

# APPROVED AND ADOPTED

## NORTH and WEST SILVER SPRING MASTER PLAN

*Prepared by*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County Department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

*Approved by*

THE MONTGOMERY COUNTY COUNCIL

August 1, 2000

*Adopted by*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 20, 2000

## ABSTRACT

TITLE: Approved and Adopted North and West Silver Spring Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Comprehensive Master Plan Amendment to the 1978  
*North Silver Spring Sector Plan* and the 1972 *Master Plan for the Western Portion of the Silver Spring Planning Area*

DATE: August 2000

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission  
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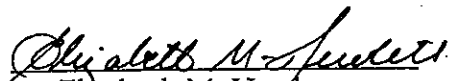
ABSTRACT: This document contains the text and supporting maps for the Planning Board Final (Draft) Master Plan for North and West Silver Spring. This Master Plan is a comprehensive amendment to the 1978 *North Silver Spring Sector Plan*, the 1972 *Master Plan for the Western Portion of the Silver Spring Planning Area*, as well as an amendment to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended, the *Master Plan of Highways Within Montgomery County, Maryland*, as amended, the *Master Plan of Bikeways*, as amended, the *Master Plan for Historic Preservation*, as amended, and the *Silver Spring Central Business District Sector Plan*.

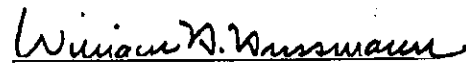
## CERTIFICATE OF APPROVAL AND ADOPTION

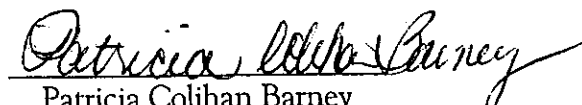
This comprehensive amendment to the Approved and Adopted *North Silver Spring Sector Plan*, 1978, and the *Master Plan for the Western Portion of the Silver Spring Planning Area*, 1972, was approved by the Montgomery County Council, sitting as the District Council, pursuant to Resolution Number 14-628, dated August 1, 2000, and was adopted by The Maryland-National Capital Park and Planning Commission, pursuant to Resolution Number 00-18, dated September 20, 2000, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

This Amendment also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways Within Montgomery County, Maryland*, as amended, the *Master Plan of Bikeways*, as amended, the *Master Plan for Historic Preservation*, as amended, and the *Silver Spring Central Business District Sector Plan*, as amended.

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The Maryland-National Capital Park and Planning Commission is a bi-County agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's Counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 1,001 square miles; its parks jurisdiction, the Metropolitan District, comprises 919 square miles.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*.
- (2) The acquisition, development, operation, and maintenance of a public park system.
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each County through a Planning Board appointed by and responsible to the County government. The Planning Boards are responsible for preparation of all local master plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, (301) 495-4600 or TTY (301) 495-1331.



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# North and West Silver Spring Master Plan

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## NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan (On Wedges and Corridors) for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans (such as the *Master Plan of Highways Within Montgomery County, Maryland*; the *Master Plan for Historic Preservation*; and the *Master Plan for the Preservation of Agricultural and Rural Open Space*), they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Generally, sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

It is also important to recognize that the land use and zoning recommendations in master plans do not specify all development possibilities. In order to understand the full range of development options, the reader should be aware of additional land uses and development potential available through permitted special exception uses; variances; transferrable development rights (TDRs); Moderately Priced Dwelling Units (MPDUs); land rezoning by local map amendment; public projects and the mandatory referral process; and municipal annexations. These terms are described in Appendix A and in the *Glossary of Planning Terms* published separately by the Montgomery County Department of Park and Planning.

## The Master Plan Process

**STAFF DRAFT PLAN** — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

**PUBLIC HEARING (PRELIMINARY) DRAFT PLAN** — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public work sessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

**PLANNING BOARD (FINAL) DRAFT PLAN** — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its work sessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public work sessions to review the testimony and then makes recommendations to the County Council. The Council holds its own work sessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

**ADOPTED PLAN** — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

## The Master Plan Process in Brief

Planning Board submits and County Council approves:

### Annual Work Program

Park and Planning staff initiates community participation and prepares:

### Purpose and Outreach Strategy Report

Park and Planning staff reviews Purpose Report with Planning Board and then prepares:

### Staff Draft Plan

Planning Board reviews Staff Draft and, with modifications as necessary, approves plan as suitable for public hearing.

### Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony, receives County Executive comments at Board work sessions, and adjusts Public Hearing Draft to become:

### Planning Board (Final) Draft Plan

County Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

### Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing and work sessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

### Approved and Adopted Master Plan

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### Supplemental Resources (Available from the Information Section at the Maryland-National Capital Park and Planning Commission, 8787 Georgia Avenue, Silver Spring, Maryland)

Purpose and Outreach Strategy Report for North and West Silver Spring, December 1997  
*North Silver Spring Sector Plan*, 1978  
*Master Plan for the Western Portion of the Silver Spring Planning Area*, 1972  
Market Study for Brookville Industrial Area, March 1998  
Telephone Survey of Silver Spring/Takoma Park Residents, April 1998  
*Silver Spring Central Business District and Vicinity Sector Plan*, 1998  
*The Master Planning Process*, September 1997  
*Park, Recreation and Open Space Master Plan*, September 1998  
Countywide Park Trails Plan, July 1998  
Urban Park and Open Space Concept for Silver Spring and Takoma Park, July 1997  
*Glossary of Planning Terms*, July 1994

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The contributions by staff of several Montgomery County agencies are also appreciated.

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# Plan Highlights

*This Plan seeks to enhance stable residential neighborhoods, upgrade local commercial centers, transform a highway into a landscaped urban boulevard, and improve pedestrian and bikeway connections.*

This Plan covers two planning areas that share important issues as well as proximity to the Silver Spring Central Business District. North and West Silver Spring are composed primarily of established residential neighborhoods supported by local commercial centers. The planning area includes some light industrial, service, and institutional uses.

This Master Plan reaffirms the basic concepts of the 1972 *Master Plan for the Western Portion of the Silver Spring Planning Area* and the 1978 *North Silver Spring Sector Plan*. These concepts recognize the predominately residential nature of the area and the community orientation of its local commercial centers. This mixture results in vibrant neighborhoods that are convenient to goods, services, and transportation. However, proximity also results in concerns about the appropriate limits of commercial areas and their impact on residential neighborhoods.

North and West Silver Spring neighborhoods are located near Metrorail, the CBD, and regional parks; residents are connected to the larger community without relying solely on the car. Improved trails and pedestrian access will increase and enhance these connections. While the area is largely developed, renovation, particularly in commercial and industrial areas, could create opportunities for environmental improvements along with aesthetic and business-oriented improvements.

Because there is little opportunity to create new parks in North and West Silver Spring, existing parks must be maintained and upgraded to respond to changing community needs and desires.

The Plan's recommendations are designed to sustain and enhance these neighborhoods with upgraded infrastructure, stabilized and reused historic resources, renovated parks, and a neighborhood-friendly transportation system that provides pedestrian, bicycle, and vehicular access to Metrorail, recreation, and retail areas. This Plan makes a major recommendation to improve Georgia Avenue in Montgomery Hills (between 16<sup>th</sup> Street and the Capital Beltway). The Proposed Concept for Georgia Avenue envisions turning the highway into a landscaped urban boulevard with a center median, improved local circulation, and wide, tree-lined sidewalks. Decisions about transportation, parks, and the environment will effect the long-term viability of the residential neighborhoods, sustaining them as convenient, safe, and attractive places to live.

The Silver Spring Central Business District, which is undergoing revitalization, will serve as a community-oriented downtown for these residential neighborhoods. North and West Silver Spring's commercial areas are primarily small, neighborhood shopping centers. Some are active and fully tenanted despite parking and access problems; others are losing tenants to retail alternatives and need to be upgraded and repositioned to serve the local market. This Plan

makes recommendations to sustain them as viable commercial centers without negatively impacting the surrounding residential neighborhoods. The Plan also recommends retaining the existing light industrial area, upgrading its streetscaping, and improving its buffers with the adjacent residential neighborhoods.

## Community Preservation, Stability, and Character

Well-established residential neighborhoods of active community life are supported by a variety of local services. Map 1 is an Illustrative Concept reflecting Community Character in North and West Silver Spring.

The intent of the Master Plan is to preserve the existing residential character and to reinforce the many desirable features of the North and West Silver Spring neighborhoods. The Plan reconfirms the existing residential zoning in both North and West Silver Spring. The Plan also recommends using a variety of County programs to improve community infrastructure and the housing stock.

The Plan recommends designation of several historic properties on the *Master Plan for Historic Preservation*. The largest resource in the area, the National Park Seminary Historic District, is already on the Master Plan and is in the ownership of the United States Army. The Army is actively working to transfer ownership to another government agency and then to the private sector. Once the disposition of the District is known, a minor master plan amendment may be necessary if the proposed reuse cannot be accommodated by the existing R-90 zoning.

### ***Plan Recommendations:***

- Preserve the residential character of the North and West Silver Spring neighborhoods.

- Limit the impact of traffic in residential neighborhoods.
- Limit commercial zoning to the areas recommended in this Plan.
- Designate recommended historic resources.

## Commercial Centers - Character and Vitality

North and West Silver Spring residents value local businesses in their community and many of their daily convenience retail needs can be met in the immediate neighborhood. Recommendations to improve the appearance, vehicular and pedestrian access, and the overall economic health of commercial centers in North and West Silver Spring are an important focus of this Plan.

This section addresses the Rock Creek Center neighborhood commercial area, the Brookville Road Industrial Area, the Walter Reed Army Medical Center, the National Park Seminary Historic District, and special exception uses. Map 2 is an Illustrative Concept of Commercial Centers in the area. The Montgomery Hills Commercial Center was the subject of a special study and recommendations are outlined in a separate section.

### ***Plan Recommendations:***

- Reconfirm the existing commercial zoning in North and West Silver Spring and limit commercial and industrial development to the existing established centers.
- Ensure that the Army complies with and fully implements the 1992 Memorandum of Understanding for the Walter Reed Army Medical Center, Forest Glen Annex that it made with the National Capital Planning Commission and the Montgomery County Planning Board.

- Prepare a minor master plan amendment to this Plan if the proposed reuse of the National Park Seminary Historic District cannot be accommodated by the existing zoning (R-90, residential, one-family).
- Apply increased scrutiny to the review of special exception applications to minimize their impact in residential neighborhoods.
- Remove the designation of properties as suitable to apply for a non-resident professional office special exception on most properties in the Master Plan area except the nine houses on Cedar Street between Ellsworth Drive and Pershing Drive and any other properties that currently have an approved special exception.
- Improve landscape buffers between the industrial uses and the residential neighborhoods.

## Montgomery Hills Proposed Concept

The Montgomery Hills Commercial Area is located along Georgia Avenue between the Beltway and 16<sup>th</sup> Street. It is an older commercial area that provides convenience shopping primarily for the local neighborhoods. Today, Georgia Avenue through Montgomery Hills is a 7 lane highway with minimal attention paid to the pedestrian environment. Montgomery Hills—and the residential neighborhoods that surround it—should be a place where people are encouraged to walk, rather than drive. The Forest Glen Metrorail station is located just north of the Capital Beltway and is the closest station for many North Silver Spring residents. With all the convenience that this location offers, Georgia Avenue in Montgomery Hills should be an attractive, accessible neighborhood center that serves the local community.

This Plan recognizes that Georgia Avenue in Montgomery Hills serves several functions: it is a major north-south regional highway; it is adjacent to a busy Beltway interchange; it provides a connection between the Brookville Road Industrial area and the Capital Beltway; it traverses a vital neighborhood center; and it is a gateway to downtown Silver Spring. This Plan recommends that Georgia Avenue be transformed from a highway into a landscaped urban boulevard with a center median, improved local circulation, and wide, unobstructed, tree-lined sidewalks. This Plan seeks to achieve this vision for Montgomery Hills through implementation of the Proposed Concept, which balances the needs of motorists and pedestrians, as well as merchants and local residents.

## Plan Recommendations

- Remove the reversible lane and install a center median on Georgia Avenue between 16<sup>th</sup> Street and Forest Glen Road, within the recommended Master Plan right-of-way of 120 feet.
- Provide seven or eight through lanes.
- Provide for evening peak period left turns from northbound Georgia Avenue at one or more locations within Montgomery Hills.
- Implement related improvements in Montgomery Hills to address local circulation and parking issues.

## Neighborhood-Friendly Circulation Systems

North and West Silver Spring have tremendous locational advantages for those seeking a close-in residence or business site that is conveniently situated within the metropolitan region. Map 3 is an Illustrative Concept of the Circulation System. The area is densely developed and includes major

commuter arteries that carry significant amounts of daily vehicular traffic. Beyond the highways traversing North and West Silver Spring are stable, mature residential neighborhoods. However, the high volume of traffic that passes through the area often turns the convenience of this down-County location into a drawback for local residents.

This Plan recommends major vehicular and pedestrian improvements, particularly for the Montgomery Hills area. The challenge for the Plan is to find a balance that accommodates local and regional traffic, yet provides safe pedestrian access and protects the neighborhoods from intrusive vehicular impact.

### ***Plan Recommendations:***

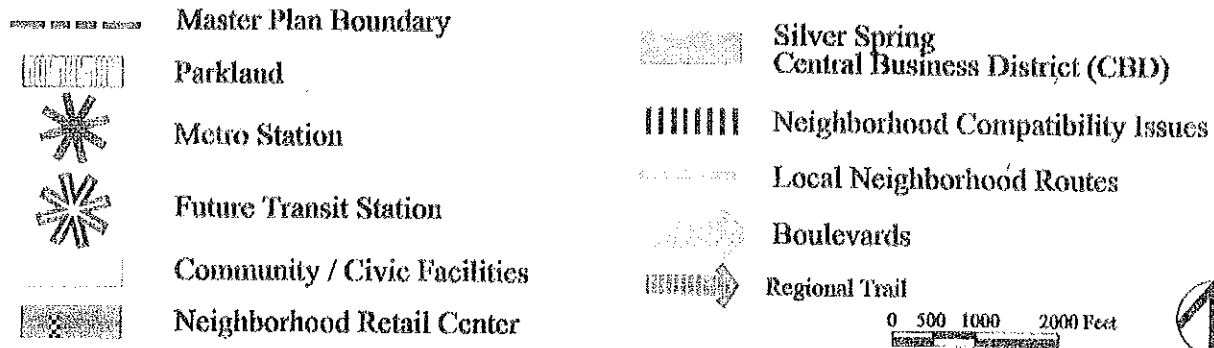
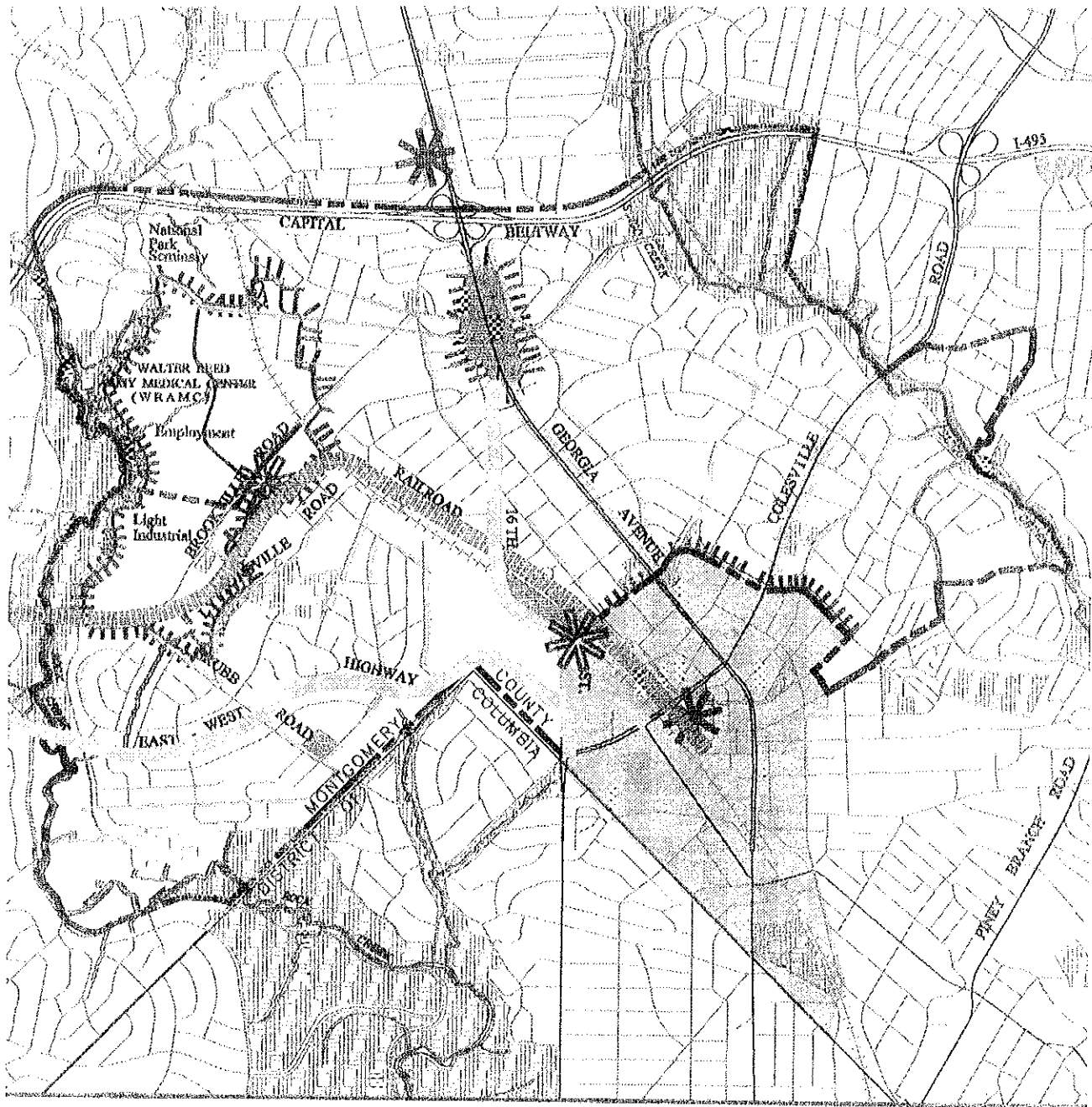
- Protect the residential neighborhoods from commercial and through traffic.
- Enhance pedestrian access to shopping areas, transit, and community facilities by improving pedestrian safety and providing wide, tree-lined sidewalks throughout the area.
- Consider alternative designs for the intersection of Georgia Avenue and 16<sup>th</sup> Street when the State Highway Administration (SHA) studies the Georgia Avenue corridor.
- Implement the Georgetown Branch Transitway between Silver Spring and Bethesda.
- Improve and expand the inter-connected system of bikeways and trails in Silver Spring and beyond. Silver Spring can help ease mounting traffic congestion by providing substantive and user-friendly alternatives to the automobile. Without good facilities, commuters are less likely to choose a non-auto means of transportation.

## **Parks, Community Facilities, and Environmental Resources**

North and West Silver Spring neighborhoods have a compact, densely developed residential character with a full complement of community facilities. Map 4 is an Illustrative Concept of Parks and Community Facilities. These resources are essential elements of community life that establish neighborhood identity and provide valuable services and programs. Much of the appeal and attractiveness of these neighborhoods is derived from their proximity to natural resources, particularly the nearby stream valley parks, Sligo Creek Park and Rock Creek Park.

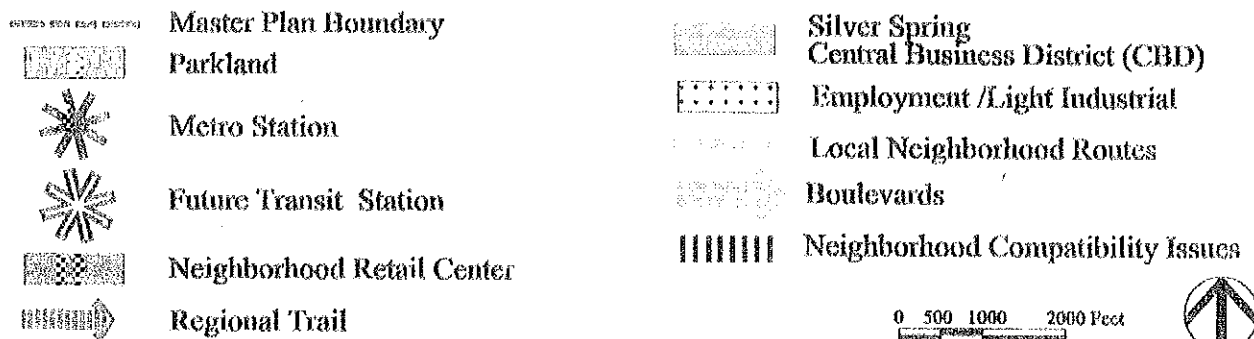
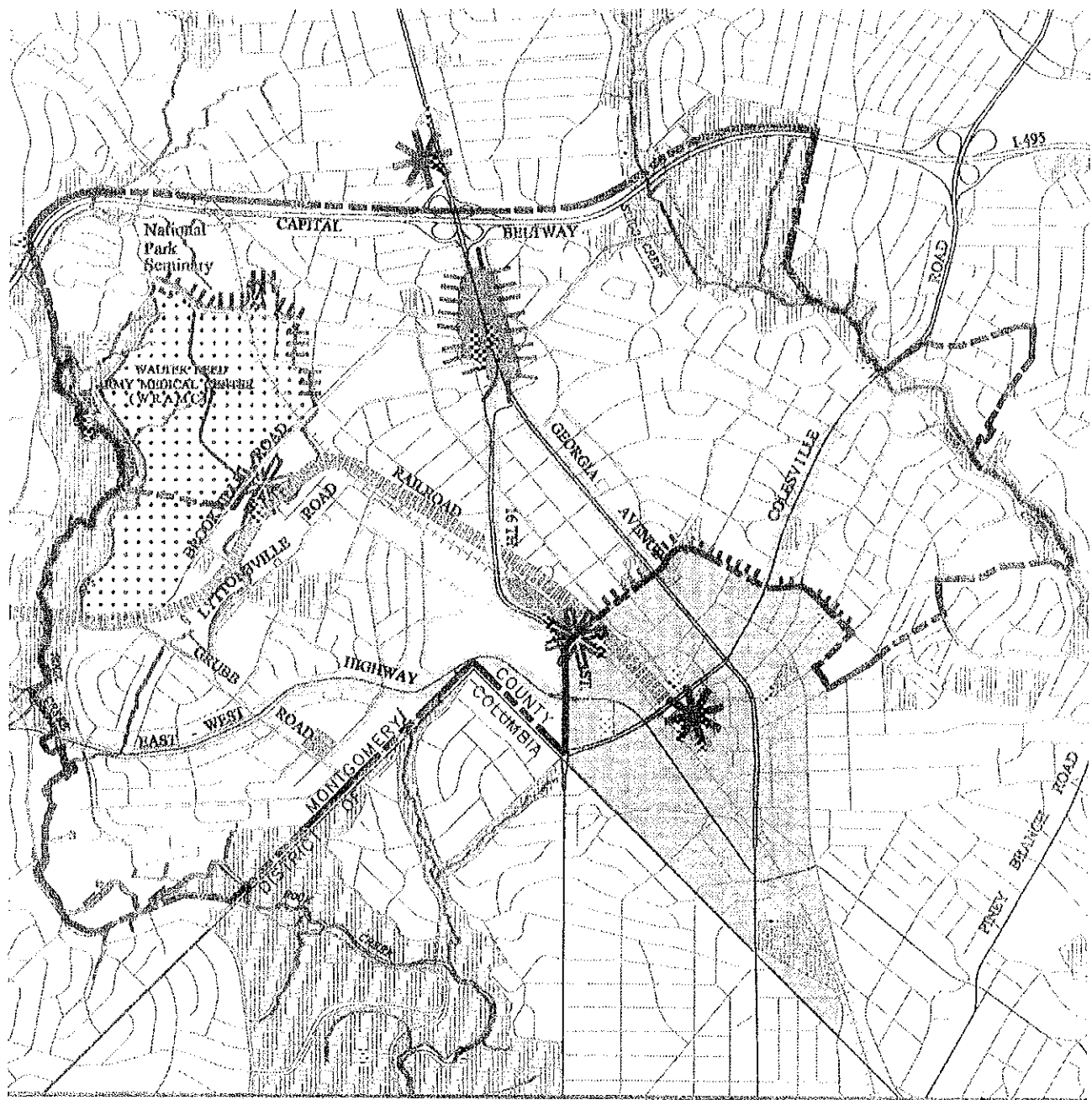
### ***Plan Recommendations:***

- Provide community facilities to meet the human service, recreation, security, educational, and other needs of the diverse community.
- Renovate existing facilities and provide new facilities and recreational programs for a wide range of ages, backgrounds, and interests.
- Design new development and redevelopment to prevent conditions that may create local noise and air pollution nuisances.
- Enhance the natural environment by creating green spaces and identifying locations for improved street tree planting.



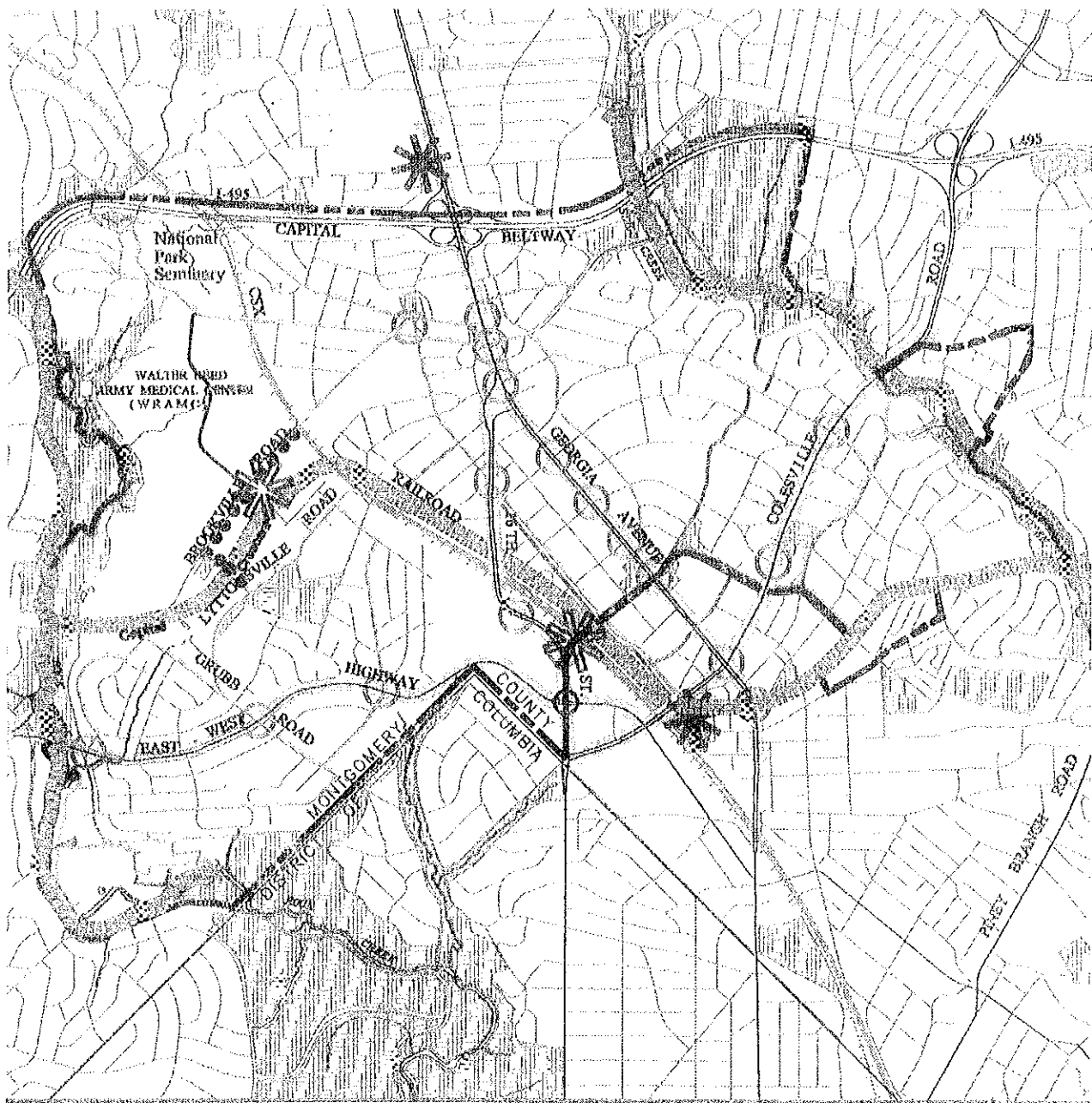
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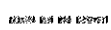
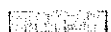











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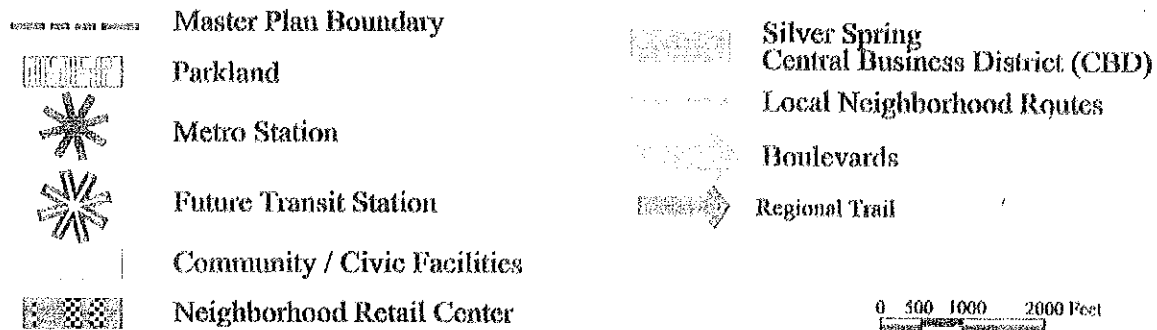
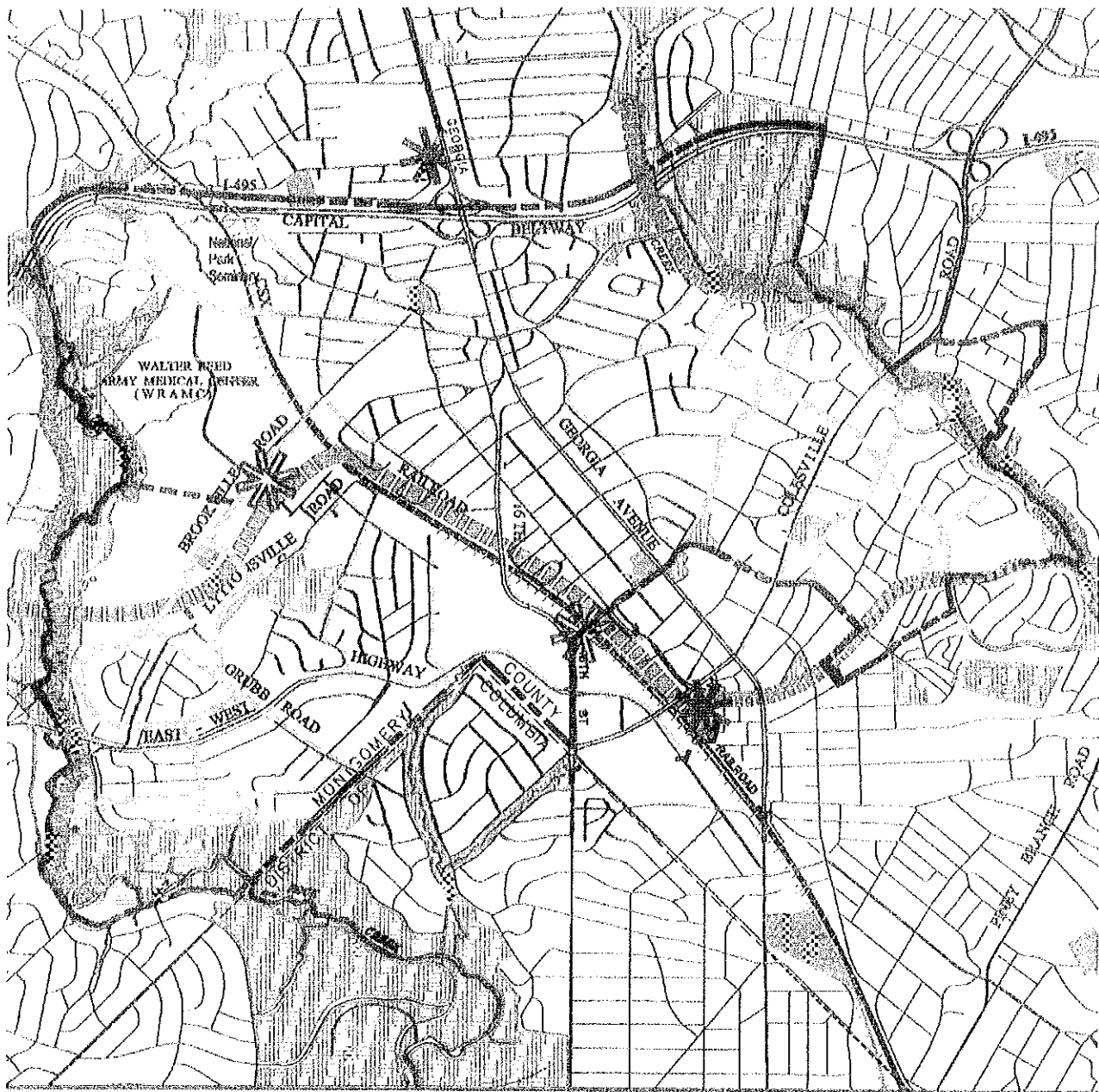


-  Master Plan Boundary
-  Parkland
-  Metro Station
-  Future Transit Station
-  Improved Intersection - Provide Safe Pedestrian and Bike Crossing
-  Regional Trail

-  Boulevard - Wide, Tree Lined Sidewalk.
- Important Links**
-  Industrial Street - Tree Lined Sidewalks, Landscape Improvements
-  Residential Street - Tree Lined Sidewalks

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# Plan Introduction

## *An Overview of the Process*

### Overview

The Silver Spring/Takoma Park community-based planning area covers the portion of Montgomery County that is generally located between the Capital Beltway and the District of Columbia, east of Rock Creek Park and west of Prince George's County. It encompasses several community master plan areas: East Silver Spring, Four Corners, North Silver Spring, the Silver Spring Central Business District (CBD), Takoma Park, and West Silver Spring (see Map 5). All master plans in the Silver Spring/Takoma Park planning area have been updated. Keeping the master plan updates on parallel schedules allows planners to share information and make recommendations that are consistent among plans. It also enables County staff and community groups to focus their energies on the shared issues in this part of the County.

The *North Silver Spring Sector Plan* was adopted in 1978 and the *Master Plan for the Western Portion of the Silver Spring Planning Area* was adopted in 1972. While North and West Silver Spring have previously had two separate master plans, this update combines the planning for these communities into one document. In this way, the issues that are common to both areas, including the commercial centers, the industrial areas, transportation, parks, and pedestrian and bikeway connections, can be addressed collectively.

Issues that are specific to either North or West Silver Spring are also addressed in this Plan, thereby reflecting the unique aspects of the diverse Silver Spring neighborhoods. In the chapter on Commercial Preservation, Stability, and Character,

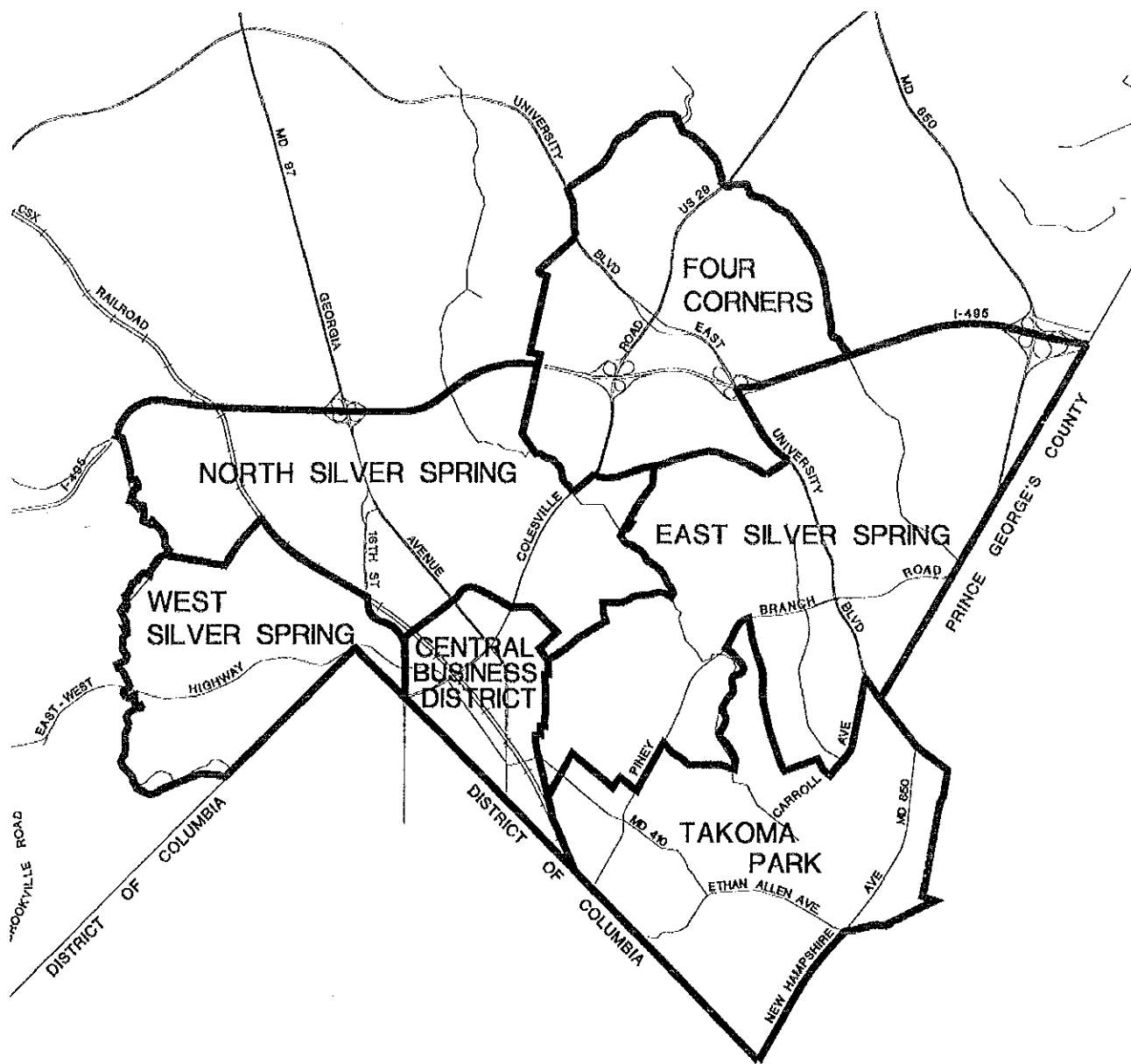
there are two community plan sections—one for North Silver Spring and one for West Silver Spring. Other sections of this Plan also address the special character and issues in each community to strengthen neighborhood identity.

### Location

North and West Silver Spring are located inside the Capital Beltway (I-495) in the southeast corner of Montgomery County, adjacent to the Silver Spring Central Business District and the Washington, D.C. border. The Silver Spring CBD forms the southern boundary of North Silver Spring and the eastern boundary of West Silver Spring. Washington, D.C., forms the southern boundary of West Silver Spring.

North Silver Spring is generally bounded on the north by the Capital Beltway; on the east by Sligo Creek Park; on the south by Wayne Avenue, Bonifant, Cedar, and Spring Streets, the CSX railroad tracks, and the southern property line of the Walter Reed Army Medical Center (WRAMC); and on the west by Rock Creek Park. West Silver Spring is bounded on the north by the CSX railroad tracks and the southern property line of the Walter Reed Army Medical Center; on the east by 16<sup>th</sup> Street; on the south by the District of Columbia boundary; and on the west by Rock Creek Park (see Map 6).

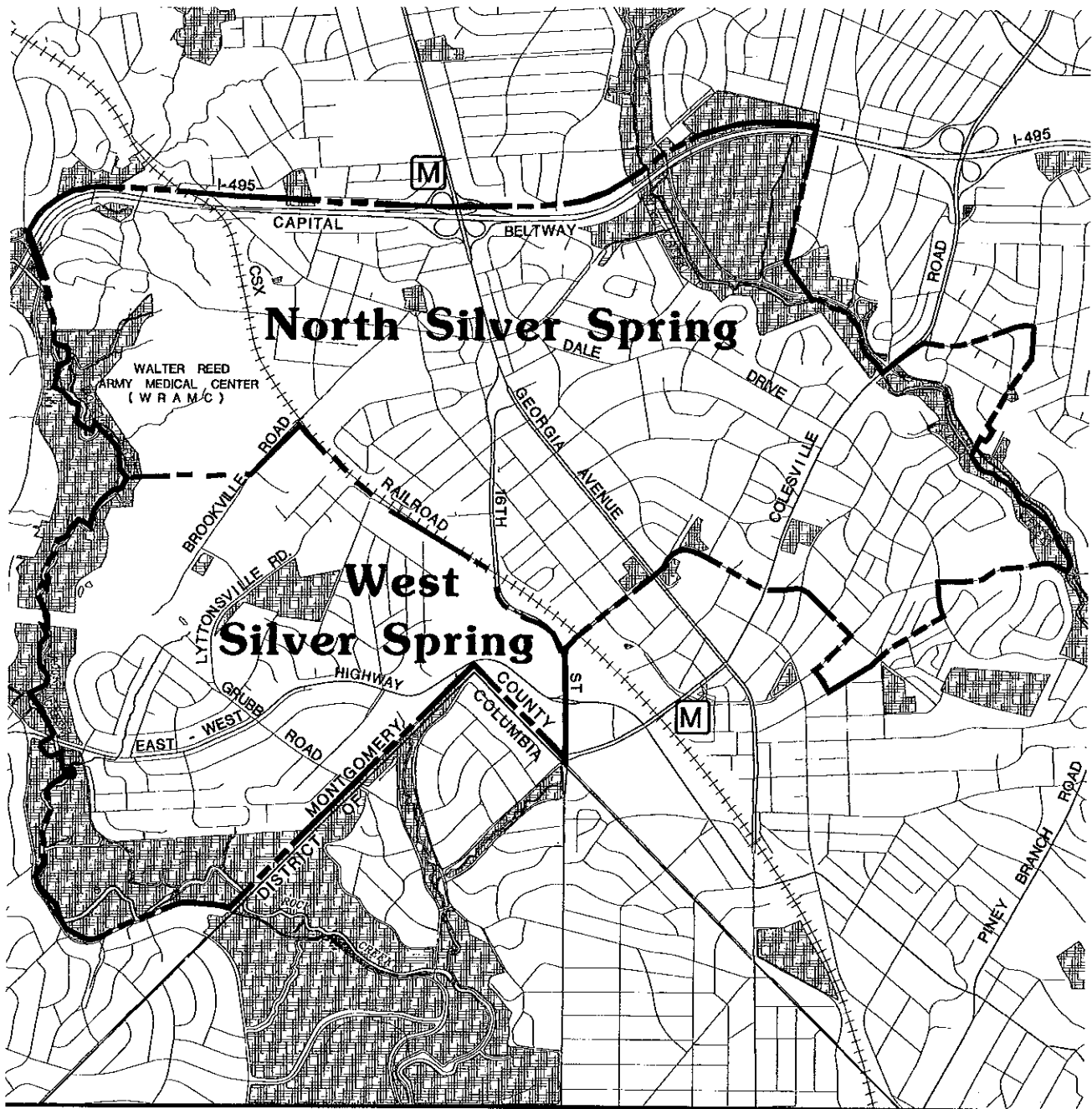
North and West Silver Spring have tremendous locational advantages for those seeking a close-in residence or business site that is convenient to Washington, D.C. or Baltimore. Georgia Avenue



Master Plan Boundary

0 1125 2250 4500 Feet





----- Master Plan Boundary

 Parkland

 Metro Station

0 575 1150 2300 Feet



and Colesville Road provide access to the Capital Beltway and 16<sup>th</sup> Street provides access to Washington, D.C. Metrorail stations in the nearby Silver Spring Central Business District (CBD) and at Forest Glen link the communities with major employment centers and resources such as the United States Congress, Union Station, the Smithsonian Institution, federal government offices, the MCI Center, and Reagan National Airport.

## Planning Context

Montgomery County, Maryland, is one of the most prosperous jurisdictions in the country. The County offers an excellent public school system, extensive park resources, proximity to cultural amenities in Washington, D.C., and a wide variety of employment opportunities, including the federal government, high-tech and bio-technology firms, as well as major corporate, education, and research organizations.

North and West Silver Spring are part of the County's Urban Ring, which also includes the Silver Spring CBD and the central business districts of Bethesda, Friendship Heights, and Wheaton. The Urban Ring, a concept first established in the 1964 *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties* and reconfirmed in the 1993 General Plan Refinement, is the more intensively developed area of Montgomery County nearest Washington, D.C.

The General Plan is based on a "wedges and corridors" concept of regional land use development. Six corridors of urban development radiate like spokes of a wheel from the existing land use patterns in Washington, D.C. The corridors of development are separated by wedges of open space, farmland, and lower-density residential uses. This concept has shaped the County's land use pattern for more than three decades by channeling growth into development and transportation corridors, with the Urban Ring in lower Montgomery County as the most densely developed area.

The Urban Ring communities inside the Capital Beltway in Montgomery County have been designated as part of the State's Smart Growth initiative, a program that focuses development funds and incentives in appropriate growth areas and limits development in agricultural and other resource areas.

### Smart Growth Program

#### *What is Smart Growth?*

Smart Growth is a State program that was enacted in 1997 to support growth in appropriate areas and limit development in agricultural and other resource areas. The program includes five initiatives: Designation of Smart Growth (Priority Funding) Areas; Live Near Your Work Program; Rural Legacy Program; Brownfields Redevelopment; and Job Creation Tax Credits. The priority funding areas are based on land use, residential density, and water and sewer service and include existing communities and areas where industrial or other economic development is desired.

The State of Maryland is moving forward with short- and long-term solutions to improve specific locations and is developing a comprehensive approach to balancing the demands of growth, traffic, and quality of life.

#### *Why use Smart Growth?*

Using public funds to encourage private investment in urban areas preserves rural and suburban open space, and maximizes investments already made in urban infrastructure such as roads, transit, water and sewer.

#### *How can it work in Silver Spring?*

The Silver Spring Central Business District and the surrounding neighborhoods are ideally positioned to become premier Smart Growth communities by providing a mix of land uses—housing, retail, jobs, transit access, and civic opportunities—that will support, sustain, and enliven community life.

## The Role of a Master Plan

A master plan provides comprehensive recommendations and guidelines for the use of land within its boundaries. Each master plan reflects a vision of future development that responds to the unique character of the local community within the context of County-wide policies. It addresses physical planning issues, such as land use, zoning, transportation, parks, community facilities, and bikeway and pedestrian connections. Master plans are updated every 10-20 years, recognizing that circumstances change and that the specifics of a plan may become less relevant over time.

Master plans include text, design guidelines, graphics, and maps. Generally, graphics in an adopted master plan are for illustrative purposes and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

A master plan is created over time with the input and participation of community members—residents and business people—and with discussion among County and State agencies. Developing a plan is a process that educates, prompting thought and self-definition; it culminates in a commitment to the community's future. Once the plan is approved by the County Council and adopted by the Maryland-National Capital Park and Planning Commission (M-NCPPC), the rezoning process and special studies needed to implement the plan's recommendations are begun.

## The Planning Process

The North and West Silver Spring Master Plan was completed under the streamlined process approved by the Montgomery County Planning Board and the County Council in September 1997 and described in *The Master Planning Process* report published by the Department of Park and

Planning. As part of this process, two Master Plan Advisory Groups—one for North Silver Spring and one for West Silver Spring—were appointed by the Planning Board. The Master Plan Advisory Groups (MPAGs) included residents as well as business and property owners in North and West Silver Spring. The names of citizens who served on the two MPAGs are on page vi.

A Technical Working Group (TWG) composed of staff from relevant County and State agencies, as well as Park and Planning staff, provided valuable input on implementation issues associated with master plan alternatives and preliminary recommendations.

During the development of this Plan, several other initiatives provided valuable information about the North and West Silver Spring communities. A telephone survey conducted in English and Spanish gathered information about the community—the concerns and opinions of Silver Spring and Takoma Park residents—and was presented to the Planning Board as well. Economic health assessments of the Brookville Road Industrial area (prepared by RER Economic Consultants) and the Montgomery Hills Commercial area (prepared by staff) provided valuable information about these employment and service centers. A Transportation and Circulation Report was prepared by the Planning staff to look comprehensively at the overall circulation system and develop informed recommendations in the five Silver Spring/Takoma Park master plan areas. (See the Appendices and Supplemental Resources in the Table of Contents for a list of reference documents, including a Glossary of selected planning terms.)

The Staff Draft was reviewed by the Planning Board and approved for release as the Public Hearing Draft in October 1998. A Planning Board public hearing was held on November 5, 1998. Planning Board worksessions to review the public hearing testimony and the Plan's recommendations began in December 1998.

In February 1999, in response to community concerns, the Planning Board approved a delay of the North and West Silver Spring Master Plan to further analyze options to improve the pedestrian and vehicular environment along Georgia Avenue in Montgomery Hills. From March to June, staff considered various options, analyzed their impacts, and held meetings with residents, businesses, and property owners. In June, staff presented a Proposed Concept for Georgia Avenue in Montgomery Hills to the Planning Board and, since the concept was not included in the Public Hearing Draft, public testimony was taken. As a result of the testimony, the Planning Board directed staff to continue working with the business and property owners on design changes that could mitigate the potential impacts. At a worksession in September 1999, the Planning Board voted to include the Proposed Concept for Georgia Avenue in the Final Draft Master Plan. The Planning Board (Final) Draft Master Plan was accompanied by a Framework for Action that identifies specific short- and long-term actions necessary to implement this Plan's recommendations.

The County Council conducted a similar review process, including a public hearing and worksessions. The County Executive prepared a fiscal analysis of the Master Plan's recommendations. After close scrutiny and recommended changes, the Plan was approved by the County Council and adopted by the M-NCPPC.

## Next Steps

Once the Master Plan is adopted, a Sectional Map Amendment is prepared to implement the zoning recommended by the Plan. The special studies and other items necessary to implement the Plan's recommendations, as identified in the Framework for Action, will then be initiated. In addition, a Bi-Annual Master Plan Status Report will be prepared to review the progress that has been

made to implement the Master Plan recommendations.

### The North and West Silver Spring Master Plan Process

#### Phase One

Undertake detailed data collection, technical analysis, map preparation, and community information gathering

#### Phase Two

Develop Purpose and Outreach Strategy Report and form Master Plan Advisory Groups (MPAGs)

#### Phase Three

Finalize Purpose and Outreach Strategy Report; form Technical Working Group (TWG); undertake Silver Spring/Takoma Park telephone survey

#### Phase Four

Develop draft Illustrative Concept Plan; meet with MPAGs and TWG, hold community workshops; develop Master Plan recommendations

#### Phase Five

Prepare and finalize Staff Draft Master Plan; present to the Planning Board; hold MPAG/Community Meeting

#### Phase Six

Hold Planning Board Public Hearing and Worksessions; transmit Final Draft Master Plan and Framework for Action to the County Council and County Executive

#### Phase Seven

Receive County Executive comment and fiscal impact analysis on the Final Draft Master Plan and Framework for Action

#### Phase Eight

Hold County Council Public Hearing and Worksessions; approve Master Plan and Framework for Action

#### Phase Nine

Plan adopted by The Maryland-National Capital Park and Planning Commission

#### Phase Ten

Plan implementation monitored through the Framework for Action and Bi-Annual Master Plan Status Report

# Community Preservation, Stability, and Character

*Preserve existing residential character and reinforce the many desirable features of the North and West Silver Spring neighborhoods.*

## Introduction

North and West Silver Spring are part of Montgomery County's Urban Ring, the densely developed area close to Washington, D.C. Like many Urban Ring communities, North and West Silver Spring are almost totally built-out, with an established character and density of development and very little vacant land. The focus of this Master Plan is on maintaining, preserving, and enhancing the existing neighborhoods to ensure a good quality of life for area citizens and businesses.

North and West Silver Spring are characterized by well-established residential neighborhoods that are compactly developed and generally well-maintained. The population of the neighborhoods continues to change as families with young children move into homes formerly inhabited by elderly homeowners. A variety of local services support daily community life: retail and other small businesses, religious institutions, schools, parks and recreation facilities, and gathering places for community activities.

There is a strong sense of community pride among citizens in these neighborhoods of tree-lined, well-connected streets. Many local residents strongly identify with specific neighborhood names, such as Woodside Forest or Rosemary Hills, and refer to

them when describing where they live (see Map 7). Most of these neighborhoods have organized citizens associations with definable boundaries and hold regular meetings to keep residents informed about issues in their area. Strong neighborhood organizations have long been a fundamental element of community life in Silver Spring. These groups contribute to community identity and foster a feeling of collective responsibility and connectedness.

*From the Telephone Survey of Silver Spring and Takoma Park Residents:*

*Most respondents in the Silver Spring/Takoma Park telephone survey consider their neighborhoods good places to live. Eighty-five percent rated their neighborhoods "excellent" or "good." Residents like the area for its quiet, friendliness, and convenience.*

The intent of the Master Plan is to preserve the existing residential character and to reinforce the many desirable features of the North and West Silver Spring neighborhoods. A livable community is sustained when its best attributes are recognized, reinforced, and enhanced. These neighborhoods are appealing places with enduring character and value that are cherished by local residents. This Plan's challenge is to preserve those livable qualities—stability, cohesiveness, scale, convenience, nearby natural resources—while

addressing deficiencies and planning for change that is harmonious and beneficial to the community.

Neighborhood residential character is affected by traffic, non-residential uses, and adjacent industrial and commercial areas. This Plan recommends techniques to lessen the impact of these factors on residential areas, as well as measures to enhance the positive features of these close-in neighborhoods, such as improving pedestrian circulation and safety.

This chapter contains general recommendations for residential land uses in North and West Silver Spring, as well as two community plan sections that provide specific recommendations for each area. This Plan generally reaffirms the existing land use pattern throughout the area (see Maps 8 and 9) and the existing zoning, except as noted below on several small parcels (see Maps 10, 11, and 12).

This chapter also identifies historic resources and makes recommendations for preserving appropriate sites to foster community identity and protect significant historic buildings for future generations. Historic resource recommendations are included in this chapter because most of the sites are residential buildings and all of the sites contribute to community character.

Recommendations for special exception uses, which are allowed in residential and commercial zones, are contained in the chapter on Commercial Centers-Character and Vitality, page 33. Transportation, parks, and environmental recommendations in the following chapters support this Plan's overall goal of preserving and enhancing residential character.

## Recommendations

- **Preserve the residential character of the North and West Silver Spring neighborhoods.**

### *From the General Plan Refinement:*

*"While encouraging continued growth in the Urban Ring, the General Plan Refinement seeks to preserve the flourishing neighborhoods already located there. It designates the Urban Ring area as a high priority location for new infrastructure to support existing development. The Refinement encourages the County to protect these areas from the encroachment of non-conforming land uses, excessive noise, and through traffic. It seeks to maintain and reinforce the many desirable community features that are common in the Urban Ring."*

The character of individual neighborhoods should be preserved and enhanced.

Improvements to existing streets, sidewalks, gathering places, streetscape, and landscaping, as well as opportunities for neighborhood open spaces, should be explored and implemented.

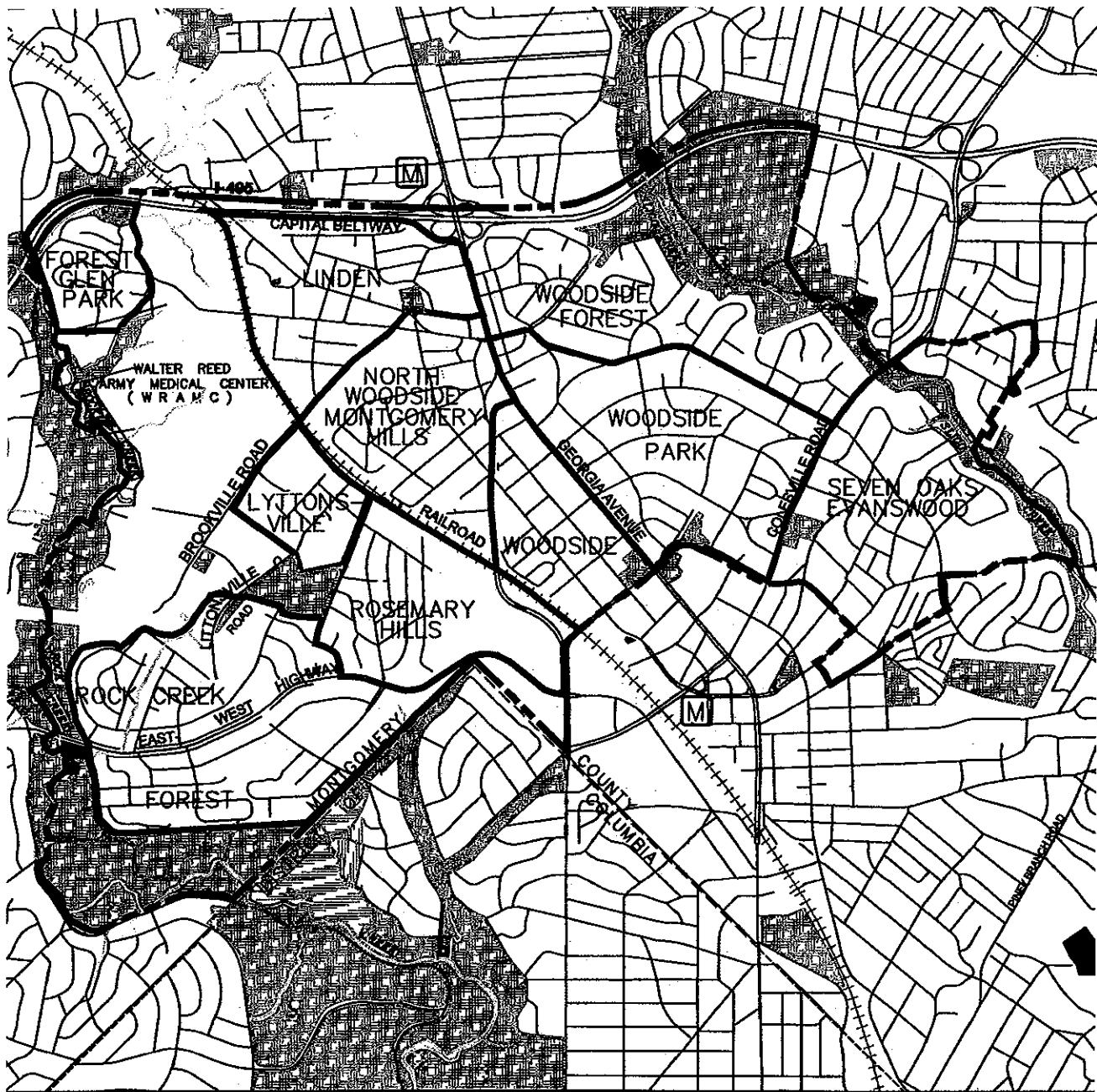
- **Limit the negative impact of traffic in residential areas.**



Many streets throughout the North and West Silver Spring residential neighborhoods have low traffic volumes, no sidewalks, and no driveways. As development occurs in the Silver Spring CBD and in the region, traffic congestion and cut-through traffic tend to grow. This Plan supports continuing efforts to address this issue through the Montgomery County Department of Public Works and Transportation (DPWT) Neighborhood Traffic Control Program. The Neighborhood-Friendly Circulation Systems chapter contains recommendations for transportation issues.

- **Limit commercial zoning to the areas recommended in this Plan.**

New commercial development is most appropriate in the commercial areas recommended by this Plan and in the Silver Spring CBD.

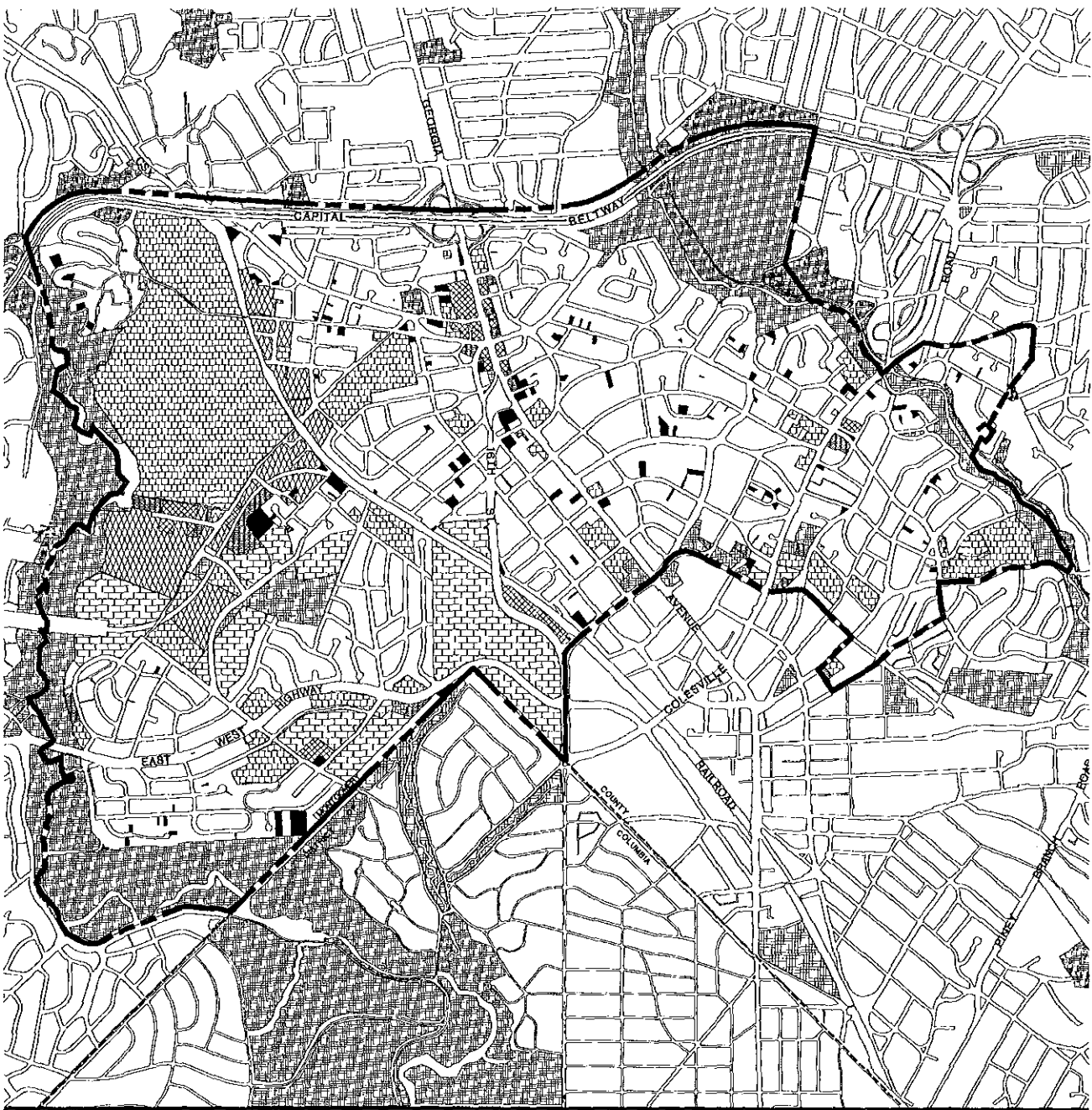




- Master Plan Boundary
-  Parkland
-  Metro Station
- Neighborhood Boundary

0 500 1000 2000 Feet

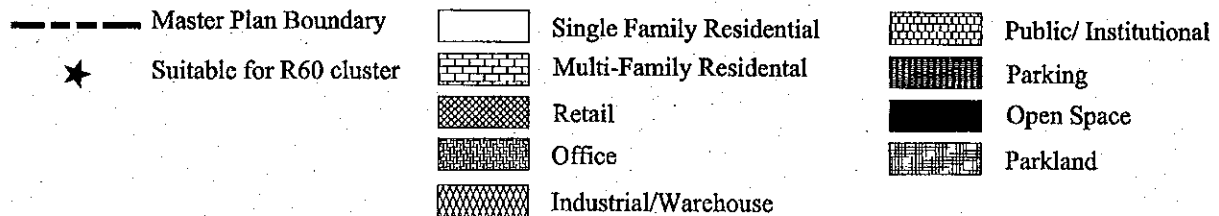
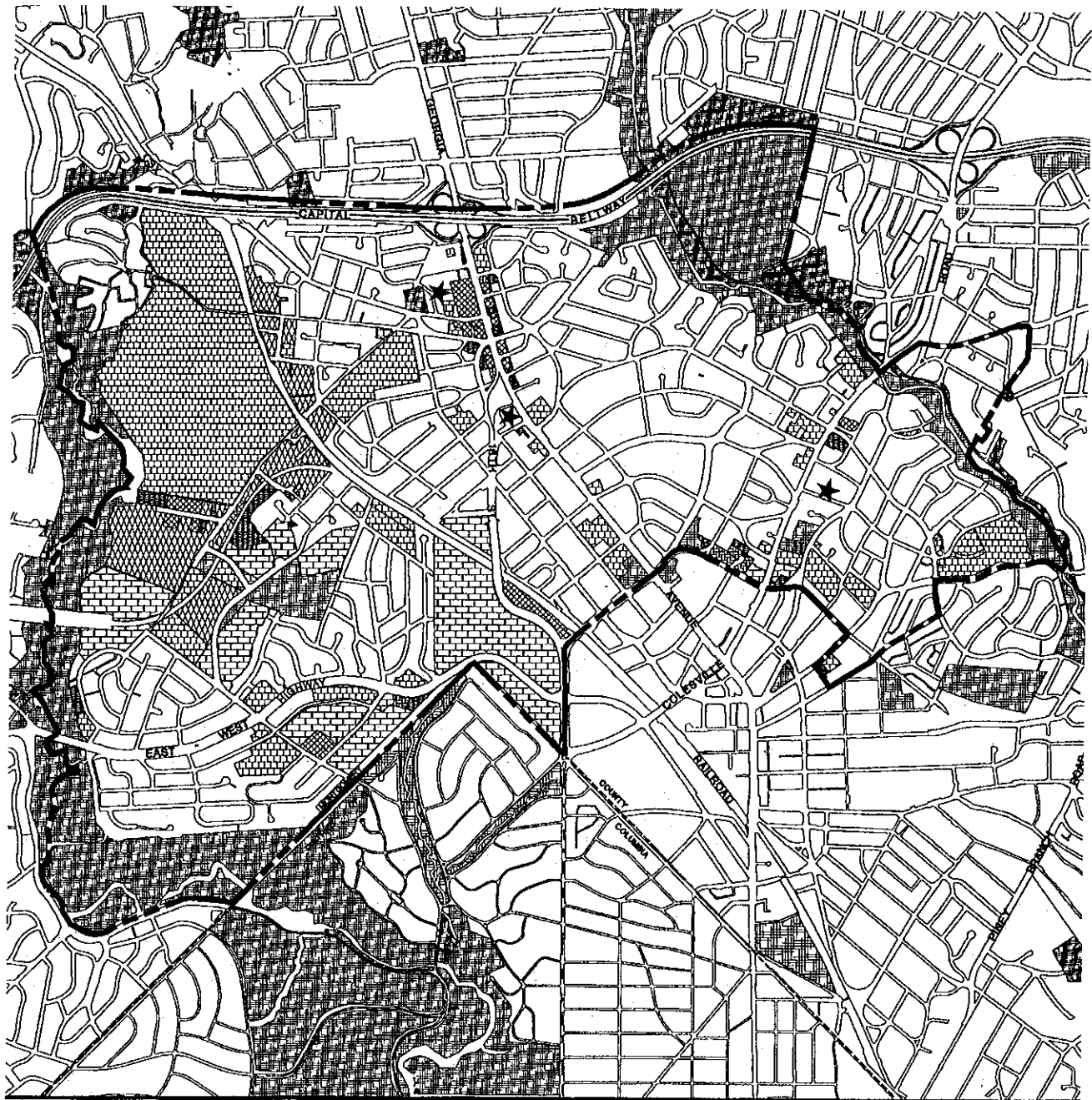




- Master Plan Boundary
- |  |                           |  |                       |
|--|---------------------------|--|-----------------------|
|  | Single Family Residential |  | Public/ Institutional |
|  | Multi-Family Residential  |  | Parking               |
|  | Retail                    |  | Open Space            |
|  | Office                    |  | Parkland              |
|  | Industrial/Warehouse      |  | Vacant                |

0 375 1500 3000 Feet





0 375 1500 3000 Feet



- Encourage maintenance and preservation of housing through well-funded code enforcement, neighborhood improvement programs, and other appropriate techniques. (See Framework for Action.)
- Create a pedestrian-friendly environment by constructing and maintaining continuous, unobstructed, tree-lined sidewalks on neighborhood streets where there are bus stops, excessive non-local traffic, or that lead to major destinations.
- Restore neighborhood infrastructure through “Neighborhoods Alive”—a comprehensive County program that coordinates DPWT services to improve the infrastructure of older neighborhoods to ensure effective, safe, and attractive vehicular and pedestrian access to recreational opportunities, public facilities, and business districts. (See Framework for Action.)

Services include repairing/replacing sidewalks and curbs and gutters; implementing traffic calming measures; improving transit access; providing tree trimming; and improving street lighting.

*From the Telephone Survey of Silver Spring and Takoma Park Residents:*

*Most respondents in the survey said they feel secure in their own neighborhood (70% in North and West Silver Spring), but suggested “better lighting” to improve security (18%).*

## North Silver Spring

North Silver Spring’s residential neighborhoods contain predominantly single-family-detached homes. There are also a limited number of townhouses and apartments around the Silver Spring CBD and along major highways. North

Silver Spring covers approximately 940 acres or two square miles. The population is 8,500 persons in 3,405 households.

Many of the neighborhoods contain houses with a variety of distinctive styles, architectural details, and historical significance. These neighborhoods are some of the most well-established and distinguished with some of the oldest houses in the Silver Spring area. Some areas feature landmarks that help to identify them as distinct neighborhoods.

The overall residential land use pattern has remained relatively constant for several decades. The newer residential development that has occurred within the last 20 years has been generally consistent with the recommendations in the 1978 *North Silver Spring Sector Plan*. Many of the residential recommendations of the 1978 Sector Plan have been implemented through private development, including several townhouse communities, and there are very few developable tracts remaining.

Preserving community character and stability, especially the edges along major highways and adjacent to the CBD, is a challenging issue. The issue centers around how best to preserve residential character and stabilize the edges while protecting the interior of the neighborhoods. A sensitive land use/zoning policy that balances the needs of properties fronting on major roads with those of residences in the interior is critical. This is a long-standing problem with no easy answer. The 1978 Sector Plan developed several strategies for properties with highway or CBD frontage: non-resident professional office special exceptions, townhomes, or R-60 cluster zoning. This Plan evaluated those options and provides guidance that seeks to stabilize the edges of the neighborhoods while preserving their residential character. The Plan provides guidelines for townhouse development (see page 21) and non-resident professional office special exception uses (see page 43).

The intent of this Plan is to sustain a livable community of neighborhoods in North Silver Spring by preserving their positive attributes and guiding change so that it strengthens the function, character, and appearance of the area. This Plan reconfirms the current zoning, which establishes the density. New development, infill development, and special exception uses should be compatible with the existing residential character. As a result, the existing land use pattern should remain essentially the same.

## Recommendations

- **Reconfirm the existing residential zoning in North Silver Spring, except as recommended below.**
- **Provide guidance for the possible redevelopment of townhomes along Georgia Avenue.**

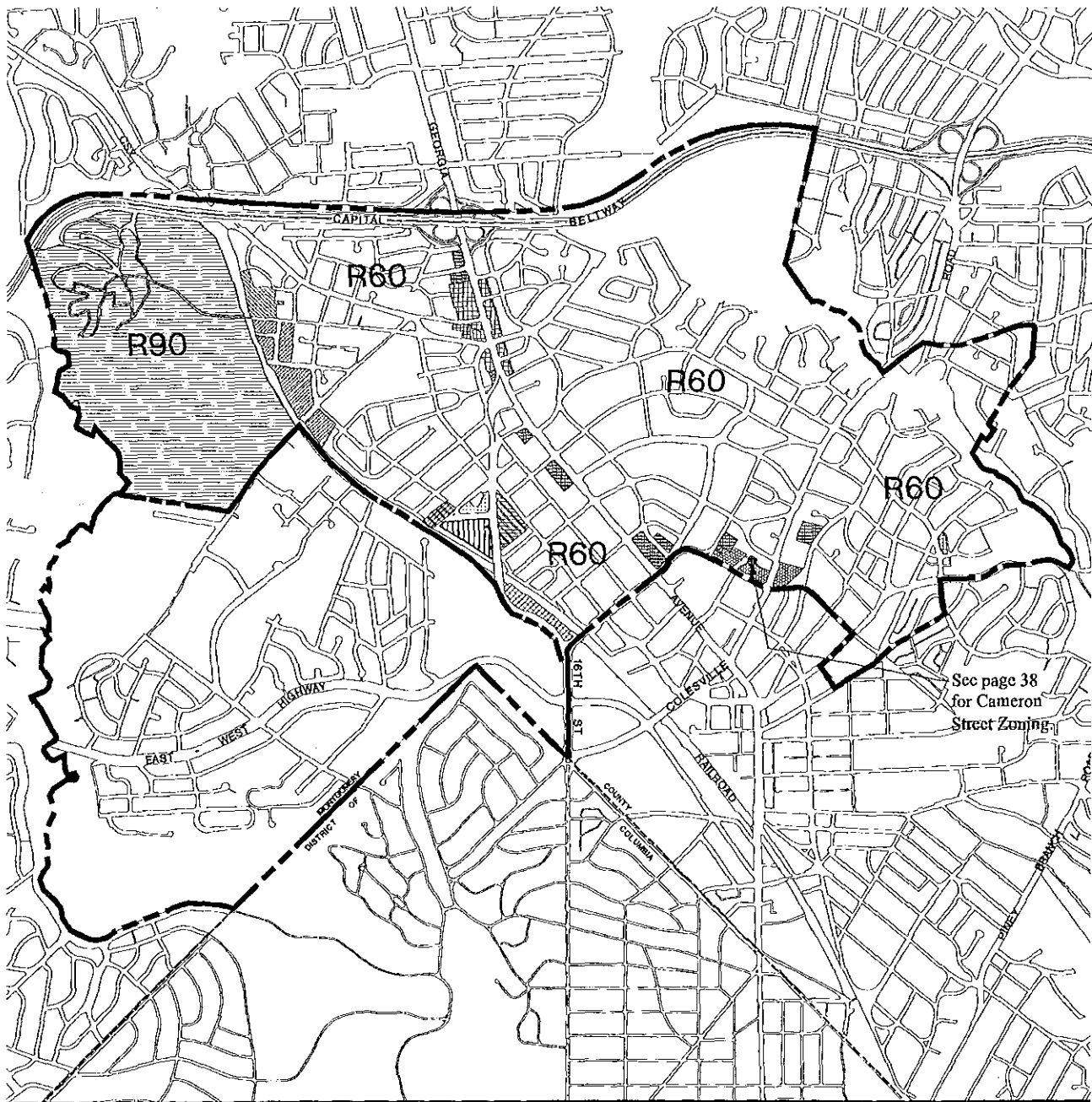
Under the Zoning Ordinance, the development of townhomes along Georgia Avenue may be allowed in the future. Any redevelopment must maintain the residential character along Georgia Avenue while protecting interior neighborhoods from increased development pressure. Some properties in this area may ultimately be included in a Woodside Historic District once they are evaluated (see page 31).

This Plan does not recommend rezoning at this time. However, if assemblage occurs, the Zoning Ordinance permits application for rezoning to the residential townhouse (RT) zone through a local map amendment. This Plan recommends that any future rezoning to RT should be through the optional method application of the local map amendment process, which requires a schematic development plan. The following guidelines should be considered in addition to all other requirements in the Zoning Ordinance related to the RT zone (e.g., compatibility with surrounding land uses) if there is a future

rezoning application for townhomes along Georgia Avenue:

- Limit the development of townhomes to the blocks along Georgia Avenue and do not encroach into the interior blocks.
  - Buildings should front on Georgia Avenue, where possible, in order to maintain an attractive residential appearance and enhance the urban boulevard character.
  - Along Georgia Avenue, ends of a townhouse row should be designed to be or appear to be fronts, rather than blank facades on Georgia Avenue.
  - A minimum front yard setback of 25 feet should be provided along Georgia Avenue.
  - Vehicular access points should be minimized along Georgia Avenue to reduce pedestrian/auto conflicts.
  - Attractive landscaped open spaces and streetscaping should be provided, including a sidewalk separated from the curb with a tree panel.
  - Parking and/or garage access should be oriented to the rear of the buildings and sufficiently screened from adjoining properties.
- **Recommend the R-60 cluster option for the 3-acre Watts Property (9005 Colesville Road), located on the north side of Woodside Parkway between Colesville Road and Ellsworth Drive.**

This site is suitable for single-family homes that are comparable in size and character to the surrounding neighborhood. However, given the dimensions of this site, development under the standard R-60 Zone procedures is likely to result in back yards facing a street, which would not be compatible with the



	Master Plan Boundary
	C1 Local Commercial
	C2 General Commercial
	C4 Highway Commercial
	CO Commercial Office
	CT Commercial Transition
	I1 Light Industrial

	R60 Single Family Residential
	R90 Single Family Residential
	RT8 Townhouses
	RT10 Townhouses
	RT12.5 Townhouses
	R20 Multi - Family Residential
	RH Multi - Family Residential

0 375 1500 3000 Feet



neighborhood. The R-60 cluster option ensures compatibility since it requires site plan review by the Planning Board, which includes a detailed plan of proposed development in relation to adjacent areas, a compatibility finding, and a public hearing. Cluster development would allow flexibility in lot layout while protecting the character of the existing neighborhood, providing open space, and preserving trees.

- **Reflect the change, from the Commercial Transition (C-T) Zone to the Residential Townhouse (RT-12.5) Zone for the 1.7-acre site on the west side of Georgia Avenue at Locust Grove Road near the Beltway.**

The 1978 *North Silver Spring Sector Plan* recommended office development under the C-T Zone for this site as a transitional use between Georgia Avenue and the single-family residential areas to the west. In 1992, a Local Map Amendment application to rezone the site to RT-12.5, a floating zone, was approved (see Appendix A, Glossary of Selected Terminology). The RT-12.5 Zone was found to be compatible with existing land uses; townhouses have been built on this site.

## West Silver Spring

West Silver Spring is a prototypical Urban Ring community: a close-in, older, well-established, and densely developed down-County area characterized by diversity in income, ethnicity, and racial composition. The residential neighborhoods of West Silver Spring are located near transit, schools, parks, and some convenience shopping.

West Silver Spring has developed as a quintessential Smart Growth community. It is an area where suburban and urban lifestyles merge; where housing choices include both

single-family homes and high-rise apartment homes; where access to commercial centers such as downtown Silver Spring, Bethesda, and Washington, D.C., is very convenient; where residents are not completely auto dependent; and where walking to transit, community facilities, or local neighborhood retail shops is an option for many residents.

West Silver Spring neighborhoods are compactly developed and densely populated. The area covers nearly 445 acres, or almost one mile. The population is 10,095 persons in 4,405 households. The predominant land use is residential and there is a diverse collection of housing types—single-family homes, townhouses, condominiums, garden and high-rise apartments, a cooperative apartment complex, and elderly housing. This wide variety of conveniently located housing types provides a full range of choices for many incomes, ages, and lifestyles.

Like North Silver Spring, West Silver Spring is almost completely built-out, with a very limited amount of vacant and redevelopable land. The few parcels that are vacant are recommended for residential development (see below).

In order to maintain West Silver Spring as a desirable place to live, infrastructure and housing must be regularly maintained and improved. Infrastructure includes streets, utilities, parks, schools, and other facilities that serve the community. In West Silver Spring, infrastructure improvements are especially needed for pedestrian and bike circulation. In addition, the creation or perpetuation of abandoned or blighted areas must be avoided. Seventy-five percent of the total dwelling units in West Silver Spring are multi-family. Maintenance and upkeep on these aging buildings are challenging and important issues that affect the overall stability of the area.

In a built-out community such as West Silver Spring, the focus is on maintaining and enhancing the quality of life for area residents and businesses. This may be achieved by addressing relatively small details that can have a significant impact, such as providing landscaping, sidewalks, and lighting in public places.

This Master Plan recognizes the established, dense, diverse residential character of West Silver Spring and seeks to preserve and maintain the integrity of the neighborhoods as the foundation of the community. The challenge for West Silver Spring is to maintain a strong sense of community and a good quality of life in these diverse neighborhoods. West Silver Spring should continue to be a community that residents consider to be a good place to live and play and where they feel secure in their neighborhoods.

## **Recommendations**

- Reconfirm the existing residential zoning in West Silver Spring, except as recommended below.
- Rezone the vacant 2.32 acre Triad property from the R-H (multi-family, high-rise planned residential) Zone to the RT-15 (residential, townhouse) Zone. Rezone Lot #6 on Albert Stewart Lane from R-60 to RT-15. The rezoning of Lot 6 is intended to provide access and design flexibility rather than to facilitate the construction of townhouses on that lot.

This site, located adjacent to Friendly Gardens Apartments (on Lyttonsville Road) and Albert Stewart Lane (near Kansas Avenue), is suitable for townhouses. Other low-rise housing types are also appropriate. The site is surrounded by developed parcels, including the Friendly Gardens Apartments, single-family homes on Albert Stewart Lane,

and industrial uses to the west. The owners of the Triad property have purchased a vacant lot (# 6) on Albert Stewart Lane to provide access to the site. This Plan recommends that the Triad property and Lot 6 on Albert Stewart Lane be rezoned to the RT-15 zone. A landscape buffer along both the western edge and northern edge (adjacent to single-family homes) of the site is recommended.

- **Rezone the small parcel at the northwest corner of Lyttonsville Road and Lyttonsville Place from the I-1 (light industrial) Zone to the R-H Zone.**

This property currently has two zones (split-zoning). The Claridge House Apartments, a high-rise residential building in the R-H Zone, takes up most of the site. A small corner of the property is zoned I-1 and should be rezoned R-H to make the zoning consistent and uniform for the site.

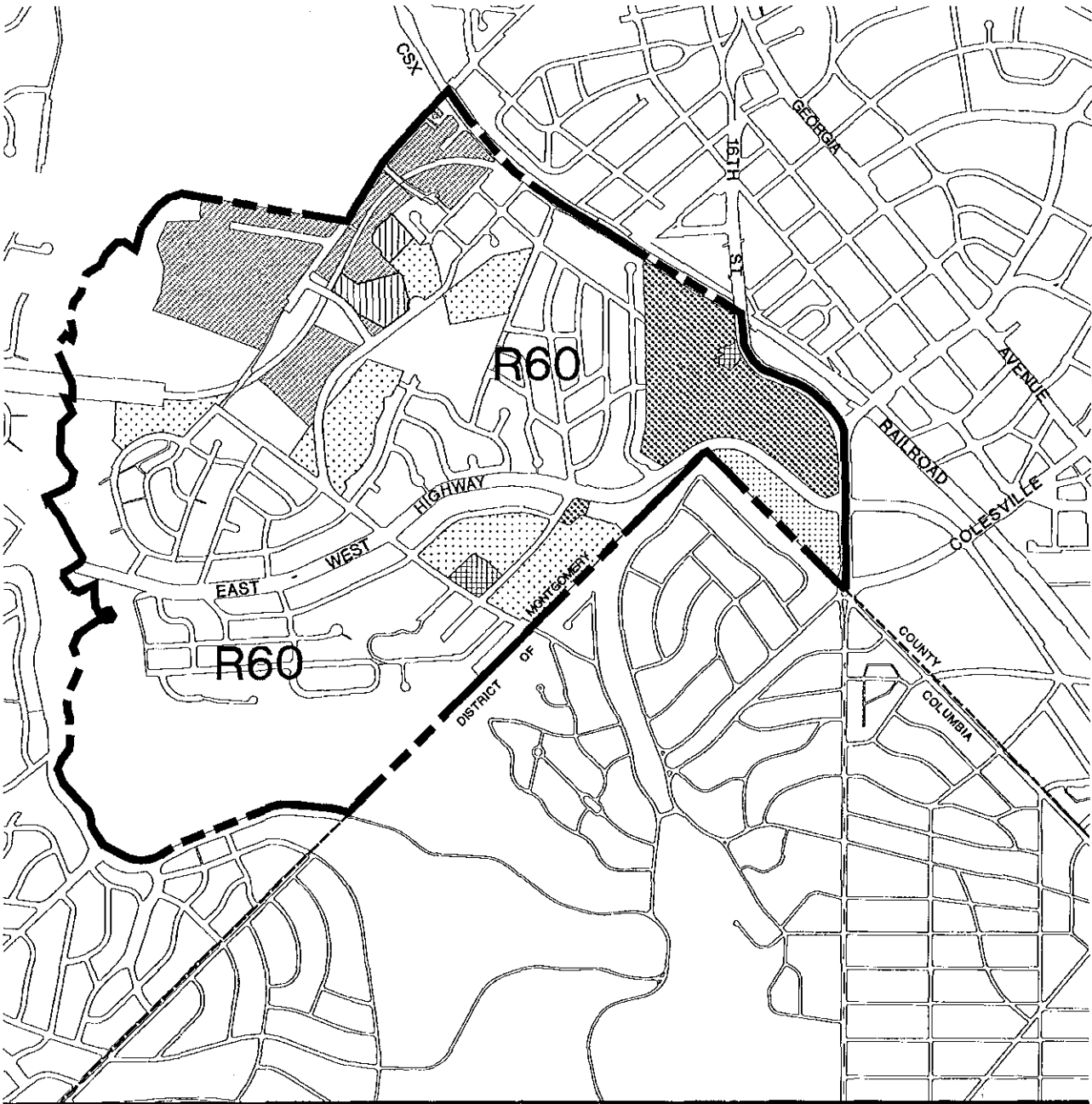
- Obtain an easement or donation of a portion of the lot on the south side of East-West Highway near the Red Cross facility for a pedestrian trail to provide access to Rock Creek Park for area residents.










Should this site develop, this Plan encourages the provision of an easement or donation of a portion of the lot for a pedestrian trail into Rock Creek Park. There is a traffic signal at East-West Highway and Rosemary Hills Drive to help pedestrians cross to and from the trail.

- **Prevent encroachment of incompatible land uses adjacent to residential neighborhoods.**

Buffering, including landscaping, between residential and industrial areas is strongly recommended.





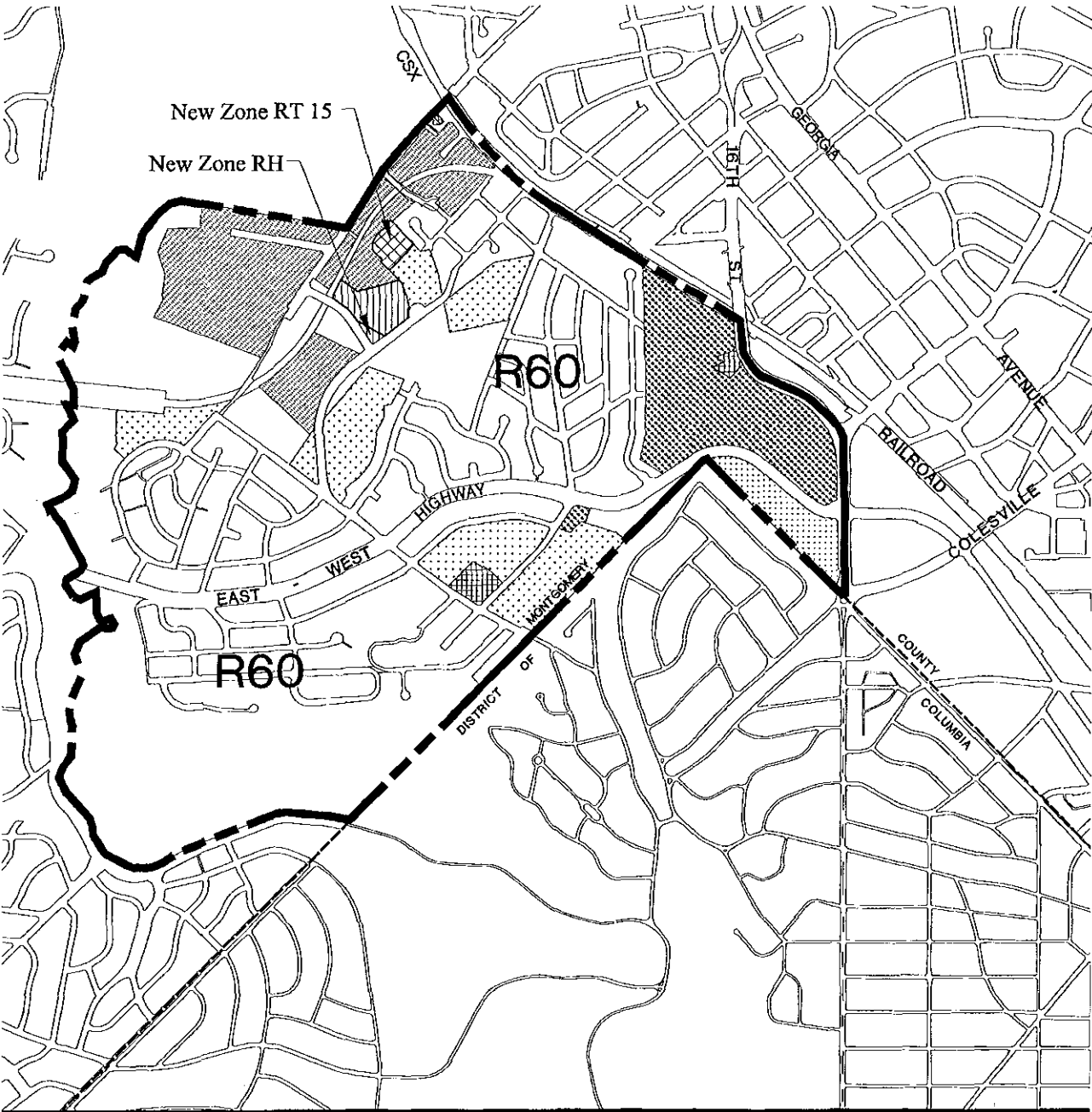
- |  |   |
|--|---|
|  Master Plan Boundary         |  R20 Multi-Family Residential  |
|  C1 Local Commercial          |  R60 Single Family Residential |
|  C2 General Commercial        |  RH Multi-Family Residential   |
|  I1 Light Industrial          |  RT 15 Townhouse               |
|  R10 Multi-Family Residential |   |

0 375 1500 3000 Feet



# Proposed Zoning in West Silver Spring

Map 12



Master Plan Boundary

- C1 Local Commercial
- C2 General Commercial
- I1 Light Industrial
- R10 Multi-Family Residential

- R20 Multi-Family Residential
- R60 Single Family Residential
- RH Multi-Family Residential
- RT 15 Townhouse

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- **Use the County's Single-Family Home Improvement Loan Program and/or the Replacement Home Loan Program, where needed. (See Framework for Action.)**

The County Department of Housing and Community Affairs (DHCA) should assess the single-family housing stock in the Lyttonsville neighborhood and assist owners in using these programs, which provide assistance to homeowners in stabilizing the housing stock and sustaining it for the future.

- **Support the efforts of DHCA and the Rosemary Village Cooperative to address the capital repair needs at this multi-family community. (See Framework for Action.)**

## Historic Resources

Silver Spring has a long history, stretching from agrarian beginnings through the first residential developments in the nineteenth century to its present-day role as a mature, convenient, well-established Urban Ring community. Historic preservation offers an opportunity to the people of Silver Spring and Montgomery County to protect remaining vestiges of a rich, local heritage. It is important to preserve significant historic structures and sites so that present and future generations have a sense of the County's beginnings and evolution.

Historic buildings stand out on the suburban landscape, evoking memories and past experiences. Preservation of these resources provides a sense of continuity, stability, and durability, while enhancing the area as an attractive place to live. Some historic sites have individual significance and others are important as a collection of buildings within a district.

Montgomery County recognizes the benefits of historic resources and has a comprehensive preservation program. In 1976, M-NCPPC published the *Locational Atlas and Index of Historic*

*Sites*, an inventory of potential historic resources. The County established planning and regulatory techniques to protect historic resources by adopting the *Master Plan for Historic Preservation* and Chapter 24A, the Historic Preservation Ordinance of the County Code. The Historic Preservation Commission (HPC) is charged with evaluating *Locational Atlas* properties for designation under Chapter 24A. The criteria used to evaluate resources are summarized in the accompanying box.

The exteriors of properties on the *Locational Atlas* cannot be substantially altered or demolished without review to determine if they merit inclusion in the *Master Plan for Historic Preservation*. Master Plan designation requires review and regulation of exterior changes to maintain historic integrity. Historic properties are eligible for County, State, and Federal tax credit programs to assist with restoration and maintenance costs.

As discussed in detail below, North Silver Spring currently has two historic districts and one individual site listed on the *Master Plan for Historic Preservation*: the National Park Seminary Historic District, the Linden Historic District, and the Lawrence House. West Silver Spring has one historic site listed on the *Master Plan for Historic Preservation*: the Meadowbrook Stables.

This Plan recommends, and the HPC supports, the designation of three additional resources on the Master Plan: the Riggs-Thompson House, the Wilbur House, and the Dr. Condict House/Grey Rocks. This Plan recommends that the Woodside Historic District remain on the *Locational Atlas and Index of Historic Sites* for future consideration. This Plan also recommends removal of three resources from the *Locational Atlas*: the Smith-Hobbs House, the Ira Jones House, and the Montgomery Hills Shopping Center. The Montgomery Hills Shopping Center was recommended for designation by the HPC, but is not recommended for designation by this Plan.

This section summarizes the historic nature of existing designated resources and provides a brief overview of sites to be considered for designation. These resources are shown in Map 13. Detailed evaluations of each site, prepared for consideration by the HPC, the Planning Board, and the County Council, are available in the Appendix.

The following sites are already designated as historic resources on the *Master Plan for Historic Preservation*:

**36/1 National Park Seminary Historic District**—Vicinity of Linden Lane and Woodstock Avenue

The National Park Seminary was the first historic district designated by Montgomery County in 1979. The original building on the site was The Forest Inn (1887), a resort that was to be the centerpiece of a speculative real estate development intended to capitalize on proximity to the railroad. In 1894, the property became the National Park Seminary, a finishing school for young women. During this period, a building campaign resulted in the construction of more than 20 fanciful structures, including a Japanese pagoda, a stone castle, and a Dutch windmill.

Since 1942, the 20 buildings of the National Park Seminary have been owned by the U.S. Army, which operates the Walter Reed Army Medical Center on the same site. The buildings are now largely vacant since the Army has relocated uses to other parts of the base and into the main campus of Walter Reed in northwest Washington. (See page 40 for Plan guidance on the reuse of the site.)

**36/2 Linden Historic District**—Vicinity of Linden Lane, Warren Street, and Salisbury Road

Linden, the earliest railroad suburb in Montgomery County, was platted in 1873, the same year that the Metropolitan Branch of the B&O Railroad was completed. The Linden Historic District includes stylish late 19th and early 20th century residences designed in Gothic Revival, Stick Style, Colonial Revival, and

Bungalow styles of architecture. Houses on Salisbury Road were clustered on a knoll to afford open views to the U.S. Capitol dome, in an era when the surrounding countryside was mainly open farmland. The historic district of 17 houses was identified and so designated on the *Master Plan for Historic Preservation* in 1993.

**CRITERIA FOR HISTORIC DESIGNATION**

- (1) Historical and cultural significance:  
The historic resource:
  - a. Has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation.
  - b. Is the site of a significant historic event.
  - c. Is identified with a person or a group of persons who influenced society.
  - d. Exemplifies the cultural, economic, social, political or historic heritage of the County and its communities;

OR
- (2) Architectural and design significance:  
The historic resource:
  - a. Embodies the distinctive characteristics of a type, period or method of construction.
  - b. Represents the work of a master.
  - c. Possesses high artistic values.
  - d. Represents a significant and distinguishable entity whose components may lack individual distinction.
  - e. Represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.

### 36/2-1 Lawrence House—2312 Warren Court

This Italian Villa-style house was built by Major Center and Annie Lawrence in 1874 on a two-acre parcel of land located near the Linden Train Station. The Lawrence House, recently restored to expose original beaded wood siding, has a cupola and three-story tower, which afforded picturesque views to Washington. Outbuildings to support the Lawrence estate once included a barn, greenhouse, and pavilion/lookout. A brick milkhouse near the kitchen wing of the main house is still standing.

### 36/3 Meadowbrook Stables—Meadowbrook Lane at Rock Creek Park.

When it opened in 1930, Meadowbrook Stables was one of the most modern horse facilities in the Washington area. A regional center for horse shows and festivities, Meadowbrook Stables was built in response to the popularity of these events in an era when Montgomery County was fostering a country-club image. The large Colonial Revival horse barn is notable for the quality of its design and construction. The facility also includes a blacksmith shop and outdoor riding ring, which together with the barn are part of publicly owned parkland.

## Recommendations

- **Designate the following three resources on the *Master Plan for Historic Preservation*:**

- **36/8 Riggs-Thompson House—711 Pershing Drive**

The Riggs-Thompson House, built around 1858, represents a period of prosperity when upper-class Washington residents established country estates in lower Montgomery County. This resource is historically significant as the residence of

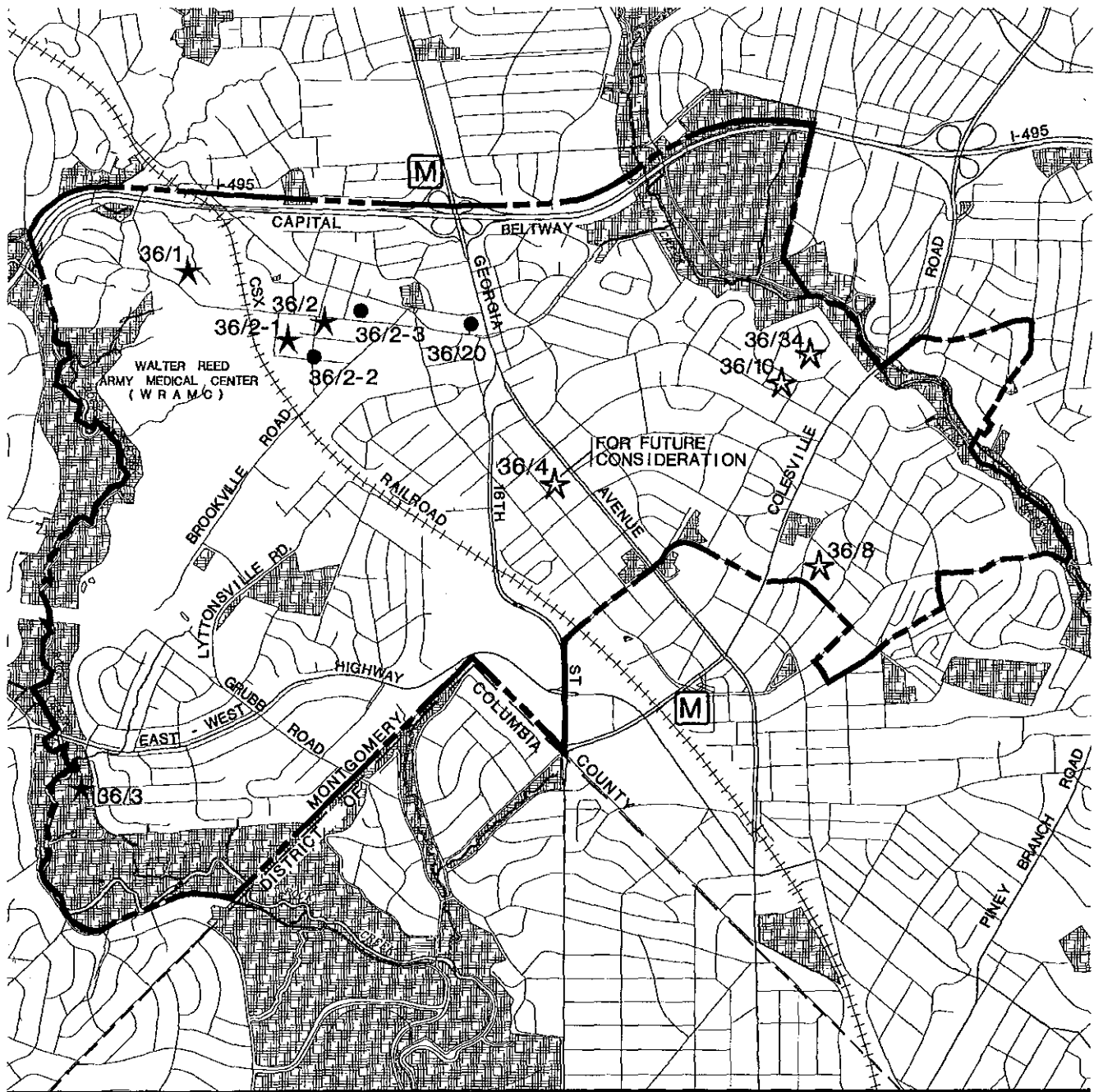
George Washington Riggs, a founder of Riggs National Bank and one of Washington's wealthiest and most influential citizens. It is additionally significant for its association with subsequent long-time owner William H. Thompson, a locally prominent businessman, circuit court judge, and social leader.

Although the integrity of its setting and building material has been compromised, the resource is architecturally significant as a rare example of Silver Spring area estate architecture, combining Second Empire and Italianate architectural features.

The Riggs-Thompson House is located on a 1.4-acre parcel. The environmental setting is 37,056 square feet. A brick garage constructed in the 1930s is non-contributing. This resource meets criteria 1a, 1c, 1d, and 2a.

- **36/10 Wilbur House—1102 Edgevale Road**

Built for Eliza Stone Condict Wilbur in the 1880s, the Wilbur House was one of a series of estates built along the Ashton and Colesville Turnpike, an important east-west transportation route. With its hallmark mansard roof and notable architectural details, the Wilbur House is architecturally significant as a fine example of the Second Empire style. One of the few remaining Second Empire houses in this part of the County, this resource is remarkable for a high level of architectural integrity. The recommended environmental setting is Lots 8 and 9 of Block D2 (19,600 square feet). This resource meets criteria 1a and 2a.



- |               |                      |                                     |   |
|---------------|----------------------|-------------------------------------|---|
| -----         | Master Plan Boundary | ★                                   | <b>POTENTIAL HISTORIC RESOURCES</b>                   |
| [Hatched Box] | Parkland             | 36/8                                | Riggs-Thompson House                                  |
| [M in Box]    | Metro Station        | 36/10                               | Wilbur House  |
|               |                      | 36/34                               | Dr. Condict House/Grey Rocks                          |
|               |                      | 36/4                                | Woodside Historic District (for future consideration) |
|               |                      | <b>Remove from Locational Atlas</b> |   |
|               |                      | ● 36/2-2                            | Ira Jones House                                       |
|               |                      | ● 36/2-3                            | Smith-Hobbs House                                     |
|               |                      | ● 36/20                             | Montgomery Hills Shopping Center                      |

- |        |                                  |
|--------|----------------------------------|
| ★      | <b>DESIGNATED HISTORIC SITES</b> |
| 36/1   | National Park Seminary           |
| 36/2   | Linden Historic District         |
| 36/2-1 | Lawrence House                   |
| 36/3   | Meadowbrook Stables              |

0 575 1150 2300 Feet



- **36/34 Dr. Condict House/Grey Rocks**  
—9315 Grey Rock Drive

The Dr. Condict House, later known as Grey Rocks, is a vernacular Gothic Revival farmhouse dating from 1852-1865. The house is one of the earliest remaining residences in the Silver Spring area and was the home of a distinguished family that settled in Montgomery County during the agricultural-transitional period prior to the Civil War. It is architecturally significant as a vernacular Gothic Revival center cross gable residence, a building type once very common in mid-19th century Montgomery County, but with few examples left in the down-County area.

This resource is not identified on the *Locational Atlas*. It is recommended for inclusion on the Atlas and for designation on the *Master Plan for Historic Preservation*. The recommended environmental setting is the entire 32,234 square foot parcel. This resource meets criteria 1a, 1d, and 2a.

- **Retain the Woodside Historic District on the *Locational Atlas* for future consideration.**

- **36/4 Woodside Historic District**—  
Vicinity of Georgia Avenue, Grace Church Road, and Spring Street

Evaluation of this resource was begun in 1992 but work was curtailed at the request of the Woodside Civic Association. Due to staffing constraints, evaluation will continue to be deferred. The future evaluation of the Woodside Historic District will consider the possible designation of either the entire District or individual resources.

- **Remove the following three resources from the *Locational Atlas and Index of Historic Sites*:**

- **36/2-3 Smith-Hobbs House**—9401 Monroe Street

Named for its first owners, Lewis and Annie Smith, who built the house about 1903, and for long-time residents Herman and Ethel Hobbs, whose family owned the property for more than 60 years, this is a good example of the American Foursquare building type designed in the Colonial Revival style. Although the house is very well preserved and has a high degree of architectural integrity, it lacks any particular architectural or historical significance.

- **36/2-2 Ira Jones House**—9304 Warren Street

A Queen Anne style residence built around 1910 by Ira H. Jones, this house is a very late example of a style that was more popular in the last quarter of the 1800s. The property has had many owners over the years and lacks historical significance. The architectural integrity of the house has been compromised with alterations, including the addition of vinyl siding.

- **36/20 Montgomery Hills Shopping Center**—1901-1921 Seminary Road

As the century draws to a close, this thematic neighborhood center is the largest and most intact example of its type still operating in Montgomery County. This Tudor-Revival style shopping center has historic merit as an example of an early 20th century movement among developers of middle-class suburbs to provide convenient commercial facilities as part of their development.

The Montgomery Hills Shopping Center was not on the original 1976 *Locational Atlas*. The property was placed on the *Locational Atlas* in 1989 when the Planning Board reviewed it as part of a study of 20th century resources. At that time, the HPC and staff recommended against designation. As part of this Master Plan update, the HPC evaluated the property again and voted in favor of designation, stating that the resource meets criteria 1a, 1d, 2a, and 2e, with an environmental setting that includes all of lot P1A, Lot 2A, Lots 3, 4, 5, 6, and 7.

This Plan recommends against designation, however, because the buildings have lost much of their architectural integrity due to substantial exterior alterations. The site should be removed from the *Locational Atlas*.



# Commercial Centers - Character and Vitality

*This Plan recommends improvements to the access, appearance, and the overall economic health of commercial centers to ensure their long-term viability.*

## Introduction

North and West Silver Spring residents value local businesses in their community and many of their daily convenience retail needs can be met in the immediate neighborhood. Recommendations to improve access, appearance, compatibility with residential communities, and the overall economic health of commercial and industrial uses are a focus of this Plan.

Commercial and industrial businesses in North and West Silver Spring are concentrated in several centers that provide a wide variety of convenience goods and services. This chapter contains recommendations for the Rock Creek Center along Grubb Road; the Brookville Road Industrial area; the Walter Reed Army Medical Center; the National Park Seminary Historic District; and office uses on Cameron Street. These areas are shown in Map 14. This chapter also provides general guidance for non-residential land uses and special exceptions. Montgomery Hills, the largest commercial center in the Master Plan area, is addressed in the following chapter (page 49).

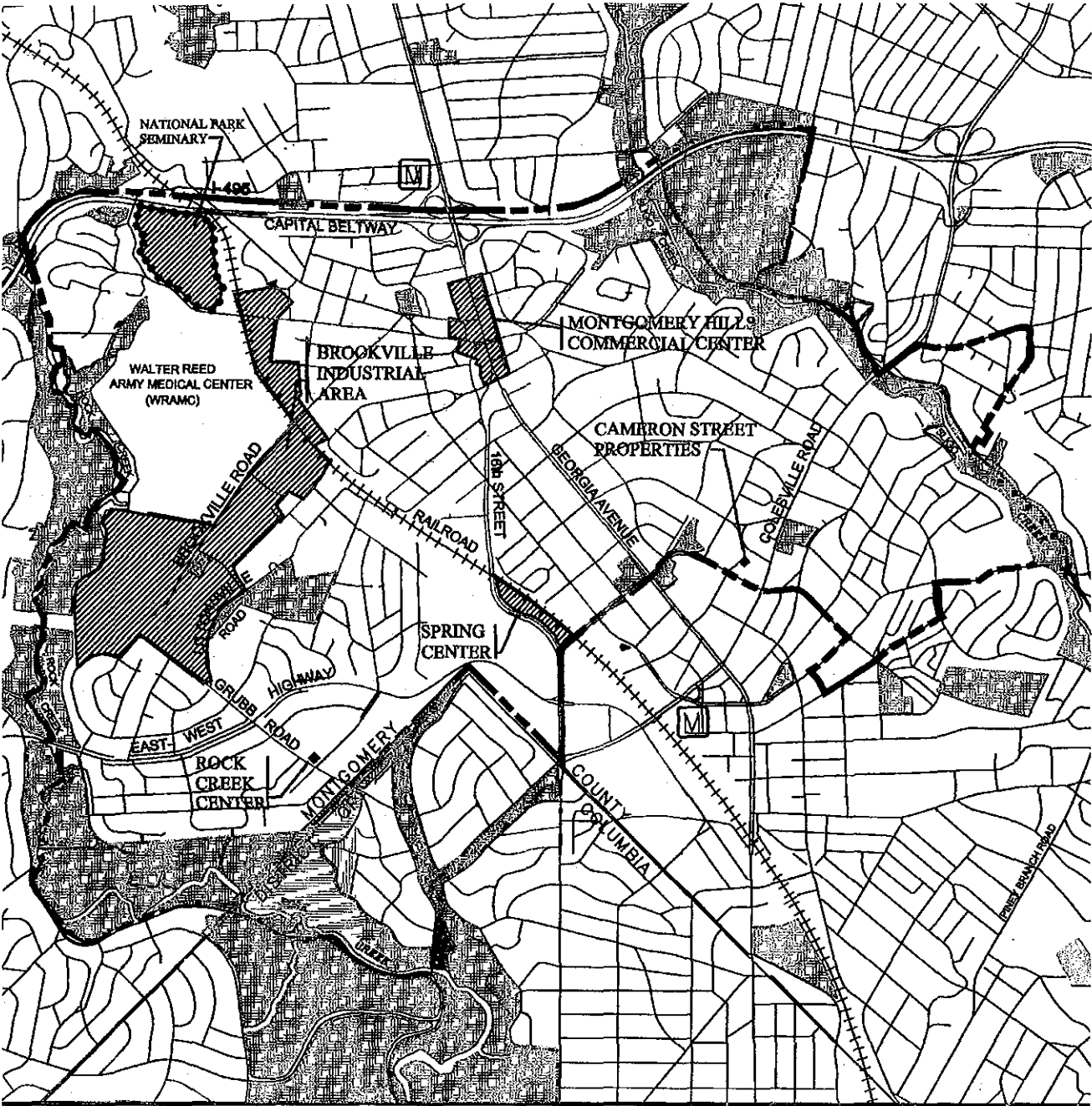
This Plan recognizes that the existing commercial and industrial development are generally appropriate, with limited modifications as recommended by this Plan.




## Recommendations

- **Limit the extent of commercial and industrial development to the areas shown on the proposed land use and proposed zoning maps (see Maps 9, 10, and 12).**

Intensive commercial development is most appropriate in the Silver Spring Central Business District. However, the commercial and industrial activities in North and West Silver Spring serve important roles in the local and subregional marketplace. There are limited areas around the Silver Spring CBD and along major roads where low intensity office uses are present or recommended as a transition in use, density, and building heights.

- **Recognize the Silver Spring Central Business District (CBD) as a community-oriented downtown for the surrounding residential neighborhoods, including North and West Silver Spring.**



- Master Plan Boundary
-  Parkland
-  Metro Station
-  Commercial and Industrial Areas

0 575 1150 2300 Feet



# Cameron Street Properties

## Recommendations

- Consider lots 17 and 18 on Cameron Street for the Commercial Transition (C-T) Zone (see Map 15).

Lots 17 and 18 on Cameron Street are zoned R-60, but have no street access or frontage on a residential street. Access and site orientation for these two lots is from Cameron and Spring streets, which are oriented toward the CBD. Other uses on Cameron Street are commercial, with C-O and C-T zoning.

The Plan recommends that the C-T Zone be applied by local map amendment with a schematic development plan to ensure compliance with the guidelines of this Plan. Buildings constructed under the C-T zone should be compatible with the surrounding residential neighborhood in terms of height, bulk, and building materials and should be screened from the residences on Noyes Drive using landscaping or other forms of buffering.

To ensure compatibility with adjacent residential uses, development guidelines for these two properties include:

- Thirty-foot minimum setback from the northern lot line of lot 19.
- Fifteen-foot minimum setback from the rear yard setback on both lots.
- Rezone a portion of lot Pt. 13 on Cameron Street from R-60 to the Commercial Office (C-O) Zone to correct a mistake in the zoning map (see Map 15).

This property was rezoned C-O by local map amendment application C-804 in 1962, but

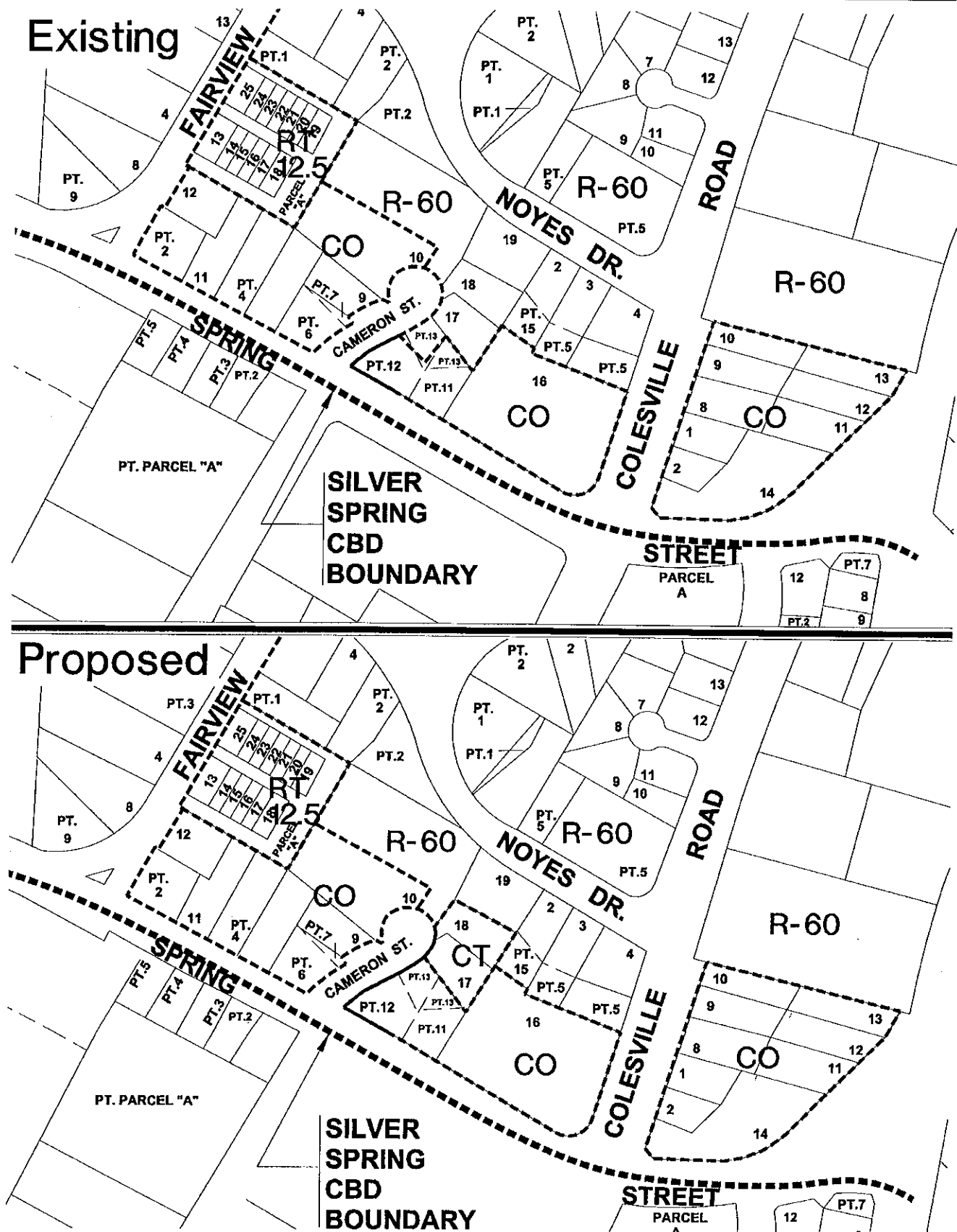
subsequent zoning maps mistakenly showed the R-60 Zone.

## Rock Creek Center

The Rock Creek Center, a small neighborhood commercial area located on Grubb Road, provides convenience shopping within walking distance for local residents. It has the feel of a traditional small town shopping center due to its locally-oriented stores, the two-lane roads that surround the property, and its location within a residential neighborhood. The Rock Creek Center is the type of small-scale, neighborhood retail desired by many County residents. The center currently includes a restaurant/deli, a bakery, and a dry cleaners. Previous uses included a food market, a gas station, and a drug store with a post office retail service. Several tenant spaces are currently empty and the community is concerned about the vacancies at this center. Probable soil contamination at the former gas station site has prevented its timely reuse.

The challenge for the center is to maintain tenants and fill vacancies when they occur with neighborhood-oriented retail. The smaller tenant spaces of this older center and the lack of visibility along a major highway make it difficult to attract a large assortment of tenants. A major advantage for the Rock Creek Center, however, is that there is ample parking, particularly at the rear of the property.

If this center redevelops, its function as a community focal point—a gathering place for neighborhood eating and shopping—should be enhanced. The front of the center should continue to be oriented toward Grubb Road and Washington Avenue. The center should continue to have a relationship to these streets and not turn inward toward the rear parking lot, which would place the back of the stores along public streets.



## Recommendations

- Support the use of the Rock Creek Center on Grubb Road as a neighborhood-oriented retail facility.
- Reconfirm the existing commercial zoning (C-1, Convenience Commercial) at the Rock Creek Center.
- Encourage the owners of the Rock Creek Center to resolve the environmental issues regarding the vacant gas station site at the corner of the center.
- Encourage the owners and tenants at the Rock Creek Center to explore the assistance programs available through the County Department of Economic Development.

## Brookville Road Industrial Area

The Brookville Road Industrial area is a strong, competitive market for light industrial and commercial service uses (see Map 16). The area is well-occupied and quite active with businesses that serve a wide geographical area. Many Brookville businesses are well-established, both in terms of the age of the business and the length of time in the area.

Light industrial uses generally involve small- to medium-scale industrial activities including, but not limited to, research and development, warehousing and storage activities, light manufacturing and assembly of products, and other similar uses. Light industrial uses usually generate less heavy truck traffic and have fewer adverse environmental effects on surrounding areas compared to heavy industrial uses. There are no heavy industrial uses in the Brookville area. Brookville is an intensively developed area of over 100 acres and almost 1.4 million square feet of industrial floor space in 50 buildings. It benefits from the limited inventory of warehouse space in this part of Montgomery County and the high rent such spaces command throughout the County.

*From the Telephone Survey of Silver Spring and Takoma Park Residents:*

*The most frequent complaint about the Brookville area by those who use it is that it is "unattractive," according to the Silver Spring/Takoma Park telephone survey.*

It is estimated that the number of workers in the Brookville Industrial area is as high as 3,000. This estimate does not include the Walter Reed Army Medical Center, Forest Glen Annex, which is adjacent to Brookville but is not considered part of the industrial area. It is unlikely that the estimated 3,000 employees are ever in Brookville at the same time. Numerous firms specialize in custom construction trades and automotive and other repair services. Many service firms work primarily off-site, including construction, cleaning and maintenance firms, building and repair services, air conditioning, heating, and plumbing contractors, caterers, decorators, and other specialty contractors.

Most existing land uses are expected to remain and substantial redevelopment is not anticipated. Brookville will continue to provide locations for light industrial land uses and commercial services that are necessary and valuable resources for Silver Spring. Several large public facilities, including the Brookville Road Service Park (home of a Ride-On Bus Depot and a County road maintenance facility) and a Washington Suburban Sanitary Commission (WSSC) facility, will remain as well.

The Brookville Road Industrial area is a viable competitive market, even though its deficiencies include crowding, lack of sufficient parking, road congestion, and some deteriorated buildings.

The following recommendations are directed at improving the visual character and functional operation of the Brookville Road area. Implementing these recommendations will improve the overall attractiveness of the area as a business location and will also improve the pedestrian environment. Transportation-related

recommendations for the Brookville Road area are contained in the next chapter.

The Capital Crescent Trail/Georgetown Branch traverses the Brookville Industrial area. In order to encourage use of the Capital Crescent Trail/Georgetown Branch, it is important to have convenient, direct, and safe bicycle and pedestrian access from the neighborhoods to the trail system. Recommendations for trail access are also contained in the next chapter.

## ***Recommendations***

- **Retain the existing I-1 (light industrial) zoning in the Brookville Road Industrial Area.**
- **Protect Rock Creek Park, including preservation of trees, wetlands, the stream valley, and the management of stormwater run-off.**

Improvements are planned at the Brookville Road Service Park, the location for two major County facilities, the Ride-On Bus Depot and road maintenance facility. Careful planning, including review of schematic concept designs by the Department of Park and Planning, should be undertaken to avoid negative impacts to Rock Creek Park.

- **Improve landscape buffers between the industrial uses and the residential neighborhoods.**
- **Request that DPWT consider parking time limitations on streets in the industrial area to prevent long-term parking and improve the supply of on-street parking for businesses in this area.**
- **Encourage facilities and services that support the local employees of the Brookville Road Industrial area and the Walter Reed Army Medical Center complex.**

## **Walter Reed Army Medical Center, Forest Glen Annex**

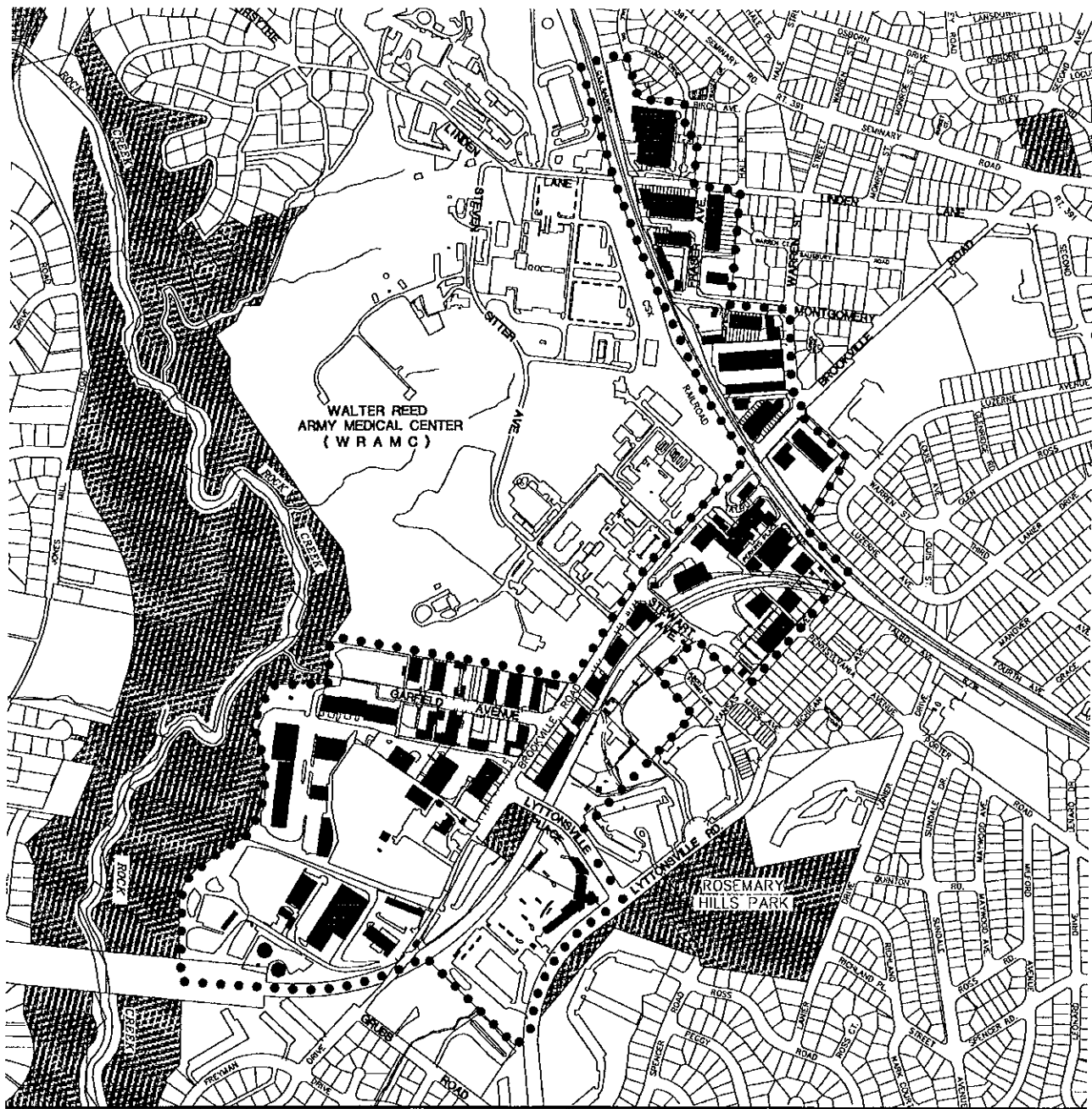
The Walter Reed Army Medical Center (WRAMC), Forest Glen Annex, contains 174 acres bordered by the Capital Beltway, CSX Railroad, Brookville Road, the industrial area along Garfield Avenue, Rock Creek Park and the Forest Glen Park neighborhood (see Map 17). Linden Lane separates the National Park Seminary District from most of the base. The function of the base is to provide Army and Navy research facilities for military medicine, with other functions that support the main campus of Walter Reed, located in Washington, D.C. on 16<sup>th</sup> Street and Georgia Avenue.

The Walter Reed Army Institute of Research (WRAIR), a 474,000 square foot building, has been completed off Brookville Road and Steven Sitter Avenue. In 1992, as part of the Planning Board's mandatory referral review of WRAIR, the Army signed a Memorandum of Understanding to limit traffic impact. During construction, the Army has met with representatives from the surrounding neighborhoods, Save Our Seminary, and Montgomery County staff to address traffic and historic preservation issues. A revision to the Army's 1992 Master Plan for the Base is underway.

## ***Recommendations***

- **Ensure that the Army complies with and fully implements the 1992 Memorandum of Understanding agreement for the Forest Glen Annex made among the Walter Reed Army Medical Center, the Montgomery County Planning Board, and the National Capital Planning Commission (NCPC) for the Forest Glen Annex.**

The Memorandum of Understanding specifically addresses traffic impact from the Walter Reed Army Institute of Research (WRAIR), however, the intent of the agreement is that it applies to all traffic generated by the entire Forest Glen Annex. It must be implemented



- ..... Industrial Area Boundary
- Non-Residential Buildings
- ▨ Parkland

0 450 900 Feet



with community participation. Additional issues that the Army should address with the surrounding community include the disposition of the National Park Seminary District, the Army Base Master Plan update, future development plans, and hazardous material incident notification procedures.

- **Use Brookville Road as the main entry to the WRAMC.**

Brookville Road is classified as an arterial highway, while Linden Lane is a secondary residential road. Brookville Road is an appropriate main entrance to the base.

- **Minimize traffic impact on surrounding neighborhoods and roadways through on-site measures to control the number of vehicles, direction of vehicles, and timing of arrival/departure.**
- **Comply with the reduced parking levels (one space per two employees) recommended for federal installations in the National Capital Planning Commission's (NCPC) *Comprehensive Plan for the National Capital*.**
- **Maximize the use of public transportation, interoffice shuttles, shuttles to the Metrorail system, and high-occupancy vehicles as recommended in the NCPC *Comprehensive Plan for the National Capital*.**

## National Park Seminary Historic District

National Park Seminary, located in the vicinity of Linden Lane and Woodstock Avenue, was the first historic district in the County to be designated on the *Master Plan for Historic Preservation* in 1979. (See Map 17.) A former resort known as The

Forest Inn (1887) became the centerpiece for the National Park Seminary (1894), a successful finishing school for young women. Some 20 fanciful buildings constructed during the school's heyday continue to delight and amaze passersby.

The property was purchased by the War Department in 1942 and was used as convalescent facilities for the WRAMC. The National Park Seminary is discussed in this chapter since it is part of the WRAMC. Additional historical information on the site is on page 28.

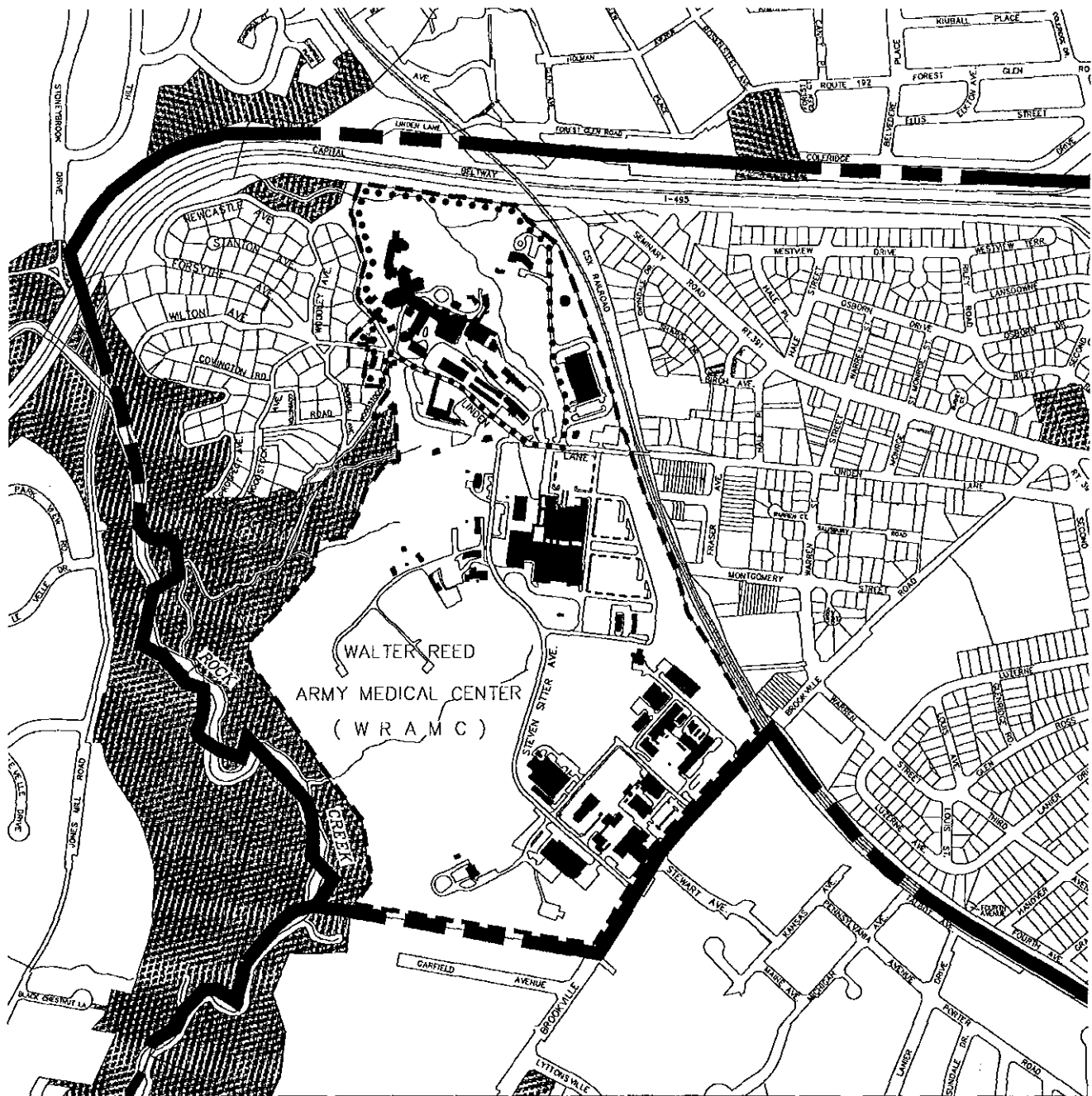
Deterioration of the district under the Army's ownership has been an ongoing concern. The Department of the Army and the General Services Administration are actively working to transfer ownership from the Army to another government agency or into private ownership. Because this process is ongoing, and the potential reuse of the district will have many issues to balance, this Plan recommends the following guidance for evaluating a reuse proposal.

### Recommendations

- **Prepare a minor master plan amendment if the proposed reuse cannot be accommodated by the existing R-90 (residential, one-family) zoning.**

The minor master plan amendment process allows for a limited modification to a previously adopted plan in order to respond to changing community conditions or for occasional clarification of recommendations. A minor master plan amendment should be initiated for this Master Plan if the proposed reuse of the National Park Seminary property cannot be accommodated by the existing R-90 zoning. The following guidelines should serve as the basis for the minor master plan amendment or for development, should it proceed without an amendment.





- ■ ■ ■ Master Plan Boundary
- - - - WRAMC Boundary
- ..... National Park  
Seminary Historic District
- ▨ Parkland

0 450 900 Feet



- **Maintain and restore the district's historic integrity, including the buildings, relationships between the buildings, and the character of the open space.**

If the property is subdivided into private lots, those lots should be situated to accommodate planned uses and supporting activities (parking, loading, and access) while meeting other development guidelines.

- **Limit impacts on environmentally sensitive areas and provide for private conservation easements or public ownership.**
- **Consider, where compatible with the proposed use(s), the ability to allow access (either public or for-fee) to buildings with public or quasi-public uses such as the Ballroom, the Chapel, and the Pagoda.**
- **Minimize traffic impact on surrounding neighborhoods and roadways primarily through low-traffic-generating land uses.**
- **Minimize noise, light, and other environmental impacts on the surrounding residential neighborhoods.**
- **Provide trail connections as recommended in this Plan.**

## Special Exceptions

The Zoning Ordinance identifies certain land uses in each zone that require a special exception. These special exception uses must meet specific standards and requirements, as well as the general conditions contained in the Zoning Ordinance. The Board of Appeals has primary responsibility for reviewing and approving special exception petitions.

A special exception application must be approved unless the Board of Appeals finds the proposed use does not satisfy the special exception criteria or the Zoning Ordinance's general conditions. Approval requires a finding that there is not an

increase in the number, intensity, or scope of special exception uses sufficient to affect the area adversely or alter its predominantly residential nature and that the use is consistent with Master Plan recommendations. Master Plan recommendations for specific properties were developed based on existing conditions and proposed development plans.

This Plan identifies the following issues to be considered in the preparation and review of special exception applications.

## Recommendations

- **Limit impacts of existing special exceptions in established residential neighborhoods.**

The Woodside Center Nursing Home is located within an established residential neighborhood and its potential expansion is a source of concern to the neighborhood in terms of compatibility. If any significant modification or expansion to the facility is requested, the Board of Appeals should take into account the impacts on the neighborhood, particularly with regard to noise, traffic, and the number and scheduling of deliveries. Given the possibility that a modification could change the effect of the special exception on the immediate neighborhood, the Board should hold a public hearing to adequately address these issues. The Board should also seek to ensure that any such modification or expansion is compatible with the surrounding neighborhood in terms of its scale and design.

- **Apply increased scrutiny to the review of special exception applications for highly visible sites, such as properties located at corners of residential streets with major arterial highways, and residentially zoned properties adjacent to non-residential zones.**

In addition, properties situated in other prominent locations, such as on hills, at the end of a road, or aligned with curves, also are highly visible. These highly visible sites have a

large role in influencing the character of the neighborhood. The visibility of parking areas, size of signs, and lighting should be minimized. The use of a residential style of architecture for modifications is also desirable.

- **Maintain a residential appearance where feasible.**
- **Evaluate special exception uses in residentially zoned areas and along major highways to minimize:**
  - non-residential appearance
  - size and number of signs
  - visibility and amount of parking
  - traffic generation
  - intrusive lighting

Residentially zoned areas adjacent to commercial zoning and at the entrances to neighborhoods are of particular concern given the Plan's guidance to limit the expansion of commercial zoning into surrounding residential areas. In addition to the visual character, the impacts of parking and commercial appearance, and increased vehicular turning movements may also be problematic along major highways.

- **Consider the impact on surrounding residences of size and placement of signs, intensity of lighting, amount of parking, landscaping, and other physical features.**
- **Avoid the placement of parking, loading, and other service areas in the front yard to maintain the residential appearance of the property.**
- **Encourage submission of landscape plans for all special exception uses. Landscaping enhances the integration of a special exception use into a community.**

## ***Non-Resident Professional Office Special Exceptions***

The 1978 *North Silver Spring Sector Plan* recommended that certain properties were suitable to apply for a special exception that allows a non-resident professional office in the R-60 Zone. According to the 1978 *North Silver Spring Sector Plan*, the purpose of this recommendation was to provide a transition (by use, not by structure type) from properties at the edge of the neighborhoods to those in the interior.

Each of the designated properties, along with other locations requested by property owners, were evaluated as part of this Plan to determine which, if any, are still suitable to apply for a non-resident professional office special exception. Factors reviewed included the assumptions made in the 1978 *North Silver Spring Sector Plan*, existing uses (on-site and adjacent), building setbacks, access, and ability to provide parking, as well as the preferences of the property owners and surrounding civic associations.

## ***Recommendation***

- **Retain the designation that 8808 and 8810 Colesville Road are suitable to apply for the non-resident professional office special exception.**

These two properties are adjacent to the Silver Spring Central Business District and a high-rise residential building. Both structures have been approved for use as professional offices by non-residents.

- **Retain the non-resident professional office special exception designation for Georgia Avenue properties that have an approved special exception. Remove the designation of Georgia Avenue properties as suitable to apply for a non-resident professional office special exception for all properties that do not currently have an approved special exception. (See Table 1 and Map 18 for specific addresses and locations.)**

- Retain the designation that properties on Cedar Street between Ellsworth Drive and Pershing Drive are suitable to apply for the non-resident professional office special exception. (See Table 1 and Map 18 for specific addresses and locations.)

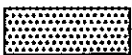
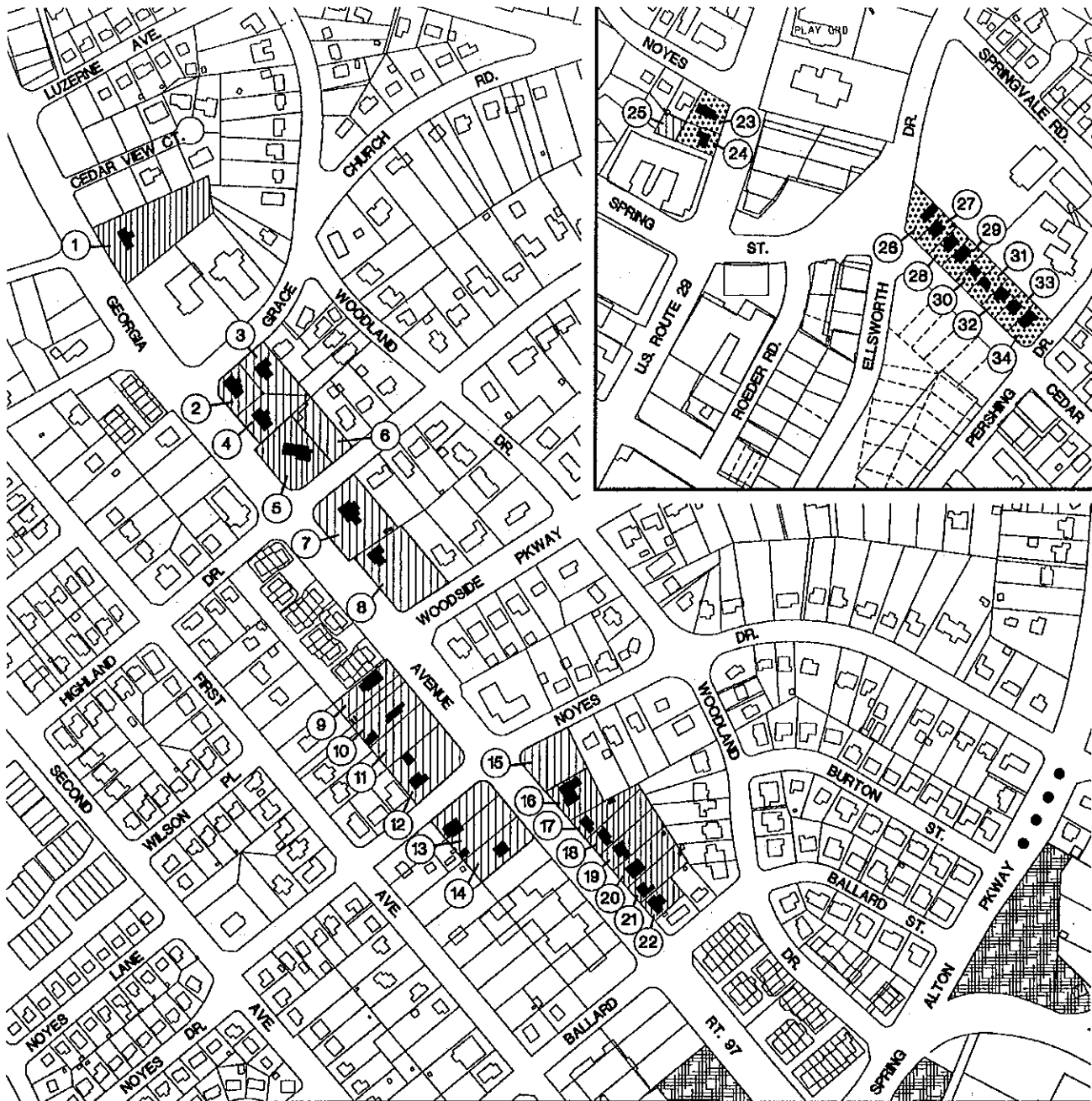
These homes are suitable for continued residential use or permitted special exceptions, including application for use as a professional office by a non-resident. These properties are located on the border between North Silver Spring and the Silver Spring Central Business District. They are somewhat isolated from the other single-family homes in the neighborhood by the Chelsea School, a private school located to the rear of these homes. Other surrounding uses include a public parking lot across the street in the CBD that has been approved for a 160-unit residential development with two levels of parking and an existing high-rise residential building to the west.

This Plan strongly recommends that the existing residential structures be retained but that continued designation as suitable for non-resident professional offices is appropriate given the surrounding uses. Paving of front yards for parking is inconsistent with this Plan's overall goal of maintaining residential character and sustaining stable neighborhoods. The parking required for any approved special exception use should be met through the Parking Lot District to minimize the number of spaces on the property and help retain a residential appearance along Cedar Street.

#### Summary of General Conditions for Special Exceptions from the Zoning Ordinance

A special exception may be granted when the Board of Appeals finds on the basis of the evidence on record that the proposed use:

- Is a permissible special exception in the zone.
- Satisfies the specific standards for the special exception.
- Is consistent with the relevant master plan.
- Is in harmony with the character of the neighborhood considering population, design, intensity, character, traffic, and number of similar uses.
- Will not be detrimental to the use, value, and enjoyment of other properties.
- Will not adversely affect traffic, cause objectionable noise, vibrations, odors, and glare.
- Will not overburden existing public services or facilities.



Maintain 1978  
Plan Designation as Suitable to Apply for  
Non-Resident Professional Office Special Exception.



Remove 1978  
Plan Designation as Suitable to Apply for  
Non-Resident Professional Office Special Exception

①

Property Number  
(See Text)

0 75 225 450 Feet



Table 1

NON-RESIDENT PROFESSIONAL OFFICE SPECIAL EXCEPTION PROPERTIES

Retain Non-Resident Professional Office Special Exception Designation		
Map Key	Address	Notes
23	8810 Colesville Road	Existing CPA and Attorney's office. Located in Parking District; corner lot with access on Colesville Road and Noyes Drive.
24	8808 Colesville Road	Approved for CPA office. Access to Colesville Road, adjacent to apartment building, located in Parking District.
26	8617 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
27	8615 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
28	8613 Cedar Street	Existing Law Office. Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
29	8611 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
30	8609 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
31	8607 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
32	8605 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
33	8603 Cedar Street	Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.
34	717 Pershing Drive	Existing Doctor's Office. Located in Parking District. Encouraged to use Parking District to meet requirements due to limited front and rear yards and topography.

Table 1 (Continued)

## NON-RESIDENT PROFESSIONAL OFFICE SPECIAL EXCEPTION PROPERTIES

Remove Non-Resident Professional Office (NRPO) Special Exception Designation		
Map Key	Address	Notes
1	9127 Georgia Avenue	Owned by Grace Episcopal Church. Rear yard used for parking lot for Church.
2	9111 Georgia Avenue	No NRPO applications filed.
3	1610 Grace Church Road	No NRPO applications filed.
4	1612 Grace Church Road	No NRPO applications filed. House faces Georgia Avenue. Access is from Grace Church Road.
5, 6	1515 Highland Drive	NRPO application filed and denied in 1982. Existing doctor's office (Dr. Anderschat). Corner lot; access to Georgia Avenue and Highland Drive.
7	9033 Georgia Avenue	No NRPO applications filed. Large corner lot.
8	9027 Georgia Avenue	No NRPO applications filed. Large corner lot.
9	9012 Georgia Avenue	No NRPO applications filed.
10	9008 Georgia Avenue	No NRPO applications filed.
11	9006 Georgia Avenue	Vacant lot.
12	1403 Noyes Drive	No NRPO applications filed. Large corner lot. Frontage and access on Noyes Drive.
13	8922 Georgia Avenue	No NRPO applications filed. Large corner lot (2 lots) with access from Noyes Drive.
14	8918 Georgia Avenue	No NRPO applications filed.
15	8917 Georgia Avenue	Vacant lot at the corner of Noyes Drive (same owner as 8915).
16	8915 Georgia Avenue	No NRPO applications filed. Large lot with adjacent vacant lot on corner of Noyes Drive. Side yard parking with screening. Former home health practitioner's office on lower level.
17	8913 Georgia Avenue	Applied for NRPO in 1998 (included 8911 Georgia Avenue). Application denied by Board of Appeals. (Same owner as 8911.)
18	8911 Georgia Avenue	See above (8913 Georgia Avenue).
19	8909 Georgia Avenue	No NRPO applications filed. Large tree in front yard.
20	8907 Georgia Avenue	No NRPO applications filed. Front yard paved for parking.
21	8905 Georgia Avenue	No NRPO applications filed. Portion of front yard paved for parking.
22	8903 Georgia Avenue	No NRPO applications filed. Front yard paved for parking.
25	1004 Noyes Drive	Rear lot was previously part of 8808 Colesville Road; it is now part of 1004 Noyes Drive.

# Montgomery Hills Proposed Concept

*This Plan seeks to improve the visual appearance, the pedestrian environment, and the business viability of the commercial center along Georgia Avenue in Montgomery Hills by redesigning the highway into a landscaped urban boulevard.*

## Montgomery Hills Commercial Center

The Montgomery Hills Commercial Center, located on roughly 18 acres along both sides of Georgia Avenue between the Capital Beltway and 16<sup>th</sup> Street, is an older commercial area providing shopping and limited office activities to the local and, to a lesser extent, regional market. Retail tenants include CVS, Staples, and Sniders Superfoods Market, which is a grocery anchor that has a loyal customer base due to its marketing, customer service, and quality products.

The commercial area is surrounded by residential neighborhoods. The Forest Glen Metrorail station is located just north of the Beltway on the west side of Georgia Avenue. Downtown Silver Spring and Washington, DC are located just to the south of Montgomery Hills along Georgia Avenue and 16<sup>th</sup> Street. To the west of Montgomery Hills, across the CSX railroad tracks, is the Brookville Road Industrial Area and the Walter Reed Army Medical Center Annex. The Brookville Road traffic includes large trucks that must move between the industrial area and the Beltway. Primary access to these areas is along Seminary Road/Seminary Place to Brookville Road and/or Linden Lane, which takes traffic through the

Montgomery Hills commercial area and the adjacent residential neighborhoods of Linden and North Woodside-Montgomery Hills.

While the Montgomery Hills portion of Georgia Avenue (MD 97) is only 5 blocks long, the road serves as a regional transportation artery that stretches 25 miles from its southern urban origins in Washington, D.C. to its northern rural terminus at the Montgomery County–Howard County line. Outside of Montgomery County, Route 97 continues all the way to Gettysburg, Pennsylvania.

Through Montgomery Hills, Georgia Avenue is a seven lane highway that carries more traffic than any non-Interstate road in Montgomery County (85,000 cars per day). The center “reversible” lane changes direction depending on the morning or evening peak travel period and left turns from Georgia Avenue are prohibited during these times. The adjacent Capital Beltway/Georgia Avenue interchange is one of the busiest in the State. The overall character of the road favors the vehicular domain: seven lanes of pavement and an assortment of highway signs, signals, billboards, and gas stations. The visual clutter dominates and the driving experience can be confusing and unsettling, even for those who are familiar with the reversible lane.



Equally problematic, the pedestrian domain has been relegated to an inadequate, uncomfortable, and uninviting sidewalk space with no separation from the highway. Sidewalks along Georgia Avenue are typically about 5 feet in width and are generally located next to the curb, with no buffer between the pedestrian and the travel lane. Often, the sidewalk area is consumed by utility and sign poles, which further reduces the available space for pedestrians.

In January 1998, the Department of Park and Planning prepared a report, the *Montgomery Hills Commercial Center Economic Health Analysis*, to evaluate this area. Development of this analysis included interviews with property owners, tenants, and real estate brokers. According to the report, strong local neighborhood demographics and regional access are positive factors contributing to the economic health of the area.

Factors that limit retailing success in Montgomery Hills include the need to refurbish older buildings if they are to remain competitive and attractive to quality tenants. Some of the buildings in the area were built in the 1920s and the area as a whole appears run down. The limited success of the area is not due to a lack of market support, but rather, characteristics of the area's physical environment.

In addition, development and growth throughout the region have contributed to significant traffic congestion, which often turns the convenience of the Montgomery Hills location into a drawback for local residents and merchants. The issue of pedestrian (and vehicular) access, circulation, and safety emerged repeatedly during the master planning process. It can be difficult, if not dangerous, for residents to walk from their neighborhoods to the local shops, services and transit. For local merchants, the high volume of traffic appears to be both a blessing and a curse. The Georgia Avenue location offers excellent business visibility to a large number of motorists. However, traffic congestion and turn restrictions on Georgia Avenue make local circulation difficult

during peak traffic periods, limiting access to retailers.

## Vision

Montgomery Hills—and the residential neighborhoods which surround it—should be a place where people are encouraged to walk, rather than drive. With all the convenience that this location offers, Montgomery Hills should be an attractive, accessible neighborhood center that serves the local community.

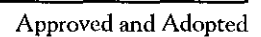
This Plan proposes redesigning Georgia Avenue in Montgomery Hills as a landscaped urban boulevard with a center median and wide, unobstructed, tree-lined sidewalks. The design should transform the highway into a pedestrian-friendly urban boulevard with improved local circulation that supports both residents and merchants. The Plan recognizes that Georgia Avenue in Montgomery Hills will not only continue to service regional vehicular traffic, but it is an important neighborhood center as well as a gateway to the revitalized Silver Spring CBD. The Proposed Concept for Montgomery Hills seeks to achieve this vision by balancing the needs of motorists and pedestrians as well as those of merchants and local residents. (See Map 19.)

## Proposed Concept

The Proposed Concept recommended by this Plan for Georgia Avenue in Montgomery Hills provides an appropriate balance between the pedestrian and vehicular environment. The Plan seeks to improve pedestrian safety while maintaining the same vehicular levels of service that would be provided by a “do nothing” alternative. Several inter-related road improvements are recommended that would function together to improve vehicular and pedestrian circulation in Montgomery Hills.

The Proposed Concept is expected to have a negligible effect on the levels of traffic service in

## Map 19



Montgomery Hills. The existing and forecast levels of service at principal intersections throughout the North and West Silver Spring Planning Areas is documented in the *Silver Spring/Takoma Park Transportation and Circulation Report*, included as Appendix E. The 2020 forecast levels of service are expected to be substandard with either the existing configuration or the Proposed Concept. The Proposed Concept, however, improves safety, vehicular accessibility, and the pedestrian environment without degrading the overall level of traffic service in Montgomery Hills.

SHA has jurisdiction over the section of Georgia Avenue in Montgomery Hills. Although the Proposed Concept appears feasible, the State will have to conduct its own in-depth study of this alternative as well as others that may achieve the same goals of making Montgomery Hills more pedestrian and vehicular friendly.

The design details for implementing this Plan's recommendations and addressing the other desired elements of the Proposed Concept will be determined during the State's engineering and design process.

SHA's study should include the section of Georgia Avenue between 16<sup>th</sup> Street and Dennis Avenue and should address:

- Montgomery Hills;
- the intersection of Georgia Avenue and 16<sup>th</sup> Street, including access to Hanover Street and Grace Church Road;
- the Capital Beltway interchange;
- the Forest Glen Road intersection.

## Recommendations

- Remove the reversible lane and install a center median on Georgia Avenue in Montgomery Hills between 16<sup>th</sup> Street and Forest Glen Road.
- Maintain the 120-foot Master Plan right-of-way for Georgia Avenue.
- Provide seven or eight travel lanes.
- Provide for evening peak period left turns from northbound Georgia Avenue at one or more intersections within Montgomery Hills.
- Review the 16<sup>th</sup> Street/Georgia Avenue intersection when the State Highway Administration (SHA) studies the Georgia Avenue corridor.

The projected traffic volume on Georgia Avenue will result in a substandard level of service at this intersection. Reconstruction of the intersection can provide the necessary capacity to accommodate future traffic demands. Objectives the State should consider in studying design alternatives for this intersection include: creating a more attractive gateway location for both the Silver Spring CBD and Montgomery Hills; improving traffic efficiency; and enhancing pedestrian safety and circulation. One alternative that should be reviewed is a modified, signalized traffic circle.

- Study the access to local streets such as Hanover Street and Grace Church Road at the time the State studies the Georgia Avenue/16<sup>th</sup> Street intersection.
- Conduct a State Highway Administration project planning study with detailed engineering of the Proposed Concept and seek funding for its implementation.

The Proposed Concept includes a number of transportation and urban design elements that collectively create a safer and more aesthetically pleasing environment for both pedestrians and motorists.

The following are elements of the Proposed Concept that the State should include in its study of Georgia Avenue in Montgomery Hills.

- Maintain the current 11-foot lane widths for through travel lanes.
- Provide 4 lanes southbound between the Capital Beltway and 16<sup>th</sup> Street.
- Provide 4 lanes northbound between Seminary Place and the Capital Beltway.
- Provide 3 lanes northbound between 16<sup>th</sup> Street and Seminary Place.
- Permit left turns from northbound Georgia Avenue onto westbound Seminary Road during the evening peak period (these turns would continue to be prohibited during the morning peak period unless the State determines that the turns can be provided without significantly degrading traffic capacity).
- Prohibit left turns from Georgia Avenue at all other intersections during morning and evening peak periods.
- Prohibit left turns from eastbound Seminary Road onto northbound Georgia Avenue during the evening peak period to relieve congestion and improve pedestrian crossings; left turns would be permitted from Seminary Place.
- Provide a new signalized intersection at Flora Lane and Georgia Avenue with pedestrian crosswalks.
- Provide pedestrian edges of at least 12 feet with street trees in groundcover panels, brick sidewalks, ornamental pedestrian lighting and street furnishings.
- Provide a landscaped center median (varying in width between 6 and 16 feet) between Forest Glen Road and 16<sup>th</sup> Street.
- Screen parking areas.
- Provide special crosswalk treatments.
- Improve building facades with coordinated awnings and signs.
- Reconfigure public parking lots.
- Relocate utility lines underground.
- Narrow and consolidate curb cuts, where possible.
- Remove billboards.

### ***Related Montgomery Hills Issues***

The Proposed Concept will have some impacts on the commercial properties and businesses along Georgia Avenue. Possible solutions to mitigate these impacts and improve the business environment in Montgomery Hills are discussed below. These mitigation measures should be negotiated during the design and construction phase by the State and/or the County.

- **Consider consolidation of two separate parcels (the Montgomery Hills Car Wash and the Beltway Shell) into one if the Proposed Concept for Georgia Avenue is implemented.**

These two businesses, located in front of Staples/CVS on the west side of Georgia Avenue, are on fairly small lots and it would not be possible for both to remain as separate

entities if the Proposed Concept were implemented. Several options were discussed with the property owners. The best solution is for the two sites to be consolidated into one parcel and redeveloped. (See Map 20.) This issue would be negotiated among the parties when the Proposed Concept is implemented.

- **Redesign all or a part of the Beltway Amoco if the Proposed Concept for Georgia Avenue is implemented.**

This site, located on the east side of Georgia Avenue at White Oak Drive, would be slightly impacted if the Proposed Concept for Georgia Avenue is implemented. Specifically, the canopy and gasoline pumps adjacent to Georgia Avenue would have to be relocated. There are several options to relocate or reorient all or part of the pumps that are closest to Georgia Avenue. These have been discussed with the business owner and should be negotiated when the Proposed Concept is implemented. (See Map 20.)

- **Reconstruct Seminary Road between Sutton Place and Georgia Avenue to improve traffic flow and pedestrian circulation.**

Seminary Road west of Georgia Avenue should be modified to provide safe vehicular access between shopping and parking areas. The road could be relocated to the south, using the current southern sidewalk as a median. Such relocation would allow for improvements to parking lots, a tree-lined median, tree-lined sidewalks, and the addition of a right turn lane onto southbound Georgia Avenue.

This improvement would require a reconfiguration of Public Parking Lot #12, located on the south side of Seminary Road across from Sniders Superfoods Market, and could result in additional parking in front of the shops along the north side of Seminary Road (in front of Armand's Pizza).

The following measures should be considered to reduce multiple pedestrian and vehicular conflicts on Seminary Road.

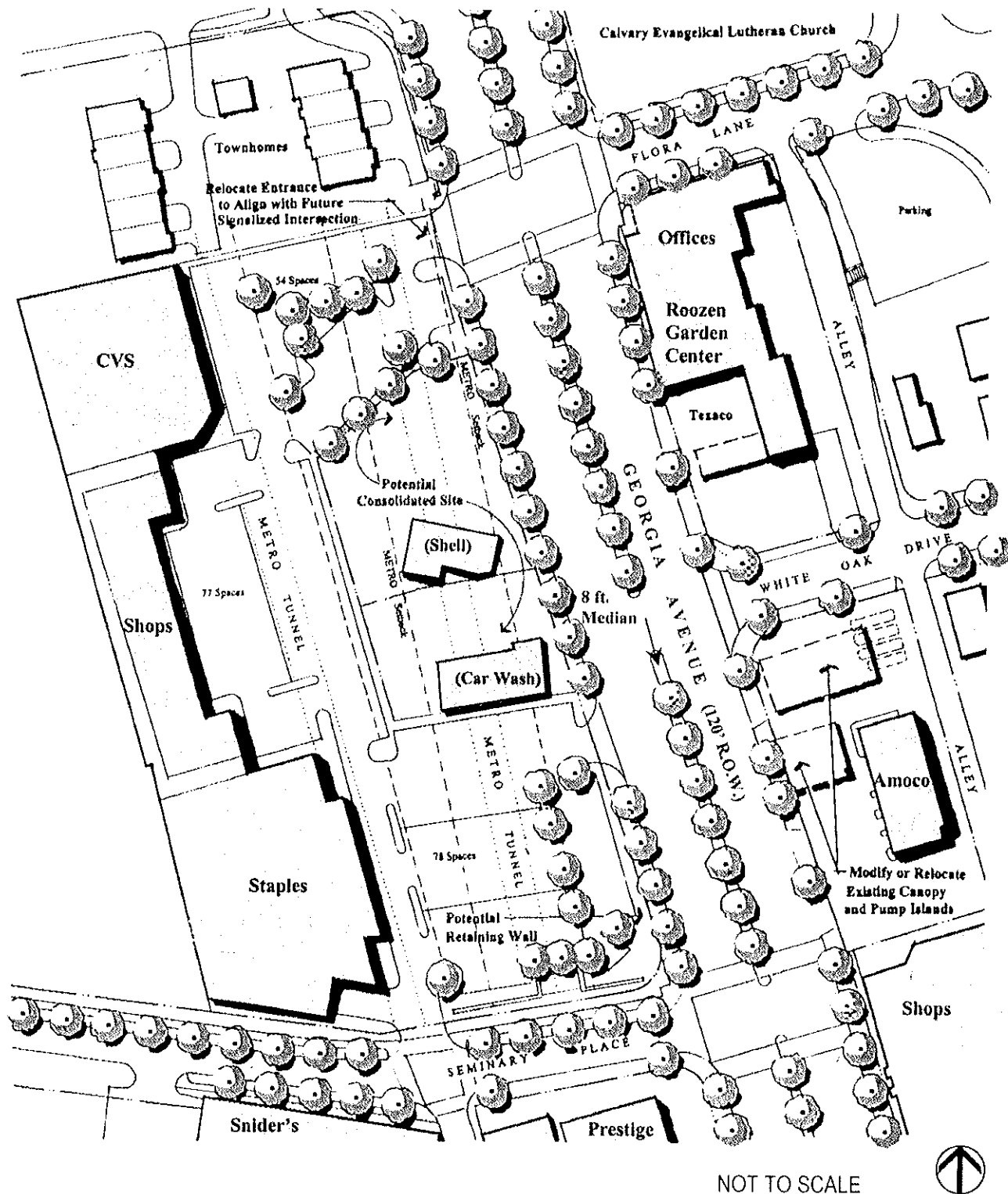
- Modify Public Parking Lot #12.
- Construct a median on Seminary Road between Georgia Avenue and Selway Lane.
- Add an eastbound approach lane to Seminary Road at Georgia Avenue.
- Consider closing Sutton Place between Stratton Road and Seminary Road and construct a green buffer/open space next to the parking lot. This measure will also help to reduce cut-through traffic in the adjacent residential neighborhood.
- Review access to Columbia Boulevard when the Seminary Road improvement is analyzed.

- **Reconfigure Public Parking Lot #12 to allow improvements along Seminary Road, relocate the entrance from Sutton Place to opposite Selway Lane.**

Public access to 9305 Columbia Boulevard and the parking lot at 9241 Columbia Boulevard must be maintained.

- **Maintain Selway Lane for two-way traffic and consider reconstructing Selway Lane as a mixed street.**

Selway Lane is an important internal two-way connector road in Montgomery Hills. The objectives for Selway Lane include: maintain it for two-way traffic circulation; maintain low traffic volumes and low traffic speed; accommodate pedestrians; maintain existing businesses; and use locations other than Selway Lane for parking cars associated with the automotive business. Parked cars along



Selway Lane restrict both vehicular and pedestrian circulation on this connector street. Selway Lane is appropriate for the mixed street concept, which accommodates pedestrians, bicyclists, and cars traveling at low speeds. Design elements that are characteristic of attractive pedestrian spaces, including special pavers and streetscape, should be considered for Selway Lane, if improvements are made in the future.

- **Reconstruct the intersection of Seminary Road, Seminary Place, and Second Avenue.** (See Map 21.)

This intersection should be improved to eliminate potentially hazardous traffic and pedestrian conditions and ease traffic flow along Seminary Road. This Plan recommends closing Seminary Road between Seminary Place and Linden Lane (except for driveway access) and modifying Brookville Road between Seminary Road and Linden Lane to allow only right turns to and from Brookville Road. The modifications support reconstruction of the Seminary Place/Second Avenue intersection as a T-type intersection. If changes to the current one-way southbound restrictions on Brookville Road are desired, they can be achieved outside the master plan process through existing DPWT programs, with appropriate changes to this recommendation.

The closure of Brookville Road to through traffic between Seminary Road and Linden Lane, and the closure of Seminary Road between Seminary Place and Linden Lane, will require a total of two lanes with turn lanes on Second Avenue between Seminary Road/Seminary Place and Linden Lane to accommodate the diverted traffic.

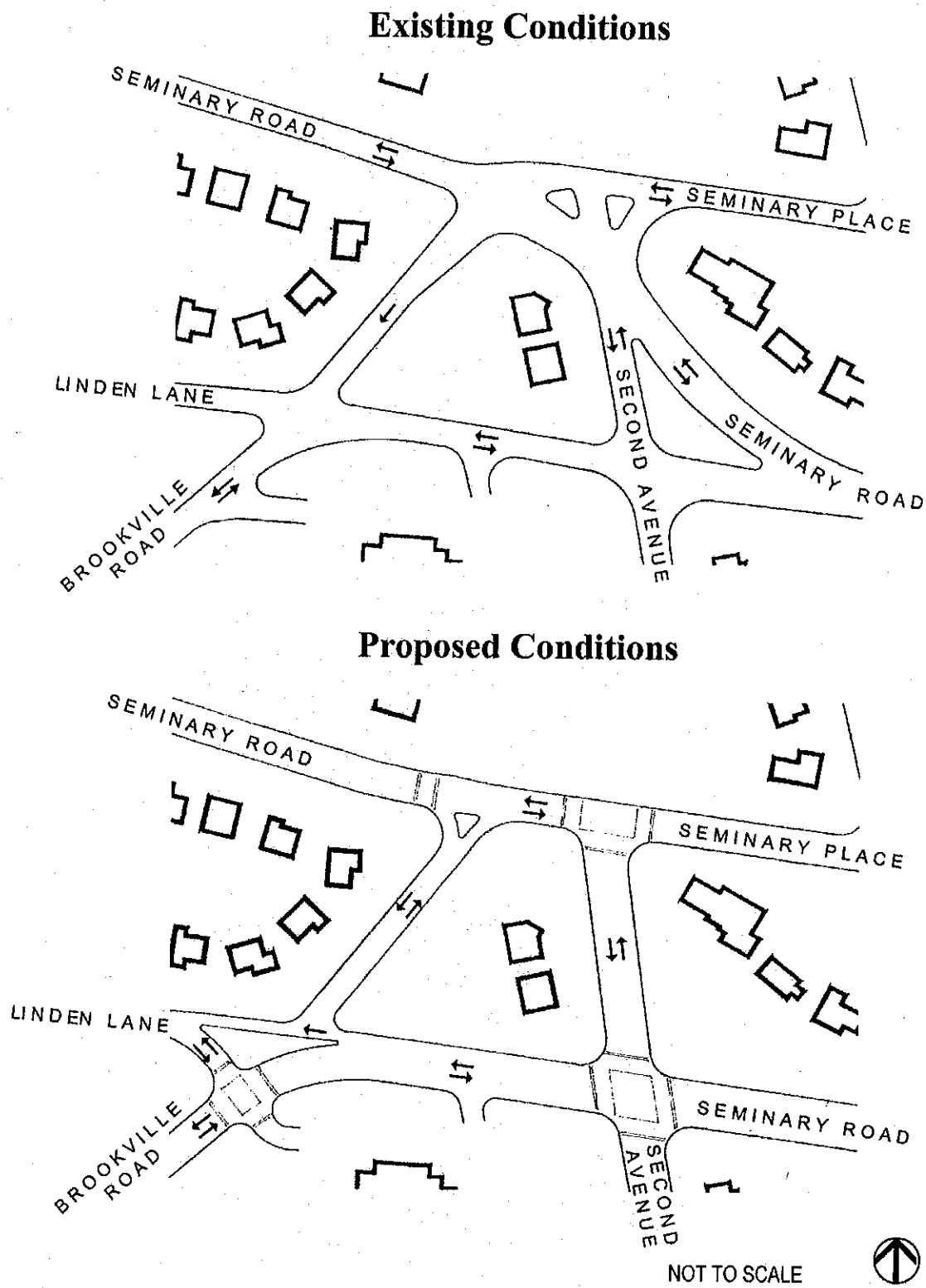
## Parking

Among retailers interviewed for the *Montgomery Hills Commercial Center Economic Health Analysis*, lack of parking was viewed second only to local circulation/traffic as the most critical problem facing the area. The Georgia Avenue improvements will result in some loss of existing parking spaces. To alleviate these impacts, the Plan recommends the following possible mitigation measures.

- **Consider alternative parking arrangements for the Dale Center.**

The parking needs for both the Parking Lot District and the retail businesses should be reviewed at the time of the State study to determine the appropriate conceptual design and means for constructing and operating any new parking. This will be particularly important if it appears that the addition of the median will significantly reduce the number of spaces in front of the Dale Center. If a parking need exists, the following options should be considered:

1. Determine whether it would be possible to narrow the width of the lanes and/or the median in the area in front of the Dale Center so that it will not be necessary to eliminate the first row of parking (or to at least replace it with some parallel parking);
2. Consider closing off Columbia Boulevard just north of its intersection with Rookwood Road and locate new parking in this area, where it will minimize impact on nearby residences; and
3. As a last resort it may become necessary to add parking directly behind the Dale Center on lots 8, 9, and 10 with a green buffer or open space along the western edge of these properties. If this is





necessary, every effort should be made to minimize the size of the parking lot and/or maximize the buffer for adjoining residences (e.g., changing the grading to place the parking at a lower level that would be less visible to adjacent residents). A vehicular and pedestrian connection between the front and rear lots could be made along the south side of the building.

The additional parking with open space could be achieved through private development (as a special exception), by the Parking District, or through a public/private partnership.

The three existing single-family detached residences along the east side of Columbia Boulevard are recommended to remain in residential use. The two vacant lots and the existing parking lot are also recommended to retain their R-60 zoning. The residentially zoned lots behind the Dale Center should only be used for parking if the Proposed Concept for Georgia Avenue is implemented and there is a loss of parking in front of the center, and the other options for making up the parking loss, outlined above, are not feasible.

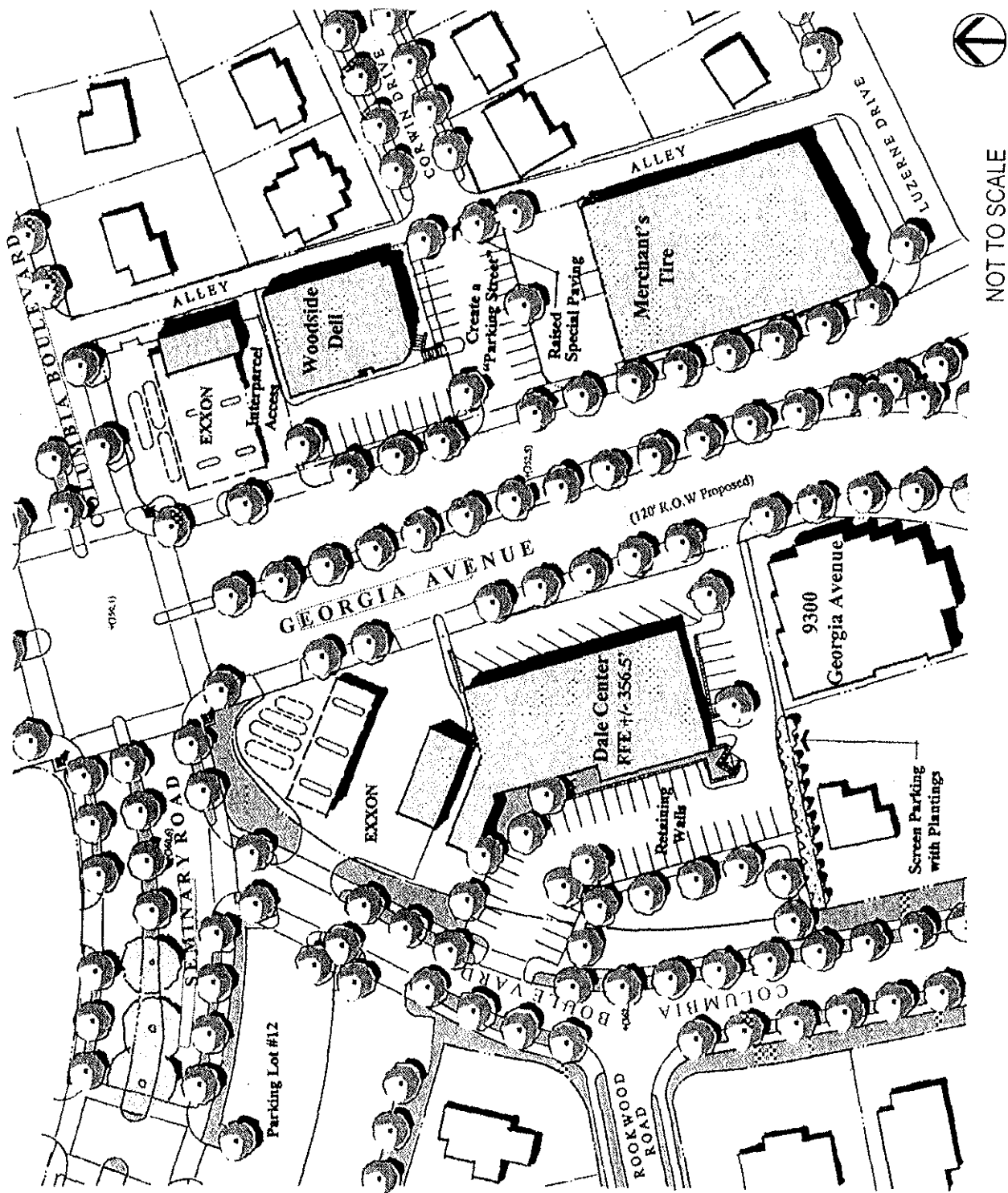
If the Proposed Concept for Georgia Avenue is implemented and these lots are constructed for parking, it is critical that the green buffer between the parking lot and Columbia Boulevard be implemented to provide separation between the residential and business areas. The buffer should be landscaped, perhaps with seating areas and could be designed to include a pedestrian connection between the residential and business communities. In addition, a landscaped buffer between the potential rear parking lot and the residence to the south (9219 Columbia Boulevard) is recommended. The community should be involved in the review of changes to the use of these lots and in the design of the open space.

- **Access to Columbia Boulevard should be analyzed when the Seminary Road improvement is implemented.**

On the west side of Georgia Avenue, Columbia Boulevard is located between Seminary Road and 16<sup>th</sup> Street. Many Columbia Boulevard residents would like the street to be closed at its northern terminus with Seminary Road to eliminate cut-through traffic in the neighborhood. To maintain adequate circulation, either the Sutton Place or Columbia Boulevard access points to Seminary Road should be maintained. This Plan recommends the closure of Sutton Place (between Seminary Road and Stratton Road) when the Seminary Road improvement is made and the public parking lot (#12) on Seminary Road is reconstructed. The treatment of Columbia Boulevard should be considered during design of the Seminary Road and public parking lot improvements.

- **Analyze traffic management options for the North Woodside-Montgomery Hills neighborhood when the Proposed Concept for Georgia Avenue is implemented.**

It is the intent of this Plan to create a more clearly defined boundary between the residential and commercial areas in this section of Montgomery Hills. This Plan recognizes that commercial and non-local cut-through traffic in residential neighborhoods is inappropriate. DPWT should work with this neighborhood to minimize non-local traffic on residential streets through the Residential Traffic Management Program. The neighborhood should be reviewed as a network of interconnected streets with traffic control measures that are coordinated accordingly.



- **Consider making Corwin Drive between Georgia Avenue and the public alley into a parking street.**

After improvements to Georgia Avenue are completed, the shops on Georgia Avenue north of Corwin Drive (Woodside Deli, Impressions Hair Salon, Etc.) will lose one row of parking spaces in front of the buildings. To mitigate this impact to the businesses, the County should consider providing perpendicular parking spaces on both sides of Corwin Drive between Georgia Avenue and the alley. (See Map 22.) Some type of barrier, either permanent or temporary, should be considered west of the alley to eliminate cut-through traffic on the residential section of Corwin Drive east of the alley. Corwin Drive residents would like the residential portion of the street to be closed near the public alley, with adequate landscaping and emergency vehicle access.

- **Eliminate the nine County-owned, metered, parallel parking spaces in the service road on the east side of Georgia Avenue in front of the strip of stores between Columbia Boulevard/Seminary Road and Seminary Place.**

Without utilizing the service road and parking spaces in this section, there would not be adequate dimension to implement the Proposed Concept for Georgia Avenue. (See Map 23.) It is difficult to make up the nine spaces that would be lost in front of the stores. One possibility may be to remove a portion of the stores at either the north or south end of the strip and replace it with parking. Another possibility may be to use the alley on the north end of the building strip for some additional parking spaces. The County-owned public parking lot (Lot #48) adjacent to these stores at the northeast corner of Georgia Avenue and Columbia Boulevard would remain and the entrance to the lot could be reoriented from

Columbia Boulevard to Georgia Avenue so that the stores continue to have direct and convenient access to parking from the main road. The long term spaces in this lot could be reassigned to Parking Lot #12 on Seminary Road so that Lot 48 is available for short-term, patron parking.

## ***Commercial Revitalization/Urban Design***

- **Initiate a Commercial Revitalization project in Montgomery Hills after the Georgia Avenue improvements have been completed.**

The Department of Housing and Community Affairs has attempted revitalization projects in Montgomery Hills in the past with limited success. However, the reconstruction of Georgia Avenue will have some impacts on local businesses, especially during the construction phase. There may be renewed interest among business and property owners at this time to coordinate with other owners and the County to upgrade the physical appearance and to improve the overall business environment in the commercial area.

- **Establish a working group of representatives from the County, State, M-NCPPC, residents and business owners to develop solutions to improve Montgomery Hills.**
- **Encourage the business community to establish a merchant's association to coordinate advertising and informational mailings to the community.**

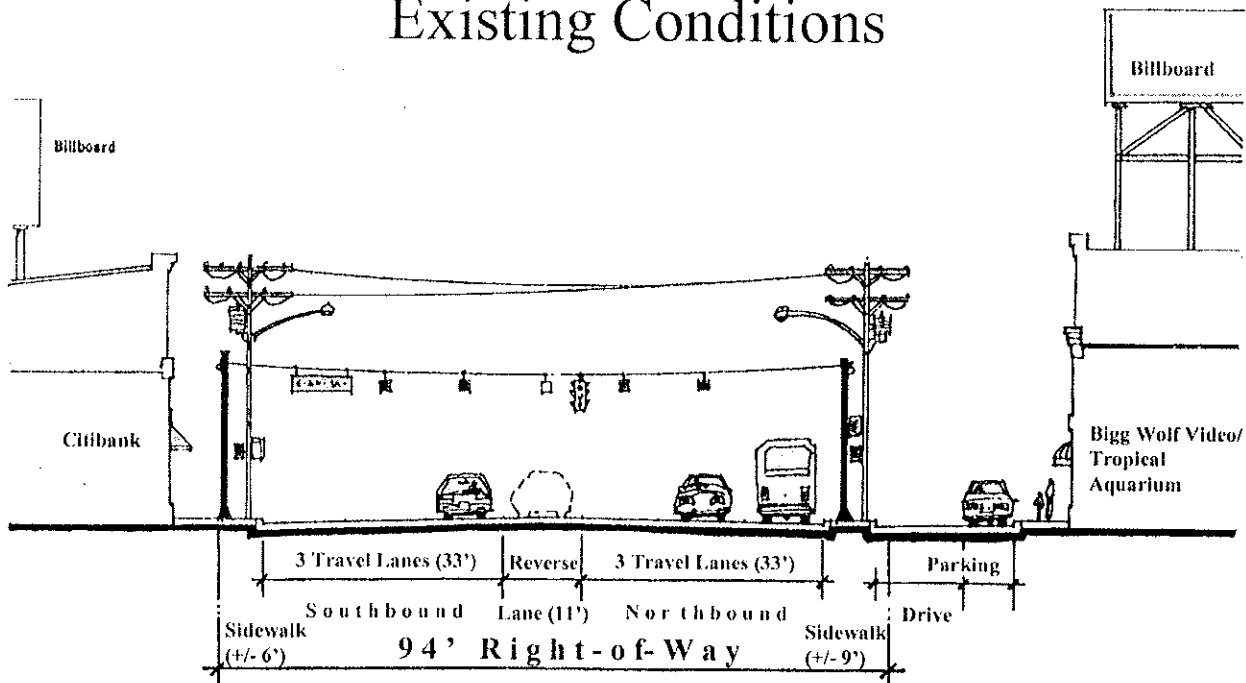
During the master planning process for the 1978 *North Silver Spring Sector Plan*, there was an active Montgomery Hills Businessman's Association. Over the ensuing years, the organization has become defunct. However, during development of the Proposed Concept for Georgia Avenue in Montgomery Hills,

many of the business and property owners started working together to voice their opinions of the project. This renewed cooperative spirit should be fostered and channeled into new projects aimed at improving the business environment in Montgomery Hills.

- **Remove billboards in the Montgomery Hills Commercial Center**

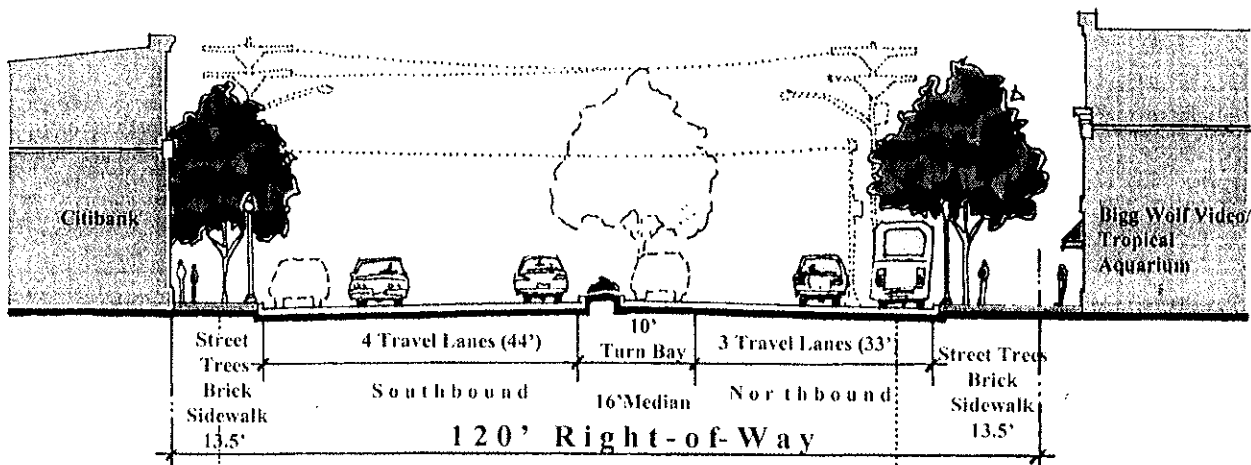
The Montgomery Hills Commercial Center contains two billboards. They contribute to the visual clutter in the area and should be removed as part of a comprehensive urban design concept for the area. The County is currently pursuing litigation to have the signs permanently removed. This Plan supports the County's efforts toward this end.

## Existing Conditions



NOT TO SCALE

## Proposed Conditions



NOT TO SCALE

# Neighborhood-Friendly Circulation Systems

*Find a balance that accommodates local and regional traffic,  
yet provides safe pedestrian access and protects neighborhoods  
from intrusive vehicular traffic.*

## Introduction

The Washington metropolitan region is striving for a transportation system that is efficient, manages demand, and promotes areas of concentrated growth. North and West Silver Spring are located south of the Capital Beltway in the southeast corner of Montgomery County near the Washington, D.C. border. This area is densely developed and includes major commuter arteries that carry significant amounts of daily vehicular traffic. Georgia Avenue, Colesville Road, and 16<sup>th</sup> Street are major north-south arteries for the eastern County. Recommendations for Georgia Avenue are discussed in the previous chapter (see page 49).

Development and growth throughout the region have contributed to significant traffic congestion in Silver Spring, which often turns the convenience of this down-County location into a drawback for local residents. Georgia Avenue north of 16<sup>th</sup> Street carries more traffic than any six-lane, divided roadway in Montgomery County.

North and West Silver Spring may be busy areas to navigate as quickly as possible for the motorists who are passing through, but they are home for nearly 20,000 residents in the Master Plan area. Beyond the highways traversing North and West Silver Spring are stable, mature residential neighborhoods within walking

distance to shops, schools, transit stops, parks, and community facilities. However, traffic that passes through these neighborhoods has an impact on the quality of life for local residents. It can be difficult for residents to walk in and around their neighborhoods or to the local retail shops, schools, and services. The challenge is to find a balance that accommodates local and regional traffic, yet provides safe pedestrian access and protects neighborhoods from intrusive vehicular traffic.

County and state transportation officials use a roadway classification system that establishes a hierarchy of streets that include major highways, arterials, primary residential streets, and secondary residential streets. Each street category has a basic purpose, a minimum right-of-way, and a recommended number of traffic lanes. Table 2 and Map 24 show proposed roadway classifications for North and West Silver Spring. Please refer to Appendix A for a Glossary of Selected Terminology.

*From the Telephone Survey of Silver Spring and  
Takoma Park Residents:*

*When asked what they like about their neighborhood,  
many respondents cited the area's transportation  
system with comments like "convenient to work,"  
"convenient to the Beltway", and "near  
transportation."*

Table 2

## PROPOSED STREET &amp; HIGHWAY CLASSIFICATION

Number and Name	Limits	Minimum Right-of-Way Width	Existing Pavement Width or Number of Lanes*	Recommendation/ Comment
<b>Freeway</b>				
<b>F-8</b> Capital Beltway (I-495)	Boundary Line to Boundary Line	200'	8 lanes divided	Future improvements may be proposed in the <i>Capital Beltway Corridor Transportation Study</i> now underway.
<b>Major Highway</b>				
<b>M-8</b> Georgia Ave. (MD 97)	I-495 to Spring St.	120'	7 lanes with reversible lane from I-495 to 16 <sup>th</sup> St. 6 lanes divided from 16 <sup>th</sup> St. to Spring St.	Improvements proposed within Montgomery Hills and at 16 <sup>th</sup> St. See text for recommendations.
<b>M-9</b> 16 <sup>th</sup> St. (MD 390)	Georgia Ave. to Colesville Rd.	120'	6 lanes divided	Intersection modifications proposed at 16 <sup>th</sup> St. and East-West Highway.
<b>M-10</b> Colesville Rd. (US 29)	Franklin Ave. to Spring St.	120'	6 lanes with reversible lane	Intersection modifications proposed at Dale Dr. and Sligo Creek Pkwy. See Plan for recommendations.
<b>M-20</b> East-West Highway (MD 410)	16 <sup>th</sup> St. to Rock Creek	120'	4 lanes divided from Washington Ave. to Meadowbrook La.; undivided elsewhere.	Intersection modification proposed at 16 <sup>th</sup> St. See Plan for discussion.
<b>Arterial Road</b>				
<b>A-30</b> Seminary Rd.	I-495 to Second Ave./ Seminary Pl.	80'	2 lanes	No recommendation for roadway change.
Seminary Rd.	Second Ave. to Georgia Ave.	80'	2 lanes	Close Seminary Rd. between Seminary Pl. and Linden Lane, except for driveway access; see text for recommendations at Sutton Pl., Selway Ln., Columbia Blvd. and Georgia Ave.
Second Ave.	Seminary Rd. & Seminary Pl. to Linden Lane	80'	2 lanes	See Plan for intersection modification at Seminary Rd/Seminary Pl. and at Linden Lane.
Dale Dr.	Georgia Ave. to Bonifant St.	80'	2 lanes	No recommendation for change.

Table 2 (Continued)

## PROPOSED STREET &amp; HIGHWAY CLASSIFICATION

Number and Name	Limits	Minimum Right-of-Way Width	Existing Pavement Width or Number of Lanes*	Recommendation/ Comment
A-31 Seminary Pl.	Seminary Rd./Second Ave. to Georgia Ave.	80'	2 lanes plus turn lanes	Currently classified as a business district street between Georgia Ave. and the edge of the commercial zone.
A-60 Grubb Road	D.C. boundary line to Lyttonsville Rd.	80'	30' to 36' south of East-West Highway; 48' north of East-West Highway	No recommendation for change.
Lyttonsville Rd.	Grubb Rd. to Lyttonsville Place	80'	48'	Plan recommends monitoring and review of existing traffic control measures by DPWT.
Lyttonsville Pl.	Lyttonsville Rd. to Brookville Rd.	80'	48'	Plan recommends monitoring and review of existing traffic control measures by DPWT.
Brookville Rd.	Lyttonsville Pl. to Linden La.	80'	48' from Lyttonsville Pl. to Warren St.; 2 lanes from Warren St. to Linden La.	May require some widening on curve approaching Second Ave.
Linden Lane	Brookville Rd. to Second Ave.	80'	4 lanes	
A-76 Wayne Avenue	Cedar St. to Sligo Creek Pkwy.	80'	4 lanes	Consider 3-lane section to accommodate Silver Spring Green Trail.
A-263 Spring Street	16 <sup>th</sup> St. to Ellsworth Dr.	80' to 120'	4-lanes divided from 16 <sup>th</sup> St. to Fairview Rd.; undivided elsewhere.	The section from 16 <sup>th</sup> St. to Georgia Ave. will be reclassified from a major highway to an arterial road in the amended Silver Spring CBD Master Plan. This Plan supports the reclassification.
Cedar Street	Ellsworth Dr. to Wayne Ave.	80'	48'	No recommendation for change.



Table 2 (Continued)

## PROPOSED STREET &amp; HIGHWAY CLASSIFICATION

Number and Name	Limits	Minimum Right-of-Way Width	Existing Pavement Width or Number of Lanes*	Recommendation/ Comment
Commercial Road/Industrial Road				
I-1 Linden Lane	Stephen Sitter Lane to Fraser Ave.	70'	40'	Retains classification but reduces pavement width and right-of-way to reflect new standards.
Fraser Avenue	Linden La. to Montgomery St.	70'	40'	
Montgomery Street	Fraser Ave. to Warren St.	70'	40'	
Warren Street	Montgomery St. to Brookville Rd.	70'	40'	
Primary Residential Street				
P-1 Franklin Ave.	Colesville Rd. to Caroline Ave.	70'	36'	
P-2 Meadowbrook Lane	East-West Hwy. to Freyman Dr.	70'	36'	
Freyman Drive	Meadowbrook La. to Terrace Dr.	70'	36'	
Terrace Drive	Freyman Dr. to Grubb Rd.	70'	36'	
Grubb Road	Terrace Dr. to Lyttonsville Rd.	70'	36'	
P-3 Washington Avenue	Grubb Rd. to East-West Hwy.	70'	2 lanes	
Sundale Drive	East-West Hwy. to Porter Rd.	70'	36'	
P-4 Linden Lane	Brookville Rd. to Fraser Ave.	50'	2 lanes	

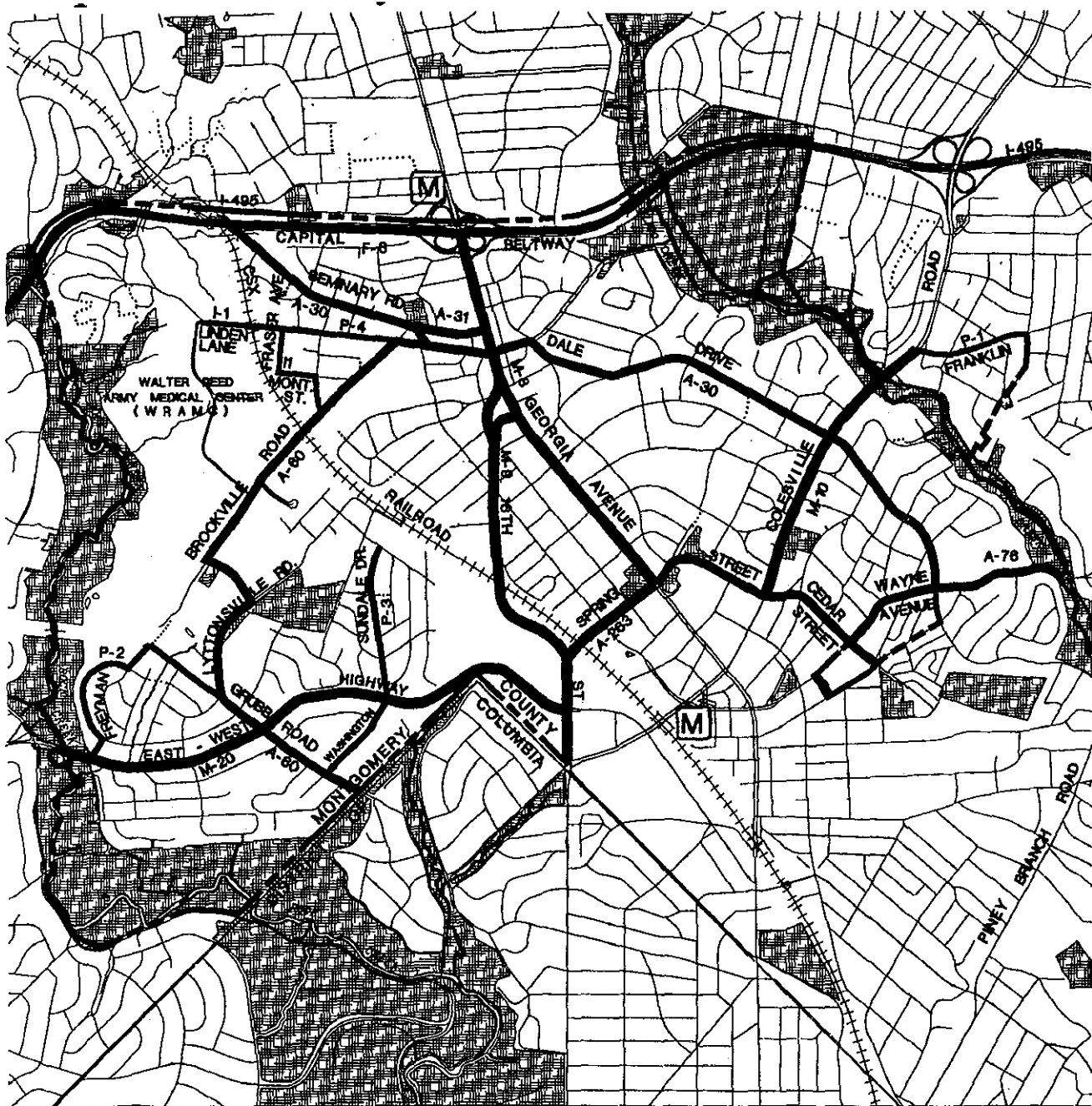
\* These are the number of planned through travel lanes or pavement widths for each segment, not including lanes for turning, parking, acceleration, deceleration, or purposes auxiliary to through travel.



In cases where dedication of the recommended right-of-way would result in yard setbacks that are too small, the Planning Board may reduce the amount of dedication to help preserve community character and stability.






**NOTE: This corrected map replaces page 67 in the bound version of the August 2000 North and West Silver Spring Master Plan.**

## Proposed Roadway Classifications

Map 24



- Master Plan Boundary
- ..... Unpaved Right-of-Way
-  Parkland
-  Metro Station

-  Freeway
-  Major Highway
-  Arterial
-  Primary
-  Industrial

0 500 1000 2000 Feet



The width of a road's right-of-way helps define its character and ultimate number of lanes. Designating rights-of-way in a master plan reserves land needed for road improvements to accommodate future development. Most of the rights-of-way for North and West Silver Spring roads are unchanged from the previous master plans. (See Table 2.)

*From the Telephone Survey of Silver Spring and Takoma Park Residents:*

*North Silver Spring residents reported that congestion (19%), speeding (15%), and cut-through traffic (13%) were major problems; while 42% thought there was no traffic problem in their neighborhood. West Silver Spring residents reported that congestion was a problem (30%); while 48% thought there was no traffic problem.*

This Plan seeks to identify circulation improvements that will accommodate both local and regional traffic and provide for non-motorized forms of travel.

Operational measures such as changes in signal phasing and turn prohibitions are identified in this Plan for future consideration because they are preferable to physical improvements with more extensive community impacts and have been found to support the projected traffic. The selection and implementation of operational measures will be undertaken by DPWT or SHA, as appropriate.

## Recommendations

- **Protect the residential neighborhoods from commercial and through traffic.**

Increased congestion along major routes through North and West Silver Spring results in motorists cutting through neighborhood streets, many of which do not have sidewalks or driveways. Heavy traffic is inappropriate in residential neighborhoods. Large volumes of vehicular traffic can be disruptive to the peace,

serenity, and safety of residential areas. Where possible, commercial and through traffic should be separated from neighborhood streets.

To combat through traffic on local streets, the County has instituted a policy to provide geometric, design, and other controls to reduce operating speeds by installing speed humps, ovals, all-way stop signs, and other impediments to discourage cut-through traffic. This Plan supports DPWT's Residential Traffic Management Program.

- **Improve pedestrian access to shopping areas, transit, and community facilities by providing wide, tree-lined sidewalks throughout the area and other improvements for safe pedestrian street crossings.**

## Areawide Traffic Circulation

Existing and forecast traffic conditions in the Silver Spring Central Business District (CBD) and surrounding neighborhoods are described in detail in the *Silver Spring/Takoma Park Transportation and Circulation Report*, prepared by M-NCPPC in support of master plan updates. (See Appendix E.) This report documents the effects of anticipated Silver Spring CBD Sector Plan development on traffic conditions throughout the greater Silver Spring vicinity. The development envisioned in the Silver Spring CBD Sector Plan reflects an increase of about 2,000 households and 8,000 jobs over current levels. Increased traffic volumes in North and West Silver Spring are expected primarily due to the Silver Spring CBD development. The recommended roadway capacity improvements identified in this section are therefore based on the recommendations described in the *Silver Spring/Takoma Park Transportation and Circulation Report*.

From a Policy Area perspective, the Plan provides an adequate transportation system based on

current areawide congestion standards specified in the Annual Growth Policy (AGP). For all intersections studied, the *Silver Spring/Takoma Park Transportation and Circulation Report* identifies sets of improvements which would achieve the intersection congestion standard. At certain intersections, however, not all of the improvements necessary to achieve current Local Area Transportation Review standards are recommended in the Master Plan. These locations are primarily on the major highways serving the CBD. There are four reasons why the Plan does not explicitly recommend intersection capacity improvements to achieve the current congestion standards at all locations:

1. A major goal of this Plan is to make the circulation system more neighborhood-friendly. In some cases, improvements which increase roadway capacity are undesirable due to negative community impacts. This Plan also supports the County's neighborhood traffic protection programs which have been successful in channeling commuter traffic to the major highways.
2. The intersection forecasting methodology used is most appropriate for identifying short-term, localized improvements. The *Silver Spring/Takoma Park Transportation and Circulation Report* examines the areawide impact of development over a twenty-year time frame. The results are therefore useful for assessing long-term trends, but not for programming twenty-year needs on an intersection-specific basis.
3. The extent of new development in the North and West Silver Spring Master Plan area is nominal, particularly in comparison to planned Silver Spring CBD development.
4. Changes to the congestion standards could be adopted during the Master Plan time frame. The County Council conducts biannual reviews of the policy element of the AGP

Report. The most recent changes to the congestion standards in North and West Silver Spring were adopted in 1994.

This Plan recommends those improvements from the *Silver Spring/Takoma Park Transportation and Circulation Report* that can be implemented without severe community impacts and recommends that additional capacity improvements throughout the Plan area be considered on a case-by-case basis as needs arise. Therefore, should a desirable development opportunity affect an intersection where congestion standards would otherwise preclude its consideration, the development might be accommodated by one or more of the following means:

- developing a more aggressive traffic mitigation program;
- providing capacity improvements other than those explicitly described in this Plan; or
- revising the congestion standard.

The first two means above could be pursued through the regulatory process, whereas the third means requires a change to the AGP made by the County Council. In either case, this Plan recognizes that some flexibility is appropriate to encourage revitalization.

## Colesville Road

Transit service improvement along Colesville Road (US 29) is an important component of creating a transportation system that supports land use decisions in Silver Spring and all of Montgomery County. Consistent with prior Planning Board and County Council actions, this Plan recommends that the Maryland Department of Transportation (MDOT) and the Montgomery County Department of Public Works and

Transportation (DPWT) jointly conduct a study to identify operational and minor capital improvements on US 29 that would enhance the speed and reliability of bus transit. Such improvements could include bus prioritization at traffic signals, bus bypass lanes (queue jumpers) at a few selected locations, and additional bus service where feasible.

For the longer term, this Plan recommends that MDOT and DPWT jointly conduct a project planning study on major transit system improvements (all modes of transit) for travel demand along US 29. This study should concentrate on transit accessibility, reliability, community and environmental impacts, and time savings. Previous studies have not focused on balancing the objectives of improved transit service with the impacts of building new transit facilities.

## ***Recommendations***

- **Support improvements which facilitate access to, and use of, transit along Colesville Road.**

Extension of the reversible lane on Colesville Road to the Beltway (I-495) could provide additional capacity and replace the need for intersection modifications along Colesville Road. However, extending the reversible lane has not received much public and political support because of the perceived impact on adjacent communities. This Plan does not recommend it, even though it would reduce the critical lane volumes (CLVs) significantly at Colesville Road/Franklin Avenue and Colesville Road/Sligo Creek Parkway.

Lower congestion and improved levels of service (LOS) at key intersections could also result from increased transit ridership in the US 29 corridor. For example, a higher level of transit ridership could be achieved by adding a

transitway to US 29, which could reduce travel time for transit patrons. At the very least, improvements which enhance access to transit and make transit use more convenient (e.g., bus shelters) must be implemented. More frequent local bus service should also be considered as a way to improve community accessibility and increase transit ridership. Also, since buses and other vehicles must share the same traffic lanes, enhanced bus speed and reliability can be achieved by modifications that increase the overall capacity at congested intersections.

- **Provide for pedestrian circulation along Colesville Road and include wide, tree-lined sidewalks on both sides of the street and safe pedestrian crossings.**
- **Consider adding a separate right-turn lane on westbound Dale Drive at Colesville Road/Dale Drive. Widening of the pavement will be required.**
- **Consider restriping Sligo Creek Parkway on the westbound approach to Colesville Road for a separate left-turn lane, a separate through lane and a through plus right-turn lane. Some widening of the pavement on Sligo Creek Parkway will be required on both sides of Colesville Road.**

## **Sixteenth Street**

### ***Recommendations***

- **Enhance pedestrian circulation and safety along 16<sup>th</sup> Street by providing:**
  - Tree-lined sidewalks on both sides of the street.
  - A tree-lined median.
  - Safe pedestrian crossings.

- **Implement programmed safety and capacity improvements at East-West Highway and 16<sup>th</sup> Street.**

DPWT currently has a project in design that will improve the efficiency and safety of the intersection of 16<sup>th</sup> Street and East-West Highway. The improvements include the addition of a third through lane in each direction on East-West Highway, and the development of a separate left turn lane for southbound 16<sup>th</sup> Street. Operational improvements include prohibition of left turns from westbound East-West Highway and removal of the split signal phasing for the 16<sup>th</sup> Street approaches.

## Brookville Road Area

### Recommendations

- **Maintain classification of Montgomery Street, Fraser Avenue, and Warren Street as Commercial Industrial Roads.**

Montgomery Avenue (between Warren Street and the railroad tracks) and Warren Street (between Brookville Road and Montgomery Avenue) serve a variety of industrial uses and are in poor condition. These roads should maintain their classification as Commercial/Industrial Roads (70-foot-wide right-of-way with 40-foot-wide pavement, curb, gutters, and sidewalks). Fraser Avenue is part of the industrial street network. It is a publically dedicated right-of-way with private, nonstandard treatment. If there is redevelopment in this area, Fraser Avenue should be rebuilt. The County would accept it for maintenance once it has been built to County standards. Any improvements to these roads should be done in consultation with the property owners and should not result in a reduction of current on-street parking spaces.

- **Improve the streetscape and landscape along Brookville Road to the design standards of the County.**

In most cases, the existing right-of-way can accommodate street trees within the grass panel next to the curb. Parking lots should be defined and separated from the street by a low wall or a landscaped strip. Once tree planting locations are identified in cooperation with DPWT and other agencies, additional street trees could be provided as off-site forest conservation plantings by other development projects within the Silver Spring/Takoma Park planning area.

- **Review Lyttonsville Road/Lyttonsville Place for possible traffic control measures.**

The stop signs currently in place allow traffic generated by industrial land uses located along Brookville Road to flow unimpeded through this intersection at a right angle. Vehicles on Lyttonsville Place can turn right onto Lyttonsville Road without stopping; traffic from the opposite direction, including left-turn movements, also is not required to stop. This heavy, non-stop movement is confusing and hazardous for motorists on westbound Lyttonsville Road and results in long delays.

This Plan recommends that DPWT review conditions at this intersection to see if the traffic control measures need to be revised. DPWT should also review off-peak conditions after the Walter Reed Army Institute of Research opens because of the expected increase in traffic, especially in off-peak-hour employee trips to and from the area.

## Talbot Avenue Bridge

The Talbot Avenue bridge provides a vehicular connection between North and West Silver Spring that was recommended in the 1978 *North Silver*

*Spring Sector Plan.* The bridge was recently reconstructed to improve its structural integrity. Turn restrictions and the installation of speed humps were provided to limit the impact of through traffic on Grace Church Road and Hanover Street. The bridge and surrounding roads are classified as Secondary Residential Streets.

## Recommendations

- **Continue the 1978 North Silver Spring Sector Plan recommendation for an on-road bikeway on the Talbot Avenue bridge to support the interim Capital Crescent Trail and the use of the bridge as a vehicular connection.**
- **Add sidewalks to improve pedestrian safety and convenience.**

## Transit

Most residents of North and West Silver Spring live near transit, either Metrorail or a Metrobus or Ride-On bus stop. Additional transit services are necessary to help reduce traffic congestion, improve the level of service (LOS) at key intersections along Georgia Avenue and Colesville Road, and provide an alternative to further expansion of roads. Increased transit usage will also support the revitalization of downtown Silver Spring.

While transit service is available, some residents are discouraged from taking it due to the difficulty of crossing area roads. Transit access must be made as convenient and safe as possible. Improved pedestrian and bicycle access throughout the area would enable more residents to use transit. Regional road and transit improvements being examined by the on-going Capital Beltway Major Investment Study (CBMIS) could also affect this area. The Study considers various light and heavy rail options including above and below-ground

routes to extend transit service, as alternatives to widening the Beltway. This Master Plan's proposed land uses and transportation network do not preclude any of the transit modes or alignments which are currently proposed in the CBMIS. (The CBMIS is in very preliminary stages. No land use, public facility, or transportation network decisions have been made based on any of its analysis.)

*From the Silver Spring and Takoma Park  
Transportation and Circulation Report:*

*Accessibility to and the reliability of transit is a very essential part of this study as both the trip generation estimates assume a substantial transit share and motorists will transfer to transit to avoid peak period congestion where reliable transit service is available and accessible.*

## Recommendations

- **Implement the Georgetown Branch Transitway between Silver Spring and Bethesda.**

The Georgetown Branch Transitway will reduce demand along East-West Highway leading to less congested operating conditions over the life of this Plan. The Transitway will also provide a much needed connection between Silver Spring and the developing areas along the I-270 corridor. It is one of the very few possible connections which can be made and improved over time between these two growth areas.

- **Improve transit accessibility and reliability along Georgia Avenue and Colesville Road.**

Improvements to passenger accessibility to transit such as sidewalks, crosswalks, bicycle racks, and passenger shelters will be very important if goals of increased ridership are to be met. Improvements in reliability through reduced headways, neighborhood circulator service, real time vehicle positioning and other

methods to provide the most accurate route scheduling and arrival time information will make transit much more competitive with automobile use choices.

trees, and front yards, including using asphalt for sidewalks or trails or possibly narrowing the roadway or sidewalk width in some instances.

## The Pedestrian Environment

Walking is an essential transportation and recreation element in North and West Silver Spring. The opportunity to walk to desired activities is very easy in some areas but very difficult in others. The location of sidewalks is determined through County and State programs and during the development process. This Plan provides guidance for sidewalk construction. The aforementioned programs take into account existing conditions (right-of-way availability, trees, topography, and the interests of adjacent property owners) when designing new sidewalks.

### Recommendation

- **Construct new sidewalks through County and State programs and private development using the following priorities:**
  - Provide sidewalks along both sides of Major Highways, Arterial Highways, Primary Residential Streets, and bridges.
  - Provide pedestrian connections to transit facilities, including bus stops.
  - Complete connections to and within commercial and industrial areas, and to public facilities such as schools, parks, library, government center, etc.
  - Consider sidewalk construction on streets where traffic volumes or posted speeds are too high for safe walking in the roadway.
  - Consider alternatives to the standard concrete sidewalk that could lessen impacts to existing neighborhood character, mature

## Forest Glen Pedestrian/Bicycle Bridge

The 1996 *Forest Glen Sector Plan* recommended a pedestrian/bicycle bridge to improve accessibility through the Georgia Avenue and Beltway interchange area between the Forest Glen Metrorail Station and the Montgomery Hills Commercial Center. As recommended, the bridge crosses the two ramps in the southwest quadrant of the interchange as well as the remaining ramp in the northwest quadrant.

A number of modifications to this interchange have recently been implemented. The ramp from the westbound outer loop of the Beltway to southbound Georgia Avenue has been relocated from the northwest to the northeast quadrant to eliminate the weaving movement on the Beltway bridge over Georgia Avenue. A new traffic signal has been installed on Georgia Avenue between Forest Glen Road and the Beltway to allow left turns to southbound Georgia Avenue from the ramp at this new intersection.

The State Highway Administration also is preparing to redeck the Beltway bridge over Georgia Avenue. To maintain traffic on the bridge during construction, the bridge will be widened by approximately 30 feet. This widening would require modifications to the relatively straight pedestrian/bicycle bridge envisioned in the Forest Glen Sector Plan to include a series of ramps for adequate vehicular clearances while meeting accessibility requirements. Consequently, design modifications to the pedestrian/bicycle bridge envisioned in the Forest Glen Sector Plan are appropriate. In addition, the widened Beltway bridge over Georgia Avenue should be treated in an aesthetically appealing way.



*From the Telephone Survey of Silver Spring and  
Takoma Park Residents:*

*Over half of North Silver Spring's residents, 52% said that  
paths or sidewalks were not available to go where they would  
like to go.*

*Approximately 34% suggested adding sidewalks to make  
walking in the neighborhood easier and more attractive.*

Building the bridge would involve the loss of Public Parking Lot 48 and part of the parking lot for shops in the northwest corner of Georgia Avenue and Columbia Boulevard/ Seminary Road due to lengthy ramps that would be required on both sides. In lieu of a pedestrian bridge, this Plan recommends the Montgomery Hills Proposed Concept Plan (see previous chapter), which would improve the pedestrian environment along Georgia Avenue.

## Recommendation

- **Implement pedestrian improvements to the Georgia Avenue/Capital Beltway interchange.**

DPWT currently has a project in design that would improve access and safety for pedestrians and bicyclists along the western side of Georgia Avenue at the Capital Beltway interchange. This project would consist of a bridge over the two southern Beltway ramps, an elevated sidewalk directly under the Beltway, and a second bridge over the northern ramp. The feasibility of long-range plans to improve pedestrian safety and access to and along the eastern side of Georgia Avenue should be reviewed as part of any future SHA project study of Georgia Avenue and/or the Capital Beltway interchange.

## Georgia Avenue/Columbia Boulevard Bridge

### Recommendation

- **Remove the recommendation from the 1978 North Silver Spring Sector Plan for a pedestrian bridge over Georgia Avenue at the intersection with Columbia Boulevard and Seminary Road.**

*From the Telephone Survey of Silver Spring and  
Takoma Park Residents:*

*North Silver Spring residents report the highest rate of trail use  
(66%) in the Silver Spring/Takoma Park area.*

## Bikeways and Trails

Silver Spring is served by a network of existing and proposed bikeways and trails; some have been completed, while others are identified in the 1978 *Master Plan of Bikeways* and in the 1998 *Countywide Park Trails Plan*. The mix of on- and off-street trails for local and regional connections in and around Silver Spring provides an increasingly popular transportation alternative for commuting as well as for recreation. Recommended bikeways are shown on Map 25 and described in Table 3.

Connections—routes and trails which intersect with other routes and trails—are particularly important because an inter-connected system can get more people to more destinations without using an automobile. Pedestrian-bicyclist friendly design, storage facilities, and amenities such as work-place showers are also important in encouraging walking and bicycling as commuting alternatives. Without good facilities, commuters are less likely to choose alternative modes of transportation.

A 1994 Washington Metropolitan Council of Governments (COG) survey noted an increase in bicycle commuting, and the Washington Area Bicyclists Association (WABA) has noted that area trails are becoming more crowded. An M-NCPPC survey counted upwards of 300 users per hour on completed sections of the Capital Crescent Trail.

As a Smart Growth community, Silver Spring can help ease mounting traffic congestion by providing substantive and user-friendly alternatives to the automobile for recreational, functional, and commuting trips. The following recommendations are intended to improve and expand the interconnected system of bikeways and trails in Silver Spring and beyond.

## ***Rock Creek Park Bikeway***

### ***Recommendations***

- **Evaluate the Walter Reed Army Medical Center property for possible trail connections.**

Walter Reed, adjacent to Rock Creek Park, could provide critical connections to nearby neighborhoods, directly linking them to the park and ultimately to the Georgetown Branch/Capital Crescent Trail. A deteriorated trail bordering Rock Creek Park and federal property should be repaired. Trail proposals involving federal property should also address maintenance responsibility and ownership issues.

- **Provide a pedestrian/bikeway trail extension to Rock Creek Park from East-West Highway to Beach Drive at the Washington, D.C. line.**

This project, scheduled for construction in 2000, will provide the last off-road link from

Rock Creek Park in Montgomery County to Rock Creek Park in the District of Columbia.

## ***Sligo Creek Parkway***

### ***Recommendations***

- **Complete the bicycle shoulder path project on Sligo Creek Parkway between Colesville Road and University Boulevard to provide an additional safe bicycle lane.**

There is an existing northbound bicycle shoulder on Sligo Creek Parkway between University Boulevard and Colesville Road. This Plan recommends adding a southbound shoulder to improve safety for recreational cyclists and bicycling commuters. Paired bicycle lanes improve traffic flow and safety for both driver and rider.

- **Consider construction of a Colesville Road overpass for the Sligo Creek hiker-biker trail.**

If a Colesville Road overpass is constructed for the Sligo hiker-biker trail, it should be designed so that its appearance is in keeping with other park elements.

## ***Rock Creek-Sligo Creek Bikeway Connection***

Connecting the two north-south regional bikeways through North Silver Spring is an important goal of this Plan. Additional connections are provided through West Silver Spring and the Central Business District via the Capital Crescent Trail and the future Silver Spring Green Trail. (See Map 25.)

The 1978 *North Silver Spring Sector Plan* recommended an on-road bikeway along Linden Lane between the Beltway and the old carriage road at the Walter Reed Army Medical Center. This Plan recommends creating a continuous connection between the Beltway, Walter Reed, and Georgia Avenue via Linden Lane.

## **Recommendations**

- **Provide an off-road bikeway along the east side of Linden Lane between the Beltway and the entrance to the old carriage road at Ireland Drive.**

This path should be generally parallel to Linden Lane and will require careful design to ensure its location is compatible with the National Park Seminary Historic District and its potential reuse.

- **Provide an on-road bikeway along Linden Lane, between the entrance to the old carriage road at Ireland Drive and Georgia Avenue, via Seminary Place (for cyclists heading to the Sligo Creek Park bikeway) and Seminary Road (for cyclists heading to the northern part of the CBD).**

This connection will primarily serve experienced cyclists who are comfortable riding on streets. A continuous sidewalk connection provides a secondary option for bicyclists traveling through the area.

- **Remove the bikeway on Woodland Drive between White Oak Drive and Columbia Boulevard.**

Bicyclists wishing to continue north of Dale Drive should be directed either eastward via Columbia Boulevard toward the Sligo Creek trail or westward via Seminary Road toward the bikeway system west of Georgia Avenue.

## **Silver Spring Green Trail**

### **Recommendation**

- **Construct the Silver Spring Green Trail to provide an important east-west linkage between Sligo Creek Park, the Silver Spring Transit Center, and the Capital Crescent Trail/Metropolitan Branch.**

DPWT, in collaboration with M-NCPPC, is currently assessing the feasibility and design of a generously landscaped trail that includes separate paths for pedestrians and bicyclists. This trail would link the regional trails and provide access to the Silver Spring Transit Center and other destinations. If a bike path proves infeasible, alternate routes such as Ellsworth Drive should be used.

## **Capital Crescent Trail**

The Capital Crescent Trail serves as part of an urban corridor of the bikeway and trail system in the District of Columbia and southern Montgomery County. When completed and connected to the Metropolitan Branch Trail, the multi-use trail will be a crescent-shaped loop that links Union Station in Washington, D.C. to Silver Spring, Bethesda, Chevy Chase in Maryland, and Georgetown in D.C. There are three components of the trail corridor. The first segment, completed in 1996, starts in Georgetown and follows an abandoned rail line to Bethesda. The Montgomery County portion of this initial segment is 3.4 miles and consists of a ten-foot-wide paved trail.

The second segment extends four miles, from Bethesda to downtown Silver Spring. Part of this second portion is on the abandoned rail line and has a temporary crushed stone surface. Another interim part is a designated, signed trail along local streets.

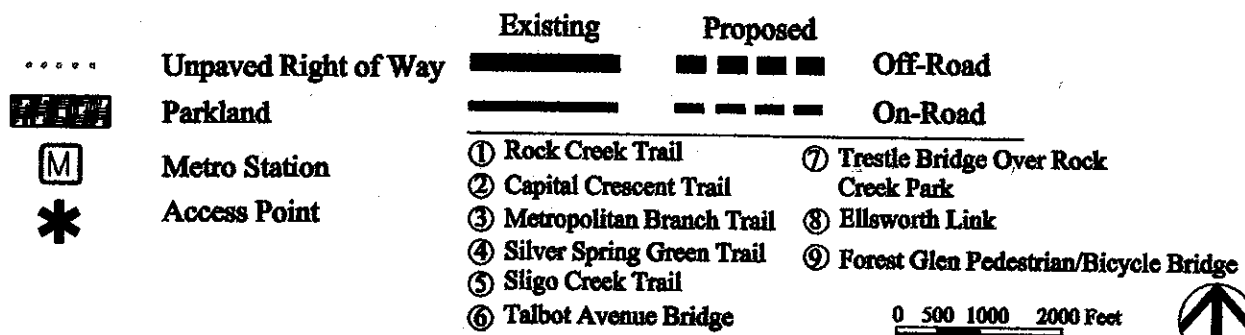


Table 3

**BIKEWAY SYSTEM FRAMEWORK ROUTES  
NORTH AND WEST SILVER SPRING**

Route	Name	Location	Type	Comments	Status
<b>Regional Trails</b>					
1	Rock Creek Park Trail	Throughout Planning Area	off-road	Separated path	E
2	Sligo Creek Trail	Throughout Planning Area	off-road	Separated path exists; provide bike lane on Sligo Creek Parkway between Colesville Road and University Blvd.	E P
3	Capital Crescent Trail (CCT)	Throughout Planning Area	off-road	Separated path preferred for portions adjacent to rail.	P
3a	Trestle Bridge	Connects CCT over Rock Creek Park	off-road	Most direct connection for CCT	P
<b>Bikeways Connecting to Regional Trails and Activity Centers</b>					
4	Freyman Drive	Meadowbrook Lane to Terrace Drive	on-road		E
5	Third Avenue	Brookville Road to Grace Church Road to Elkhart Street to 16 <sup>th</sup> Street to Second Ave.	on-road		P
6	Lyttonsville Place, Lyttonsville Road	Brookville Road to Lyttonsville Road to Recreation Center	on-road	Shared use of roadway	P
7	Silver Spring Green Trail	Wayne Avenue from Colesville Road (at CBD Metro) to Sligo Creek Trail	off-road	Separated path preferred on north side with on-road bikeway	P
8	Colesville Road	Wayne Ave. to North Portal Drive at D.C. Line	on-road	Shared use of roadway	P
9	Ellsworth Drive	Spring Street to Sligo Creek Trail	on-road	Shared use of roadway	E
10	Alton Parkway	Spring Street to Sligo Creek Trail	on/off road	Shared use of roadway	E
11	Woodland Drive	Spring Street to Dale Drive	on-road	Shared use of roadway	P

Table 3 (Continued)

**BIKEWAY SYSTEM FRAMEWORK ROUTES  
NORTH AND WEST SILVER SPRING**

Route	Name	Location	Type	Comments	Status
12	Second Avenue/Locust Grove Road	Colesville Road (in CBD) to Seminary Rd. to Locust Grove to Georgia Ave.-Beltway to Forest Glen Bridge	on-road	Shared use of roadway	E
13	Forest Glen Pedestrian Bridge	Connecting Georgia Ave. (west side) under the Capital Beltway	off-road	The bridge will cross under the Beltway and over the ramps.	P
14	Forsythe Ave./Newcastle Ave.	Stoneybrook Dr. to Linden Ln/Beltway	on-road		P
14	Linden Lane	Capital Beltway to Brookville Road	on-road		P
14	Columbia Blvd.	Georgia Avenue to Sligo Creek Park	on/off road	Connects to Sligo trail where Columbia dead ends	P
15	Seminary Road	Capital Beltway to Georgia Avenue	on-road		P
16	Stephen Sitter Avenue	Linden Lane to Brookville Road	on-road	Through Walter Reed Medical Center	P
17	Brookville Road	Albert Stewart Lane to Linden Lane	off-road	Shared use sidewalk	P
18	East-West Highway	Rock Creek Trail to Colesville Road (in CBD) to Metro /Silver Spring Green Trail	off-road on-road	Shared use sidewalk Shared use of service road	E

Status E= Existing P = Proposed

**Notes**

For descriptive purposes, "Location" may include portions outside relevant Master Plan Area.

Recommendations only apply within relevant Master Plan Area.

Due to constraints created by existing features, it may not be possible to meet AASHTO's bikeway guidelines along all bikeways. Consider striped bike lanes for on-road bikeways.

The third segment is the Metropolitan Branch Trail, a seven-mile bikeway that will originate at the Silver Spring Transit Center in the CBD and end at Union Station in Washington, D.C. An engineering feasibility study for the Metropolitan Branch Trail was completed in 1997 and concluded that the trail is both structurally and economically feasible. A portion of the trail construction began in 1998.

## Recommendations

- **Provide a direct and continuous off-road trail for pedestrians and bicyclists parallel to the proposed Transitway into the Silver Spring CBD.**

An interim, on-street route is only appropriate where the preferred route is not feasible. An interim trail may be necessary in the near term if the permanent trail cannot be constructed due to the alignment of the Transitway. In this case, the most direct route close to the permanent trail alignment is preferred. Options include Third Avenue (and associated “paper” streets), Second Avenue, or First Avenue. The exact location for the interim trail should be determined at the time of the Facility Plan.

- **Provide trail connections to neighborhoods, community facilities, and other destinations.**

The following connections to the Capital Crescent Trail are recommended. Others may be identified during the trail design phase.

- Rock Creek Trail East
- Grubb Road
- Lyttonsville Place Bridge
- Stewart Avenue
- Warren Street/Woodlin Elementary School
- Kansas Avenue

- Talbot Avenue, Lanier Drive, and the Rosemary Hills Elementary School
- Grace Church Road
- Park Sutton Condominiums/Woodside Mews at Lyttonsville Road near 16<sup>th</sup> Street
- Noyes Drive
- Ballard Street

- **Develop trailhead parking for the Capital Crescent Trail near Lyttonsville Place on Brookville Road.**

The Capital Crescent Trail will need support facilities to manage the large and increasing number of users on the hiker/biker trail system. Designated parking and access to the trail are vital to reduce conflicts with residential and commercial parking. A suitable site is the one-acre parcel located at the southeast corner of Lyttonsville Place and Brookville Road. This parcel is currently owned by M-NCPPC and is adjacent to a County-owned parking lot used by employees at the Brookville Road Service Park. This site is also planned to support a proposed station for the future Georgetown Branch Transitway.

- **Design the trail to provide for safety and a good trail experience. Consider separating pedestrians and bicyclists to meet these goals.**
- **Develop a design concept for the trail that enhances the user’s experience and takes into account the following elements:**
  - Aesthetics and comfort: Provision should be made for landscaping, attractive fences and walls, and stopping places with seating. Adequate space between the trail and transitway must be maintained.
  - Visibility: Screening of the trail (and transitway) should be provided where appropriate. In other locations, increased visibility may be needed.

- Opportunities to understand the community and its setting: Vistas and signs could be provided to inform trail users about various areas along the trail, including Rock Creek Park, the Brookville Road Industrial area, the residential neighborhoods, and the history of the railroad corridor.
- Deterring Crime: The principles of Crime Prevention Through Environmental Design (CPTED) should be considered and balanced with other trail design objectives.
- **Acquire additional right-of-way or easements as needed to ensure trail continuity and use of the most desirable and feasible trail design section.**

There are several areas where acquisition of additional right-of-way may be necessary. Final determination should occur during facility planning. Variables include the amount of space needed for different types of transit alternatives, as well as trail design in constrained areas.

- **Ensure that any trail installed before the Transitway will not compromise the future transitway/trail pair.**
- **Provide safe trail crossings of roads and railways. Consider a separate bridge for the trail across the CSX tracks due to the narrow width of the existing Talbot Avenue bridge.**
- **Confirm the recommendations of the Georgetown Branch Master Plan for the trail and transitway.**



# Parks, Community Facilities, and Environmental Resources

*These are essential elements of community life that establish neighborhood identity and provide valuable services and programs.*

## Introduction

Parks, recreation centers, schools, libraries, other public buildings and facilities, and environmental resources are essential elements of community life that establish neighborhood identity and provide valuable services and programs. Their location, condition, and accessibility contribute to neighborhood quality of life and provide a tangible measure of a community's character. Frequent shared use of public facilities in a neighborhood fosters a sense of belonging and commitment, provides places for community interaction, and lessens the fragmentation of urban and suburban life.

North and West Silver Spring neighborhoods have a compact, densely developed residential character. These neighborhoods have a full complement of public facilities—a nearby library, post office, and police station, a fire station, several schools, parks, and some social services.

Much of the appeal and attractiveness of these neighborhoods is derived from their proximity to natural resources, particularly the nearby stream valley parks, recreational facilities, and the urban

forest. Both North and West Silver Spring adjoin major stream valley parks and are also served by local and neighborhood parks and community facilities (see Maps 26, 27, and Table 4). This Plan recommends that the physical connections between the community's resources and the residents be strengthened and improved.

## Recommendations

Strengthen and improve physical connections between community resources and residents.

- Provide community facilities to meet the human service, recreational, security, educational, and other needs of the diverse community.
- Renovate existing facilities and provide new facilities and recreational programs for a wide range of ages, backgrounds, and interests.
- Ensure pedestrian and bicycle access to parks and community facilities.

## Parks and Open Space

North and West Silver Spring are densely developed and opportunities to add to the park inventory in the future will be limited. There are currently 371 acres of parks and open space in the North Silver Spring area and 421 acres in the West Silver Spring area. The stream valley parks, Sligo Creek and Rock Creek, constitute the largest open space component. Rock Creek Park forms the western boundary of North and West Silver Spring and Sligo Creek Park forms the eastern boundary of North Silver Spring.

Recreation options that enrich leisure time and daily activities will vary with age, income, interests, and available facilities. For example, both the *Park, Recreation, and Open Space Master Plan* (PROS Plan) and research completed for the Urban Park and Open Space Concept surveyed users and found a growing interest in walking as a leisure time activity. Attractive paths for walking are relatively available in the stream valley parks and some local parks, but walking to transit and commercial uses is much less inviting. This Plan emphasizes the need to create a pedestrian friendly environment throughout North and West Silver Spring.

The PROS Plan, which identifies active recreational needs for the overall Silver Spring/Takoma Park area, shows a deficiency in the supply of ballfields and basketball courts. The basketball court deficiency for the year 2000 is two courts and is expected to triple to six by 2010. Ballfield deficiency for the year 2000 is three and is projected to double to six by 2010. Recreation facilities to meet PROS needs can be provided at both park and school sites.

Ballfields and basketball courts at the new Blair High School in Four Corners can help meet some of Silver Spring's recreational needs. In addition, Fairview Urban Park, located along Spring Street adjacent to the Central Business District, is being

developed in phases and may be a good location for a basketball court.

## Recommendations

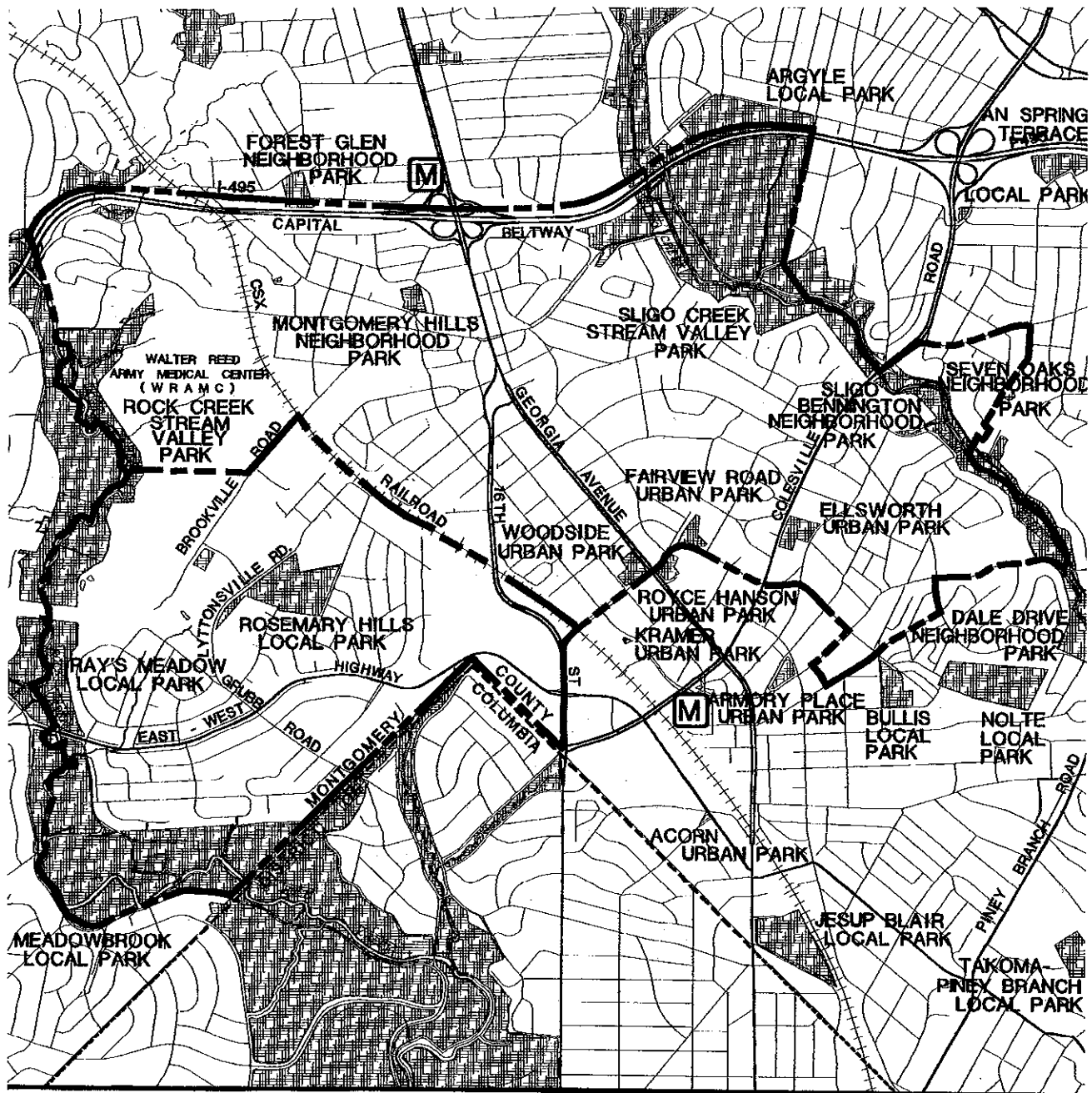
Provide a pedestrian-friendly walking environment throughout North and West Silver Spring, particularly to transit and commercial uses.



- **Preserve and maintain all existing parkland in North and West Silver Spring.**
- **Maintain a varied, well-distributed public open space system that addresses the identification, acquisition, and development of new urban parks and open spaces serving residents, workers, and visitors.**
- **Consider purchase of parcels adjacent to existing urban parks, where feasible and appropriate, if such properties become available, to help meet the recreational needs identified in the PROS Plan and to expand existing urban green space.**

Because North and West Silver Spring are developed, opportunities to increase the number of park holdings will be scarce. One possibility may be to expand the size of existing park facilities. Properties adjacent to existing parks can become available through a variety of means: abandonment, tax sale, change in use, etc. It is recommended that such properties be considered for acquisition and incorporated into the existing park, where feasible and desirable.

- **Complete the Rosemary Hills-Lyttonsville Recreation Center and Local Park reconstruction.**

Rosemary Hills-Lyttonsville is a 17-acre local park that includes a recreation center that is being reconstructed and enlarged. The new recreation center will provide additional recreational opportunities, community meeting



- Master Plan Boundary
-  Parkland
-  Metro Station

0 575 1150 2300 Feet



rooms, and will accommodate a range of programs for all age groups in this diverse, densely populated neighborhood. Parking will be expanded and the existing basketball and tennis courts will be reconstructed. Additional seating areas and improved pedestrian paths leading to the neighborhood are also planned.

- **Continue Development of Ellsworth Urban Park**

Additional development at Ellsworth Urban Park should be considered in the long-term to enhance the Colesville Road edge of the park as a gateway to Silver Spring. Currently, this portion of the park contains a vacant lot and a house leased to Montgomery County. When the County no longer requires use of the house, it will be removed and both lots incorporated into the park. Any additional facility development would mainly consist of pathways, landscaping, and seating areas.

- **Emphasize connections, ease of access, and safety by providing a comprehensive system of inter-connected urban parks and open spaces with public safety in mind.**
- **Examine all parks in the Master Plan area to promote design refurbishing and possible physical modifications consistent with Crime Prevention Through Environmental Design (CPTED) principles.**

Each park within the Master Plan area should be analyzed to determine if it meets CPTED principles. Many of the parks in North and West Silver Spring are some of the Commission's earliest holdings; they should be assessed from the perspective of visibility and street surveillance to ensure public safety. Each park design should be consistent with the CPTED principles.

- **Acquire a trail easement on the triangular piece of property opposite Leonard Drive at East-West Highway to provide a possible local neighborhood trail connection to Rock Creek Park.**

The subject property could provide a trail connection since an existing traffic signal provides a protected pedestrian crossing of East-West Highway at Rosemary Hills Drive.

- **Consider converting local government facility sites, once they are declared surplus by the County, to parks as a means to meet the active recreational needs identified in the PROS Plan.**

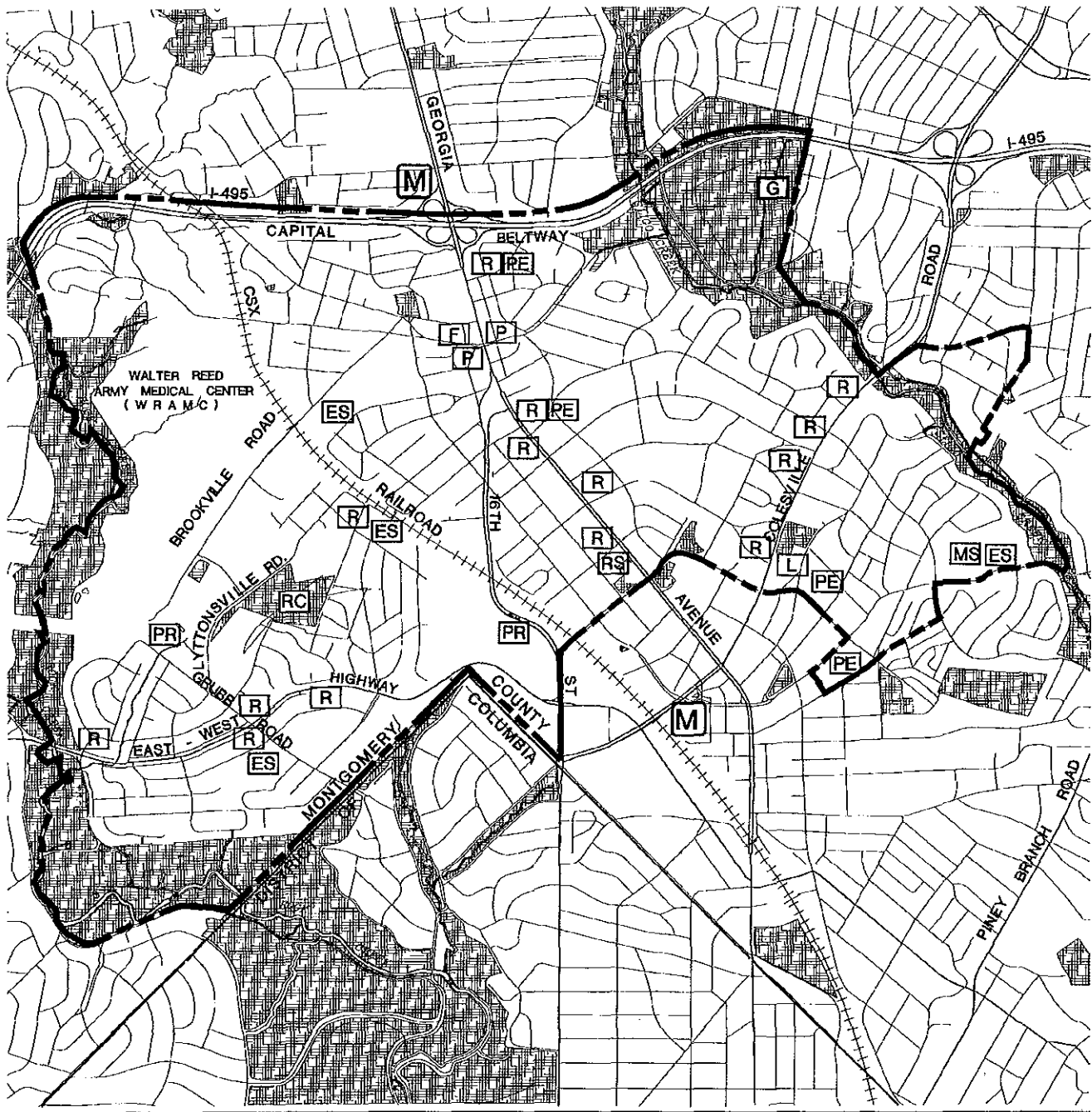
As government facilities consolidate or relocate (e.g., Silver Spring Library, Silver Spring Government Center), each site should be evaluated for possible inclusion in the park inventory. Needs identified in the PROS Plan should be the primary evaluation criteria.

- **Consider a public or private educational use for closed schools before the County declares these facilities surplus. If there is no public or private educational need, consider conversion to a park as a means to meet the active recreational needs identified in the PROS Plan or identify another public use option.**

The former Montgomery Hills Junior High School should be considered for reuse. The County has a process for disposition of closed school facilities that evaluates and determines the appropriate long-term reuse options.

# Existing Community Facilities

Map 27



- |                                |                                    |
|--------------------------------|------------------------------------|
| <b>RC</b> Recreation Center    | <b>M</b> Metro Station             |
| <b>G</b> Golf Course           | <b>PR</b> Private Recreation       |
| <b>F</b> Fire & Rescue Station | <b>P</b> Public Parking            |
| <b>ES</b> Elementary School    | <b>RS</b> Regional Services Center |
| <b>HS</b> High School          | <b>L</b> Library                   |
| <b>PE</b> Private Educational  | <b>Parkland</b>                    |
| <b>R</b> Religious Institution |                                    |

0 575 1150 2300 Feet



- **Evaluate the feasibility of relocating access to Woodlin Elementary School from neighborhood streets to Brookville Road.**

The entrance to Woodlin Elementary School is located on Luzerne Avenue, which is a narrow residential street. The school is adjacent to Brookville Road, an arterial road that can better accommodate the school buses and other traffic associated with the school than Luzerne Avenue.

- **Evaluate any future surplus property at the Walter Reed Army Medical Center to assess suitability for addition to Rock Creek Park.**

Should Walter Reed recreation facilities become federal surplus, these facilities should be examined to determine if they can be used to meet needs identified in the PROS Plan for the Silver Spring/Takoma Park planning area.

- **Renovate existing facilities to serve the needs of diverse communities.**
- **Improve utilization of the fields and track at the former Montgomery Blair High School on Wayne Avenue.**

Ballfields are the facility in shortest supply in the down-County area, both currently and long-term. With large tracts of flat, undeveloped land scarce, down-County fields must be operated at maximum potential to serve the most users. Relocating Montgomery Blair High School to Four Corners and converting the existing building on Wayne Avenue to an elementary and middle school provides a greater opportunity for the public to use the athletic fields. Elementary and middle school fields generally have lower night and weekend school-related use than high school fields. The Blair conversion could increase the availability of ballfields in the down-County area.

- **Retain soccer fields along Sligo Creek Parkway and keep them in safe playing condition.**

Given the shortage of level playing sites of any kind in the down-County area, existing, heavily-used fields must be maintained in a safe condition.

## Environmental Resources

Environmental resources are important indicators of overall quality of life. Residents and employees in urban areas desire pleasant, green surroundings with adequate open space to lessen the impacts of noise, wind, temperature, and glare. As redevelopment occurs within the commercial, industrial, and residential zones in North and West Silver Spring, this will provide an opportunity to improve the aesthetics and the quality of the natural environment for the many residents and workers in these planning areas.

Concentrating growth in urbanized areas reduces regional and County-wide environmental impacts. Local environments have often been adversely affected by past activities. North and West Silver Spring were developed prior to current standards for landscaping, green space, forest conservation, and stormwater management. Today, there are very few sites with development/redevelopment potential in North and West Silver Spring and the infill that may occur will cause little additional environmental impact. Enhanced landscaping and green spaces around new development, larger green areas around new residential development, and managed stormwater runoff to neighborhood streams will create positive environmental, aesthetic, and even economic benefits over time.

Table 4

**Park Inventory**  
July 1998

Park Type	Acres	Park/ School	Play- ground	Soft- ball	Base- ball	Basket- ball Court	Tennis Court	Foot- ball/ Soccer Overlay	Foot- ball/ Soccer Field	Rec. Bldg.
<b>Neighborhood Parks</b>										
Meadowbrook	16.6		1	5	1	1	4		3	1
Montgomery Hills	2.2		1			0.5	1			
Ray's Meadow	9.9		1		1				2	
Rosemary Hills- Lyttonsville**	17.1		1	1		2	4	1	1	
Sligo-Bennington	6.3		1				2			
Sligo Cabin	1.3	Shared	1							
<b>Stream Valley Parks</b>										
Rock Creek SVU#1	137.0		1							
Rock Creek SVU#2***	240.4									
Sligo Creek SVU#2	39.4						2			
Sligo Creek SVU#3	73.5		1						1	
<b>Urban Parks</b>										
Ellsworth	3.6		1				2			
Fairview	2.0		1							
Woodside*	2.3	Closed	1			1	1			
<b>TOTALS</b>	<b>551.6</b>		<b>11</b>	<b>6</b>	<b>2</b>	<b>4.5</b>	<b>16</b>	<b>1</b>	<b>7</b>	<b>1</b>
* Gymnasium/2 lighted handball ** Montgomery County Recreation Department Recreation Center *** Hiker/Biker Trail - Split between both planning areas										

## Air Quality

Air quality problems respect no boundaries, so most air quality policies are implemented at the federal, state, and regional level. Nevertheless, it is important for Montgomery County to do its part in supplementing that strategy by focusing on local initiatives that can reduce vehicle emissions. The Washington metropolitan region is currently classified as a “serious” non-attainment area with regard to federal standards for ground-level ozone, a pollutant for which the U.S. Environmental Protection Agency (EPA) recently tightened standards to protect public health. Even though considerable progress has been made toward reducing emissions that create ground-level ozone, new EPA ambient air quality standards encourage further reductions in vehicle emissions and require many states, including Maryland, to implement their own reduction programs. New standards also have been set for fine particulate matter, another pollutant that results from vehicle and stationary emissions.

While air quality is generally a regional problem, local air pollution nuisances can occur when incompatible uses are located together or when site design does not consider micro-environmental issues. For instance, public gathering places and residential air intakes should be protected from garage, restaurant or other commercial exhaust fumes. A new County air quality ordinance is being developed to address the issue of facility emissions that affect neighboring uses. Early prevention and management of air pollution through site design can help prevent these conflicts from arising, reducing the need for costly retrofits.

## Recommendations

- **Encourage the use of alternatives to automobile transportation to reduce air pollution.**

The recommendations in this Plan to enhance pedestrian access, bikeways, and connections to transit stops support transportation and urban design goals that encourage non-auto trips, which will contribute to improved air quality in the region.

- **Support expanded regional and County programs to reduce air pollution emissions.**

Local programs that need more support include converting government vehicles from gasoline or diesel to compressed natural gas, establishing “Commuter Express Stores” at major employment centers, strengthening the current “Fare-Share” transit discount program, and building on the regional “ENDZONE Partners” program that expands public awareness about reducing use of automobiles, gas-powered lawn equipment, and other pollution sources during air pollution alerts.

- **Design new development and redevelopment to prevent conditions that may create local air pollution nuisances.**

## Noise

Noise prevention and control is an abiding concern for the quality of life in any community. The North and West Silver Spring area contains several sources of significant noise volumes, including large amounts of stop-and-go traffic on several major highways, and commuter, freight, and Metrorail train lines. The area also contains an industrial area with significant truck traffic and several commercial areas. Stationary noise sources can also become nuisances on a site-specific basis.

Effective noise control helps ensure the extended sustainability of a community as a desirable place to live, work, and conduct business. It is the public sector’s responsibility to design roads, streetscapes, and public areas to minimize noise nuisances. For example, noise sources should be located away from public gathering places. The private sector



should plan and design development using the receiving property standards of the 1997 County Noise Control Ordinance as a minimum guideline.

## ***Recommendation***

- **Design new development and redevelopment to prevent conditions that may create local noise pollution nuisances.**

## ***Community Water and Sewer***

Under the County's Comprehensive Water Supply and Sewerage Systems Plan, community (public) water and sewer is available throughout the master plan area and is provided by the Washington Suburban Sanitary Commission (WSSC). The water supply system is adequate to meet the demand of all anticipated development.

Two major trunk sewer lines serve North and West Silver Spring: Rock Creek and Sligo Creek. The WSSC recently upgraded the Sligo Creek Trunk Sewer which has sufficient transmission capacity for projected sewage flows through at least 2010. The WSSC recently performed an extensive review of the Rock Creek Trunk Sewer, which historically has experienced very high peak flows due to extraneous flows of groundwater (infiltration) and rainwater (inflow).

The 1985 Blue Plains Intermunicipal Agreement (IMA) specifies the maximum peak flow allowed at the point that the trunk sewer enters the District of Columbia. The WSSC's review of the Rock Creek sewerage system indicates that the peak flow may exceed the IMA limit in the next ten years if actions are not initiated to reduce the impacts of extraneous infiltration and inflow into the sewerage system. Key elements include an aggressive infiltration/inflow control program and optimized use of the existing Rock Creek sewerage storage facility, in addition to other flow reduction projects. The WSSC will closely monitor flows within the sewerage system to ensure that

appropriate steps are taken to manage the peak flows in conformance with the IMA. The analysis of the Rock Creek sewerage system indicated that, with implementation of the appropriate flow management project, the capacity of this system will support future development in North and West Silver Spring.

## ***Landscaping/Forest Conservation***

Trees and forest play an important role in communities such as North and West Silver Spring, providing shade, aesthetic beauty, wildlife habitat, improved air quality, recreation benefits, and the potential for reduced energy costs for homeowners. North and West Silver Spring have an abundance of mature trees along roads, on private property, and in public parks. Maintaining this existing healthy tree stock is important to the character of the community.

Many street trees planted in the early 20th century are reaching the end of their life span, creating a need for continued support of the County's tree maintenance and planting programs. The conservation and replanting of trees is also accomplished through the application of the County Forest Conservation Law that protects existing forest and requires the planting of new forest and trees when protection thresholds are not met on some development sites. If priority planting areas for forest are not available in the Silver Spring/Takoma Park planning area, then tree cover, including neighborhood planting and street trees, can be utilized to meet planting requirements. Priority areas for additional street trees and landscaping should be identified in the entire planning area by M-NCPPC with the help of DPWT and other appropriate agencies.

Application of urban forestry principles to landscaping projects, on a voluntary basis, can improve the diversity, health and aesthetics of the urban ecosystem. Prior to development, this area of the County contained upland forest areas with

ribbons of riparian forest along the floodplains of the major streams: Sligo Creek and Rock Creek. Today, the stream valley parks contain most of the true forest remaining in the area and serve as the backbone of the “urban ecosystem.” The urban ecosystem consists of native and alien species of trees, shrubs, and groundcover scattered among the pavement and buildings that make up the urban ring communities, and the animal species (including many natives) that rely on those plants.

Urban forestry concepts should be applied both inside and outside the parks to improve the quality of the urban ecosystem. The condition of the natural ecosystems on park land can be improved through careful stewardship of the land outside the parks. Urban forestry principles reinforce existing park policies to reduce alien invasive plants, increase native species in reforestation efforts, and recreate pockets of true forest within the stream valley parks.

The urban forestry concept is not designed to recreate forest as it existed prior to development, but to create pockets of native trees and understory vegetation within the urban ring to better support the remaining natural ecosystem and create a healthy urban ecosystem. Different kinds of native plant species are appropriate depending on whether a site is located in upland or riparian (near-stream) areas. The benefits of applying urban forestry principles include increased resiliency of the urban ecosystem, more diversified habitat to provide food and shelter to native wildlife (both resident and migratory), minimized yard maintenance through natural landscaping, and reduced encroachment of alien and invasive species on remaining forest and park land.

For street tree systems, especially along major highways, a diversity of species is desirable. Even though the use of native species is not always possible in the harsh roadside environment, planting diverse tree species promotes ecosystem health and reduces disease and tree loss. In

addition to street trees, naturalized landscape areas along the Green Trails that connect the stream valley parks and the Countywide trails can also contribute to an enhanced urban ecosystem.

Urban forestry concepts should be applied voluntarily by property owners when making landscaping decisions. This urban forestry concept also provides guidance for Planning Board review of public and private landscaping projects as one objective to be balanced with others. However, this concept does not contradict or expand upon forest conservation or any other existing regulatory programs. Applying urban forestry principles within the urban ring complements existing forest and tree preservation programs.

## *Recommendations*

- **Enhance the natural environment in North and West Silver Spring by creating green spaces, continuing street tree maintenance and planting programs, and identifying locations for improved street tree planting.**
- **Encourage the application of urban forestry principles to landscaping projects to improve the diversity, health and aesthetics of the urban ecosystem and better support the remaining natural ecosystem of the stream valley parks. Key principles include:**
  - Using native plant species for landscape projects.
  - Planting a mixture of overstory trees and understory trees and shrubs.
  - Controlling existing alien invasive species and reducing their further use.

## ***Environmental Standards for Building Design***

Two environmental program areas have the potential to affect the design of redevelopment in North and West Silver Spring. The first is a new County solid waste law that mandates recycling and waste reduction programs for all employers. To meet this requirement and to help meet the County-wide recycling goal of 50% by the year 2000, new development should provide adequate on-site facilities for storage and pickup of recyclable materials at commercial and multi-family residential buildings.

The second program area covers energy conservation programs. The County's Energy Wise program is designed to educate businesses and the public about the pollution prevention benefits of increased energy efficiency. The County also encourages all new construction and building retrofits to follow the County's model energy efficient design standards. An extra benefit may accrue for enhanced interior noise mitigation as well.

## ***Recommendation***

- **Incorporate recycling and energy efficiency programs and standards in the design of new development and, where possible, into renovations.**

## ***Water Quality/Stormwater Management***

This Master Plan area lies within two watersheds: Lower Rock Creek and Sligo Creek. Many streams that drain the area have been placed underground in a storm drain network that empties into small tributary streams feeding Rock Creek and Sligo Creek. Since most of Silver Spring was developed prior to the adoption of stormwater management requirements, these tributary streams are highly

degraded and have poor water quality and biological diversity, according to the *County-wide Stream Protection Strategy* (CSPS). The CSPS identifies the Lower Rock Creek subwatersheds in this planning area and Lower Sligo Creek subwatershed as Watershed Restoration Areas, with the Lower Mainstem of Rock Creek classified as a priority watershed for future studies and project funding.

The mainstem of Sligo Creek has good habitat quality and improving biological conditions, largely due to the extensive improvements to the watershed implemented over the past decade as part of interjurisdictional efforts to improve the Anacostia watershed. Regional stormwater management facilities now control storm flows off the heavily developed headwaters of the watershed, and instream habitat improvements and fish restocking have occurred throughout the lower mainstem.

Even though significant improvement of stream quality in the planning area is unlikely, stormwater management measures applied during redevelopment provide some opportunity to reduce pollutants and storm flows to the newly restored Sligo Creek watershed and the Rock Creek mainstem. These limited but effective stormwater management opportunities are one critical element of a cooperative strategy to develop comprehensive regional watershed solutions with the help of citizens, developers, and public agencies.

Compliance with current stormwater management regulations, enforced by the Department of Permitting Services (DPS), can be expensive and technically difficult to meet in areas with small lot sizes and high existing impervious levels, conditions that are found in the commercial and industrial portions of this planning area.

To address this difficulty, the State and County are working to create new policies for the redevelopment of sites with high existing

imperviousness. The goal is to protect water quality while not allowing stormwater management to become a barrier to redevelopment.

In addition, the County is undertaking Watershed Restoration Studies to identify stream restoration and stormwater management retrofit projects that address stormwater on a watershed basis.

Watershed-based stormwater management is practical and effective in urban areas, providing greater environmental protection than could be achieved through smaller isolated stormwater management facilities.

The following stormwater management options can improve water quality without discouraging development, and can reduce development costs compared to traditional stormwater management structures or required waiver fees. These options can also enhance the aesthetic quality of Silver Spring and help create a “Smart Growth” community. During redevelopment, Silver Spring is an ideal location to implement and test innovative stormwater management policies and techniques. This Plan suggests that the County’s Departments of Permitting Services and Environmental Protection consider Silver Spring a test case and promote the following alternatives for stormwater management.

## ***Recommendations***

The first three recommendations reflect current County policy for stormwater management. The remaining recommendations are innovative stormwater management options.

- **Continue to provide on-site stormwater treatment with effective technologies, where feasible.**
- **Promote comprehensive regional solutions to support further off-site watershed restoration activities in Rock Creek and Sligo Creek using stormwater quantity**

**waiver fees from appropriate developing sites.**

For sites where stormwater flow control is infeasible or inappropriate, waiver revenues will provide critical funding support for public watershed restoration projects, and provide an important offset for the effects of past uncontrolled development.

- **Explore opportunities for joint stormwater management and instream habitat projects among the County, M-NCPPC and other organizations. Multiple funding sources should be examined for these projects, including state and federal grant programs.**
- **Explore opportunities to create linear stormwater ponds/wetlands within urban open spaces or along greenways.**

Stormwater treatment for multiple small parcels can be consolidated in linear ponds or wetlands located in urban parks and public open space. A related option is to ‘daylight’ urban streams by converting a stream channel that had been enclosed in a storm drain to a more natural open channel. These water features can be attractively landscaped and can serve as a focal point linking the natural environment in Sligo and Rock Creek parks to the built environment.

- **Promote the use of areas designed to increase infiltration within required open or green space.**

Pavement areas should be designed to increase the infiltration of rainfall wherever possible. Acceptable techniques might include alternative pavers, soil amendments and conditioning, small bioretention areas, rooftop gardens, disconnection of impervious cover, or other landscaping techniques that increase infiltration or enhance natural hydrology.

- **Improve permeability of surface parking areas with green space that increases infiltration.**

Commercial and industrial areas often have surface parking lots that generate large amounts of stormwater runoff. Techniques that increase infiltration within the parking lots, such as bioretention areas and disconnection of impervious cover, can reduce the dependence on structural solutions.

- **Expand voluntary business pollution prevention programs within the industrial and commercial zones.**

The County currently has two water pollution prevention programs. The Clean Water Partners Program is a cooperative venture between businesses and the County that encourages businesses to pledge protection of water quality through a variety of on-site procedures, including changes in the use of hazardous chemicals and pollution prevention preparedness. The County also educates businesses and the public about the impact of leaking automobile fluids on water quality.

*Appendix A:*

Glossary of  
Selected Terminology



## Appendix A: Selected Terminology

Action Strategy Report: A document that identifies specific short- and long-term actions necessary to implement a Master Plan's recommendations.

Annual Growth Policy (AGP): A policy document adopted annually by the County Council intended to facilitate and coordinate government's powers in limiting or encouraging growth and development in the County within master plan and zoning limits. It includes criteria and guidance for the administration of the Adequate Public Facilities Ordinance, and establishes development capacity Staging Ceilings for each policy area of the County. The overall purpose is to match the timing of private development with the availability of public services.

The AGP is prepared by the Planning Board based on data collected through administration of the Adequate Public Facilities Ordinance and through population and housing projections. It is prepared in close coordination with the Executive's Capital Improvements Program and is transmitted to the County Executive in Final Draft Form. The County Executive submits recommendations in writing to the County Council, and Council, after public hearings, must adopt the AGP by June 30 of each fiscal year.

Annual Master Plan Status Report: A document prepared once a year by planning staff for presentation to the Planning Board and the County Council. This report provides a brief overview of the positive steps that have been taken over the past year to implement master plan recommendations. It highlights those areas, where there has been a lack of progress or where significant community concerns still remain, and highlights those high-priority, short-term measures still needed.

Critical Lane Volume (CLV): The sum of traffic volumes that cross at one point in an intersection. A technique used to determine the level of service of an intersection in a local area transportation review.

Level of Service (LOS): A traffic engineering term that describes relative operating conditions and congestion levels on a segment of roadway or at an intersection. There are six levels, ranging from free flowing conditions (level of service "A") to very heavy traffic, extremely unstable flows and long delays (level of service "F").

Minor Master Plan Amendment: A process that allows for plans to be modified before a major master plan update is undertaken and also provides for occasional clarifications of previously adopted master plan recommendations. The County Council and the Planning Board have agreed on several broad parameters for this process including that: the minor master plan amendments should address only a limited number of issues, which serve to enhance the spirit and intent of the master plan; and the initiation of minor master plan amendments will be guided by trigger mechanisms in adopted master plans.

Moderately Priced Dwelling Units (MPDU): A dwelling unit which meets lower price levels specified under Chapter 25A of the Montgomery County Code. The levels are adjusted annually by the County Executive. For developments of 50 or more units, at least 12.5 percent of units must be MPDUs.



Municipal Annexations: Certain incorporated municipalities within Montgomery County (e.g., the City of Rockville and the City of Gaithersburg) have their own planning and zoning powers. On occasion, these municipalities may expand their borders through a process known as annexation which may be initiated by the land owners/residents or by the City. Annexations are bilateral agreements between municipalities and landowners that are regulated by State law. Subsequent changes in zoning are made by those municipalities, not by landowners or the County. According to state law, however, the Montgomery County Council must consent to any annexation where the land is placed by the Mayor and Council in a zone that allows a substantially different land use than that recommended by the current county master plan covering the property. As a matter of law, the issue of density or intensity of use may be considered in judging issues of consistency between the county's Master Plan and the City's proposed zoning. If the County Council does not consent, the property owner may wait five years and then request a change in the zoning, which requires no County review.

Peak-Hour Trips: Trips made in any transportation mode during the busiest hour within the morning (7-9 am) and evening (4-6 pm) peak periods.

Pre-preliminary Subdivision Plan: An optional step in the subdivision process allowing an applicant to submit a plan for review of development suitability.

Preliminary Subdivision Plan: A plan for a proposed subdivision or resubdivision of land submitted under Chapter 50, Subdivision, of the Montgomery County Code, to be prepared and submitted for action by the Planning Board prior to preparation of a record plat.

Primary Residential Street: A street that provides a moderate level of traffic service and a high level of land access. (Two travel lanes are provided.) Residences are usually allowed to have driveways on this type of street.

Public Projects/Mandatory Referrals: Public agencies at the federal, state, or local levels may implement projects such as schools, libraries, parks, or roads which are considered to be in the public interest. As such, these projects are not subject to the rigid requirements of the Zoning Ordinance. Before being implemented, however, such projects must be reviewed by the Montgomery County Planning Board pursuant to Article 28, #7-112 of the Maryland Code. One of the major purposes of this review authority is to assure that public land acquisition and development are compatible with surrounding development, both existing and planned. Mandatory referral recommendations are not binding on the public agency but do provide an opportunity to encourage the agency to modify its proposals, where necessary, in order to improve their compatibility with the surrounding land uses.

Record Plat: A subdivision that has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

Resubdivision: A change in any lot line of a recorded lot or parcel of land. Resubdivision may include the assembly of recorded lots or parts of lots. A resubdivision is a subdivision.

Retro-fit: To add a complementary element to an already existing environment.

Right-of-Way: A strip of land occupied or intended to be occupied by a road, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main or for other special use. To be shown on a record plat as separate and distinct from the adjoining lots or parcels and not included within their dimensions. Rights-of-way maintained by a public agency shall be dedicated to public use on the plat.

Road Code: Chapter 49 of the Montgomery County Code that specifies how streets and roads are to be constructed, used and abandoned.

Schematic Development Plan: A development plan for Planning Board review and County Council approval submitted as part of an application for the rezoning of land into floating zones at the option of the applicant. Such schematic development plans limit development to that specified in the application.

Secondary Residential Street: A street that provides very limited traffic service and a very high level of land access. This street is intended to serve the immediate residential area only. Sidewalks are usually appropriate. Bicyclists should use the travel lane.

Sectional Map Amendment: A comprehensive rezoning, initiated by the Planning Board or County Council, covering a section of the County and usually including several tracts of land. It normally follows adoption of a master plan. The County Council must hold a public hearing on a proposed sectional map amendment. Since enactment of a sectional map amendment is considered a legislative action of the government and is intended as a comprehensive implementation of public policy, it does not require, as does a local map amendment, a finding of a change in the character of the neighborhood or a mistake in the original zoning.

Sector Plan: A master plan for an area surrounding a transit station, a central business district or other small area of intense development.

Setback: The required distance that a proposed structure or parking area must be located from the property lines or from other buildings. Setbacks are specified in certain zones. (See Building Setback.)

Single-Family Housing: A dwelling unit with kitchen and bath facilities, and varying numbers of bedrooms intended to shelter one household. Single-family housing includes detached houses and attached townhouses.

Site Plan: A detailed plan, required in certain zones, that usually shows proposed development on a site in relation to immediately adjacent areas. It indicates roads, walks, parking areas, buildings, landscaping, open space, recreation facilities, lighting, etc. Site plan review is required of all floating zones and as a result of the use of optional development provisions of other zones. Further, certain parking facilities that fall under the provisions of the off-street parking section of the Zoning Ordinance are also subject to site plan review. The Planning Board approves the site plan after preliminary subdivision plan approval and before building permits can be issued.

Slope Easement: An easement to permit the creation and maintenance of slopes necessary to stabilize construction or to stabilize lands adjacent to construction.

Special Exceptions: Most zoning classifications include a set of “permitted uses” (by matter of right) and a set of “special exception” (or conditional) uses. The latter are uses that, because of the level or nature of the activity associated with them, must be carefully reviewed before being allowed to be developed on land in that zoning classification. In addition, they must satisfy additional standards beyond the basic standards of the zone. In residential areas, for example, special exception uses include, among others, child day-care facilities for more than eight children, medical clinics, and horticultural nurseries. Gas stations are almost always special exception uses in the commercial zones. Special exception uses and the standards for their review are located in Chapter 59-G of the Zoning Ordinance.

Steep Slope: A slope in which the percent slope equals or exceeds 25 percent, or 15 percent when the associated soils are considered highly erodible by the USDA Soil Conservation Service Highly Erodible Land Report for Montgomery County.

Stormwater Management (SWM): The application of various techniques for mitigating the adverse effects of stormwater runoff.

Streetscape: The environment of the public right-of-way as defined by adjacent private and public buildings, character of the pavement and street furniture, and the use of the right-of-way.

Street Width: The shortest distance between curbs measured at right angles to the center line of the street.

Subdivision: (1) The division of a lot, tract or parcel of land into two or more lots, plots, sites, tracts, parcels or other divisions for the purpose, whether immediate or future, of sale or building development. (2) The recombination of lots previously created into a new configuration.

Transferrable Development Rights (TDRs): Local law permits development rights to be transferred from one parcel to another in order to achieve specified public policy objectives, such as the preservation of agricultural land and rural open space. In Montgomery County’s Agricultural Reserve, property owners may develop one dwelling unit per 25 acres, or transfer their development rights to other designated properties, at a rate of one unit per five acres. If a property owner chooses to convey his development rights elsewhere, this conveyance is recorded in the County’s land records to ensure that the property, known as a *sending area*, has been affected accordingly.

Those properties which are designated on a master plan and by zoning to receive transferred development rights are known as *receiving areas*. The addition of development rights permits a higher density of development than that permitted by the base density, but the density may not exceed that recommended in the master plan. Development rights are transferred by easement and the transfer is recorded in the County land records.

Transitway: Right-of-way designated for exclusive use by transit vehicles, including rail or bus.

Transportation Capacity: A measurement of the amount of residential and commercial growth a planning area can sustain, based on the amount of road and transit system assumed.

Trip Mitigation: Alleviation of driving alone during peak commuting hours by encouraging travelers to use alternatives, especially at the most congested times of the day. Alternatives include carpools, vanpools, public and private transit, bicycling, walking, compressed and flexible work schedules and telecommuting.

Urban Boulevard: The major street or streets in a CBD, with well-defined streetscape consisting of wide sidewalks, a distinct type of street tree and wide, clearly marked pedestrian crossings.

Urban District: A County special purpose tax area for an urban location. Urban districts are established in Bethesda, Silver Spring and Wheaton.

Variance: Relief granted by the Board of Appeals to a property owner from the requirements of the Zoning Ordinance regarding frontage, setbacks, and in certain circumstances, building height limits. The property owner must demonstrate that strict application of the zoning regulations would result in unusual practical difficulties or undue hardship because of exceptional conditions of shape, topography, or other situations peculiar to the property.

Vehicular Capacity: A measure of the maximum number of vehicles that can pass through a given road segment or intersection during a given time period under prevailing roadway conditions. (See Level of Service.)

Zoning: The division of a locality into districts for the purpose of regulating the use of private land. All land in Montgomery County is zoned. Within each zone, the County Zoning Ordinance permits certain uses by right and allows others conditionally through special exception. The Ordinance also excludes certain uses from each zone. These zones are shown on an official atlas which is part of the Zoning Ordinance. Within each of these districts, the text of the Zoning Ordinance specifies the permitted uses, the bulk of buildings, the required yards, the necessary off-street parking, and other prerequisites to obtaining permission to develop. The County Council acting as the District Council makes final decisions on the application of both Euclidean and floating zones.

Maryland law permits the use of two types of zones, Euclidean and Floating zones. There are important distinctions between the two that affect the manner in which they can be employed.

- **Euclidean Zones**: A Euclidean zone contains fixed standards. Certain uses are permitted in these zones, but they are subject to fixed requirements such as lot size; front, side, and rear yard building setbacks; and maximum height. Application for a Euclidean zone may be made either by the property owner, contract purchaser, or the government, and thus it may be applied by local map amendment or sectional map amendment.
- **Local Map Amendment**: A change of zoning, normally sought by a property owner or other person having a proprietary interest. Applications for local map amendments may be filed anytime and are considered according to procedures specified in the Zoning Ordinance. A local map amendment can include more than one tract of land. Land can be combined for the purpose of rezoning. Local governments receive notice of zoning cases abutting their boundaries, but have no veto power. They provide advisory testimony as do other abutting property owners. Approval of a local map amendment normally requires the affirmative vote

of a majority (five members) of the County Council. If the proposed rezoning is contrary to the zone recommended in a master plan, however, approval requires an affirmative vote of six Council members, unless the Planning Board has recommended in favor of that approval, in which case a five-vote majority of the Council is sufficient for approval.

- Sectional Map Amendment: A comprehensive rezoning, initiated by the Planning Board or County Council, covering a section of the County and usually including several tracts of land. It normally follows adoption of a master plan. The County Council must hold a public hearing on a proposed sectional map amendment. Since enactment of a sectional map amendment is considered a legislative action of the government and is intended as a comprehensive implementation of public policy, it does not require, as does a local map amendment, a finding of a change in the character of the neighborhood or a mistake in the original zoning.
- Floating Zones: A floating zone is more flexible and similar to special exceptions in that the County Council must find that the proposed zone is compatible with the surrounding area and meets the purposes of the zone. Findings of change or mistake, required for granting a Euclidean zone, are not required for a floating zone. Some floating zones require master plan recommendation and are interpreted individually at the time of application.

All floating zones require Planning Board approval of a site plan for development of the property prior to the issuance of a building permit.

## *Appendix B:*

# Montgomery Hills Commercial Center Economic Health Analysis



# Montgomery Hill Commercial Center Economic Health Analysis

Maryland-National Capital Park & Planning Commission,  
Montgomery County Department of Park and Planning,  
Research and Technology Center

January, 1998





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# Montgomery Hills Commercial Center Economic Health Analysis

## A. Overview

Montgomery Hills, located just inside the Beltway along Georgia Avenue, is an older commercial district providing shopping opportunities and limited office related activities to the local, and to a lesser extent, the regional market. Retailing occupies two-thirds of the 230,000 square feet of building space; office activity accounts for less than 20 percent of the commercial space. Some of the buildings in the area date back seventy years. The two-story Tudor style row of buildings on the west side of the 9400 block of Georgia Avenue and the 1900 block of Seminary Road were built in the 1920s.

The area's success is tied to a combination of strong local demographics and regional access. Factors that limit retailing success are: poor local circulation, inadequate parking, and need to refurbish older buildings if they are to remain competitive and attract quality tenants. The limited success of the area is not due to a lack of market support, but rather, characteristics of the area's physical environment. The area appears weathered, but its prognosis is favorable; by capitalizing on the strengths and treating the deficiencies, the district can do even better economically.

### Purpose

The purpose of this study is to evaluate the economic health of the Montgomery Hills commercial center. It has been completed as a resource for the Silver Spring/Takoma Park Community-Based Team in conjunction with the update of the North and West Silver Spring Master Plan. The report documents the current physical characteristics of the area, summarizing both its competitive advantages and deficiencies, along with a profile of the area businesses. Locational attributes and neighborhood demographics are also evaluated to determine the potential market support for retailing. These elements are reviewed together to develop potential action strategies for the area to assure and improve the economic strength of the community.

### Study Area

The Montgomery Hills commercial center covers roughly 18 acres along both sides of Georgia Avenue from just south of the Beltway to Sixteenth Street (Refer to location map). Commercial properties on the east side of Georgia Avenue are shallow, extending roughly 100 feet. On the west side, commercial parcels are generally deeper, ranging from less than 100 to 400 feet.



## Report Format

The report comprises 6 sections:

- Findings
- Tenant, Broker, Owner Interviews
- Existing Conditions
- Retail Market Analysis
- Office Market Analysis
- Potential Actions

## **B. Findings**

- Most area businesses contacted consider the area healthy.
- Ground floor retail space in commercial buildings is fully occupied.
- Retail space turnover for ground floor retail space is minimal according to area retailers who were interviewed.
- According to business and property owners who were interviewed, the area's greatest assets include the high volume of traffic along Georgia Avenue and strong neighborhood demographics.
- Interviewees expressed a shortage of parking, poor local circulation, and congestion as the area's major drawbacks.
- Most commercial blocks are deficient in parking.
- Half of the businesses contacted believe the area has improved over the last several years.
- Several merchants expect positive impact on Montgomery Hills from the Downtown Silver Spring Town Center development proposal.

## C. Tenant, Broker, & Owner Interviews

Interviews with tenants, real estate brokers, and property owners provide valuable insights to the economic health of Montgomery Hills. Twenty interviews were completed including a minimum of two interviews from each of the district's commercial blocks. Opinions were sought on the area's performance, outlook, concerns, and ideas for ways to improve the area.

1. Just over half the respondents consider the area healthy.

While the majority of interviewees considered the area healthy, one retailer felt the area was doing poorly, the others considered the overall performance of the commercial area fair.

2. The area's strongest assets according to respondents were the high volume of traffic along Georgia Avenue and strong neighborhood demographics.

Additional positive aspects of the area include regional access, visibility, proximity to the Capital Beltway, character of older buildings, recent building improvements and the addition to Seminary Place.

3. Fifty percent of the interviewees stated the area has improved, 30 percent feel it's stagnating, 20 percent feel the area has declined in recent years.

Signs of the area's improved status included higher sales, greater activity in general, the addition to Seminary Place and improvements made to area buildings. Current development proposals for the Silver Spring are seen as having a positive impact on Montgomery Hills. Many respondents feel that some of the buildings are run down and in need of a refurbishment. The 9400 block of Georgia Avenue was mentioned several times as needing upgrading.

4. Over half the interviewees consider local circulation and/or congestion to be the greatest problems.

The high volume of traffic appears to be both a blessing and a curse among retailers. Turn restrictions on Georgia Avenue make local circulation difficult during peak traffic periods. The lack of convenient parking is also a major issue.

In addition to improving local circulation, interviewees recommended better lighting along sidewalks, improving parking and the visibility of public lots, and upgrading the appearance of the area.

## D. Existing Conditions

The limited success of the commercial center is not a result of a lack of market support, but rather, the physical characteristics of the area. Circulation problems, lack of ongoing maintenance of older buildings, and limited parking undermine the area's potential.

### Physical Layout and Circulation

Montgomery Hills is situated along one of the County's busiest north-south thoroughfares, Georgia Avenue, one block from a Beltway interchange. As part of a regional transportation system it is difficult for the area to function as a neighborhood retail center. To keep traffic moving during peak traffic periods, turning restrictions have been placed along Georgia Avenue making local circulation difficult. At the same time, good regional access and increased pass-by traffic provides for potentially greater market support and additional retailing opportunities. There is little, if anything, that can be done to increase the amount of development within the current commercial zoning envelope, since there is limited vacant land and most of the existing buildings are close to Georgia Avenue.

1. The pattern of commercial development along Georgia Avenue predates regional traffic flow on this major north/south corridor.

Parts of the Montgomery Hills commercial area date back seventy years. The two-story Tudor style row of buildings on the west side of the 9400 block of Georgia Avenue and 1900 block of Seminary Road were built in the 1920s. Commercial development over the next 40 years moved north and south along Georgia Avenue from Seminary Road. The group of buildings directly across the street, containing Ace Hardware, Bigg Wolf Video and the Tropical Aquarium, were built in the 1930s. The 9300 block of Georgia Avenue containing Woodside Deli was completed in the 1940s, and then the 9200 block in the 1950s. Most of the area's buildings were completed by the mid 1960s when the Beltway opened. Development during the last twenty years has been predominantly infill, with the latest significant development coming in 1993 with the completion of the row of in-line stores between the former Peoples Drug and Safeway, now CVS, West Coast Video and Staples, respectively. The area is considered nearly built-out; any new development would most likely require demolition and even more limited parking than exists today.

2. Increased regional traffic flow negatively impacts local circulation.

Increased regional traffic aggravates congestion in Montgomery Hills. Left hand turn prohibitions along both the north and south-bound lanes of Georgia Avenue, from the Beltway to Sixteenth Street, during the morning and evening peak periods limit access to retailers. This has a negative effect on existing retail tenants and reduces the attractiveness of the area to new retailers.



## Parking

Lack of parking and small building floor plates make it difficult to market space to newer retail forms. Multiple ownership of buildings within a single block makes building rehabilitation unlikely.

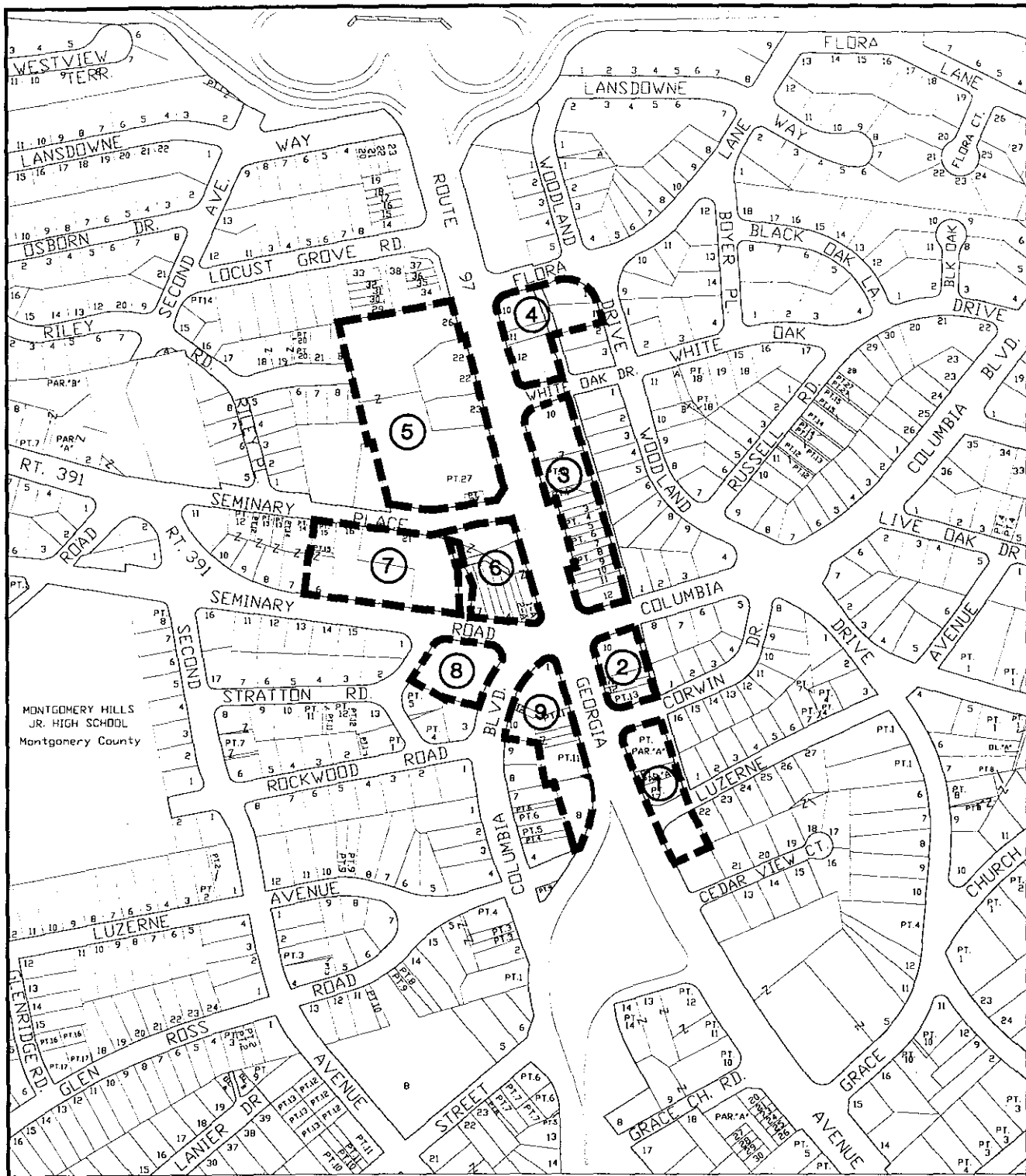
### 3. Lack of adequate and convenient parking is a problem for retailers.

Among retailers interviewed, lack of parking was viewed second only to local circulation/traffic as the most critical problem facing the area. General rules of thumb for parking are 4.0 spaces per 1,000 square feet of gross building area for office and 5.0 per 1,000 square feet of general retail space; the ratio is higher for restaurants. The overall parking ratio for the district is 3.04 per 1,000 square feet. This includes all parking spaces within the district, including metered street parking, public lots, and private lots outside the commercial area used by businesses within the area. The following table shows parking ratios for each block (refer to map 2).

**Parking Space by Block**

Block #	Parking Spaces	Office GFA	Retail GFA	"Other" GFA	Total GFA	Parking Spaces per 1,000 sq.ft.
1	54	0	18,100	0	18,100	2.98
2	32	0	6,600	2,700	9,300	3.42
3	67	2,800	27,900	12,800	43,500	1.54
4	78	20,900	6,600	0	27,500	2.83
5	232	0	47,000	0	47,000	4.94
6	51	1,900	19,400	5,500	26,900	1.90
7	90	0	14,700	12,500	27,200	3.31
8	68	0	0	0	0	n/a
9	56	20,800	10,100	2,100	33,000	1.69
Total	728	46,400	150,500	35,700	232,600	3.13
Note: Columns and rows may not total due to rounding.						

# Block Identification Numbers



Block ID Number

0 400 800 Feet



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Of the nine blocks that make up the Montgomery Hills commercial area, only Seminary Place (block # 5) came closest, at 4.9 spaces per 1,000 square feet, to meeting the industry accepted parking ratio of 5 spaces per 1,000 square feet of retail space. Block 9 has the lowest parking ratio at 1.60. The corner office building at 9300 Georgia Avenue, included in block 9, has no on site parking, which is reflected by its poor market performance.

In addition to availability of parking, the convenience of parking is also an important component of where people decide to shop. Parking spaces need to be a convenient distance and provide a safe and unencumbered route from car to destination. Acceptable walking distance from parking to shopping should not exceed 400 feet. While the area's two public parking lots are centrally located, they do not satisfy the overall demand for space or provide a safe and convenient walk to area shops and businesses. In addition, many businesses report that shoppers are unaware of public parking, due to poor visibility and inadequate signage.

### **Buildings**

#### **4. Changes in retailing form and requirements of new retail chain tenants do not conform with older buildings.**

Floor plates of older buildings are too small for increased space demands of newer chain retailers. The lack of convenient parking is an especially acute problem for these older buildings. In combination, the smaller tenant spaces and lack of convenient parking, make it difficult to attract a larger assortment of tenant types.

#### **5. Refurbishment and upgrading building appearance limited to larger properties.**

Individual property ownership patterns and minimal financial incentive to improve the appearance of the buildings limit upgrade. While several renovations have occurred on larger buildings, blocks with several small buildings appear neglected and need of refurbishment. Without the coordinated action of property owners to refurbish buildings, it is possible that individual owners may not envision a benefit in improving the appearance of their own property.

#### **6. A change in retail use for many of the older buildings may require a large amount of capital relative to the potential investment return.**

Depending on the change in use and whether or not the space was previously used by a similar type of activity as defined by the building code (BOCA), the conversion process for a new tenant can vary from simple to complex. If a change in use and/or occupancy permit is required, the financial costs may be overwhelming. Older buildings planning a major rehab or considering a change of use often incur the expense of compliance with current building, life safety and access codes.

## **E. Retail Market Analysis**

Montgomery Hills provides shopping opportunities and limited office related activities to the local, and to a lesser extent, the regional market. Based on field surveys conducted by Research staff and data compiled from the Tax Assessor's parcel file, there are approximately 230,000 square feet of commercial space at Montgomery Hills.

Retailing is the predominant commercial activity in Montgomery Hills, occupying two-thirds of the study area's commercial space inventory. The office sector plays a smaller role in the study area's business base, accounting for less than 20 percent, or roughly 46,000 square feet, of the area's commercial space. The type of office tenants attracted to the area tend to be small local business professionals. Also included in the area's commercial space inventory is the 12,500- square-foot Montgomery Hills Fire Station, which is included in the 35,674 square feet of building space classified as "other" (in addition to residential units and storage, space of undetermined use was also categorized as "other"). The table on the following page provides a breakdown of activities by use.

### Montgomery Hills Retail Market

1. **Just over 50 percent of the area's retail businesses are considered neighborhood serving, providing the day-to-day goods and services required by nearby residents.**

Neighborhood-serving retail represents just over 50 percent of the occupied retail space. The center's great regional access also attracts a number of regional or specialty stores, representing 35 percent of the retail space. Major regional tenants include Staples, Computer Age, and the Washington Golf Center. Proximity to the Capital Beltway is the location impetus for the large number of auto-related businesses.

2. **First floor retail space is fully occupied.**

The area's strong market is reflected by full occupancy of first floor retail space. Vacant space located on second and third stories of area buildings, which could be used for retailing totals 1,337 square feet, less than 1.0 percent of the area's non-office space.

3. **Retail space turnover for ground level retail space is minimal according to area retailers.**

Excluding the refurbished and expanded Seminary Place, most tenants have been in the area for over ten years. The small retail strip along the west side of the 9300 block of Georgia Avenue (block 9) was pointed out as experiencing tenant turnover regularly. One long term retailer of that block explained that "turning restrictions on Georgia Avenue and limited parking were the reasons for greater turnover. However, following the upgrade of the center within the last year, higher quality tenants have moved in."

### Montgomery Hills Commercial Space Inventory, 12/98

Activity	Total Establishments	Estimated GFA	Major Categories % of Total
<b>Retail Activities</b>			
<b>Neighborhood Retail</b>	<b>31</b>	<b>76,000</b>	<b>32.7%</b>
Bank	1	3,400	
Food & Drug	2	23,100	
Eating & Drinking	11	18,400	
Hair & Nails	6	7,300	
Miscellaneous	11	23,800	
<b>Retail Specialty</b>	<b>15</b>	<b>53,200</b>	<b>22.9%</b>
<b>Auto Related</b>	<b>9</b>	<b>21,300</b>	<b>9.2%</b>
<b>Sub-Total</b>	<b>55</b>	<b>150,500</b>	<b>64.7%</b>
<b>Non-Retail Activities</b>			
<b>Office</b>	n/a	<b>46,400</b>	<b>19.9%</b>
-Occupied	n/a	40,200	
-Vacant	n/a	6,100	
<b>Other/Unknown</b>		<b>23,200</b>	<b>10.0%</b>
-Occupied	9	21,800	
-Vacant	2	1,300	
<b>Public</b>	1	<b>12,500</b>	<b>5.4%</b>
<b>Sub-Total</b>	<b>n/a</b>	<b>82,100</b>	<b>35.3%</b>
<b>Grand Total</b>	<b>n/a</b>	<b>232,600</b>	<b>100.0%</b>

Source: Data compiled from a combination of field visits and the Tax Assessor's Parcel File.

4. **Low rents in older buildings, relative to new centers, attract lower sales per square-foot tenants.**

Many start up businesses and tenants with low sales per square-foot locate in older buildings. Second floor space attracts small tenants and turnover appears to be higher.

5. **The retailing pattern is segmented.**

Small buildings and multiple owners result in a segmented retail environment. There is little opportunity for the synergy created by complimentary uses to be located next to one another for convenient one stop, multiple destination shopping that is achieved at larger centers under single management control.

### **Area Demographics**

The primary trade area for Montgomery Hills neighborhood retail goods and service is approximately a one mile radius (the primary trade area is defined as the geographical area where the majority of dollars spent on retail goods and services will come from). The boundaries include Dennis Avenue to the north, Colesville Road to the east, Spring Street to the south and Sixteenth Street and the CSX railway tracks to the west (refer to map 3). Regional-serving shops have much larger market areas that vary by retailer.

6. **The primary trade area for the Montgomery Hills commercial center reflects the surrounding retail competition and physical barriers limiting access to the area.**

Neighborhood retailing destinations at Kensington, Wheaton, Silver Spring and to a lesser extent Four Corners provide competition for Montgomery Hills neighborhood retailers. In addition, the CSX tracks to the west and Capital Beltway provide natural barriers which limit access to the Montgomery Hills commercial center.

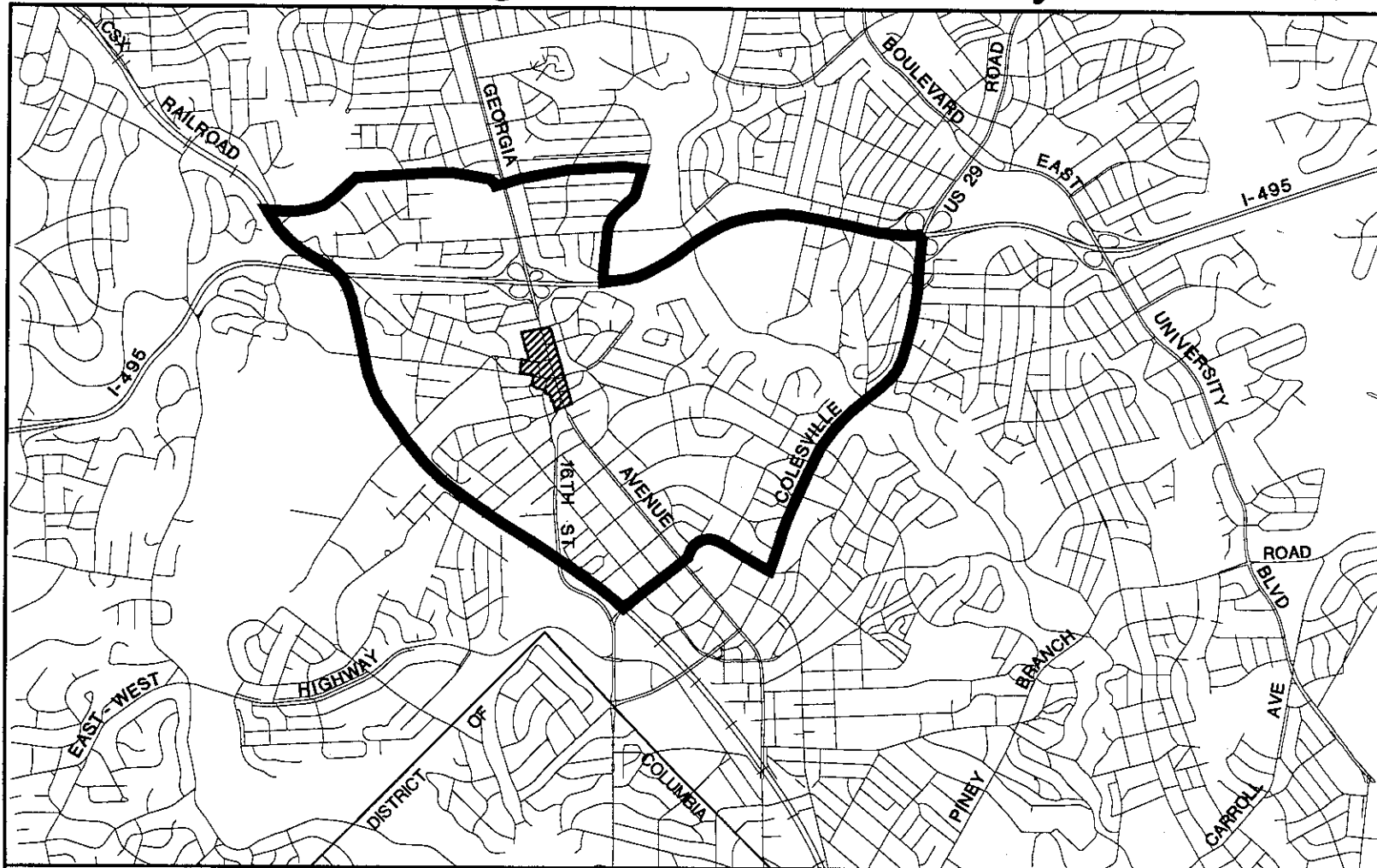
7. **The primary trade area population remained stable between 1990 and 1995.**

Total population for the primary trade area is estimated at 11,900, decreasing less than 1 percent over the five year period. As younger households have started to move into the area, the population is expected to increase slightly, due to an increase in the average household size.

8. **The estimated number of households increased from 5,400 to 5,460 between 1990 and 1995.**

Minimal household growth within the primary trade area is projected due to a lack of vacant sites within the area.

# Montgomery Hills Neighborhood Retail Primary Market Area



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- Trade Area Boundary
- Montgomery Hills Commercial Center

0 1500 3000 Feet



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9. The 1995 average household income for the primary trade area is estimated at \$69,700.

The average household income in the market area is the highest among the greater Silver Spring residential communities, but lower than Montgomery County's. The highest average household incomes, exceeding \$125,000, were found in the neighborhoods just north of Spring Street between Georgia Avenue and Colesville Road.

#### Supportable Space Analysis

The estimation of the potential retail space that can be supported in Montgomery Hills is limited to neighborhood serving retail goods and services. The area's specialty stores draw from a much larger market area and would be based on individual tenant assumptions. General comments regarding the specialty and regional stores are provided.

10. With an estimated expenditure of \$22 million by primary area residents for grocery store goods and services, Montgomery Hills could support a full service, 40,000-square-foot-plus grocery store.

Area grocery store space totals 14,700 square feet. The likely inclusion of a Fresh Fields as a tenant at the proposed Downtown Silver Spring Center would fill some of the unmet demand for grocery store space in the area.

11. The lack of vacant land for a larger grocery store provides the opportunity for smaller retailers specializing in food services retailing and other related grocery goods and services product lines to fill the current under supply in the market.

Possible grocery related retailing opportunities include potential support for a bakery, convenience store, natural foods and health store, or a general home products store.

12. Sniders Super Market is a 14,700-square-foot grocery that performs at a level of a grocery store double its size.

While the Sniders Super Market on Seminary Road is small and inefficient by today's grocery store standards, its high level of customer service and success in dealing with its physical deficiencies is a testament to great marketing and providing a quality product. The loyalty of Sniders Super Market customers is head and shoulder above the competition and should be a lesson to other retailers. Sniders Super Market is an anchor and important underpinning of the commercial and residential communities neighboring Montgomery Hills.



**13. The area's eleven eating and drinking establishments total 18,410 square feet of space.**

While the amount of space devoted to restaurants and cafes in Montgomery Hills exceeds the amount of space supported by the residents of the primary market area, the draw from office buildings within a five-minute drive add to the market support. According to one of the managers of a popular restaurant in Montgomery Hills, their lunch-time patron list "include employees from NIH, downtown Silver Spring, Holy Cross Hospital and Brookville Industrial area." With strong local demographics and good regional access, it is possible that the area could support additional restaurants, perhaps of a higher quality to complement some of the area's higher income households.

The four coffee/donut shops along the west side of Georgia Avenue are a good example of retailing that takes advantage of the additional market support attributable to the pass-by traffic of morning commuters on their way to work in Silver Spring and downtown Washington.

**14. Regional access draws specialty retailers.**

However, lack of space, both land and buildings, and the physical characteristics of the area limit opportunities for an increase in high quality specialty retailers.

## **F. Office Market Analysis**

The area's inventory of commercial space devoted to office activities is estimated at 46,000 square feet. Almost 90 percent of the area's office space is located in two office buildings located at opposite ends of the commercial area. Limited office space is located on the second and third floors of some multiple tenant buildings.

### **1. Area office tenants are small, locally-serving business professionals.**

A survey of office building tenant lists and interviews with commercial leasing agents revealed office space users in Montgomery Hills to be mainly locally based professionals. The typical office tenant is a small user of space, less than 1,000 square feet. The types of local office professional in the center include: accountants, doctors, insurance, financial, travel and real estate offices. According to one leasing agent, "access and competitive rates attract office tenants to these buildings."

### **2. The current office vacancy rate is 13.2 percent.**

Of the 6,140 square feet of vacant space, 93 percent is located at 9300 Georgia Avenue (block 9). According to the building owner, the single reason for the building's 40 percent vacancy rate is the lack of on-site parking. In addition, the type of tenants attracted to the building tend to pay less for the space and turnover is frequent. The office building at 9525 Georgia Avenue (block 4) is currently over 98 percent occupied, according to the building's leasing broker. This building does provide parking behind the building.

### **3. Rental rates mirror older space located in the Silver Spring CBD.**

Average full service rental rates range from \$9 to \$13 a square-foot. Rental rates were as high as \$15 to \$17 a square-foot prior to the real estate down-turn in the early 1990s. According to the office owner at 9525 Georgia Avenue, "improvement in the Silver Spring CBD's office market has a trickle- down effect for us. New development proposed for the CBD will have a positive effect on our building, as well as the rest of Montgomery Hills."

## G. Potential Actions

- Restricted turning movements at peak traffic times reduce access to businesses and hurt retailing activities. County and State agencies need to review options which would remove turning restrictions. Given traffic volumes during peak periods and projected growth in traffic, changes to circulation patterns need to be evaluated as part of comprehensive improvements to Georgia Avenue.
- Additional parking, especially on under served blocks, would improve the health of the retail and office uses. One possible location for additional parking mentioned in interviews is along Columbia Boulevard behind the west side of the 9300 block of Georgia Avenue. This block was identified as an issue in the final *Purpose and Outreach Strategy Report - North and West Silver Spring*.

A recommendation on whether the parking area should be expanded on this block is beyond the scope of this report because it impacts the residential character of the neighborhood and will be evaluated through the master plan process. In addition, residents have expressed an interest in incorporating additional parking along Georgia Avenue if the Georgia Avenue and 16th Street intersection is reconfigured

- While several property owners have refurbished and maintained the physical appearance of their buildings, others have not. Maintaining an aesthetically pleasing environment for shoppers is an important element in the success of retailing. Maintaining an attractive commercial area ranges from the day-to-day maintenance and clean-up of the area to capital projects, including resurfacing paved parking areas and upgrading the interior and exterior of buildings.
- Past efforts by the County to contact and work with Montgomery Hills property owners did not generate interest from area business owners. Revitalization efforts by County agencies may be better spent focusing on blocks most needing attention. Improving the areas in greatest need may encourage other properties to improve.

Focusing renovation assistance on the blocks with multiple small owners, combined with flexible compliance requirements for non-safety issues, could raise return-on-investment ratios to a more favorable position and encourage property renovation.

- While street lighting appears adequate, additional lighting along sidewalks would improve the pedestrian environment.
- Improving the visibility and directional signage of area public parking lots may help attract additional pass-by traffic to shop at Montgomery Hills.

## *Appendix C:*

# Market Study for Brookville Industrial Area Executive Summary



**MARKET STUDY  
BROOKVILLE INDUSTRIAL AREA  
SILVER SPRING, MARYLAND**

Prepared for:

The Maryland-National Capital  
Park and Planning Commission

March, 1998

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## Executive Summary

The accompanying report evaluates the competitive position of the Brookville Industrial Area in the North and West Silver Spring vicinity of Montgomery County, Maryland. Its purpose is to provide information and analysis to guide master planning for those areas of the County. Of primary concern is whether it is feasible to maintain Brookville as a viable industrial area, with the possibility that public infrastructure improvements and/or private investments to upgrade the area may be necessary to maintain that viability.

This study of the Brookville Industrial Area finds it to be an intensively developed area of over 100 acres and almost 1.4 million square feet of industrial floor space. The area has been found to have excellent geographic centrality and access to local and regional destinations, yet it is also rigidly confined by surrounding uses and limited road capacity and direct access to major thoroughfares.

Field visits and surveys of businesses and owners find the Brookville Industrial Area to be well-occupied and quite active, with numerous firms specializing in custom construction trades, and automotive and other repair services, to name the most numerous. Overall, Brookville businesses are well-established firms serving a wide geographical area.

Survey research and physical inspections indicate that the Brookville is viable and competitive as an industrial area. It benefits from the limited inventory of warehouse space in Southeastern Montgomery County and the high rents for such space that are commanded throughout the County.

Key findings of the study are highlighted below. These include alternatives for improvements that might be considered in master plans that include Brookville.

### Brookville Characteristics

The Brookville Industrial Area is characterized by multi-tenant or freestanding structures. This creates a relatively dense pattern of development. There is a total of 1.4 million square feet of industrial and related space in approximately 50 different industrial buildings (many buildings are attached and may be counted as single structures in some instances).

Approximately three-fourths of all industrial space in Brookville is considered to be of sound condition, with little or no deferred maintenance. About 14 percent is in fair condition, with need for more extensive repair; and 11 percent is in poor condition, with needed improvements so severe that demolition is a likely alternative in some cases.

An estimated eleven percent of the private industrial warehouse inventory in Brookville is currently vacant and for lease. All of this space is in multi-tenant structures, and most is in structures of poorer condition, with some exceptions. Most vacant space is warehouse space, except for Technical Services Park on Linden Place, which has a high vacancy rate due to large amounts of vacant office space in flex buildings.



Nearly 30 percent of the vacant warehouse space is in the Warren/Fraser vicinity, and another 30 percent is in the Talbot/Perkins vicinity. Both areas suffer from poor road conditions and access, which are definite disincentives for owners to upgrade rundown buildings in those vicinities. Clutter and traffic may provide a similar disincentive on Garfield Avenue.

The average asking rent for available industrial warehouse space in Brookville is \$7.19 per square foot. The range of typical asking prices is from \$6.00 to \$8.00 per square foot. The upper end of the range of rents for warehouse space in Brookville is represented by two structures with asking rents in the \$9.40 to \$9.60 range.

Flexible space (with office fronts, rear loading, and a larger office component than warehouse space), rents for \$10.00 per square foot in Brookville, although there is relatively little such space in the Area.

### Brookville Tenants

One-third of all firms in Brookville are service firms: 12 percent are automotive services, eight percent are business services, six percent are other repair services, and six percent are other services, such as cleaning services.

Firms are distributed fairly equally among other sectors, e.g., 16 percent in construction, 13 percent in manufacturing, 15 percent in wholesale, and 13 percent in retail.

Firms in Brookville are well-established, both in terms of the age of the business and the length of time in Brookville. Over 80 percent of the firms in Brookville have been in business for over five years, and 65 percent have been in business more than 10 years.

Half or more of the tenants in each industrial sector except automotive services cited convenience or good location as the chief reason for locating in Brookville. Auto services were more concerned with rent levels and space availability among similar firms.

Most tenants seem reasonably or well-satisfied with Brookville as an industrial location, as only one-third report "problems" they consider serious. Lack of parking is the most frequently cited (25 percent), and collectively a number of different aspects concerning traffic volumes and flows accounted for 35 percent of all problems cited.

Ten percent of the problems mentioned referred to crime or security issues, including the need for increased policing. Other problems, such as problems with buildings, lease terms, or management, were less frequently cited.

## Regional Competitiveness

The Montgomery County industrial submarket comparable to Brookville is highly competitive. While there are large amounts of inexpensive warehouse space at some distance away in Prince Georges County, Southeastern Montgomery County is quite limited in its inventory of industrial warehouse space.

The combination of access and scarcity of close-in competition allows Brookville to maintain market level occupancies while commanding rents above comparable space in other older industrial areas in suburban Maryland.

The vacancy rate of 11 percent in the Brookville Industrial Area is in line with vacancy rates at most industrial locations in Montgomery and Prince Georges counties. The average asking rent of \$7.19 for warehouse space in Brookville is competitive with the \$8.00 to \$9.00 range in the rest of Montgomery County.

## Master Plan Recommendations

Improvements are needed to establish clear demarcations between the industrial and residential neighborhoods and to buffer the industrial area to minimize impacts on surrounding residences. Landscape buffers can serve the dual purpose of improving visual appearance as well as defining, separating and screening the industrial area.

There is visual evidence of the need for significant private investment to renovate structures and sites to improve appearances and conditions of lots, and to correct structural deficiencies.

Public improvements are needed throughout Brookville to enhance vehicular circulation and parking, including frontages on Brookville Road and on narrow side streets. The only location in Brookville with close to adequate parking and loading space is the WWDC Industrial Park.

Demolitions of selected deteriorated buildings by owners (private and public) are warranted to remove visual and structural blight, and selective redevelopment of the sites for new structures, parking and buffering would be appropriate.

It is recommended that master planning for the Brookville vicinity include the establishment of guidelines for future development to direct the activities on sites and improvements in the public right-of-way in Brookville as are recommended in this study.

The net effect of these recommendations is to improve both the image and functioning of Brookville as an identifiable industrial area. Improved image, as well as improved functioning, is key to maintaining the competitive viability of the area in attracting tenants. It is also needed to bring the area into conformance with the high standards for quality expected by the surrounding community and throughout Montgomery County.

*Appendix D:*  
Historic Resources



# HISTORIC RESOURCES

of the North and West Silver Spring Master Plan Areas

The Maryland-National Capital Park & Planning Commission  
Montgomery County Planning Department  
Historic Preservation Division



## History of the Silver Spring Area

The region covered by the North and West Silver Spring Master Plan is bounded roughly by Rock Creek on the west, Sligo Creek on the east, the Capital Beltway on the north, and the Silver Spring Central Business District on the south. Prior to the arrival of the first Europeans, the area was inhabited by Algonquin Indians of the Piscataway Nation, who may have established a few small settlements along the banks of the streams.

The first land grant in what is now Montgomery County was "Girl's Portion," granted to Henry Darnall in 1688, which includes today's Silver Spring. The following year "Joseph's Park" was surveyed, encompassing the vicinity of Linden, Forest Glen and Kensington. Another patent in the area was "Labyrinth," (1732), a 2,112 acre tract which spanned both sides of Rock Creek including Woodside and Sligo. Early patent holders tended not to settle here but subdivided the land into parcels of a few hundred acres or less and sold them to Scotch and English immigrants who moved into the area in the mid 1700s.

Tobacco cultivation dominated the economy through the 18th century. By 1807, the land downcounty was described as impoverished, with nutrients depleted by farming of tobacco and corn. The establishment of the nation's capital in Washington DC in 1791 affected the development of the Silver Spring area, as farmers sought access to city markets and mills. A road was established connecting Washington with Brookville and Westminster, which is today's Georgia Avenue (Rt. 97).

In the early 1800s turnpike companies received charters to improve and maintain existing roads and construct new branches in return for toll fees. Westminster Road became the Brookeville and Washington Turnpike in 1849. The road connected with Seventh Street (also known as the Seventh Street Turnpike) in Washington and led to the Center Market on Pennsylvania Avenue. A decade later the Union Turnpike Company took over maintenance, and tollbooths were erected. The Ashton and Colesville Turnpike, today's Colesville Road, was chartered in 1870, though the road was established by the early 1800s.

Improved transportation routes encouraged Washington residents to explore the downcounty area. Francis Preston Blair, editor of the *Washington Globe* from 1831 to 1844, was the first of Washington's prominent residents to see the potential benefits of the land just north of the District boundary, between Sligo Branch and Rock Creek. According to local lore, Blair, horseback riding in the Maryland wilderness c.1842, stumbled upon a stream gleaming with silvery mica flakes and later built a large summer residence in the area, which he called Silver Spring. This country seat became his permanent home from 1854, when he moved out of Blair House in Washington, until his death in 1876. Francis Blair's residence was razed in 1955, yet a summerhouse from the estate survives, sheltering the original spring site in Acorn Park (MP#36/5). James Blair, son of Francis, established a summer residence, originally called The Moorings, which survives as Jesup Blair House and Local Park (MP#36/6).

Blair's choice of a homesite and promotion of the area influenced its development. A Silver Spring post office was opened in 1861. Other wealthy Washingtonians established summer residences in the Silver Spring area, including Crosby Noyes, editor and part owner of the *Washington Star*, and George Washington Riggs, founder of Riggs National Bank. By 1889 the pattern was so entrenched as to

give credence to a widely publicized rumor that President-elect Benjamin Harrison planned to purchase one of these country estates for use as a summer White House. While the rumor was unfounded, the *Evening Star* opined that "if General Harrison were in search of a country residence . . . he could not go to a more desirable locality than the vicinity of Silver Spring [which] for many years has been the country retreat of . . . wealthy citizens of this city, and is famous for its handsome places." Often these summer retreats became permanent homes and thus marked the first step toward suburban settlements in what came to be called Silver Spring.

During the Civil War years the Silver Spring area, with its proximity to Washington, was strategically important to both Confederate and Union forces; and citizens here in the lower County were fairly evenly split in their political and emotional allegiances. On July 11-12, 1864, 20,000 Confederate troops led by General Jubal Early marched down what is now Georgia Avenue toward Fort Stevens in the District of Columbia. Along the way Francis Preston Blair's "Silver Spring" was seized as Early's headquarters. The nearby farmhouse of Richard T. Wilson, eldest son of Thomas Noble Wilson, which still stands in what is now Woodside, was used by Early's second-in-command, Major General John G. Breckenridge, and soldiers camped on the grounds of James Blair's home "The Moorings" (Jesup Blair House). Meanwhile Union General Frank Wheaton's troops arrived from Petersburg, Virginia. In the deadly conflict that ensued, Thomas Noble Wilson was a civilian casualty and "Falklands," the summer home of U.S. Postmaster General Montgomery Blair, was burned to the ground. Today a historical marker commemorating Jubal Early's raid is located in Woodside Park at the intersection of Georgia Avenue and Spring Street. In addition, a monument in the cemetery of Grace Episcopal Church on Georgia Avenue marks the common grave of 17 Confederate soldiers killed in battle during this conflict.

The Civil War, and Early's raid on Washington in particular, provided the final impetus for the construction of the long-delayed Metropolitan Branch of the Baltimore and Ohio Railroad, which formally opened on May 25, 1873. The line, which ran through Montgomery County on rights-of-way obtained from heirs of the Wilson, Blair, Cissel, and Fenwick families, had a profound impact on travel and commerce. It also marked the first phase in the suburbanization of Silver Spring, and Montgomery County as a whole, by spawning several railroad suburbs.

The Silver Spring post office was renamed Sligo by 1863, and was located at the heart of a small community that grew at the juncture of two turnpikes: the Brookville Pike (Georgia Avenue) and Colesville Pike. In 1899, a Silver Spring post office reopened further south on Georgia Avenue, close to the Blair's Silver Spring Farm, and near the Silver Spring Train Station. From the late 1800s and early 1900s, the communities known as Silver Spring and Sligo co-existed, as shown on contemporary maps, designating adjacent settlements along the Georgia Avenue corridor. By the mid-1900s the Silver Spring name eclipsed Sligo and eventually came to designate a larger regional area.

Linden, the earliest railroad suburb in Montgomery County, was platted in 1873, the same year the Metropolitan Branch was completed. The original plan identified 17 potential building sites and approximately 20 lots on a 12-acre portion of the 185-acre Charles M. Keys farm. By 1889 a number of "beautiful homes" had been constructed in Linden by "well known Washingtonians," according to the *Washington Star*. The Linden Historic District of 17 houses is characterized by dwellings representing the Gothic Revival, Second Empire, Queen Anne, Colonial Revival, and Bungalow styles of architecture (MP#36/2). The individually designated Lawrence House (MP#36/2-1), built by Center and Annie



Lawrence in 1874, is an Italian Villa style residence built on a knoll to take advantage of the view to Washington.

Proximity to the railroad also played a strong role in the development of what is now the National Park Seminary, the first historic district designated in the County (MP#36/1). A former resort known as The Forest Inn (1887) became the centerpiece for the National Park Seminary (1894), a successful finishing school for young women. Some 20 fanciful buildings constructed during the school's heyday continue to delight and amaze passersby.

By 1895, the Washington Woodside and Forest Glen Railway Power Company had ushered in the second phase of Silver Spring's suburbanization by extending street car service from the District Line to Silver Spring and Forest Glen via the National Park Seminary. Maps from 1907 and 1917 show the trolley line running along the Brookeville and Washington Turnpike (Georgia Avenue) to a point just south of Seminary Road, where it jogged to the west through Linden. Real estate developers were sometimes also streetcar company directors who built trolley lines to serve prospective subdivisions. While not all were successful, advertisements for lots and eventually for resale homes in Linden cited convenient locations "within two minutes' walk of both steam and electric cars."

Although Gist Blair, grandson of Francis Preston Blair, had referred to Silver Spring in 1897 as "a cross-roads without inhabitants," by 1910 the area's population had grown to about 4,500, compared to 1,500 in Rockville, the County seat. There was a smattering of commercial development in what was to become the downtown, and some of the infrastructure necessary for expansion was in place or in the offing, including an elementary school opened in Woodside in 1908 and a Volunteer Fire Department founded in 1915. The Women's Cooperative Improvement Society, founded in 1913, initiated and financed the installation of the first street lights on Thayer, Silver Spring, and Sligo Avenues in 1916.

The first real estate boom occurred after World War I, when some 26 residential subdivisions were recorded in Silver Spring between 1920 and 1930, among them Woodside Park. Small neighborhood shopping centers, usually built in conjunction with residential developments, also began to crop up in the 1920s; and the National Guard Armory (MP#36/14) was constructed at Pershing and Wayne Streets in 1927, replacing an older armory adapted for fire house use.

The completion of the Georgia Avenue underpass at the B&O tracks in 1927 contributed to the building boom, which was supported by a growing road network, including the Bethesda-Silver Spring Highway (now East-West Highway), built in 1928-29. Since the mid-1800s when the first turnpike companies were chartered, most of the best roads in the County were in, or led to, Silver Spring. Thus the area that first caught the eye of Francis Preston Blair was uniquely situated to capitalize on the automobile era.

In 1930, Meadowbrook Stables were built, one of the most modern horse facilities in the Washington area and a regional center for horse shows and festivities. Meadowbrook Stables were built in response to the popularity of these events in an era when Montgomery County was fostering a country club image.

By the 1930s there were more than 60 stores located on Georgia Avenue between the B&O station and Colesville Road. This stretch of Georgia Avenue also boasted the Old Silver Spring Post

Office (MP#36/11), one of three distinctive federal post office structures built in the County during the Depression under the aegis of the Work Progress Administration; and the Silver Spring Public Library was founded in 1931, opening first in the East Silver Spring Elementary School. Three years later the library moved to the Jesup Blair House, through the largesse of Violet Blair Janin.

Commercial development surged in Silver Spring with the completion of the area's first regional shopping center in 1938. Now known as the Silver Theatre and Shopping Center (MP#36/7-3), the Art Deco style complex located at the intersection of Georgia Avenue and Colesville Pike featured space for 19 stores, generous on-site parking along the frontage of the two heavily traveled roads, and a gas station. Its construction heralded the emergence of downtown Silver Spring as the major commercial center in Montgomery County. After World War II, when The Hecht Company opened its first suburban department store at the far end of the same block, Silver Spring's status as the pre-eminent suburban retail center seemed assured.

## NORTH AND WEST SILVER SPRING HISTORIC RESOURCES

### Master Plan Sites

Survey #	Name	Statement of Significance	Status
36/1	National Park Seminary Historic District <i>Vicinity of Linden Lane and Dewitt Drive</i>	A successful finishing school for young women established in 1894. The district includes some 20 fanciful buildings constructed during the school's heyday. The district includes the resort hotel known as The Forest Inn (1887). In 1942, the property was acquired by the U.S. Army and has been operated as the Annex to the Walter Reed Army Medical Facility.	Master Plan
36/2	Linden Historic District <i>Vicinity of Linden Lane and Warren Street</i>	The earliest railroad suburb in Montgomery County, platted in 1873. Linden includes stylish late 19 <sup>th</sup> and early 20 <sup>th</sup> century residences clustered on a knoll to afford open views of Washington DC.	Master Plan
36/2-1	Center and Annie Lawrence House <i>2312 Warren Court</i>	This Italian Villa style house featuring cupola and three story tower was the architectural centerpiece of the Linden community. Major Center and Annie Lawrence built the spacious frame residence about 1874 on a two-acre parcel of land.	Master Plan
36/3	Meadowbrook Stables <i>Meadowbrook Lane Rock Creek Park</i>	When it opened in 1930, Meadowbrook Stables was one of the most modern horse facilities in the Washington area. A regional center for horse shows and festivities, Meadowbrook Stables were built in response to the popularity of these events in an era when Montgomery County was fostering a country-club image. The large Colonial Revival horse barn is notable for the quality of its design and construction. The facility also includes a blacksmith shop and outdoor riding ring.	Master Plan

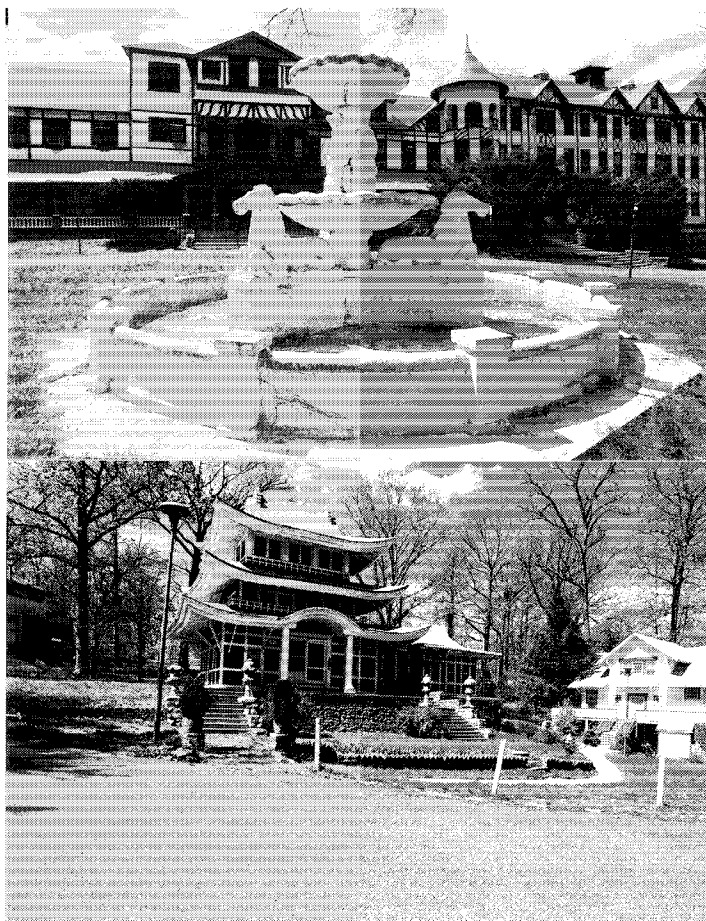
## Sites Recommended for Designation on the Master Plan for Historic Preservation

Survey #	Name	Statement of Significance	Planning Board	Recommendations	
				HPC	Staff
36/8	Riggs-Thompson House 711 Pershing Drive	Original house built by George Washington Riggs, founder of Riggs National Bank and one of Washington's wealthiest and most influential citizens. Expanded by William H. Thompson, locally prominent businessman and social leader. A rare surviving example of a Silver Spring country estate built c1858 on a 140 acre estate, represents a period of prosperity when upper class Washington residents established country seats in lower Montgomery County.	Yes	Yes	Yes
36/10	Wilbur House 1102 Edgevale Road	This residence was built by Eliza Stone Condict Wilbur and her husband, Captain Jeremiah Wilbur in the 1880s. The house is notable as a fine example of the Second Empire Style of architecture. The house exhibits outstanding detailing, including slate fishscale shingle and floor length windows; open porches with chamfered posts and pedimented transom. The Wilbur House is well preserved, with a high level of architectural integrity.	Yes	Yes	Yes
36/34	Dr. Condict House 9315 Greyrock Drive	This Gothic Revival cross gable house, dating from the mid-1800's, is one of the earliest remaining residences in the Silver Spring area. Built between 1852 and 1865, the house exhibits notable architectural details, including a double sash pointed arch window in the front gable, and a transom fanlight above the door.	Yes	Yes	Yes

## Resources Recommended for Removal from the Locational Atlas and Index of Historic Sites

Survey #	Name	Statement of Significance	Planning Board	Recommendations	
				HPC	Staff
36/2-2	Ira Jones House 9304 Warren Road	A Vernacular Victorian style residence, the Ira Jones House was built between 1910 and 1912 in the community of Linden. It is a very late example of its style that was popular in the late 1800's. The property has had many owners over the years. The architectural integrity of the house has been compromise with alterations including the addition of vinyl siding.		No	No
36/2-3	Lewis and Annie Smith House 9401 Monroe Street	Built c1903, the Lewis and Annie Smith House is an early Colonial Revival style Four Square type house located in the Bliss Addition to Linden. The original owners, Lewis and Annie Smith lived here only briefly. Herman and Ethel Hobbs were long-term owners for over 60 years. While the house is well-preserved, it does not have outstanding architectural or historical significance.		No	No
36/20	Montgomery Hills Shopping Center 1900 block Seminary Road	This Tudor Style complex is the largest and most intact example of a thematic shopping center in the county. The resource has historic merit as an example of a provision made by developers of early 20 <sup>th</sup> century middle-class suburbs to meet residents' needs for convenient shopping. The architectural integrity of the buildings has been compromised due to substantial exterior changes.		Yes	Yes

## Master Plan Site



36/1

### National Park Seminary District Vicinity of Linden Lane and Woodstock Avenue

**Historic/Description:** The National Park Seminary was the first historic district designated by Montgomery County; it was placed on the *Master Plan for Historic Preservation* in 1979. The original building, The Forest Inn resort (1887), was to be the centerpiece of a speculative real estate development intended to capitalize on proximity to the railroad. In 1894 the property became the National Park Seminary, a finishing school for young women. Over the next two decades more than 20 fanciful structures were built, including a Japanese pagoda, originally used as a sorority house; a Dutch windmill with a working blade; and a stone castle complete with a crenelated roof and round tower. Since 1942 the 20 buildings of the National Park Seminary have been owned by the U.S. Army, which operates the Walter Reed Army Medical Center.

**Current Use:** Military installation

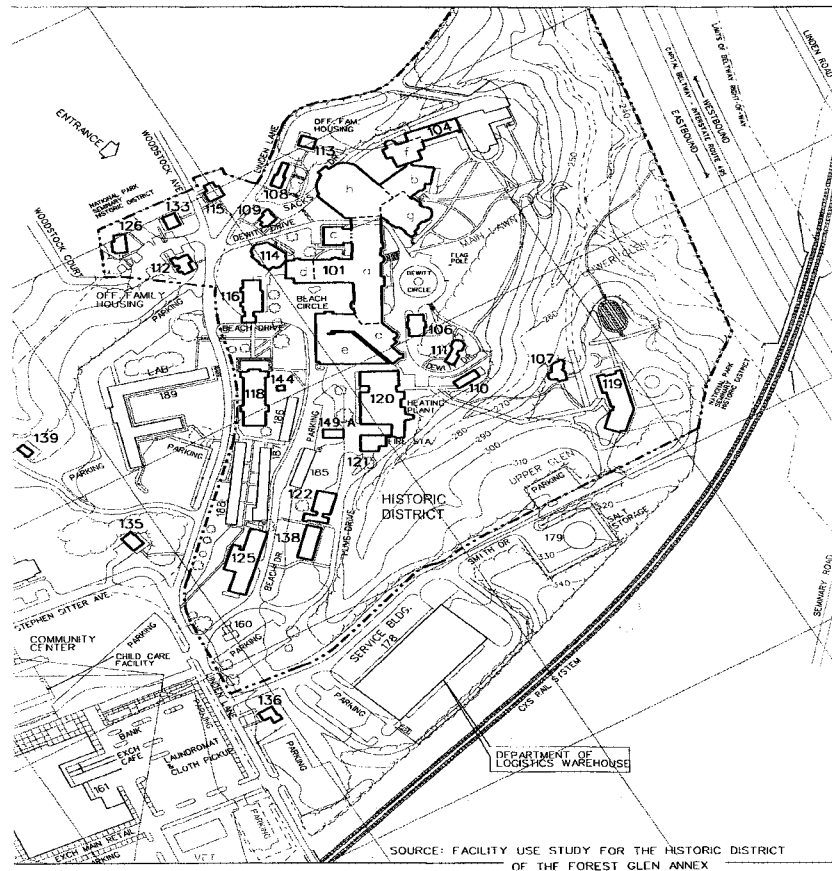
**Planning Issues:** Because the Army has relocated uses to other parts of the base and to the main Walter Reed campus in Washington, D.C., the buildings that comprise this historic district are now largely vacant. Many are deteriorating and others have been lost to fire and vandalism. Stabilizing efforts and compatible reuse options are a high priority for this outstanding and important resource. Currently the Army plans to sell the property through the General Services Administration.

**Status:** On *Master Plan for Historic Preservation*.

**Environmental Setting:** 26 acres.

# National Park Seminary Historic District Boundaries

(District Does Not Include Road Rights-of-Way)



Street	Bldg #	Historic Name
Linden Lane	101	Ye Forest Inn
Linden Lane	104	Odeon Theater (Demolished)
Linden Lane	106	American Bungalow
Linden Lane	107	English Castle
2805 Linden Lane	108	Japanese Pagoda
2801 Linden Lane	109	Japanese Bungalow
Linden Lane	110	Colonial House/Gate House
Linden Lane	111	Dutch Windmill
Linden Lane	112	Indian Mission
2809 Linden Lane	113	Swiss Chalet
Linden Lane	114	Chapel
2802 Linden Lane	115	Miller Library (2801 Woodstock)
Linden Lane	116	Aloha House
Linden Lane	118	Gymnasium
Linden Lane	119	Villa
Linden Lane	120	Practice House/Power Plant
Linden Lane	122	Carpentry Shop
2699 Linden Lane	125	Stables/Carroll House
Linden Lane	138	Servants Quarters
2681 Linden Lane		20th Century Military Building
2808 Linden Lane		Braemar/Home Economics Building
Linden Lane		Ament Hall Ballroom
Linden Lane		Italian Fountain/Dewitt Circle Fountain

## Master Plan Site



36/2

### Linden Historic District

Vicinity of Linden Lane, Warren Street, and Salisbury Road

**History/Description:** Linden, the earliest railroad suburb in Montgomery County, was platted in 1873, the same year that the Metropolitan Branch of the Baltimore & Ohio Railroad was completed. Linden preceded the second suburban subdivision recorded in County land records by 10 years, leading the movement toward suburban living that took place in the latter part of the 19th century, particularly in the Silver Spring area, because of its proximity to Washington, D.C. Houses on Salisbury Road were clustered on a knoll to afford open views to the U.S. Capitol dome in an era when the surrounding countryside was mainly open farmland. The Linden Historic District includes an eclectic mix of late 19th and early 20th century residences designed in the Second Empire, Queen Anne, Bungalow, and Gothic and Colonial Revival styles of architecture. The historic district of 17 houses was designated in 1993.

**Current Use:** Residential

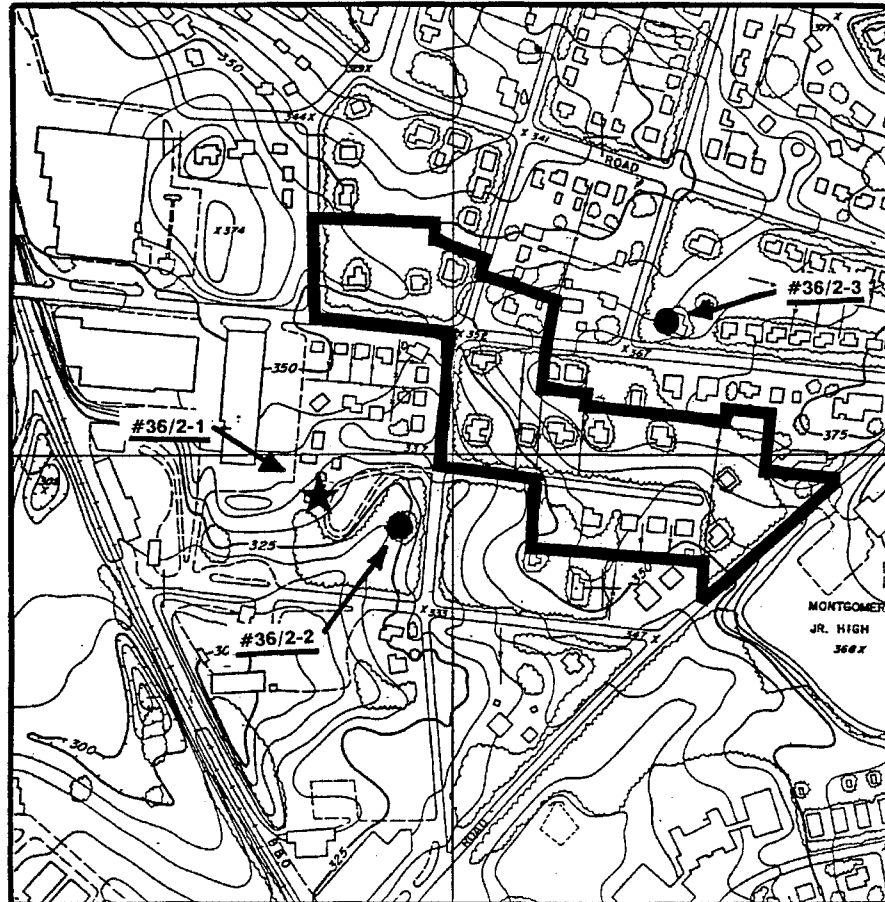
**Planning Issues:** Although the Historic District is located on low density residentially zoned land, it is immediately adjacent to industrial development along the railroad right-of-way and is bordered on the north by heavily traveled Seminary Road.

**Status:** On Master Plan for Historic Preservation



## Linden Historic District Boundaries

(District Does Not Include Road Rights-of-Way)



<i>Address</i>	<i>Date</i>	<i>Category</i>
9310 Brookville	1897	Outstanding
2303 Linden	c1880-1893	Outstanding
2309 Linden	Late 1800s	Contributing
2422 Linden	c1996	Non-Contributing
2102 Salisbury	1997	Non-Contributing
2103 Salisbury	1997	Non-Contributing
2106 Salisbury	Post WWII	Non-Contributing
2108 Salisbury	Post WWII	Non-Contributing
2110 Salisbury	Post WWII	Non-Contributing
2115 Salisbury	c1902	Outstanding
2200 Salisbury	c1887	Outstanding
2201 Salisbury	c1875-c1885	Outstanding
2209 Salisbury	c1875-c1885	Outstanding
2215 Salisbury	Early 1900s	Contributing
9315 Warren	Early 1900s	Contributing
9321 Warren	Early 1900s	Contributing
9402 Warren	c1923	Contributing
9403 Warren	c1920	Contributing

## Master Plan Site



36/2-1

**Lawrence House**  
2312 Warren Court

**History/Description:** This Italian-villa style house was built by Major Center and Annie E. Lawrence in 1874 on a two-acre parcel of land located near the Linden Train Station. It was the first house constructed as part of the Linden Subdivision. The Lawrence House, recently restored to expose original beaded wood siding, has a cupola and three-story tower, which afforded picturesque views to Washington. Outbuildings supporting the Lawrence estate once included a barn, greenhouse, and pavilion/lookout. A brick milkhouse near the kitchen wing of the main house is still standing.

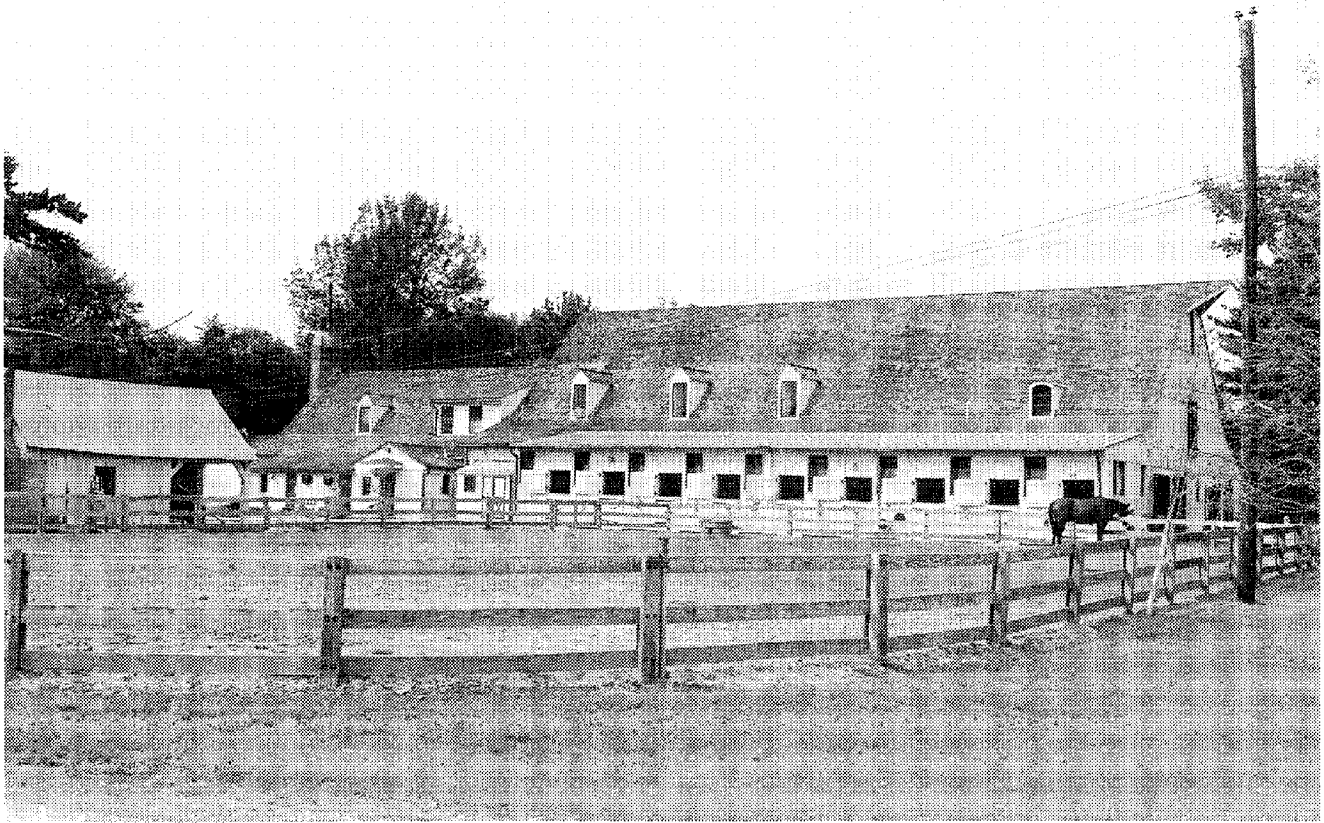
**Current Use:** Residential

**Planning Issues:** The site is located at the edge of the Linden community and is zoned R-60.

**Status:** On Master Plan for Historic Preservation.

**Environmental Setting:** 20,665 square feet.

## Master Plan Site



36/3

### Meadowbrook Stables

Meadowbrook Lane at Rock Creek Park

**History/Description:** When it opened in 1934, Meadowbrook Stables was hailed as one of the finest saddle clubs in the East. The facility, which hosted local, national, and international horse shows and festivities, was built in response to the popularity of these events in an era when Montgomery County was fostering a country-club image. The large Colonial Revival horse barn is notable for the quality of its design and construction. The facility also includes a blacksmith shop and outdoor riding ring, which, together with the barn, are part of publicly owned parkland.

**Current Use:** Public park.

**Planning Issues:** The site is located on parkland; the underlying zoning is R-60.

**Status:** On *Master Plan for Historic Preservation*.

**Environmental Setting:** 2.27 acres.

**Resource Recommended for Designation on the  
Master Plan for Historic Preservation**



**M:36/8**

**Riggs-Thompson House**  
711 Pershing Drive

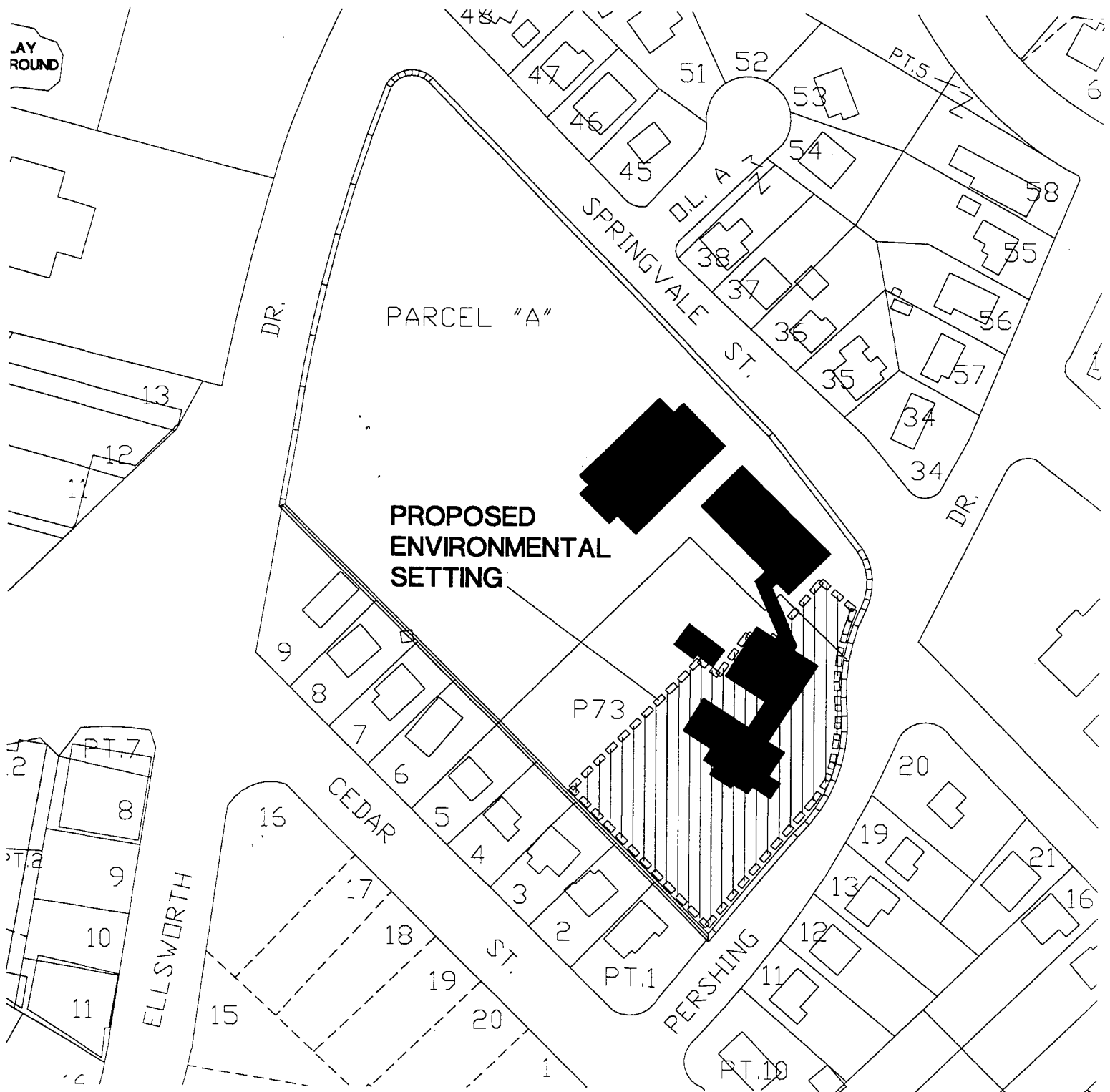
**History/Description:** The Riggs-Thompson House is significant for its association with owners George Washington Riggs, founder of what became Riggs national Bank and one of Washington's wealthiest and most influential citizens, and William H. Thompson, locally prominent businessman and social leader. Though architecturally compromised, the resource is significant as a rare example of a Silver Spring country estate built c1859 on a 140 acre estate, represents a period of prosperity when upper class Washington residents established country seats in lower Montgomery County.

**Criteria:** IA, IC, ID, 2A

**Planning Issues:** The house, located on a 1.4 acre parcel (P73), is occupied by the Sisters of the Holy Name of Jesus and Mary of N.Y. Province, Inc. The Sisters also own the adjacent 3.4 acre parcel (N18) which contains two brick school buildings, facing Ellsworth Drive, currently leased by the Chelsea School. The Chelsea School has applied for a special exception to expand their school at the site since they intend to purchase both parcels. A special exception has not been required under current ownership by a religious organization.

**Status:** On the *Locational Atlas*.

**Environmental Setting:** The environmental setting is 37,056 square feet as shown in the shaded area below, pending approval of the Chelsea School special exception by the Board of Appeals. In the event that the Chelsea School plan is not approved, the designated environmental setting is the entire 1.4 acre parcel (P73) on which the house is located. An important goal of the proposed Chelsea School plan is the integration of the Riggs-Thompson House into the campus. Appropriate access to the house should be provided.



**Resource Recommended for Designation on the  
Master Plan for Historic Preservation**



**M:36/10**  
**Wilbur House**  
1102 Edgevale Road

**History/Description:** Built for Eliza Stone Condict Wilbur in the 1880s, the Wilbur House was one of a series of estates built along the Ashton and Colesville Turnpike, an important east-west transportation route. With its hallmark mansard roof and notable architectural details, the Wilbur House is architecturally significant as a fine example of a Second Empire style. One of the few remaining Second Empire houses in this part of the County, this resource is remarkable for a high level of architectural integrity.

**Criteria:** 1A, 2A.

**Current Use:** Private residence

**Status:** On the *Locational Atlas*

**Environmental Setting:** The setting is Lots 8 and 9 of Block D2 which totals 19,600 square feet.

**Resource Recommended for Designation on the  
Master Plan for Historic Preservation**



36/34

**Dr. Condict House**  
9315 Greyrock Drive

**History/Description:** The Dr. Condict House, also known as Grey Rocks, is historically significant as the home of a distinguished family that settled in Montgomery County during the agricultural transitional period prior to the Civil War. Built between 1852 and 1865, the house is one of the earliest residences in the Silver Spring area. The Condict House is architecturally significant as a vernacular Gothic Revival center cross gable residence, a building type once common yet today there are few remaining examples in the downcounty area.

**Criteria:** 1A, 1D, 2A

**Current Use:** Private residence

**Status:** Not on the *Locational Atlas*

**Environmental Setting:** The recommended setting is the entire .74 acre parcel (32,234 sq. ft.).



## Resource Recommended for Removal from *Locational Atlas*



**M:36/2-2**

**Ira Jones House**  
9304 Warren Street

**History/Description:** This Queen Anne-style residence was built c1910 by Ira H. Jones who purchased the property from Anne Lawrence, who with her husband Center, owned the adjacent property (2312 Warren Court). The property, which has had many owners over the years, lacks historical significance. The architectural integrity has been compromised with many alternations including the addition of vinyl siding. This resource, originally included on the *Locational Atlas* as part of a potential Linden Historic District, was retained on the *Locational Atlas* as an individual resource when the Linden Historic District was designated in 1993.

**Current Use:** Private residence

**Status:** On the *Locational Atlas*



## Resource Recommended for Removal from *Locational Atlas*



**M:36/2-3**

**Smith-Hobbs House**

9401 Monroe Street

**History/Description:** Named for its first owners who built the house about 1903, and for residents Herman and Ethel Hobbs, whose family owned the property for more than 60 years, this is a good example of an American Foursquare building type designed in the Colonial Revival style. This resource, originally included on the *Locational Atlas* as part of a potential Linden Historic District, was retained on the *Locational Atlas* as an individual resource when the Linden Historic District was designated in 1993. The house would be a contributing resource in a historic district, but is not recommended for individual designation.

**Current Use:** Private residence

**Status:** On the *Locational Atlas*

**Resource Recommended for Removal from *Locational Atlas*\***



36/20

**Montgomery Hills Shopping Center**  
1905-1921 Seminary Road

**History/Description:** This Tudor-Revival style shopping center has historic merit as an example of an early 20th century movement among developers of middle-class suburbs to provide convenient commercial facilities as part of their development, yet many original features have been changed or removed. In 1989, staff and the HPC recommended against designation, however, the Planning Board voted in favor of designation. As the century draws to a close, however, this thematic neighborhood center is the largest and most intact example of its type still operating in Montgomery County.

**Current Use:** Retail establishments operated by multiple owners.

**Status:** On the *Locational Atlas*

\* Planning Board recommends removal despite the HPC recommendation in favor of historic designation.

## *Appendix E:*

# Silver Spring/Takoma Park Transportation and Circulation Report



**SILVER SPRING / TAKOMA PARK**

**TRANSPORTATION AND CIRCULATION REPORT**

**Maryland - National Capital Park and Planning Commission,  
Montgomery County Department of Park and Planning,  
Transportation Planning**

**AUGUST 6, 1999**



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## **EXECUTIVE SUMMARY**

The Silver Spring/Takoma Park Transportation and Circulation Report is a complementary document to the four master plans in the Silver Spring/Takoma Park Policy Area which are being updated during 1999:

- Silver Spring CBD Sector Plan
- North and West Silver Spring Master Plan
- East Silver Spring Master Plan
- Takoma Park Master Plan

The transportation system recommendations in all four plans have therefore been developed in a coordinated fashion using the information in this analysis. This report serves as an explanatory guide for the transportation recommendations contained in the plans.

The analysis for this report was conducted to coordinate transportation elements within each of the master plan documents. The Silver Spring CBD is in the process of redevelopment, and the Sector Plan envisions a substantial increase in economic growth. The number of jobs and households are expected to increase by 32% and 53%, respectively, by the year 2020. The redevelopment of the CBD will have an effect on transportation conditions and needs in the adjacent master plan areas.

The analysis used a combination of policy area transportation review methods and local area transportation review methods to evaluate areawide needs and localized intersection needs. The report evaluates current and projected conditions for all elements of the transportation system.

The planned transportation system is generally in balance with the proposed 2020 land use in the study area. The areawide level of service is satisfactory; planned and programmed improvements for the transit, bikeway, and pedestrian systems are sufficient; parking supplies will be adequate; and aggressive transportation demand management programs will continue.

At several intersections, however, the local area transportation review indicates that providing enough capacity to achieve the current standards for intersection congestion would require improvements which might not be fiscally sound nor desirable in terms of community impacts. At these intersections, the report identifies the level of improvements which would achieve the congestion standards and recommends that subsequent intersection improvements be evaluated on a case-specific basis using this report as a guide.



## **I. INTRODUCTION**

This document presents the results of a transportation and circulation study conducted for the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas. The study was prepared to support the coordinated master planning activities in five Master Plan areas within the Policy Areas.

The purpose of the transportation and circulation study is threefold. The first purpose is to document the existing transportation conditions in the study area. The second is to review planned or programmed transportation system improvements. The third is to assess additional long-range needs and develop recommendations to address those needs. In each case, the material presented in this study provides background material for the relevant master plans. It is intended, however, to serve as an explanatory guide to both regulatory and advisory transportation recommendations in the relevant master plans.

This section of the Silver Spring/Takoma Park Transportation and Circulation Report (SSTPTCR) describes the study background and the organization of the remainder of the document.

### **Study Context**

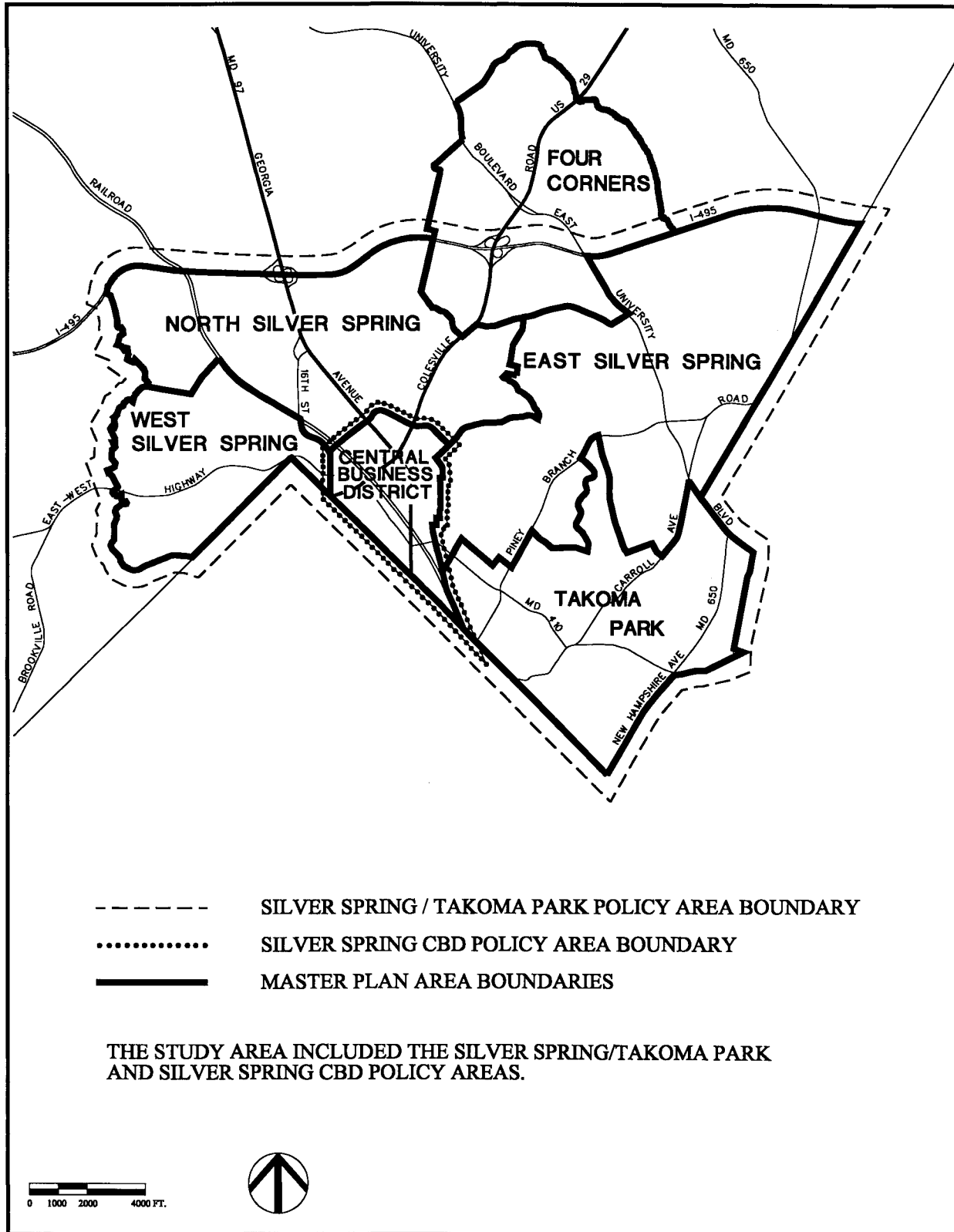
The Maryland-National Capital Park and Planning Commission (M-NCPPC) is currently preparing updates for four master plans in the Silver Spring/Takoma Park Policy Area:

- Silver Spring Central Business District Sector Plan, last updated in 1993
- North and West Silver Spring Master Plan, last updated in 1978
- East Silver Spring Master Plan, last updated in 1977
- City of Takoma Park Master Plan, last updated in 1982 (including the Sector Plan for the Transit Impact Area in Takoma Park, last updated in 1974; and affected portions of the Master Plan for Langley Park - College Park - Greenbelt in 1989)

The locations of these plan areas are shown in **Map 1**. The study area for this report is the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas. The Silver Spring/Takoma Park Policy Area also includes a small portion of the Four Corners Planning Area. The Four Corners Master Plan was updated in 1996 and therefore is not explicitly addressed in this report.

This report is an update to the July 27, 1998 Silver Spring/Takoma Park Transportation and Circulation Report. The update was conducted for three reasons, each relating to intersection congestion. First, this report expands the discussion on the relationship between current intersection congestion standards and forecast intersection congestion levels. Second, the report reflects changes in master plan recommendations which have occurred during the past year. Finally, the report has revised the intersection congestion information to incorporate the updated lane-use factors approved by the Planning Board in April 1998.

# STUDY AREA



## **Report Organization**

The remainder of the report is organized functionally.

Sections II and III provide study background material. Section II provides an overview of the study area, and Section III describes the travel demand forecasting process and assumptions.

Sections IV through VII describe those existing and future elements of the transportation and circulation systems which are non-auto-oriented. The Silver Spring/Takoma Park Policy Area is one of the county's most urbanized locations. Therefore, both transit accessibility and transit utilization are relatively high compared to the remainder of the county. Planning for alternative travel modes is critical in the Silver Spring vicinity, both to provide needed access as well as to provide incentives for reducing reliance on single-occupancy vehicle (SOV) travel. Section IV describes travel demand management programs and services. Section V describes parking facilities and regulations. Parking is included in this report among the "non-auto-oriented" elements because the regulation of parking resources is viewed as a tool to manage travel demand. Section VI discusses transit services and Section VII describes the pedestrian and bicycle system.

Section VIII describes the street network. The emphasis of the circulation system plans contained in the draft master plans in the Silver Spring/Takoma Park policy area is on providing the auto user with alternative travel modes. The master plans generally discourage providing additional roadway capacity, since in most locations roadway widening would have undesirable community effects. The desire to accommodate redevelopment in the Silver Spring CBD while minimizing roadway system improvements results in a condition where consideration of adequate public facilities must be reviewed carefully. Numerical congestion standards exist for defining the adequacy of roadway facilities, but do not exist for transit, pedestrian, or bicycle facilities or services. Therefore, while the emphasis of the master plans is on transit, pedestrian, and bicycle circulation, this report is more heavily oriented toward roadway congestion.

Section IX summarizes the primary conclusions of the study.

## **II. STUDY AREA**

The study area includes the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas as shown in Map 1. The study area is located in the southeastern corner of Montgomery County. The southern and eastern boundaries of the study area are defined by the District of Columbia and Prince George's County, respectively. Rock Creek forms the study area's western boundary and the Capital Beltway (I-495) forms the northern boundary.

As of 1998, the study area contained 47,200 jobs and 32,400 households. Commercial development is concentrated in the Silver Spring CBD, which houses about three-fourths of the study area jobs, but only about one-sixth of the study area households.

The study area is served by a superior multimodal transportation system, resulting from the area's location within the Washington region and investments in regional and local transportation facilities. The study area lies at the northeast edge of the nation's capital city at the junction of regional radial and circumferential transportation routes.

The Silver Spring CBD was formed around the intersection of two radial commuter routes, Georgia Avenue and Colesville Road. The Metrorail Red Line includes Silver Spring and Takoma Park stations and the Silver Spring CBD is also served by a MARC commuter rail station. Other notable radial routes serving the study area include 16<sup>th</sup> Street, University Boulevard, and New Hampshire Avenue.

The Capital Beltway (I-495), the region's primary circumferential transportation facility, forms the northern boundary of the study area. The study area is also traversed by East-West Highway, a circumferential roadway connecting Silver Spring and Takoma Park to adjacent communities to the east and west.

The transportation system is constrained by both natural and manmade features. Several stream valleys flow across the study area, generally from northwest to southeast, including Rock Creek, Sligo Creek, Long Branch Creek, and Northwest Branch. These stream valleys and their linear parklands form the framework for the recreational trail system in the study area. Two manmade features, the CSX rail line and the Capital Beltway, also influence the transportation network. These linear features can serve as barriers to transportation network connectivity, forcing travel to occur at a limited number of crossing points.



### **III. FORECASTING PROCESS AND ASSUMPTIONS**

The evaluation of transportation-related impacts of the proposed land use patterns in the study area included three levels of analysis. First, a regional travel demand model was used to evaluate areawide levels of service and forecast regional travel demand trends. Second, a local area model was used to assess localized travel demand changes generated by Silver Spring CBD redevelopment. Third, intersection analysis was performed to assess the localized impacts on intersection congestion and identify potential geometric and operational improvements. Each of these three steps are described in detail in the following paragraphs.

#### **Regional Travel Demand Model**

The first step in evaluating transportation related impacts of the proposed land use patterns in the CBD Plan utilizes Transportation Planning staff's TRAVEL/2 four-step subregional transportation planning model. This regional model includes Montgomery County as well as all other jurisdictions in the metropolitan Washington region. The regional model was used to evaluate areawide levels of service within the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas and identify changes in travel trends within these policy areas. The boundary of the study area, also the boundary of the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas, is shown in **Map 2**. This boundary was considered a subregional cordon line for the purposes of model analyses as described below.

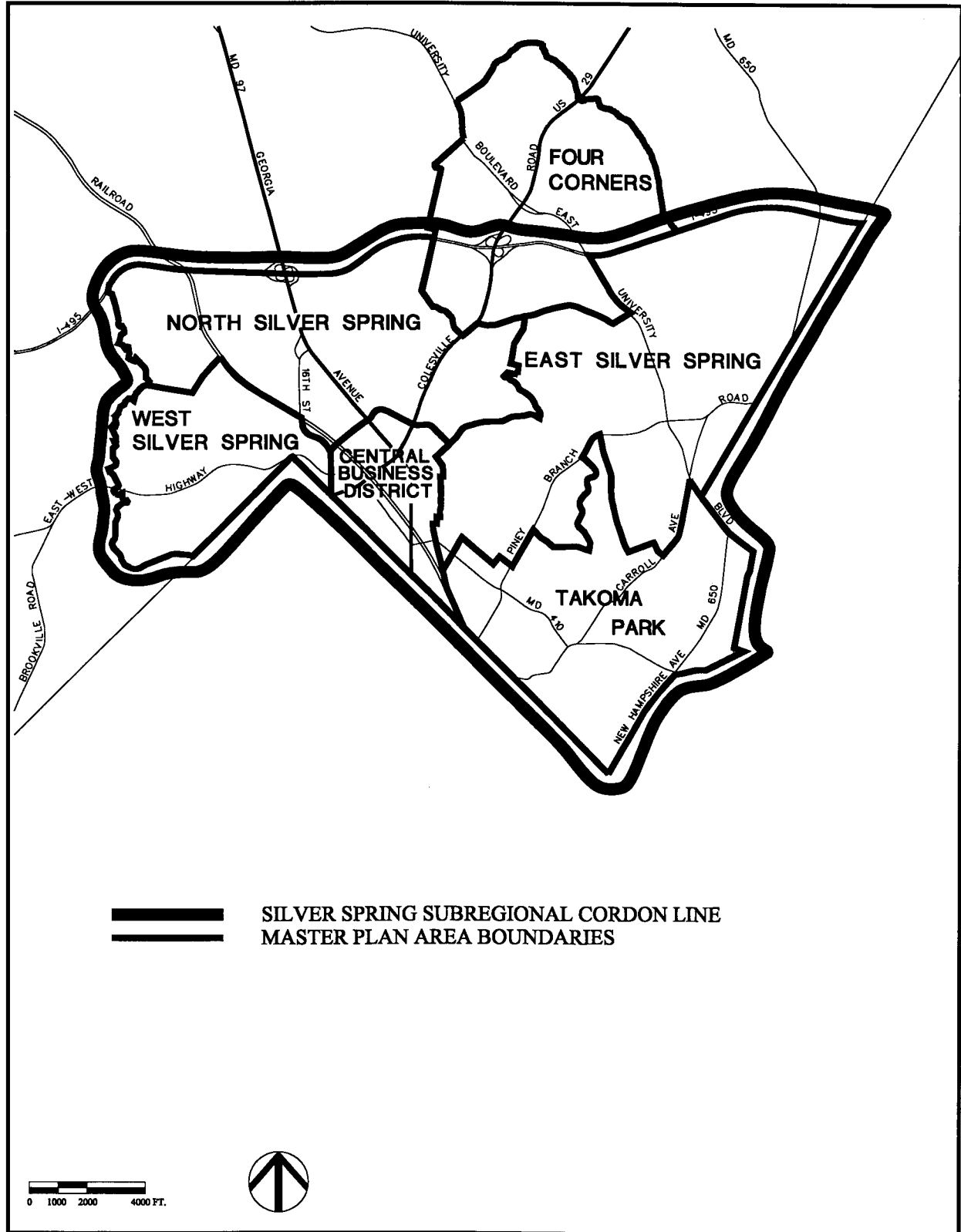
The TRAVEL/2 model forecasts travel demand during the PM peak hour. The subregional model, using EMME2 software, generates person trips (people in residences or in jobs), distributes these trips within and around the subregion, determines the mode used to make the trip (single-occupant vehicle (SOV), high-occupancy vehicles (HOV), transit vehicles (bus and rail), walk and bike) and then assigns these trips to the available transportation (highway and transit) network.

The model set used to evaluate this proposed land use within the CBD included the Metropolitan Washington Council of Governments (MWCOG) Round 5.4 Cooperative Forecasts. These demographic forecasts contain the land use activities (population and employment) for Montgomery County and the rest of the Washington region. These forecasts assume that the population of Montgomery County will grow from 750,000 in 1990 to over 1,000,000 by 2020, with a commensurate increase in the number of jobs. For the transportation network, the model includes all existing transportation facilities and those which have been identified with funding for construction or that are assumed by the MWCOG member jurisdictions and the state-level agencies in Maryland, Virginia and the District of Columbia to be funded for construction by the year 2020. For example this network includes the Georgetown Branch Light Rail Line, but does not include additional lanes on the Capital Beltway or the Intercounty Connector. It also assumes improved bus service with both reduced headways and additional routes.

The first purpose of the regional model is to determine the extent of traffic which will travel through the study area, reflecting changes in land use and travel demand associated with Round 5.4

Cooperative Forecast. These trips do not have origins or destinations within the study area but compete for the same capacity as those trips generated by the land uses of the proposed plan. The model also provides regional context for the evaluation of the proposed land use patterns and uses within the CBD. It also establishes the paths taken by trips traveling through the CBD and the immediate surrounding area.

# SUBREGIONAL CORDON LINE



The regional model analysis indicated that the number of trips traveling through the study area would not change significantly, either by route or in total, through the year 2020. This is a result of two travel trends which generally offset each other. The first trend is an increase in areawide economic development, which would tend to increase through trips. The second trend is the forecast increase in Silver Spring CBD development, which, by generating new trips within a constrained roadway network would tend to divert through trips away from the CBD. In other words, if the Silver Spring CBD development increased while the rest of the region remained constant, the number of trips through the study area could be expected to decrease. Conversely, if no new development were to occur in the CBD, but the rest of the region continued to grow, some new through trips would be expected. The regional model indicates that the anticipated new development in Silver Spring is, in essence, keeping pace with the rest of the region, so that the number of through trips in the study area will essentially remain constant.

The second purpose of the regional travel demand model is the evaluation of areawide level of service. The model analysis demonstrated that the areawide level of service will remain acceptable. This analysis is similar to the Policy Area transportation review conducted as part of the Annual Growth Policy (AGP) test for the adequacy of transportation facilities. This test uses an "average congestion index" (ACI) to evaluate the average level of service across all transportation facilities in a policy area and compare that index to the AGP standard. With the proposed land use scenario for the CBD and the 2020 transportation network, the local road ACI standard and the calculated ACI were found to be the same.

### **Local Area Model**

Within the subregional cordon line, a finer grain, more detailed analysis is conducted by a Local Area Model (LAM) which takes into account local land use (which disaggregates the population and employment forecast found in the TAZ into smaller zones), the intersection geometry and signal phasing, time of day turn prohibitions and lane use changes, the extent of through traffic, the logical paths taken by vehicle trips generated by the land use and the resulting level of service (LOS), based on critical lane volume (CLV). The trip generation rates used in the LAM are those which were used in the 1993 CBD Plan and reflect policies such as increased transit service, parking strategies, greater percentage of walk trips and other factors which occur in urbanized business districts. The LAM produces LOS information for both AM and PM peak hours.

The LAM analysis is based on the Local Area Transportation Review (LATR) procedures that evaluate roadway network impacts of individual development proposals. For the Silver Spring/Takoma Park Transportation and Circulation analysis, the typical LATR procedures were expanded to evaluate development throughout the study area. The assumed development characteristics for the study area are described in the following paragraphs.

## Assumed Development Characteristics

The analysis of local area impacts assumed the following characteristics for development which would be expected to occur by the year 2020 as guided by the master planning process.

No change in the amount of peak period traffic generated by local land use was assumed in the North and West Silver Spring, the East Silver Spring, or the Takoma Park plan areas. This assumption reflects the master plan objectives for these areas that while redevelopment may be encouraged, it should be of a scope and nature consistent with the development it replaces. One exception to this general rule is at the Walter Reed Army Institute of Research (WRAIR), a 474,000 square foot building located on the Forest Glen Annex of the Walter Reed Army Medical Center in North Silver Spring. This development has been approved on the condition that the site generate no net increase in peak hour traffic volumes. No redevelopment of the National Park Seminary has been assumed.

The net increase in Silver Spring CBD development was assumed to include:

- 2.4 million square feet of office space
- 1.3 million square feet of retail space
- 1,800 dwelling units
- 600 hotel rooms

These figures reflect projected development over the next 20 years, not buildout of the full zoning envelope. This level of increased development would result in total CBD development levels similar to those endorsed by the 1993 Sector Plan, as shown in **Table 1**.

**Table 1. Comparison of Projected CBD Development Levels**

Land Use	Unit	1993 CBD Plan	1999 Study
Households	Dwellings	11,000	8,100
Office Employment	Jobs	33,000	35,600
Retail Employment	Jobs	7,000	6,400
Industrial Employment	Jobs	2,300	470
Other Employment	Jobs	1,400	3,260
Total Employment	Jobs	43,700	45,730

Note: As of 3/31/99, the CBD contained 34,665 jobs and 5,300 dwelling units. An additional 4,446 jobs and 983 housing units were in the pipeline.

Trip generation rates for development were assumed that were consistent with those described in the Local Area Transportation Review Guidelines, as shown in **Table 2**.

**Table 2. Trip Generation Rates**

Land Use	Unit	Peak Hour Trip Generation Rate			
		AM		PM	
		Inbound	Outbound	Inbound	Outbound
Office	1,000 square feet	1.44	0.21	0.21	1.19
Retail	1,000 square feet	0.27	0.23	1.00	1.00
Residential	Dwelling unit	0.09	0.26	0.28	0.12
Hotel	Room	0.12	0.08	0.11	0.09

Trip distribution was developed based on the regional model. The percentage of CBD trips entering and leaving via each of the cordon points is listed in **Table 3**. These values are similar to those used in the 1993 plan.

**Table 3. Trip Distribution**

Cordon Point	Percent Office/Retail	Percent Residential/Hotel
Georgia Avenue/16th Street (north)	35%	27%
Colesville Road (north)	25%	10%
Wayne/Sligo Avenues	12%	8%
Philadelphia Avenue	7%	11%
Georgia Avenue (south)	6%	15%
16 <sup>th</sup> Street (south)	8%	17%
East-West Highway	7%	12%

### Travel Demand Management Trip Reduction

Prior analyses of Silver Spring CBD development plans have recognized the need to implement travel demand management (TDM) policies or services to reduce vehicle trips in the Georgia Avenue and Colesville Road corridors beyond the levels assumed in the CBD plan. The analyses presented in this report have included a reduction of 300 peak hour, peak direction vehicle trips on Georgia Avenue and a reduction of 200 peak hour, peak direction vehicle trips on Colesville

Road, consistent with assumptions made in prior planning efforts. This trip reduction is a corridor-specific assumption based on the fact that the high levels of congestion otherwise forecast cannot reasonably be assumed to occur. The peak hour trip reduction is assumed to reflect a combination of travel behavior changes in response to the high levels of congestion, including diversion of existing through traffic to other routes outside the study area, a modal shift toward ridesharing or transit use, or a temporal shift outside the peak hour.

#### IV. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) strategies are intended to help reduce the percentage of peak hour (or peak period) travel by motorists driving alone. Localized strategies, such as ridesharing, reduced transportation costs (subsidies or reduced parking costs for carpools and vanpools), transit use subsidies, better transit accessibility (shelters, sidewalks, trails, bike racks at transit stations), and pedestrian-friendly design of buildings all contribute to meeting regional vehicle trip reduction goals.

Information provided in other sections of this memorandum indicates the extent of the available transportation system capacity. The Silver Spring/Takoma Park area is a major transportation hub of the regional network. Several key intersections, which control the capacity of the urban network, are congested and operate at unacceptable levels of service. There remains additional development which is approved, but not yet built, and this development, along with growth in regional population and employment will contribute to even greater travel demand on the major roadways and bus and rail transit routes. As noted earlier in this memorandum, the highway network is virtually completed and its intersections offer little opportunity for significant capacity expansion. Therefore, an important investment in strategies to reduce the amount of vehicular travel (especially vehicle trips during peak periods) appears to be the most viable means of coping with potentially greater levels of congestion while preserving communities and natural features.

This approach of vehicle trip reduction strategies is characterized as transportation demand management or TDM. The purpose of TDM is to optimize the use of an ever-constrained transportation network by implementing strategies such as ridesharing, parking supply controls (such as pricing and availability), pedestrian friendly design, transit accessibility and affordability, and other practices which reduce the demand for automobile use, particularly during peak travel periods.

TDM strategies work best in an environment of cooperation between public and private entities where other transportation options are available and land use patterns promote other means of mobility beyond automobiles. The transit opportunities within the Silver Spring CBD which receives service from more than 40 bus routes, along with Metrorail and MARC commuter rail, greatly improve the chances of success of TDM strategies. The ideal climate for TDM success is where many workers converge on a few sites. Therefore, large concentrations of major employers, or a very large single employment site, tend to exhibit higher levels of success than do areas with large numbers of firms employing few people. In the other master plan areas surrounding the CBD, transit coverage and accessibility, sidewalks, bikeways, grid street patterns and land use patterns all promote other means of mobility without the use of automobiles. However, TDM strategies which are based on residential concentrations are normally not very successful, except for improvements in transit accessibility and regional ride-share matching. In areas which are predominately residential, TDM strategies must be employed on a *regional* basis, which means involvement by Virginia and its jurisdictions, the District of Columbia (including the Federal government agencies) and neighboring Maryland counties and cities. Since parking supply and mobility issues vary around the region, the compelling reason to impose such restrictions upon residents and employers also vary, making it very difficult to achieve much success on a regionwide basis.



The Silver Spring Transportation Management District (TMD) is a county-administered organization that disseminates information on alternative commuting modes, maintains match lists for potential ridesharing participants, and monitors travel patterns within the CBD. The TMD uses both field data and employee surveys to monitor performance measures described in the Annual Growth Policy (AGP).

The primary measure of TDM activities in the Silver Spring CBD is the extent to which office workers in the CBD use means of travel other than driving an automobile to commute. Within the CBD, the TDM goal is to limit automobile use so that during peak periods no more than 54 percent of employees in the CBD drive to or from work. During the past four years, the observed percentage of workers who drive to and from work has ranged from 60 percent to 66 percent, without a discernible trend either toward or away from the TDM goal. This performance suggests that more aggressive programs and policies may be needed to achieve the TDM goals.

## V. PARKING

Parking within the Central Business District (CBD) of Silver Spring is monitored by the Transportation Management District (TMD). The Annual Growth Policy (AGP) recommends constraints on the amount of parking and that parking prices reflect a constrained market (higher costs for parking). As of 1998, parking rates for public facilities are set at \$75 per month for single-occupant vehicles with a variable scale depending upon vehicle occupancy, down to \$30 monthly for three-or-four-occupant vehicles. This relates to a public subsidy of \$45 monthly for carpools. Privately operated parking garages and lots do not have a uniform pricing strategy.

In 1997 there were approximately 11,200 long term parking spaces available in public and private parking facilities within the CBD, a reduction of about 500 parking spaces since 1995. About two-thirds of these spaces are in public facilities, including 13 lots and eight garages. Approximately 6,700 long term parking spaces were observed to be used during midday in 1997, well below the AGP limit of 15,750. The AGP limit reflects a 90 percent cap on the total number of garage and surface lot spaces of approximately 17,500. This indicates that there is a substantial supply in available parking within the CBD, although much of this parking may not be convenient to activities within the CBD. In addition to the spaces noted in garages and surface parking lots, there are approximately 1,000 on-street spaces within the CBD. This indicates that there is sufficient parking capacity within the CBD to support development consistent with the plan. It also means that costs associated with providing parking usually borne by the site developer are not as significant since it is assumed that developers will provide some portion of required parking on-site.

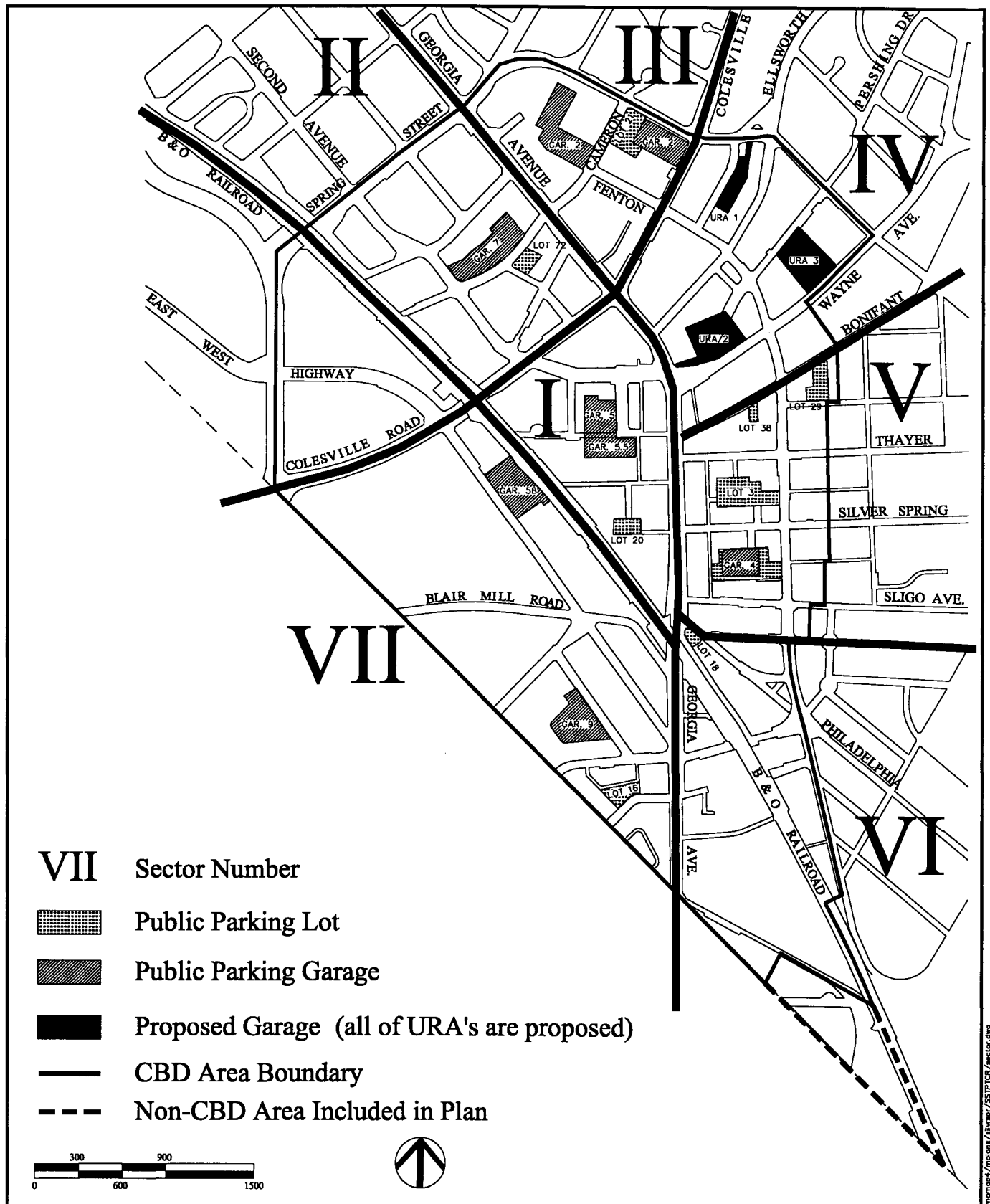
The public parking lots and garages are organized into seven sectors shown on **Map 3**. Based on surveys conducted in April 1997, the most highly used sector for long term public spaces is Sector II (70 percent) which is north of Colesville Road and west of Georgia Avenue. None of the other sectors had a greater than 50% utilization rate. The overall utilization rate for the CBD was 40%.

Preliminary estimates for 1998 indicate that the supply of public parking in Sectors II and VII has been reduced by approximately 1,000 spaces since 1997 as part of redevelopment projects. Sector II parking will be further reduced if the Tastee Diner is relocated to Lot 72. Current parking in Sector IV will be reconstructed as part of the urban renewal project.

Private parking is more utilized than public parking, with an overall utilization rate of 76% in 1997. Private parking utilization is also more evenly distributed throughout the CBD, with the utilization rate in Sectors I through VII ranging from 66% to 86%.

In summary, the amount of long term parking is adequate to accommodate forecast needs. The difference between the current long term space utilization and the AGP cap is approximately 9,000 spaces. The amount of forecast CBD development includes an increase of approximately 11,100 jobs. Given the Sector Plan goal of a 54% auto-driver mode share for commuters to the CBD, only about 6,000 additional spaces will be needed.

# Silver Spring CBD Parking Lot District Sectors



## **VI. TRANSIT SYSTEM**

The county's Annual Growth Policy includes an assessment of the transit accessibility of each of the Policy Areas. This assessment is stated as a "regional transit accessibility," an index which measures how well the households in the policy area are connected by transit to the region's jobs and how well the households throughout the region are connected by transit to the jobs in the policy area. In this context, "transit" includes all non-auto modes of transportation, such as rail, bus, walking, and bicycling. The Silver Spring/Takoma Park and Silver Spring CBD Policy Areas are rated as having the county's best regional transit accessibility.

Existing transit service is very extensive in the Silver Spring/Takoma Park Policy Area and represents this area's close proximity to the District of Columbia and the other nearby densely populated urbanized centers located inside the Capital Beltway. Transit service in the study area includes MARC commuter rail (one station), Metrorail(two stations), and bus services (over 40 routes).

The study area is served by two Metrorail Red Line stations at Silver Spring and at Takoma Park. The latter station is located within the District of Columbia but is immediately adjacent to the City of Takoma Park. In addition to MARC commuter rail service, the Silver Spring Metrorail Station is served by 41 bus routes. The Takoma Park Metrorail Station is served by 14 bus routes operated by WMATA and Ride-On. There are additional bus routes which operate within the District of Columbia and connect with this station. The Forest Glen Metrorail Station, which is located immediately north of the Capital Beltway, also serves the Montgomery Hills neighborhood within the study area. The Capital Beltway forms a barrier to this station for residents and employees within North Silver Spring. Accessibility will be improved by a pedestrian bridge through the Capital Beltway/Georgia Avenue interchange which will allow pedestrians to walk along the western side of Georgia Avenue without crossing any of the interchange ramps at grade.

Generally, areas located within a quarter-mile of a bus stop are considered to be adequately served by bus transit. Based on the quarter-mile standard, transit coverage within the individual master plan areas of the study area appears to be adequate overall. There are very few areas located outside of this coverage zone. These areas can be generalized as located in the northern-most area of West Silver Spring around the U.S. Army Medical Center complex at Walter Reed, the southwestern area of West Silver Spring, the northeastern most area of North Silver Spring and areas immediately adjacent to the Northwest Branch in East Silver Spring. The quarter-mile coverage assumes transit patrons can use either sidewalks or low volume streets as a path to the closest bus stop.

By observation, there is more north-south bus route service than east-west service and very little service connecting Silver Spring with Prince George's County even though vehicular commuting patterns between the two areas are significant. The MTA, in conjunction with Transportation Planning staff and staff from the Counties, is evaluating east-west route improvements connecting both counties and major employment and population centers including Silver Spring.

State funding has been requested for several routes which connect Montgomery County destinations in the study area with locations within Prince George's County (Greenbelt, College Park,

Beltsville, Langley Park and New Carrollton). These routes are being evaluated for increases in service, new service starts and/or reduced headways. This service increase could reduce the disparities between north-south and east-west service and improve the connectivity between the two counties.

Transit services in the study area will be enhanced by the consolidation of local, regional, and intercity bus and rail services at the Silver Spring CBD Transit Center. The Transit Center, located at the existing Silver Spring Metrorail station, will be a downtown landmark, providing combined transit services that are directly linked to surrounding development.

The existing Silver Spring Metrorail station is the largest transit hub in Maryland serving over 57,000 bus and Metrorail boardings and alightings each weekday. Intercity bus and MARC commuter rail are located off-site and approximately one-half mile from this station.

The existing configuration of the station is constrained by land area and necessary operational space, which limits the ability to add future bus capacity (for more non-automobile accessibility) and to accommodate taxi and passenger drop-off (kiss and ride) accessibility. Further, the station in its current configuration cannot accommodate the proposed east-west transitway connection to Bethesda, known as the Georgetown Branch, or planned hiker-biker trails. For these reasons, a Transit Center design concept has been prepared which would improve accessibility, increase modal inter-connectivity, and support future travel demand.

Planners from MTA, WMATA, and the County estimate that the demand at the station will increase from a current 57,000 boardings/alightings per day to approximately 97,000 by 2020, based on demographic and travel demand forecasts. To support this substantial increase in travel demand, the following design features are planned for the Transit Center.

- Relocating the MARC rail station and the intercity bus terminal location to the Transit Center
- Increasing the total on-site bus bays (WMATA, Ride-On, and MTA)
- Increasing the number of taxi stalls
- Increasing the number of kiss-and-ride spaces
- Improving pedestrian circulation and accessibility (to meet ADA requirements)

The first phase, which relocates the MARC platform to the station, is funded and will be underway soon. The second phase is predicated on funding for final design, detailed engineering, land acquisition and construction.

## VII. NON-MOTORIZED TRANSPORTATION

Non-motorized transportation accounts for approximately five percent of peak period commuter travel in the Silver Spring CBD and is an important means of travel for other trip purposes throughout the study area. Non-motorized transportation is divided into two types of facilities: bicycle facilities such as bikeways and trails, and pedestrian facilities including sidewalks and bridges.

### Bicycle Facilities

The Silver Spring/Takoma Park Planning Area includes a network of existing and planned bikeway facilities, including off-road bike paths (formerly referred to as Class I), on-road shoulders (formerly referred to as Class II), on-road paths (formerly referred to as Class II and III) and park trails (both paved and natural surface). Former master plans as well as the 1978 *Master Plan of Bikeways* recommended a network of bikeway facilities along most of the area's major roadways and within the major parks. While most of these facilities have never been built or signed, they have continued to be identified on master plans. Table 4 shows the status of several major facilities within the study area.

**Table 4. Status of Major Bikeway Facilities**

Trail Route	Status of Completion
East West Highway	Completed
Second Avenue	Partially Completed
Rock Creek Park	Partially Completed
Sligo Creek	Partially Completed
Capital Crescent	Planned
Metropolitan Branch	Planned
Walter Reed Annex Facility	Planned
Silver Spring Green Trail	Planned
Sligo Avenue	Planned
Carroll Avenue	Planned
Fenton Street	Planned

The Silver Spring/Takoma Park Policy Area will be traversed by two new regional trail systems. These are the Capital Crescent and Metropolitan Branch Trails which will run north-south and meet at the Silver Spring Transit Center and the Sligo Creek Trail which follows Sligo Creek Parkway from north of the Planning Area into the District of Columbia. Currently, only segments of these trails have been completed. Completion of these trails is not fully funded within the FY 98-03 Capital Improvement Program.

In addition, the Capital Crescent/Metropolitan Branch Trail is one of seven corridors identified in the Staff Draft of the *Master Plan Update of Trails and Bikeways*. This draft update will revisit recommendations of the 1978 *Master Plan of Trails and Bikeways* and will analyze bikeway and trail needs at a "corridor-level." Corridor-level planning does not identify a specific route or alignment, but generally locates a desire line. The value of this information is that Silver Spring is a hub of this planning effort.

East-west bikeways are planned connecting the Rock Creek and Sligo Creek regional trails. The segment located within the CBD is known as the Silver Spring Green Trail. Funding is being sought for this segment of this connecting trail. Furthermore, there are two other "corridors" which intersect at the heart of the CBD, Georgia Avenue-Connecticut Avenue and Colesville Road - US 29 - Old Columbia Pike. The Draft *Master Plan of Trails and Bikeways* recommends bikeway facilities along these alignments connecting with the Capital Crescent/Metropolitan Branch Trail as well as other transportation systems.

### **Pedestrian Facilities**

Sidewalks, along at least one side of a roadway, are provided virtually everywhere within the CBD. There are some exceptions along segments of Blair Mill Road and along the northwestern boundary in residential areas. In the residential areas surrounding the CBD, travel demand is low and the roadways are frequently retrofitted with speed reduction or "traffic calming" measures such as speed humps or frequently located stop signs. These strategies reduce the need for separate sidewalks.

While sidewalks are reasonably well provided for within the CBD and along major roadways within the adjoining master plan areas, pedestrian travel across major roadways is made difficult by the lack of medians or other refuge areas and high traffic volumes and speeds along those roadways. At intersections which are controlled by traffic signals, motorists are frequently permitted to make right turns on red or the pedestrian phase of the signal's cycle length is only long enough to permit safe crossing for those pedestrians waiting at the intersection prior to the beginning of that phase. Therefore, major roadways such as Georgia Avenue, Colesville Road, and East West Highway create barriers for pedestrian crossing.

In an effort to reduce the number of impediments which discourage pedestrians, the currently approved and adopted master plans have identified five pedestrian bridges to overcome railroad and highway barriers:

- The Montgomery College Bridge over the Metrorail/CSX tracks, which would replace the demolished Juniper Street Bridge
- Ripley Street Bridge over the Metrorail/CSX tracks
- Forest Glen/Montgomery Hills Bridge at the Capital Beltway, currently under design
- Sligo Creek Trail crossing of Colesville Road
- Georgia Avenue crossing at Columbia Boulevard/Seminary Road

## VIII. STREET NETWORK

This section of the report describes the existing and forecast roadway network conditions. Existing daily traffic volumes are described, and the effect of Silver Spring CBD development on forecast peak hour volumes is summarized.

The focus of this section is on the extent of intersection congestion and the means for addressing the congestion. **Table 5** presents the existing intersection congestion levels, along with the forecast levels of congestion considering both a "No-Build" scenario for intersection improvements and an approach in which limited geometric improvements are implemented. **Tables 6A through 6D** describe those limited geometric improvements, generally considered consistent with the applicable master plans currently in the adoption process. **Tables 7A through 7D** describe the types of geometric improvements which would be required to attain current standards of adequacy. The final paragraphs in this section describe the policy implications of substandard intersection congestion.

### Daily Traffic Volumes

Average daily traffic (ADT) information is gathered along roadways maintained by the State Highway Administration (SHA) on an annual basis. Although the Montgomery County Department of Public Works and Transportation (DPWT) collects ADT data as required for specific purposes, there is no longer a routine data collection effort along roadways maintained by the County. Therefore, the ADT counts shown below are expressed along state-maintained roadways only.

These numbers reflect a "point in time" and are not meant to be used for design purposes or to assess noise or air emissions impact. Their value is to provide a relative scale of travel demand (expressed in vehicles) along various segments of the highway network.

**Map 4** shows the 1996 ADT counts collected by SHA for the study area. The Capital Beltway (I-495) is the most heavily used transportation facility in the policy area, carrying up to 250,000 vehicles per day along the northern boundary of the study area. Traffic volumes on other roadways in the study area tend to be highest in the vicinity of Capital Beltway interchanges. Georgia Avenue (MD 97) carries approximately 85,000 vehicles per day just south of the Capital Beltway, compared to about 46,000 vehicles per day at the northern edge of the Silver Spring CBD. Colesville Road (US 29) carries approximately 45,000 vehicles per day just south of the Capital Beltway, compared to about 31,000 vehicles per day at the northern edge of the Silver Spring CBD.

### Peak Hour Traffic Volumes

The Annual Growth Policy (AGP) sets forth a series of performance objectives to measure the Silver Spring TMD's success in meeting its goals for the CBD. One of these goals addresses the maintenance of adequate traffic flow in the CBD by specifying a maximum level of local and through traffic exiting the CBD during the afternoon peak hour. The objective states that the outbound traffic must not exceed the practical cordon capacity of 18,000 vehicles.



[illegible]

**Table 5: Intersection Critical Lane Volumes**

Intersection	Existing		2020 No-Build		2020 With Recommended Improvements	
	AM	PM	AM	PM	AM	PM
<b>Silver Spring CBD</b>						
16th Street @ Eastern Avenue	1190	1515	1276	1616	1276	1616
16th Street @ East-West Highway	1605	2151	1700	2307	1663	1752
16th Street @ Spring Street	700	963	727	1003	727	1003
Cedar Street @ Wayne Avenue	678	603	924	872	924	872
Colesville Road @ 16th Street	865	1284	1119	1526	1057	1462
Colesville Road @ East-West Highway	1340	1539	1841	1954	1537	1647
Colesville Road @ Fenton Street	952	1101	1492	2028	1432	1737
Colesville Road @ Spring Street	1197	1239	1501	1563	1441	1596
Colesville Road @ Wayne Avenue	1026	959	1596	1353	1522	1246
Fenton Street @ Philadelphia Avenue	988	1131	1154	1434	1354	1434
Fenton Street @ Wayne Avenue	868	942	1217	1416	1160	1349
Georgia Avenue @ Colesville Road	1451	1526	2080	2195	1769	1874
Georgia Avenue @ Eastern Avenue	965	994	1015	1076	904	965
Georgia Avenue @ East-West Highway	1687	1466	1799	1556	1614	1595
Georgia Avenue @ Sligo Avenue	904	941	1070	1147	885	1036
Georgia Avenue @ Spring Street	1230	1314	1805	1841	1536	1603
Georgia Avenue @ Wayne Avenue	1404	1282	2298	1997	1810	1495
Second Avenue @ Cameron Street	311	424	351	459	351	746
Spring Street @ Cameron Street	700	837	700	837	700	1089
Spring Street @ Second Avenue	320	721	431	847	431	847

<b>Table 5: Intersection Critical Lane Volumes (continued)</b>						
<b>Intersection</b>	<b>Existing</b>		<b>2020 No-Build</b>		<b>2020 With Recommended Improvements</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
<b>North and West Silver Spring</b>						
Colesville Road @ Dale Drive	1474	1637	1778	1961	1594	1707
Colesville Road @ Franklin Avenue	1278	1487	1629	1868	1555	1794
Colesville Road @ Sligo Creek Parkway	1648	1754	2014	2121	1927	1885
East-West Highway @ Grubb Road	1218	1241	1285	1356	1285	1356
East-West Highway @ Meadowbrook Lane	1209	877	1276	993	1276	993
Georgia Avenue @ 16th Street	1138	1447	1674	2005	1506	1946
Georgia Avenue @ Seminary Place	1436	1536	1871	1989	1781	1875
Georgia Avenue @ Seminary Road	1612	1588	2047	2041	1999	2044
Second Avenue @ 16th Street	815	724	873	761	873	761
Second Avenue @ Linden Lane	591	821	619	867	1101	1334

Table 5: Intersection Critical Lane Volumes (continued)						
Intersection	Existing		2020 No-Build		2020 With Recommended Improvements	
	AM	PM	AM	PM	AM	PM
<b>East Silver Spring and Takoma Park</b>						
Carroll Avenue @ Ethan Allen Avenue	1112	1109	1400	1292	1400	1292
Dale Drive @ Wayne Avenue	794	597	<b>1658</b>	1383	1526	1383
New Hampshire Avenue @ Adelphi Road	1860	2212	1984	2416	1401	<b>1798</b>
New Hampshire Avenue @ Northampton Drive	1126	1135	1279	1296	1279	1296
New Hampshire Avenue @ Oakview Drive	1563	2333	1684	2461	1541	<b>1776</b>
New Hampshire Avenue @ Piney Branch Road	980	1360	1038	1591	1038	1591
Philadelphia Avenue @ Carroll Avenue	1124	999	1229	1283	1229	1283
Philadelphia Avenue @ Maple Avenue	954	1479	1347	1946	1005	1266
Piney Branch Road @ Arliss Street	1151	1159	1419	1439	1419	1439
Piney Branch Road @ Barron Street	965	900	1233	1181	1233	1181
Piney Branch Road @ Carroll Avenue	805	950	995	1181	995	1181
Piney Branch Road @ Dale Drive	969	864	992	876	1525	1478
Piney Branch Road @ Flower Avenue	1281	1334	1502	1503	1502	1503
Piney Branch Road @ Greenwood Court	802	808	1070	1089	1070	1089
Piney Branch Road @ Philadelphia Avenue	1349	1622	1682	1952	<b>1682</b>	<b>1952</b>
Piney Branch Road @ Sligo Avenue	757	773	782	785	969	1151
Piney Branch Road @ Sligo Creek Parkway	1043	897	1066	908	1574	1406
University Boulevard @ Carroll Avenue	1025	1344	1060	1365	1060	1365
University Boulevard @ Franklin Avenue	1377	1254	1390	1310	1390	1310
University Boulevard @ New Hampshire Avenue	1512	1467	1547	1502	1547	1502
University Boulevard @ Piney Branch Road	1653	1991	1965	2330	<b>1949</b>	<b>2120</b>

Note: Intersection CLVs exceeding current congestion standard noted in bold text under "Recommended Improvements"

**Table 6A. Recommended Improvements - Silver Spring CBD**

Note: No improvements explicitly described in Silver Spring CBD Plan text.

Location	Recommended Improvements	Comments
Georgia Avenue/Spring Street	<ul style="list-style-type: none"> <li>- Prohibit AM/PM peak period left turns from WB Spring Street</li> <li>- Remove E/W split phase</li> </ul>	
Georgia Avenue/Wayne Avenue	<ul style="list-style-type: none"> <li>- Add second left turn lane to EB Wayne (L,L,T,R)</li> <li>- Add right turn lane to WB Wayne (L,T,T,R)</li> <li>- Add right turn lane to SB Georgia (L,T,T,T,R)</li> </ul>	
Colesville Road/East-West Highway	<ul style="list-style-type: none"> <li>- Add right turn lane and convert leftmost thru lane on SB Colesville to left turn lane (L,L,T,T,R)</li> </ul>	
Colesville Road/Fenton Street	<ul style="list-style-type: none"> <li>- Prohibit PM peak period left turns from both Fenton Street approaches</li> </ul>	
East-West Highway/16th Street	<ul style="list-style-type: none"> <li>- Convert right turn lane to thru-right lane on EB East-West Highway (L,T,T,TR)</li> <li>- Convert left-thru lane to left turn lane on SB 16th Street (L,T,T,R)</li> <li>- Prohibit left turns from WB East-West Highway</li> <li>- Convert left turn lane to thru lane on WB East-West Highway</li> <li>- Remove NB/SB split phase</li> </ul>	As described in North/West Plan
Fenton Street/Philadelphia Avenue	<ul style="list-style-type: none"> <li>- Consolidate thru lane and right turn lane to shared thru-right lane on SB Fenton (L,TR)</li> </ul>	To accommodate pocket park
Wayne Avenue/Fenton Street	<ul style="list-style-type: none"> <li>- Add left turn lane to WB Wayne Avenue (L,T,TR)</li> <li>- Add right turn lane to NB Fenton Street (LT,T,R)</li> </ul>	In current CIP, but not required to meet congestion standards

**Table 6B. Recommended Improvements - North and West Silver Spring**

Location	Recommended Improvements	Comments
Georgia Avenue/16th Street	<ul style="list-style-type: none"> <li>- Reconfigure, develop using gateway treatment, improve pedestrian access, and maintain traffic capacity</li> </ul>	
Georgia Avenue/Seminary Road/Columbia Boulevard	<ul style="list-style-type: none"> <li>- Reconfigure per Plan text, with recommended lane uses:</li> <li>- NB Georgia (L,T,T,TR)</li> <li>- SB Georgia (LT,T,T,TR)</li> <li>- EB Seminary (LT,T,R)</li> <li>- WB Seminary (LT,T,R)</li> <li>- Prohibit AM peak period left turns from both Georgia Avenue approaches</li> <li>- Prohibit PM peak period left turns from SB Georgia Avenue and from EB Seminary Road</li> </ul>	
Georgia Avenue/Seminary Place	Reconfigure per Plan text, including removal of alley	
Second Avenue/Linden Lane	Reconfigure per Plan text, all approaches two lanes (L,TR)	
Second Avenue/Seminary Road/Seminary Place	Reconfigure as "T" intersection per Plan text with recommended lane uses: <ul style="list-style-type: none"> <li>- NB Second Avenue (L,R)</li> <li>- EB Seminary Road (T,R)</li> <li>- WB Seminary Place (L,T)</li> </ul>	
Colesville Road/Dale Drive	<ul style="list-style-type: none"> <li>- Add right turn lane to WB Dale Drive (L,TR,R)</li> </ul>	Additional improvements in current CIP cited by TMD annual report
Colesville Road/Sligo Creek Parkway	<ul style="list-style-type: none"> <li>- Add thru turn lane to WB Sligo Creek Parkway (L,T,TR)</li> </ul>	

**Table 6C. Recommended Improvements - East Silver Spring**

<b>Location</b>	<b>Recommended Improvements</b>	<b>Comments</b>
Piney Branch Road/Sligo Avenue	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	
Piney Branch Road/Dale Drive	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	
Piney Branch Road/Sligo Creek Parkway	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	Intersection also in Takoma Park
Wayne Avenue/Dale Drive	- Restripe both Wayne Avenue approaches to remove thru traffic from left turn lane (L,TR) as part of reconstruction associated with Wayne Avenue Green Trail. Add right turn lane to westbound Wayne Avenue (L,T,R).	
University Boulevard/Piney Branch Road	- Add right turn lane to EB Piney Branch Road (L,T,T,R) - Add right turn lane to WB Piney Branch Road (L,T,T,R)	
New Hampshire Avenue/Adelphi Road/Dilston Road	- Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add second left turn lane to SB New Hampshire Avenue (L,L,T,T,TR)	
New Hampshire Avenue/Oakview Drive	- Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add left turn lane to EB Oakview Drive (L,TR) - Add left turn lane to WB Oakview Drive (L,T,R)	

**Table 6D. Recommended Improvements - Takoma Park**

<b>Location</b>	<b>Recommended Improvements</b>	<b>Comments</b>
Piney Branch Road/Sligo Creek Parkway	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	Intersection also in East Silver Spring
Philadelphia Avenue/Maple Avenue	- Add left turn lane to EB Philadelphia (L,TR) - Remove E/W split phase	



**Table 7A. Potential Additional Improvements - Silver Spring CBD**

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
Georgia Avenue/Colesville Road	<b>Consistent with Master Plan</b> - Divert some WB left turns from Colesville onto Georgia via Fenton Street and Burlington Avenue	(1769/1874)
	<b>Not Currently Recommended</b> - Add second left turn lane to WB Colesville Road (L,L,T,TR in PM)	(1769/1764)
Georgia Avenue/Wayne Avenue	<b>Consistent with Master Plan</b> - Add second left turn lane to EB Wayne (L,L,T,R) - Add right turn lane to WB Wayne (L,T,T,R) - Add right turn lane to SB Georgia (L,T,T,T,R)	(1810/1495)
	<b>Not Currently Recommended</b> - Add second right turn lane to SB Georgia (L,T,T,T,R,R)	(1609/1495)

**Table 7B. Potential Additional Improvements - North and West Silver Spring**

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
Georgia Avenue/16th Street	<b>Specifically Described in Master Plan</b> - Reconfigure, develop using gateway treatment, improve pedestrian access, and maintain traffic capacity	(1506/1946)
	<b>Not Currently Recommended</b> - Add fourth thru lane to NB Georgia (T,T,T,T)	(1455/1578)
Georgia Avenue/Seminary Road/Columbia Boulevard	<b>Specifically Described in Master Plan</b> - Reconfigure per Plan text, with recommended lane uses: - NB Georgia (L,T,T,TR) - SB Georgia (LT,T,T,TR) - EB Seminary (LT,T,R) - WB Seminary (LT,T,R) - Prohibit AM peak period left turns from both Georgia Avenue approaches - Prohibit PM peak period left turns from SB Georgia Avenue and from EB Seminary Road	(1999/2044)
	<b>Not Currently Recommended</b> In lieu of Master Plan recommendations: - Add second reversible lane to Georgia Avenue for eight-lane cross-section (T,T,T,T,TR in peak direction; T,T,TR in off-peak direction) - Add EB RT lane to Seminary Road (L,T,TR), add WB LT lane to Columbia Boulevard (L,T,T,R), and remove EB/WB split phase	(1718/1701)  (1648/1587)
Georgia Avenue/Seminary Place	<b>Specifically Described in Master Plan</b> Reconfigure per Plan text, including removal of alley	(1781/1875)

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
	<b>Not Currently Recommended</b> In lieu of Master Plan recommendations: - Add second reversible lane to Georgia Avenue for eight-lane cross-section	(1462/1546)
Colesville Road/Dale Drive	<b>Specifically Described in Master Plan</b> - Add right turn lane to WB Dale Drive (L,TR,R)	(1594/1707)
	<b>Consistent With Master Plan</b> - Add left turn lane to EB Dale Drive (L,L,TR)	(1584/1623)
Colesville Road/Sligo Creek Parkway	<b>Specifically Described in Master Plan</b> - Add thru turn lane to westbound Sligo Creek Parkway (L,T,TR)	(1927/1885)
	<b>Not Currently Recommended</b> In lieu of Master Plan recommendation: - Extend Colesville Road reversible lane through intersection (L,T,T,T,TR in peak direction; L,T,TR in off-peak direction)	(1625/1567)
Colesville Road/Franklin Avenue	<b>Master Plan</b> No recommended improvements	(1555/1794)
	<b>Not Currently Recommended</b> - Extend Colesville Road reversible lane through intersection (L,T,T,T,TR in peak direction; L,T,TR in off-peak direction)	(1295/1491)

**Table 7C. Potential Additional Improvements - East Silver Spring**

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
University Boulevard/Piney Branch Road	<b>Specifically Described in Master Plan</b> - Add right turn lane to EB Piney Branch Road (L,T,T,R) - Add right turn lane to WB Piney Branch Road (L,T,T,R)	(1949/2120)
	<b>Not Currently Recommended</b> In lieu of Master Plan recommendations:  - Add thru lane and right turn lane to EB Piney Branch Road (L,T,T,T,R) - Add thru lane to WB Piney Branch Road (L,T,T,TR) - Add left turn lane to NB University Boulevard (L,L,T,T,TR)  These improvements are not currently recommended based on impacts to adjacent land uses. Should redevelopment occur during the Plan timeframe, these improvements should be reconsidered.	(1454/1538)
New Hampshire Avenue/Adelphi Road/Dilston Road	<b>Specifically Described in Master Plan</b> - Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add second left turn lane to SB New Hampshire Avenue (L,L,T,T,TR)	(1401/1737)
	<b>Consistent With Master Plan</b> - Master Plan recommendation plus - Add left turn lane to WB Adelphi Road (L,T,R,R)	(1369/1651)
New Hampshire Avenue/Oakview Drive	<b>Specifically Described in Master Plan</b> - Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add left turn lane to EB Oakview Drive (L,TR) - Add left turn lane to WB Oakview Drive (L,T,R)	(1541/1776)
	<b>Consistent with Master Plan</b> - Master Plan recommendation plus - Add second left turn lane to SB New Hampshire Avenue (L,L,T,T,TR)	(1541/1508)

**Table 7D. Potential Additional Improvements - Takoma Park**

<b>Location</b>	<b>Improvements</b>	<b>Forecast Critical Lane Volume (AM/PM)</b>
Philadelphia Avenue/Piney Branch Road	<b>Master Plan</b> No recommended improvements	(1682/1952)
	<b>Not Currently Recommended</b> - Add thru lane to NB and SB Piney Branch Road (L,T,TR)	(1363/1526)

Currently, 12,400 vehicles exit the CBD during a typical afternoon peak period. Redevelopment in the CBD is expected to increase the number of vehicles leaving the CBD during the peak hour by about 4,450 vehicles, for a forecast total of 16,850 peak hour vehicles by the year 2020. The forecast afternoon peak hour volumes crossing the cordon line are shown on **Map 5**.

Surveys performed for the 1993 plan indicated that about two-thirds of the cordon line traffic was generated by CBD activity. The regional travel demand model forecasts conducted for the current analysis indicated that the number of through trips would not change significantly by the year 2020, assuming CBD development occurs as planned. The percentage of through traffic, therefore, may be expected to drop slightly, from about one-third of the current cordon volume to about one-fourth of the cordon volume in the year 2020.

### **Neighborhood Protection**

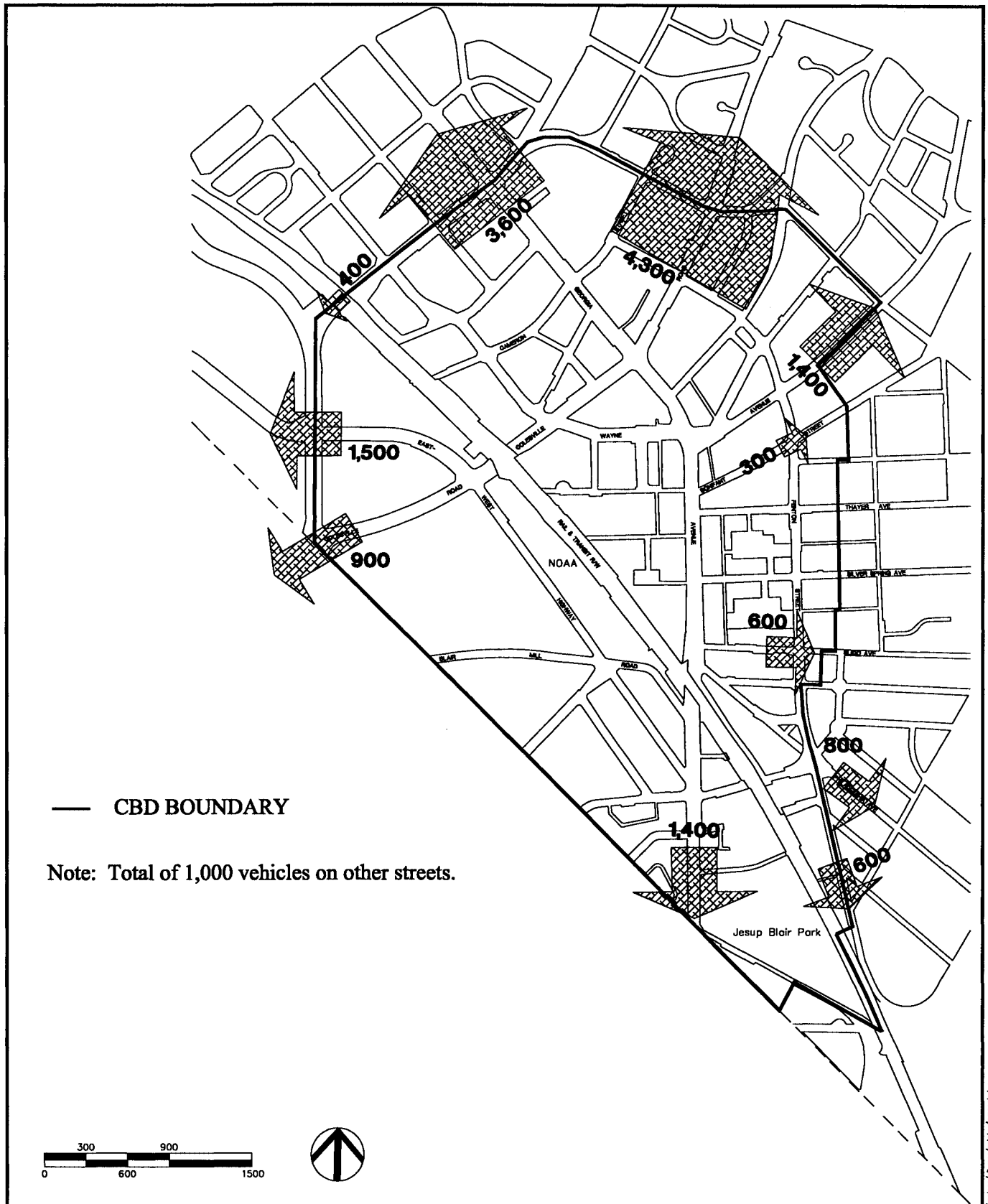
The Silver Spring/Takoma Park Policy Area is traversed by several major highways, including Georgia Avenue, Colesville Road, University Boulevard, East West Highway and New Hampshire Avenue. Because significant delay exists at many major intersections along these roads, motorists have a proclivity to seek other routes, especially during peak periods. The study area roadway network includes many interconnecting residential streets whose purpose is to provide neighborhood access. An increase in the use of these local streets by non-local traffic during peak demand period and speeding during non-peak periods have become important issues for these neighborhoods.

Through the Traffic Management Program, strategies have been implemented to discourage non-local traffic from using local residential streets. Such strategies include "soft changes" such as all-way stop-sign control, directional prohibition (one way streets), time-of-day turn prohibitions (limiting turns at intersections in peak periods), and "hard changes" such as speed humps, diverters, and collars. This program is being implemented on a county-wide basis. The City of Takoma Park which maintains most of its non-arterial roadway network has pursued a very aggressive program to reduce non-local travel demand with the City. As a result of the program non-local traffic is being discouraged from using local, residential streets and travel volumes are being reduced. Successful application of neighborhood protection strategies has forced more vehicles onto the arterial and major highway network. This rerouting of traffic has lead to greater travel demand along these roadways and more opportunities for congestion at major intersections along Georgia Avenue, Colesville Road, University Boulevard and New Hampshire Avenue.

### **Intersection Congestion**

The level of congestion at intersections in Montgomery County is most commonly assessed using the Critical Lane Volume (CLV) method. The CLV summarizes peak hour travel conditions accounting for the number of thru and turning vehicles, the number of thru and turning lanes, and the intersection signal phasing. The Annual Growth Policy establishes acceptable levels of congestion for Policy Areas throughout the County. In the Silver Spring CBD, a CLV of 1,800 or less is considered acceptable. In the remainder of the Silver Spring/Takoma Park Policy Area, a CLV of 1,650 is considered acceptable.

# Forecast Silver Spring CBD Cordon Line Volumes



**Table 5** presents existing and future CLV values for the intersections evaluated in this analysis. The leftmost columns show the existing CLV for the morning and evening peak hours, respectively. The middle columns show the forecast 2020 CLV for the morning and evening peak hours, assuming no changes (“No-Build”) to intersection geometry or signal phasing. The rightmost columns show the forecast 2020 CLV for the morning and evening peak hours assuming recommended intersection improvements. For the purposes of this study, the term “recommended” includes those improvements specified in the relevant draft sector plan or master plan, if such detail is included in the draft plan. For other locations, the “recommended” improvement is one considered by staff to be consistent with the intent of the plans. Additional detail concerning already planned intersection improvements, recommended intersection improvements, and additional potential intersection improvements is provided in the following paragraphs.

**Maps 6 through 9** present the forecast intersection congestion information graphically for the four master plans respectively. Study intersections which are forecast to operate within the applicable congestion standard with recommended improvements in place are shown with a circle. Study intersections which are forecast to operate at substandard levels of congestion, even with recommended improvements, are shown with a rectangle.

### **Currently Planned Roadway System Improvements**

Previous sector plans, master plans, and development proposals within the study area have identified transportation improvements to enhance safety and support existing and future development. The study area has a well-established transportation network which serves mature land use patterns. Significant changes to the network are usually neither cost-effective nor desirable in terms of their community impacts. Most proposed improvements, therefore, are fairly modest in scope.

The following paragraphs summarize the study area improvements which are either in the county’s Approved FY 99-04 Capital Improvements Program (CIP) or under current study by the Maryland Department of Transportation.

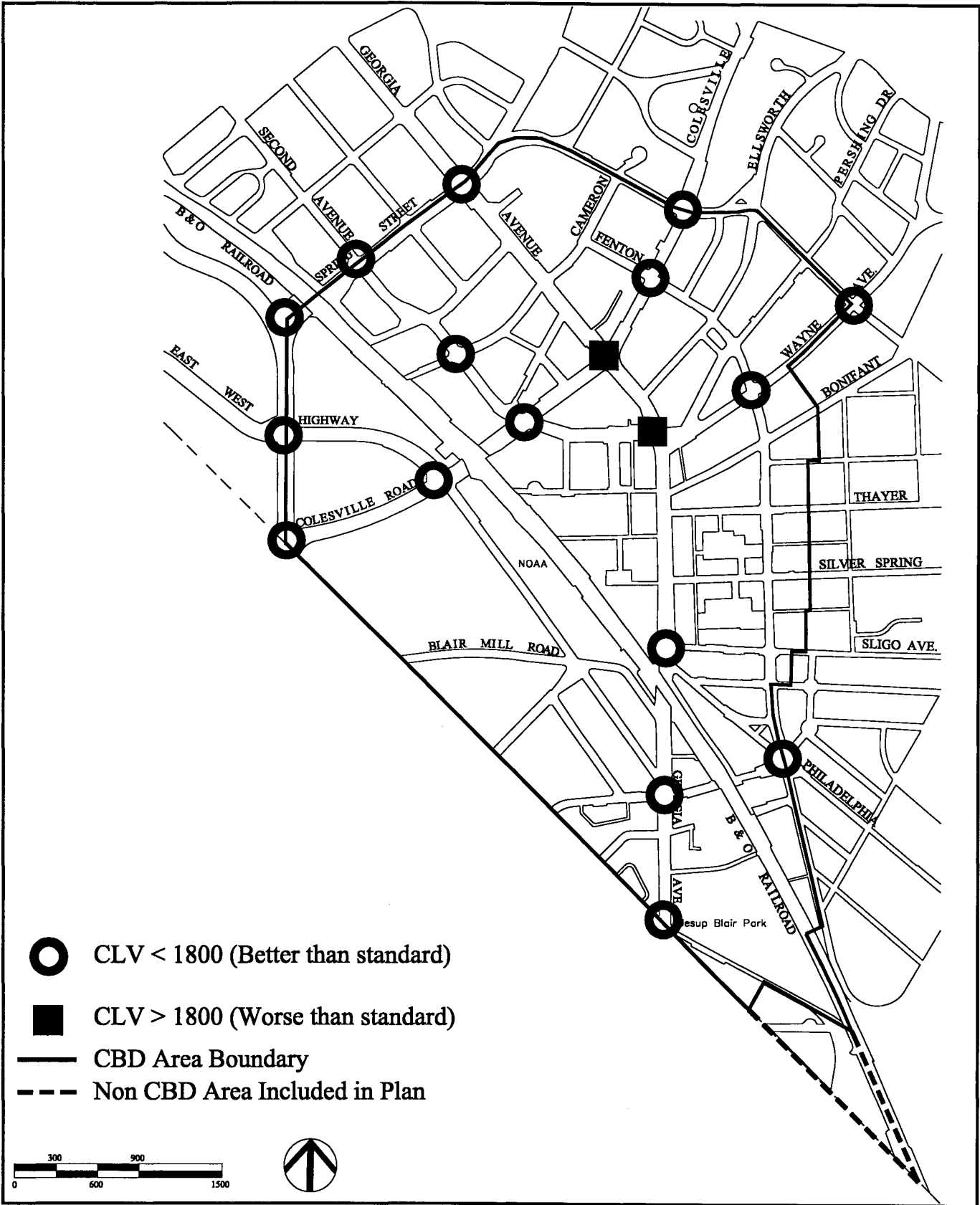
### **Silver Spring Traffic Improvements**

The CIP includes a project for Silver Spring Traffic Improvements to implement geometric changes at six intersections in the study area. Improvements at one of these intersections, Colesville Road and Spring Street, have been implemented. The remaining improvements are listed below, with the estimated fiscal year of construction and the conceptual design details summarized from the Silver Spring Transportation Management District FY 97 Annual Report.

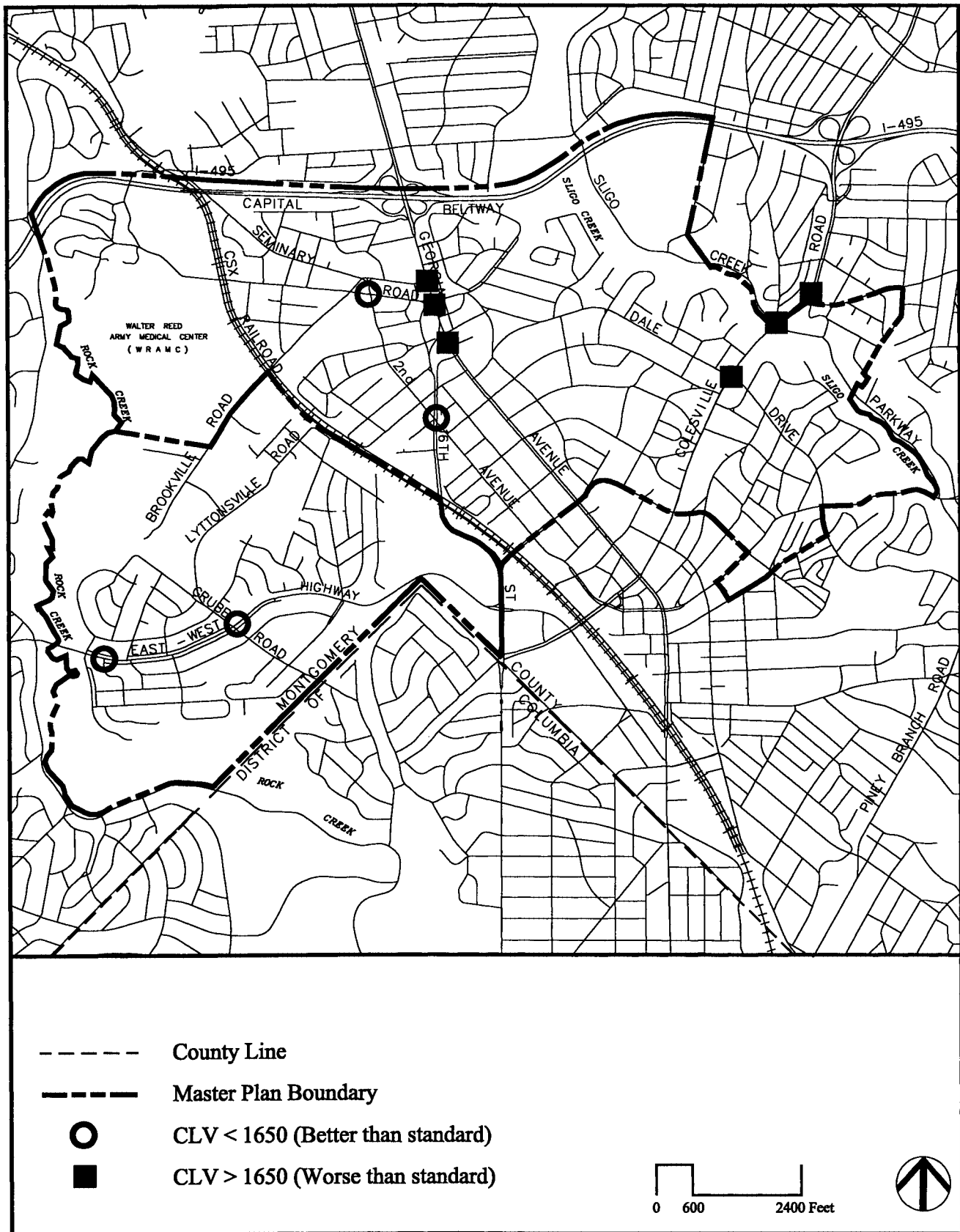
- Colesville Road and Dale Drive (FY 00) - add left turn lane to eastbound Dale Drive, add right turn lane to westbound Dale Drive, and prohibit peak period turns from Colesville Road
- East-West Highway and 16<sup>th</sup> Street (FY 00) - add eastbound through lane to East-West Highway, add southbound left turn lane to 16<sup>th</sup> Street, and prohibit left turns from westbound East-West Highway
- Georgia Avenue and 16<sup>th</sup> Street (FY 01) - reconfigure, add through lane to northbound Georgia Avenue, and add through lane to northbound 16<sup>th</sup> Street



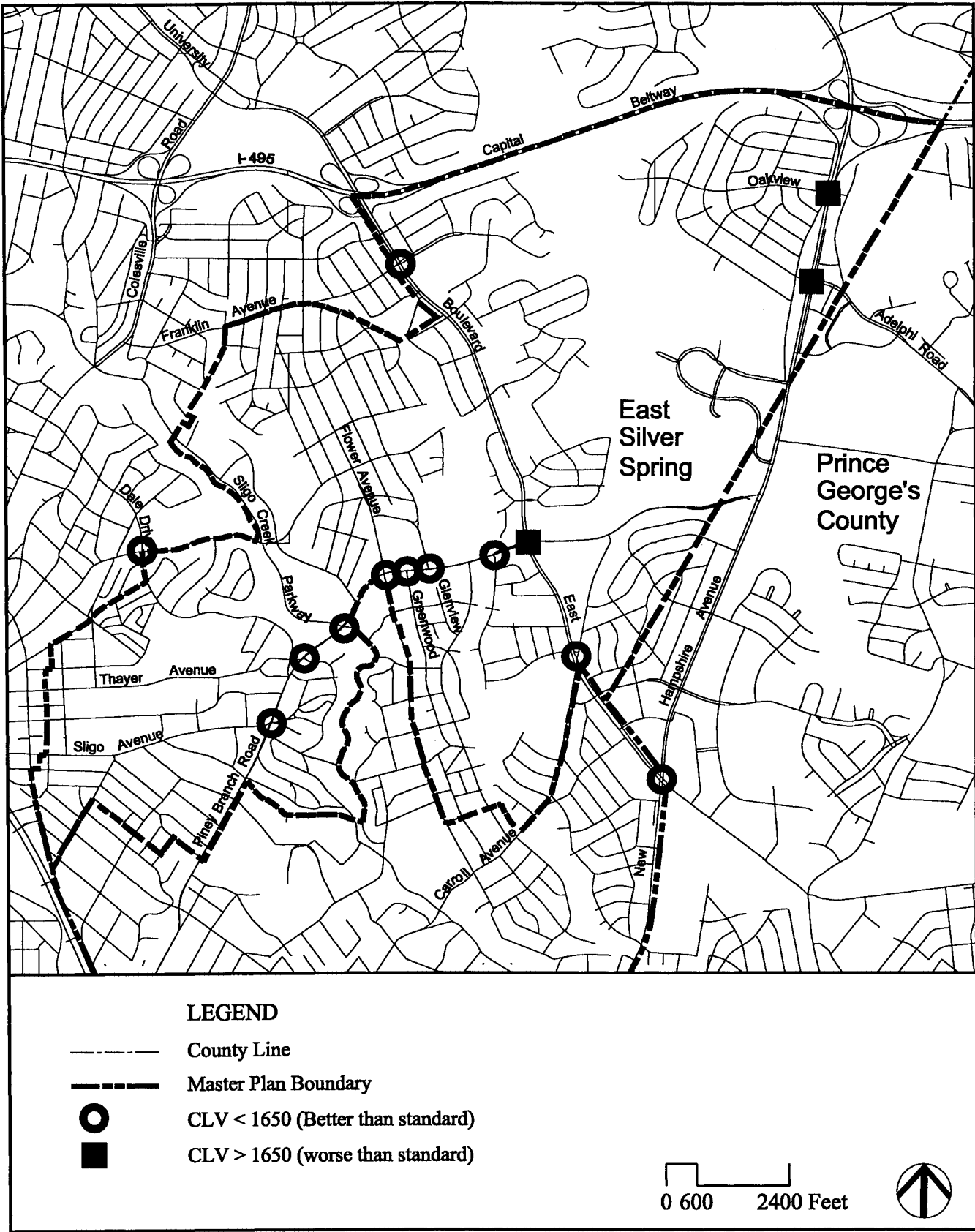
# Forecast Congestion - Silver Spring CBD



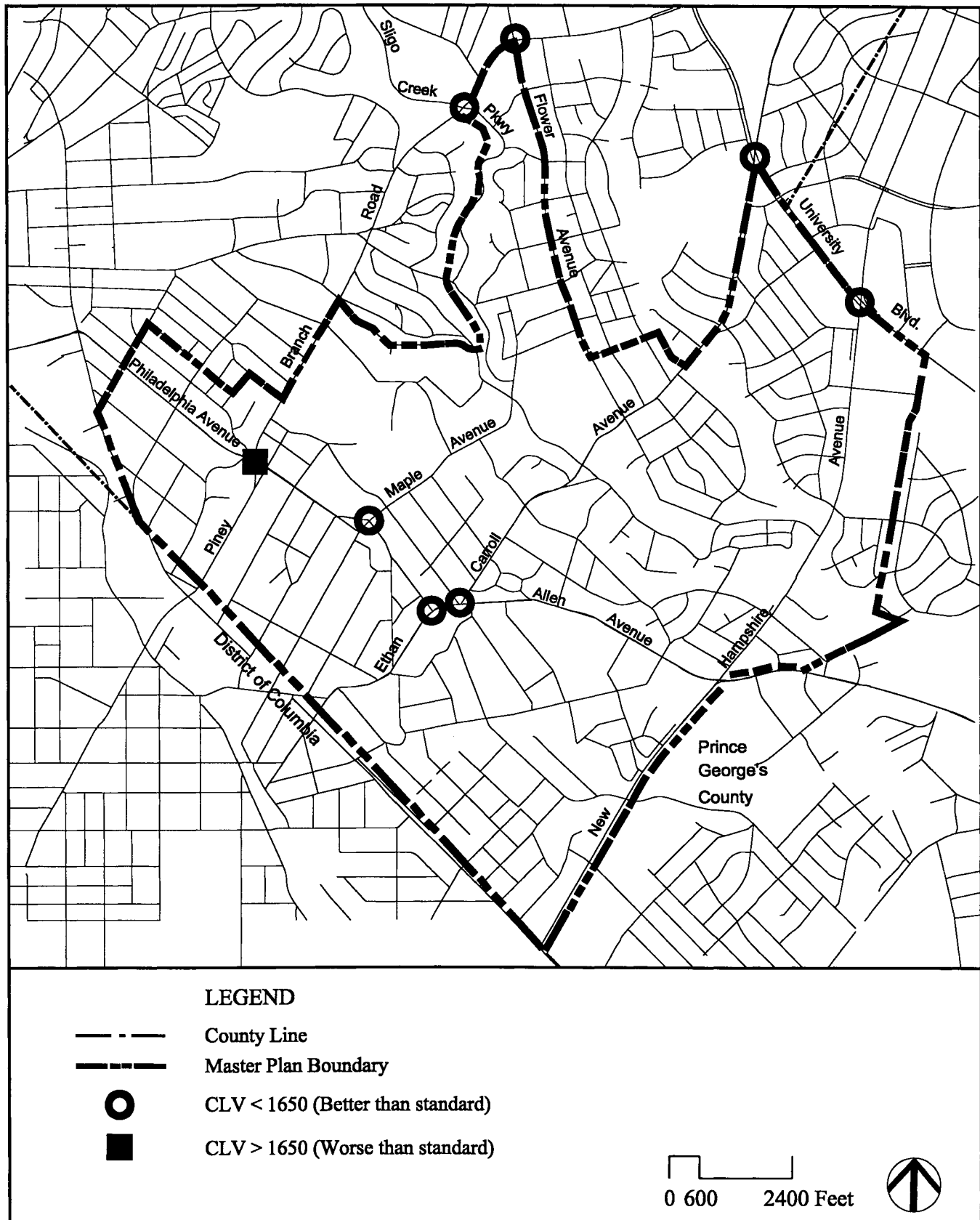
# Forecast Congestion - North and West Silver Spring



# Forecast Congestion - East Silver Spring



# Forecast Congestion - Takoma Park



- Piney Branch Road and University Boulevard (FY 01) - provide right turn lanes for southbound University Boulevard, eastbound Piney Branch Road, and westbound Piney Branch Road
- Wayne Avenue and Fenton Street (FY 01) - add left turn lane to westbound Wayne Avenue and add right turn lane to northbound Fenton Street.

These improvements are currently conceptual in nature and subject to revision during the detailed design phase. At some locations, such as East-West Highway/16th Street and Colesville Road/Dale Drive, the improvements are slightly different than the recommendations in the master plans. In such cases, the detailed design phase should consider both alternatives.

### **Long-Range Planning Studies**

The Maryland Department of Transportation (MDOT) is conducting a long-range study of the transportation and environmental impacts associated with improvements to the Capital Beltway (I-495) within Prince George's and Montgomery Counties. Improvements being considered include a rail option either located above-grade or subterranean. The state is also considering implementing high-occupancy vehicle (HOV) lanes along the Capital Beltway.

The Capital Beltway carries over 200,000 vehicles per day in the vicinity of the study area and travel demand forecasts of over 300,000 vehicles per day by the year 2020 have been forecast. The Capital Beltway is the single-most used transportation facility in Montgomery County and the interchanges themselves make the connecting roadways very heavily used. Significant capacity improvements on the Capital Beltway were not incorporated in this analysis, but could lead to greater travel demand along Georgia Avenue, Colesville Road, University Boulevard, and New Hampshire Avenue in the study area.

### **Recommended Intersection Improvements**

**Tables 6A through 6D** identify intersection improvements which are either explicitly described in the relevant draft sector plan or master plan text or, at other locations, are considered by staff to be consistent with the intent of the plan. The tabulation of improvements is organized as follows:

- Table 6A contains Silver Spring CBD improvements
- Table 6B contains North and West Silver Spring improvements
- Table 6C contains East Silver Spring improvements
- Table 6D contains Takoma Park improvements

The CLV with these improvements in place is shown in the rightmost columns of **Table 5**.

### **Other Evaluated Intersection Improvements**

*At twelve locations, the recommended intersection improvements do not provide sufficient capacity to attain the current congestion standard (1,800 CLV in the Silver Spring CBD and 1,650 CLV elsewhere in the study area).* These substandard locations are identified in Table 5 by bold text

in the rightmost columns. **Tables 7A through 7D** demonstrate the level of intersection improvements which could achieve the current applicable congestion standard. The tabulation of other evaluated intersection improvements is organized as follows:

- Table 7A contains Silver Spring CBD improvements
- Table 7B contains North and West Silver Spring improvements
- Table 7C contains East Silver Spring improvements
- Table 7D contains Takoma Park improvements

For each intersection, the recommended improvements from **Table 6A through 6D** are listed first with corresponding CLV value from Table 5. Below that, additional improvements are listed which would achieve the intersection congestion standard.

Three types of header captions are used to define the information in Tables 7A through 7D:

- **Specifically Described in Master Plan** - the draft master plan has language which specifies recommended intersection improvements at a level of detail to include turn lanes and signal phasing
- **Consistent With Master Plan** - the draft master plan does not specify particular intersection improvements, but staff considers the level of improvement consistent with the master plan
- **Not Currently Recommended** - the additional improvements required to achieve the congestion standard are not considered by staff to be consistent with the draft master plan. The improvements are not currently recommended.

## Policy Implications

Transportation Planning staff's initial findings and analysis concludes that the land use scenario is generally balanced except in those locations noted. Generally, these locations where the level of service standard cannot be achieved are the result of the mixture of CBD Plan-generated and other, regional traffic. Some level of this congestion may be reasonable to expect in a long-term time frame such as 2020. The assumptions including land use and travel demand will require re-evaluation as the CBD Plan develops and the land use patterns in the region change. It will also serve to divert some of the traffic which is reflected in the CLV forecasts away from the busier locations and toward alternative routes or modes.

The local area model (LAM) used for the intersection analysis is not a dynamic modeling process but more a static evaluation. The LAM does not automatically divert traffic to another path or a different hour, or a different mode as typically happens when motorists have such options available to them. Nor does the LAM consider a motorist's decision to forgo the trip entirely. However, changes in travel behavior do occur as a result of substantial congestion. For instance, an evaluation of travel patterns at the National Institutes of Health campus have noted that the percentage of workers who travel during the peak hour has changed from 45 percent to 39 percent in recent years. Based on an employment total of 45,000 CBD workers and a 54% auto-driver mode share, a 6-percentage-point reduction in peak hour trips equals a reduction of about 1,460 vehicles.

Even with the locations which are forecast to be congested, the analysis indicates that the cordon line traffic volume total will not exceed the 18,000 total established in the 1993 CBD Plan. The current cordon line total, measured at the points indicated is approximately 12,400 today.

For these reasons, the Transportation Planning staff believes that the level of geometric improvements identified in the 1993 CBD Plan is still valid and that a monitoring program for intersections along major routes serving the CBD should be considered by the County and/or the State. It is more likely that increased travel demand congestion along major regional facilities such as the Capital Beltway, Georgia Avenue, Colesville Road, University Boulevard, and New Hampshire Avenue will lead to a lengthier peak period rather than a more congested peak hour.

As a result of greater amounts of development and urbanization within the study area, traffic will seek other routes, modes or times of travel. As the area's portal intersections (along Georgia Avenue, Colesville Road, University Boulevard, and East-West Highway) become more congested, the actual number of vehicle trips observed in the peak hour will not continue to increase. A monitoring program along these routes is essential to making the most efficient use of the road system and is an important strategy to implement. Through the advent of intelligent transportation systems (ITS) and the County's Advanced Transportation Management System (ATMS), these areas can be electronically monitored and information provided to travelers to assist them in making route, mode and time choices. Thus there is reason to assume that the levels of congestion shown in this circulation study will not be as dire as calculated.

As noted, the four plan areas currently being evaluated have two separate standards (1800 in the CBD and 1650 in the other areas). While the basis for the variation in CLV standard is rational considering the extent of transit service and accessibility to transit within the CBD, the sheer extent of vehicle trip generation which results from the CBD land uses will substantially impact travel demand outside the CBD in the other four plan areas. In virtually all locations, with identified geometric, lane use and signal phasing improvements, the intersections will operate at or better than their current level of service. This is based on the full development of the land use scenario for the CBD. Therefore, with the improvements, the intersections can operate better in the future which includes traffic generated by the CBD and development located throughout the region.

In some specific instances such as the Sligo Creek Parkway and Franklin Avenue intersections along Colesville Road, additional improvements to support the mainline or through traffic volume can be identified. However, such improvements (e.g., the continuation of the reversible lane concept on Colesville Road) have very undesirable neighborhood impacts which may overshadow the transportation benefit which would be provided by the additional capacity.

It is not necessary for all intersections within the planning area to be in balance by having CLV values less than the adopted AGP standard (1800 or 1650) for the overall network to be considered balanced. However, it is important to demonstrate that the street network has available capacity to support the recommended land use activity. The policy area network has been evaluated using the average congestion index (ACI) method. With the proposed land use scenario for the CBD and the 2020 transportation network, the ACI standard and the calculated ACI were found to be the same. So, on an areawide basis, the land use and transportation system are in balance.

As a further safeguard, the development activity assumed in the analysis will be evaluated in far greater detail at the time individual projects are submitted for subdivision (preliminary plan). At that time, the traffic impact generated by individual projects will be evaluated against existing and pipeline (from approved but not yet constructed projects) traffic using the Local Area Transportation Review (LATR) guidelines. This process provides the best opportunity to evaluate intersections, using more well defined traffic assumptions.

Finally, the land use and network assumptions in each of these master plans in the Silver Spring/Takoma Park Policy Area should be revisited prior to 2020. The purpose of this analysis is to provide guidance to decision makers and the general public about the relationship between local land use decisions and operations at local and regional intersections. This circulation study should be used as a guide in future capital improvement decisions in the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas.





## **IX. CONCLUSIONS**

The Silver Spring/Takoma Park Transportation and Circulation analysis reaffirmed many of the findings of prior studies, including the transportation analyses conducted for the 1993 Silver Spring CBD Sector Plan and those conducted for subsequent CBD development plans. These findings are presented below, organized in terms of development patterns, existing and forecast travel patterns, and recommendations for current master plans and future implementation plans.

The findings support the conclusion that the Silver Spring/Takoma Park Policy Area generally has a balance between land use and transportation, both for existing conditions and for proposed Silver Spring CBD redevelopment. The only element of the transportation system which merits further monitoring is the intersection congestion levels on major highways connecting study area activity centers to the Capital Beltway.

### **Development Patterns**

1. By the year 2020, Silver Spring CBD development is expected to consist of a net increase of approximately 11,100 jobs and 2,800 households. These forecasts reflect a 32% increase in the number of jobs and 53% increase in the number of households.
2. The levels of forecast development in the CBD are similar to those in the approved and adopted 1993 Silver Spring CBD Sector Plan. The current development scenario includes approximately 2,000 more jobs but 3,000 fewer households than evaluated in the 1993 plan.
3. The amount of development in the non-CBD portions of the study area is expected to remain essentially constant for the foreseeable future.

### **Travel Patterns**

1. The Silver Spring/Takoma Park Policy Area has better transit accessibility than any other policy area in the County.
2. As of 1998, about 60% of employees in the Silver Spring CBD drove an auto to work. The Sector Plan goal is 54%.
3. As of 1997, about 6,700 of the 11,200 long term parking spaces were being used. Sufficient capacity exists to accommodate forecast development within the AGP parking constraint of 15,750 vehicles.
4. Currently about 12,400 vehicles pass through the CBD cordon in an outbound direction during the evening peak hour. These vehicles include both trips which begin in the CBD and those which pass through the CBD. By the year 2020, the cordon line volume is expected to increase to 16,850 vehicles, less than the practical cordon capacity of 18,000 vehicles described in the AGP.

5. Currently about one-third of the traffic traveling outbound through the CBD cordon during the evening peak hour is through traffic, and two-thirds is generated by CBD activity. By the year 2020, the absolute volume of through traffic is expected to remain relatively constant, and so the percentage of through traffic will be slightly reduced.
6. With a few exceptions, the study area transportation network will be able to accommodate forecast travel demand within the current AGP standards. From a policy area review perspective, the planned roadway network is sufficient to accommodate forecast growth. From a local area review perspective, twelve intersections are forecast to experience substandard congestion for which there does not appear to be a fiscally-sound, community-compatible geometric solution. These intersections are generally located on high-volume roadways which link the study area's activity centers to the Capital Beltway.

## **Recommendations**

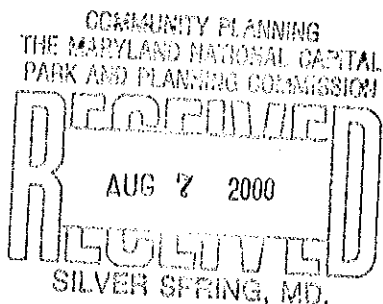
1. Increased transit use, continued application of progressive parking charges, and other strategies to reduce reliance upon single-occupant vehicle trips are very important to support the implementation of the land use scenario evaluated in this analysis.
2. Greater reliance on walking and bicycling as means for home-to-work travel should be encouraged. Therefore, continued development of trail, sidewalk, and bikeway connections is emphasized in the study area master plans.
3. Neighborhood protection programs should be maintained to minimize the potential for non-local traffic diversion from the congested arterial roadway network.
4. Intersection improvements should be evaluated on a case-by-case basis. This report identifies both recommended improvements and potential additional improvements, some of which are not currently recommended. The report therefore serves as a guide to the range of improvements considered feasible at this time. The detailed nature of these recommendations should not imply that the improvements suggested are the only feasible solutions. Should other potential improvements be proposed, each improvement should be considered on its own merits, balancing fiscal and community costs associated with the provision of additional capacity against the adverse effects of failing to provide adequate facilities.



**Appendix F:**

County Council  
Approval Resolution





Resolution No: 14-628

Introduced: August 1, 2000

Adopted: August 1, 2000

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS A DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

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By: District Council

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Subject: Approval of Planning Board Draft North and West Silver Spring Master Plan

1. On December 20, 1999, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft North and West Silver Spring Master Plan.
2. The Planning Board Draft North and West Silver Spring Master Plan amends the approved and adopted 1978 North Silver Spring Sector Plan and the 1972 Master Plan for the Western Portion of the Silver Spring Planning Area.
3. On May 9, 2000, the County Executive transmitted to the District Council a copy of the Fiscal Impact Analysis on the Planning Board Draft North and West Silver Spring Master Plan.
4. On May 9, 2000, the County Council held a public hearing regarding the Planning Board Draft North and West Silver Spring Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 12, 2000 and June 27, 2000, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft North and West Silver Spring Master Plan.
6. On July 11, 2000 and August 1, 2000, the County Council reviewed the Planning Board Draft North and West Silver Spring Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft North and West Silver Spring Master Plan, dated December 1999, is approved with revisions. Council revisions to the Planning Board Draft North and West Silver Spring Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 3        Revise the third bullet on the page as follows:

- Remove the designation of properties as suitable to apply for a non-resident professional office special exception on [all] most properties in the Master Plan area except the nine houses on Cedar Street between Ellsworth and Pershing Drive and for properties that currently have an approved special exception.

Page 5-8        Revise maps to improve function, clarity, and visual appeal.

Page 12        Revise the description of the Smart Growth Program that appears in the box to appropriately reflect the scope of the Program (since the program is far broader than just supporting older urban areas).

Page 13-14      Condense the description of the "Planning Process" and revise/update the section entitled "Next Steps" to focus on those activities that will occur after adoption of the Plan and the Sectional Map Amendment.

Page 21        Add to Proposed Land Use Map the sites that are suitable for R-60 Cluster.

Page 22        Add the following language to the right-hand column, after the third paragraph in this column:

Preserving community character and stability, especially the edges along major highways and adjacent to the Central Business District (CBD), is a challenging issue. The issue centers around how best to preserve residential character and stabilize the edges while protecting the interior of the neighborhoods. A sensitive land use/zoning policy that balances the needs of properties fronting on major roads with those of residences in the interior is critical. This is a long-standing problem with no easy answer. The 1978 Sector Plan developed several strategies for properties with highway or CBD frontage: non-resident professional office special exceptions, townhomes, or R-60 cluster zoning. This Plan evaluated those options and provides guidance that seeks to stabilize the edges



of the neighborhoods while preserving their residential character. The Plan provides guidelines for townhouse development (see page 24) and non-resident professional office special exception uses (see page 45).

Page 24      Add the following text to the left hand column after the first bullet:

- Provide guidance for the possible redevelopment of townhomes along Georgia Avenue.

Under the Zoning Ordinance, the development of townhomes along Georgia Avenue may be allowed in the future. Any redevelopment must maintain the residential character along Georgia Avenue while protecting interior neighborhoods from increased development pressure. Some properties in this area may ultimately be included in a Woodside Historic District once they are evaluated (see page 32).

This Plan does not recommend rezoning at this time. However, if assemblage occurs, the Zoning Ordinance permits application for rezoning to the residential townhouse (RT) zone through a local map amendment. This Plan recommends that any future rezoning to RT should be through the optional method application of the local map amendment process, which requires a schematic development plan. The following guidelines should be considered in addition to all other requirements in the Zoning Ordinance related to the RT zone (e.g., compatibility with surrounding land uses) if there is a future rezoning application for townhomes along Georgia Avenue:

- Limit the development of townhomes to the blocks along Georgia Avenue and do not encroach into the interior blocks.
- Buildings should front on Georgia Avenue, where possible, in order to maintain an attractive residential appearance and enhance the urban boulevard character.
- Along Georgia Avenue, ends of a townhouse row should be designed to be or appear to be fronts, rather than blank facades on Georgia Avenue.
- A minimum front yard setback of 25 feet should be provided along Georgia Avenue.
- Vehicular access points should be minimized along Georgia Avenue to reduce pedestrian/auto conflicts.
- Attractive landscaped open spaces and streetscaping should be provided, including a sidewalk separated from the curb with a tree panel.
- Parking and/or garage access should be oriented to the rear of the buildings and sufficiently screened from adjoining properties.

Page 25      Add the following sentence to the bottom left-hand column:

- Rezone the vacant 2.32-acre Triad property from the R-H (multi-family, high-rise planned residential) Zone to the RT-15 (residential, townhouse) Zone. Rezone

Lot #6 on Albert Stewart Lane from R-60 to RT-15. The rezoning of Lot 6 is intended to provide access and design flexibility rather than to facilitate the construction of townhouses on that lot.

Page 25 Delete one sentence and add two sentences to the end of the first paragraph in right-hand column:

The site is surrounded by developed parcels, including the Friendly Gardens Apartments, single-family homes on Albert Stewart Lane, and industrial uses to the west. [Access should be determined at the time of subdivision.] The owners of the Triad property have purchased a vacant lot (# 6) on Albert Stewart Lane to provide access to the site. This Plan recommends that the Triad property and Lot 6 on Albert Stewart Lane be rezoned to the RT-15 zone.

Page 37 Add the following text after the first bullet in the left-hand column:

Lots 17 and 18 on Cameron Street are zoned R-60, but have no street access or frontage on a residential street. Access and site orientation for these two lots is from Cameron and Spring streets, which are oriented toward the CBD. Other uses on Cameron Street are commercial, with C-O and C-T zoning.

The Plan recommends that the C-T Zone be applied by local map amendment with a schematic development plan to ensure compliance with the guidelines of this Plan. Buildings constructed under the C-T zone should be compatible with the surrounding residential neighborhood in terms of height, bulk, and building materials and should be screened from the residences on Noyes Drive using landscaping or other forms of buffering.

Page 37 Modify the first bullet in the right hand column of the page as follows:

- [Enhance] Support the use of the Rock Creek Center on Grubb Road as a neighborhood-oriented retail facility.

Page 44 Add a new bullet under Recommendations in right-hand column:

- Limit impacts of existing special exceptions in established residential neighborhoods.

The Woodside Center Nursing Home is located within an established residential neighborhood and its potential expansion is a source of concern to the neighborhood in terms of compatibility. If any significant modification or expansion to the facility is requested, the Board of Appeals should take into account the impacts on the neighborhood, particularly with regard to noise, traffic,

and the number and scheduling of deliveries. Given the possibility that a modification could change the effect of the special exception on the immediate neighborhood, the Board should hold a public hearing to adequately address these issues. The Board should also seek to ensure that any such modification or expansion is compatible with the surrounding neighborhood in terms of its scale and design.

Page 45 Delete and add the following text to the last bullet in the left-hand column:

- **[Remove the designation in the 1978 *North Silver Spring Sector Plan* that properties along Georgia Avenue and Colesville Road are suitable to apply for a non-resident professional office special exception.**

Properties that have obtained a non-resident professional office special exception prior to the adoption of this Plan may continue to operate pursuant to current special exception regulations. However, if the current special exception is revoked for any reason in the future, a property owner may not reapply for the non-resident professional office special exception.]

- **Retain the designation that 8808 and 8810 Colesville Road are suitable to apply for the non-resident professional office special exception.**

These two properties are adjacent to the Silver Spring Central Business District and a high-rise residential building. Both structures have been approved for use as professional offices by non-residents.

- **Retain the non-resident professional office special exception designation for Georgia Avenue properties that have an approved special exception. Remove the designation of Georgia Avenue properties as suitable to apply for a non-resident professional office special exception for all properties that do not currently have an approved special exception. (See Table 1 and Map 18 for specific addresses and locations.)**

Page 45 Add the following language after the first sentence in the last paragraph in the right-hand column:

These homes are suitable for continued residential use or permitted special exceptions, including application for use as a professional office by a non-resident. These properties are located on the border between North Silver Spring and the Silver Spring Central Business District. They are somewhat isolated from the other single-family homes in the neighborhood by the Chelsea School, a private school located to the rear of these homes. Other surrounding uses include a public parking lot across the street in the CBD that has been approved for a 160-unit residential development with two levels of parking and an

existing high-rise residential building to the west. This Plan strongly recommends that the existing residential structures be retained but that continued designation as suitable for non-resident professional offices is appropriate given the surrounding uses.

Page 48-50     Update chart to reflect current status of special exceptions and indicate which properties are recommended to retain the designation of being appropriate to apply for a non-resident professional office special exception.

Page 55        Modify the fifth bullet in the left-hand column as follows:

Permit left turns from northbound Georgia Avenue onto westbound Seminary Road during the evening peak period (these turns would continue to be prohibited during the morning peak period unless the State determines that the turns can be provided without significantly degrading traffic capacity).

Page 58        Revise the second to last paragraph in the left-hand column as follows and revise Map 21:

The closure of Brookville Road to through traffic between Seminary Road and Linden Lane, and the closure of Seminary Road between Seminary Place and Lane Linden Lane, will require a total of [four] two lanes with turn lanes on Second Avenue between Seminary Road/Seminary Place and Linden Lane to accommodate the diverted traffic.

Page 58        Replace the bulleted paragraph in the right-hand column and the next paragraph with the following:

- **Consider alternative parking arrangements for the Dale Center.**

The parking needs for both the Parking Lot District and the retail businesses should be reviewed at the time of the State study to determine the appropriate conceptual design and means for constructing and operating any new parking. This will be particularly important if it appears that the addition of the median will significantly reduce the number of spaces in front of the Dale Center. If a parking need exists, the following options should be considered:

1) Determine whether it would be possible to narrow the width of the lanes and/or the median in the area in front of the Dale Center so that it will not be necessary to eliminate the first row of parking (or to at least replace it with some parallel parking);

2) Consider closing off Columbia Boulevard just north of its intersection with Rookwood Road and locate new parking in this area, where it will minimize impact on nearby residences; and

3) As a last resort it may become necessary to add parking directly behind the Dale Center on lots 8, 9, and 10 with a green buffer or open space along the western edge of these properties. If this is necessary, every effort should be made to minimize the size of the parking lot and/or maximize the buffer for adjoining residences (e.g., changing the grading to place the parking at a lower level that would be less visible to adjacent residents). A vehicular and pedestrian connection between the front and rear lots could be made along the south side of the building.

Page 58      Add the following text to the last sentence in the last paragraph in the right-hand column:

The [se] residentially zoned lots behind the Dale Center should only be used for parking if the Proposed Concept for Georgia Avenue is implemented and there is a loss of parking in front of the center, and the other options for making up the parking loss, outlined above, are not feasible.

Page 59      Revise Map 21 to show the proposed road alignments for the Seminary Road/Seminary Place/Second Avenue intersection, but not the number of lanes on each road link.

Page 66      Delete the following text under Recommendation/Comment for A-30, Second Avenue:

[This Plan recommends 4 lanes;]

Page 67      Revise the limit of the Lyttonsville Road portion of A-60 from [Michigan Ave.] to Lyttonsville Place.

Page 68      Revise in Table 2 the limits of the Linden Lane segment of I-1 from [B&O Railroad] to Stephen Sitter Lane to Fraser Avenue.

Page 68 Add the following streets to Table 2:

Number and Name	Limits	Minimum Right-of-way Width	Existing Pavement Width of Number of Lanes	Recommendation/ Comment
<u>P-1</u> <u>Franklin Avenue</u>	<u>Colesville Road to</u> <u>Caroline Avenue</u>	<u>70'</u>	<u>36'</u>	
<u>P-4</u> <u>Linden Lane</u>	<u>Brookville Road to</u> <u>Fraser Avenue</u>	<u>50'</u>	<u>2 lanes</u>	

Page 68 Replace Primary Residential Street number [P-1] with P-2 and replace Primary Residential Street number [P-2] with P-3

Page 68 From the last column in the Table, delete the following text that appears 3 times:

[No changes from previous plan.]

Page 68 Delete the sentence with the asterisk at the bottom of Table 2 and replace with:

\*These are the number of planned through travel lanes or pavement widths for each segment, not including lanes for turning, parking, acceleration, deceleration, or purposes auxiliary to through travel.

Page 68 Add a second footnote without an asterisk to the bottom of Table 2:

In cases where dedication of the recommended right-of-way would result in yard setbacks that are too small, the Planning Board may reduce the amount of dedication to help preserve community character and stability.

Page 72 Add the following text at the end of the first full sentence in the right-hand column:

More frequent local bus service should also be considered as a way to improve community accessibility and increase transit ridership.

Page 76 Replace the last sentence in the first paragraph under Bikeways and Trails: [(See Map 25.)]

Recommended bikeways are shown on Map 25 and described in Table 3.

Page 77 Add the following sentence to the second bullet in the right-hand column:

If a Colesville Road overpass is constructed for the Sligo hiker-biker trail, it should be

designed so that its appearance is in keeping with other park elements.

Page 78 Add third bullet under Recommendations in left-hand column:

- **Remove the bikeway on Woodland Drive between White Oak Drive and Columbia Boulevard.**

Bicyclists wishing to continue north of Dale Drive should be directed either eastward via Columbia Boulevard toward the Sligo Creek trail or westward via Seminary Road toward the bikeway system west of Georgia Avenue.

Page 79 Map 25 - add Forsythe Avenue/Newcastle Avenue/Linden Lane on-road bikeway

After Page 79 Add the following as Table 3:

Bikeway System Framework Routes, North and West Silver Spring						
Route	Name	Location	Type	Plan Area	Comments	Status
Regional Trails and Routes along Major Highways						
1	Rock Creek Park Trail	Throughout Planning Areas	off-road	WSS NSS	Separated path preferred for portions adjacent to rail.	P
1	Metropolitan Branch Trail/Capital Crescent	Throughout Planning Area	off-road	WSS	Separated path preferred for portions adjacent to rail.	P
2	Sligo Creek Trail	Throughout Planning Area	off-road	NSS	Separated Path	E

Bikeway System Framework Routes, North and West Silver Spring						
Bikeways connecting to regional trails and local activity centers						
3	Seminary Road	District of Columbia line to Piney Branch Road	on-road	NSS	Shared use of roadway	P
4	Linden Road/Columbia Blvd	Capital Beltway to Sligo Creek Trail	on-road	WSS NSS	Shared use of roadway	P
5	Brookville Road	Sligo Creek Trail to Rock Creek Trail	off-road	WSS	Shared use sidewalk on both sides	E
6	Second Avenue/Locust Grove Road	Georgia Ave/I-495 Ramp to Fenwick Lane	on-road	NSS	Shared use of roadway	P
7	Lyttonsville Place & Road	Brookville Road to east end of Lyttonsville Road	off-road	WSS	Shared use sidewalk on both sides	E
8	East-West Highway	CBD to Rock Creek Trail	on-road off-road	WSS	Shared use of service road Shared use sidewalk on both sides	E
9	Colesville Road/16th Street	DC Line to Georgia Avenue	on-road	NSS	Shared use of roadway	P
10	Woodland Drive/Fenton Road	Seminary Road to Philadelphia Ave	on-road	NSS	Shared use of roadway	P
11	Silver Spring Green Trail	Silver Spring CBD to Sligo Creek Trail	off-road	NSS	Separated path preferred on north side with on-road bikeways	P
12	Cedar Street	Colesville Road to Ellsworth Road	on-road	NSS	Shared use of roadway	P

**Status**

E = Existing

P = Proposed

**Other Notes**

Countywide route numbering system under review for update to Master Plan of Bikeways

For descriptive purposes, "Location" may include portions outside relevant Plan Area

Recommendations only apply within relevant Plan Area

**Plan Areas**

NSS = North Silver Spring Planning Area

WSS = West Silver Spring Planning Area

\*Due to constraints created by existing features, it may not be possible to meet AASHTO's bikeway guidelines along all bikeways.

Consider striped bike lanes for on-road bikeways



Page 86      Revise paragraph under first bullet in right-hand column:

Needs identified in the PROS Plan should be the primary evaluation criteria [and take precedence over other possible recreation facility uses].

Page 86      Make the following changes to the second bullet in the right-hand column. Delete the last sentence under the second bullet in the right-hand column:

- Consider a public or private educational use for closed schools before the County declares these facilities surplus. If there is no public or private educational need, consider conversion to a park as a means to meet the active recreational needs identified in the PROS Plan or identify another public use option. [If the site is not appropriate for either of these uses, it should be considered for other public use before being surplus.]

The former Montgomery Hills Junior High School [has been vacated by a private school] should be considered for reuse. The County has a process for disposition of closed school facilities that evaluates and determines the appropriate long-term reuse options. [The facility should be considered by MCPS as a means of relieving overcrowding at Sligo Middle School.]

Page 86      Add to the bottom of page 86 in the right-hand column:

The entrance to Woodlin Elementary School is located on Luzerne Avenue, which is a narrow residential street. The school is adjacent to Brookville Road, an arterial road that can better accommodate the school buses and other traffic associated with the school than Luzerne Avenue.

Page 89      Change 'Table 3' reference to 'Table 4.'

Appendix D    National Park Seminary Historic District Boundaries – revise parenthetical expression on map to read: District Does Not Include Ultimate Master Plan Road Rights-of-Way).

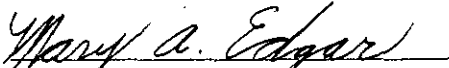
Linden Historic District Boundaries - revise parenthetical expression on map to read: District Does Not Include Ultimate Master Plan Road Rights-of-Way).

#### General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft North and West Silver Spring Master Plan. Maps should be revised where necessary to conform with Council actions. The

text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft North and West Silver Spring Master Plan, dated December, 1999.

This is a correct copy of Council action.

  
Mary A. Edgar, CM&  
Clerk of the Council

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