Georgia Avenue Concept Study
Purpose of Study

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

2. Define 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 in high density areas.
Specific Tasks / Products of Study

1. Develop an inventory of major land uses along the corridor;

2. Conduct environmental, transportation, and urban design assessment of critical areas along the corridor;

3. Research examples of corridor planning in other jurisdictions;

4. Analyze alternative urban design scenarios for the corridor;

5. Develop recommendations.
Summary of Comments from First Community Meeting
November 27, 2007

1. Transportation
   a) Traffic congestion is a 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.
Tonight’s Presentation:
Project Status and Update

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

2. Historical perspective;

3. Key issues along the corridor;

4. Summary of resources and opportunities;

5. Future planning framework and Next Steps.
1. Overview of the Georgia Avenue Corridor and its Regional Context
Local = trip stays within "super district"
Peak = journey to work is southbound in the corridor
Reverse = journey to work is northbound in the corridor
Other = journey to work enters or leaves the corridor
MAJOR EMPLOYMENT CENTERS

Olney: 5,814
Leisure World: 1,188
Aspen Hill: 3,677
Wheaton: 9,687
Holy Cross: 2,598
Montgomery Hills: 1,442
Silver Spring: 32,805
<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>
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</thead>
<tbody>
<tr>
<td>Single Family Detached – Used</td>
<td>$414,100</td>
<td>20</td>
<td>$483,012</td>
<td>816</td>
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<tr>
<td>Townhouse – Used</td>
<td>$453,914</td>
<td>21</td>
<td>$402,737</td>
<td>225</td>
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<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

9925 Georgia Avenue - $425,000--Near the Average in 2006
2006 Sales – Single Family Detached

13218 Georgia Avenue - $429,000--Near the Average in 2006
2006 Sales – Single Family Detached

13215 Georgia Avenue - $655,000--The 2nd Highest 2006
2006 Sales – Single Family Detached

14708 Georgia Avenue - $884,000--The Highest in 2006
2. Historical Perspective
PAST to PRESENT - A History of Change

Georgia Ave and B&O RR: Looking North (c. 1920)
PAST to PRESENT - A History of Change

Georgia Ave at Sligo Ave: Looking North (c. 1925)
PAST to PRESENT - A History of Change

Georgia Ave at Silver Spring Ave: Looking South (c. 1920)
Georgia Ave at Viers Mill Road: Looking North
PAST to PRESENT - A History of Change

Georgia Ave - South of Hwy 108: Looking South (1975)
PAST to PRESENT - A History of Change

Hwy 108 - East of Georgia Ave: Looking West (1975)
3. Key Issues along the Georgia Avenue Corridor
PEDESTRIAN ISSUES - Sidewalks
Sidewalks
Crosswalks and Pedestrian Islands in Median
Colesville Road – South Crosswalk

Crosswalk distance: 102’-4”
Crossing time: 30 seconds.
Ft/sec to cross: 3.41
Forest Glen Road – South Crosswalk

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: 87’ 1”
Crossing time: 30 seconds.
Ft/sec to cross: 2.90
Crosswalk distance: 126’-4”
Crossing time: 30 seconds.
Ft/sec to cross: 4.21
Hewitt Avenue – North Crosswalk

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.
Marked Crosswalk Distances

- 1430 feet North
- 2040 feet

- = Park
- = Crosswalk
- = Bus Stop

Forest Glen Road
Glenallan Avenue to Hewitt Avenue

Marked Crosswalk Distances

- 4400 Feet
- 2500 Feet

Legend:
- Park
- Crosswalk
- Bus Stop
Georgia Ave v. Connecticut Ave
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
Special Exception – 10101 Georgia Avenue

Typical House in Area
Special Exception - 2109 Dennis Avenue
Watersheds and Impervious surface
4. Resources and Opportunities
RESOURCES AND OPPORTUNITIES

Issue: Pedestrian environment

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 in all future projects and changes.
7. New tools and resources (the road code, better design standards and techniques, greater awareness of issues).
RESOURCES AND OPPORTUNITIES

Issue: Traffic volumes and congestion (has impacts on pedestrian accessibility and environment)

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.

5. TODS and walkable communities.
RESOURCES AND OPPORTUNITIES

Issue: Environmental degradation, Storm Water Management

1. Major Capital Improvement Projects.

2. Better controls and regulations (road code, energy and infrastructure plan, green building technologies).

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

4. TODS and walkable communities.
Seattle S.E.A. Streets Project
Seattle S.E.A. Streets Project

BEFORE

AFTER

Images: Seattle Public Utilities
5. Future Planning Framework and Next Steps
FUTURE PLANNING FRAMEWORK

1. Sustainability is the guiding principal for all physical development.
2. Focus new growth in Metro station areas (No rezonings outside Metro Station areas).
3. Protect and enhance the residential character of the areas between commercial centers (no new special exceptions along Georgia Avenue).
4. A Green Boulevard through landscaping of the ROW and properties facing Georgia Avenue.
5. Design excellence in both public and private projects—design standards for walkability/pedestrian accessibility.
6. CIP improvements for critical areas:
   a. Forest Glen pedestrian tunnel;
   b. Hewitt Avenue area for active recreation space;
   c. Georgia/Veirs Mill intersection pedestrian crossing;
   d. Mid-block marked pedestrian crossings;
   e. Sidewalk improvements with green panels;
   f. Landscaping of medians and sidewalks.
Georgia Avenue near Aspen Hill Road

BEFORE

AFTER
Georgia Avenue near Medical Park Drive

BEFORE

AFTER
Next Steps

1. Community outreach;
2. Detailed analysis of specific areas;
3. Recommendations.
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<th>Event</th>
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<tr>
<td>2nd Community Forum</td>
<td>February 5, 2008</td>
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<tr>
<td>Planning Board Roundtable</td>
<td>February 14, 2008</td>
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<tr>
<td>Draft Report/Recommendations</td>
<td>April, 2008</td>
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<tr>
<td>3rd Community Forum</td>
<td>May, 2008</td>
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<td>Planning Board Roundtable</td>
<td>May 2008</td>
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<td>Presentation to the Board</td>
<td>June 26, 2008</td>
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<td>Transmit to the Council</td>
<td>July, 2008</td>
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