

CHAPTER EIGHT

Implementation

A. Zoning

Following County Council approval and M-NCPPC adoption of the Sector Plan, the Planning Board will file a Sectional Map Amendment with the County Council to implement the zoning recommendations of this Plan.

B. Special Studies

This Plan recommends a future study of the Montgomery Hills retail area to determine how it can be enhanced to function as a center serving the surrounding residential neighborhoods in both North Silver Spring and Forest Glen.

This Plan also recommends that the State Highway Administration study alternative ways to address safety concerns on Georgia Avenue.

C. Green Corridors

This Plan proposes that the State undertake a retrofit project to provide extensive landscaping along Georgia Avenue within the State's right-of-way. Five feet of additional right-of-way should be acquired in order to provide a landscaped panel along the sidewalk. In addition, the State and County should consider providing incentives (e.g., the contribution of planting materials by the Parks Department) to encourage property owners along Georgia Avenue to landscape their front yards.

D. Staging

Zoning controls the end state of development. All capital facilities needed for a particular development are not programmed simultaneously. How much development can be

Recommended Transportation Improvements

Table E

Project Description	
HIGHWAYS	<ol style="list-style-type: none"> 1. Study installation of a traffic signal at Belvedere Boulevard and Georgia Avenue 2. Study elimination of the median breaks at unsignalized intersections along Georgia Avenue 3. Extend merge lane on northbound Georgia Avenue north of Forest Glen Road
LOCAL STREETS	<ol style="list-style-type: none"> 1. At time of Freeman Property development, build a connection through the Freeman Property between Forest Glen Road and Arthur Avenue 2. Study and implement, if feasible, the restriction of Rosensteel Avenue and Hollow Glen Place to one way northbound along the first block north of Forest Glen Road 3. Study and implement provisions to limit cut-through traffic in Forest Glen neighborhoods 4. Abandon Woodland Drive north of August Drive 5. Dedicate to Getty Park the right-of-way for Belvedere Boulevard between Georgia Avenue and Woodland Drive
INTERSECTIONS	<ol style="list-style-type: none"> 1. Widen the intersection of Georgia Avenue and Forest Glen Road to provide exclusive left-turn lanes and a wider median on Georgia Avenue 2. Reconstruct the I-495/Georgia Avenue interchange to enhance safety 3. Study and implement better signs and signal timing for the intersection of Georgia Avenue and Forest Glen Road

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Recommended Transportation Improvements (cont.)

Table E

Project Description	
BIKEWAYS (See Figure 17)	
Class I Bikeways	<p>Forest Glen Road between Sligo Creek Trail and Forest Glen Metrorail station (4,200 linear feet)</p> <p>Segment A: South side Forest Glen Road from Sligo Creek Trail to Georgia Avenue (2,900 linear feet)</p> <p>Segment B: North side Forest Glen Road from Belvedere Place to Georgia Avenue (1,300 linear feet)</p> <p>Within General Getty Park connecting to Woodland Drive and Georgia Avenue (45 linear feet) and connecting the two existing sections of Woodland Drive (50 feet)</p> <p>Between Sligo Creek Park and Dameron Drive (200 linear feet)</p> <p>Glen Avenue between Forest Glen Road and sector plan boundary (800 linear feet)</p> <p>Georgia Avenue (west side) between the Forest Glen Metrorail station and Montgomery Hills/</p>
Class II Bikeways	<p>A connection between Belvedere Place and Arthur Avenue if the Freeman Property is developed (800 linear feet); may be considered for Class III</p> <p>Sligo Creek Parkway between northern sector plan boundary and the Capital Beltway (3,000 linear feet)</p>
Class III Bikeways	<p>Dameron Drive between Belvedere Boulevard and Forest Glen Road</p> <p>Forest Grove Drive between the northern sector plan boundary and Forest Glen Road</p> <p>Woodland Drive between Medical Park Drive and Forest Glen Road</p> <p>Belvedere Boulevard between Dameron Drive and Woodland Drive</p> <p>Belvedere Boulevard from Georgia Avenue to Greeley Avenue (at such time as the Georgia Avenue/Belvedere Boulevard intersection is signalized)</p> <p>Forest Glen Road between Belvedere Place and Seminary Road/Capitol View Avenue</p> <p>Churchill Road between Greeley Avenue and the McKenney Hills Park; Greeley Avenue from Churchill Road to Arthur Avenue</p>

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Recommended Transportation Improvements (cont.)

Table E

Project Description	
SIDEWALKS (See Figure 20)	
<i>East of Georgia Avenue</i>	<ol style="list-style-type: none"> 1. North side of Forest Glen Road between Sligo Creek Park and Woodland Drive (2,800 Linear feet) 2. Both sides of Dameron Drive north of Forest Glen Road (1,100 linear feet) 3. Both sides of Forest Grove Drive north of Forest Glen Road (1,000 linear feet) 4. Both sides of Belvedere Boulevard between Dameron Drive and Woodland Drive (1,450 linear feet) 5. West side of Woodland Drive between Belvedere Boulevard and Tilton Drive (250 linear feet) 6. Pedestrian path between Medical Park Drive and the Everest Street/Brisbane Street intersection (200 linear feet)
<i>West of Georgia Avenue</i>	<ol style="list-style-type: none"> 1. North side of Forest Glen Road between Belvedere Place and Hollow Glen Place (1,500 linear feet) 2. Improve existing sidewalk on the south side of Forest Glen Road between Forest Glen Court and Seminary Road (2,000 linear feet) 3. Both sides of Belvedere Boulevard between McKenney Avenue and Greeley Avenue (700 linear feet) 4. North side of Hildarose Drive between Georgia Avenue and McKenney Avenue (500 linear feet) 5. East side of Greeley Avenue between Hildarose Drive and Belvedere Boulevard (350 linear feet) 6. South side of Arthur Avenue between McKenney Avenue and Gardiner Avenue (950 linear feet) 7. East side of Gardiner Avenue between Churchill Road and Kimball Place (1,800 linear feet) 8. North side of Kimball Place between Gardiner Avenue and Caney Place (150 linear feet) 9. East side of Caney Place between Kimball Place and Forest Glen Road (400 linear feet)

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Recommended Transportation Improvements (cont.)

Table E

Project Description	
	10. East side of McMillan Avenue between the terminus on the north and Holman Avenue (500 linear feet); connect to right-of-way between Holman Avenue and Gardiner Avenue (200 linear feet)
	11. West side of Hollow Glen Place between Holman Avenue and Forest Glen Road (750 linear feet)
	12. Both sides of one block of Elkton Avenue just south of Forest Glen Road (250 linear feet)
	13. South side of Ellis Street between Elkton Avenue and Coleridge Drive (650 linear feet)
	14. North side of Coleridge Drive between Forest Glen Park and Ellis Street (750 linear feet)
	15. Asphalt sidewalk in street right-of-way north of McMillan Avenue (300 linear feet)
	16. Both sides of Greeley Avenue extended if the Freeman Property develops (800 linear feet)
	17. West side of Georgia Avenue between the Forest Glen Metrorail station and Montgomery Hills
STREETSCAPING	Georgia Avenue (3,500 linear feet) Forest Glen Road - east side (1,600 linear feet) Forest Glen Road - west side (1,300 linear feet)

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accommodated by 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. This Plan defers to the AGP as to when and how much additional growth can be accommodated. In addition, new project plans and preliminary plans will be tested to ensure that a tolerable level of service is maintained within the immediate area of the development.

Given the critical and unique health service provided by Holy Cross Hospital and the lack of space for roadway transportation improvements at Georgia Avenue and Forest Glen Road, the Land Use and Zoning chapter of this Plan recommends that the addition of 80,000 square feet to the hospital, within the existing hospital site as described in the Land Use and Zoning chapter, along with trip mitigation consistent with the hospital's 1993 special exception and the capacity improvements recommended herein, will be considered tolerable.