td>14.2%</td>
</tr>
<tr>
<td>Aspen Hill</td>
<td>3,677</td>
<td></td>
</tr>
<tr>
<td>Wheaton Hill</td>
<td>8,770</td>
<td></td>
</tr>
<tr>
<td>Holy Cross</td>
<td>2,598</td>
<td></td>
</tr>
<tr>
<td>Forest Glen/Glen Haven</td>
<td>15,085</td>
<td>10.7%</td>
</tr>
<tr>
<td>Wheaton Hills/Arcola</td>
<td>16,390</td>
<td>11.6%</td>
</tr>
<tr>
<td>Wheaton CBD</td>
<td>4,850</td>
<td>3.4%</td>
</tr>
<tr>
<td>Glenmont CBD</td>
<td>6,485</td>
<td>4.6%</td>
</tr>
<tr>
<td>Glenmont</td>
<td>16,465</td>
<td>11.6%</td>
</tr>
<tr>
<td>Aspen Hill</td>
<td>23,715</td>
<td>16.7%</td>
</tr>
<tr>
<td>Leisure World</td>
<td>14,690</td>
<td>10.4%</td>
</tr>
<tr>
<td>Olney</td>
<td>34,995</td>
<td>24.7%</td>
</tr>
<tr>
<td>Rural Areas</td>
<td>3,820</td>
<td>2.7%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>95,762</strong></td>
<td><strong>67.8%</strong></td>
</tr>
</tbody>
</table>

### Employment
Number of jobs at major employment centers.

### The Maryland–National Capital Park and Plan

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*THE MARYLAND–NATIONAL CAPITAL PARK AND PLAN*

**May 7, 2008**
Limit all new special exceptions on R-60 and R-90 zoned properties facing the roadway. Require accessory apartments with prohibition on any new parking spaces, limits on front yard impervious surfaces, limits on out-of-scale additions. Require landscaping and screening in front yards for special exceptions to protect and enhance the visual appearance of the roadway frontage.
The State Highway Administration is beginning a project planning study for future plans. The study should accommodate the 2000 recommendation for removal of the reversible lanes in this section and introduction of a 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.

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.

They recommend filling 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.

Wheaton Sector Plan should specifically explore options for creating a pedestrian crossing of Georgia Avenue at the intersection of Veirs Mill Road.
Modify the 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. Prioritize eliminating sidewalk gaps in the corridor or upgrading substandard sidewalks along the roadway when requiring.

Crosswalk Distance: 91' 6"
Crossing Time: 20 seconds
Feet/sec to cross: 4.58

Projects to provide improvements as necessary at the Forest Glen Metro Station Area

Before

THE MARYLAND–NATIONAL CAPITAL PARK AND PLAN
May 7, 2008

THE MARYLAND–NATIONAL CAPITAL PARK AND PLAN
Transportation

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

University Boulevard

Randolph Road

Dennis Avenue

GLENMONT

Arcola Avenue

Forest Glen Road

Capital Beltway

Shd U Pth

Shared Use Path

Bike Lanes

Signed/Shared Roadway

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.

THE MARYLAND–NATIONAL CAPITAL PARK AND PLAN

MAY 7, 2008

THE MARYLAND–NATIONAL CAPITAL PARK AND PLAN
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 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.

Consider expansion of Strathmore Local Park to provide a playground and possibly a "skate spot" in this dense apartment area.
Expedite the Brookville Bypass project to help save this historic town from the negative impacts of through traffic by either expanding the tree planting program or through a Capital Improvement Project. Explore the feasibility of providing an underpass for equestrian use at Rachel Carson Conservation Park. Both fall short of a goal established by American Forests. 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.