

# Adjacent Communities visioning will focus on...



# 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?

walk and drive

The sidewalks are definitely not wide enough for a wheelchair, and sometimes construction puts flags in the middle and I've watched folks really struggle to get by

fabulous to have the purple line so accessible

walk to the dentist, doctor, supermarket.

I appreciate the bus too. I would walk or take the bus to use the purple line

Will ride the bus more frequently after covid

Since pandemic have done a lot more walking. Missing the trees on Wayne Ave and hope they will be replaced with my shade. Want to prevent heat island from entering adjacent neighborhoods

I second the need for more trees on Wayne Ave!

Before pandemic took the bus into downtown SSP. Now don't take the bus will walk

Feel safe and secure

walk along Colesville Road = scary

I walk & drive. I wish there were better sidewalks on both sides of our streets in Woodside -- why aren't there?

Will walk to the Purple line

Walking to purple line station or take the bus

I stay off Georgia when walking, it is noisy and hot and stressful. I use the other streets

will continue to walk so long as I am able. Unlikely to take the PL except perhaps to Bethesda neighborhoods. I usually feel safe however at night stick to Ga Ave to benefit from lighting

The rush hour restrictions on car travel on Second Avenue are effective and appreciated by the many people with children who live in the Woodside neighborhood.

closer crosswalks

Walking to downtown is a great exercise

I'll likely be walking to Purple Line stations

missing trees on Wayne Ave

need + lighting



Drivers to stop for people within the crosswalk including police

Concerned about lighting

purple line = access to Bethesda



We have a great network of sidewalks in Woodside, and we walk to downtown sometimes but often drive (in our 60s)

Only drive into downtown if have a lot of stuff. Walkability is key

of the sidewalk. This is particularly problematic for bicyclists and for both pedestrians and bicyclists at night when visibility is limited. Also, the sidewalks in general are in not great shape (along Colesville, but

Some crosswalks are to far apart

Want to walk in neighborhoods safely and with pleasure



And some kind of raised area or way to protect pedestrians where there are crosswalks on Colesville and Georgia

living in downtown

Drive if going grocery shopping but like to walk downtown. Walk on Colesville. Road is tiny and scary



# 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?

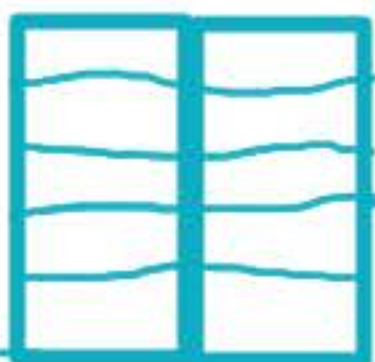
How is MCPS keeping up with the greater population?

housing program



townhomes = young

opportunity for housing for those with different \$



Do we need more housing when taller buildings are not fully occupied?

village feel

Overcrowding is an issue. Moved to MOCO for better education for kids and seems to be issue with overcrowding. Students in person have to learn in portables

Advocate for diversity in all ways. It strengthens our community. SSP is a model for MOCO

I downsized from single family home in CC to townhome in Woodside. Will continue to stay as urban as safely possible. Limited access to single floor apartments of size - most available housing is too small to suit.

be changed by developers without our by-in. Why is this even an issue? We are living in downtown SS -- there are so many empty office buildings & open spaces - -why is my block being possibly developed? This is so silly and short-sided. I would

We came to Woodside because of the environment - proximity to transport, playground for children, lots of trees, space in the yards -- single family homes. We hope to stay here, and hope that the environment we enjoy will not be destroyed.

When you buy into a neighborhood you should have a voice for that neighborhood.

Plan to live in SSP forever. When younger benefited living smaller apartments

the future, I'd like to stay in the area. I like the proximity to DC, and the diversity and amenities downtown Silver Spring has to offer

I second Liz comments that affordability should be the focus and missing middle is not affordable here

Area is truly a village and was affordable in the past. Really need to look into affordability today esp for teachers, artists etc

Help us help you find a way to move forward

Happy for the opp the County has provided in the past for housing

When I was younger, I lived in small apartment buildings (with like 12-15 units). But these were more in urban settings.

big apartments in DTSS? It seems like we have a lot of excess capacity already. And frankly the schools are already so crowded that we have way too many kids to absorb all the kids that are living (and will live) in

Concerned about local bus service along Colesville Road due to new Flash service

Proximity to DC would make me stay. Changes to the built environment would make me not stay. Love the green and trees. If it starts looking to urban would leave

The proposals will only improve SSP, but has to be done within the shared values of safety, environmental protection, buffers. To ensure people health and wildlife health

Educating people that we can all be conservationists

I totally agree that we (our Civic association and homeowners) should have a voice in any initiatives to build very different types of housing in our neighborhood.

Middle housing is not at all missing from our neighborhood. Our house is very "middle" and so are many others.

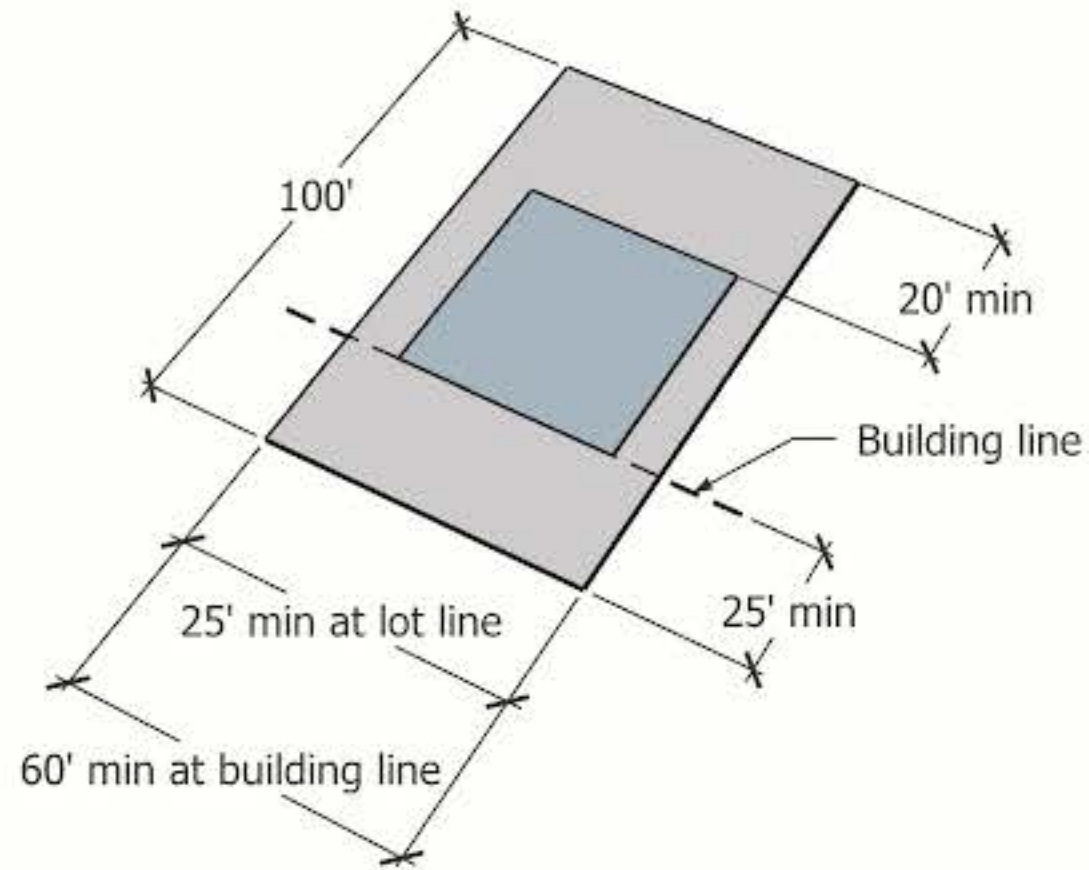
silver spring model of diversity (age, culture, race): safety, environmental protection, people/wildlife health, engage community to become part of the solution

**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.**

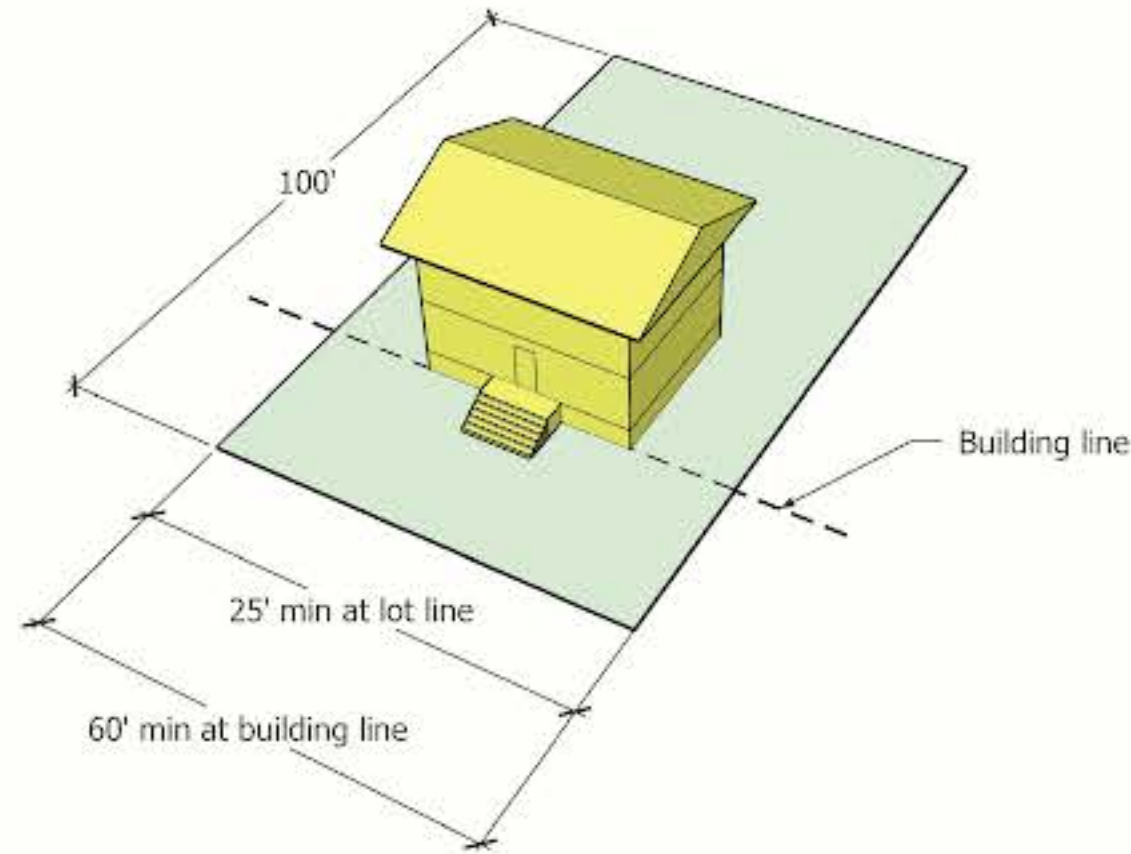


# R-60 lot analysis: typical lot

Typical R-60 lot according to current zoning:

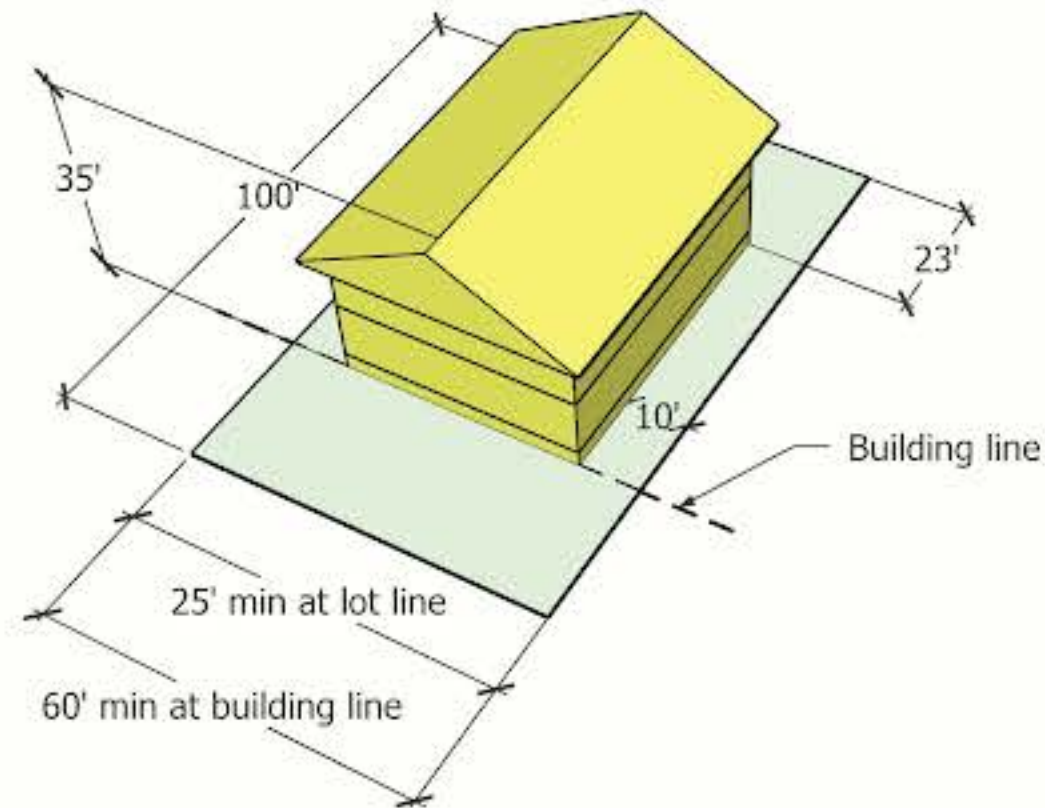


- 60' x 100'
- 35% maximum lot coverage
- Side setbacks: 8' min on each side; total not to exceed 18'



## TYPICAL HOUSE ON R-60

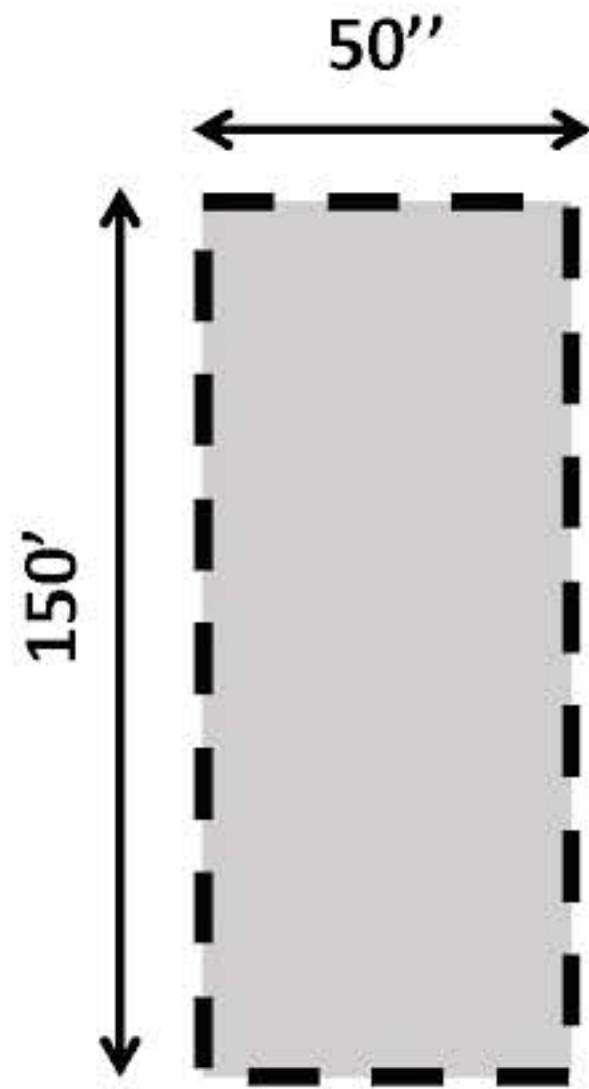
- 650 - 900 sf footprint (1300 – 1800 sf house)
- 2 floors, 10' floor to floor; first floor starts 3' off the ground level



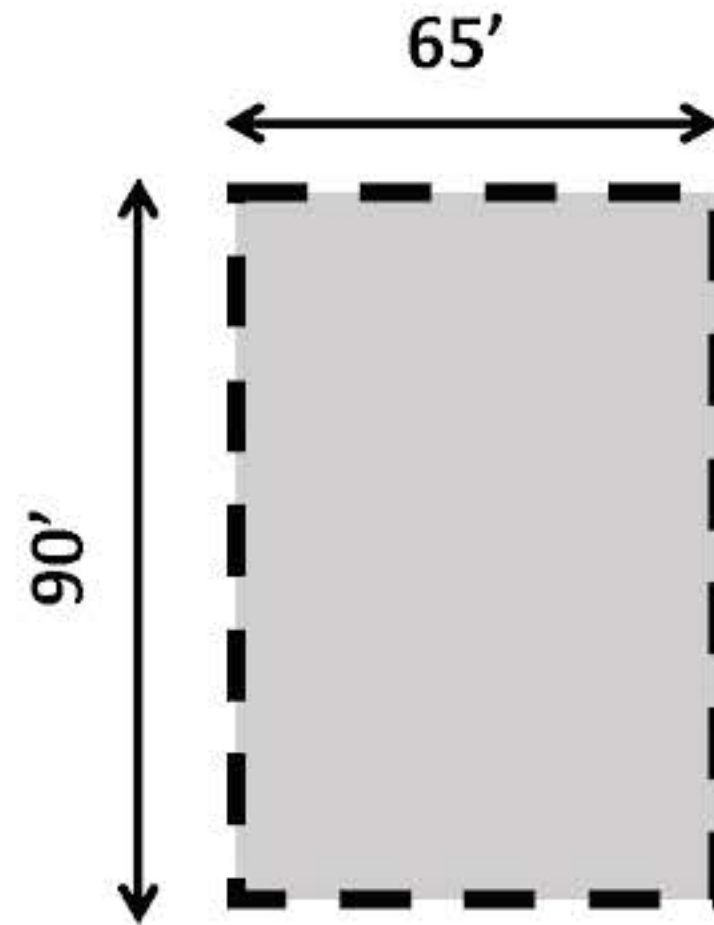
## NEW CONSTRUCTION ON R-60

- 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

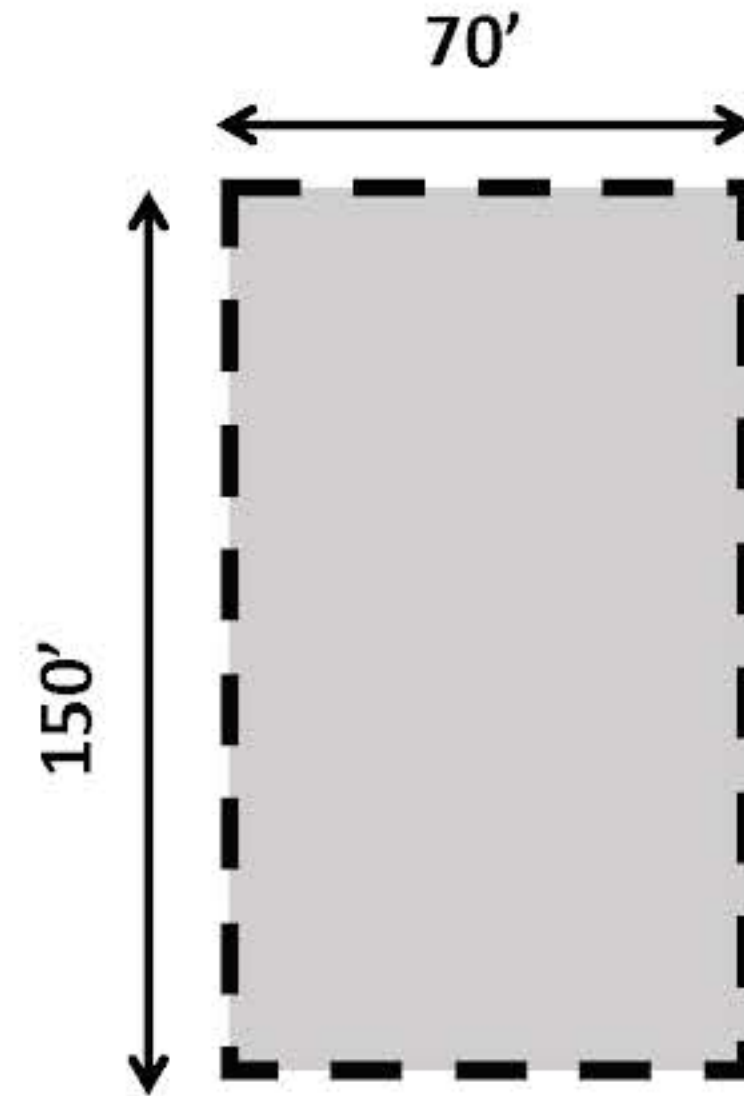
## Three R-60 lot sizes found in the plan area:



**Lot 1**



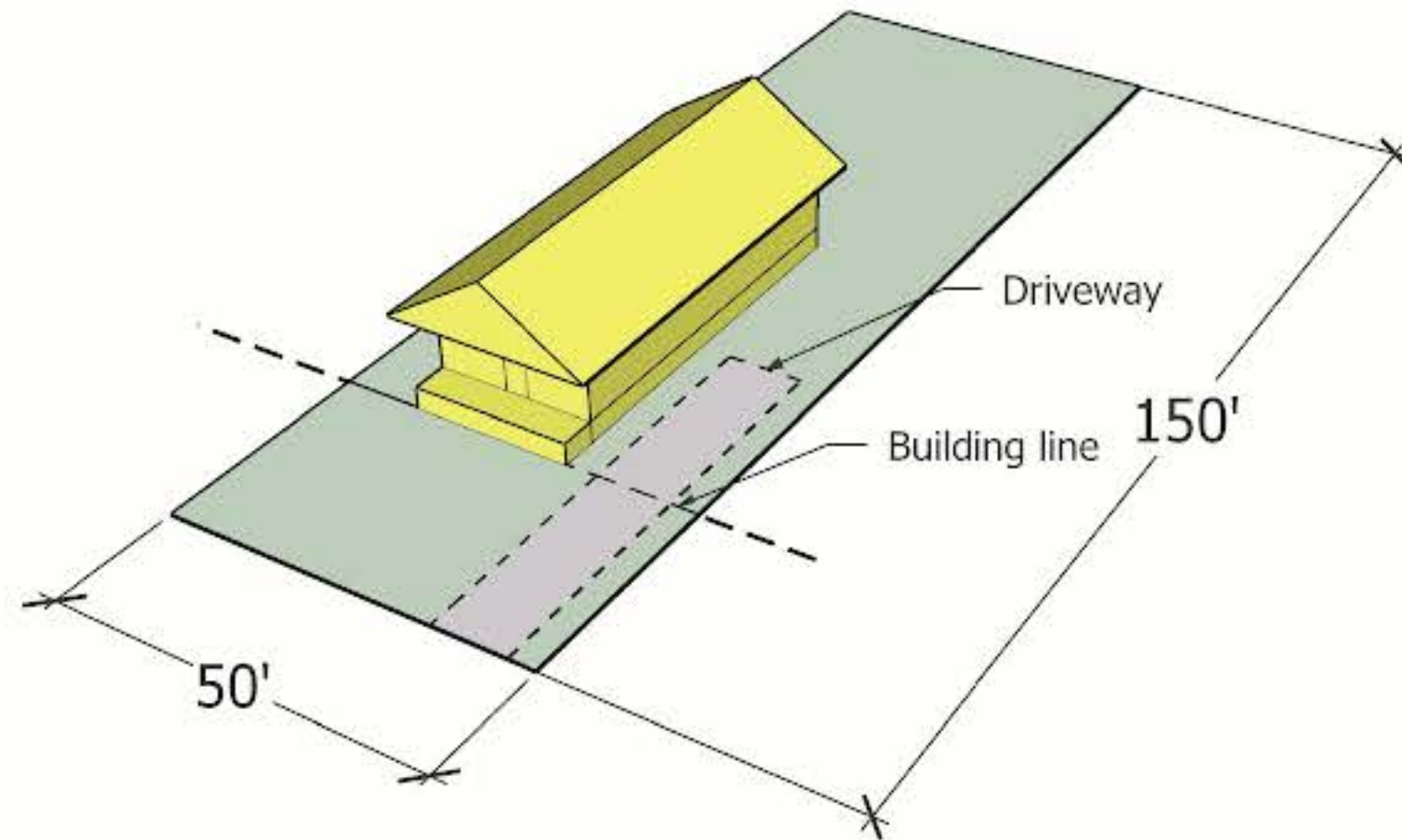
**Lot 2**



**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

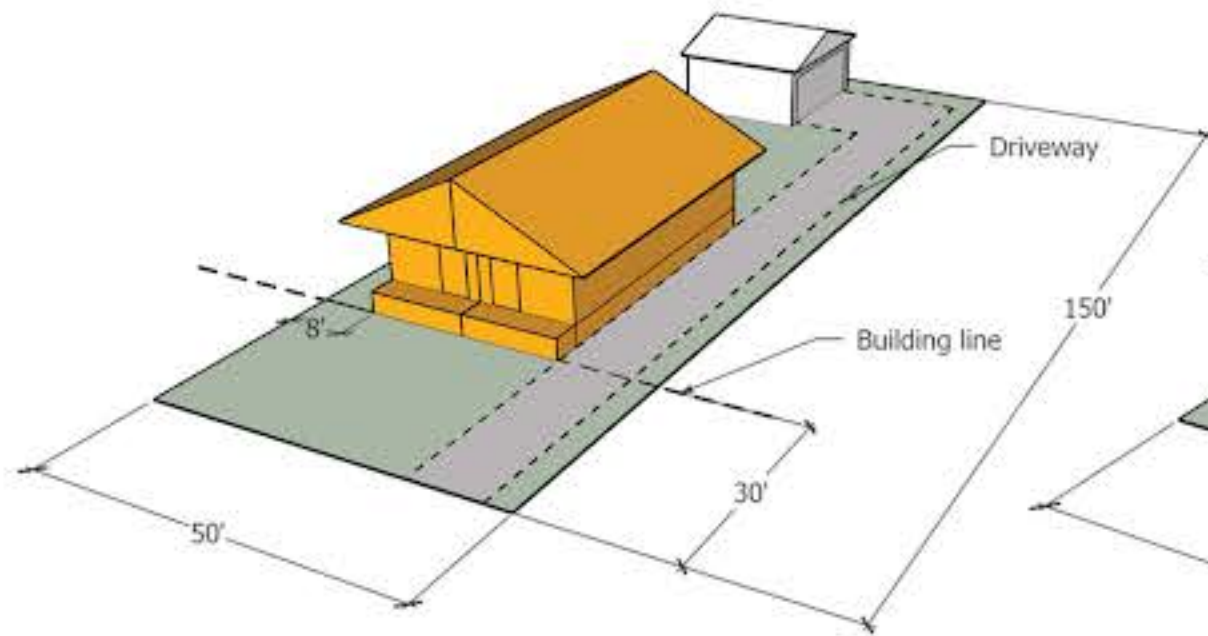




# Lot Type 1: (East Silver Spring) – 50' x 150'

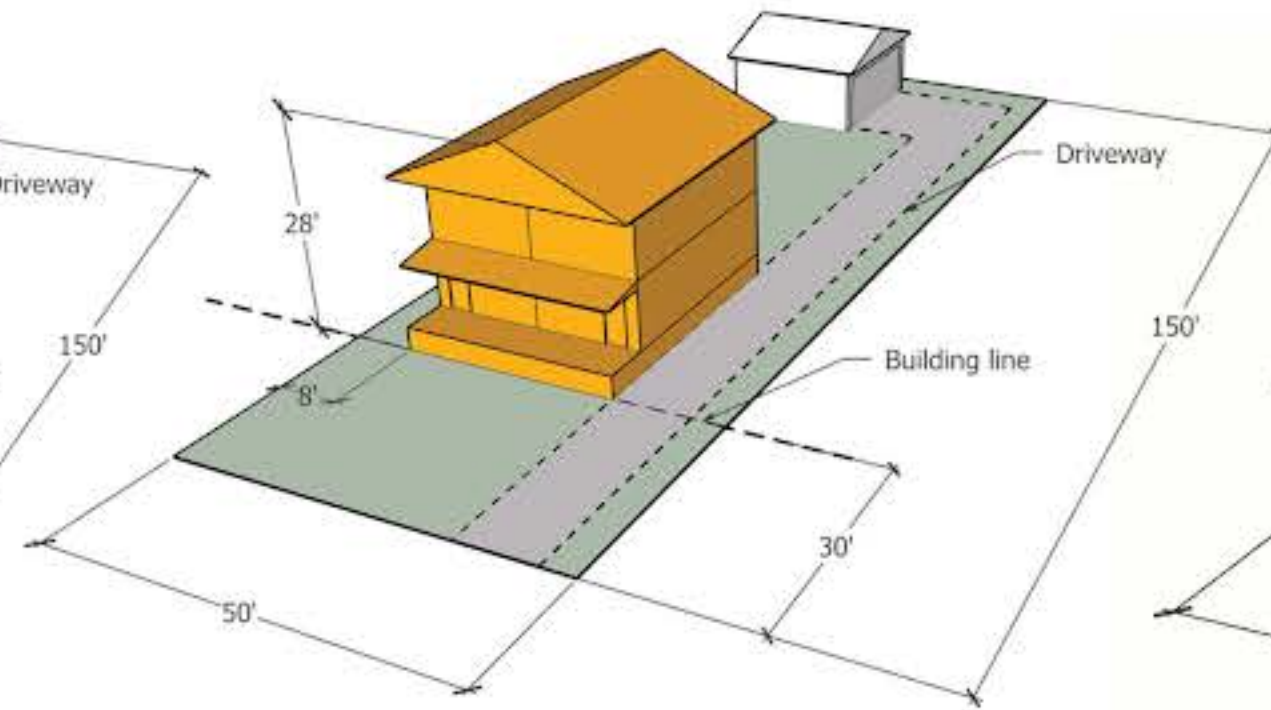
Missing Middle Housing examples on this lot type:

## 2 UNITS



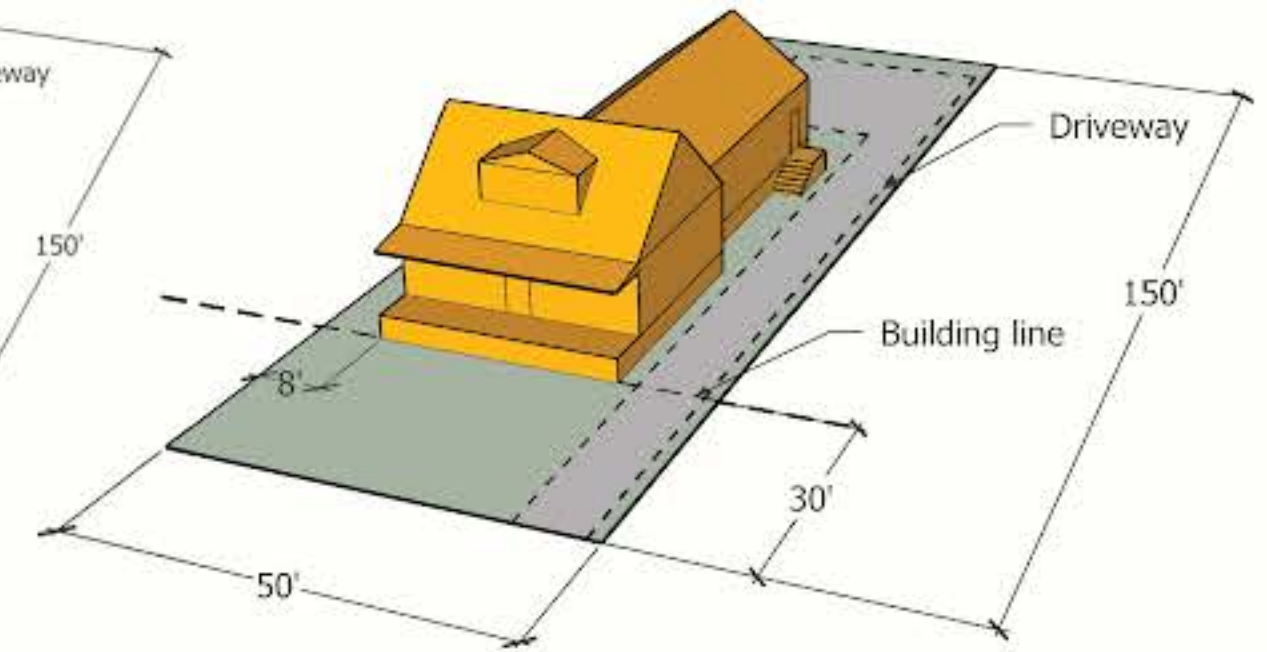
- 650-800 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

## 2 UNITS



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

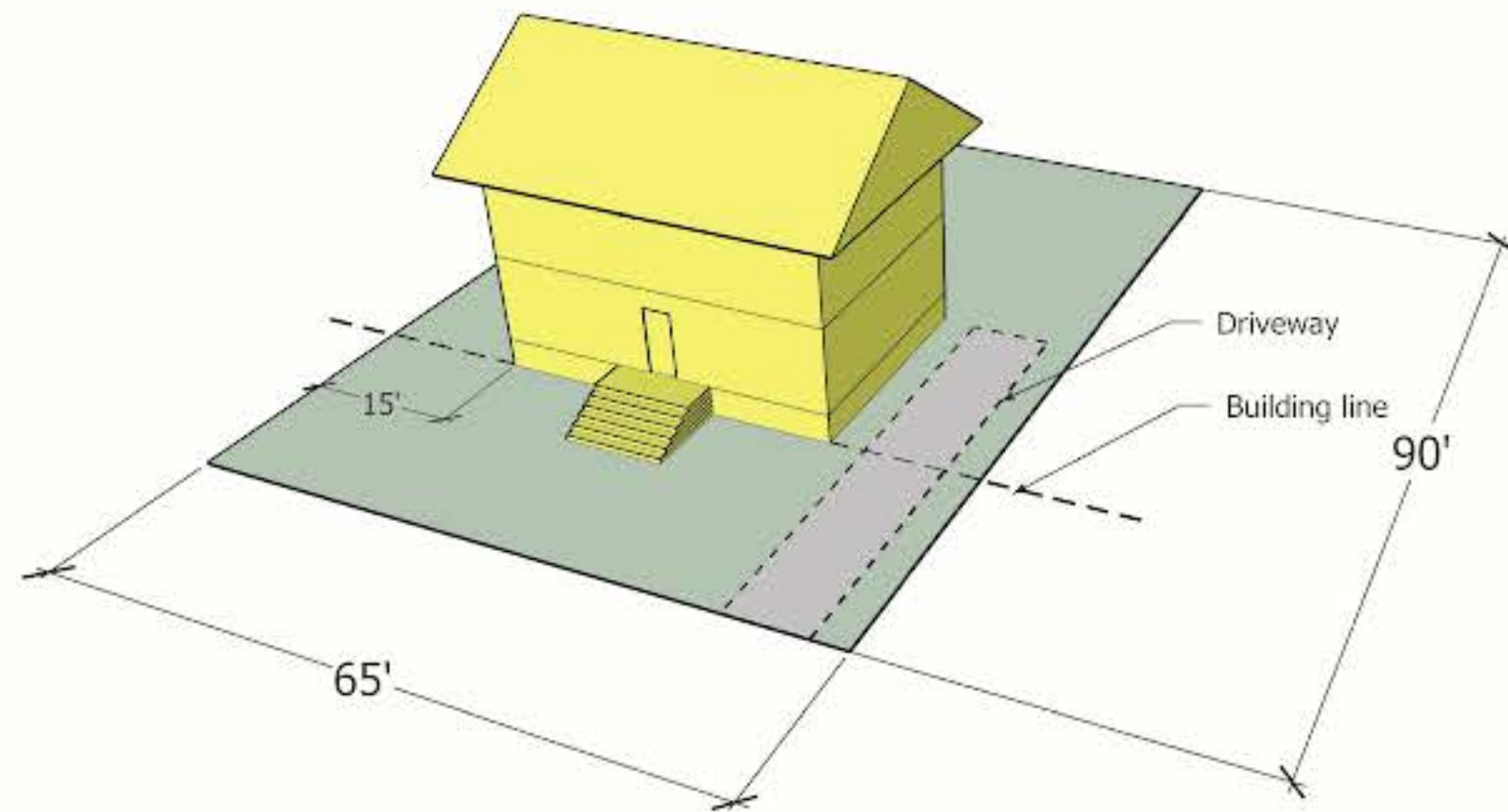
## 3 UNITS



- 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

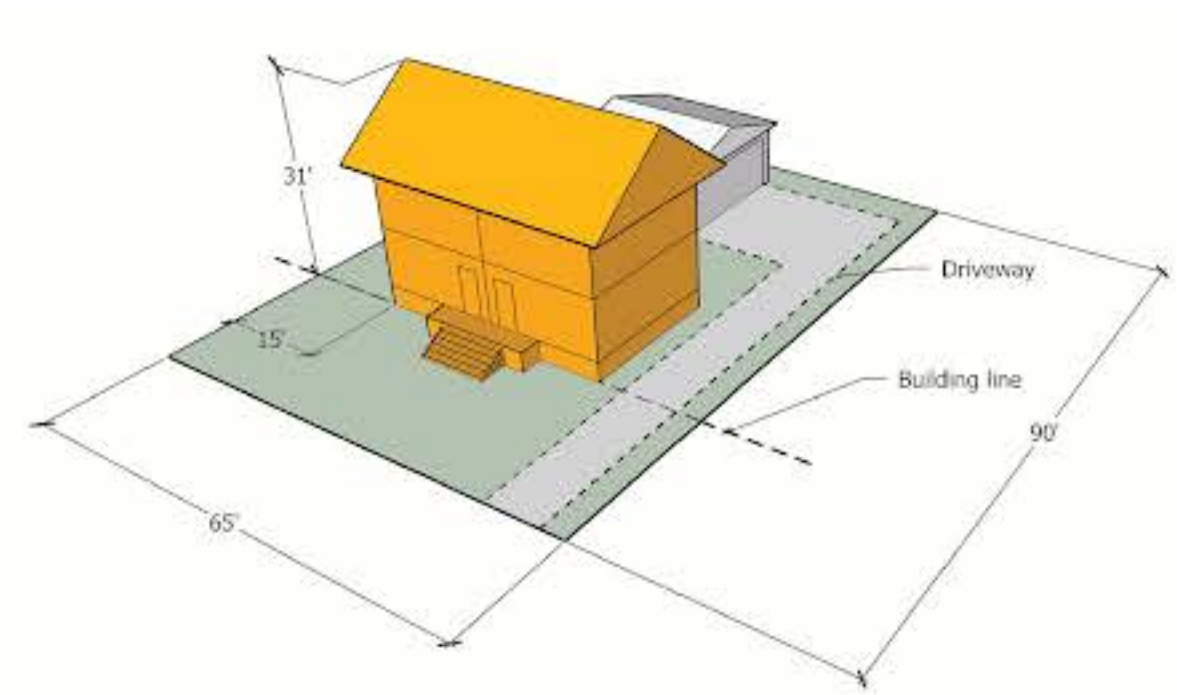


- Mostly 2 story houses
- 1400 – 1800 sf
- 25' - 30' setback from ROW

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

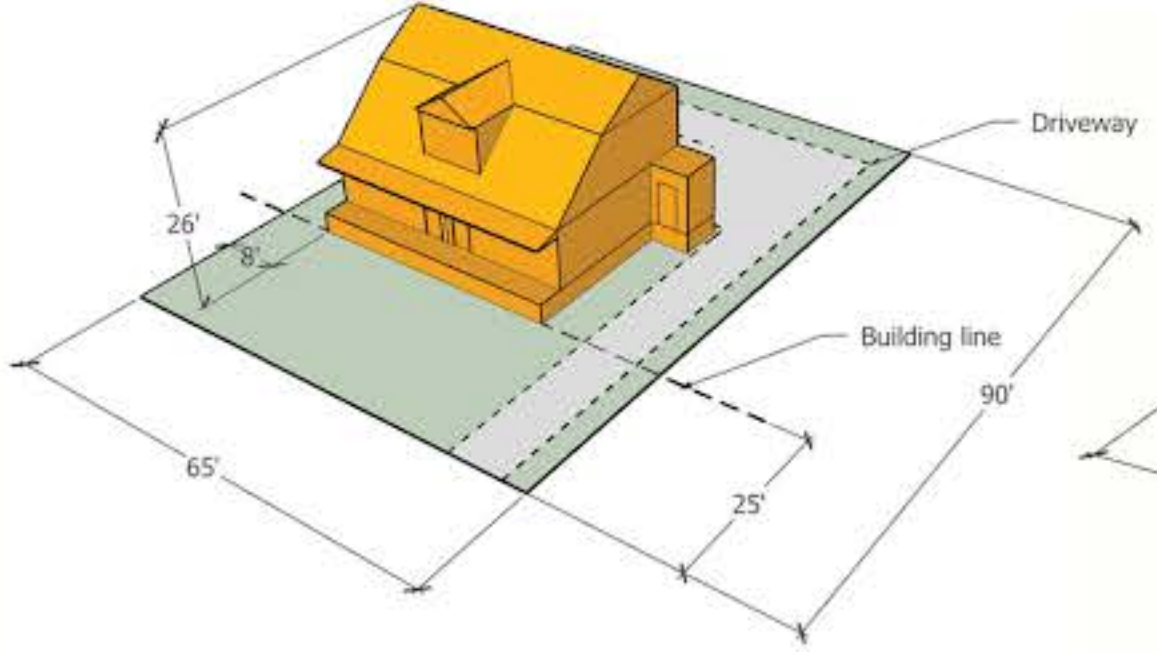
Missing Middle Housing examples on this lot type:

## 2 UNITS



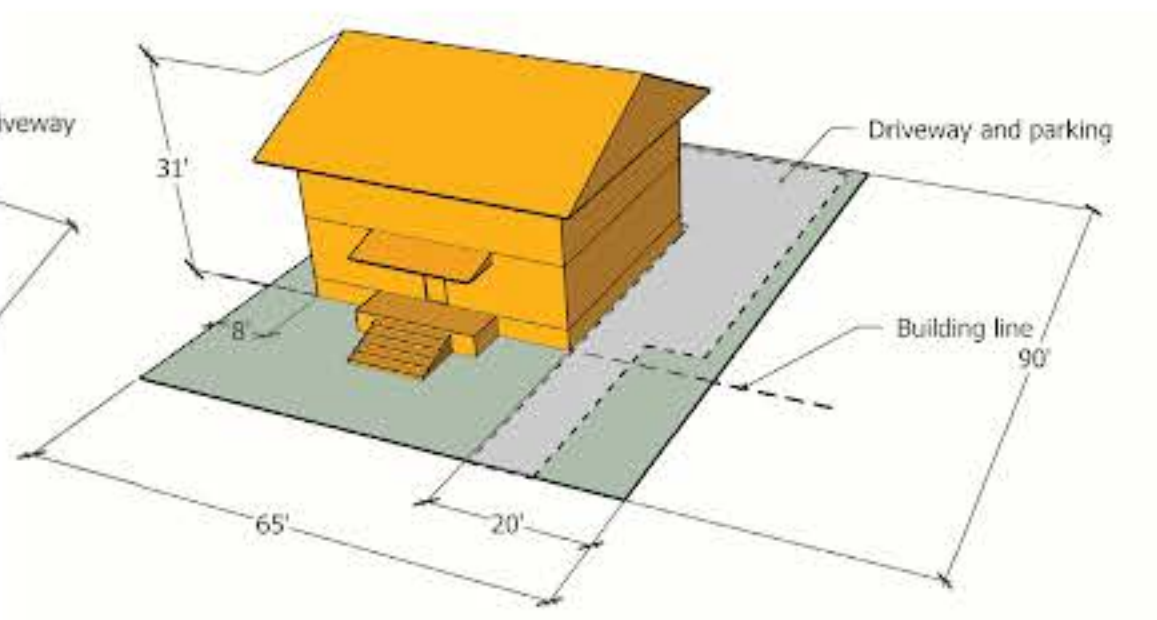
- 650 - 800 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

## 3 UNITS



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

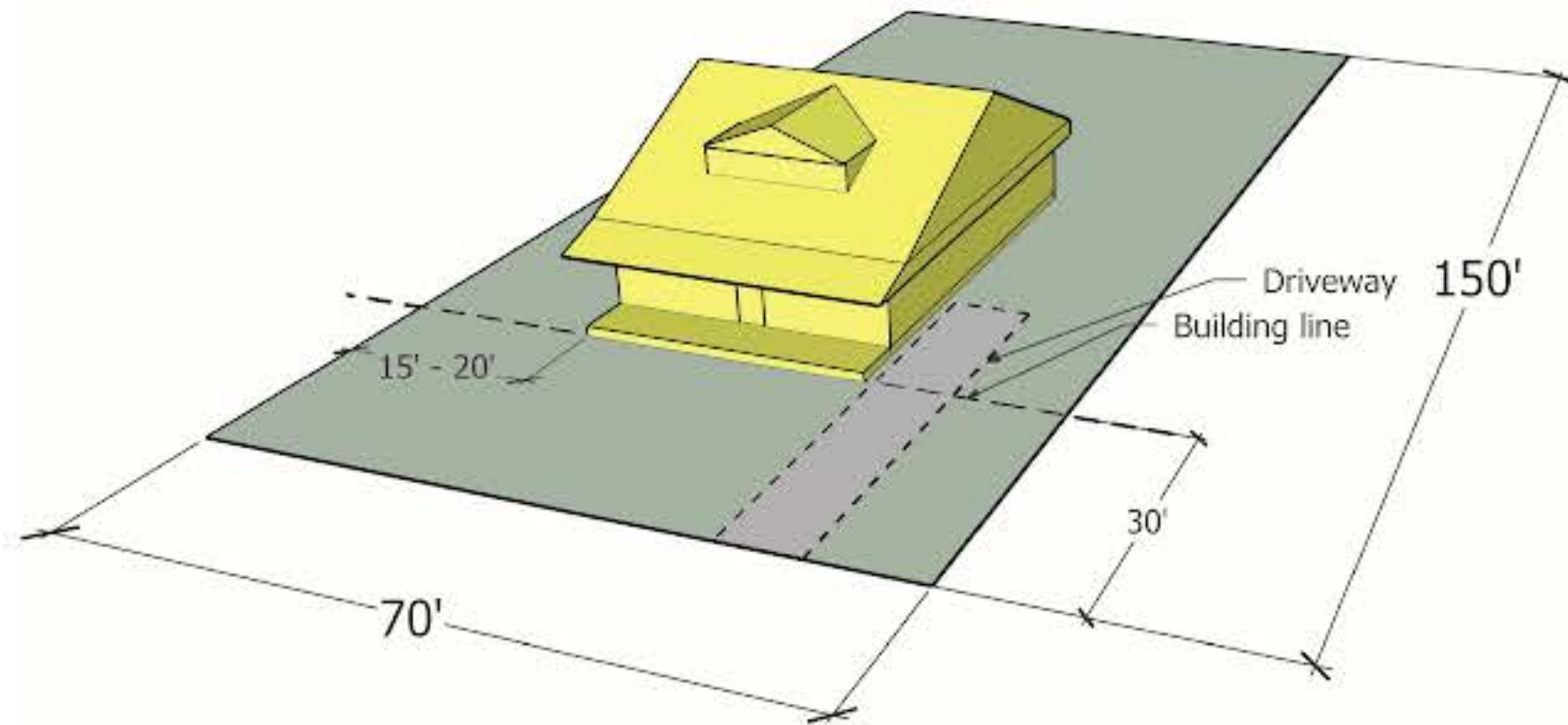
## 4 UNITS



- 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

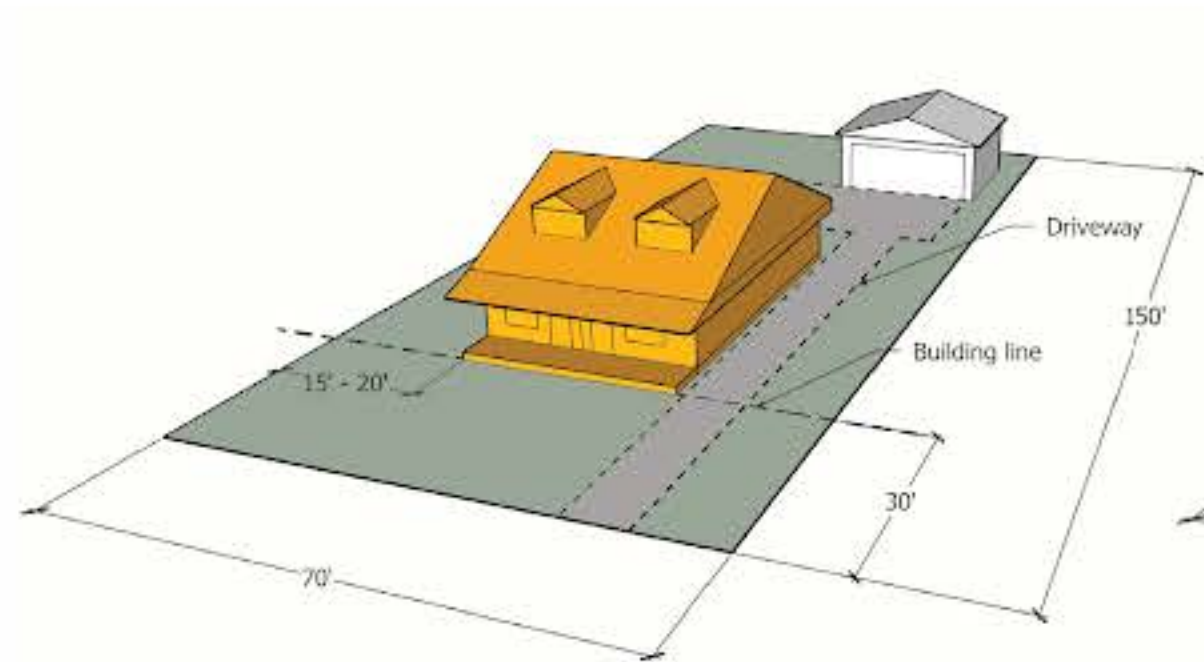


- Mostly 2 story houses
- 2000 sf average
- 30' typical setback from ROW

# Lot Type 3: (Woodside)

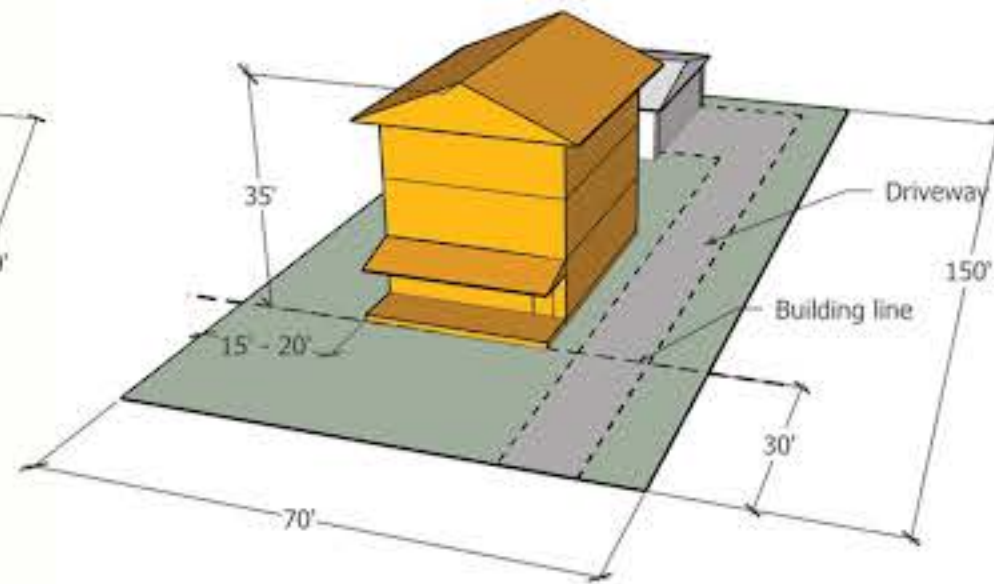
Missing Middle Housing examples on this lot type:

## 2 UNITS



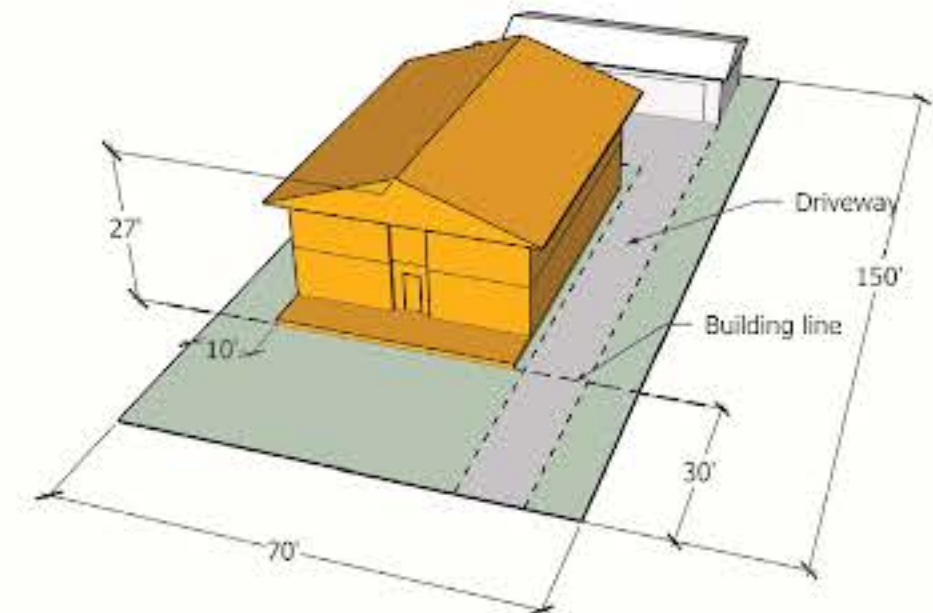
- 800 - 1,000 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

## 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 16<sup>th</sup> 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?

Would be fine with duplex's in neighborhood, but concerned about parking and yard space.

your slides on building & lot sizes, but frankly the term "neighborhood infill" smacks of crowding. We moved to our neighborhoods because we like the space. Why should we be subject to "neighborhood infill"?

Who wants cars driving out of their backyard all day? Would be an issue

Noyes is too narrow for parking on two sides. We have parking on one side only and emergency vehicles can't get through if cars on both sides

Woodside has those large assemblies for townhomes on perimeter and its fine

If goal is equity they want to have ownership but it brings its own functional and legal challenges

be discussed and agreed with residents. Woodside has 27% missing middle townhouses already. We have many small homes that are more modestly priced than the townhomes. We don't want to lose our modestly priced

How does the cars maneuver? is the driveway wide enough for two cars to pass

Keeping the house the size it is and segmenting it inside

Look at how many bedrooms you are housing

sharing of common spaces = recreational and parking/ access roads? How to fit? How to share?

is now greedy developers are scheming to get the zoning laws changed so that they can make the most money out of our neighborhoods. Owners and residents absolutely must not be excluded from the discussions about what should be

unit dwelling. I would rather see a two- or three-level garden apartment complex in a large perimeter lot like the HHS lot on Georgia Ave. I also would like to see data on realistic owner-occupancy rates for duplexes and triplexes or quads.

Subdivision in question. Will lot line be permissible in the current zoning regs

use existing footprint/subdivide into two



one family = 1 car?; people in the same household might work away from home

The only way a car could drive to my back yard is if a narrow driveway was paved right to the property line and would be very intrusive on my neighbors. The other option would be to pave the front yard

Driving nouseoids or children to various sports and schools requires more than one car. This one car expectation is unrealistic for a family friendly neighborhood. Very concerned about the loss of privacy and green space.

not looking at these office buildings in downtown ss to put the missing middle there? I still do not understand why you want to take my block out of a community and make it "a free for all" for development? I honestly am very very upset about all of



teardowns = usually maximize coverage

legal challenges on home ownership of duplexes right now

Also ,during the Pandemic --are there that many people who still want to be in the downtown SS area? Aren't many people moving to other cheaper areas of the country? This seems so short-sighted.

I want the optional development rules to stay and also the building envelope. The neighborhood should be involved in denser developments with discussion and input into design, compatibility, storm water

Large and very dense housing should be confined to the perimeter to protect single family homes' privacy and from noise issues

I worry about small apartment buildings next to smaller bungalows

The streets in Woodside targeted have 100 year old bungalows with a high acquisition cost. It would be a shame to lose those. Part of the beauty of the neighborhood

Yes, we have seen the detrimental impact on single-family homes on the other side of the Fenwick Apartments. They are dwarfed and eventually pack up and sell to developers.

we do not want to end up like Chinatown in DC -- in name only -- the developers took it over & now it is all generic. Is that what the vision for Silver Spring should be?

Making sure mature trees are maintained. Look at issues like privacy and the sanctity of parklands

The whole issue of "color" is a non-issue in Woodside. We are a very diverse community living harmoniously. Every color and hue with myriad cultures.

upzoning alone often causes gentrification. this is a serious issue

parking  requirements changes in the future (post-pandemic)??

aging in place

Lots of concerns. Please do not force our neighborhoods to "infill" to increase tax revenue for the county or to fill developers' pockets.

Gentrification and displacement has not been taken seriously in the planning process

upzoning & affordability



preserve/protect existing mature trees; look at regulations/strategies before changing zoning

Looking at pandemic related issues?  
Answer: Yes

Don't see a lot of consideration for aging in place

I vehemently oppose the Planning Board's proposed incursion into Woodside which would allow greedy developers to erect structures without due regard for input from the neighborhood.