Adjacent Communities visioning will focus on:

- Pedestrian/Bike Access
- Housing Options in Silver Spring
- 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 try to walk
- I walk unless I need to carry groceries or gardening supplies.
- Otherwise, I walk.

Walk and drive
- If I have to carry heavy things (like lots of groceries), I drive.

I try to walk
- I usually walk if I have to carry lots of heavy or bulky items.

My kids walk and ride their scooters
- My kids love the bus.

If I can’t ride a bike to it, I don’t go—this 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.

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 wish there were more sidewalks in the neighborhoods—it’s safer.
- I walk up Bonifant to Metro and its great. Grocery stores along the way. I walk unless I have to buy something heavy.

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 Fenton and Grove closure.
- Not safe to walk on Colesville above Spring, or parts of Georgia Avenue especially if stroller, using walker, cane, etc.

Some bike lane installations at busy intersections can impact traffic flow to the point that it creates more cut thru traffic in adjacent neighborhoods.
- If I can’t ride a bike to it, I drive.

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

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.

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.
- We ride bikes.

There aren’t enough sidewalks on Grove St. The multi-year planning process with MCDOT still hasn’t changed that.
- There is no sidewalk.

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

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

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

Would prefer easier pedestrian crossing of Wayne Ave—bike near the Whole Foods lot, it’s hard to get cars to stop.
- We would prefer easier pedestrian crossing.

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

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

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

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

Traffic safety
- Traffic safety is a real issue.

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.
- What if we never take the Metro and drive?

Attractiveness
- The traffic in DTSS has gotten so bad that walking or biking is much more attractive.

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

It’s only a few blocks.
- It’s only a few blocks.

The multi-year planning process with MCDOT still hasn’t changed that.
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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?
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: 50' x 150'
Lot 2: 65' x 90'
Lot 3: 70' x 150'
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
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.

The 2000 downtown plan recommended garden apartments and townhouses for downtown Silver Spring. But in 20 years that did not happen. I propose missing middle in the 350 acres of the original downtown.

Neighborhood infill will ruin existing neighborhoods. 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.

I feel like you leapfrogged over the opportunities that exist in the under-utilized downtown right into densifying R-6. Any session did not address the unbelievable opportunities for all sorts of infill development, with retail on first floor and housing above. Not more heights. This could be vibrant, diverse, market rate.

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

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

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I don’t understand this focus on “house-scale buildings.” There are many large apt & condo buildings in my neighborhood, plus townhomes. I understand 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 do not 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-6.

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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 it's 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.

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

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

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.

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

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.

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

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.

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?

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?

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