

Adjacent Communities visioning will focus on...



?

**TOPICS YOU
WANT TO
DISCUSS**

If you live in one of the blocks adjacent to downtown: How do you get there? Walk? Bike? Drive? It is easy or hard to safely get to downtown Silver Spring?

I drive if I have to carry heavy things (like lots of groceries). Otherwise walk.

I walk unless I need to carry groceries or gardening supplies. I also drive if it's late/dark.

Walk and drive

We almost NEVER drive because parking is a nuisance

I walk to downtown. This is extremely hard on e.g. Grove St since there is no sidewalk on most of it.

My teen rides her bike.

My neighborhood worked with developers who were building missing middle housing to ensure that there were sidewalks to allow residents to walk safely to the metro

We also take the bus downtown. My kids love the 16 bus

Please in any planning get some tree boxes on Georgia and 16th to separate pedestrians from traffic

I try to walk

Walk or bike, easier than driving.

I walk a lot, and it's easy and safe. It's a big reason why I live here.

I walk to downtown and it has become more difficult as the cars have become more reckless. There is considerable speeding down Second Ave

We ride bikes in any kind of weather, have bike panniers and backpacks

There aren't enough sidewalks on Grove St. The multi-year planning process with MCDOT still hasn't changed that.

One of the main reasons I live in downtown Silver Spring is so that I will never drive to downtown Silver Spring

Would prefer easier pedestrian crossing of Wayne Ave - like near the Whole Foods lot, it's hard to get cars to stop

I walk to DTSS...biking is important and it would be great to have a more comprehensive network. Spring street slows down traffic but it's a small part of the network.

My kids walk and ride their scooters

I usually walk. If I have to carry lots of havy or bulky items, I drive.

I wish there were more sidewalks in the neighborhoods--it's safer.

I walk up Bonifant to Metro and it's great. Grocery stores along the way...I walk unless I have to buy something heavy.

We moved here 30 years ago to be able to walk to a downtown

The bikes lanes are so over engineered--every intersection is a different configuration

^^^Agree with tree boxes to separate pedestrians & traffic! On Wayne too.

The traffic in DTSS has gotten so bad that walking or biking is much more attractive--it would be nice to have less traffic.

I do take the Georgia Ave buses when I'm feeling lazy! Even though it's only a few blocks.

If I can't ride a bike to it I don't go- that includes Bethesda and Rockville

Some bike lane installations at busy intersections and heavily traffic streets can impact traffic flow to the point that it creates more cut thru traffic in adjacent neighborhoods

Regarding the above - it's hard to get into and out of DTSS. For instance, it took me almost 30 mins (!) to get back from Parkway Deli today because of construction on Fenton and Grove closure.

Not safe to walk on Colesville above Spring, or parts of Georgia Avenue, especially if stroller, using walker, cane, etc

I live in Woodside. What if we never take the Metro and drive? Some of us don't walk...is this a forgone conclusion? Many are remote walking and it may continue. Many don't work in DTSS...there is an obsessive focus on the downtown

Colesville and Spring is a key intersection that slows you down because of signal configuration.

Traffic safety is a real issue with two highways bisecting the downtown !



Think back to the different stages of your life. Where did you want to live at those different points? Or, think forward to the future. Will you always want to live where you live now?

I have always lived in a place where I could bike or walk to anything- school, town, ice cream store, etc. and it has always been a criteria on where I live

I moved here to raise a family and I will stay as long as it remains a livable community because it is close to everything. There are many types of housing available in Woodside right now

The current diversity of the community is a definite plus

I have always wanted to live in an or adjacent to an urban setting which is walkable and has a range of services, retail and restaurants.

Planning to move to a condo or apt in downtown SS when it is time to give up the SFH.

out. As a "settled" adult, I picked DTSS because it was perfect - close to lively activity and transit, but yet really quiet residential areas right outside of the commercial area. The striking division was just what I wanted

Park (renter) around the corner from where lucky Gwen Wright now lives. And on Connecticut Avenue near the Zoo. More walkable than Silver Spring, more trees. Could not afford to buy in DC in 1970s and 80s to buy in DC.

is diverse, and has sidewalks, and will continue to want to live here unless and until the powers that be change the character of this neighborhood, by significantly increasing density, traffic, pollution to

want to be. I am in a wonderful neighborhood with a supportive community. I am recently retired and want to age in place. I am very worried that my neighborhood is going to become a bunch of dense

Have always wanted to live in an urban or near urban setting, able to walk to transit.

I grew up at the end of a cul de sac in a gated suburban community with no access to transit. I've spent my whole adult life avoiding that! Felt very isolating.

DTSS has been perfect for me for the past 30+ years -- urban but not super-urban, walkable, near things nice to be near etc. My only concern in an old house is access when I age and become disabled.

I would like to move to an apartment nearby when I no longer can handle stairs, as I love the inter-generational aspects of DTSS.

Some of us moved here to raise children with green and yards

Will retire to the city of Philadelphia, because we like urban life (SS is not urban enough for us)

What is the process if a civic association or a neighborhood opposes what it recommended?

We moved to this neighborhood to be near transit and shopping but still have green space and not be overwhelmed with crowds.

to live in an urban area, and I moved here because it is an urban area with great access to transit. I am glad to be moving into one of the few townhouses in downtown Silver Spring, but wish that they were legal to build in the rest of the

As long as I have access to a place outside to drink my coffee, walk barefoot in grass and grow a tomato and walk and visit with my neighbors I'm good

wanted to, and could afford to, live in apartment buildings. Eventually we bought a condo. Then we outgrew that as our kids got older, so we moved to a single family home. We would have considered a larger condo but there

I have young children and am glad to be in an urban area where we can walk to corner stores, restaurants, grocery stores, and lots of transit.

My husband and I moved here as children got older so that they could walk to friends homes, and coffee shops, etc. and wouldn't be isolated because they didn't have a drivers license.

Its fine to have neighborhoods with more density, but why is it okay to impose massive change in an already established neighborhood, without the consent of the majority

I also love the diversity of Silver Spring--the residents, the street life, and the stores/restaurants .

generational divide in my neighborhood (East Silver Spring) between those in their 20s, 30s, and early 40s who moved here because it is an urban area with great access to transit, and older residents who would prefer to live in

Walkability and city life have been essential to me my whole life, from my teens onward. DTSS has been my home for 37 years and I hope to live here indefinitely.

I'm in the beginning of my adult life and I wanted transit that I was familiar with and I also wanted walkability. I wanted amenities that were close. Moving forward, I want more walkability and density.

Eventually when the kids go to college we would like to move to an apartment or condo again, with less maintenance to worry about. Transit has been a high priority throughout my adult life.

It is important to maintain the tree canopy that abuts Silver Spring

it would be nice if the adjacent communities do not become as congested and downtown.

Why is a given that every neighborhood has to have a diversity of housing styles?

We moved here to be in a walkable small scale leafy neighborhood

Yes, the contrast between bustling downtown and quiet green residential is great and I would love it to be maintained.

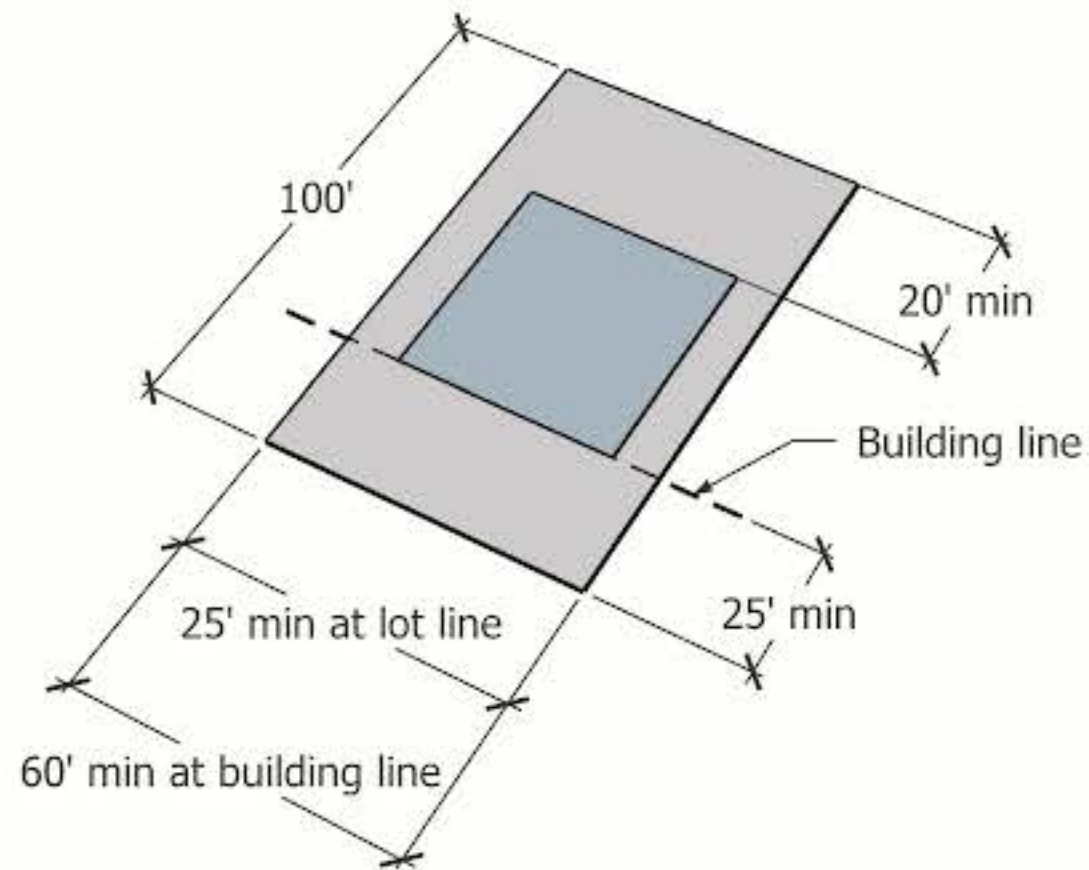
Allowing for different sizes of housing in a neighborhood can help diversify the housing stock to provide more options for more people at different stages of life and income level.

The developers in the market study said that the missing middle housing would only be at the townhome level or greater.

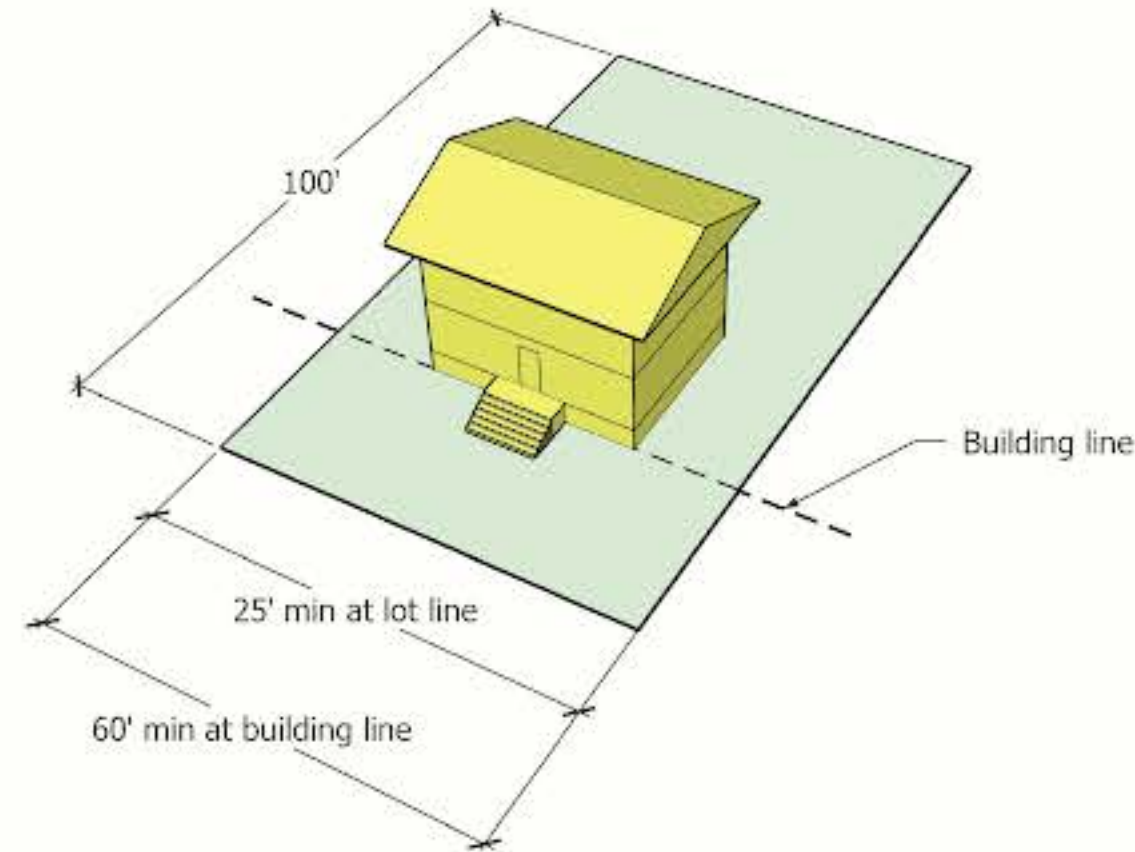


R-60 lot analysis: typical lot

Typical R-60 lot according to current zoning:

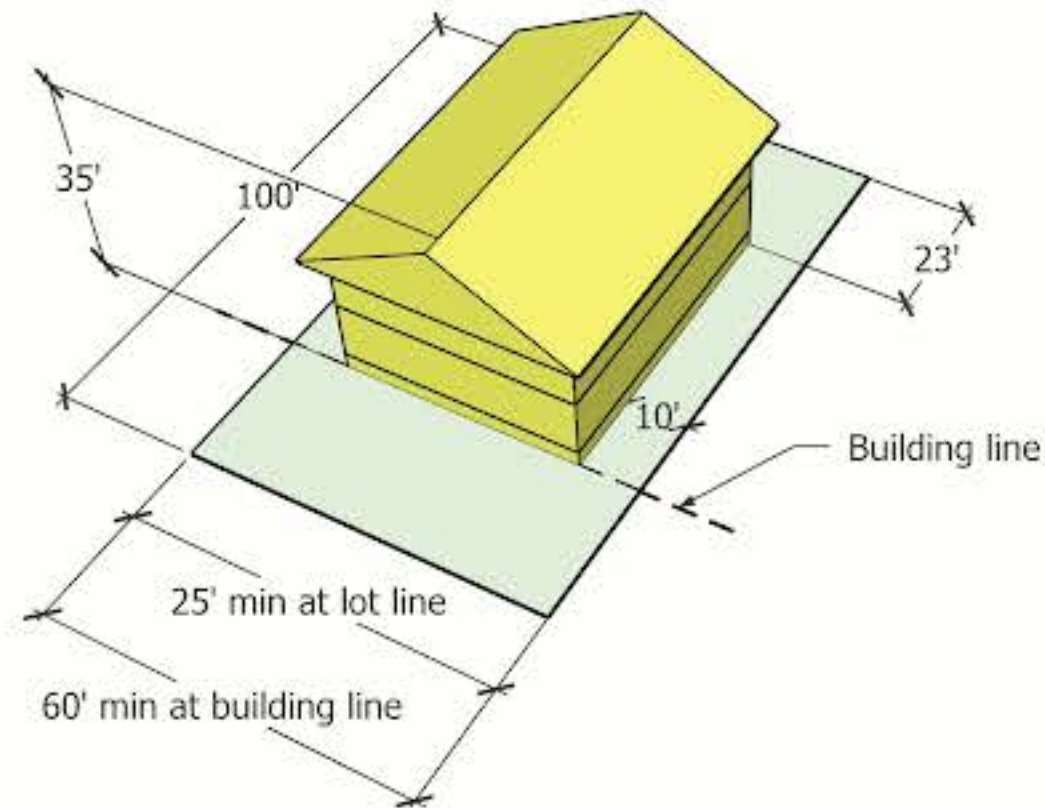


- 60' x 100'
- 35% maximum lot coverage
- Side setbacks: 8' min on each side; total not to exceed 18'



TYPICAL HOUSE ON R-60

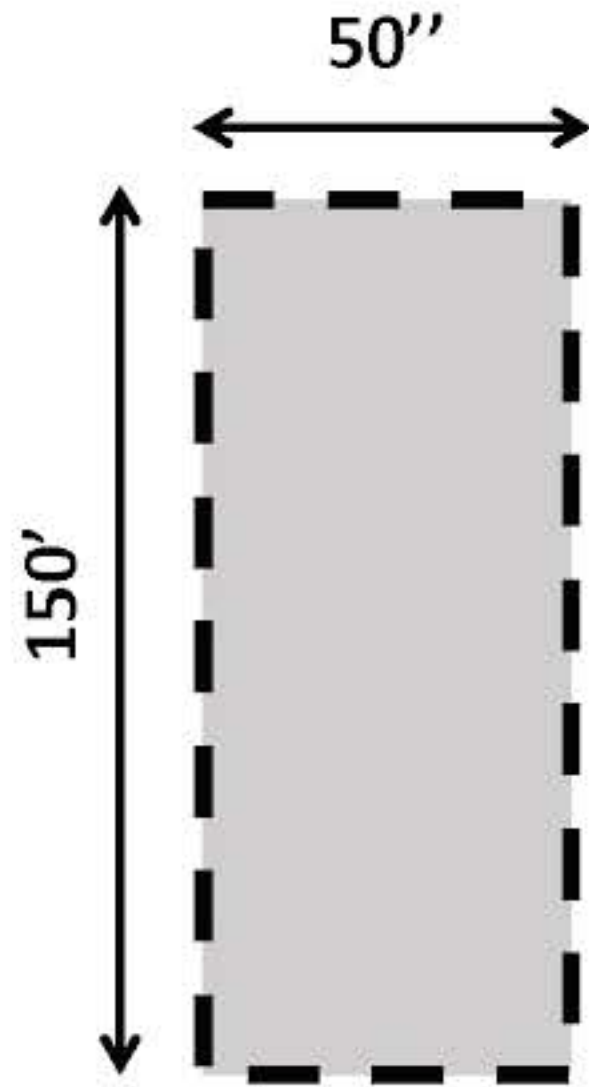
- 650 - 900 sf footprint (1300 – 1800 sf house)
- 2 floors, 10' floor to floor; first floor starts 3' off the ground level



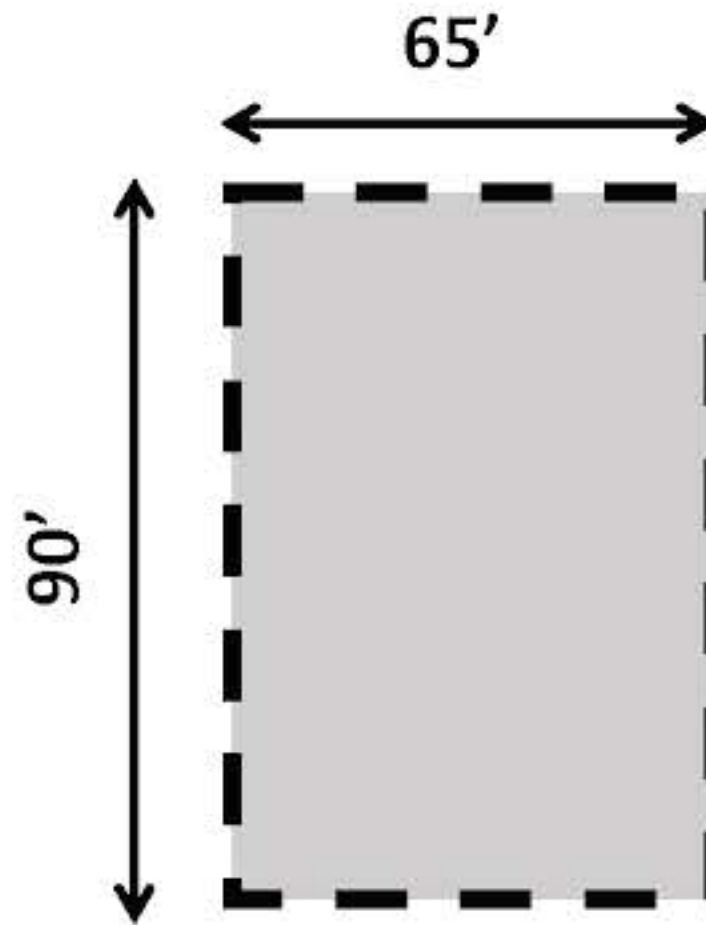
NEW CONSTRUCTION ON R-60

- 1,800 sf footprint (4,000 – 4,500 sf house)
- 30% maximum lot coverage
- 2 floors, 10' floor to floor; first floor starts 3' off the ground level

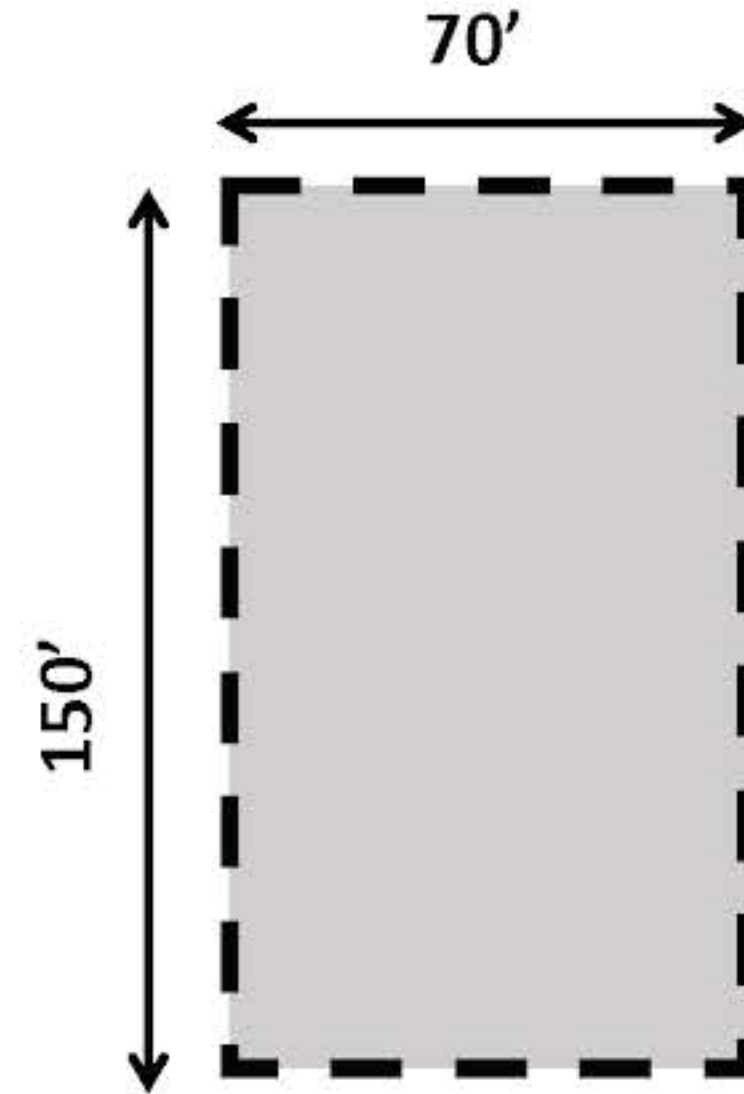
Three R-60 lot sizes found in the plan area:



Lot 1



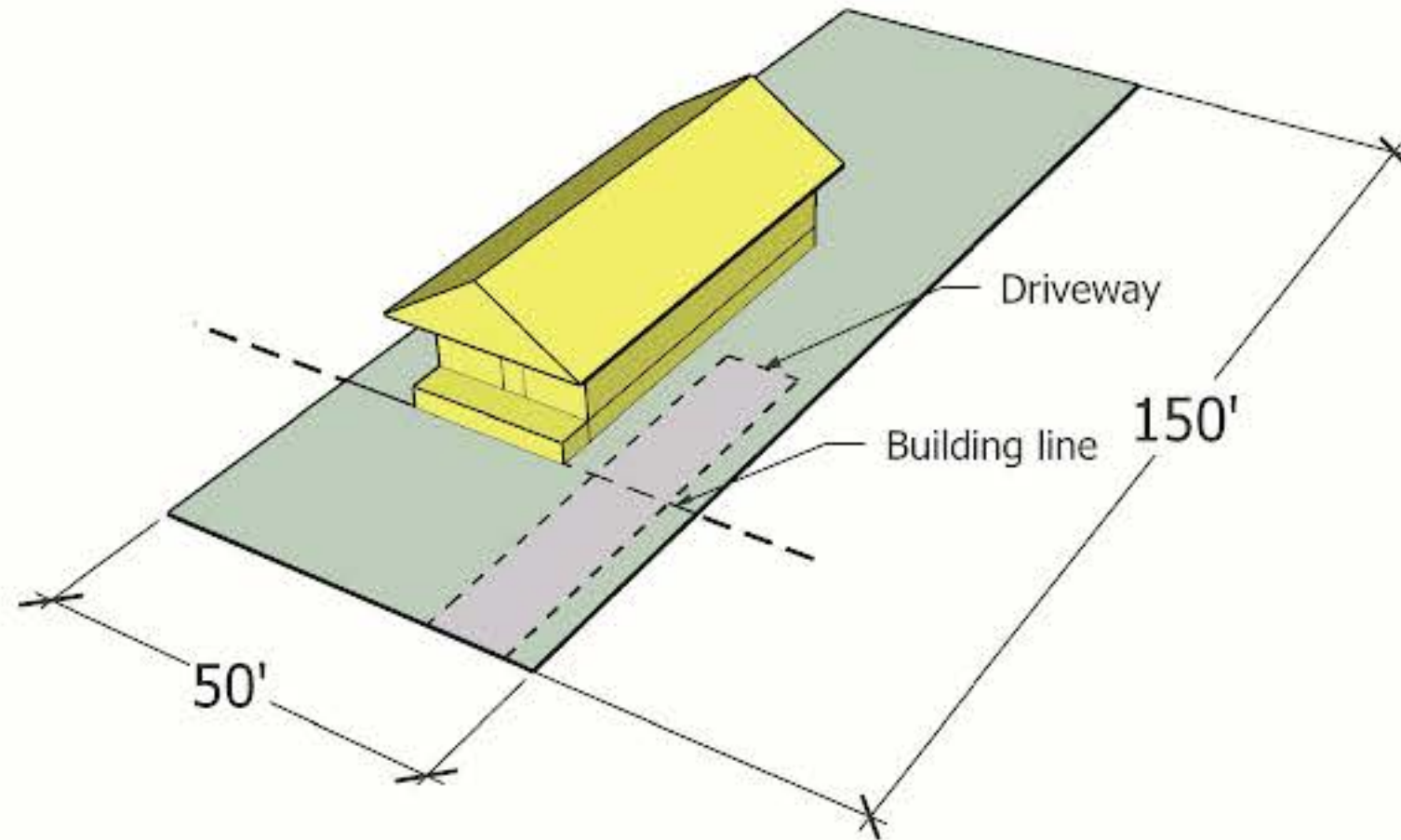
Lot 2



Lot 3

Lot Type 1 (East Silver Spring)

Narrower and longer than typical R-60



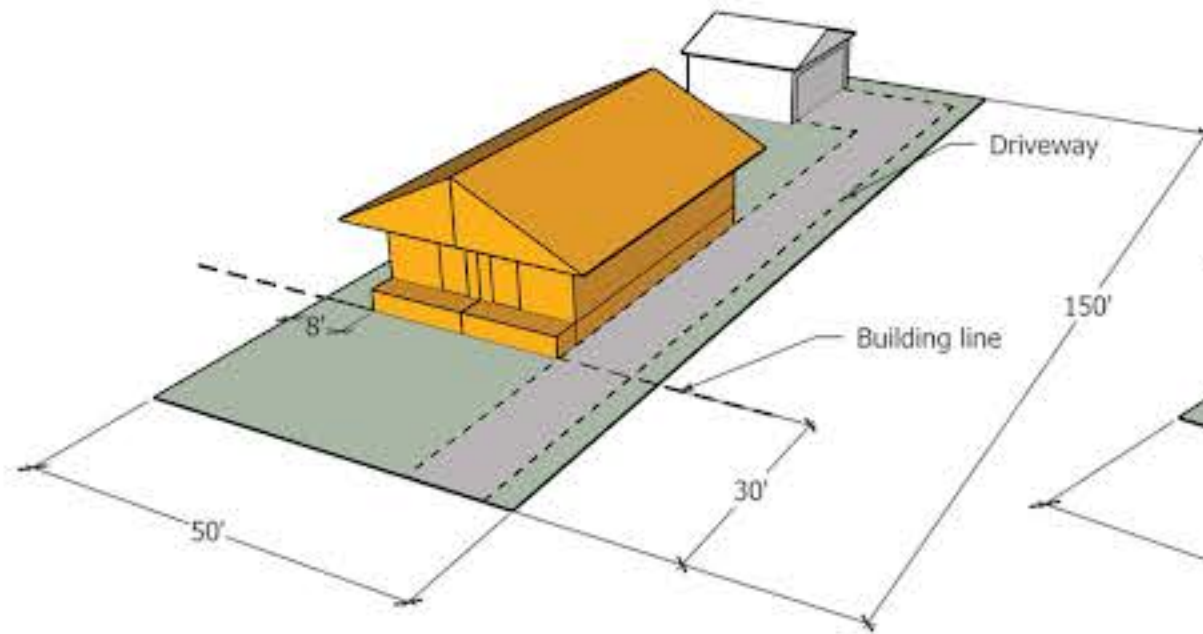
- 1-2 story house
- 1400 – 1800 sf
- 30' setback from ROW



Lot Type 1: (East Silver Spring) – 50' x 150'

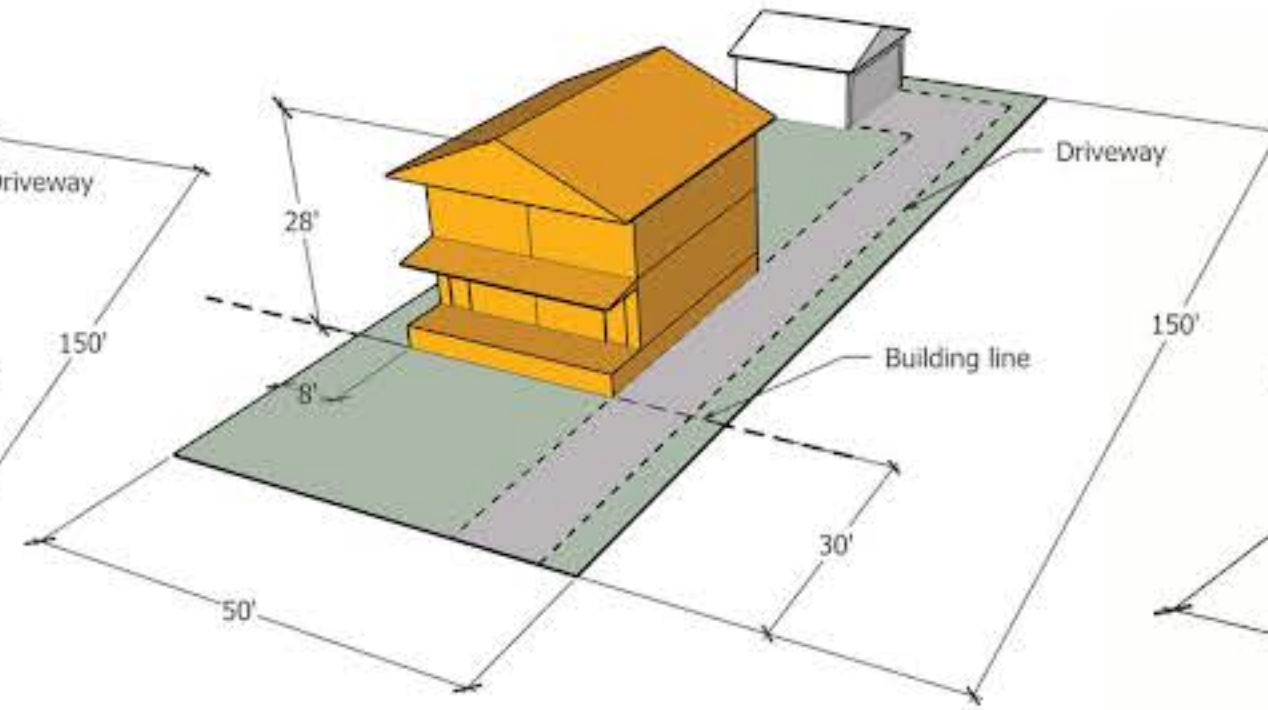
Missing Middle Housing examples on this lot type:

2 UNITS



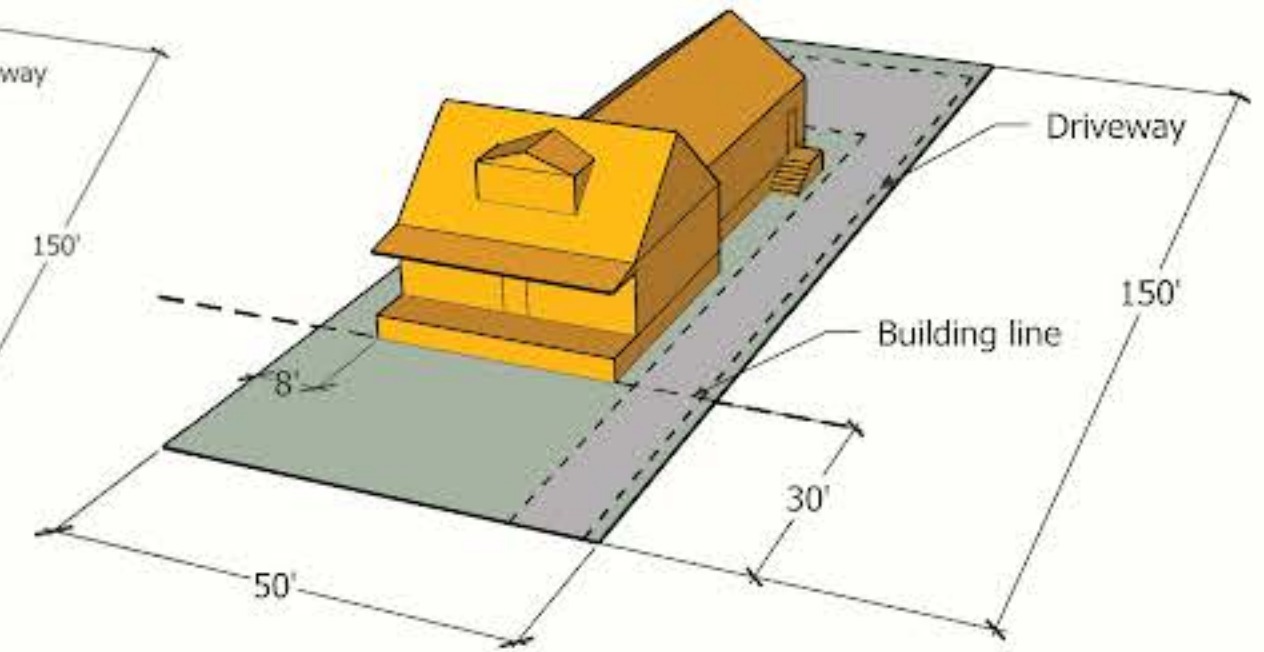
- 650-800 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

2 UNITS



- 700-850 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage, setbacks and height

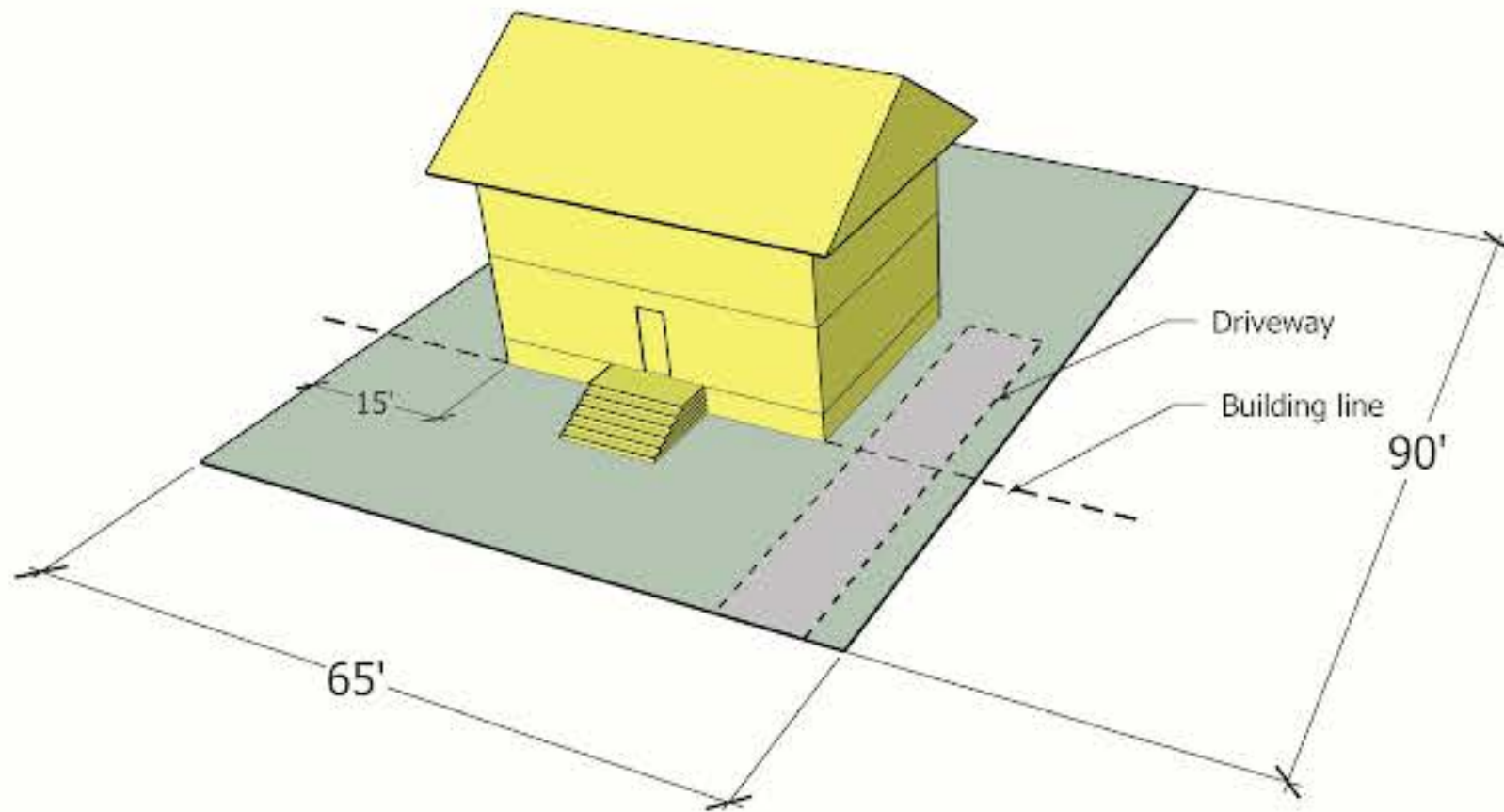
3 UNITS



- 550 - 800 sf per unit
- 3 cars parked on site
- Complies with current R-60 coverage, setbacks, and height

Lot Type 2: (Seven Oaks-Evanswood)

Wider and shallower than typical R-60



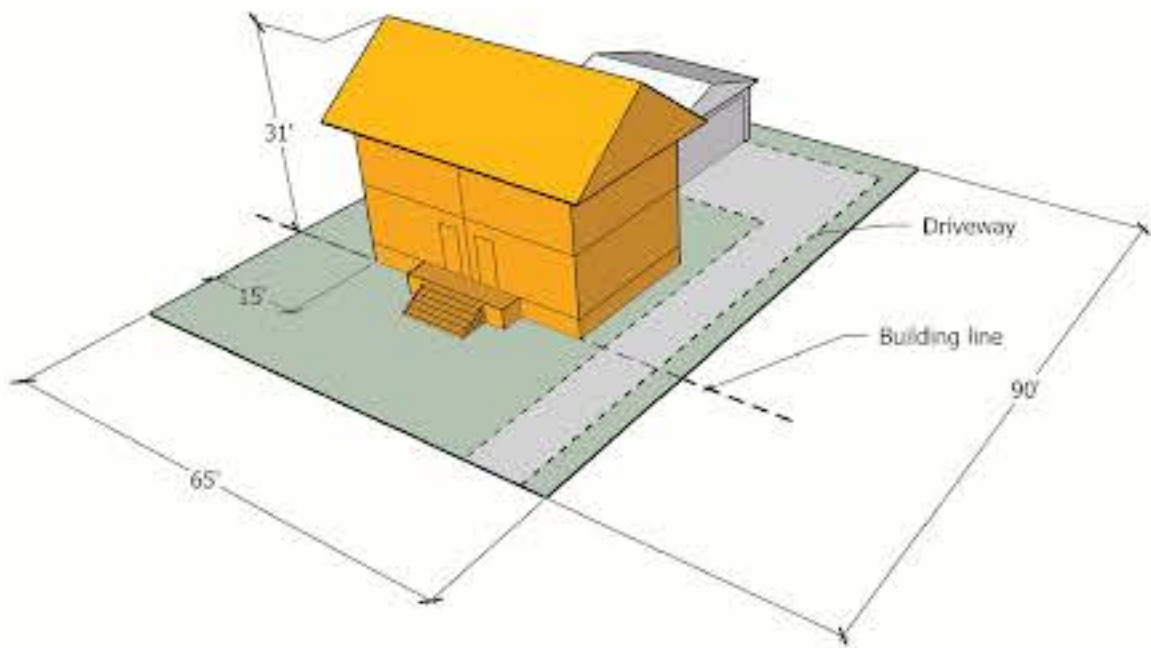
- Mostly 2 story houses
- 1400 – 1800 sf
- 25' - 30' setback from ROW



Lot Type 2: (Seven Oaks-Evanswood) – 65' x 90'

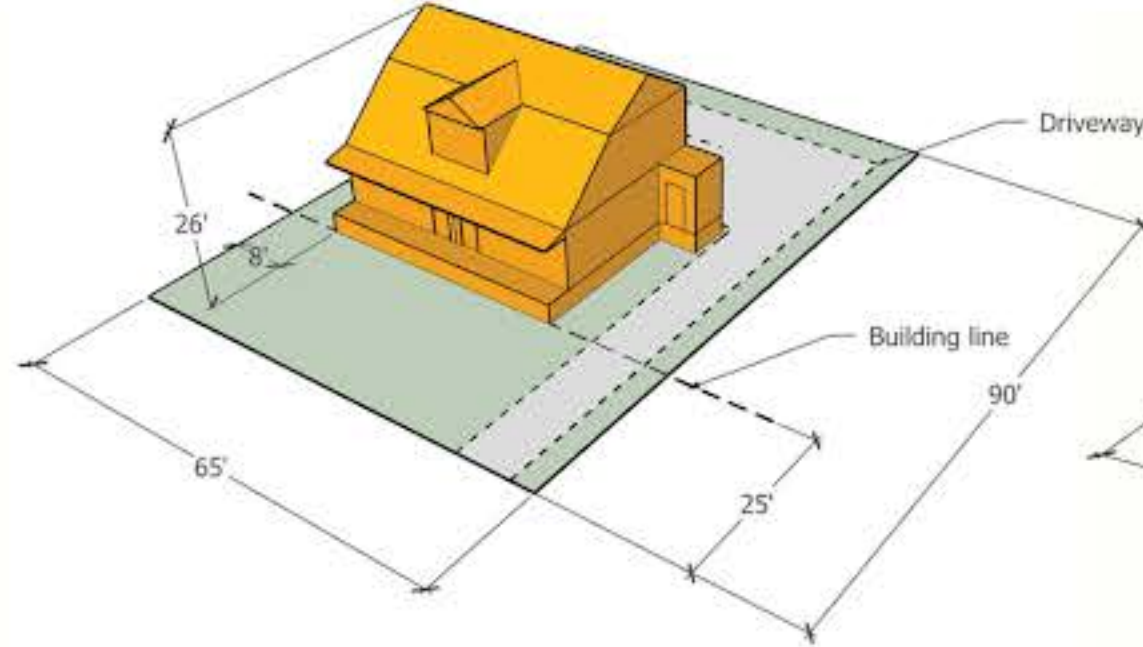
Missing Middle Housing examples on this lot type:

2 UNITS



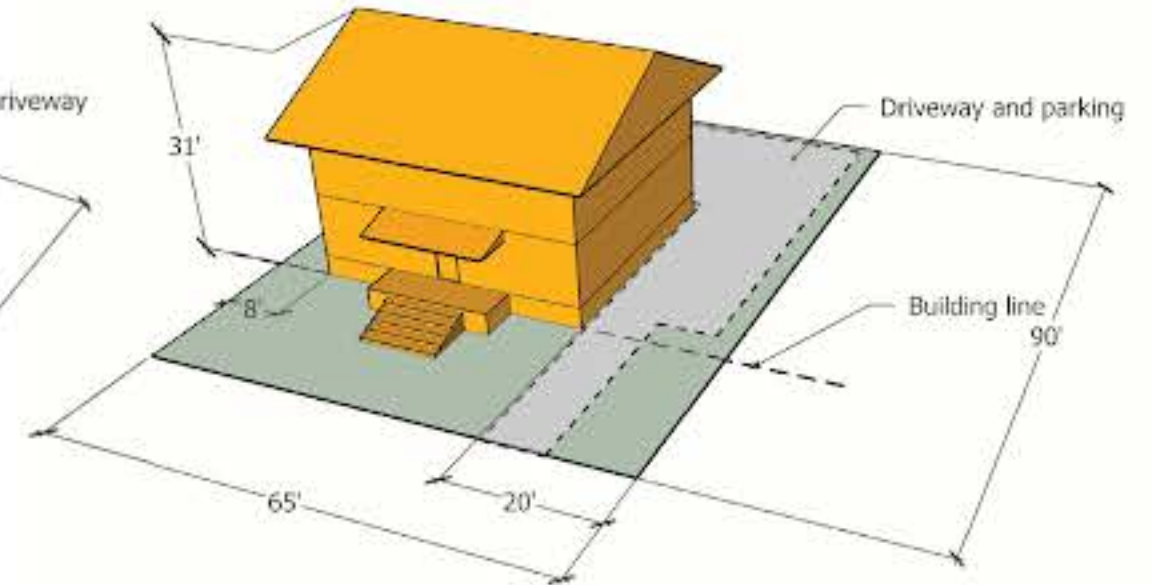
- 650 - 800 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

3 UNITS



- 550 – 700 sf per unit
- 3 cars parked on site
- Complies with current R-60 coverage, setbacks, and height

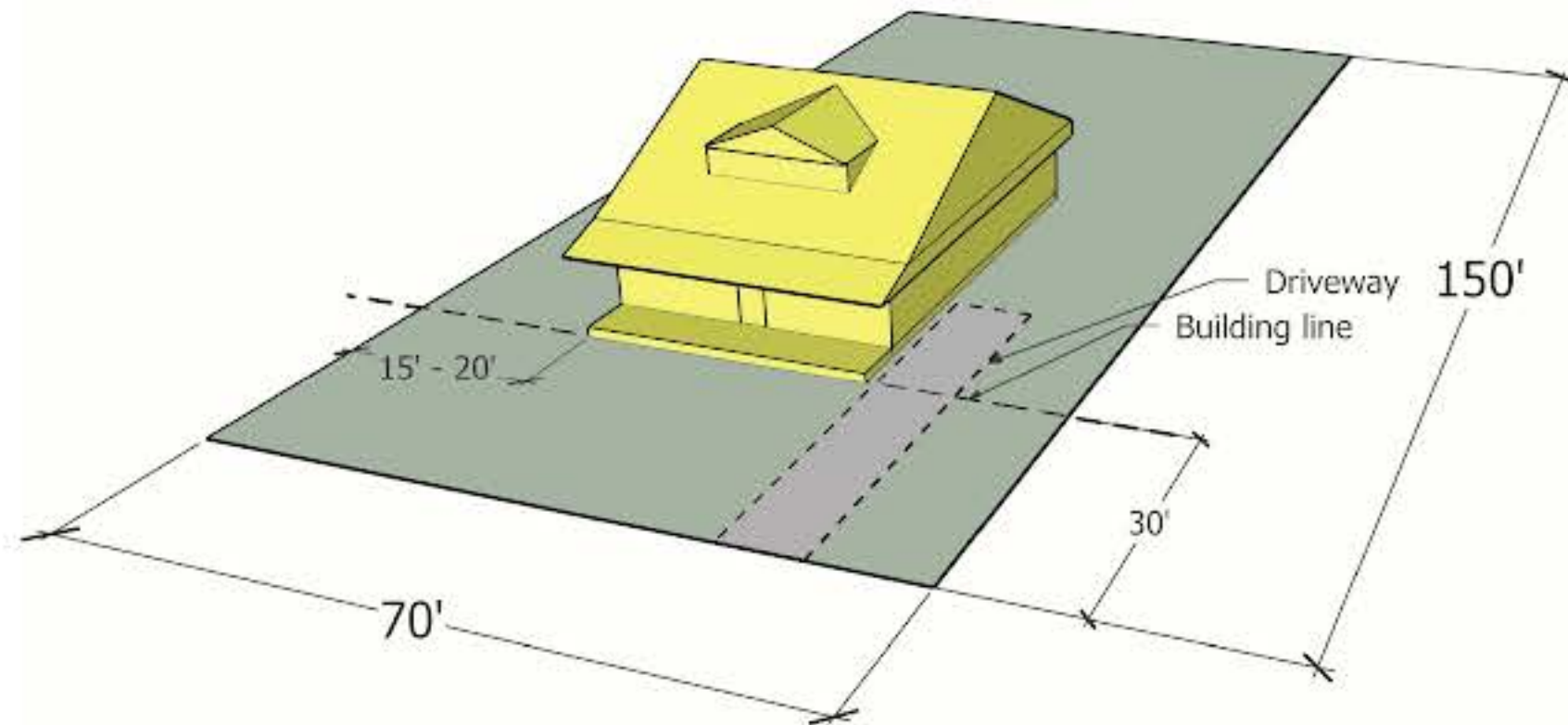
4 UNITS



- 500 – 550 sf per unit
- 4 cars parked on site
- Complies with current R-60 coverage, setbacks, and height

Lot Type 3: (Woodside) – 70' x 150'

Larger than typical R-60

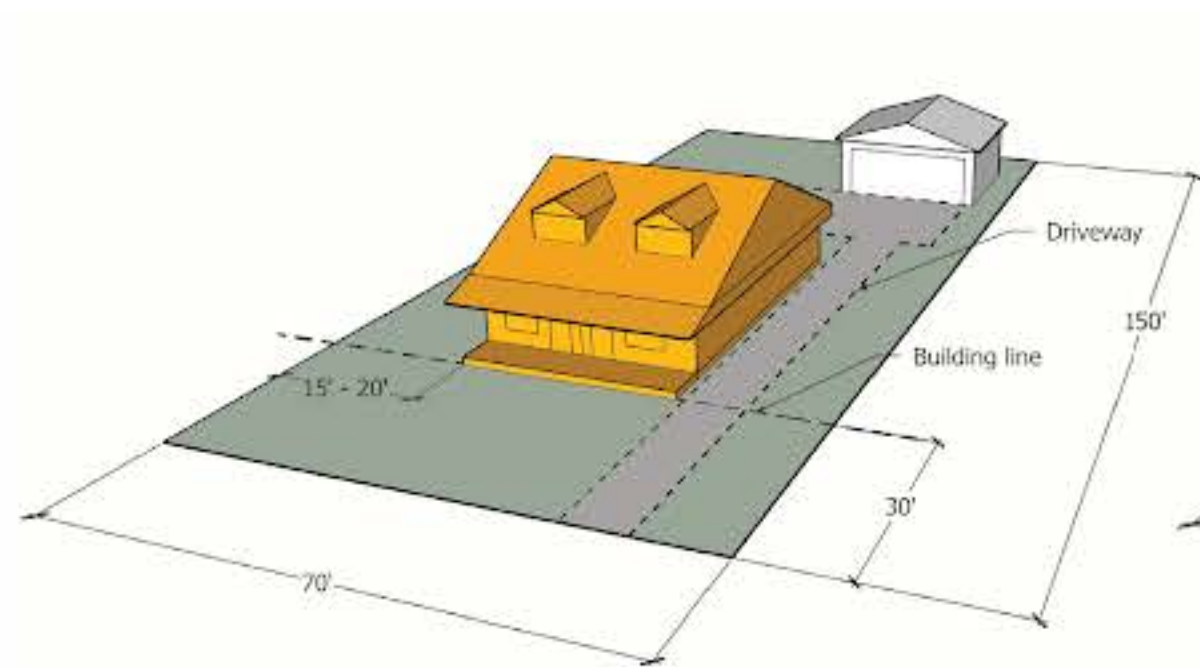


- Mostly 2 story houses
- 2000 sf average
- 30' typical setback from ROW

Lot Type 3: (Woodside)

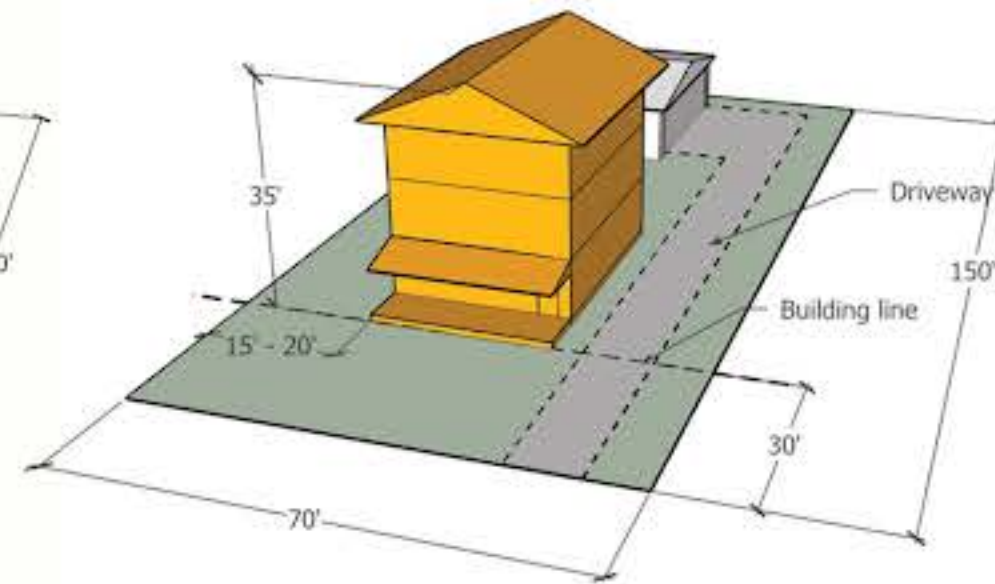
Missing Middle Housing examples on this lot type:

2 UNITS



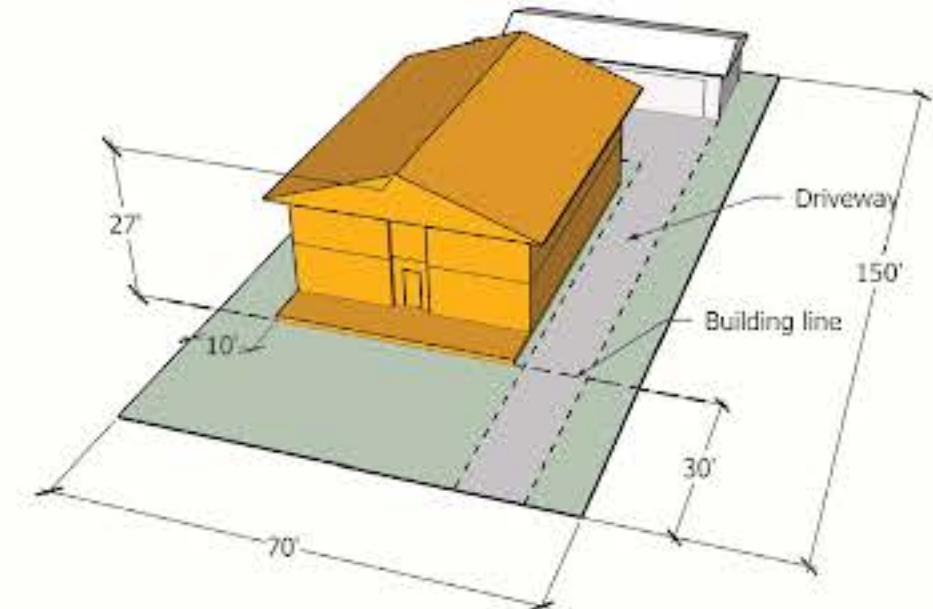
- 800 - 1,000 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

3 UNITS



- 700 – 900 sf per unit
- 3 cars parked on site
- Complies with current R-60 coverage, setbacks, and height

4 UNITS



- 700 – 1000 sf per unit
- 4 cars parked on site
- Complies with current R-60 coverage, setbacks, and height

Missing Middle Housing: Contexts

In the March 16th Opticos presentation, many potential contexts for Missing Middle Housing were presented.

We are focusing on three (3) contexts:

- Neighborhood Infill
- Along a corridor
- Buffer between main street and neighborhood

NEIGHBORHOOD INFILL



ALONG A CORRIDOR



MAIN ST BUFFER



Which of these house-scale 2, 3, or 4 unit types would be appropriate in the blocks surrounding downtown Silver Spring? Which would not be appropriate? Why or why not? Do some types work better as “neighborhood infill” or along corridors / main streets?

I am reluctant to pursue density in an established small historic neighborhood unless and until it is documented that the current downtown can't satisfy the housing needs

Important to mention "infill," not to replace single family homes with something else!

The 2000 downtown plan recommended garden apts and townhouses for downtown SS. But in 20 years that did not happen...I support missing middle in the 350 acres of the original downtown!

Again, "keeping everything house scale" is unnecessarily limiting in my neighborhood, where we just built a 68-unit apt bldg and we have dozens of legacy apartments of all sizes.

Neighborhood infill will ruin existing neighborhoods....County council could not approve workable ADUs just two years ago.

I think anything that is house-scale would work fine in the blocks surrounding Silver Spring, no matter how many households it accommodates.

These are small streets with small lots. Single family housing works best. There is nothing wrong with maintaining single family zoning as part of the larger plan.

When we are in a location so close to transit and DC, we should be open to increasing density in existing low-density neighborhoods.

adjacent community area, parking is limited - when family visits, they sometimes have to park around the corner, sometimes further. I can't imagine doubling - or more- density and have it work (for this reason alone - among

I don't understand this focus on "house-scale buildings." There are many large apt & condo buildings in my neighborhood, plus townhouses, that planners seem to be excluding from the realm of possibility

Our neighborhoods are historic in the sense that they historically were founded with racially restrictive covenants. Why must we continue to perpetuate this legacy?

I don't hear the planners giving any weight to the impact to the communities and the existing residents of carving up neighborhoods.

This missing middle trend is a trend which will ruin existing neighborhoods and is not good planning

All of these would be appropriate. I welcome more density, and this shouldn't disrupt the neighborhood feel

I feel like you leapfrogged over the opportunities that exist in the under-utilized downtown right into densifying R-60

session did not address the unbelievable opportunities for all sorts of infill development, with retail on first floor and housing above! Not more highrises. This could be vibrant, diverse, market rate

in downtown Silver Spring on underutilized lots like parking garages, vacant commercial, "orphaned" SFHs, etc. I would like to see it be very easy for anyone to build multi-family housing at same scale as a SFH within the

I moved to Woodside in 1992. It's quiet and beautiful. Additional units will impact pollution, noise and traffic.

I do understand that folks should be able to find housing, but is the premise that everyone has an entitlement to live in the neighborhood of their choice? Most of us have economic constraints and can't just live anywhere.

the communities the most important aspect, to have been fully accomplished before anything else was done in the planning process? And, if affordability is the biggest concern, why not directly subsidize more moderate income

Fenton Village is a perfect area for missing middle townhouses, condos and small apt buildings.

Basically on the larger lots you will ruin the existing neighborhood with new multi unit structures that are out of scale of existing houses...you are mc-mansioning with multiple plex units

I would like to see apartment buildings (low rise) along corridors or even in neighborhoods. I think we need more affordability too.

Any new units should be consistent with the existing neighborhood homes.

think about certain types of housing as inappropriate. It is built in bias...2-4 family homes are appropriate everywhere. This is limiting. there are already apt buildings throughout East Silver Spring...they are illegal to build in

truly affordable housing built in these close-in Silver Spring neighborhoods, whether in available lots (near Purple Line or the HHS building), or otherwise, including for infill. We need this to ensure diversity and

multi-family buildings into single family neighborhoods is bad planning. There are other options that should be explored. There are projects that look like

There needs to be an effort to save single family housing. Some people want to raise a family in a single family housing

I've lived in DTSS 37 years and the increased density has made this a much better place to live--safer streets, many more restaurants and stores.

The council wouldn't pass ADU legislation. 3-4 units in Woodside Park without parking is not workable. Will end up with a lot of pavement. Interjecting this into R-60 zones is a disaster

and apartment buildings? If the adjacent areas are rezoned, the community has no input. There is nothing to stop developers from aggregating lots to build small apartments. This is

I would like to see any plan provide neighbors having more input into development in their neighborhood than profit driven developers and real estate agents.

People who need housing deserve better than trickle down economics applied to housing

Why is the conversation about the "types" of Missing Middle instead of whether or not its even appropriate in some neighborhoods?

The real and imminent concern is that the neighborhood will be rezoned and there will be aggregated lots resulting in apt buildings and townhomes.

developable area just a few miles north of here. It's called White Oak... No one discusses the rich potential for creating a whole new urban community with Flash and access to the Purple Line and Ft Totten through

I FAVOR affordable density at underutilized sites, not at the expense of current neighborhoods

It's not okay to force a preference on others who prefer a different kind of neighborhood - one that they have lived in for many years.

I think, for a long-term vision, it is a great idea to consider allowing greater density in the form of duplexes, triplexes, and quads.

I think it's unfortunate that this is framed as "what sorts of housing should we allow?" and not "how can we best build housing to allow more neighbors to live in this great community?"

Can we afford more households with more cars ?

Woodside Park should be a neighborhood conservation overlay zone. Check it out. There's one in Greenbelt MD, approved by the PG County Planning Board

I agree that there are good environmental reasons to increase density in SFH neighborhoods.

I think that there are other opportunity spots and commercial properties that need to be explored in the existing CBD. Why destroy an existing neighborhood when there are plenty of options in commercial areas?

Greater density would not bother me. I would welcome it.

environmental amelioration, tree canopy, green space for healthier living environments. We should be discussing neighborhood conservation overlay zones in the adjacent neighborhoods ! These overlays are

We've talked about 2-4 unit buildings? Are we going to talk about townhouses and small apt buildings?

New apartments have strict parking limits - way under 1 car per unit. Would these multi-family structures also have similarly strict limits on the number of parking permits that could be given per structure?

Housing land use effects the environment impacts at a higher rate than even transportation. Density in the CBD will get us closer to our goals.

neighborhoods be okay with high rise buildings? If not, then why not understand the concerns of those who moved to single family neighborhoods with the expectation that they would remain that way, where there any many

neighborhood" according to this plan, and I love the existing apartment and condo buildings already here, including midrise buildings. I would be glad to see highrise buildings added here, and would welcome those