FOREST GLEN
MONTGOMERY HILLS
SECTOR PLAN

Technical Appendix

M-NCPPC
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910

MontgomeryPlanning.org

Contents

Housing

The Forest Glen-Montgomery Hills Study Area is characterized by a relatively older population. 29 percent of the study area population is between the ages of 45 and 64 (compared to 29 percent countywide), 15 percent is over 65 (compared to 13 percent countywide), while 25 percent is under 20 (compared to 26 percent countywide). Families comprise approximately two-thirds of the study area's households, with married couple-headed families accounting for approximately half of all households. 28 percent of study area households are single individuals living alone.

Forest Glen-Montgomery Hills' population is comprised of individuals from a wide array of racial and ethnic backgrounds. Non-Hispanic Whites make up just over half of the population (52 percent), while the area contains large numbers of African Americans (20 percent), Hispanics (16 percent), and Asians (7 percent). 28 percent of study area residents speak a language other than English at home, although this is lower than the countywide average (40 percent).

The median household income in the study area is $125,148, slightly lower than the countywide average ($133,543). The study area population is economically diverse, with 15.3 of households earning below $35,000 per year, 26.1 percent earning between $50,000 and $100,000, 35.3 percent earning between $100,000 and $200,000, and 16.5 percent earning above $200,000.

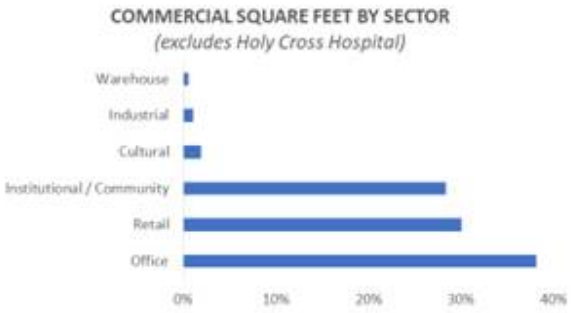
Of the study area's working population, a disproportionately high number of individuals commute via public transportation (34 percent compared to 16 percent countywide), while a markedly lower amount drive alone to work (51 percent compared to 65 percent countywide). The study area is also highly educated: 40 percent of the population over 25 years old holds a graduate or professional degree, compared to 31 percent throughout the county.

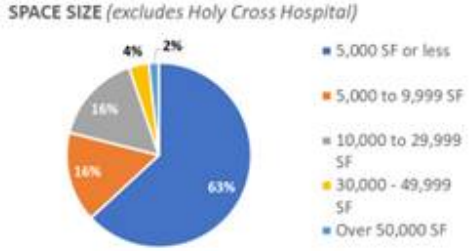
NONRESIDENTIAL SPACE & USES

Forest Glen/Montgomery Hills Study Area

- 1.65M SF in nonresidential space across 58 properties
  - Hospital consists of 1.23M SF (or 75% of total)
- Nonresidential space (excluding hospital premises) characteristics:
  - Older building stock (most built 1940 – 1970)
  - Service-oriented retail in Montgomery Hills (restaurants, gas stations, convenience retail)
  - Community facilities along Georgia Avenue and Rosensteel Avenue (churches, schools, etc.)
  - Health service and medical related offices

Source: Maryland Department of Assessments and Taxation, 2017





JOBS AND INDUSTRY

Forest Glen/Montgomery Hills Study Area

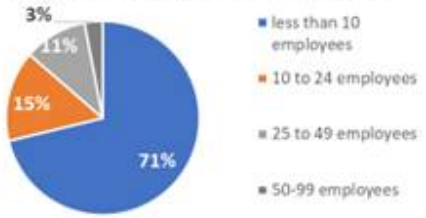
- 5,106 Jobs in 96 Establishments
  - Holy Cross Hospital and in-hospital affiliates account for 85 percent of total employees
  - Remaining 723 employees are spread across 66 establishments

- Top 5 Employers *(not on hospital premises)*
  - Regency Health Care of Silver Spring (50 to 99)
  - Snider's Super Foods (50 to 99)
  - Maxim Healthcare Services (25 to 49)
  - Montgomery Hills Car Wash (25 to 49)
  - Holy Cross Private Home (25 to 49)

Source: Maryland DLLR, Quarterly Census of Earnings and Wages, 3rd Quarter 2017

JOBS BY INDUSTRY *(excludes Holy Cross Hospital)*

WORKPLACE SIZE *(excludes Holy Cross Hospital)*

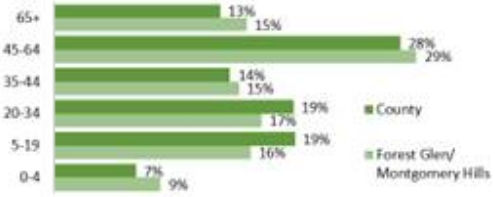


DEMOGRAPHICS

Forest Glen/Montgomery Hills Study Area

- Adults typically age 45 to 64 (29%)
- 1 in 4 residents under age 20
- Majority non-Hispanic White (52%)
- English is most common language (72%)
- Two-thirds of Spanish speaking residents (1,900) speak English less than "Very Well"

Age Distribution (2015)



Race & Hispanic Origin (2015)

Language Spoken at Home (2015)

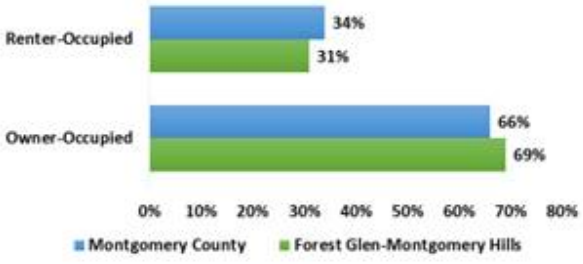
2011-2015 American Community Survey, 5-year estimates, U.S. Census Bureau

HOUSING INVENTORY

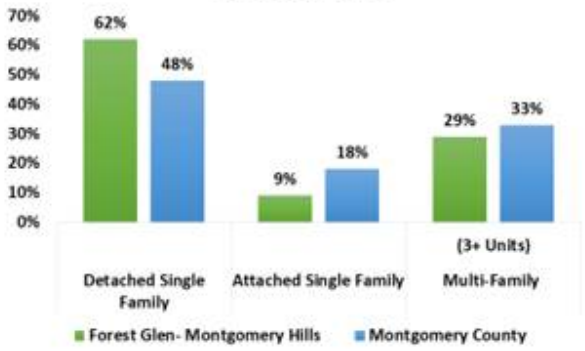
Forest Glen/Montgomery Hills Study Area

- 62% of occupants live in detached single-family housing
- 29% of occupants live in multi-family housing
- 69% of occupants live in owner-occupied units

Occupied Housing Units



Housing Type



2011-2015 American Community Survey, 5-year estimates

Forest Glen/Montgomery Hills Traffic Analysis – Summer 2019

INTRODUCTION

This appendix summarizes the methodology and analysis behind recommendations included in the Montgomery Hills/Forest Glen Sector Plan. Those recommendations are intended to promote a safe and efficient multimodal transportation system through Vision Zero principles that prioritizes safety for all modes above traffic flow and congestion mitigation needs. It is anticipated that an enhanced multimodal transportation network, resulting from this plan's recommendations, will help meet future transportation demand in the plan area. To achieve this goal, transportation recommendations included in the Sector Plan focus on strategic improvements to existing transportation infrastructure and new protected crossings as a means of improving connectivity and mobility through the horizon year (2040) of this transportation analysis.

GEORGIA AVENUE ROAD CHARACTERISTICS

Georgia Avenue (MD 97) is the spine and focus of the Sector Plan. Classified as a major highway, it is owned and maintained by the Maryland State Highway Administration (MD SHA). One of only a handful of north-south corridors in the County that maintains continuity over nearly 20 miles, it connects the County's southern border with Washington, D.C. to the northern boundary with Howard County. The approximately two-mile segment of Georgia Avenue within the Sector Plan study area is among the most heavily traveled with a daily average traffic volume of 75,000 cars per day and exhibits severe congestion[1] during the three-hour peak travel period. Amongst all roadway segments in the County, Georgia Avenue between the DC Line and the Beltway, is ranked the fourth most congested behind Ridge Road (MD 27)[2], Colesville Road (US 29)[3], and Connecticut Avenue (MD 185)[4],[5].

Within the plan boundaries, Georgia Avenue is traveled for many kinds of trips. It carries residential traffic from the several single-family homes that front the roadway in the northern segment of Forest Glen. It provides access to local neighborhood businesses, offices, high-density residential buildings, and places of worship in Montgomery Hills and through Woodside Park. It also carries commuters from the far northern County neighborhoods and the Beltway to and from the County's southern urban centers and the District. Washington Metropolitan Area Transit Authority (WMATA) busses travel up and down the corridor making stops along the roadway between Silver Spring and Olney. People walk and bike along Georgia Avenue to get to schools, parks, and neighbors. While the roles of Georgia Avenue

[1] According the Montgomery County Mobility Assessment Report (2017), it experiences 77% congestion during the peak evening 3-hour period. The percentage of congestion here refers to the travel time index. If a roadway experiences 100% congestion this means that it takes twice as long to travel during the peak 3-hour period as it does during free-flow conditions.

[2] Southbound, between Brink Road to David Mill Road

[3] Southbound, between the Capital Beltway and the DC city boundary

[4] Southbound, between the Capital Beltway and the DC city boundary

[5] Montgomery County Mobility Assessment Report (2017)

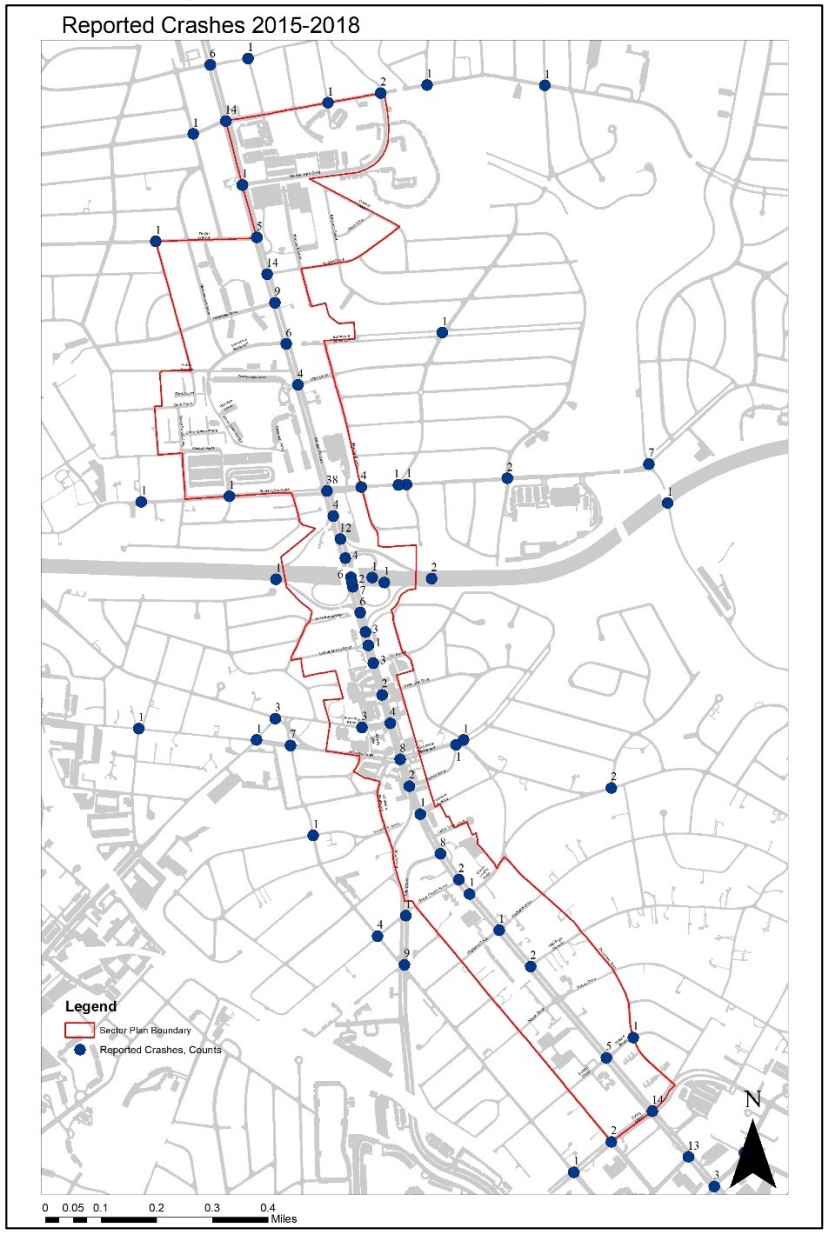
overlap, the design of the roadway clearly shows a historic preference for moving large volumes of regional motor vehicle traffic as it spans between six and seven travel lanes, with few signalized intersections between Wheaton and downtown Silver Spring.

MDOT SHA completed recent improvements at select locations along Georgia Avenue to improve conditions for pedestrians. These improvements include re-poured sidewalks, accessible curb ramps with channelized walkways at intersections, and pedestrian countdown signals. While these improvements were completed recently, significant infrastructure improvements are still necessary to improve safety and enhance connectivity on and along Georgia Avenue.

GEORGIA AVENUE ROAD – SUMMARY OF REPORTED CRASHES IN THE PLAN AREA

The Forest Glen/Montgomery Hills Sector Plan is among the first master plans to commence following the Montgomery County Council's adoption of the Vision Zero Action Plan. This plan, which began development in November 2017, identifies Georgia Avenue as a high-risk roadway as it is included the county's high injury network. Georgia Avenue, between the intersections of Plyers Mill Road and Forest Glen Road, is identified as a high priority corridor for engineering improvements based on the total number of severe and fatal crashes, the number of crashes per mile per year and the number of crashes per vehicle miles traveled. As shown in Figure 1, between 2015 and 2018, there were 14 fatal or severe injury crashes on Georgia Avenue along this segment. Although travel by motor vehicle represents the majority of person trips along the corridor, pedestrians and bicyclists accounted for four of these crashes. Roadways with at least five or more severe fatal collisions and one or more collision per mile, per year were added to the county's high-injury network. The crash rate on the segment of the corridor is 12.51 per mile, which is why it was included in the high-injury network. Given forecasted population increases along the corridor, without intervention, this number is likely to increase. This high-level analysis suggests that infrastructure improvements are critical to improve safety on Georgia Avenue, particularly for vulnerable users such as pedestrians and bicyclists.

Figure 1: Severe and Fatal Crashes Map 2015-2018



COMPLETE STREETS

This sector plan recommends the transformation of Georgia Avenue to a multimodal complete street that increases safety and provides efficient travel through and across the corridor for all transportation modes. The transformation of Georgia Avenue to a multimodal complete street, one that is operated and maintained to provide safe accommodations for people who walk, bicycle, use transit and drive, is a long-term vision. As the operation and maintenance of Georgia Avenue is a shared responsibility between the state and the county, the complete streets policies of each agency are relevant to the implementation of this long-term vision.

MDOT SHA adopted a Complete Streets Policy in 2011 that requires the consideration and incorporation of all transportation modes when developing or redeveloping the state's transportation system. The policy is committed to a safe, efficient and multimodal network as well as partnerships with local governments, transit providers and stakeholders to develop and maintain a complete street network.[6]

The Montgomery County Complete Streets Policy and Standards, included in Section 49-25 of the Montgomery County Code, seeks to safely and conveniently accommodate all users of the roadway system. Included in Montgomery County's Road Design and Construction Code, the Complete Streets Policy and Standards "guide the planning, design, and construction of transportation facilities in the public right-of-way."[7] A new complete streets policy which will also result in reclassification of streets within the county is underway. This is a joint effort between the planning department and Montgomery County Department of Transportation (MCDOT).

With the planning, design and construction of long-term redevelopment or infrastructure projects, such as bus rapid transit (BRT), it is critical to implement the complete streets policies of the state and the county to facilitate the safe and efficient movement of all transportation modes. Major transportation projects such as BRT can only be successful if they are accompanied by a safe and comfortable environment for pedestrian and bicycle travel.

Creation of a New Street Type and Design Standards for High-Quality Transit Corridors

The Forest Glen/Montgomery Hills Sector Plan Working Draft recommends the creation of a new street type and design standards for high-quality transit corridors in residential communities through the development of Montgomery County's Complete Streets Design Guide. A new street type is needed because roads such as Georgia Avenue between the Wheaton and Silver Spring Central Business Districts (CBDs) do not fit well into the existing urban, suburban and rural classification system. While the majority of Georgia Avenue in

[6] "Complete Streets Policy, Maryland State Highway Administration." (http://roads.maryland.gov/OPPEN/SHA_Complete_Street_Policy.pdf)

[7] "Montgomery County Road Design and Construction Code." (Mont. Co. Code 1965, § 103-8; 2007 L.M.C., ch. 8, § 1; 2007 L.M.C., ch. 8, § 1; 2014 L.M.C., ch. 37, § 1.)

the sector plan area is categorized as suburban in land use, it is more urban in its activity level, due to a large amount of walking, bicycling and transit use. The intent of the recommended new street type is to create an environment that prioritizes walking, bicycling and transit use consistent with the urban road classification described in Section 49 of the Montgomery County Code, which reduces target speeds and lane widths and improves pedestrian and bicycle infrastructure to increase safety for all road users.

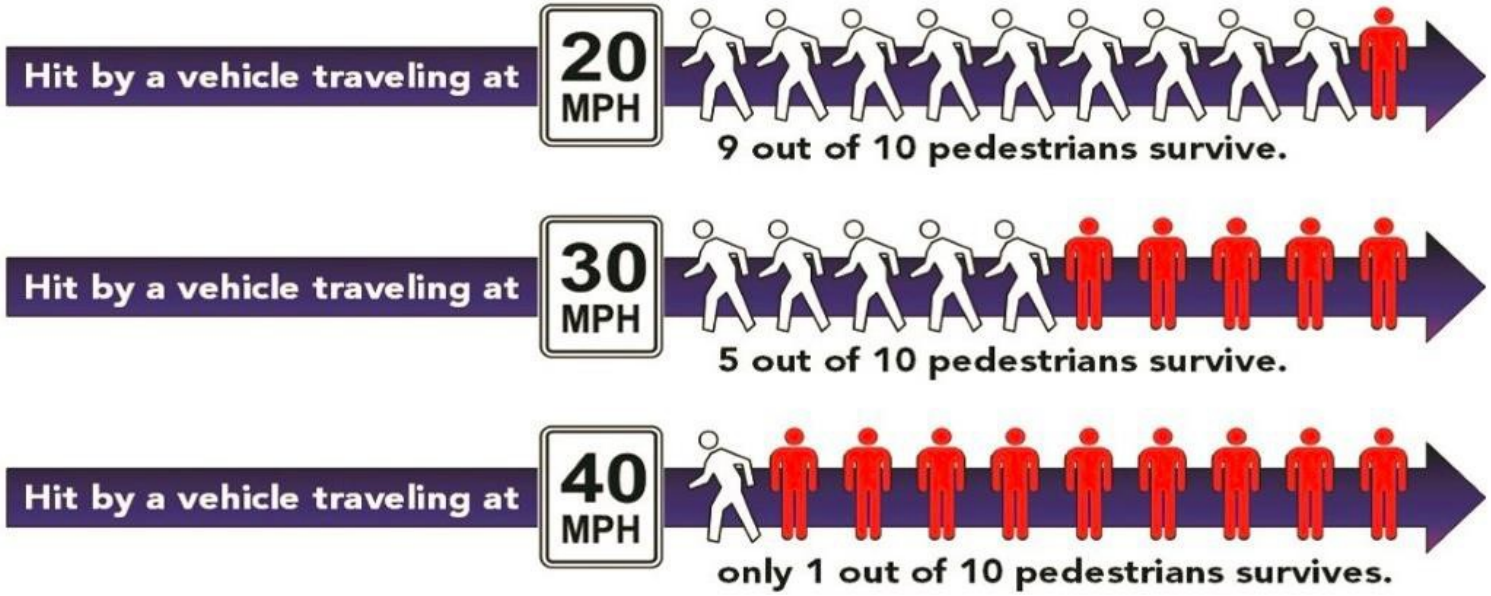
Other complete streets strategies include acquiring and reallocating right-of-way where necessary and appropriate to create safe, designated travel ways for each of the modes.

ROADWAY SAFETY

Roadway safety is achieved through the reduction of crash frequency and severity. Methods to reduce crash frequency include providing clearly designated space for each road user, as accomplished through a complete street, and regulating the interaction of road users through traffic signals or other traffic control devices. The reduction of crash severity is primarily achieved through reduced vehicle speeds.

The speed of vehicles on Georgia Avenue contributes to the inadequate quality of the environment for all road users and is inconsistent with the County's Vision Zero policy. The posted speed on Georgia Avenue within the sector plan boundary is currently 35 miles per hour from Spring Street to north of Dennis Avenue. There is concern about motor vehicle speeds on Georgia Avenue especially in the Forest Glen and Woodside Park plan area districts, as these segments experience lower levels of congestion and higher speeds are achievable. Similarly, on the few roads that parallel Georgia Avenue, there is concern that motorists appear to be traveling at speeds higher than what's posted (generally 25 miles per hour in the plan area), to make up for time lost sitting in congestion on Georgia Avenue. In recognition of research that shows that pedestrians have an 80 percent chance of survival if they are hit by a motor vehicle at 20 miles per hour, and an 80 percent chance of death if they are hit at 40 miles per hour, reducing traffic speeds is the most important change that is needed to eliminate traffic fatalities and severe injuries in the corridor. While traffic signals can improve safety by controlling conflicts at crossings, a principle tenant of Vision Zero is understanding that people make mistakes and sometimes fail to follow traffic control devices. Roads should be designed so these mistakes do not result in death or severe injury.

Figure 2: Pedestrian Death Risk Declines at Lower Vehicle Speeds (Courtesy of World Resources Institute



Several strategies can be applied to reduce vehicle speeds, including reducing the posted speed and increasing automated enforcement. As discussed in greater detail below, these strategies can be effective and should be pursued. However, this sector plan also recommends engineering solutions, including reducing lane widths.

Design standards for urban and suburban arterial roadways generally specify 12-foot wide travel lanes. However, transportation officials, including the American Association of State Highway and Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO) have suggested the use of 10- or 11-foot wide lanes to promote slower driving speeds and reduce the severity of crashes without impacting traffic operations. Reducing the width of travel lanes also provides an opportunity to reallocate space to other modes of transportation and streetscape improvements.[8,9,10] In 2018, MDOT SHA reduced the travel lanes on Georgia Avenue between I 495 and MD 193 from 12-foot lanes to 10-foot lanes. The sector plan recommends extending those lane diets on Georgia Avenue as far south as Spring Street, the northern border of the Central Business District (CBD) and southern boundary of the sector plan.

With the long-term transformation of Georgia Avenue to a complete street, this master plan recommends 10-foot-wide travel lanes and 12-foot-wide transit lanes. The reduction in lane widths provides an opportunity to increase safety for road users by slowing speeds and reducing pedestrian crossing times. It also allows reallocation of right-of-way to improve safety for all users by providing adequate width for sidewalks, bikeways, medians, and buffers.

Reducing Speed on Georgia Avenue

Target speeds serve as a key factor for determining design speeds, influencing operating speeds, and serving as a reference for establishing speed limits. Chapter 49 of the Montgomery County Code identifies target speeds to provide consistency among the design characteristics of a roadway, its operating speed, the speed limit, and the required safety and mobility for all road users. The target and design speed ranges identified in Chapter 49 are intended to capture a broad range of conditions, are not suitable to every situation and may be periodically revised to meet the needs of the county.

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[8] National Association of City Transportation Officials, *Urban Street Design Guide:* 34.

[9] Ingrid Potts, Douglas W. Harwood, and Karen R. Richard, "Relationship of Lane Width to Safety on Urban and Suburban Arterials," accessed April 5, 2018, https://nacto.org/docs/usdg/lane_width_potts.pdf.

[10] Kay Fitzpatrick, Paul Carlson, Marcus Brewer and Mark Wooldridge, "Design Factors that Affect Driver Speed on Suburban Arterials," accessed April 5, 2018, https://nacto.org/docs/usdg/design_factors_that_affect_driver_speed_fitzpatrick.pdf.

Although Georgia Avenue is a state road, the county's road standards provide context to evaluate appropriate speeds on a multimodal corridor such as Georgia Avenue, which is classified as a major highway in the Master Plan of Highways and Transitways. Chapter 49 of the County Code identifies the target speed on a major highway in an urban area as 25 miles per hour and 35-to-40 miles per hour in a suburban area. This master plan recommends the reduction of target speeds on Georgia Avenue to 30 miles per hour, consistent with the lower range of the target speed identified in the County Code. In summer of 2019 MDOT SHA announced that it planned to reduce the speed limit on Georgia Avenue between Veirs Mill Road and Cherry Valley Drive from 35-50 mph to 25-45 mph. This segment is just outside the sector plan boundary, and this sector plan recommends extending the speed reduction on Georgia Avenue further south to include the entire sector plan area.

Pursuant to Maryland State Law Subtitle 8 Section 21-803, a local authority may alter speed limits on a state highway with the approval of the SHA if, based on an engineering and traffic investigation, the local authority determines that the maximum speed limit exceeds or is less than reasonable or safe under existing conditions. The local authority may then establish a reasonable and safe maximum speed limit with the approval of MDOT SHA.

Automated Enforcement

The Montgomery County Police Department's Safe Speed program is an automated speed enforcement program that enforces speeds in residential areas through speed cameras. Currently, there are no speed cameras on Georgia Avenue in the Forest Glen and Montgomery Hills Plan Districts. However, permanent speed cameras have been installed in both directions on Georgia Avenue between 16th Street and Spring Street as a measure to slow traffic speeds approaching downtown Silver Spring to the south and the Montgomery Hills commercial center to the north. This sector plan encourages the Montgomery County Police Department to add Georgia Avenue as a Speed Camera Corridor as part of the Safe Speed Enforcement program. Other Maryland State Highways, including Colesville Road, Georgia Avenue and Connecticut Avenue are designated speed camera corridors.

Additionally, the sector plan identified local roadways in the sector plan area that given their connectivity, geometric and relationship to Georgia Avenue may be roadways that experience speeding and other unsafe traffic behaviors. This plan recommends MCPD evaluate the following roadway segments for temporary and/or permanent speed camera installation.

- Georgia Avenue between August Drive (near church/private school St. John the Evangelist) and Tilton Drivee.
- Woodland Drive between August Drive and the Capital Beltway.
- Dale Drive between Georgia Avenue and Colesville Road.
- Second Avenue between Linden Lane and Spring Street.

These corridors are identified on a map in the sector plan and are recommended for further study of travel speeds and potential traffic

calming mitigation.

Reducing Turning Speeds along the Corridor

One way to improve pedestrian safety at intersections is to reduce the crossing distance at intersections which decreases the exposure to potential conflicts with motorists, especially those making turns in the intersection. Curb extensions, also known as bulb outs, are effective are reducing the crossing distance and can also make pedestrians queuing on the corner more visible to motorists by bringing the curb closer to the motorists' field of vision. Even simply tightening the curb radii can make a difference as the tighter the curb radius, the slower the motorist must ,,,,,,,,,,,,,,,,,,,,,,drive to navigate the turn with precision. In urban areas, the ideal curb radius is no larger than 15 feet. This can be too tight for trucks and buses. On corridors with higher volumes of larger vehicles, a curb radius of 20 feet can be an effective treatment and navigable for vehicles of all sizes.

Figure 3: Curb extensions in Oxnard, CA
Credit: PBIC Image Library, Dan Burden

Curb extensions can be most easily installed where there is space for on-street parking, the curb extension can repurpose the area closest to the intersection (Figure 3). It is important to note that this design treatment does not remove a legal space, as intersections should be clear as far back at 50 feet from the intersecting roadway to provide adequate visibility for vehicles queuing at the intersection. The following locations haven been identified as potential locations for curb extension treatments. Additional study will be needed before implementation.

- Dexter Avenue (fire hydrant south side)
- Hildarose Drive
- Belvedere Boulevard
- Locust Grove Road (remove channelization island when median on Georgia Avenue installed)
- Flora Lane
- Corwin Drive
- Grace Church South
- Highland Drive
- Woodside Parkway
- Noyes Drive
- Ballard Street

Traffic Calming Studies

This plan recommends Montgomery County Department of Transportation (MCDOT) initiate operational traffic studies of key parallel

side streets to consider traffic calming treatments (see Figure 4). These studies should capture and analyze current traffic speeds and identify strategies that align with the county's Vision Zero Initiative and the 2018 *Bicycle Master Plan*. Speed reduction strategies identified should reflect the current best practices and should not decrease access for bicyclists and pedestrians[11]. While maintaining access and connectivity in the road network is important, excessive vehicle speeds on the side streets are detrimental to safety and the residential character of the neighborhoods surrounding the Georgia Avenue corridor.

- East Side of Georgia Avenue
  - Woodland Drive (Medical Park Drive to Forest Glen Road and Flora Lane to Spring Street)
  - Woodland Drive Extended (B-1: Medical Park Drive to Dennis Drive)
  - Dale Drive (Georgia Avenue to Colesville Road)
  - Forest Glen Road (Georgia Avenue to Sligo Creek Parkway)
  - Medical Park Drive (Georgia Avenue to Dennis Avenue)
  - This plan confirms MCDOT's proposed all-way stop configuration at the intersection of Tilton Drive and Woodland Drive to slow traffic.
- West Side of Georgia Avenue
  - Locust Grove Road (Georgia Avenue to Second Avenue)
  - Columbia Boulevard (Seminary Road to 16th Street)
  - Forest Glen Road (Capital View to Georgia Avenue)
  - First Avenue (16th Street to Spring Street)
  - Second Avenue (Lansdowne Way to Riley Road and Linden Lane to Spring Street)
  - Seminary Road (Georgia Avenue to Forest Glen Road)

[11] Note, traffic calming strategies are limited on minor arterials and restricted on arterials.

Figure 4: Traffic Calming Map

Further Study for Speed Enforcement

Reducing the traveling speed of vehicles is a key component to ensuring safety for all modes of travel. Since 2013, the Montgomery County Police Department (MCPD) has successfully deployed several speed enforcement cameras as part of its Safe Speed campaign. Cameras were installed on Georgia Avenue in both directions within the Woodside Park District. Speed cameras are effective at slowing vehicular speed, because the technology is automatic, unbiased and consistent. This plan recommends MCPD evaluate the following roadway segments for temporary and/or permanent speed camera installation.

- Georgia Avenue between August Drive (near church/private school St. John the Evangelist) and Tilton Drive.
- Woodland Drive between August Drive and the Capital Beltway.
- Dale Drive between Georgia Avenue and Colesville Road.
- Second Avenue between Linden Lane and Spring Street.

Reducing Conflicts

Consolidate Driveways on Georgia Avenue

The frequency of driveways along Georgia Avenue presents the potential for conflicts among different travel modes. Driveways interrupt pedestrian and bicycle travel and introduce numerous and sometimes unexpected vehicle turns into and out of through-traffic.

Redevelopment opportunities along Georgia Avenue should consolidate or eliminate driveways to reduce conflicts among travel modes. New driveways should be considered only in conjunction with the removal or reduction of existing driveways. The following existing driveways should be considered for removal:

- East Side of Georgia Avenue
    - Close the private driveway immediately opposite Seminary Place (could be consolidated with existing parking lane egress driveway).
- West Side of Georgia Avenue
    - Close middle entrance to Seminary Plaza Shopping Center (immediately south of the car wash).
    - On-street parking lane and its driveways between Seminary Place and Seminary Road. Drycleaners property and Montgomery Hills Shopping Center.
    - Close Georgia Avenue driveway onto Montgomery Hills Shopping Center (northwest corner of Georgia Avenue and Seminary Road).

Road Safety at the Beltway Interchange

The cloverleaf design of the interchange negatively impacts traffic safety. This design forces weaving maneuvers for motorists attempting to merge on and off the Beltway. Motorists exiting the inner-loop traveling northbound on Georgia Avenue have limited distance to merge into northbound Georgia Avenue traffic. This situation is complicated by northbound Georgia Avenue traffic attempting to merge onto the outer loop on-ramp all within the same space.

The plan recommends evaluation of two Beltway interchange design alternatives to improve safety and traffic flow. These design alternatives are recommended for further study. Recognizing that transportation planning and design is a rapidly evolving field, it may be determined that, after additional study, a design treatment unique from what is described below would potentially be more effective at improving safety and traffic flow. Should that be the case, the new treatment should be considered for implementation.

Figure 5: Beltway Existing Condition

Short-term Design Alternative: Beltway Ramp Reconfiguration

Removing the existing southeast cloverleaf (Beltway inner loop off-ramp to northbound Georgia Avenue) will eliminate the weaving that occurs between motorists merging onto the outer-loop (westbound) ramp and those motorists exiting the inner loop of the Beltway headed northbound on Georgia Avenue. This change will improve safety on Georgia Avenue approaching and beneath the Beltway underpass. Motorists exiting the inner-loop and heading northbound on Georgia Avenue would share an expanded inner-loop off-ramp where southbound Georgia Avenue traffic is routed today. This reconfiguration is expected to improve safety and could potentially improve traffic flow on Georgia Avenue northbound as merging would no longer be an issue.

- Remove the existing southeast cloverleaf.

- Re-route inner-loop off-ramp traffic northbound onto Georgia Avenue to existing inner-loop off-ramp southbound onto Georgia Avenue. Use the existing traffic signal to protect left-turning northbound traffic onto Georgia Avenue.
- Evaluate measures to improve safety for pedestrians crossing the Beltway ramps on the east side of Georgia Avenue. Such measures could include a pedestrian-actuated signal to increase pedestrian visibility and improve vehicular stop-compliance.
- Undertake a traffic study to determine potential impacts on both traffic safety and traffic flow on Georgia Avenue and the Beltway.

Long-term Design Alternative: Diverging Diamond Interchange

A diverging diamond interchange (DDI) is an interchange design in which traffic from the lower classified street crosses over to the opposite side of the road to make a free left turn onto the freeway. Installation of this treatment would result in a complete overhaul of the access to the Beltway and would replace all existing cloverleaf on- and off-ramps. The DDI would be installed beneath the Beltway overpass.

- Implementation of the DDI would remove the three cloverleaf on/off ramps.
- Implementation of the DDI would keep the existing slip lanes (northbound Georgia Avenue, southbound Georgia Avenue)
- Install signage and pavement markings in advance of the DDI on either end of Georgia Avenue to help motorists choose the correct lane as early as possible.
- Maintain and improve the existing pedestrian and bicycle bridge on the west side.
- Install a new pedestrian and bicycle bridge on the east side.

Figure 6: Design Alternative 1 – Beltway Ramp Reconfiguration

Figure 7: Design Alternative 2 – Divergent Diamond Interchange

Montgomery Hills Main Street Concept

The Montgomery Hills segment of the Georgia Avenue corridor has been studied in pursuit of making it safer for all transportation modes and improving the flow of vehicular traffic. The 2000 *North and West Silver Spring Master Plan* dedicated an entire section of the document to the study of Georgia Avenue as it runs through Montgomery Hills (Forest Glen Road to 16th Street).

This plan carries forward the previous plan vision with modifications to reflect current best practices. The Montgomery Hills District is envisioned as a walkable grid with Georgia Avenue serving more as a main street for local residents rather than a pass-through for regional commuters.

The Maryland State Highway Administration (MDOT SHA) is completing a comprehensive study and redesign of the segment of Georgia Avenue between Forest Glen Road and 16th Street in response to the county's master plan concept. The MD 97 Georgia Avenue Montgomery Hills Study aims to incorporate public feedback along with a conceptual cost-engineering analysis of the preferred design alternative. This plan confirms the design elements of the MDOT SHA project in the interim term, while supporting a more robust design in the long term[12].

MDOT SHA Preferred Alternative (Interim-Term)

The road segment design elements listed below are what have been confirmed by MDOT SHA staff as of March 19, 2019. This section will be updated when the final project is revealed to the public.

- Maintain the master-planned 120-foot of right-of-way on Georgia Avenue.
- Narrow interior travel lanes to 10-feet wide maximum; 11-feet maximum for curb lanes.
- Remove the reversible lane configuration.
- Install a landscaped median to separate the two directions of traffic, create turn pockets for left turn lanes and provide pedestrian refuge at signalized intersections.
- On the west side of Georgia Avenue, install a 12-foot sidepath and a six-food landscape buffer.
- On the east side of Georgia Avenue, install an 8-foot sidewalk.
- Remove the southbound slip lane of 16th Street and realign southbound 16th Street with present alignment of northbound 16th Street.

Plan Vision (Long-Term)

This plan's vision for Georgia Avenue within Montgomery Hills builds on the previous plans, projects and studies, each of which visualized a more walkable and bikable transportation network. The plan advances the vision for Georgia Avenue by designating this segment as a

[12] At the time of this draft, MDOT SHA has not publicly shared a final, preferred alternative. What is included reflects what was shared publicly at the Planning Board Meeting March 19, 2019. The announcement for the final preferred alternative is expected in winter of 2020.

main street corridor with key design elements, including the following:

- Designated spaces for all travel modes.
- Designated space for high-end bus rapid transit station furniture.
- Aesthetically pleasing buffers between motorized and non-motorized traffic with street trees and understory vegetation.
    - Along the west side of Georgia Avenue install a concrete grade-separated buffer between the two-way separated bike lane and vehicular traffic. Behind the separated bike lane will be a buffer and 6-foot (minimum) sidewalk.
    - Along the east side of Georgia Avenue, install a 6-foot buffer (ideally with street trees) and at least a 6-foot sidewalk.
- Pedestrian-scale lighting.
- Relatively short blocks to improve navigation throughout the corridor; these blocks are created by spacing crossings ideally no more than 300 to 500 feet apart to facilitate safe crossings for all modes, especially pedestrians and bicyclists.
- A street grid with north/south and east/west options that improves both local and regional travel through the corridor.

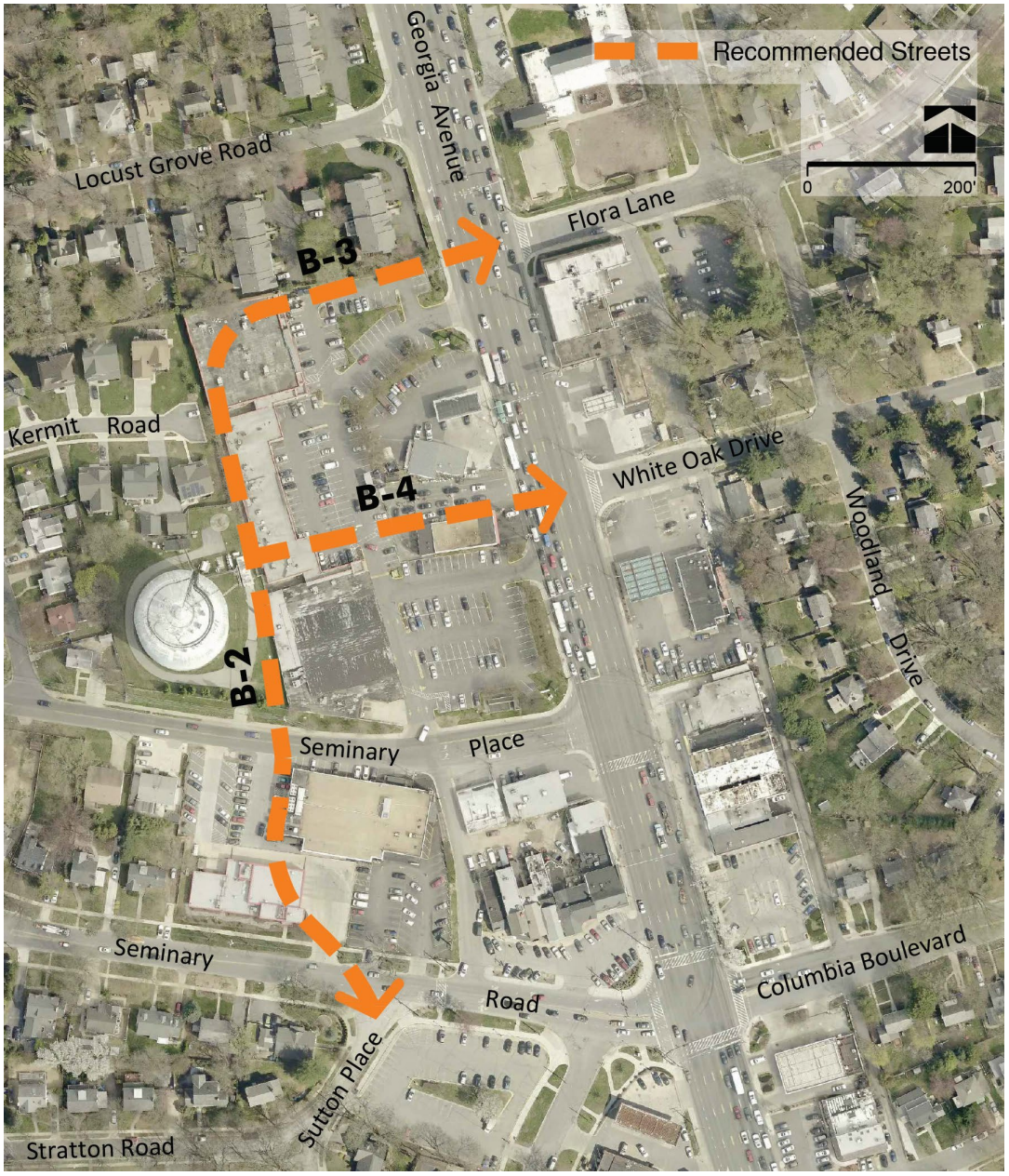
Main Street Grid

The long-term vision assumes implementation of all short-term or interim recommendations. Building on the short-term improvements, the vision further improves the pedestrian level of comfort and the bicycle level of traffic stress by providing more separation between these two modes.

To improve circulation, the sector plan envisions a more connected street network on the west side of Georgia Avenue with redevelopment. Several new roadways are recommended to intersect with Georgia Avenue that should be evaluated for new protected pedestrian crossings. Providing more frequent crossings for both vehicles and non-motorized transportation modes on Georgia Avenue would improve the walking experience, while increasing safety for all modes as they travel through and across the corridor.

The plan recommends a new grid of business district roadways, Montgomery Hills Connectors (B-2, B-3, and B-4) with redevelopment of the Seminary Shopping Plaza.

Figure 8: Main Street / Grid Concept


Recommended Streets
0
200'
Georgia Avenue
Locust Grove Road
Flora Lane
B-3
Kermit Road
B-4
White Oak Drive
Woodland Drive
B-2
Seminary Place
Seminary Road
Columbia Boulevard
Sutton Place
Stratton Road

Note: The streets shown on this image are for illustrative purposes only and do not show a finalized alignment. New roadways will be implemented as part of redevelopment of the appropriate properties and will need to conform to the current design standards set forth in the Complete Street Policy and MCDOT design guidelines.

- Improve bicycle and pedestrian conditions along Georgia Avenue.
    - Install a three-foot-wide buffer from vehicular traffic (horizontal/vertical), an 8-foot two-way separated bike lane and six-foot-wide sidewalk on the west side of Georgia Avenue
- Implement a grid of new business district roadways, the Montgomery Hills Connectors (B-2, B-3 and B-4)
    - Provide a business district roadway (B-2) parallel to Georgia Avenue on the west side of the corridor, between the northern limits of the Seminary Place Shopping Center and Seminary Road. This roadway will provide a parallel route to Georgia Avenue and is recommended to align north-south such that it establishes a new connection between Seminary Road and the northern edge of the Seminary Place Shopping Center. It is not intended to connect to Locust Grove Road. This will likely only be achievable with redevelopment of one or more of the following properties: the shopping center, Shell gas station, Montgomery Hills Carwash, Sniders Grocery Store and the volunteer fire department.
    - The intention of the Montgomery Hills Connectors (B-2, B-3 and B-4) business district roads is to achieve a true grid on the west side of Georgia Avenue in the Montgomery Hills District. B-4 is envisioned to connect to B-3 and align with the intersection of Flora Lane and Georgia Avenue.
    - B-4 is envisioned to connect to B-3 and align with the intersection of White Oak Drive and Georgia Avenue.
    - All roadways should be developed to meet the standards of a business district roadway with two travel lanes and dedicated space for comfortable walking on both sides of the street. Dedication for low-stress (LTS-2) bicycle facilities and on-street parking should also be explored. At the time of this sector plan, the minimum master planned right-of-way for a business district street is 60 feet. Note that specific recommendations for turn lanes and bicycle facilities are not identified. At the time of redevelopment, these issues will need to be resolved.
    - All three roadways would only be realized with redevelopment of the Seminary Place Shopping Center, the Shell gas station and the car wash on the west side of Georgia Avenue. The configuration should be studied after the implementation of one of the design alternatives for the Beltway interchange outlined earlier in this section.
    - With the installation of Montgomery hills Connector B-2, it may be beneficial to abandon or close segments of existing roadway that intersect with Seminary Road and/or Seminary Place at intersections that are deemed too close to Georgia Avenue for safety and circulation reasons. Examples of potential closures or operational modifications anticipated by this plan include:
        - Columbia Boulevard: This segment may be modified from its existing two-way operation between Seminary Road and 16th Street, to operate as a one-way southbound street.
        - Selway Lane: This segment may be modified from its existing two-way operation to operate as a one-way northbound street if the new north-south roadway is constructed. Restricting the access should not impede

loading access to the businesses located between Seminary Place and Seminary Road. Altering the operation could also create additional space for a buffered sidewalk on one side of Selway Lane. If the Seminary Place Shopping Center redevelops, improving bicycle and pedestrian access between the shopping center and Kermit Road should be explored by MCDOT. If the Montgomery Hills Shopping Center parcels consolidate and/or redevelop, and access on Selway is no longer needed, this may be another reason to explore its abandonment.

- If the recommended parallel route to Georgia Avenue is realized on the west side (B-2), additional roadway segments are recommended to align and connect with White Oak Drive and Flora Lane. These roadways are intended to be business district roads that provide dedicated space for pedestrians and motor vehicles (B-3 and B-4, respectively). Dedicated bicycle facilities and on-street parking should also be considered. Study of protected crossings at these new intersections with Georgia Avenue is also recommended. These recommendations are likely dependent on consolidation and/or redevelopment of the Seminary Place Shopping Center, the gas station and the car wash properties.
- If the southbound slip lane of 16th Street is removed, a pedestrian and bicycle-only protected crossing is recommended for study at Luzerne Avenue and Georgia Avenue. This crossing is also discussed in more depth in the New Trail Connections subsection of the technical appendix.
- Restore left turn movements at Forest Glen Road and Seminary Road in the peak periods. Modeling efforts conducted for the sector plan determined that this could be achieved if the left turning movements are permitted during the peak period in the peak direction only. This condition be re-evaluated after the Interim-term recommendations are realized and when improvements are made to the Beltway interchange.
- Reduce curb radii where possible to 15 feet to reduce turning speeds of vehicles and improve safety for pedestrians crossing the roadway.
- Install curb extensions where feasible to make pedestrians waiting to cross more visible to motorists and to reduce exposure in the crossing.
- Study the potential improvements and impacts of repurposing one of the four southbound lanes (curbside or median alignment) for a peak-direction bus rapid transit guideway.

Multiple-Threat Conflicts

Pedestrians crossing Georgia Avenue regularly encounter dangerous conflicts with vehicles, transit buses, and commercial trucks. Limiting conflict between pedestrians and vehicles and eliminating injuries is a key component of both the Forest Glen/Montgomery Hills Sector Plan and the plan's Vision Zero goal.

The level of protection and safety provided by pedestrian facilities in the Georgia Avenue corridor varies widely by intersection. Multiple-threat pedestrian conditions exist where crosswalks (both marked and unmarked) span multilane roads, requiring vehicles in multiple

travel lanes to stop for pedestrians. These are called multiple threat because while one vehicle may stop for a pedestrian attempting to cross, that stopped vehicle may be blocking the sight lines of the pedestrian crossing and an approaching vehicle in adjacent lane, thereby creating a potential conflict and unsafe crossing condition (see Figure 9 below). Although multiple-threats are most common at mid-block and unsignalized pedestrian crossings, such conditions can also occur at fully signalized and protected crossings.

Driver awareness and pedestrian visibility are critical factors in preventing multiple-threat conflicts. Motorists should be alerted to the presence of pedestrian crossings through signage (e.g. rapid pedestrian flashing beacons) and advance stop/yield lines (20-30 feet from a marked crosswalk). When crossing, pedestrians should actively scan for vehicles in outside lanes that are not slowing or observing cautionary signage. Identifying and improving crossings that include multiple-threat conflicts is key to achieving Montgomery County's Vision Zero objectives.

During the planning process multiple-threat conflicts were observed at four unprotected pedestrian crossings on Georgia Avenue:

Noyes Drive and Georgia Avenue: The Noyes Drive crossing is heavily used on Friday evenings, Saturday mornings and afternoons, and Jewish holidays, as it provides direct access to the Woodside Synagogue on the northeast corner of the intersection. The Woodside Synagogue is an Orthodox Jewish congregation. Congregants of the synagogue strictly observe the laws of the Jewish Sabbath, and therefore refrain from operating machinery of any kind from Friday at sunset until Saturday nightfall. During the Sabbath members of the congregation do not drive, engage in commercial activities, or operate electronic or electric devices of any kind. These also apply to certain major Jewish Holidays throughout the year. For this reason, the protected crossing treatment selected and designed for this intersection should not require pedestrians to activate the traffic control device with a button, switch, or other electrical device during the Sabbath. Members of the congregation should be included in the discussions of this protected crossing's design

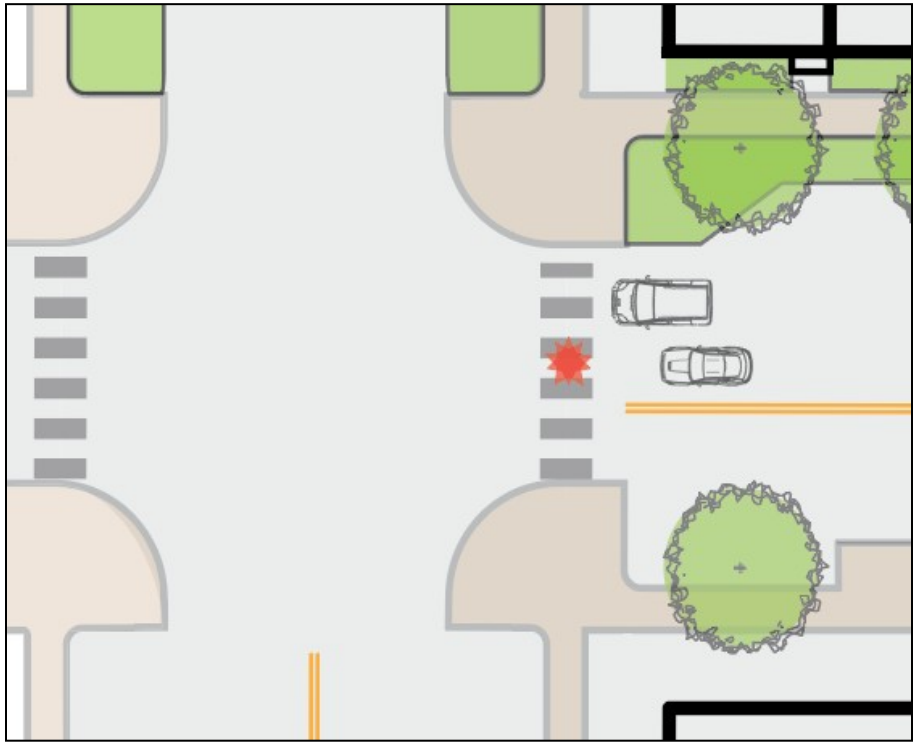
Tilton Drive and Georgia Avenue: One of the largest multi-unit residential developments in the sector plan area is located on the west side of the street. Pedestrians cross here and between this intersection and the intersection at Forest Glen Road to access Metrobus stops. A protected crossing here would benefit the most people directly (based on Pedestrian Level of Comfort analysis) and could potentially improve access for all travel modes originating on the east side of Georgia Avenue, due to low network connectivity within the Forest Glen East neighborhood.

Belvedere Boulevard and Georgia Avenue: Pedestrians frequently cross at this location accessing General Getty Park and the Metrobus stops.

Luzerne Avenue at Georgia Avenue: The MC React Map developed for public engagement of the sector plan recorded a comment (which received additional "likes" from participants) that described the challenges residents endure when crossing from the east side to the

west side to access Woodlin Elementary School, the shopping center on the west side of Georgia Avenue and the daycare and church located at the southwest corner of the 16th Street slip lane and Georgia Avenue.

Figure 9: Multi-Threat Scenario



PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Overall, the look and feel of Georgia Avenue throughout the plan area feels auto centric and unwelcoming to non-motorists. Walking and biking along Georgia Avenue are stressful due to an intermittent lack of buffer and/or separation from motorists, high volumes of motor vehicles, narrow and frequently obstructed sidewalks and a lack of tree canopy and other greenery. It is also stressful due to the number of lanes to cross (six, sometimes seven lanes) on Georgia Avenue, lack of median refuge when crossing multiple lanes, minimum crossing

time at signalized intersections, unmarked crosswalks on some legs of the intersection, inadequate queuing space, lack of adequate gaps in traffic at uncontrolled intersections, inadequate ADA access, and cars "trapped" during peak hours in the intersection due to spillback can block designated pedestrian crossings (especially within the Montgomery Hills area).

Walking and biking conditions within the neighborhood are inconsistent. Some streets have gaps in the sidewalk network others have sidewalks, but they may be narrow or obstructed by utility poles or mailboxes. Buffers, if they are present, range in width; some provide adequate width (5-6ft) while others are barely there (less than 2ft). Motorists speeding through neighborhoods make pedestrians uncomfortable, especially walking and biking on roads without a designated space for active transportation users.

This plan applies a new analysis tool, the Pedestrian Level of Comfort, developed by the Department's Functional Planning and Policy Division, to identify potential strategies to improve safety and comfort, which can also be used to evaluate and prioritize recommended facility improvements.

Pedestrian Network: Pedestrian Level of Comfort Analysis

The Pedestrian Level of Comfort (PLOC) analysis tool was created by the Montgomery County Planning Department for two reasons:

1. To identify locations in the existing walking network that are uncomfortable due to inadequate or incomplete sidewalks and crossings.
2. To quantify how different investments will increase connectivity.

The approach was inspired by the Bicycle Level of Traffic Stress (LTS) analysis conducted in support of the Montgomery County Bicycle Master Plan. The PLOC is a work in progress. The Planning Department will be retaining assistance from a private contractor in FY 2019 to refine the methodology and the metrics that will be used to evaluate pedestrian connectivity. The following sections describe the PLOC analysis and supporting evaluation metrics as they exist in the fall of 2019.

Pedestrian Connectivity Methodology

PLOC scores range from High-Quality to Unacceptable.

- High-Quality: This walking environment enables parents to walk with young children with a moderate level of supervision.
- Acceptable: This walking environmental is comfortable for families, but parents would hold the hands of young children.
- Unacceptable: This walking environment is uncomfortable, and most adults will only walk if they have no other option.

Sidewalks and crossings are scored based on a "weakest link" approach in which the comfort of a segment of the network is governed by its most uncomfortable characteristic. For example, along the north side of Randolph Road, south of Selfridge Road, a lack of an

adequate buffer width between the sidewalk and the road gave the walking routes on both sides of the street an “unacceptable” rating.

Sidewalk and street crossings are evaluated using different methodologies. Sidewalk scoring considers the following inputs:

- Adjacent Land Uses
    - Urban
        - Mixed-use or high-density land use zones
        - ½ mile of rail or 1/4-mile bus rapid transit
    - Suburban
- Walkway Width (sidewalk or sidepath):
    - Less than 3.5 feet
    - 3.5 to less than 5 feet
    - 5 feet to less than 8 feet
    - 8 feet or more
- Walkway Type
    - Pedestrians only
    - Shared with bicyclists
- Walkway Quality:
    - Presence of a buffer that is at least 5 feet wide
    - Frequency of obstructions
- Traffic Volume on Adjacent Roadway

Each leg of the intersection is analyzed as a separate street crossing. Street crossings are scored using the following inputs:

- Adjacent Land Uses
    - Mixed-use or high-density land use zones
    - ½ mile of rail or 1/4-mile bus rapid transit
- Presence of Traffic Control
    - Traffic signal
    - Stop sign
    - None
- Presence of a Right Turn on Red Restriction
- Cross Street Characteristics
    - Number of lanes
    - Posted speed limit

- Presence of a Median
- Presence of a Crosswalk Marking

Montgomery Hills Forest Glen Small Area Master Plan Pedestrian Scenarios

In addition to evaluating existing conditions, pedestrian connectivity is evaluated based on conditions that would exist upon implementation of the master plan recommendations. These recommendations include improvements such as reducing speed limits, installing buffers between the roadway and sidewalks along Georgia Avenue, and providing safe pedestrian crossings along the corridor.

Pedestrian Connectivity Analysis

Three approaches are used to evaluate pedestrian connectivity. The first analysis evaluates the connectivity between dwelling units and nearby destinations within a given walkshed. A second analysis measures access to retail and commercial attractions. Finally, a third analysis evaluates how well dwelling units are connected public transit by measuring connectivity between dwelling units and the closest bus stop pair.

Destination Connectivity Methodology

The destination connectivity analysis identifies how recommended long-term improvements may impact pedestrian access to specific destinations. Connectivity is measured by comparing the number of dwelling units accessible to a destination under various scenarios (existing conditions and fully implemented long-term recommendations) to the number of dwelling units accessible to a destination in the "fully walkable" scenario. A distance of 0.5 miles from the destination along the "fully walkable" pedestrian network is used to generate the catchment area for all scenarios. The network for each scenario is based on those segments of the pedestrian environment that are considered to have at least an "acceptable" PLOC score.

Table 1: Destination Pedestrian Connectivity Analysis

Destination Name	**Residential Dwelling Units**				
Schools	Base	Existing	%	Plan Recommendations	%
Flora M. Singer	198	191	96%	198	100%
Woodlin	380	334	88%	342	90%
Hospital	Base	Existing	%	Plan Recommendations	%
Holy Cross Hospital	430	222	52%	393	91%
Forest Glen Metro	Base	Existing	%	Plan Recommendations	%
North Entrance	1044	152	15%	914	88%
South Entrance	1127	72	6%	939	83%
Total	2171	224	10%	1853	85%
Nearby Parks	Base	Existing	%	Plan Recommendations	%
Fairview	686	515	75%	561	82%
Forest Glen	289	73	25%	272	94%
Forest Grove	445	385	87%	417	94%
General Getty	1494	453	30%	1246	83%
McKenney Hills	201	189	94%	198	99%
Montgomery Hills	736	476	65%	669	91%
Sligo Creek 2	178	145	81%	145	81%
Sligo Creek 3	332	255	77%	255	77%
Sligo Creek 4	405	270	67%	273	67%
Sligo Creek 5	344	296	86%	314	91%
Sligo Creek 6	407	283	70%	363	89%
Sligo Creek 7	491	461	94%	482	98%
Sligo Creek 8	470	408	87%	439	93%
Woodside	759	436	57%	598	79%
Retail/Commercial	Base	Existing	%	Plan Recommendations	%
Number of Units with High Access to Commercial/Retail	815	0	0	751	92%

Retail/Commercial Connectivity Methodology

Connectivity to retail and commercial destinations was measured by comparing access to the total square footage under existing and master plan scenario conditions.

Transit (Bus) Connectivity Methodology

Since people are most likely to access bus stops on both sides of the road, bus stop pairs that serve opposing directions are evaluated together. For each bus stop pair, the number of residential units within the 0.5-mile catchment area that are connected to both bus stops is determined for both existing conditions and the long-term phase of the plan. These figures are then compared to the "fully walkable", or base scenario, to determine the level of connectivity. Under existing conditions, there are zero bus stop pairs that are accessible from both sides of the street. The results in Table 2 show that with the provision of additional protected crossings, such as signalized intersections and other intersection improvements, recommended in the long-term scenario pedestrian connectivity grows significantly for most bus stop pairs.

Table 2: Bus Stop Pedestrian Connectivity Analysis

Bus Stop Description	Station Pair ID	Base Conditions			Plan Recommendations		
		Dual Connectivity	NB Only	SB Only	***Dual Connectivity Percent***	NB Only	SB Only
GEORGIA AVE & DENNIS AVE	1	58	0	0	***83%***	5	0
GEORGIA AVE & DEXTER AVE	2	47	0	0	***26%***	0	35
GEORGIA AVE & AUGUST DR/HILADROSE	3	586	14	0	***98%***	18	0
GEORGIA AVE & BELVEDERE BLVD	4	305	3	0	***20%***	54	121
GEORGIA AVE & TILTON DR/AMERICANA FINNMARK	5	496	5	0	***100%***	5	0
GEORGIA AVE & FOREST GLEN RD	6	301	0	0	***75%***	1	5
GEORGIA AVE & SEMINARY PL/SEMINARY RD	7	530	9	2	***97%***	10	2
GEORGIA AVE & LUZERNE AVE	8	152	0	43	***62%***	20	40
GEORGIA AVE & GRACE CHURCH RD	9	89	43	0	***73%***	0	0
GEORGIA AVE & HIGHLAND DR	10	493	0	0	***38%***	0	0
GEORGIA AVE & NOYES DR	11	164	0	0	***51%***	0	0
GEORGIA AVE & BALLARD ST	12	512	13	0	***1%***	111	0

Sidewalk Recommendations

The results of the PLOC analysis helped to both identify new and vet proposed changes to the pedestrian network. The following includes a list of sidewalk projects.

a. Improve sidewalks on major highways
    i. Improve existing sidewalks along **16th Street** such that all sidewalks are at least 6 feet wide, are buffered by a 6-foot tree lawn, and a free of obstructions.
    ii. Close the sidewalk gap on **16th Street** between Grace Church Road and Georgia Avenue with sidewalks on both sides that are at least 6 feet wide, are buffered by a 6-foot tree lawn, and are free of obstructions.
b. Improve sidewalks on arterial roadways
    i. Widen sidewalks to a minimum 6-feet, install a minimum 5-foot landscaped buffer, and remove all obstructions from sidewalks on both sides of **Forest Glen Road** from Georgia Avenue to Seminary Road.
    ii. Improve walking conditions on **Forest Glen Road** east of Georgia Avenue
        1. **Interim Term**: Close the sidewalk gap between Forest Grove Road and Sligo Creek Parkway on the north side of the roadway by installing a 6-foot (minimum) sidewalk. (Included in the Forest Glen Passageway CIP project)
        2. **Long Term**: Improve existing sidewalks along Forest Glen Road such that all sidewalks are at least 6-feet wide, are buffered by a 6-foot (minimum) tree lawn, and free of obstructions.
    iii. Widen sidewalks on both sides of **Seminary Road** from Georgia Avenue to Forest Glen Road and install a minimum 6-foot landscape buffer on the north side of **Seminary Road** from Georgia Avenue to Sutton Place.
    iv. Widen sidewalks to a minimum of 6-feet, install a minimum 6-foot landscaped buffer, and remove all obstructions from sidewalks on both sides of **Columbia Boulevard** from Georgia Avenue to Flora Lane.
    v. Improve pedestrian and bicycle conditions along **Dale Drive** from Georgia Avenue to Colesville Road. A study for both long- and short-term interventions is underway by MCDOT.
c. Close key sidewalk gaps in the pedestrian network
    i. Install continuous sidewalks on both sides of all residential streets which provide a connection between existing and proposed transit stops/stations, retail centers, schools, parks and community facilities.
d. Improve existing sidewalks on business district streets
    i. Install 6-foot (minimum) buffers on **Spring Street** from Georgia Avenue to 1st Avenue.
e. Improve existing sidewalks on residential streets
    i. Install buffers at least 5 feet in width on the south side of **Medical Park Drive** between Georgia Avenue and Green Holly Terrace.
    ii. Widen the existing sidewalks on **Dexter Avenue** to a minimum of 5 feet from Georgia Avenue to McKenny Avenue.
    iii. Install 5-foot (minimum) sidewalks with 5-foot (minimum) landscaped buffer on the west side of **McKenney Ave** between Dexter Avenue and Hildarose Drive. Widen the sidewalks on the east side of **McKenny Avenue** from Dexter Avenue to at least

5 feet wide Belvedere Boulevard. Widen sidewalks on the west side of **McKenny Avenue** from Hildarose Drive to Belvedere Boulevard to at least 5-feet wide.

iv. Widen sidewalks on **Hildarose Drive** from Georgia Avenue to McKenney Avenue to at least 5 feet.
v. Widen sidewalks on **Belvedere Boulevard from** Georgia Avenue to Arthur Avenue to at least 5 feet.
vi. Install 5-foot (minimum) sidewalks with 5-foot (minimum) buffers on both sides of **Arthur Avenue** from Georgia Avenue to Belvedere Boulevard**.**
vii. Widen sidewalks to a minimum of 6 feet on both sides of **Flora Lane** from Georgia Avenue to Columbia Boulevard.
viii. Install 6-foot (minimum) buffers on both sides of **White Oak Drive** between Georgia Avenue and the alley behind the shopping Centers.
ix. Widen sidewalks to a minimum of 6 feet, install a minimum 6-foot landscaped buffer, and remove all obstructions from sidewalks on both sides of **Seminary Place** from Georgia Avenue to Second Avenue.
x. Install 6-foot (minimum) sidewalk with 5-foot (minimum) buffers on **Luzerne Avenue** from Georgia Avenue to Woodland Drive.
xi. Install 6-foot (minimum) sidewalks with 6-foot (minimum) buffers on **Woodland Drive** from Medical Park Drive to August Drive, and Ballard Street to Spring Street
xii. Install 6-foot (minimum) sidewalks with 6-foot (minimum) buffers on **Grace Church Road N** from Georgia Avenue to 1st Avenue.
xiii. Install 5-foot (minimum) sidewalks with 6 -foot (minimum) buffers along **Highland Drive** from Georgia Avenue to 1st Avenue.
xiv. Improve walking conditions **Ballard Drive** from Georgia Avenue to Woodland Drive. Widen the sidewalk and buffer on the south side such the both are at least 6-feet wide. Install 6-foot (minimum) sidewalks with 6-foot (minimum) buffers on the north side.
xv. Install 5-foot minimum sidewalks with 5-fot minimum buffers on the north/east side of **2nd Avenue** between Highland Drive and Grace Church Road.

First Tier Priorities for New Sidewalks

One of the purposes of developing a geo-databased analysis tool like the PLoC is to analyze and rank projects that, given their location in the network, will have the highest benefit for pedestrians. Queries were developed and run to determine which sidewalk improvement projects would connect the most parcels to important local destinations, such as transit stops and stations, neighborhood retail centers, schools, places of employment and parks. Based on this analysis, five roadways were identified as first-tier priority projects for implementation. A description of the analysis results for each roadway is included below, followed by a table showing the relative ranking for each segment within the roadways identified.

Georgia Avenue

Improve the existing sidewalks on Georgia Avenue such that they are at least 6 feet wide and are buffered by a 6-foot landscaped buffer. In some road segments, such as in front of Grace Church, this width may not be feasible due to the proximity of the grave sites and other sensitive historic resources. However, every effort should be made to achieve the master-planned right-of-way and incorporate a comfortable, pedestrian-scale streetscape.

Other considerations to make the walking experience on Georgia Avenue more comfortable include:

- Remove or relocate obstructions in the sidewalk
- Lowering the target speed on Georgia Avenue to no faster than 30 miles per hour.
- Planting trees in the median.

Forest Glen Road

Widen existing sidewalks to a minimum of 6 feet, install a minimum 6-foot landscaped buffer and remove all obstructions from sidewalks on both sides of Forest Glen Road from Georgia Avenue to Seminary Road.

Short Term: Close the sidewalk gap between Forest Grove Road and Sligo Creek Parkway on the north side of the roadway by installing a 6-foot sidewalk (this improvement is Included in the Forest Glen passageway CIP project).

Long Term: Improve existing sidewalks along Forest Glen Road such that all sidewalks are at least 6 feet in width, are buffered from the street by a 6-foot-wide tree lawn and free of obstructions.

16th Street

Install new sidewalks along 16th Street such that all sidewalks are at least 6 feet wide, are buffered by a 6-foot tree lawn and free of obstructions. Note, separated bicycle facilities are recommended along the east side of 16th Street in the 2017 Greater Lyttonsville Sector Plan and the 2018 Bicycle Master Plan to connect the Montgomery Hills neighborhoods and the 16th Street Purple Line Station.

Seminary Place

Widen sidewalks to a minimum of 6 feet, install a minimum 6-foot-wide landscaped buffer and remove all obstructions from sidewalks on both sides of Seminary Place from Georgia Avenue to Second Avenue.

Seminary Road

Widen sidewalks on both sides of Seminary Road from Georgia Avenue to Forest Glen Road and install a minimum 6-foot-wide landscape buffer on the north side of Seminary Road from Georgia Avenue to Sutton Place.

Applying the PLoC analysis, proximity within the sector plan area, and industry best practices, the first-tier sidewalk projects are listed in priority order in Table 3 below.

Table 3: First-tier Sidewalk Projects

Roadway	From	To
Forest Glen Road	Seminary Road	Dameron Drive
Georgia Avenue	Forest Glen Road	16th Street
Seminary Road	Georgia Avenue	Forest Glen Road
Seminary Place	Georgia Avenue	Brookville Road
Georgia Avenue	Forest Glen Road	Dennis Avenue
Georgia Avenue	16th Street	Spring Street

The second-tier projects are listed in priority order in Table 4 below.

Table 4: Second-tier Sidewalk Projects

Roadway	From	To
Medical Park Drive	Georgia Avenue	Green Holly Ter - North Side
Columbia Boulevard	Seminary Road	16th Street - East Side
Columbia Boulevard	Georgia Avenue	Woodland Drive - North Side
Columbia Boulevard	Georgia Avenue	Corwin Drive - South Side
Belvedere Boulevard	Georgia Avenue	Greely Avenue - North Side
Hildarose Drive	Georgia Avenue	Greeley Avenue - North Side
August Drive	Georgia Avenue	Everett Street - South Side
August Drive from	Georgia Avenue	Everett Street - North Side
Hildarose Drive	Georgia Avenue	Greeley Avenue - South Side
Columbia Boulevard	Seminary Road	16th Street - West Side
Belvedere Boulevard	Georgia Avenue	Greely Avenue - South Side
Medical Park Drive	Georgia Avenue	Green Holly Ter - South Side

All remaining sidewalk projects are to be included in the third-tier project list.

Safety Issues Affecting Pedestrians at Intersections

The design and construction of the transportation network along the Georgia Avenue corridor has prioritized automobile travel. Crossing

Georgia Avenue for pedestrians and bicyclists, especially at intersections lacking traffic control devices, is challenging and can create conditions that result in unsafe behavior. Within the two-mile corridor that makes up the plan area, there are seven protected crossings for bicyclists and pedestrians.[13] The greatest distance between protected crossings is more than 3,000 feet or a 15-minute walk for a pedestrian.

At intersections, multiple turning lanes typically result in wide intersections without pedestrian refuge and inconsistent of implementation of the Americans with Disabilities Act (ADA)-accessible facilities. These conditions impede pedestrian and bicycle access along and across the major roadways: Georgia Avenue, Forest Glen Road and 16th Street.

Restricting left turns for vehicles on Georgia Avenue between 16th Street and Forest Glen Road in the peak periods makes it difficult for residents to access their homes on either side of the highway. The restriction also appears to have the added effect of encouraging both local and commuter traffic to seek out circuitous routes along local roadways to be able to make the turns in an indirect way.

To improve traffic safety for all modes, this plan recommends retrofitting existing signalized intersections to meet current best practices for safe and comfortable multi-modal travel. This change can be achieved by reducing turning radii ideally to 15 feet to reduce speeds of turning vehicles. The radii can be wider if needed to accommodate fire and rescue vehicles or to address other pedestrian and bicycle safety concerns.

The plan also recommends the following safety measures:

- Install curb extensions where feasible to reduce crossing distance and pedestrian conflict exposure.
- Install high-visibility crosswalks at all legs of all signalized intersections.
- Provide ADA-accessible curb ramps on all crosswalk approaches.
- Ensure that accessible pedestrian signals (APS) and countdown pedestrian signals are present at all signalized pedestrian crossings.
- At intersections with separated bike lanes and/or shared use paths on at least one approach, protected intersection treatments are recommended.
- Avoid widening the roadways at intersections to accommodate additional left-turn lanes. While increasing the number of left turn lanes can increase intersection capacity, wider pavement increases the exposure of pedestrians crossing and introduces additional potential conflicts for motorists.
- Mark crosswalks across the shortest distances of the intersection to minimize pedestrian exposure to conflict with motor vehicle

[13] There are nine total signalized intersections in the corridor, but two control traffic flows for the Beltway on- and off-ramps. There are no pedestrian crossing facilities provided at these intersections.

traffic.

One intersection has particular challenges given the geometry of the intersection. The intersection of 16th Street, 2nd Avenue and Elkhart Street creates five legs of an askew intersection. A brief description of key design elements is included below:

- The southern crossing is marked with high-visibility markings (ladder style).
- The western crossing of 2nd Avenue has a marked crosswalk (parallel lines).
- Sidewalks are present at some but not all approaches
    - 16th Street
        - East side – 4ft sidewalk with buffer both north and south of the intersection
        - West side – 4ft sidewalk with buffer *only* south of the intersection. Sidewalks do not connect to the northwestern corner of the intersection
    - 2nd Avenue
        - 4ft sidewalk with a buffer is present on the south side of the road both east and west of the intersection
        - No sidewalks are present on the north side of the road
    - Elkhart Street
        - No sidewalks are present on either the north or south sides
- 2nd Avenue southbound restricts access to local traffic, bicyclists and buses during morning rush hour (6:30 AM – 9:30 AM).
- Right turns on red at 2nd Avenue eastbound are not permitted.

By marking the longest leg of the intersection for the pedestrian crossing, pedestrians feel uncomfortable and exposed. There is a desire to cross the northern leg, which would be shorter. The median in the southern leg does not provide a refuge; it's only a few feet wide as the northbound left turn pocket has carved space from the median. The pedestrian must cross 160 feet for this crossing. To address the pedestrian safety issues, the sector plan recommends MCDOT, in coordination with MDOT SHA, review the intersection design and operations for potential upgrades. The following includes a list of potential considerations for study:

- Marking crosswalks across all five legs of the intersection. This would require adding APS pedestrian countdown signals at all crossings.
- Replace the existing high-visibility ladder style crossing with a new crosswalk that connects the northeast corner of 2nd Avenue with the southwest corner of 16th Street, thereby creating the shortest connection and least exposure of pedestrians.
    - A separate pedestrian-only phase may be needed, or perhaps the pedestrian crossing interval could run concurrently with the protected left turns from eastbound 2nd Avenue.
- Increase pedestrian queuing space on the southeast corner of 2nd Avenue

- Installing curb extensions on 2nd Avenue on either side of 16th street
  - This could have the benefit of reducing the speeds of vehicles turning and decreasing the exposure of pedestrians crossing on the eastern and western legs of the intersection.
- Constructing sidewalks on north side of 2nd Avenue
- Constructing sidewalk on west side of 16th street north of intersection for connection to Columbia boulevard
  - This would enable pedestrians to access the Seminary Place commercial district without a substantial detour

Recommended New Protected Crossings

This plan recommends locations for new protected crossings to provide safer crossing conditions closer together and where pedestrians and bicyclists naturally want to cross. The intention of the protected crossings is to create safer crossing conditions for all modes and to ensure stop compliance from motorists. The intersections identified for new protected crossings are included in Table 5.

It is important to note the Manual for Uniform Control Devices (MUTCD) criteria for pedestrian-activated signals and pedestrian beacons are not as robust as the criteria for full- color traffic signals. For this reason, the Forest Glen/Montgomery Hills Sector Plan has evaluated the need for additional protected crossings with planning judgement and recognizes that additional technical studies are required prior to implementation. They need to be studied to determine the most appropriate traffic control device which could include (but is not limited to) the following treatments: a full traffic signal, a high activity walk signal (HAWK), a pedestrian-activated signal, stop-signs, etc. The locations recommended for protected crossings are based on the proximity to schools, parks, community facilities and bus stops, distance between existing signalized crossings, and pedestrian, bicycle and vehicular crashes.

Table 5: Recommendations for New Protected Crossings

Priority	Location
1	Elkton Avenue and Forest Glen Road
2	Georgia Avenue at Flora Lane
3	Georgia Avenue at White Oak Drive
4	Luzerne Avenue at Georgia Avenue (Bicycle and Pedestrian only)
5	Georgia Avenue at Noyes Drive
6	Georgia Avenue at Highland Drive
7	Georgia Avenue at Tilton Drive
8	Georgia Avenue at Dexter Avenue
9	Kimball Place and Darcy Forest Drive
10	Belvedere Place and Darcy Forest Drive
11	Grace Church Road and 16th Street
12	16th and Second Avenue

The factors considered to determine the high priority protected crossings are included in Table 6 and discussed in greater detail below.

Table 6: Factors Considered to Prioritize New Protected Crossings

Priority	Location	Proximity to a Bus Stop	Bus Ridership	Recent Crash History (2015-2018)	Proximity to School / Community Facility
High	Georgia Avenue at Dexter Avenue	Recommended BRT Bus stop WMATA Bus Stop (Q & Y Lines)	Georgia Avenue SB (133 Stops) Georgia Avenue NB (68 Stops)	Dexter Avenue. (3 crashes. 1 resulting in injuries.)	St. John Evangelist Catholic Church and School

High	Georgia Avenue at Tilton Drive	WMATA Bus Stop (Q & Y Lines)	Georgia Avenue SB (37 Stops) Georgia Avenue NB (30 Stops)	Tilton Drive. (7 crashes involving motorists, 3 resulted in injuries.)	N/A
High	Georgia Avenue at Highland Drive	WMATA Bus Stop (Q & Y Lines)	Georgia Avenue SB (8 Stops) Georgia Avenue NB (14 Stops)	No crashes reported between 2015 and 2018	IMAAM Center
High	Georgia Avenue at Noyes Drive	WMATA Bus Stop (Q & Y Lines)	Georgia Avenue SB (7 Stops) Georgia Avenue NB (9 Stops)	No crashes reported between 2015 and 2018	Woodside Synagogue and Ahavas Torah
Notes: Bus Ridership: Stops include total boarding and alighting for WMATA routes only in 2015. Crash Data includes crashes between January 1, 2015 and February 2, 2019.					

Georgia Avenue at Dexter Avenue

This intersection is located directly in front of St. John the Evangelist Catholic Church and School's main entrance. On the opposite side of the intersection is the Fields of Silver Spring apartment complex, which houses 223 multifamily residential units. Currently none of the crosswalks are marked, and pedestrians need to cross six lanes of traffic (77 feet) without refuge. There are landscaped medians on Georgia Avenue, but they are not ADA accessible and do not provide queuing space or protection from motor vehicles. The closest signalized crossing is over three hundred feet away. Bus stops served by WMATA's Y and Q lines are located on the southwest corner and east side of the intersection. This location experiences the highest transit activity (boardings and alightings) outside of a signalized intersection (201 total stops). The sector plan is also confirming the 2013 Countywide Transit Corridors Functional Master Plan recommendation for a bus rapid transit stop at this location.

The Sector Plan recommends a protected crossing at this location, which may include a full traffic signal or a pedestrian-activated signal.

Georgia Avenue at Tilton Drive

Tilton Drive is a four-way intersection, of which the western approach is the main entrance to the Americana Finnmark condominium community, which houses 325 residential units. The closest signalized intersection is over 1,000 feet away. Just over 100 feet south of the intersection are bus stops on either side of Georgia Avenue that are served by WMATA's Y and Q lines.

Seven crashes have occurred at this location in the last four years. All of the crashes involved two vehicles, and most were rear-end or

sideswipe collisions. This is likely due to the strong demand for northbound left turns into the Americana Finnmark community. There is a designated turn lane, but the lack of traffic signal can make it difficult to find gaps in southbound traffic.

Another reason why this intersection was considered for a recommended protected crossing is because it is one of the few places where the Forest Glen east neighborhood roads connect to Georgia Avenue. The local road network on the east side of Georgia Avenue only has two roadways that connect to Georgia Avenue, and they are over 2,000ft apart. This is a stark contrast to Forest Glen West which has five local road connections to Georgia Avenue.

The Sector Plan recommends a protected crossing at this location, which may include a full traffic signal or a pedestrian-activated signal.

Georgia Avenue at Highland Drive

The distance between existing protected crossings in the southern residential segment of the sector plan boundary is over 3,000ft. Ideally these distances should be closer to 250ft. Staff reviewed the street network and surrounding land uses to determine appropriate locations for new protected crossings. The intersection Highland Drive was a good candidate for multiple reasons. Installing a protected crossing here still wouldn't reach the goal of 250ft, but at 780ft, it would be a significant improvement.

Additionally, as a four-way intersection a full signal, should it be determined the appropriate crossing facility), would assist not only pedestrians and bicyclists attempting to cross but would also improve access and turning movements for motorists as well.

Currently none of the crosswalks are marked, and pedestrians need to cross six lanes of traffic (77 feet) without refuge. There are landscaped medians on Georgia Avenue, but they are not ADA accessible and do not provide queuing space or protection from motor vehicles.

The IMAAM Center is located on the northwest corner, and a community of attached residential dwellings are located on the southwestern corner.

Bus stops served by WMATA's Y and Q lines are located on the northwest and southeast corners of the intersection.

The Sector Plan recommends a protected crossing at this location, which may include a full traffic signal or a pedestrian-activated signal.

Georgia Avenue at Noyes Drive

This intersection is the only unprotected crossing that includes a high-visibility crosswalk marking with pedestrians warning signs. This crossing is heavily used on the Friday evenings, weekends and Jewish holidays, as it provides direct access to the Woodside Synagogue

Ahavas Torah on the northeast corner of the intersection. Congregants of the shul strictly observe Jewish Law, and therefore refrain from operating machinery of any kind during Shabbat. For this reason, the protected crossing treatment selected and designed for this intersection must not require pedestrians to activate the traffic control device with a button, switch, or other mechanical device during the Shabbat. Members of the congregation should be included in the discussions of the protected crossing's design.

In addition to the synagogue bus stops serving WMATA's Q and Y lines are located on the northwest and southeast corners of the intersection.

The Sector Plan recommends a protected crossing at this location, which may include a full traffic signal or a pedestrian-activated signal that can function without the use of a button, switch or other mechanical device during the Shabbat.

Grade-Separated Crossings

1. Existing and Recommended Beltway Crossings

Following the recommendations of the 1996 *Forest Glen Sector Plan,* a grade-separated crossing for pedestrians and bicyclists was constructed on the west side of Georgia Avenue to facilitate a connection between the Montgomery Hills neighborhoods and the Forest Glen Metro Station. This plan recommends improving the comfort and accessibility of the existing bicycle/pedestrian bridge on the west side of the Beltway interchange to encourage non-motorized travel within the plan area. It may be feasible to address the current design, look and feel of the bridge if the Beltway interchange is modified, or if an alternative design and/or maintenance is proposed.

If modifications are made to the Beltway, the following recommendations for the existing bridge should be considered and addressed:

- Widen the bridge to a consistent 14-foot width, if possible. The pinch points on either end make it difficult for pedestrians and bicyclists to navigate the points of entry together.
- Install additional public art to more accurately reflect the culture of the surrounding neighborhoods and give the bridge a sense of place.
- Install pedestrian-scale lighting that improves visibility especially under the bridge under all lighting conditions.
- Introduce vegetation that does not impair personal safety.
- Improve visibility throughout the bridge. Blind, opaque corners inspire feelings of unease and uncertainty.
- Build on the existing wayfinding signage so that it more clearly points to the Forest Glen Metro Station, the Montgomery Hills shopping centers and when realized, future development in Forest Glen.

The connection on the west side of the interchange has helped facilitate travel for bicyclists and pedestrians between the Forest Glen

Metro Station, Forest Glen East and Montgomery Hills. The east side would benefit from a similar connection providing a more direct route between Montgomery Hills and Holy Cross Hospital. The Bicycle Master Plan also recommends a grade-separated crossing on the east side of Georgia Avenue across the Beltway as part of the Breezeway network.

This plan recommends improving pedestrian and bicycle crossing conditions on the east side of the Beltway Interchange and identifies short-and long-term strategies. Both the short- and long-term design alternatives should be evaluated and included as part of any project that improves the Beltway or the interchange.

BREEZEWAY NETWORK: As defined by the Bicycle Master Plan (2018)

A high-capacity network of arterial bikeways between major activity centers, enabling bicyclists to travel with fewer delays, and where all users – including slower moving bicyclists and pedestrians – can safely and comfortably coexist.

- Short-Term Treatment: Install pavement markings across all access ramps where non-motorized modes would cross. Install traffic controls to improve motorist stop-compliance.
- Long-Term Solution: Install a grade-separated pedestrian and bicycle crossing across the Beltway Interchange. This crossing could run along the east side of Georgia Avenue and connect to the southeast corner of Forest Glen Road and Georgia Avenue or perhaps connect to Woodland Drive on the northern side of the Beltway at some point.

Figure 10: Maya Lin Bridge in Vancouver, WA

2. *Forest Glen Metro Station Access*

The 1996 Forest Glen Sector Plan recommends a grade-separated crossing to reduce the conflicts and safety concerns between motorists and non-motorists at the Georgia Avenue and Forest Glen Road intersection. This intersection is especially challenging because of the heavy volumes of motorists approaching the Beltway and the high-volume of pedestrians and bicyclists accessing bus stops, the Forest Glen Metrorail Station, Holy Cross Hospital and surrounding neighborhoods.

In 2013, the Montgomery County Department of Transportation (MCDOT) initiated a project to determine the alignment and type of

facility for improving pedestrian safety and access to the station. A passageway under Georgia Avenue connecting the northwest corner to the southeast corner was the preferred alignment. It would provide direct access to the Metrorail station with surface access on both ends. This plan confirms and supports the funded project and recommends detailed considerations for the final design stage. See Transportation Appendix.

This plan confirms the pedestrian passageway project and its alignment and recommends the following design and operation considerations for the final planning stages:

- The design for the passageway is a diagonal orientation from the northeast corner to the southwest corner.
- Elevators will be provided on both ends of the passageway.
- The passageway should always maintain access, even when the Metrorail station is closed.
- Additional considerations for design are to:
- Reduce exposure to conflicts with vehicles by installing an additional elevator on the northwest corner so pedestrians with strollers and other walking assistance devices do not have cross Forest Glen Road to access the planned elevators on the southwest corner.
    - WMATA should consider installing an additional elevator that can be accessed at street-level on the north side of Forest Glen Road (near the existing stair access) on the WMATA site should it decide to redevelop the surface parking lot and bus drop-off.
- Consider the placement of future bus rapid transit stations as part of the project design.

The Montgomery County Department of Transportation (MCDOT) should explore the possibility of connecting the Montgomery Hills commercial area to the Forest Glen Metro Station in a safe, convenient and direct way. Doing so would improve access and patronage to the commercial center in Montgomery Hills and could perhaps increase ridership (without increasing the need for additional parking) at the Forest Glen Metro Station.

One possibility for the future connection may be an escalator accessed from around the Locust Grove Road area to the station's platform underground. Any new Metro station connection not already identified in the county's Capital Improvements Program (CIP) would need to be studied and would likely not be implemented before the horizon year of the plan.

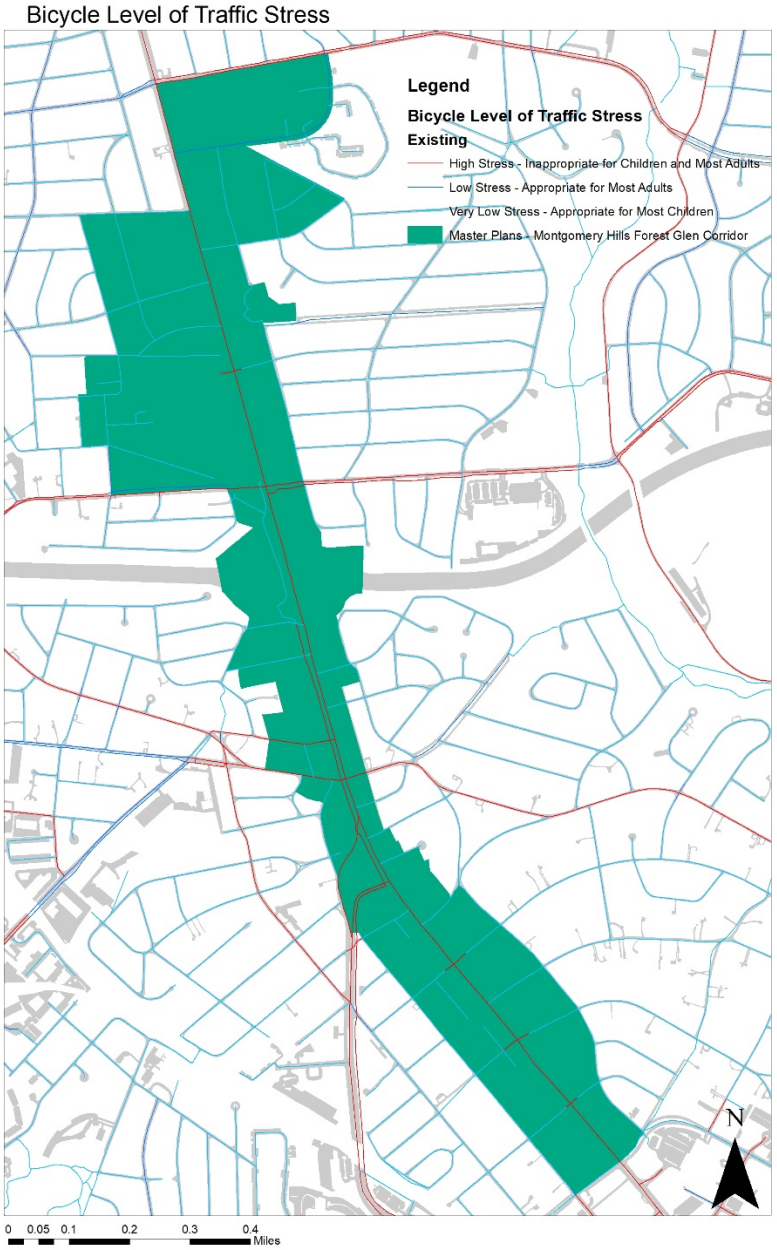
Bicycle Level of Traffic Stress

The Montgomery County Bicycle Planning Guidance, developed in July 2014, provides an award-winning, innovative planning tool for determining the suitability of specific bicycle facilities and identifying alternate bicycle routes around streets with higher vehicular speed

and traffic volumes. This has come to be known as the “level of traffic stress” (LTS).

The analysis of existing conditions in Figure 11 shows that there are islands of low-stress bicycling (LTS 1 and LTS 2), typically in the residential neighborhoods isolated by streets with moderate-to-high levels of traffic stress (LTS 3 and LTS 4). Connecting these low-stress islands at key locations can create a robust bicycling network that spans high stress roadways (and other barriers) that can be comfortable to the majority of the adult population.

Figure 11: Bicycle Level of Traffic Stress Map



Master Plan Approach

The recommendations in this sector plan were based on analysis that followed the Level of Traffic Stress Analysis criteria discussed above. Bicycle recommendations in the sector plan were then refined using the following criteria:

- Accommodate bicyclists with different levels of ability: While some bicyclists are comfortable riding on the road, either sharing the lane with traffic or in separated bike lanes, other bicyclists are more comfortable riding on off-road shared use paths that are physically separated from the roadway. The sector plan includes recommendations for both on-road and off-road bicycle facilities.
- Separation from Pedestrians in Urban Areas: Due to the substantial volumes and meandering travel patterns of pedestrians in urban environments, on-road bikeways (such as separated bike lanes, buffered bike lanes, traditional bike lanes) are recommended instead of shared use paths along roadways. In these urban environments, the speed differential between pedestrian and bicycle traffic on public sidewalks often leads to conflicts and a degradation of quality for both parties. As a result, bicyclists are often reluctant to travel in what is perceived as a pedestrian-only space. The only exception to this criterion exists along the pedestrian and bicycle bridge over the Beltway interchange at Georgia Avenue, where there is an expectation from pedestrians and bicyclists that the trail is a shared facility between both groups. For this reason, a sidepath is recommended in the interim-term on the West side of Georgia Avenue, and another bridge to cross the Beltway Interchange is recommended in the long-term on the east side.
- Enhance connections to transit: A robust bikeway network with direct connections to the transit can attract people who live beyond the walking area around transit stations, typically considered to be a distance of 0.5 to 1.0 miles (5 to 10-minute walk, respectively). The pedestrian and bicycle bridge over the Beltway Interchange at Georgia Avenue, and local bikeways serve as the primary regional bikeways to the transit stations.
- Facilitate east-west connectivity: Located between the larger *2000 North and West Silver Spring Sector Plan* area, *1996 Forest Glen Sector Plan* Area, *2017 Greater Lyttonsville Sector Plan* area, and ultimately, the Silver Spring Central Business District, bikeway recommendations in this sector plan area are a vital component to create an east-west bikeway network.
- Facilitate north-south connectivity: The sector plan area is also located between the Wheaton and Silver Spring CBDs. The Georgia Avenue Breezeway and local on-street bicycle network will provide connectivity between these areas.

Bicycle Facility Classification

Bicycle facilities in Montgomery County are designed to be used by a wide variety of bicyclists with differing travel purposes, abilities, and levels of comfort with vehicular traffic. In response to that variety, there exists a range of bicycle accommodations available for implementation. Existing and proposed bicycle facilities within the sector plan area include the following (See also, Figure 12):

1. Sidepath: A paved path that is typically 10 feet wide but can vary between 8 and 14 feet wide, designated for bicycles and pedestrians that is separated from motorized traffic by a curb, barrier, or landscape panel.
2. Bike lane: A portion of a roadway designated by striping, signing, or pavement markings for the preferential or exclusive use of

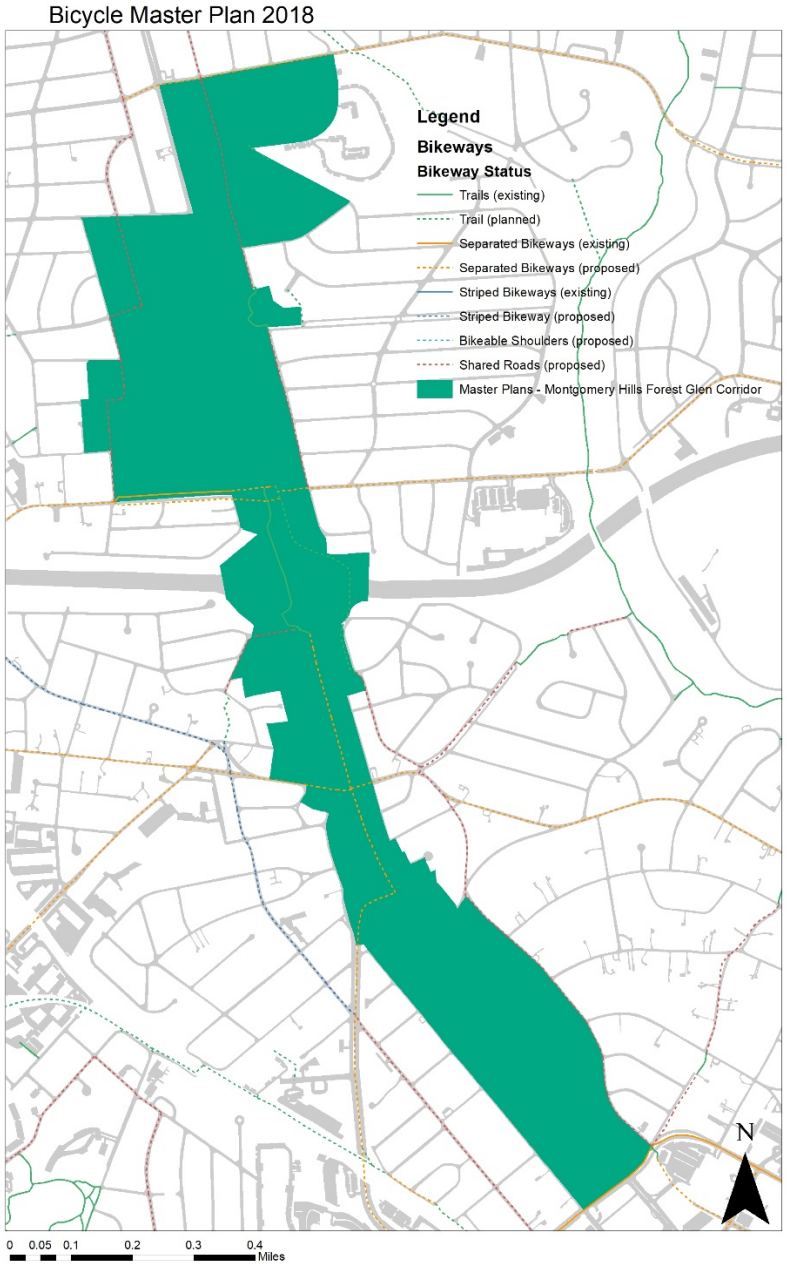
bicycles, and on which through-travel by motor vehicles is not allowed.

3. Shared use roadway: A roadway open to both bicycle and motor vehicle travel and which is designated as a preferred route for bicycle use by warning or informational signs.
4. Separated bike lane: also known as a protected bike lane or cycle track; a bikeway that is physically separated from motor vehicles and pedestrian facilities. The separation may be vertical, such as a curb; horizontal, such as a landscape panel or parking lane; or a combination.
5. Buffered bike lane: a bikeway separated from a motor vehicle travel lane with an area of striped pavement.

Figure 12: Types of Bicycle Facilities

Existing and proposed bikeways, identified in the Master Plan of Bikeways, are illustrated in are illustrated in Figure 13.

Figure 13: Existing and Proposed Master Plan Bikeways



Bicycle Parking

Bicycle parking facilities are of equal importance to active bicycle facilities (bike lanes, paths, etc.) because bicycle parking at each trip end influences the quality and utility of that particular trip. At this time, there is a shortage of short- and long-term bicycle parking facilities throughout the sector plan area. The Sector Plan confirms the Bicycle Master Plan recommendation for 300 long- and 100 short-term bicycle parking spaces be provided at the Forest Glen Metro Station. The Plan estimates that 3,200 square-foot area will be needed for accommodating the long-term spaces and a 2,400 square-foot area will be needed for accommodating the short-term at the station. Long-term bicycle parking spaces are assumed to require 9 square feet per space and short-term bicycle parking spaces are assumed to require 20 square feet per space. A 20 percent contingency is applied to the number of bike parking spaces each station.

The Plan determined there is an area-wide deficit of eight short-term bicycle parking spaces within the Montgomery Hills BiPPA. When these sites redevelopment, this Plan strongly recommends against providing waivers for short-term bicycle parking.

- Seminary Place Shopping Center (west side of Georgia Avenue between Seminary Place and Flora Lane)
- Dale Center (west side of Georgia Avenue between Seminary Road and 16th Street
- The east side shopping center between Columbia Boulevard and White Oak Drive
- The gas station and Woodside deli property on the east side of Georgia Avenue between Corwin Drive and Columbia Boulevard.

Bike Share

The intention of bike share is to provide a convenient way to bicycle for short trips (1-3 miles). Therefore, the success of docked bike share systems is tied directly to the proximity of its stations. The County's bike share system is well-established within the Silver Spring and Wheaton CBDs. Many of the residences, shopping centers, and office uses are located within two miles of these urban centers. Expanding the system in the plan area would serve both the residents and the visitors from nearby neighborhoods and CBDs. Such an expansion should be directly tied to new development. Bike share stations should also be timed to open with bikeway recommendations identified in the Sector Plan.

Bike share stations should be located so that they can provide access to key destinations within the Plan area which include but are not limited to

- Forest Glen Metrorail Station
- Holy Cross Hospital
- Forest Glen and Montgomery Hills shopping destinations
- Multi-unit residential sites
- General Getty Park

- Sligo Creek Trailheads
- Planned BRT Stations

To the extent possible, bike share station sites should be located near existing and master planned bicycle infrastructure. Specific bike share station sites for development projects will be selected in concert with M-NCPPC and the Montgomery County Department of Transportation (MCDOT) to ensure consistency with bike share system objectives and siting requirements.

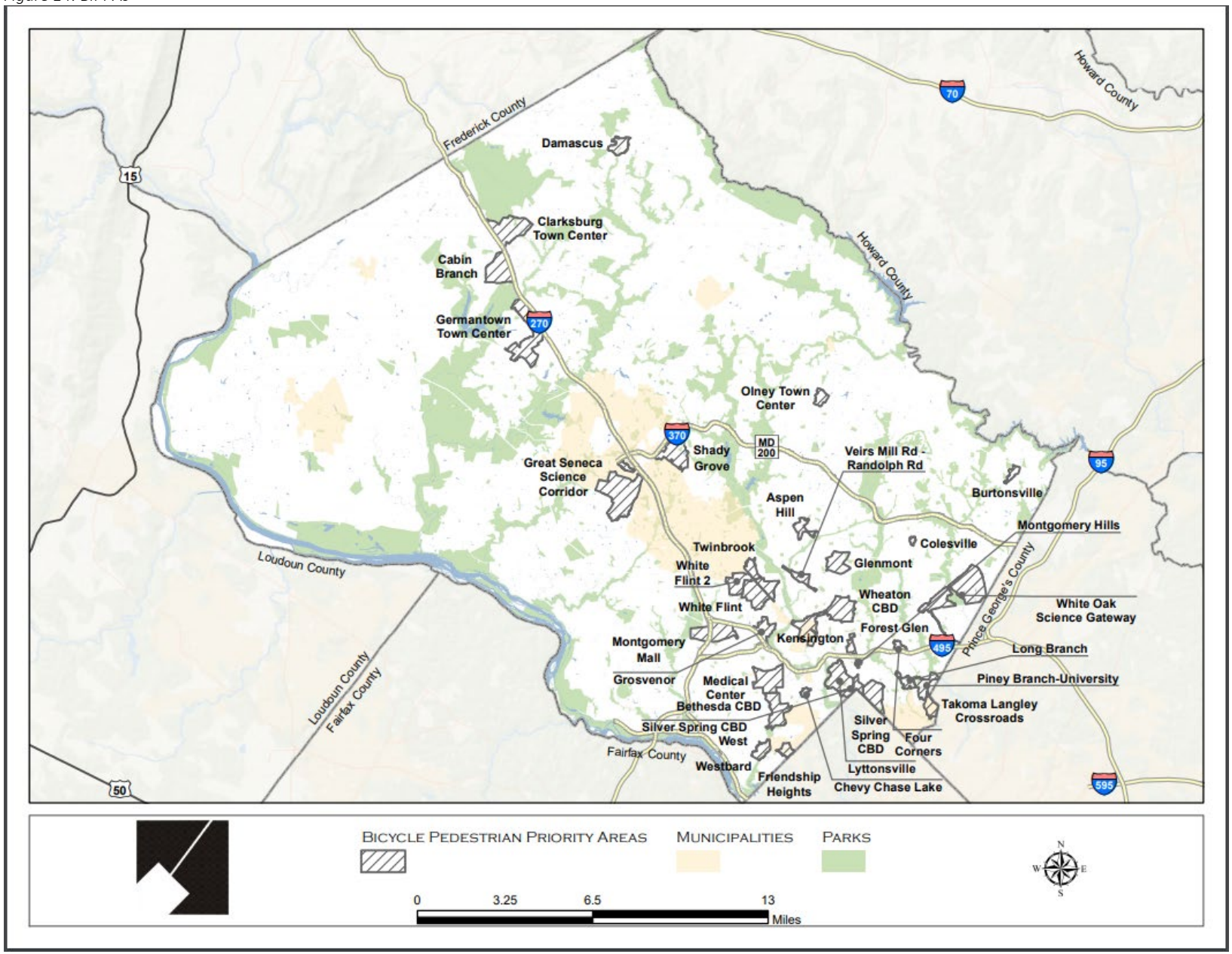
The Montgomery Hills area was included in the 2017-2018 dockless bikeshare pilot, although the epicenter of the pilot area was downtown Silver Spring. Considerations should be made to expand the dockless bike share pilot to the entire Forest Glen/Montgomery Hills Sector Plan area.

Bicycle Pedestrian Priority Area

The 2013 Countywide Transit Corridors Functional Master Plan established bicycle and pedestrian priority areas (BiPPAs), which are geographic areas where bicycle and pedestrian traffic enhancements are prioritized. Separate BiPPA boundaries were initially established around the Forest Glen Metro Station and the Montgomery Hills commercial areas.

The plan recommends MCDOT initiate a joint BiPPA plan for the two BiPPAs in the plan area to identify and prioritize small but necessary pedestrian improvements. These upgrades should include retrofitting existing curb ramps to meet ADA design standards, removing obstructions in sidewalks and improving existing and master-planned protected crossings. Ideally, this effort will be launched soon after the adoption of this plan to capitalize on the momentum generated for these recommendations.

Figure 14: BiPPAs



TRANSIT

WMATA Metrorail, WMATA Metrobus and Montgomery County Ride On bus, serve the sector plan area. The Forest Glen Metrorail Red Line station is located just north of the Beltway Interchange with Georgia Avenue. WMATA provides local bus service along Georgia Avenue and RideOn serves Forest Glen Road and local routes between Wheaton and Silver Spring. A shuttle for Holy Cross Hospital also has a designated stop within the Forest Glen Metrorail station bus loop. Ridership volumes for each of the transit systems serving the sector plan area are provided in Table 7, below.

Figure 15: Sector Plan Area Transit Source: WMATA

Table 7: Transit Route Ridership

FOREST GLEN/MONTGOMERY HILLS TRANSIT RIDERSHIP (PASSENGER BOARDINGS)

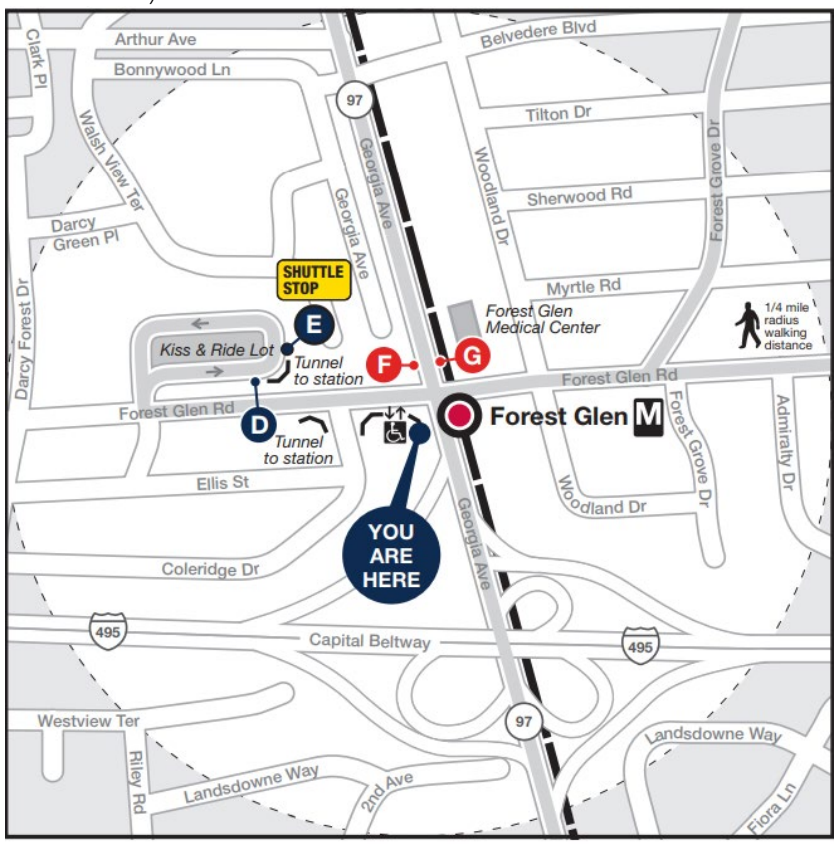
RANK	Route	Average Weekday Ridership	Name	Destination
1	WMATA[1] – Y2, Y7, Y8	7,612	Georgia Avenue – Maryland	Medstar Montgomery Medical Center/ Silver Spring Transit Center
2	WMATA[1] – Q1, Q2, Q4	6,759	Veirs Mill Line	Shady Grove/ Silver Spring Transit Center
3	WMATA[2] - Forest Glen Metrorail	2,045	Metrorail Red Line	Silver Spring Transit Center Shady Grove via Downtown DC
4	RideOn[3] – 5	1,773	RideOn Bus 5	Twinbrook/ Silver Spring Transit Center
5	RideOn[3] – 7	74.3	RideOn Bus 7	Wheaton/ Forest Glen
6	RideOn[3] – 8	671	RideOn Bus 8	Wheaton/ Silver Spring Transit Station
7	RideOn [3]– 4	225	RideOn Bus 4	Kensington/ Silver Spring Station

1 2017 data, provided by WMATA
2 2018 data, provided by WMATA
3 2017 data, provided by MWCOG

Metrorail

The sector plan area is directly served by the WMATA Metrorail Red Line via the Forest Glen Metro Station, located west of the intersection of Georgia Avenue and Forest Glen Metro Station. The station opens at: 4:56 AM - Monday-Friday with the first trains departing for Shady Grove at 7:06 AM and Glenmont at 5:35 AM. The last trains depart for those stations at 11:09 AM and 12:01 AM, respectively. The typical weekend schedule shifts two hours later in the morning (Saturday & Sunday) and shifts three hours later in the evening (Friday & Saturday).

Figure 16: Forest Glen Metrorail Station Vicinity (Source: WMATA)



Metrobus

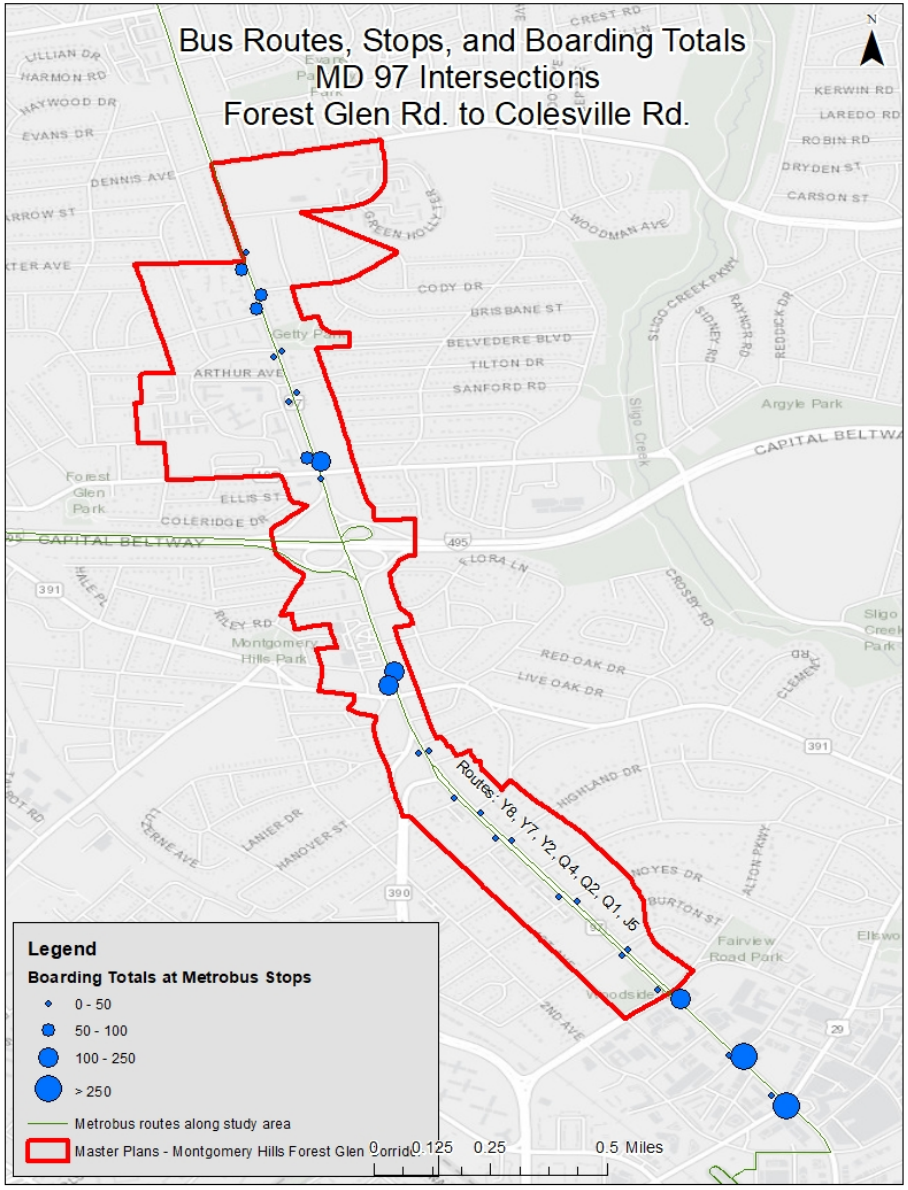
WMATA Metrobus Y2, Y7, and Y8 – Georgia Avenue-Maryland Line
These lines provide service between the Medstar Medical Center and the Silver Spring Metro Station (Red Line) every 20 minutes. This route has the highest ridership of any Montgomery County Ride On route within the sector plan area.

WMATA Metrobus Q1, Q2, Q4 – Veirs Mill Line
This line provides service between the Shady Grove Metro Station (Red Line) and the Silver Spring Transit Center every 20 minutes.

Table 8: WMATA Metro Bus Average Daily Boardings

Georgia Avenue Stop Location (Northbound and Southbound)	Average Daily Boardings
Dexter Avenue	108
August Drive	145
Belvedere Boulevard	86
Tilton Drive	37
Forest Glen Road	213
Seminary Place	243
16th Street	31
Grace Church Road	11
Highland Drive	12
Noyes Drive	10
Ballard Street	63
Spring Street	172

Figure 17: Bus Stop Activity (Source: WMATA)



Montgomery County Ride On

Montgomery County Ride On 4
This route provides service between Kensington and the Silver Spring Transit Center via Second Avenue and points west of the sector plan boundary. Typical weekday service begins at the Armory-Knowles stop in Kensington at 6:39 AM and continues through 6:36 PM with half-hour headways. No weekend service is provided.

Montgomery County Ride On 5
This route provides service between the Twinbrook Metrorail station and Silver Spring Transit Center via Capitol View Avenue and points west of the sector plan boundary. Typical weekday service begins at the Twinbrook Metrorail station at 5:40 AM and continues through 12:28 AM with 20-minute headways. This route has the highest ridership of any Montgomery County Ride On route within the sector plan area.

Montgomery County Ride On 7
This route provides peak-hour service between the Forest Glen Metrorail station and the Wheaton Metrorail Station via points east of the sector plan boundary. Typical weekday service begins at the Forest Glen Metrorail station at 5:55 AM and continues through 8:35 AM with half-hour headways. Afternoon service begins at 4:10 PM and continues through 6:55 PM with half-hour headways. No weekend service is provided.

Montgomery County Ride On 8
This route provides service between the Wheaton Metrorail station, Forest Glen Metrorail station and the Silver Spring Transit Center via University Boulevard Forest Glen Road and Colesville Road. Typical weekday service begins at the Wheaton Metrorail station at 6:03 AM and continues through 7:45 AM with half-hour headways. No service is provided on Sundays.

Table 9: FY 2017 RideOn Average Daily Ridership by Route

Route	Routes Description	AM Average Headway	PM Average Headway	Average Daily Riders	Saturday Service	Sunday Service
4	Kensington to the Silver Spring Transit Center via Second Avenue	30	30	226		
5	Twinbrook Metrorail station to Silver Spring Transit Center via Capitol View Avenue	27	27	1,774	X	X
7	Forest Glen Metrorail station to Wheaton Metrorail Station	30	30	74		
8	Wheaton Metrorail station to Forest Glen Metrorail station and the Silver Spring Transit Center via University Boulevard Forest Glen Road and Colesville Road	30	30	672	X	

Recommendations to consolidate bus stops

To address safety concerns of people crossing Georgia Avenue mid-block and away from protected crossings, WMATA should consider consolidating bus stops along Georgia Avenue. The stops recommended for consolidation are located within one block of an existing or master-planned protected crossing and the existing crossings should only be eliminated once the nearby protected crossings are in place. Consolidating stops in the future could have the added benefit of reducing the number of pedestrians crossing Georgia Avenue away from protected crossings, when trying to access bus stops on the opposite side of the road more directly. With these considerations in mind, the plan recommends exploring the consolidation of the bus stops.

- Both sides of Dexter Ave
- At General Getty Park and Belvedere Boulevard
- At Grace Church Road North and Grace Church Road South
- Both sides of Woodside Parkway
- Both sides of Ballard Drive

Local Micro-Transit Pilot

The Beltway and Georgia Avenue create barriers for pedestrians and bicyclists trying to access important destinations as they are difficult to cross. The two roadways divide the plan area into four, somewhat isolated quadrants. Until additional protected crossings are installed across the Beltway and Georgia Avenue, local bus transit can help people safely navigate the high-volume roadways.

The plan recommends the study and implementation of "micro transit" service for the local area through Ride On buses. This service should provide an on-demand transit service, rather than a fixed route service with scheduled and predetermined stops. Patrons of the service would request a transit vehicle within the designated service zone, within designated hours. This on-demand function makes transit more convenient to the patron and more efficient for the transit service.

The micro-transit strategy has the added benefit of catering to transit riders' specific needs and can be a helpful tool in determining potential new fixed routes. For example, there currently is not a planned transit connection between the Forest Glen Metro Station and the 16th Street Purple Line Station which is under construction. Similarly, there appears to be a desire for local transit connections between the Capital View neighborhoods (east side of the plan study area) and the

Forest Glen Metrorail Station; transit service does connect these neighborhoods to the Silver Spring Metro Station, which is one station further south on the Red Line. Residents appear to favor a shorter bus ride to access the Metrorail system over a shorter Metrorail ride. Should data show that people are making that connection with the micro-transit, an important gap in the transit network could be identified.

The sector plan recommends the following connections be considered as short-term improvements:

- Forest Glen East/Forest Glen Metro Station.
- Capital View, Linden/Forest Glen Metro Station.
- Forest Glen Metro Station/future 16th Street Purple Line Station.
- Forest Glen Metro Station/future Dale Drive Purple Line Station.

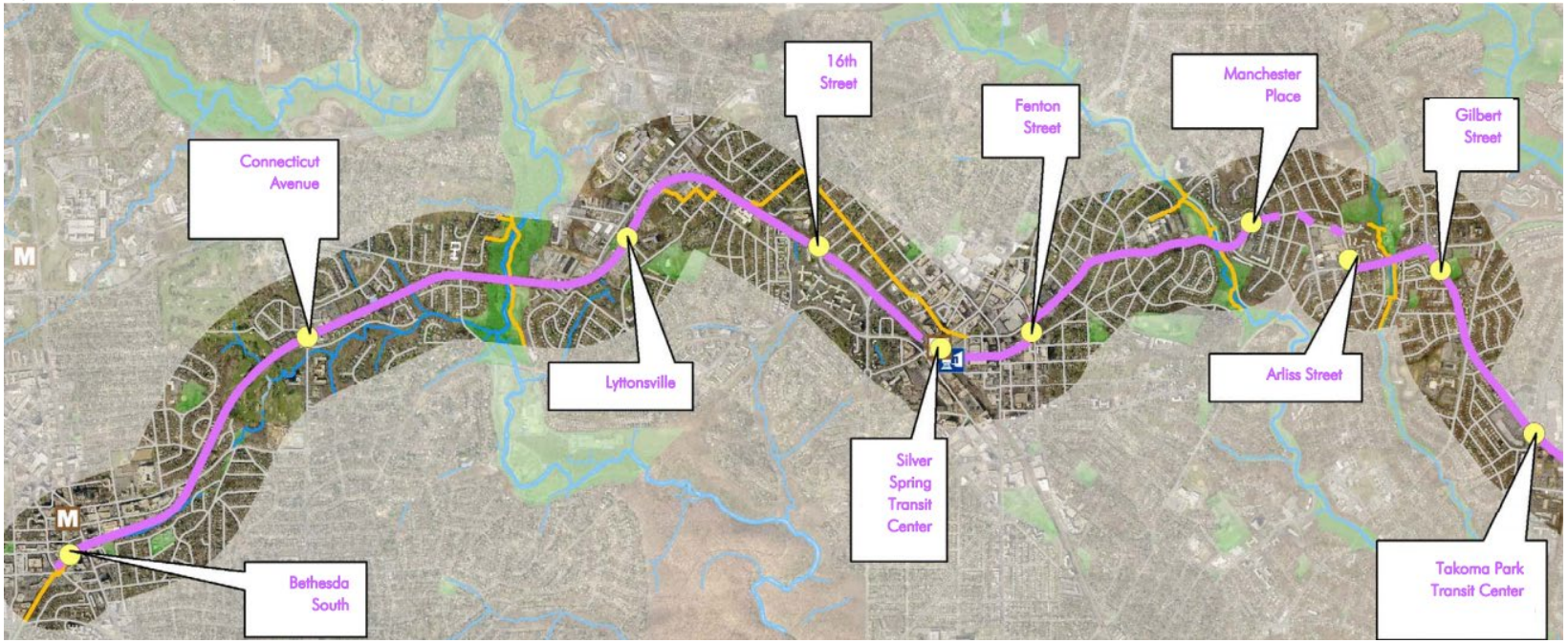
The following additional origins/destinations should be considered in the long-term:

- Forest Glen east and West/Montgomery Hills east and west.
- Holy Cross Hospital/Montgomery Hills east and west
- Woodside Park/Forest Glen Metro Station.
- Woodside Park/Montgomery Hills west.

Future Purple Line Light Rail

As previously noted, the Purple Line is a planned 16-mile long light rail transit facility that will extend from Bethesda to New Carrollton and will include a station just outside the sector plan area at the corner of 16th Street and Second Avenue. The Purple Line will provide east-west service between Montgomery and Prince George's County and will result in direct connections to Metrorail Red, Green and Orange Lines, local and inter-city bus, the MARC train and Amtrak. According to an August 2013 Purple Line Travel Forecast, the Purple Line is expected to operate on a 6-minute[14] headway frequency during a typical weekday peak period and serve approximately 14,990 riders per day. No new parking will be provided to serve the new Purple Line station; therefore, it is anticipated that most riders will arrive at the station by means other than car (as is the case with Metrorail in Bethesda now). The M-NCPPC Purple Line Functional Master Plan was approved and adopted in September 2010. The Purple Line alignment through the plan area as depicted in the Functional Plan is shown below in Figures 18 and 19. It should be noted that although the illustrative plans refer to a "potential" Dale Drive station in Silver Spring, the determination has been made to include the Dale Drive station as part of the initial Purple Line construction.

Figure 18: Purple Line Alignment in Montgomery County



[14] Train headways were extended from 6-minutes to 7.5-minutes as part of a project cost savings measure in summer 2015.

Figure 19: Purple Line Alignment 16th Street

Future Bus Rapid Transit

As previously noted, Georgia Avenue (MD 97) is recommended to be a future Bus Rapid Transit (BRT) corridor by the Approved and Adopted 2013 Countywide Transit Corridors Functional Master Plan (CTCFMP). The CTCFMP envisions 10 rapid transit corridors over a 102-mile-long countywide network (Figure 20) as a means of increasing person throughput while managing impacts to private property outside of a very constrained public right-of-way. The only CTCFMP designated corridor within the sector plan area is the "Georgia Avenue South Corridor," (Figure 21) which recommends three stations in the following locations:

1. Georgia Avenue/Seminary Road
2. Forest Glen Metrorail station
3. Georgia Avenue/Dexter Avenue

Figure 20: Countywide Transit Corridors System

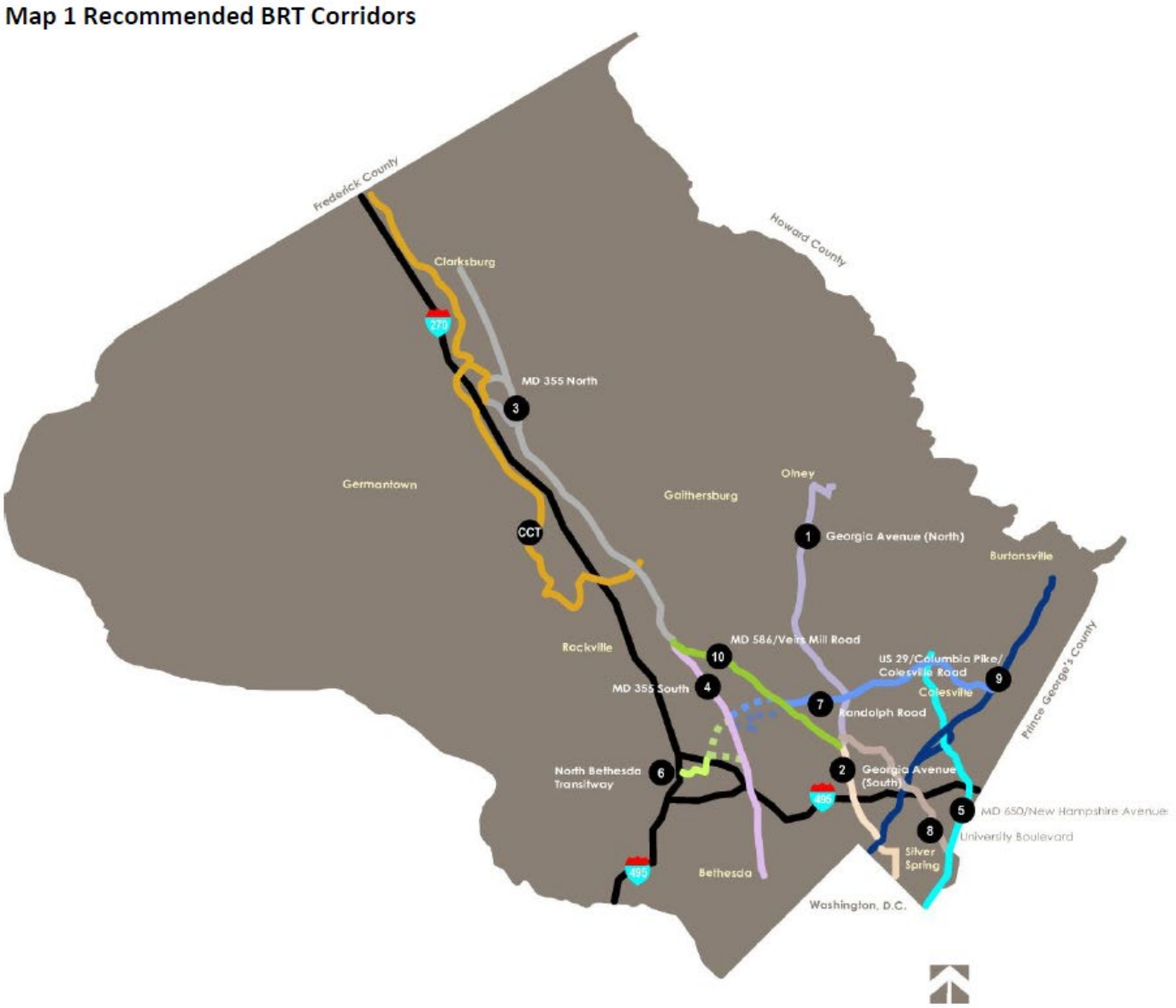


Figure 21: Georgia Avenue South Transit Corridor

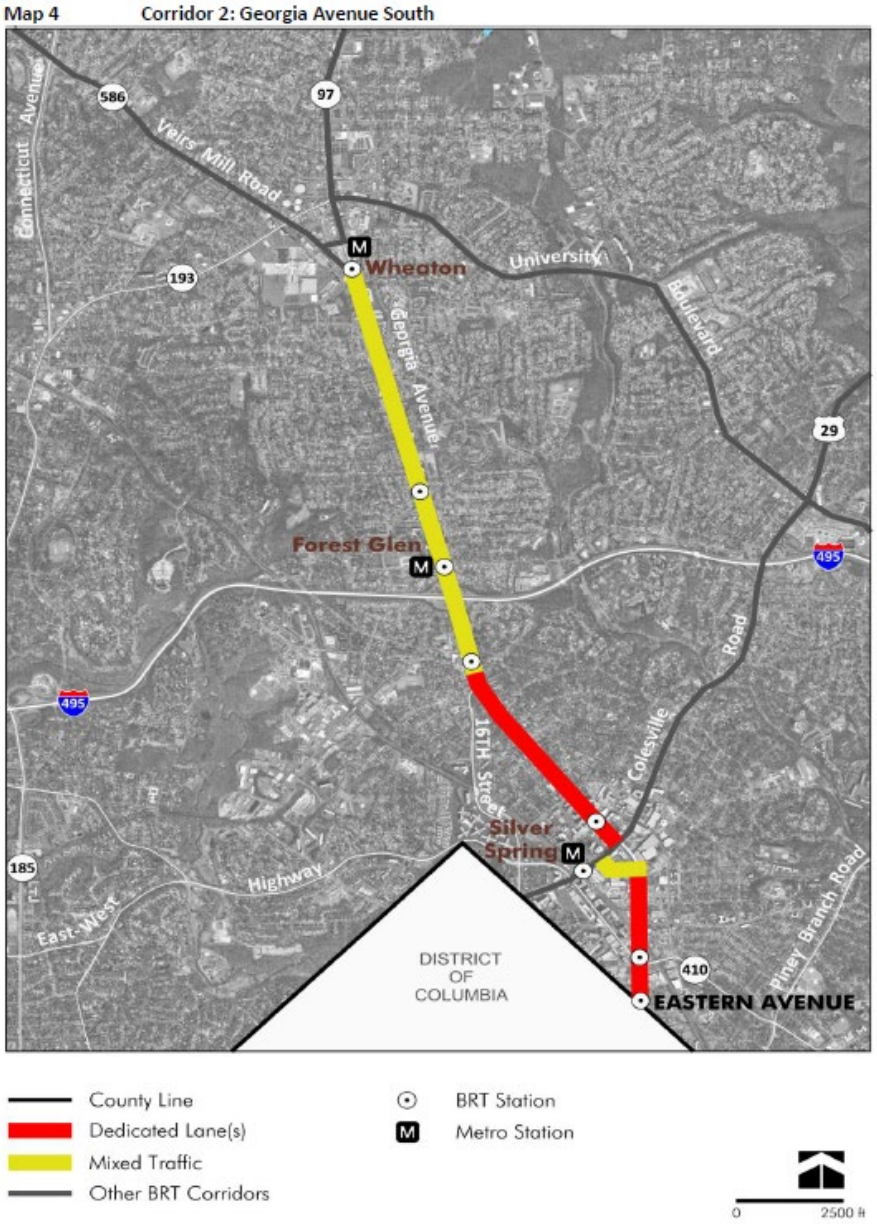


Figure 22: Georgia Avenue Transit Right-of-Way Recommendations

Road	From	To	Dedicated Lane(s)?	R.O.W.*	Maximum Additional Transit Lanes
Georgia Avenue	Veirs Mill Rd	Dennis Ave	No	120	0
Georgia Avenue	Dennis Ave	I-495		110	0
Georgia Avenue	I-495	Flora Ln		120	0
Georgia Avenue	Flora Ln	16th St		120	0
Georgia Avenue	16th St	Spring St	Yes	122	0
Georgia Avenue	Spring St	Colesville Rd		126	0
Wayne Avenue	Colesville Rd	Georgia Ave	No	120	0
Georgia Avenue	Wayne Ave	Blair Mill Rd	Yes	125-140	0
Georgia Avenue	Blair Mill Rd	DC Line	Yes	125	0

* Reflects the minimum right-of-way, and may not include land needed for spot improvements such as turn lanes and stations.

TRANSIT ANALYSIS

Transportation Policy Area Review (TPAR) was the policy area transportation adequacy test developed and adopted in the context of the 2012 Subdivision Staging Policy and it is currently used for master plan analysis. The description and analysis framework of the TPAR process is documented in the 2012 TPAR report.[15] TPAR measured the impacts of development on traffic flow and transit capacity by policy area, established standards for roadway and transit adequacy and determined which policy areas achieved the established adequacy standards. TPAR was eliminated by the County Council with the adoption of the 2016 Subdivision Staging Policy (SSP). The Local Area Transportation Review (LATR) Guidelines are now used to prepare and review transportation studies for development in Montgomery County.

While TPAR is no longer used in support of subdivision review, the transit adequacy component of the test continues to have some utility for master plan analysis. For this reason, this Transportation Appendix includes a summary of the transit adequacy for the Montgomery Hills/Forest Glen Sector Plan area based on TPAR. As discussed in greater detail below, roadway adequacy is analyzed using Local Area Transportation Review methodologies, consistent with the 2016 SSP.

The Montgomery Hills/Forest Glen Sector Plan area is a relatively small portion of the Silver Spring/Takoma Park policy area located along Georgia Avenue (MD 97) --- just north of the Silver Spring CBD and south of Dennis Avenue. Given the spatial relationship of sector plan area relative to the larger Silver Spring Takoma Park policy area, it is challenging to directly interpret the policy area level transit adequacy results reported in the 2012 TPAR report specifically for the Montgomery Hills/Forest Glen Sector Plan area. That said, it is assumed that selected elements of transit service metrics pertaining to the Silver Spring/Takoma Park policy area as reported in the 2012 TPAR report can be reasonably applied to the Montgomery Hills/Forest Glen Sector Plan area. In this regard, it is also important to note that the local transit information reported in the 2012 TPAR report reflects observed conditions as of January 2011. Given that TPAR was eliminated with the adoption of the 2016 Subdivision Staging Policy, this transit service information has not been updated to reflect more current conditions.

As described in the 2012 Subdivision Staging Policy, TPAR considers all transit services in Montgomery County: Metrorail, commuter rail, existing local bus service, future light rail transit, and future bus rapid transit. TPAR evaluates the quality of local bus service through the measurement of three "performance factors" including coverage of service (proximity of potential users to the transit service), peak headways (frequency of service) and span of service (duration during a typical weekday when service is available to potential users).

[15] https://montgomeryplanning.org/document-viewer/#https://www.montgomeryplanning.org/research/subdivision_staging_policy/2012/documents/SSPappendix2TPAR.pdf

The following paragraphs summarize the transit service performance factors for the Silver Spring/Takoma Park policy area, which includes the Montgomery Hills/Forest Glen Sector Plan area, as generally described in the 2012 TPAR report.

Figure 23: Silver Spring/Takoma Park Policy Area TPAR Transit Adequacy

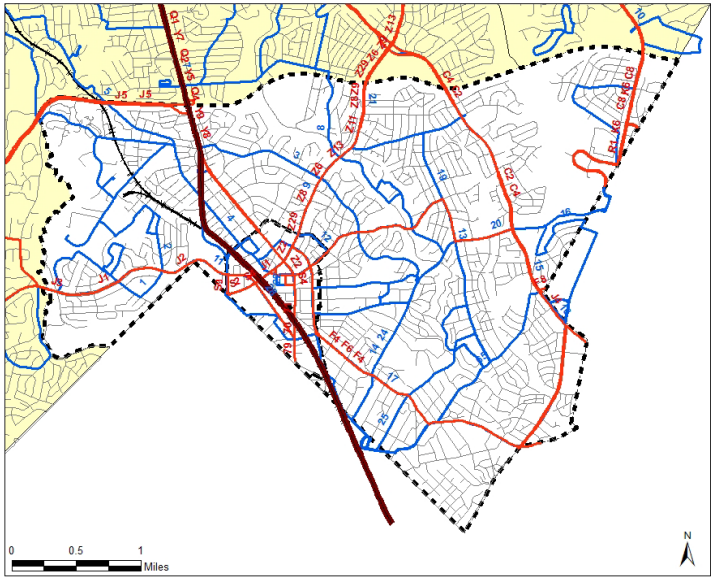
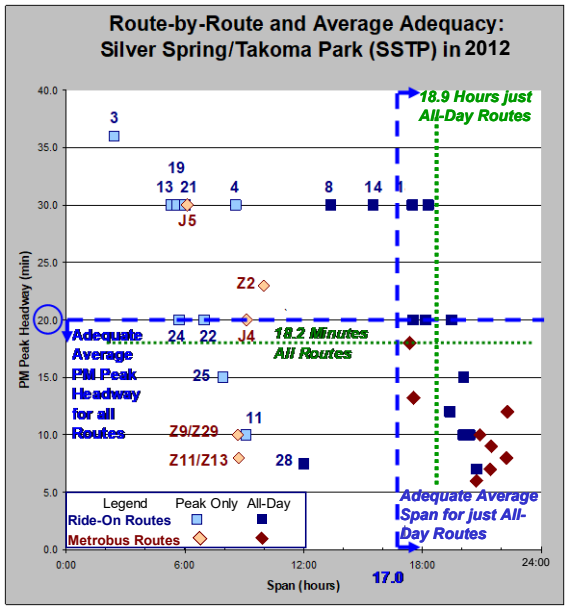


Figure 24: Route by Route Average Adequacy Silver Spring/Takoma Park SSTP in 2012



The Silver Spring/Takoma policy area includes two Metrorail Stations: Silver Spring and Takoma Park and a third, Forest Glen, is within walking distance of portions of the policy area. It should be noted that a significant portion of the Montgomery Hills/Forest Glen Sector Plan area is with walking distance of the Forest Glen Metrorail station. The policy area also will have future stations on the Purple Line, and the existing Silver Spring Transit Center will also tie into the Purple Line.

Coverage of Service: About 96% of the Silver Spring/Takoma Park policy area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 35 bus routes currently serving the area as well as several Commuter Bus routes from the Baltimore area. The graphic to the left shows where bus service coverage is provided in the Silver Spring/Takoma Park policy area. The standard for TPAR coverage for an Urban Policy Area is 80%. Therefore, transit coverage in the Silver Spring/Takoma Park policy area is adequate.

Peak Headways: On average, all buses provide 18.2 minutes between stop arrivals during the weekday evening peak period in the Silver

Spring/Takoma Park policy area. Some provide very frequent service such as the J1-J3 or Q2 Metrobuses. In areas like the Silver Spring/Takoma Park policy area where Metrorail or future LRT are provided, the TPAR standard for average peak headway is 20 minutes or less. Thus, the average peak headway for the Silver Spring/Takoma Park policy area is adequate.

Span of Service: The average value of span is 18.9 hours per day for routes that operate all-day. The TPAR urban standard is 17.0 hours per day on average for all-day routes. Therefore, transit span in the Silver Spring/Takoma Park policy area is adequate.

NON-AUTO DRIVER MODE SHARE (NADMS)

The Forest Glen/Montgomery Hills Sector Plan acknowledges the countywide goal to reduce single-occupancy vehicle trips and increase mode share among transit users, bicyclists and pedestrians. A non-auto driver mode share (NADMS) goal was considered but ultimately not recommended as part of the plan for three reasons.

First, the plan recommends a comparatively modest density increase to the plan area. Specific targets for reducing automobile travel are typically identified in long-range plans that recommend significant increases to existing densities to offset the potential traffic impacts. Applying a NADMS goal to local development within the plan area would likely have a marginal impact on traffic along the corridor. Secondly, the plan area encompasses a relatively small area within the corridor that connects two larger policy areas. The character of the existing and forecasted future traffic patterns suggests that a NADMS target would not be effective, as most of the traffic volume consists of people passing through the area.

Finally, the Montgomery County Department of Transportation is exploring a new approach to Transportation Demand Management (NextGen TDM), which proposes dividing the county into policy areas and which would have context-sensitive NADMS targets. Should that proposal be approved by the Montgomery County Council, the plan area would be included within a larger policy area and subject to the NADMS target of that policy area.

Right-of-Way and Street Classification

Table 10 summarizes all Residential streets within the sector plan boundary. This table is intended to provide guidance on minimum right-of-way dedication widths for streets falling below the Primary Residential roadway classification in the transportation hierarchy.

Table 10: Residential Street Right-of-Way Summary

Designation	***Roadway***	***Limits***	***Existing Right-of-Way***
Residential			

Residential	Ballard Street	1st Ave to Woodland Drive	60'
Residential	Noyes Drive	1st Ave to Woodland Drive	60'
Residential	Woodland Drive	Spring Street to I-495 I495 to General Getty Park General Getty Park to Medical Park Drive	60'
Residential	Woodside Parkway	Georgia Avenue to Alton Parkway	100'
Residential	Highland Drive	Georgia Avenue to Colesville Road	60'
Residential	Grace Church Road	Georgia Avenue to Woodland Drive	60'
Residential	Grace Church Road	First Ave to Georgia Avenue	50'
Residential	Cedar View Court	Georgia Avenue to end	40'
Residential	Luzerne Avenue	Georgia Avenue to Woodside Parkway	50'
Residential	Corwin Drive	Georgia Avenue to Columbia Boulevard	50'
Residential	White Oak Drive	Georgia Avenue to Woodland Drive	50'
Residential	Flora Lane	Georgia Avenue to Woodland Drive	50'
Residential	Locust Grove Road	Georgia Avenue to 2nd Avenue	60'
Residential	Landsdowne Way	2nd Avenue to roadway western end	72'
Residential	Selway Lane	Seminar Road to Seminary Place	20'
Residential	1st Avenue	Spring Street to Columbia Boulevard	60'
Residential	Belvedere Place	Coleridge Drive to Forest Glen Road	60'
Residential	Coleridge Drive	Forest Glen Neighborhood Park to Belvedere Place	60'
Residential	Coleridge Drive	Belvedere Place to Ellis Street	50
Residential	Ellis Street	Belvedere Place to Coleridge Drive	50'
Residential	Elkton Avenue	Ellis Street to Forest Glen Road	60'
Residential	Bonnywood Lane	N/A	N/A
Residential	Walsh View Terrace	N/A	N/A
Residential	Tilton Drive	Georgia Avenue to Woodland Drive	60'
Residential	Belvedere Boulevard	Georgia Avenue to Arthur Avenue	100'
Residential	Arthur Avenue	Georgia Avenue to Greeley Avenue	50'
Residential	August Drive	Georgia Avenue to Woodland Drive	50'
Residential	Dexter Avenue	Georgia Avenue to McKenney Avenue	60'
Residential	Medical Park Drive	Georgia Avenue to Woodland Drive	60'
Residential	East side Alley	Luzerne Ave to White Oak Drive	20'

PARKING

Parking Lot District

A parking lot district (PLD) in the plan area was created to support the retail and commercial uses in Montgomery Hills. Due to the size of the existing lots, the minimum onsite parking requirements could not be accommodated without the addition of public parking lots 12 and 48 located at Seminary Road (west side of Georgia Avenue) and Columbia Boulevard (east side of Georgia Avenue) respectively. Combined, they provide 63 spaces of metered, long-term parking spaces and 34 metered, short-term spaces[16].

Table 11: Bethesda Parking Lot District Usage Summary FY2013 (Source: MCDOT)

Public Parking Lot	Capacity	Percent Occupied Weekday 2017	Percent Occupied Saturday 2018
Lot 12 - Seminary Road			
Short-term	13	8%	35%
Long-term	50	18%	
Lot 48 - Columbia Boulevard			
Short-term	21	24%	97%
Long-term	13	69%	

On-street short-term parking is also provided along both sides of Flora Lane between Georgia Avenue and Woodland Drive, on the east side of Georgia Avenue between Columbia Boulevard and Seminary Place, on the south side of Corwin Drive between Georgia Avenue and Columbia Boulevard, and on the east side of Columbia Boulevard between Seminary Road and Rookwood Road. On-street long-term parking is available on the north side of White Oak Drive between Georgia Avenue and Woodland Drive.

The current boundaries of the PLD do not include Lot 12 even though the intent of the lot is to supplement parking capacity within the district. Therefore, this plan recommends MCDOT evaluate potential changes to the boundaries to include the full extent of Lot 12 along with properties comprising the Seminary Place Shopping Center, adjacent Shell gas station and the Montgomery Hills Car Wash.

[16] Long-term parking is 12 hours and short-term parking is 2 hours.

Figure 25: PLD Map

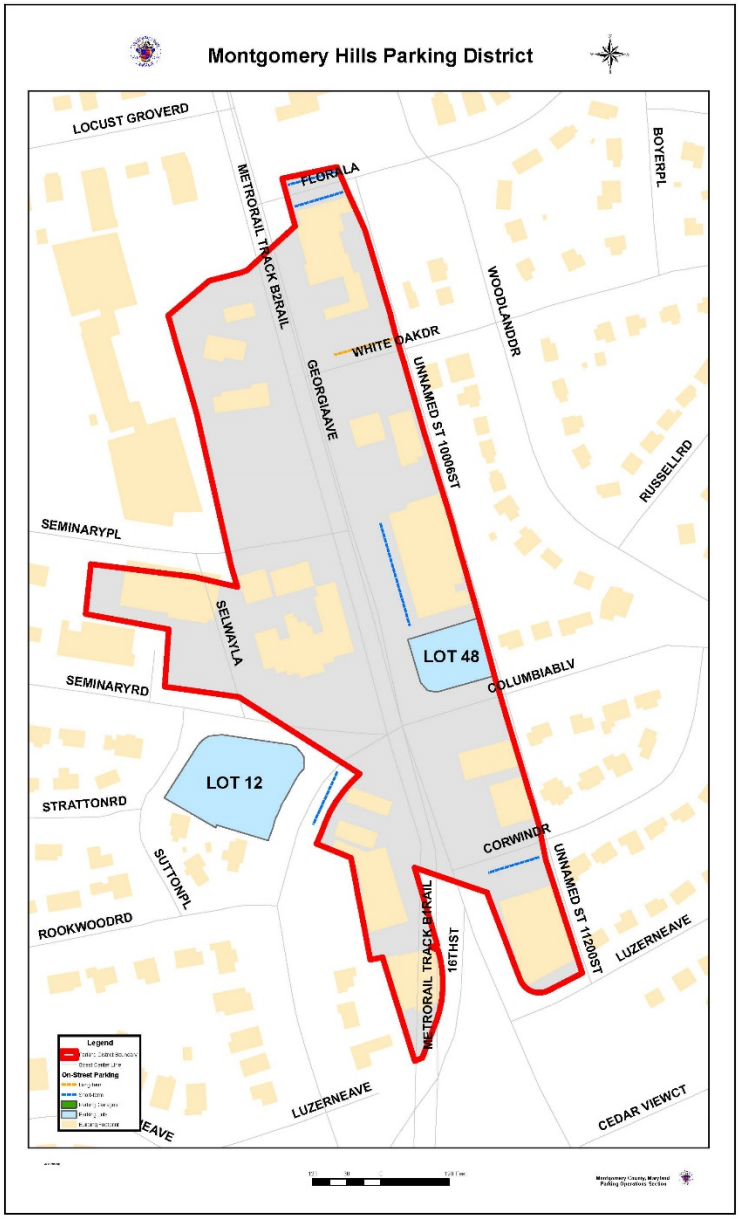
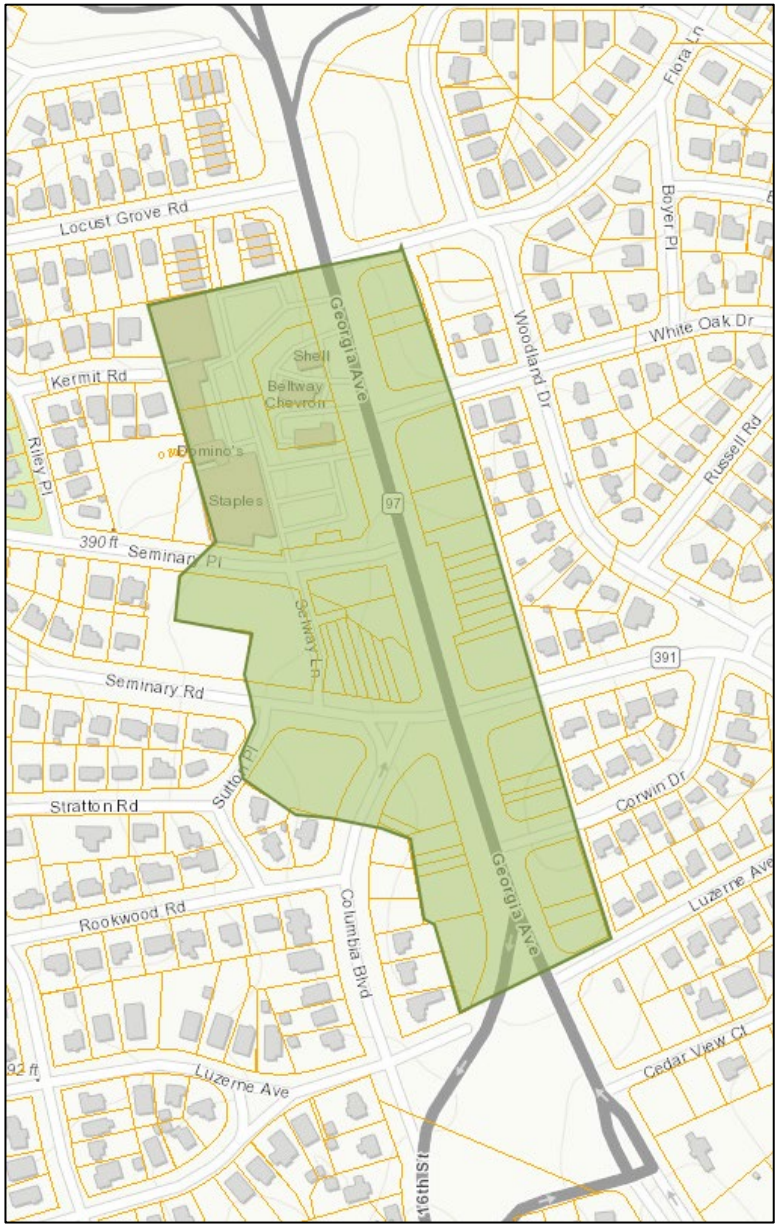


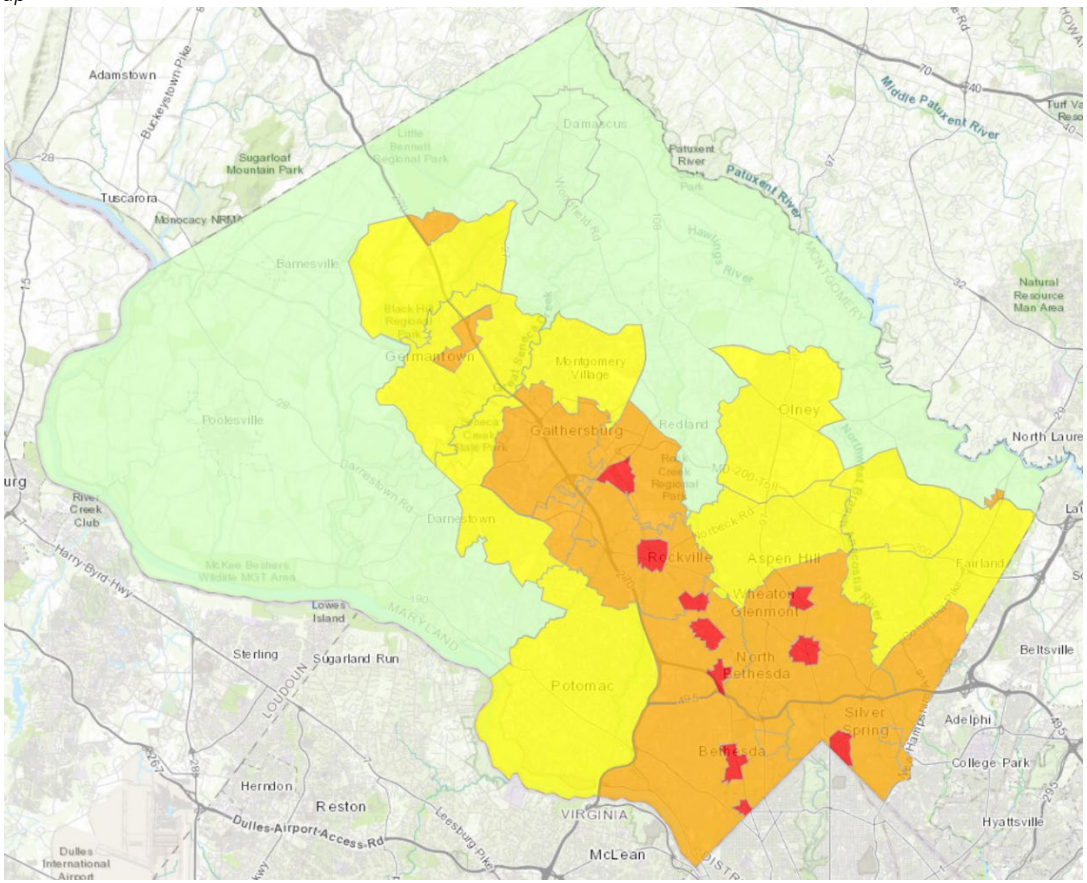
Figure 26: Recommended PLD Map



TRAVEL FORECASTING – MASTER PLAN AND STUDY AREA

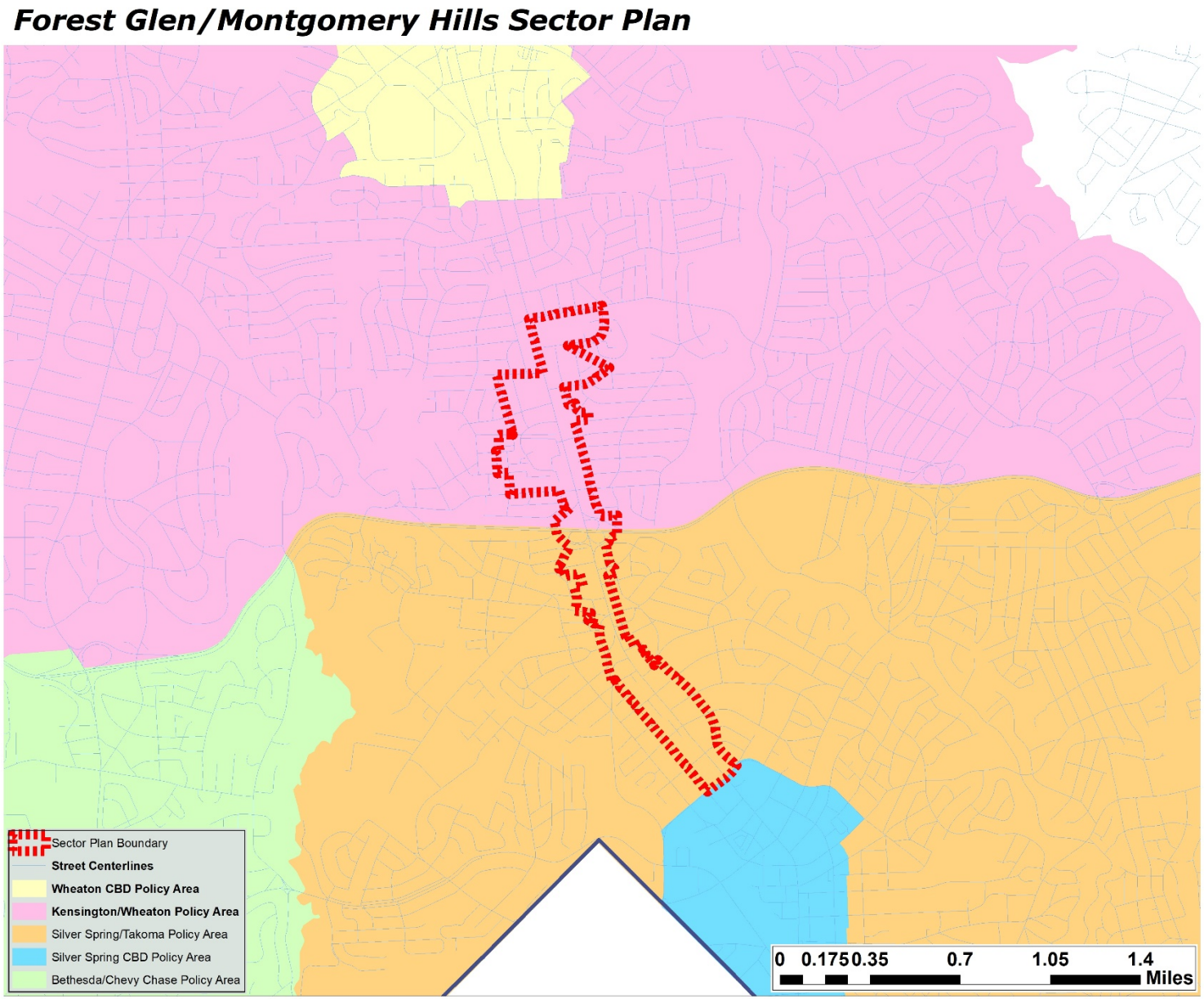
Figures 27 and 28 depict the spatial relationship of the Forest Glen/Montgomery Hills Sector Plan area relative to two county policy areas[17]. The plan boundary roughly corresponds to one block east and west of Georgia Avenue between Dennis Avenue to the north and Spring Street to the south. The sector plan area and larger study area is located within two transportation policy areas: Kensington/Wheaton and Silver Spring/Takoma Park.

Figure 27: Countywide Policy Area Map



[17] http://www.montgomeryplanning.org/transportation/highways/documents/countywide_transit_corridors_plan_2013-12.pdf

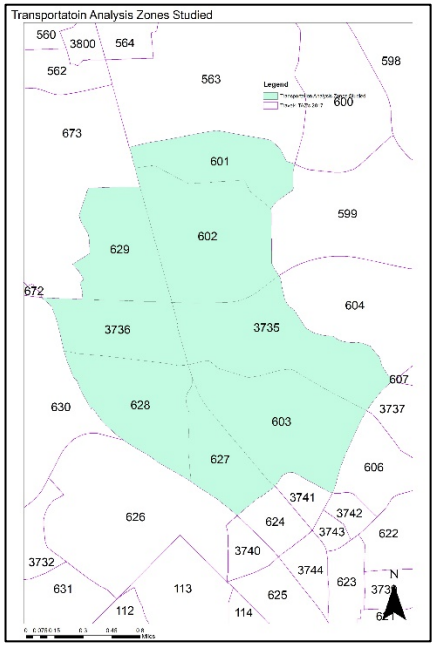
Figure 28: Transportation Policy Area Map w/Plan Boundary



The Wheaton CBD And Silver Spring CBD Metro Station Policy Areas (MSPAs) are located within close proximity to the sector plan area – to the north and south, respectively.

One major highway, Georgia Avenue, traverses the sector plan area oriented in the north/south direction. 16th Street, a major highway oriented in the north/south direction, intersects the plan area, separating the Montgomery Hills Sector Plan Area District from the Woodside Park Sector Plan Area District. Two major arterials, Forest Glen Road and Seminary Road, traverse the sector plan area oriented in the east/west direction. The study area, which includes the sector plan area, is comprised of eight traffic analysis zones (TAZs). The geographical definition of the sector plan area and plan study is important in that it is the first step in establishing the interface between the Planning Department's regional travel demand model (Travel/4) and the subarea master-plan specific local area travel demand model (referred to as Travel/4MP[18]).

Figure 29: TAZs in Study Area



[18]Travel/4MP reflects a more detailed traffic analysis zone and transportation network structure relative to Travel/4.

Existing Conditions Local Intersection Traffic Analysis

Observed intersection turning movements at selected locations within the master plan and study areas were collected in the fall of 2017 (generally reflecting existing conditions). Traffic congestion at these locations was evaluated. Observed counts of vehicles, pedestrians and bicycles per 15-minute intervals (the minimum time interval unit used in traffic engineering analysis), were collected and analyzed.

Figure 30: Study Intersections

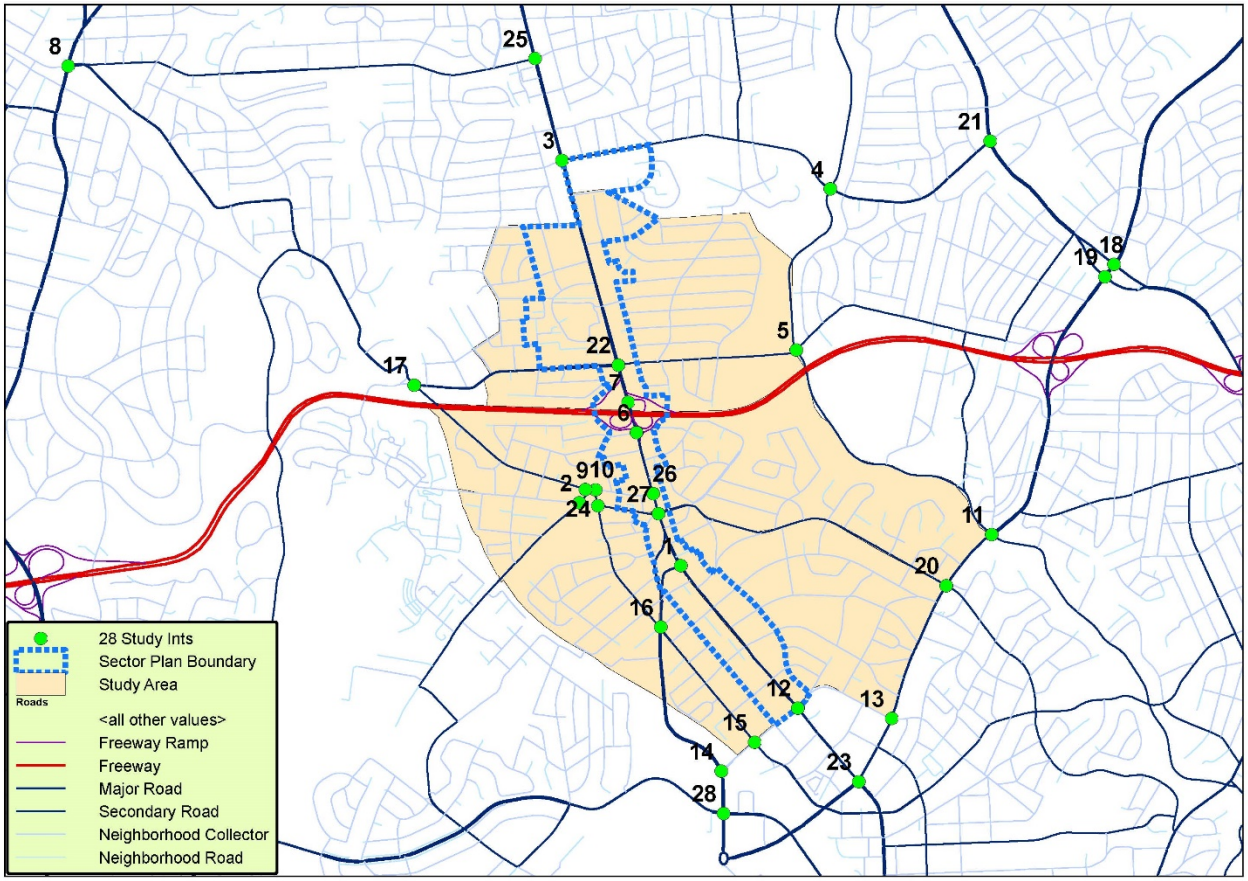


Figure 30 depicts the location of the eight intersections identified within the sector plan area for detailed performance evaluation. Additionally, due to the limited grid network within and surrounding the plan area, an additional 20 intersections beyond the sector

plan area boundary were included in the traffic analysis, recognizing these are major intersections that could be impacted by improvements intended to increase traffic flow along Georgia Avenue. The full set of 20 intersections are also shown in Figure 31 and Table 12. This Technical Appendix, focuses primarily on the eight intersections located within the Plan Area (listed north to south along the corridor):

- Dennis Avenue and Georgia Avenue (ID 3)
- Forest Glen Road and Georgia Avenue (ID 22)
- Outer Loop Beltway Ramps and Georgia Avenue (ID 7)
- Inner Loop Beltway Ramps and Georgia Avenue (ID 6)
- Seminary Place and Georgia Avenue (ID 26)
- Seminary Road and Georgia Avenue (ID 27)
- 16th Street and Georgia Avenue (ID 1)
- Spring Street and Georgia Avenue (ID 12)

Figure 31: Plan Area Intersection Map

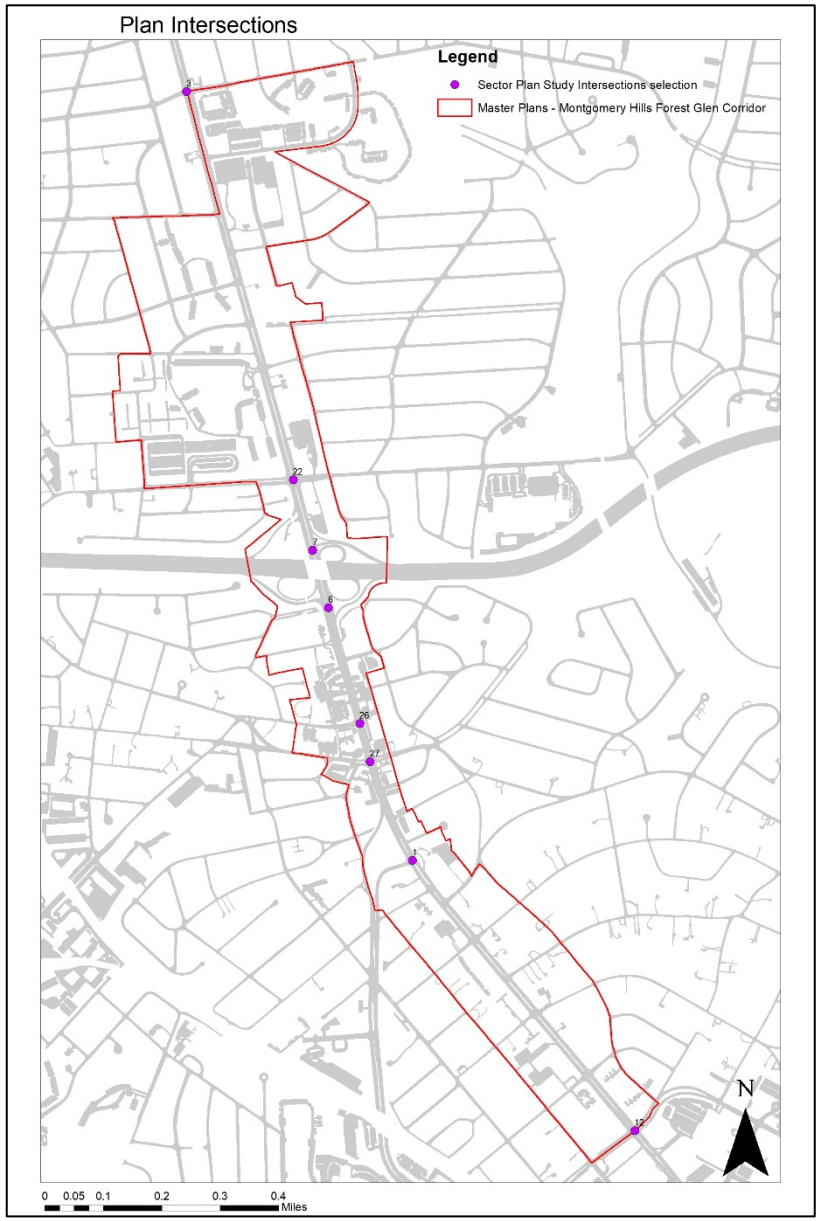


Table 12: List of Study Intersections

Intersection ID	East-West Road	North-South Road	Plan Area Study Intersection
1	16th Street	Georgia Avenue	Yes
2	Linden Lane	Brookville Road	
3	Dennis Avenue	Georgia Avenue	Yes
4	Dennis Avenue	Sligo Creek Parkway	
5	Forest Glen Road	Sligo Creek Parkway	
6	Inner Loop Beltway Ramps	Georgia Avenue	Yes
7	Outer Loop Beltway Ramps	Georgia Avenue	Yes
8	Plyers Mill Road	Connecticut Avenue	
9	Seminary Place	2nd Avenue	
10	Seminary Road	Brookville Road	
11	Sligo Creek Parkway	Colesville Road	
12	Spring Street	Georgia Avenue	Yes
13	Spring Street	Colesville Road	
14	Spring Street	16th Street	
15	Spring Street	2nd Avenue	
16	2nd Avenue	16th Street	
17	Forest Glen Road	Seminary Road / Capital View Avenue	
18	University Boulevard (North)	Colesville Road	
19	University Boulevard (South)	Colesville Road	
20	Dale Drive	Colesville Road	
21	Dennis Avenue	University Boulevard	
22	Forest Glen Road	Georgia Avenue	Yes
23	Georgia Avenue	Colesville Road	
24	Linden Lane	Seminary Road	
25	Plyers Mill Road	Georgia Avenue	
26	Seminary Place	Georgia Avenue	Yes
27	Seminary Road / Columbia Boulevard	Georgia Avenue	Yes
28	East-West Highway	16th Street	

The 2016-2020 Subdivision Staging Policy (SSP) changed the Local Area Transportation Review (LATR) test for new subdivisions and created a multimodal transportation adequacy test. This process requires the application of the delay-based Highway Capacity Manual

(HCM) methodology to evaluate the operational performance of local intersections. In addition, the process evaluates the adequacy of transit, pedestrian and bike facilities for new development. The performance of these non-auto modes is not evaluated in the sector plan context.

The relevant policy area HCM delay congestion standards are used to evaluate traffic conditions for the 28 study area intersections in the context of the existing conditions and alternative sector plan land use/transportation scenarios. Table 13 shows the policy area HCM delay congestion standards used in support of the intersection performance evaluation.

Table 13. Subdivision Staging Policy Intersection Congestion Standards

Policy Area	HCM Volume-to-Capacity Standard	HCM Average Vehicle Delay Equivalent (seconds/vehicle)	Intersection IDs
Silver Spring/Takoma Park	*1.00*	*80*	*1,2, 6, 9, 10, 11, 16, 20, 24, 26, 27*
Kensington/Wheaton	*1.00*	*80*	*3, 4, 5, 7, 8, 17, 18, 19, 21, 22, 25*
Silver Spring CBD	*1.13*	*120*	*12, 13, 14, 15, 23, 28*

It should be noted that several intersections are located on a boundary shared by two policy areas. Georgia Avenue (MD 97) at Spring Street (ID 12), Spring Street and Colesville Road (ID 13), Spring Street Spring Street and 16th Street (ID 14), Spring Street and Second Avenue (ID 15) and 16th and East-West Highway (ID 28) are located on the boundary between the Silver Spring/Takoma Park and Silver Spring CBD policy areas. In these circumstances, county policy dictates the application of the higher congestion delay standard when evaluating intersection performance adequacy.

Table 14 summarizes the analysis results of the year 2017 (existing conditions) HCM delay during the AM and PM peak hours for eight selected signalized intersections depicted in Figure 9. Traffic delay (measured in seconds) represents the estimated average vehicle delay for vehicles that travel through an intersection. Intersections estimated to operate at or above the congestion delay threshold reflected by the applicable policy area HCM delay standards are considered "failing" (i.e., the delay is estimated to be above the adequacy standard for the relevant policy area). The ratio of estimated HCM delay relative to the applicable policy area congestion delay standard above 1.0 represents a failing traffic condition.

Table 14. Existing Condition (Year 2017) Traffic Delay

ID	E-W Road	N-S Road	Delay Standard (sec.)	AM		PM	
				Delay (sec.)	Ratio	Delay (sec.)	Ratio
3	Dennis Avenue	Georgia Avenue	*80*	42.2	0.53	26.4	0.33
22	Forest Glen Road	Georgia Avenue	*80*	66.9	0.84	**79.4**	**0.99**
6	Inner Loop Beltway Ramps	Georgia Avenue	*80*	6.8	0.09	34.7	0.43
7	Outer Loop Beltway Ramps	Georgia Avenue	*80*	66.5	0.83	**84.2**	**1.05**
26	Seminary Place	Georgia Avenue	*80*	19.4	0.24	28.5	0.36
27	Seminary Road / Columbia Boulevard	Georgia Avenue	*80*	63.4	0.79	46.2	0.58
1	16th Street	Georgia Avenue	*80*	20.9	0.26	34.0	0.43
12	Spring Street	Georgia venue	*120*	53.8	0.45	34.1	0.28

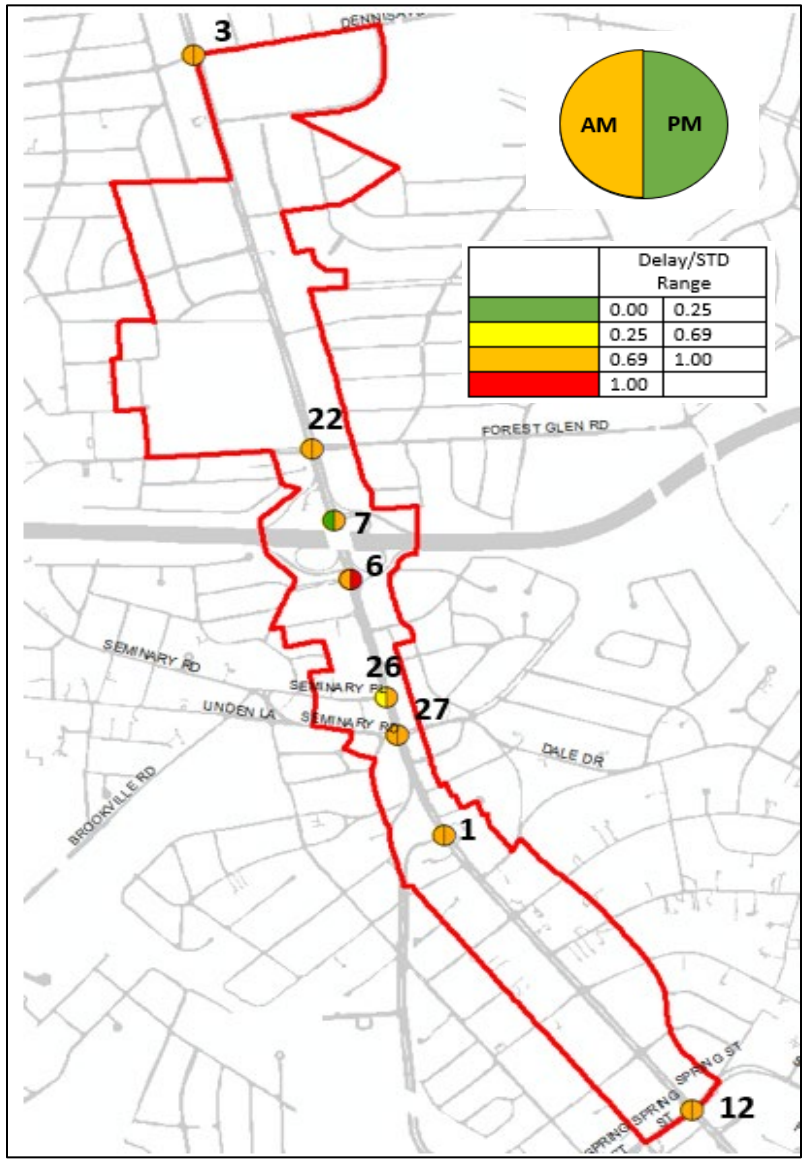
Two intersections in the master plan area exhibited failing, or near failing conditions during the evening peak hour of travel:

- Forest Glen Road and Georgia Avenue (Intersection 22), is approaching the threshold for the Kensington/Wheaton policy area congestion standard during the PM peak hour of travel.
- Outer Loop Beltway Ramp and Georgia Avenue (Intersection 7) exceeds the Kensington/Wheaton policy area congestion standard during the PM peak hour of travel.

Figure 32 shows the intersection level of service (LOS) “dot map” based on the ratio of estimated HCM delay and the applicable policy area delay standard during AM and PM peak period as shown above in Table 9. The colors of the dots depicted on the map is determined by the ratio between the estimated HCM delay and the relevant policy area congestion delay standard as described below. The left-hand side of the dot shows LOS during the AM peak period. The right-hand side of the dot shows LOS during the PM peak period.

- **Green**: less than 0.25
- **Yellow**: between 0.25 and 0.69
- **Orange**: between 0.69 and 1.0
- Red: greater than 1.0

Figure 32. Traffic Congestion Scenario - Existing Traffic Condition (2017)



TRAFFIC ANALYSIS METHODOLOGY

Travel Demand Forecasting Process and Assumptions

The department's regional travel demand forecasting model, TRAVEL/4, is used to develop forecast travel demand results for weekday travel and evening peak periods. The application of Travel/4 included the validation of 2010 base-year traffic conditions and the forecast of future traffic conditions in the county and the Washington metropolitan region. Travel/4 is a traditional four-step regional travel demand model, consisting of:

- **Trip generation:** the number of person trips that are generated by given types and densities of land uses within each transportation analysis zone (TAZ).
- **Trip distribution:** how many person trips generated by each TAZ will travel to each of the other TAZs within the metropolitan area.
- **Mode split:** which mode of travel the person will use, including single-occupant auto, multiple-occupant auto, transit, or a non-motorized mode such as walking or bicycling.
- **Traffic assignment:** the roadways that will be used for vehicular travel between TAZs.

The TRAVEL/4 model incorporates land use and transportation assumptions for the metropolitan Washington region, using the same algorithms as applied by the Metropolitan Washington Council of Governments (MWCOG) regional travel demand modeling tool, Version 2.3.57.

Figure 33 shows the relationship of Montgomery County in the regional travel demand network, featuring the coding of street network characteristics to reflect the general level of adjacent development density.

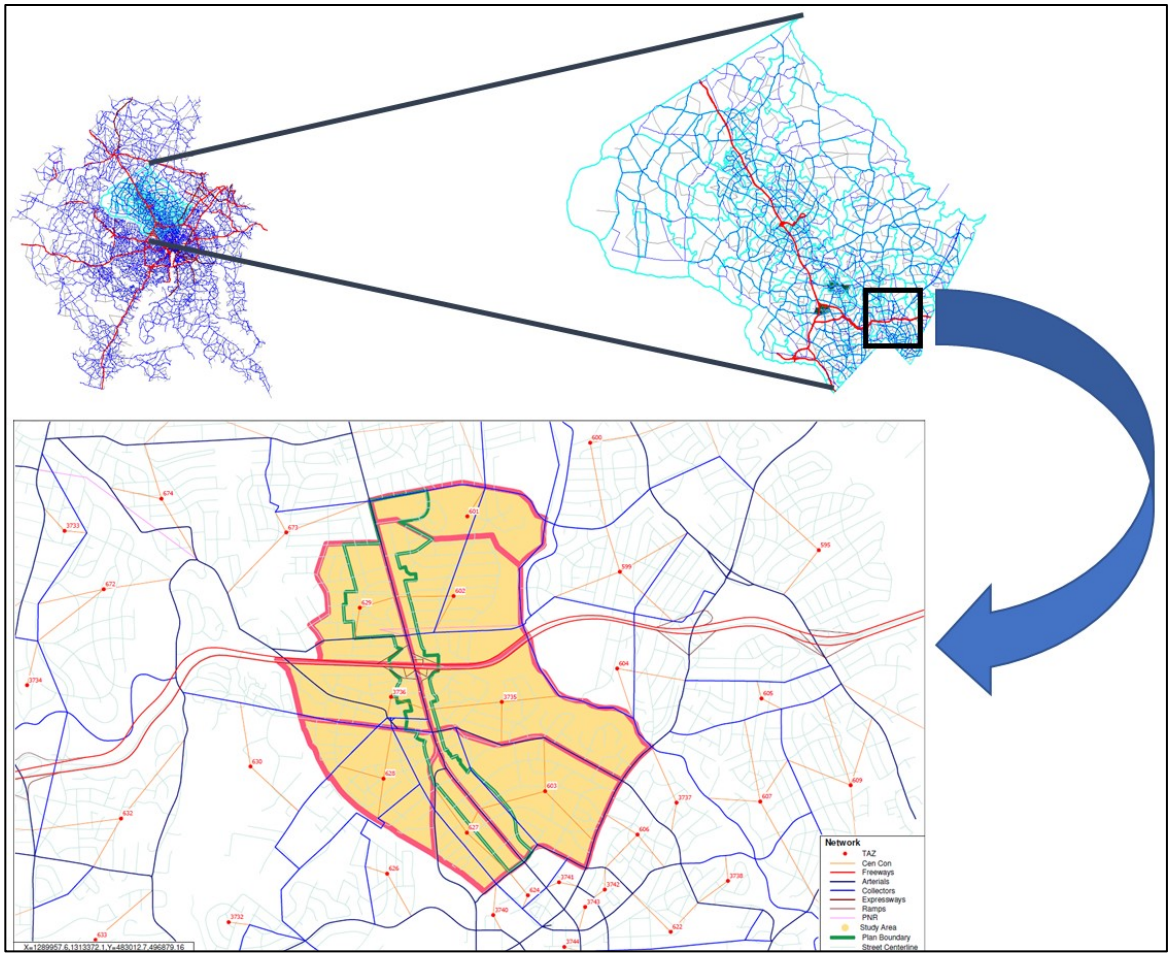


Figure 33. Study Area Network Reflected in the Travel Demand Model, Travel/4MP

Travel/4 for Countywide Traffic Analysis

Travel/4 is used to reflect countywide and regional traffic effects. This tool is an adaptation of the Metropolitan Washington Council of Government's (MWCOG) regional travel demand forecasting model reflecting a more detailed transportation system network

structure coupled with refined model inputs that are compliant with the more detailed structure. In addition, a more detailed TAZ structure is incorporated into Travel/4 reflecting the expansion from 376 to 466 TAZs in Montgomery County (an increase of 90 TAZs). Consequently, this change resulted in an expansion from 3,709 TAZs reflected in the MWCOG regional travel demand model to 3,799 TAZs in Travel/4.

The baseline 2010 and 2040 future year model applications incorporated land use data from the Round 8.3 Cooperative Forecasts reflected in the MWCOG V2.3.57a regional travel demand forecasting model. Additional model run scripting enhancements were made to the model code. In addition to these specific adjustments to the network and zone structure, other inputs, such as aggregate socio-demographic data, lookup tables, and model parameters were used. When network and TAZ structures in Montgomery County area were expanded, the regional sum total of socio-demographic data (e.g., population, employment) in the model remained consistent with MWCOG Cooperative Forecasts.

The MWCOG model algorithm structure was retained in Travel/4, including the year 2020 transit constraint and two-step assignment feature for High-Occupancy Toll (HOT) lanes. Intra-step distributed processing was included in the model run applications with four sub-nodes.

Travel/4MP for Local Area Traffic Analysis

The subarea master plan application of the Travel/4 regional travel demand model, referred to as "Travel/4MP", was used in support of the traffic impact analysis of the Forest Glen/Montgomery Hills Sector Plan. This subarea modeling approach consists of three levels. As the first level of analysis, Travel/4MP provides system-level intersection approach volume results that are used as inputs to the finer grain analytic tools described below. The second level of analysis consists of post processing techniques applied to the Travel/4MP forecasts, as described in the National Cooperative Highway Research Program (NCHRP) Report 255. These techniques include refining the morning and evening peak hour forecasts to reflect a finer grain of land use and network assumptions than those included in the regional model, such as the location of local streets and localized travel demand management assumptions. The NCHRP 255 techniques are used to produce estimated intersection turning movement volumes. The third level of analysis includes an evaluation of local intersection congestion, using the HCM methodologies described in the Department's 2017 Local Area Transportation Review Guidelines.[19]

[19] http://montgomeryplanning.org/wp-content/uploads/2017/12/LATR-Guidelines-Production-Final_122017-PRODUCTION-WEB.pdf

Select Link Analysis

A select link analysis was conducted to determine the ratio of local traffic to the overall traffic volume. This type of analysis works by estimating the number of trips that would be generated by the surrounding US Census block based on the current land use and density. Estimates are calculated for census blocks both traveling towards and away from the study area. That estimated total number of trips are then subtracted from current traffic volumes to estimate the ratio of local to pass-through traffic on the transportation network.

The conclusion of the analysis was that with the current and master-planned densities, approximately 25 percent of the traffic on Georgia Avenue through the study area is local, and the balance originates outside the surrounding transportation analysis zones (TAZs). Much of this traffic is attributed to high traffic volumes that enter the local network via the MD 97 Beltway interchange.

Figure 34: Select Link Analysis 1

Figure 35: Select Link Analysis 2

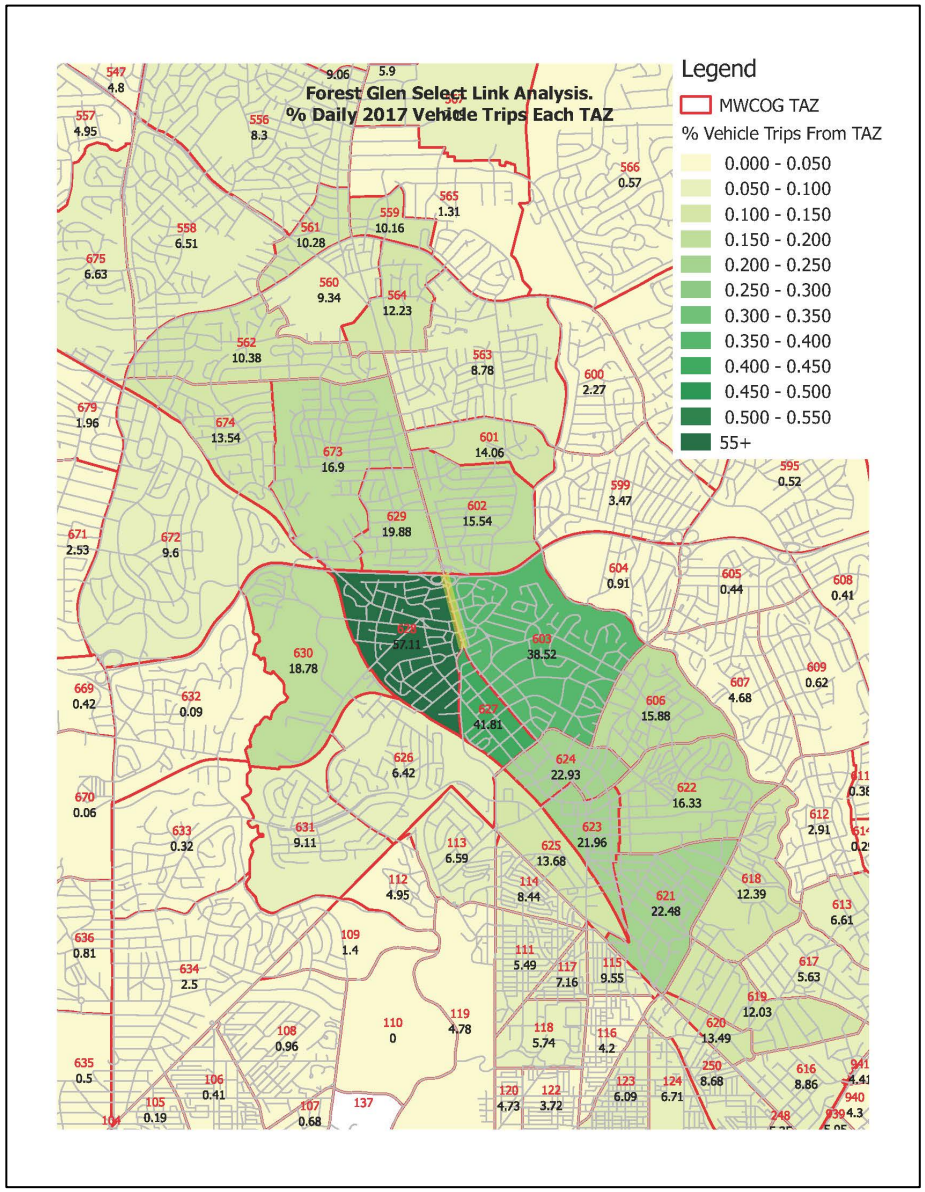
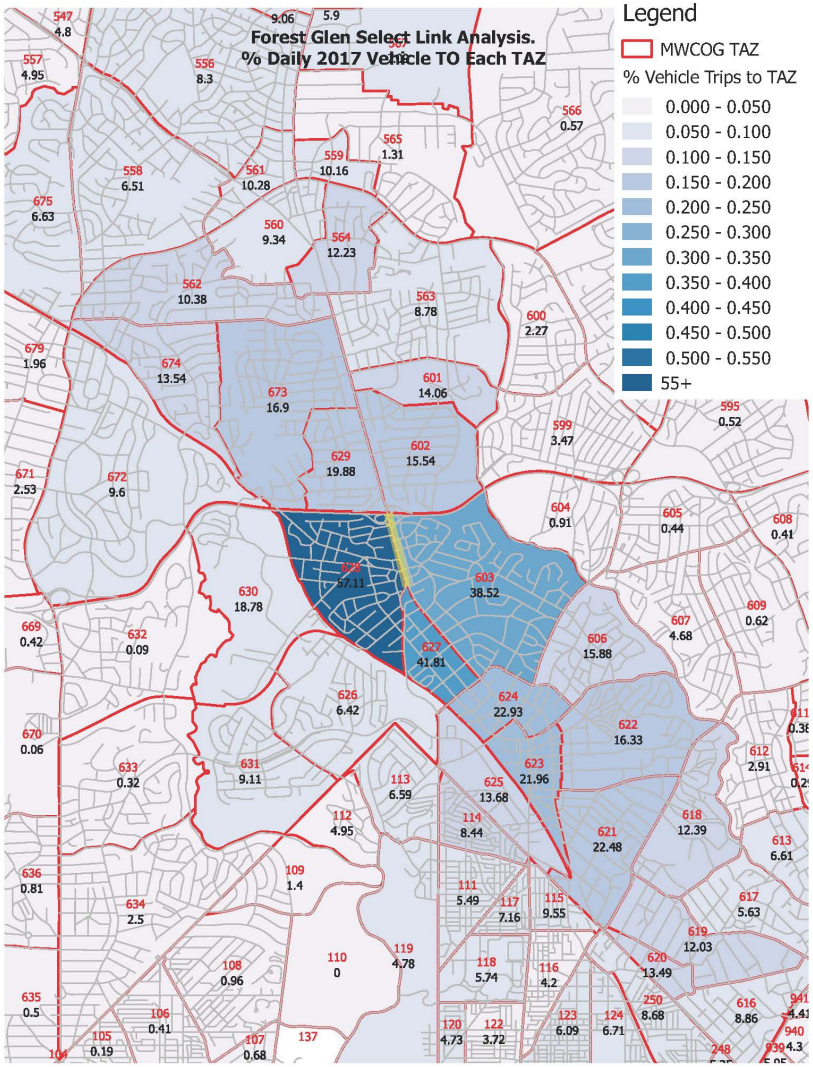


Figure 36: Select Link Analysis 3



Given the high proportion of regional traffic traveling through the plan area, the comparatively small master-plan recommended densities and the plan area's location between two central business districts (CBDs), this plan recommends increasing the policy area average intersection delay standard for the seven signalized intersections within its plan boundaries to 120 seconds. Doing so accepts the unique circumstances and provides flexibility for future development, which is the only viable means of achieving the safety and placemaking goals set forth in this plan.

This segment of Georgia Avenue provides an urban functionality as it is directly accessed by high-density residential housing, office and retail uses. The intersections to which this recommendation applies are listed below:

- Dennis Avenue
- August Drive
- Forest Glen Road
- Capital Beltway off-ramp signals (north and south)
- Seminary Place
- Seminary Road
- 16th Street
- This recommendation also applies to any future traffic signals that are recommended to be installed within the plan area boundary.

Unified Mobility Program

Recognizing the role this segment plays within the larger transportation network, the plan recommends the development of a unified mobility program (UMP) that includes the sector plan area with the Silver Spring Central Business District. To develop the framework for an UMP, a long-range comprehensive transportation analysis for the Plan area (as described below) has been conducted for determining the future traffic conditions and identifying facility improvements that will reduce congestion and improve traffic flow.

Master Plan Local Intersection Traffic Analysis Master Plan Scenarios

Intersection performance was evaluated within the plan study area in the context of three master plan land use/transportation network scenarios:

- No Build
- 2040 Build Out (Plan Vision)
- 2040 Build Out (Zoning Envelope)

The two future scenarios include assumptions made about the plan designated "opportunity sites" and zoning recommendations. A map of the opportunity sites and the zoning recommendations are included in Figure 37 and 38 respectively.

Figure 37: Opportunity Sites Map

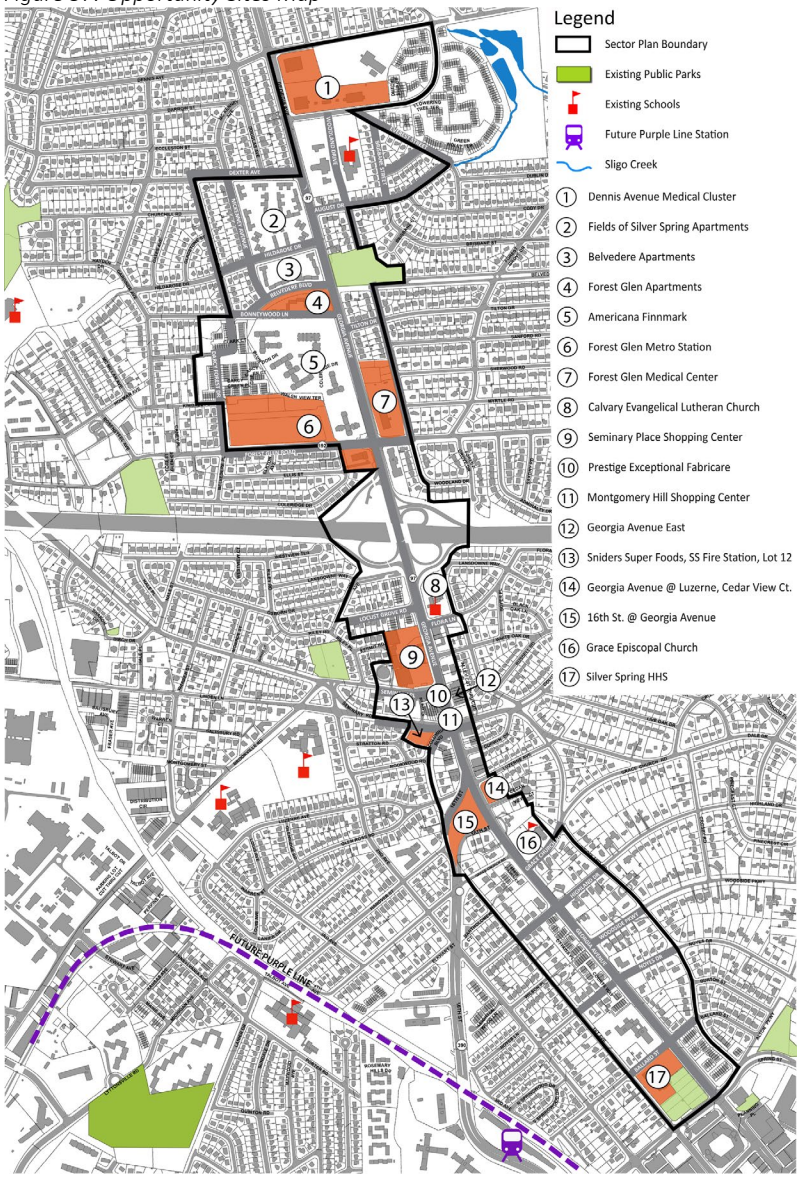
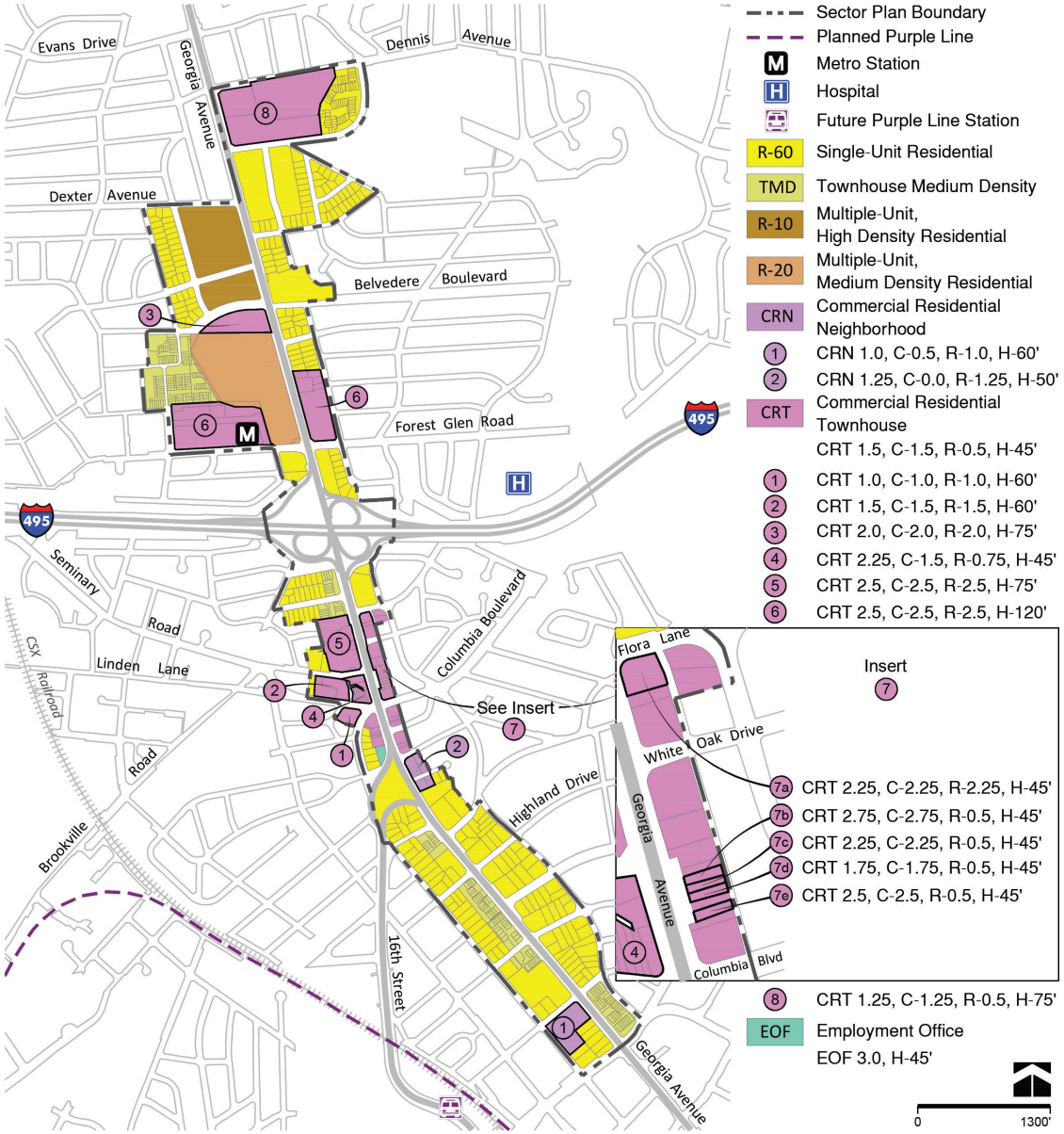


Figure 38: Recommended Zoning Map



The TAZ-level land use assumptions for these scenarios are shown in Table 15, Table 16 and Table 17, respectively. The major assumptions reflected in these scenarios are briefly described below.

"No Build": 2040 Adopted Master Plan Land Use and Transportation Network

- Includes existing development, pipeline development, some additional development in the master plan area based on existing zoning and adopted Greater Lyttonsville Sector Plan, Wheaton Master Plan, Bethesda Downtown Master Plan, and Westbard Sector Plan land use and transportation network recommendations.
- Includes the adopted Visualize 2045 Regional Long-Range Transportation Plan transportation network (reflecting five Montgomery County BRT lines – including mixed traffic operations on US 29).

2040 Build Out: Plan Vision

- Assumes the "No Build": 2040 Adopted Master Plan scenario land use and transportation network assumptions described above plus 100 percent (which represents a modest increase) of additional development in in the master plan area based on the Working Draft Plan land use recommendations.
- Assumes the opportunity sites achieve 100 percent of density permitted
- Assumes Georgia Avenue achieves the "boulevard concept" on Georgia Avenue established by the approved and adopted *2000 North and West Silver Spring Master Plan*, which is currently being studied by MDOT SHA as part of their MD 97 Montgomery Hills project. Key elements include removing the dynamic lane, four lanes southbound and three lanes northbound on Georgia Avenue between Forest Glen Road and 16th Street.
- Assumes BRT on Georgia Avenue and Veirs Mill Road per the 2013 CTC plan.

2040 Build Out: Zoning Envelope

- Assumes the 2040 Build Out: Plan Vision land use and transportation network assumptions described above plus 100 percent of the sites located within either mixed-use or high-density residential zones achieve 100 of density permitted.
- The purpose of this is to test the highest possible density ("worst-case") scenario.

Table 15. Land Use Inputs for 2040 "No Build" (Adopted Master Plan) Scenario

TAZ	Residential				Employment				
	Household	Household Population	Group Quarters	Total	Industrial	Retail	Office	Other	Total
601	363	1,114	0	**1,114**	0	0	593	102	**747**
602	705	2,165	0	**2,165**	0	0	165	1,891	**2,056**
603	802	2,222	0	**2,222**	0	52	1133	39	**1,224**
627	301	923	0	**923**	0	0	0	105	**105**
628	448	1,376	0	**1,376**	688	31	68	296	**1,083**
629	1,036	2,537	0	**2,537**	0	0	0	18	**18**
3735	532	1,627	0	**1,627**	11	147	138	111	**407**
3736	363	1,114	0	**1,114**	11	216	0	16	**243**

Table 16. Land Use Inputs for 2040 Plan Vision Sector Plan Scenario

TAZ	Residential				Employment				
	Household	Household Population	Group Quarters	Total	Industrial	Retail	Office	Other	Total
601	363	1,114	0	**1,114**	0	83	3009	154	**3,246**
602	727	2,232	0	**2,232**	0	43	1,482	1,891	**3,415**
603	818	2,271	0	**2,271**	0	52	1133	39	**1,224**
627	441	1,276	0	**1,276**	0	0	0	125	**125**
628	458	1,397	0	**1,397**	688	31	68	296	**1,083**
629	2,130	4,812	0	**4,812**	0	57	0	18	**76**
3735	532	1,627	0	**1,627**	11	147	138	111	**407**
3736	735	1,892	0	**1,892**	11	452	0	0	**463**

Table 17. Land Use Inputs for 2040 Plan Vision Sector Plan Scenario

TAZ	Residential				Employment				
	Household	Household Population	Group Quarters	Total	Industrial	Retail	Office	Other	Total
601	363	1,114	0	**1,114**	0	83	3,009	154	**3,246**
602	727	2,232	0	**2,232**	0	43	1,482	1,891	**3,415**
603	840	2,317	0	**2,317**	0	122	1133	39	**1,293**
627	441	1,276	0	**1,276**	0	0	0	125	**125**
628	458	1,397	0	**1,397**	688	109	191	296	**1,284**
629	2,438	5,453	0	**5,453**	0	57	0	18	**76**
3735	700	1,977	0	**1,977**	11	824	0	0	**835**
3736	764	1,952	0	**1,952**	11	543	0	0	**554**

Background on Modeling Assumptions

Daily traffic forecasts were estimated utilizing procedures from the *NCHRP Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design. NCHRP Report 255* techniques were used to convert the Travel/4MP system-level forecasts to intersection-level forecasts. In support of the travel demand modeling analysis using Travel/4MP, the following key assumptions were incorporated in the context of the 2040 horizon year traffic analysis:

- Highway and transit improvements reflected in the adopted Visualize 2045 Regional Long-Range Transportation Plan (including the five planned BRT lines in Montgomery County)
- BRT related service attributes including run time, station dwelling time, signalized intersection delay, signal prioritization option, time of day (peak vs. off-peak) were derived from the latest available GIS layers of transit data
- Adopted Greater Lyttonsville Sector Plan, Wheaton Master Plan, Bethesda Downtown Master Plan, and Westbard Sector Plan

land use and transportation network
- Beyond the plan study area, regional growth reflecting the MWCOG Round 8.3 Cooperative Forecast

Future Conditions – Local Intersection Traffic Analysis

Consistent with other master plans, intersection performance within the plan area was also evaluated for the future. The intersection performance for the future was evaluated for a "no build" land use scenario reflecting existing zoning as well as two land use scenarios reflecting the zoning recommendations proposed in the Working Draft of the Sector Plan; the Build out Plan Vision and Build out Zoning Envelope. These scenarios also did not modify any of the traffic operations at the signals. The future conditions land use assumptions that were analyzed included existing development, pipeline development and development anticipated based on the plan's land use and zoning recommendations.

In addition to the future conditions land use scenarios, the traffic analysis also assumed the plan's transportation recommendations that seek to increase safety, enhance connectivity and prioritize the safety of all road users consistent with Vision Zero – including some transportation recommendations that could reduce intersection performance. These recommendations include: (1) removing the dynamic lane on Georgia Avenue (2) a permanent street cross section of four travel lanes southbound and three northbound on Georgia Avenue between the Seminary Place and 16th Street[20]; (3) interior travel lanes were reduced to 10 feet and curb lanes to 11 feet which shortens crossing distances for pedestrians. Additionally, left turns were introduced during the peak hour, in the peak direction at the Georgia Avenue intersections at Forest Glen and Seminary Road. Adding these turning movements is intended to improve east-west access in the plan area, but it is important to recognize adding new protected turning movements will further decrease the capacity at the intersection.

Tables 18 and 19 summarize the AM and PM peak hour average intersection delay results of the future conditions analysis for each study area intersection in the context of the two scenarios described above. With respect to the Forest Glen/Montgomery Hills Sector Plan scenario, the following two sets of results are reported in Tables 18 and 19 and are briefly described below:

- **2040 Forest Glen/Montgomery Hills Sector Plan – Standard Mitigation:** Estimated year 2040 intersection delay results with the most effective mitigation strategies available, which includes signal timing improvements, additional and repurposing of travel lanes. This exercise determined what it would take to achieve the current delay standard.
- **2040 Forest Glen/Montgomery Hills Sector Plan – Mitigated (increased standard to 120 seconds)**: Estimated year 2040 intersection delay results reflecting signal timing mitigation, scaled-back geometric changes (adding/repurposing travel lanes) with

[20] The modeled cross section of Georgia Avenue between Forest Glen Road and Seminary Place is four lanes in each direction.

an assumed increase of delay standard to 120 seconds within the plan area. This exercise determined what would mitigation would still be necessary is the delay standard were increased to 120 seconds.

Without mitigation, observation of these results indicates that unacceptable traffic congestion conditions are forecasted during the AM and/or PM peak hours of travel at the following study area intersections:

- Forest Glen Road at Georgia Avenue
- Inner Loop Ramp signal at Georgia Avenue
- Seminary Road at Georgia Avenue

With the standard mitigation applied, acceptable traffic congestion conditions can be achieved at seven out of the eight study area intersections. However, many of the mitigation strategies identified would require widening the roadway for new, additional lanes. Doing so would increase the pedestrian crossing distance and increase exposure to conflicts with motor vehicles. The intersection that would still approach the intersection delay standard with standard mitigation strategies is:

- Forest Glen Road at Georgia Avenue – Forecasted delay is estimated to approach the current 80 second delay standard, with an estimated delay of 79.6 seconds.

With the application of signal timing mitigation coupled with the policy assumption to increase the intersection delay standard to 120 seconds within the plan area, acceptable traffic congestion conditions can be achieved at seven out of the eight study area intersections. The notable exception is:

- Forest Glen Road at Georgia Avenue – Forecasted delay is estimated to approach the proposed 120 second delay standard, with an estimated delay of 98.5 seconds.

Table 18. HCM Delay Results- 2040 Scenarios

ID	E-W Road	N-S Road	Delay Standard (seconds)	Existing Conditions		2040 No Build		2040 Build Out: Plan Vision		2040 Build Out: Zoning Envelope		2040 Zoning Envelope **(Standard Mitigation)**		2040 Zoning Envelope **(Congestion standard increased to 120 secs in Plan Area)[4]**	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
3	Dennis Avenue	Georgia Avenue	80	27.5	19.2	55.7	41.9	57.8	41.9	58.2	41.9	N/A[1]		N/A[1]	
22	Forest Glen Road	Georgia Avenue	80	66.9	**79.4**	**91.5**	106	**102**	**105.6**	**99**	**106**	79.6	52.3	98.5	73.0
7	Beltway Outer Loop Ramp	Georgia Avenue	80	6.8	34.7	7.2	44.6	9.9	43.9	9.8	44.6	See Table 22 for interchange sensitivity tests[2]			
6	Beltway Inner Loop Ramp	Georgia Avenue	80	66.5	84.2	**80.6**	**116.4**	**105.9**	**116.9**	**109.3**	**116.4**				
26	Seminary Place	Georgia Avenue	80	19.4	28.5	31.2	50.6	47.7	51.0	48.3	50.6	40.9	19.4	40.9	19.4
27	Seminary Road	Georgia Avenue	80	63.4	46.2	**80.8**	74.5	**106.1**	74.7	**106.1**	74.5	79.3	42.1	79.3	42.1
1	16th Street	Georgia Avenue	80	20.9	34.0	22.3	35.1	21.6	35.5	21.6	35.1	22.6	48.5	22.6	48.5
12	Spring Street	Georgia Avenue	120	53.8	34.1	62.0	37.7	61.6	37.1	65.1	37.7	N/A[1]		N/A[3]	

[1] Mitigation was not identified for these intersections because the forecasted traffic volumes do not exceed the standard in any scenario, and they are located far enough away from intersections that require mitigation such that it would not be affected by geometric changes such as additional/repurposing of lanes.

[2] Two design alternatives were considered to improve safety and traffic flow at the Beltway Interchange. The results of this analysis are included in Table 22.

[3] In this case the intersection delay standard is already 120 seconds.

[4] This field shows the resulting delay for mitigation identified to meet the increased delay standard of 120 seconds. In other words, less mitigation is required to meet 120 seconds of delay rather than 80 seconds, and this field shows the estimated delay outcome of applying those mitigation strategies. The mitigation strategies identified and tested are included in Figure 41.

Table 19. Ratio of HCM Delay Relative to Policy Area Congestion Standard: 2040 Scenarios

ID	E-W Road	N-S Road	Delay Standard (seconds)	Existing Conditions		2040 No Build		2040 Plan Vision		2040 Zoning Envelope		2040 Zoning Envelope **(Standard Mitigation)**		2040 Zoning Envelope **(Congestion standard increased to 120 secs in Plan Area)**[4]	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
3	Dennis Avenue	Georgia Avenue	80	0.34	0.24	0.70	0.52	0.72	0.52	0.73	0.52	N/A[1]		N/A[1]	
22	Forest Glen Road	Georgia Avenue	80	0.84	**0.99**	**1.14**	**1.33**	**1.28**	**1.32**	**1.24**	**1.33**	**1.00**	0.65	**0.82**	0.59
7	Beltway Outer Loop Ramp	Georgia Avenue	80	0.09	0.43	0.09	0.56	0.12	0.55	0.12	0.56	See Table 22 for interchange sensitivity tests[2]			
6	Beltway Inner Loop Ramp	Georgia Avenue	80	0.83	**1.05**	**1.01**	**1.46**	**1.32**	**1.46**	**1.37**	**1.46**				
26	Seminary Place	Georgia Avenue	80	0.24	0.36	0.39	0.63	0.60	0.64	0.60	0.63	0.51	0.24	0.34	0.16
27	Seminary Road	Georgia Avenue	80	0.79	0.58	1.01	0.93	**1.33**	0.93	**1.33**	0.93	**0.99**	0.53	0.66	0.35
1	16th Street	Georgia Avenue	80	0.26	0.43	0.28	0.44	0.27	0.44	0.27	0.44	0.28	0.61	0.19	0.40
12	Spring Street	Georgia Avenue	120	0.45	0.28	0.52	0.31	0.51	0.31	0.54	0.31	N/A[1]		N/A[3]	

1 Mitigation was not identified for these intersections because the forecasted traffic volumes do not exceed the standard in any scenario, and they are located far enough away from intersections that require mitigation such that it would not be affected by geometric changes such as additional/repurposing of lanes.

[2] Two design alternatives were considered to improve safety and traffic flow at the Beltway Interchange. The results of this analysis are included in Table 22.

[3] In this case the intersection delay standard is already 120 seconds.

[4] This field shows the resulting delay for mitigation identified to meet the increased delay standard of 120 seconds. In other words, less mitigation is required to meet 120 seconds of delay rather than 80 seconds, and this field shows the estimated delay outcome of applying those mitigation strategies. The mitigation strategies identified and tested are included in Figure 41.

Figure 39 shows the 2040 No Build scenario HCM delay dot map for the eight study area intersections for both AM and PM peak periods. Comparing the 2040 No Build scenario relative to 2017 existing conditions, three intersections reflect the same colors on the dot map even though the HCM delay ratio at these locations showed a modest increase. The remaining five intersections are showing increasing traffic delays as reflected by changes in dot map colors based on congestion thresholds in both AM and PM peak hours are described below.

- Dennis Avenue at Georgia Avenue (Intersection 3): yellow to orange in the AM peak hour
- Forest Glen Road at Georgia Avenue (Intersection 22): orange to red in the AM peak hour and PM peak hour
- Inner Loop Ramp signal at Georgia Avenue (Intersection 6): orange to red in the AM peak hour
- Seminary Place at Georgia Avenue (Intersection 26): yellow to orange in the AM peak hour
- Seminary Road at Georgia Avenue (Intersection 27): orange to red in the AM peak hour

As shown as Figures 40 and 41, the results of the 2040 Forest Glen/Montgomery Hills Sector Plan Build Out scenarios are generally comparable to those described above for the 2040 No Build scenario.

In general, transportation system performance analysis results of these future scenarios showed that 2040 traffic conditions for roadways within the master plan and plan study area are forecasted to be marginally worse relative to existing conditions. Three intersections show a HCM delay ratio greater than 0.8, indicating traffic conditions approaching or exceeding the relevant policy area congestion standard in AM and/or PM peak hour.

Figure 39: 2040 No Build Scenario

	Delay/STD Range	
	0.00	0.25
	0.25	0.69
	0.69	1.00
	1.00	1.00+

22. Forest Glen Road at Georgia Avenue AM/PM
6. Inner Loop Ramp signal at Georgia Avenue AM/PM
27. Seminary Road at Georgia Avenue AM

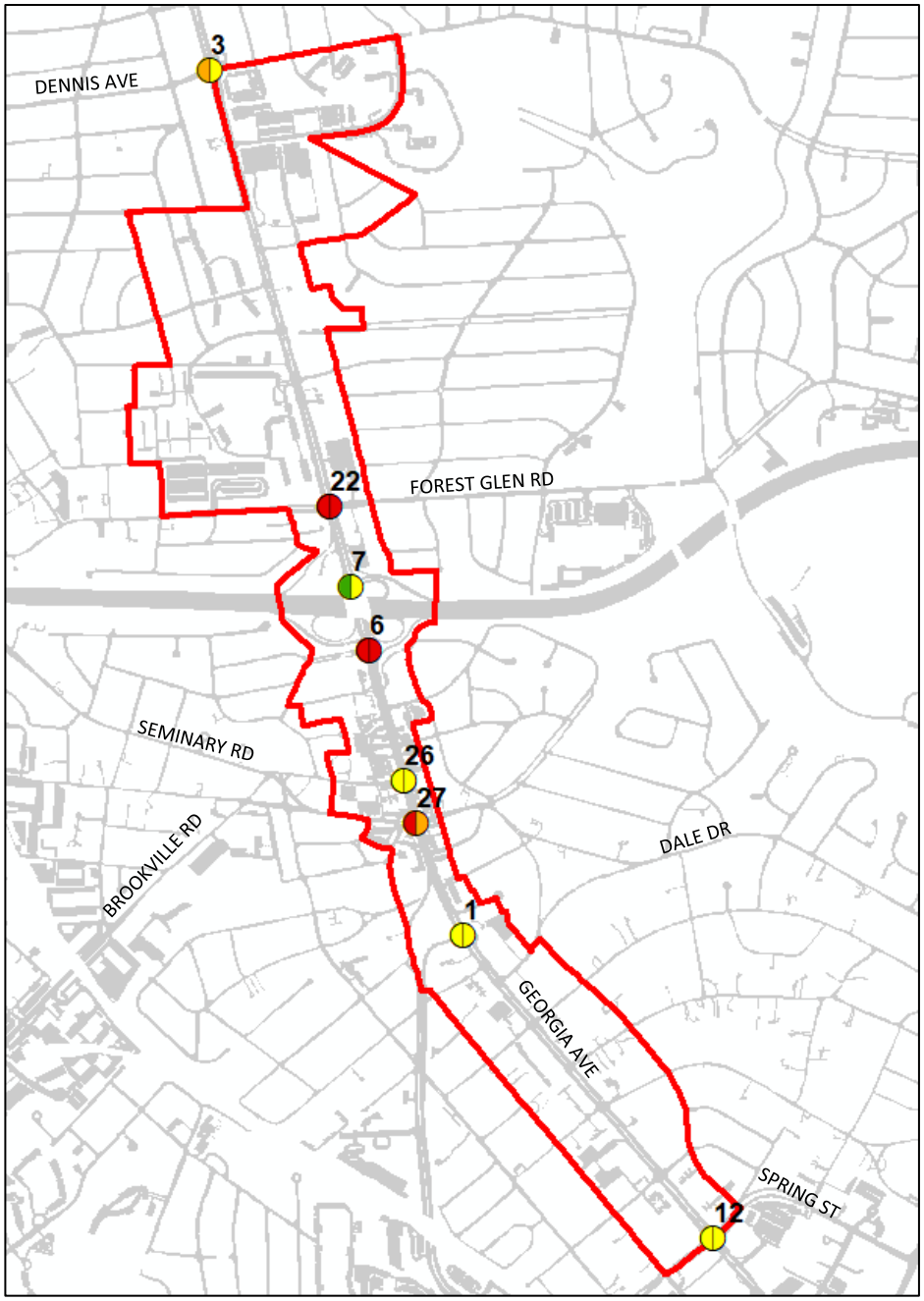


Figure 40: Traffic Congestion Scenario - 2040 Build Out: Plan Vision

	Delay/STD Range	
	0.00	0.25
	0.25	0.69
	0.69	1.00
	1.00	1.00+

22. Forest Glen Road at Georgia Avenue AM/PM
6. Inner Loop Ramp signal at Georgia Avenue AM/PM
27. Seminary Road at Georgia Avenue AM

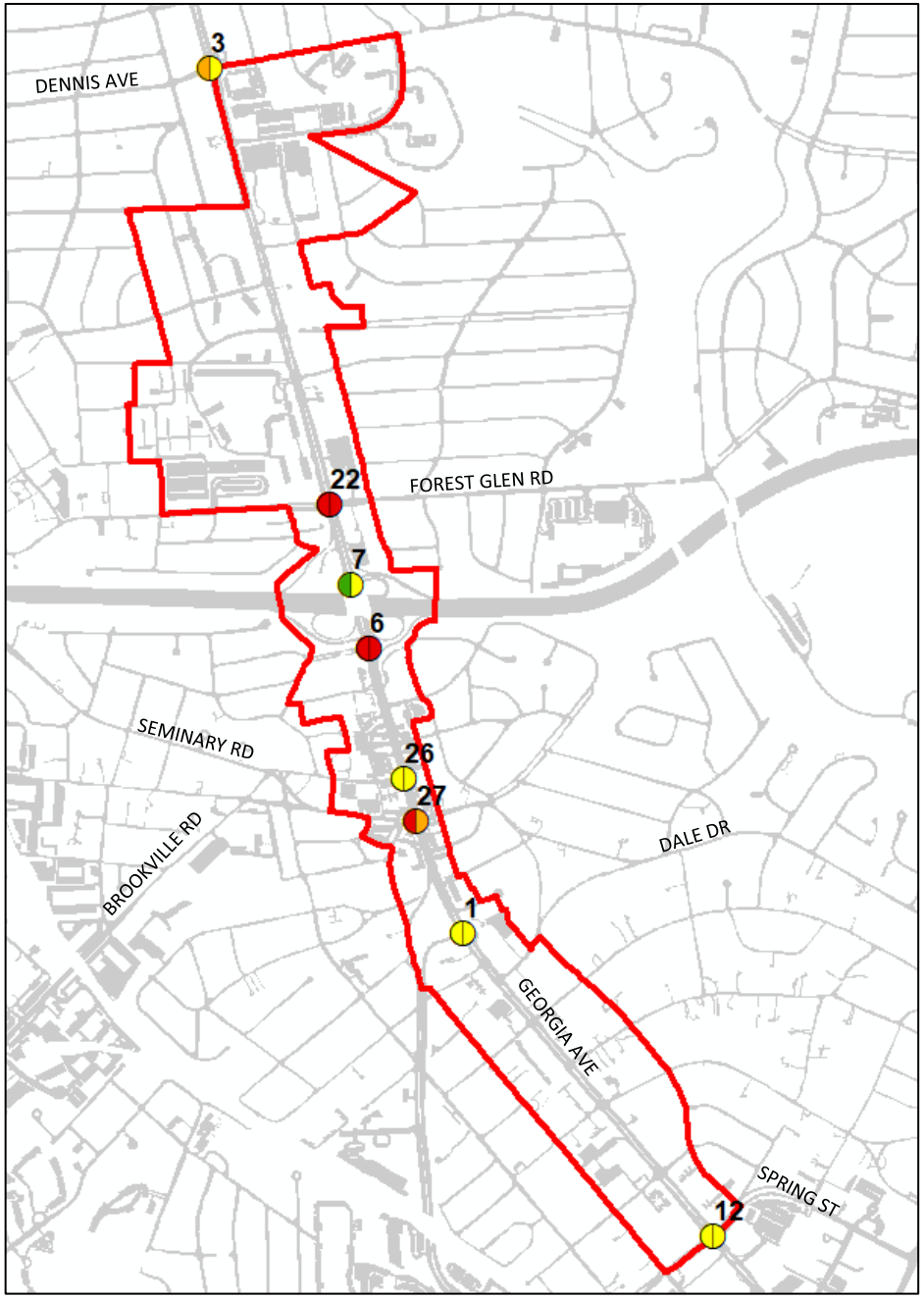
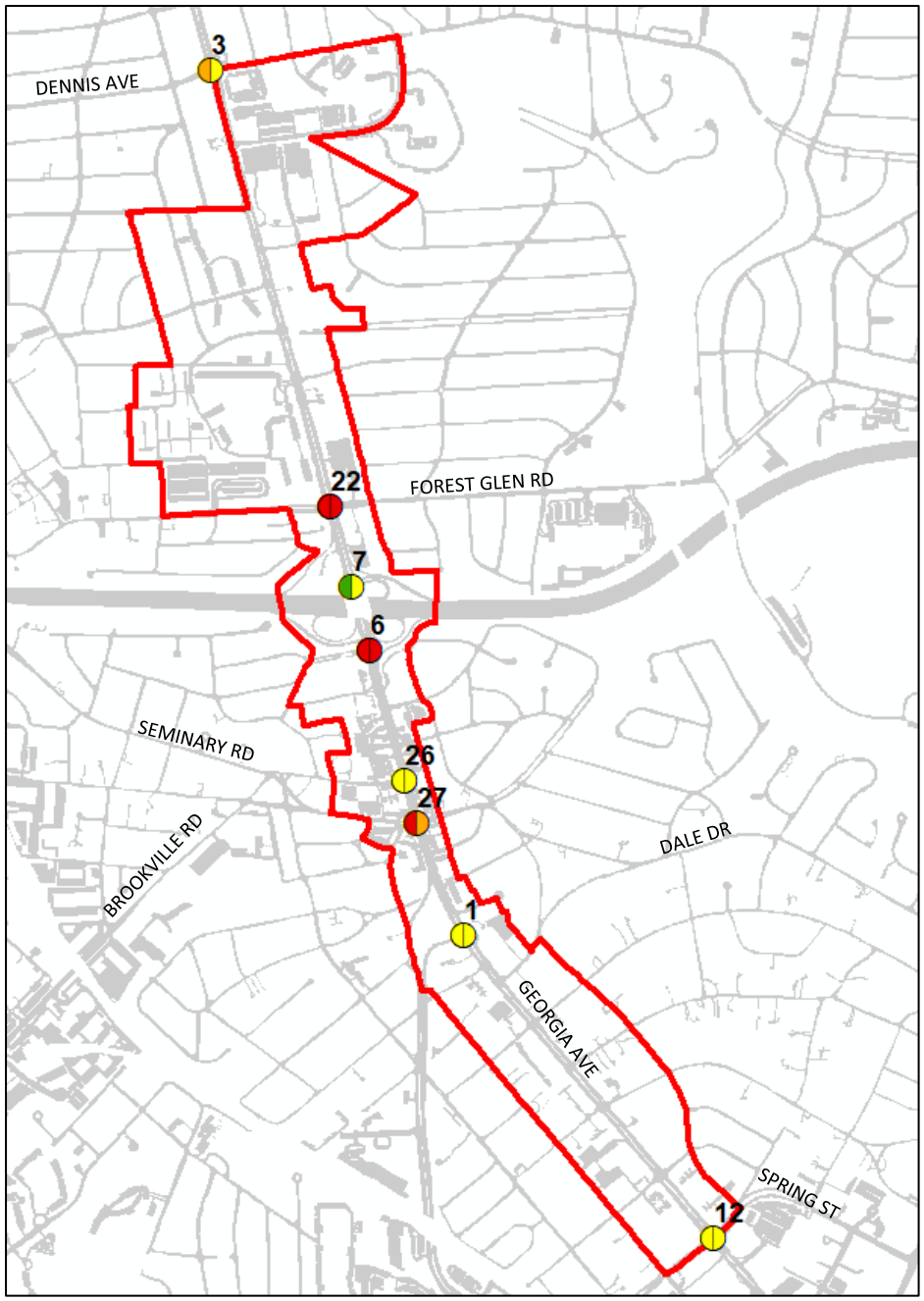


Figure 41: Traffic Congestion Scenario - 2040 Build Out: Zoning Envelope

	Delay/STD Range	
	0.00	0.25
	0.25	0.69
	0.69	1.00
	1.00	1.00+

22. Forest Glen Road at Georgia Avenue AM/PM
6. Inner Loop Ramp signal at Georgia Avenue AM/PM
27. Seminary Road at Georgia Avenue AM



Conceptual Intersection Mitigation

Based on forescasted traffic volumes for the horizon year of the sector plan (2040), multiple intersections within the sector plan area are expected to exceed their capacity. Althought the recommended zoning is estimated to generate a moderate number of net new trips in the sector plan area, staff thought it was important to identify what it would take to increase capacity at the intersections to meet the the delay standard as set forth in the *2016 Subdivision Staging Policy (SSP).* Staff commissioned the help of Sabra and Associates (now Mead & Hunt) to test two approaches to the migitation analysis. The first scenario anlyzed the forecasted traffic volumes and suggest potential mitigation strategies to meet the current SSP standard.

Second, recognizing that any strategies that would change the geometry or total width of the roadway would be in direct conflict with the goals and intentions of both the countywide Vision Zero initiative, and the primary transportation goal of the sector Plan, staff requested a follow-up task to identify what mitigation would be necessary if the delay standard were increased.

Figure 42 shows the migitation that would be necessary under each mitigation scenario. In the figure, each arrow represents a lane at the intersection with Georgia Avenue identified by the row heading. The No-Build column reflects the lane configuration that exists currently. The Existing Standard scenario is shown in the second column and the Proposed Standard, which recommends increasing the delay standard from 80 seconds to 120, is shown in the third column. The orange arrows indicate that a current lane is intended to be repurposed and a red line represents a new lane that will require widening roadway.

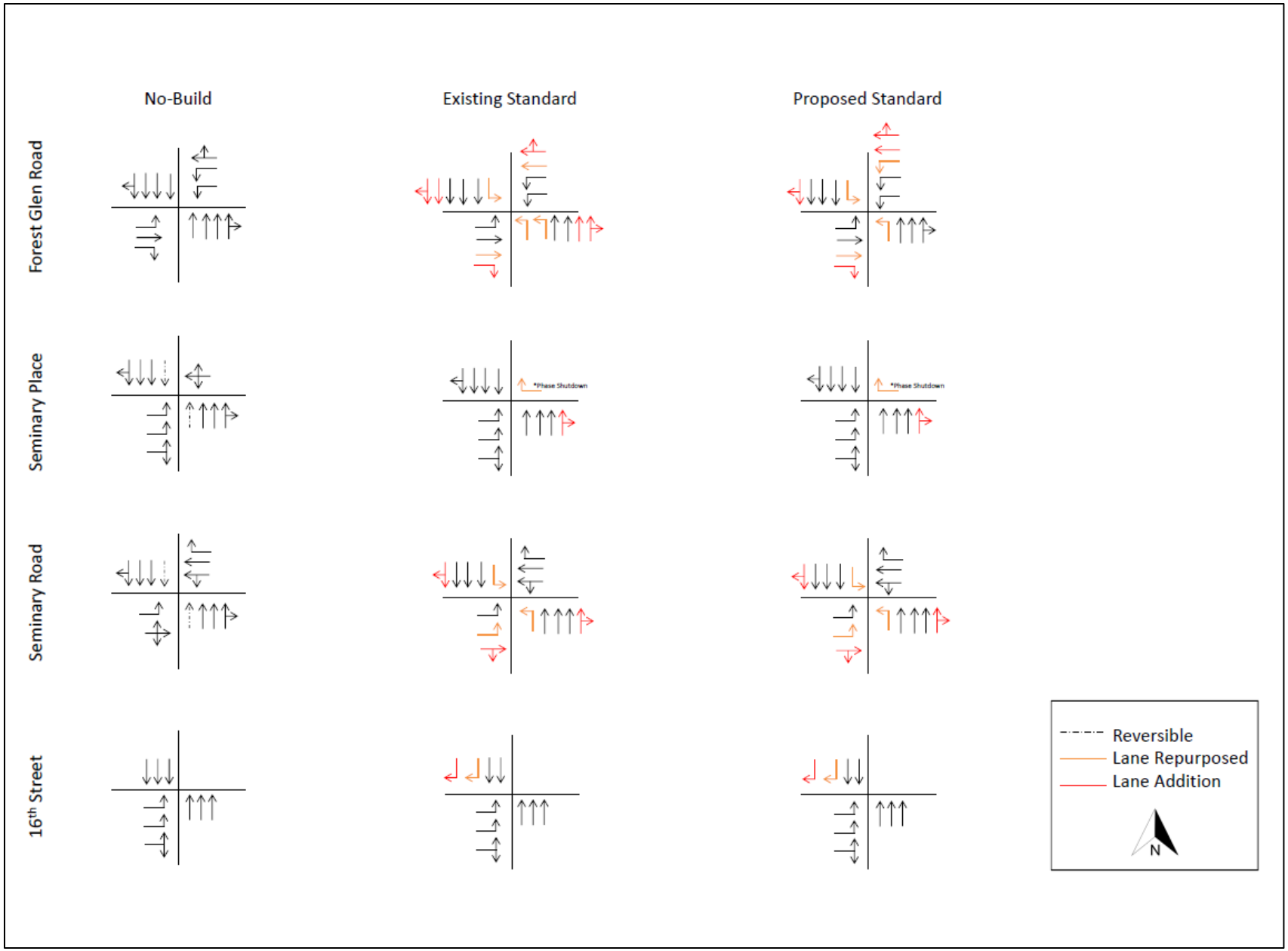


Figure 42: Mitigation exercise

Summary of Findings from the Two Scenarios

- Based on the traffic modeling exercise conducted for the sector plan, potential mitigation strategies are recommended to improve the capacity of the intersections. The resulting list of recommended changes are reflective of the Vision Zero approach and, therefore, do not include every tool available, specifically widening the roadway or adding additional left turn lanes where high pedestrian volumes are expected.
- The Intersection of Forest Glen Road and Georgia Avenue is driving both scenarios.
    - In scenario 1, an additional lane is needed in both directions on Georgia Avenue and on Forest Glen Road.
    - In scenario 2, additional lanes are needed southbound on Georgia Avenue, and both direction of Forest Glen Road.
- For the remaining intersections, the identified mitigation strategies are the same between the two scenarios.
- While the two scenarios result in capacity increases that meet both the existing and proposed standards, widening roadways widths increases exposure to conflict between pedestrians and motor vehicles.

Furthermore, the following recommendations are contingent on the implementation of either Alternative 1 or Alternative 2 of the Beltway Interchange recommendations. These recommended mitigation strategies are intended to inform future studies of these intersections after the Beltway interchange is improved or another significant change is made to the transportation network within the corridor. Staff reviewed the mitigation scenarios and made the following determinations for the Working Draft recommendations:

- Forest Glen Road and Georgia Avenue
    - The mitigation analysis recommends widening the road and other changes to the lane configuration. These strategies should only be only considered following implementation of the Forest Glen Passageway, which would provide a safe, grade-separated crossing that would not be impacted by the mitigation treatments. The specific recommended treatments include the following:
        - Repurpose the inmost through lane to a left-turn only lane in the northbound direction.
        - Repurpose the inmost through lane to a left-turn only lane in the southbound direction. Add an additional through-right lane.
        - Widen the roadway in the eastbound direction to make room for an additional through lane and a new right turn only lane.
        - Create a new left turn only lane in the westbound direction by repurposing an existing through lane. Add an additional through lane and an additional through-right lane.
        - Add bike boxes on the Forest Glen Road approaches
        - Reduce curb radii on all four corners to reduce vehicle turning speed and improve pedestrian safety.
        - Consider and study the impact of “dropping” or blocking far right lane after southbound I-495 on-ramp to improve lane utilization.
- Seminary Place and Georgia Avenue

- Staff reviewed the proposed mitigation and generally supports the proposed mitigation. Because the intersection does not appear to be approaching the capacity standard in any of the 2040 scenarios, staff determined that widening the roadway is not needed. This proposal was likely included based on the analysis of Seminary Road and Georgia Avenue, located directly south of this intersection. Therefore, the recommendations for the Working Draft include the following:
    - Restrict southbound left turns from shopping center driveway (use rear alleys for circulation). Make the driveway right out only.
    - Add a leading pedestrian interval to give pedestrians a head start crossing Georgia Avenue and Seminary Place and increase their visibility to motorists turning.

- Seminary Road and Georgia Avenue
    - According to the analysis, mitigation is clearly needed to meet the current standard; however, staff determined widening the road would increase potential conflicts between pedestrians and motorists. This intersection is at the heart of the commercial center of Montgomery Hills and with retail, bus stops and other pedestrian generators on both sides, and comparatively higher traffic volumes on all approaches of the intersection. Therefore, reducing pedestrian safety was not an acceptable trade-off to increasing motor-vehicle capacity at the intersection. Furthermore, increasing the delay standard to 120 seconds would not require mitigation based on traffic volume forecasts in the 2040 scenarios. Therefore, the following recommendations were included in the Working Draft:
        - Reduce curb radii to reduce turning speed an increase pedestrian safety.
        - Carve out left turn pockets from the median to be installed as part of the Maryland SHA Georgia Avenue MD 97 Montgomery Hills project.
        - Restore left turns in the peak hour.
- 16th Street and Georgia Avenue
    - Two additional right turn lanes are shown in Figure 42 on Georgia Avenue in the southbound direction. This proposal comes from the recommended closure of the 16th Street southbound slip lane that is carried forward by the *2000 North and West Silver Spring Master Plan* and is expected to be included in the MDOT SHA MD 97 Montgomery Hills project. While this will require widening the road, this will only affect the northern pedestrian crossing, which is currently unmarked. Today, the marked crossings are on the west and south legs[21]. Staff recognizes the need for providing two right- turn lanes for southbound Georgia Avenue (as that duplicates the lane configuration on the southbound slip lane, which is to be eliminated) and supports the proposal as the width of the southern leg will not be changed.
        - Relocate or abandon 16th Street south slip lane and replace with a bicycle and pedestrian connection. Reroute 16th southbound to 16th Street northbound intersection.
        - Widen the west side of Georgia Avenue to allow for a new additional right turn lane from the southbound direction.

[21] The eastern leg is a grade-separated sidewalk as this is a T-intersection.

- Related to the traffic analysis, but not specifically studied in these scenarios, staff recommends a study of the impact of adding a second right turn lane at the I-495 outer loop off-ramp in the northbound direction.

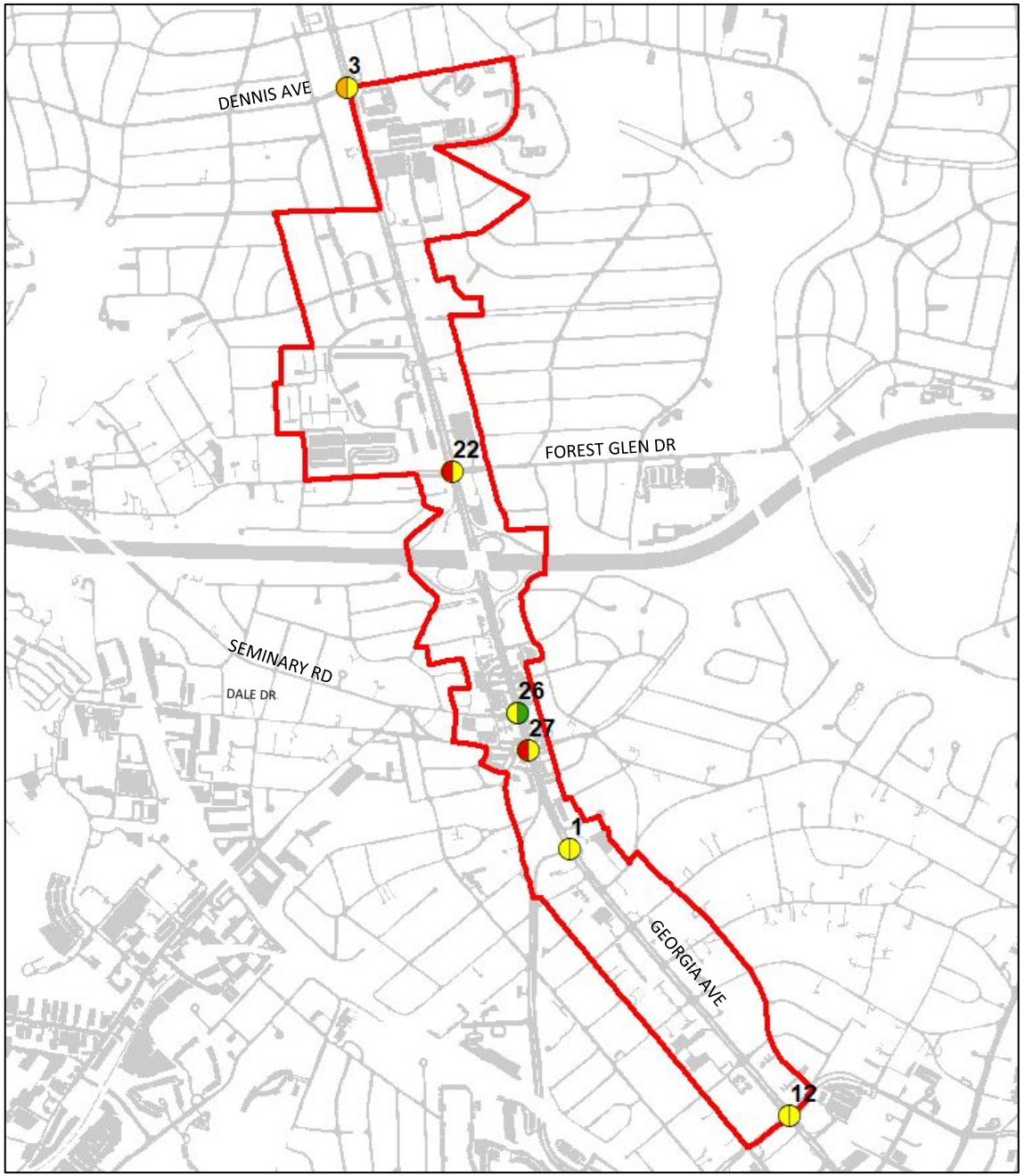
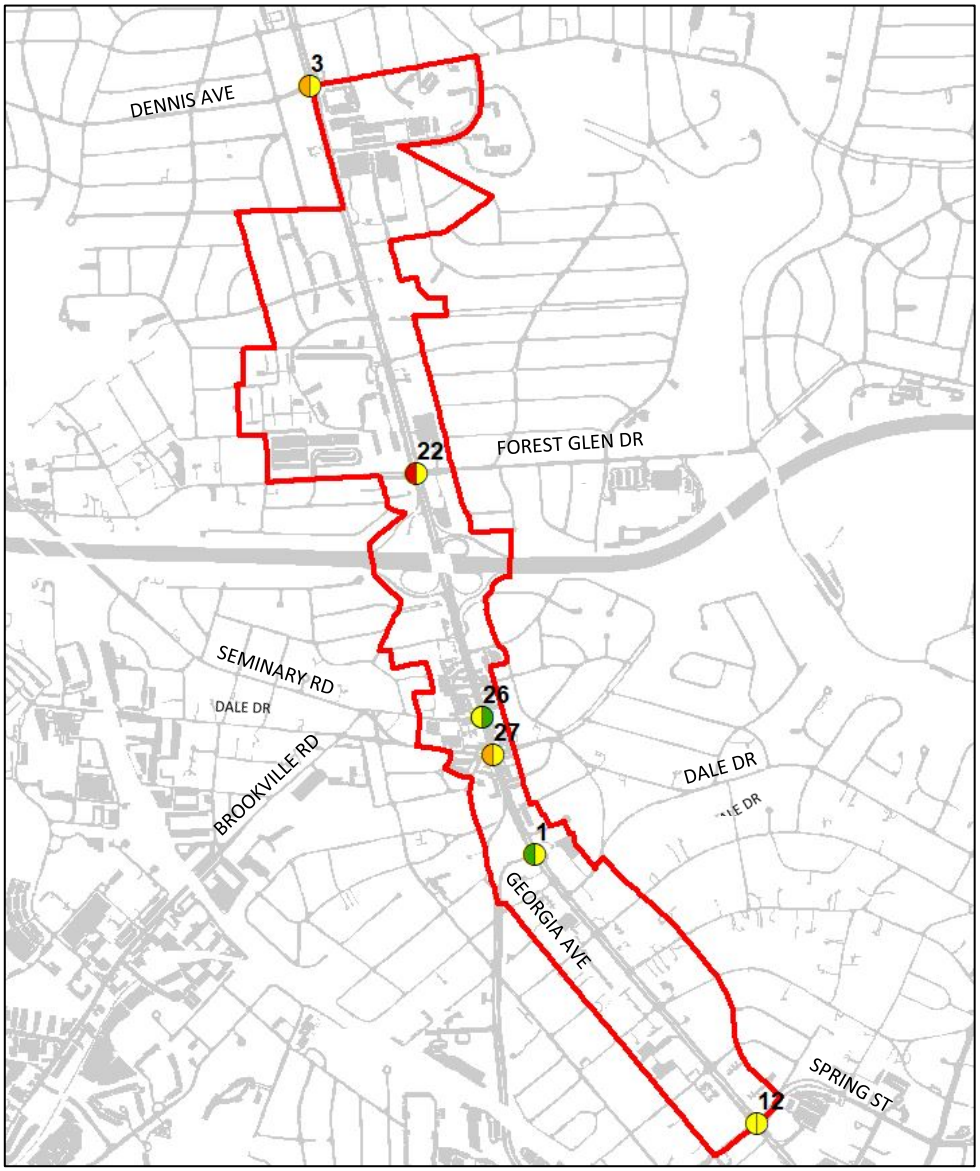


Figure 43: Traffic Congestion Scenario - 2040 Build Out: Zoning Envelope Standard Mitigation

Figure 44: Traffic Congestion Scenario - 2040 Build Out: Zoning Envelope Increase Delay Standard to 120 seconds



Beltway Interchange Design Alternatives Sensitivity Tests

The design of the Beltway Interchange as it exists today presents a significant safety concern. The inner loop off-ramp of the of the Beltway (eastbound) that transitions to northbound Georgia Avenue merges directly into the rightmost northbound lane on Georgia Avenue. This merging maneuver is especially concerning as it approaches Georgia Avenue as it transitions below the Beltway which is where visibility is decreased.

Additionally, after observing traffic patterns on Georgia Avenue and analyzing traffic volumes and turning movements, staff determined the design of the Beltway Interchange has a significant impact on how Georgia Avenue operates immediate south and north of the Beltway.

For these reasons, two design alternatives were considered for the Beltway interchange with Georgia Avenue; a short-term alternative that removes the outer loop off-ramp and a long-term alternative that replaces the entire clover leaf interchange with a diverging diamond. The intersections that would be most affected by these design alternatives are the Beltway off-ramp signals; the outer loop signal and the inner-lop signal. Sensitivity tests for these two alternatives were applied to the model and the results, organized by turning movement, are included in Table 20.

Table 20: Sensitivity Test Results of Two Beltway Interchange Design Alternatives

		Average Vehicle Delay in Seconds					
Intersection	Movement	2040 No Build		Alt 1: 2040 Loop Ramp Removal		Alt 2: 2040 DDI	
		AM	PM	AM	PM	AM	PM
Outer Loop Signal	Overall	9.8	44.6	7.0	47.4	156.3	97.6
	WBL	76.7	51.9	76.7	51.9	31.4	22.2
	WBR	78.8	344.1	78.8	344.1	26.1	206.4
	NBT	0.5	5.2	5.2	12.5	-	-
	NBR	17.5	2.7	3.5	0.3	-	-
	NBL	-	-	-	-	129.6	132.7
	NBTL	-	-	-	-	45.0	97.6
	SBT	2.4	7.8	1.3	9.4	-	-
	SBR	-	-	-	-	271.6	41.8
	SBTR	-	-	-	-	199.6	81.0
Inner Loop Signal	Overall	109.3	116.4	86.1	67.5	59.2	70.1
	EBL	-	-	-	-	33.8	49.5
	EBR	>300	56.2	213.7	102.1	139.6	21.3
	WBR	0.2	0.3	-	-	-	-
	NBTR	65.0	206.4	59.3	89.2	-	-
	NBT					46.8	61.8
	NBR					1.4	1.7
	SBT	44.3	19.2	44.8	28.9	61.3	160.2
	SBR	1.6	1.2	1.6	1.2	-	-
	SBL					0.1	0.5

It is important to note that implementation of either of these design alternatives would likely improve lane utilization on Georgia Avenue throughout the plan area compared to current traffic distribution patterns but given their distance from the Beltway the transportation engineers took a conservative approach and tested the impact on only the signals closest to the interchange. Once the Beltway Interchange is augmented, traffic study of the intersections in the sector plan area should be conducted to determine if mitigation is needed and if it can be achieved without decreasing the safety of pedestrians, bicyclists, and transit users.

Summary of findings from Table 20:

- One intersection already exceeds capacity today in the evening peak hour (Georgia Avenue and the Inner Loop Beltway Ramp).

- The Inner Loop Beltway Ramp signal and two others are expected to exceed the 80 second delay standard regardless of what this plan recommends; Forest Glen Road and Seminary Road/Columbia Boulevard.
- The differences between the 2040 No Build scenario and the 2040 Build Out and Zoning Envelope scenarios are generally minor.
- The Outer loop signal benefits overall more with the loop ramp removal design alternative and the inner loop signal benefits overall more with the DDI.

Staff notes that average vehicle delay does not tell the whole story, and therefore additional metrics should be applied to further study these alternatives. Metrics to consider include vehicle throughput, queue length and network (rather than intersection) delay.

TRAFFIC IMPLICATIONS OF VISION ZERO RELATED RECOMMENDATIONS

As described elsewhere in this document, Georgia Avenue in Montgomery Hills, is the heart of the sector plan area and carries traffic volumes upwards of 75,000 cars daily. For comparison, other major highways in the County such as Rockville Pike (MD 355) have observed traffic volumes between 55-57,000 vehicles per day near its interchange with the Beltway[22]. Due to the lack of street grid within the Forest Glen. Montgomery Hills and Woodside Park plan districts, both local and regional traffic is dependent on Georgia Avenue to get to major city centers such as Wheaton, Silver Spring and the District. Few of the intersections along the corridor have any traffic control, which is likely because traffic flow along Georgia Avenue has been prioritized over crossing movements to and from the intersecting side streets. This makes crossing Georgia Avenue challenging and potentially for any travel mode.

Improving the safety of all road users is consistent with Vision Zero, an international strategy to eliminate traffic related fatalities and severe injuries, which was adopted by the County Council in 2016. The adoption of Vision Zero, just prior to the approval of the 2016 SSP, represents a significant change in County policy, as Vision Zero prioritizes the safety of all road users rather than focusing on vehicular mobility. As one of the first master plans to commence following the adoption of Vision Zero, the Forest Glen/Montgomery Hills Sector Plan seeks to prioritize safety and asserts that increased vehicular delay is acceptable, particularly coupled with the availability of transit, as well as the pedestrian and bicycle recommendations for the plan area.

Achieving increased safety for all road users requires reducing speeds and eliminating conflicts. For example, the removal of the dynamic lane on Georgia Avenue makes it possible to provide pedestrian crossing safety improvements such as median refuges. Replacing the dynamic lane with a raised median also reduces conflicts between motorists as it eliminates all uncontrolled crossings between 16th Street and Forest Glen Road.

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[22] ArcGIS Web Application. (2019). Maryland.maps.arcgis.com. Retrieved 27 February 2019, from http://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d

In previous master plans, transportation adequacy provides a higher tolerance for traffic congestion in areas with greater activity and transit service opportunities. In the context of the Forest Glen/Montgomery Hills Sector Plan, the adoption of Vision Zero inevitably requires a higher tolerance for traffic congestion to achieve increased safety for all road users and to eliminate traffic related fatalities and severe injuries in line with the County's Vision Zero policy.

As mentioned above, the higher tolerance for traffic congestion can be achieved through the proposed introduction of a new traffic congestion standard for signalized intersections on multimodal transit corridors, such as Georgia Avenue. Such a standard would increase the delay standard along Georgia Avenue, which connects two Central Business Districts, to 120 seconds. As a high- ridership bus corridor and a recommended bus rapid transit corridor, a higher tolerance for traffic congestion should be considered. While the transit services opportunities are not commensurate with those of Metro Station Policy Areas, the transit service opportunities along multimodal transit corridors are robust and the delay standard should reflect the existing and planned services.

The approach of adjusting the traffic congestion standard for multimodal corridors was most recently tested by the Veirs Mill Corridor Master Plan which, similar to this Sector Plan, was focused primarily on improving safety and comfort for pedestrians, bicyclists and transit users along a highly-traveled corridor. The Planning Board determined higher levels of congestion would be tolerated along corridors that both experience high levels of multimodal travel and connect to urban, high-activity areas. As of writing this document, the Council has not completed its review of the Planning Board Draft of the Veirs Mill Corridor Master Plan.

Traffic Evaluation Analysis Context

A major goal of the master plan is to improve safety for pedestrians, cyclists and transit users within the Georgia Avenue corridor in accordance with the county's Vision Zero policy to reduce traffic-related fatalities and severe injuries. The plan also seeks to achieve a balance between land use density and transportation infrastructure by maintaining adequate transportation capacity in accordance with 2016 Subdivision Staging Policy (SSP). There is an inevitable tension between these goals that limits consideration of strategies designed to mitigate inadequate traffic conditions. These mitigation strategies are described below and conceptually depicted in Figure 44.

- **Geometric Improvements:** The addition of intersection geometric improvements (i.e., turn lanes and through lanes) conflict with the major plan to facilitate pedestrian and bike travel and improve safety for all travelers.
- **Mode Share Goals:** The consideration of mode share goals as a traffic mitigation strategy along the Georgia Avenue travel corridor (rather than in a specific policy area or subarea) is problematic given the high proportion of through traffic over which the plan has little control, coupled with relatively limited non-auto travel options in the corridor area.
- **Traffic Redistribution/Balancing:** Traffic in the corridor is primarily served by a single major roadway, Georgia Avenue. There is limited opportunity to assign alternative traffic routes or add new roadway connections to disperse traffic.

- **Traffic Operations/Management:** The implementation of signal timing/phasing improvements, shared lane traffic movements, and turn restrictions may be considered – as appropriate.

Figure 45: Mitigation Strategy Menu

Synchro and Highway Capacity Manual methodologies are limited in their ability to quantify changes in capacity and/or intersection delay for many of the types of traffic calming, streetscape, and pedestrian-activated traffic calming improvements proposed in a "Vision Zero" context. Examples of these types of improvements are described below.

Midblock Pedestrian Hybrid Beacons/HAWK: These signals are only operational part time when activated on demand. The ability to coordinate these crossing maneuvers with adjacent signals limits the increases vehicular traffic delays. Furthermore, pedestrian activation makes these crossings "non-standard" in terms of signal timing plans and HCM reporting.

Pedestrian Median Refuges, Curb Extensions, and Right-Turn Channelization: In terms of vehicular traffic, reduction in curb radii and removal of channelization do not impact lane utilization and thus intersection capacity or delay.

Traffic Signal Upgrades/Minor Phasing Adjustments: High-visibility crosswalk markings, pedestrian countdown signal indicators, and Leading Pedestrian Intervals (typically 3-4 seconds) have limited effects on intersection vehicle capacity as they generally impact vehicle clearance time or start-up delays.

Challenges with Exclusive Reliance on Level of Service (LOS)

Ideally, every master plan should have a balance between its proposed land use and its proposed transportation network and services. For more than two decades this "balance" has been defined as what is needed to meet the current adequate public facilities (APF) requirements as described in the Subdivision Staging Policy (SSP). Achieving this balance in a master plan is not an academic exercise: if a plan is not balanced, then at some point in the future a proposed master-planned development will be unable to proceed because it will have no means to meet the APF requirements.

In the past quarter century there have been only two master plans adopted which did not achieve this balance. The Potomac Sub- Region Plan (most recently revised in 2002) stipulates that its two-lane roads would not be widened, except at intersections; the community is willing to accept congestion to retain its pastoral ambiance. The Council has rationalized this by recognizing that relatively little through-traffic flows on these roads, and so the future congestion would not significantly affect County residents living outside the sub-region.

The other plan is the Chevy Chase Lake Sector Plan (2013), which forecasts that three intersections will fail Local Area Transportation Review (LATR) at buildout. However, the failure will be at the margin, mainly because the Council included in the plan certain intersection improvements that would bring the sector plan area much closer to passing LATR at buildout.

While not an adopted plan, the Veirs Mill Corridor Master Plan is also challenging the priority on traffic flow over transportation safety. As of writing this document, the Planning Board has recommended increasing the delay standard along the corridor, recognizing that many of the capacity improvements that exist today and would be recommended to increase capacity are in direct conflict with Vision Zero principles. The final approved and adopted draft could set a percent for how long-range plans address traffic safety and capacity deficiencies.

According to the adopted 2016-2020 SSP, the congestion standard for signalized intersections in county policy areas is based on volume/capacity ratio (using the Highway Capacity Manual method), which translates to an average vehicle delay measured in seconds/vehicle (s/v) and equivalent level of service (LOS) for automobile travel.

To determine whether or not a master plan is in balance, the Council has applied the current SSP transportation test in the context of a long-term time planning horizon. This test consists of a Local Area Transportation Review (LATR) analysis reflecting a master plan buildout time horizon that evaluates the traffic generated by the buildout of planned development on a network that assumes certain

intersection improvements.

The concept of LOS has been used by traffic and transportation engineers for over 50 years to describe operating conditions for automobile travel on existing or planned roads. LOS is most commonly measured using average vehicle delay at an intersection. It is expressed as a letter grade, ranging from LOS A to LOS F, where LOS A represents completely free-flow conditions, LOS E represents capacity conditions, and LOS F represents over-capacity conditions with considerable delay (Table 21).

This report-card grading is based on a driver's perspective and the notion that delay is to be minimized. The grading ignores intersection performance from the perspective of other users such as people who walk, people who bicycle and people that take transit. Further, LOS grades below LOS E also represent a low level of utilization, which normally would constitute a poor rating for public infrastructure. Many cities have adopted policies to maintain LOS D or better conditions during peak hours, based on guidance from A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials 2011) and other sources.

Table 21: Equivalency Between LOS and Average Vehicle Delay

HCM LOS Threshold/ Boundary	Corresponding Average Vehicle Delay per HCM (seconds)	Description
A / B	10	Operations with very slight delay, with no approach phase fully utilized.
B / C	20	Operations with slight delay, with occasional full utilization of approach phase.
C / D	35	Operations with moderate delay. Individual cycle failures begin to appear.
D / E	55	Operations with heavier, but frequently tolerable delay. Many vehicles stop, and individual cycle failures are noticeable.
E / F	80	Operations with very high delays and congestion volumes vary widely depending on downstream queue conditions.
n/a	120	Operations with extremely high delays and congestion volumes vary widely depending on downstream queue conditions.

LOS can be a very useful and effective metric for designing infrastructure and understanding the consequences to automobile traffic of planning and design decisions. However, that is generally the extent of its utility. It does not help to inform us about a number of other factors that are important such as the availability of and access to other modes of travel and potential impacts to safety for all road users resulting from increased vehicular speeds and infrastructure design that prioritizes motor vehicle travel. The Forest Glen/Montgomery Hills Sector Plan seeks to provide safe and efficient travel for all transportation modes and the LOS metric does not consider operations or conditions for other modes of transportation, including walking, bicycling and transit use.

FORWARD

Prepared by Lisa Govoni (lisa.govoni@montgomeryplanning.org)

This market study was undertaken during the early stages of the Forest Glen/Montgomery Hills Sector Plan and played a role in the initial thoughts and perspective of the economic conditions in the Plan Area. This study was designed to create an understanding of the baseline economic condition to allow subsequent analyses to further refine assumptions, inputs, and perspectives as the planning process evolved. This study was not used in isolation when crafting recommendations but was one tool used to evaluate the constraints and opportunities in the Plan Area.

Purpose

The Forest Glen/Montgomery Hills Sector Plan explored the market support for existing and future land uses through an analysis of:

- Existing conditions, including an inventory and evaluation of existing businesses and land uses in the corridor as well as an evaluation of existing land use conditions
- Commercial and Residential market conditions and potential by land use
- Strengths, Weaknesses, Opportunities and Challenges (SWOC)
- Opportunities analysis for new development/redevelopment in the study area
- Strategies and recommendations for redevelopment, preservation and growth

Forest Glen – Montgomery Hills Sector Plan Rental Facility Conditions

The initial housing conditions and recommendations for Forest Glen-Montgomery Hills were compiled during the early stages of the planning process to provide a baseline measure of affordability and housing stock characteristics of the rental facilities in the Plan Area.

Prepared by Lisa Govoni (lisa.govoni@montgomeryplanning.org)

Table 1: Rental Facilities in the Forest-Glen Montgomery Hills Sector Plan

Name	Structure Type	Year Built	Age Group	Vacancy	Current Zoning
Fields of Silver Spring	Garden	1948	70:79	0.70%	R-10
Forest Glen Apartments	Garden	1947	70:79	2%	R-10
Belvedere	Garden	1947	70:79	0.90%	R-10

Source: 2017 DHCA Rental Facility Survey, CoStar

There are currently three rental facilities in the Forest-Glen Montgomery Hills Sector Plan. All facilities are garden-style (less than 5 stories) and are over 70 years old. All three facilities share a low vacancy rate (2 percent or below) and are currently zoned R-10.

Table 2: Rental Facilities Average Rent

Name	Studios	Rent Avg Studio	AMI	1-beds	Rent Avg 1-beds	AMI	Number 2-beds	Rent Avg 2-beds	AMI	Units
Fields of Silver Spring	9	$ 1,035	54%	50	$ 1,065	51%	162	$ 1,232	55%	221
Forest Glen Apartments	0			29	$ 1,024	49%	45	$ 1,176	52%	74
Belvedere Apartments	0			39	$ 1,264	60%	54	$ 1,442	64%	93

Source: 2017 DHCA Rental Facility Survey, CoStar
Income limits calculated at 30 percent of housing cost, due to utilities being included

The three rental facilities are considered market-rate affordable, meaning they are affordable to households earning at or below 80 percent of the Area Median Income.[1] There are 388 rental units in the Forest Glen-Montgomery Hills Sector Plan Area, and while there are no 3-bedroom units, 67 percent of the units are 2-bedroom units (30 percent 1-bed and 2 percent studios). While due to the age of the facilities there are no Moderately Priced Dwelling Units (MPDUs), the Fields of Silver Spring is affordable due to tax credits or other federal subsidies, and the Forest Glen Apartments is owned by an affordable housing provider, Montgomery Housing Partnership.

[1] In 2017, the Area Median Income was $110,300 for a family of four, the market-rate affordable limits (80 percent AMI) for 2017 was $88,240 for a family of four.

Affordable Housing Methodology

In order to determine affordability, households are first categorized by their income relative to the area median income (AMI). AMI is adjusted for household size. Low-to-moderate income households are those earning up to 65 percent of AMI. The income limits in the table below are based on income requirements for Montgomery County's moderately priced dwelling unit (MPDU) program and US Department of Housing and Urban Development (HUD) standards.

Table 1 - 2017 Income Limits

HOUSEHOLD SIZE	65% AMI	80% AMI (MARKET RATE AFFORDABLE)	100% AMI (MEDIAN)
1	$50,180	$61,760	$77,200
2	$57,330	$70,560	$88,200
3	$64,545	$79,440	$99,300
4	$71,695	$88,240	$110,300
5	$77,415	$95,280	$119,100

Source: Montgomery County DHCA, HUD

Second, rather than just count the number of households, we count the number of rental units affordable to them to understand the inventory of low-cost housing. We, therefore, need to assume the number of bedrooms needed by varying household sizes, which will have different needs with respect to bedrooms. Often, households of the same size will even have different bedroom needs. For example, two unrelated adults would typically need two bedrooms, while a married couple would need one.

The following table provides the Planning Department's standard assumptions regarding the distribution of household sizes by number of bedrooms:

Table 2 – Household-Size Distribution by Number of Bedrooms

	NUMBER OF BEDROOMS				
HOUSEHOLD SIZE	**Efficiency**	**1**	**2**	**3**	**4**
1	100%	30%			
2		70%	10%		
3			60%	20%	
4			30%	50%	40%
5				30%	60%

Third, based on the previous two tables of household income limits and our assumptions about the distribution of household sizes by the number of bedrooms, we estimate income limits by number of bedroom rooms. This calculation is a weighted average of household-income limits for each bedroom size. For example, for one-bedrooms occupied by households up to 100 percent of AMI, the maximum weighted income is: .3 x $77,200 .7 x $88,200 = $ $84,900.

Table 3 – Income Limits by Number of Bedrooms

# OF BEDROOMS	65% AMI	80% AMI	100% AMI
0	$50,180	$61,760	$77,200
1	$55,185	$67,920	$84,900
2	$59,514	$76,776	$91,560
3	$71,981	$85,600	$110,740
4	$75,127	$93,168	$115,580

Fourth, affordable housing is defined as housing that costs no more than 25 percent of household income, if utilities are not included, or 30 percent of household income if utilities are included. This definition is similar to the rent requirement for MPDUs set by the County Department of Housing and Community Affairs (DHCA). The maximum affordable rent by number of bedrooms is listed below.

Table 4 – Affordable Limits at 30 Percent of Income

# OF BEDROOMS	65% AMI	80% AMI	100% AMI
0	$1,255	$1,544	$1,930
1	$1,380	$1,698	$2,123
2	$1,488	$1,919	$2,289
3	$1,800	$2,140	$2,769
4	$1,878	$2,329	$2,890

Table 5 – Affordable Limits at 25 Percent of Income

# OF BEDROOMS	65% AMI	80% AMI	100% AMI
0	$1,045	$1,287	$1,608
1	$1,150	$1,415	$1,769
2	$1,240	$1,600	$1,908
3	$1,500	$1,783	$2,307
4	$1,565	$1,941	$2,408

Affordable Housing Definitions:

Income Restricted Affordable Housing: A Moderately Priced Dwelling Unit (MPDU) or a dwelling unit built under government regulation or binding agreement requiring the unit be affordable to households at or below the income eligibility for the MPDU program.

Income Restricted Workforce Housing: Defined in Chapter 25B as housing that is affordable to households at or below 120% area wide median income (AMI). When a master plan refers to Workforce Housing as a part of its affordable housing goals or requirements, incomes are limited to 100% of AMI.

Market Rate Affordable Housing. Market rate affordable dwelling units are affordable to households earning no more than 80% of area median income, adjusted as MPDUs for household and unit size, and must not exceed the median rent for the planning area.

Rent Restricted Affordable Housing: Describes when rent increases will be limited and there is no income test for the tenant. The preservation of market rate affordable housing may require an agreement that both establishes the baseline rent (priced to be affordable at 80% of AMI) and rent restrictions (such as requiring that rents increase by only the Voluntary Rent Guideline.)

Forest Glen / Montgomery Hills Market Analysis

September 4, 2018

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Executive Summary

The Forest Glen/Montgomery Hills Study Area, which incorporates frontage properties along Georgia Avenue from the northern edge of Downtown Silver Spring to Dennis Avenue, comprises a range of strip commercial and office uses. The surrounding neighborhoods (the Primary Market Area (PMA) include a mix of single-family houses, townhouses, condominiums and apartments that benefit from access to one of the county's primary thoroughfares, the Forest Glen Metro station and the Beltway (I-495). Compared to countywide residents, PMA residents are slightly older, living in somewhat smaller households with higher incomes, slightly less likely to own their homes, and much more focused in white-collar professions.

Holy Cross Hospital provides an important anchor for economic activity. The Study Area has an estimated 6,800 employees in addition to roughly 4,300 staff at Holy Cross. As of the time of this report, the Study Area includes 176 businesses with 46 percent in offices (primarily healthcare providers), 38 percent providing personal and business services and 16 percent retailers, including 16 restaurants.

The State Highway Administration (SHA) is evaluating alternative packages of improvements to reduce traffic conflicts and improve traffic flow while greatly enhancing provisions for pedestrians and bicyclists. Current plans include wider sidewalks, a cycle track, a pedestrian underpass to create a second Metro station entrance on the east side of Georgia Avenue, better crosswalks, upgraded pedestrian lighting and other streetscape improvements.

Commercial Market Conditions and Potentials

Montgomery Hills is most competitive for convenience/neighborhood retail (e.g., grocery stores and drugstores), restaurants and local services. It lacks the critical mass of stores to compete for shoppers goods retailers, those that sell apparel, furniture, home furnishings and other goods typically sold in department stores. The recent replacement of Staples with Aldi's provides a strong draw for area customers, and Snider's Super Foods has a loyal customer base. Area restaurants offer a variety of ethnic cuisines as well as pizza, delicatessen fare, bagels and ice cream. Some of the businesses are in aging buildings that could use physical upgrades to better meet the needs of modern retailers. However, there are few vacancies.

Given the vast array of competitive retailers from Downtown Silver Spring to Westfield Wheaton shopping center, market area residents seem able to meet most of their shopping needs through existing retailers. Unmet demand that might be available to new Study Area retailers include a small pharmacy or wellness retail operation and a fast casual restaurant. Accommodating a fast casual restaurant would be difficult today given the lack

of frontage properties with sufficient land to provide the vast amounts of parking required by such operations.

On-line retailing, over-leveraged retail chains with excessive debt levels and changing consumer tastes are disrupting traditional retailing. Introduction of self-driving vehicles will further facilitate home delivery, probably accelerating the move to on-line retailing. In the midst of these shifts, the most successful bricks-and-mortar retail stores are those that can provide convenience, customer service and/or an experience not available on-line. Eating and drinking places have a particular advantage in today's retail world.

The Study Area office market is dominated by medical office space attracted by Holy Cross Hospital's presence. The 16 office buildings with 198,000 square feet of space were built almost exclusively prior to 1970 with a few renovated or built in the late 1970s or early 1980s. In spite of the aging stock, vacancy rates are quite low. Nationally, physicians are shifting from independent practices to working directly for hospitals or other major healthcare organizations, reducing the demand for space in independent medical office buildings, which may require a re-purposing of some of the existing medical office space over time. New models emphasize clinics and wellness centers focused on preventative healthcare.

Other office tenants in the Study Area tend to focus on neighborhood services such as insurance and real estate agents. The non-medical office space is leased on the strength of its accessibility and low rents; some owners are reporting challenges in filling vacancies due to the condition of some of the older commercial structures and the lack of dedicated parking. Technology is allowing some local-population-serving businesses to operate without traditional office space, somewhat reducing the office demand.

There is limited opportunity for new office space in the Study Area. The one potential would be for a small co-working space where tenants share access to conference rooms, office equipment and other technology.

Residential Market Conditions and Potentials

Though focused on commercial properties, this analysis also considered residential development opportunities due to the drive toward mixed-use development. The wider market area that includes both Downtown Silver Spring and Downtown Wheaton have shown rapid development of multi-family apartments over the past decade, adding 1,757 new units in 2014 alone. Absorption/occupancy of the apartment stock has kept pace with new construction, evidencing the demand for well-located apartments with access to Metro stations. Opportunities exist for new rental housing, including accessory dwelling units developed on lots with existing single-family houses. Development of new for-sale housing has been more limited, due primarily to the lack of developable sites. The rapid price

escalation among existing units demonstrates the strong demand for ownership housing. Future market potentials are summarized in the following table.

Residential Demand, 2017-2037		
	Near-Term 2018-2027	Long-Term 2028-2037
For-Sale		
Single-family attached	275	250
Condominiums	75	50
Subtotal	**350**	**300**
Rental		
Apartments	450	350
Age-restricted units	250	300
Accessory units	50	50
Subtotal	**750**	**700**
Total	**1,100**	**1,000**

Note: Production may be constrained by site availability.
Source: Partners for Economic Solutions, 2018.

Development Opportunities

The proposed SHA roadway, pedestrian and bicycling infrastructure improvements would greatly enhance the public realm, providing a setting for mixed-use development. Land and building acquisitions to allow right-of-way expansion may disrupt four properties, creating redevelopment opportunities. The right-of-way widening also may significantly impact existing businesses by taking away storefront parking that they depend on for attracting convenience shoppers. Business owners expressed concerns that the loss of parking could force them to relocate or close, particularly in the west side of the 9300 block of Georgia Avenue, but also in the Tudor-style shopping center at Seminary Road and on the east side of the 9400 block of Georgia Avenue. Mitigation strategies will be needed to support these businesses.

The shifts in retail and office markets would suggest long-term redevelopment opportunities; however, there are many reasons why property owners may not consider redevelopment in the near to mid term:

- site constraints, including shallow frontage lots;
- the high costs of new development;
- the opportunity costs of lost rent in tearing down existing leased buildings;
- the owners' appetite to take on the multitude of development risks;
- lack of development expertise and financial resources; and

- a difficult development approvals process that lacks certainty and predictability.

Though old and not suited to the needs of modern retailers, several of the area's older buildings still have viable uses and additional useful life before they will be redevelopment candidates.

In the near term, the best redevelopment candidates are:

- the Forest Glen Metro station, which could be redeveloped for 300 to 400 residential apartments at a much higher density than current zoning allows in order to fund replacement of commuter parking; and
- 9801 Georgia Avenue, the Forest Glen Medical Center, which could be replaced with various combinations of ground floor retail, residential, a modest amount of office, and quality open space/common areas or dense townhouse or multi-family residential development.

In the longer run—and assuming implementation of the SHA plan— redevelopment opportunities could include the east side of the 9500 block of Georgia Avenue if the right-of-way widening requires taking the existing office building, and the Seminary Road properties, including Snider's Super Foods and possibly other properties in the adjacent Tudor-style shopping center depending on future shifts in retailing. The 9500 block would be suitable for a three- to four-story apartment building or possibly a single-tenant office building.

Recommended Strategies

Strategies recommended to encourage private reinvestment and a transition to more sustainable mixed-use development in a pedestrian-friendly environment include:

- re-zoning of key opportunity sites for greater density to take advantage of Metro accessibility;
- public investments in public realm improvements led by the SHA transportation upgrades;
- low-interest loans and small grants for architectural services to incentivize façade improvements;
- small business technical assistance;
- construction-period strategies to support local businesses during the SHA construction; and
- marketing and advocacy efforts undertaken by a business association and nearby residents.

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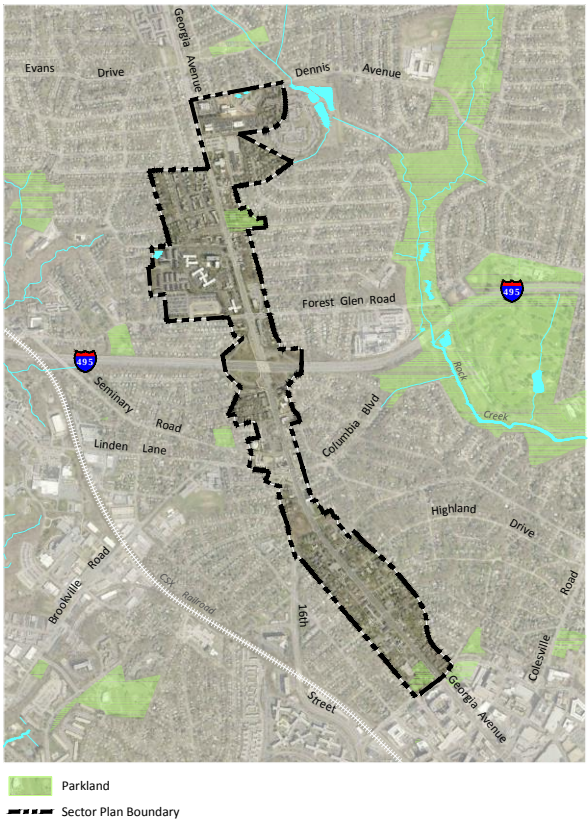
I. Introduction

The Montgomery County Planning Department is embarking on a detailed plan for the Forest Glen/Montgomery Hills portion of the Georgia Avenue corridor. This market analysis is intended to inform that planning process as to market conditions, future prospects, real estate opportunities and economic issues facing area stakeholders.

Planning Framework

The Study Area incorporates primarily frontage properties extending 2.1 miles along Georgia Avenue (MD 97) from Spring Street on the northern edge of Downtown Silver Spring to Dennis Avenue in Wheaton (Map 1).

Map 1. Forest Glen / Montgomery Hills Sector Plan



The southern portion of the corridor – between Spring Street and 16th Street – is primarily residential and institutional. North from the 16th Street intersection to the Capital Beltway (I-495), the corridor is dominated by neighborhood- and auto-oriented retail and office

development with a relatively new townhouse development in the southwest quadrant of the Beltway interchange. North of the Beltway are the Forest Glen Metro station with a Park-and-Ride lot and residential development along the west side. The east side includes five medical office buildings and four churches. Although outside of the Study Area, Holy Cross Hospital is a large employer located five blocks to the east on Forest Glen Road.

To date, the corridor has been shaped almost exclusively to meet the needs of automotive traffic. MD 97 is one of the county's most heavily traveled major highways, linking Olney, Glenmont and Wheaton to Silver Spring and the District of Columbia. Carrying over 70,000 vehicles per day, the corridor is a major commuting route. Accommodating the heavy volume of traffic entering and exiting the Beltway generates significant weaving and the potential for multiple accidents. The Beltway ramps accessed from northbound and southbound Georgia Avenue generate significant back-ups and conflicts. Left turns are restricted on Georgia Avenue during rush hours, creating inconveniences for shoppers and other patrons of local businesses.

Roadway Improvement Plans

The North and West Silver Spring Master Plan (2000) and the Forest Glen Sector Plan (1996) both adopted vision statements that called for conversion of Georgia Avenue to "a landscaped urban boulevard with a center median and wide, unobstructed, tree-lined sidewalks." The Maryland State Highway Administration (SHA) is currently analyzing potential design alternatives to create a better sense of place for Montgomery Hills while enhancing, pedestrian and bicyclist mobility and safety.

SHA presented multiple alignments and cross sections to the community and the Planning Board. The response was to prioritize pedestrian comfort and safety over vehicular throughput. The preferred alternative to the Planning Board (5b) includes four travel lanes southbound, three to four travel lanes northbound and a 17-foot-wide grass median to replace the existing reversible center turn lane. See SHA information on the following link: http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=MO2242115

Wider sidewalks on both sides of Georgia Avenue and a new signal at Flora Lane would better accommodate bicyclists and pedestrians. Left turns would be included at four intersections. The ramp to southbound 16th Street would shift south to the signalized intersection with northbound 16th Street. Sidewalks would be provided on both sides of Georgia Avenue. The preferred alternative presented to the Planning Board estimated impacts to businesses on either side, which could affect available street and on-site parking, gas station pumps and existing buildings.

In 2016, the Montgomery County Planning Department recommended and the Planning Board demonstrated support for Alternative 5b with some additional suggestions including the following: a new traffic signal at Flora Lane; a two-way separated bike lane on the west side of Georgia Avenue; a 10-foot shared-use path on Forest Glen Road, the Forest Glen pedestrian tunnel under Georgia Avenue, and aesthetic upgrades to the infrastructure.

Conceptually, this alternative could include dislocation of five buildings, including an office building at Flora Lane, three gas stations and a car wash. The Planning Board selected this as the preferred alternative, but the State Highway Administration continues to review all alternatives and has not selected a preferred alternative. On-going planning efforts are considering ways to reduce the alternative's impacts on existing businesses. Also impacted in Alternative 5b would be on-street parking spaces along the east side of the 9400 block of Georgia Avenue in front of Silver Spring Jewelry and La Casa del Mofongo. The property acquisitions, coupled with the upgraded appearance and performance of the roadway and public realm, may offer the opportunity for long-term redevelopment of portions of existing structures.

Urban Design Framework

The *Georgia Avenue Study: An Urban Design Framework* (2008) reviewed the full length of Georgia Avenue to provide a cohesive urban design approach and strategy. The study calls for 1) focusing major growth at Metro station areas, 2) reinforcing the corridor as a housing resource, 3) focusing on transit and non-motorized mobility, and 4) creating an attractive green boulevard through design excellence and sustainability. Concentrating development near the Metro stations allows the interstitial areas to remain healthy residential communities that provide a clear edge and separation between mixed-use centers.

Report Organization

This analysis explores the market support for existing and future land uses to provide guidance to the Sector Plan. Coupled with detailed review of study area properties and discussions with business and property owners, this analysis forms the basis for land use concepts and implementation strategies.

The remainder of the report is organized in five sections:

- Existing conditions, including an inventory and evaluation of existing businesses and land uses in the corridor as well as an evaluation of existing land use conditions;
- Commercial market conditions and potential by land use;

- Residential market conditions and potentials;
- Strengths, Weaknesses, Opportunities and Challenges (SWOC);
- Opportunities analysis for new development/redevelopment in the study area;
- Strategies and recommendations for redevelopment, preservation and growth.

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II. Existing Conditions Assessment

The Study Area encompasses 229 acres within two central communities: Montgomery Hills and Forest Glen. Montgomery Hills and Forest Glen residential communities consist of strong, affluent single-family neighborhoods with a few higher-density apartment complexes north of the Beltway. These two communities, separated by the Beltway, consist of several commercial nodes of activity serving many local residents and drawing customers from other sections of Montgomery County and beyond.

Land Use Profile

The Montgomery Hills storefronts are near full occupancy with many long-time businesses. These highly visible commercial properties include multiple owners on small, shallow parcels with space not currently configured for modern retailing. Many of the commercial properties were constructed in the 1960s and 1970s with varying degrees of reinvestment and renovation. Properties along the eastern side of Georgia Avenue south of the Beltway, struggle with inadequate parking for customers and users. Western Georgia Avenue businesses battle with traffic congestion due to backups and left-turn restrictions.

Both Montgomery Hills and Forest Glen offer competitive locations for businesses along Georgia Avenue. At the time of this report, the roughly 176 businesses consist of 46 percent office space users (including 42 percent in healthcare), 38 percent or 62 service businesses and the remaining businesses include general retail with 16 restaurants (inventory in Appendix A). The established base of businesses south of the Beltway in Montgomery Hills include Snider's, Goldberg's Bagels, Woodside Deli, Tropical Ice Cream and Mayflower. Chain retailers include CVS, Armand's Chicago Pizzeria, and several auto-oriented gas / service stations. As would be expected, businesses providing day-to-day services are the area's mainstay, consisting of Citibank, five dry cleaners, UPS, six hair/nail salons and two beer and wine stores. In total, Study Area businesses employ 1,400 workers with the majority (53 percent) in the healthcare industry[1]. Some of the stores could benefit from new signage and/or façade upgrades.

Holy Cross Hospital has a major influence in the Forest Glen community, occupying not only a 14-acre campus but also satellite operations. The hospital employs roughly 4,300 staff with a total of 1,575 community-based physicians throughout Montgomery County. Within the Forest Glen community, Holy Cross's presence includes the hospital, physician

[1] Source: Quarterly Census of Employment and Wage data for 2017.

office building, radiation treatment center and community resource center. This large institutional anchor has led to a clustering of approximately 80 medical and other health-related businesses.

Access to reliable and frequent transit service creates an asset many communities use to transform market dynamics. For the Forest Glen community, the more limited impact of the eight-acre Metro station reflects the hidden nature of the station, lack of good pedestrian connections, impact of the nearby Beltway and limited supply of nearby land for new development. The Forest Glen Metro station is nestled into a residential community with minimal visibility from Georgia Avenue. Data from WMATA shows lower than typical daily usage with average daily ridership estimates of 2,181 and only 80 percent utilization of the roughly 600 parking spaces.

The high volume of traffic along Georgia Avenue provides visibility for businesses from drive-by commuters, but the road width and traffic speed impede local pedestrian and bicycle access to shopping and service operators. The public realm is relatively harsh and sterile with narrow sidewalks and utility poles interfering with pedestrian and bicycle movements. The Beltway bifurcates the neighborhood with some pedestrians reluctant to use the existing walkway under the Beltway.

Stakeholder Input

PES reached out to nearly two dozen property and business owners along the Montgomery Hills / Forest Glen corridor to engage the business community and understand specific concerns about existing conditions. PES discussed customer base, tenancy trends, general business climate, potential for future investment and proposed public sector improvements incorporating State Highway Administration plans. This outreach included a series of face-to-face interviews with business operators at their business location, telephone interviews and email exchanges. These businesses included the retail and service sectors: restaurants, neighborhood goods, shoppers goods, personal and business service providers. A cross section of property owners responded to outreach efforts, offering another perspective on the business environment.

In general stakeholders reported a stable business environment with high visibility and accessibility as the critical site selection criteria. Property owners detailed concerns about parking constraints impacting leasing potential for both first floor retail and second floor commercial use. Business and property owners along the east side of Georgia Avenue used the alley access for loading as well as employee parking when available and reported less concerns about congestion. Along the west side of Georgia Avenue this feedback suggested

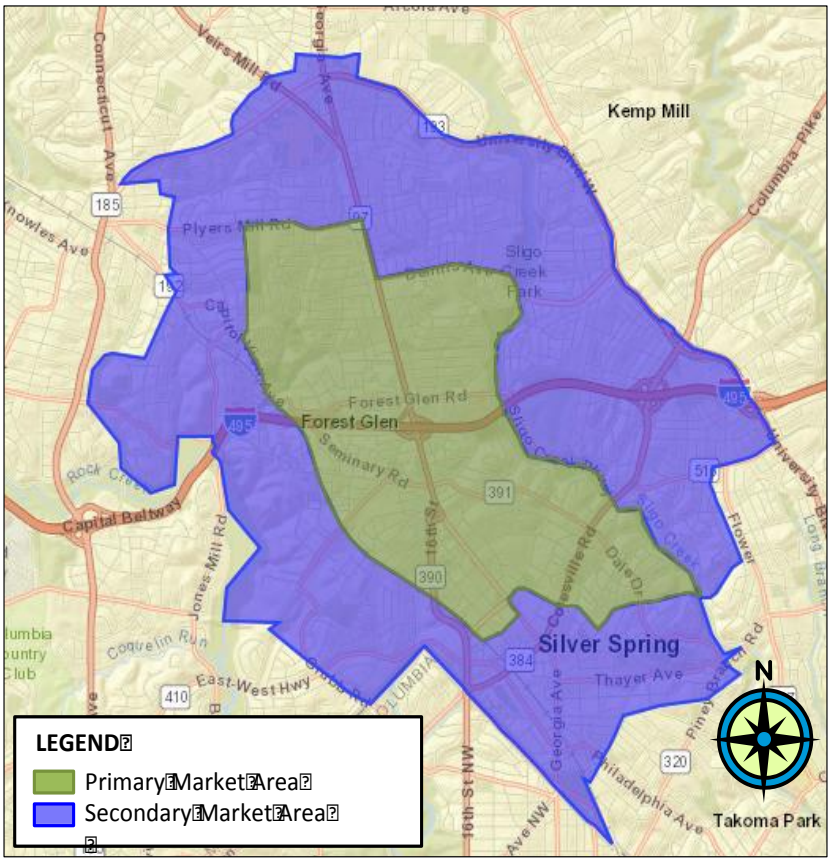
more concerns with morning commuter and off-peak traffic and access to properties. Finally, all restaurants reported local patronage as well as regional patrons.

Demographic Profile

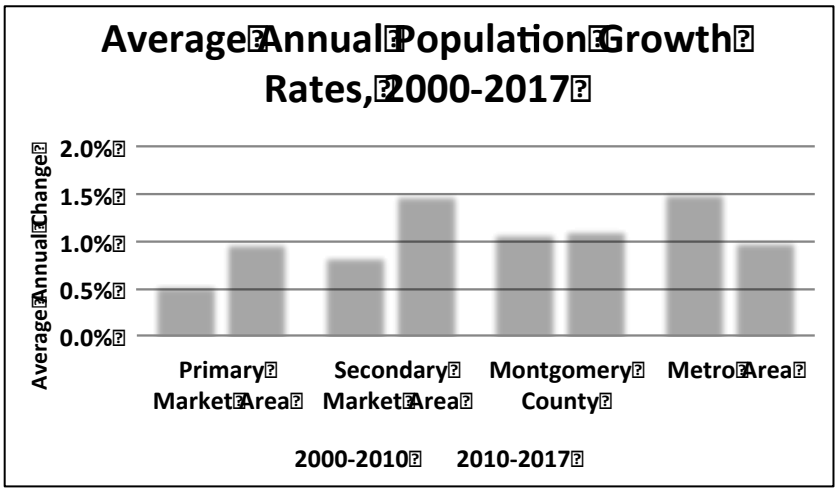
In considering the demographics of nearby residents, the analysis focuses on two areas: the immediately surrounding neighborhoods – the Primary Market Area (PMA); and the Secondary Market Area (SMA) – the next ring of neighborhoods (shown on Map 2). The demographic profile provides relevant information for the residential and commercial analysis. The Primary Market Area residents represent between 40 to 60 percent of the corridor's business base, depending on the type of business. While pass-by traffic delivers customers to several auto-oriented businesses, most of the retailers interviewed for this analysis point to the nearby neighborhoods as their primary customer base. These residents have relatively easy access to the corridor's businesses, often using local roads to avoid Georgia Avenue's congestion. It should be noted that some businesses cater more to drive-thru traffic (gas stations, car washes, etc.) while many of the food and beverage providers attract regional and local customers. Those businesses able to attract from a larger trade area may have higher sales per square foot and longevity in the marketplace. Shown on Map 1, the market area boundaries are defined by drive times of less than 10 minutes, access routes and neighborhood/Census tract boundaries.

Meleket owner- Abe Bayu
"Our customers come from as far away as Virginia and from a few blocks away in the neighborhood."

Map 2. Primary and Secondary Market Area



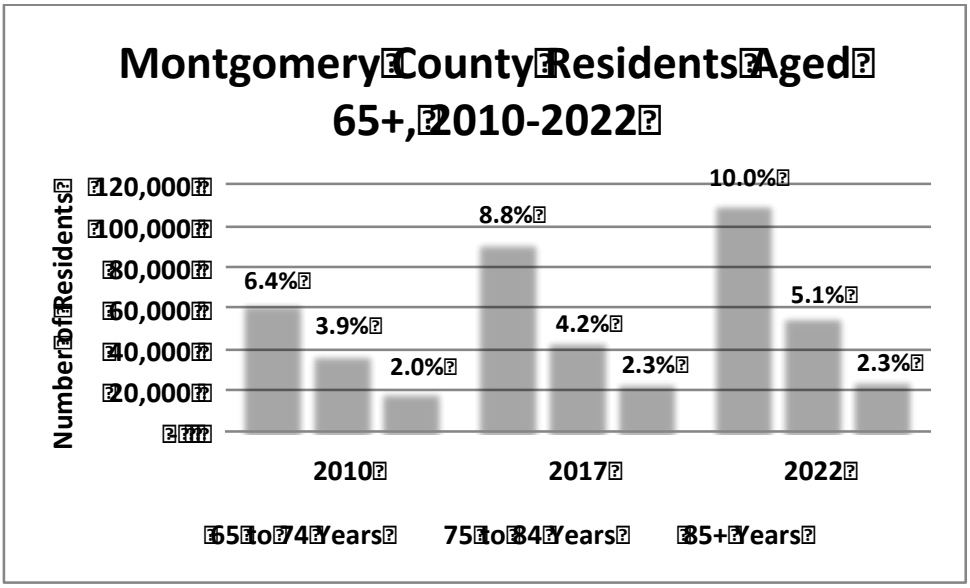
The SMA includes neighborhoods beyond the PMA that also provide retail and service customers to study area businesses but at a lower rate. SMA boundaries are influenced by drive times and the geographic patterns of competitive retail and business districts. These neighborhoods' proximity to other commercial centers makes the residents more likely to split their patronage between study area businesses and other competitors. The SMA is limited in its reach to the north and west by the presence of major retail centers in Wheaton and Bethesda.



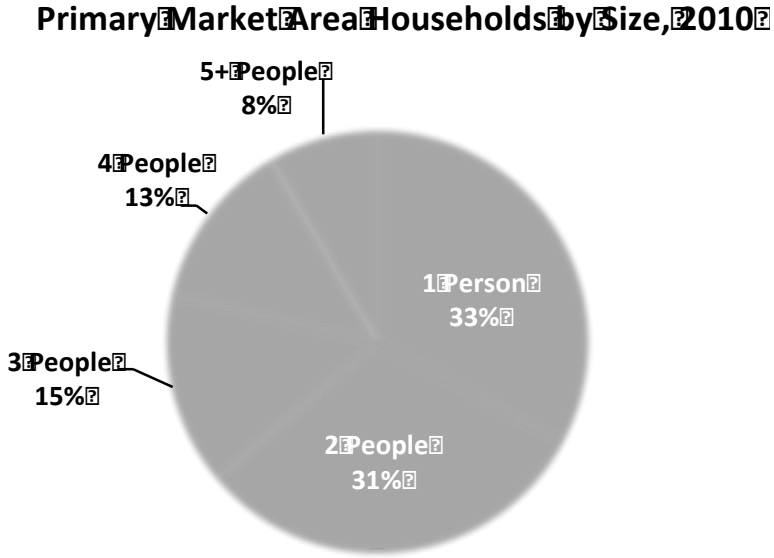
The PMA encompasses just under 21,000 residents in 8,600 households[2]; another 55,600 residents inhabit the SMA in 23,900 households. The PMA population base has grown more slowly than that of the county as a whole due to its built-up nature and limited supply of land for development. In contrast, the SMA population has expanded more rapidly, growing by 11 percent from 2010 to 2017 with the addition of 2,500 new households, as shown in Table C-1. This reflects primarily the extensive apartment development occurring in downtown Silver Spring.

The PMA residents are slightly older with a median age of 40.5 years as compared with 39.5 years in the county as a whole and 37.0 years in the Washington Metro Region, as shown in Appendix C-2. SMA residents with a median age of 36.4 years include a much higher share of 25- to 44-year olds. Residents aged 65 and over represent 15.8 percent of the PMA households, a somewhat higher rate than in the county and much higher than in the region or the SMA. ESRI projects that this portion of the county population will increase from 15.3 percent of the county's population in 2017 to 17.4 percent in 2022 with the aging of the "baby boom" generation. (See Appendix Table C-3.)

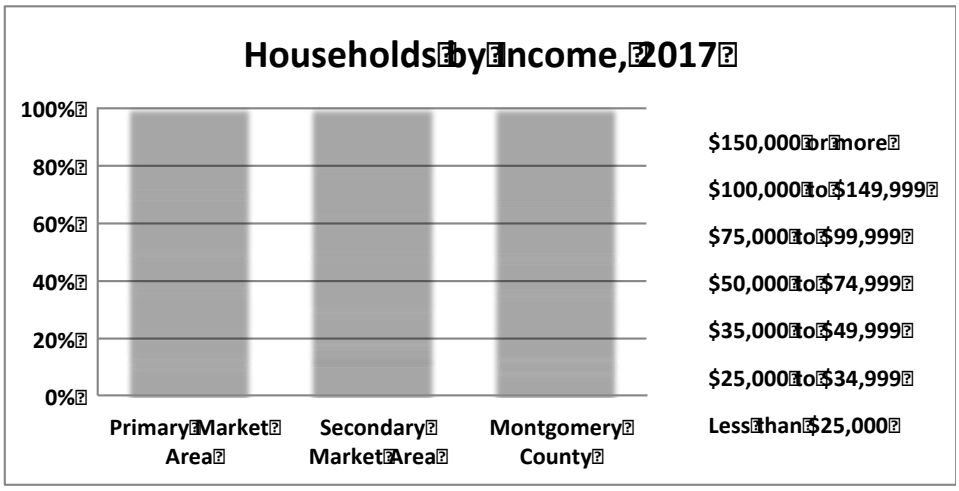
[2] Estimated by ESRI, a national demographics provider.



PMA households are relatively small with an average of 2.4 persons as compared with 2.7 persons countywide. This reflects the relatively larger share of persons living alone who account for almost one-third of households along with another 31 percent with two persons, as shown in Appendix Table C-4. Only 8.4 percent of PMA households have five persons or more despite the large number of single-family houses in the area. SMA households are even smaller with an average of 2.33 persons.

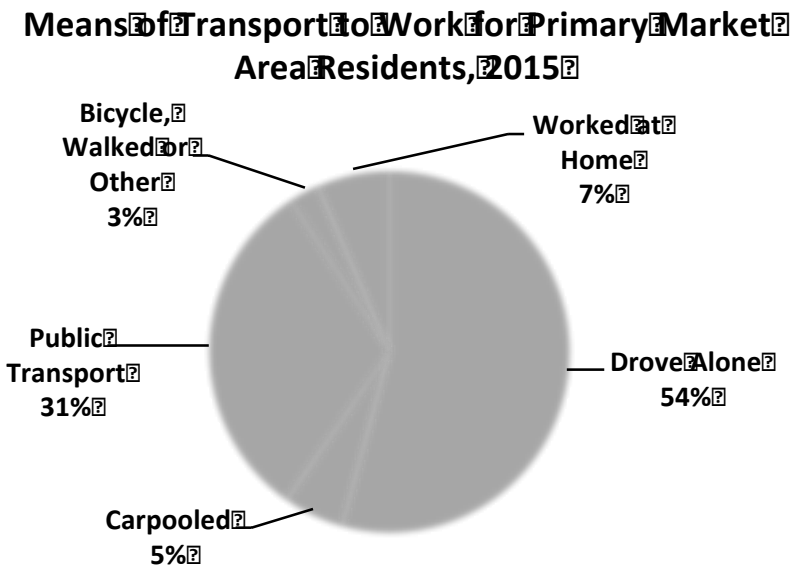


Just over three-fifths of PMA households own their own homes, a significant decline from the 64.1 percent of owners in 2010. (See Appendix Table C-5.) The ratio is reversed in the SMA with 63.2 percent of households renting. PMA households have a median household income of $99,100, equal to 97 percent of the county's median income and 104 percent of the region's median, as shown in Appendix Table C-6. Given the high share of renters and younger households among SMA households, the median income is $76,400. Apartment construction has expanded the renter share of households across the region.



Fifty-three percent of PMA households were headed by individuals aged 45 to 74 in 2015 (Appendix Table C-7) as compared with 45 percent of SMA households and 54 of county households. Three-quarters of these households were homeowners, based on 2010 data (Appendix Table C-8). That compares with 60 percent of SMA households in the same age range. Appendix Table C-9 provides information on the share of owner households by income. As one would expect, the data show that the share of owners increases directly with household income, from 34 percent of PMA households with incomes between $50,000 and $75,000 to 68 percent of those with incomes between $100,000 and $150,000 and 89 percent of households with incomes of at least $150,000.

By occupation PMA residents are overwhelming concentrated in white-collar occupations (78 percent of all employed residents), as shown in Appendix Table C-10. By industry, 63 percent of employed residents work in the Services industry, which ranges from personal and household services to medical, educational and legal services (Appendix Table C-11). In terms of commutation patterns, many more PMA residents used public transit (31 percent) than did county residents (16 percent) in 2015. Sixty percent commuted by automobile or truck, including 54 percent who drove alone in 2015. Fully 6.5 percent of PMA residents worked at home, as shown in Appendix Table C-12.


Means of Transport to Work for Primary Market Area Residents, 2015
Bicycle, Walked or Other 3%
Worked at Home 7%
Public Transport 31%
Drove Alone 54%
Carpooled 5%

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III. Commercial Market Potential

In assessing the potential for future commercial development, the following section focuses on both the retail and office market including medical office space.

As with many aging strip shopping centers and retail districts, Montgomery Hills has been shaped by its historic patterns of commercial development along its major thoroughfares. Though parts of the local retail offerings were developed as cohesive shopping centers under single management, other facilities were developed piecemeal with multiple landowners and business tenants. Those patterns – retail development on relatively small and shallow lots held by multiple owners and constrained by nearby residential uses – will continue to influence future uses and redevelopment potentials. Though some of the older buildings do not offer the space configurations and parking that today's retailers and office tenants are seeking, the disparate interests of different owners will likely complicate land assembly and redevelopment of modern spaces.

Retail Market

The success of retail in any market area depends on the income levels and spending patterns of the area residents, workers and visitors. It is crucial to understand the dollars available and how area customers spend their disposable income. Such indicators determine the need for specific types of retail and services based on consumer preferences.

Retail analysis breaks retailers into three main categories:

- Neighborhood goods and services, which includes grocery stores and drugstores;
- Shoppers goods, which includes the type of merchandise typically sold in a department store – general merchandise, apparel and accessories, furniture and furnishings, electronics, sporting goods, books, and other miscellaneous types of retail (also known as GAFO); and
- Eating and drinking, which includes the full range of fast food, carry-outs and sit-down restaurants and bars.

Customers choose retail opportunities based on convenience not only as it relates to their place of residence but also where they work. Customers are mobile and will travel to locations with multiple shopping alternatives and a cluster of stores to meet their retail needs. Typically, neighborhood shopping areas have very limited offerings of general merchandise, apparel and accessories, furniture and home furnishings, and other shoppers

goods. These are goods for which most consumers like to comparison shop, considering choices from several clothing stores, for example. This desire for convenient comparison shopping was the driving force in the creation of downtown business districts and then shopping malls. Few neighborhood business districts can support the number and variety of stores required to offer that comparison-shopping opportunity. Both Wheaton and Downtown Silver Spring offer major clusters of shoppers-goods retailers and regular and discount department stores, preempting the potential for any significant shoppers goods retailers in Montgomery Hills and Forest Glen.

Given that reality, this analysis focuses on the area's retail opportunities in convenience goods and eating and drinking. While there may be opportunities for individual stores selling general merchandise, apparel and accessories, furniture and furnishings, or other shoppers goods, those opportunities depend on the individual retailer's marketing strength and reputation rather than the size of the market.

The Montgomery Hills commercial node blends convenience retail, restaurants, a few boutique retail operations, and other established businesses. A review of key anchor stores provides a measure of the potential success. For Montgomery Hills, the opening of the new Aldi's grocery store provided a new anchor for the existing cluster of businesses at the Seminary Place shopping center. Aldi's attracts price-conscious shoppers from a wide swath of Montgomery County and close-in District of Columbia. Other anchors that attract customers from beyond the immediate area include the long-time Goldberg's Bagels, Academy Dog Training, Woodside Deli, La Casa del Mofongo and other restaurants.

The stores along Seminary Place and on the eastern side of Georgia Avenue are in structures dating from the 1920s through the 1960s. The small shops serve the local population primarily selling carry-out food, liquor, cellphones, jewelry, hair styling and urban fashion. Churches occupy at least two storefronts. Some of these retailers are under-capitalized and operating in buildings that are in only fair condition with inadequate options for loading. These inadequacies limit the buildings' ability to attract national/regional retailers.

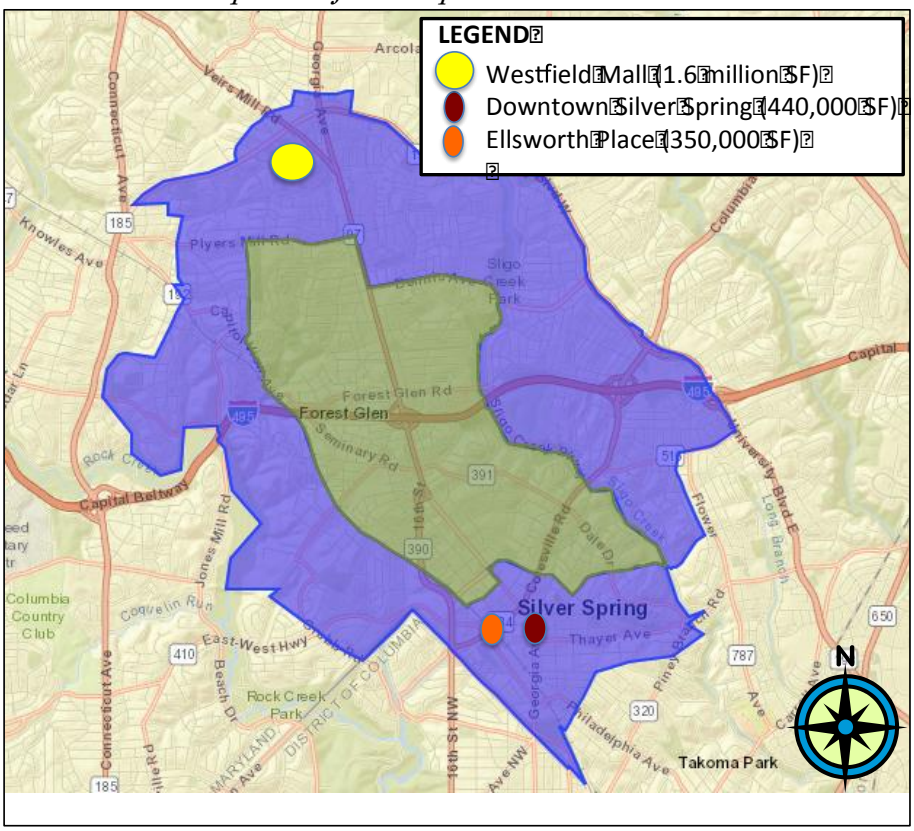
Academy Dog Training owner reports a desire to stay in the community with the potential to expand kennel operations in nearby industrial areas.

Competitive Environment

Historically, the retail offerings in Montgomery Hills served as the center of the community and provided a wide range of merchandise. The suburbanization of retail and the development of regional shopping centers, such as Westfield Mall, in the 1960s expanded residents' options for stores offering clothing, accessories, furniture, and other shoppers

goods, leaving primarily independent stores that cater to the day-to-day needs of nearby residents along Georgia Avenue south of the Beltway and some with a unique draw that attracts customers from a broader geography. Other large clusters with clothing, accessories and restaurants opened in urban locations like nearby Silver Spring.

Map 3. Major Competitive Retail Centers



Retail Demand

PES analyzed retail demand to consider the current and future potentials for retail space within the Montgomery Hills and Forest Glen communities. The demand for retail facilities relates to the ultimate sales potential, estimated based on expenditures by residents and workers within reasonable proximity as well as commuters and other customers from beyond the market areas. Baseline data on total retail demand by retail category for the PMA and SMA are shown in Appendix Table C-13 and C-14. These tables show annual expenditures by residents of the two market areas.

Montgomery Hills retailers "capture" only a share of residents' expenditures as actual sales. The amount of expenditures captured in the Montgomery Hills retail node varies by

category of retail goods based on the competition and the strength of the existing stores. Capture rates measure the share of potential expenditures that come to an individual store or shopping area from each market source (i.e., residents, workers or commuters). Local retailers generally capture a relatively high share of PMA residents' spending on neighborhood goods (e.g., drugstore items and groceries) because most consumers do not need to travel far to find the types of food and goods they are seeking. Consumers need to purchase such goods more frequently and value convenience.

The 6,800[3] employees in the study area represent an additional market for area retailers. The International Council on Shopping Centers frequently conducts surveys of how much office workers spend during the day while at or near work. In general, most office workers' spending near their offices is on groceries, eating and drinking and health and personal care. Most of their other shopping occurs near their homes, in major shopping centers and on vacation.

Commuters and other travelers along Georgia Avenue also shop with Montgomery Hills retailers. Retailers interviewed along the west side of Georgia Avenue estimated a higher percent of their business is generated by commuters, though that is somewhat constrained by the ban on left turns at most intersections. Aside from gas stations, most retailers along the eastern side of Georgia Avenue did not indicate reliance on commuter customers. A few of the area's restaurants have a regional reputation that draws customers from beyond the PMA and SMA. The potential expenditures of people who do not live or work in the area are termed "inflow" and are measured as an incremental amount based on total sales to residents.

The following table details the total amount of demand from these PMA and SMA residents, local office workers and inflow from commuters and patrons from outside the area by retail category that can be captured in the Montgomery Hills retail node. The underlying capture rates are shown in Appendix Tables C-15 and C-16. They consider the nature and market appeal of study area retailers in comparison with competitive shopping areas where residents might otherwise shop.

[3] This count excludes Holy Cross Hospital employees because they generally have limited time to go out at lunch and are not within easy walking distance of Montgomery Hills retailers.

Table 2. Retail Demand by Category, 2017				
Retail Category	Residential Demand	Worker Demand	Inflow Demand	Total Expenditure Potential
Neighborhood Goods & Services	$98,817,100	$4,140,980	$10,921,500	$113,879,580
Eating and Drinking	$8,315,000	$1,630,440	$2,861,700	$12,807,140
General Merchandise	$2,045,100	$12,578	$139,500	$2,197,178
Subtotal Expenditure Potential	**$109,177,200**	**$5,783,998**	**$13,922,700**	**$128,883,898**
Source: ESRI, Retail Marketplace Profile: ICSC; Partners for Economic Solutions, 2018.				

Table 3 compares total potential expenditures from residents, workers and visitors captured by area retailers (i.e., total demand) with actual sales by local retailers to identify opportunities for additional retail space by category. If the total demand exceeds the corridor retail sales, the result is an unmet demand or "retail gap". It should be noted however, that the unmet demand may be insufficient to support a new store based on store-specific criteria. Table 3 excludes general merchandise categories as the study area has minimal appeal for such retailers due to the lack of the opportunity for comparison shopping.

Table 3. Unmet Retail Demand by Category, 2017			
Industry Group	Total Demand	Current Retail Sales	Retail Gap
Neighborhood Goods and Services			
Grocery Stores	$84,251,200	$27,997,200	$56,254,000
Specialty Food Stores	$569,700	$473,700	$96,000
Beer, Wine & Liquor Stores	$3,552,000	$1,500,000	$2,052,000
Health & Personal Care Stores	$25,506,700	$15,717,200	$9,789,500
Total Neighborhood Goods and Services	**$113,879,580**	**$45,688,100**	**$68,191,480**
Eating and Drinking			
Restaurant and Eating Places	$12,637,000	$9,547,500	$3,089,500
Special Food Services	$101,600	$1,644,000	-$1,542,400
Drinking Places - Alcoholic Beverages	$68,500	$0	$68,500
Total Eating and Drinking	**$12,807,100**	**$11,191,500**	**$1,615,600**
Source: ESRI, Retail Marketplace Profile; ICSC; Partners for Economic Solutions, 2018.			

Overall, there is demand for neighborhood goods and services not being met by existing retailers. The 2017 grocery sales data do not reflect the new Aldi's, which is now meeting

an estimated $11 million of the unmet demand.[4] Other than groceries, the most significant category of unmet need is health and personal care stores. There is also some limited unmet demand for restaurants. However, at least in the near term, trends for the redevelopment of shopping centers highlight the preferences to shop at centers that also offer fast-casual dining and carry-out options. While the ability of these small commercial nodes to capture this retail potential is constrained by the limited availability of land in the near term, opportunities to facilitate high impact retail infill listed below may be key.

New unmet demand exists in the following store types:

- Small pharmacy or wellness retail operation 14,000 sf
- Fast casual dining within existing shopping centers 3,000 sf

The PMA has the requisite demographics to support and attract additional chain retailers and restaurants. However, it does not offer the physical sites and parking typically required by chain restaurants. A typical Panera[5], for example, would require 75 parking spaces (roughly equal to the number of spaces provided for Aldi's). They also prefer outparcels with visibility to the street. On the west side of Georgia Avenue, those outparcels are occupied by a gas station and car wash, preempting key parcels.

It is important to remember that retailers' site selection criterion reflect specific factors, including items such as population density, educational attainment and an adequate site or building space. At this time, credit retailers find both Montgomery Hills and Forest Glen area meet some of their site selection requirements but those new retailers tend to be drawn to the western side of Georgia Avenue with deeper lots and more modern retail configuration.

Montgomery Hills also has the competitive disadvantage of sitting between two strong restaurant clusters in Downtown Silver Spring and Downtown Wheaton. These business districts have much better daytime activity and lunchtime demand. Traffic congestion also dissuades some potential retailers and restaurants from locating in the Study Area.

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[4] Statista, "Sales per store of the leading supermarkets in the United States in 2017 (in million U.S. dollars)." Accessed at https://www.statista.com/statistics/197905/2010-sales-per-store-of-supermarkets-in-the-us/

[5] Assumes 5,000 square feet of space, 2,500 square feet of patron space and an 800 square-foot outdoor space.

Retail Transition

The retail landscape continues to shift nationally with disruptions to the marketplace persisting. E-commerce, which represents five percent of the total US retail sales in 2017, continues to grow as technology improves on-line retailers' ability to guarantee same-day delivery. As delivery networks develop and delivery options improve, e-commerce will likely continue to expand, exerting competitive pressures on most retailers. The Montgomery Hills Staples store closed in part because of the shift to on-line purchasing. Convenience goods retailers will likely become more susceptible to competition in the mid-term as shoppers' habits continue to change. Shoppers still frequent grocery stores but for a changing mix of goods that emphasizes fresh and prepared foods. Successful brick and mortar retailers need to offer more than goods and services by incorporating good customer service, experiences and solutions to customer problems. Eating and drinking places have a particular advantage in offering both food and the opportunity for socializing.

Evidence suggests that future retailers increasingly will seed out locations with outside activity generators and quality public open space. Those retailers able to build on existing generators within Montgomery Hills and Forest Glen will further benefit from proposed SHA streetscape improvements. In addition, the possibility to develop more green space intermittently along the Georgia Avenue corridor could improve the urban retail environment.[6]

Office Market

The commercial office market in the Montgomery Hills and Forest Glen section of Montgomery County offers a good location with great access to transportation networks. Holy Cross Hospital acts as a key institutional anchor generating demand for medical office, particularly in Forest Glen. Montgomery Hills' office space demand reflects primarily neighborhood office users, such as insurance agents.

The Montgomery County office market consists of 72.7 million square feet of space with a 13-percent vacancy rate, based on CoStar data shown in Appendix Table D-1. Office rents in the county average $27 to $29 per square foot. Within Montgomery County, negative absorption of 331,000 square feet of office space since 2013 reflects both the removal of obsolete inventory, a move toward greater efficiency in space utilization, and limited demand for new office products over the last five years. While working in traditional office

[6] World Green Building Council, "Health, Wellbeing and Productivity in Retail: The Impact of Green Buildings on People and Profit", 2016.

space flourished for decades, it is likely the way we work will continue to transition to informal work environments, constraining the demand for new office space.

The Silver Spring office submarket defined by CoStar uses the Beltway as the northern border and most accurately represents trends in the central business district of Silver Spring with more than 7.2 million square feet of space and a vacancy rate of 10 percent. The Silver Spring submarket mirrors closely Montgomery County trends with similar rental rates and negative absorption trends of 71,700 square feet over the last five years, as summarized in Appendix Table C-1.

Based on CoStar data, the Study Area has 16 office buildings with a total of 198,000 square feet of office space. The majority of this office space is located north of the Beltway comprised of stand-alone buildings along Medical Park Drive and Forest Glen Road. The office space south of the Beltway consists primarily of second-floor office space, with retail storefronts on the ground floor. A review of the 16 buildings shows that more than half – approximately 55 percent of the office space – was built in the 1960s and another 38 percent constructed prior to 1960, as shown in Appendix Table D-2. Classing of commercial space helps to properly evaluate existing supply by differentiating buildings by physical condition and operating performance. Class A represents those buildings that command the highest rents, and Class C represents those properties in average condition receiving lower than average rents. As a result of the buildings' age and limited private investment in some cases, all offices in the Study Area are classified as Class B or C. Only a few buildings were renovated or constructed in the late 1970s and early 1980s. No new construction of office space has occurred in the Study Area in the last three decades.

Medical office space represents the largest share of Study Area office space with roughly 130,000 square feet in five major buildings along Georgia Avenue between Forest Glen Road and Dennis Avenue. Due to the proximity to Holy Cross Hospital, special zoning provisions allowed medical office buildings in what were otherwise residential communities. The remaining space represents space for small, service-type firms, such as tax preparers and insurance agents.

Vacancies are low at 3.5 percent, compared with the 5-percent standard for healthy markets. Rents generally range from $16 to $22 per square foot for non-medical spaces, rents, well below those achieved in Downtown Silver Spring. The area offers affordable spaces for small businesses, spaces that are often difficult to find in larger, newer buildings where the emphasis is on attracting large tenants

Mr. Ramon- property owner
"Office tenants on the second floor use the County's parking lot and that helps me keep the space occupied."

needing 5,000 square feet or more. The corridor's older buildings can offer space at much lower rents than can newly constructed buildings due to high construction costs. These prevailing rents do not support the cost of building new office space. Free parking is available for some tenants, though others depend on County Parking District lots.

Interviews with area property owners noted challenges in filling vacancies due to the condition of older commercial structures and the lack of dedicated parking. Some of this downward shift in demand also reflects the waning need for traditional office space and the ability to conduct neighborhood-related business activities over the Internet.

Healthcare Office Demand

Office tenancy within the Forest Glen community is dominated by local population-serving businesses, almost exclusively medical and dental services. The presence of Holy Cross Hospital has attracted medical practitioners who have privileges there, aggregating into five medical office buildings. Convenience of hospital proximity coupled with the presence of suitable office space gives the area particular advantages for this market segment. This is one of three major clusters of medical practices in the county – others are in Bethesda and Shady Grove for proximity to other hospitals.

Medical office space demand is transitioning as the health care industry shifts from doctors working in profitable private practices with hospital privileges to hospital employees, known as hospitalists. These hospitalists work full-time providing acute care for hospitalized patients in hospitals as opposed to running independent practices and leasing or owning separate real estate. Over the last decade rapid growth in the use of hospitalists has impacted the ability for private practices to compete for talented doctors. As a result, private practices and their demand for independent medical office space near hospitals is waning somewhat. Exceptions exist for specialists that require immediate access to hospitals such as orthopedists, but benefit from a separate office space for additional outpatient care. Holy Cross Hospital recently developed a medical office building to accommodate such practices on the hospital campus.

The Affordable Care Act and revisions to Medicare / Medicaid compensation practices are pushing hospitals to control costs by reducing hospital admissions and shortening stays. The next round of cost controls focuses on reducing the overall costs of care, putting a premium on preventative medicine and wellness services. These trends impact land use decisions by large healthcare providers.

Recent Trends

In recent years some healthcare providers have shifted from traditional real estate campus options to smaller mixed-use communities in which ambulatory care centers mix with urgent care, rehabilitation services, and/or women's health operations in conjunction with health-related retail operations. Americans increased their use of urgent care clinics by 19 percent and their use of retail clinics for medical care by 76 percent from 2010 to 2015.[7]

By using a mixed-use model, healthcare organizations provide care delivery within residential communities or in close proximity to their patients, increasing their outreach. In Bryn Mawr, Pennsylvania, the Whitehall Community for seniors created a village setting with hospital clinical services, as well as retail, restaurants, and townhomes in 2012. In many new mixed-use communities, healthcare becomes one component but not the anchor element and certainly not the owner of the real estate development. Many healthcare organizations are opting for leases within such mixed-use developments, particularly in areas where a high share of the population is over the age of 65.

Holy Cross Hospital has a lease in the Elizabeth Square senior development in Silver Spring, which provides wellness activities and a clinic co-located with County recreational facilities. Holy Cross Hospital's potential for expansion in the Forest Glen area would be limited to smaller outposts of preventative medical service operations as a tenant in a larger mixed-use project rather than as a single-user owned operation.

Over time, Forest Glen's medical office space will likely need to transition to accommodate a wider variety of tenants and activities. Redevelopment opportunities may emerge.

Office Opportunities

In the near term, market demand suggests only slight modifications to existing office space with renovations to continue support of existing tenant base. The less expensive office space options for office users in renovated storefronts or second-floor space above the storefronts represent a key supply for start-up businesses and those price-sensitive office users interested in close proximity to the residential base and the access provided by the Beltway and Georgia Avenue.

In Montgomery Hills, shared-use offices that allow tenants to share access to conference rooms, WiFi, printers, copiers and other technology could be attractive to cost-sensitive

[7] Bentle, Kyle "Visits to urgent care and retail clinics on the rise" **Chicago Tribune,** Oct 9, 2015. Accessed at http://www.chicagotribune.com/ct-visits-to-urgent-care-and-retail-clinics-on-the-rise-20151008-htmlstory.html

small businesses and to local entrepreneurs working from their homes. Many of today's emerging businesses are willing to change from typical office space to more affordable non-traditional working environments. Shared workspace with shared equipment and space provides enhanced flexibility and saves costs. These types of co-working environments most familiar in emerging technology centers offer a model for other small businesses as well.

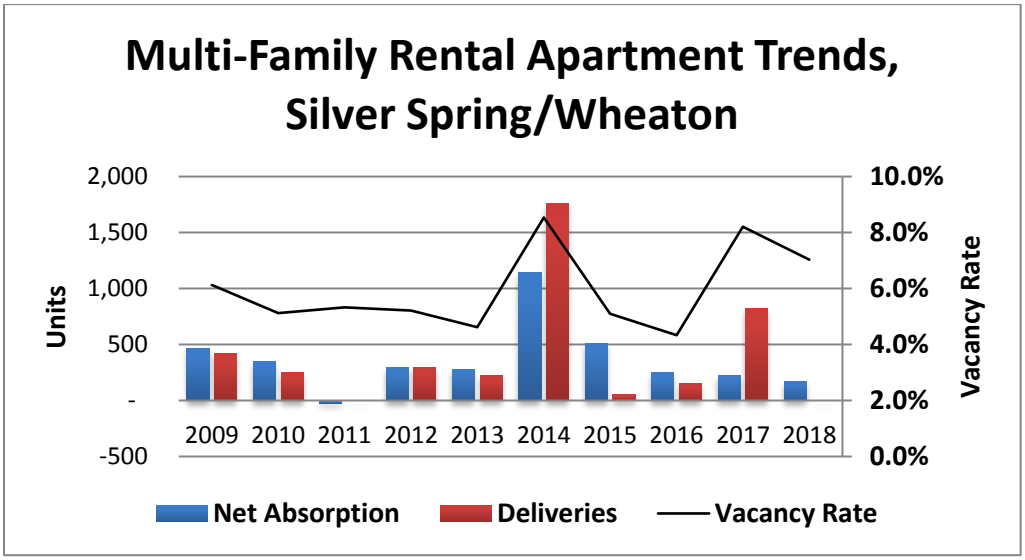
IV. Residential Market Potential

Though the primary focus of this study is the market for using the commercial properties that front along Georgia Avenue, the shifts in the commercial markets and the drive toward mixed-use development require consideration of residential market potentials as well.

Historic residential development trends in Study Area have been quite limited by the small supply of available developable properties. To get a better indication of potential demand and discern multi-family residential market conditions and development trends, this analysis looked at a wider area that represented key competitive multi-family properties that would be considered by prospective tenants. Shown on Map 4 on the following page, the market area included Forest Glen, Downtown Silver Spring, Wheaton and East Silver Spring, concentrations of multi-family housing within roughly one mile of a Metro station.

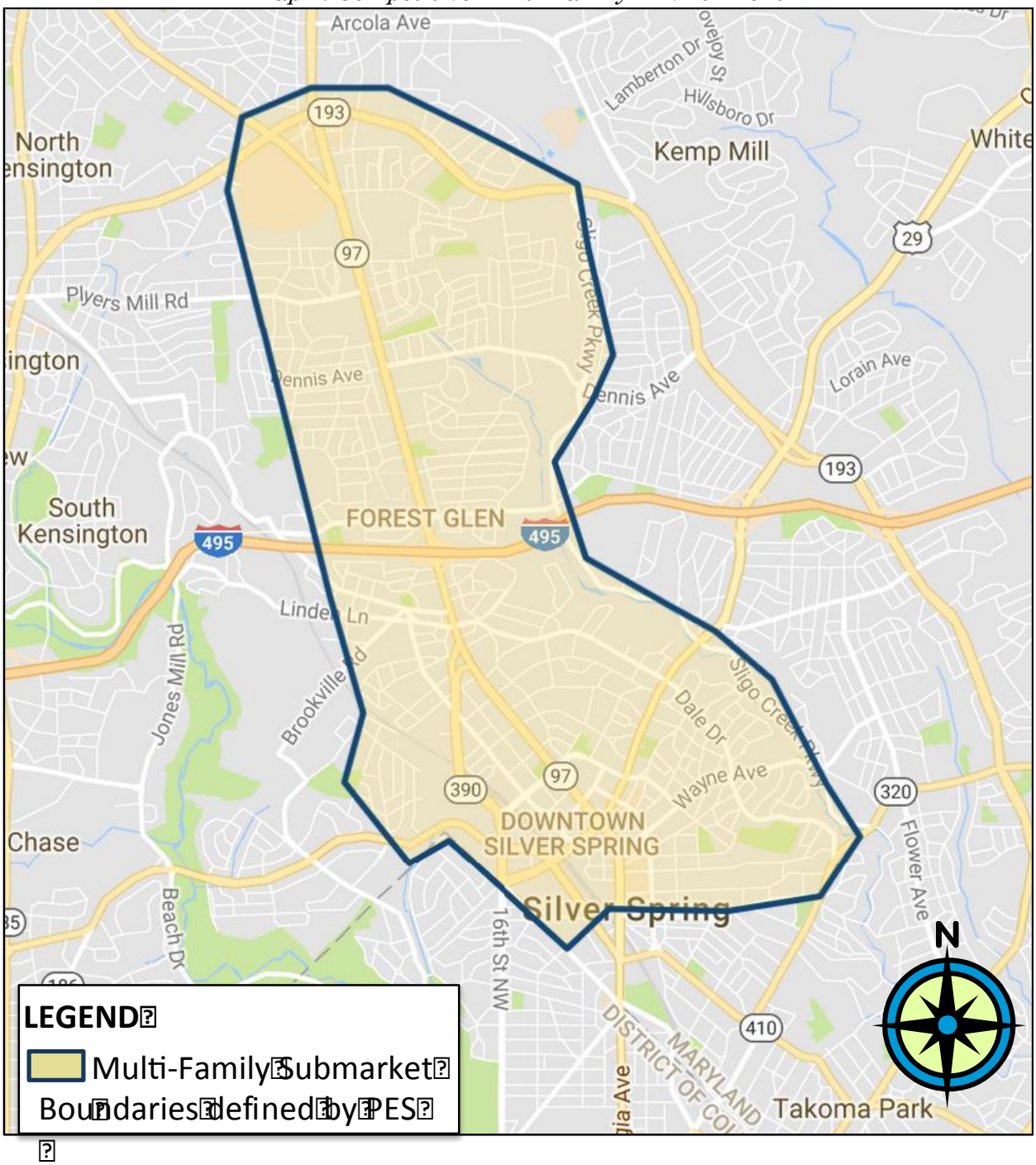
Rental Housing

Over the last 10 years, net absorption[8] in this larger market area averaged just over 500 units per year. The year-by-year pace has varied from a low of 61 to a high of 1,245 units, largely tied to the number of available new units. Appendix Table D-3 provides historic trend data.



[8] Increase in the number of occupied units.

Map 4. Competitive Multi-Family Environment



Multi-family construction has ebbed and flowed with relatively low construction rates during the Great Recession after delivery of 421 new units in 2009. Deliveries of 1,757 new units in 2014 led to a lull until those units were absorbed; 819 units were subsequently added in 2017. From 2010, the vacancy rate has been close to 5.0 percent, indicating market equilibrium between supply and demand. The rate increased to 8.5 percent in 2014 with the massive addition of new units, but high levels of net absorption brought the rate back down to 5.1 percent in 2015. The large number of new units in 2017 has caused the vacancy rate to rise again to 8.2 percent, yet each supply expansion has been associated with increased net absorption.

Demonstrating the importance of proximity to Metro and location within a vibrant mixed-use community, roughly 70 percent of the development activity has been focused in Downtown Silver Spring.

The study area includes three apartment complexes with a total of 388 units. One of these apartment complexes – Forest Glen Apartments – is owned by Montgomery Housing Partnership, a non-profit housing developer. Built between 1947 and 1948, their rents are somewhat lower than those of newer developments, averaging $1,431 per month or $1.69 per square foot. Occupancies are high, averaging 98.3 percent.

Competing with the Study Area for future demand are 10 new multi-family projects in the Sliver Spring CBD with a total of 6,992 units approved, of which 4,732 are unbuilt (as of the time of this report). Planned developments in the CBD include Ripley East and Studio Plaza now under construction as well as approved projects: The Blairs; Falkland Chase; Ripley II; Elizabeth Square; and three smaller developments. The Study Area itself has no multi-family developments planned.

The Great Recession had a large impact on all households as incomes fell and household budgets tightened, making rental-housing options more attractive. In a 2013 national survey conducted by Hart Research Associates, roughly 54 percent of respondents stated "renting has become more appealing given the country's economic situation".

Currently the national rental market is on an upswing attracting both Millennials and Baby Boomers. Most often, newly forming households of Millennials are one- and two-person households without children, which impacts housing unit demand greatly. These smaller households gravitate toward smaller units with more amenities and often seek rental opportunities instead of homeownership. A 2015 survey by the Urban Land Institute Terwillinger Center for Housing showed that of "the 63 percent of Millennials who plan to

move in the next five years, about 40 percent say they expect to move to multifamily housing."[9] While many of the younger Millennials are committed to living in vibrant urban locations, others seek housing in a more quiet setting with good transit access.

For-Sale Housing

The Montgomery Hills and Forest Glen residential communities were built primarily in the 1940s and 1950s. The homes are occupied by many long-time residents as well as more recent homebuyers drawn by easy access to quality housing, neighborhoods and schools, amenities, Downtown Silver Spring and the Beltway.

Recent development near the Forest Glen Metro station has focused on townhouse development, consistent with the area zoning and height limitations. The Forest Glen Station subdivision offered large townhouses built in 2003-2004 as the only new residential offering in the Study Area.

Existing single-family houses in Forest Glen East and West sold for an average price of $515,000 or $327 per square foot during the last 12 months. Townhomes sold during the same period of time averaged $327,500 or $569 per square foot for three-bedroom homes. Inside the Beltway, houses in the Woodside neighborhood west of Georgia Avenue sold for an average of $574,600 during 2017, with an average of 1,744 square feet at $329 per square foot. In the Woodside Forest / Park neighborhoods east of Georgia Avenue, the houses are somewhat larger with an average size of 1,986 square feet selling for an average of $717,000 or $339 per square foot from January 2017 to February 2018.

Americana Finnmark, a 1967 condominium development just north of the Forest Glen Metro station, enjoys high resale values generally ranging from $173,000 to $189,000 ($190 to $205 per square foot) for one-bedroom apartments and $225,000 to $275,000 ($215 to $225 per square foot) for two-bedroom apartments.

Market demand is high for new residential development in the corridor, particularly north of the Beltway with easy access to the Metro station. Demand is constrained primarily by the limited supply of suitable sites and the negative aspects of living along a high-volume thoroughfare subject to significant congestion.

[9] Daily Real Estate News, "Should Boomers Worry about Millennials' Housing Shift?" June 2013.

Accessory Dwelling Units

Housing that facilitates intergenerational living is becoming increasingly popular. According to a 2016 survey by John Burns Real Estate Consulting, 44 percent of home shoppers in a group of 20,000 hoped to accommodate their elderly parents, and 42 percent planned to accommodate their adult children.

National household trends show preferences for roommates, living within larger family groups (multi-generational) and return of young adults to their family homes. Research from the Pew Research Center shows that 19 percent of Americans lived in multi-generational family households in 2014[10], a trend accelerated during the Great Recession with young adults moving back into their family homes. Almost 23 percent of adults aged 85 and older lived in multi-generational housing compared with 23.6 percent of adults aged 25 to 34.

The adaptation of the existing single-family housing stock in both Forest Glen and Montgomery Hills to incorporate mother-in-law suites and income-producing flats will likely gain momentum as Accessory Dwelling Unit zoning allows. Currently the zoning ordinance allows one accessory apartment on each single-family lot provided the primary dwelling unit is owner-occupied, one on-site parking space is provided, a unit inside the primary dwelling unit cannot exceed 1,200 square feet or 50 percent of the total floor area, an addition cannot exceed 800 square feet, the unit is not located within 500 feet of another accessory apartment (except with a conditional use application), and the total number of adult occupants in the ADU is limited to two. The ordinance would facilitate more accessory units if the on-site parking requirement and the minimum distance between units were removed. Encouraging additional accessory units could provide more affordable housing options for several target audiences and boost the density within these two communities.

Senior Housing

While independent living communities often accept residents aged 55 and over, experience indicates that many people under the age of 70 consider themselves too young to live in "elderly" housing. Most homeowners who are physically and mentally able to maintain their own homes show great preference to stay in their long-time homes rather than downsize and relocate to an apartment in a senior community. Most are unwilling to

[10] Pew Research Center, "A record 60.6 million Americans live in multigenerational households," April 5, 2018. Accessed at http://www.pewresearch.org/fact-tank/2018/04/05/a-record-64-million-americans-live-in-multigenerational-households/.

consider moving until the death of a spouse, a physical injury or other infirmity makes it difficult to continue living in their house.

Older residents willing to move from their single-family homes often prefer homes built on a single level, with nearby amenities such as retail, health care and community recreational assets. These community recreational assets do not need to be tailored to their specific age cohort, such as a senior community center.

The Great Recession and the housing crisis greatly curtailed development activity of senior housing. Seniors whose houses fell in value were often "trapped" by mortgages that exceeded the value of their homes. The low housing prices that accompanied the collapse of the housing market wiped out a share of the accumulated wealth of many homeowners. In response, seniors remained in their homes longer than they might have otherwise rather than accept a low house sales price. With the recovery of the local housing market, more seniors are increasingly considering downsizing, particularly those over the age of 70.

New senior housing could find market support from nearby communities particularly given proximity to quality health care. A partnership with Holy Cross Hospital to provide wellness community services in a mixed-use project platform may offer a natural way to provide services with a familiar neighborhood healthcare service.

Residential Conclusions

Prospective homebuyers consider a range of choices when selecting the appropriate housing unit for their needs. Beyond location, these factors include, but are not limited to, the price and housing unit sizes, design and other factors. Research suggests Millennials (born between 1981 to 2000) and Baby Boomers (born 1946 to 1964) are increasingly seeking more walkable communities with easy access to amenities and are willing to accept smaller housing units in urban neighborhoods. The market has not been able to meet the multi-family demand for housing around the Forest Glen Metro due to site and zoning constraints. These zoning constraints generally restrict density to small-lot single-family detached development.

Target clientele for new residential development in the Study Area include several potential customer types including, but not limited to, young singles and couples, young families, Holy Cross employees and downsizing Baby Boomers. Millennials represent the largest age cohort of new buyers and renters, many of whom may be interested in new units within a quality mixed-use environment. The oldest Millennials (entering their third decade) tend to shift their housing preferences as many form households and have children.

Millennials account for 34 percent of all homebuyers, and they prioritize convenience in home selection and will accept less space with more amenities as opposed to previous generations' willingness to endure longer commutes for more space.[11] Townhouse development in a walkable community with easy access to the Forest Glen Metro station would be very competitive for this target audience. Given current demographic trends, prevailing household incomes and neighborhood attributes unique to the broader community (e.g., proximity to other neighborhoods, accessibility, nature of retail and close in location to downtown Silver Spring, etc.), the optimal ownership housing mix should focus on three-bedroom townhouses, which support intergenerational and Millennial family housing. A major new townhouse development is currently planned for the Lyttonsville area proximate to the new Purple Line station.

The success of rental communities in the local area and the limited supply of newly constructed rental options supports a mixture with more rental units as the optimum tenure for the Study Area. These rental communities should be mid- to higher density, particularly those in closer proximity to Metro. Five-story wood-frame construction with structured parking can achieve as much as 100 units per acre. High-rise development could reach even higher densities, but the significantly higher costs of steel and concrete construction could be prohibitively expensive in this market, particularly with underground parking.

"Missing middle" housing includes more dense housing options than the traditional suburban style single-family detached house. Duplexes, triplexes, rowhomes with multiple units and small buildings with less than 10 apartments or condominiums offer opportunities for compatible infill development in single-family neighborhoods. These types of products offer smaller units and fill in gaps in the residential market offering. As Millennials place a high emphasis on walkability and community, these missing middle options on in-fill properties within Forest Glen could help densify the neighborhood. Although missing middle housing to date has not been extensively developed within the county, it would nevertheless be a compatible housing type for the neighborhood and be supported by market demand.

An estimated 2,523 households within the SMA and PMA combined are aged 75 to 84 – prime age for moving into seniors housing. Of these households nearly 1,000 are current homeowners. An additional 437 homeowners aged 85 or over, many of whom own their homes free and clear. This demand will grow over the next decade as more Baby Boomers age into their 70s.

[11] National Association of Realtors 2017 Home Buyer and Generational Trends.

Our market estimates suggest that new residential development could include 35 to 40 new for-sale townhouses annually and 60 to 75 rental units annually, shown in Table 1 based on tenure and product category. Many of these residential products should incorporate new product offerings not currently provided in the marketplace, including missing middle residential development and higher density residential options on the Metro station site. The following table represents residential demand for units in the Study Area, which may be constrained or delayed by the availability of development sites.

Table 1. Residential Demand, 2017-2037

	Near-Term 2018-2027	Long-Term 2028-2037
For-Sale		
Single-family attached	275	250
Condominiums	75	50
Subtotal	**350**	**300**
Rental		
Apartments	450	350
Age-restricted units	250	300
Accessory units	50	50
Subtotal	**750**	**700**
Total	**1,100**	**1,000**

Note: Production may be constrained by site availability.
Source: Partners for Economic Solutions, 2018.

V. SWOC Analysis

Based on review of Study Area conditions, coupled with inputs from business and property owners, the following SWOC summarizes the Study Area's strengths, weaknesses, opportunities and challenges.

Strengths

- Location and access via Georgia Avenue (and the Beltway)
- High traffic volume (72,000 Average Daily Trips in 2017) creates visibility and drive-by customer base
- Strong and growing market base of affluent surrounding neighborhoods and higher-density apartment complexes provide local customers – 8,600 households in the Primary Market Area and 23,900 households in the Secondary Market Area
- Holy Cross Hospital and associated business demand – 68 physicians' and dentists' offices and other healthcare providers
- Established base of businesses
    - Unique locals – some with a regional draw – Snider's, Goldberg's Bagels, Woodside Deli, Tropical Ice Cream, La Casa del Mofongo, Meleket (11 restaurants)
    - Chains not duplicated within close proximity – CVS, Armand's Chicago Pizzeria, gas stations
    - Day-to-day services – two beer/wine, Citibank, five cleaners, UPS, six hair/ nail salons
- Addition of Aldi's – new to the market
- Forest Glen Metro station and Beltway underpass
- Desirable neighborhoods generate residential market demand
- Twelve religious institutions in nine locations
- SHA commitment to Georgia Avenue improvements
- Availability of lower-cost office space for small businesses – 130,000 square feet of medical office space plus 68,000 square feet of other office space, enjoying 96.5-percent occupancy
- Roughly 1,400 employees, including 53 percent in healthcare
- 31 percent of nearby residents use public transit to commute to work

Weaknesses

- Congestion and driver confusion and potential for accidents, backups at car wash
- Left-turn restrictions
- Parking – not as much adjacent parking as in other modern shopping districts
- Difficult egress from business parking lots
- Significant retail competition from Downtown Silver Spring and Wheaton, including neighborhood-serving businesses as well as retail goods
- Limited unmet retail demand
- Harsh, sterile public realm with narrow sidewalks and utility poles inhibiting pedestrians and bicyclists
- Pedestrian and bicycle access is difficult and dangerous
- Run-down appearance of some businesses
- Employee clusters are separated from retail and restaurant opportunities, requiring a car to access
- Parcel configurations are relatively shallow, inhibiting reuse potentials
- Aging buildings that don't meet modern retailing standards
- High turnover of retailers on east side of Georgia Avenue
- Poor visibility for uses behind the Shell station and car wash
- Alley east of Georgia Avenue is partially restricted by parked cars

Opportunities

- SHA rebuilding of Georgia Avenue
    - Beautification, conflict reduction, better accommodations for pedestrian and bicycles, restoring left turns
- Available redevelopment sites created by SHA acquisitions
- Metro station area development / 9801 Georgia Avenue – Forest Glen Medical Center, and potential site at 9513-9525 Georgia Avenue
- Aging population (750 PMA households with householders aged 75 or older) and Holy Cross Hospital's presence could support new senior housing
- Market support for a new restaurant and small pharmacy or wellness retail operation
- Better marketing and promotion could encourage more local spending by nearby residents
- Façade improvements would allow some local retailers to attract more customers
- Potential for a small co-working office hub
- Purple Line could attract more residents to the market areas

- Some residential infill and redevelopment opportunities in adjoining neighborhoods, including newer housing types such as Accessory Dwelling Units or "Missing Middle" housing
- Additional affordable housing units to accommodate residents across a broader range of incomes
- Residential redevelopment potential for older garden apartments
- Ride-sharing (e.g., Uber, Lyft) and autonomous vehicles could reduce parking demand in the long term

Challenges

- Growing traffic volumes between 75,000 to 93,000 ADT in 2040 under the No-Build Alternative
- Displacement of businesses with SHA acquisitions, loss of affordable commercial space
- Loss of parking spaces due to SHA improvements
- High opportunity costs of demolishing leased retail/office space constrains the financial feasibility of redevelopment and property owners' interest
- Small parcels with limited depth constrain redevelopment opportunities
- Negative aspects of living along a high-volume thoroughfare may moderate new residential development
- Constraints on Holy Cross Hospital development at Forest Glen and its expansion in Germantown could shift energy away from the area
- Shift away from small private medical practices may dampen demand for medical office space
- Aging buildings inhibit businesses' ability to compete
- Some existing owners' reinvestment impeded by rents and market demand limits
- Increasing competition from e-commerce may further reduce demand for bricks and mortar retail space
- High cost of ownership housing ($600,000 median sales price of single-family houses sold in last year) and newly constructed townhouses in 2017 sold for a median price of $620,000
- Regulatory restrictions impede creation of new, infill housing types, such as Accessory Dwelling Units
- Modest supply of missing middle housing limits opportunities for new homeowners
- Construction period disruptions from SHA improvements

VI. Opportunity Analysis

This opportunity analysis focuses on Study Area market opportunities and potential development scenarios that foster redevelopment/reinvestment, preservation, and growth.

Montgomery Hills and Forest Glen benefit from:

- superior auto accessibility;
- the Forest Glen Metro station;
- favorable demographics;
- a base of both established and new businesses; and
- Holy Cross Hospital's presence and employee base.

The Study Area's ability to take full advantage of its assets has been constrained by the traffic congestion, the sterile public realm and hostile pedestrian environment, and aging buildings, some of which are not well maintained.

Going forward, the business areas' future will depend, in part, on their ability to capitalize on shifts in the marketplace and making wise redevelopment choices at key sites.

Dynamic Shifts in the Marketplace

In coming years, the Study Area will be impacted by changes in transportation, physical infrastructure improvements, and demographic and economic shifts.

Transportation

Historically, commercial activity developed along Georgia Avenue in both Montgomery Hills and Forest Glen reflected the dominance of private vehicle ownership, suburban housing development and commuting patterns. Most of the business and property owners interviewed are relatively well satisfied with their business facilities and operations. They both benefit and suffer from the volume of Georgia Avenue traffic, having located in the area to take advantage of its accessibility, visibility and surrounding customer base.

Transportation improvements proposed along Georgia Avenue, enhancements to the pedestrian and bicycle infrastructure, increased ride-sharing and the introduction of both the Purple Line and autonomous vehicles will all transform the future land use opportunities.

SHA Improvements

The mid-term opportunities for redevelopment could be greatly impacted by the State Highway Administration roadway improvements and land acquisitions along Georgia Avenue. Improvements that reduce automotive traffic conflicts could enhance auto access to local businesses. More importantly, steps to safely accommodate pedestrians and bicycles will help to change the environment and allow greater patronage by nearby residents.

Public space investments that would accompany SHA improvements to Georgia Avenue would transform the pedestrian and bicycle experience in the Study Area. Wider sidewalks, crosswalks, upgraded pedestrian lighting, shade trees and street furniture would encourage greater pedestrian and cyclist activity and patronage of local restaurants and stores. These SHA improvements could further support business diversification. The pedestrian underpass from the Forest Glen Metro station below Georgia Avenue would greatly improve the east-west pedestrian connections in Forest Glen. The volume and speed of Georgia Avenue traffic deters pedestrians from crossing the street, limiting the Metro station's economic spin-off.

Land Acquisitions and Business Displacement

As with all roadway improvements, the construction period would impose short-term disruptions, snarling traffic and periodically inhibiting access to individual businesses. Pro-active strategies will be needed to assist businesses through this transition period.

In the alternatives currently being studied, expansion of the roadway to accommodate wider sidewalks and a cycle track and to improve the functioning of key intersections would likely require SHA purchases of roadway frontage, impacting selected properties. These acquisitions could create the occasion for new private investment and redevelopment with the assemblage of several parcels. However, those opportunities would not come without a cost. The SHA investments would inflict costs on some existing businesses and properties that should be considered and mitigated as possible.

Preliminary plans suggest the SHA improvements could include land acquisitions that affect four properties, including three of the Study Area's five gas stations:

- the BP station at 9475 Georgia Avenue would lose some of its front footage, requiring relocation of gas pumps.
- the Shell station at 9510 Georgia Avenue also would lose some front footage, requiring relocation of a shed and possibly gas pumps.

- the W Express service station at 9301 Georgia Avenue would lose much of its front frontage, requiring relocation of gas pumps and possibly leaving the facility inoperable.
- 9513-9525 Georgia Avenue, a small office building at Flora Lane built to the sidewalk, may need to be acquired to allow street and sidewalk widening as well as relocation of Flora Lane to provide a better crosswalk, replacing the traffic light at the Beltway ramps.

A link to preliminary plans can be found in the link below.
http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=MO2242115

Parking Losses

Road widening would likely affect additional businesses though not to the point of business displacement. Removing existing parking spaces can be quite problematic for businesses in an auto-oriented business district. The availability of convenient parking can be critical to businesses that compete on the basis of their convenience. Parking space removal is proposed for three key areas:

- The improvements to the Seminary Road intersection could eliminate the Georgia Avenue entrance to the Tudor-style shopping center's parking lot (Citibank and other stores), shifting access to an entrance from Seminary Road. The owner of the building occupied by Citibank expressed serious concern about losing that convenient entrance and a couple of parking spaces from a use that depends on convenient access and easy short-term parking.

- Loss of curb parking in front of the buildings on the east side of the 9400 block of Georgia Avenue could affect the availability of convenient parking for a number of small businesses. There is a County parking lot at the end of the block that may provide sufficient parking, but business owners are concerned about shortages during peak shopping times.

- If Georgia Avenue is widened to the west between Seminary Lane and 16th Street, the cluster of small retailers (Goldberg's New York Bagels, Tropical Ice Cream, etc.) in the 9300 block could lose 10 parking spaces, almost half of their already very limited parking. Business owners warn that the parking loss could force them to relocate or close. The single remaining row of parking would not support the full array of existing businesses. Topographic constraints would likely prevent construction of additional parking to the rear on Columbia Boulevard parcels that

are zoned for single-family residential use. Use of the County parking lot on Seminary Lane is not a good option for southbound drivers who would be past the turn before realizing there was no parking available and would have no easy way to circle back to the lot. The current use is likely to continue in place. The returns are too high to justify demolition, and the lot is too shallow to allow for a larger replacement building. The most likely future would be continued operation as a smaller retail strip center with demolition of two stores to compensate for the lost parking. Another option would involve a shift in tenancy to destination uses, such as a karate school, that would benefit from the Georgia Avenue visibility but whose regular customers could be educated to use the County parking lot on Seminary Road.

Convenience retail is quite vulnerable to a lack of convenient parking. Any failure to mitigate these parking losses could adversely impact several existing businesses.

Purple Line

The new Purple Line will provide new east-west transit access across Montgomery and Prince George's counties. A station will be located on 16th Street on Spring Center's former site opposite Summit Hills Apartments, just under one mile south of the Study Area at the southern edge of the PMA. Some PMA and SMA residents will be able to walk to the new Purple Line station, increasing the value and appeal of their homes. The Study Area is unlikely to benefit directly from the Purple Line given its distance, though Spring Garden, a restaurant displaced from Spring Center by the transit construction, has relocated to Seminary Road.

New commercial development is proposed to replace Spring Center at the new Purple Line station in the future. That development could present new competition to Study Area businesses, though probably without significant negative impacts given the site's size limitations.

Autonomous Vehicles

The adoption and spread of autonomous vehicles will happen in stages over the next 10 to 20 years as the technology improves, incremental costs go down, consumer acceptance increases and existing conventional cars are replaced, though the speed of the transition may be faster or slower than expected. Adoption of autonomous vehicles will likely occur first in the logistics and transport field with the ever-increasing shipping demand created by e-commerce. With driverless vehicles, the cost of home delivery would be reduced, likely accelerating the shift to e-commerce.

Ride-sharing (e.g., Uber and Lyft) will likely shift over time to rely on autonomous vehicles. Experts expect that the cost of autonomous vehicles will limit the number of individual households that will own their own car. Rather, they will turn to fleets of autonomous vehicles owned and maintained by ride-sharing companies and/or other people's vehicles accessed through a ride-sharing app. That lower cost of operating without a driver could result in greater traffic congestion as autonomous vehicles replace personal vehicles, and/or the driverless cars could provide a valuable "last-mile" service to deliver residents from their homes to Metro stations.

While these are long-term transitions in the marketplace, they could significantly reduce the need for parking in both commercial and residential developments. That suggests that the supply of parking, particularly within the Montgomery Hills neighborhood, may not need to be expanded but only maintained. In the future, redevelopment could make better use of land currently devoted to surface parking.

Fleets with their own maintenance operations and facilities, coupled with a shift to electric vehicles, will likely reduce the future need for gas stations. This long-term transition could open up redevelopment sites in the Study Area.

Office Space Use Changes

Despite the high level of office vacancies throughout Montgomery County, new buildings at Metro stations can typically compete effectively for office tenants. However, the Forest Glen Metro station area lacks the agglomeration of activity that many office tenants are seeking. As the businesses compete for employees, they are placing greater emphasis on mixed-use activity centers supported by restaurants, retail and specialized business service operations (e.g., accountants, FedEx).

With the exception of Holy Cross Hospital, few reasons exist for traditional office space users to locate in the Study Area other than to serve the local resident base. The best candidates for locating in the area are physicians, dentists, other medical care providers, insurance agents, realtors and other similar service providers. Increasingly, though, some of these neighborhood-office users are serving their customers via the Internet and no longer require space to store papers. That makes it easier to work out of co-working space, personal residences or informal public spaces, reducing the need for traditional leased office space.

The use of freelancers has increased significantly over the past decade, creating a "gig economy" where people act as entrepreneurs and sell their services to multiple clients. Peer-to-peer networks are emerging to facilitate connections between businesses and

potential contractors. Rather than locate within the employer's office space, these freelancers also often work from their home, from a coffee shop or a co-working space.

High market vacancy rates affect the market's potential to support new office development. As landlords offer larger incentive packages and/or reduce rents to fill up vacant buildings, the economics make it more difficult for the development to "pencil out" with rents high enough to cover the development costs and provide a high enough return to attract investors. Current Montgomery Hills and Forest Glen office rents are not high enough to justify new office construction.

Many of the older office buildings in both Montgomery Hills and Forest Glen are reaching the end of their useful life and require significant investment to avoid obsolescence. Particularly vulnerable to market shifts are those commercial buildings located in Montgomery Hills with limited dedicated parking and ground-floor retail space dependent on low rents to attract tenants.

Shifting Retail Markets

This is a time of rapid change in retail markets with increasing competition from e-commerce. The Study Area retailers, dominated by convenience retailers, have a local service orientation that makes them somewhat less vulnerable to redundancy. Business operators relying on commuters report stable business conditions. Restaurants have the advantage of providing an experience while meeting the day-to-day needs of their customers. They are benefiting as well from the expansion of web-based delivery options, allowing them to serve additional home-based customers. The most recent additions to the Montgomery Hills retail base have been specialty, niche restaurants able to draw customers from a larger geography. While food outlet chains continue to seek out new locations, Montgomery Hills is constrained in its ability to capture this portion of the market.

In light of the many rapid changes occurring in the retail industry, caution should be used in planning and developing new retail space.

Aging Population

Market dynamics suggest an increase in demand for senior housing, particularly focused in walkable communities with transit, wellness and retail amenities. The PMA includes 1,300 residents aged 75 and older. An additional 2,000 households are headed by individuals aged 65 to 74. Many of these residents are long-time homeowners interested in remaining in their homes. Ride-sharing and autonomous vehicles could make that more possible by helping seniors get around without driving oneself.

After age 75 or 80, it may become less practical to remain in their homes given issues with stairs and house/yard maintenance, leading older residents to consider downsizing to independent senior living apartments or condominiums. Though they move out of their single-family homes, many may desire to remain in the neighborhood to stay close to friends, family, church, doctors and other valued relationships.

Holy Cross Hospital's presence could help support new senior housing. The Hospital is partnering with Montgomery County in the Elizabeth Square project in Silver Spring, providing wellness and healthcare activities within a seniors housing complex. The residents will enjoy access to preventative health care services, while the Hospital pursues its goals of reducing the need for and cost of healthcare.

Affordable Housing Needs

The high costs of housing in Montgomery County point to significant needs for additional affordable housing in Silver Spring. Equitable development goals argue for greater availability of affordable housing in locations with good access to transit. Efficient and affordable access to jobs is critical to families' long-term ability to achieve economic progress and stability. Almost 30,000 Montgomery County households or more than 23 percent of all renter households in the county are spending half or more of their income for housing as compared with the typical affordability standard of 30 percent of income for gross rent.

Opportunities for affordable housing development should be incorporated into the Study Area's redevelopment through both non-profit affordable housing development (one of the apartment complexes is owned by a non-profit housing developer, who may consider preserving or even expanding affordable units) and inclusion of affordable units in private market-rate housing developments under the Moderately-Priced Dwelling Unit program.

Constraints on Redevelopment

The fact that a higher and better use exists for a property does not ensure that redevelopment will occur. Redevelopment decisions consider at least six factors:

- Profit potential associated with the new development: potential profitability depends on the supportable market rents or prices, the scale of development that can be accommodated on the site, the cost of the land, and "hard" (bricks-and-mortar construction costs) and "soft" (e.g., architectural and engineering fees, financing, real estate taxes) development costs.

- Site assembly: the potential to assemble parcels of sufficient size to accommodate future demand.
- Opportunity costs: the value of the existing operations. How much rent or operating income will be foregone during the redevelopment?
- Appetite for risk: the property owner's willingness to incur the risks inherent in any redevelopment project, such as unexpected costs, a delay in leasing the new space or receiving a lower-than-expected rent.
- Expertise and resources: the owner's development expertise and financial resources – both equity and the ability to secure financing.
- Regulatory environment: the zoning provisions that apply to the property and the predictability and ease of approvals affect the owner's willingness to pursue redevelopment.

Property and business owners come in all varieties with different backgrounds, experiences and resources. They may be more or less willing to take on development risks, sometimes depending on their age and family situation. Some are passive investors happy to collect rents, while others are in wealth-building mode driven to maximize the value of their property with a use(s) that will provide a steady flow of future rents or a near-term profit from sale of the redeveloped site. Some will never be interested in development but only in selling their business or property. Their willingness to sell may depend on the condition of the existing building (e.g., continued use may no longer make sense once the roof needs to be replaced), their children's interest in continuing the family business, their health and other interests, or their need for cash to meet other needs.

In the interim before redevelopment, older properties can serve a distinct economic purpose in making available space at lower rents than those required to support the costs of new construction. Low-rent spaces can be very important to small businesses, particularly start-ups as they develop the track record, customer base and resources needed to grow. Though old and not suited to the needs of modern retailers, several of the area's older buildings still have viable uses and additional useful life before they will be redevelopment candidates.

Opportunity Site Development Scenarios

Some Study Area properties are good candidates for near-term redevelopment by virtue of their market potentials, the status of the existing buildings and the owners' interest. We believe that two sites have particular potential whether or not the SHA improvements proceed:

- the Forest Glen Metro Station; and
- 9801 Georgia Avenue, the Forest Glen Medical Center.

In the longer run, two additional sites would be good redevelopment candidates:

- the small office building at 9513-9525 Georgia Avenue if taken for roadway improvements and nearby W Express service station; and
- Snider's Super Foods on Seminary Road if Snider's were to close in the future.

In the near- and mid-term, these last two properties are likely to remain in their current use until an outside event, such as SHA acquisition, disrupts those uses.

Forest Glen Metro Station

The Washington Metropolitan Area Transit Authority (WMATA) owns eight acres of land at the Metro station. The property is zoned R-60, which allows single-family residential development with a minimum lot size of 6,000 square feet and a maximum of 7.26 units per acre. Even with a zoning change to allow commercial uses, the site is not competitive for retail or office development.

The Forest Glen Metro station has an average of 2,181 daily riders, one of the lowest ridership levels of stations in the Metro system. WMATA estimates that 46 percent of those riders walk to the station, suggesting a high share of riders live within the Primary Market Area. At this low level, the Metro ridership would not justify retail development. The Beltway and Georgia Avenue limit the number of potential walk-in customers. The site's lack of visibility from Georgia Avenue and the impact of congestion on turns from Georgia Avenue onto Forest Glen Road would limit the appeal to drive-by customers.

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Site Size	8 acres; 3.6 acres for reuse
Ownership	Single
Zoning	R-60
Adjacent Uses	Residential

WMATA selectively engages in joint venture developments with private partners across several of their underutilized Metro stations, where a developer commits to replace all or a majority of commuter parking spaces under their proposed development program. Under current zoning, the 3.6-acre parking lot on the western portion of this site, the most likely redevelopment parcel, could only support 26 townhouses. If WMATA required a private developer to replace all existing 596 parking spaces in a new parking structure at the Forest Glen Metro, the total cost would likely exceed $15 million, or roughly $575,000 per permitted unit, which is far in excess of the value of land.

To support a parking replacement cost of that magnitude, the property would need to be developed at a much larger scale. With a change in zoning, a five-story apartment building on the site – most likely wood-frame construction – could support 360 to 380 units with a parking ratio of 0.8 to 0.9 spaces per unit. That would allow an internal parking structure surrounded on four sides by apartments on roughly half of the site with an attached U-shaped building on the other half of the site creating a large interior courtyard. The U-shaped portion of the building could have double-loaded apartments (opening off both sides of the corridor) while the portion surrounding the garage would be single-loaded with apartments on only one side of the corridor.

The Forest Glen Metro station is well-positioned for future multi-family development, particularly for rentals designed for young households aged 30 to 40. This age group typically has a high household formation rate. While that also is an age of shifting more to homeownership, the economics of homeownership in the DC metro area and the households' high levels of personal debt and preference to maintain flexibility and avoid the burdens of home maintenance will continue to push many households to remain renters.

Based on rent levels for newly constructed units near the Silver Spring Metro station, new apartments at the Forest Glen Metro station should be able to command monthly rents of $2.10 to $2.20 per square foot even with a 10-percent discount for the differences in amenities and jobs within walking distance. For an average unit of 850 square feet, that would translate into an average rent of $1,785 to $1,870 per month.

The replacement parking could be accommodated in a three-story parking structure on the eastern parking lot north of the Kiss 'n' Ride lot. Replacing less than 100 percent of the

existing commuter parking spaces could reduce the cost burden and incentivize redevelopment.

9801 Georgia Avenue

The Forest Glen Medical Center located at 9801 Georgia Avenue represents a prime redevelopment opportunity with 3.98 acres in six contiguous parcels. The 31,600 square-foot structure, originally built in 1966, offers significant surface parking on a large lot with roughly 350 feet of frontage on Georgia Avenue and adjacent residential uses. Historically leased to area doctors associated with the nearby Holy Cross Hospital, the medical office building is reaching the end of its useful life when the cost of required maintenance and upgrades exceeds the building's value.

Its current R-60 zoning calls for single-family residential development with a minimum lot size of 6,000 square feet and a maximum of 7.26 units per acre. The property is located at Forest Glen Road just north of the Beltway interchange across Georgia Avenue from the Forest Glen Metro station. The County Council recently included funding in the Capital Improvement Plan budget for construction of a pedestrian tunnel under Georgia Avenue for a second Metro station entrance on the property. A higher-intensity mix of uses than allowed by current zoning would take much better advantage of these major transportation infrastructure improvements.

Site Size	3.98 acres
Ownership	Single
Zoning	R-60
Adjacent Uses	Residential

Though the demand for medical office space for independent physicians' practices is waning, the building houses roughly 26,800 square feet of medical office tenants, some of whom will want to remain in the area. Holy Cross Hospital has developed medical office space and a new tower on its campus and has no plans to expand its facilities. However, it

does lease space off-campus to conduct wellness programs aimed at helping seniors and other patients to improve their health and avoid health care costs and hospitalizations. A wellness village concept, similar to the one in the Elizabeth Square project in Silver Spring, would be a very appropriate component of a new mixed-use development on the site.

The retail market analysis indicated an unmet demand for a pharmacy and other health-related retailers. These uses could be accommodated on the site as part of the wellness village. With the new Metro entrance, pedestrian traffic should increase somewhat, providing visibility and possible patrons for a coffee shop that would give the local community a gathering place within walking distance. Unlike the site at the Forest Glen Metro station, retailers on this site also could attract some auto-based customers. That said, retail use would be a small ancillary use, involving 3,000 to 10,000 square feet of space.

There also may be potential to create co-working office space as one component of a mixed-use development.

A seniors independent living development would make good use of the site, allowing the nearby neighborhoods' older households to remain living in the area after downsizing from their single-family houses. The development's location at the Metro station entrance would have a strong marketing advantage for seniors who no longer drive or prefer to access the region's many attractions and amenities via transit. The market could support 100 to 150 units for seniors.

Such a mixed-use development with seniors housing, medical office space, wellness center, a small retail component and possibly co-working space or some combination of those uses would be one option for the site. It would need to step down to a lower height along its northern and eastern borders to respect the neighboring single-family residential use. Incorporation of quality common areas and open space within the development would help generate additional synergy among the project's mix of uses.

Other options could include

- dense (20+ units per acre) three- or four-story townhouses with parking in individual garages;
- a five-story multi-family development wrapping a parking garage, possibly paired with townhouses along Woodland Drive; or
- possibly an institutional user.

9513-9525 Georgia Avenue Office Building/W Express Service Station

The owner of the existing office building is interested in pursuing building expansion and development of a small parking deck on the existing parking lot. Such an investment would be impractical if the building were to be taken for roadway widening in the next 10 years.

If the SHA improvements require taking properties along the east side of Georgia Avenue, the 9500 block could become available for redevelopment. The office building's configuration would militate against removing a portion of the building while maintaining the rest of the structure. Joined together with the W Express service station site, the properties would create a 0.73-acre parcel of land bounded by Georgia Avenue, Flora Lane, the alley and White Oak Drive with an additional 0.39-acre parking lot parcel between the alley and Woodland Drive. (The proposed relocation of Flora Lane could reduce the footprint somewhat.) The property between Georgia Avenue and the alley is zoned CRT-1.5 C-1.5 R-0.5 H'-45 that allows a development with an FAR up to 1.5 including residential use up to 0.5 FAR and a maximum height of 45 feet. The site between the alley and Woodland Drive is zoned R-60 with a minimum lot size of 6,000 square feet and a maximum of 7.26 units per acre.

Today's market conditions would best support an apartment building to take advantage of the site's proximity to the Metro station and to the Woodside Forest neighborhood. The site has the advantage of a grade change of roughly 30 feet from Georgia Avenue to Woodland Drive. The grade change would make it possible to build structured parking at a significant cost discount from building a traditional parking garage. Roughly 60 parking spaces could be tucked under the eastern edge of the apartment building with an entrance from the alley. At a ratio of 0.8 parking spaces per unit, the ratio typical of the current market, that parking could support up to 75 units. Such a development would require a zoning change but would respect the current height limit of 45 feet.

Under the current zoning, potential uses would include retail use, an institutional use or possibly a build-to-suit office for a single tenant. The block's location bracketed by a church and the Beltway to the north, gas stations to the south and Georgia Avenue traffic to the west isolates it from other retail activity. An auto-oriented retail use could be attracted to the vacant site; however, it would not represent highest and best use, particularly for a property within a quarter mile of a Metro station. A user such as the Meditation Museum or an engineering firm that preferred to own its own building might be attracted by the accessible location with a clean site, particularly when coupled with the potential for more parking on the existing parking lot.

Site Size	0.73 acre on Georgia; 0.39 acre on Woodland
Ownership	Two owners
Zoning	CRT-1.5 C-1.5 R-0.5 H-45; R-60
Adjacent Uses	Residential, church and school

Snider's Super Foods Site

The Snider's property involves a site of 0.89 acres with a 12,000 square-foot building. If, in the future, the grocery store competition got to the stage where the independent retailer could no longer operate profitably, the site could become available for redevelopment. Potential uses could include a free-standing fast casual restaurant, townhouses or missing middle housing, such as quad-plexes or eight-plexes.

Site Size	0.89 acre
Ownership	One owner
Zoning	CRT-0.75 C-0.75 R-0.25 H-45
Adjacent Uses	Fire station, retail centers, auto repair, dry cleaner

Properties to the east in the Tudor-style shopping center could potentially be added to the Snider's property for a larger redevelopment. The larger consolidated site could

accommodate a five- to six-story multi-family building with structured parking. However, the multiple owners and recent investments by new owners would complicate that consolidation effort significantly.

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VII. Recommended Strategies

Following are recommended strategies to help realize the Study Area's opportunities, including land use and regulatory changes, public investments, economic incentives, and business support services.

Land Use and Regulatory Changes

Study area opportunity sites could support infill redevelopment to provide a more pedestrian-friendly environment with increased connectivity and more residents to support and keep viable the existing small, local business base, and possibly expand retail offerings. More intensive development proximate to the Forest Glen Metro station would provide a built-in source of additional Metro system riders. These additional Metro system riders also would boost the sales of existing retail operations and catalyze further redevelopment. Existing plans and the zoning code that implements those plans limit the Metro station and Forest Glen Medical Center properties to single-family housing. Effective redevelopment of these sites will depend on changing their land-use designations and zoning from moderate-density single-family residential use to a significantly higher-density mixed-use zone. Replacement of surface parking lots and aging buildings require sufficient density to financially justify the removal of existing uses and the cost of structuring parking. The plan should recognize and respond to this financial reality.

Given the time and cost involved in rezoning an individual property, the zoning map should be amended pro-actively with the plan's adoption. Appropriate zoning that would allow by-right development would reduce the complexity, cost and uncertainty inherent in the development approval process and encourage redevelopment.

Public Investment

The public space improvements in the SHA's preliminary concepts include many valuable enhancements to the pedestrian environment and public realm. Those improvements would greatly enhance pedestrians' and cyclists' experiences and safety while changing the area's image as an aging commercial strip dominated by auto-oriented uses. The enhanced public realm and pedestrian environment coupled with reduced auto conflicts would greatly improve Montgomery Hills' and Forest Glen's ability to compete for shoppers, business tenants and residents.

The County should encourage SHA to move forward with the Georgia Avenue improvements, completing the engineering plans in the near future and funding the improvements as soon as funding will allow. Finalizing the plans would provide property owners with adequate notice as to the likelihood of future parcel acquisitions. Reducing the uncertainty as to their future properties would allow property and business owners to make better-informed decisions on possible property improvements.

The County should invest in landscape improvements, street furniture, public art and other public realm enhancements to complement the SHA's transportation upgrades.

Economic Incentives

The physical condition of some of the Study Area's small businesses impacts potential customers' perceptions of the businesses' appeal and quality. Low-interest loans to upgrade their facades would be an effective incentive for private reinvestment in protecting the area's economic future. Coupled with small grants for architectural services to ensure quality design, those façade improvements could revitalize the area's small businesses and the residential neighborhoods behind them.

Business Support

Small Business Assistance

Montgomery County partners with several organizations that provide technical assistance to local businesses on an on-going basis. These include the Latino Economic Development Corporation, the Maryland Small Business Development Center, SCORE and the Maryland Women's Business Center. In addition, the County partners with local community banks, non-profits and Community Development Investment Funds to provide a range of lending options. These banks match Montgomery County Government deposits, effectively doubling the funds available for small business loans. The County contracts with Life Asset and the Latino Economic Development Corporation to fund microloan programs for small businesses in Montgomery County. Montgomery County also provides a grant to Impact Silver Spring which supports worker-owned cooperatives for local residents to self-fund businesses.

Entrepreneurs interested in pioneering businesses in Montgomery Hills typically come to the neighborhood based on the availability of affordable space with high visibility due to traffic levels along Georgia Avenue. These entrepreneurs need streamlined approval, permitting, and licensing processes; as well as access to technical assistance from

accounting, law, and marketing professionals. Montgomery County's Small Business Assistance Program needs to be connected to these small businesses to further their growth in the local community.

Within Montgomery Hills many of the long-time property owners own just one or a few commercial properties. These less sophisticated property owners interested in redevelopment or significant upgrades to existing buildings place a high priority on predictability, certainty and speed. Surprises and delays can undermine the feasibility and profitability of desired redevelopment / reinvestment. Specifically, three commercial property owners within Montgomery Hills requested access to a County staff person to assist with these types of proposed projects.

The Montgomery County Department of Permitting Services (DPS) offers preliminary design consultations and a Case Management Program to assist with the permitting process. An application for a preliminary design consultation is available on the DPS web site. Acceptance into the Case Management Program is contingent on a written request from the applicant with a detailed description of the project.

All businesses that are building or renovating space in Montgomery County have access to the resources mentioned above. The County has many professional services providers that are focused on working with small businesses. Connections can be made through the organizations that provide technical assistance and also through the many local Chambers of Commerce available to the business community.

Construction-Period Strategies

Construction of the Georgia Avenue roadway, cycle track and sidewalk improvements inevitably will disrupt day-to-day business operations. SHA and the County should take deliberate efforts to assure maintenance of access, parking and visibility for local businesses. Marketing and signage that alerts customers and drivers to the fact that the businesses are open and accessible during construction will be important to helping them maintain their customer levels.

Marketing and Advocacy

Montgomery Hills businesses could benefit from a more cohesive image and identity for the area. Signage, banners and other gateway features could improve awareness of the business district among drivers passing through the area. Cooperative marketing with one another, and with the Silver Spring Chamber and the Regional Services Center could help raise awareness of the available offerings and variety. The area's social media presence could be enhanced through relationships with local bloggers and listservs. Individual

stores or restaurants could be highlighted in a series of blogs to alert nearby residents to their presence and quality.

With the County's many competing needs and priorities at play, it is imperative that residents, business owners, community stakeholders and politicians support and advocate for the revitalization initiatives. The community needs to speak with one voice to accelerate the Study Area improvements. Successful revitalization projects need champions who will struggle through the setbacks and stay focused on the project's completion. Most effective is leadership that combines champions from both the community and the County.

Most revitalization efforts must deal with roadblocks and setbacks that require persistence to resolve. Such persistence is best provided by a combination of local business owners and nearby residents who live with the issues on a day-to-day basis and have shown the commitment and resilience required to become community leaders.

The business community would benefit from organizing to advocate for County investment and to undertake other smaller initiatives, such as small-scale beautification efforts. In the County's larger business districts – Bethesda, Silver Spring, Wheaton – Urban District staff provide promotion, marketing and clean and safe services funded through a special assessment on commercial properties within the district. Montgomery Hills may lack the scale of businesses to support such staff and services. More appropriate would be a business association that meets bi-monthly, encouraging local entrepreneurs and operators to cooperate in support of common goals.

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Appendices

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Appendix A- Stakeholder Feedback Overall Themes

In general, stakeholder feedback represented stable business operators, long-time owners and others that recently invested in commercial activity along Georgia Avenue in both Forest Glen and Montgomery Hills. These stakeholders reported a strong customer base both in the local residential community, commuters, and out-of-area customers drawn to specific business services and restaurants. These stakeholders overwhelmingly supported the highly accessible nature of the corridor as key to their economic vitality. Concerns fluctuated based on business or property owner interest but included congestion, parking and accessibility during peak travel periods as well as further impacts from road configuration changes. The following image represents many of the sentiments stakeholders repeated over the course of meetings and direct interviews.

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Appendix B. Business Inventory

Table B-1. Study Area Business Inventory		
SIC Code	Business Name	Street Address
East Side of Georgia Avenue South of the Beltway		
866107	WOODSIDE SYNAGOGUE	9001 GEORGIA AVE
734922	MAID BRIGADE	9019 GEORGIA AVE
821101	GRACE EPISCOPAL DAY SCHOOL	9115 GEORGIA AVE
866107	GRACE EPISCOPAL CHURCH	GEORGIA AVE/1607
874899	TOTAL AUDIO VISUAL SYSTEMS	9301 GEORGIA AVE
569909	ESTHER BEAUTY	9309 GEORGIA AVE
721201	DRY CLEAN DIRECT LLC	9315 GEORGIA AVE
723102	FANTASY NAIL SPA INC	9321 GEORGIA AVE
581209	WOODSIDE DELI RESTAURANT/G K Z INC	9329 GEORGIA AVE
554101	EXXON	9331 GEORGIA AVE
899999	MARINO'S MULTISERVICES	9419 GEORGIA AVE
738900	SIGNS SERVICES	9419 GEORGIA AVE
444902	GLOBAL CARGO	9419 GEORGIA AVE
411903	AMERICA LIMOUSINE & BUS SVC/AIRPORT	9419 GEORGIA AVE
152139	CUSTOM DESIGN & ALTERATIONS	9419 GEORGIA AVE
152144	AMERIGAL CONSTRUCTION CO	9419 GEORGIA AVE
734922	ANA'S HOUSEKEEPING SVC INC	9419 GEORGIA AVE
594409	SILVER SPRING JEWELRY & FACTORY	9421 GEORGIA AVE
581208	SANTO POLLO	9423 GEORGIA AVE
866107	ROCADE DE LOS SIGLOS	9425 GEORGIA AVE
	VACANT	9427 GEORGIA AVE
581208	HUNAN CITY	9429 GEORGIA AVE
599930	TROPICAL LAGOON AQUARIUM	9431 GEORGIA AVE
	NUCLOUDVAPE - CLOSED	9433 GEORGIA AVE
481207	METRO PCS	9439 GEORGIA AVE
581208	LA CASA DEL MOFONGO	9441 GEORGIA AVE
593200	FAMOUS PAWN BROKERS	9443 GEORGIA AVE
554101	BELTWAY CAR CARE - BP	9475 GEORGIA AVE
554101	W EXPRESS GAS STATION	9501 GEORGIA AVE
866107	IGLESIOS DE DIOS MINISTERIAL	9513 GEORGIA AVE
753801	HARRY'S AUTO EXPRESS detailing	9517 GEORGIA AVE
472402	RINIS TRAVEL SVC INC	9517 GEORGIA AVE
871100	MARYLAND PHOTOGRAMMATIC	9519 GEORGIA AVE
723106	LISA'S HAIR SALON	9523 GEORGIA AVE
860000	MEDITATION MUSEUM	9525 GEORGIA AVE
653100	REALTY CONNECTION	9525 GEORGIA AVE

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Table B-1. Study Area Business Inventory (Continued)		
SIC Code	Business Name	Street Address
East Side of Georgia Avenue North of the Beltway		
870000	JT SERVICES & ACCOUNTING	9525 GEORGIA AVE
738000	RIGHTAWAY TAG & TITLE	9525 GEORGIA AVE
760000	ASIESMIGENTE TV LLC/BIENSTAR	9525 GEORGIA AVE
641112	ALLSTATE INSURANCE	9525 GEORGIA AVE
861102	INTERNATIONAL MONTESSORI SCTY	9525 GEORGIA AVE
472402	DINORA'S TRAVEL LLC	9525 GEORGIA AVE
890000	THE INCREDIBLE GIRLS	9525 GEORGIA AVE
811100	JOSEPH A TREVINO & ASSOCIATES	9525 GEORGIA AVE
866107	CATHEDRAL OF GOD'S ARMIES	9525 GEORGIA AVE
152103	JANDRES CONTRACTING LLC	9525 GEORGIA AVE
866107	CALVARY LUTHERAN CHURCH	9545 GEORGIA AVE
866107	CHRIST DEAF LUTHERAN CHURCH	9545 GEORGIA AVE
821103	AUBURN SCHOOL	9545 GEORGIA AVE
804922	LITTLE LEAVES BEHAVIORAL SVC	9545 GEORGIA AVE
866107	MONTGOMERY HILLS BAPTIST CHURCH	9727 GEORGIA AVE
866107	FIRST BAPTIST CHURCH	9727 GEORGIA AVE
866107	SALEM GOSPEL MINISTRIES	9727 GEORGIA AVE
999977	AFRICAN EDUCARE MISSION GROUP	9727 GEORGIA AVE
804918	THE NUTRITIONAL THERAPY INSTITUTE	9801 GEORGIA AVE
804918	REHABILITATION SERVICES LLC	9801 GEORGIA AVE
801101	DR. HENRY MILLER, DDS	9801 GEORGIA AVE
801101	ADVANCED CARDIOLOGY CARE	9801 GEORGIA AVE
801101	DR SHYAMSUNDER RAJAN	9801 GEORGIA AVE
801101	VEIN HEALTH CENTER OF MARYLAND	9801 GEORGIA AVE
801101	DR SURESH K GUPTA	9801 GEORGIA AVE
801101	DR. ANURADHA ARUN	9801 GEORGIA AVE
801101	DR. KENNETH R CLORE	9801 GEORGIA AVE
801101	VEMURY MERLYN	9801 GEORGIA AVE
802101	DR. HAROLD LANDIS FAMILY DENTISTRY	9801 GEORGIA AVE
833102	PINNACLE SPEECH THERAPY /	9801 GEORGIA AVE
801101	DR. ALI REZAZADEH, UROLOGY	9801 GEORGIA AVE
804918	WHITTLES PHYSICAL THERAPY	9801 GEORGIA AVE
801101	DR. KEWAL K SHARMA, FAMILY PRACTICE	9801 GEORGIA AVE
802101	DR. MURRAY D SYKES, DDS	9801 GEORGIA AVE
801101	DR. EVITA G JAMES, FACOG & ASSOC	9801 GEORGIA AVE
801101	DR. CLARA CHAN, MD, PC	9801 GEORGIA AVE
801101	OB GYN WOMENS CARE	9801 GEORGIA AVE
804101	WHEATON CHIROPRACTIC	9801 GEORGIA AVE
801101	DR. NARIEMAN NIK, FACS	9801 GEORGIA AVE
801101	ST. PAUL & BIDDLE MEDICAL ASSOCIATES /	9801 GEORGIA AVE

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Table B-1. Study Area Business Inventory (Continued)		
SIC Code	Business Name	Street Address
East Side of Georgia Avenue North of the Beltway		
811103	SHARMA LAW GROUP	9911 GEORGIA AVE
802101	KIND & GENTLE DENTAL CARE	10101 GEORGIA AVE
866107	ST JOHN THE EVANGELIST	10103 GEORGIA AVE
866109	SISTERS OF IMMACULATE HEART	10201 GEORGIA AVE
801128	MININBERG & FECHTER	10301 GEORGIA AVE
801101	CHILDREN FIRST PEDIATRICS	10301 GEORGIA AVE
804918	FOREVER FIT PHYSICAL THRPY	10301 GEORGIA AVE
801101	PRIMARY CARE OF SILVER SPRING	10301 GEORGIA AVE
801101	DR. ANITA PILLAI-ALLEN,	10301 GEORGIA AVE
801101	COMPREHENSIVE NEUROLOGY SERVICES,	10301 GEORGIA AVE
802101	DR. ALICE C BASSFORD, DDS FAMILY	10301 GEORGIA AVE
801101	DR. BERNARD A HECKMAN, PA	10301 GEORGIA AVE
801101	DR. PENNY L BISK	10301 GEORGIA AVE
804918	ACCESSIBLE PHYSICAL THERAPY GROUP	10301 GEORGIA AVE
801101	OSER & TAUBER	10301 GEORGIA AVE
801101	ASTHMA & ALLERGY CTR	10301 GEORGIA AVE
801101	DR. MARVIN R MARK	10301 GEORGIA AVE
591200	PHARMACY	10313 GEORGIA AVE
801101	DR. ANNE EA CONSTANTINO	10313 GEORGIA AVE
802101	DR. TERRY SWEENEY, DDS, PA	10313 GEORGIA AVE
802101	A & H ASSOC FAMILY & COSMETIC	10313 GEORGIA AVE
801101	DR. ALAN R WEINSTOCK	10313 GEORGIA AVE
801101	ASHOK L GOWDA M D ORTHOPAEDIC	10313 GEORGIA AVE
804201	VISUAL EYES	10313 GEORGIA AVE
801101	BLANKEN PODIATRY GROUP	10313 GEORGIA AVE
801101	CAPITAL WOMENS CARE	10313 GEORGIA AVE
801101	DR DARRYN BAND, OB/GYN	10313 GEORGIA AVE
802101	DR. CHRISTINE LEE KIM, DDS	10313 GEORGIA AVE
801101	DR ERIC JW CHOE, UROLOGY	10313 GEORGIA AVE
801101	ADVANCED NEIGHBORHOOD PEDIATRICS	10313 GEORGIA AVE
801101	DERM ASSOCIATES	10313 GEORGIA AVE
801101	DISCOVERY PEDIATRICS	10313 GEORGIA AVE
802101	HORN FAMILY DENTISTRY	10313 GEORGIA AVE
801101	COMPREHENSIVE WOMENS HEALTH	10313 GEORGIA AVE
West Side of Georgia Avenue North of the Beltway		
651303	THE FIELDS OF SILVER SPRING	2103 HILDAROSE DR
651303	BELVEDERE APARTMENTS	2107 BELVEDERE BLVD
651303	FOREST GLEN APARTMENTS	9920 GEORGIA AVE
651301	AMERICANA FINNMARK CONDOMINIUM	9900 GEORGIA AVE
839905	JSSA JEWISH SOCIAL SVC	9900 GEORGIA AVE
736103	JSSA EMPLOYMENT & CAREER SVC	9900 GEORGIA AVE

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Table B-1. Study Area Business Inventory (Continued)		
SIC Code	Business Name	Street Address
West Side of Georgia Avenue South of the Beltway		
801104	MINUTECLINIC = CVS	9520 GEORGIA AVE
591205	CVS/PHARMACY	9520 GEORGIA AVE
554101	BELTWAY SHELL AUTO CARE	9510 GEORGIA AVE
754201	MONTGOMERY HILLS CAR WASH	9500 GEORGIA AVE
721201	SEMINARY CLEANERS	9468 GEORGIA AVE
444902	POST EXPRESS	9466 GEORGIA AVE
	VACANT	9462 GEORGIA AVE
594409	GOLD PLUS JEWELRY	9460 GEORGIA AVE
514937	SEMINARY BEER WINE & DELI	9456 GEORGIA AVE
581222	DOMINO'S - Closing	9450 GEORGIA AVE
East Side of Georgia Avenue North of the Beltway		
541105	ALDI'S	9440 GEORGIA AVE
723106	JALAL BARBERING	9448 GEORGIA AVE
721201	PRESTIGE - EXCEPTIONAL FABRICARE	9420 GEORGIA AVE
723102	SNIDER'S NAIL SALON	9416 GEORGIA AVE
	VACANT OFFICE	9414 GEORGIA AVE
723106	DJAMA HAIR BRAIDING GALLERY	9410 GEORGIA AVE
602101	CITIBANK	9400 GEORGIA AVE
554101	GEORGIA AVENUE EXXON	9336 GEORGIA AVE
790000	VICTORY KARATE	9332 GEORGIA AVE
514937	SPRING BEER & WINE	9330 GEORGIA AVE
581208	GOLDBERG'S BAGELS	9328 GEORGIA AVE
581208	ANDY'S RESTAURANT	9326 GEORGIA AVE
540000	TROPICAL ICE CREAM	9324 GEORGIA AVE
723102	FANTASY NAILS	9322 GEORGIA AVE
721201	LEEMANS CLEANERS	9320 GEORGIA AVE
573407	COMPUTER SKILLS CTR	9300 GEORGIA AVE
835101	LOVING CARE EARLY LEARNING CTR	9300 GEORGIA AVE
866107	THE LIGHT OF THE WORLD CHURCH	9300 GEORGIA AVE
Seminary Road		
720000	PSYCHIC	1903 SEMINARY RD
581208	MAYFLOWER CHINESE RESTAURANT	1905 SEMINARY RD
581208	MELEKET ETHIOPIAN RESTAURANT	1907 SEMINARY RD
581222	ARMAND'S CHICAGO PIZZERIA	1909 SEMINARY RD
804101	ROSSIE'S ENTERPRISES CERTIFIED - Notary	1911 SEMINARY RD
	VACANT	1913 SEMINARY RD
581208	SPRING GARDEN (Coming)	1919 SEMINARY RD
75201	ACADEMY DOG TRAINING	1921 SEMINARY RD
753701	LEE'S TRANSMISSIONS	1921 SEMINARY RD
541105	SNIDER'S SUPER FOODS	1936 SEMINARY RD

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Table B-1. Study Area Business Inventory (Continued)		
SIC Code	Business Name	Street Address
Seminary Road		
922404	SILVER SPRING FIRE DEPT-OFC	1945 SEMINARY RD
912103	SILVER SPRING VOLUNTEER FIRE	1945 SEMINARY RD
Seminary Place		
721906	PRECISION IMPERIAL GOWN RESTORATION	1910 SEMINARY PL
Medical Park Drive		
801101	LADAS EYE GROUP	2101 MEDICAL PARK DR
801101	ORTHOPAEDIC SPECIALISTS	2101 MEDICAL PARK DR
809921	WOMEN'S WELLNESS PARTNERS LLC	2101 MEDICAL PARK DR
801101	STEVEN A BURGER PA	2101 MEDICAL PARK DR
599979	HEARING HEALTH USA	2101 MEDICAL PARK DR
801101	DR JULIE K FOX	2101 MEDICAL PARK DR
801104	DC RETINA	2101 MEDICAL PARK DR
801101	WONG FAMILY PRACTICE	2101 MEDICAL PARK DR
801101	UNIVERSAL CHIROPRACTIC	2101 MEDICAL PARK DR
807129	CLINICAL RADIOLOGISTS	2101 MEDICAL PARK DR
801101	HOLY CROSS RADIATION TREATMENT	2101 MEDICAL PARK DR
801101	MONTGOMERY VASCULAR CARE	2101 MEDICAL PARK DR
807129	HOLY CROSS HOSPITAL CANCER INSTITUTE	2101 MEDICAL PARK DR
Dennis Avenue		
801101	PUBLIC HEALTH	2000 DENNIS AVE
912103	MONTGOMERY COUNTY GOVERNMENT	2000 DENNIS AVE
912103	MONTGOMERY COUNTY HEALTH SVC	2000 DENNIS AVE
Other Addresses		
152144	UM CONSTRUCTION CORP	2101 HILDAROSE DR
177105	ALEGRIA CONCRETE	10205 DOUGLAS AVE
821101	ST JOHN THE EVANGELIST SCHOOL	10201 WOODLAND DR
874825	LUMEN CATECHETICAL CONSLNTS	10008 WOODLAND DR
874201	AMERICAN BUSINESS INC	2201 KIMBALL PL
616201	MORTGAGE AMERICA BANKERS	DARCY GREEN PL
720000	RINALDI FUNERAL SERVICE	9241 COLUMBIA BLVD
170000	AIRWAYS UNLIMITED	9305 COLUMBIA BLVD

Source: InfoGroup, 2017; Partners for Economic Solutions, 2018.

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Appendix C. Data Tables

Table C-1. Population and Household Trends, 2000-2017								
	Primary Market Area [1]		Secondary Market Area [2]		Montgomery County		Metro Area [3]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Population								
2000	18,530		46,008		873,383		4,837,430	
2010	19,568		50,089		971,777		5,636,232	
2017	20,953		55,578		1,051,391		6,066,221	
2000-2017 Change	2,423	13.1%	9,570	20.8%	178,008	20.4%	1,228,791	25.4%
2000-2010 Change	1,038	5.6%	4,081	8.9%	98,394	11.3%	798,802	16.5%
2010-2017 Change	1,385	7.1%	5,489	11.0%	79,614	8.2%	429,989	7.6%
Households								
2000	8,004		19,387		324,576		1,815,193	
2010	8,073		21,337		357,086		2,094,033	
2017	8,626		23,855		382,620		2,235,094	
2000-2017 Change	622	7.8%	4,468	23.0%	58,044	17.9%	419,901	23.1%
2000-2010 Change	69	0.9%	1,950	10.1%	32,510	10.0%	278,840	15.4%
2010-2017 Change	553	6.8%	2,518	11.8%	25,534	7.2%	141,061	6.7%

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.
Source: ESRI, Community Profile, 2017; Partners for Economic Solutions, 2017.

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Table C-2. Population by Age, 2017								
	Primary Market Area[1]		Secondary Market Area[2]		Montgomery County		Metro Area[3]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Population by Age								
0 to 19 Years	4,899	23.4%	12,184	21.9%	262,234	24.9%	1,550,188	25.6%
20 to 24 Years	1,075	5.1%	3,598	6.5%	57,783	5.5%	397,093	6.5%
25 to 34 Years	2,865	13.7%	10,694	19.2%	140,144	13.3%	914,000	15.1%
35 to 44 Years	2,912	13.9%	8,833	15.9%	141,661	13.5%	857,642	14.1%
45 to 54 Years	2,915	13.9%	7,343	13.2%	147,290	14.0%	857,143	14.1%
55 to 64 Years	2,975	14.2%	6,376	11.5%	141,547	13.5%	747,098	12.3%
65 to 74 Years	2,011	9.6%	3,967	7.1%	92,161	8.8%	456,197	7.5%
75 to 84 Years	874	4.2%	1,649	3.0%	44,506	4.2%	200,023	3.3%
85 Years and over	427	2.0%	934	1.7%	24,065	2.3%	86,837	1.4%
Total	**20,953**	**100.0%**	**55,578**	**100.0%**	**1,051,391**	**100.0%**	**6,066,221**	**100.0%**
Median Age	**40.5**		**36.4**		**39.5**		**37.0**	

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun,
Source: ESRI, Demographic and Income Profile, 2017; Partners for Economic Solutions, 2017.

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Table C-3. Population by Age, 2010-2022						
	Montgomery County					
	2010		2017		2022	
Age	Number	Percent	Number	Percent	Number	Percent
Population by Age						
0 to 19 Years	252,557	26.0%	262,234	24.9%	265,048	24.0%
20 to 24 Years	54,031	5.6%	57,783	5.5%	55,632	5.0%
25 to 34 Years	132,393	13.6%	140,144	13.3%	151,313	13.7%
35 to 44 Years	140,565	14.5%	141,661	13.5%	154,284	13.9%
45 to 54 Years	153,481	15.8%	147,290	14.0%	142,859	12.9%
55 to 64 Years	118,981	12.2%	141,547	13.5%	144,695	13.1%
65 to 74 Years	62,541	6.4%	92,161	8.8%	110,811	10.0%
75 to 84 Years	37,797	3.9%	44,506	4.2%	56,443	5.1%
85 Years and Over	19,431	2.0%	24,065	2.3%	25,425	2.3%
Total Population	**971,777**	**100.0%**	**1,051,391**	**100.0%**	**1,106,510**	**100.0%**
Median Age	**38.4**		**39.5**		**40.2**	
	Metro Area[1]					
	2010		2017		2022	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 19 Years	1,489,839	26.4%	1,550,188	25.6%	1,602,224	24.7%
20 to 24 Years	375,733	6.7%	397,093	6.5%	379,702	5.8%
25 to 34 Years	861,925	15.3%	914,000	15.1%	994,999	15.3%
35 to 44 Years	848,059	15.0%	857,642	14.1%	944,419	14.5%
45 to 54 Years	861,857	15.3%	857,143	14.1%	842,020	13.0%
55 to 64 Years	633,923	11.2%	747,098	12.3%	805,686	12.4%
65 to 74 Years	324,024	5.7%	456,197	7.5%	566,372	8.7%
75 to 84 Years	167,434	3.0%	200,023	3.3%	257,634	4.0%
85 Years and Over	73,438	1.3%	86,837	1.4%	98,133	1.5%
Total Population	**5,636,232**	**100.0%**	**6,066,221**	**100.0%**	**6,491,189**	**100.0%**
Median Age	**36.1**		**37.0**		**37.7**	

Note:[1]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.
Source: ESRI, Demographic and Income Profile; Partners for Economic Solutions, 2017.

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Appendix Table C-4. Households by Size, 2010								
	Primary Market Area [1]		Secondary Market Area [2]		Montgomery County		Metro Area [3]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Households by Size								
1 Person	2,659	32.9%	7,565	35.5%	89,264	25.0%	564,320	26.9%
2 People	2,492	30.9%	6,623	31.0%	108,694	30.4%	631,453	30.2%
3 People	1,195	14.8%	3,096	14.5%	60,216	16.9%	346,210	16.5%
4 People	1,046	13.0%	2,318	10.9%	54,728	15.3%	299,770	14.3%
5 People	392	4.9%	952	4.5%	25,435	7.1%	143,550	6.9%
6 People	164	2.0%	414	1.9%	10,451	2.9%	60,823	2.9%
7+ People	125	1.5%	369	1.7%	8,298	2.3%	47,907	2.3%
Total Households	**8,073**	**100.0%**	**21,337**	**100.0%**	357,086	**100.0%**	**2,094,033**	**100.0%**
Average Household Size	**2.40**		**2.33**		**2.70**		**2.64**	

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.
Source: 2010 U.S. Census; Partners for Economic Solutions, 2017.

Appendix Table C-5. Households by Tenure, 2000-2017								
	Primary Market Area [1]		Secondary Market Area [2]		Montgomery County		Metro Area [3]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Tenure, 2000								
Owner	5,003	62.5%	8,709	44.9%	241,331	74.4%	1,157,071	63.7%
Renter	3,001	37.5%	10,678	55.1%	83,245	25.6%	658,122	36.3%
Tenure, 2010								
Owner	5,172	64.1%	9,498	38.1%	241,331	67.6%	1,347,855	64.4%
Renter	2,901	35.9%	11,839	61.9%	115,755	32.4%	746,178	35.6%
Tenure, 2017								
Owner	5,225	60.6%	9,809	36.8%	250,417	65.4%	1,392,683	62.3%
Renter	3,401	39.4%	14,046	63.2%	132,203	34.6%	842,411	37.7%

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.
Source: ESRI, 2017; Partners for Economic Solutions, 2017.

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Table C-6. Households by Income, 2017								
	Primary Market Area[1]		Secondary Market Area[2]		Montgomery County		Metro Area[3]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Household Income								
Less than $25,000	887	10.3%	3,050	12.8%	33,353	8.7%	237,954	10.5%
$25,000 to $34,999	303	3.5%	1,497	6.3%	18,122	4.7%	116,251	5.1%
$35,000 to $49,999	707	8.2%	2,579	10.8%	30,666	8.0%	190,059	8.4%
$50,000 to $74,999	1,292	15.0%	4,573	19.2%	55,980	14.6%	337,312	14.9%
$75,000 to $99,999	1,156	13.4%	3,089	12.9%	47,324	12.4%	300,758	13.2%
$100,000 to $149,999	1,748	20.3%	4,192	17.6%	75,236	19.7%	469,052	20.7%
$150,000 or more	2,533	29.4%	4,875	20.4%	121,939	31.9%	619,646	27.3%
Total	**8,626**	**100.0%**	**23,855**	**100.0%**	**382,620**	**100.0%**	**2,271,032**	**100.0%**
Median Household Income	**$99,108**		**$76,410**		**$102,580**		**$95,156**	

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002.

[3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS); Partners For Economic Solutions, 2017.

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Table C-7. Householders by Age, 2015								
	Primary Market Area[1]		Secondary Market Area[2]		Montgomery County		Metro Area[3]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Age of Householder								
Less than 25 years	193	2.1%	1,271	5.0%	8,488	2.1%	69,680	3.1%
25 to 34 years	1,486	16.5%	5,663	22.3%	55,623	13.9%	382,057	16.8%
35 to 44 years	1,584	17.6%	5,089	20.0%	74,198	18.5%	444,228	19.6%
45 to 54 years	1,620	18.0%	4,452	17.5%	75,387	18.8%	465,425	20.5%
55 to 64 years	1,649	18.3%	3,926	15.4%	78,333	19.5%	435,440	19.2%
65 to 74 years	1,482	16.4%	3,094	12.2%	61,118	15.2%	287,426	12.7%
75 years and over	1,003	11.1%	1,952	7.7%	47,911	11.9%	186,776	8.2%
Total	**9,017**	**100.0%**	**25,447**	**100.0%**	**401,058**	**100.0%**	**2,271,032**	**100.0%**

Note: [1]Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS); Partners For Economic Solutions, 2017.

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Table C-8. Tenure by Age of Householder, 2010								
	Primary Market Area[1]				Secondary Market Area[2]			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Age of Householder								
15 to 24 years	17	0.3%	198	6.8%	37	0.4%	1,049	9.0%
25 to 34 years	426	8.2%	902	31.1%	1,094	11.5%	4,077	35.1%
35 to 44 years	1,011	19.6%	539	18.6%	2,093	22.0%	2,492	21.5%
45 to 54 years	1,276	24.7%	433	14.9%	2,290	24.1%	1,777	15.3%
55 to 64 years	1,317	25.5%	370	12.7%	2,094	22.0%	1,302	11.2%
65 to 74 years	615	11.9%	216	7.4%	1,043	11.0%	582	5.0%
75 to 84 years	358	6.9%	138	4.8%	565	5.9%	326	2.8%
85 years and over	149	2.9%	108	3.7%	288	3.0%	-	0.0%
Total	**5,169**	**100.0%**	**2,904**	**100.0%**	**9,504**	**100.0%**	**11,605**	**100.0%**
	Montgomery County				Metro Area[3]			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
15 to 24 years	1,123	0.5%	7,045	6.1%	9,633	0.7%	62,625	8.4%
25 to 34 years	19,438	8.1%	32,393	28.0%	142,397	10.6%	227,014	30.4%
35 to 44 years	44,603	18.5%	26,401	22.8%	280,451	20.8%	163,746	21.9%
45 to 54 years	64,112	26.6%	20,807	18.0%	353,527	26.2%	130,397	17.5%
55 to 64 years	55,955	23.2%	12,361	10.7%	292,583	21.7%	79,107	10.6%
65 to 74 years	30,523	12.6%	6,251	5.4%	158,766	11.8%	39,375	5.3%
75 to 84 years	18,061	7.5%	5,560	4.8%	81,278	6.0%	26,672	3.6%
85 years and over	7,650	3.2%	4,803	4.2%	28,949	2.1%	17,513	2.3%
Total	**241,465**	**100.0%**	**115,621**	**100.0%**	**1,347,584**	**100.0%**	**746,449**	**100.0%**

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS); Partners For Economic Solutions, 2017.

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Table C-9. Tenure by Household Income, 2015								
	Primary Market Area[1]				Secondary Market Area[2]			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Household Income								
Less than $25,000	235	25.9%	673	74.1%	614	17.5%	2,886	82.5%
$25,000 to $34,999	106	32.2%	223	67.8%	359	21.4%	1,317	78.6%
$35,000 to $49,999	238	47.7%	261	52.3%	516	22.0%	1,826	78.0%
$50,000 to $74,999	404	33.6%	800	66.4%	893	23.8%	2,852	76.2%
$75,000 to $99,999	815	61.8%	504	38.2%	1,284	42.5%	1,740	57.5%
$100,000 to $149,999	1,117	67.5%	538	32.5%	2,778	55.9%	2,189	44.1%
$150,000 or more	2,104	88.5%	274	11.5%	3,825	79.9%	963	20.1%
Total	**5,019**	**60.5%**	**3,273**	**39.5%**	**10,269**	**42.7%**	**13,773**	**57.3%**
	Montgomery County				Metro Area[2]			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Household Income								
Less than $25,000	12,815	36.7%	22,077	63.3%	77,596	32.5%	161,325	67.5%
$25,000 to $34,999	7,781	43.2%	10,239	56.8%	46,474	40.2%	69,116	59.8%
$35,000 to $49,999	14,594	45.4%	17,573	54.6%	85,896	45.5%	102,908	54.5%
$50,000 to $74,999	27,259	51.5%	25,682	48.5%	173,317	53.4%	151,112	46.6%
$75,000 to $99,999	28,525	62.6%	17,019	37.4%	174,389	62.4%	104,885	37.6%
$100,000 to $149,999	52,445	74.1%	18,326	25.9%	312,521	72.8%	116,961	27.2%
$150,000 or more	98,235	88.6%	12,665	11.4%	481,879	86.2%	77,278	13.8%
Total	**241,654**	**66.2%**	**123,581**	**33.8%**	**1,352,072**	**63.3%**	**783,585**	**36.7%**

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS); Partners For Economic Solutions, 2017.

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Table C-10. Employed Population Aged 16 and Over by Occupation, 2017								
	Primary Market Area[1]		Market Area[2]		Montgomery County		Metro Area[3]	
Industry/ Occupation	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Employed Residents by Occupation								
White Collar	9,282	77.7%	25,073	75.0%	419,068	73.5%	2,310,926	71.0%
Management, Business, Financial	2,676	22.4%	6,887	20.6%	121,444	21.3%	703,042	21.6%
Professional Services	4,862	40.7%	13,038	39.0%	194,995	34.2%	960,173	29.5%
Sales	609	5.1%	2,240	6.7%	46,183	8.1%	266,896	8.2%
Administrative Support	1,147	9.6%	2,908	8.7%	56,446	9.9%	380,815	11.7%
Services	1,541	12.9%	5,282	15.8%	92,366	16.2%	533,791	16.4%
Blue Collar	1,123	9.4%	3,042	9.1%	58,726	10.3%	410,108	12.6%
Farming, Forestry, Fishing	-	0.0%	33	0.1%	570	0.1%	6,510	0.2%
Construction, Extraction	287	2.4%	1,137	3.4%	22,236	3.9%	139,957	4.3%
Installation, Maintenance, Repair	167	1.4%	234	0.7%	9,693	1.7%	71,606	2.2%
Production	215	1.8%	501	1.5%	9,693	1.7%	58,587	1.8%
Transportation, Material Moving	430	3.6%	1,103	3.3%	16,535	2.9%	130,193	4.0%
Total	**11,946**	**99.9%**	**33,431**	**99.9%**	**570,160**	**100.0%**	**3,254,825**	**100.0%**

Notes:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002.
[3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.
Source: ESRI, Community Profile, 2017; Partners for Economic Solutions, 2017.

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Table C-11. Employed Population Aged 16 and Over by Industry, 2017								
	Primary Market Area[1]		Secondary Market Area[2]		Montgomery County		Metro Area[3]	
Industry/ Occupation	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Employed Residents by Industry								
Agriculture/Mining	12	0.1%	67	0.2%	1,140	0.2%	13,019	0.4%
Construction	406	3.4%	1,738	5.2%	31,929	5.6%	205,054	6.3%
Manufacturing	287	2.4%	635	1.9%	15,964	2.8%	94,390	2.9%
Wholesale Trade	131	1.1%	234	0.7%	6,842	1.2%	39,058	1.2%
Retail Trade	466	3.9%	2,407	7.2%	41,622	7.3%	266,896	8.2%
Transportation/Utilities	323	2.7%	702	2.1%	14,824	2.6%	123,683	3.8%
Information	454	3.8%	1,003	3.0%	14,254	2.5%	78,116	2.4%
Finance/Insurance/Real Estate	705	5.9%	1,571	4.7%	37,631	6.6%	201,799	6.2%
Services	7,550	63.2%	20,426	61.1%	346,087	60.7%	1,812,938	55.7%
Public Administration	1,613	13.5%	4,647	13.9%	59,867	10.5%	419,872	12.9%
Total	**11,946**	**100.0%**	**33,431**	**100.0%**	**570,160**	**100.0%**	**3,254,825**	**100.0%**

Notes:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. 2 Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002.
[3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.
Source: ESRI, Community Profile, 2017; Partners for Economic Solutions, 2017.

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Table C-12. Means of Transportation to Work, 2015								
	Primary Market Area[1]		Secondary Market Area[2]		Montgomery County		Metro Area[3]	
Workers 16 and Over	Employed Residents	Percent	Employed Residents	Percent	Employed Residents	Percent	Employed Residents	Percent
Means of Transportation								
Car, Truck, or Van	6,787	59.7%	19,970	61.3%	400,620	75.2%	2,335,390	76.0%
Drove alone	6,169	54.3%	16,760	51.4%	348,478	65.4%	2,026,519	66.0%
Carpooled	618	5.4%	3,210	9.8%	52,142	9.8%	308,871	10.1%
Public Transportation (excluding taxicab)	3,531	31.1%	9,544	29.3%	84,264	15.8%	435,136	14.2%
Walked	228	2.0%	1,023	3.1%	11,394	2.1%	98,689	3.2%
Taxicab , Motorcycle, Bicycle, Other	82	0.7%	539	1.7%	6,745	1.3%	51,034	1.7%
Worked from Home	742	6.5%	1,522	4.7%	29,723	5.6%	151,059	4.9%
Total	**11,370**	**100.0%**	**32,598**	**100.0%**	**532,746**	**100.0%**	**3,071,308**	**100.0%**

Note:[1] Primary Market Area includes Census Tracts 28.00, 29.00, 39.01, 40.00. [2] Secondary Market Area includes the following Census Tracts 23.03, 24.02, 25.00, 26.01, 26.02, 27.00, 30.00, 31.00, 36.02, 38.00, 39.02 and Census Block Groups 22.002, 22.003, 24.011, 41.001, and 41.002. [3]Metro area includes the District of Columbia; the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and Arlington, Calvert, Charles, Clarke, Culpeper, Fairfax, Fauquier, Frederick, Jefferson, Loudoun, Montgomery, Prince George's, Prince William, Rappahannock, Spotsylvania, Stafford and Warren counties.

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS); Partners For Economic Solutions, 2017.

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Table C-13. Primary Market Area Sales and Expenditures by Retail Category, 2017					
NAICS	Industry Group	Demand (Retail Potential)	Primary Market Area[2]	Retail Gap	Number of Businesses
Neighborhood Goods and Services					
445	Food & Beverage Stores	$85,443,713	$29,970,893	$55,472,820	5
4451	Grocery Stores	$71,325,307	$27,997,209	$43,328,098	4
4452	Specialty Food Stores	$4,236,605	$473,684	$3,762,921	1
4453	Beer, Wine & Liquor Stores	$9,881,801	$1,500,000	$8,381,801	-
446, 4461	Health & Personal Care Stores	$27,990,288	$15,717,234	$12,273,054	5
	Total Neighborhood Goods and Services	**$113,434,001**	**$45,688,127**	**$67,745,874**	**10**
Eating and Drinking					
722	Food Services & Drinking Places	$52,490,235	$11,191,484	$41,298,751	21
7225	Restaurant and Eating Places	$49,287,846	$9,547,520	$39,740,326	18
7223	Special Food Services	$1,613,265	$1,643,964	-$30,699	3
7224	Drinking Places - Alcoholic Beverages	$1,589,124	$0	$1,589,124	-
	Total Eating and Drinking	**$52,490,235**	**$11,191,484**	**$41,298,751**	**21**
Shoppers Goods (General Merchandise, Apparel and Accessories, Furniture and Furnishings and Other Shoppers Goods (GAFO)					
452	General Merchandise Stores	$75,837,953	$0	$75,837,953	-
448	Clothing & Clothing Accessories Stores	$34,344,660	$2,869,578	$31,475,082	9
442	Furniture & Home Furnishings Stores	$16,965,410	$4,360,546	$12,604,864	4
443	Electronics & Appliance Stores	$18,745,427	$9,658,945	$9,086,482	7
451	Sporting Goods, Hobby, Book & Music Stores	$14,302,337	$5,793,103	$8,509,234	6
453	Miscellaneous Store Retailers	$17,328,705	$12,850,633	$4,478,072	9
	Total Shoppers Goods	**$177,524,492**	**$35,532,805**	**$141,991,687**	**35**

Source: ESRI, Retail Marketplace Profile, 2018; Partners for Economic Solutions, 2018.

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Table C-14. Secondary Market Area Sales and Expenditures by Retail Category, 2018					
NAICS	Industry Group	Demand (Retail Potential)	Retail Sales	Retail Gap	Number of Businesses
Neighborhood Goods and Services					
445	Food & Beverage Stores	$188,921,177	$288,103,424	-$99,182,247	67
4451	Grocery Stores	$158,378,407	$261,361,376	-$102,982,969	49
4452	Specialty Food Stores	$9,421,204	$3,638,998	$5,782,206	7
4453	Beer, Wine & Liquor Stores	$21,121,566	$23,103,050	-$1,981,484	11
446, 4461	Health & Personal Care Stores	$60,127,682	$83,909,224	-$23,781,542	38
	Total Neighborhood Goods and Services	**$249,048,859**	**$372,012,648**	**-$122,963,789**	**105**
Eating and Drinking					
722	Food Services & Drinking Places	$114,516,870	$167,038,447	-$52,521,577	236
7225	Restaurant and Eating Places	$107,473,192	$159,943,102	-$52,469,910	230
7223	Special Food Services	$3,551,110	$6,905,114	-$3,354,004	5
7224	Drinking Places - Alcoholic Beverages	$3,492,568	$190,231	$3,302,337	1
	Total Eating and Drinking	**$114,516,870**	**$167,038,447**	**-$52,521,577**	**236**
Shoppers Goods (General Merchandise, Apparel and Accessories, Furniture and Furnishings and Other Shoppers Goods (GAFO)					
452	General Merchandise Stores	$165,994,529	$338,718,907	-$172,724,378	21
448	Clothing & Clothing Accessories Stores	$73,869,567	$119,118,345	-$45,248,778	92
442	Furniture & Home Furnishings Stores	$36,194,545	$12,576,330	$23,618,215	13
443	Electronics & Appliance Stores	$39,751,258	$53,320,303	-$13,569,045	24
451	Sporting Goods, Hobby, Book & Music Stores	$30,784,663	$70,771,719	-$39,987,056	20
453	Miscellaneous Store Retailers	$37,081,641	$43,830,992	-$6,749,351	64
	Total Shoppers Goods	**$383,676,203**	**$638,336,596**	**-$254,660,393**	**234**

Source: ESRI, Retail Marketplace Profile, 2018; Partners for Economic Solutions, 2018.

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Table C-15. Estimate of Study Area Retail Demand and Supply, 2017						
NAICS	Industry Group	PMA Resident Demand	Study Area Capture Rate	Captured PMA Demand	Total Captured PMA & SMA Demand	PMA Existing Supply
Primary Market Area (PMA) Neighborhood Goods and Services						
445	Food & Beverage Stores					
4451	Grocery Stores	$71,325,307	60%	$42,795,200	$74,470,900	$27,997,209
4452	Specialty Food Stores	$4,236,605	10%	$423,700	$517,900	$473,684
4453	Beer, Wine & Liquor Stores	$9,881,801	20%	$1,976,400	$3,032,500	$1,500,000
446, 4461	Health & Personal Care Stores	$27,990,288	70%	$19,593,200	$20,795,800	$15,717,234
	Total Neighborhood Goods and Services	**$113,434,001**		**$64,788,500**	**$98,817,100**	**$45,688,127**
PMA Eating and Drinking						
722	Food Services & Drinking Places					
7225	Restaurants and Eating Places	$49,287,846	10.0%	$4,928,800	$8,153,000	$9,547,520
7223	Special Food Services	$1,613,265	6.0%	$96,800	$96,800	$1,643,964
7224	Drinking Places - Alcoholic Beverages	$1,589,124	3.0%	$47,700	$65,200	$0
	Total Eating and Drinking	**$52,490,235**		$5,073,300	$8,315,000	**$11,191,484**
PMA General Merchandising						
452	General Merchandise Stores	$75,837,953	0.0%	$0	$0	$0
448	Clothing & Clothing Accessories Stores	$34,344,660	1.0%	$343,400	$712,700	$2,869,578
442	Furniture & Home Furnishings Stores	$16,965,410	1.0%	$169,700	$169,700	$4,360,546
443	Electronics & Appliance Stores	$18,745,427	2.0%	$374,900	$374,900	$9,658,945
451	Sporting Goods, Hobby, Book & Music Store	$14,302,337	3.0%	$429,100	$429,100	$5,793,103
453	Miscellaneous Store Retailers	$17,328,705	1.0%	$173,300	$358,700	$12,850,633
	Total Shoppers Goods	**$177,524,492**		$1,490,400	$2,045,100	**$35,532,805**
Secondary Market Area Retail Demand and Supply Details						
SMA Neighborhood Goods and Services						
445	Food & Beverage Stores					
4451	Grocery Stores	$158,378,407	20.0%	$31,675,700		
4452	Specialty Food Stores	$9,421,204	1.0%	$94,200		
4453	Beer, Wine & Liquor Stores	$21,121,566	5.0%	$1,056,100		
446, 4461	Health & Personal Care Stores	$60,127,682	2.0%	$1,202,600		
	Total Neighborhood Goods and Services	**$249,048,859**		**$34,028,600**		
SMA Eating and Drinking						
722	Food Services & Drinking Places					
7225	Restaurant and Eating Places	$107,473,192	3.0%	$3,224,200		
7223	Special Food Services	$3,551,110	0.0%	$0		
7224	Drinking Places - Alcoholic Beverages	$3,492,568	0.5%	$17,500		
	Total Eating and Drinking	**$114,516,870**		$3,241,700		
SMA General Merchandise						
452	General Merchandise Stores	$165,994,529	0.0%	$0		
448	Clothing & Clothing Accessories Stores	$73,869,567	0.5%	$369,300		
442	Furniture & Home Furnishings Stores	$36,194,545	0.0%	$0		
443	Electronics & Appliance Stores	$39,751,258	0.0%	$0		
451	Sporting Goods, Hobby, Book & Music Store	$30,784,663	0.0%	$0		
453	Miscellaneous Store Retailers	$37,081,641	0.5%	$185,400		
	Total Shoppers Goods	**$383,676,203**		**$554,700**		

Source: ESRI, Retail Marketplace Profile; Partners for Economic Solutions, 2017.

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Table C-16. Workers Retail Demand, 2017							
		Workers Demand				Study Area Capture Rate	Worker Expenditure Potential
NAICS	Industry Group	Number of Workers	Weekly Spending	Annual Spending	Total Demand		
Neighborhood Goods and Services							
445	Food & Beverage Stores						
4451	Grocery Stores	6,800	$21.58	$1,144	$7,777,400	30%	$2,333,220
4452	Specialty Food Stores	6,800	$0.00	$0	$0	5%	$0
4453	Beer, Wine & Liquor Stores	6,800	$12.00	$636	$4,324,800	5%	$216,240
446, 4461	Health & Personal Care Stores	6,800	$22.08	$1,170	$7,957,600	20%	$1,591,520
	Total Neighborhood Goods and Services	**6,800**	**$51.07**	**$2,554**	**$17,363,800**		**$4,140,980**
Eating and Drinking							
722	Food Services & Drinking Places						
7221	Full-Service Restaurants	6,800	$15.08	$799	$5,434,800	30%	$1,630,440
7223	Special Food Services	6,800		$0	$0	0%	$0
7224	Drinking Places - Alcoholic Beverages	6,800	$0.00	$0	$0	0%	$0
	Total Eating and Drinking		**$15.08**	**$799.24**	**$5,434,800.00**	30%	**$1,630,440**
General Merchandise							
452	General Merchandise Stores						
448	Clothing & Clothing Accessories Stores	6,800	$7.83	$415	$2,821,900	0.0%	$0
442	Furniture & Home Furnishings Stores	6,800					
443	Electronics & Appliance Stores	6,800	$8.93	$473	$3,218,400	0.0%	$0
451	Sporting Goods, Hobby, Book & Music Sto	6,800	$3.49	$185	$1,257,800	1.0%	$12,578
453	Miscellaneous Store Retailers	6,800					
	Total Shoppers Goods	**6,800**	**$56.68**	**$2,834**	**$19,271,200**		**$12,578**

Source: International Council of Shopping Centers; Partners for Economic Solutions, 2018.

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Appendix D. Real Estate Trends Tables

Table D-1. Office Space Trends, Montgomery County, 2000-November 2017							
	Inventory		Total Vacancies		Net Absorption in Square Feet	Square Feet Delivered	Gross Rent
Year	Buildings	Square Feet	Square Feet	Percent			
2000	194	7,027,879	1,017,099	14.5%	29,085	-	$24.77
2001	194	7,027,879	1,162,159	16.5%	- 145,060	-	$24.33
2002	194	7,027,879	1,013,231	14.4%	148,928	-	$23.30
2003	192	7,143,971	637,609	8.9%	491,714	556,670	$24.76
2004	195	7,384,971	651,393	8.8%	227,216	241,000	$24.02
2005	193	7,355,841	338,884	4.6%	283,379	-	$23.74
2006	193	7,355,841	329,076	4.5%	9,808	-	$26.32
2007	194	7,361,341	419,349	5.7%	- 84,773	5,500	$28.62
2008	189	7,294,200	683,879	9.4%	- 331,671	-	$31.14
2009	190	7,315,497	730,216	10.0%	- 25,040	21,297	$28.79
2010	191	7,365,497	863,928	11.7%	- 83,712	50,000	$27.98
2011	190	7,350,497	803,823	10.9%	45,105	-	$28.74
2012	186	7,315,976	754,443	10.3%	14,859	-	$27.78
2013	185	7,300,132	743,783	10.2%	- 5,184	-	$27.50
2014	185	7,300,132	705,166	9.7%	38,617	-	$28.14
2015	184	7,293,224	750,295	10.3%	- 52,979	-	$27.81
2016	183	7,278,692	733,010	10.1%	2,753	-	$28.38
Nov-17	183	7,278,692	785,940	10.8%	- 52,930	-	$29.39
2007-November 2017 Change							
Amount	-11	- 82,649	366,591	5.1%	- 534,955	76,797	$0.77
Percent	-5.7%	-1.1%	87.4%	89.5%			2.7%

Sources: CoStar, 2017; Partners for Economic Solutions, 2017.

PES
Partners for
Economic Solutions

Table D-2. Study Area Office Trends, 2000-November 2017							
	Inventory		Total Vacancies		Net Absorption in Square Feet	Square Feet Delivered	Gross Rent per Square Foot
Year	Buildings	Square Feet	Square Feet	Percent			
2000	16	198,002	10,320	5.2%	-3,713	0	$18.90
2001	16	198,002	6,500	3.3%	3,820	0	$20.05
2002	16	198,002	4,705	2.4%	1,795	0	$23.20
2003	16	198,002	8,217	4.1%	-3,512	0	$28.24
2004	16	198,002	3,270	1.7%	4,947	0	$27.00
2005	16	198,002	6,645	3.4%	-3,375	0	$27.84
2006	16	198,002	4,628	2.3%	2,017	0	$29.96
2007	16	198,002	6,437	3.3%	-1,809	0	$28.76
2008	16	198,002	7,339	3.7%	-902	0	$29.34
2009	16	198,002	9,442	4.8%	-2,103	0	$31.02
2010	16	198,002	10,420	5.3%	-978	0	$29.65
2011	16	198,002	6,896	3.5%	3,524	0	$31.84
2012	16	198,002	11,244	5.7%	-4,348	0	$26.56
2013	16	198,002	7,594	3.8%	3,650	0	$24.76
2014	16	198,002	15,566	7.9%	-7,972	0	$27.27
2015	16	198,002	12,849	6.5%	2,717	0	$26.86
2016	16	198,002	7,549	3.8%	5,300	0	$23.93
Nov-17	16	198,002	6,986	3.5%	563	0	$29.27
2007-November 2017 Change							
Amount	-	-	549	0.3%	-2,358	0	$0.51
Percent	0.0%	0.0%	8.5%	8.5%			1.8%

Source: CoStar, 2017; Partners for Economic Solutions, 2017.

PES
Partners for Economic Solutions

Table D-3. Multi-Family Rental Trends, Silver Spring/Wheaton, 2001-1st Quarter 2018							
	Inventory		Total Vacancies		Net Absorption in Units	Units Under Construction	Units Delivered
Year	Buildings	Units	Units	Percent			
2001	58	9,854	343	3.5%	- 18	-	-
2002	58	9,854	423	4.3%	- 80	-	-
2003	58	9,854	497	5.0%	- 75	223	-
2004	59	10,077	659	6.5%	62	243	223
2005	60	10,320	588	5.7%	314	-	243
2006	60	10,320	596	5.8%	- 7	-	-
2007	60	10,320	619	6.0%	- 23	420	-
2008	60	10,587	722	6.8%	164	668	324
2009	62	11,008	675	6.1%	468	247	421
2010	63	11,255	577	5.1%	345	295	247
2011	63	11,255	600	5.3%	- 23	778	-
2012	64	11,550	602	5.2%	294	1,316	295
2013	65	11,772	544	4.6%	280	1,809	222
2014	71	13,529	1,155	8.5%	1,147	201	1,757
2015	72	13,581	692	5.1%	513	676	52
2016	73	13,730	595	4.3%	246	1,218	149
2017	76	14,549	1,194	8.2%	223	737	819
1st Qtr '18	76	14,549	1,023	7.0%	171	1,297	-
2008-1st Quarter 2018 Change							
Number	16	3,962	301	0.2%	3,828	9,242	4,286
Percent	26.7%	37.4%	41.7%	3.1%			

Source: CoStar, 2018; Partners for Economic Solutions, 2018.

349 Cedar Street, NW
Washington, DC 20012
www.PESconsult.com

Main Street Maryland Program

Main Street Maryland is a comprehensive downtown revitalization program created in 1998 by the Maryland Department of Housing and Community Development.

The program strives to strengthen the economic potential of Maryland's traditional main streets and neighborhoods. Using a competitive process, Main Street Maryland selects communities who have made a commitment to succeed and helps them improve the economy, appearance and image of their traditional downtown business districts. To accomplish Main Street goals, the department has partnered with the National Trust for Historic Preservation's National Main Street Center, which developed the Main Street Four Point Approach for commercial revitalization, and since 2008, Main Street Maryland programs have also incorporate a Fifth Point: Clean, Safe, and Green.

This approach emphasizes the importance of working simultaneously in the following areas:

- DESIGN: Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning
- ORGANIZATION: Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process
- PROMOTION: Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens and visitors
- ECONOMIC RESTRUCTURING: Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities and challenges from outlying development

- CLEAN, SAFE, and GREEN: Enhancing the perception o f a neighborhood through the principles of Smart Growth and sustainability

MARYLAND'S MAIN STREETS

MAIN STREET COMMUNITIES AND THE YEAR THEY WERE DESIGNATED

- Annapolis (2008)
- Bel Air (2001)
- Berlin (2008)
- Brunswick (2004)
- Cambridge (2003)
- Chestertown (2008)
- Cumberland (1998)
- Denton (1999)
- Dundalk (2004)
- Easton (1998)
- Elkton (2003)
- Frederick (2001)
- Frostburg (2001)
- Havre De Grace (2005)
- Middletown (2008)
- Mount Airy (2004)
- Oakland (1998)
- Princess Anne (2008)

- Salisbury (2001)
- Takoma Park (2004)
- Taneytown (2000)
- Thurmont (2005)
- Westminster (1999)

Main Street Maryland partners with Baltimore City Main Streets.

MAIN STREET RESOURCES

The Main Street Maryland Program offers official Main Street designation, technical assistance, training, and other services to the 23 Main Street communities across the State.

These services include:

- Manager orientation and training sessions
- Individual site visits and attendance at local Main Street meetings
- On-site visits to help the community develop and plan for the future
- On-site design assistance
- Specialized training on topics specific to commercial revitalization
- Education about State and Federal programs, grants, and loans
- Conduct quarterly meetings and annual trainings
- Facilitate and promote outreach for Main Street communities
- Provide National Trust for Historic Preservation's National Main Street Center membership

ELIGIBILITY CRITERIA

Maryland communities meeting the following criteria may apply for participation in the Main Street Maryland program:

- A minimum population of 1,000 based on the most recent U.S. Census survey
- Commitment to employ a program manager for a minimum of three years

- Commitment to organize and maintain a volunteer board of directors and committees made up of public and private sector individuals
- Commitment to provide a program budget for a minimum of three years
- Must be a Designated Neighborhood approved by the State of Maryland
- Must have a defined central business district with a significant number of historic commercial buildings.

Impact Assistance Fund – Program Guidelines

The Impact Assistance Fund has been created as a sub-program of the Economic Development Fund. The purpose of the fund is to provide financial assistance and/or technical assistance to certain financially healthy small businesses in designated areas of the County that are adversely impacted by a redevelopment project initiated by the County, a redevelopment project located on County-owned property, or a redevelopment project constructed by a private entity for use in whole or in part by the County as a public facility. Financial assistance may take the form of a conditional grant or a loan. The recipient's intended use of funds, degree of adverse impact resulting from the redevelopment project (both actual & projected), and the financial health of the business will determine the appropriate form and level of assistance provided. Only businesses that are currently experiencing adverse impact due to redevelopment projects, as described above, and that are currently in progress, will be eligible under the program.

The objective of the Fund is to provide assistance to businesses which will enable ongoing operations, so that the businesses remain viable enterprises during the redevelopment project and after its completion. The maximum amount of assistance a business can receive under the program is $25,000. Businesses receiving assistance from the Impact Assistance Fund are not eligible to receive assistance from the Small Business Assistance Program.

Definitions

Designated area – a geographic area identified by the County Executive as eligible to receive assistance under the Impact Assistance Fund.

Redevelopment project - means any construction, alteration or improvement in a designated area where the existing land use is commercial or industrial, and is located on property owned by the County, directly financed in whole or part by the County, or a project constructed by a private entity for use in whole or in part by the County as a public facility.

Adverse impact - means a decrease in net profit resulting directly from a County redevelopment project, a redevelopment project on County property, or a project constructed by a private entity for use in whole or in part by the County as a public facility.

Eligibility

The business must be located in a designated area.

The business must be a small business that meets the requirements of 11B-65(a):

A Small Business

1) Has its principal place of business in Montgomery County
2) Is independently owned and operated
3) Is not a subsidiary of another business
4) Meets the size or sales criteria below:

Business Type	Employee Limit	OR	Prior 3 Years' Average Sales
Retail	30	or	$5,000,000.00
Wholesale	30	or	$5,000,000.00
Service	100	or	$5,000,000.00
Construction	50	or	$14,000,000.00
Manufacturing	40	or	$14,000,000.00

Financially Healthy – The business must demonstrate that it had a net profit prior to commencement of project construction.

Net Profit – For purposes of this program, net profit shall be considered earnings before interest, taxes, depreciation and amortization have been deducted.

Lease – A businesses must have at least 12 months remaining on its lease at the time of its application. If a business does not have at least 12 months remaining on its lease it will be required to submit a letter stating that it will renew its lease for at least 12 months.

Financial Assistance - A small business may be eligible for a financial assistance if it meets the eligibility criteria and can demonstrate that the redevelopment project adversely impacted the business' net profit. Financial assistance may take the form of a conditional grant or a loan. The total amount of assistance that a business may receive through the Impact Assistance Fund is $25,000.

The Process

A business seeking financial assistance must complete an Impact Assistance Program Application and submit it to the Montgomery County Department of Finance. The application should provide, at a minimum, the information and documentation requested in the application. Information demonstrating adverse impact should include financial statements - both Profit & Loss and Balance Sheets - of comparable financial periods before impact and after impact, as well as any other documentation that demonstrated adverse impact because of the redevelopment project. For example, if a business was claiming it was adversely impacted by a County redevelopment project in the first quarter of calendar year 2017 (January 1 through March 31), the business should provide financial statements - both Profit and Loss Statements and Balance Sheets for that period, and for the same period (January 1 through March 31) for the prior year - 2016.

The application will be reviewed and a recommendation will be made to the Director of Finance or his designee, as to whether financial assistance should be awarded and the amount of that assistance.

Once a decision has been rendered, the applicant will receive written notice of the determination. If approved, the terms and conditions of the approval will be specified. If declined, the reason(s) for the declination will be provided.

The section of the Appendix related to Historic Preservation consists of the following information: 1) Maryland Historical Trust's (MHT) Maryland Inventory of Historic Properties (MIHP) Forms; 2) MHT's Determination of Eligibility (DOE) Forms; and 3) Montgomery Preservation Inc. Cemetery Inventory Forms. The MIHP is the repository of information on districts, sites, buildings, structures, and objects of known or potential value to the history of Maryland. The DOE Forms identify whether sites or districts are potentially eligible for listing in the National Register of Historic Places. The Cemetery Inventory Forms (prepared in 2018) provide a baseline for the Planning Board's adopted Montgomery County Burial Sites Inventory. Montgomery County maintains an inventory of human burial sites in the county in accordance with County Ordinance 33A-17.

The resources listed in this Appendix augmented our understanding of the architectural and historical context for the study area and provided the basis for our recommendations for the properties noted in the report.

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes X
no ___

Property Name: Woodside Historic District Inventory Number: M: 36-04

Address: _____ City: Silver Spring Zip Code: _____

County: Montgomery USGS Topographic Map: Kensington/Washington West

Owner: _____

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: Rehabilitation 1415 Ballard Street Agency: CDBG/Montgomery County

Site visit by MHT staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended X Eligibility **not** recommended ___

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Is the property located within a historic district? ___ no ___ yes Name of District: _____

Is district listed? ___ no ___ yes Determined eligible? ___ no ___ yes District Inventory Number: _____

Documentation on the property/district is presented in:
Project File and MHT Inventory Form M: 36-04, p. 8-4.

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Woodside Historic District is significant under Criteria A and C as an illustration of Montgomery County's history as a residential suburb of Washington, D.C. and for its collection of late 19th and early 20th century residences showing a variety of distinctive architectural characteristics of the period. Established in 1889, Woodside was among the County's earlier subdivisions. Bordering Washington and located on the Metropolitan Branch of the B&O Railroad, Woodside largely appealed to government workers seeking country-like homes in a park-like setting.

Prepared by: Catherine Crawford Date Prepared: _____

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

Criteria X **A** ___ **B** X **C** ___ **D** **Considerations** ___ **A** ___ **B** ___ **C** ___ **D** ___ **E** ___ **F** ___ **G** ___ **None**

MHT Comments:

Elizabeth Hannold	**June 03, 1994**
Reviewer, Office of Preservation Services	**Date**
Ron Andrews	**June 06, 1994**
Reviewer, NR Program	**Date**

Entered ✓

Survey No. M 36-4

Magi No. 160885629

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Woodside Historic District

and/or common

2. Location

street & number located between Georgia Ave. and Second Ave. from Spring Street to Grace Church Road ___ not for publication

city, town Silver Spring ___ vicinity of congressional district 13th

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	___ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name multiple ownership

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse liber

street & number folio

city, town Rockville state Maryland

6. Representation in Existing Historical Surveys

title M-NCPPC Historic Sites Inventory

date 1976 ___ federal X state X county ___ local

depository for survey records M-NCPPC Park Historian's Office

city, town Rockville state Maryland

7. Description

Survey No. M-36-4

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Woodside, as platted in September of 1889, included eleven blocks of approximately fourteen to twenty lots each. The streets running north to south were the Brookeville & Washington Turnpike (Georgia Ave.), First Avenue, Second Avenue and Third Avenue which bordered on the Metropolitan Branch of the B&O Railroad. Running east to west, the streets were originally lettered A through D with Fenwick Road as the southern border and Grace Church Road as the northern border (see plat).

The present Woodside Historic District includes nineteen residences built from approximately 1876 to 1926 which are of historical and/or architectual significance. These residences are dispersed throughout the Woodside community between Georgia Avenue and Second Avenue from Spring Street (or A Street) to Grace Church Road. They are largely Victorian era, two story frame dwellings with gable roofs. Many are multi-gable or cross gable and have extending bays or pavillions. The Queen Anne style residences are more ornate with bracketed gables, Victorian jig-sawn trim, shingles and strong cornices. All the residences have porches across the facade, some that wrap around. Also included are a few bungalow style homes. These are one-and-a-half story, frame and shingle structures with gable roofs. As typical of bungalows, they have wide overhanging gables which form porches on the front supported by heavy battered piers.

The remainder of Woodside has been developed by modern, mostly brick homes dating from the 1950's and 1960's. Also included within the boundries of the original Woodside subdivision are modern homes recently built. On the southern corner of Grace Church Road and Georgia Avenue are townhouses built on the former site of the late nineteenth century Olds and Freund houses. Along Highland between First and Second Avenues on the northern side and around the corner on First Avenue are recently completed homes constructed with Victorian styling. These new homes surround the Waller bungalow and were built on the vacant land once owned by the Wallers.

M:36-4

RESOURCES, WOODSIDE:

On the corner of Grace Church Road and Georgia Avenue, #9120, is a Victorian residence that was originally the Grace Church Parsonage. According to local historian Mildred Getty, it served as an army hospital during the Civil War. A skirmish took place near here with the troops of Jubal Early and the wounded soldiers were brought here. Those that died were buried in front of the parsonage but were later moved across the Georgia Avenue to the present site of the Grace Church where the Confederate Marker commemorates the event. The parsonage is a large, two story frame structure with a gable roof, constructed in two parts. The main section has a steep center gable and long, narrow windows extending down almost to floor level on the first story. On the second story is a single, two over two sash window under the center gable. Attached is a three bay wing which is set back one bay deep from the main block. A porch, supported by squared wooden posts, runs the length of each section of the house across the facade. The house is fairly void of ornamentation, perhaps due to renovations which are presently being made.

The earliest residence in Woodside is #8818 First Avenue. It is a vernacular Victorian, two and a half story frame house with a center gable roof and rear wings. The entry with sidelights is located to the eastern end of the facade. A porch, supported by rounded wooden posts, runs along the facade and the western elevation to the rear wing. This nicely maintained residence sits back from First Avenue on a large lot. It was constructed about 1876 as the residence of Richard T. and Laura C. Wilson and sat on their farm of 91 3/4 acres. In August of 1889 the property was sold to Benjamin F. Leighton for $22,959.37 (Deed JA 15/96). From this property, Mr. Leighton developed the Woodside subdivision. Laura Wilson (a widow since her husband's death in November of 1881) then purchased Block 8 of the newly formed Woodside. She died in 1916 leaving various lots to her children and grandchildren. The house (on lot 7) was devised to her daughter, Dorothy Wilson Magruder (Will HCA 9/44). The family home was sold in 1935 after which time it passed through a succession of owners. It is now the property of the Redwood Construction Company, Inc. who are presently building new homes with Victorian styling to either side of the Wilson home.

#8730 First Avenue is a Victorian Gothic Stick Style residence. It is a two story, gable roofed, T-shaped house; the center gable roofed ell projecting from the facade. The exterior is covered with cedar shingles. As typical of this style, #8730 is irregular in its massing with a two and a half story squared tower with a pyramidal roof. It has two single story extending bay windows-- one at the west elevation and one at the facade of the ell. The latter is covered by a scroll bracketed hood. A porch is located around the corner of the facade and the

eastern elevation at the base of the tower. Other Stick Style architectual elements include the exterior framing as seen in the bracketed eves; the varying, multi-gabled roofline and the casement windows in the gable end of the ell. The house was built in 1890 by Charles W. and Kate Morgan of Washington, D.C. on lots 4 & 5 of block 9 of Woodside (Deed JA 33/413). Charles died in 1895 leaving the house to Kate who, in 1897, sold it. It was the home of Clara O. and Charles E. Meyer, also of Washington, D.C., for a number of years, from 1907 until 1927. It was then sold to the present owners, Charles P. and Margaret E. Turner. The house remains in good, original condition.

#8909 is a Queen Anne style residence with irregular massing, cross gables, an extending bay and a combination frame and shingle exterior. It is a narrow, two story, three bay wide dwelling. #8909 has an extending bay at the northern side of the facade and another at the southern elevation. A porch, supported by slightly tapered, rounded columns and balustrade, runs the length of the facade and extends around to the northern elevation. It has a pronounced cornice line and narrow, one over one sash windows. This house, built about 1910-1911 by Cyrus Backus after he purchased lots 17,18 & 19 of block 4 from Benjamin Leighton in October of 1910 (Deed 216/172), has been the Backus family home since that time. It was resided in most recently by Lucille Backus Kraseman up until her death. The house is in excellent, original condition.

#1613 Highland, also of Victorian/Queen Anne styling, is a two and a half story frame residence with a gable roof with dormers. A central facade pavillion rises up three stories with a center gable roof. A porch, supported by large tapered, squared columns resting on brick pedestals, runs the length of the facade and around the eastern elevation to the rear wing. The house has narrow, one over one sash windows. Relatively void of ornamentation, it is now covered with asbestos shingles. This residence was constructed in 1893 on lots 13,14 & 15 of block 5, Woodside by Elizabeth M. and James E. Benedict (Deed JA 38/220). James Benedict was the Assistant Curator of Biology and Cheif of Marine Exhibits at the the National Museum (the Smithsonian). He reportedly also was the inventor of deep sea sounding tubes which he manufactured in a factory behind the Benedict home (The History of Woodside, Woodside Civic Assoc., 1969). After the deaths of Elizabeth and James, two of their four children, Elizabeth and Ruth, continued to live here. The last of the original Benedict family recently died and the family home is now for sale.

Next is #9015 First Avenue, another Victorian/Queen Anne style resdience. It is a large two story frame structure with a gable roof with a dormer at the northern side. It has a two story extending bay with long, narrow one over one windows and a center gable roof at the southern end. To the north on the second story is a screened-in sleeping porch. The entry is located to the northern side and has a transom over it. A new aluminum railed porch with a brick base has been added across the facade. An additional alteration has been made by

aluminum siding. This was the Henry Olds house, built sometime after 1893 (The Woodside Civic Assoc.). For many years it was the home of Henry C. and Ida P. McCeney of Washington, D.C., from 1919 until 1940. In 1941 it was purchased by Dr. William H. Gilbert, Jr. and his wife, Margaret C. Gilbert, the present owners. The house rests on lots 10 & 11 of block 5 Woodside.

Similar in design to #8909, #1613 and #9015 is #1508 Ballard Street. It is a two story frame residence with a gable roof. To one side is a two story extending bay window. The house, in good condition, is now covered with asbestos shingles. Like the others, this house has Victorian/Queen Anne styling.

#1515 Noyes Drive is a large, Colonial Revival Dwelling. It is a two story, five bay wide square structure with a hipped roof. It has a central facade pavillion topped by a balcony, also with a hipped roof. The centrally located entry is surrounded by sidelights and a semi-elliptical transom. A porch, supported by slightly tapering, rounded columns and balustrade and with a pediment over the entry, runs the length of the facade. As typical of Colonial Revival, the scale of this residence is large and its proportions are low and broad. #1515 was constructed in 1899 by Ballard Norris of Washington, D.C. on lots 1,2,3,6,7,&8 of block 7 Woodside (TD 2/365 and JA 33/294). Ballard Norris was Cheif Examiner of the Patent Office (Sentinel, October 27, 1899). Ballard and his wife, Estelle, sold the house in 1908 to William R. and Nellie M. Pattison and it remained in the family until April of 1964. Although in need of slight repairs, the house is in good, original condition.

Also on Noyes Drive is #1403. It is a large, two story Victorian style residence and has a hipped roof with a center gable. Running the length of the facade is a frame porch supported by squared columns and balustrade. To the eastern elevation is a two story wing with a screened in sleeping porch. This was the Thompson house which was built sometime after 1893 (Woodside Civic Assoc.).

At the corner of Noyes Drive and Georgia Avenue is #8922. It too is from the late Victorian era. It is a large, two story frame residence with a gable roof with a center gable. On the second story facade is a double, sash window in the center with a decorative, multi-paned, small casement window to either side. A porch runs the length of the facade. The house, in good condition, is now covered with aluminum siding. This was the F. Dudley home.

Also on Georgia Avenue is # . This is a late Victorian residence constructed in a style typical of that found through out the county. It is a two story, frame gable roofed dwelling with a high pitched center gable. A porch, supported by Victorian turned posts and balustrade, runs the length of the facade.

Included in Woodside are two especially nice bungalow style dwellings, both in good condition. The bungalow was a tremendously popular house form from about 1895 to 1930, becoming a national favorite as the model middle class American home. It is characterized by one and a half stories with a wide, overhanging gable roof which forms a porch on the front supported by heavy battered piers, bracketed gables and often a combination frame and shingle exterior. #8800 First Avenue at the corner of Ballard Street is one of the bungalows found in Woodside. It was constructed in 1926 by Wilbur D. and Nellie Parsley and remains in the family to this day. It is a story and a half with a bracketed gable roof. A Center gable projects out to form a porch supported by battered piers, located at the northern end. Also on the facade is a large gabled dormer. The house is frame with dark cedar shingles at the gable ends. The other bungalow is located at #1707 Highland Drive. This one was built in 1915 for Clifford E. and Helen S. Waller. The house is covered with cedar shingles, has a slate roof and a stone foundation and chimney. It is a story and a half with a gable roof. A projecting center gable is located on the facade to form an entry porch which is supported by two sets of battered piers resting on stone walls. It is six rooms with an enclosed porch at the rear.

Also found in Woodside are a number of early twentieth century four-square residences. The four-square house was another popular late nineteenth,early twentieth century house type. It was constructed from the late 1890's through the 1920's in both rural and suburban areas. It is basically a two story, cube shaped structure with a hipped roof, often with dormers and a porch across the facade. It is rather simple in design and void of ornamentation. It generally consisted of four rooms of equal size on each floor; hence the name four-square. Along Ballard Street are two four-square residences both built in 1922 by Charles T. Caldwell of Woodside. There originally were a few more of these houses here, also built by Caldwell, which were torn down to make room for the new church. Remaining is #1411 and 1415. #1411 was purchased in October of 1922 by Paul and Valerie Lehman of Washington, D.C. who still own the house today. #1415 was purchased in October of 1922 by Martha and John Hannan who owned it until September of 1945. It was then purchased by Fawn Henrie Munroe who resided here until her death in August of 1974. The house was assessed at this time and described as a two story Victorian frame residence. On the first floor was listed a living room, dinning room, kitchen, pantry and cloak room. On the second floor was listed three bedrooms and one "old style" bathroom (Estate #063-09-74). The house is presently owned by Clara M. Browne, one of Mrs. Munroe's daughters. Also constructed in the four-square style are #8910 and #8928 First Avenue and #9110 Georgia Avenue.

Lastly is #8732 First Avenue. This is an early twentieth century, two story frame dwelling. It is rather simple in design and without much detailing. It is three bays by two bays in size

and has a porch supported by squared wooden posts and balustrade which extends across the facade. This house, on lot 5 of block 9 Woodside, has been the home of Warner and Lillina McKenney since September of 1952.

8. Significance

Survey No. M:36-4

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates **Builder/Architect**

Check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Woodside Historic District is significant for its collection of Victorian/Queen Anne residences which graciously display the distictive architectual characteristics of the period. Also found in the Woodside community are a few fine examples of the ever popular bungalow style home and other style dwellings of the early twentieth century.

Woodside is also significant as a residential community illustrating the history of suburban growth in Montgomery County. Woodside was among the county's earlier subdivisions; established in 1889 as a result of the growth of Washington, D.C. and the coming of the Metropolitan Branch of the B&O Railroad. The Silver Spring area in which Woodside is located was one of the first to develop such communties due to its proximity to Washington. Thus, Woodside was settled largely by families in which the head of the household worked in Washington.

Woodside and other such early subdivisions marked the beginnings of a movement towards the suburbanization of Montgomery County. Therefore, Woodside has value as part of the development of Montgomery County representing, through its example, the county's economic and social growth in the form of early suburban living.

M:36-4

WOODSIDE, HISTORY & SUPPORT

Woodside was part of a movement towards the development of suburban living which took place in Montgomery County during the 1880's and 1890's. Largely responsible for this movement was the opening of the Metropolitan Branch of the B&O Railroad in 1873. Its path created a corridor along which suburban development grew. At first, a lack of both demand and capital limited the growth mostly to summer residences and country retreats. However, as Washington, D.C. grew, so grew the demand for suburbanization. The population of Washington almost doubled between 1860 and 1870 and continued to increase considerably through the next decade. This growth, created in part by the rise in government and a permanent work force, aided by the Civil Service Act of 1883, meant that there was finally a demand for suburban development. Also a contributing factor was a national movement of investment and improvement companies platting out subdivisions where ever marketable between about 1887 and 1892. Benjamin F. Leighton, the developer of Woodside, was one of many northerners who came to Washington to work for the government during this period.

The Silver Spring area in which Woodside is located was among the first to establish suburban subdivisions. Not only did it border on Washington and lie in the path of the Metropolitan Branch; the Silver Spring area was also considered to be geographically ideal. As stated in an article which appeared in the Washington Star in 1889 entitled, "Up the Metropolitan Road,"

> Nowhere on the Metropolitan Branch is there a more perfect natural combination of the two varities of ground necessary for the establishment of an attractive and prosperous rural village. On the eastern side of the railroad track is a broad stretch of high plateau-- a town site ready made-- while to the east and northeast is a rolling country which will some day be thickly dotted with the homes of country loving Washingtonians.

Thus, areas of Silver Spring such as Woodside appealed largely to government workers looking for country-like homes with "the spacious surroundings of lawn, park, for est and farm."

Woodside was platted and recorded on September 19, 1889 by Benjamin F. Leighton, a lawyer, banker and later Dean of Howard University Law School. Benjamin Leighton purchased the tract of land referred to as "Labyrinth" on which Woodside was developed (91 3/4 acres and 14 square perches) for $22,959.37 on August 6, 1889. This property had formerly been the farm of Richard T. and Laura C. Wilson. Lots were slowly sold off and a number of houses built during the 1890's.

A promotional brochure intended to encourage the development of Woodside was printed in April of 1890. It advertised Woodside as "one of the best located subdivisions about Washington." According to the ad, streets had been graded, trees planted, sidewalks laid and several new houses had already been built. The prices, which ranged from $225 to $600 per

lot, were said to be the lowest of any subdivision similiarly located along the Metropolitan Branch. Benjamin Leighton not only sold lots, he also developed them as well if desired. In order to ensure easy access to Washington and other points from Woodside Mr. Leighton also erected a station at Woodside himself in 1890. It was located near the tracks opposite the block between Springwood and Ballard Streets (or possibly opposite Noyes Drive). The Victorian style station is long since gone.

Additional transportation was provided by the Washington, Woodside and Forest Glen Railway and Power Company which ran from 1897 until 1930. The tracks were located to the eastern side of Georgia Avenue (where the north bound lanes of Georgia Avenue were added in 1950). To provide shelter for riders waiting for the street car a waiting station was constructed on the eastern side of Georgia Avenue at Ballard Street.

A later resubdivision of part of Benjamin Leighton's Woodside was made by William L. King and J. Henry Gulick which was recorded on August 7, 1891. Blocks 13 & 14, located north of Ballard (or B) Street between Second Avenue and the Metropolitan Branch were resubdivided to create sixteen smaller lots.

Benjamin Leighton himself made an addition to Woodside which was recorded on April 9, 1890. It was contiguous to the original Woodside, lying to its north. It was composed of seven blocks of approximately six to twenty-two lots each. The streets running north to south were the extensions of First and Second Avenues and the addition of Fourth Avenue. The streets running east to west were F Street (now Grace Church Road), G Street (now Hanover Street) and H Street (now Lanier Drive). This property had originally been the farm of Samuel Cissel, known as "Glen Ross." There were at one time about six Cissel family homes here, only two of which remain (#1906 and #2011 Hanover Street).

Along Grace Chruch Road in Leighton's Addition to Woodside are five early twentieth century homes all built at the same time, in 1913 (#1904, #1907, #1910, #1914 and #1920). Surrounding these homes on Grace Church Road and other sections of the Addition to Woodside are a quite a few bungalow style dwellings. Unlike the Grace Church Road houses built as year-round residences, these bungalows were built mostly in the 1920's as summer homes. Two particularly nice examples are located at #2000 and #2002 Grace Church Road. Also included in the Addition to Woodside are a number of brick residences built in the 1940's by a developer by the name of Draper.

Lying just outside of the Addition of Woodside is another point of interest. Across the railroad tracks (Talbott Avenue) is a steel railroad bridge. It was constructed in 1921 to replace an earlier bridge. The bridge was made from an old railroad turn table turned upside down. The turn table had been made in Martinsburg, West Virginia but had become obsolete with the manufacturing of larger engines. Thus, the old turn table was reused to create a bridge (Mr. Rick Nelson).

9. Major Bibliographical References

Survey No. M 36-4

Montgomery County Land Records, Judgement Records and Register of Wills
History of Woodside by the Woodside Civic Assoc., 1969
Interview with Mr. Rick Nelson & Mr. Wilson Ragsdale, 6/84

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ Quadrangle scale _____

UTM References do NOT complete UTM references

		Zone	Easting	Northing
A				
B				
C				
D				
E				
F				
G				
H				

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Catherine Crawford

organization Mont. Co. Hist. Pres. Comm. date 6/84

street & number telephone

city or town Rockville state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

M:36-4

RESOURCES, ADDITION TO WOODSIDE:

#2011 Hanover Street is one of the two remaining Cissel family homes. It is an early twentieth century four-square residence. The house is cube-shaped and has a hipped roof with a single dormer, also with a hipped roof. On the second story center facade is an extending bay window. A porch, supported by slightly tapering, squared wooden posts, is located across the facade. The house, which sits back from the road on lot 9 of block 19, is in excellent condition.

#1906 Hanover Street is the other Cissel family home. This is an earlier, Victorian/Queen Anne style residence. It is a two story frame house. It was constructed in a cross-axis pattern with the gables of the eastern section facing northeast-southwest with a single gable roofed dormer and the western section with a center gable roof. The gable end of the latter section is covered with cedar shingles and has a double, multi-paned casement window. A porch, supported by plain doric columns with balustrade, runs the length of the western elevation and the facade. This house, situated atop a hill, is also in excellent condition.

On Grace Church Road is #1907. This was the Christy family home built about 1913. It is a two story, three bay wide rectangularly shaped frame house and has a hipped roof with two central brick chimneys. The entry is surrounded by side-lights and transom. A porch, supported by plain doric columns and balustrade, covers the first story facade. The roof of the porch is flat with a balustrade around it to form a balcony above, access to which is provided by french doors over the main entry. The house is in very good, original condition.

#1904, #1910, #1914 and #1920, also built in 1913 are all very similar. They are two story frame structures with an ell off the eastern side elevation forming a cross axis of center gable roofs. The entry is located to the west and has side-lights. A porch, supported by plain doric columns runs the length of the facade and the eastern elevation to the side ell. Decorative elements include bracketed gable ends, corner boards and moulded window heads. (#1910 probably provides the best, most original example). #1904 was the home of Russell Main who was the B&O Railroad Station Master at the Silver Spring Station for many years. #1910 was the home of Mrs. and Mr. Fales, both doctors, and is presently owned by their son, Mr. Bruce Fales.

#2000 and #2002 Grace Church Road are identical bungalows. They are one story and have a hipped roof with a front eyebrow dormer. This eyebrow roofline is repeated at both side elevations where there is located extending pavillions. A porch is formed on the western side of the facade by the overhanging roof and is supported by a single battered pier resting on a

brick pedestal. On the eastern side of the facade is a triple, four over one sash window. A large brick chimney is located to the front of the eastern side elevation. Both bungalows are in very good condition.

Lastly, at #9006 Third Avenue is a small, three bay by two bay frame house with a gable roof with a center gable. On the facade is a screened-in porch supported by battered piers resting on brick pedestals. To the rear is a two story gable roofed wing. The house, in good condition, is now covered with asbestos shingles. Like the bungalows found in the Addition to Woodside, this house too was probably a summer residence.

160885629 M #36-4

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON: Woodside Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: located between 16th St. and Georgia Ave.

CITY OR TOWN: Silver Spring

STATE: Maryland

COUNTY: Montgomery

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
■ District ☐ Building	☐ Public	Public Acquisition:	■ Occupied	Yes:
☐ Site ☐ Structure	■ Private	☐ In Process	☐ Unoccupied	☐ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				■ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	■ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: various owners

STREET AND NUMBER:

CITY OR TOWN: STATE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Montgomery County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Rockville STATE: Maryland

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

M:36-4

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	■ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	■ Unaltered	☐ Moved	■ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Some representative examples of neighborhood architecture are:

1) 8730 First Street-an L-shaped, two-story frame house with a two and a half story tower, set in the ell on the main (east) facade. There is an open, one-story porch built around the base of the tower. A three-sectioned bay window projects from the front, and trim includes scrolled rafter-ends showing beneath the roof overhang.

2) 8909 First Street (Kraseman House) A narrow, two-story clapboard house with the entrance in the west gable-end. There is a one-story, Victorian porch on this facade and the gable itself is accented by a continuous triangular molding (cornice) with the inset decorated by patterned shingles. (See Woodside historical brochure by local Civic Association.)

3) Large, white frame house at SW corner of Grace Church Rd. and Georgia Ave. A four-bay structure with the roof line broken by a smaller cross gable roof on the south end. This latter roof covers a two-story, columned porch. A tall, central chimney with drip courses projects above the building. The gables are decorated with patterned shingles and the roof itself is covered by patterned slate.

4)1415 Spring Street(at corner of 2nd Ave.) The main (south) facade of the house is typical of local, center-gabled farmhouses but the east end flares into an overhanging gambrel roof that shields an open porch below it.

SEE INSTRUCTIONS

M:36-4

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ■ 19th Century
- ☐ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
  - ☐ Prehistoric
  - ☐ Historic
- ☐ Agriculture
- ☐ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

M:36-4

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1) EARLY HISTORY OF WOODSIDE PARK, booklet published in 1968 by Woodside Park Civic Assoc.
2) Markwood, Louis H. THE FOREST GLEN TROLLEY & THE EARLY DEVELOPMENT OF SILVER SPRING, (1975) (contains old pictures)
3) Getty, Mildred Newbold. TO LIGHT THE WAY: A HISTORY OF GRACE EPISCOPAL CHURCH, (1965).
4) Getty, Mildred Newbold. "The Silver Spring Area", MONT. CO. STORY, (1969) Mont. Co. Hist. Soc.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		°	'	"	°	'	"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

11. FORM PREPARED BY

NAME AND TITLE: Michael F. Dwyer, Senior Park Historian

ORGANIZATION: M-NCPPC

DATE: 6/3/75

STREET AND NUMBER: 8787 Georgia Ave.

CITY OR TOWN: Silver Spring

STATE: Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature

SEE INSTRUCTIONS

M:36-4

C. Browne
1415 Ballard Street
Silver Spring 20910

M:36-4

C. Browne
1415 Ballard Street
Silver Spring 20910

1415 Ballard St, Seljin Spring

M: 36 - 4

1415 Ballard St., Silver Spring

Mi 36-4

1415 Ballard St., Silver Spring

MI: 36-4

1415 Ballard St., Silver Spring

M: 36-4

1413 Ballard St., Silver Spring

MI 36-4

1415 Ballard St., Silver Spring

M: 36-4

C. Browne
1415 Ballard Street
Silver Spring, MD 20910

MI 36-4

1415 Bullard Aspen St, Silver Spring

MI 36-4

1415 Ballard St. Silver Spring

MI: 36-4

C. Browne
1415 Ballard Street
Silver Spring 20910

m: 36-4

1415 Ballard St, Silver Spring

M: 36-4

C. Browne
1415 Ballard Street
Silver Spring, MD 20910

M: 36-4

M:36-4

C. Browne
1415 Ballard Street
Silver Spring 20910

1415 Ballard St., Silver Spring

M: 36-4

C. Browne
1415 Ballard Street
Silver Spring 20910

M: 36-4

1415 Ballard St, Silver Spring

M: 36-4

NAME (WOODSIDE HIST. DIST.)

LOCATION SW CORNER 9A. AVE. + GRACE CHURCH RD., SILVER SPRING, MD.

FACADE E

PHOTO TAKEN 6/3/75

M. DWYER

M: #36-4

9400265

M M-36-4

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 1415 Ballard Street Survey Number: M-

Property Address: 1415 Ballard Street, Silver Spring, Marylnd

Project: Rehabilitation 1415 Ballard Street Agency: CDBG/Mont Co

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

District Name: Woodside Historic District Survey Number: M-36-4

___ Listed X Eligible Eligibility and boundaries not clear Comment

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

The resource X contributes/___ does not contribute to the historic significance of this historic district in:

X Location X Design X Setting X Materials

___ Workmanship X Feeling ___ Association

Justification for decision: (Use continuation sheet if necessary and attach map)

Woodside Historic District is significant under Criteria A and C as an illustration of Montgomery County's history as a residential suburb of Washington, D.C. and for its collection of late 19th and early 20th century residences showing a variety of distinctive architectural characteristics of the period. Established in 1889, Woodside was among the County's earlier subdivisions. Bordering Washington and located on the Metropolitan Branch of the B & O Railroad, Woodside largely appealed to government workers seeking country-like homes in a park-like setting.

The house at 1415 Ballard Street is one of several early 20th century four square residences found in the district. The four square house was a popular house type in this period in both suburban and rural areas. The present house was one of several four-square residences in the area constructed in 1922 by Charles T. Caldwell. The house appears to remain largely intact, with the asbestos siding being the only obvious alteration.

Documentation on the property is presented in: project file and MHT inventory form

M-36-4, page 8-4

Preparedby: CatherineCrawford

Elizabeth Hannold June 3, 1994
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

R Andrews 6-6-94
Reviewer, NR program Date

Survey No. M-36-4

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

___	Eastern Shore	(all Eastern Shore counties, and Cecil)
___	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
X	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
___	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

___	Paleo-Indian	10000-7500 B.C.
___	Early Archaic	7500-6000 B.C.
___	Middle Archaic	6000-4000 B.C.
___	Late Archaic	4000-2000 B.C.
___	Early Woodland	2000-500 B.C.
___	Middle Woodland	500 B.C. - A.D. 900
___	Late Woodland/Archaic	A.D. 900-1600
___	Contact and Settlement	A.D. 1570-1750
___	Rural Agrarian Intensification	A.D. 1680-1815
___	Agricultural-Industrial Transition	A.D. 1815-1870
X	Industrial/Urban Dominance	A.D. 1870-1930
___	Modern Period	A.D. 1930-Present
___	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

___	Subsistence
___	Settlement
___	Political
___	Demographic
___	Religion
___	Technology
___	Environmental Adaption

IV. Historic Period Themes:

___	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
___	Economic (Commercial and Industrial)
___	Government/Law
___	Military
___	Religion
___	Social/Educational/Cultural
___	Transportation

V. Resource Type:

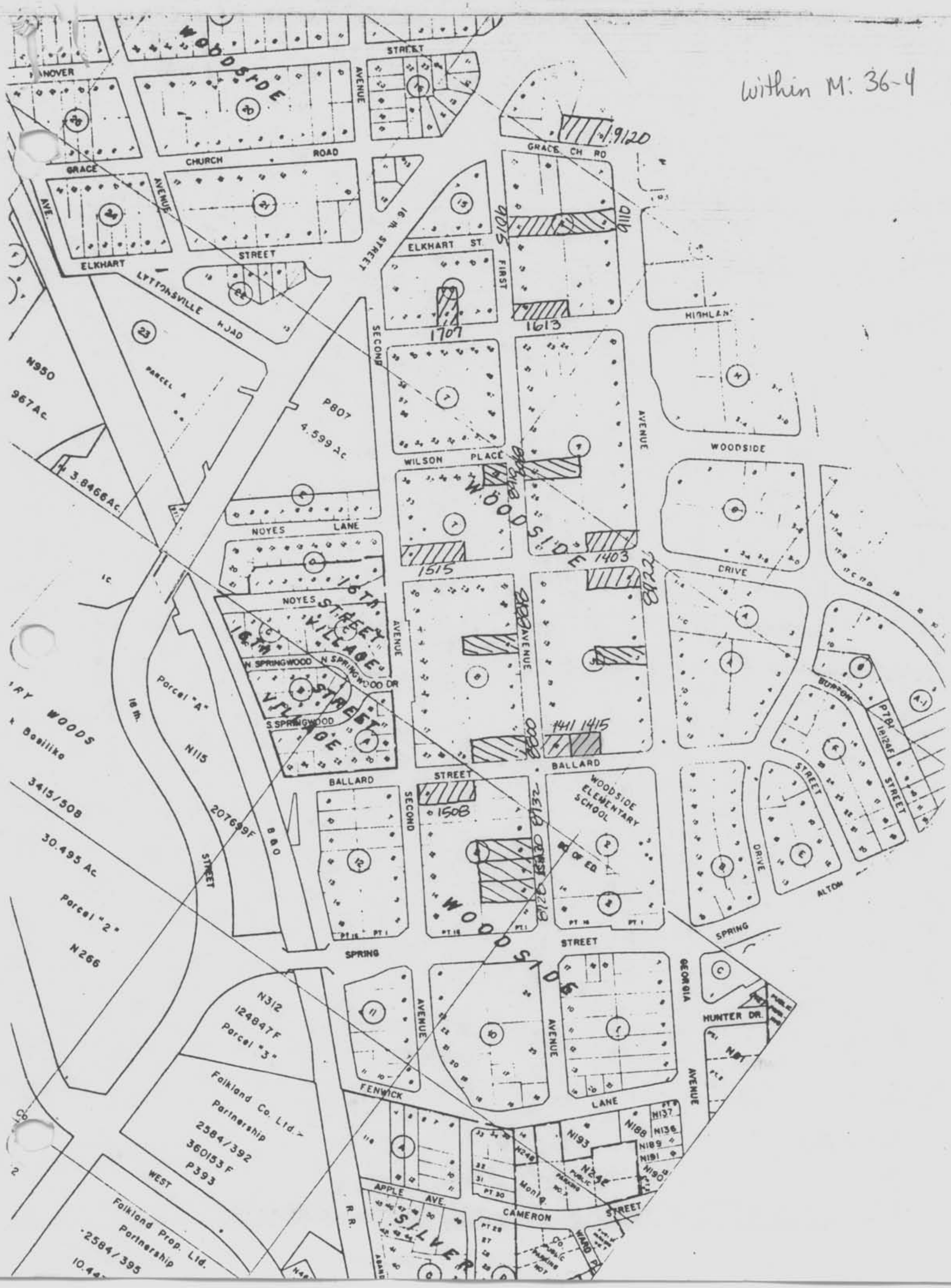
Category: Building

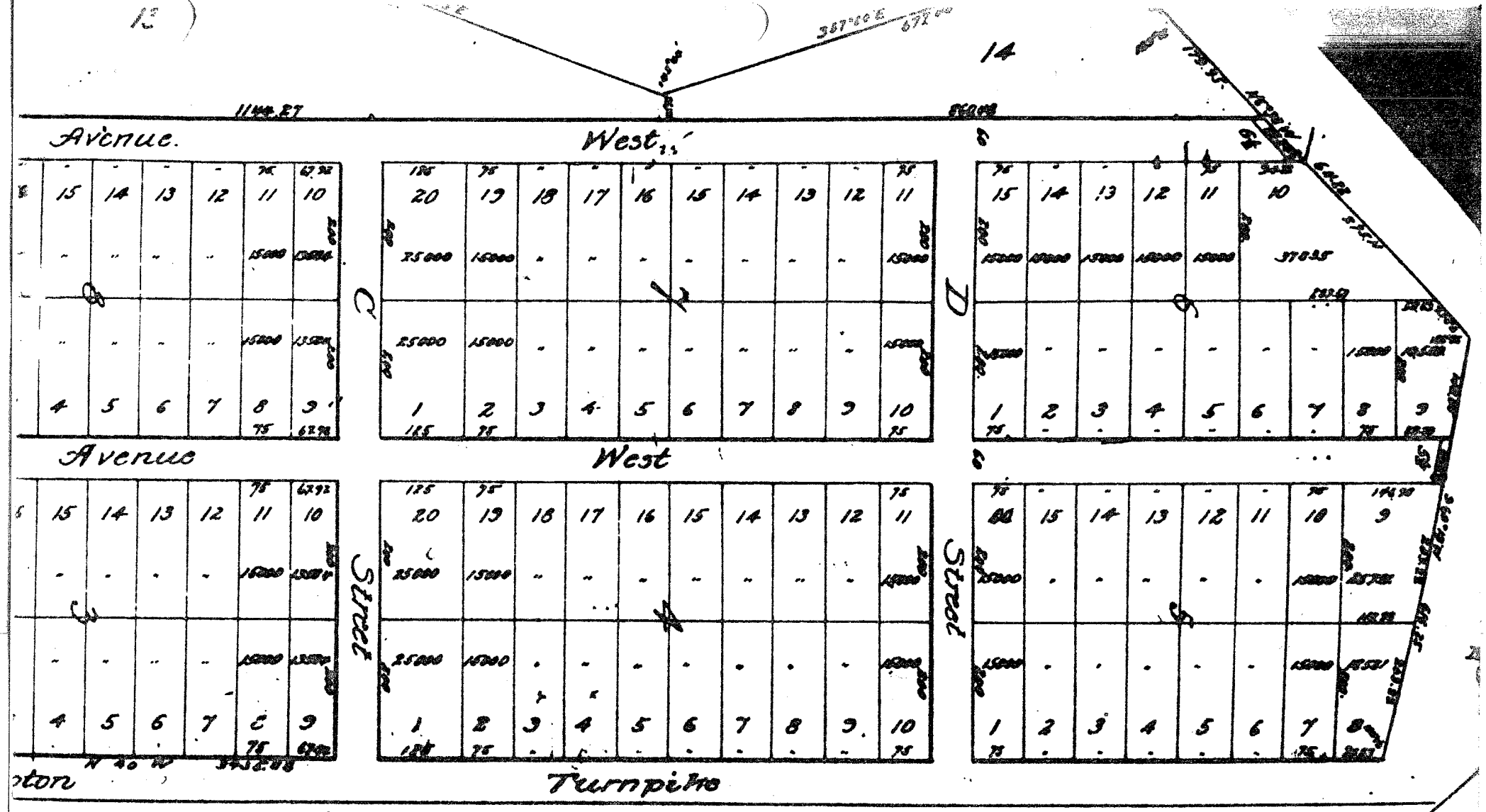
Historic Environment: Suburban

Historic Function(s) and Use(s): Residential/Single Family

Known Design Source: Unknown

Within M: 36-4


WOODSIDE
HANOVER
STREET
AVENUE
GRACE
CHURCH
ROAD
GRACE CH RD
1-9120
9106
9110
16 th STREET
ELKHART ST.
ELKHART
FIRST
STREET
LYTTONSVILLE ROAD
1707
1613
HIGHLAND
SECOND
N950
967Ac.
Parcel A
P807
4.599 Ac
WILSON PLACE
8908
WOODSIDE
3.8466Ac.
NOYES LANE
1515
1403
8922
DRIVE
NOYES
16TH STREET VILLAGE
N. SPRINGWOOD
N SPRINGWOOD DR
S SPRINGWOOD
Parcel "A"
N115
207699F
18th
B&O
8808
1441 1415
BALLARD
BURTON
P781
191124F
WOODS
3415/508
30.495 Ac
Parcel "2"
N266
1508
8800
8132
WOODSIDE ELEMENTARY SCHOOL
B OF ED
ALTON
SPRING
GEORGIA
HUNTER DR.
N312
124847F
Parcel "3"
Falkland Co. Ltd. Partnership
2584/392
360153 F
P393
FENWICK
LANE
N193
N188
N137
N136
N189
N191
N190
N246
N245
PUBLIC PARKING
APPLE AVE.
CAMERON
STREET
WEST
R.R.
SILVER
Falkland Prop. Ltd. Partnership
2584/395

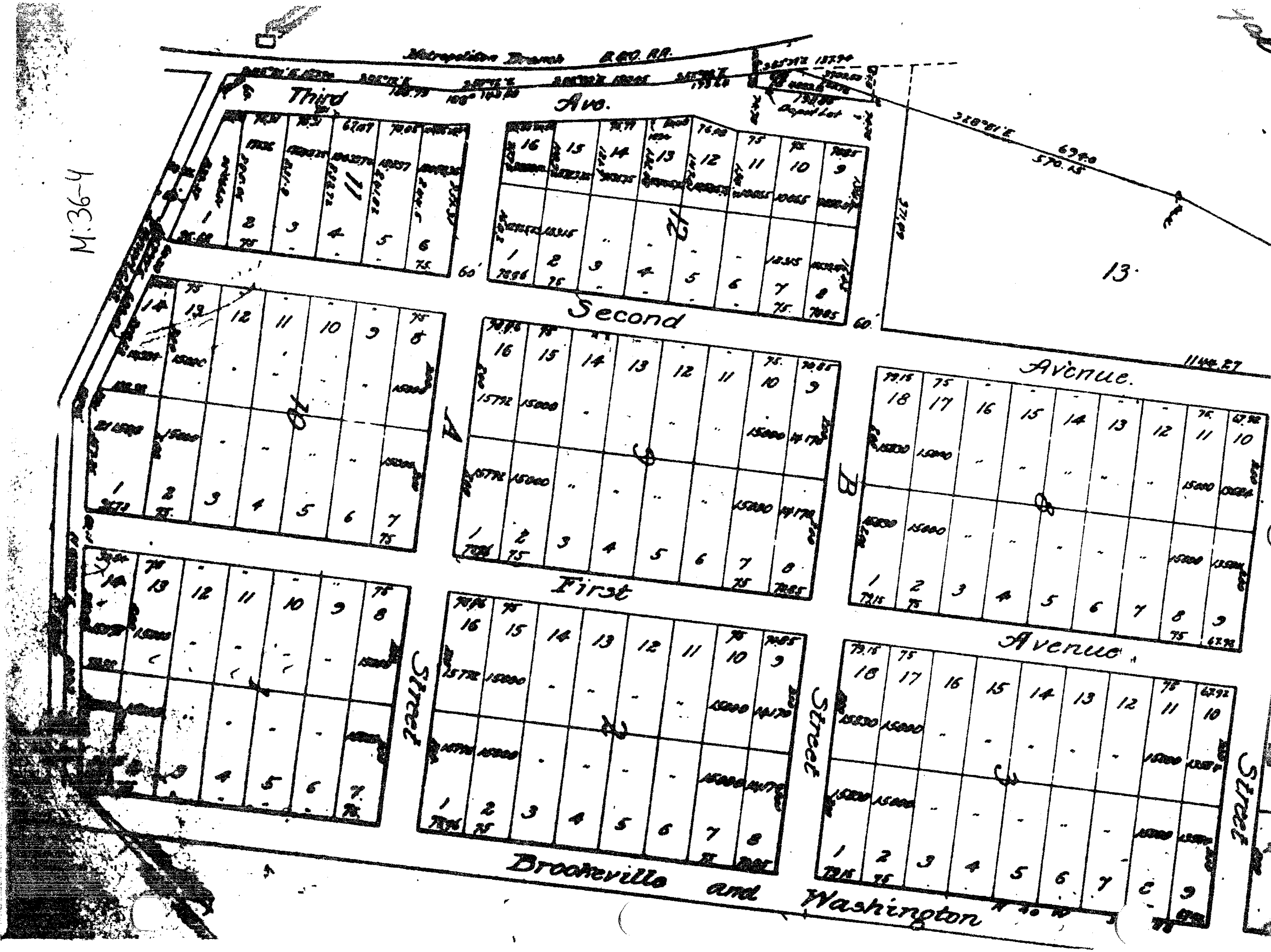


I, Benj F. Leighton have subdivided a tract of land formerly known as part of "Labyrinth," hereafter to be known as "Woodside," situated in Montgomery Co. State of Maryland; woned by me, unto lots and blocks as shown on the above plat.

Benjamin F. Leighton

I certify the foregoing plat is correct
Witness my hand and seal this 19th day Sept 1889
H.W. Brewer, surveyor

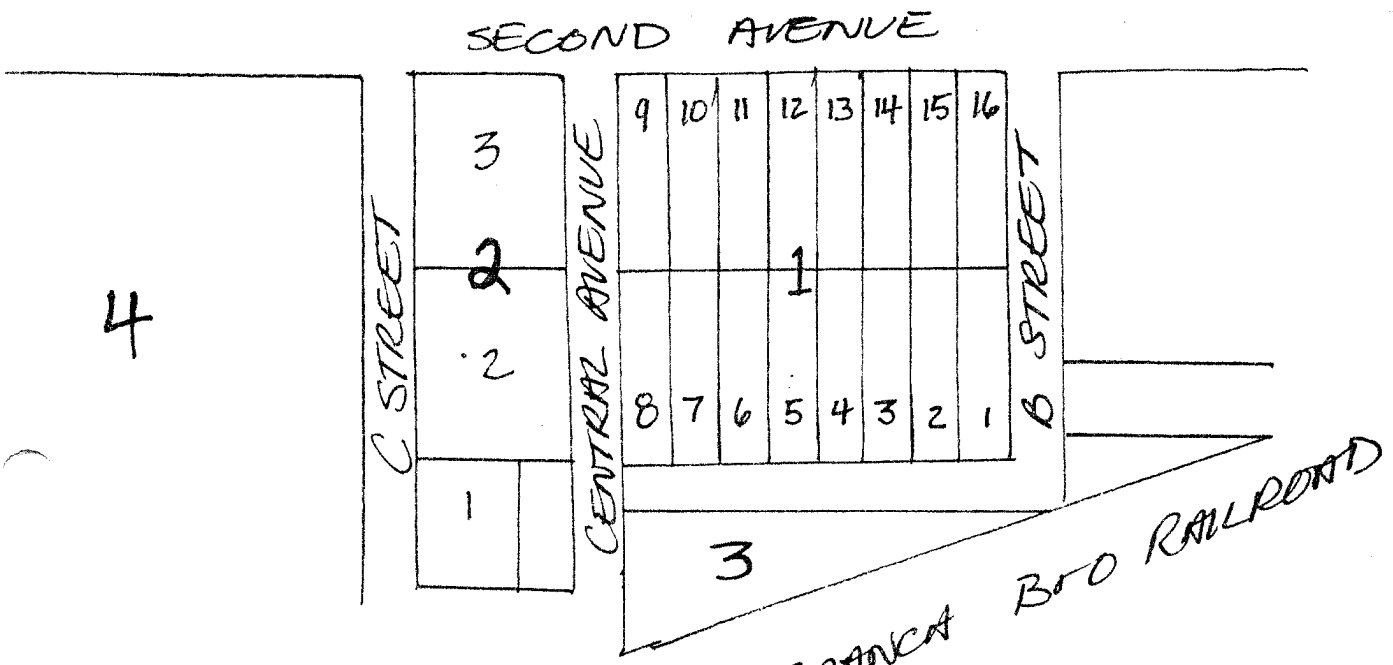
M.36-4



Metropolitan Branch B.&O. RR.
Third Ave.
Depot Lot
Second Avenue
First Avenue
Street
Street
Street
Brookeville and Washington
13

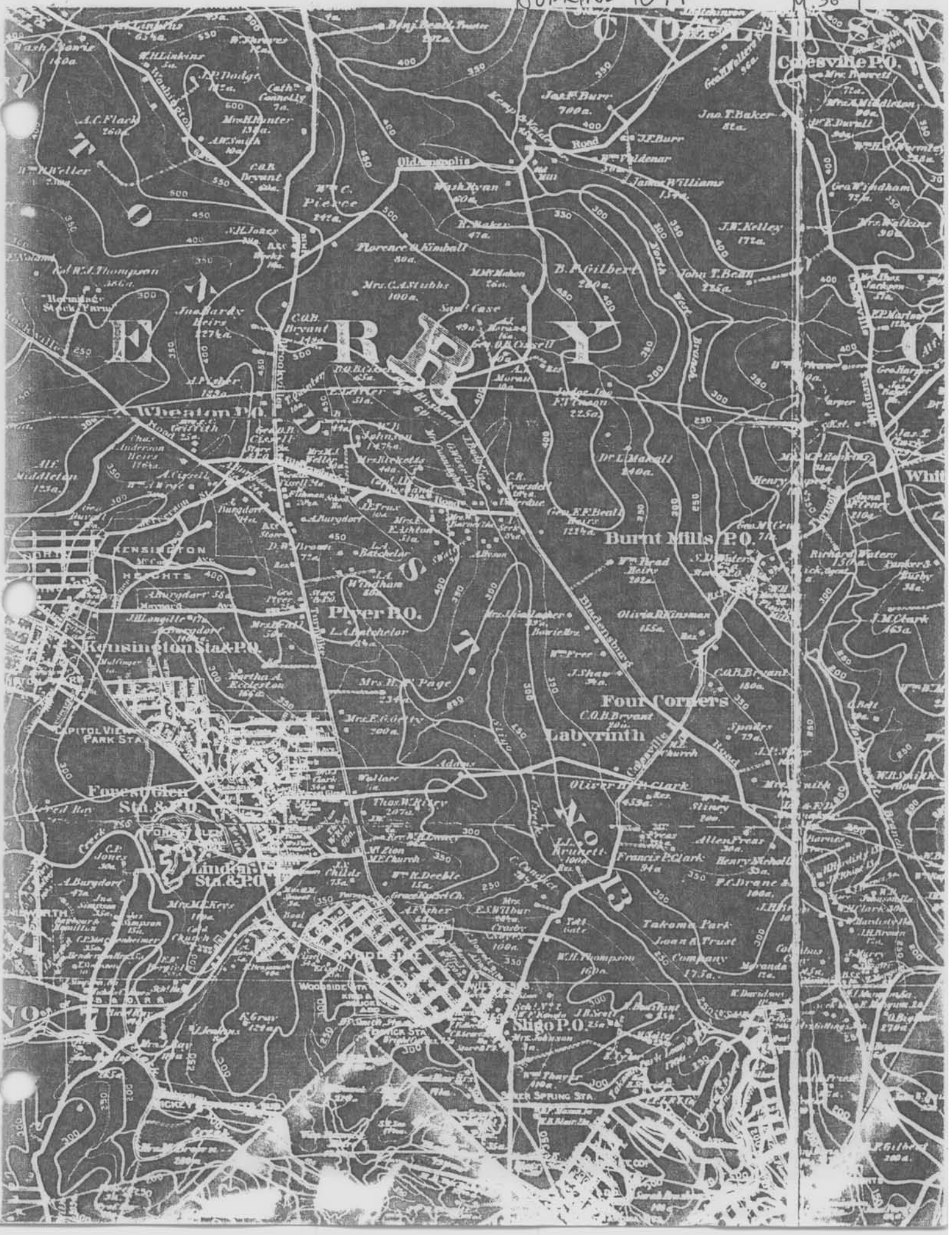
M:36-4

WM L.F. KING AND J. HENRY GULICK'S SUBDIVISION OF LABYRINTH, JOSEPH PARK & JAMES GIFT — A RESUBDIVISION OF PART OF "WOODSIDE"



AUG. 7th 1891
plat book B # 25

HOPKINS 1094 M.36-4



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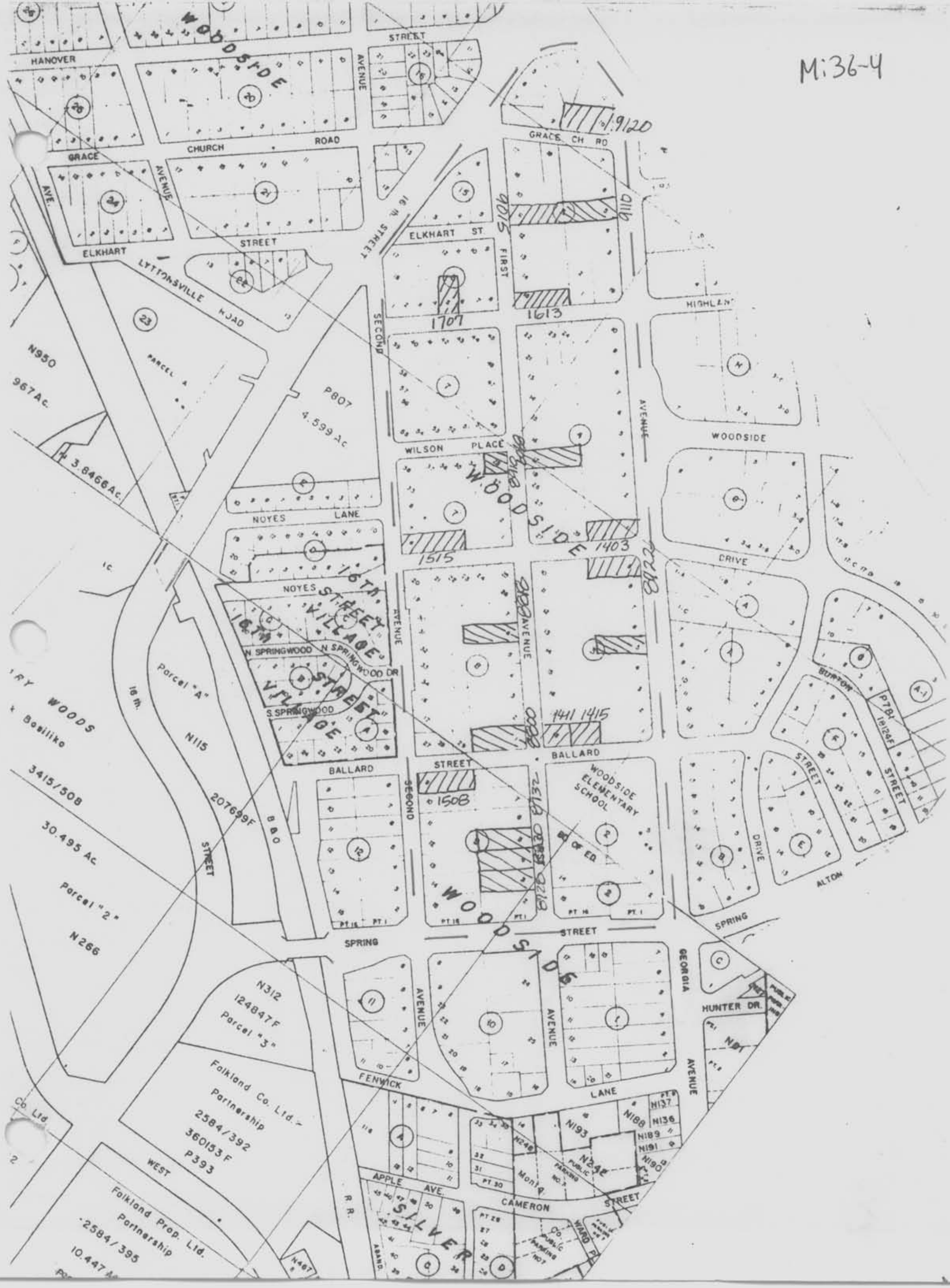

WOODSIDE
HANOVER
STREET
AVENUE
GRACE
CHURCH
ROAD
GRACE CH RD
AVE.
AVENUE
16 TH STREET
ELKHART ST.
FIRST
STREET
ELKHART
LYTTONSVILLE ROAD
9120
9106
9110
1707
1613
SECOND
HIGHLAND
N950
967 Ac.
PARCEL A
P807
4.599 Ac
WOODSIDE
WILSON PLACE
3.8466 Ac.
NOYES LANE
WOODSIDE
1515
1403
8122
DRIVE
NOYES
16TH STREET VILLAGE
N SPRINGWOOD
N SPRINGWOOD DR
S. SPRINGWOOD
AVENUE
WOODS
Parcel "A"
N115
207699F
16th
BURTON
P781
1412 4F
1411 1415
BALLARD
STREET
BALLARD
WOODSIDE ELEMENTARY SCHOOL
B OF ED
3415/508
30.495 Ac
Parcel "2"
N266
STREET
B&O
1508
STREET
DRIVE
ALTON
SPRING
STREET
SPRING
GEORGIA
WOODSIDE
N312
124847F
Parcel "3"
AVENUE
AVENUE
HUNTER DR.
AVENUE
FENWICK
LANE
Folkland Co. Ltd.- Partnership
2584/392
360153F
P393
Co Ltd
WEST
N193
N188
N137
N136
N189
N191
N190
N248
N242
PUBLIC PARKING
APPLE AVE.
CAMERON STREET
Folkland Prop. Ltd. Partnership
2584/395
10.447 Ac
R.R.
SILVER

5½, 6, 6½, 7 and part of block 14 of my [sub]division called Woodside into Blocks numbered 5, 6, 7 and 15 to 27 both inclusive with lots as laid down on the above plat; The same subdivision to be called hereafter "B.F. Leightons Addition to Woodside".

Original Scale: 100' to 1"
reduced to 200 ft. to 1 inch

I hereby certify that the above plat is correct

April 9th 1890.

H. W. Brewer
Surveyor

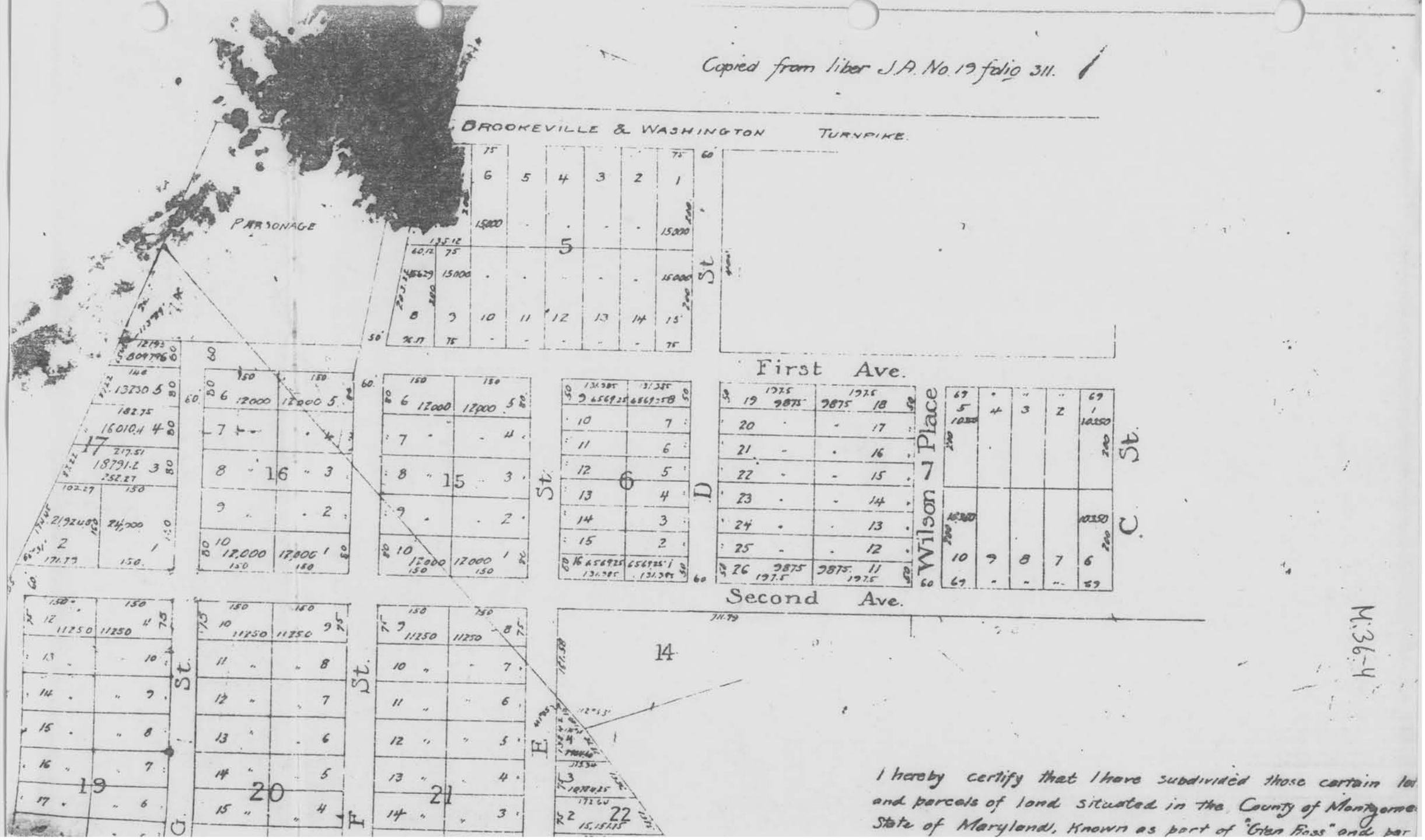
Vide Decree No. 27789 Equity

Pursuant to Sec. 406-D, Chapter 92, Acts of the General Assembly of Maryland, Session of 1914, I hereby certify that this is a true and accurate copy of the original recorded in Liber J.A. No 19 folio 311, one of the Land Records of Montg. Co., Md, of which it purports to be a copy.

W. Ernest Offutt.
County Surveyor for Montgomery County.

M:36-4

Copied from liber J.A. No. 19 folio 311.



I hereby certify that I have subdivided those certain lot and parcels of land situated in the County of Montgome State of Maryland, known as part of "Glen Ross" and par

M.316-4

WASHINGTON WEST)
5561 I NE

322 323 2'30" 324 325

INTERIOR—GEOLOGICAL SURVEY, RESTON V.

SILVER SPRING (R.R. STA.) 0.8 MI.
WASHINGTON (U.S. 240) 7 MI.

SCALE 1:24 000

0 1 MILE

000 3000 4000 5000 6000 7000 FEET

0 1 KILOMETER

UR INTERVAL 10 FEET
ODETIC VERTICAL DATUM OF 1929

ITH NATIONAL MAP ACCURACY STANDARDS
LOGICAL SURVEY, RESTON, VIRGINIA 22092
PHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATIO

Heavy-duty — Light-duty

Medium-duty — Unimprov

Interstate Route U.S. Route

MARYLAND

QUADRANGLE LOCATION

Boundary lines shown in purple compiled from latest information available from the controlling authority

Purple tint indicates extension of urban areas

Revisions shown in purple and woodland compiled from aerial photographs taken 1977 and other source data. This information not

KENSIN

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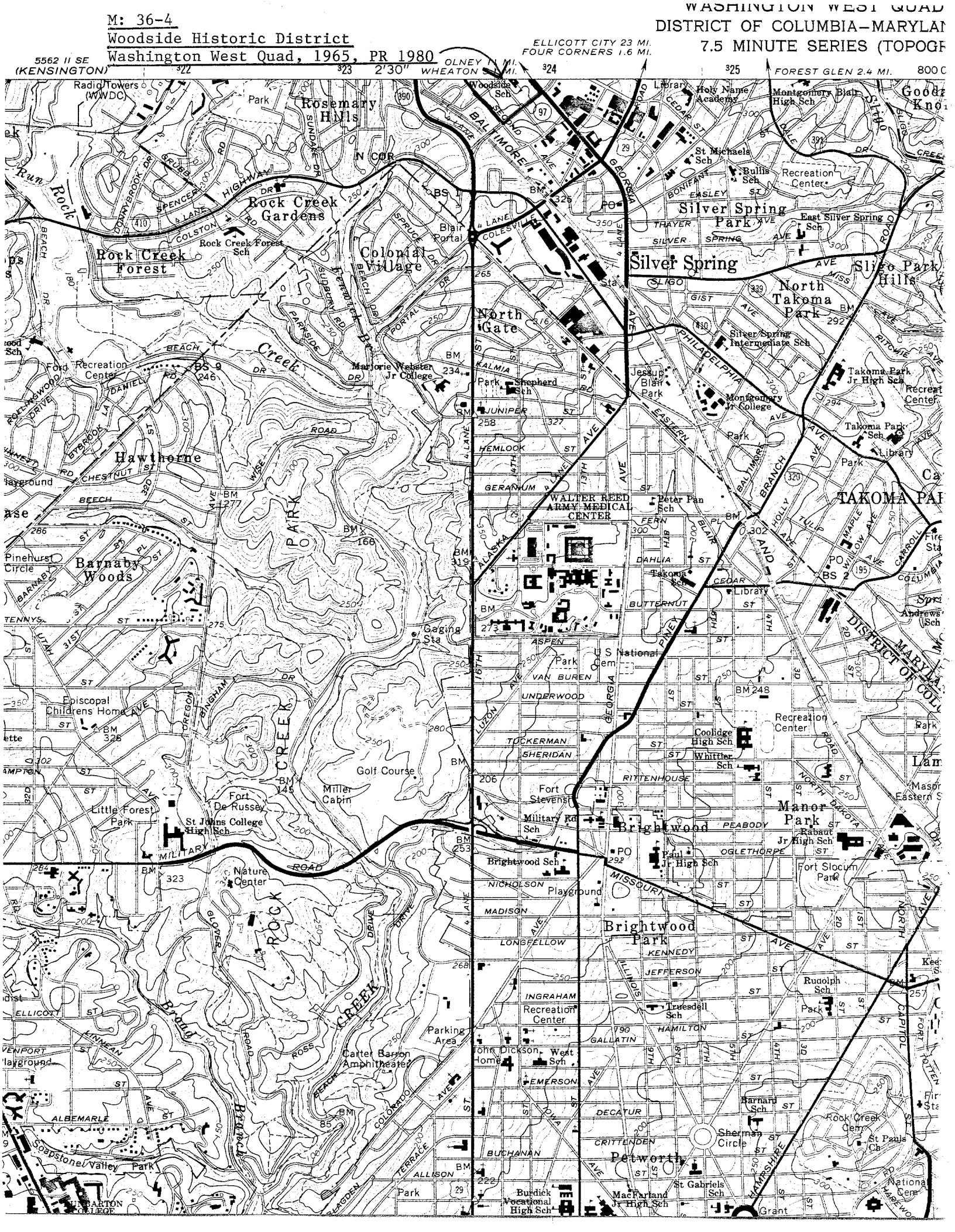
PHOTOR
DMA 5562 II

M: 36-4
Woodside Historic District
Washington West Quad, 1965, PR 1980



MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no X

Property Name: Montgomery Hills Shopping Center Inventory Number: M: 36-23

Address: 1901-1921 Seminary Road Historic district: ___ yes X no

City: Silver Spring Zip Code: 20910 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Samuel Striner (See Attached List) Tax Account ID Number: 01029856

Tax Map Parcel Number(s): P1A Tax Map Number: JP11

Project: MD 97: Forest Glen Road to 16th Street (MO224M11) Agency: State Highway Administration

Agency Prepared By: EHT Traceries

Preparer's Name: John Liebertz Date Prepared: 1/22/2013

Documentation is presented in:

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staf ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

DESCRIPTION OF PROPERTY

Montgomery Hills Shopping Center is located at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue in Montgomery County, Maryland. The shopping center is bounded by Georgia Avenue to the east, Seminary Road to the south, Selway Lane to the west, and two commercial properties to the north. The property includes all of Block J of Montgomery Hills, which was subdivided in 1928. Robert Benner and George E. Good, the original developers, designated the block for commercial purposes. The main block of buildings at 1901-1919 Seminary Road and 9416 Georgia Avenue were constructed between 1929 and 1931, the one-story addition at 9414 Georgia Avenue was built between 1936 and 1941, and the one-story store at 1921 Seminary Road was added circa 1950.

ARCHITECTURAL DESCRIPTION

Primarily constructed between 1929 and 1931, the Montgomery Hills Shopping Center consists of seven attached commercial buildings with residential units above and to the rear of a number of the businesses. (1) The early suburban shopping center is

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

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Reviewer, National Register Program — Date: 6/7/13

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visually unified by the application of Tudor Revival-style elements. The overall site plan contributes to the stores' individuality as the eastern and western ends of the development are stepped back from its center, orientated towards Seminary Road. The three two-story western stores (1911, 1913, and 1919 Seminary Road) have simple rectangular forms with front-gabled roofs. The subsequent eastern store (1907 Seminary Road) has an ell-shaped form, with a front-gabled roof and side-gabled ell. The southern slope of the side-gabled roof is pierced with a single cat's ear (or pointed arch) dormer. The easternmost two-story store (1901 Seminary Road) is square in plan. The building is comprised of a front-gabled roof fronting Georgia Avenue on its southern half and a flat roof on its northern half. The southern slope of the gable roof has two cat's ear dormers matching the adjacent building.

Constructed between 1936 and 1941, a one-story masonry addition to the north – presently numbered 9414 Georgia Avenue – has a flat roof. This is adjacent to a two-story building at 9416 Georgia Avenue, which is capped by a shed roof. The structural system of the two-story building is unknown. The 1931 Real Estate map indicates a wood-frame building at this location, but vinyl siding presently obscures the underlying structural system. Due to the design and appearance of the building, however, it is likely that the developers incorporated the existing wood-frame building into the shopping center. Constructed circa 1950, the westernmost store at 1921 Seminary Road was not part of the original development, and therefore, does not reflect the appearance of the other buildings. The one-story wood-frame building has a rectangular plan with a shed roof of asphalt shingles.

All seven buildings are set on a parged concrete foundation. A combination of cladding and stucco obscures the underlying masonry structural system. The first stories are differentiated by pent roofs of asphalt shingles, diagonal entryways, projecting bays, and cladding material. The second story of the primary elevations facing Seminary Road and Georgia Avenue are largely repetitive with the application of stucco and decorative half-timbering, unifying the center and mimicking the quaintness of an English village. The buildings at 1909 and 1913 Seminary Road, however, the stucco and half-timbering are covered with vinyl and asbestos sidings on the second story. The half-timbering remains on the upper gable end of the building at 1913 Seminary Road. The roofs have simple wood fascia cornices and are covered with asphalt shingles. Brick chimneys with corbelled caps pierce the roofs toward the rear alley.

The following materials distinguish the first story of each storefront. The one-story building at 1921 Seminary Road is clad with aluminum siding. The store at 1919 Seminary Road features stretcher-bond brick cladding and an ashlar stone veneer on its angled entryway. The buildings at 1907, 1911, and 1913 Seminary Road have stretcher-bond brick veneers. The building at 1901 Seminary Road has stucco applied on its first story. The one-story addition and the two-story frame buildings to the north have stretcher-bond brick cladding. On the one-story addition, between the modern storefront windows and cornice, is a small band of false half-timbering, continuing the stylistic appearance of the shopping center.

Fenestration on the first story of the buildings primarily consists of single-leaf doors and fixed single-light storefront windows. The store at 1921 Seminary Road features a replacement metal door, a fixed, 24-light, wood window, and a 6/6 wood window. On the southern elevation, 1901-1919 Seminary Road each has two single-leaf doors accessing the respective businesses. The two buildings fronting Georgia Avenue each have one single-leaf door. The majority of the doors, however, have been replaced with modern aluminum-framed glass or metal doors. Original Tudor Revival-styled doors with vertical wood planks and iron straps remain intact on the buildings at 1913 and 1919 Seminary Road.

On the second story of the primary elevations, fenestration consists of paired or ribbons of three or four, 1/1 windows. The ribbons of windows were typical in gable ends of Tudor Revival-styled buildings. The majority of the windows, however, have been replaced with vinyl sash. All the paired windows on the highly visible corner store at 1901 Seminary Road hold 6/6 vinyl sashes. The building at 1907 Seminary Road has had two paired 1/1 windows removed and replaced with a large, single-light, fixed window. The upper gable ends of 1907 and 1919 Seminary Road retain their original four-light and three-light casement windows.

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These windows may reflect the original appearance of the windows on the second story as they are more stylistically accurate to the Tudor Revival style.

Architecturally less important and partially visible from the public right-of-way, the rear of the buildings contains an amalgamation of additions intruding into the alley. The later-constructed building at 1921 Seminary Road contains a small auto garage in the northern half of the building. Opening onto Selway Lane, the garage's original roll-up door is partially intact. Largely completed by 1959, the rear additions on the buildings at 1901-1919 Seminary Road reflect the residential use and lack of an individual owner with a singular development plan. The wood-frame and masonry additions are primarily one-story high and capped with shed or flat roofs, For example, the rear of 1913 Seminary Road has a one-story concrete block addition with a rooftop deck accessed by a wood stair. The majority of the openings on the rear additions contain replacement single-leaf doors and single or paired 1/1 and 6/6 vinyl replacement windows.

HISTORIC CONTEXT

The land located to the north of Silver Spring was first subdivided in the late nineteenth century. While the Washington, Woodside, and Forrest Glen streetcar line increased transportation to the region in 1898, early subdivisions continued to have limited success. Reasons included long travel times via the streetcar or Baltimore & Ohio Railroad, and the ready availability of land with the needed amenities like roads and water lines in the northern parts of Washington, D.C. Due to the lack of supporting development, commercial and industrial businesses were restricted to the intersections of major thoroughfares. (2)

Before the 1920s, community planning and cultural expectations further impeded commercial ventures. A number of subdivisions restricted commercial businesses within their development. Wealthy suburbanites, who had first moved to the newly established suburbs, had the time and income to travel into Washington, D.C. on trains and streetcars to shop for the variety and quantity of goods to which they were accustomed. The downtown businesses then shipped the packages back to their residences via the streetcar. Any immediate amenities were available at the long-established corner stores. The commercial needs of the area, however, quickly shifted with the development of middle-class subdivisions. (3)

In the mid-1920s and 1930s, the automobile had a dramatic impact on the transformation of Silver Spring. Between 1920 and 1930, vehicle ownership increased threefold from 56,000 to over 150,000 within the District of Columbia. (4) The existing road infrastructure, however, could not accommodate automobiles in large numbers. The roads evolved from colonial trails and nineteenth-century turnpikes and had limited improvement possibilities. During this period, Maryland's State Roads Commission primarily addressed hazardous conditions, steep grades, unsafe curves, line of sight issues, and completed right-of-way purchases for existing narrow roads. (5) Coupled with such basic improvements to the roads and infrastructure, the automobile allowed the middle-class to move farther away from their places of business. By 1925, Georgia Avenue became the third most important arterial road into the capital city, running through the center of Silver Spring. (6) In addition, public transportation into the District of Columbia relied heavily on the public bus after the official termination of the Washington and Rockville Railway Company (successor of the Washington, Woodside, and Forrest Glen) at Georgia and Eastern avenues in 1927. (7) These transportation improvements allowed the middle class to reside in the 80 subdivisions platted in Montgomery County in the 1920s. Twenty-five of the subdivisions were located within Silver Spring and three subdivisions – North Woodside, Woodside Park, and Montgomery Hills – were in close proximity to the Montgomery Hills Shopping Center along Georgia Avenue. (8)

These residential subdivisions offered space, distance from the urban environment, and reprieve from urban issues such as sanitation quality. Further, the developments offered the Caucasian middle class a degree of segregation not found in Washington, D.C as the deeds contained stipulations regarding the selling of land to minorities. In order to further appeal to prospective

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_____ _____

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homeowners, developers included amenities such as pools, clubs, landscaped areas, and dedicated commercial areas. (9)

Throughout the country, the 1920s subdivision developers started to realize the importance of including neighborhood shopping centers within their subdivision plans. The potential middle-class residents could not afford the same degree of luxury or time commitment dedicated to traveling into major cities as the wealthy elite. Therefore, developers not only planned the location of the neighborhood stores in relation to the housing, but also carefully selected the merchants in order to allow maximum convenience, services, and goods to homeowners. (10) As a result, access to everyday goods was within the community.

These early suburban shopping centers consisted of a half-dozen stores that were designed to complement the architectural style of the community, typically Tudor Revival and Colonial Revival—popular styles that were commonly dressing the residential buildings. The design of the stores provided a continuity not seen in the earlier freestanding businesses and allowed the buildings to blend into the suburban landscape. These buildings replaced earlier utilitarian buildings that were perceived as eyesores by residents. (11) Examples of purpose-built early suburban shopping centers in Montgomery County include the Montgomery Hills Shopping Center and Leland Shopping Center (Bethesda). (12) The shopping centers served as the transition between pre-1920 freestanding single stores, unplanned strips of commercial stores within designated lots in a subdivision, and the neighborhood shopping centers of the 1930s, such as Arthur B. Heaton's Park and Shop in Cleveland Park, Washington, D.C. (13) The 1920s early suburban shopping centers were still orientated towards the surrounding residential and pedestrian environment, accounting for their residential-styled design. On the other hand, the 1930s neighborhood shopping centers were driven by the automobile; the building's plan was orientated towards the major thoroughfare, designed for speed and efficiency, and provided ample parking in the front. (14) In the Washington, D.C. region, the influx of federal employees and the dramatic rise of population between 1930 and 1940 led to the necessity of larger destination regional shopping centers, such as the Silver Spring Shopping Center. Whereas the neighborhood shopping centers catered to the everyday needs of local residents, the regional shopping center provided the specialty shops and entertainment services previously frequented in downtown Washington, D.C. (15)

Montgomery Hills Shopping Center

Montgomery Hills Shopping Center is representative of the development of pre-suburban shopping centers within large subdivision developments in Montgomery County in the 1920s. Robert Benner and George E. Good purchased the land from the Childs family and platted the residential subdivision of Montgomery Hills on August 25, 1928. (16) Advertisements for the subdivision stated:

> Montgomery Hill is one of the carefully restricted residential sections within a short distance of the Nation's Capital, with paved and lighted streets, convenient schools and stores, high elevation and other unusual features. Building is rigidly restricted as to type and cost as will readily be noted by even the casual observer on visiting the electric kitchen home. (17)

The developers reserved Block J, at the intersection of Seminary Road and Georgia Avenue, for commercial development. (18) The location allowed for ease of accessibility for the surrounding residents, but considered the burgeoning importance of the automobile; albeit, in a limited fashion as the buildings were not orientated towards Georgia Avenue. Benner and Good sold the lots to business owners with certain stipulations. Deed of covenants for Block J stated that "The Montgomery Hills Company shall have the exclusive right to construct any building which may be erected on said premises; plans and specifications to be approved by said company." (19) Early businesses included a bakery, tavern, delicatessen, pharmacy, barber shop, and grocery store. (20) Richard J. Dietle received one of the first properties sold as noted in the Washington Post:

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> A business site in Montgomery Hills was sold for the Montgomery Hills Co. to Richard J. Dietle, a baker of Silver Spring, for approximately $3500. It is understood that the contract also included the erection of a modern bakery for the purchaser by the seller. The new bakery is expected to cost about $12,000. (21)

The developers, however, lacked the foresight of the planners of a 1930s neighborhood shopping center. Benner and Good planned the shopping center to serve the immediate members of Montgomery Hills and neighboring subdivisions. As a result, the current parking lot was designated as a landscaped area/park with curbside parking serving the businesses. As stated in a deed of conveyance:

> All that part of said lot south of the building restriction line with a frontage on Seminary Road, on said plat of said subdivision, shall be used for park purposes, the expense of the construction of said part to be at the cost of said Montgomery Hills Company. (22)

This use, however, may have never come to fruition as parking would have been essential for automobiles, especially along the highly traveled Georgia Avenue. Further, the staggered setback of the buildings from the street reflects the pedestrian-minded orientation of the commercial development, rather than one devoted to the automobile-owning customer. Later developments had planned their shopping centers along arterial roads to capitalize on the daily traffic; however, the importance of placing Montgomery Hills Shopping Center along Georgia Avenue is diminished since it had not planned for parking for additional cars and consumers outside of its residential periphery who were commuting through the area.

Linking it to earlier freestanding, pre-1920 commercial businesses as well as the residential neighborhoods surrounding, the shopping center had apartment units above and to the rear of the stores. As stated in an advertisement of the Washington Post:

> BARBER SHOP, two chairs: 1005 Seminary road, Silver Spring, Md; good place for right man. Living quarters in rear. (23)

The incorporation of residential housing is not typical of post-1930s shopping centers, which are commonly one-story commercial blocks. A number of the apartments at Montgomery Hills Shopping Center now serve as offices.

The development was constructed in three phases. The main block 1901-1919 Seminary Road was constructed between 1929 and 1931. The staggered design, while cohesively one block, also read as individual units much like contemporaneous row houses. At that time, the Childs family owned the property to the northeast of the commercial center, currently comprised of a portion of 9416 Georgia Avenue. In 1936, the Childs family purchased LOT 1-A, the building at 1901 Seminary Road. (24) In all likelihood, they constructed the one-story addition to the building (presently 9414 Seminary Road) and incorporated the two-story wood-frame building into the shopping center. The final development occurred circa 1950, with the construction of the one-story frame building at 1921 Seminary Road. The additions anchor the original main block but read as separate buildings of later construction.

INTEGRITY ASSESSMENT

Constructed initially between 1929 and 1931, Montgomery Hills Shopping Center retains a low level of integrity as a late 1920s shopping center due to continued development to Georgia Avenue, numerous alterations to character-defining features of the property, and a removal of historic material.

The property has low integrity of location and setting. The buildings remain in their original location along Georgia Avenue and

MARYLAND HISTORICAL TRUST REVIEW

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_____ _____

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Seminary Road and the size of the parcel remains intact. The location of the commercial center is reflective of the rapid suburbanization of the Silver Spring region starting in the mid-1920s.

The shopping center, while oriented to Georgia Avenue and Seminary Road, did not initially incorporate parking for those traveling along these primary thoroughfares. Rather, the original plans called for a landscaped area/park to separate the property from the street. Although the addition of a parking lot shows the shopping center's transition into the automobile age, it removes the planners' original pedestrian orientation that is supported by the staggered setback of the buildings and has altered the immediate setting of the property. Further, the lack of planned parking as part of the original setting restricts a comparison with post-1930s commercial shopping centers, which were planned around parking areas.

Moreover, development along Georgia Avenue has greatly changed since the buildings' date of construction. The design of Montgomery Hills Shopping Center relative to the location and setting was originally associated with the suburban developments surrounding. With additional commercial construction and the increased automotive traffic, the setting between the subdivisions and the shopping center has diminished as the property now relates more to the commuters along Georgia Avenue. In the 1950s and 1960s, the planning and construction of Interstate 495 (I-495) led to additional construction in proximity to Montgomery Hills Shopping Center. This coincided with the "post-World War II and Early Freeway Suburbs," a period of mass production and new modern materials. Construction of the on and off ramps of the highway's cloverleaf were located on undeveloped land approximately one-quarter of a mile north of the shopping center. As part of the planning for the highway, and to meet the growing number of freeway suburbs to the north, Georgia Avenue was widened in 1951-1952, resulting in a loss of street frontage and parking in the area. As stated in the Report of the State Roads Commission of Maryland:

> Georgia Avenue, State Route 97, has been rebuilt as an urban dual lane highway.... This highway replaces the old 20 ft. roadway and serves as an adequate artery for the heavy traffic volumes from eastern metropolitan Montgomery County to the District of Columbia. (25)

Similar improvements were completed to the south of Montgomery Hills Shopping Center with the extension of 16th Street to Georgia Avenue in 1959. The new route improved traffic on Georgia Avenue, but led to the demolition of a number of dwellings in North Woodside, including five buildings fronting Georgia Avenue. (26)

The addition of I-495, the widening of Georgia Avenue, and extension of 16th Street altered the area's sense of suburbanization, disjointed previously adjacent subdivisions, prompted new development, and prompted commercial developments to cater to passing commuters instead of the surrounding residents. The smaller shopping centers and rows of commercial buildings (constructed between 1928 and 1957) nearby that serve the surrounding automobile subdivisions were impacted by the construction of the Safeway and People's Drug Store at 9440 and 9520 Georgia Avenue, respectively, in 1966. Located directly to the north of Montgomery Hills Shopping Center, the large box-form commercial buildings required demolition of a wood-framed church, its associated cemetery, and a large open field. (27) For these reasons, the context of Montgomery Hills Shopping Center as a small collection of businesses serving its immediate residential neighborhood no longer exists.

Montgomery Hills Shopping Center has low integrity of design, workmanship, and materials. While the design intent of the developers is still largely visible despite additions, the loss of workmanship and materials diminishes the building's integrity. The main block of the shopping center remains generally intact and identifiable as the original structure. Yet, the one-story addition at 1901 Seminary Road was completed by 1941, connecting the development to the two-story building at 9416 Georgia Avenue and enlarging the structure. Lot number 7 of Montgomery Hills Shopping Center, comprised of the one-story building at 1921 Seminary Road, was constructed circa 1950, likely outside of the purview of the original developers. The design of the circa 1950

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building is not complementary to the Tudor Revival style and detracts from the desired uniformity. Other additions are limited to the rear of the buildings, which is common for commercial buildings.

The shopping center's Tudor Revival-styled design, including its decorative half-timbering and fenestration pattern, have been compromised but are still evident. The design of corner buildings at 1901 Seminary Road has undergone major alterations as its highly visible first story lacks any fenestration along Georgia Avenue. Window and entry openings along this elevation would have attracted passing motorists to the goods offered for sale and was a significant means of advertisement for shopping centers along major thoroughfares like Georgia Avenue. In addition, the building's first-story cladding was parged based on the materials of the adjacent building. On the buildings at 1913 and 1917 Seminary Road, the stucco and half-timbering on the second stories were removed or covered with asbestos and vinyl siding, respectively. The majority of the doors have been replaced, but original doors with vertical wood planks and metal straps remain at 1913 and 1919 Seminary Road. Similarly, a number of the storefront windows have been replaced with large, metal-framed plate glass. On the second story of the buildings, the window fenestration pattern remains generally intact, but the majority contain 1/1 vinyl-sash replacements. In addition, two non-original, large, single-light windows pierce the second story of 1907 Seminary Road. Original casement windows in the upper gable ends of 1919 and 1907 Seminary Road suggest the presence of casement windows throughout the complex, more in line with the Tudor Revival style. The 1987 Maryland Inventory of Historic Properties Form denotes that a number of the pent roofs were covered with slate. (28) All of the slate has been replaced with asphalt shingle. In addition, a number of the roofs appear to be covered by modern awnings.

Montgomery Hills Shopping Center has moderate integrity of feeling and association. The shopping center represents early planned neighborhood shopping centers associated with middle-class subdivisions. The removal of the Tudor Revival-styled elements, however, disconnects its association with the subdivision as the buildings were designed to blend with the residential character of the neighborhood. The incongruous design of the building at 1921 Seminary Road further detracts from the direct association of planned cohesiveness in the larger development. In addition, the historic importance of the center is lessened due to its lack of a planned parking lot.

DETERMINATION OF ELIGIBILITY

Montgomery Hills Shopping Center is located at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue in Silver Spring, Montgomery County, Maryland. The site is not eligible for listing in the National Register of Historic Places as it fails to represent the property's 1929-1941 period of development. This period incorporates the construction of the main block and the one-story addition connecting the center to the likely wood-frame building at 9416 Georgia Avenue. These later additions to the shopping center are relevant since its design matches the Tudor Revival style established on the main block.

Montgomery Hills Shopping Center fails to adequately represent the early suburban shopping centers from the 1920s or the neighborhood shopping centers from the 1930s on the periphery of Washington, D.C. First, the center was not the first Tudor Revival-styled shopping center that catered to middle-class residents in Montgomery County. In Bethesda, Leland Shopping Center was completed in 1927, establishing the principles later utilized by Benner and Good. Further, the later addition of the current unplanned parking lot removes its context as an early suburban shopping center serving the immediate community. The construction date of the current parking lot is unknown, but was likely essential by the mid-twentieth century. At the same time, dedicated parking lots were one of the critical components of the later neighborhood shopping centers. Neighborhood shopping centers were a response to rise of middle-class, automobile-suburbs. The businesses served the everyday needs of the nearby residents and individuals who commuted to and from Washington, D.C. by means of the automobile. The lack of a planned

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

parking lot diminishes its relevance to the burgeoning automobile culture, and its placement along Georgia Avenue as the stores would have been less accessible to passing commuters. In addition, one of the key characteristics of early suburban shopping centers included their stylistic blending with the surrounding residential architecture. Therefore, the lack of integrity of design, materials, and workmanship diminishes the property's association with community planning. Thus, Montgomery Hills Shopping Center is not eligible under Criterion A. The shopping center is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, it is not recommended eligible under Criterion B.

Montgomery Hills Shopping center is not eligible for listing in the National Register of Historic Places under Criterion C as an intact 1920s early suburban shopping center. While the design intent remains evident, the shopping center in its totality is not an excellent example of the Tudor Revival style or a commercial shopping center as a building type. Constructed between 1929 and 1941, numerous aspects of the original center have been altered, demolished, or covered, including parts of the decorative half-timbering and stucco, slate shingle roofs, original storefronts, windows and doors, and rear additions. The architectural unity of the shopping center is further lessened by the construction of the one-story store at 1921 Seminary Road. The ownership of the buildings by individual owners contributed to the array of changes to each structure, allowing for the incongruous removal of character-defining features from the primary elevations and unplanned amalgamation of rear additions. Further, the attachment of residential units to the shopping center recalls the older model of commercial development, rather than a forerunner to the regional shopping center. In addition, the construction of the large commercial development to the north of the center detracts from the context of Montgomery Hills Shopping Center as a small neighborhood shopping center serving the surrounding community in the 1930s.

The shopping center was not evaluated for its archeological potential under Criterion D.

BOUNDARY JUSTIFICATION

Montgomery Hills Shopping Center is located at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue. The seven buildings are situated on approximately .89 acres of land. The property contains a parking lot to the north and a rear alley to the south of the building. All seven buildings have been historically associated with Block J of the Montgomery Hills subdivision.

(1)The construction date for the buildings was determined by comparing deeds, plats, aerial photographs, and Montgomery County, Maryland, Real Estate Atlas.
(2)Andrea Rebeck, Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes (Silver Spring, Maryland: Montgomery County Historic Preservation Commission, 1987), 2-4; KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," (Maryland Department of Transportation, 1999), B-30.
(3)Lizabeth Cohen, "From Town Center to Shopping Center: The Reconfiguration of Community Marketplaces in Postwar America," American Historical Review 101, no. 4 (October 1996): 1051; Rebeck, 10-11.
(4)Stephanie Ann Seachrist, "Silver Spring: Residential Development of a Washington Suburb," (Newark, Delaware: University of Delaware, 1990), 32.
(5)Anne E. Bruder, Tommorow's Roads Today: Expressway Construction in Maryland, 1948-1965 (Baltimore, Maryland: Maryland State Highway Administration, 2010), 6.
(6)Seachrist, 38.
(7)The streetcar line failed to resume ridership after a planned temporary closure due to the construction of an underpass for Georgia Avenue in 1924. Seachrist, 33.; LeRoy O. King, 100 Years of Capital Traction: The Story of Streetcars in the Nations

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**

Capital (Dallas, Texas: Taylor Publishing Compamy, 1972), 120.
(8)Rebeck, Appendix – Residential Subdivisions Platted in Montgomery County between 1920 and 1930.
(9)Rebeck, 6.
(10)Meredith L. Clausen, "Northgate Regional Shopping Center-Paradigm for the Provinces," Journal of the Society of Architectural Historians 43 no. 2 (May 1984): 45-46.
(11)Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," 8.
(12)Maryland Historical Trust Inventory Form, "Leland Shopping Center," Bethesda, Montgomery County, Maryland, M: 35-14-8; Maryland Historical Trust Inventory Form, "8202-8210 Piney Branch Road, Silver Spring, Montgomery County, Maryland, M: 37-8.
(13)Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," 12.
(14)Richard Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," Journal of the Society of Architectural Historians 60 (March 1992): 6.
(15)Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," 7-9.
(16)The shopping center catered not only to the residents of Montgomery Hill, but to adjacent subdivisions such as North Woodside located directly to the south. "Montgomery Hill: Georgia Avenue Extended & Brookville and Tenleytown Road, North of Silver Spring, Montgomery County, Maryland," August 16, 1928, Maryland State Archives.
(17)Washington Post, "Montgomery Hill's Home Opens Today," Washington Post, September 25, 1932, Proquest Historical Newspapers.
(18)Maryland Inventory of Historic Properties Form, "Montgomery Hills Shopping Center," Silver Spring, Montgomery County, Maryland, M: 36-23.
(19)Montgomery County Circuit Court, "George E. Good and Robert W. Brenner to Richard J. Dietle," January 7, 1929, Maryland State Archives, PBR 474, p.162-163.
(20)Washington Post, "Display Advertisement," Washington Post, May 24, 1957; "Classified Advertisement, Washington Post, June 27, 1931; "Beer License Transfer Hearing Tomorrow, Washington Post, August 25, 1940; "Neighbor Sues Woman Grocer for $50,000, Charging Slander," Washington Post, June 4, 1935, Proquest Historical Newspapers.
(21)Washington Post, "Silver Spring Bakery," Washington Post, December 30, 1928, Proquest Historical Newspapers.
(22)Montgomery County Circuit Court, "George E. Good and Robert W. Brenner to Richard J. Dietle."
(23)Washington Post, "Classified Advertisement," Washington Post, March 16, 1939, Proquest Historical Newspapers.
(24)Montgomery County Circuit Court, "George E. Good and Robert W. Brenner to Rose Childs, Anna E. Childs, and Joseph Childs," July 31, 1936, Maryland State Archives, CKW 632, p.425-426.
(25)State Roads Commission, Report of the State Roads Commission of Maryland: Operating Report for the Fiscal Years 1951-1952 (Baltimore, 1952), 137.
(26)The demolition of residential buildings is evident from the examination of historic aerial photography. Washington Post, "16th St. Extension Found Helpful," Washington Post, July 29, 1959, Proquest Historical Newspapers.
(27)For more information see, Frank H.M. Klinge, Montgomery County, Maryland, Real Estate Atlas, 1 (Lansdale, Pennsylvania, 1931, updated to 1935), Montgomery County Historical Society; State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue," August 29, 1950, Plat No. 8907, http://www.mdlandrec.net (accessed January 21, 2013).
(28)Maryland Inventory of Historic Properties Form, "Montgomery Hills Shopping Center," Silver Spring, Montgomery County, Maryland, M: 36-23.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**

Montgomery Hills Shopping Center, M: 36-23

Property Owners

Owner: Degeng Zhen and Chen Zhaowen
Tax Account ID Number: 01029641
Tax Map Parcel Number: 2A
Tax Map Number: JP11

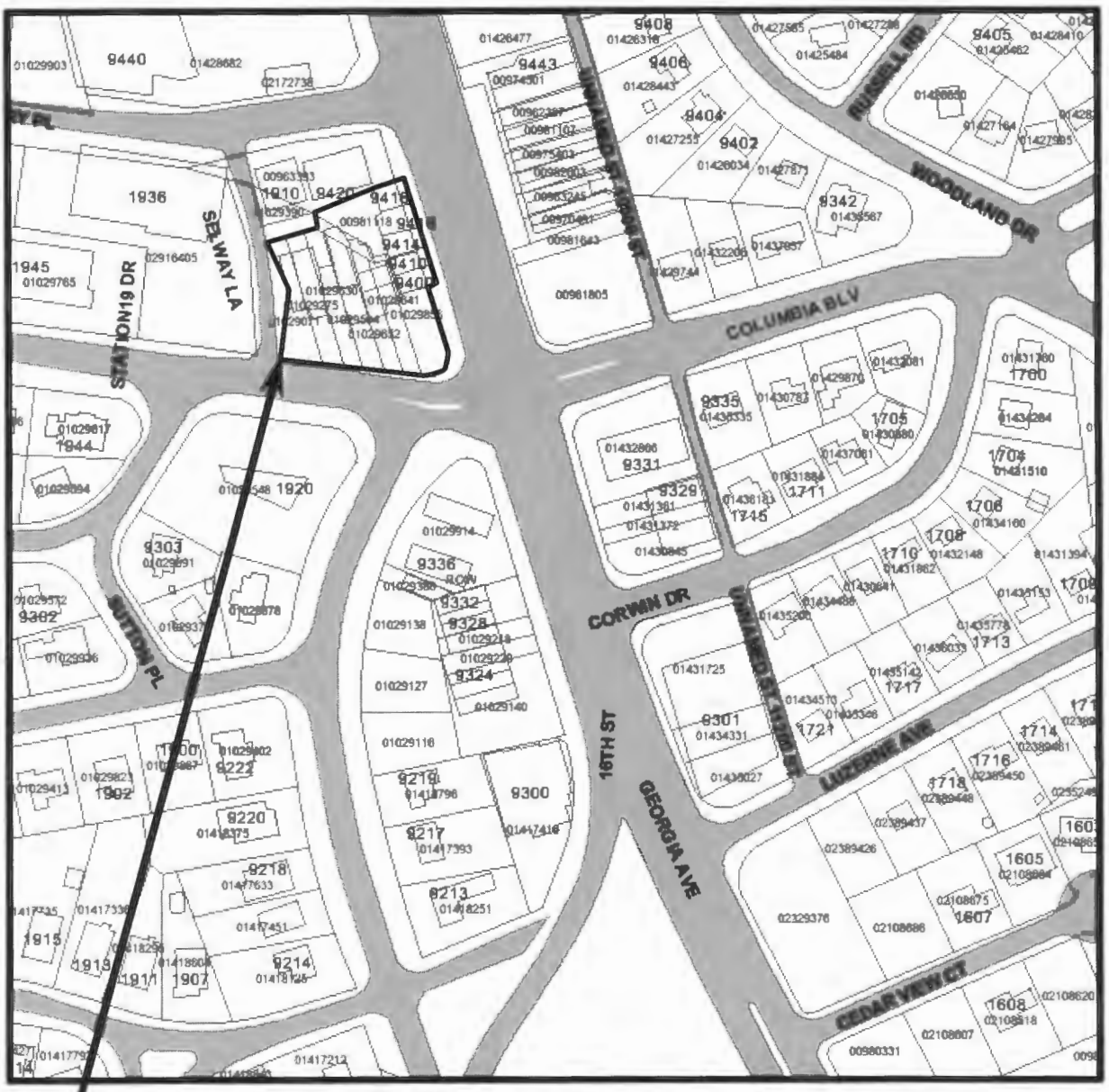
Owner: Degeng Zhen and Chen Zhaowen
Tax Account ID Number: 01029652
Tax Map Parcel Number: 3
Tax Map Number: JP11

Owner: Antonio Mastrangelo
Tax Account ID Number: 01029504
Tax Map Parcel Number: 4
Tax Map Number: JP11

Owner: John Roeder
Tax Account ID Number: 01029630
Tax Map Parcel Number: 5
Tax Map Number: JP11

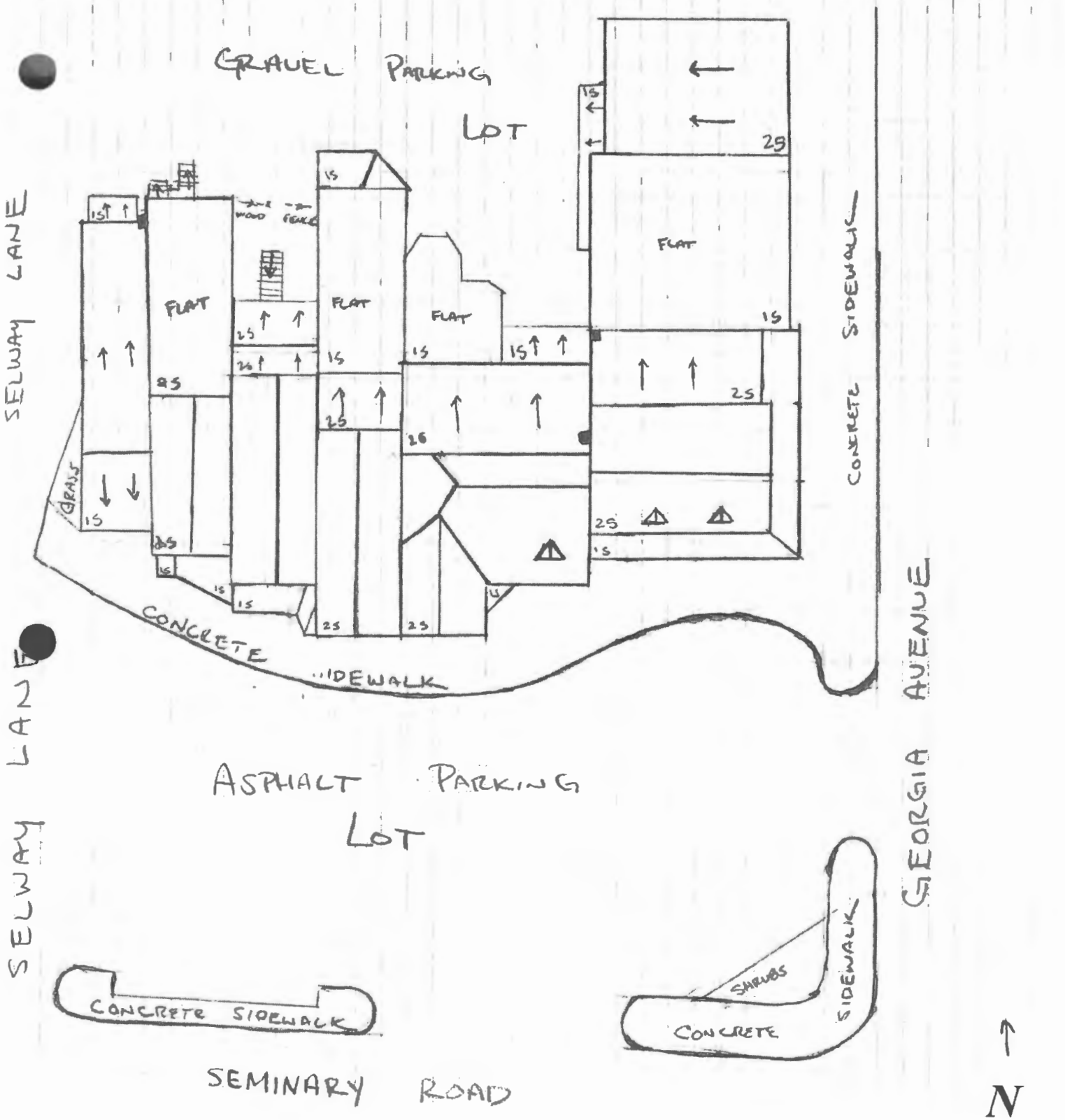
Owner: Ghashgaee LLC
Tax Account ID Number: 01029275
Tax Map Parcel Number: 6
Tax Map Number: JP11

Owner: Lecent Wilson
Tax Account ID Number: 01029071
Tax Map Parcel Number: 7
Tax Map Number: JP11



Montgomery Hills Shopping Center (M: 36-23)
1901-1921 Seminary Road and 914-916 Georgia Avenue
Montgomery County, Maryland 20910
Map Courtesy of Montgomery County GIS, 2005
EHT Traceries, 2013

N



Date _____ Not to Scale

I.D. # M 36:23

Address 1901 - 1921 SEMINARY ROAD; 9414-9416 GEORGIA AVE
(MONTGOMERY HILLS SHOPPING CENTER)

Montgomery Hills Shopping Center (M: 36-23)
Montgomery County, Maryland
Kensington Quadrangle, USGS Topographic Map, 1965, Revised 1979
EHT Traceries, 2013

N

PROJECT NO. MO224A11 DIGITAL PHOTOLOG* MONTGOMERY COUNTY, MARYLAND	M: 36-23, Montgomery Hills Shopping Center Photographer: EHT Traceries Date: January 9, 2013

1. M 36-23_2013-01-09_01	View of South and West Elevations of Montgomery Hills Shopping Center, Looking NE
2. M 36-23_2013-01-09_02	View of South and East Elevations of Montgomery Hills Shopping Center, Looking NW
3. M 36-23_2013-01-09_03	View of East and North Elevations of Montgomery Hills Shopping Center, Looking SW
4. M 36-23_2013-01-09_04	View of South Elevation of 1913-1919 Seminary Road (Montgomery Hills Shopping Center), Looking NE
5. M 36-23_2013-01-09_05	View of South Elevation of 1901-1911 Seminary Road (Montgomery Hills Shopping Center), Looking NW
6. M 36-23_2013-01-09_06	View of West and North Elevations of Montgomery Hills Shopping Center, Looking SE
7. M 36-23_2013-01-09_07	View of North Elevation of 1913-1915 Seminary Road (Montgomery Hills Shopping Center), Looking S
8. M 36-23_2013-01-09_08	View of North Elevation of 1901-1911 Seminary Road (Montgomery Hills Shopping Center), Looking SE
9. M 36-23_2013-01-09_09	View of West Elevation of 9416 Georgia Avenue (Montgomery Hills Shopping Center), Looking E

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.


ACADEMY
DOG TRAINING
Expert
RUG
Cleaning
& Repair
SILVER SPRING
ANIMAL HOSPITAL
ARMAND'S CHICAGO PIZZERIA
SPEED
LIMIT
25

M: 36-23

MONTGOMERY HILLS SHOPPING CENTER

1901-1921 SEMINARY ROAD

SILVER SPRING, MD

E+T TRACERIES

02/2013

MDSHPO (DIGITAL)

SOUTH AND WEST ELEVATIONS, LOOKING NORTHEAST

1 OF 9

M 36-23_2013_01-09_01


ONLY
PSYCHIC
301-326-1717
SALON OBSESSIONS
301-565-HAIR
MAYFLOWER
citibank

M: 36-23
MONTGOMERY HILLS SHOPPING CENTER
1901- 1921 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO (DIGITAL)
SOUTH AND EAST ELEVATIONS, LOOKING NORTHWEST
2 of 9
M 36-23_2013-01-09-02


Vital Tech
Computer Repair
240-813-0692
NAILS
Vital Tech
COMPUTER
REPAIR

M: 36-23
MONTGOMERY HILLS SHOPPING CENTER
1901-1921 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES
01/2013
MDSHPO (DIGITAL)
EAST AND NORTH ELEVATIONS, LOOKING SOUTHWEST
#3 OF 9
M 36-23_2013-01-09_03


Carpet Bazaar
301-585-8888
FLOORING
Expert
RUG
Cleaning
& Repair
CARPET • WOOD • CERAMIC
RUGS • SAND & FINISH
RESIDENTIAL/COMMERCIAL
EXPERT INSTALLATION
Carpet Bazaar
301-585-8888
SILVER SPRING
ANIMAL HOSPITAL
1919
DISCOUNT
Premium Pet Food

M: 36-23
MONTGOMERY HILLS SHOPPING CENTER
1901 - 1921 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES,
1/2013
MDSHPO (DIGITAL)
SOUTH ELEVATION OF 1913-1919 SEMINARY ROAD, LOOKING NORTHEAST
#4 OF 9
M36-23_2013-01-09_4


PSYCHIC
301-326-1717
SALON OBSESSIONS
301-565-HAIR
MAYFLOWER
CHINESE RESTAURANT
citibank

M:36-23
MONTGOMERY HILLS SHOPPING CENTER
1901-1911 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO (DIGITAL)
SOUTH ELEVATION OF 1901-1911 SEMINARY ROAD, LOOKING NW
#5 OF 9
M 36-B_2018-01-09_05


Carpet
Bazaar
CARPET
HAR

M: 36-23
MONTGOMERY HILLS SHOPPING CENTER
1901-1921 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO (DIGITAL)
WEST AND NORTH ELEVATIONS, LOOKING SOUTHEAST
6 OF 9
M 36-23_2013-01-09_06

M: 36-23

MONTGOMERY HILLS SHOPPING CENTER

1901 - 1921 SEMINARY ROAD

SILVER SPRING, MD

EHT TRACERIES

1/2013

MDSHPO (DIGITAL)

NORTH ELEVATION OF 1913-1915 SEMINARY ROAD, LOOKING SOUTH

#7 OF 9

M36-23_2013-01-09_07

M: 36-23
MONTGOMERY HILLS SHOPPING CENTER
1901-1921 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES
11/2013
MD SHPO (DIGITAL)
NORTH ELEVATION OF 1901-1911 SEMINARY ROAD
#8 OF 9
M 36-23_2013-01-09_08


SNIDER'S
NAILS SALON

M: 36-23
MONTGOMERY HILLS SHOPPING CENTER
1901 - 1921 SEMINARY ROAD
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO (DIGITAL)
WEST ELEVATION OF 9416 GEORGIA AVE, LOOKING EAST
M 36-23_2013_01-09-09

Maryland Historical Trust
Maryland Inventory of Historic Properties Form

Survey No. ~~M:36/20~~ M: 36-23

1. Name of Property (indicate preferred name)

historic: Montgomery Hills Shopping Center

and/or common:

2. Location

street & number: 1901-1921 Seminary Road ___ not for publication

city, town: Silver Spring ___ vicinity of

state: Maryland county: Montgomery

3. Classification

Category	Ownership	Present Use	
___ district)	___ public	___ agriculture	___ museum
X building(s)	X private	X commercial	___ park
___ structure	___ both	___ educational	___ private residence
___ site		___ entertainment	___ religious
___ object		___ government	___ scientific
		___ industrial	___ transportation
		___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name: Multiple Ownership, List on file, M-NCPPC

street & number: telephone no:

city, town: Silver Spring state and zip code: Maryland 20910

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse Tax Map and Parcel: Multiple:on file M-NCPPC

city, town Rockville state Maryland Liber and Folio: Multiple:on file M-NCPPC

6. Primary Location of Additional Data

___ Individually Listed in the National Register
___ Contributing Resource in National Register District
___ Contributing Resource in Local Historic District
___ Determined Eligible for the National Register
___ Recorded by HABS/HAER
___ HSR or Research report at MHT
___ Other:

M:36-23

Montgomery Hills Shopping Center -- Current Owners

1901 Seminary Road: Lot P1A	Benjamin & I. Striner P.O. Box 3099 Silver Spring, Md. 20910
1905 Seminary Road Lot 2A , Lot 3	Leah. B. Rosin, Et Al Trust c/o Anne Olshaw 7829 Lomgley Ridge Road McLean, Va. 22102
1909 Seminary Road Lot 4	Antonio & M. Mastrangelo 10210 McKenney Avenue Silver Spring, Md. 20910
1915 Seminary Road Lot 5	John A. & M. H. Roeder 10715 Glenhaven Drive Silver Spring, Md. 20910
1919 Seminary Road Lot 6	Anne L. Dietle 1917 Seminary Road Silver Spring, Md. 20910
1921 Seminary Road Lot 7	Gladys Appleby Trust 1803 Pass-a-Grille Way St. Petersburg, Fla. 33706

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Montgomery Hills Shopping Center consists of six individual but attached buildings given a uniform appearance by the use of Tudor style elements. The two-story buildings are masonry on the first floor and "half-timber" and stucco on the second floor. They are stepped forward and back from Seminary Road, and are given additional individuality through the use of pent roofs (some covered with slate), diagonal entryways, and a variety of facing materials on the first floor storefronts. Some are all brick; some are all stone; and others are brick with blocks of stone set in the brick or surrounding the entry openings. Those doors which have not been replaced with newer ones of aluminum and glass are heavy, bevel-edged, vertical wood plank doors with wrought iron strap hinges and hardware to give an "old English" appearance.

Windows on the second stories are arranged for the most part in pairs or groups of three or four, and a few have six-over-six, double-hung wood sash. Most, however, now contain one-over-one sash. One of the pairs of windows has been replaced with a single large piece of glass. Brick chimneys project from the roofs at the rear of the buildings, where an irregular group of additions project into what used to be an alley.

The three western store buildings present their gable ends to the street (Seminary Road). The next two stores to the east appear as one ell-shaped structure, and the easternmost building is nearly double the width of the others. Its southern half has a gable roof fronting Georgia Avenue, and a flat roof on the northern half. North of this store is a one-story brick addition with large, flush, plate glass show windows, a band of "half-timbering" above, topped by a mansard-roofed parapet. To the north of this is a two-story frame structure with a flat roof. Its storefront consists of large glass show windows set in a plain brick wall. The second story of the facade is covered with stucco and "half-timbering."

The area between the buildings and Seminary Road was originally set aside as a park. For many years it has served as a parking lot.

8. Significance

Survey No. M:36-23

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	_X_ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	_X_ commerce	___ exploration/settlement	___ philosophy	___ transportation	
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates c. 1930 **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state _Xlocal

Prepare both a summary paragraph of significance and a general statement of history and support.

The Montgomery Hills Shopping Center is significant for several reasons. Of the several Tudor revival style neighborhood shopping facilities that once existed in Montgomery County, it is the largest one still operating as such and still retaining most of its original architectural features. Its massing is complex yet clearly intelligible. On the detail level it offers much to the pedestrian. Its commercial function is still intact, offering retail space priced to support neighborhood-oriented businesses (currently it houses a bank, florist, veterinarian, hair salon, restaurant, tavern, real estate and other small offices, and residential apartments). From a community planning point of view, it was part of a movement among the developers of early 20th century middle-class subdivisions to provide convenient shopping facilities as part of their developments.

This trend was important in the development of Montgomery County. The earliest subdivisions relied on existing commercial centers in the city of Washington to supply the needs of their residents. Subdivisions such as Chevy Chase deliberately banned commercial development as unfitting the prestigious nature of its fine residential neighborhoods. As more modest subdivisions began to grow in the 1910s and 1920s, "corner stores" similar to those found in nearly every urban neighborhood began to appear. Primarily grocery stores, these were isolated commercial structures in otherwise residential neighborhoods.

Realizing that shopping facilities were not only inevitable and necessary, but could be used as an asset in promoting home sales, a few of the more forward-thinking developers took it upon themselves to design and

(continued)

build a block of stores in a portion of their development set aside through deed covenants for commercial uses (zoning did not take effect in Montgomery County until 1928).

The developers and builders of Montgomery Hills, Robert W. Benner and George E. Good, were among this group. In December of 1927 they bought a large tract of land from the Childs family[1] (who took back a $45,000 mortgage) and platted their subdivision of Montgomery Hill [sic] on August 25, 1928 (Plat 4/381). Their deeds for residential lots contained the covenant "...it being understood by all concerned that all of Block "J" is reserved for business purposes...."[2] In Block J, Lot 3 was the first to be sold, on January 8, 1929 (Deed 474/162), and it contained the covenant "That the Montgomery Hills Company shall have the exclusive right to construct any building which may be erected on said premises; plans and specifications to be approved by said Company." Such a building was to cost a minimum of $11,750, compared to houses which had a minimum cost of $9,000. Plat 4/401 recorded October 17, 1929 amended the lot lines for Lots 1 and 2, creating instead a larger Lot 1-A and a smaller Lot 2-A. On July 21, 1930, Rich J. Dietle bought Lot 6, and his Deed 508/408 contained the same covenant regarding the construction of a building. The October 30, 1931 telephone directory carried for the first time the listing of R. J. Dietle, baker, Montgomery Hills, Md. (Dietle's Silver Spring bakery had been listed for several years). The February 13, 1931 deed (518/166) selling Lots 2-A and 3 to Herman and Yetta Rosin contained covenants prohibiting them from operating "a retail bakery or drugstore for five years." This non-competition clause was designed to protect neighboring shopkeepers, and the Rosins were given a similar one in return. Thus it appears that the buildings housing the Dietle bakery and other businesses, such as a drug store and District Grocery Store (DGS), were constructed in late 1930.

On a local level, the Montgomery Hills Shopping Center is of interest because of some of the businesses it housed. In addition to the drug store, grocery store, and bakery, it had a barber shop with a singing Italian barber, and a confectionary store & ice cream parlor.[3] With the repeal of Prohibition at the end of 1933, Dietle's bakery became Dietle's Tavern, one of the first licensed in Montgomery County after decades of being "dry."[4] Still housed in 1917 Seminary Rd. it's license, No. 050, hangs on the wall behind the bar. Hills Tavern, now Danny's Restaurant, 1909 Seminary Rd., was one of the first restaurants in Montgomery County to serve pizza. The DGS store

(continued)

located at 1905 Seminary Rd. passed out of the Rosins' ownership and became the new home of the Snider family's Montgomery Hills DGS. From this location, the Sniders sold groceries, providing credit and free delivery, from 1946 until 1961 when they built their new store immediately to the west.[5]

Ironically, the developers of this neighborhood shopping center and its surrounding residential area did not thrive as well as their commercial occupants. The Depression slowed home sales and forced many people who had bought lots and built homes in Montgomery Hills to abandon them. Benner and Good could not meet their financial obligations, and the Childs family repossessed the land. The Benner family even lost the home Robert Benner built in his own development (1112 Rookwood Rd.), and were forced to move into the apartment over the barber shop. Nevertheless, Benner declined to declare bankruptcy, and though never regaining his property, he continued to make payments on it for many years.

Thus this unassuming neighborhood shopping center was the scene of considerable local early 20th century history, ranging from architectural and planning issues to items of interest in the fledgling commercial world of Montgomery County.

1. Deed 448/59 recorded December 9, 1927. The right-of-way for the Washington, Woodside, and Forest Glen Railway, when abandoned, reverted to the Childs, and they deeded it to Benner and Good on July 19, 1928, Deed 464/179.
2. Deed 510/118 recorded August 18, 1930.
3. Interview with Pat Benner Haynie, daughter of Robert W. Benner.
4. Interview with Anne Dietle, daughter-in-law of Rich "Pop" Dietle.
5. Interview with David Snider.

9. Major Bibliographical References

Survey No. M:36-23

Interviews with Anne Dietle, Pat Benner Haynie, and David Snider. C & P Telephone directories. Klinge Atlas for 1931. Subdivision plats, land records and tax assessment records for Montgomery Co.

10. Geographical Data

Acreage of nominated property 21,775 sq. ft.

Quadrangle name _____ **Quadrangle scale** _____

UTM References do NOT complete UTM references

		Zone	Easting	Northing
A				
B				
C				
D				
E				
F				
G				
H				

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	**code**	**county**	**code**
state	**code**	**county**	**code**

11. Form Prepared By

name/title Andrea Rebeck

organization Mont. Co. Hist. Pres. Comm. **date** 9/87. Updated 5/1998.

street & number **telephone**

city or town Rockville, **state** Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

Survey No. M:36/23

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic

and/or common Montgomery Hills Shopping Center

2. Location

street & number 1901-1919 Seminary Road ___ not for publication

city, town Silver Spring ___ vicinity of congressional district 13

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	___ museum
_X_ building(s)	_X_ private	___ unoccupied	_X_ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_X_ yes: unrestricted	___ industrial	___ transportation
	_X_ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name See attached list - multiple owners

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Court House liber

street & number folio

city, town Rockville, state Maryland

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. M:36-23

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Montgomery Hills Shopping Center consists of six individual but attached buildings given a uniform appearance by the use of Tudor style elements. The two-story buildings are masonry on the first floor and "half-timber" and stucco on the second floor. They are stepped forward and back from Seminary Road, and are given additional individuality through the use of pent roofs (some covered with slate), diagonal entryways, and a variety of facing materials on the first floor storefronts. Some are all brick; some are all stone; and others are brick with blocks of stone set in the brick or surrounding the entry openings. Those doors which have not been replaced with newer ones of aluminum and glass are heavy, bevel-edged, vertical wood plank doors with wrought iron strap hinges and hardware to give an "old English" appearance.

Windows on the second stories are arranged for the most part in pairs or groups of three or four, and a few have six-over-six, double-hung wood sash. Most, however, now contain one-over-one sash. One of the pairs of windows has been replaced with a single large piece of glass. Brick chimneys project from the roofs at the rear of the buildings, where an irregular group of additions project into what used to be an alley.

The three western store buildings present their gable ends to the street (Seminary Road). The next two stores to the east appear as one ell-shaped structure, and the easternmost building is nearly double the width of the others. Its southern half has a gable roof fronting Georgia Avenue, and a flat roof on the northern half. North of this store is a one-story brick addition with large, flush, plate glass show windows, a band of "half-timbering" above, topped by a mansard-roofed parapet. To the north of this is a two-story frame structure with a flat roof. Its storefront consists of large glass show windows set in a plain brick wall. The second story of the facade is covered with stucco and "half-timbering."

The area between the buildings and Seminary Road was originally set aside as a park. For many years it has served as a parking lot.

8. Significance

Survey No. M: 36-23

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	_X_ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
_ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	_X_ commerce	___ exploration/settlement	___ philosophy	___ transportation
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates c. 1930 **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state _Xlocal

Prepare both a summary paragraph of significance and a general statement of history and support.

The Montgomery Hills Shopping Center is significant for several reasons. Of the several Tudor revival style neighborhood shopping facilities that once existed in Montgomery County, it is the largest one still operating as such and still retaining most of its original architectural features. Its massing is complex yet clearly intelligible. On the detail level it offers much to the pedestrian. Its commercial function is still intact, offering retail space priced to support neighborhood-oriented businesses (currently it houses a bank, florist, veterinarian, hair salon, restaurant, tavern, real estate and other small offices, and residential apartments). From a community planning point of view, it was part of a movement among the developers of early 20th century middle-class subdivisions to provide convenient shopping facilities as part of their developments.

This trend was important in the development of Montgomery County. The earliest subdivisions relied on existing commercial centers in the city of Washington to supply the needs of their residents. Subdivisions such as Chevy Chase deliberately banned commercial development as unfitting the prestigious nature of its fine residential neighborhoods. As more modest subdivisions began to grow in the 1910s and 1920s, "corner stores" similar to those found in nearly every urban neighborhood began to appear. Primarily grocery stores, these were isolated commercial structures in otherwise residential neighborhoods.

Realizing that shopping facilities were not only inevitable and necessary, but could be used as an asset in promoting home sales, a few of the more forward-thinking developers took it upon themselves to design and

(continued)

build a block of stores in a portion of their development set aside through deed covenants for commercial uses (zoning did not take effect in Montgomery County until 1928).

The developers and builders of Montgomery Hills, Robert W. Benner and George E. Good, were among this group. In December of 1927 they bought a large tract of land from the Childs family[1](who took back a $45,000 mortgage) and platted their subdivision of Montgomery Hill [sic] on August 25, 1928 (Plat 4/381). Their deeds for residential lots contained the covenant "...it being understood by all concerned that all of Block "J" is reserved for business purposes...."[2] In Block J, Lot 3 was the first to be sold, on January 8, 1929 (Deed 474/162), and it contained the covenant "That the Montgomery Hills Company shall have the exclusive right to construct any building which may be erected on said premises; plans and specifications to be approved by said Company." Such a building was to cost a minimum of $11,750, compared to houses which had a minimum cost of $9,000. Plat 4/401 recorded October 17, 1929 amended the lot lines for Lots 1 and 2, creating instead a larger Lot 1-A and a smaller Lot 2-A. On July 21, 1930, Rich J. Dietle bought Lot 6, and his Deed 508/408 contained the same covenant regarding the construction of a building. The October 30, 1931 telephone directory carried for the first time the listing of R. J. Dietle, baker, Montgomery Hills, Md. (Dietle's Silver Spring bakery had been listed for several years). The February 13, 1931 deed (518/166) selling Lots 2-A and 3 to Herman and Yetta Rosin contained covenants prohibiting them from operating "a retail bakery or drugstore for five years." This non-competition clause was designed to protect neighboring shopkeepers, and the Rosins were given a similar one in return. Thus it appears that the buildings housing the Dietle bakery and other businesses, such as a drug store and District Grocery Store (DGS), were constructed in late 1930.

On a local level, the Montgomery Hills Shopping Center is of interest because of some of the businesses it housed. In addition to the drug store, grocery store, and bakery, it had a barber shop with a singing Italian barber, and a confectionary store & ice cream parlor.[3] With the repeal of Prohibition at the end of 1933, Dietle's bakery became Dietle's Tavern, one of the first licensed in Montgomery County after decades of being "dry."[4] Still housed in 1917 Seminary Rd. it's license, No. 050, hangs on the wall behind the bar. Hills Tavern, now Danny's Restaurant, 1909 Seminary Rd., was one of the first restaurants in Montgomery County to serve pizza. The DGS store

(continued)

located at 1905 Seminary Rd. passed out of the Rosins' ownership and became the new home of the Snider family's Montgomery Hills DGS. From this location, the Sniders sold groceries, providing credit and free delivery, from 1946 until 1961 when they built their new store immediately to the west.[5]

Ironically, the developers of this neighborhood shopping center and its surrounding residential area did not thrive as well as their commercial occupants. The Depression slowed home sales and forced many people who had bought lots and built homes in Montgomery Hills to abandon them. Benner and Good could not meet their financial obligations, and the Childs family repossessed the land. The Benner family even lost the home Robert Benner built in his own development (1112 Rookwood Rd.), and were forced to move into the apartment over the barber shop. Nevertheless, Benner declined to declare bankruptcy, and though never regaining his property, he continued to make payments on it for many years.

Thus this unassuming neighborhood shopping center was the scene of considerable local early 20th century history, ranging from architectural and planning issues to items of interest in the fledgling commercial world of Montgomery County.

1. Deed 448/59 recorded December 9, 1927. The right-of-way for the Washington, Woodside, and Forest Glen Railway, when abandoned, reverted to the Childs, and they deeded it to Benner and Good on July 19, 1928, Deed 464/179.
2. Deed 510/118 recorded August 18, 1930.
3. Interview with Pat Benner Haynie, daughter of Robert W. Benner.
4. Interview with Anne Dietle, daughter-in-law of Rich "Pop" Dietle.
5. Interview with David Snider.

9. Major Bibliographical References

Survey No. M:36-23

Interviews with Anne Dietle, Pat Benner Haynie, and David Snider. C & P Telephone directories. Klinge Atlas for 1931. Subdivision plats, land records and tax assessment records for Montgomery Co.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

A	Zone	Easting	Northing	B	Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Andrea Rebeck

organization Mont. Co. Hist. Pres. Comm. **date** 9/87

street & number **telephone**

city or town Rockville, **state** Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

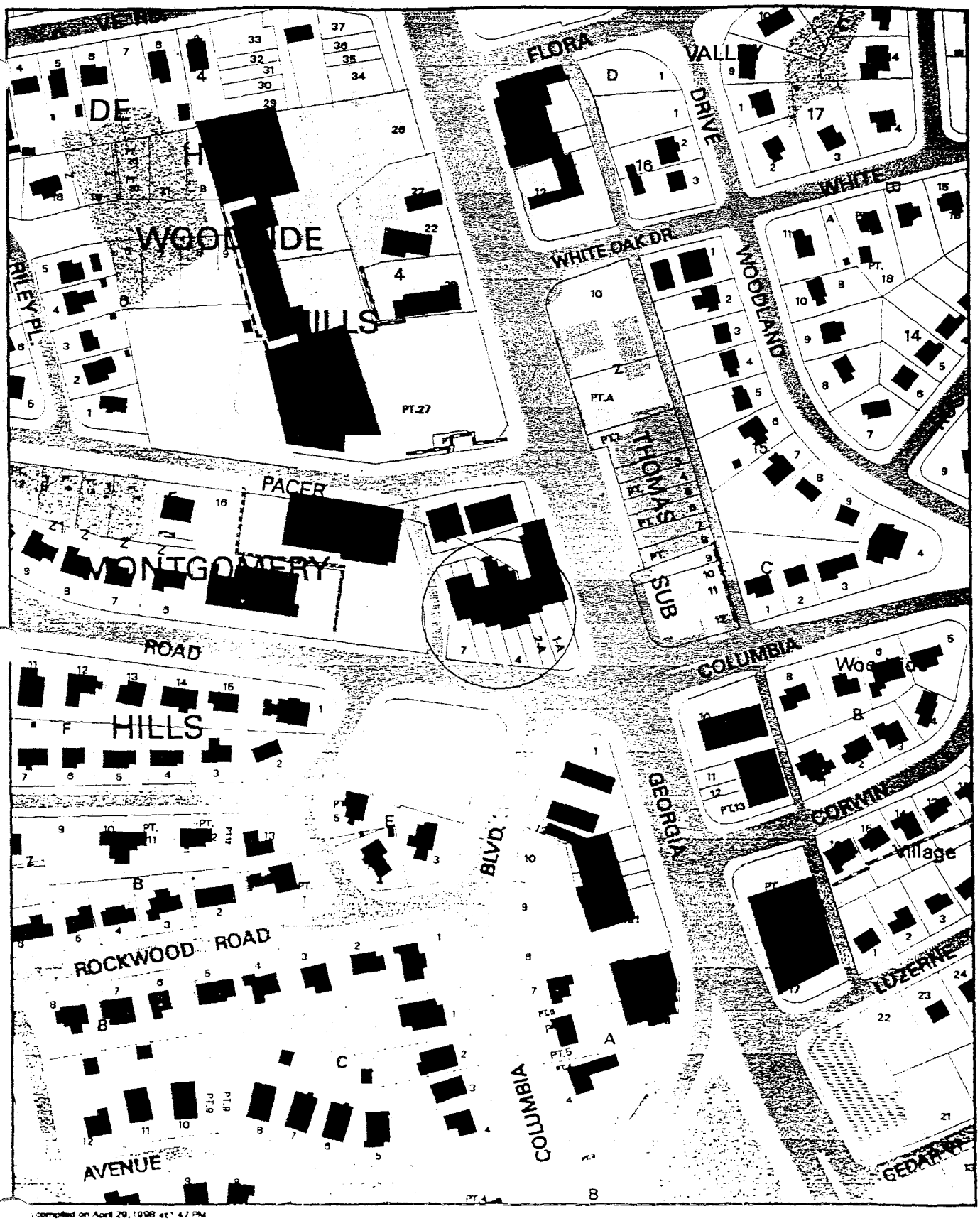
M:36-23

Montgomery Hills Shopping Center -- Current Owners:

1901 Seminary Road: Block J Lot P1A	Benjamin & I. Striner P. O. Box 820, Woodmoor Station Silver Spring, MD 20901 Liber 1621 Folio 208 Area: 4,618 SF	
1905 Seminary Road: Lot 2A	John D. & L. B. Rosin et al c/o Nathan H. Olshan et al 7829 Langley Ridge Road McLean, VA 22101 Liber 2431 Folio 175 Area: 2,918 SF	
1905 Seminary Road: Lot 3	John D. & L. B. Rosin et al c/o Nathan H. Olshan et al 7829 Langley Ridge Road McLean, VA 22101 Liber 2431 Folio 175 Area: 2,339 SF	
1909 Seminary Road Lot 4	Daniel H. Giovannoni et al 1909 Seminary Road Silver Spring, MD 20910 Liber 5897 Folio 485 Area: 3,244 SF	301-588-4110
1915 Seminary Road Lot 5	John A. Jr. & M. H. Roeder 1915 Seminary Road Silver Spring, MD 20910 Liber 2653 Folio 466 Area: 3,319 SF	301-587-6099
1919 Seminary Road Lot 6	Anne L. Dietle 1917 Seminary Road Silver Spring, MD 21910 Liber 4432 Folio 671 Area: 3,141 SF	

M:36-23

Map for Montgomery Hills Shopping Center (36/23)



compiled on April 29, 1998 at 1:47 PM

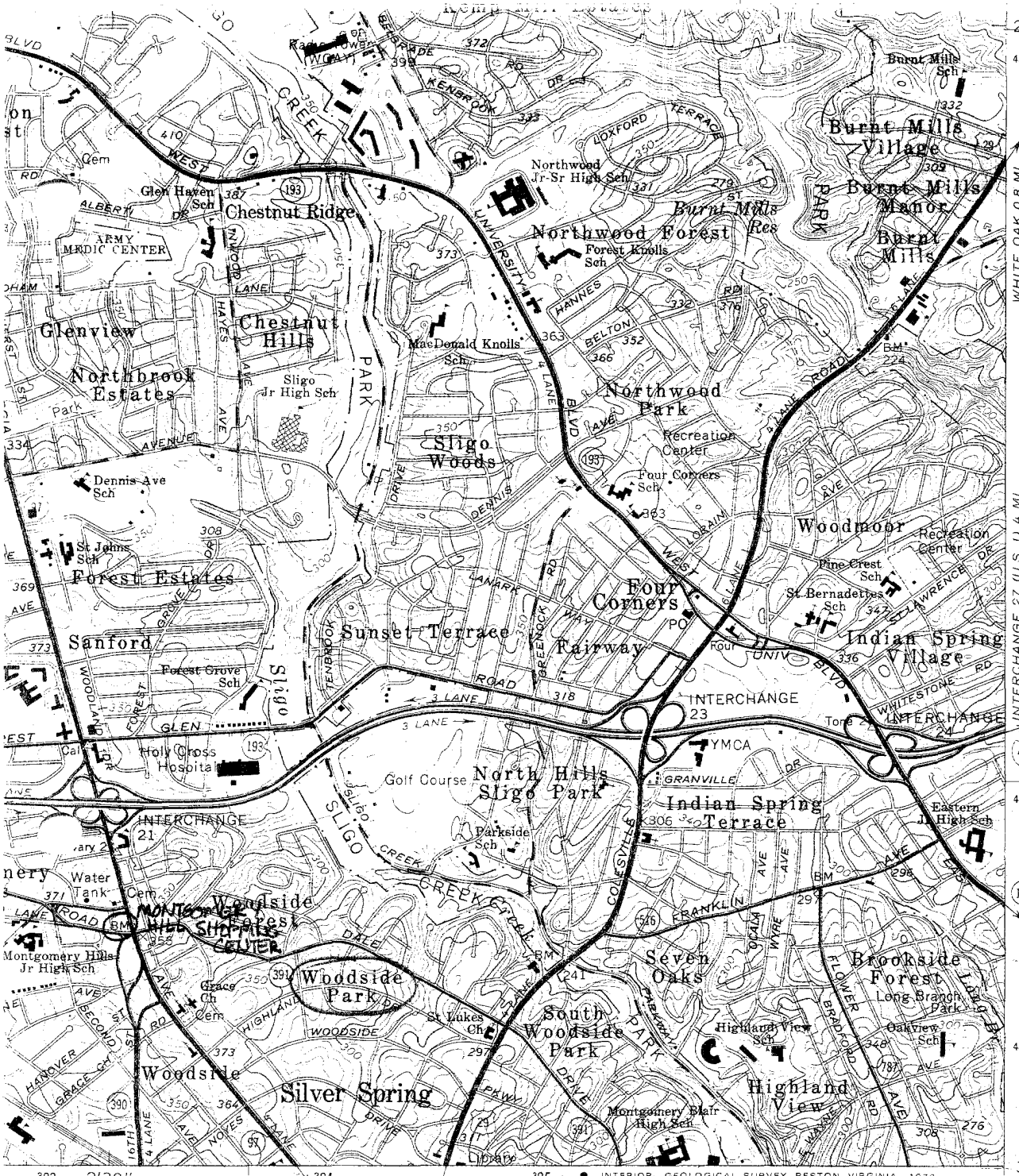
DISCLAIMER

Key Map

N

Research & Technology Center 200

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING



M:36-23

KENSINGTON, MD.

N3900—W7700/7.5

1965

PHOTOREVISED 1979

DMA 5562 II SE—SERIES V833

Boundary lines shown in purple compiled from latest information available from the controlling authority

Purple tint indicates extension of urban areas

Revisions shown in purple and woodland compiled from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1979


RESTAURANT
ARMAND'S
MAYFLOWER
CITIBANK

36/23 Montgomery Hills Shopping Center
1905 1921 Seminary Rd.
5/7/98
J. DeLaurentis


RESTAURANT
Danny's

M: 36-23

Montgomery Hills Shopping
Center
1901-1921 Seminary Road
Silver Spring, MD
Andrea Rebeck 1987
South elevation


GRUEN

M: 36-23

Montgomery Hills Shopping
Center
1901-1921 Seminary Road
Silver Spring, MD
Andrea Rebeck 1987
Looking Northwest


RESTAURANT
Danny's

M:36-23

Montgomery Hills Shopping
Center
1901-1921 Seminary Road
Silver Spring, MD
Andrea Rebeck 1987
South elevation


GIBLIN'S

M:36-23

Montgomery Hills Shopping
Center
1901-1921 Seminary Road
Silver Spring, MD
Andrea Rebeck 1987
Looking Northwest

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no X

Property Name: Georgia Avenue Commercial Corridor Survey Inventory Number: M: 36-88

Address: 9200-9900 Blocks of Georgia Avenue; Properties along Georgia Avenue bound by Grace Church Road and Sanford Road Historic district: ___ yes X no

City: Silver Spring Zip Code: 20910 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple owners Tax Account ID Number: NA

Tax Map Parcel Number(s): NA Tax Map Number: JP12, JP21

Project: MD 97: Forest Glen Road to 16th Street (M0224M11) Agency: State Highway Administration

Agency Prepared By: EHT Traceries

Preparer's Name: John Liebertz Date Prepared: 1/20/2013

Documentation is presented in:

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staf ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

ARCHITECTURAL DESCRIPTION

The Georgia Avenue Commercial Corridor Survey, M: 36-88, consists of buildings on the east and west sides of Georgia Avenue, from 16th Street and Grace Church Road on the south and Sanford Road to the north. The northern end of the district is intersected by Interstate 495 (I-495). The majority of the district is comprised of mid-twentieth-century commercial buildings, either commercial strips of individual buildings or shopping centers unified by design to form a cohesive unit. Other buildings include individual, freestanding commercial stores, apartments, gas stations, and churches. The corridor can be evaluated in three sections, starting from the south: 1) north of Grace Church Road and south of 16th Street; 2) north of 16th street and south of Flora Lane; and 3) north of Flora Lane and south of Sanford Road.

Southern Section

The southern section of the survey area along Georgia Avenue — in proximity to Grace Episcopal Church and Cemetery — is

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Jim Gallagher ✓ — **Reviewer, Office of Preservation Services** — 6/6/2013 — **Date**

Ruth Trump — **Reviewer, National Register Program** — 6/7/13 — **Date**

20130197Z

residential in character. In this location, Georgia Avenue is approximately 75' wide, limited to six lanes, with a grassy median located at its center. The street is lined with landscaped lawns, wooded areas, and fences. The residential neighborhoods of North Woodside and Woodside Park are located to the east and west of the avenue, respectively. Grace Episcopal Church and Cemetery, and its associated school (no longer in use), located at 9115 Georgia Avenue and 1607 Grace Church Road, are set back from Georgia Avenue. Established in 1855, Grace Episcopal Cemetery is situated on 0.6 acres of land and consists of over 150 burials. Constructed in 1957, the two-story Gothic Revival and Tudor Revival-inspired center-steeple church is located to the east of the school building and cemetery; it is oriented towards Grace Church Road. The building replaced the historic church building located near the present location of the vacant two-story school constructed circa 1967. At the southwest corner of the property is an eight-foot tall Confederate Monument. Highlighted by its placement on a small hill, the monument directly fronts Georgia Avenue. The church owns an additional property to the north at 9217 Georgia Avenue. Set back approximately 60' from Georgia Avenue, the two-story Colonial Revival-styled masonry dwelling is separated from the public right-of-way by a manicured lawn.

Located on the opposite side of Georgia Avenue is the only pre-twentieth-century dwelling within the survey area. The circa 1880 Gothic Revival-styled, two-story building at 9120 Georgia Avenue is presently oriented towards Grace Church Road, rather than the highly traveled Georgia Avenue. Views of the dwelling from Georgia Avenue are blocked by a wood privacy fence. To the north of the dwelling is a small, circa 2005 development of four large two-story dwellings. Similar to the historic building, the buildings at 9120 to 9130 Georgia Avenue are separated from the thoroughfare by wood privacy fences and are oriented toward a small access road off Georgia Avenue. The remaining elements of the residential portion of the survey area south of 16th Street consist of a large wooded area and an asphalt parking lot. Additional residential areas outside of the survey area are located directly off Georgia Avenue, to which they have no direct association other than as an automobile corridor.

Central Section

In the central section of the survey area, Georgia Avenue expands to seven lanes north of 16th Street to Flora Lane, accounting for its 10' increase in width. This expansion highlights the commercial character of Georgia Avenue in this section. Landscaping is limited as a number of the commercial developments directly front the concrete sidewalk along Georgia Avenue. In addition, a number of commercial buildings are set back from the road in order to accommodate parking lots. Development in this section of the survey area consists of four commercial building types: 1) shopping centers with buildings unified by a singular design; 2) commercial strips of individual buildings, constructed at different periods with no cohesive design; 3) individual commercial buildings; and 4) gas stations.

The 9300 block of Georgia Avenue consists of a professional office building, three commercial strips, and two gas stations. The eastern side of the 9300 block is intersected by Corwin Drive and associated with the Woodside Village subdivision platted in 1936. Housing Woodside Deli and Fantasy Nail Spa , the adjoining one-story and two-story buildings at 9321-9329 Georgia Avenue are to the north of Corwin Drive. Constructed between 1935 and 1941, the buildings are two of the oldest commercial resources within the survey area. The stores are set back approximately 70' from Georgia Avenue and separated from the road by a dedicated parking lot. Constructed simultaneously or by the same builder, the two masonry buildings are unified by their false mansard roofs of slate shingles and shed roof forms. The two-story corner building contains one store along both its western elevation facing Georgia Avenue and another on its south elevation along Corwin Drive. To the north of this development is a non-historic Exxon gas station with canopy constructed in the last quarter of the twentieth century.

The strip of three commercial buildings (9301-9315 Georgia Avenue) to the south of Corwin Drive directly fronts the concrete sidewalk. Dedicated parking is available to the north and south of the commercial area. Although reading as a commercial strip, the buildings were designed and built independently. Standing one story in height, Dryclean Direct at 9315 Georgia Avenue was

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

erected in the 1940s, between 1941 and 1948. The store is highlighted by a brick parapet, seven-row common bond brick walls, and stone quoins. Containing Esther's Beauty Wig Salon, the one-story masonry building at 9309 Georgia Avenue was constructed in the period following World War II, sometime between 1948 and 1953. Both buildings have a rectangular footprint and flat roofs. CTL Digital Video Center at 9301 Georgia Avenue is the best example of a Modern style commercial building within the survey area. Constructed circa 1960, the two-story masonry building has a trapezoidal plan, cantilevered overhanging eaves, and vertically oriented, five-light, metal-framed hopper windows. Architectural interest is further added by the use of grey and turquoise bricks on its south and west elevations.

The western side of the 9300 Block of Georgia Avenue is associated with the Montgomery Hills and North Woodside subdivisions (both outside of the survey area). The southern end of the block has a non-contributing building at 9300 Georgia Avenue. To the north, the commercial strip at 9320-9332 Georgia Avenue is comprised of Leeman Cleaners, Fantasy Nails, Tropical Ice Cream, Andy's Restaurant, Goldberg's Bagels, Club Wags, and Silver Cycles. Although constructed in two distinct building periods, the strip reads as a unified commercial center. Between 1951 and 1953, the two-story building and northernmost one-story building were constructed. The two-story concrete block structure is clad with stretcher-bond brick on the façade. The storefront is differentiated by stone veneer below the first-story windows. Capped with a flat roof, a faux chimney stack pierces its northeast corner—mimicking a residential building. Architectural interest is added with the use of thinner bricks, a typical mid-century building material. Fenestration on the second story consists of a ribbon of five, 2/2 metal-framed windows separated by brick mullions and set within a wide concrete surround. The one-story building has a similar rectangular massing and matching length. The congruous one-story building to the south was constructed between 1955 and 1957. The stores' footprint and design coalesces with the previously constructed structures; however, they extend slightly farther to the west. All the first-story storefronts were subject to numerous alterations and modernizations. Based on the form and material, metal awnings and columns were attached to the façade of the entire commercial strip circa 1990 to present a more unified elevation. To the north of the commercial strip is a one-story, Exxon gas station oriented on a 45 degree angle toward Georgia Avenue. Although a one-story gas station historically existed in this location, it was razed or drastically altered and no longer represents a mid-twentieth-century building.

The 9400 block of Georgia Avenue contains an early suburban shopping center, an individual Modern-style building, and a strip of commercial buildings. Montgomery Hills Shopping Center (M: 36-23) is located on the western side of Georgia Avenue at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue. Current businesses include Academy Dog Training, Carpet Bazaar, Silver Spring Animal Hospital, Armand's Chicago Pizzeria, Salon Obsessions, Mayflower Chinese Restaurant, Psychic, Citibank, Djama Hair Braiding, Snider's Nails, and Natalie's Men's Hairstyling Salon. Primarily constructed between 1929 and 1931 for residents of the Montgomery Hills subdivision rather than commuting automotive traffic along George Avenue, the shopping center consists of seven attached one-story and two-story commercial buildings visually unified by the application of Tudor Revival-style elements. The overall site plan contributes to the stores' individuality as the eastern and western ends of the development are stepped back from its center, orientated towards Seminary Road. Set back approximately 55', an associated parking lot further separates the building from the sidewalk along Seminary Road; the parking lot was a later addition to the site. The two buildings fronting Seminary Road have a more traditional urban setback, with the storefronts directly abutting the concrete sidewalk.

Set back approximately 35', Prestige Cleaners, the one-story building directly north of Montgomery Hills Shopping Center at 9420 Georgia Avenue is separated from the road by a small parking lot. Constructed in 1958, the building is an excellent example of Googie architecture. The style reflected America's obsession with space, travel, and the future, by means of sharp angles, boomerang forms, cantilevered elements, upswept canted roofs, sheet glass windows contrasted by stone veneer, and geometric shapes. The design of 9420 Georgia Avenue retains these elements, including walls of transparent glass, stone veneer, and a cantilevered shed roof that appears to float skyward. Further, the expanse of windows allowed daily commuters to peer into the stores activities, providing a sense of advertisement.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

On the opposite side of Georgia Avenue is a strip of individually designed and built commercial buildings between Columbia Boulevard and White Oak Drive. Current businesses include New Yorker Bakery, Yasi's Restaurant, Sign-A-Rama, Bigg Wolf Video, Hunan City, Inka's Pollo A La Brasa, and Silver Spring Jewelry & Factory. Associated with Woodside Village, the stores at 9421-9443 Georgia Avenue were constructed in 1941-1948 and 1954-1955. The two northern stores were constructed before 1948, the three central stores were built in 1948, and the two southern stores completed the strip by 1955. In 1952, the six owners of the lots agreed to construct a dedicated service drive parallel to Georgia Avenue in order to provide for additional parking for customers, as well as ease of entry and exit. Lacking a unifying stylistic element, the facades of the one- to three-story masonry buildings have brick cladding or stucco finishing. Many of the buildings feature modern, metal-framed, glass show windows and doors, elements typical of when they were constructed. The second and third stories of the facades all hold different replacement window forms, including paired 1/1 windows, central fixed windows flanked by 1/1 windows, and 1 by 1 slider windows. All the buildings are capped with a single flat roof. Directly to the north of the commercial strip is a one-story BP gas station at 9475 Georgia Avenue. Constructed in the mid-1950s, the masonry building is capped with a flat roof. Based on the existing materials and form, the station's historic enamel panel siding has been recently removed in favor of its present brick veneer.

The remaining northern half of the 9400 and 9500 block of Georgia Avenue consists of a large commercial center, commercial/office building, and a small commercial building and gas station. On the western side, the streetscape is dominated by the Seminary Center consisting of Staples, CVS, Upstream Seafood, Seminary Beer-Wine-Deli, Domino's Pizza, Post Express, Gold Plus Jewelry, and Seminary Cleaners. The two anchor stores of the center, located at 9440 Georgia Avenue and 9520 Georgia Avenue (presently housing Staples and CVS), were constructed circa 1966. The two single-story, box-form commercial buildings are unified in their 200' setback from Georgia Avenue. The wide setback provides ample parking space for consumers exiting I-495 and traveling to or from Washington, D.C. These two stores are connected by a single building at 9450-9468 Georgia Avenue. Stepped back approximately 45' from the façade of the earlier buildings, the one-story commercial building was added circa 1990. The non-historic building contains six businesses. All three buildings intentionally share a singular cohesive design and covered walkway allowing the Seminary Center to visually appear as a single commercial development. Directly to the east of the Seminary Center, between the buildings' parking lot and Georgia Avenue, are Montgomery Hills Car Wash and Shell gas station. Both one-story concrete-block buildings were constructed in the mid-1950s. The gas station is oriented at a 45 degree angle to Georgia Avenue.

On the eastern side of Georgia Avenue, the 9500 block consists of G & G Service Station (gas station), small one-story Discount Garden Center, and larger two-story Linton, Shafer & Company office building. All three buildings were constructed between 1953 and 1957. Set back approximately 75' from Georgia Avenue, the one-story service station has a concrete block structural system and is capped with a flat roof. The building's design continues to recall its historic period of construction. The one-story and two-story commercial/office buildings directly abut the concrete sidewalk. Constructed in 1955, the Linton Shafer & Company Building (formerly Conley & Company Building) at 9525 Georgia Avenue contains elements of the Modern Movement, including its flat roof, large expanse of glass windows, canted roof covering the entrances, and projecting sign. Based on an image in the Washington Post, architect Fon. J. Montgomery designed the building as a single story. Differing brick color on the north elevation confirms a second building period. The addition of a second story, metal awning, and replacement of historic materials detracts from architect's original design intent.

Northern Section

The northern section of the survey area is defined by the cloverleaf of I-495, but also is residential in character and includes two churches. South of the cloverleaf, to the west of Georgia Avenue are the Woodside Knolls and Locust Grove subdivisions (both

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

outside the survey area). Constructed circa 1995, groups of three-story town houses face Georgia Avenue but are separated from the road by a brick wall and accessed by a private drive from Locust Grove Road, thus have no direct association with the major thoroughfare of Georgia Avenue. Located on the east side of Georgia Avenue, Calvary Lutheran Church at 9545 Georgia Avenue consists of a grouping of Gothic Revival and Modern-styled buildings in a C-shaped plan. The first chapel, built in 1948, is oriented towards Georgia Avenue and separated from the road by a small lawn. The subsequent Modern-styled chapel is oriented on an angle towards the entrance of I-495 onto Georgia Avenue, providing a clear view of the building.

North of the I-495 cloverleaf, the residential character of Georgia Avenue is reestablished. On the west side of Georgia Avenue, an undeveloped landscaped lot, Forest Glen Metro Station (completed 1990), and three-story Americana Finnmark condominium buildings obscure the single-family dwellings (outside of the survey area) located to the west. Constructed circa 1966, the condominium buildings are separated from the road by means of a metal picket fence, manicured lawns, and tall trees. The buildings are accessed via a private drive paralleling Georgia Avenue.

The eastern side of Georgia Avenue contains the third church within the survey area and an office building. The Colonial Revival-styled Petworth-Montgomery Hills Baptist Church (constructed between 1957 and 1963) and Forest Glen Medical Center (constructed in 1967) are located at 9727-9735 Georgia Avenue and 9801 Georgia Avenue, respectively. Both buildings have a rectangular plan, stand two stories high, and are set back approximately 50' from Georgia Avenue by a concrete sidewalk and lawn. Parking for the church is located to the south of the building, along Georgia Avenue. Similarly, parking for the office building is to the north, along Georgia Avenue, and to the rear of the building. These buildings shield the adjacent single-family dwelling subdivisions (outside of the survey area) to the east, including Forest Glen, Forest Grove, and Northmont.

HISTORIC CONTEXT

For the majority of the nineteenth century, the Georgia Avenue Commercial Corridor Survey had limited development and was primarily comprised of agricultural land and country estates like much of Montgomery County. Prominent community members residing in the area established Grace Episcopal Church in 1855 to serve the rural area outside the District of Columbia in what is now Silver Spring, Maryland. (1) Thomas Noble Wilson, a local farmer, donated an acre of land along Georgia Avenue (formerly Brookeville and Washington Turnpike) for the construction of the church. (2) Ground was broken for a wood-frame church building in 1857. (3) A burial ground was established south of the church, at what is now the northeast corner of the intersection of Georgia Avenue and Grace Church Road. After the Civil War, remains of Confederate soldiers who died retreating from the Battle of Fort Stevens were reinterred at Grace Church Cemetery. (4)

The 1890 Real Estate Map of the Metropolitan Branch of the Baltimore and Ohio Railroad Company depicted the rural nature of the area along this section of the Brookville and Washington Turnpike. Within the boundaries of the survey area, owners of property fronting the turnpike included: Sarah E. Childs, 75 acres; Thomas and W.R. Riley, 40 acres; W.R. Deebie, 15 acres; Dr. James T. Clark, 34 acres; E.J. Getty, 126 acres; and R. Laney. A small school was recorded at the present intersection of Seminary Road and Georgia Avenue and a store is noted at the intersection of Forest Glen Road and Georgia Avenue. Forest Glen (M: 31-8) and Woodside (M: 36:4) residential subdivisions had been laid out in 1887 and 1889, respectively, but development was sparse until well into the twentieth century. (5)

Both subdivisions resulted from the opening of the Metropolitan Branch of the Baltimore and Ohio (B&O) Railroad in 1873, with a station opening in Silver Spring in 1878. Sixteen trains per day offered a 30-minute commute from Washington, D.C. (6) In the 1880s, real estate brokers promoted the idea of purposefully designed residential development outside of Washington, D.C. The location of Woodside subdivision was further enhanced with the opening of the Washington, Woodside, and Forest Glen Railway

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in 1897. The company had laid its tracks on the eastern side of Georgia Avenue, located a station within the Woodside subdivision, and provided streetcar service to the District of Columbia. (7) The success of the neighborhoods, however, was still limited due to travel times to and from Washington, D.C., an abundance of available property within the northern sections of the capital city, and a lack of commercial development in the area north of Silver Spring. (8) The proximity of the area to the nation's capital allowed for initial settlement of the streetcar and railroad suburbs by the elite; however, the suburbs had difficulty attracting individuals of moderate means. (9) Wealthy citizens who purchased property had the time and income to travel into Washington, D.C. for goods and service. On the other hand, middle-class residents required these essential items to be within a closer proximity and failed to wholly accept the subdivisions as a viable residential location. The influx of the middle class to the region and the establishment of the automobile suburb did not occur until the popularization of the automobile in the 1920s.

Residential development of automobile suburbs increased its pace in the first half of the twentieth century. The region surrounding the survey area experienced dramatic growth with the development of Woodside Park (1923, M: 36-18), North Woodside (1923, M: 36-45), Montgomery Hill (1928), Forest Grove (1936, M: 36-37), Woodside Knolls (1939-1941, M: 36-40), and Northmont (1951). (10) The growth is accredited to population increase and embracement of the automobile. In 1920, the population of Montgomery County was 34,921. Ten years later, the population increased to 49,206. By 1940, 83,192 individuals lived in the county, an increase of approximately 69 percent. (11) The rise in population correlates to vehicular ownership. Between 1920 and 1930, automobile ownership increased threefold from 56,000 to over 150,000 within the District of Columbia. (12) The existing road infrastructure in Maryland, however, could not accommodate automobiles in large numbers. The roads evolved from colonial trails and nineteenth-century turnpikes that had limited improvement possibilities. Until 1940, Maryland's State Roads Commission primarily addressed hazardous conditions, steep grades, unsafe curves, line of sight issues, and made right-of-way purchases for narrow roads. (13) Coupled with such basic improvements to the roads and infrastructure, the automobile allowed the middle-class to move farther away from their places of business. By 1925, Georgia Avenue became the third most important arterial road into the capital city, running through the center of Silver Spring. (14) In addition, public transportation into the District of Columbia relied heavily on the public bus after the official termination of the Washington and Rockville Railway Company (successor of the Washington, Woodside, and Forrest Glen) at Georgia and Eastern avenues in 1927. (15) These transportation improvements allowed the middle class to reside in the 80 subdivisions platted in Montgomery County in the 1920s. Twenty-five of the subdivisions were located within Silver Spring and three subdivisions – North Woodside, Woodside Park, and Montgomery Hills – were along Georgia Avenue. (16)

These residential subdivisions offered residents increased space, yards, and distance from issues plaguing the urban environment, including health, sanitation, fire, and housing. They also provided roads for easy travel to and from, parking (driveways or on street), garages, and in some cases sidewalks that enabled the indoor living space to increase to the outdoors. In addition, the developments offered the racially inhibited Caucasian middle-class residents a degree of segregation not found in Washington, D.C as the deeds contained stipulations regulating the selling of land to minorities. (17) In order to further appeal to potential homeowners, developers included amenities such as pools, clubs, landscaped areas, and dedicated commercial areas. The suburbanization of the region led to three distinct types of commercial properties within the survey area: 1) commercial strips of individually owned buildings; and 2) early suburban shopping centers; and 3) box-form commercial buildings. (18)

Located at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue, the Montgomery Hills Shopping Center (1929-1931) was the first commercial development within the survey area and an early example of a suburban shopping center on the periphery of Washington, D.C. These centers consisted of approximately a half-dozen stores that were designed to complement the architectural style of the residential subdivisions, which typically embraced the fashionable Tudor Revival and Colonial Revival styles. The design of the stores provided a continuity not seen in the earlier freestanding businesses and allowed the buildings to blend into the suburban landscape. Early suburban shopping centers were designed to replace utilitarian buildings that were

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perceived as eyesores by residents. (19) Robert Benner and George E. Good, the developers of Montgomery Hills, dedicated a block for commercial purposes. In addition, they carefully selected the businesses and tried to deter competition in order to fully cater to the needs of the surrounding residents. Early businesses included a bakery, tavern, delicatessen, pharmacy, barber shop, and grocery store. (20) The development housed residential units above and to the rear of the stores. As stated in an advertisement of the Washington Post. "BARBER SHOP, two chairs: 1005 Seminary road, Silver Spring, Md; good place for right man. Living quarters in rear." (21) In 1958, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory listed two residential units at 9416 Georgia Avenue, likely located above the first-story storefronts. (22)

The later addition of the unplanned parking lot at Montgomery Hills Shopping Center accounted for the predominance of the automobile. Starting in the 1930s, the majority of shopping trips were made with the automobile. Therefore, shopping centers had to provide ample parking to accommodate consumers. (23) The presence of these commercial stores contributed to the increased development of the surrounding neighborhoods and spurred further commercial expansion within the survey area.

The establishment and subdivision of Woodside Village in 1936 led to the construction of the commercial buildings at 9301-9315 and 9321-9329 Georgia Avenue. Edward Clifton Thomas, the developer, placed deeds of covenants regulating construction on the lots fronting Georgia Avenue. The deed stated that "(Grantees) will be permitted to erect apartment houses and stores on those tracts of grounds marked Parcel "A", lying West of the Alleys running along the West side of Blocks lettered 'A', and 'B.'"(24) George E. Deoudes purchased lot 13 in 1938 from Thomas, likely constructing the two-story brick building at 9321 Georgia Avenue. (25) In 1944, he purchased lots 11-12; real estate maps indicate that the extant one-story commercial building had already been constructed on the property. (26) Although constructed at different periods and standing different heights, both buildings have similar design elements suggesting a singular builder. The buildings have remained commercial properties, except for a six-year span between 1941 and 1947 when Calvary Lutheran Church (M: 36-37) held services at 9321 Georgia Avenue. (27) In 1958, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory listed Blue Banner Cleaners, Woodside Deli, a barber shop, beauty salon, and a physician. (28) Typical of automobile suburbs, a gas station was sited to the north of the development in the late 1930s. (29) The extant building, however, was built in the mid-1950s to reflect post-World War II trends in automobile design and the Modern Movement. (30)

Thomas sold the lots of 9301-9315 Georgia Avenue in 1936. (31) Development, however, did not begin until after 1941. (32) The buildings were erected individually with no uniformity of design or selected commercial businesses. Newspaper records and a 1950 State Roads Commission of Maryland plat documents the two stores at 9309 and 9315 Georgia Avenue as a "cinder block super market" and a "brick and tile Safeway Super Market."(33) The modest-sized buildings were owned by separate individuals suggesting that the two commercial ventures were in direct competition. Parking was located to the north of the buildings. The Modern-styled commercial/office building located at 9301 Georgia Avenue on the southern portion of the block was not built until the early 1960s. The building housed Manna Financial Planning Corporation. (34)

Prior to the dedication of Woodside Village, in 1932, Edward Clifton subdivided the land between Columbia Boulevard and White Oak Lane into 12 lots. (35) The land, however, failed to be immediately developed except for a gas station on the southern end of the block. The 1950 State Roads Commission of Maryland plat recorded the brick Texaco Service Station with two concrete gas islands; the building is no longer extant. (36) At 9421-9443 Georgia Avenue, seven individually owned buildings were subsequently constructed between 1941 and 1955 on Clifton's lots. The commercial buildings varied in massing, scale, and design. In 1952, the owners of the lots agreed to construct a parallel parking lot to the west of the buildings in order to further capitalize on increasing automobile traffic. (37) Early commercial ventures included hardware stores, auto-mechanics, pharmacies, upholstery, television and appliance stores, and fitness trainers. (38) In 1958, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory listed Construction Company, Scientific Glass Apparatus Company, Bemar

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Pharmacy, Washington Television and Appliance, Good Art Corporation, Silver Spring Realty Corporation, Delicatessen, A&A Hardware, and Silver Spring Auto City. These expanded goods and services further attracted residents to the surrounding suburbs. In addition, the three-story commercial building at 9437-9439 Georgia had eight apartments above the first-story store. (39) Similar apartments were likely located above the two-story buildings. The gas station to the north was part of the Gruver Estate; the building of the station in the mid-1950s required demolition of a one-story frame office building. (40)

The success of the neighborhoods led to the re-subdivision of Lot A of Montgomery Hills in 1945, presently consisting of the commercial strip of buildings at 9322-9332 Georgia Avenue. (41) In 1950, J. Marion Bankhead owned the property, but no development had yet taken place. Maps and aerial photographs indicate that the land was wooded. Shortly thereafter, Bankhead constructed the one-story and two-story buildings at 9328-9332 Georgia Avenue. In 1954, the Bankheads reached a covenant with the new co-owners of the lot to allow for the construction of a 12-inch party wall to the south of their building, resulting in the construction of the remaining buildings of the commercial strip. The deed stated that the owners shared "the right of way on the front 39.90 feet by the entire width of Lot 11 in Block "A", Montgomery Hills, to be used for parking cars and for the purpose of ingress and egress to their property, said right to include their employees and customers."(42) One of the early commercial businesses to reside within the development was Jordan's Pianos and Music Store. (43) Such an upscale specialty store reflects the rising middle-class suburbs commercial expectations beyond everyday needs.

The developers of Woodside Forest, subdivided in 1937, added the 9500 block of Georgia Avenue in 1944. (44) The land, however, remained undeveloped until the mid-1950s. In 1955, James C. Conley & Company, a realtor firm, built a Modern-styled office building on the northern lots. Designed by local architect Fon. J. Montgomery and built by William E. Richardson, the masonry building featured large glass windows with cantilevered awnings providing shelter along the storefronts. (45) The Washington Post stated that "The move to the new building, according to Conley company officials, had been necessitated by the rapid expansion of the company's activities that embraces all real estate services." (46) Later additions and alterations to the building have removed the architect's original design.

Born in Madelia, Minnesota in 1921, Fon J. Montgomery served as captain in the U.S. Army Air Corps during World War II. After the war, he graduated from Catholic University School of Architecture and studied at the Ecole Americaine des Beaux Arts in France. Montgomery returned to the area and opened his own architectural firm in Silver Spring. Within Silver Spring, he designed the Cameron Building (1954), Rixon Electronics, Inc. Plant (1958), U.S. Industrial, Inc. Automation Laboratory (1963), and Sheraton Silver Spring Motor Hotel (1968). (47)

Between 1940 and 1960, Montgomery County's population exploded from 83,912 to 340,928. (48) In the same period, Maryland's number of registered vehicles increased from 494,141 to 1,001,714. (49) Reasons for this drastic expansion include the increase of federal employees and military veterans in the World War II era, the nationwide construction boom, and white-flight from urban centers for idealized suburban living. Within the subdivisions framing the survey area, the rise in population—and increased use of the automobile—correlates to the completion of additional commercial infrastructure and six gas stations by the end of the 1950s.

The automobile subdivisions required other community planning elements outside of commercial businesses. Like the relocating residential community, religious institutions were commonly moving from their historic urban centers to the suburbs, where newer and more modern buildings could be constructed to meet the evolving needs of a congregation. In addition to the nineteenth-century Grace Church congregation located at the southern end of the survey area, three churches were constructed with the rise of suburban developments. These include: 1) Mount Zion Baptist Church and Cemetery, which had stood at the present intersection of Georgia Avenue and Seminary Place; 2) Calvary Lutheran Church sited at 9545 Georgia Avenue; and 3) Petworth-Montgomery Hills Baptist Church located at 9727-9735 Georgia Avenue. Constructed in the first quarter of the nineteenth century, Mount Zion

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Baptist Church consisted of a wood-frame church and small cemetery. (50) The church served the surrounding African American population, but, lacking a neighborhood congregation, was demolished for commercial development in the 1960s.

The Calvary Evangelical Lutheran Church (Calvary Lutheran) was organized in 1941 to serve the Forest Glen neighborhood, located to the northeast of the survey area. After holding its services in temporary locations, the 200 members decided to build a permanent home for the congregation in 1945. W. Charles Heitmuller donated the money to purchase the land of the extant church. In September 1947, the congregation selected Philip Hubert Frohman, architect of the Washington National Cathedral, to design the building. Due to the post-World War II construction boom and suburbanization of the region, the church constructed an attached parochial school in 1951. Local architect Stanley Arthur finished the complex of buildings in 1963, including the Modern-styled A-frame chapel. (51)

Petworth Baptist Church, located in the northwest quadrant of Washington, D.C., completed the Petworth-Montgomery Hills Baptist Church in 1957. As stated in the Washington Post:

> The new $173,000 building represents the Petworth Church's solution for the changing neighborhood problem faced by many inner-city churches. When its members began a trek to the suburbs three years ago, the church voted to start a suburban congregation that would remain an integral part of the church.(52)

Due to a lack of membership, the congregation vacated the original Petworth church in 1963 in favor of their suburban church. The educational wing of the Montgomery Hills Baptist Church was completed in 1965. (53)

In the 1950s and 1960s, the planning and construction of Interstate 495 (I-495) led to additional construction within and north of the boundaries of the survey area. This coincided with the "post-World War II and Early Freeway Suburbs," a period of mass production and new modern materials. Within the survey area, construction of the on and off ramps of the highway's cloverleaf required minimal removal of existing housing stock as the majority of the area consisted of undeveloped land. As part of the planning for the highway, and to meet the growing number of freeway suburbs to the north, Georgia Avenue was widened in 1951-1952, resulting in a loss of street frontage and parking for some of the buildings in the survey area. As stated in the Report of the State Roads Commission of Maryland:

> Georgia Avenue, State Route 97, has been rebuilt as an urban dual lane highway.... This highway replaces the old 20 ft. roadway and serves as an adequate artery for the heavy traffic volumes from eastern metropolitan Montgomery County to the District of Columbia. (54)

Improvements in the southern section of the survey district included the extension of 16th Street to Georgia Avenue in 1959. The new route improved traffic on Georgia Avenue, but led to the demolition of a number of dwellings in North Woodside, including five buildings fronting Georgia Avenue. (55)

The addition of I-495, widening of the street, and extension of 16th Street altered the survey area's sense of suburbanization and disjointed previously adjacent subdivisions. In addition, it severed the survey area and made the location and setting more directly associated with the commuting automobile rather than the automobile suburbs. The highway, however, "created new opportunities for suburban living, farther away from the city that ever before and less dependent on it for jobs and shopping. The number of apartments, condominiums, and town houses grew throughout the 1960s and 1970s." (56)

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Within the survey area, as the age of the freeway suburb advanced, a series of medium-rise apartments were located in the 9800-9900 block of Georgia Avenue (north of the cloverleaf) in the mid-1960s. Developed by Carl Freeman, the apartment complex was named Americana Finnmark. (57) South of the cloverleaf were two large, box-form commercial buildings dating from 1966; the new 20,500 square-foot Safeway at 9440 Georgia Avenue led to the demolition of Mount Zion Methodist Episcopal Church and Cemetery. (58) According to the 1950 State Roads Commission of Maryland plat, at least seventeen interments from the cemetery were abutting Georgia Avenue north of its present intersection with Seminary Place. (59) The Safeway store replaced the older, smaller store at 9315 Georgia Avenue. The new store had ample parking allowing for the location's ease of accessibility from the interstate and increased traffic flow. Shortly after its completion, the similarly scaled Peoples' Drug Store was erected at 9520 Georgia Avenue. The two buildings remained the only two stores within the development until the Seminary Center Limited Corporation acquired the entire property in 1988. (60) At this time, a building linking the two anchor stores was constructed and the commercial development was renamed the Seminary Center. The buildings' current design, unified in materials and architectural elements, is attributed to this period of later redevelopment.

In the last quarter of the twentieth century, new construction within the survey area has been limited. Changes include the demolition of a wood-frame house at 9300 Georgia Avenue in favor of the present commercial/office building fronting Georgia Avenue, the modernizations of a number of gas stations, and alterations or removal of the character-defining features to the majority of the historic building stock. The Forest Glen Metro Station was completed in the early 1990s. The greatest change has been the loss of local and area businesses as changes in consumerism has changed from neighborhood stores to big box shopping centers and malls, thereby disassociating the residents of the surrounding suburbs with the Georgia Avenue Survey Area.

INTEGRITY ASSESSMENT

Based on the historic context and alterations to the character-defining features, it has been determined that the buildings within the survey area lack cohesive integrity, and thereby fail to represent the development of Georgia Avenue that occurred during the area's suburbanization and related commercialization between 1929 and 1966.

The survey area's integrity of setting and location, as a whole, is no longer intact to represent the evolution of suburban and commercial development between 1929 and 1966. The intrusion of later developments including I-495 and the Seminary Center, widening of Georgia Avenue, and the addition of parking lots and service roads physically and visually divide the survey area and, as automobile traffic often dictates, disassociated the individual properties from each other along the street. Major alterations to the built environment include the demolition of Mount Zion Baptist Church and Cemetery, loss of pre-automobile suburbanization buildings such as the wood-frame house at 9300 Georgia Avenue, and the razing and/or substantial alteration of gas stations.

In its entirety, the survey area has minimal integrity of design, workmanship, and materials. Integrity of individual buildings or complexes such as the Montgomery Hills Shopping Center has been diminished by alterations to the original storefronts and removal of stylistic elements, or the addition of unifying modern elements in the latter part of the twentieth century. The small shopping center at 9321-9329 Georgia Avenue had their projecting storefront windows demolished, a wrap-around stone-clad entrance added, and its second-story windows and slate roof shingles replaced. The commercial strip at 9421-9443 Georgia Avenue has had the majority of the storefronts replaced with modern metal-framed glass windows. The 1950 State Roads Commission of Maryland plat recorded at least three storefronts that had projecting show windows, all of which were demolished. In addition, the upper floors of each building contain replacement windows. Two of the seven buildings—9421 and 9423 Georgia Avenue—integrity of design, workmanship, and materials is further diminished as their original brick veneer has been removed or parged. While the commercial strip at 9421-9443 Georgia Avenue retains its massing, scale, and second-story fenestration, the addition of a late-twentieth-century permanent metal shed-roofed awnings supported by columns removes its historic integrity.

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The Conley & Company Building at 9525 Georgia Avenue has undergone numerous renovations and additions removing the original building's character-defining features. Constructed in 1955, the building historically had one story fronting Georgia Avenue and a number of Modern elements, including canted roofs covering the entrances and large expanses of glass windows. Circa 1975, an additional story was added to the building and the Modern-elements were removed. The historic gas stations at 9331, 9336, and 9475 Georgia Avenue were demolished, highly altered, or are currently undergoing major renovations. The two box-form commercial buildings at 9440 and 9520 Georgia Avenue were distinct individual buildings separated by a parking lot. The development of the Seminary Center circa 1990 led to the redesign of the extant buildings and addition of the smaller building linking the two in order to create a new complex that reads as a single cohesive unit. The few buildings that retain their integrity of design, materials, and workmanship, including the churches, the commercial strip of three buildings at 9301-9315 Georgia Avenue, and the Googie-styled Prestige Cleaners at 9420 Georgia Avenue, do not offset the diminished historic integrity of the overall area as a district.

The survey area developed initially to provide commercial and religious opportunities for the surrounding residential automobile suburbs. Some included parking in their designs, some added it later as automobile use increased and patrons demanded. Development of the area resulted in uncoordinated construction by various developers and builders, with a variety of designs and materials, variety of setbacks and building heights, and variety of uses. Thus initially, and as it continued to grow, the area lacked a unified community plan. Because the commercial buildings were erected by different developers than those establishing the residential housing, there was no physical association with the automobile suburbs, although there was in some cases a visual connection created by similar architectural designs and materials, and the establishment of churches. The widening of the street and introduction of service lanes—although occurring prior to the construction of more than half of the buildings in the survey area—and the arrival of I-495 and its cloverleaf transformed the survey area, altering its feeling and association as an essential commercial and social corridor of the automobile suburbs. Rather, the area became more highly traveled, acting as a pass-through for commuters living in the freeway suburbs beyond I-495. Further, the commercial businesses began to embrace through alterations and new construction the fashionable aspects of the Modern Movement and mass production emblematic of the mid-century freeway suburb. Changes in the suburban landscape were also noted with the demolition of the Mount Zion Baptist Church and Cemetery in favor of a larger box grocery store to serve area residents. Yet, by the late twentieth century, suburban shopping trends had changed to expansive box stores and malls with acres of convenient parking. This resulted in the closing of the box grocery store, closing of area pharmacies and other local businesses, and the introduction of nondescript businesses that have little association with the surrounding residential suburbs. As a result, the survey area does not retain integrity of feeling or association.

DETERMINATION OF ELIGIBILITY

After evaluation, no eligible historic districts for listing in the National Register of Historic Places can be created from the Georgia Avenue Survey Area, in whole or in part. As a single survey area, Georgia Avenue Survey Area is representative of commerce/trade and architecture/community planning, during the period 1929 to 1966. Yet, the area lacks cohesiveness, association as a planned development as a commercial corridor, and correlation with the surrounding automobile and freeway suburbs it was to serve. The widening of the street, introduction of service lanes and parking lots, and construction of I-495 has compromised the overall integrity of the survey area, although all these factors contribute to the area's historic context. The integrity of the individual buildings, including the loss of structures and landscape, changes to storefronts and exterior cladding, and variety of architectural expressions, collectively diminish the overall integrity of the area to reflect any one period or area of significance. Therefore, the Georgia Avenue Survey Area is not eligible for listing under Criterion A with regard to community planning or commerce/trade. The survey area is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Thus, it is not recommended eligible for listing in the National Register of Historic Places under

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Criterion B.

The survey area is home to buildings that represent a number of architectural styles, including Tudor Revival, Colonial Revival, and Modern Movement, and even vernacular expressions and modest commercial designs. Due to a lack of historic material and physical integrity, however, the survey area is not an exemplary representation of any particular individual style and lacks architectural cohesiveness from any one or more building periods. This is due to an irregular pattern of growth. Further, alterations and the introduction of non-historic material have diminished the integrity of design and materials. Moreover, numerous non-contributing and non-historic buildings detract from the historic resources within the survey area. Therefore, the survey area is not eligible for listing in the National Register of Historic Places under Criterion C. The survey area was not evaluated for its archeological potential under Criterion D.

As described in the architectural description, the three sections of the survey area are addressed here independently because they fail to form a singular cohesive district or correlate to one another. The northern and southern sections relate to the residential development of the surrounding region, while the central section is commercial.

Northern Section

Located to the north of I-495, the northern section of the survey area fails to relate to the survey area as a whole because it is physically and visually separated by I-495. Rather this area is home to the Montgomery Hills Baptist Church (1957-1965), Americana Finnmark apartment buildings (ca. 1966), a commercial office building (ca. 1967), and Metro station (ca. 1992), all representative of mid- to late-twentieth century development. Although the church and apartment buildings reflect suburbanization of the area, they have been isolated by design and/or alteration from Georgia Avenue and the surrounding automobile and freeway suburbs. Collectively, these buildings fail to form a cohesive district, present marginal integrity, and lack an identifiable period or area(s) of significance representatively of the larger historic context. Therefore, the northern section is not eligible for listing in the National Register of Historic Places.

Central Section

The commercial development in the central section of the survey area does not adequately reflect the evolution of twentieth-century commercial development along Georgia Avenue between 1929 and 1966. Additionally, the individual building types are not exemplary representations of their particular forms and lack historic integrity of design, materials, and workmanship.

The commercial buildings, together with the religious buildings, are representative of suburban development and most particularly commerce in the twentieth century. This begins with the Montgomery Hills Shopping Center, an early suburban commercial block designated as such by the developers of the adjacent residential neighborhood. Yet, the shopping center's reflection of early suburban shopping treads is diminished due to the addition of an unplanned parking lot, removal of its pedestrian-minded setting, and alterations to its Tudor Revival elements that matched the neighborhood's residential character. The subsequent commercial developments in the survey area between the 1930s and 1950s continued the earlier commercial model: strips of individually owned buildings varying in massing, scale, and design. These strips fail to represent the building types' mid-twentieth-century evolution towards neighborhood and regional shopping centers, as seen farther south on Georgia Avenue at the Silver Spring Shopping Center. In addition, the two circa 1966 large box-form buildings at 9440 and 9520 Georgia Avenue do not reflect changing community planning trends in the 1960s. Both anchor buildings were individual/unrelated commercial units, representative of larger box stores. Yet, they failed to contain an adjoining commercial strip, and the complex was altered to reflect late-twentieth-century commercial trends. The alteration, however, proved inadequate as expansive box stores and enclosed malls

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with ease of parking became the accepted norm for consumers. The individual changes to the buildings in this section of the survey area, while reflecting changes in consumerism, inadvertently disassociated each property from its neighbor and from the flanking residential suburbs. Overall, the integrity of design, materials, workmanship, setting, and association has been too severely compromised by alterations and non-historic construction. Therefore, the central section of the survey area is not eligible for listing in the National Register of Historic Places.

Southern Section

Located to the south of Luzerne Avenue, the southern section of the survey area is residential in character, and thus fails to relate to the commercial development in the central section. Further, a parking lot and large unimproved lot on the west and east sides of Georgia Avenue separate these two sections visually and physically. The two mid-twentieth-century buildings (1956 and 1967) associated with Grace Baptist Church and Cemetery fail to form a cohesive district with the nineteenth-century dwelling at 9210 Georgia Avenue or the twenty-first-century residential buildings. The town houses, although facing Georgia Avenue, are disassociated from the street by a fence and access road and therefore read more as part of a flanking subdivision than contributing feature of the survey area. Due to an unidentifiable period of significance with unrelated development extending from the 1870s to the 1990s and a lack of physical integrity, the southern section of the survey area is not eligible for listing in the National Register of Historic Places.

Listed Resources and Individually Eligible Properties

The survey area includes one property, 9120 Georgia Avenue, listed as a contributing resource within the National Register-eligible Woodside Historic District (M: 36-04). In addition, the boundary of the locally designated Woodside Historic District includes both the dwelling at 9120 Georgia Avenue and Grace Episcopal Church & Cemetery. Properties individually eligible for listing in the National Register of Historic Places include Grace Episcopal Church Cemetery & Confederate Monument (M: 36-4-1) and Calvary Lutheran Evangelical Church (M: 36-37). The Montgomery Hills Shopping Center (M: 36-23) was found to lack the sufficient integrity to represent an early suburban commercial block designated as such by the developers of the adjacent residential neighborhood.

A property within the survey area recommended for individual listing in the National Register is the Modern-styled commercial building at 9420 Georgia Avenue called Prestige Cleaners (ID number and DOE pending). Constructed in 1958, the commercial building is eligible under Criterion C, as it embodies the distinctive characteristics of Googie architecture, a subset of the Modern Movement that is not commonly found in the Washington metropolitan area. The building reflects the era's prevailing interest in the future—space travel, nuclear energy, rockets—through the use of its upward slanting and cantilevered shed roof and large expanse of metal-framed glass windows. The design evokes thought of flight with its wall of transparent glass and a roof that appears to float skyward. Further, it retains all seven aspects of integrity.

RESOURCES LIST AND FOOTNOTES ATTACHED IN SEPARATE DOCUMENT

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

MAJOR SOURCES

Articles and advertisements from the Washington Post. Proquest Historical Newspapers.

KCI Technologies. "Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland, Volume 1." Maryland Department of Transportation, State Highway Administration, November 1999.

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Rebeck, Andrea. Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes. Silver Spring, Maryland: Montgomery County Historic Preservation Commission, 1987.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Endnotes

(1) Lynn Hutcheson, "The History of Grace Episcopal Church, Silver Spring Parish." *Grace Church Messenger* (2002), http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish (accessed June 20, 2012); Jerry A. McCoy, *Historic Silver Spring* (Charleston, South Carolina: Arcadia Publishing, 2004), 7-8.
(2) Hutcheson.
(3) Hutcheson.
(4) Louis N. Markwood, "At the Capital's Doorstep." *Echoes of History* (April 1975), Montgomery County Historical Society.
(5) Francis R. Fava Jr., *Real Estate Map of the Metropolitan Branch of the Baltimore and Ohio Railroad Company between Washington, D.C., and Rockville, MD., and Adjacent Land Holdings* (Washington, D.C.: Fava Naeff & Company, 1890).
(6) Stephanie Ann Seachrist, "Silver Spring: Residential Development of a Washington Suburb," (Newark, Delaware: University of Delaware, 1990), 32.
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(8) Andrea Rebeck, *Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes* (Silver Spring, Maryland: Montgomery County Historic Preservation Commission, 1987), 2-4.
(9) KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," (Maryland Department of Transportation, 1999), B-30
(10) For more information regarding development of the region: Frank H.M. Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, published in 1917, 1931, 1931 updated to 1935, 1941, 1948, and 1948 updated to 1953), Montgomery County Historical Society; Sanborn Map Company, *Insurance Maps of Washington Suburban* Vol. 1W (New York: Sanborn Map Company, 1927 updated to 1959), 97 and 102.
(11) Richard L. Forstall, "Maryland Population of Counties by Decennial Census: 1900 to 1990," United States Census Bureau, http://www.census.gov (accessed January 20, 2012).
(12) Seachrist, 32.
(13) Anne E. Bruder, *Tommorow's Roads Today: Expressway Construction in Maryland, 1948-1965* (Baltimore, Maryland: Maryland State Highway Administration, 2010), 6.
(14) Seachrist, 38.
(15) King, 120.
(16) Rebeck.
(17) For example, a Montgomery Hills deed stated, "For the purpose of sanitation and health neither the said party, of the second part nor his heirs or assigns, shall or will sell, transfer or lease the said land to any negro [sic] or to any one of a race whose death rate is at a higher percentage than that of the Caucasian or White race." Montgomery County Circuit Court, "George E. Good and Robert W. Brenner to Richard J. Dietle," January 7, 1929, Maryland State Archives, PBR 474, p.162-163; KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," B-3 and B-38.
(18) Richard Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," *Journal of the Society of Architectural Historians* 60 (March 1992): 6-10.
(19) Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," 8.
(20) Washington Post, "Display Advertisement," *Washington Post,* May 24, 1957; "Classified Advertisement, *Washington Post*, June 27, 1931; "Beer License Transfer Hearing Tomorrow, *Washington Post*, August 25, 1940; "Neighbor Sues Woman Grocer for $50,000, Charging Slander," *Washington Post*, June 4, 1935, Proquest Historical Newspapers.
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(23) KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," C-24.
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(29) Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, 1931 updated to 1935 and 1941).
(30) Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, 1948 updated to 1953); Sanborn Map Company, *Insurance Maps of Washington Suburban* Vol. 1W (New York: Sanborn Map Company, 1927 updated to 1959), 97 and 102.
(31) Montgomery County Circuit Court, "Edward Clifton and Elizabeth Thomas to Harry and Dora Poretsky," June 19, 1936, Liber CKW628, 245, http://www.mdlandrec.net (accessed January 20, 2013).
(32) Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, 1941).
(33) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue," August 29, 1950, Plat No. 8907, http://www.mdlandrec.net (accessed January 21, 2013).
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(36) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue."
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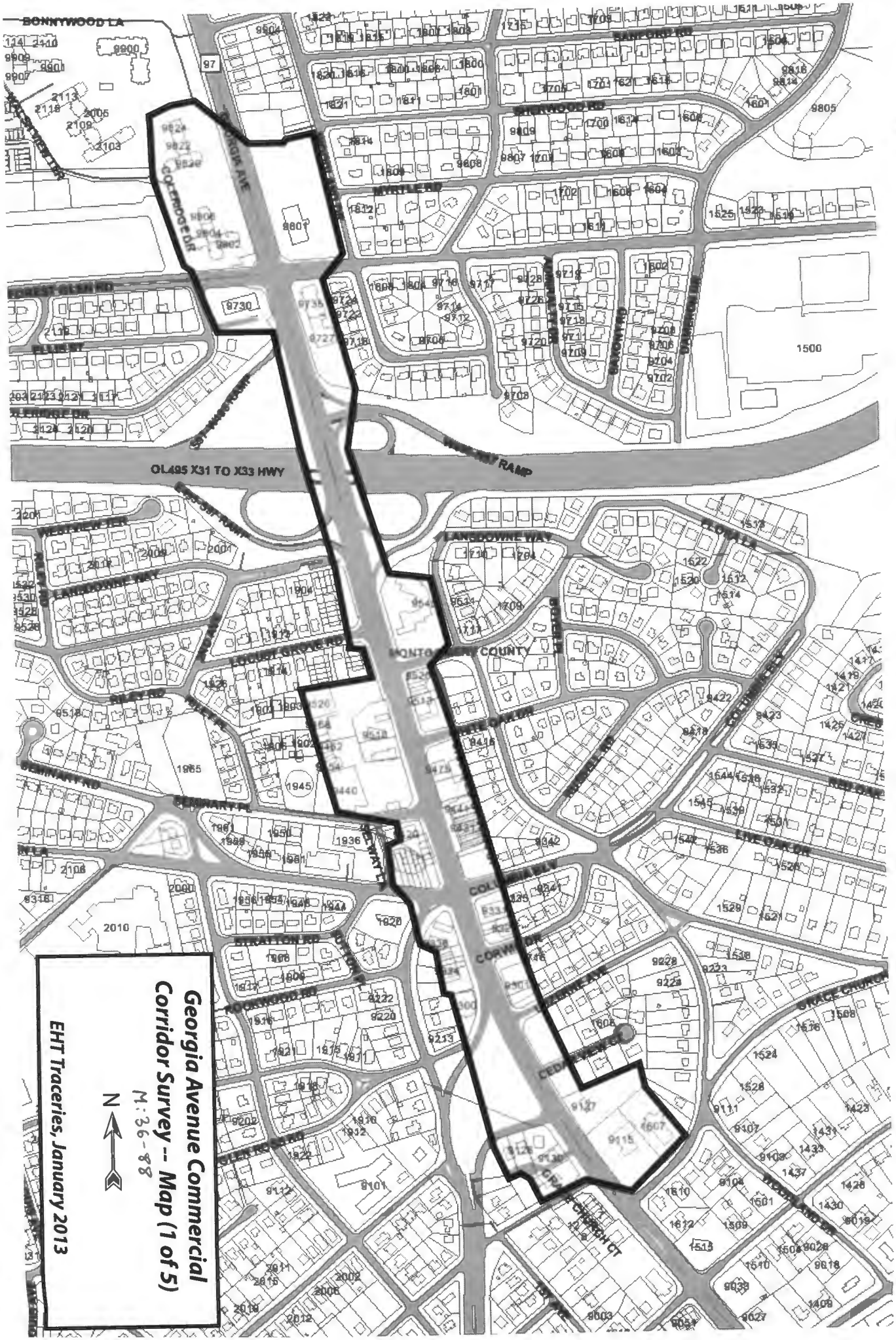
Georgia Avenue Commercial Corridor Survey, M: 36-88

Resource List
Period of Significance: 1929-1966
Areas of Significance: Commerce/Trade; Architecture/Community Development

	Address	Date Constructed	Recommendation
1.	Grace Church Cemetery and Confederate Monument, 9115 Georgia Avenue	1855-Present (active cemetery) (1855-1896 Period of Significance)	Non-contributing: its period of significance predates development (Contributing resource to locally designated Woodside Historic District)
2.	Grace Church School, 9115 Georgia Avenue	1967	Non-contributing (Contributing resource to locally designated Woodside Historic District)
3.	House, 9120 Georgia Avenue (former parsonage)	Ca. 1870	Non-contributing: predates development (Contributing resource to National Register-eligible and locally designated Woodside Historic District)
4.	Grace Episcopal Church, 1607 Grace Church Road	1955-1956	Contributing (Contributing resource to locally designated Woodside Historic District)
5.	House, 9214 Georgia Avenue	Ca. 2002	Non-contributing
6.	House, 9126 Georgia Avenue	Ca. 2002	Non-contributing
7.	Grace Episcopal Church Parsonage/Office, 9127 Georgia Avenue	Ca. 1932	Contributing
8.	House, 9128 Georgia Avenue	Ca. 2002	Non-contributing
9.	House, 9130 Georgia Avenue	Ca. 2002	Non-contributing
10.	Commercial/Office, 9300 Georgia Avenue	Ca. 1971	Non-contributing
11.	CTL Digital Video Center, 9301 Georgia Avenue	Ca. 1960	Contributing
12.	Esther's Beauty Wig Salon, 9309 Georgia Avenue	1948-1953	Contributing
13.	Dryclean Direct, 9315 Georgia Avenue	1941-1948	Contributing
14.	Unnamed Commercial Strip including Leeman Cleaners, Fantasy Nails, Tropical Ice Cream, Andy's Restaurant, Goldberg's Bagels, Club Wags, and Silver Cycles, 9320-9332 Georgia Avenue	1951-1957	Non-contributing (altered)
15.	Fantasy Nail Spa, 9321 Georgia Avenue	Ca.1935	Contributing
16.	Woodside Deli, 9329 Georgia Avenue,	Ca.1940	Contributing
17.	Exxon Gas Station, 9331 Georgia Avenue	1990	Non-contributing

	Address	Date Constructed	Recommendation
18.	Exxon Gas Station, 9336 Georgia Avenue	Ca. 1959	Non-contributing (altered)
19.	Montgomery Hills Shopping Center, 1901-1921 Seminary Road	1929-1931	Contributing
20.	Montgomery Hills Shopping Center, 9414 Georgia Avenue	1935-1941	Contributing
21.	Montgomery Hills Shopping Center, 9416 Georgia Avenue	Ca. 1931	Contributing
22.	Prestige Dry Cleaners, 9420 Georgia Avenue	1958	Contributing
23.	Silver Spring Jewelry & Factory, 9421 Georgia Avenue	1953	Non-contributing (altered)
24.	Inka's Pollo A La Brasa, 9423-9425 Georgia Avenue	1953	Contributing
25.	Hunan City Chinese Restaurant, 9427-9429 Georgia Avenue	1948	Contributing
26.	Bigg Wolf Video, 9431-9435 Georgia Avenue	1948	Contributing
27.	Sign-A-Rama, 9437-9439 Georgia Avenue	1948	Contributing
28.	Yasi-s Restaurant, 9441 Georgia Avenue	Ca. 1946	Contributing
29.	New York Bakery, 9443 Georgia Avenue	Ca. 1946	Non-contributing (altered)
30.	BP Gas Station, 9475 Georgia Avenue	Ca.1955	Non-contributing (altered)
31.	Staples (Seminary Center), 9440 Georgia Avenue	1966	Non-contributing (altered)
32.	Commercial Strip including Upstream Seafood, Seminary Beer-Wine-Deli, Domino's Pizza, Post Express, Gold Plus Jewelry (Seminary Center), 9450-9468 Georgia Avenue	Ca. 1990	Non-contributing
33.	CVS (Seminary Center), 9520 Georgia Avenue	1966	Non-contributing (altered)
34.	Montgomery Hills Car Wash, 9500 Georgia Avenue	1953-1957	Contributing
35.	G & G Service Center, 9501 Georgia Avenue	1955	Contributing
36.	Shell Gas Station, 9510 Georgia Avenue	1953-1957	Contributing
37.	Discount Garden Center, 9513 Georgia Avenue	1955	Non-contributing (altered)
38.	Linton, Shafer & Company (former Conley & Company Building), 9515-9525 Georgia Avenue	1955	Non-contributing (altered)
39.	Calvary Lutheran Church, 9545 Georgia Avenue	1948-1962	Contributing (Individually eligible)
40.	Montgomery Hills Baptist Church, 9727-9735 Georgia Avenue	1957-1965	Contributing
41.	Metro, 9730 Georgia Avenue	Ca. 1992	Non-contributing
42.	Americana Finnmark, 9800-9824 Georgia Avenue	1966	Contributing
43.	Forest Glen Medical Center, 9801 Georgia Avenue	1967	Non-contributing

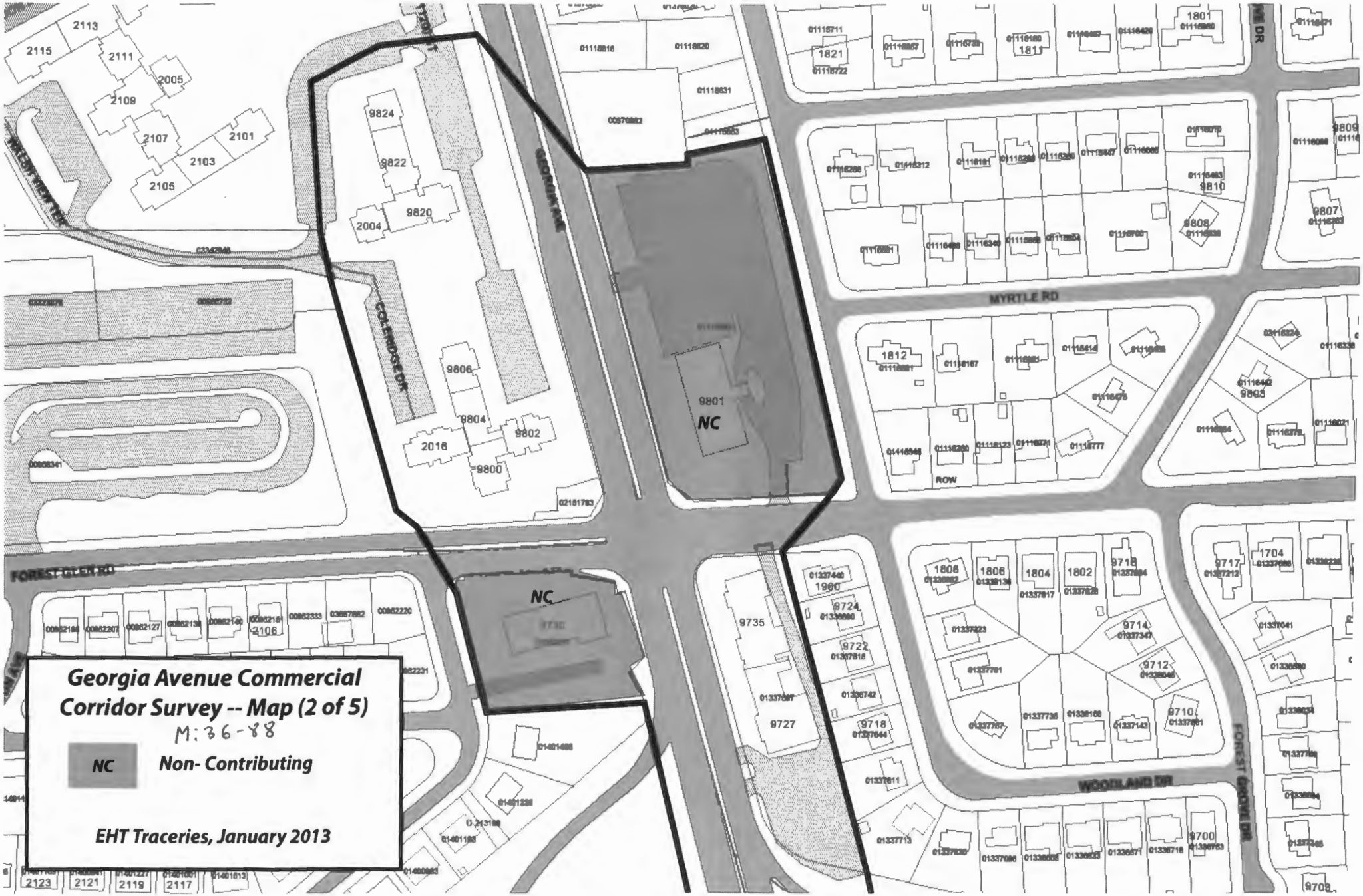


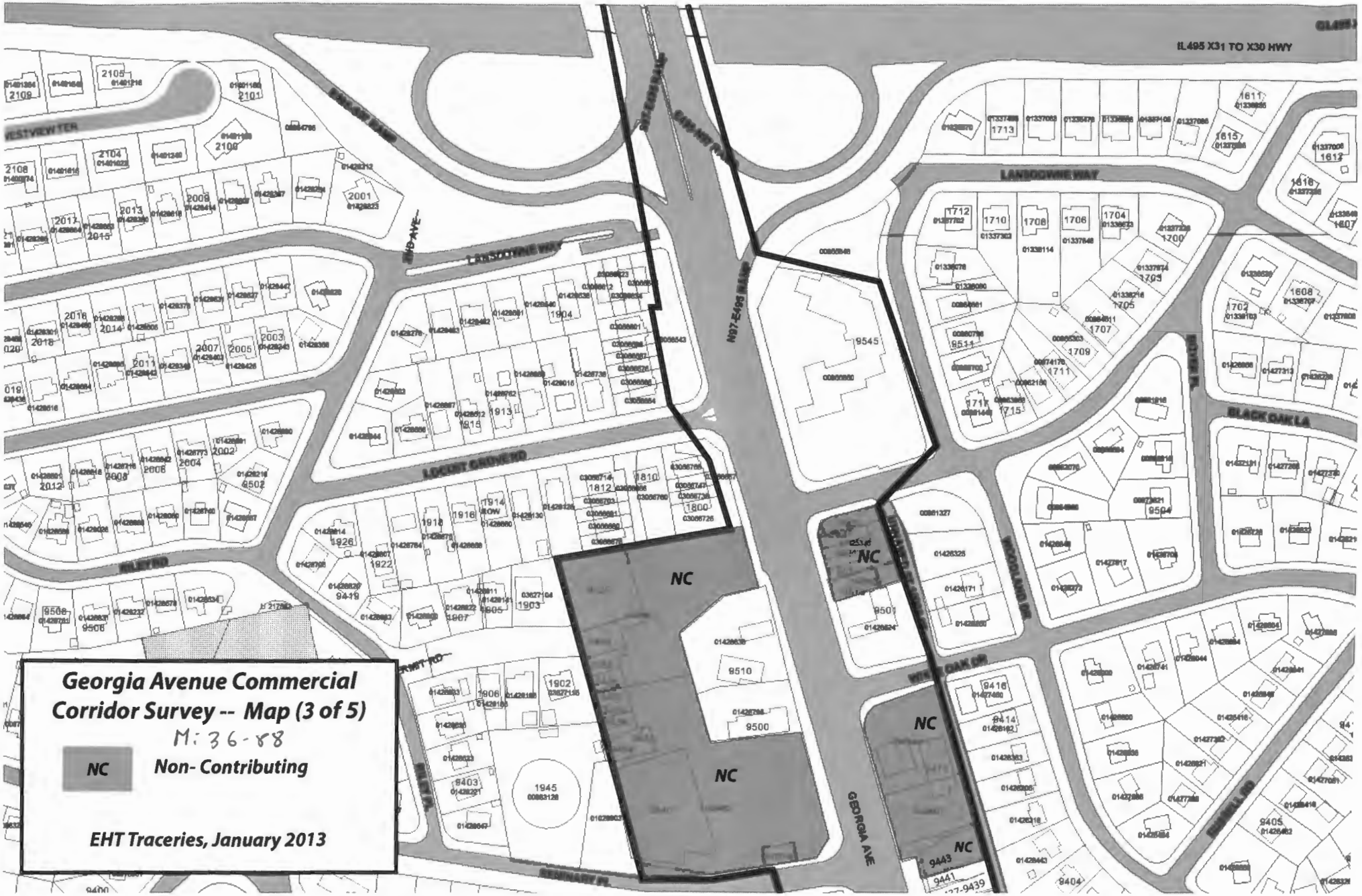
Georgia Avenue Commercial Corridor Survey -- Map (1 of 5)

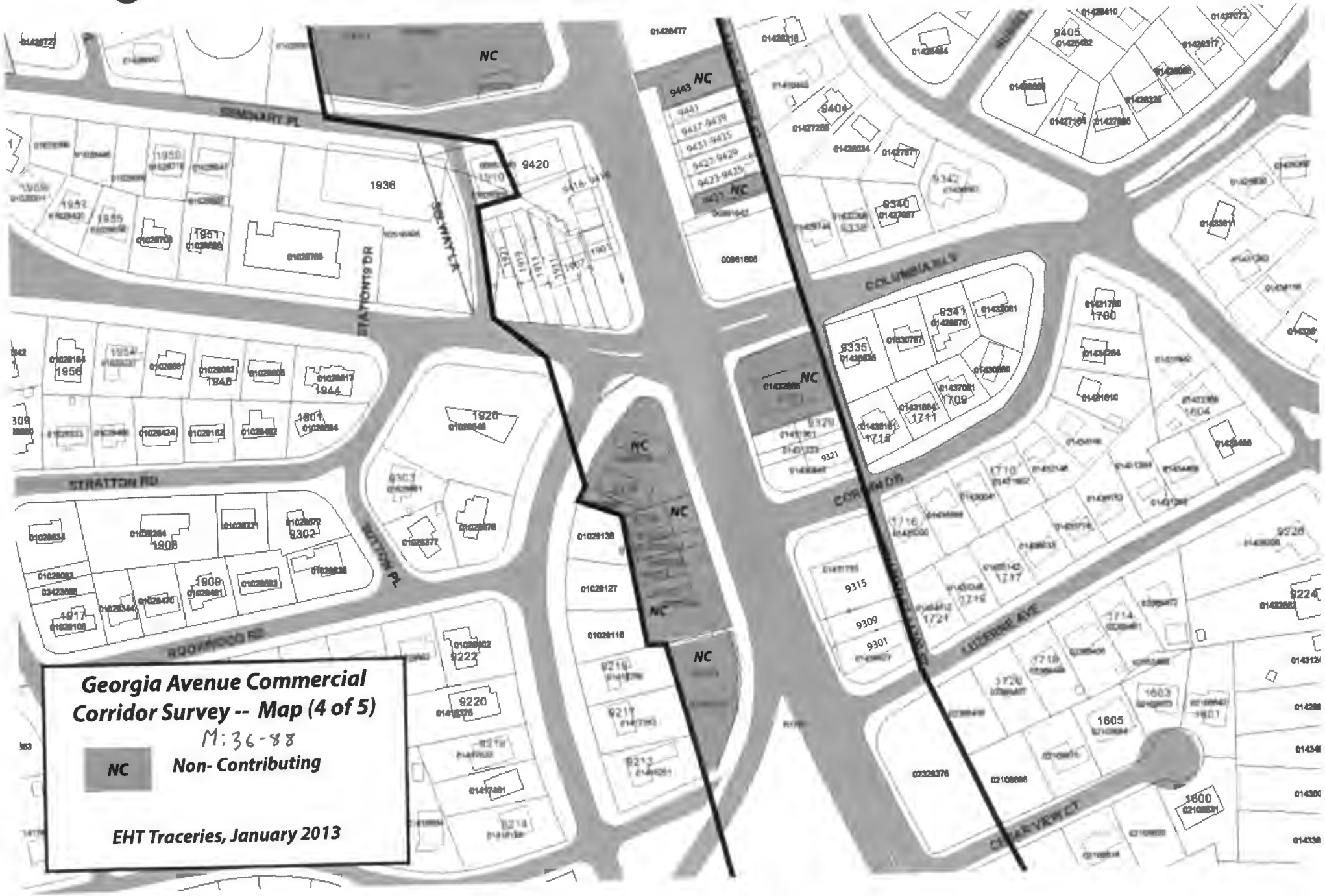
M:36-88

N

EHT Traceries, January 2013


Georgia Avenue Commercial Corridor Survey -- Map (2 of 5)
M:36-88
NC
Non- Contributing
EHT Traceries, January 2013
NC
NC
MYRTLE RD
FOREST GROVE DR
WOODLAND DR
COLESVILLE DR
ROW


IL495 X31 TO X30 HWY
LANSDOWNE WAY
LOCUST GROVE RD
RILEY RD
BLACK OAK LA
WILLOW OAK DR
GEORGIA AVE
NC
NC
NC
NC
Georgia Avenue Commercial Corridor Survey -- Map (3 of 5)
M:36-88
NC Non- Contributing
EHT Traceries, January 2013



Georgia Avenue Commercial Corridor Survey -- Map (4 of 5)

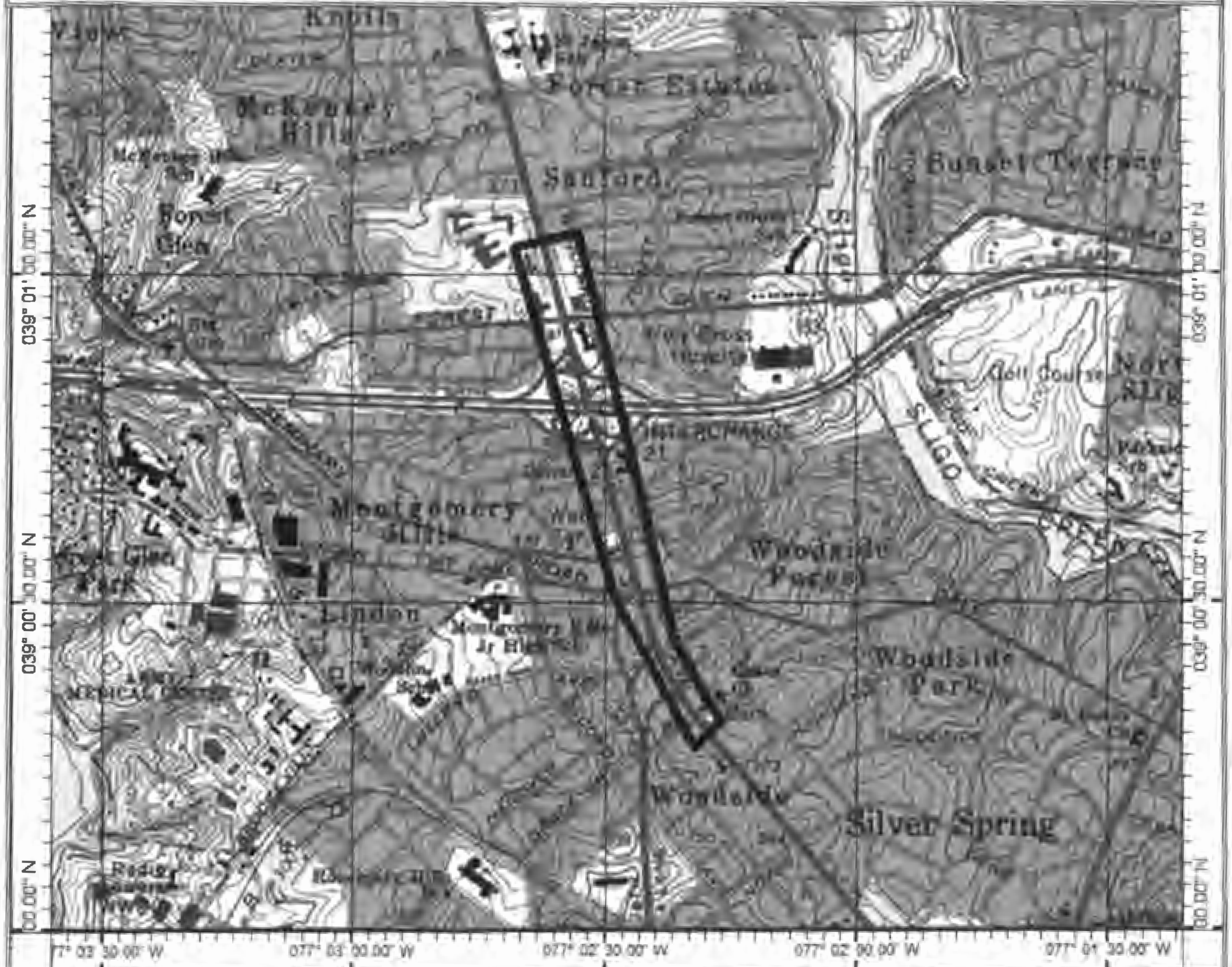
M:36-88

NC Non- Contributing

EHT Traceries, January 2013


Georgia Avenue Commercial Corridor Survey -- Map (5 of 5)
M:36-88
NC
Non- Contributing
EHT Traceries, January 2013
COLUMBIA BLVD
CEDAR VIEW CT
GRACE CHURCH CT
HIGHLAND DR
NC

Map Name: KENSINGTON State Name: Maryland Date Published: 1965 Date Photo Revised: 1979



SCALE 1:18000

0 1000 2000 3000 4000 5000 6000

FEET

Georgia Avenue Commerical Corridor Survey
MD 97: Forest Glen Road to 16th Street
Project No. M0224A11 (MD 97)
Silver Spring, Maryland

M:36-88

PROJECT NO. MO224A11 DIGITAL PHOTOLOG* MONTGOMERY COUNTY, MARYLAND	M: 36-88, Georgia Avenue Commercial Corridor Photographer: EHT Traceries Date: January 9, 2013

1. M 36-88_2013-01-09_01	View of 1901-1920 Seminary Road (Montgomery Hills Shopping Center), Looking NW
2. M 36-88_2013-01-09_02	View of North and East Elevations of 9420 Georgia Avenue (Prestige Cleaners), Looking W
3. M 36-88_2013-01-09_03	View of South and West Elevations of 9321-9329 Georgia Avenue (Fantasy Nail Spa and Woodside Deli), Looking E
4. M 36-88_2013-01-09_04	View of West Elevation of 9421-9443 Georgia Avenue, Looking NE on Georgia Avenue
5. M 36-88_2013-01-09_05	View of 9440-9520 Georgia Avenue (Seminary Center), Looking SW
6. M 36-88_2013-01-09_06	View of West Elevation of 9515-9525 Georgia Avenue (Linton, Shafer & Company), Looking E
7. M 36-88_2013-01-09_07	View of East Elevation of 9320-9332 Georgia Avenue, Looking W
8. M 36-88_2013-01-09_08	View from Southern End of Survey Area at the Intersection of Georgia Avenue and Grace Church Road, Looking N on Georgia Avenue
9. M 36-88_2013-01-09_09	View from Georgia Avenue and Cedar View Court, Looking NW on Georgia Avenue
10. M 36-88_2013-01-09_10	View from 16th Street Exit and Georgia Avenue, Looking NW on Georgia Avenue
11. M 36-88_2013-01-09_11	View from Georgia Avenue and Seminary Road, Looking North on Georgia Avenue
12. M 36-88_2013-01-09_12	View from the Northern End of Survey Area, Looking South on Georgia Avenue

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.


PSYCHIC
301-326-1717
SALON OBSESSIONS
301-565-HAIR
MAYFLOWER
ONLY
Columbia

M: 36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200 - 9900 BLOCKS OF GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO
1901 - 1921 SEMINARY ROAD, LOOKING NORTHWEST
1 OF 8
M 36-88_2013-01-09-01


ALTERATIONS
FITTINGS
7:30AM - 3:30PM
MON. - FRI.
PROTECTING CL
INVESTMENT SIN
9420
BRICARE

M: 36 - 88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200- 9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
1/2013
MD SHPO
NORTH AND EAST ELEVATIONS OF 9420 GEORGIA AVE, LOOKING WEST
#2 OF 4
M 36-88_2013-01-09_02


Fantasy NAIL SPA
Pedi+Mani. Refill
OPEN
Woodside Deli
RESTAURANT
BEER & WINE
BREAKFAST
LUNCH
DINNER

M: 36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO
SOUTH AND WEST ELEVATIONS OF 9321-9329 GEORGIA AVE, LOOKING E
#3 OF 12
M36-88_2013-01-09_03

M:36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EMT TRACERIES

1/2013
MDSHPO
VIEW OF WEST ELEVATION OF 9421-9443 GEORGIA AVENUE, LOOKING NORTHEAST ON GEORGIA AVENUE
#4 OF 12
M 36-88_2013-01-09_04


STAPLES

M: 36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
4/2013
MDSHPO
VIEW OF 9440-9520 GEORGIA AVENUE, LOOKING SW
#5 OF 12
M 36-88_2013-01-09_05


OFFICE & PRIME
SPACE FOR LEASE
202-332-0555
DISCOUNT GARDEN CENTER

M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EXT TRACERIES,

1/2013

MDSHPO

WEST ELEVATION OF 9515-9525 GEORGIA AVE, LOOKING E

6 OF 12

M 36-88_2013-01-09_06


NAILS
TROPICAL ICE CREAM
ANDY'S RESTAURANT
EXXON

M-36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200 - 9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
1/2013
MDSHPO
EAST ELEVATION OF 9320-9332 GEORGIA AVENUE, LOOKING W
#7 OF 12
M-36-88_2013-01-09_07

M:36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACHTES
1/2013
MDSHPO
VIEW FROM SOUTHERN END OF SURVEY AREA AT THE INTERSECTION OF GEORGIA AVE AND GRACE CHURCH ROAD, LOOKING NORTH ON GEORGIA AVENUE
#6 OF 12
M36-88_2013-01-09_06

M: 36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
11/2013
MDSHPO
VIEW FROM GEORGIA AVENUE AND CEDAR VIEW CT, LOOKING NORTHWEST ON GEORGIA AVENUE
9 OF 12
M 36-88_2013-01-09_09


16th Street

M:36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
11/2013
MDS/KPO
VIEW FROM 16TH STREET AND GEORGIA AVENUE, LOOKING NORTHWEST ON GEORGIA AVENUE
#10 OF 43
M 36-88-2013-01-09-10


ONLY
EXXON
EXXON
EXXON

M:36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EXIT TRACERIES
MD SHPO
VIEW FROM GEORGIA AVENUE AND SEMINARY ROAD, LOOKING NORTH ON GEORGIA AVENUE
#11 OF 12
M 36-88_2013-01-09_11

M:36-88
GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD
EHT TRACERIES
MD SHPO
VIEW FROM THE NORTHERN END OF SURVEY AREA, LOOKING SOUTH ON GEORGIA AVENUE
#12 OF 12
M36-88_2013-01-09_12

MONTGOMERY COUNTY CEMETERY INVENTORY REVISITED

BURIAL SITE INFORMATION

Name: **Grace Episcopal Church Cemetery**	Inventory ID: **090**
Alternate name: Woodside Cemetery	County ID: **M: 36-4-1**
Address: **9115 Georgia Avenue, Silver Spring**	
Website: http://graceepiscopalchurch.org/	
GPS coordinates: Latitude: **39.005550**	Longitude: **-77.037712**
FindaGrave: https://www.findagrave.com/cemetery/81017	

BURIAL SITE TYPE

Category: ☒ **Religious** ☐ Community ☐ Family ☐ African American ☐ Other:

BURIAL SITE EVALUATION

Setting/location description: ☐ Rural ☐ Urban ☒ **Suburban** ☐ Wooded ☐ Other:		
General condition (See conditions sheet): ☒ **Excellent** ☐ Good ☐ Fair ☐ Poor ☐ None		
Is there a formal entrance? ☐ Yes ☒ **No**	Accessibility: ☐ Inaccessible ☒ **By foot** ☐ By car	
Is cemetery active (recent burials)? ☒ **Yes** ☐ No	Is there a cemetery sign: ☐ Yes ☒ **No**	
Is cemetery being maintained? ☒ **Yes** ☐ Minimal ☐ No (If yes, note caretaker's name below)		
Are there visible markers? ☒ **Yes** ☐ No	Approximate number of burials/visible markers: **310+**	Date ranges: **1846–2015**

Description: (markers, materials, arrangement, landscaping/vegetation, fence, paths and roads, etc.)

- **Beautifully kept historic cemetery**
- **All markers are visible and upright**

BURIAL SITE CONTACT

Name: **Grace Episcopal Church**		
Relationship to burial site: **Vestry of Silver Spring Parish**	Advocacy contact:	
Address: **1607 Grace Church Road, Silver Spring**		Phone: **301-585-3515**
City: **Silver Spring**	State: **MD**	ZIP Code: **20910**

BURIAL SITE SURVEYOR

Name: **Lori Banks**	Survey Date: **5/7/2018**	Time spent: **15 min**
Email: loribanks@comcast.net	Photographer: **Lori Banks**	

COMMENTS

Suggestions for follow-up:

- **Number of stones vs. burials should be confirmed**

Safety issues, invasive vegetation removal, fence removal/restoration, signage, trash, erosion, vandalism:

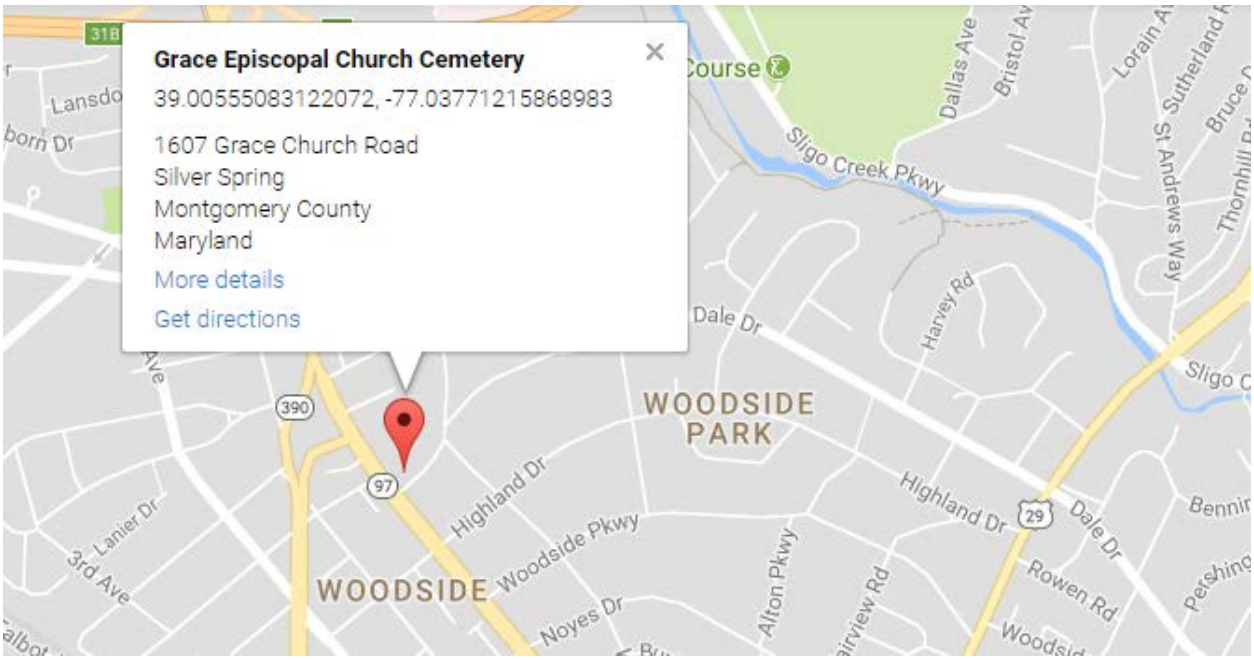
Anything of significance about this cemetery?

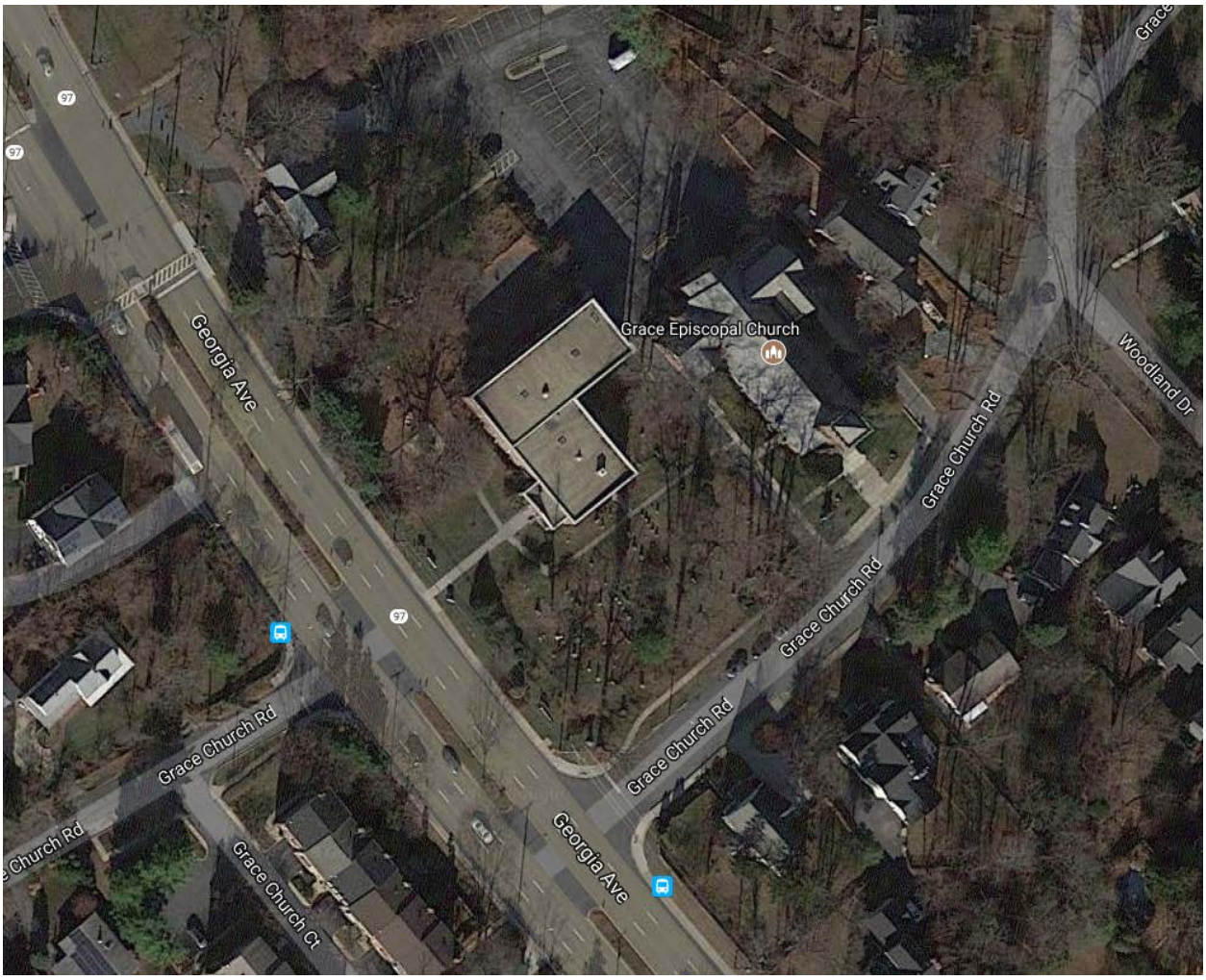
- **17 Confederate soldiers are buried in the south-east corner with a monument dedicated in 1897.**

SOURCES

Cite sources used and resources available:

- https://mht.maryland.gov/secure/medusa/PDF/Montgomery/M;%2036-4-1.pdf


Grace Episcopal Church Cemetery
39.00555083122072, -77.03771215868983
1607 Grace Church Road
Silver Spring
Montgomery County
Maryland
More details
Get directions
WOODSIDE PARK
WOODSIDE
Sligo Creek Pkwy
Dale Dr
Highland Dr
Woodside Pkwy
Harvey Rd
Rowen Rd
Noyes Dr
Lanier Dr
3rd Ave
Alton Pkwy
Dallas Ave
St Andrews Way
390
97
29


Grace Episcopal Church
Georgia Ave
Grace Church Rd
Grace Church Ct
Woodland Dr
97

Montgomery County Cemetery Inventory
Photograph Log

Cemetery Name: Grace Episcopal Church Cemetery		Inventory ID: 090
Photographer: Lori Banks		Date: 5/7/2018
Time	**Photo No.**	**Description and direction you are facing** (Ex: detail of wall around Carr plot facing North)
10:20 am	1	Corner of Georgia Avenue and Grace Church Road, facing north
10:21 am	2	Pathway in center of cemetery toward Georgia Ave., facing south-west
10:22 am	3	Pathway in center of cemetery toward Georgia Ave., facing south-west
10:23 am	4	Church annex building, facing north
10:24 am	5	Cemetery toward church, facing east
10:25 am	6	Cemetery toward Grace Church Road, facing south

1. Corner of Georgia Avenue and Grace Church Road, facing north

2. Pathway in center of cemetery toward Georgia Ave., facing south-west

3. Pathway in center of cemetery toward Georgia Ave., facing south-west

4. Church annex building, facing north

5. Cemetery toward church, facing east

6. Cemetery toward Grace Church Road, facing south

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes X
no ___

Property Name: Grace Episcopal Cemetery & Confederate Monument Inventory Number: M:36-4-1

Address: Georgia Avenue (MD 97) and Grace Church Road Historic district: ___ yes X no

City: Silver Spring Zip Code: 20910 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Grace Episcopal Church Tax Account ID Number: 01432115

Tax Map Parcel Number(s): N440 Tax Map Number: JP21

Project: MD 97: Forest Glen Road to 16th Street (MO224M11) Agency: SHA

Agency Prepared By: EHT Traceries, Inc.

Preparer's Name: Emma Waterloo Date Prepared: 1/25/2013

Documentation is presented in: DOE form

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B ___ C ___ D Considerations: X A ___ B ___ C X D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staf ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

ARCHITECTURAL DESCRIPTION

Grace Episcopal Church Cemetery and Confederate Monument is situated on the northeast corner of the intersection of Georgia Avenue (MD 97) and Grace Church Road, in the Woodside neighborhood of Silver Spring, Maryland. The cemetery and monument are contributing resources to the Woodside Historic District (M: 36-4), which is an identified historic district in Montgomery County's Locational Atlas & Index of Historic Sites. Resources listed in the Locational Atlas & Index of Historic Sites are protected from demolition or "substantial alteration" at the county level. It is also adjacent to the Woodside Park Historic District (M: 36-18), which is recorded in the Marland Inventory of Historic Places (MIHP). (1) The property is bound to the north by the former Grace Episcopal Day School (Parish Hall), to the south by Grace Church Road, to the east by an asphalt-paved driveway that leads to a parking lot for Grace Episcopal Church, and to the west by Georgia Avenue. The south and west property boundaries are defined by concrete pedestrian sidewalks that flank the north side of Grace Church Road and the east side of Georgia Avenue, respectively.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

Criteria: X A ___ B ___ C ___ D **Considerations:** X A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services — Date: 6/6/2013

Reviewer, National Register Program — Date: 6/7/13

2018001972

Cemetery

The cemetery, which includes over 150 burials, is situated on approximately 0.6 acres, which encompasses a grassy lot that slopes down to the east. (2) An east/west-oriented concrete path is located in the northern section of the cemetery. The path curves to the north at its western extent, providing access to a concrete walkway that connects the Parish Hall with the pedestrian sidewalk along Georgia Avenue. This serves as the northern entrance to the cemetery, which is marked by two brick piers with stretcher-bond brick collars, surrounded by shrubs. The piers are located to the east and west of the walkway. The eastern end of the walkway joins with the asphalt driveway associated with the church parking lot. A short, U-shaped, brick retaining wall edges the northern side of the west cemetery boundary along Georgia Avenue. A single-story, wood sign that includes two flat panels supported by wood posts to the north and south is located along Georgia Avenue, south of the brick retaining wall. The sign announces the location of Grace Episcopal Church and Day School.

The cemetery was established as a churchyard burial ground for a country parish. As such, the cemetery was not laid out to a particular design, but was a practical resource for the church. The graves are organized in rows aligned roughly north/south on land situated south of the original location of the church. The westernmost row of markers is situated approximately 35 feet east of the Georgia Avenue right-of-way, and the southernmost markers are placed just north of the pedestrian sidewalk along Grace Church Road. Sections are marked by small square blocks of granite, carved with the section letter. Landscaping provides the cemetery with both privacy and beauty; shrubs are concentrated along the east and west cemetery boundaries, with mature trees and shrubs scattered between the graves.

Despite the fact that the cemetery was not laid out according to fashionable cemetery designs, the markers and monuments reflect the changes associated with cemetery design movements. The Grace Episcopal Church Cemetery has been an active cemetery from the 1860s to the present, and its markers exemplify the evolution in funerary taste. Materials for markers include marble, granite, concrete, and bronze. The earliest markers reflect the influence of the Rural Cemetery Movement, which put a premium on individual expression. Markers from the earliest period are usually constructed of marble, and are typically tall obelisks, often set on pedestals. A few examples incorporate small sculptural works, such as urns. An example is the marble monument for the Wilson family, located in the northwest corner of the cemetery. The monument is set on a chamfered plinth, with a square pedestal engraved with the family names. According to historic photos, its crowning finial has been lost. Additional ornamentation include roses and other stylized foliage. More modest markers from the second half of the nineteenth century are tablet-type markers. The tablets have a variety of shapes, including pointed arch, square-head, segmental-arch, and a square-head with a central semicircular arch shape.

Markers from the turn-of-the-twentieth century reflect the influences of the Landscape Lawn Parks Movement. The Landscape Lawn Parks Movement was a unifying cemetery design, which emphasized the landscape as an open park-like setting. Consequently, markers were both more modest in decoration and scale than those of the Rural Cemetery, and were often mass produced. Typical forms for markers of this period are tall pedestal tombs with domed caps, and headstones on bases. Granite became a more prevalent material for these markers. Introduced at this time were larger family monuments, accompanied by small lawn-type markers to distinguish individual graves. An example of this is the granite monument for the Schrider family, erected in 1901. It is comprised of a large, gently curved headstone, set on a tooled base, with small stone markers to identify Benjamin, his wife Susan, and their sons, August and William.

Throughout the twentieth century, marker design became increasingly standardized as the influences of the Memorial Park Movement reimagined cemeteries with a strong regularity of form and design. The markers are homogenous, providing little individuality in ornamentation or design. Granite is the typical material for these markers, and lasers are used to incise the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

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_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

inscription for clarity. Individual markers tend to be one of three styles: headstone on base, such as the marker erected for Mildred Newbold Getting in 1982; an angled wedge of stone, such as the one for the Pope family, centrally located in the cemetery; and lawn-type markers, such as the one for William M. Canby, erected on December 28, 1980. Some of the lawn-type markers are made of bronze. Over time the bronze develops a green patina that allows the marker to blend in with the landscape. Larger family monuments coupled with lawn-type markers continued to be used as well. Modern markers dot the cemetery, and are concentrated in the northeast corner near the Parish Hall.

Confederate Monument

Erected in 1896, the Confederate Monument is located on a 15-foot-by-30-foot plot that sits on a small knoll in the southwest corner of the cemetery. The knoll is distinguished from the rest of the cemetery by a low brick retaining wall, constructed by members of the Veterans of Foreign Wars in the 1960s. The 8-foot-tall, granite memorial is stylistically influenced by the principles of the Landscape Lawn Parks Movement, and reflects a harmony in materials and design, without the use of intricate ornamentation or statuary. It is comprised of a rough-hewn obelisk with a polished granite cap. A recessed, polished granite plaque with an inscription commemorating the unknown soldiers is centered on the west elevation of the obelisk. The obelisk is set on a chamfered base that reads "CONFEDERATE," which is elevated from the ground on a chamfered plinth.

HISTORIC CONTEXT

Grace Episcopal Church was established in 1855 by several prominent community members to serve the rural area outside the District of Columbia, in what is now Silver Spring, Maryland. Founding members included farmer Oliver H.P. Clark and physician Dr. Josiah Harding, as well as Elizabeth Blair, daughter of Francis Preston Blair, organizer of the modern Republican Party and the driving force behind the development of Silver Spring, and sister of Montgomery Blair, Post Master General under President Lincoln. (3) An acre of land, located along the Washington and Brookeville Turnpike (sometimes known as the 7th Street Pike, and currently known as Georgia Avenue), was donated by Thomas Noble Wilson, a local farmer who owned an approximate 95-acre farm on a parcel of land once known as "Labyrinth," for the construction of the church. (4) Ground was broken for a wood-frame building to house the congregation in 1857. (5) A churchyard burial ground was established south of the church, at what is now the northeast corner of the intersection of Georgia Avenue and Grace Church Road.

Due to its close proximity to the City of Washington, the rural community in the Silver Spring area saw action during the Civil War. Specifically, on July 11, 1864, Confederate troops, under the command of General Jubal Early and just three days after their victory at the Battle of Monocacy, advanced down the Washington and Brookeville Turnpike to Silver Spring. Their path would have taken them past Grace Episcopal Church and Cemetery. The Confederate's goal was to take Washington; however, after the costly Battle of Monocacy and the 35-mile march to the federal city, Early's troops where too exhausted to continue to Washington that day. Minor skirmishes with Union soldiers took place while the Confederates regrouped, and the Union forces were driven back to the fortifications around Washington. On July 12, the fighting had moved to Fort Stevens in Northwest Washington. Fort Stevens is approximately 2.5 miles from Grace Episcopal Church. The strong defenses of the fort in addition to the newly arrived reinforcements, minimized the military threat of the battle-weary Confederate force, and General Early retreated to Rockville, Maryland, on the 13th. (6)

The Confederate forces sustained casualties during the skirmishes, and the dead were quickly buried in shallow graves during the retreat to Rockville. Seventeen soldiers who were killed either on July 11 or 12 were buried in a shallow grave in the Brightwood neighborhood of the District of Columbia. After the war, the pastor of Grace Episcopal Church, James Avirett who had served as a chaplain with the Confederate 7th Virginia Cavalry, noticed the poor condition of the graves of the hastily buried soldiers, and began a campaign to give the soldiers a proper burial at Grace Church Cemetery. Reverend Avirett had the soldiers exhumed, and

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

the remains were placed in six coffins for transport. At the time of exhumation, it was discovered that the majority of the soldiers were no more than teenagers, three of whom were officers and 14 privates. The only soldier identified was James B. Bland of Highland County, Virginia. Bland had served with the 62nd Virginia Mounted Infantry. With consent of the vestry on December 11, 1874, the remains were reinterred between the primary entrance of Grace Episcopal Church and the turnpike. James B. Bland was placed in the northernmost grave in case his family ever came in search of his remains. (7)

During Reconstruction, the Metropolitan Branch of the Baltimore and Ohio Railroad (B&O RR) was constructed in 1873 through Silver Spring. Direct transportation to the City of Washington opened the area up for suburban residential development. At the same time, the population of Washington was rapidly expanding, and the middle classes were beginning to look for housing outside of the federal city. This coincided with a national movement of investment and improvement companies platting out subdivisions wherever land was available and marketable. During this period, Benjamin F. Leighton, a northern lawyer and banker, arrived in Washington to work for the government. In August 1889, he purchased nearly 92 acres of farm land from Richard and Laura Wilson, the children of Thomas Noble Wilson and the same farm from which the land for Grace Episcopal Church was donated. (8) One month later in September 1889, Leighton filed a plat for a subdivision of the property, which he had named "Woodside." (9)

Woodside was marketed for its location, which had easy access to Washington. In addition to the B&O RR, transportation was provided by the Washington, Woodside, and Forest Glen Railway and Power Company, which ran from 1897 to 1930. (10) The company had laid the tracks along the eastern side of Georgia Avenue, beginning in 1896. The track alignment required the company to secure a right-of-way (ROW) for the tracks from Grace Episcopal Church. The ROW required a 12-foot strip of land from the west boundary of the church property, and coincided with the area where the Confederate soldiers had been reinterred. To accommodate the ROW, the church moved the Confederate soldiers' remains to a common grave, located at the corner of Georgia Avenue and Grace Church Road. A granite monument was erected over the gravesite. This is one of two known Civil War battlefield burial grounds in Montgomery County. In return for the ROW, the railway company provided electricity to the church, free of charge. (11)

Additionally in 1896, the original wood-frame Grace Episcopal Church burned down as the result of an accident involving a coal oil lamp. The fire had quickly engulfed the church, and the heat from the flames scorched the plantings in the cemetery. (12) A new church, designed by Clarence L. Harding and constructed in the Shingle Style, was completed one year later in 1897. (13)

Suburban development continued through the first half of the twentieth century, and Silver Spring and Woodside continued to grow. By the 1950s, Silver Spring's retail economy was second only to Washington, D.C. in the Maryland/Virginia region. (14) Due to this development by the early 1950s, Grace Episcopal Church was outgrowing its picturesque Shingle-style building. In 1955, ground was broken on a separate lot, adjacent to the east of the original parcel, for the current brick-clad church. The new church was influenced by the Tudor Revival style, and was completed in 1956. (15) Constructing the church east of the original location allowed the congregation to continue to worship in the older building while the new one was under construction. After the congregation moved to its present location, feasibility studies for the reuse of the old church were conducted. It was determined to be more cost-effective to construct a new building to serve as a parish hall and educational facility. The 1896 church was demolished in 1967, and a new educational building was constructed in its place. At this same time, the Veterans of Foreign Wars built the brick retaining wall around the knoll where the Confederate Monument is located to protect the site from erosion. (16) Throughout these changes to the Grace Episcopal Church grounds, the cemetery and Confederate Monument have remained intact.

EVALUATION

The Grace Episcopal Church Cemetery and Confederate Monument, situated at the northeast corner of the intersection of Georgia

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Avenue and Grace Church Road, is a contributing property to the Woodside Historic District (M:36-4), a locally recognized historic district, and is adjacent to the Woodside Park Historic Disrict (M:36-18), recorded in the Maryland Inventory of Historic Places. The property also is individually eligible for the National Register of Historic Places. The Grace Episcopal Church Cemetery retains integrity of materials and design as a mid-nineteenth-century churchyard burial ground. Its integrity of workmanship has been somewhat compromised due to the deterioration of, and damage to many of the markers within the cemetery; this is a common issue for most mid-nineteenth-century grave markers. The cemetery has also lost integrity of setting and location because the Silver Spring area is no longer a rural community of farmers, but a heavily developed suburb of Washington, D.C. However, the cemetery retains sufficient integrity of feeling and association with both the Grace Episcopal Church, and as a churchyard burial ground situated along a major thoroughfare. The Confederate Monument retains a high degree of integrity of materials, design, workmanship, setting, feeling, and association. While the graves of the Confederate soldiers have been moved numerous times—a common practice for Civil War interments, they have not been moved since their relocation to the southwest corner of Grace Episcopal Church Cemetery in 1896, at which time Confederate Monument was erected. The monument is in excellent condition.

Together, the Grace Episcopal Church Cemetery and Confederate Monument retain sufficient integrity to represent the property's period of significance, which extends from 1855 to 1896. This encompasses the founding of Grace Episcopal Church, with which the cemetery is associated, until 1896 when the Confederate Monument was erected. Significant dates include 1874, when the Confederate soldiers were interred on church property, and 1896 when the graves were moved and the monument erected in its present location.

The Grace Episcopal Church Cemetery and Confederate Monument is eligible for the National Register under Criterion A, and Criteria Considerations A and D. The Grace Episcopal Cemetery and Confederate Monument has a strong connection with the Confederate campaign to take Washington, D.C., during the Civil War. In 1864, General Jubal Early marched his troops down the Washington and Brookeville Turnpike (Georgia Avenue), past Grace Episcopal Church Cemetery, to Northwest Washington where they engaged in the Battle of Fort Stevens—the only battle fought in the nation's capital. The Confederate soldiers hastily buried their dead during their quick retreat to Rockville, Maryland, after the battle. Ten years later in 1874, Confederate sympathizer and Grace Episcopal Church pastor, Reverend James Avirett, disinterred the remains of Confederate soldiers in a shallow grave in Brightwood, and gave the 16 unknown soldiers and one known soldier a proper burial in the Grace Episcopal Church Cemetery. In 1896, the soldiers were moved to a common grave in the southwest corner of the cemetery to accommodate a streetcar ROW, and a monument was erected in their honor. Further, the cemetery serves as one of two known Confederate battlefield burial grounds in Montgomery County. Therefore, it is eligible under Criterion A.

Additionally, the property is eligible under Criteria Consideration A, as a religious property deriving its primary significance from an important historic event. The Grace Episcopal Church Cemetery and Confederate Monument is also eligible under Criteria Consideration D as a cemetery associated with an important Civil War battle, because it contains the remains of Confederate soldiers killed at the Battle of Fort Stevens, which is the only battle fought within Washington, D.C. Therefore, this property is individually eligible for the National Register.

BOUNDARY DESCRIPTION

Situated at the northeast corner of the intersection of Georgia Avenue (MD 97) and Grace Church Road, the Grace Episcopal Church Cemetery and Confederate Monument are located 1.3 miles northeast of the center of Silver Spring in Montgomery County, Maryland. Part of the larger Grace Episcopal Church property, the Cemetery and Confederate Monument encompass approximately 0.6 acres. It is bound to the north by the Grace Church School building (Parish Hall), to the south by Grace Church Road, to the east by an asphalt-paved driveway that leads to a parking lot for Grace Episcopal Church, and to the west by Georgia

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Avenue. The boundary has historically been the cemetery boundary associated with the church since its establishment. The boundary does not include Grace Episcopal Church since the church is located on a separate lot. Even though the Parish Hall occupies the northern half of the same parcel as the cemetery, it is considered not contributing to the boundary since that building has not yet met the 50 year requirement. The Grace Episcopal Church Cemetery and Confederate Monument were surveyed in connection with the Maryland State Highway Administration's (SHA) transportation study of Georgia Avenue from just north of Kimbal Place to Grace Church Road.

ENDNOTES

(1) Montgomery County Planning Department. No date (n.d.). "Research and Designation." Website. [Accessed January 14, 2013]. < http://www.montgomeryplanning.org/historic/research.shtm>.
(2) Brockett, Anne. 2004. "Grace Episcopal Church Cemetery." Montgomery County Cemetery Inventory. ID # 90. Available at http://www.montgomeryplanning.org/historic/education/cemeteries.shtm#Top.
(3) Hutcheson, Lynn. 2002. "The History of Grace Episcopal Church, Silver Spring Parish." Grace Church Messenger. Available at http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish; McCoy, Jerry A. and the Silver Spring Historical Society. 2005. Historic Silver Spring. Charleston, SC: Arcadia Publishing. 7-8.
(4) Hutcheson, Lynn. 2002. "The History of Grace Episcopal Church, Silver Spring Parish." Grace Church Messenger. Available at http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish; 1850 United States Federal Census (Free Schedule). Berry's District, Montgomery County, Maryland. P. 358A, family 169, dwelling 166, lines 25-30. July 30, 1850. National Archives Microfilm: Roll M432_295; Deed of sale from Richard T. Wilson to Vestry of Protestant Episcopal Church. June 2, 1863. Number JGH 9, page 209. Montgomery County Circuit Court: Rockville, MD.
(5) Hutcheson, Lynn. 2002. "The History of Grace Episcopal Church, Silver Spring Parish." Grace Church Messenger. Available at http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish.
(6)Markwood, Louis N. April 1975. "At the Capital's Doorstep." Echoes of History. On file with the Montgomery County Historical Society.
(7) Markwood, Louis N. April 1975. "At the Capital's Doorstep." Echoes of History. On file with the Montgomery County Historical Society.
(8) Crawford, Catherine. June 1984. "Woodside Historic District." M: 36-4. MIHP form. Section 8; 1850 United States Federal Census (Free Schedule). Berry's District, Montgomery County, Maryland. P. 358A, family 169, dwelling 166, lines 25-30. July 30, 1850. National Archives Microfilm: Roll M432_295.
(9) Crawford, Catherine. June 1984. "Woodside Historic District." M: 36-4. MIHP form. Section 8.
(10) Crawford, Catherine. June 1984. "Woodside Historic District." M: 36-4. MIHP form. Section 8.
(11) Markwood, Louis N. April 1975. "At the Capital's Doorstep." Echoes of History. On file with the Montgomery County Historical Society.
(12) "Grace Church Burned." June 8, 1896. The Evening Star. 10. Genealogy Bank Historical Newspapers.
(13) Hutcheson, Lynn. 2002. "The History of Grace Episcopal Church, Silver Spring Parish." Grace Church Messenger. Available at http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish.
(14) McCoy, Jerry A., Robert E. Oshel, Dana Lee Dembrow. No date (n.d.). "Silver Spring Timeline: 20th Century and Beyond!" Silver Spring Historical Society. [Accessed January 7, 2013]. <http://silverspringhistory.homestead.com/timeline2.html>.
(15) Hutcheson, Lynn. 2002. "The History of Grace Episcopal Church, Silver Spring Parish." Grace Church Messenger. Available at http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish.
(16) Markwood, Louis N. April 1975. "At the Capital's Doorstep." Echoes of History. On file with the Montgomery County Historical Society.

MARYLAND HISTORICAL TRUST REVIEW

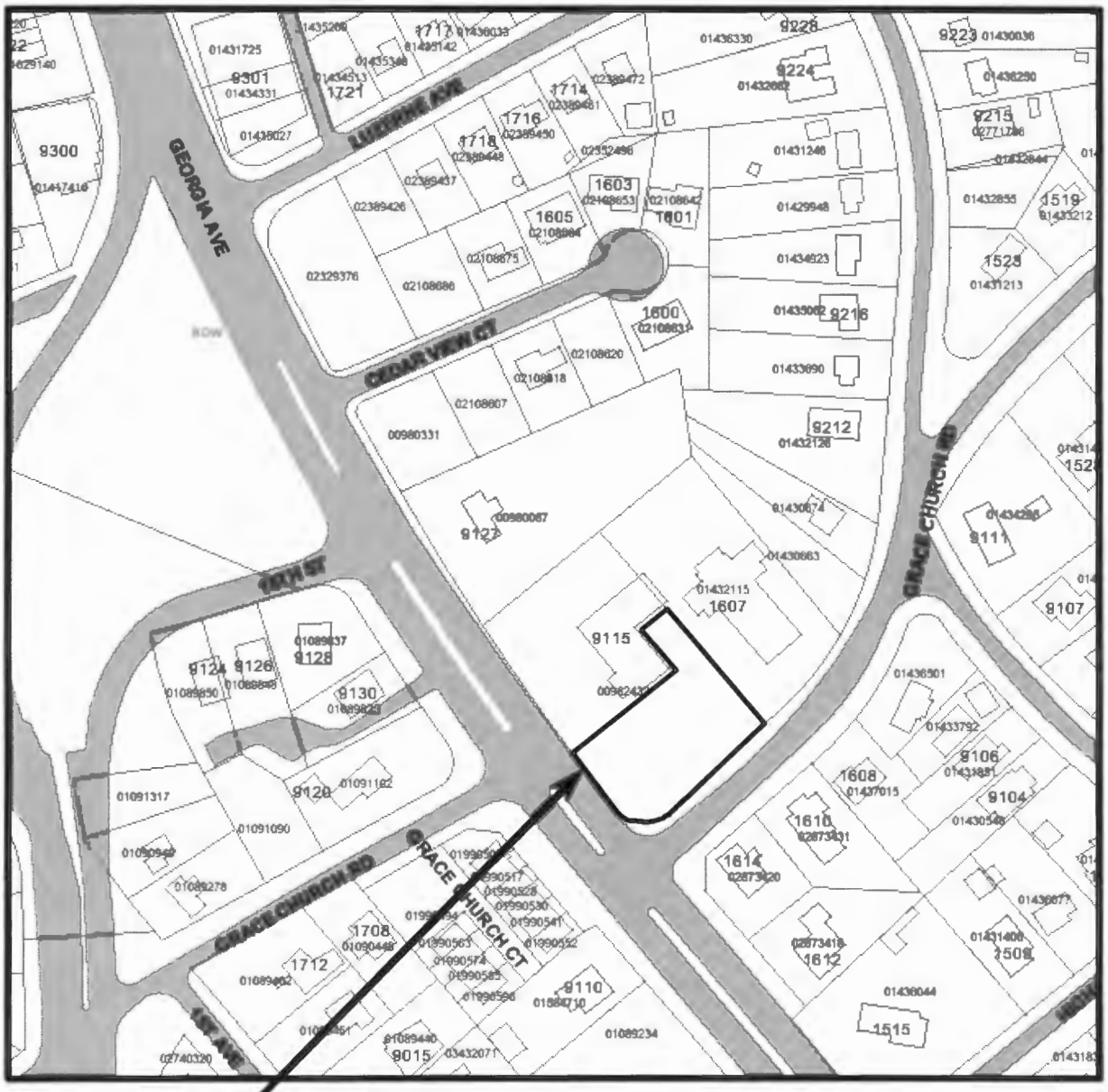
Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**



Grace Episcopal Church Cemetery & Confederate Monument (M: 36-4-1)
Georgia Avenue (MD 97) and Grace Church Road
Montgomery County, Maryland 20910
Map Courtesy of Montgomery County GIS, 2005
EHT Traceries, 2013

N

N

Not to Scale

Date 1/9/13

I.D. # M:36-4-1

Address GEORGIA AVENUE & GRACE CHURCH ROAD
(GRACE EPISCOPAL CHURCH CEMETERY & CONFEDERATE MONUMENT)

Grace Episcopal Church Cemetery & Confederate Monument (M: 36-4-1)
Montgomery County, Maryland
Kensington Quadrangle, USGS Topographic Map, 1965, Revised 1979
EHT Traceries, 2013

N

PROJECT NO. MO224A11 **DIGITAL PHOTOLOG*** **MONTGOMERY COUNTY, MARYLAND**	M: 36-4-1, Grace Episcopal Church Cemetery & Confederate Monument Photographer: EHT Traceries Date: January 9, 2013

1. M 36-4-1_2013-01-09_01	Confederate Monument, Looking E
2. M 36-4-1_2013-01-09_02	Confederate Monument with Grace Episcopal Church and Parish Hall in background, Looking NE
3. M 36-4-1_2013-01-09_03	Cemetery, Looking SE
4. M 36-4-1_2013-01-09_04	Cemetery with Parish Hall in background, Looking N
5. M 36-4-1_2013-01-09_05	Cemetery, Looking NW

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.


SEVENTEEN
CONFEDERATE

M:36-4-1

GLENCE EPISCOPAL CHURCH CEMETERY & CONFEDERATE MONUMENT
GEORGIA AVENUE (MD97) AND GLENCE CHURCH ROAD
MONTGOMERY COUNTY, MD
EHT TRACERIES
1/2013
MD SHPO
VIEW OF CONFEDERATE MONUMENT, LOOKING E
#1 of 5

M-36-4-1_2013-01-09_01.TIF


CONFEDERATE

M: 36-4-1

GRACE EPISCOPAL CHURCH CEMETERY & CONFEDERATE MONUMENT

GEORGIA AVENUE (MD 97) AND GRACE CHURCH ROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES

1/2013

MD SHPO

VIEW OF CONFEDERATE MONUMENT WITH GRACE EPISCOPAL CHURCH AND PARISH HALL IN BACKGROUND, LOOKING N

#2 OF 5

M 36-4-1_2013-01-09_02.TIF

M: 36-4-1
GRACE EPISCOPAL CHURCH CEMETERY & CONFEDERATE MONUMENT
GEORGIA AVENUE (MD97) AND GRACE CHURCH ROAD
MONTGOMERY COUNTY, MD
EAT TRACERIES
1/2013
MDSHPO
VIEW OF CEMETERY, LOOKING SE
#3 OF 5
M 36-4-1_2013-01-09_03.TIF

M: 36-4-1

GRACE EPISCOPAL CHURCH CEMETERY & CONFEDERATE MONUMENT

GEORGIA AVENUE (MD 97) AND GRACE CHURCH ROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES

1/2013

MDSHPO

VIEW OF CEMETERY WITH PARISH HALL IN BACKGROUND, LOOKING N

#4 OF 5

M_36-4-1_2013-01-09_04.TIF

M:36-4-1
GRACE EPISCOPAL CHURCH CEMETERY & CONFEDERATE MONUMENT
GEORGIA AVENUE (MD 97) AND GRACE CHURCH ROAD
MONTGOMERY COUNTY, MD
EHT TRACERIES
11/2013
MDSHPO
VIEW OF CEMETERY, LOOKING NW
#5 OF 5
M-36-4-1_2013-01-09_05.TIF

M:36-4-1
(date entered 5-4-80)

ACHS SUMMARY FORM

1. Name: Grace Episcopal Church Cemetery/Confederate Monument

2. Planning Area/Site Number: 36/4 Woodside H.D. 3. M-NCPPC Atlas Reference: Map 21 L-8

4. Address: Georgia Avenue and Grace Church Road, Silver Spring

5. Classification Summary

Category object
Ownership private
Public Acquisition N.A.
Status occupied
Accessible yes: unrestricted
Present use religious

Previous Survey Recording M-NCPPC
Title and Date: Inventory of Historical sites - 1976

Federal ___ State x County x Local ___

6. Date: 7/12/1864

7. Original Owner:

8. Apparent Condition

a. excellent b. altered c. moved - 1898

9. Description: Monument in southwest corner of cemetery commemorates the common grave of 17 Confederates killed in battle in front of Ft. Stevens, D.C. July 10 or 11, 1864. Inscription:

To The Memory Of
Seventeen
-- Unknown --
Confederate Dead
Who Fell in Front Of
Washington D.C.
July 12, 1864
-- By Their --
Comrades

10. Significance: This is one of two known Civil War battlefield burial grounds in the County. On July 10, 1864, Confederate Gen. Jubal Early led his troops toward Washington by way of Urbana. On the 11th he advanced to Silver Spring and there engaged in a skirmish with Union soldiers, driving them into the fortifications surrounding Washington. On the 12th the Union rallied in a repeat skirmish, and the Confederates retreated.

The soldiers are believed to have died near the church. They were originally buried in a row near the entrance and moved to a single grave in 1898.

11. Researcher and date researched: John M. Hardy - 5/79

12. Compiler: Peg Coleman

13. Date Compiled: 7/79

14. Designation Approval ___

15. Acreage: 5,000 sq. ft.

M: 36/4/1
Woodside H.D.
MAGI#

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Grace Episcopal Church Cemetery/Confederate Monument

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: Georgia Avenue and Grace Church Road

CITY, TOWN: Silver Spring — VICINITY OF

CONGRESSIONAL DISTRICT: 8

STATE: Maryland

COUNTY: Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	X RELIGIOUS
X OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Grace Episcoapl Church — Telephone #: 589-0321

STREET & NUMBER: 1607 Grace Church Road

CITY, TOWN: Silver Spring — VICINITY OF

STATE, zip code: Maryland

5 LOCATION OF LEGAL DESCRIPTION

Liber #: 3502
Folio #: 7

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Courthouse

STREET & NUMBER:

CITY, TOWN: Rockville

STATE: Maryland 20850

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: M-NCPPC Inventory of Historical Sites

DATE: 1976 — __FEDERAL X STATE X COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Park Historian's Office

CITY, TOWN: Rockville

STATE: Maryland 20855

M:36-4-1

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	__UNALTERED	__ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	X MOVED DATE 1898
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Monument in southwest corner of cemetery commemorates the common grave of 17 Confederates killed in battle in front of Ft. Stevens, D.C. July 10 or 11, 1864. The inscription reads as follows:

To The Memory Of
Seventeen
-- Unknown --
Confederate Dead
Who Fell In Front Of
Washington D.C.
July 12, 1864
-- By Their --
Comrades

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:36-4-1

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	X MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 7/12/1864 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This is one of two known Civil War battlefield burial grounds in Montgomery County. After the battle of Monocacy on July 9, 1864 Gen. Jubal Early camped just south of the Monocacy River. On the morning of Sunday the 10th, the Confederates marched toward Washington by way of Urbana to camp just short of Rockville. On the 11th Early advanced to Silver Spring, on the Seventh Street turnpike where he engaged Union skirmishers and drove them into the fortifications surrounding Washington. The 12th was spent in front of Washington, and Rodes' division had a heavy skirmish with the Federals in the afternoon on the Seventh Street turnpike in front of Early's Silver Spring headquarters.

The night the Confederates retreated, reaching Rockville at daylight on the 13th.

The bodies were originally buried in a row near the entrance to the church. However, in 1898 the Street Railway Company asked the church for a right-of-way for trolley tracks. In response, the church moved these soldiers' remains and re-buried them in a single grave at the southwest corner of the cemetery. A memorial monument was placed over the grave.

The soldiers are believed to have died at either Admiral Lee's Place (in Silver Spring), Glenmont (north of the church), or Osborn Farm (just north of Ft. Stevens). Ft. Stevens is about 2½ miles south of Grace Church; the Confederate lines were about at the main gate of Walter Reed Hospital. The lines stretched for a mile to the left and a mile to the right of the Seventh Street Road (Georgia Ave.) confronting Forts Reno, Stevens and De Russy.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:36-4-1

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Getty, Mildred Newhold; "Grace Episcoapl Church Cemetery, 1957", Vestry minutes of the time.

Foote, Shelby; The Civil War, Random House, 1958.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 5,000 sq. ft.

VERBAL BOUNDARY DESCRIPTION

Bounded on the west by Georgia Ave., on the south by Grace Church Rd. On the east by Church building and on the north by Grace Church School building.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
John M. Hardy

ORGANIZATION
Sugarloaf Regional Trails

DATE
5/79

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Coleman, Margaret Marshall and Anne Dennis Lewis
1984 Montgomery County: A Pictorial History.
Norfolk: Donning Company.

Montgomery citizens did not forget their Southern bonds. Years after the end of the war, local citizens built a memorial to the Confederate soldiers who had died July 12, 1864, in a skirmish near Silver Spring. Photograph by Dr. Leonard Tuchin

Sandy Spring's Fair Hill School was held in the building pictured. Before and after the school's use of the building, it was a dwelling. Richard Brooke, a Quaker who fought in the Revolutionary War against the pacifistic principles of his religion, constructed the building. Later Whitson Canby, a member of another well-known Quaker family, purchased the house for eight Irish families. The commune manufactured pots and sold their wares at the markets of Mechanicsville (now Olney).

The Baltimore Yearly Meeting, in association with Sandy Spring Friends Meeting, purchased the building in 1815 and later opened Fair Hill School, where Benjamin Hallowell taught. It remained a school under various names from 1819 until 1865, when Civil War activity closed it.

During the Civil War, troops from both sides crossed the schoolyard, including those of generals Johnson, Burnside, and Hooker. Confederate General J. E. B. Stuart reportedly brought to the girls' school thousands of his troops who stole horses, bivouacked in the fields, burned the fence rails, and dug up four acres of potatoes! Understandably, the girls were terrified. Teacher Mary Coffin hid valuables under the hearth in a box the same size as the bricks. As a result of the invasion, parents withdrew their daughters, and Fair Hill School closed.

A series of private owners lived at Fair Hill until it burned down in the 1970s. This photograph was taken about 1900. Fair Hill's lot is now the site of the Village Mall Shopping Center in Olney. Courtesy of Roger Lamborne

Survey No. M: 36-18

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic: Woodside Park

and/or common: Woodside Park

2. Location

street & number: Between Georgia Avenue, Dale Drive, Colesville Road, and Spring Street ___ not for publication

city, town: Silver Spring ___ vicinity of congressional district: 13

state: Maryland county: Montgomery

3. Classification

Category	Ownership	Status	Present Use	
_X_ district	___ public	_X_ occupied	___ agriculture	___ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	_X_ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	_X_ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name: Multiple ownership -- see attached list.

street & number: telephone no.:

city, town: state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc.: Montgomery County Courthouse liber

street & number: folio

city, town: Rockville state: Maryland

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No M: 36-18

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Woodside Park, as originally platted in January of 1923, contained approximately 182 acres divided into six sections containing a total of 24 blocks or parts of blocks (lettered A through S)[1] The subdivision contained 146 lots of approximately one acre (except for Block D which was sold to a separate developer). The subdivision as it is commonly known today is bounded on the south by Spring Street, on the west by Georgia Avenue, on the north by Dale Drive, and on the east by Colesville Road, and is located directly north of downtown Silver Spring. The boundaries of the original 1923 subdivision were somewhat smaller (see map). Since the additional blocks were developed and included after World War II, this inventory form will deal only with the original subdivision.

The topography consists of gently rolling hills, with occasional rock outcroppings, and the remains of a stream which once ran through the Crosby Noyes farm from which the subdivision was created. The entire area is lushly landscaped and contains a wide variety of mature trees and shrubs. The streets are narrow and most have no curbs. There are no sidewalks.

Of the approximately 415 houses in the original portion of Woodside Park, 293 (over 70%) were constructed prior to 1941. These houses represent nearly every style and type popular in Maryland during the first half of the 20th century. They consist of bungalows, a four-square house, both brick and frame Colonial Revival houses, Dutch and Spanish Colonial Revival houses, Tudor and English or Cotswold cottage houses, and Cape Cod houses. Post-World War II houses include California ranch, split-level and bi-level houses, as well as one strikingly modern house, and many brick Colonial Revival and Cape Cod houses.

[1] Plat Book 3, Plat Number 244 for Key Map of Woodside Park.

8. Significance

Survey No. M: 36-18

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	_X_ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state _X_local

Prepare both a summary paragraph of significance and a general statement of history and support.

Woodside Park is an excellent example of the kind of residential subdivision developed in the 1920s in Montgomery County. During this busy period of real estate development, dozens of subdivisions were platted and many developed into successful residential neighborhoods, but due to subsequent development and increased road traffic, few have remained as intact as Woodside Park. It stands today as its original developers intended: a quiet, estate-like enclave of beautiful homes and well-landscaped lawns, where children can play safely and adults can enjoy peace and quiet, as well as the company of congenial neighbors. This is becoming rare in rapidly growing Montgomery County. Thus, in terms of social history, Woodside Park is significant for preserving the ideals of suburban living which were championed so strongly in the early decades of the 20th century.

Architecturally, Woodside Park contains an excellent collection of early 20th century houses, displaying nearly all the styles and types popular at the time it was developing. These range from humble bungalows and simple Cape Cod houses, to grand colonial revival and Tudor mansions. Whether built of wood, brick, stucco, or stone, they exhibit some of the finest craftsmanship of the era; and the large lots on which most of the houses sit provide ample space for viewing and appreciating these homes.

9. Major Bibliographical References

Survey No. M: 36-18

Montgomery County Land Records. Klinge and Hopkins Atlases, 1878-1941.
Woodside Park promotional flyer, c. 1924. Washington Star, 1926.
Everett Wagg, Early History of Woodside Park, Silver Spring, MD, 1968
Steven Lubar article in Maryland Historical Magazine, Vol. 81, No. 4.
Interview with Mrs. Mary Jarrell, Woodside Park, Nov. 1987, 585-8185.

10. Geographical Data

Acreage of nominated property 182 acres (approx.)

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Andrea Rebeck

organization Mont. Co. Hist. Pres. Comm. **date** 11/87

street & number **telephone**

city or town Rockville **state** Maryland

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return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

HISTORY AND SUPPORT, WOODSIDE PARK

M:36-18

Woodside Park was one of many subdivisions developed during the 1920s to attract middle-class families looking for a comfortable home in a pleasant neighborhood on the outskirts of the city. As historian Steven Lubar states, "Woodside Park typified suburban development of the 1920s."[1] It is one of the few subdivisions of that era that have retained their intended function and appearance.

By the 1920s, the presence of automobiles, greater personal wealth, good roads, and a growing population made such subdivisions possible, and at least 73 subdivisions of varying size were platted in Montgomery County between 1920 and 1929.[2] Some of these, like Kenwood and Edgemoor, sought to attract the upper-middle class by offering large lots (the average lot in Kenwood was 75' by 125'; Edgemoor offered lots that averaged 100' by 200') and requiring purchasers to build houses that cost a substantial amount of money. Other subdivisions, particularly those in Silver Spring and Takoma Park, offered smaller lots (typically 50' by 100') and these were intended to attract the lower end of the middle-class market. Woodside Park was an anomaly. It was located in the somewhat less desirable section of the County (east of Rock Creek as opposed to Chevy Chase, Somerset Heights, Edgemoor, and Kenwood which were on the west side of Rock Creek), yet its large lots -- averaging 150' by 250' -- and minimum house cost of $6,000 ensured that the families buying there would be more affluent than those purchasing lots in the nearby subdivisions of Blair or E. Brooke Lee's Additions to Silver Spring.[3]

[1] Steven Lubar, "Trolley Lines, Land Speculation and Community-Building: The Early History of Woodside Park, Silver Spring, Maryland," *Maryland Historical Magazine*, Vol. 81, No. 4, Winter 1986, pp. 316-329.

[2] Plat Books Number 3, 4, and 5 of the Montgomery County Land Records.

[3] To illustrate this, a typical Woodside Park house built in the 1920s cost between $15,000 and $20,000. The developers were offering to finance the house and lot at 10% down with a four-year mortgage. This would mean monthly payments of $300 to $400 -- in 1926! House prices in other subdivisions at the time were $7,950 for a bungalow in North Woodside, $9,100 to $13,250 for houses in Leland (Bethesda), $13,000 for a brick and stucco house in Seven Oaks, and anywhere from $8,450 to $24,500 and more for houses in Chevy Chase. These prices are taken from advertisements in the autumn, 1926, issues of the Washington *Star*.)

M:36-18

In their promotional literature, the developers stressed the beauty of the site with its "fine old trees and wealth of planting that have made this estate one of the most celebrated around Washington."[4] They also were intent on impressing potential buyers with what a sound investment a home in their development would be -- "The surest way to profit by the rise in Real Estate value is to foretell in which direction a city will grow and buy before the people reach there....Inquire the value of lots in the vicinity of Fourteenth and Sixteenth Streets. Study the growth of Washington and then hasten to Woodside Park...."[5] To protect that investment, they imposed "restrictions": deed covenants which excluded all commercial uses, limited building to one single-family dwelling per lot, required that the house cost at least $6,000 and be placed a minimum of 40 feet from the street, and prohibited buyers from selling or leasing their land "to any one of a race, whose death rate is at a higher percentage than the white race."[6] This last was meant to exclude Blacks particularly, and was only too common in deeds of this period. To enforce the restrictions, maintain the improvements, and promote "the general welfare of the community" a Property Owners Improvement Association was established by the developers.

Thus they did all they could, in the days before zoning, to ensure that Woodside Park would remain a "high class residential" development, "Washington's Most Beautiful Suburb."[7] Unlike so many real estate ventures launched during the early years of Montgomery County's suburban development, this one has succeeded as its developers intended. Today most of the large lots have been resubdivided and additional houses built, yet the original "tone" of the development has been maintained. The streets are still narrow and winding, lined with huge trees and lush shrubbery. The "homes of distinction," though more modest than some of their contemporaries in Chevy Chase, are still unique in design (of the houses built before World War II, no two are exactly alike). Many are substantial houses, and nearly all are very well maintained. There are no commercial intrusions. In short, the

[4] Woodside Park promotional flyer, c. 1924, in the possession of Mrs. Mary Jarrell, Woodside Park.

[5] Ibid.

[6] Deed 468/327, recorded Sept. 28, 1928.

[7] Woodside Park promotional flyer.

subdivision has become exactly what the developers intended: a park-like enclave of fine homes for middle- and upper-middle-class families.

Woodside Park was developed from Alton Farm, the country estate of Crosby S. Noyes, editor and part owner of the Washington *Star*. Noyes bought the nucleus of his estate in 1882, and lived there seven months of the year, from April to November, commuting to his office downtown first on the B&O Railroad, and later on the Washington, Woodside, and Forest Glen trolley which ran along the edge of his property on Georgia Avenue. He enlarged an existing house on the property into a grand Shingle Style home referred to as the "Mansion." Noyes entertained frequently at his country estate, and enjoyed the farm until his death in 1908. In November of 1922, the family sold the property to the Woodside Development Corporation (WDC). This corporation was headed by Charles W. Hopkins, president, and M. K. Armstrong, secretary. The Noyes "Mansion" is remembered in Mansion Drive. The home was demolished in 1926, and 1000 Mansion Drive was built on its foundations.[8] Crosby Noyes is remembered in two of the streets, Crosby Road and Noyes Drive. Block D, which included the original Mansion, was purchased by Thomas E. Jarrell, a real estate developer and bank president, who platted it in 1925 as "Wynnewood Park." The distinction, however, was not a strong one, as the same builders built houses in both parts of the subdivision. Today Wynnewood Park is considered part of Woodside Park.

Sales of lots were brisk until the late 1920s. By 1927, 107 lots out of the original 146 lots had been sold, averaging over 20 per year. In 1928 the number dropped to 14; the low point was in 1931 when only three lots were sold. The Depression caught up with the developers, and in 1933 a judgement was handed down against them in Circuit Court. Thirty-two lots were sold for back taxes in 1935, some for as little as $58.03. It should be noted that Woodside Park was hardly alone in this area. Many subdivisions were floundering at this time, and some lots in Edgemoor, for example, were sold for as little as $42.39.[9]

Many families bought lots in the early years, but did not build on them immediately. The earliest houses, only a handful, were built in 1923. By 1931, 74 houses existed according to the 1931 Klinge Atlas. Fifty more houses

[8] Everett Wagg, *Early History of Woodside Park, Silver Spring, Maryland* (Silver Spring: Woodside Park Civic Association, 1968), p. 6.

[9] See Plat Book Number 604 for dozens of such sales.

M:36-18

were built by 1935, and the next six years saw a whopping 169 houses constructed before the beginning of World War II.[10] In all, approximately 70% of the houses built in the original subdivision (here considered to include Wynnewood Park) were constructed before World War II. Very little was built during the War years, but Woodside Park experienced the same boom as did the rest of the area in the late 1940s and early 1950s. Two other small subdivisions, the 23-acre Wilson Farm (platted shortly after the War) and Griffith's Addition (platted in 1936) were developed primarily after World War II, and were included in the Woodside Park Civic Association in the late 1940s.

Several builders were active in the subdivision. Robert Murphy and John Faulconer, both early residents, built a number of houses of varying styles (see the ad for "Seven Gables" attached). The two development companies had their building subsidiaries: the WDC had Woodside Homes Corporation with Henri L. J. de Sibour as president and M. K. Armstrong as secretary. This corporation contracted with the De Sibour Construction Company of Washington to do the building. Thomas E. Jarrell & Company had the Stambaugh Construction Company, which employed a builder named Gaylor to do much of its work.[11]

[10] Klinge Atlases of 1935 & 1941.

[11] Interview with Mrs. Mary Jarrell, November, 1987, 585-8185.

M:36-18

RESOURCES, WOODSIDE PARK:

Woodside Park contains several hundred houses, most of which are contributing resources, since the District is significant for representing the successful development of a 1920s-era subdivision. Focusing on its pre-World War II structures, however, the District contains 74 houses built before 1931, 50 houses built between 1931 and 1935, and 169 houses built between 1935 and 1941. Many of these are similar to one another, following the styles prevalent at the time they were built. The best way to describe these numerous resources is to group the houses by style/type, describe a house that best typifies that style/type, and list other similar houses. The exception to this treatment is the group of houses that pre-dated the subdivision. These will be treated individually.

EARLIEST STRUCTURES:

The earliest remaining buildings in Woodside Park pre-date the subdivision. These are the houses at 1319 Noyes Drive, 8908 and 8912 Fairview Road. All the other farmhouses and outbuildings have been demolished. **8912 Fairview Road,** one of three tenant houses built by Crosby Noyes for his farm employees, was remodeled and enlarged by the Woodside Development Corporation (WDC) prior to resale.[1] Today it has the appearance of a shingled bungalow and is set far back from the road behind a clump of trees. **8908 Fairview Road** is the other tenant house which remains. It, too, was remodeled by the WDC, and appears to be a late 19th or very early 20th century Colonial Revival house (this styling may be a result of the 1920s remodeling). It is a narrow, two-story, side-gabeled house with a rear addition. Its main facade is not symmetrical: A paired window is to the right of the front door, a triple window is to the left, and three single windows are randomly spaced on the second story. **1319 Noyes Drive** has been so altered it is difficult to determine its style today. It used to be a two-story, cross-gambrel roof house clad in wood shingles. It might be classified as Shingle Style, popular between 1880 and 1900, or early Dutch Colonial Revival, common between 1895 and 1915.[2] It is currently undergoing massive renovation and enlargement, following a fire in 1986.[3]

BUNGALOW:

The bungalow is a type of house to which many styles were applied, ranging from Spanish Colonial to Swiss Chalet. Very common throughout Montgomery County's early suburban communities, the bungalow was a low-cost solution to the problems of the mid-1890s, when demand for new houses (particularly summer homes) collided with the financial panic of 1893. The American bungalow originated in California as an outgrowth of Japanese,

Craftsman, and other influences. From the West coast the bungalow spread to every part of the country. By 1920 hundreds of them were being built from Takoma Park to Cabin John. These houses are characterized by asymmetrical elevations; an open, informal plan; low-pitched overhanging roofs; shed or gabled dormers; and the inclusion of the porch as an integral part of the massing and design of the building. **1509 Highland Drive** is an excellent example of this type. Built prior to 1931, it is a one and one-half story, side-gabled, frame structure, with a cross-gable porch wrapping around the front and side of the house. Projecting from the roof of the house is a gabled dormer whose roof pitch follows that of the porch below. The wide, overhanging eaves are supported by knee braces, and the roof is covered with composition shingles, applied this summer to replace an earlier composition shingle roof. The house closely resembles (but is not exactly like) the "Corona," a catalog house offered by Sears & Roebuck between 1916 and 1922.[4]

Other good examples of bungalows in Woodside Park are **1433 Highland Drive** (one of the first houses to be built in the subdivision, erected in 1923 by builder Robert Murphy for his own family), **9103 Woodland Drive** (also built by Murphy in 1923), **1506 Highland Drive** (1924), and **8916 Woodland Drive** (erected by another resident builder, John Faulconer, in 1926).

AMERICAN FOURSQUARE:

Woodside Park contains one example of this house type, **9104 Woodland Drive.** This is a large, simple, two-story house, with exterior walls of stucco and a slate-covered roof. This roof is a low-pitched hip and has double-window, hipped dormers projecting from it. Across the entire front (northeast) facade is a one-story, hip-roof porch supported by square posts. The front door, asymmetrically placed at the right end of the facade, is glazed and has sidelights. A triple window is to the left of the door. Two double windows are on the second story. All windows have six-over-one, double-hung, wood sash.

COLONIAL REVIVAL:

The 1876 Centennial kindled a fascination with America's colonial roots that is still strong today. Gradually, elements of English Colonial design such as fan lights and Paladian windows began to appear on Victorian houses. By the late 1920s and early 1930s, architects were so adept at designing in the Colonial Style, that some of the houses of this era are almost indistinguishable from their 18th century models. Builders found the styles easy to copy, and numerous Georgian, Dutch, and Spanish Colonial Revival houses appeared in

suburbs across the United States. Woodside Park contains several examples of each.

GEORGIAN REVIVAL:

The grandest of these is **9033 Georgia Avenue**, a large, two-story, five-bay brick house with side gable roof. Three large, broken-pedimented dormers project from the roof and contain round-headed windows. The front (southwest) facade is symmetrical around the front door, which is surrounded by transom and sidelights and sheltered by a broken-pedimented porch roof supported on Tuscan columns. As is typical in this style, the main block is flanked by one-story wings: a large open porch (known as a breakfast porch) on the right, and an enclosed sun-room (often called a living porch) on the left. The Colonial image is completed by a straight walkway lined with boxwood shrubs leading to the front door. This house was built in 1926 for Mr. & Mrs. Chas. W. Williams.[5]

Other good examples of this style are **1205 Highland Drive**, a frame example built by 1926; **1311 Noyes Drive**, a very nice stone example advertised for sale in 1926 for $15,850;[6] **919 Highland Drive**, built between 1931 and 1935; **9101 Crosby Road**, a large stone house built in 1939 utilizing metal window sash; **9020 Alton Parkway**, built in 1940; and **1223 Woodside Parkway**, a Garrison Style Colonial Revival, built by 1941.

DUTCH COLONIAL REVIVAL:

Derived from the gambrel-roof houses built by the Dutch settlers, the Dutch Colonial house is typified by the gambrel roof from which projects a large shed dormer containing two or more windows. The builder's variant of this creates the appearance of a gambrel roof while actually building a two-story, gable-roofed rectangular box. The overhangs of the gables are sloped at a steeper angle beginning a few feet down from the peak, and join the lower roof again just above the eave. This "fake" gambrel can be detected by noticing that the cheeks of the dormer are in the same plane as the end gable walls. Such construction was less expensive than building a gambrel roof with a narrower shed dormer because it used simpler framing. A good example of such a house is **1408 Highland Drive**, built by 1926, and reputed to be a Sears catalog house. Although it resembles the "Puritan" in many ways, including the front entry bracketed hood and flanking "colonial benches," it is not an exact copy.[7] Another good example is **1420 Highland Drive**. There are several other Dutch Colonials in the District, but some of the best ones have been covered with aluminum or vinyl siding.

SPANISH COLONIAL REVIVAL:

About 1925, the Spanish Colonial Revival Style became a craze in the United States. A mixture of styles derived from the Mediterranean countries, it is typified by an asymmetrical, sometimes complex elevation; low-pitched tile roofs; stucco exteror walls; round-headed windows; twisted columns; multi-colored medalions mounted in the exterior walls; wrought iron balconies; and casement windows, often with steel sash. Woodside Park contains two excellent examples of this style, **1000 Mansion Drive,** built in 1926 on the foundation of the earlier Crosby Noyes' "Mansion;" and the smaller, one-story **1003 N. Mansion Drive.** One interesting aspect of these two houses is that they are not painted white, as are so many examples of this style today, but retain their original mottled-pastel-on-greyish-tan coloring.[8]

TUDOR:

If there is one area where Woodside Park excells stylistically, it is in Tudor houses. This term refers to the picturesque houses, whether of stone, wood, or brick, that combine many Medieval English elements in an informal way to create houses of considerable visual interest. The houses also had the effect of creating instant "antiquity" in their use of rough-textured materials and lush plantings which, not surprisingly, often included ivy. The popularity of the Tudor Style in the 1920s is also a reflection of Americans' fascination with British society and English life in general.

One excellent example of a half-timber house is the one that architect Graham H. Woolfall built for himself at **1227 Pinecrest Circle** in 1928. It consists of complex gabled roof forms, masterful half-timbering, and stuccoed white walls. The grouped casement windows are of wood, not metal, and the house contains several Medieval details such as the crude tapered columns supporting the entrance porch. It is well sited on its corner lot so that its shape changes dramatically as one rounds the corner. An even more imposing, if more formal, example stands at **9104 Alton Parkway.** This large house presents two steep gables to the street, and has intricate half-timbered upper floors above a stone main floor. "Seven Gables" (**1004 S. Mansion Drive**) was one of many houses built by Robert Murphy, and is pictured in an advertisement in 1926. Less graceful than the architect-designed versions, it is still a handsome house today. **1211 Woodside Parkway** is a large example of a Cotswold Cottage Style house. It is a front-gabled house, built of stucco with brick and stone accents, and its long, sloping roofline terminates in a garden wall which attaches to a garage of matching design and materials. Other Tudor houses with matching garages are **1015 Noyes Drive, 1016 N. Noyes Drive,** and **1108 Highland Drive.**

There are many more excellent examples of Tudor houses in Woodside Park, but one other deserves special mention. **9017 Fairview Road,** though a relatively small house, has extraordinary stonework.

CAPE COD:

The Cape Cod Style house was to the 1940s and '50s what the bungalow had been to the 1890s to 1920s -- an attractive small house that was inexpensive enough to be built in large numbers during a time of economic shortage. Derived from the one-story, gable-roof houses common in New England after 1700, the 20th century Cape Cod varied from fairly substantial and roomy houses such as those in Woodside Park, to very tiny, fairly cramped houses common in areas off Viers Mill Road. The Cape Cod houses in Woodside Park are constructed, for the most part, of brick and have slate roofs. Many have habitable rooms in the attic, lighted by small dormer windows. They often have attached garages and an extended roof that forms a porch across the front of the house.

A good example of this type is **1221 Woodside Parkway.** Built in 1941,[9] it is a one-and-one-half story side gable house, with a garage wing to the left balanced by a small one-story wing on the right. An external brick chimney rises at the east end of the main block, and two small gable-roof dormers are mounted on the slate-covered main roof. The front door, surrounded by classical detailing, is flanked by eight-over-eight, double-hung wood windows with paneled shutters.

POST-WORLD WAR II HOUSES

About 30% of the houses in Woodside Park were built after the primary period of historical interest. These consist of California Ranch Style houses, such as **8920 Fairview Road**, a few Contractor Modern houses,[10] split level houses, one ultra-modern house, **1213 Noyes Drive**, and with the most recently constructed houses, such as **1009 S. Mansion Drive**, built in 1986, a return to the Colonial Revival Style, with a few ecclectic touches, such as classical detailing at windows and doors, and a Gothic Revival central gable.

NOTES

1 Everett Wagg, *Early History of Woodside Park, Silver Spring, Maryland* (Silver Spring: Woodside Park Civic Association, 1968), p. 18.

2 Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984).

[3] Steven Lubar, in his article "Trolley Lines, Land Speculation and Community-Building: The Early History of Woodside Park, Silver Spring, Maryland," *Maryland Historical Magazine*, Vol. 81, No. 4, Winter 1986, pp. 316-329, confused this house with the "Jno. C. Wilson" house shown on the 1878 Hopkins Atlas, and thus dated 1319 Noyes Drive as pre-1878. A careful comparison of the 1878 and 1894 Hopkins Atlases, and the 1931 Klinge Atlas reveals that the Jno. C. Wilson house on the 1878 Atlas is the same as the property labeled "Mrs. J. Wilson, 23 a." on the 1894 Atlas, and the "J. C. Wilson Est., $23\frac{50}{}$ ac." on the 1931 Atlas. This property and the house it contained were located near the present intersection of Spring Street and Georgia Avenue. Where 1319 Noyes Drive stands today, no houses are shown on either the 1878 or 1894 Atlases.)

[4] Katherine Cole Stevenson and H. Ward Jandl, *Houses by Mail, A Guide to Houses from Sears, Roebuck & Company* (Washington, DC: The Preservation Press, 1986), p. 125.

[5] Wagg, p. 19.

[6] The Washington *Star*, October 9, 1926, p. 19

[7] Stevenson, p. 327.

[8] Interview with Mrs. Mary Jarrell, resident of Woodside Park since 1926.

[9] Although building permits no longer exist for these houses, some dates of building permits were noted on plats at the Maryland National Capital Park and Planning Commission. This house had "6-9-41" noted on its lot on Plat No. 947, Book 14, recorded June 3, 1938.

[10] Lester Walker, *American Shelter, An Illustrated Encyclopedia of the American Home* (Woodstock, NY: The Overlook Press, 1981), p. 252.

M:36-18

Woodside Park -- Partial List of Current Owners:

8908 Fairview Road	Ronald E. Smith et al 8908 Fairview Road Silver Spring, MD 20910	 Liber 7415 Folio 140 Area: 24,711 SF
8920 Fairview Road	Ralph J. & V. P. Duffie 8920 Fairview Road Silver Spring, MD 20910	301-589-1724 Liber 1502 Folio 127 Area: 19,576 SF
9017 Fairview Road	John B. & J. L. Fahy 9017 Fairview Road Silver Spring, MD 20910	301-585-0476 Liber 3293 Folio 70 Area: 6,645 SF
9033 Georgia Avenue	Buddhist Association in Washington, DC 9033 Georgia Avenue Silver Spring, MD 20910	 Liber 5622 Folio 755 Area: 31,126 SF
1408 Highland Drive	Stephen H. Meyer & Erica L. Summers 1408 Highland Drive Silver Spring, MD 20910	 Liber 6841 Folio 494 Area: 20,828 SF
1433 Highland Drive	Herbert W. & P. M. Nickens 1433 Highland Drive Silver Spring, MD 20910	 Liber 5909 Folio 178 Area: 20,732 SF
1509 Highland Drive	Edward J. Jr. & C. C. Devoney 1509 Highland Drive Silver Spring, MD 20910	301-589-1337 Liber 3383 Folio 654 Area: 11,914 SF
1000 Mansion Drive	Howard R. & J. Q. Busby 1000 Mansion Drive Silver Spring, MD 20910	 Liber 6804 Folio 140 Area: 10,022 SF
1003 N. Mansion Drive	W. W. & M. E. Hicks 1003 N. Mansion Drive Silver Spring, MD 20910	301-587-6671 Liber 1072 Folio 236 Area: 7,334 SF
1227 Pinecrest Circle	Chas. A. & B. E. Horskey 1227 Pinecrest Circle Silver Spring, MD 20910	301-585-5977 Liber 882 Folio 397 Area: 12,777 SF
9104 Woodland Drive	Marion R. Brown et al 9104 Woodland Drive Silver Spring, MD 20910	301-585-8252 Liber 5928 Folio 632 Area: 11,009 SF
1211 Woodside Parkway	Athos & A. Giacchetti 1211 Woodside Parkway Silver Spring, MD 20910	301-588-2710 Liber 4178 Folio 737 Area: 9, 479 SF
1221 Woodside Parkway	John E. & H. M. Fitzgerald 1221 Woodside Parkway Silver Spring, MD 20910	301-589-5363 Liber 866 Folio 269 Area: 12,000 SF

's Daily Talks on Diet

Food Is the Best Medicine

ment recognized that proper diet from babyhood to old age is an important factor in extending life. Eat and be healthy

butter, add four tablespoonfuls of flour and stir until well blended. Add the three cupfuls of stock and stir constantly until the boiling begins. In a deep casserole arrange the chicken meat and the prepared sauce. Heat to the boiling point and serve, covering with crisp baking powder biscuits broken in halves.

not detect them.

flour enough to make a still batter.

M:36-18

THE CORONA

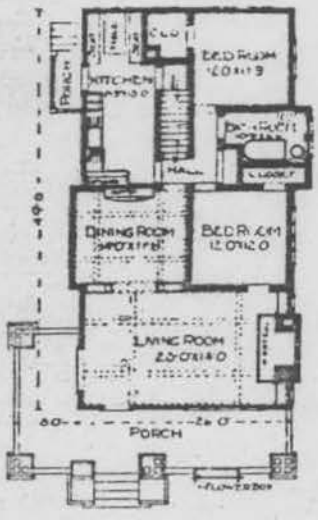
The Corona gives a true bungalow effect. One of the front bedrooms on the second floor has an alcove which is large enough for a bedroom if desired, or it can be used as a sewing room or a den.

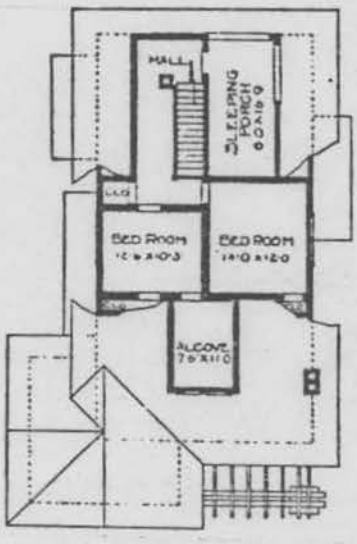
Details and features: Seven rooms and one bath. Wraparound front porch supported by square brick and wood piers; shed dormer; exposed roof rafter tails and knee braces. Fireplace flanked by bookcases in living room; beamed ceiling in living and dining rooms; colonnade between living and dining rooms; built-in buffet in dining room; breakfast nook with built-in seats in kitchen.

Years and catalog numbers: 1916 (264P240); 1917 (C240); *1918* (240); 1921 (1240); 1922 (1240)

Price: $1,537 to $3,364

Locations: Stamford, Conn.; Chicago, Ill.; Arlington Heights, Mass.; Waterford, Mich.





M:36-18

THE PURITAN

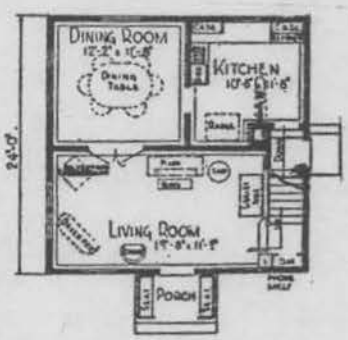
The Puritan is the most modern type of Dutch colonial architecture. Painted pure white with contrasting green shutters and the red or green roof with red brick chimney, it is an architectural masterpiece. Where will you find a more inviting entrance than this quaint colonial doorway with colonial hood, which can be ornamented by the colonial benches on either side of the doorway?

Details and features: Six or seven rooms and one bath. Full-width shed dormer in front; hood over six-panel front door flanked by porch seats. French doors between living and dining rooms; semiopen stairs. Two floor plans; larger model has sun room with balcony above.

Years and catalog numbers: *1922* (3190); 1925 (3190A, 3190B); 1926 (P3190A, P3190B); *1928* (P13190A, P13190B); 1929 (P13190A, P13190B)

Price: $1,947 to $2,475

Location: Washington, D.C.



No. P13190A

Place
section. 7 rooms and tile
on three sides. Cement

ASE

Phone Adams 8164

DAY

REAL HOME
BARGAIN

Unusually well
located, attrac-
home on large
lot

akoma Park
Tulip

room and 2 bath
elec and gas—
in cellar—newly

$12,500

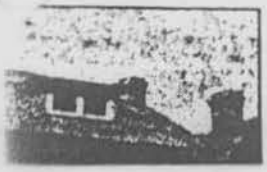
Sunday

emaker

Main 1166

ALE

l Homes



No. 4 East Kirke St., Chevy Chase, Md.

By Auction

M.36-18

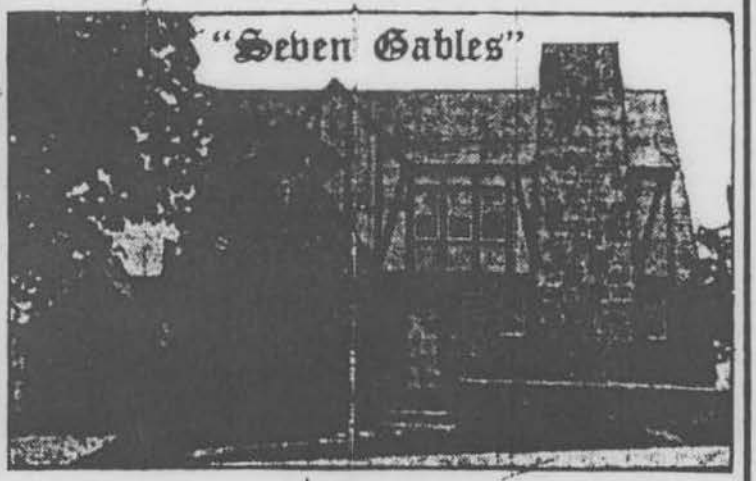
Thursday, Oct. 14, 1926, 3 P.M.

Lot 120 ft. by 125 ft.; 12 rooms, 3 baths, conservatory, sleeping porch and double garage.

For full particulars, apply to

William H. DeLacy, Trustee

No. 4 West Kirke St.
No. 719 15th St. N.W.



This charming new English Home is ready for immediate occupancy. Living room with open fireplace, dining room, breakfast nook, kitchen. All arranged in the popular center-hall plan, 4 bedrooms, one with open fireplace.

Just Completed at

Wynnewood Park

Within short distance of The Star's model house for Maryland. Surrounded by rare shrubs and trees.

INSPECT SUNDAY

Take Washington Rapid Transit Bus on 16th Street and ride direct to our WYNNEWOOD office, or motor out via 16th Street, through Silver Spring to Colesville Pike at Sligo, which leads directly to property.

ROBERT MURPHY

OWNER-BUILDER

Thos. E. Jarrell Co., Agents

Realtors

Washington Savings Bank Bldg. Main 766

The Sort of a Home You'd Build Yourself- A Location that meets Your Highest Ideals.

Evening Star 9/25/26 p. 27

The alms houses of this country are overflowing with people whose lack of experience has been imposed upon and who have been merely the instruments of "get-rich-quick" schemes.

There is probably no medium of investment that is safer than is the first

to the St. Clair Co., Inc., the low bidders, who quoted a price of $17,954.87.

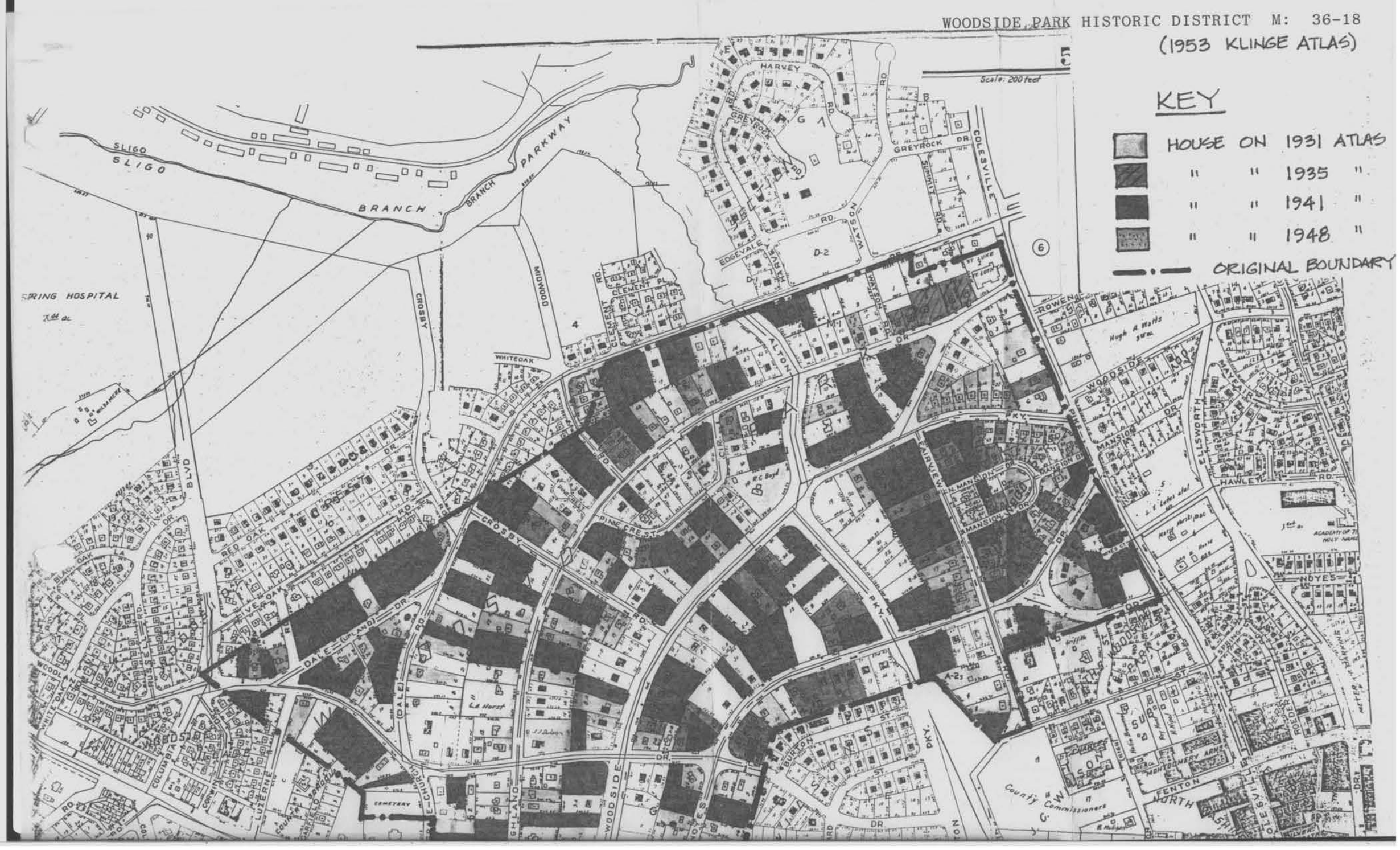
The Commissioners also awarded a contract for alterations to the Street Cleaning Department's stable, between N and O and Ninth and Tenth streets to Hallinan & King. The bid on this project was $1,346.

M-36-18

Star 10/9/26 p. 19

WOODSIDE PARK HISTORIC DISTRICT M: 36-18

(1953 KLINGE ATLAS)



M:36-18

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U.S. Route — State Route

MARYLAND

QUADRANGLE LOCATION

Boundary lines shown in purple compiled from latest information available from the controlling authority

Purple tint indicates extension of urban areas

Revisions shown in purple and woodland compiled from aerial photographs taken 1977 and other source data. This information not

KENSINGTON, MD.

N3900—W7700/7.5

1965

PHOTOREVISED 1979

DMA 5562 II SE—SERIES V833

M: 36-18

Woodside Park Historic District
9033 Georgia Avenue
Silver Spring, MD
Andrea Rebeck 1987
Southwest Elevation

M: 36-18

Woodside Park Historic District
1408 Highland Drive
Silver Spring, MD
Andrea Rebeck 1987
Northwest Elevation

M: 36-18

Woodside Park Historic District
9104 Woodland Drive
Silver Spring, MD
Andrea Rebeck 1987
Northeast Elevation

M: 36-18

Woodside Park Historic District
1509 Highland Drive
Silver Spring, MD
Andrea Rebeck 1987
Southeast Elevation

M: 36-18

Woodside Park Historic District
1221 Woodside Pky.
Silver Spring, MD
Andrea Rebeck 1987
South Elevation

M: 36-18

Woodside Park Historic District
1000 Mansion Drive
Silver Spring, MD
Andrea Rebeck 1987
Southeast Elevation

M:36-18

Woodside Park Historic District
9017 Fairview Road
Silver Spring, MD
Andrea Rebeck 1987
Looking Northeast

Woodside Park Historic District
1227 Pinecrest Circle
Silver Spring, MD
Andrea Rebeck 1987
Looking Southeast

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes X
no ___

Property Name: Calvary Evangelical Lutheran Church Inventory Number: M:36-37

Address: 9545 Georgia Avenue Historic district: ___ yes X no

City: Silver Spring Zip Code: 20910 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Calvary Evangelical Lutheran Church Tax Account ID Number: 00955850

Tax Map Parcel Number(s): P838 Tax Map Number: JP22

Project: MD 97: Forest Glen Road to 16th Street (MO224M11) Agency: SHA

Agency Prepared By: EHT Traceries

Preparer's Name: Emma Waterloo Date Prepared: 1/25/2013

Documentation is presented in: DOE form

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: ___A ___B X C ___D Considerations: X A ___B ___C ___D ___E ___F ___G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staf ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

ARCHITECTURAL DESCRIPTION

The Calvary Evangelical Lutheran Church is located at 9545 Georgia Avenue (MD 97) in the Forest Glen neighborhood of Silver Spring, Montgomery County, Maryland. Situated on the east side of the street, the property is bound to the north by the eastbound entrance ramp for Interstate 495 (I-495), to the south by Flora Lane, to the east by Woodland Drive, and to the west by Georgia Avenue. The church complex encompasses five attached buildings constructed over the course of three building campaigns. They include the chapel and administration building, constructed in 1948; a school building, completed by 1951; and a multipurpose building and sanctuary, constructed in 1962.

The church complex forms a gently curving C shape that dominates the grassy lot, which slopes down to the north and east. Mature shade trees, accompanied by landscaping that includes shrubs and foundation plantings, dot the property. A concrete sound wall defines the north property boundary, and screens the sanctuary from the highway. Concrete pedestrian sidewalks edge the property to the south, east, and west. An asphalt-paved driveway connects Georgia Avenue to a small parking lot, aligned along the west property boundary. The driveway then leads north from the parking lot, wrapping around the north elevation of the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

Criteria: ___A ___B X C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Tim Tamburrino ✓ — **Reviewer, Office of Preservation Services** — 6/6/2013 — **Date**

[signature] — **Reviewer, National Register Program** — 6/7/13 — **Date**

201301912

connecting with Woodland Drive to the east. A concrete walkway connects the chapel and administration building with the pedestrian sidewalk along Georgia Avenue. A second concrete walkway extends north from the administration building, along the east side of the parking lot, before angling to the east to provide access to the sanctuary and multipurpose building. A third concrete walkway extends south across the west elevation of the chapel, and leads to a concrete basketball court located in the southwest corner of the property. A children's playground, covered in shredded bark and featuring metal playground equipment, is located in the southeast corner of the property. Both the basketball court and the playground are enclosed with chain-link fencing. A concrete service drive is located in the northeast corner of the property.

Chapel

Constructed in 1948, the single-story, rectangular-plan chapel was designed by Philip H. Frohman in the Gothic Revival style. It sits on a solid, concrete foundation, and is clad in ashlar field stone. It is capped by a slate-shingled, front-gable roof with raking eaves, masked by metal gutters. The roof overhangs the façade (west elevation), forming a hood that is supported by wood knee brackets. The hood is further articulated with wood stick work and vergeboard that form a pointed arch. A large cast-stone cross is inset into the façade under the pointed arch. Short stone buttresses with cast-stone caps are located at the north and south extents of the façade.

The north (side) elevation is three bays wide, and the bays are separated by stone buttresses with cast-stone caps. The elevation is anchored by the central primary entrance, which is comprised of a double-leaf, round-arched, wood, board-and-batten door, painted red. The door is equipped with a stone, round-arch lintel and a stone threshold. A series of projecting stones on the western side of the elevation suggests a ladder to gain access to the roof.

The east (rear) elevation of the building is appended to the administration building and the ca. 1950 school building. Therefore, the first story is obscured from view. Wood weatherboards clad the upper gable end, and a wood, boxed-in vent is centered under the roof. The south (side) elevation is three bays wide, and each bay is separated by a stone buttress with a cast-stone cap. Each bay is identical, and is pierced by triple pointed-arch, stained-glass windows, set in a square stone surround.

Administration Building

The administration building is appended to the northeast corner of the chapel, and was completed in 1948. The single-story, rectangular-plan building was influenced by the Modern Movement. It sits on a solid, concrete foundation, and is clad in a combination of gray ashlar stone and red brick, laid in stretcher bond. It is capped by a flat roof with broadly overhanging eaves, trimmed in copper coping.

The façade (west elevation) is three bays wide. The northernmost bay is clad in gray ashlar stone. The brick-clad central bay features two columns of horizontally divided metal windows on its northern and southern edges, and a row of fixed, metal clerestory windows at the cornice line. A stone-clad pier separates the central and southern bays. The southern bay contains the primary entrance for the building. The entrance holds double-leaf, board-and-batten, wood doors, set in a metal surround. The doors are flanked by large sidelights, and the doors and sidelights are each topped by a fixed transom window.

The north (side) elevation is symmetrical. The central, brick-clad bay is pierced by a small awning window with nine lights at the foundation level. Flanking the central bay to the east and west are two columns of horizontally divided, metal windows. It appears the middle two lights are operable sash. The elevation is framed by two piers of gray ashlar stone at the corners. The east (rear) and south (side) elevations are appended to the ca. 1950 school building, and are not visible from the public right-of-way.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

School Building

The school building extends east from the east elevation of the administration building. Since Calvary Lutheran opened its day school for elementary children in 1951, this building was constructed by that time. The single-story, rectangular-plan building takes its stylistic cues from the Gothic Revival-style chapel. The concrete block structural system is dressed in ashlar field stone on both the façade (north elevation) and the east (side) elevation. The concrete block is exposed on the south (rear) and west (side) elevations. It is capped by an asphalt-shingled, side-gable roof over the main block, and an asphalt-shingled, front-gable roof over the east wing. Both roofs have raking eaves that support metal gutters.

The eastern bay of the façade is appended to the multipurpose building. The remaining four bays of the façade alternate between single-leaf, wood, panel doors with nine lights, and ribbons of four triple-hung, eight-over-four-over-four, wood sash with four-light transoms. The doors are set in wood surrounds with stone, segmental-arch lintels. The windows have square-edge wood surrounds.

The east elevation is marked by a ribbon of five triple-hung, eight-over-four-over-four, wood sash with four-light transoms. However, the bottom row of lights replaced with two-light awning windows. The south elevation is largely obscured by a single-story, shed-roof addition with an exposed foundation. The concrete block addition is five bays wide, and is fenestrated with paired, four-light casement windows on both the first story and exposed basement. In some instances, the casement windows have been replaced with sliding sash. Double-leaf, glass-and-metal doors pierce the south elevation, east of the addition. The doors are set in a metal surround, and are accessed by a flight of concrete steps. A through-wall air conditioning unit is centered on the easternmost bay, and a louvered vent is located in the upper gable ends.

A second addition is appended to the southwest corner of the main block. It is a single-story, square-plan building with an exposed basement and flat roof. It is fenestrated in four-light, paired casement windows with two-light transoms. Two of the windows on the south elevation have been replaced by a fixed window with a transom. The west elevation of the school building is appended to the chapel and the administration building.

Multipurpose Building

The single-story, rectangular-plan multipurpose building connects the school building to the south with the sanctuary to the north. Constructed in 1962, the building was inspired by the Modern Movement. It sits on a solid, concrete foundation that is exposed on the east (rear) elevation due to the sloping nature of the lot. The building is primarily clad in six-course, Flemish-bond, red brick, unless otherwise noted. It is capped by a flat roof with painted metal coping.

The façade (west elevation) is marked by an off center, projecting block that extends approximately 2 feet higher than the cornice line. It is clad in gray ashlar stone, and supports a metal tower, surmounted by a cross. North of the block is the primary entrance for the multipurpose building. It is comprised of two sets of paired, double-leaf, board-and-batten, wood doors. They are set in a metal surround, and each set is topped by a transom. North of the entrance is a floor-to-ceiling, stained-glass window. South of the block are two brick panels, interspersed with paired columns of horizontally divided, five-light, metal windows. A clerestory ribbon of windows is tucked under the cornice line.

The north and south (side) elevations are not visible because of additional construction. The east (rear) elevation appears as two stories because of the exposed foundation. The elevation is clad in brick, except for a central rectangular section that is clad in painted rectangular panels, with corrugated metal separating the first and second stories. Moving from south to north across the first story are a large louvered vent; four equally spaced, horizontally divided, two-light windows; a recessed entrance that holds

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double-leaf, metal, flush doors, flanked by sidelights, and topped by a transom; a kitchen venting system; and a canted secondary entrance with a glass-and-panel, single-leaf door, and a panel door. Moving from north to south across the second story are a ribbon of nine metal windows; two single windows; and a ribbon of six windows. The windows consist of a column of four, horizontally oriented lights. The bottom and tops lights appear to be operable awning windows.

Sanctuary

Constructed in 1962, this one-and-a-half-story, rectangular-plan, building was influenced by the Modern Movement. A two-story, rectangular-plan, A-frame section is integrated into the west (side) elevation of the main block. The A-frame section holds the sanctuary space, while the main block contains additional seating. The main block sits on a solid, concrete foundation, and it is clad in a variety of materials including brick, gray ashlar stone, and corrugated metal. It is capped by a shallow-pitched, side-gable roof of asphalt shingles, which is accented by overhanging eaves supported by square wood brackets. The A-frame section is clad in painted vertical redwood siding, and the roof is covered in cedar shakes.

The façade (south elevation) is anchored by an entrance on its western extent. The entrance is comprised of double-leaf, vertical board, wood doors, set in a metal surround. The doors are topped by a stained-glass transom, and flanked to the west by a stained-glass side light. Fixed clerestory windows are aligned along the entire width of the façade. The remainder of the façade is clad in six-course, Flemish-bond brick. White metal lettering spells out "Calvary Lutheran Church/& School/ 9545 Georgia Avenue" on the western side of the brick wall. Inset glazed ceramic tiles, arranged in a grid pattern are located on the eastern side of the brick wall.

The west (side) elevation of the building is clad in stone where visible. It is mostly obscured by the A-frame section. The west elevation of the A-frame section has a row of windows along the west side of the sloping roofline, and an arrangement of three crosses. A curved oriel-like projection extends from the north elevation of the A-frame. It is clad in vertical wood siding, and it is topped by a shed roof.

The north (rear) elevation has a low brick wainscot, topped by a ribbon of metal windows. The windows are a combination of single, fixed lights, and horizontally divided, four-light windows where the bottom light opens as an awning window. Above the windows, the wall is clad in corrugated metal. A double column of fixed windows and spandrel panels are located on the western extent of the elevation. A ribbon of fixed clerestory windows is tucked under the cornice line. The east (side) elevation is appended to the multipurpose building. It is clad with a central brick panel, flanked by stone.

HISTORIC CONTEXT

The Calvary Evangelical Lutheran Church (Calvary Lutheran) was organized in 1941 as a member of the Evangelical Lutheran Synod of Missouri, Ohio, and other States to serve the Forest Glen neighborhood, located 1.7 miles north of downtown Silver Spring, Maryland. (1) The Evangelical Lutheran Synod of Missouri, Ohio, and other States was founded in 1847 as a conservative council of German Lutheran congregations, and held German-language services through the time of World War I (1917-1918). (2) The congregation held its first service on October 12, 1941 in the Silver Spring Masonic Hall, located at 8433 Georgia Avenue. In November, the congregation moved to a vacant store building at 9601 Georgia Avenue, which would be the home of the church for the next six years. (3)

The Calvary Evangelical Lutheran Church had a modest congregation of 28 members when it was first organized. (4) However, the size of the church did not hinder it from successfully inviting prominent speakers; Calvary Lutheran marked its first anniversary with a key note address by Dr. J.W. Behnken, the president of the Evangelical Lutheran Synod of Missouri, Ohio, and other States.

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In addition to serving as president of the Synod, Dr. Behnken established the Army and Navy Commission in the Lutheran Church to minister to servicemen, which was awarded special commendation from Army officials. He was also a camp pastor during World War I. (5)

In 1945, membership at Calvary Lutheran had blossomed to almost 200, and the members decided to build a permanent home for the congregation. (6) W. Charles Heitmuller, a successful merchant who owned large tracts of land in the Washington metropolitan area, donated the money to purchase the land. (7) A lot was selected along Georgia Avenue, and purchased from Maury and Isabel Young. (8) As of the 1940 U.S. Census, the couple had been recently married. Maury Young was working as an insurance salesman in the District of Columbia, and Isabel, who was from Toledo, Ohio, was a homemaker. (9)

The lot purchased from the Youngs was in a subdivision of the Alice O. Stewart Tract known as "The Valley." (10) Alice Olive Laney was born in Maryland in 1854, and married John W. Stewart, a Naval officer, in 1877. The couple had six children, three of whom died young. As of the 1900 census, the Stewart family was renting a house in Wheaton, Montgomery County, Maryland. In addition to the children, Alice's mother, Columbia A. Laney, was living with the couple. (11) Columbia Laney owned a parcel of land in Montgomery County, along what is now Georgia Avenue, which had been part of a larger tract known as "Labyrinth." Upon Mrs. Laney's death, her daughter, Alice, inherited the property. (12) John Stewart died between 1900 and 1910, and when Alice died in 1940, her children sold the 6-acre property to Omer G. Kremkau. (13) Omer Kremkau and his wife, Alice Mae, submitted the subdivision plat for the property, named "The Valley," to the Maryland-National Capital Park and Planning Commission, and it was approved on November 12, 1940. (14)

With the land purchased, Calvary Lutheran decided to wait until building materials became available to select an architect, which occurred after the conclusion of World War II (1941-1945). (15) In September, 1947, the congregation selected Philip Hubert Frohman (1887-1972), architect of the Washington National Cathedral, to design the building. (16) Frohman first came to the Washington, D.C., area as a service member in the ordnance construction section of the Army during World War I (1917-1918), and was placed in charge of the architectural division at the Aberdeen Proving Ground. After the war, Frohman formed an architectural firm with E. Donald Robb and Harry B. Little, and the firm was designated Cathedral Architects in 1921. By 1944, both Robb and Little had died, and Frohman served as the sole architect of the cathedral. The National Cathedral functions as the seat of the presiding bishop of the Episcopal Church, and is prominently sited on the highest point in Washington, D.C. Even though his work in Washington took up most of his time, Frohman, a Catholic, designed numerous other churches and cathedrals for various denominations throughout the country, including the Cathedral of the Incarnation in Baltimore and Trinity Church in Morgantown, West Virginia. He is best known for his Gothic Revival-style church designs, both on large- and small-scale buildings, which took influences from both English and Continental Gothic precedents. (17)

While Frohman's design for the small chapel for Calvary Lutheran Church cannot be compared with his work on the National Cathedral because of the differences in scale, the chapel is an excellent example of Frohman's ecclesiastical work. It is related to the National Cathedral in its style, which displays Frohman's interpretation of the Gothic Revival style rather than strictly imitating English, French, or German Gothic-style precedents. The compact size of the chapel provides an intimate setting for the service. Additionally, the chapel is unique in that it is the only known example of Frohman's work in Montgomery County.

In December of 1947, four additional lots were purchased, and a construction contract was signed for $55,845. (18) Ground was broken for the chapel and an administration building in August 1948. The following month in September, W. Charles Heitmuller donated $100,000 to be held in trust toward the completion of the church. (19) The chapel was constructed of stone in the picturesque Gothic Revival style. The administration building was visually linked to the chapel by the use of similar materials, but was designed under the influences of the Modern Movement, which espoused clean lines, flat roofs, and minimal ornamentation.

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After 1945, Forest Glen, as well as the general Silver Spring area and the rest of the country, experienced a post-World War II construction boom. By the 1950s, the Silver Spring area had one of the busiest retail economies in the Maryland/Virginia region, second only to downtown Washington, D.C. (20) Responding to the increase in population, the Calvary Lutheran Church constructed and opened a parochial day school for elementary-age children in 1951. (21) The first class graduated from Calvary Lutheran School in June, 1955. (22)

The congregation and the school flourished through the 1950s. In August 1959, Calvary Lutheran hired local architect Stanley Arthur (1912-1999) to design an addition that would include a new sanctuary with more seating, a parents' room, classroom 11, a fellowship hall, and a kitchen. Arthur arrived in the Washington area, by way of Louisville, Kentucky, and Cleveland, Ohio, in the late 1940s. In 1951, he established his own firm in Bethesda, Maryland. Working primarily in Montgomery County, Arthur proved to be a highly versatile architect, designing office buildings, commercial and educational facilities, libraries, and ecclesiastical architecture. He was a master of modernist design, and carefully crafted each building to suite the site and the intended use. Additional modernist buildings designed by Arthur in Montgomery County are the IBM Building (1959) in Rockville, the Rockville Unitarian Church (1964), Davis Memorial Library (1964), and the Thomas S. Wootton High School (1970). He was the founder and president of the Potomac Valley Chapter of Maryland, American Institute of Architects. Arthur's work had a significant impact on the diversity of Montgomery County's architectural character. (23)

Final plans for the addition were approved in April 1961, and the ground breaking ceremony was held on July 9, 1961. (24) Plans indicated that the addition was influenced by the Modern Movement, and the new sanctuary was highlighted by a soaring, A-frame structure, which stood 78-feet high with a roof that formed a sharp 25-degree angle. The addition and the A-frame, which is reminiscent of hands folded in prayer, were featured in the Washington Post on April 21, 1962. In the article, Stanley Arthur describes that he was attempting "to make an exciting and thrilling transition from a small Gothic chapel located on the site to this sanctuary form." (25) Further the article notes that Arthur "sought to acknowledge the spirit and principles of the past, but not to imitate," and that the addition "reflect(ed) a blend of the Gothic and the contemporary." (26) The use of natural and traditional materials helped with this transition; the addition harmonizes with the original buildings by utilizing the same color of brick as the original administration building, and a stone veneer that is similar to the original stone chapel.

Moreover, the new A-frame sanctuary was not just a striking building for Calvary Lutheran, but it was a striking building for mid-twentieth-century architecture in general. It drew inspiration from mid-century ecclesiastical master works, such as Frank Lloyd Wright's Unitarian Meeting House in Shorewood Hills, Wisconsin (1947), and was a contemporary of the United States Air Force Academy Cadet Chapel (1962) designed by Skidmore, Owings and Merrill. At the same time, the steep incline of the roof pushed the limits of the Modern Movement. Themes of the Modern Movement included a visual emphasis on horizontal and vertical lines, a machine-like clean aesthetic that dictated a simplicity and clarity of forms, visual expression of the structural system, and an honest use of materials. Arthur's sanctuary emphasized its verticality in its cladding in vertical wood siding; however, the strong diagonals formed by the steep pitch of the roof break with the rectilinear massing typical of the Modern Movement. Additionally, the tactile quality of the cedar shake-covered roof was in direct opposition to the machine-like aesthetic. A-frame massing for churches became more prevalent through the mid-twentieth century, as local architects reinterpreted master's works, such as the North Chevy Chase Christian Church (1958) designed by local architect John S. Samperton, and Peakland Place Baptist Church (1960) in Lynchburg, Virginia. Calvary Lutheran's new sanctuary and addition were dedicated on September 9, 1962. The church complex has remained largely unaltered since 1962. In 1967, the Calvary Lutheran congregation celebrated their 25th anniversary in their new sanctuary. (27)

At the time the addition was being planned, I-495, alternatively known as the Capital Beltway (Beltway), was under construction. The Beltway had been in planning since the mid-1950s, and construction on the stretch between Georgia Avenue to the west, and University Boulevard to the east in Silver Spring began in 1960. This section of the highway was opened in 1964. (28) The

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construction of the Beltway's eastbound entrance ramp from Georgia Avenue resulted in the taking of a strip of land along the northern property boundary of Calvary Lutheran. The taking truncated the shape of the lot, and likely impacted the decision to site the new sanctuary at an angle. In addition, the prominent new corner made by the intersection of Georgia Avenue and the I-495 entrance ramp created a high-profile setting for the unusual A-frame structure. The building makes a strong architectural statement in its layout, setting, and location to the many passersby.

In 1988, the Christ Lutheran Church of the Deaf, which was worshipping in a chapel donated by Christ Lutheran Church on 16th Street in Washington, D.C., began looking for a more convenient space in which to meet. The congregation was outgrowing its small, donated chapel, and was in need of a space with more parking. During their search for another worship space, Christ Lutheran Church of the Deaf discovered the 1948 chapel designed by Phillip Frohman that Calvary Lutheran was no longer using, and selected it as their new sanctuary. The Christ Lutheran's first service there was in January 1989. (29)

EVALUATION

The Calvary Lutheran Evangelical Church, located at 9545 Georgia Avenue, is individually eligible for listing in the National Register of Historic Places. Calvary Lutheran retains a high degree of integrity of design, workmanship, and materials. Each of the attached buildings is representative of its period of construction, and they have not been substantially altered over time. Further, it is common for suburban churches to expand, and thus ultimately connect once-freestanding resources. In a few instances, windows have been replaced, but the overall fenestration pattern remains unchanged. The integrity of setting and location has been compromised due to the construction of Interstate 495 immediately north of the property. However, this is the only major change to the setting and location since the property has always been located along Georgia Avenue, which is a major thoroughfare. The church retains integrity of feeling and association as a mid-twentieth-century suburban church.

The Calvary Lutheran Evangelical Church complex retains sufficient integrity to represent the property's period of significance, which extends from 1948 to 1962. This incorporates the construction of the Philip H. Frohman chapel and administration building, and concludes with the Stanley Arthur sanctuary and addition. Specific dates correspond to the three construction campaigns, including 1948, 1951, and 1962.

Calvary Lutheran Evangelical Church is eligible for the National Register under Criterion C and Criterion Consideration A. The original chapel and administration building are excellent examples of post-World War II suburban religious architecture. Designed by architect Phillip H. Frohman, best known for his work on the Washington National Cathedral, the buildings marry traditional styles and materials with those of the Modern Movement. The Gothic Revival-style chapel and the administration building, influenced by the Modern Movement, are visually related by the use of common material such as stone. The ca. 1950 school building continues to draw on the traditional materials used in the chapel and administration building; so while it is a distinct entity, it relates to the earlier buildings in design, materials, and association. The multipurpose building and sanctuary, both designed by locally prominent Modernist architect Stanley Arthur and completed in 1962, represent the evolution in suburban architecture. While utilizing traditional building materials and simple massing, the fenestration patterns express new ideas involving the asymmetrical arrangement of architectural elements. The use of new building materials is seen on secondary elevations. Arthur's new sanctuary is the most striking break with the traditional form and material of the original chapel. The A-frame form highlights the new sanctuary, and marks the new focal point to the complex. Further, each building phase meets the 50 year requirement. Therefore, the church complex is eligible under Criterion C. Additionally, the property is eligible under Criteria Consideration A, as a religious property deriving its primary significance from its architectural design.

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BOUNDARY DESCRIPTION

Located at the northeast corner of the intersection of Georgia Avenue (MD 97) and Flora Lane, Calvary Lutheran Church is located 1.7 miles northeast of the center of Silver Spring in Montgomery County, Maryland. The church complex is sited on approximately 0.7 hectacres or 1.75 acres. The property is bound to the north by an entrance ramp to Interstate 495, to the south by Flora Lane, to the east by Woodland Drive, and to the west by Georgia Avenue. The boundary encompasses five contributing resources, including the chapel (1948), administrative building (1948), school building (1951), a multipurpose building (1962), and the sanctuary (1962). This boundary includes all the land on this site acquired by the church since its founding in 1941.

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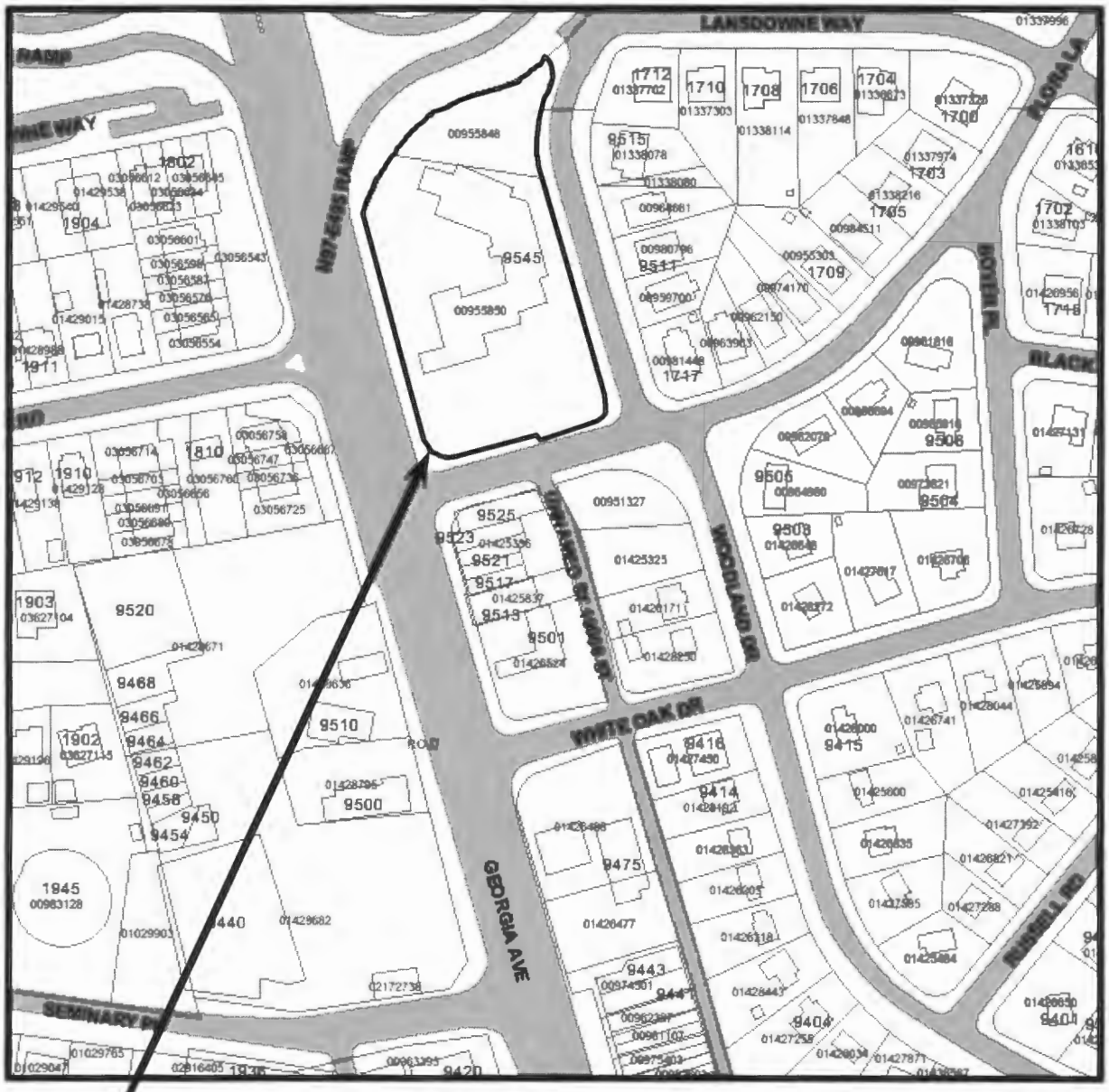

Calvary Lutheran Episcopal Church (M: 36-37)
9545 Georgia Avenue (MD 97)
Montgomery County, Maryland 20910
Map Courtesy of Montgomery County GIS, 2005
EHT Traceries, 2013

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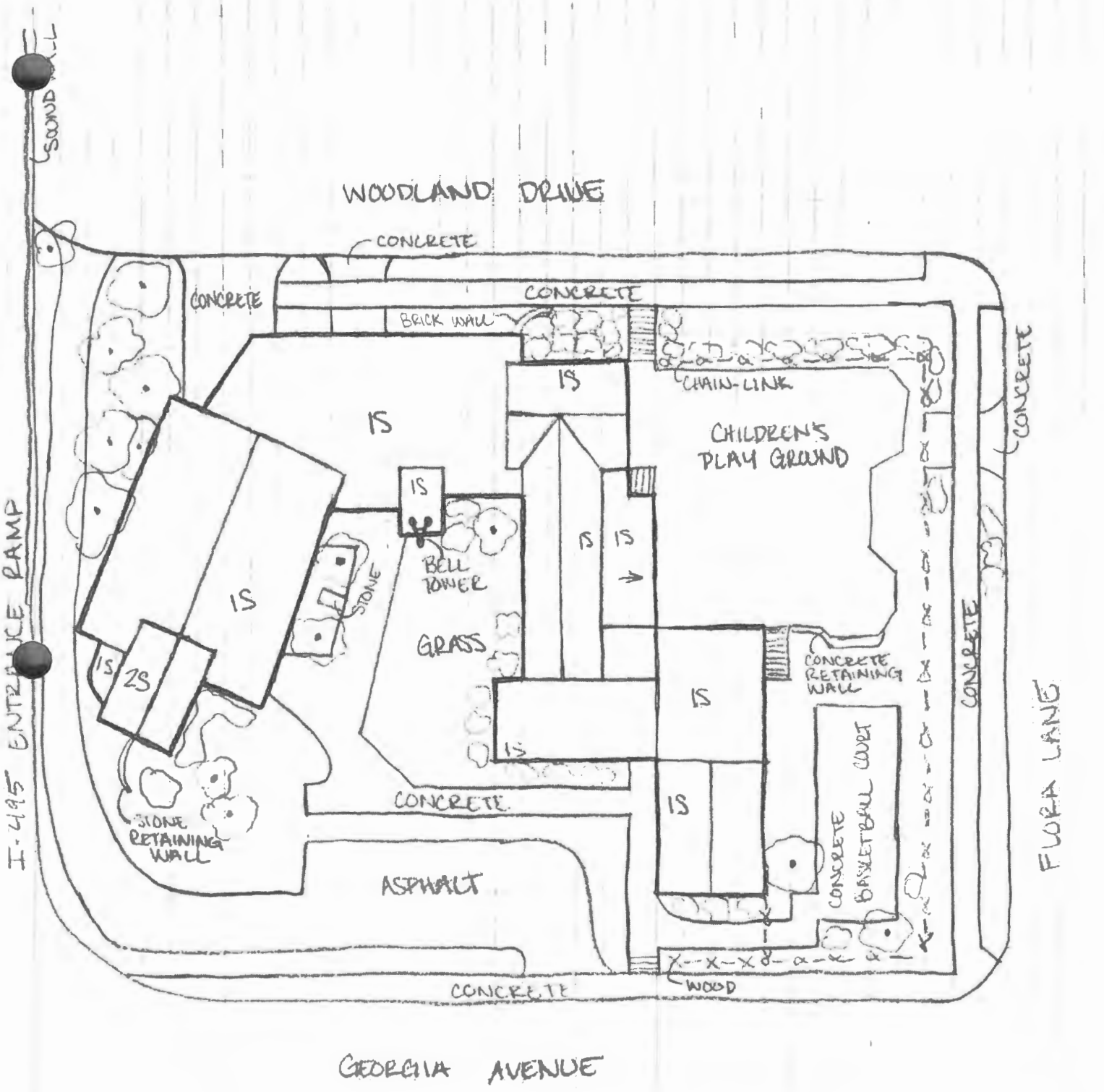

Date 1/9/13

I.D. # M:36-37

Address 15415 GEORGIA AVENUE
(CALVARY LUTHERAN EVANGELICAL CHURCH)

Not to Scale

Calvary Lutheran Evangelical Church (M: 36-37)
Montgomery County, Maryland
Kensington Quadrangle, USGS Topographic Map, 1965, Revised 1979
EHT Traceries, 2013

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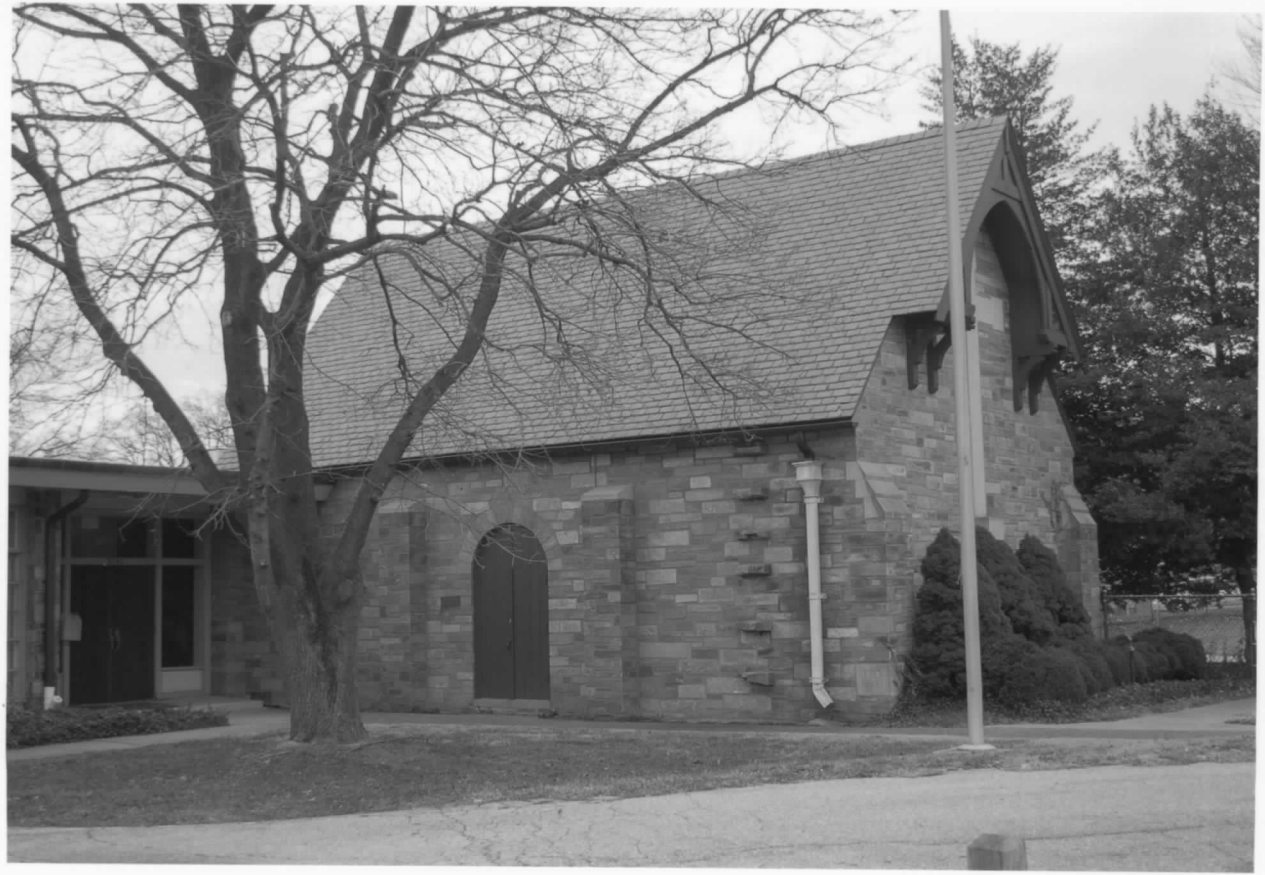
PROJECT NO. MO224A11 DIGITAL PHOTOLOG* MONTGOMERY COUNTY, MARYLAND	M: 36-37, Calvary Evangelical Lutheran Church Photographer: EHT Traceries Date: January 9, 2013

1. M 36-37_2013-01-09_01	Façade and west (side) elevation of Chapel, Looking S
2. M 36-37_2013-01-09_02	Façades of School and Multipurpose Building, Looking SE
3. M 36-37_2013-01-09_03	Façade of Administration Building in foreground, and west (side) elevation of Sanctuary and façade of Multipurpose Building, Looking NE
4. M 36-37_2013-01-09_04	Façade of Sanctuary, Looking SE
5. M 36-37_2013-01-09_05	South (side) elevation of Chapel and south (rear) elevation of School, looking N
6. M 36-37_2013-01-09_06	North (side) elevation of Sanctuary, looking SW

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.



M:36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
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MONTGOMERY COUNTY, MD
EMT TRACERIES
1/2013
MD SHPO
VIEW OF FAÇADE AND WEST (SIDE) ELEVATION OF CHAPEL, LOOKING S
#1 OF 6
M_36-37_2013-01-09_01.TIF

M:36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
GHT TRACERIES
1/2013
MD SHPO
VIEW OF FAÇADES OF SCHOOL AND MULTIPURPOSE BUILDING, LOOKING SE
#2 OF 6
M 36-37_2013-01-09_02.TIF


CALVARY LUTHERAN CHURCH
& SCHOOL
9545 GEORGIA AVE

M:36-37

CALVARY EVANGELICAL LUTHERAN CHURCH

9505 GEORGIA AVENUE

MONTGOMERY COUNTY, MD

EHT TRACERIES

1/2013

MDSHPO

FAÇADE OF ADMINISTRATION BUILDING IN FOREGROUND, AND WEST (SIDE) ELEVATION OF SANCTUARY AND FAÇADE OF MULTIPURPOSE BUILDING, LOOKING NE

#3 OF 6

M36-37_2013-01-09_03.TIF

M: 36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
PHT TRACERIES
1/2013
MDSHPO
FAÇADE OF SANCTUARY, LOOKING SE
#4 OF 6
M 36-37_2013-01-09_04.TIF

M: 36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
EHT TRACERIES
1/2013
MD SHPO
SOUTH (SIDE) ELEVATION OF CHAPEL AND SOUTH (REAR) ELEVATION OF SCHOOL, LOOKING N
#5 OF 6
M 36-37_2013-01-09_05.TIF

M:36-37

CALVARY EVANGELICAL LUTHERAN CHURCH

9545 GEORGIA AVENUE

MONTGOMERY COUNTY, MD

EHT TRACERIES

1/2013

MD SHPO

NORTH (SIDE) ELEVATION OF SANCTUARY, LOOKING SW

#6 OF 6

M 36-37_2013-01-09_06.TIF

Memo to file

December 30, 2003

From: Peter E. Kurtze
Administrator, Evaluation and Registration

Re: M: 36-37
Calvary Evangelical Lutheran Church

The property documented in the following MIHP form has not been formally evaluated for eligibility for listing in the National Register of Historic Places. The comments in the text are those of the preparer of the documentation. The State Historic Preservation Officer has neither concurred nor disagreed with those comments.

CAPSULE SUMMARY SHEET

Survey No.: M:36-37 (PACS 4.4) **Construction Date:** 1948, C. 1950, C. 1965

Name: Calvary Evangelical Lutheran Church

Location: 9545 Georgia Avenue, Forest Glen vicinity, Montgomery County

Private/Religious, Educational/Occupied/Good/Restricted

Description:

The Calvary Evangelical Lutheran Church is located on the east side of Georgia Avenue in the Forest Glen vicinity of Montgomery County. The church complex consists of a 1948 chapel and administrative building, a circa 1950 school building, a circa 1965 school building and a circa 1965 sanctuary.

Significance:

The Calvary Evangelical Lutheran Church was founded in 1941. In 1945, the church bought a lot from Maury and Isabel Young. The chapel and administrative building were constructed in 1948. In 1951, the church opened a parochial day school for elementary-age children. The congregation and school continued to grow, and around 1965, two additional school buildings and a new sanctuary were added to the complex. In 1988, the Christ Lutheran Church of the Deaf, formerly located in Washington, D.C., began using the 1948 chapel for Sunday Worship.

Preparer
P.A.C. Spero & Company
May 1998

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
Montgomery-Prince George's Short-term Congestion Relief

DOE ___yes ___no

1. Name: (indicate preferred name)

historic Calvary Evangelical Lutheran Church (preferred)

and/or common same

2. Location:

street & number 9545 Georgia Avenue ___ not for publication

city, town Forest Glen _X_ vicinity of congressional district

state Maryland county Montgomery

3. Classification:

Category	Ownership	Status	Present Use	
___district	___public	_X_occupied	___agriculture	___museum
_X_building(s)	_X_private	___unoccupied	___commercial	___park
___structure	___both	___work in progress	_X_education	___private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	_X_religious
___object	___in process	_X_yes: restricted	___government	___scientific
	___being considered	___yes: unrestricted	___industrial	___other:
	_X_not applicable	___no	___military	
			___transportation	

4. Owner of Property: (give names and mailing addresses of all owners)

name Calvary Evangelical Lutheran Church

street & number 9545 Georgia Avenue telephone no.:

city,town Silver Spring state and zip code MD 20910

5. Location of Legal Description

Land Records Office of Montgomery County liber 2936

street & number 50 Maryland Avenue folio 118

city,town Rockville state MD

6. Representation in Existing Historical Surveys

title

date ___federal ___state ___county ___local

depository for survey records

city,town state

7. Description

Survey No. M:36-37 (PACS 4.4)

Condition		Check one	Check one	
___excellent	___deteriorated	___unaltered	_X_original site	
_X_good	___ruins	_X_altered	___moved	date of move _____
___fair	___unexposed			

Resource Count: 6

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Calvary Evangelical Lutheran Church is located east side Georgia Avenue in the Forest Glen vicinity of Montgomery County. The church complex consists of a 1948 chapel and administrative building, a circa 1950 school building, a circa 1965 school building and a circa 1965 sanctuary.

The 1-story chapel has a datestone that reads 1948 and is constructed of coursed stone. The steeply-pitched, front-gable roof faces west and is covered in slate shingles. The east, or front elevation of the chapel has stone buttresses at the corners. A stone crucifix is set into the gable. Above the crucifix are wood vergeboards forming a Gothic arch. Scrolled brackets are located beneath the arch. The north elevation has an arched entry with double batten doors. Stone buttresses are located on each side of the doors. The south elevation has three sets of triple Gothic arch windows with stone surrounds separated by buttresses.

An administration building, also constructed in 1948, covers the east elevation of the chapel and extends to the north. The west and north elevations of the administration building have stone facades, while the east and south elevations have exposed concrete-block facades. The building has a flat roof with deep eaves. The main entry is located in the south bay of the west elevation and consists of double doors beneath a glass clerestory. The clerestory stretches across the two north bays, which contain paired 5-light windows. Brick panels separate the three bays of this elevation. The north elevation has two bays with paired 5-light windows. The bays are also separated by a brick panel. The south and east elevations have 6-light paired casement sashes on the first story and the exposed basement. Concrete-block buttresses are located between the windows.

A circa 1950 school building extends east from the administrative building. The school building has stone facades on the north and east elevations and exposed concrete block on the south elevation. The building has a gable roof oriented with the gable end facing Georgia Avenue to the west. A cross-gabled wing covers the east elevation. On the north, or front elevation, the building has two half-glass doors alternating with two sets of five, 12/8 double-hung windows. The east elevation has another set of five 12/8 double-hung windows. The south elevation of the school building is partially covered by a concrete-block shed addition. The addition has 2-light sliding windows and paired 5-light casement sashes on the first story and exposed basement. An entry with concrete steps leading to double doors is located at the east end of this elevation.

Extending north from the northeast corner of the circa 1950 school building are two circa 1965 school buildings and a circa 1965 sanctuary. The circa 1965 school building immediately north of the circa 1950 school building has a low, flat roof and a massive, stone false chimney. Brick panels separate the windows on this building, and a glass clerestory is located beneath the eaves. North of this building is another school building. This building extends northwest and has a low-pitched gable roof, brick exterior walls and a glass-clerestory. Both of these buildings have exposed basements on the east elevation.

Northwest of the two circa 1965 school buildings is a circa 1965 sanctuary. The sanctuary has a steeply-pitched gable roof facing northwest. The roof is covered in wood shingles, and the northwest elevation is covered in metal.

7. Description (Continued)

The Calvary Evangelical Lutheran Church expanded as its congregation grew. Although the complex has been enlarged several times, the individual buildings have had few alterations. The only major alteration has been the shed addition to the south elevation of the circa 1950 school building.

The Calvary Evangelical Lutheran Church is located along the major suburban artery Georgia Avenue. The interchange of the Capital Beltway (I-495) is located immediately north of the church. Commercial properties are located along Georgia Avenue to the west and south, and a residential neighborhood is located to the east. The church complex occupies a wide, shallow lot that is lined with trees on the east side. A fenced playground is located on the southeast corner of the lot. A parking lot and driveway are located on the west side parallel to Georgia Avenue.

8. Significance

Survey No. M:36-37 (PACS 4.4)

Period	Areas of Significance—Check and justify below				
_prehistoric	__archaeology-prehistoric	__Community planning	__landscape architecture	__religion	
__1400-1499	__archeology-historic	__conservation	__law	__science	
__1500-1599	__agriculture	__economics	__literature	__sculpture	
__1600-1699	_Xarchitecture	__education	__military	__social/ humanitarian	
__1700-1799	__art	__engineering	__music	__theater	
__1800-1899	__commerce	__exploration/settlement	__philosophy	__transportation	
X_1900-	__communication	__industry	__politics/government		
		__invention	__other (specify)		

Specific dates 1948, circa 1950, circa 1965 Builder/Architect

check: Applicable Criteria: ___A___B_X_C___D
and/or
Applicable Exceptions: ___A___B___C___D___E___F___G

Level of Significance: ___national___state_X_local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Calvary Evangelical Lutheran Church was founded in 1941. In 1945, the church bought a lot from Maury and Isabel Young. The chapel and administrative building were constructed in 1948. In 1951, the church opened a parochial day school for elementary-age children. The congregation and school continued to grow, and around 1965, two additional school buildings and a new sanctuary were added to the complex. In 1988, the Christ Lutheran Church of the Deaf, formerly located in Washington, D.C., began using the 1948 chapel for Sunday Worship.

The Calvary Evangelical Lutheran Church is located in the Forest Glen community. The Forest Glen community is located on part of a 1707.8 hectare (4220 acre) tract of land called Joseph's Park, which was granted to Captain William Joseph of the Commission of Deputy Governors of Maryland in 1689. During the late-eighteenth century, part of the land belonged to the Carroll family. Jesuit Priest John Carroll began offering Catholic services to neighbors in his family's chapel in 1774, and the community was known as Carroll Chapel for many years. Carroll's church later became St. John's Church, which operated a Catholic academy in the 1860s and 1870s. Forest Glen remained rural through much of the nineteenth century. After the completion of the Metropolitan Branch of the Baltimore and Ohio Railroad in 1873, the area began to grow as a suburb. In 1887, the Forest Glen Improvement Company constructed a resort hotel surrounded by parks and cottages. Summer homes of wealthy Washingtonians lined Georgia Avenue, and the area began to boom as a suburb. City residents seeking a more "wholesome" environment for the families moved to new communities along the rail line and developed new churches, schools and clubs (Hiebert and MacMaster 1976, 8-9, 26, 68, 192-233).

The Calvary Evangelical Church is an example of both change and continuity in religious buildings during the twentieth century. Religious architecture in the project area frequently melded vernacular residential building types with religious architectural elements such as bell towers and front-gable orientation. The degree of architectural pretention exhibited by the churches of the area depended upon congregation size, wealth, and denomination. The design of churches reflected both functional and symbolic concerns. Churches (as opposed to meeting houses) in the area, as well as the nation, almost invariably featured front-gables. The front-gable orientation was the logical exterior architectural accommodation of the lengthened nave so frequently utilized by denominations tracing their lineage ultimately to the Roman Catholic Church, rather than the Eastern Orthodox Church. A bell tower not only called parishioners to worship, but also provided a visual symbol of the building's spiritual, rather than secular,

8. Significance (Continued)

function. Fenestration also frequently symbolized the building's function; rounded, Gothic arches, and pointed shapes helped distinguish the church from its secular neighbors. However, vernacular churches occasionally omitted these distinguishing shapes in the interest of economy.

National Register Evaluation:

The Calvary Evangelical Lutheran Church Property, constructed in 1948, circa 1950 and circa 1965, is eligible for the National Register of Historic Places. The property meets Criteria Consideration A, as it is a religious property which derives its primary significance from its architectural distinction. The property is eligible under Criterion C, as an excellent example of post-World War II suburban religious architecture. The property represents the combination of traditional forms and materials, such as stone and Gothic arches, with modern forms and materials, such as steel and flat roofs. It has excellent integrity, and retains its original location, setting, design, materials, workmanship, and association. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state, or local history. The church is not documented as possessing an association with any ethnic groups. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. Finally, the property has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST
Eligibility recommended_____ Eligibility Not Recommended_____
Comments
_____
_____
_____
_____
Reviewer, OPS: _____ Date:_____
Reviewer, NR Program: _____ Date:_____

9. Major Bibliographical References Survey No. M:36-37 (PACS 4.4)

See Attached

10. Geographical Data

Acreage of nominated property App. 0.7 hectares (1.75 acres)
Quadrangle name Kensington Quadrangle scale 1:24,000

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

.ame/title Julie Darsie

organization	P.A.C. Spero & Company	date	May 1998
street & number	40 W. Chesapeake Avenue, Suite 412	telephone	(410) 296-1635
city or town	Baltimore	state	Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposed only and do not constitute any infringement of individual property rights.

return to:Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

9. Major Bibliographical References (Continued)

Boyd, T.H.S. 1968. The History of Montgomery County, Maryland, From its Earliest Settlement in 1650 to 1879. Baltimore: Regional Publishing Company.

Brugger, Robert A. 1988. Maryland, A Middle Temperament 1634-1980. Baltimore and London: Johns Hopkins University Press.

Coleman, Margaret Marshall. 1984. Montgomery County: A Pictorial History. Rev. 1990. Norfolk and Virginia Beach: The Donning Company Publishers.

Farquhar, Roger Brooke. 1962. Old Homes and History of Montgomery County, Maryland. Washington: Judd and Detweiller, Inc.

Hiebert, Ray Eldon, and Richard K. MacMaster. 1976. A Grateful Remembrance: the Story of Montgomery County, Maryland. Rockville, Maryland: Montgomery County Government and the Montgomery County Historical Society.

opkins, G.M. [1879] 1975. Atlas of 15 Miles Around Washington including the County of Montgomery, Maryland. Reprint. Rockville, Maryland: Montgomery County Historical Society.

Land Records of Montgomery County, Maryland.

Martenet, Simon J. [1865] 1975. Martenet and Bond's Map of Montgomery County, Maryland. Reprint. Rockville, Maryland: Montgomery County Historical Society.

Tindall, George Brown. 1984. America: A Narrative History. 2 vols. New York: W.W. Norton & Company, Inc.

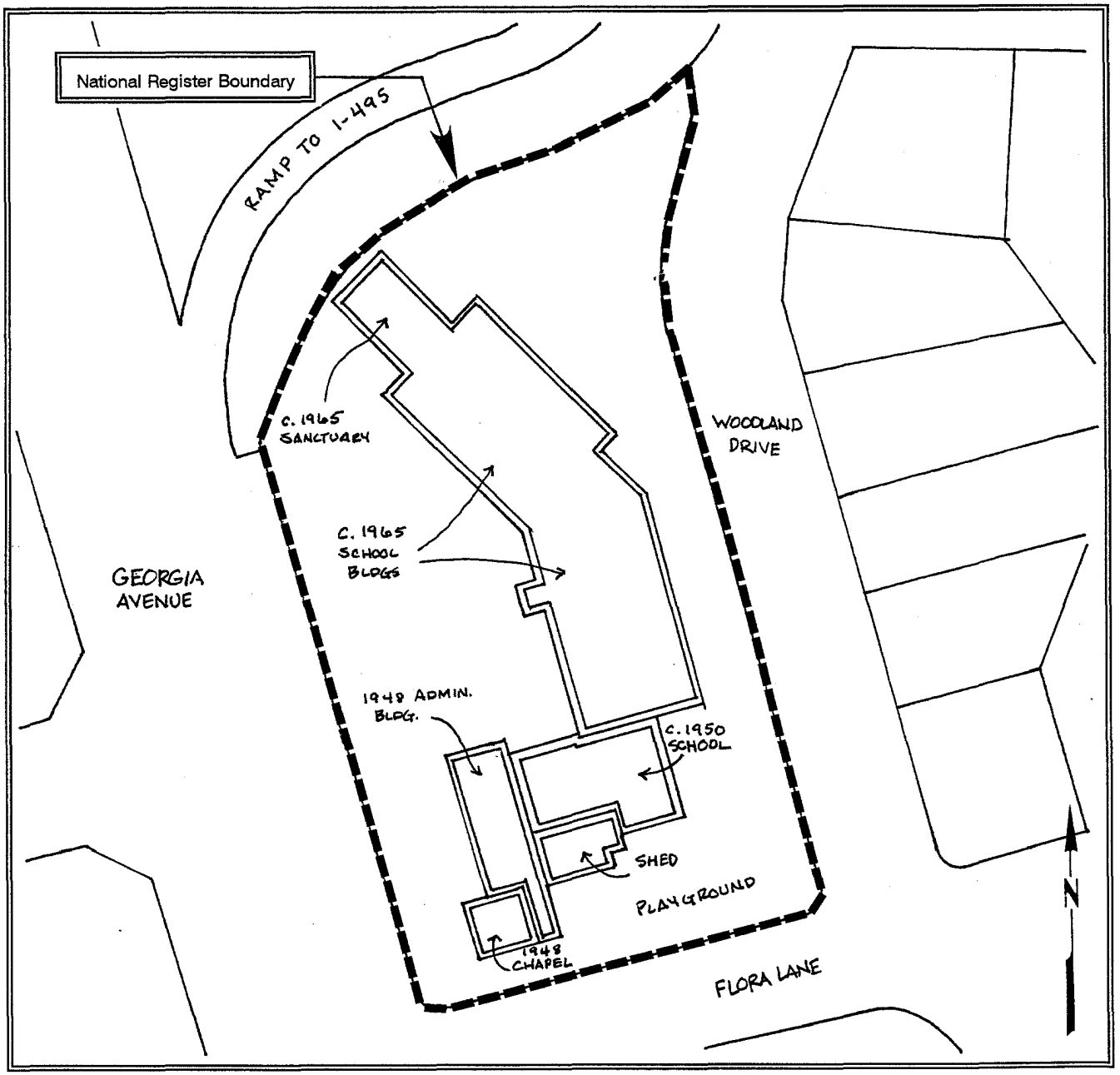
10. Geographical Data (Continued)

Verbal Boundary Description and Justification:

The National Register Boundaries for the Calvary Evangelical Lutheran Church correspond to the boundaries of Tax Parcel P838 on Tax Map JP122. The property is bounded on the north by the ramp of Interstate 495, on the east by Woodland Drive, on the south by Flora Lane and on the west by Georgia Avenue. The boundaries include the contributing resources of the 1948 chapel, 1948 administrative building and circa 1950 school building, as well as the non-contributing resources of the two circa 1965 school buildings and the circa 1965 sanctuary. The boundary encompasses approximately 0.7 hectares (1.75 acres) and includes all the land on this site acquired by the church since its founding in 1941.

10. Geographical Data (Continued)

Resource Sketch Map and National Register Boundary Map:



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Calvary Evangelical Lutheran Church
SURVEY NO.: M:36-37 (PACS 4.4)
ADDRESS: 9545 Georgia Avenue, Forest Glen vicinity, Montgomery County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Piedmont

Chronological/Developmental Period Theme (s):

Modern Period A.D. 1930-Present

Prehistoric/Historic Period Theme(s):

Architecture
Religion

RESOURCE TYPE:

Category (see Section 3 of survey form):

Building

Historic Environment (urban, suburban, village, or rural):

Suburban

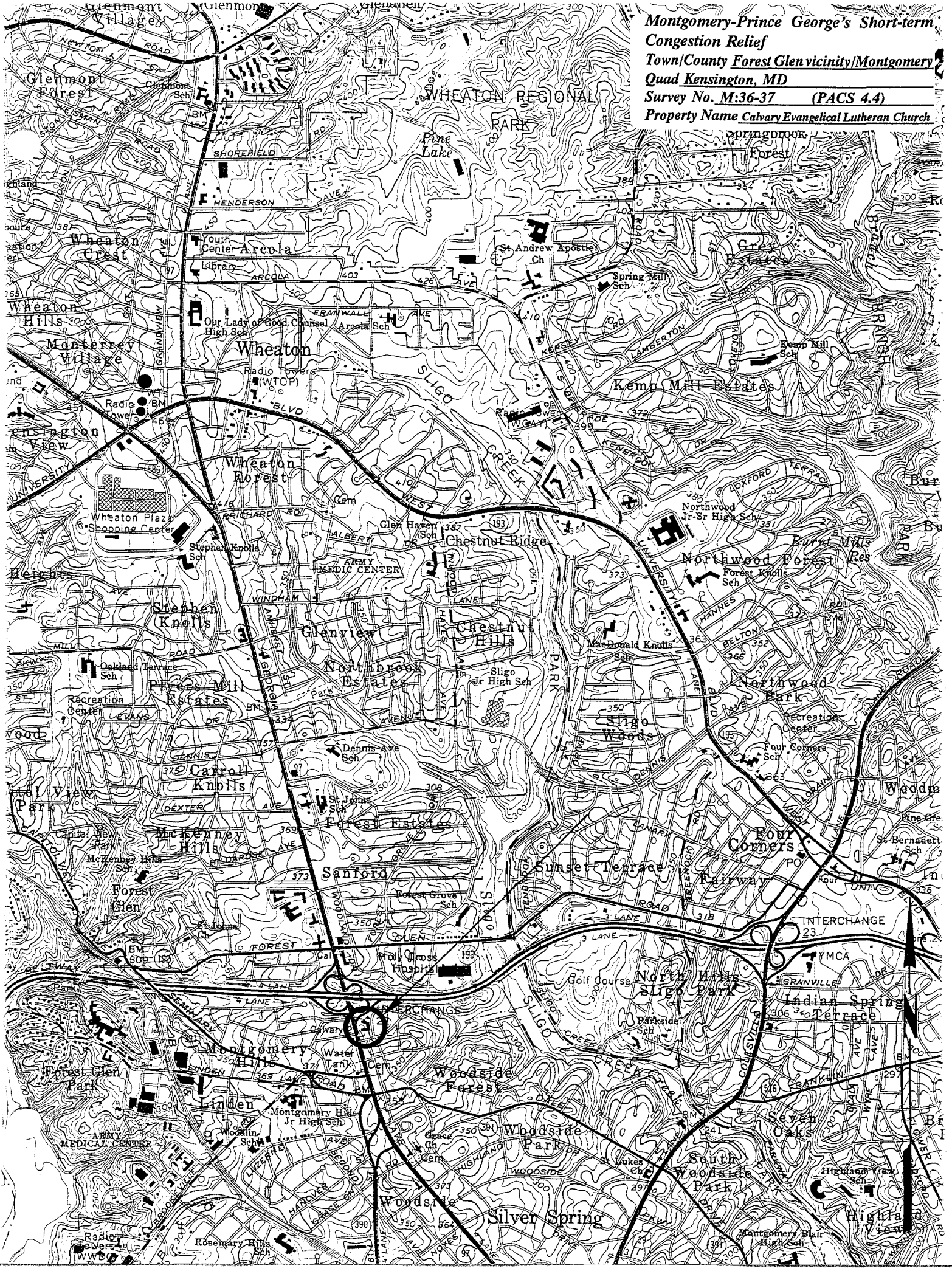
Historic Function(s) and Use(s):

Religious
Educational

Known Design Source (write none if unknown):

None

Preparer
P.A.C. Spero & Company
May 1998


Montgomery-Prince George's Short-term Congestion Relief
Town/County Forest Glen vicinity/Montgomery
Quad Kensington, MD
Survey No. M:36-37 (PACS 4.4)
Property Name Calvary Evangelical Lutheran Church
Glenmont Village
Glenmont Forest
WHEATON REGIONAL PARK
Pine Lake
Springbrook Forest
Wheaton Crest
Arcola
Grey Estates
Wheaton Hills
Monterrey Village
Wheaton
Kemp Mill Estates
Kensington View
Wheaton Forest
Chestnut Ridge
Northwood Forest
Heights
Stephen Knolls
Glenview
Chestnut Hills
Northbrook Estates
Flyers Mill Estates
Sligo Woods
Northwood Park
Carroll Knolls
Forest Estates
McKenney Hills
Four Corners
Sunset Terrace
Fairway
Forest Glen
Sanford
North Hills
Sligo Park
Indian Spring Terrace
Montgomery Hills
Woodside Forest
Forest Glen Park
Linden
Woodside Park
Seven Oaks
South Woodside Park
Woodside
Silver Spring
Highland View
Wheaton Plaza Shopping Center
Army Medic Center
Northwood Jr-Sr High Sch
Sligo Jr High Sch
Montgomery Hills Jr High Sch
Montgomery Blair High Sch
INTERCHANGE 23
Golf Course
YMCA
Recreation Center
Sligo Creek
Sligo Creek Parkway
Georgia Ave
University Blvd
Colesville Road
Wayne Ave
Franklin Ave
Dennis Ave
Windham Lane
Hayes Lane
Belton Lane
Hannes Lane
Lamberton Drive
Kerrydale Road
Lorain Ave
Greenock Road
Tenbrook Drive
Woodland Drive
Glen Forest Drive
Seminary Road
Linden Lane
Woodside Parkway
Grace Church Road
Highland Drive
Franwall Ave
Arcola Ave
Shorefield Road
Henderson Ave
Newton St
Grandview Ave
Gallatin St
Dexter Ave
Hildarose Ave
Evans Parkway
Inwood Terrace
Oakland Terrace Sch
Stephen Knolls Sch
Glen Haven Sch
Spring Mill Sch
Kemp Mill Sch
Arcola Sch
Our Lady of Good Counsel High Sch
St Andrew Apostle Ch
Youth Center
Library
Radio Towers (WTOP)
Radio Tower (WGAY)
Recreation Center
Four Corners Sch
Forest Knolls Sch
MacDonald Knolls Sch
Parkside Sch
Dennis Ave Sch
St James Sch
Forest Grove Sch
Holy Cross Hospital
St Johns Ch
Montgomery Hills Sch
Woodlin Sch
Grace Ch
St Lukes Ch
Highland View Sch
Rosemary Hills Sch
St Bernadette Sch
Water Tank
Cem
BM
Calvary


WRONG
WAY
MID WEEK REFRESHMENT
EVERY WEDNESDAY
COMMUNITY INVITED

1 M: 36-37

2 Calvary Lutheran Church

3 Montgomery Co. MD

4 Julie Darsie

5 5/99

6 MD SHPO

7 Chapel, W. elev.

8 1 of 12

1 M: 36 - 31

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 [illegible]

5 [illegible]

6 Md SHPO

7 Chapel, gable detail

8 20712


9545

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. MD.

4 Julie Darcy

5 5/98

6 Md. SHPO

7 Chapel & School

8 3 of 12

1 M 36 37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Darsie

5 5/98

6 Md SHPO

7 Old + New School bldg.

8 4 of 12


RESERVED PARKING
SUNDAY ONLY
RESERVED PARKING
SUNDAY ONLY

1 M-36-31

2 Calvary Lutheran Church

3 Montgomery & A. Rd

4 Jules Davis

5 5/98

6 Md SHPO

7 New School Bldg.

8 5 of 12

1 M: 36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md.

4 [illegible] Davis

5 5/98

6 Md. SHPO

7 New School bldg & Church

8 6 of 12

1 MD 32-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julia Davis

5 5 of 5

6 Md SHPO

7 New Church, front.

8 7 of 7

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Darsie

5 3/98

6 Md SHPO

7 New School, NE elev

8 8 of 12

1 11:36-37

2 Calvary Lutheran Church

3 Montgomery Co MD

4 Julia Dashiell

5 3/98

6 Md SHPO

7 Old + New School, SE corner

8 9 of 12


2 HR PARKING
9AM-5PM
MON-FRI

1 VII:36-37

2 [illegible] Lutheran Church

3 Montgomery Co Md

4 [illegible] Davis

5 E/25

6 Md. State

7 School, St corner

8 11 of 12

1 M:36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

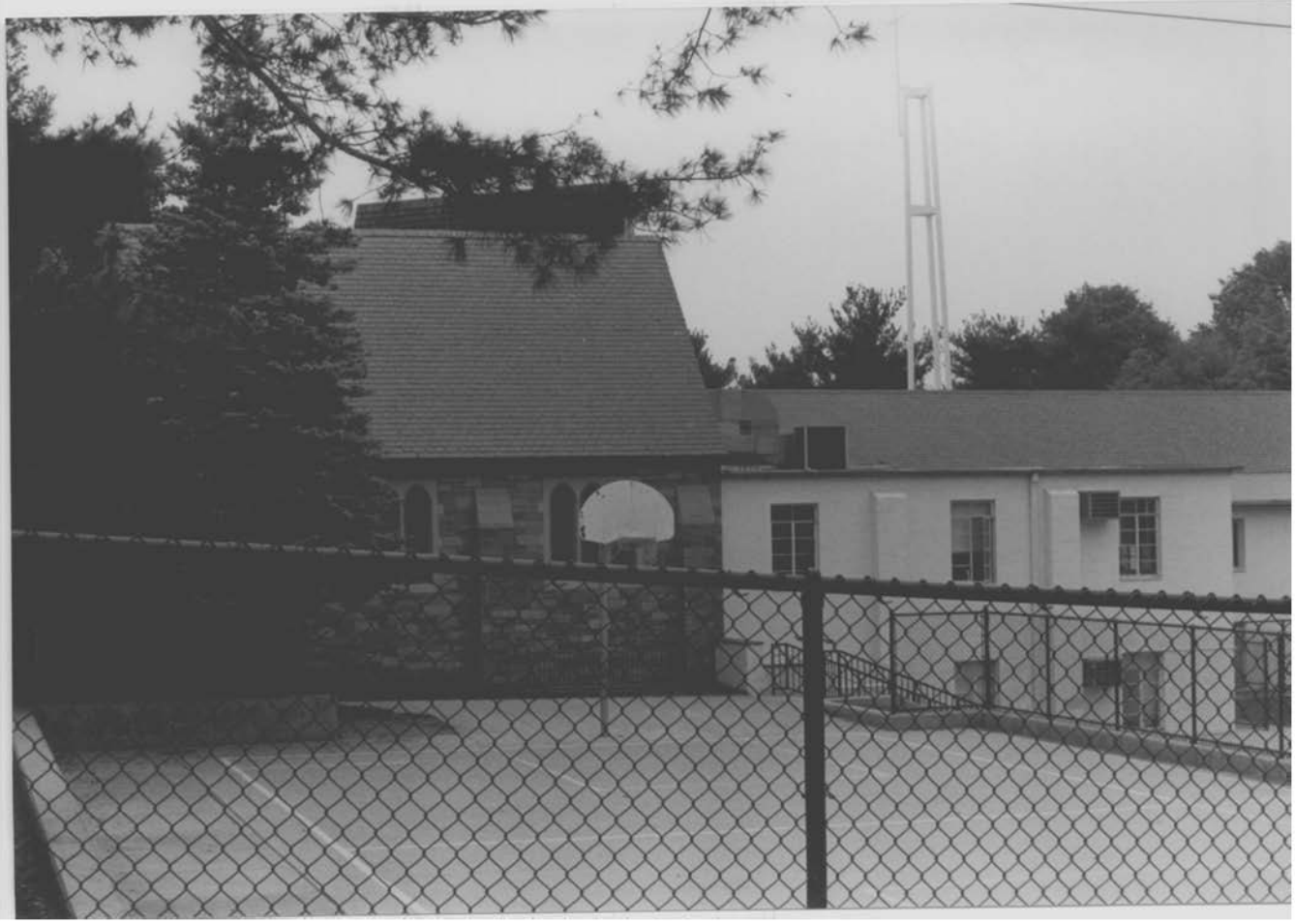
4 Julie Darsie

5 1/98

6 Md SHPO

7 School, S. elev.

8 11 of 12



1 M-36-34

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Davis

5 5/98

6 Md SHPO

7 Church & School, S. elev.

8 12 of 12

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Prestige Exceptional Fabricare | Inventory Number: M: 36-89

Address: 9420 Georgia Avenue | Historic district: ___ yes X no

City: Silver Spring | Zip Code: 20910 | County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Aileen Herbert | Tax Account ID Number: 0963393

Tax Map Parcel Number(s): P135 | Tax Map Number: JP11

Project: MD 97: Forest Glen Road to 16th Street (MO224M11) | Agency: SHA

Agency Prepared By: EHT Traceries

Preparer's Name: John Liebertz | Date Prepared: 3/7/2013

Documentation is presented in: ___

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

DESCRIPTION OF PROPERTY

Set back approximately 35' from Georgia Avenue, the Prestige Exceptional Fabricare building, formerly Prestige Super Cleaners and Prestige Cleaners, is located at 9420 Georgia Avenue in Silver Spring, Montgomery County, Maryland. The property is bound by Seminary Place to the north, Georgia Avenue to the east, Selway Lane and a one-story concrete block building to the west, and an alley and Montgomery Hills Shopping Center (M: 36-23) to the south. Parking spaces wrap around the building on its northern and eastern elevations. Separating the Prestige Exceptional Fabricare's parking lot from Montgomery Hills Shopping Center, a brick wall extends from the southeast corner of the dry cleaners to the sidewalk along Georgia Avenue.

ARCHITECTURAL DESCRIPTION

Constructed in 1958, the one-story dry cleaner is representative of Googie architecture, a subset of the Modern Movement. Set on a concrete slab, the building's structural system is composed of steel columns and beams and concrete block. The use of modern materials allowed the architect to place large expanses of glass windows set in stainless steel sashes on the north and east elevations facing Georgia Avenue and Seminary Place. The steel and glass elements are contrasted by the roughness of an

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

[signature] 6/6/2013

Reviewer, Office of Preservation Services **Date**

[signature] 6/7/13

Reviewer, National Register Program **Date**

201301972

uncoursed, ashlar-cut stone veneer on the primary elevations. Partially visible from Selway Lane and Seminary Place, the west elevation (rear) is faced with stretcher-bond brick and the south elevation's concrete block structural system is exposed. The structural system supports a steeply pitched, cantilevered, shed roof, sloping from the south to the north. The roof projects approximately 4 feet from the building on all but the south elevation. The use of sheet glass windows allows the roof to "float" above the structure, giving a sense of movement and fluidity. The roof is pierced by a small, exterior end, brick chimney with a pierced, square brick cap towards its southwest corner and numerous HVAC units providing ventilation for the dry cleaners.

The east and north elevations function as the primary elevations of the building due to their orientation towards Georgia Avenue. The east elevation is composed of a brick faced foundation painted white, jalousie-styled windows with a blue-painted brick sill, and large expanses of sheet glass windows set within a stainless steel frame. Offset toward the north, a set of double-leaf, glass doors set within a metal frame puncture the east elevation. The southern end of the east elevation features a solid structural support (likely reinforced concrete) faced with a narrow, uncoursed, ashlar-cut stone veneer. The structural element is further obscured by a brick privacy wall extending from the corner of the building towards Georgia Avenue. The north elevation largely repeats the form and materials of the east elevation. A set of double-leaf, metal-framed glass doors are located toward the eastern end of the glass wall. On the western end, there is a solid wall faced with uncoursed, ashlar-cut stone veneer that is punctured by a single-leaf metal door.

Accessed by a narrow alley, the six-bay west elevation is composed of a stretcher-bond brick veneer. The wall is punctured by a large infilled opening with a metal grille on its southern end. To the north are two single-leaf metal doors with a row-lock brick lintel separated by two fixed 12-light metal windows (the lower six-panes were removed and an operable sash is located behind it) with brick sills and stretcher-bond brick lintels protected by metal grilles. A small projecting metal louvered opening pierces the northern end of the elevation.

Not visible from the public right-of-way, the south elevation consists of the exposed concrete block structural system and features no fenestration.

The interior of the building is partially visible from the public right-of-way. On the east elevation, a double-leaf door accesses a small lobby and service counter. Original interior finishes have been replaced or are covered with new elements. The floor is covered with carpeting; the interior wall surfaces are faced with bead board and have a cyma recta cornice with dentils and a drop-ceiling contains halogen florescent tube light fixtures and fan units. The mechanical equipment for processing the fabric/laundry is located to the west (rear) of the service counter. Along the solid western wall is the location of restrooms and other employee spaces.

HISTORIC CONTEXT

Property History

Part of the Division of the Childs Estate, George and Aileen Herbert acquired the future property of Prestige Exceptional Fabricare from Anna D. Coale on June 9, 1952. (1) Based on Plat Number 8907 of the 1950 State Roads Commission of Maryland, the property consisted of a concrete block garage, kerosene pump, air pump, and Amoco sign. (2) In 1958, the Herberts demolished the garage and associated elements in order to construct "Prestige Super Cleaners." (3) Recording the first located reference to the business, a 1959 Washington Post classified advertisement for an assistant manager position stated "Permanent position with new modern valet shop." (4) While the dry cleaning business has been owned over the years by numerous individuals, the Herbert family has continued to own the land and building. (5)

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Googie Architecture

In 1952, Douglas Haskell, an architectural editor for House and Home, wrote an article titled "This is Googie architecture." He selected the name "Googie" from Googie's restaurant in Los Angeles, California, a building that represented his assessment of the new style. (6) Defined by California coffee shops in the late-1940s, Googie is an exaggerated Modern architectural style that reflected American futurism and optimism after World War II. The style is representative of the technological advancements and possibilities promised to Americans that were withheld during World War II. In the 1950s, Americans' obsession with atomic energy, space travel, rocket ships, automobiles, plastics, television, new technology, and exponential progress drove the design of Googie-styled buildings. (7) Architects of the movement capitalized on these popular elements, creating primarily roadside buildings such as coffee shops, restaurants, motels, and bowling alleys with movement, dramatic acute angles, diagonals, free forming boomerang and amoeba shapes, upswept roofs, cantilevered elements, exposed steel, and large expanses of glass. In order to add further architectural interest, the buildings mixed structural materials, contrasted modern materials with traditional building materials, juxtaposed solid walls and transparent glass walls, and blurred the line between indoor and outdoor space. (8)

Googie architecture represents the foremost importance of the consumer. Responding to the prevalent automobile culture, architects refined the siting, scale, and planning of roadside buildings to cater to their clientele. (9) One of the main reasons for the style's flamboyant designs and exaggerated forms was to catch the eye of motorist traveling on freeways. These independent, detached small businesses had to attract attention of drivers traveling at speeds of approximately 35 miles per hour. As a result, the architects utilized the entire building as a sign to attract consumers, transforming the buildings into individual landmarks along a commercial strip. As stated by Allen Hess, author of Googie Redux: Ultramodern Roadside Architecture, the architect's response to advertisement "...often started with a highly visible roof. Boldly scaled, it was frequently an expression of a new engineering idea... The coffee shop architects began laying out roofs whose planes, angles, jutting, textures, and colors couldn't possibly coincide or blend with anything else around them, and which would dominate the skyline and beckon the customer." (11) Googie-styled buildings became living billboards, as the tall expanses of glass windows allowed commuters to peer into the daily activity of the businesses.

Further, Googie-styled buildings emphasized the drive-in concept by arranging the site to accommodate the movement and parking of customer's automobiles. These buildings served the automobile in their site plan and design, allowing for efficient movement, ease of access, and quick service. (12) Architects considered the placement of parking an essential component in the siting of roadside buildings to accommodate motor vehicles of customers, staff, and delivery personnel.

Georgia Avenue

Between 1940 and 1960, Montgomery County's population dramatically increased from 83,912 to 340,928. (13) The expansion of Montgomery County resulted from an increase of federal employees and military veterans following World War II, a nationwide construction boom, a rise in automobile ownership that allowed for settlement of undeveloped areas outside of the nation's capital, and white flight from Washington, D.C. for idealized suburban living. (14) Nationally, the car decentralized the American city, removing businesses from the city core and into more modest structures in the suburban landscape. (15)

The planning and construction of Interstate 495 (I-495), located to the north of the Prestige Exceptional Fabricare building, led to the widening of Georgia Avenue in order to continue to "serve as an adequate artery for the heavy traffic volumes from eastern metropolitan Montgomery County to the District of Columbia." (16) The completion of I-495 (1961-1964) opened new land for development and spurred the creation of "Early Freeway Suburbs," resulting in mass-produced residential subdivisions and apartment complexes in close proximity to these high-speed networks. (17) As a result, Georgia Avenue became a highly traveled area, acting as a pass-through for commuters living in the freeway suburbs beyond I-495. Commercial businesses responded in-

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

kind, serving the commuter as its primary consumer and embracing aspects of the Modern Movement emblematic of the mid-century suburb.

EVALUATION

The Prestige Exceptional Fabricare building, located at 9420 Georgia Avenue, is individually eligible for listing in the National Register of Historic Places. It retains a high degree of integrity of design, workmanship, and materials. The Googie-styled building is reflective of its period of construction and has not been substantially altered over time. Further, the building retains its integrity of setting and location as it remains in its original location along the commercial corridor of Georgia Avenue, demolition and development of the surrounding area has been limited since the building's construction, and its relationship to the major thoroughfares including I-495 is intact. As a result, the dry cleaning building has integrity of feeling and association as a mid-twentieth-century commercial building. The Prestige Exceptional Fabricare building retains sufficient integrity to represent the property's period of significance, 1958. This incorporates the construction and opening of the business.

The Prestige Exceptional Fabricare building is eligible for the National Register of Historic Places under Criterion C, design and construction. The building embodies the distinctive characteristics of the Googie style, a subset of the Modern Movement that reflected American optimism, futurism, and culture in the 1950s. The architect (unknown) of the Prestige Exceptional Fabricare building utilized the key design elements of the Googie style to create a dramatic icon along the busy commercial corridor of Georgia Avenue, contrasting the existing Tudor Revival-styled, pre-suburban shopping centers and rows of commercial strips. The design of the building, particularly its steeply pitched, cantilevered, shed roof distinguishes it from the surrounding built environment. Keeping with the stylistic trend, the building blends interior and exterior spaces and features a mix of modern materials, steel and glass, with traditional materials, brick and stone veneer. Further, the architect encapsulated popular culture's fascination with technology and the Space Age by seamlessly "floating" the heavy roof above the transparent wall of sheet glass, imparting a sense of movement and flight.

The style of the Prestige Exceptional Fabricare building became an instant landmark to commuters, suggesting a clear technological improvement from the 24 other dry cleaners located in Silver Spring, Maryland. Five of these dry cleaners were located on Georgia Avenue including Blue Banner Cleaners at 9323 Georgia Avenue and Leeman's at 9320 Georgia Avenue. (18) In addition, the Prestige Exceptional Fabricare building's design and its shed roof allowed for taller windows, permitting the interior activity of the dry cleaners to function as a living billboard to passing automobile traffic traveling south towards Silver Spring and the District of Columbia. During its period of significance, commercial activity along Georgia Avenue became more oriented towards the commuting automobile rather than the surrounding suburbs. In this respect, the design of the Prestige Exceptional Fabricare building responded to the burgeoning automobile culture. The siting of the building in the southwest corner of the lot, set back from the building line of Montgomery Hills Shopping Center to the south, indicated the importance of including a parking lot for the business. Void of landscaping and other embellishments, the open lot is an essential component to the "drive-in" dry cleaning service. (19)

The Prestige Exceptional Fabricare building is the first known Googie-styled building located in Silver Spring. Weller's Dry Cleaning, located at Fenton and Thayer streets in downtown Silver Spring, is representative of the Googie-style, but was constructed in 1960. For these reasons, the Prestige Exceptional Fabricare building is eligible under Criterion C for its architectural significance.

BOUNDARY DESCRIPTION

Located at the southwest corner of Georgia Avenue (MD 97) and Seminary Place, the Prestige Exceptional Fabricare building is

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

located 1.5 miles northwest of the center of Silver Spring in Montgomery County, Maryland. The building is sited on 10,171 square feet or .23 acres. The legal boundaries of the property include the one-story commercial building at 1910 Seminary Place to the west as it was owned by a singular individual, but the buildings were not associated with one another. This building and the western portion of the property is not included in the proposed National Register of Historic Places' boundary for the Prestige Exceptional Fabricare building. Accounting for .16 acres of land, the dry cleaners' property is bound to the north by Seminary Place, to the east by Georgia Avenue, to the west by a one-story commercial building at 1910 Seminary Place, and to the south by an alley and the Montgomery Hills Shopping Center.

ENDNOTES

(1) Montgomery County Circuit Court, "Anna D. Coale to George A. Herbert and Aileen Herbert," June 9, 1952, Liber CKW 1685, Folio 58, http://www.mdlandrec.net (accessed January 20, 2013).
(2) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue," August 29, 1950, Plat No. 8907, http://www.mdlandrec.net (accessed January 21, 2013).
(3) Washington Post, "Classified Advertisement," Washington Post, March 13, 1959, Proquest Historical Newspapers.
(4) Washington Post, "Classified Advertisement."
(5) Department of Assessments & Taxation, "9420 Georgia Avenue, Silver Spring, Montgomery County," http://www.date.state.md.us (accessed March 7, 2013).
(6) Alan Hess, Googie Redux: Ultramodern Roadside Architecture (San Francisco: Chronicle Books, 2004), 68-69.
(7) Matt Novak, "Googie: Architecture of the Space Age," Smithsonian Magazine, htttp://www.blogs.smithsonianmag.com (accessed March 6, 2013); Hess, 46-50.
(8) Hess, 68.
(9) Hess, 24.
(10) Hess, 42.
(11) Hess, 106.
(12) For more information regarding drive-in commercial businesses, Richard Longstreth, The Drive-In, the Supermarket, and the Transformation of Commercial Space in Los Angeles, 1914-1941 (Boston: MIT Press, 2000), xii.
(13) Richard L. Forstall, "Maryland Population of Counties by Decennial Census: 1900 to 1990," United States Census Bureau, http://www.census.gov (accessed January 20, 2012).
(14) At the same time, Maryland's number of registered vehicles increased from 494,141 to 1,001,714, an increase of 102 percent. Anne E. Bruder, Tomorrow's Roads Today: Expressway Construction in Maryland, 1948-1965 (Baltimore, Maryland: Maryland State Highway Administration, 2010), 6.
(15) David L. Ames and Linda McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," National Park Service, http://www.nps.gov (accessed March 5, 2013).
(16) State Roads Commission, Report of the State Roads Commission of Maryland: Operating Report for the Fiscal Years 1951-1952 (Baltimore, 1952), 137.
(17) David L. Ames and Linda McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," National Park Service, http://www.nps.gov (accessed March 5, 2013).
(18) Ancestry.com, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory (Richmond, Virginia: R.L. Polk & Company, 1958), 162-164; Ancestry.com, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory (Richmond, Virginia: R.L. Polk & Company, 1960), 166.
(19) A classified advertisement for the business stated that it was a "drive-in valet shop." Washington Post, "Classified Advertisement 27," Washington Post, March 14, 1961, Proquest Historical Newspapers.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

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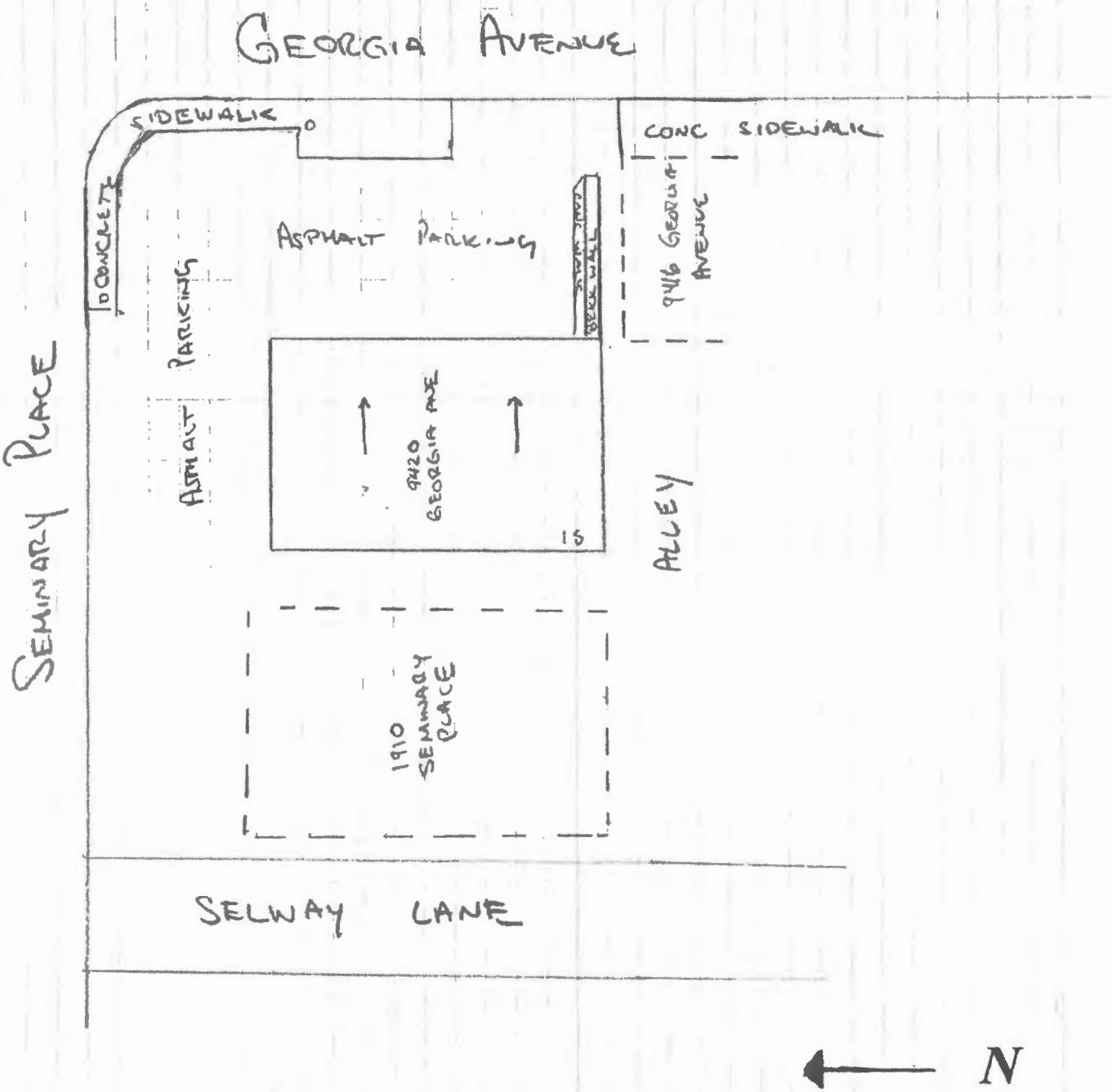
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**

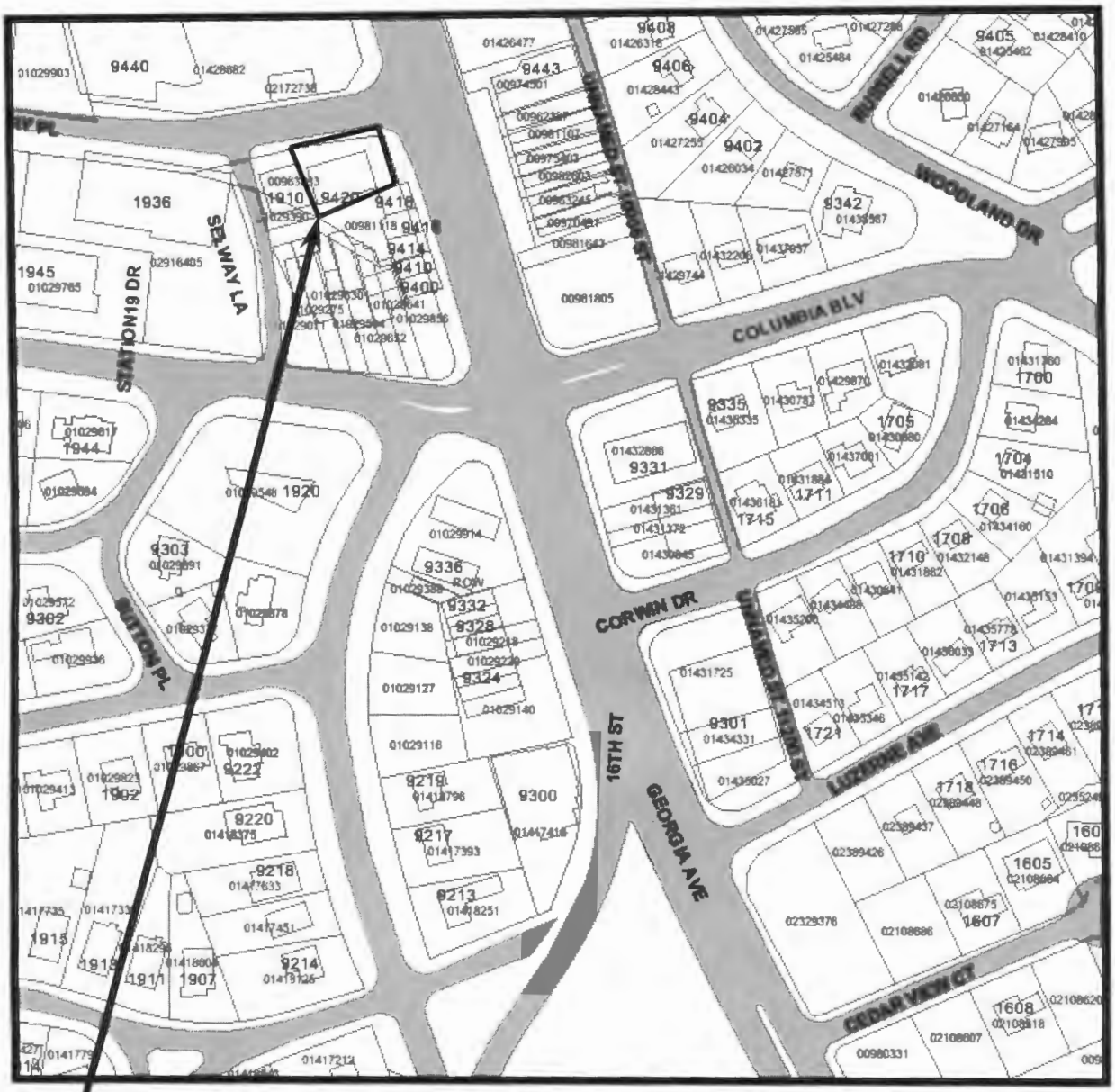


Date 3/20/13

I.D. # M: 36-89

Address 9420 GEORGIA AVE

Not to Scale



Prestige Exceptional Fabricare (M: 36-89)
9420 Georgia Avenue
Montgomery County, Maryland 20910
Map Courtesy of Montgomery County GIS, 2005
EHT Traceries, 2013

N

Prestige Exceptional Fabricare (M: 36-89)
Montgomery County, Maryland
Kensington Quadrangle, USGS Topographic Map, 1965, Revised 1979
EHT Traceries, 2013

N

PROJECT NO. MO224A11 DIGITAL PHOTOLOG* MONTGOMERY COUNTY, MARYLAND	M: 36-89, Prestige Exceptional Fabricare Photographer: EHT Traceries Date: March 19, 2013

1. M 36-89_2013-02-20_01	View of streetscape, 9420 Georgia Avenue, looking W
2. M 36-89_2013-02-20_02	View of east and north elevations of 9420 Georgia Avenue, looking SW
3. M 36-89_2013-02-20_03	View of east and north elevations of 9420 Georgia Avenue, looking SW
4. M 36-89_2013-02-20_04	View of north and west elevations of 9420 Georgia Avenue, looking SE
5. M 36-89_2013-02-20_05	View of south elevation of 9420 Georgia Avenue, looking NE
6. M 36-89_2013-02-20_06	View of west elevation (rear) of 9420 Georgia Avenue, looking NE

*All photographs printed on Epson Ultra-Premium Photo Paper with Epson Ultra Chrome K3 Ink.


Vital Tech
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Vital Tech
COMPUTER
REPAIR
NAILS
9416
9414
ALTERATIONS
FITTINGS
MON - FRI.
SNIDER'S
ONLY

M: 36-89
PRESTIGE EXCEPTIONAL FABRICARE
9420 GEORGIA AVENUE
SILVER SPRING, MONTGOMERY COUNTY, MARYLAND
EHT TRACERIES, INC.
2/20/2013
MD SHPO
VIEW OF STREETSCAPE, 9420 GEORGIA AVENUE, LOOKING W
1 OF 6
M 36-89_2013-02-20_01


ALTERATIONS
FITTINGS
7:30AM - 3:30PM
MON. - FRI.
PRESTIGE BRIDAL GOWN SPECIALISTS
PROTECTING CL
INVESTMENT SIN
9420
RICARE
TOYS
TOTS

M: 36-89
PRESTIGE EXCEPTIONAL FABRICARE
9420 GEORGIA AVENUE
SILVER SPRING, MONTGOMERY COUNTY, MARYLAND
EMT TRACERIES
2/20/2013
MD SHPO
VIEW OF EAST AND NORTH ELEVATIONS OF 9420 GEORGIA AVENUE, LOOKING SW
2 OF 6
M 36-89_2013-02-20_02


NAILS SALON
PRESTIGE... EXCEPTIONAL FABRICARE
NEW CLEANING TECHNOLOGIES
KIND TO CLOTHING, ALLERGIES, & ECOLOGY
VOULA - ARTFUL ALTERATIONS
FOR WOMEN'S AND MEN'S CLOTHING
PRESTIGE BRIDAL GOWN SPECIALTIES

M:36-89
PRESTIGE EXCEPTIONAL FABRICATE
9420 GEORGIA AVENUE
SILVER SPRING, MONTGOMERY COUNTY, MARYLAND
EHT TRACERIES
2/20/2013
MD SHPO
EAST AND NORTH ELEVATIONS OF 9420 GEORGIA AVENUE
LOOKING SW
3 OF 6
M 36-89_2013-02-20_03


PRESTIGE BRIDAL GOWN SPECIALTIES

M: 36-89

PRESTIGE EXCEPTIONAL FABRICARE

9420 GEORGIA AVENUE

SILVER SPRING, MONTGOMERY COUNTY, MARYLAND

EHT MACENIES

2/20/2013

MD SHPO

NORTH AND WEST ELEVATIONS OF 9420 GEORGIA AVENUE LOOKING SE

40F6

M 36-89-2013-02-20-04

M: 36-89
PRESTIGE EXCEPTIONAL FABRICATE
9420 GEORGIA AVENUE
SILVER SPRING, MONTGOMERY COUNTY, MARYLAND
EHT TRACERIES
2/20/2013
MD SHPO
SOUTH ELEVATION OF 9420 GEORGIA AVENUE, LOOKING NE
5 OF 6
M 36-89_2013-02-20_05

M: 36-89
PRESTIGE EXCEPTIONAL FABRIANE
9420 GEORGIA AVENUE
SILVER SPRING, MONTGOMERY COUNTY, MARYLAND
EHT TRACERIES
2/20/2013
MD SHPO
WEST ELEVATION OF 9420 GEORGIA AVE, LOOKING NE
M 36-89_2013-02-20_06

MONTGOMERY COUNTY CEMETERY INVENTORY REVISITED

BURIAL SITE INFORMATION

Name: **Mt. Zion Methodist Episcopal Church Cemetery [RELOCATED]**	Inventory ID: **200**
Alternate name: Mt. Zion United Methodist Church Cemetery	
Address: **Formerly located at north-west corner of Georgia Avenue and Seminary Road, Silver Spring**	
Website:	
GPS coordinates: Latitude: **39.009933**	Longitude: **-77.041207**
FindaGrave: https://www.findagrave.com/cemetery/2611811	

BURIAL SITE TYPE

Category: ☒ **Religious** ☐ Community ☐ Family ☒ **African American** ☐ Other:

BURIAL SITE EVALUATION

Setting/location description: ☐ Rural ☐ Urban ☐ Suburban ☐ Wooded ☐ Other:		
General condition (See conditions sheet): ☐ Excellent ☐ Good ☐ Fair ☐ Poor ☐ None		
Is there a formal entrance? ☐ Yes ☐ No		Accessibility: ☐ Inaccessible ☐ By foot ☐ By car
Is cemetery active (recent burials)? ☐ Yes ☐ No		Is there a cemetery sign: ☐ Yes ☒ **No**
Is cemetery being maintained? ☐ Yes ☐ Minimal ☐ No (If yes, note caretaker's name below)		
Are there visible markers? ☐ Yes ☐ No	Approximate number of burials/visible markers:	Date ranges:
Description: (markers, materials, arrangement, landscaping/vegetation, fence, paths and roads, etc.)		
• **All burials from this cemetery have been relocated to Maryland National Memorial Park in Laurel.**		
• **Church congregation has moved to Van Buren Street in DC; now known as Van Buren United Methodist Church.**		
• **This is only partially completed as the actual cemetery is no longer at this location.**		
• **Photos document the storefronts and businesses that currently sit at this location.**		

BURIAL SITE CONTACT

Name: **N/A**		
Relationship to burial site:		Advocacy contact:
Address:		Phone:
City:	State:	ZIP Code:

BURIAL SITE SURVEYOR

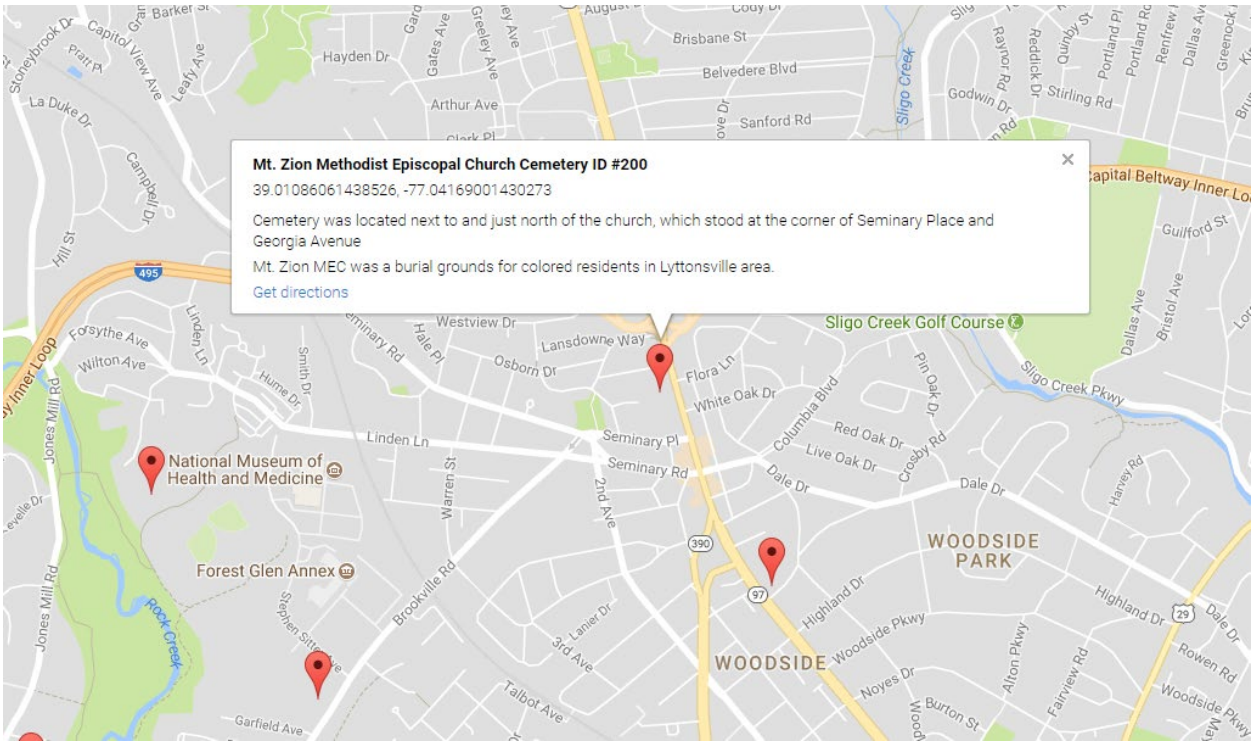
Name: **Myra Coffield, Marcie Stickle, George French**	Survey Date: **6/15/2018**
Email: myra.coffield@gmail.com, marcipro@aol.com	Photographer: **Myra Coffield**

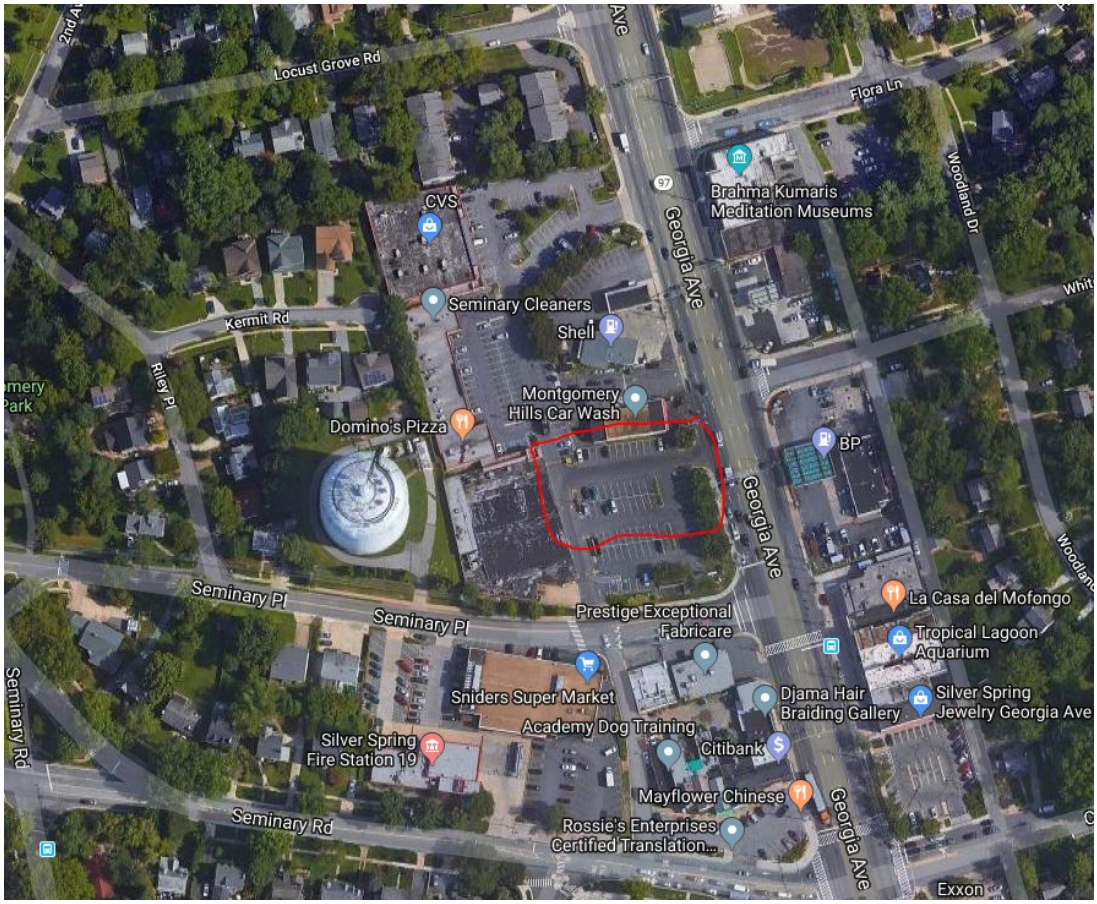
COMMENTS

Suggestions for follow-up:
N/A
Safety issues, invasive vegetation removal, fence removal/restoration, signage, trash, erosion, vandalism:
N/A
Anything of significance about this cemetery?
N/A

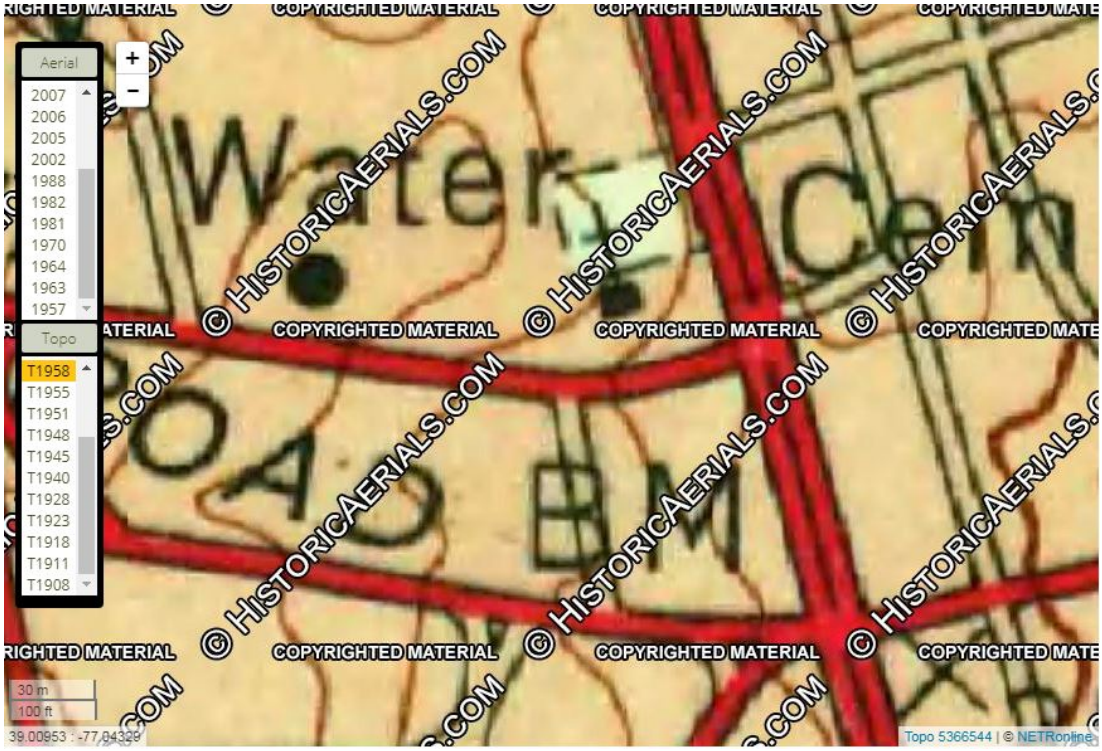
SOURCES

Cite sources used and resources available:
N/A

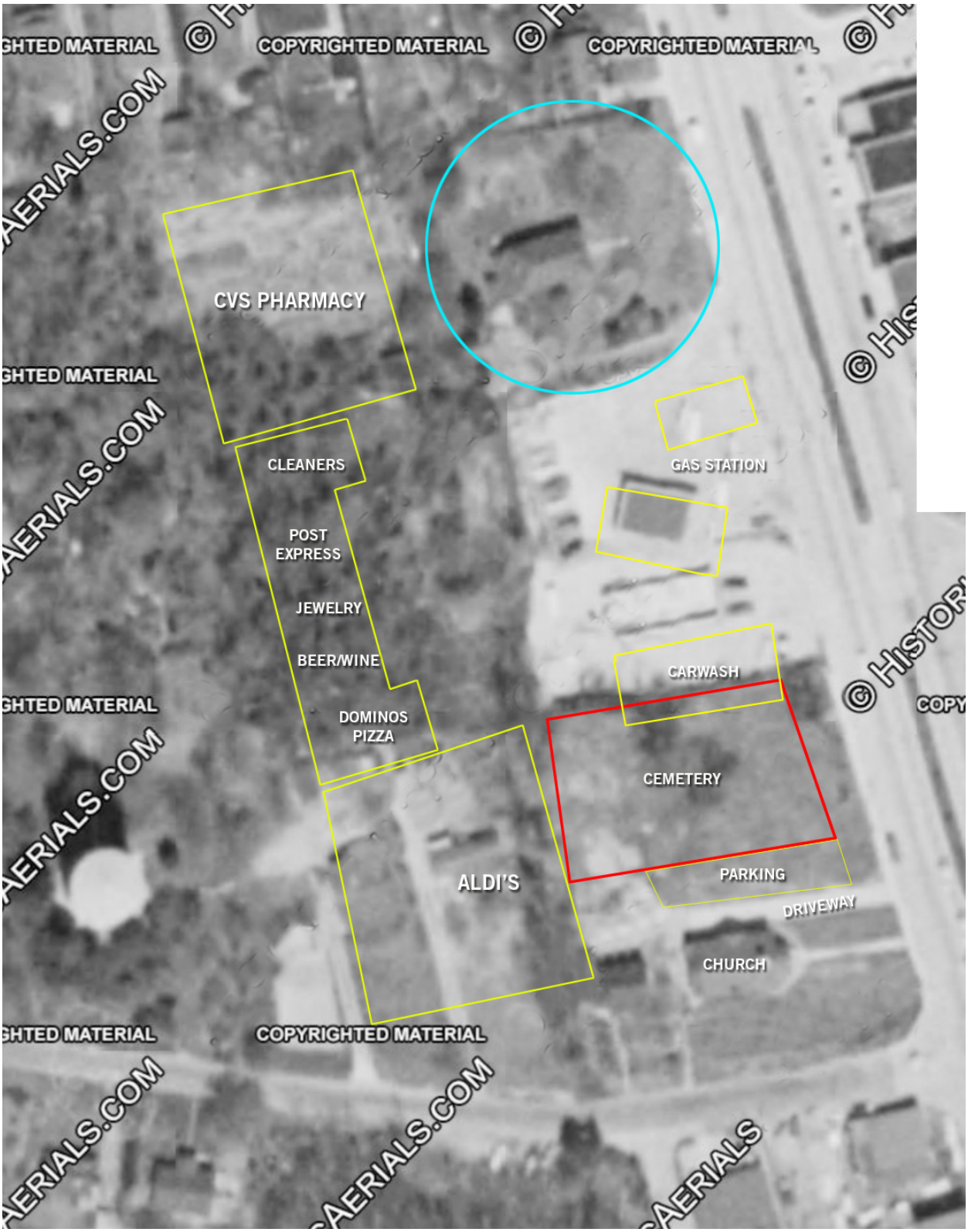

Mt. Zion Methodist Episcopal Church Cemetery ID #200
39.01086061438526, -77.04169001430273
Cemetery was located next to and just north of the church, which stood at the corner of Seminary Place and Georgia Avenue
Mt. Zion MEC was a burial grounds for colored residents in Lyttonsville area.
Get directions
Brisbane St
Belvedere Blvd
Sanford Rd
Sligo Creek
Hayden Dr
Arthur Ave
Westview Dr
Lansdowne Way
Osborn Dr
Flora Ln
White Oak Dr
Sligo Creek Golf Course
Sligo Creek Pkwy
Linden Ln
Seminary Pl
Seminary Rd
Dale Dr
Red Oak Dr
Live Oak Dr
Crosby Rd
National Museum of Health and Medicine
Forest Glen Annex
WOODSIDE PARK
WOODSIDE
Highland Dr
Woodside Pkwy
Noyes Dr
Brookville Rd
Rock Creek
Garfield Ave
Talbot Ave
Lanier Dr
3rd Ave
2nd Ave
Warren St
Jones Mill Rd
Wilton Ave
Forsythe Ave
Hill St
Linden Ln
Hale Pl
Smith Dr
Hume Dr
Columbia Blvd
Pin Oak Dr
Dallas Ave
Bristol Ave
Guilford St
Harvey Rd
Fairview Rd
Rowen Rd
Alton Pkwy
Burton St
Capitol View Ave
Leafy Ave
Campbell Dr
La Duke Dr
Stonleybrook Dr
Gates Ave
Greeley Ave
Cody Dr
Godwin Dr
Stirling Rd
Raynor Rd
Reddick Dr
Quimby St
Portland Pl
Portland Rd
Renfrew Rd
Dallas Ave
Greenock Rd
Capital Beltway Inner Loop
495
390
97
29


Locust Grove Rd
Flora Ln
Woodland Dr
Georgia Ave
CVS
Brahma Kumaris Meditation Museums
Seminary Cleaners
Shell
Kermit Rd
Riley Pl
Montgomery Hills Car Wash
Domino's Pizza
BP
Seminary Pl
Prestige Exceptional Fabricare
La Casa del Mofongo
Tropical Lagoon Aquarium
Sniders Super Market
Djama Hair Braiding Gallery
Silver Spring Jewelry Georgia Ave
Academy Dog Training
Silver Spring Fire Station 19
Citibank
Mayflower Chinese
Seminary Rd
Rossie's Enterprises Certified Translation...
Exxon
97

Schoolhouse at location of church, 1890.



1958 map



1957 aerial overlay

Historic photo of the church, parking lot, and cemetery behind

Montgomery County Cemetery Inventory
Photograph Log

Cemetery Name: Mt. Zion Methodist Episcopal Church Cemetery [RELOCATED]		Inventory ID: 200
Photographer: Myra Coffield		Date: 6/15/2018
Time	**Photo No.**	**Description and direction you are facing** (Ex: detail of wall around Carr plot facing North)
1:15 pm	1	Panoramic from east to south to west
|	2	Panoramic from west to north to east
1:20 pm	3	Location sign for shopping center with management contact info

1. Panoramic from east to south to west

2. Panoramic from west to north to east

3. Location sign for shopping center with management info

Oral History

From Patricia Tyson 2017:

The Mt. Zion M.E. Church was located at the corner of Seminary Place and Georgia Avenue, where Staples and Domino's Pizza are located. Then, there was next to it a wide driveway. Next to the driveway was a parking area and next to that piece of land was the cemetery. The cemetery was located where the cleaners and CVS stand. Parking for Staples now covers the area where the cemetery was located.

There was a parsonage on Seminary Place next door to the church; the driveway skirt may still be there. The water tower was there, but only about a third the size that it is now.

This land of the church and the cemetery stood on higher ground; when the church was razed, everything was graded level, and Snowden Funeral Home moved the graves to Maryland National Cemetery on Baltimore Avenue in Laurel, MD.

Mt. Zion United Methodist Church's location at Maryland National is clearly marked and the head stones were bought for each family's plot. The area of the cemetery is identified as Van Buren—not Mt. Zion. Those graves moved from the old cemetery were Civil War graves, etc.—probably Caucasians—unknown to the colored members. Most of the members, who were colored, were buried in their home neighborhood cemeteries. I don't believe any of them were buried in the old Mt. Zion cemetery.

The people buried at Maryland National died after the property in Montgomery Hills was sold. My grandmother died after the property was sold, but is buried in Barnesville where she was born. The cemetery sat behind the parking area--taken care of by the church, but not really efficiently identified. When the church moved, it changed its name from Mt. Zion to Van Buren Street because of its location on that street. Later, it dropped the "Street" and became Van Buren UMC.

ENVIRONMENAL APPENDIX

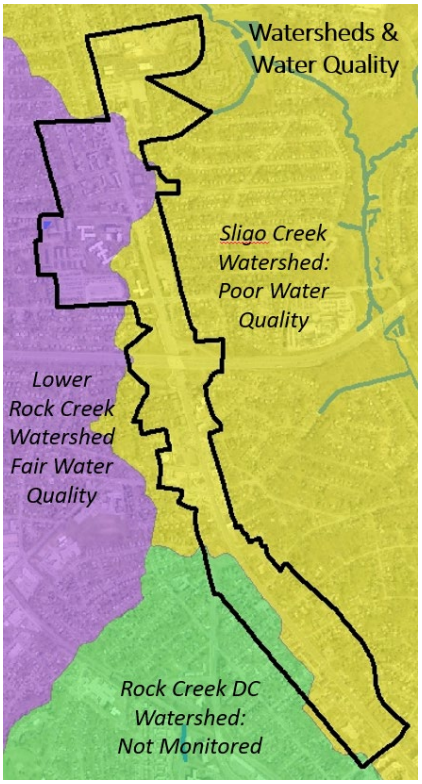
Urban Ecosystems

Urban ecosystems are comprised of the biological components (plants, animals, people), the physical components (soil, water, air, buildings, roads, landscapes, etc.), and the import, transport, and export of materials such as energy, heat, food, and waste. The urban ecosystem within the Forest Glen/Montgomery Hills Sector Plan area has been designed and constructed for human and transportation purposes. Throughout that process, indigenous vegetation and fauna has been removed and replaced with roads and building structures. The goals of the Sector Plan recommendations intend to improve the urban ecosystems biological functions that sustain a healthy quality of life. These target performance areas include increasing green cover, improving water & air quality, and reducing energy demands. Together these improvements will directly affect humans and wildlife while simultaneously enhancing community identity.

The environmental inventory for Forest Glen/Montgomery Hill's resulted in baseline data for each performance area. The results were used to develop strategies to mitigate, restore, and/or improve environmental impacts. As new developments are constructed greener landscapes and energy efficient buildings will replace and improve the environmental community and biota in many ways. They will: shade and cool streets and buildings, manage and treat stormwater, improve habitat for local wildlife, reduce greenhouse gas outputs and fuel consumption, lower energy demand and operational costs, and significantly improve quality of life for its residents and users.

Watersheds

A watershed is the extent of land where surface water from rain, melting snow, or ice converges to a single point, then merging into waterbodies such as a lake, stream, river, or ocean.



Forest Glen/Montgomery Hills has three watersheds: Sligo Creek; Lower Rock Creek; and Rock Creek, DC. Watersheds are assessed for their health by the Montgomery County Department of Environmental Protection using a Stream Conditions Index that measures the aquatic biological community (fish and bugs) of streams. The monitoring results are then used to determine if a stream is in poor, fair, good, or excellent condition. If conditions are poor, sensitive fish and bugs can't survive those conditions. In Forest Glen/Montgomery Hills, the Sligo Creek watershed was rated as "poor" with low fish and bug counts. Lower Rock Creek Watershed was rated fair, and Rock Creek, DC was not monitored. Causes of both poor and fair water quality correspond to the amount of impervious cover in each watershed and effects aquatic life, the species dependent on it and, ultimately, the health of the Chesapeake Bay.

Impervious Cover

Impervious cover refers to anything that prevents water from soaking into the ground. Examples include parking lots, sidewalks, buildings, and streets. Impervious surfaces curtail groundwater recharge, soil saturation, sediment and pollutant filtration, and the slow release of water from saturated soils to streams, wetlands, or other water bodies. When a surface is impervious, stormwater sweeps across it taking pollutants such as sediments, oils, de-icing salts, sand, pet waste, lawn fertilizers, and other pollutants. These pollutants are discharged into storm

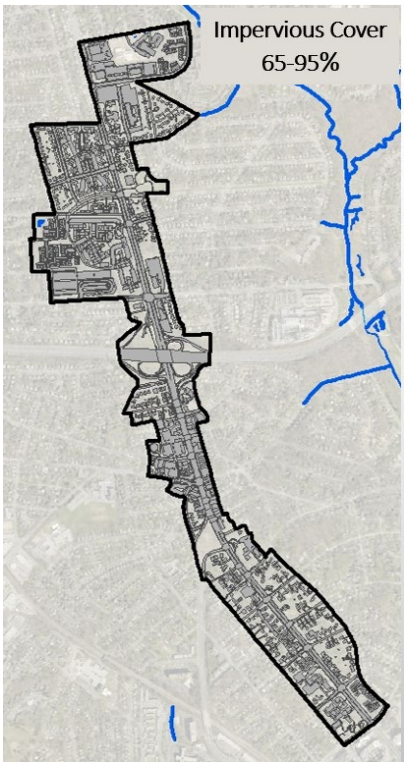
drain inlets which discharge at outfall points along streams causing increased stream surges, stream bank erosion, algae blooms, reduced aquatic life, and reduced water quality.

Another deleterious effect of impervious surfaces is the generation of Heat Island Effect (HIE). Impervious surfaces collect solar heat in their dense mass. When the heat is released, it raises air temperatures of the surrounding area producing an urban 'heat island'. According to the U.S. Environmental Protection Agency, urban areas can get as much as 22 degrees[1] Fahrenheit higher than their surrounding greener areas.

Research has shown that "when impervious cover reaches 8-25%, major alterations in stream morphology (shape) occur that significantly reduce habitat quality. At greater than 25% impervious cover, streams suffer from loss of habitat, floodplain connectivity, and bank stability, as well as decreased water quality."[2] Within the Sector Plan the overall impervious cover averages from 65 to 70 percent. In the commercial zones, it is as high as 95 percent. These numbers are high, particularly since less than 1 percent (approximately) of the impervious cover has stormwater treatment prior to discharge into receiving streams. This non-point source of pollution is the primary cause of the impaired streams, poor water quality and loss of aquatic life.

Stormwater Management

Protecting and improving the quality and the ecological health of Montgomery County's streams is a planning objective. This goal is especially important because Montgomery County is part of the Chesapeake Bay watershed, a national treasure constituting the largest estuary in the United States and one of the largest and most biologically productive estuaries in the world. To improve water quality, stormwater treatment is now required for all new development including sidewalks and streetscapes.



There are many techniques to minimize the effects of stormwater runoff. In the past, stormwater management required large areas of land where the runoff was collected in pond-like depressions and released slowly over a period of time. However, in May of 2009 the State amended its stormwater manual requiring the application of Environmental Site Design (ESD) methods. ESD is used to minimize onsite and offsite (receiving streams) hydrologic and water quality impacts due to runoff by attempting to mimic natural hydrologic processes by slowing, filtering, and infiltrating stormwater runoff. There are many types of ESD's including permeable pavements, bioretention, structural cells, natural landscaping, green roofs, underground storage systems, and tree plantings.

ESD stormwater management practices have the capability to significantly improve the quality and reduce the quantity of stormwater runoff to receiving streams. Not only are ESD's good for water quality, but they can be vegetated with a complex variety of plants from native grasses to shrubs and trees. These

[1] Akbari, H. 2005. Energy Saving Potentials and Air Quality Benefits of Urban Heat Island Mitigation (PDF) (19 pp, 251K). Lawrence Berkeley National Laboratory.

[2] Center for Watershed Protection, "Impacts of Impervious Cover on Aquatic Systems", Ellicott City, MD, 20003

ESD's have an enormous potential to fill in green gaps while assisting to improve air quality, reduce greenhouse gases and heat island effect, increase health and quality of place, and add aesthetic appeal.

Stormwater Management and Surface Parking

Parking lots support economic growth and business success. They play a major role in how communities look and the quality of the environment. Unfortunately, surface parking lots without stormwater management facilities can contaminate stormwater runoff, increase flooding, increase heat island effect, and impact stream quality. Today, parking lots can be designed to include sustainable elements such as innovative environmental site design (ESD), porous pavements, and tree islands. These features have many benefits:

- Minimize heat island effect through effective shading and alternative pavement material making them more desirable to merchants, tenants, and other users.
- Filters, cools, and slows down stormwater runoff before it is discharged into receiving streams.
- Improves water quality in the receiving streams which supports the survival of local fish, invertebrate, and other organisms.
- Improves site aesthetics, desirability, and even property value.

Recommendations in the Plan include retrofitting existing parking lots to improve sustainability by maximizing shading, installing stormwater treatments, and even porous surfaces.

Surface Parking with no Stormwater

Parking Lot with Sustainable Elements

Greenhouse Gas Modeling

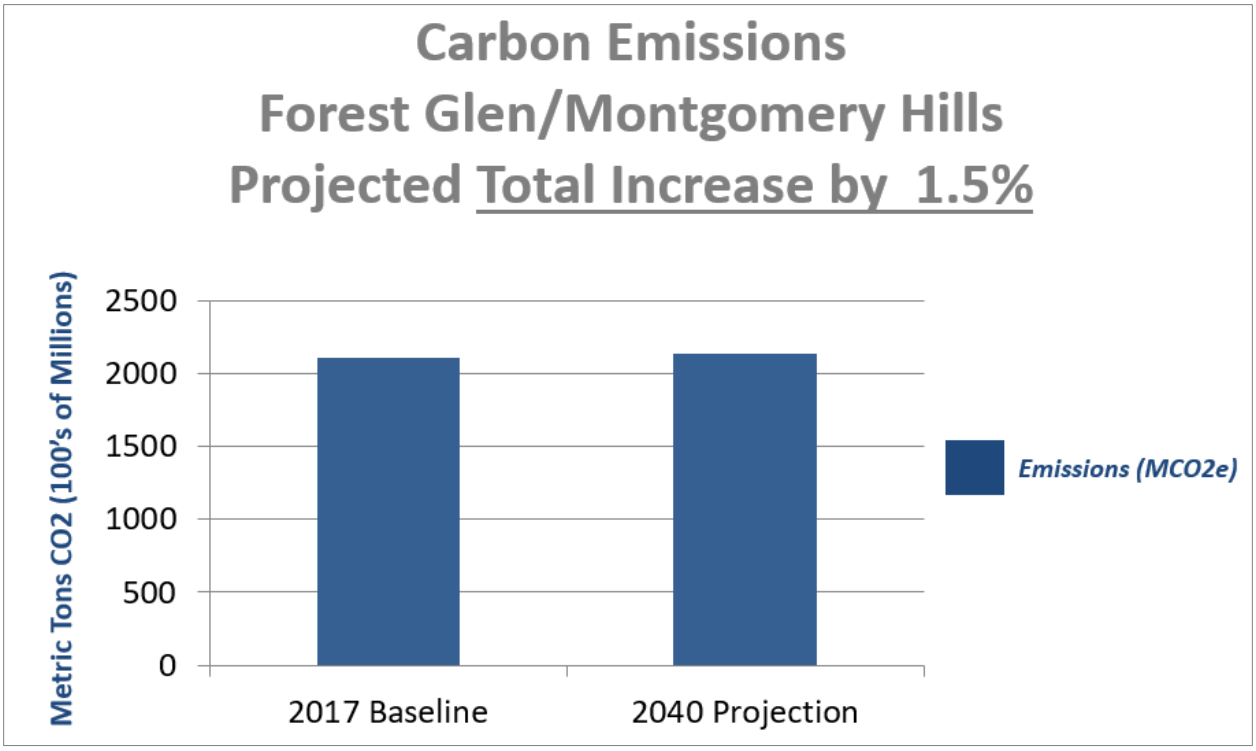
Montgomery County Code Chapter 18A-15 requires the Planning Board to model the carbon footprint of planning areas as part of Sector Plans. Another law (Montgomery County Code Chapter 33A-14) requires the Planning Board to estimate the carbon footprint of areas being master planned, and to make recommendations for carbon emissions reductions. Carbon footprint is calculated by estimating the greenhouse gas (GHG) emissions from construction and operation of the projected development.

There are three main components to greenhouse gas emissions: embodied energy emissions, building energy emissions and transportation emissions in projecting total emissions for an area. Embodied emissions are emissions that are created through the extraction, processing, transportation, construction and disposal of building materials, as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass). Building energy emissions are created in the normal operation of a building, including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Transportation emissions are released by the operation of cars, trucks, buses,

motorcycles, etc. Results are given for the total life of the development from construction to demolition and are given in metric tons of carbon dioxide equivalents (MTCO2e).
The model was run for the existing conditions and the projected buildout of the Forest Glen/Montgomery Hills Sector Plan with the following results.

Findings:
The Sector Plan focus on areas that are most likely to redevelop which will increase the numbers of housing units and non-residential spaces. Although population and use are intended to increase, smart growth policies such as increased density, transit options, and the construction of energy efficient buildings will result in less energy consumption than traditional master plans and construction. The results of the carbon analysis show a slight increase in the overall greenhouse gas emissions of 1.5 percent above the existing conditions. However, when considered a population increase of nearly 34 percent, carbon emissions per capita will decline.

Recommendations for reducing energy demand and use are woven throughout the content of the Sector Plan. Some significant carbon reduction recommendations include building orientation and efficiencies, alternative transportation options such as improved bikeways, increased density, improved roadways, and increased green cover that shades streets, buildings, and open space reducing heat island effect and the capacity for carbon sequestration.



Methodology:
MNCPPC currently uses a greenhouse gas model developed by King County, Washington. The inputs are derived from national averages, and wherever possible we have substituted Montgomery County data obtained by the Planning Department's Research and Technology and the Transportation Division. The

results are reported in terms of the equivalent effect of a given volume of carbon dioxide ("carbon dioxide equivalents").

To project total emissions for the Forest Glen/Montgomery Hills Sector Plan, the spreadsheet model considered embodied energy emissions, building energy emissions, and transportation emissions. The model documentation defines embodied emissions as "emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass). Building energy emissions are created in the normal operation of a building including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Transportation emissions are released by the operation of cars, trucks, buses, motorcycles, etc.

Inputs for Forest Glen/Montgomery Hills Sector Plan include the numbers and types of housing units and the square footage of different categories of retail, commercial, and public buildings. The model was run once using 2017 data to establish baseline results. The model was run again using housing units, and commercial and retail space projected to develop under the sector plan (2040) to estimate future greenhouse gas emissions. The model estimates emissions over the life of the development, and results are given in metric tons of CO2 equivalents. The actual outcome of the model is likely to be higher than the reality due to continuous changes in technology, energy efficiencies, and alternative energy sources.

To project total emissions for an area, the spreadsheet model also considered embodied energy emissions, building energy emissions, and transportation emissions. The model documentation defines embodied emissions as "emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass). Building energy emissions are created in the normal operation of a building including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Transportation emissions are released by the operation of cars, trucks, buses, motorcycles, etc.

The emissions model does not calculate and future carbon offsets from either best management practices, vehicle and/or building efficiencies, or other unknown carbon reductions. The estimates from the existing methodology assume "business as usual" when projecting emissions.

Air Quality

Georgia Avenue is the fourth most congested road in Montgomery County. The study area stretch from Spring Street to Forest Glen Road suffers from multiple deficiencies in the morning and evening peak hours leading to reduced speeds and extended vehicle delays at intersections. Traffic congestion contributes to vehicle emissions and can degrade ambient air quality causing health risks