

## **IX. IMPLEMENTATION**

To implement the recommendations of this Plan, many actions need to be taken by a variety of governmental bodies. This chapter gives direction to implementation strategies relating to zoning, the Capital Improvements Program (CIP), and the Annual Growth Policy (AGP). This chapter also recommends changes to the County Zoning Ordinance that would support the recommendations of this Plan.

### **ZONING**

This Plan recommends amending the Zoning Ordinance in the following ways:

- § 59-C-4. Allow front yard building setbacks in the C-1 and the C-2 zones to be reduced in order to achieve a minimum of 15 feet from the face of the curb. Reducing front yard setbacks will allow buildings to be located along the pedestrian thoroughfare and encourage pedestrian activity. Encourage the location of parking lots to the side or in the rear of businesses to promote the "mainstreet" character along Commercial Business District Streets.

This Plan also recommends a comprehensive rezoning action (a "Sectional Map Amendment," or SMA) immediately following the adoption of this Plan. The comprehensive rezoning will reconfirm the zoning on properties that are not proposed for change and implement the zoning recommendations of the Plan on properties where change is recommended. (See Figure 9, page 19, and Figure 13, page 25.)

### **SPECIAL STUDIES**

Two transit studies are recommended in the Plan: one on transit improvements along US 29 and the other on expanded bus service in the White Oak Master Plan area. Expanded bus service entails the use of feeder buses providing access from the communities of the White Oak Master Plan area to transit centers and express buses between transit centers and major areas of employment. This Plan also recommends a Transportation Demand Management Program for the US 29 area. Evaluate the future need for a traffic signal at the Randolph Road/Vital Way intersection.

This Plan recommends that a study be done to evaluate the need to expand the existing community centers at Colesville, Hillandale, and Pilgrim Hill local parks.

**CAPITAL IMPROVEMENTS PROGRAM (CIP)**

The following should be included in future Capital Improvements Programs:

	Project Description
Land Use	Purchase of the 104.72 acres located in Good Hope tributary known as the Forster Property
Transportation	<p>Bus stops, bus shelters, and trash receptacles in commercial centers</p> <p>Improvements on New Hampshire Avenue and Randolph Road through commercial centers when new development or road improvements are done - safe pedestrian crossings, landscaping, street lighting, sidewalk improvements.</p> <p>Wider medians and landscaping at intersections and pedestrian crossings when road improvements are done</p> <p>Vital Way - new paving and curbing for a two-lane road with on-street parking and streetscape improvements</p> <p>Transit center study for the White Oak Shopping Center with a park and ride lot</p> <p>Interchange at US 29 and Stewart Lane</p> <p>New sidewalks - 66,850 linear feet</p> <p>New bikeways with appropriate signage - Class I - 17,600 linear feet</p>
Community Facilities	<p>Bike racks at community facilities</p> <p>Expanded parking area at the White Oak Library when Milestone Drive vacant properties develop</p> <p>New recreation center in the vicinity of April-Stewart Lanes</p> <p>Public/cultural facilities at the Smithville Colored School site in Colesville and the WSSC building in Burnt Mills.</p> <p>Satellite Police facility in the White Oak Master Plan area</p> <p>Outdoor swim facility in Martin Luther King, Jr. Recreational Park</p> <p>April/Stewart Lane Park development - large picnic-playground area, trails, multiuse court, ballfield/playfield</p> <p>Trail connection - Martin Luther King, Jr. Recreational Park to Old Columbia Pike</p>

**STAGING**

All capital facilities proposed in this Plan must be evaluated and placed in priority. They cannot be programmed simultaneously. How much development can be accommodated in the CIP in any given year is determined by the Annual Growth Policy (AGP) report. The AGP establishes the transportation service levels deemed acceptable by the County Council.