MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item No.
Date: December 21, 2017

Forest Glen/Montgomery Hills Sector Plan Scope of Work

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Description
Planning Board Update - Forest Glen/Montgomery Hills Sector Plan Transportation, Schools and Commercial and Retail Market Analysis

Staff Recommendation

Summary
The Forest Glen/Montgomery Hills Sector Plan extends along Georgia Avenue and follows the MD 97 corridor between Dennis Avenue and Spring Street. This memorandum presents the approach and subsequent analysis in: Transportation, Commercial and Retail Market that will be undertaken for the Sector Plan. There will also be a brief discussion of Schools, primarily focused on the existing conditions within the Down County consortium.

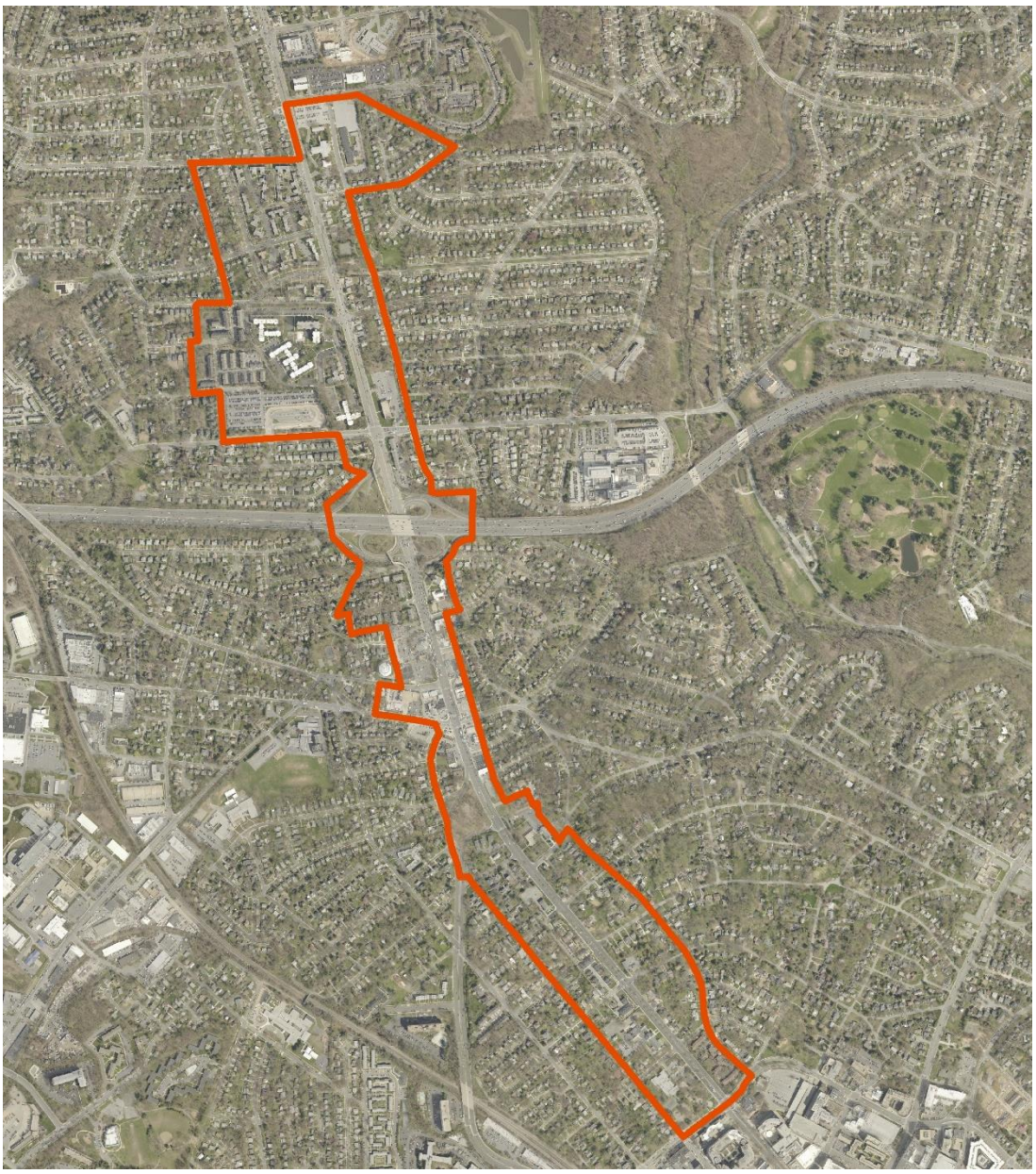
CONTENTS

BACKGROUND AND CONTEXT

Plan Area

Although the Study Area is total of 400 acres (exclusive of public-rights-of-way), the Planning Board selected a sector plan boundary that focuses on the Georgia Avenue corridor. The area within the plan boundary is approximately 230 acres, and home to a variety of land uses including numerous small businesses, several medical office parks, the Forest Glen metro station, varied housing stock, General Getty and Woodside neighborhood parks, and 11 religious institutions. Government owned facilities within the area include: PLD parking lots #12 and #48, the Washington Suburban Sanitary Commission Woodside Water Tank.

As noted in the Scope of Work, the Forest Glen/Montgomery Hills Sector Plan will produce an approved sector plan and subsequent sectional map amendment for the General Plan that responds to the Maryland State Highway Administration MD 97 Georgia Avenue study, the WMATA Metro Station Feasibility Study for the Forest Glen Metro, and input from the stakeholders. Staff will utilize a variety of methods to obtain detailed information necessary to make recommendations for improvements along MD 97. It is likely that these recommendations will retain the existing commercial character of Montgomery Hills district while allowing for additional uses along the heavily traveled corridor.



Sector Plan Boundary

Transportation

Sector Plan Transportation Approach

The Forest Glen/Montgomery Hills Sector Plan will include a comprehensive and multimodal approach to transportation planning. To begin this effort, Staff is collecting data and analyzing the existing conditions for motorists, cyclists, pedestrians, and transit users. Before recommendations can be made, Staff needs to understand what the issues are and how future changes could impact or improve travel within and through the plan area. While this Plan will study and make recommendations for all travel modes, this report provides an update on the work completed thus far to study the travel conditions for motorists. Studies are underway to examine the conditions for pedestrians, cyclists and transit users, and will be published upon completion.

Countywide Practice for Master/Sector Plan Development

The purpose of Adequate Public Facilities Ordinance (APFO) is to ensure the County has the infrastructure to support planned growth. The Subdivision Staging Policy (SSP) sets the metrics and standards for transportation infrastructure capacity. At the time of development review of submitted applications, Staff evaluates the proposal to determine if the existing transportation infrastructure has the capacity for additional density. If Staff determines the proposed development will exceed the standards for transportation capacity, strategies to either reduce travel demand or increase transportation capacity must be identified for the proposed development to move forward.

Within the master/sector plan process, it is the County's practice to evaluate the existing and planned infrastructure capacity when considering an increase to the maximum zoning envelope. The objective is to avoid recommending growth in master and sector plans that is unsustainable. If Staff determines the amount of realized development from the plan vision will overburden the existing transportation infrastructure as determined by the SSP, typical solutions would include recommendations for increasing capacity and/or improving performance within the Plan area.

Preliminary Transportation Analysis

In a typical master plan process, the transportation analysis is initiated after land use scenarios are developed. The objective of the study is to determine which, if any, of the land use scenarios would overburden the vehicular travel network. With this sector plan, Staff suspected the vehicular travel network was reaching the capacity standard with today's traffic volumes especially along Georgia Avenue and 16th Street. Staff further speculated that the maximum densities of the existing commercial and mixed-use zones could not be realized as they might exceed transportation capacity standards. Staff assumes an increase in density above what is on the ground currently could require congestion mitigation to the travel network. For this reason, Staff launched the vehicular traffic analysis at the very start of this Plan. As a result, the recommended future land use scenarios will be informed by the transportation study findings.

As part of this analysis, Staff identified 28 total intersections to study, see Figure 1. Seven of these intersections are located within the Plan boundary, and the remaining 21 are located on corridors just outside the Plan area. This analysis represents an expansive approach to analyzing vehicular traffic because the travel network is relatively constrained with only a few major travel corridors. In other words, any changes to the network along Georgia Avenue would likely impact nearby thoroughfares such as 16th Street, Sligo Creek Parkway, and Colesville Road.

Figure 1: Map of intersections studied in for preliminary analysis

With the intersections and major corridors identified, the next step was to determine the land use scenarios for the study. Staff chose to study the existing traffic conditions (i.e. traffic present on the roadway network today), and two future scenarios with a 2040 horizon date; one "no-build" scenario that assumes no new development will occur within the Plan area and a second "zoning potential" scenario that assumes properties in the Montgomery Hills Commercial District will achieve their current maximum density and other large properties redevelop to their current maximum residential densities. The outcomes of these three scenarios are discussed in the subsections below.

Existing Conditions

The 2016-2020 *Subdivision Staging Policy* requires planners to apply the Highway Capacity Manual (HCM) method for calculating average vehicle delay during the weekday morning and evening peak hour. Delay at a signalized intersection can be caused by multiple factors; cars waiting during a red phase, cars slowing down during yellow and red phases, cars slowly accelerating at the beginning of a green phase, and cars navigating lanes with high volumes of traffic. Some cars may experience no delay (i.e. those traveling through on green phases) and others may sit through an entire light signal cycle before being able to travel through the intersection. These experiences, in combination with other inputs (i.e. number of lanes, signal timing and phasing, and turning restrictions, vehicle delay) are averaged across the intersection to determine average seconds of delay for a study intersection.

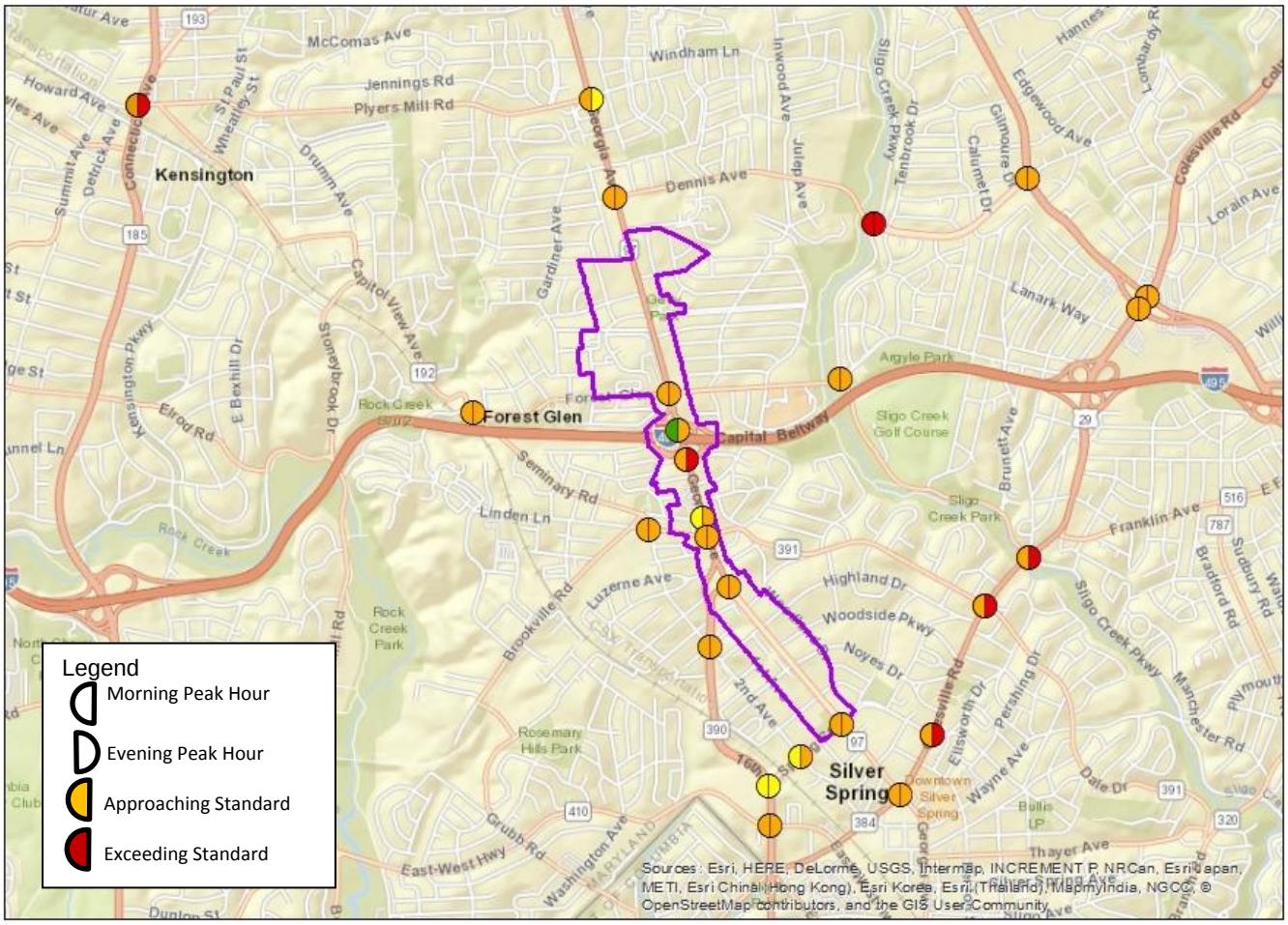


Figure 2: Preliminary Transportation Study Intersections Existing Conditions

All but one of the intersections within the Plan area have a threshold of an average of 80 seconds of delay; Georgia Avenue at Spring Street has a standard of 120 seconds of delay as it is included in the Silver Spring Central Business District. A summary of highlights from the study are included below:

- Within the Plan Area Boundary, one intersection is currently exceeding the standard; Georgia Avenue and the Inner Beltway off-ramp exceeds an average of 80 seconds of delay in the evening peak hour.
- The remaining intersections in the Plan Area Boundary are approaching the standard.
- Georgia Avenue Seminary Road/Columbia Boulevard is approaching the standard in the morning peak hour.
- Outside the plan area, five intersections exceed the standard and they include:
    - Sligo Creek Parkway and Colesville Road (evening peak hour)
    - Dale Drive and Colesville Road (evening peak hour)
    - Spring Street and Colesville Road (evening peak hour)
    - Plyers Mill Road and Connecticut Avenue (evening peak hour)
    - Dennis Avenue and Sligo Creek Parkway (morning and evening peak hours, stop-controlled intersection)

While only one intersection within the Plan Area Boundary currently exceeds the standard for average vehicle delay, motorists along or across Georgia Avenue would offer observations beyond the study results. The Highway Capacity Methodology's reliance on average delay compensates for bad

(congested) vehicle movements with good (less congested) vehicle movements. This appears to be the case for the study intersections. In many cases, a relatively good traffic flow along Georgia Avenue overshadows the impeded traffic flow on and turning movements to the side streets. Staff has observed spillback on Georgia Avenue that blocks entry for people trying to turn onto the road from side streets.

The most common occurrence of this is at Georgia Avenue and 16th Street northbound. In the evening peak period, cars traveling northbound on Georgia Avenue spillback and block the intersection when the traffic signal turns red, which prevents northbound traffic on 16th Street from entering and eventually clearing the intersection. When cars cannot clear the intersection during the effective green phase of a traffic signal, gridlock pushes further south on Georgia Avenue and creates congestion sometimes as far back as Spring Street.

Another aspect of vehicular travel that is not immediately apparent from the average vehicle delay results is the poor lane utilization[1] on the corridor today. In the evening peak travel period, the peak travel demand is in the northbound direction as people commuting home from the District of Columbia and Silver Spring Central Business District are traveling north to reach the Beltway and beyond. Previous traffic studies determined four travel lanes were needed to accommodate this demand based on average daily traffic volumes; however, the poor lane utilization is the real problem, and not necessarily the number of lanes. Access to both the Inner Loop and the Outer Loop of the Beltway is from the rightmost lane of Georgia Avenue. This means there is heavy demand for the northbound right two lanes. The middle and leftmost lane experience less use, although these two lanes can be hindered by people trying to merge into the right most lanes to access the Beltway or by people ignoring the left turn restrictions. This configuration is what makes Georgia Avenue feel more congested than conveyed by the reported average vehicle delay measures.

No-Build Scenario

The No-Build Scenario assumes that no new development occurs within the Plan Area Boundary between 2017 and 2040. It applies a growth rate for traffic based on the land use and densities recommended in the approved master and sector plans. The No-Build Scenario shows an overall increase in average vehicle delay across all 28 intersections (see Figure 3). A summary of highlights from the modeling results is included below.

- Within the Plan Area Boundary, four intersections are forecasted to exceed the standard
    - Georgia Avenue and Forest Glen Road (both morning and evening peak hours)
    - Georgia Avenue and the Inner Beltway off-ramp (both morning and evening peak hours)
    - Georgia Avenue and Seminary Place (evening peak hour)
    - Georgia Avenue and Seminary Road/Columbia Boulevard (morning peak hour)
- While Georgia Avenue and Seminary Place is forecasted to approach the standard in the morning peak hour, there is a very small margin before it exceeds the standard
- Outside the plan area, the following intersections are forecasted to exceed the standard
    - Sligo Creek Parkway and Colesville Road (both peak hours)
    - Dale Drive and Colesville Road (both peak hours)
    - Spring Street and Colesville Road (both peak hours)
    - Plyers Mill Road and Connecticut Avenue (evening peak hour)
    - Dennis Avenue and Sligo Creek Parkway (both peak hours, stop-controlled intersection)

[1] Lane utilization refers to the distribution of traffic within travel lanes along a roadway. For example, lanes with even distribution across the lanes have "good" lane utilization. In contrast, where there is a high demand for a turning movement, traffic distribution is likely to be uneven across travel lanes, and therefore has "poor" lane utilization.

- Forest Glen Road and Sligo Creek Parkway (morning peak hour)

Figure 3: Preliminary Transportation Study Intersections Future "No-Build Scenario"

Zoning Potential Scenario

The Zoning Potential Scenario assigns parcels the maximum permitted density under the existing zone. Commercial/Residential zoned properties in the Montgomery Hills Commercial District were maximized for their zoned residential capacity with the remaining densities assigned to commercial. Other large properties within the study area were assumed fully developed at the underlying residential zones of R-60, R-20, R-10, and RT-12.5. The goal of this scenario was to create a high-density scenario to test transportation capacity limit.

A summary of highlights from the modeling results is included below.

- Of those intersections that were approaching the standard in the No-Build Scenario within the Plan area, the new densities of the Zoning Potential Scenario pushed the Georgia Avenue and Seminary Road/Columbia Boulevard intersection beyond the capacity limit. It is forecasted to exceed the standard in evening peak hour as well. In the "No-Build" scenario, the intersection was forecasted to exceed the standard in the morning peak hour, only.
- Within the Plan area, all intersections that exceeds the capacity in the No-Build Scenario continue to exceed the capacity in the Zoning Potential Scenario.
- Outside the Plan area, there is no substantial change to the forecasted congestion levels.

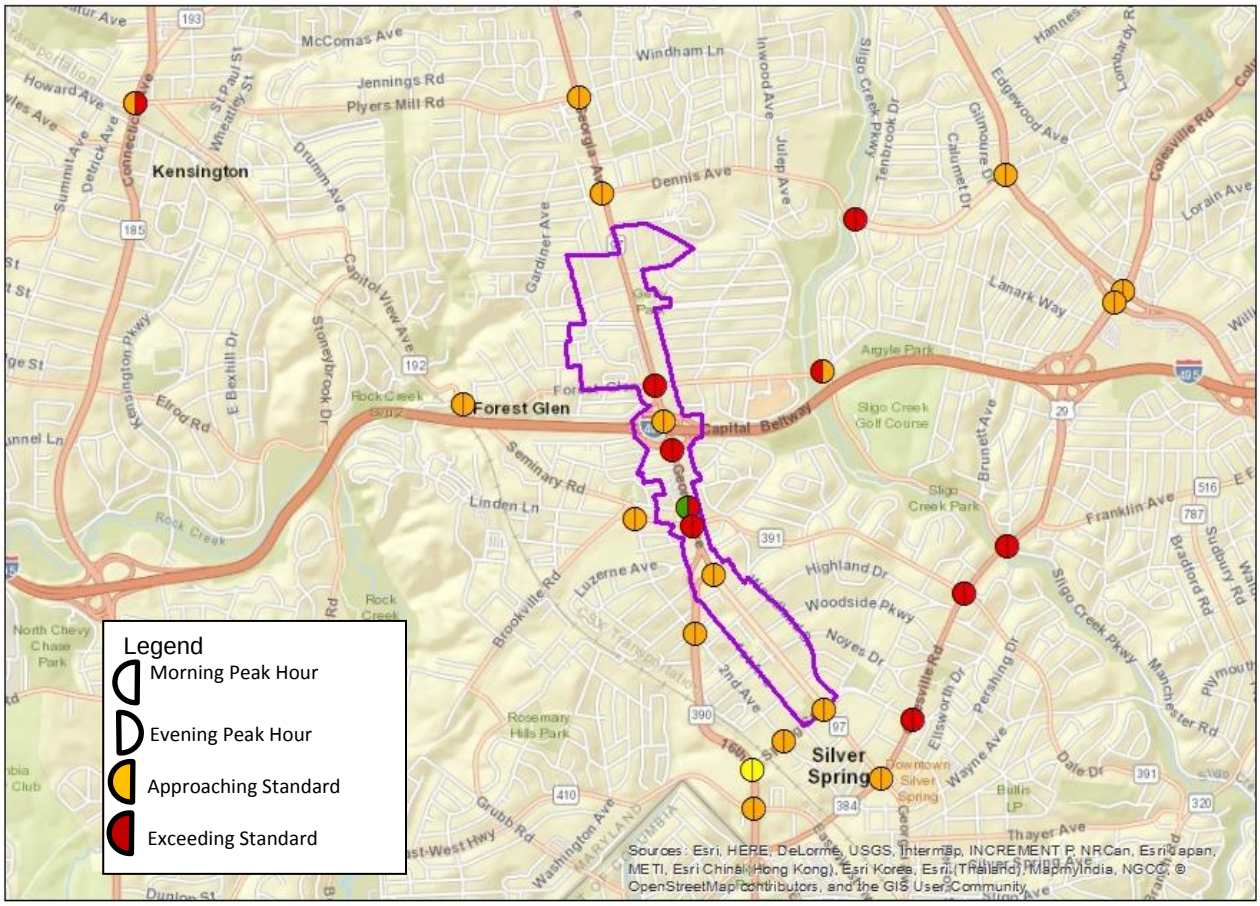


Figure 4: Preliminary Transportation Study Intersections Future "Zoning Potential Scenario"

The outcome of this preliminary analysis suggests there is a point at which future development within the Plan Area could require mitigation for approval. It is important to note the intersection that exceeds the standard in this scenario is located in the center of Montgomery Hills, and would need to be analyzed as part of a transportation study by proposed developments estimated to generate 50 or more person trips. Further analysis of the data is required to figure out exactly how much density would trigger congestion mitigation, and how that mitigation could be introduced into the network. Staff will continue to work with the transportation consultant to analyze the data further and to identify network improvements that improve safety, traffic flow, and address the congestion standards in the SSP.

<u>Potential Congestion Mitigation Strategies</u>

Widening roadways and adding lanes were previously the traffic engineer's most effective strategies for increasing capacity and improving traffic flow on roadways. However, Georgia Avenue is already seven lanes wide in the core of the study area; three for each direction and an additional travel lane in the peak direction. As a result, the roadway width reaches 100 feet or more in some sections creating potentially dangerous situations for all modes. Pedestrians crossing the road are more exposed to conflicts with vehicles, especially those making right turns. Cars making left turns, even with the help of traffic signals are less protected and the sightlines are impaired when compared to narrower intersections. When the center turn lane is available in the off-peak travel periods, the gaps between cars are less frequent on roads with three travels lanes in each direction, making it difficult and less safe to cross midblock for any travel mode.

Fortunately, the field of traffic engineering has evolved in its approach towards dealing with congestion and transportation network capacity can be improved by means other than road widening. One approach may be to adjust the traffic signals by re-allocating time between phases or even shortening the total cycle lengths. Shorter cycle lengths can make it easier for cars to clear the intersection, and motorists are less likely to push through the intersection during the yellow phase because they do not want to get caught by a long red phase. It will be important to evaluate the impacts on the overall network before any recommendations such as these are included in the Sector Plan. Additionally, potential adjustments to the signal timing, length or sequencing should be evaluated in consideration of potential impacts for pedestrians.

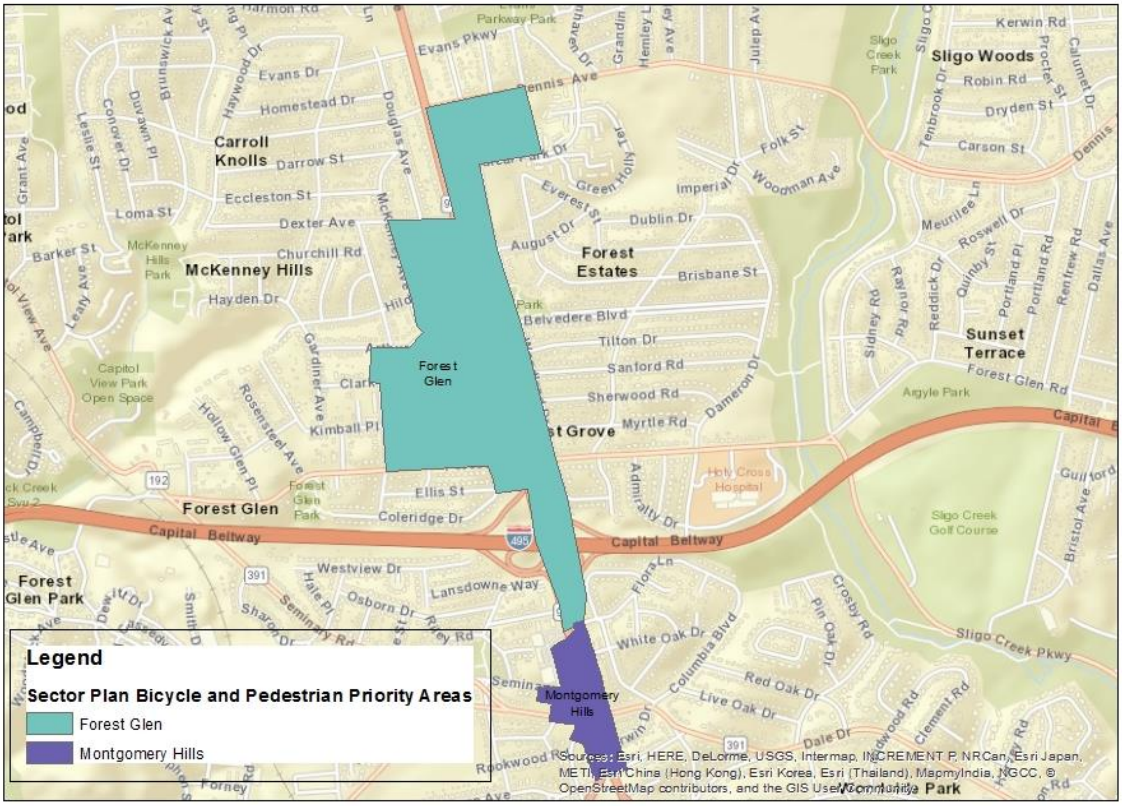
Another way to improve capacity would be to split the demand for the Beltway to the left as well as the right side of northbound Georgia Avenue. Clearly, there is inadequate capacity on the right side of Georgia Avenue to accommodate peak period traffic headed to ramps for both the Inner and Outer Loops. It may be possible to move northbound access to the Outer loop to the leftmost northbound lane. This can be achieved with an innovative interchange design such as a displaced left, or a diverging diamond configuration. Doing so could relieve some of the current demand for the right two northbound lanes; through traffic would make use of the middle lanes.

Considerations for displaced left turn and diverging diamond configurations include existing grade, horizontal space constraints, potential impacts to pedestrian safety and costs. All of these factors will be evaluated and discussed with Maryland State Highway Administration, Montgomery County Department of Transportation, the Planning Board and the public.

Next Steps

Staff will address feedback from the public and the Planning Board as recommendations for improving motor vehicle mobility, access, and safety are developed. The results of the preliminary transportation analysis will also inform the future land use scenarios and ultimately the vision for the Sector Plan. Currently Staff is launching a pilot to study a new metric for walking conditions in the County as part of this project. Staff is nearly finished with the methodology and first application of the Pedestrian Level of Comfort for the Sector Plan area. The Pedestrian Level of Comfort aims to objectively analyze the factors that make walking routes and crossings appealing, acceptable or unacceptable. This tool will help planners identify substandard conditions and pinpoint what changes are necessary to achieve comfort for pedestrians of all ages and abilities. The tool will also outline how new sidewalks, pathways, trails, and intersections shall be designed for the maximum appeal of pedestrians.

Furthermore, two Bicycle and Pedestrian Priority Areas (BiPPA) are located within the Plan area; Forest Glen and Montgomery Hills. The objective of a BiPPA is to enhance safe bicycle and pedestrian access to support cohesive neighborhoods, aging infrastructure and improve long-range connectivity and circulation. MCDOT has completed five BiPPA reports for five designated BiPPAs that include prioritized lists of infrastructure projects that improve the safety and mobility of pedestrians and bicyclists. The report for Silver Spring was instrumental for the ongoing implementation of the separated bike lanes, including those recently installed on Spring Street and the separated bike lanes planned for 2nd and Wayne Avenues.



To capitalize on public outreach momentum, Planning Staff is working with MCDOT to coordinate potential BiPPA concepts, assessments and recommendations during the Forest Glen/Montgomery Hills Sector Plan update consistent with what MCDOT would complete as part of a standalone BiPPA study. Funding for a separate BiPPA study, design and construction of BiPPA recommendations in FG/MH has not been identified at this time.

Transit is another important travel mode for the Plan area. While master plans do not make changes to existing or planned transit operations, access, especially by walking, will be evaluated and analyzed as part of the Pedestrian Level of Comfort analysis. Additionally, some recommendations to improve the siting of existing and planned local and Bus Rapid Transit stops will be addressed as part of the Plan. The existing and future bicycle level of traffic stress was developed and applied from the recently completed Public Draft Bicycle Master Plan. While some new recommendations may be made for improving cycling in the Sector Plan area, it is expected that the Plan will largely confirm the recommendations in the Bicycle Master Plan.

COMMERCIAL AND RETAIL MARKET ANALYSIS

Sector Plan: Commercial and Retail Market Analysis

The Forest Glen/Montgomery Hills Sector Plan will include a market and redevelopment analysis of the commercial properties along Georgia Avenue. The commercial presence in the Plan area is almost exclusively along Georgia Avenue, primarily including 1.) the cluster of office, retail, and institutional uses between 16th Street and the Capital Beltway (the Montgomery Hills Commercial Center), 2.) the Forest Glen Metro station, and 3.) various medical office buildings north of the Capital Beltway such as the office buildings between Medical Park Drive and Dennis Avenue. The Montgomery Hills Commercial Center in particular is an older, long-standing commercial area that serves as a neighborhood shopping center and includes some limited office activities as well. Retailers here include both smaller businesses that cater to the local market – many of which have a loyal following – as well as national brand retailers and several gas stations intended to serve commuters along a busy corridor. However, commercial properties here are aging (most were built between 1940-1970) and most do not appear to have received significant reinvestment over the years. Furthermore, residents in the surrounding community have expressed a desire to see tenants that better match their shopping preferences today, such as coffee shops and gathering places, which are lacking. As such, Planning Staff has engaged a consultant to explore and understand the surrounding real estate market conditions, identify challenges and opportunities to businesses, and develop approaches to enhance the commercial corridor and promote opportunities for reinvestment/redevelopment.

Market Analysis: Initial Observations

The consultants began this task order less than one month ago, and are currently in the midst of assessing existing market conditions and opportunities for the area. This assessment examines factors to include, but are not limited to: surrounding demographics, real estate market conditions, overall economic conditions, future supply and demand, and the potential impact of disruptive trends (e.g. e-commerce, ride-sharing, etc.).

An interim meeting with Staff to formally discuss their findings from this initial research is expected in January 2018. However, in the interest of providing an update for the Planning Board briefing, consultants have provided Staff with a preliminary market assessment in the form of Strengths, Weaknesses, Opportunities, and Challenges (SWOC). These observations cover a wide variety of topics, such as demographics and market conditions, market competition, land use, transportation, and the environment, as well as new and planned infrastructure. The consultant will incorporate these SWOC in the initial findings, and describe their implications to the Plan area. A summary of the most notable ones are as follows:

- Strengths: Visible location, high traffic volumes, affluent customer base, established business center (Montgomery Hills), high employment in the medical field
- Weaknesses: Traffic congestion, limited parking, unattractive environment, aging buildings, dangerous for cyclists/pedestrians
- Opportunities: Planned SHA improvements, Metro station redevelopment, infill opportunities, senior housing opportunities
- Challenges: Growing traffic congestion, limited market potential, impact of e-commerce on brick-and-mortar, SHA construction impact to businesses.

Next Steps

After the consultants present their initial findings to Staff in January, the team will undertake multiple interviews in January and February with property owners, businesses, and local representatives as appropriate. The interviews are intended to uncover the plans, interests and concerns of the business

community, understand their perceptions of the area's strengths and challenges, and solicit their recommendations for improvements. Additional outreach includes an "open house" in January/February inviting all businesses and property owners in the area to further engage with the Planning Department and with one another. The final report will incorporate these analyses and interviews to identify market opportunities and potential development scenarios for commercial properties in the Plan Area, including the Forest Glen metro station and commercial properties north of the Capital Beltway. Strategies and recommendations will balance the desire for growth, redevelopment and reinvestment, but also the preservation and support of small and local businesses.

SCHOOLS

As noted in the Scope of Work, the Forest Glen/Montgomery Hills sector plan falls within the boundary of the Down County Consortium. Specifically, the sector plan is served by Albert Einstein HS, Sligo MS, Flora M. Singer ES, and Woodlin ES.

The tables below show the most recently available actual and projected enrollment and capacity data for these schools (updated data with actual enrollment for the current school year and projected enrollment through 2023-24 will be released at the end of October 2017).

School		Actual '16-17	Projections '17-18	'18-19	'19-20	'20-21	'21-22	'22-23
Albert Einstein HS	Program Capacity	1,621	1,621	1,621	1,621	1,621	1,621	1,621
	Enrollment	1,755	1,840	1,925	2,021	2,111	2,168	2,244
	Available Space	(134)	(219)	(304)	(400)	(490)	(547)	(623)
Sligo MS	Program Capacity	915	915	915	915	915	915	915
	Enrollment	706	802	801	856	919	985	954
	Available Space	209	113	114	59	(4)	(70)	(39)
Flora Singer ES	Program Capacity	680	680	680	680	680	680	680
	Enrollment	698	702	722	724	710	697	711
	Available Space	(18)	(22)	(42)	(44)	(30)	(17)	(31)
Woodlin ES	Program Capacity	476	476	476	476	476	476	635
	Enrollment	593	614	633	629	630	625	626
	Available Space	(117)	(138)	(157)	(153)	(154)	(149)	9

Source: MCPS, FY2018 Educational Facilities Master Plan and Amendments to the FY 2017-2022 Capital Improvements Program

<u>High School Capacity</u>

As demonstrated in the numbers above, the home school for this area, Albert Einstein High School, is projected to be increasingly over capacity throughout the six-year Capital Improvements Program (CIP) period. Einstein is part of the Downcounty Consortium (DCC), which includes four other high schools: Montgomery Blair, John F. Kennedy, Northwood, and Wheaton. Students rank their school preferences in eighth grade but are guaranteed enrollment in their home school. All of the DCC high schools, with the exception of Wheaton, which has an addition scheduled to open next school year, are projected to be over-enrolled by the sixth year of the CIP (each by several hundred students). Collectively, the DCC high schools are projected to have 12,155 high school students, with a combined capacity of 10,144. The schools are projected to be 2,011 students over-capacity and have a combined utilization of 119.8%.

Individually, Albert Einstein (opened in 1962 and last renovated in 1997) is projected to be 623 students over capacity for a utilization rate of 138.4%. This would be sufficient to trigger a moratorium under the adequacy thresholds established by the Subdivision Staging Policy, but for a placeholder project

approved by the County Council with adoption of the FY18 capital budget. The placeholder calls for an addition of 14 classrooms, which pulls the school's service area out of moratorium. It is important to note that a placeholder project is not a fully defined or planned addition project. It is a tool used by the Council to keep an area out of moratorium, while also calling attention to the need for MCPS to identify a permanent capacity solution. In all likelihood, MCPS will request funds within the next couple of budget cycles for a capital project that will have a bigger impact on Einstein's capacity (and cost more) than the temporary placeholder approved by the Council.

In all likelihood, given both Einstein's smaller size and the over-enrollment at its neighboring schools, Einstein will see an addition included in an upcoming CIP. One other project currently under consideration by MCPS that could impact enrollment at Einstein is the reopening of Woodward High School on Old Georgetown Road in Rockville. A study group was formed last year with members from the Walter Johnson, Whitman, Bethesda-Chevy Chase and DCC communities to discuss potential options for the school's reopening, to relieve over-crowding throughout the down-county region. The FY18 budget (in an amendment to the FY17-22 CIP) includes funding for a feasibility study to beginning planning for Woodward's reopening. At this point in time, it is not determined how Woodward's reopening would alleviate enrollment burdens at the existing high schools (boundary realignments or housing various choice programs).

Middle School Capacity

The sector plan area is served by Sligo Middle School, which opened in 1959 and was last revitalized in 1991. MCPS projections have the school's enrollment under capacity the first three years and then over capacity the last three years of the CIP. Across the DCC's nine middle schools, Sligo is one of four projected to be over capacity in the sixth year of the CIP (39 students over capacity for a 104.3% utilization rate). Collectively, the DCC middle schools are projected to be 299 students under capacity and have a 96.8% utilization rate in 2022-23.

Elementary School Capacity

Two elementary schools serve the sector plan area: Flora M. Singer Elementary School for the Forest Glen community located north of the beltway and Woodlin Elementary School for the Montgomery Hills community south of the beltway. Opened in 2012, Singer is the second newest school in Montgomery County out of 133 elementary schools. In contrast, Woodlin opened in 1944 (eight oldest elementary school) and has not been revitalized since 1974 (16th longest among all the elementary schools). Physically, Woodlin is one of the smaller schools in the county (ranked 109th), but is located on a fairly large 11-acre site (26th largest among the elementary schools).

Singer is projected to be over capacity all six years of the CIP, although minimally. Its projected utilization in the sixth year is 104.6%. The CIP calls for an addition to Woodlin, that would open September 2022, the sixth year of the CIP. In the meantime, the school is projected to be as much as 157 students over capacity (a 133.0% utilization rate). After the addition opens, the school is projected to be nine students under capacity.

Across the Downcounty Consortium, there are 29 elementary schools, 11 of which are projected to have enrollments over capacity (ranging from 28 to 206 students over capacity). Overall, the elementary schools are projected to be 366 students under capacity with a utilization rate of 97.9%.

The Sector Plan Process will only evaluate the limited redevelopment within the Einstein Cluster and will review proposed residential development within the Plan to assess the impact.

Student Demographic Characteristics (2016-17)

School	Total Enrollment	Two or more races	Black or African American	Asian	Hispanic	White	FARMS	ESOL
Albert Einstein HS	1,755	3.1%	17.8%	9.8%	50.0%	19.1%	42.1%	14.6%
Sligo MS	706	3.3%	21.5%	7.5%	44.1%	23.2%	43.5%	12.0%
Flora M. Singer ES	698	4.7%	14.6%	7.3%	36.8%	36.2%	40.8%	26.1%
Woodlin ES	593	6.4%	26.1%	7.4%	21.6%	38.3%	22.9%	14.8%

Source: MCPS, FY2018 Educational Facilities Master Plan and Amendments to the FY 2017-2022 Capital Improvements Program

Facility Characteristics

	Opened		Last Revitalized		Facility Size		Site Size	
School	Year	Rank 1=Oldest	Year	Rank 1=Oldest	Square Footage	Rank 1=Largest	Acres	Rank 1=Largest
Albert Einstein HS	1962	11/25	1997	11/25	276,462	20/25	26.67	23/25
Sligo MS	1959	8/39	1991	10/39	149,527	12/39	21.7	12/39
Flora M. Singer ES	2012	132/133	2012	123/133	95,831	17/133	12.67	10/133
Woodlin ES	1944	8/133	1974	16/133	60,725	109/133	11	26/133

Source: MCPS, FY2018 Educational Facilities Master Plan and Amendments to the FY 2017-2022 Capital Improvements Program

COMMUNITY OUTREACH

Outreach and engagement activities continue with Staff introducing an interactive mapping tool (mcatlas.org/forestglen) that will allow stakeholders to make comments and suggestions about what they would like to see happen in their community. In the future, they can utilize this tool to provide feedback on sector plan recommendations. Staff will also introduce SMS interactive signage that will be strategically placed throughout the Plan area. These signs will allow stakeholders to use their mobile devices to note community concerns and also provide immediate feedback to staff. To improve meeting accessibility, all meetings will be livestreamed and ASL and foreign language interpretation is available. The interactive map, signage and printed materials will also be available for translation.

A community meeting is schedule in the M-NCPPC Silver Spring auditorium for December 18th to introduce the consulting teams and present transportation and commercial and retail market analysis. County and state representatives will be attendance. There will also be a presentation of the existing conditions within the Down County Consortium schools. Stakeholders are encouraged to use #GeorgiaAveConnects on all social media platforms to continue the dialogue and interact with planning staff.

PLAN SCHEDULE

Staff expects to transmit the Planning Board Draft of the Master Plan is scheduled for transmission to the County Executive and the County Council by Spring 2019. The tentative schedule is outlined below.

- December 18, 2017 – Community Briefing
- December 21, 2017 – Planning Board Briefing
- Spring 2018 – Working Draft Presentation
- Summer – Fall 2018 – Planning Board Worksessions
- Winter 2018/Spring 2019 - County Council/County Executive
- Summer/Fall 2019 – Commission Adoption and Sectional Map Amendment

STAY CONNECTED

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Project Webpage: http://montgomeryplanning.org/planning/communities/area-1/forest-glen-montgomery-hills-sector-plan/

Twitter: @montgomeryplans

Facebook: Facebook.com/montgomeryplanning

Hashtag: #GeorgiaAveConnects

Appendix 1: Study Intersections

1. **16th St (S) & Georgia Ave***
2. Brookville Rd & Linden Ln
3. Dennis Ave & Georgia Ave
4. Dennis Ave & Sligo Creek Pkwy
5. Forest Glen Rd & Sligo Creek Pkwy
6. **Georgia Ave & Beltway Inner loop off-ramp***
7. **Georgia Ave & Beltway Outer loop off-ramp***
8. Plyers Mill Rd & Connecticut Ave
9. Seminary Pl & 2nd Ave
10. Seminary Rd & Brookville Rd
11. Sligo Creek Pkwy & Colesville Rd
12. **Spring St & Georgia Ave***
13. Spring St & Colesville Rd
14. Spring St & 16th St
15. Spring St & 2nd Ave
16. 16th St & 2nd Ave
17. Capitol View Rd/Seminary Rd & Forest Glen Rd
18. Colesville Rd & University Blvd (N)
19. Colesville Rd & University Blvd (S)
20. Dale Dr & Colesville Rd
21. Dennis Ave & University Blvd
22. **Forest Glen Rd & Georgia Ave***
23. Georgia Ave & Colesville Rd
24. Linden Ln & Seminary Rd
25. Plyers Mill Rd & Georgia Ave
26. **Georgia Ave & Seminary PL***
27. **Georgia Ave & Seminary Rd/Columbia Blvd***
28. 16th St & East-West Hwy 16th St & East-West Hwy

***Indicates intersection included within the Plan Area Boundary**