CORE PROJECT TEAM and STUDY AREA

Khalid Afzal  Community-Based Planning
John Marcolin  Community-Based Planning
James Sumler  Community-Based Planning
Marion Clark  Environment, Countywide Planning
David Paine  Transportation, Countywide Planning
Tom Autrey  Transportation, Countywide Planning
Krishna Akundi  Research and Technology
Sandra Youla  Historic Preservation
Brooke Farquhar  Department of Parks
Eric Duneman  Student Intern, University of MD, CBP
PURPOSE OF STUDY

1. Conduct a comprehensive review of Georgia Avenue to define an appropriate vision for the entire corridor;

2. Develop 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.
SPECIFIC TASKS

1. Analyze existing conditions along the corridor--land use, transportation, environment, current plans;

2. Conduct environmental, transportation, and urban design assessment of critical issue areas;

3. Research examples of corridor planning in other jurisdictions;

4. Analyze a planning and urban design framework for the corridor;

5. Develop recommendations.
TODAY’S PRESENTATION: Project Status and Scope of Work

1. A brief overview of the corridor and its regional context.

2. Major issues along the corridor.

3. Summary of resources and opportunities.


5. Next Steps.
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
Georgia Ave and B&O RR: Looking North (c. 1920)
Georgia Ave at Silver Spring Ave: Looking South (c. 1920)
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY
Employment Centers

Total Georgia Avenue jobs: 62,393
Total County Jobs: 545,000

Percentage of Total County jobs:

Georgia Avenue: 11.4%
Bethesda: 14.2%
Rockville Pike: 20.6%
Germantown: 18.3%
I-270 Corridor: 73.4%

Total population (2005): 141,675
1. OVERVIEW OF THE CORRIDOR

   a. HISTORICAL PERSPECTIVE

   b. GEORGIA AVENUE TODAY

       1. COMMUNITIES ALONG THE CORRIDOR
CURRENT MASTER PLANS

OLNEY

ASPEN HILL

KENSINGTON/WHEATON

SILVER SPRING
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY
      1. COMMUNITIES ALONG THE CORRIDOR
      2. A HOUSING RESOURCE
## 2006 Housing Sales

<table>
<thead>
<tr>
<th>Average Sale Prices – 2006</th>
<th>Georgia Avenue</th>
<th>No. of Units Sold</th>
<th>Georgia Avenue Study Area</th>
<th>No. of Units Sold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached – Used</td>
<td>$395,000</td>
<td>10</td>
<td>$483,012</td>
<td>816</td>
</tr>
<tr>
<td>Townhouse – Used</td>
<td>$453,914</td>
<td>21</td>
<td>$402,737</td>
<td>225</td>
</tr>
<tr>
<td>Condos - Used</td>
<td>$307,774</td>
<td>19</td>
<td>$290,368</td>
<td>592</td>
</tr>
</tbody>
</table>
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 2\textsuperscript{nd} Lowest in 2006
2006 Sales – Single Family Detached
13218 Georgia Avenue - $429,000—Above average in 2006
2006 Sales – Single Family Detached
13215 Georgia Avenue - $655,000--The 2\textsuperscript{nd} Highest 2006
2006 Sales – Single Family Detached

14708 Georgia Avenue - $884,000--The Highest in 2006
Townhouses and Condominiums
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY
      1. COMMUNITIES ALONG THE CORRIDOR
      2. A HOUSING RESOURCE
      3. A TRANSPORTATION CORRIDOR
Average Daily Traffic (ADT)
Average Daily Traffic (ADT)
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY

2. MAJOR ISSUES
   a. TRAFFIC
Highway Mobility Report 2006
Intersection with failing CLVs

EMERY
NORBECK
CONNECTICUT
RANDOLPH
ARCOLA
PLYERS MILL
FOREST GLEN
SEMINARY
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY

2. MAJOR ISSUES
   a. TRAFFIC
   b. WALKABILITY
SIDEWALKS
Crosswalk distance: 95’ 7”
Crossing time: 30 seconds
Ft/sec to cross: 3.19
Dennis Avenue – North Crosswalk

Crosswalk distance: 91’ 6”
Crossing time: 20 seconds.
Ft/sec to cross: 4.58
Reedie Drive – South Crosswalk

Crosswalk distance: 89’ 9”
Crossing time: 22 seconds.
Ft/sec to cross: 4.08
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.
Median Comparison – Georgia Ave v. Connecticut Ave

Connecticut Avenue – looking south near Everett Street

Georgia Avenue – looking north from Connecticut Avenue
Georgia Avenue – Median Comparison

North of Silver Spring

North of Glenmont
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY

2. MAJOR ISSUES
   a. TRAFFIC
   b. WALKABILITY
   c. SPECIAL EXCEPTIONS
Special Exceptions: 10101 Georgia Avenue

Typical House in Area
Special Exceptions: 2109 Dennis Avenue
1. OVERVIEW OF THE CORRIDOR
   a. HISTORICAL PERSPECTIVE
   b. GEORGIA AVENUE TODAY

2. MAJOR ISSUES
   a. TRAFFIC
   b. WALKABILITY
   c. SPECIAL EXCEPTIONS
   d. ENVIRONMENTAL ISSUES
Countywide Environmental issues:

- Climate Change
- Air to Breathe
- Water to Drink
- Water for Swimming and Fishing
- Local Food
- Exercise opportunities
Relationship of corridor studies

Subwatersheds in the Georgia Avenue corridor represent 11% of the county land area.

The 355/I-270 corridor is ¼ of the land area in the county, but contains ½ of the impervious cover.
Water quality and Impervious land cover

This 11% of the county’s land area Contains xx% of the county’s Imperviousness.
1. OVERVIEW OF THE CORRIDOR

2. MAJOR ISSUES

3. RESOURCES and OPPORTUNITIES

   a. WALKABILITY

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).
5. Policy Area Mobility Review (PAMR) mitigation of new development projects in the corridor.
6. Traffic calming measures.
7. New tools and resources (the road code, better design standards and techniques, greater awareness of issues).
Georgia Avenue near Aspen Hill Road
Georgia Avenue near Windham Lane
TRAFFIC CONGESTION

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 to reduce car travel.

5. TODS and walkable communities.
RESOURCES AND OPPORTUNITIES

ENVIRONMENTAL IMPACTS

1. Better policies and regulations (road code, energy and environmental plan, green building technologies).

2. Capital Improvement Projects.

3. Better transit facilities and operations to reduce car travel.

4. TODs and walkable communities.
1. ENVIRONMENTAL ACTIONS

1. Cut carbon dioxide emissions
   a. Energy and Environment Plan
   b. Climate Protection Plan
   c. Climate Change bills
2. Provide walkways and bikeways
   a. Energy and Environment Plan
   b. Sector plans for new transit communities
   c. Urban Environmental Design Guidelines
3. Plant trees
   a. Green Infrastructure Plan
   b. Energy and Environment Plan
   c. Master and sector plans for transit communities
   d. Urban Environmental Design Guidelines
4. Increase infiltration
   a. Water Resources Plan
   b. Energy and Environment Plan
   c. Master and sector plans for transit communities
   d. Urban Environmental Design Guidelines
   e. DEP – Rainscapes grant
5. Green Buildings

a. Green building regulations recently passed

b. Clean Energy rewards program
1. OVERVIEW OF THE CORRIDOR
2. MAJOR ISSUES
3. RESOURCES and OPPORTUNITIES
4. FUTURE PLANNING FRAMEWORK
1. Sustainability.

2. Focus new growth in Metro station areas (No rezonings outside Metro Station areas).

3. Focus on non-auto and transit mobility rather than vehicular capacity of the roads.

4. Protect and enhance the residential character of the areas between commercial centers (no new special exceptions along Georgia Avenue).

5. A Green Boulevard through landscaping of the ROW and properties facing Georgia Avenue.

6. Design excellence in both public and private projects.
1. OVERVIEW OF THE CORRIDOR
2. MAJOR ISSUES
3. RESOURCES and OPPORTUNITIES
4. PLANNING FRAMEWORK
5. NEXT STEPS
   a. Community outreach
   b. Explore opportunities/options for improvement
   c. Develop recommendations
Summary of Comments from Community Meetings (11/27/07, 2/5/08)

1. Transportation
   a) Traffic congestion is a major 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.
PROJECT SCHEDULE

3rd Community Forum: May, 2008
Planning Board Roundtable: May 2008
Presentation to the Board: June 26, 2008
Transmit to the Council: July, 2008
Georgia Avenue Concept Study