

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?

Mostly walk but is careful because there is a lot of traffic and places without sidewalks. Parts of Pershing doesn't have sidewalks

Concerned with more density will create more traffic. Esp concerned about safety

Make sure traffic restrictions in place will not be lifted

appreciate work being done on 1st and Spring

I live on Thayer and walk down town. It is very uncomfortable walking on Houston the traffic is crazy and there are no sidewalks. This is a result of the Grove block being closed. So I would say it is hard right now.

I live in Woodside. I am concerned that more density will bring more traffic that may make walking with children less safe.

We walk, except when going out for a late night, especially in winter.

Need enough room for strollers and other things when walking in the sidewalks

keep traffic restrictions in place to make streets safe

I walk down 2nd Ave -- past the highest concentration of historic bungalows in Woodside.

walk and drive to downtown silver spring

Get downtown in several ways: drive and walk. Some sidewalks need improvement

Fear of creating more traffic in the adjacent communities

I live in Woodside and often bike or walk. However, I will drive if I am picking up carryout food. I appreciate the work being done to improve the 1st and Spring street intersection!

east SS, not comfortable to walk (Houston/no sidewalk), cut through traffic, need an integrated approach/whole

drive, walk, sidewalk will be an improvement

walk, bike, drive (groceries); appreciate the work on Spring St.

island at Colesville and Spring was removed some time ago to allow cars traveling south to more easily make a right turn off Colesville onto Spring. This is a very wide portion of Spring, and scary to cross. Pedestrian unfriendly

There should be sidewalks on both sides of the street.

Mostly walk unless weather is bad

I favor adding sidewalks to the streets that do not currently have them.

walk over 40 years pedestrian review of sidewalks

The cut-through commuter traffic from Colesville Rd to Spring St is still too excessive. There is traffic control for Spring to Colesville, but the worst traffic is from Colesville to Spring because it's all right turns.

Walk mostly -- Woodland Dr. then behind the old M-NCPPC building and the Sheraton. Bike or drive occasionally, depending on purpose.

downtown Silver Spring and sometimes drive. I find it easy to get there. One issue is that Woodland Drive and other streets do not have sidewalks, which is especially problematic in the Winter. The fact that Woodland is now a shared street is

Before retirement I always drove downtown to save time. I looked forward to retirement when I would have enough time to walk. However, I am embarrassed to admit that since retirement I have less energy to

poles that often inhibit a clear path on sidewalk and block strollers and wheelchairs. Also, some of the signs are low and I've seen people and vision impaired individuals hit their heads. We have wide sidewalks on way to

lanes, which are great, don't always see bikers following traffic laws, which can make things unsafe for pedestrians in a different way from congestion, though, with congestion, there is a higher likelihood of a biker doing something

walk

Not comfortable to walk along Houston. Not a decent side street or sidewalk. Get a lot of cut through traffic. Need a fix in East SS

All traffic from Grove has been redirected to Houston. Need an integrated approach to the traffic issue, Make a change in one place and creates issue in another place

Keep traffic restrictions in place. Cut through traffic use to be terrible prior to restrictions. There's a good reason for the rest, which means they should remain

careful w/ traffic while walking

have to weigh what we will lose if there is more traffic: trees?

Walking home from Metro in the evening in the Winter is unsafe where there is no sidewalk. Even wearing a daygloow vest, I've been in numerous near misses with autos.

having been walking downtown for over 40 years and has improved well over time.

walk often but I drive when the weather is bad or if I am driving with children or buying groceries.



SILVER SPRING AVE



GROVE ST



SECOND AVE



GREENBRIER DR

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?

At the stage that I moved to Woodside -- which seems most relevant to this meeting -- I wanted to live among mostly single family detached home.

We are a mixed race family and wanted a racially tolerant neighborhood like Woodside with trees, safe yards, and a park for our children and access to the metro. We have been happy here for about 20 years.

I know that Silver Spring Village is very popular in our neighborhood. Many people here want to age in place.

We bought a home, here, after starting a family, hoping to raise our two young children and retire in place.

on outskirts of Baltimore, went to rental housing in Greenbelt, then a condo in College Park. Chose a walkable community for our first and only single family home in 1979 and I am still here as a widow. Definitely want to stay in

When I can no longer take care of a house and don't need/want the space, I'll move to a condo or apartment. When I need even more help with living, I'll move to an assisted living community.

I rented for 17 years and moved to Woodside because it was so diverse.

DC: dense communities to a much greener, safer neighborhood now

Proximity to DTSS with the ability to have a suburban neighborhood experience (yards, slow streets, etc.) was important, and remains such.

Moved to Woodside Park nearly forty years ago, and utilized the Metro for many of those years. As my job required more daily travel, I had to graduate to car commuting..

always important to live near public transportation. As a senior citizen and empty nester I am concerned about being able to live independently as long as possible. Being able to access stores & shopping with having

buildings and group houses. My first house out of my postdoc was a rental townhouse. When I took my first permanent job, I bought in Woodside about 35 years ago. I hope to stay in my current house for as long as I can. I love

From DC to this neighborhood (no HOA fees); housing stock is getting really difficult

Moved to Woodside Park nearly forty years ago, and utilized the Metro for many of those years. As my job required more daily travel, I had to graduate to car commuting..

SS is a wonderful neighborhood, beautiful, green, and fresh air. Would love to stay here for as long as I can

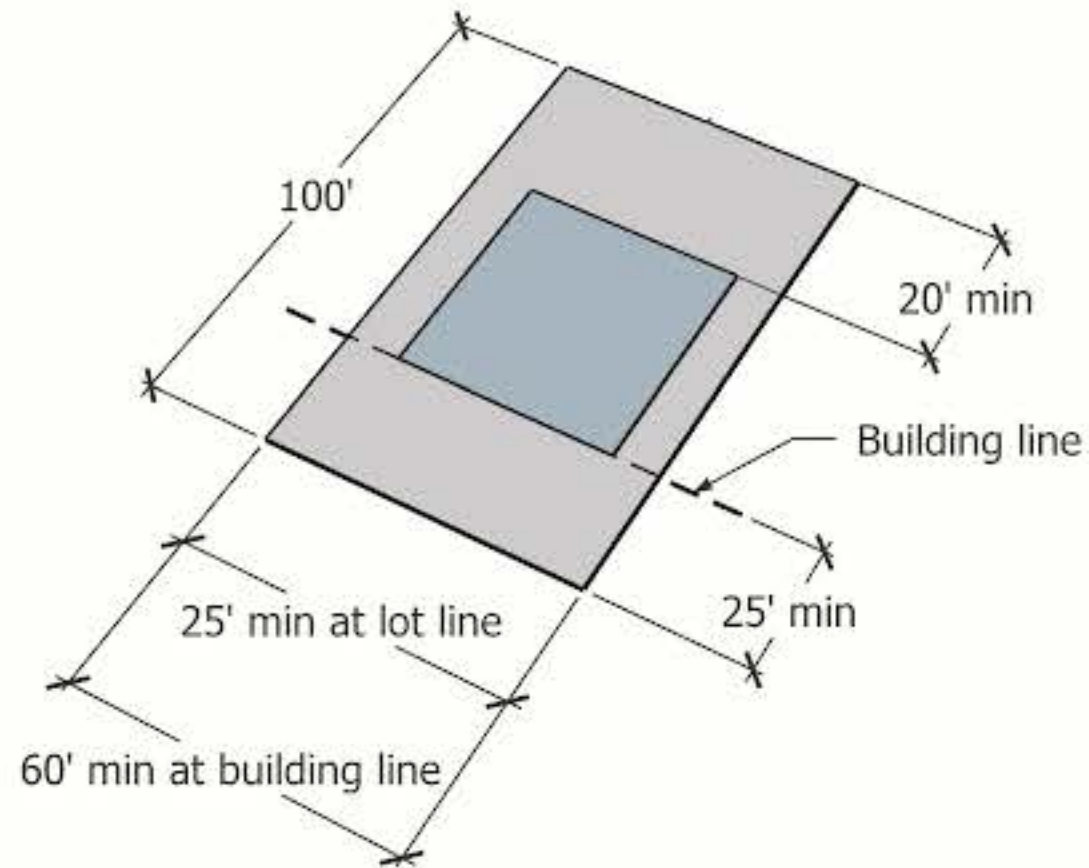
duplex:
childhood
house

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.

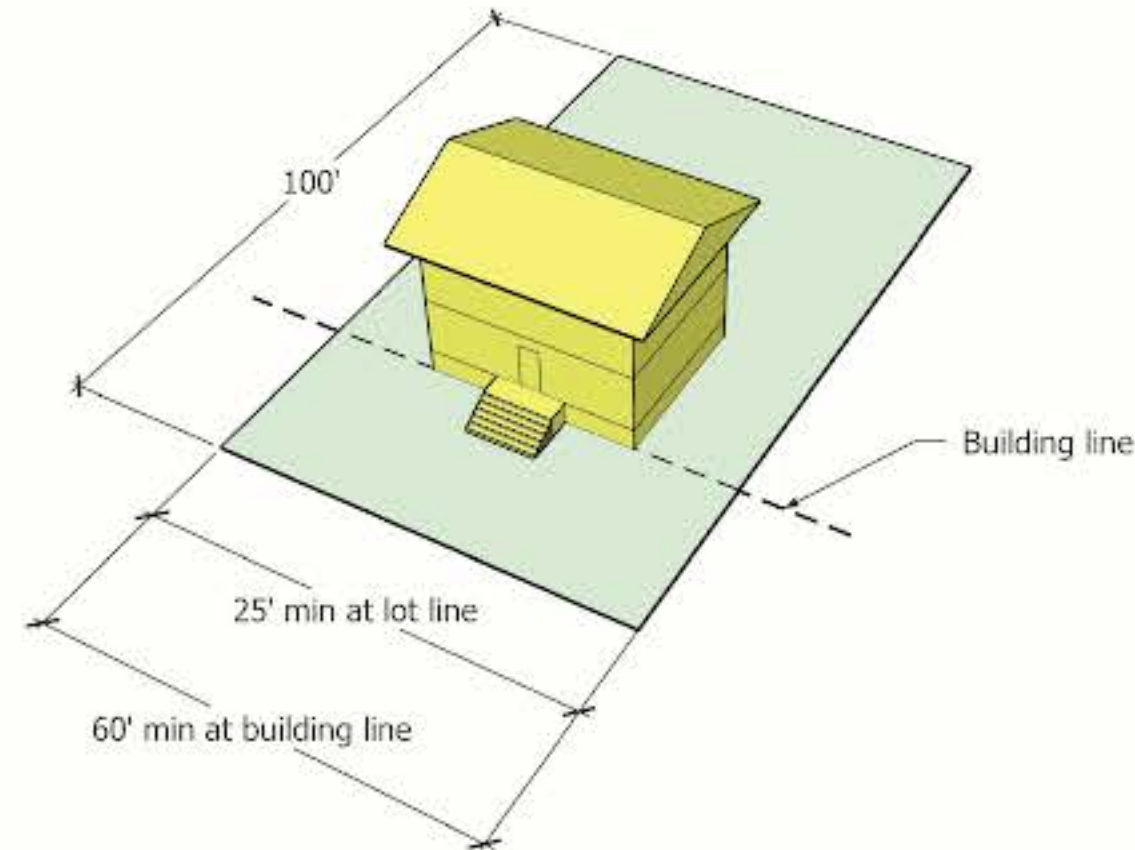


R-60 lot analysis: typical lot

Typical R-60 lot according to current zoning:

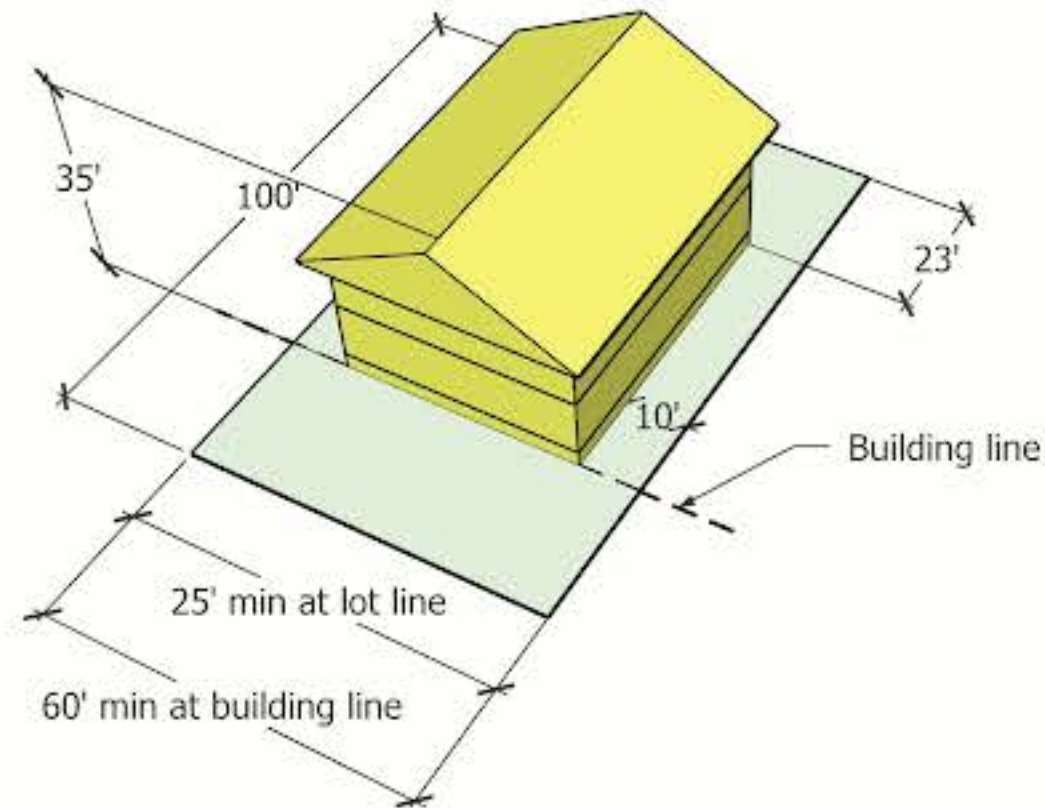


- 60' x 100'
- 35% maximum lot coverage
- Side setbacks: 8' min on each side; total not to exceed 18'



TYPICAL HOUSE ON R-60

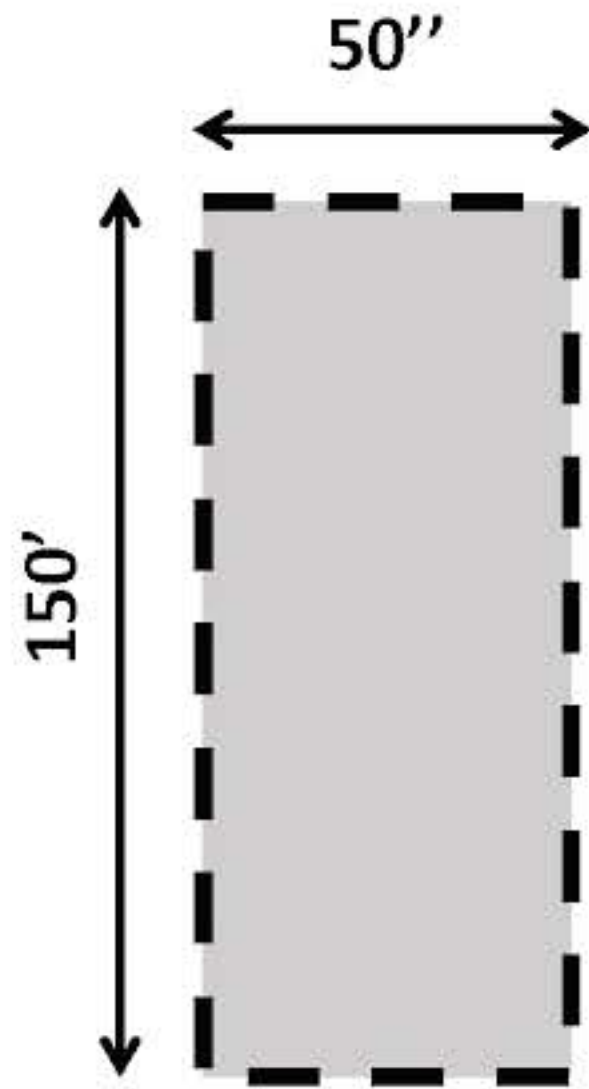
- 650 - 900 sf footprint (1300 – 1800 sf house)
- 2 floors, 10' floor to floor; first floor starts 3' off the ground level



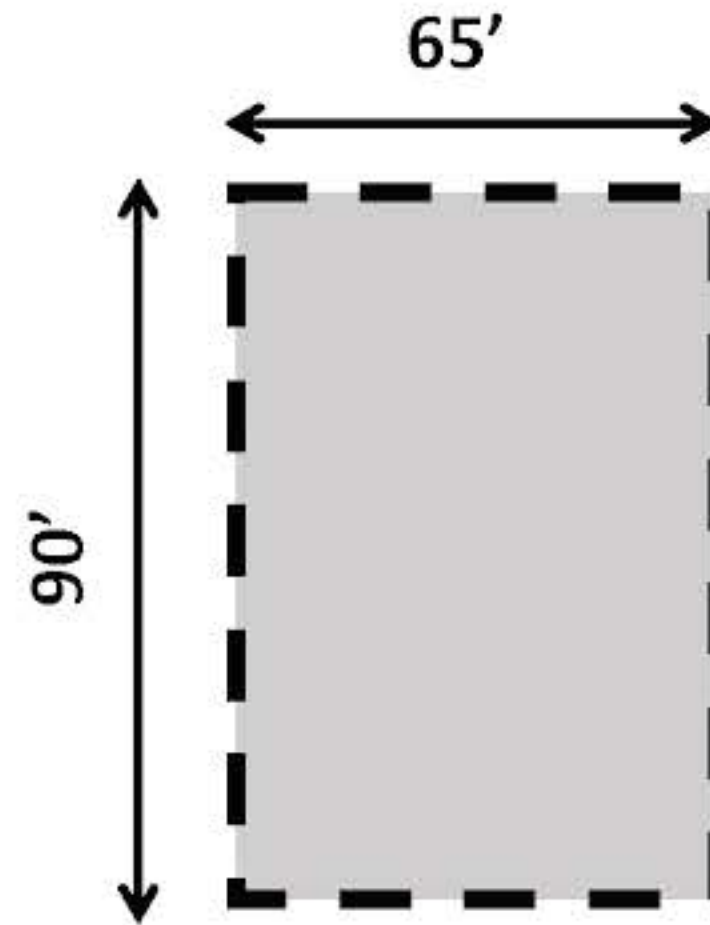
NEW CONSTRUCTION ON R-60

- 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

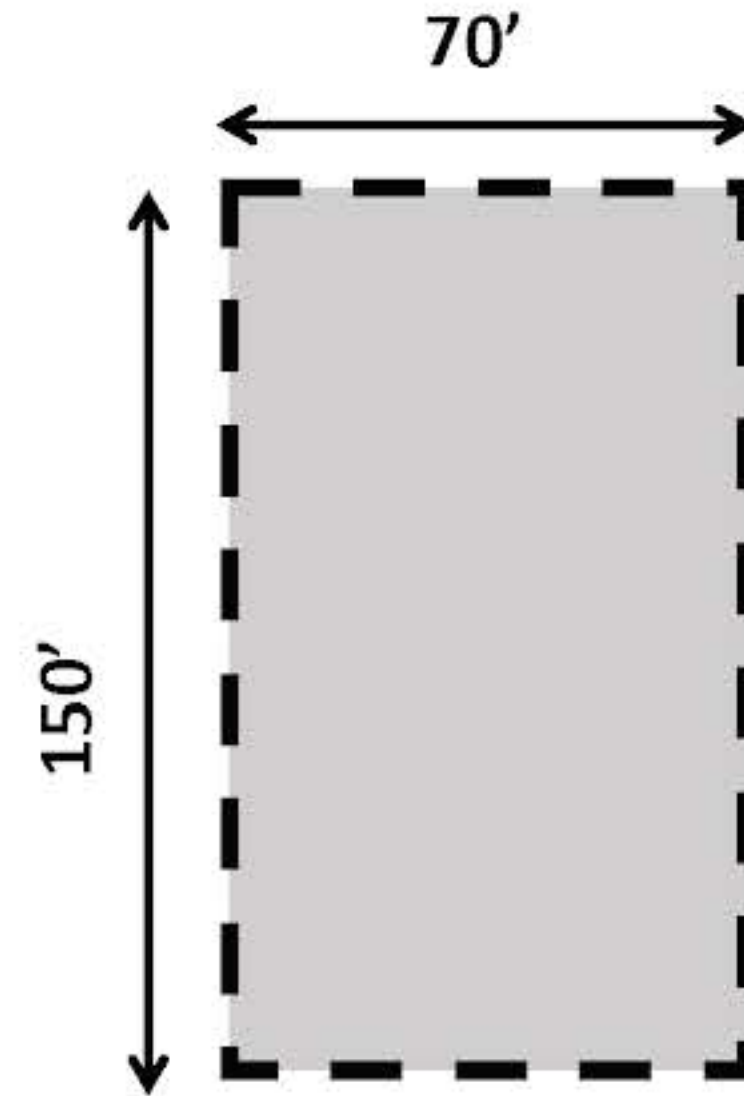
Three R-60 lot sizes found in the plan area:



Lot 1



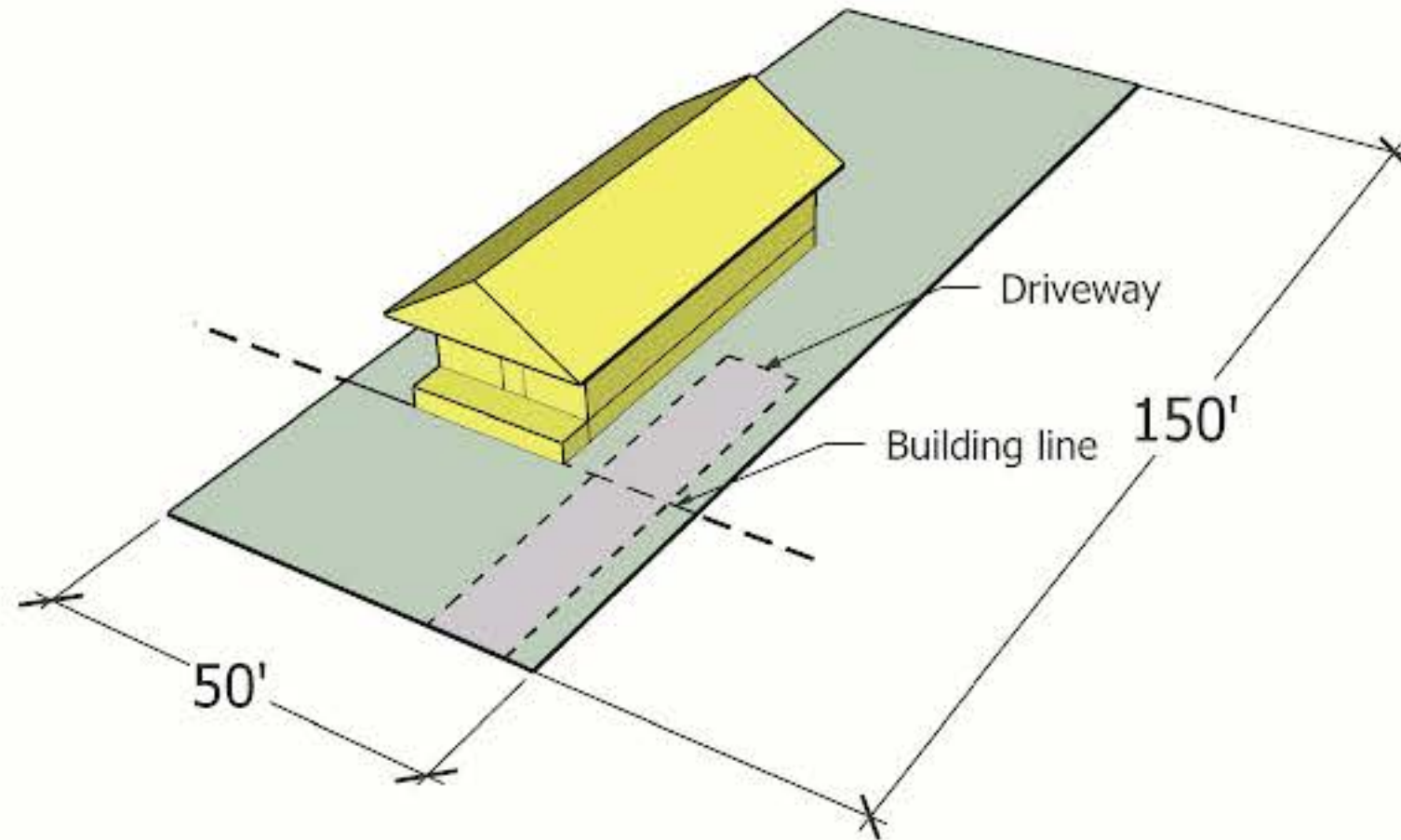
Lot 2



Lot 3

Lot Type 1 (East Silver Spring)

Narrower and longer than typical R-60



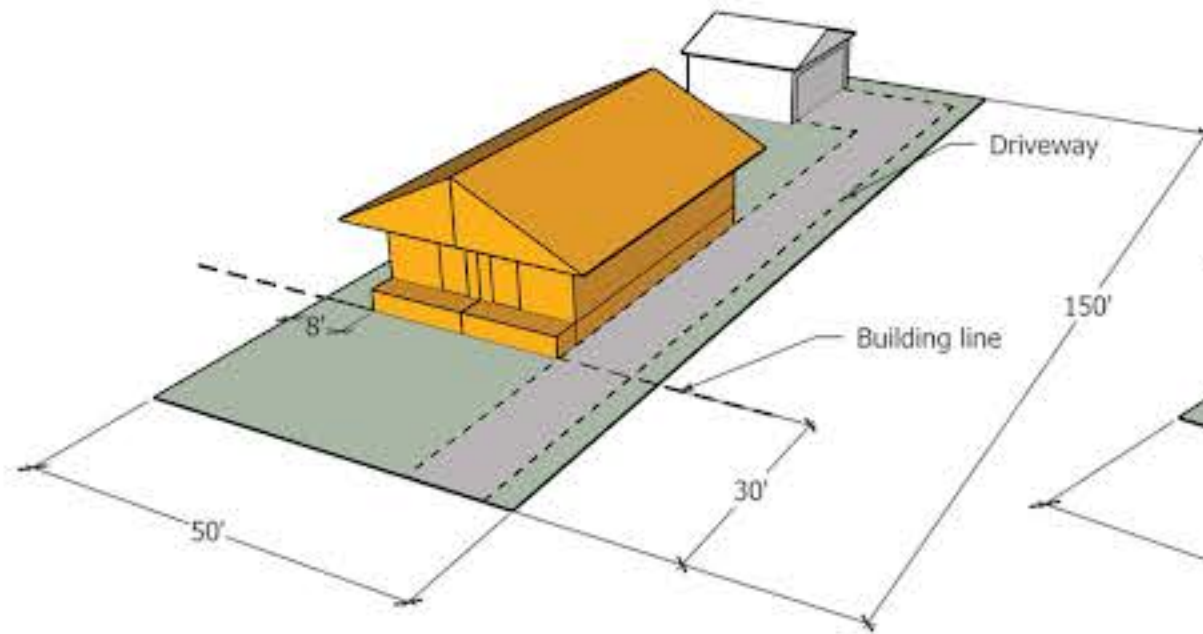
- 1-2 story house
- 1400 – 1800 sf
- 30' setback from ROW



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

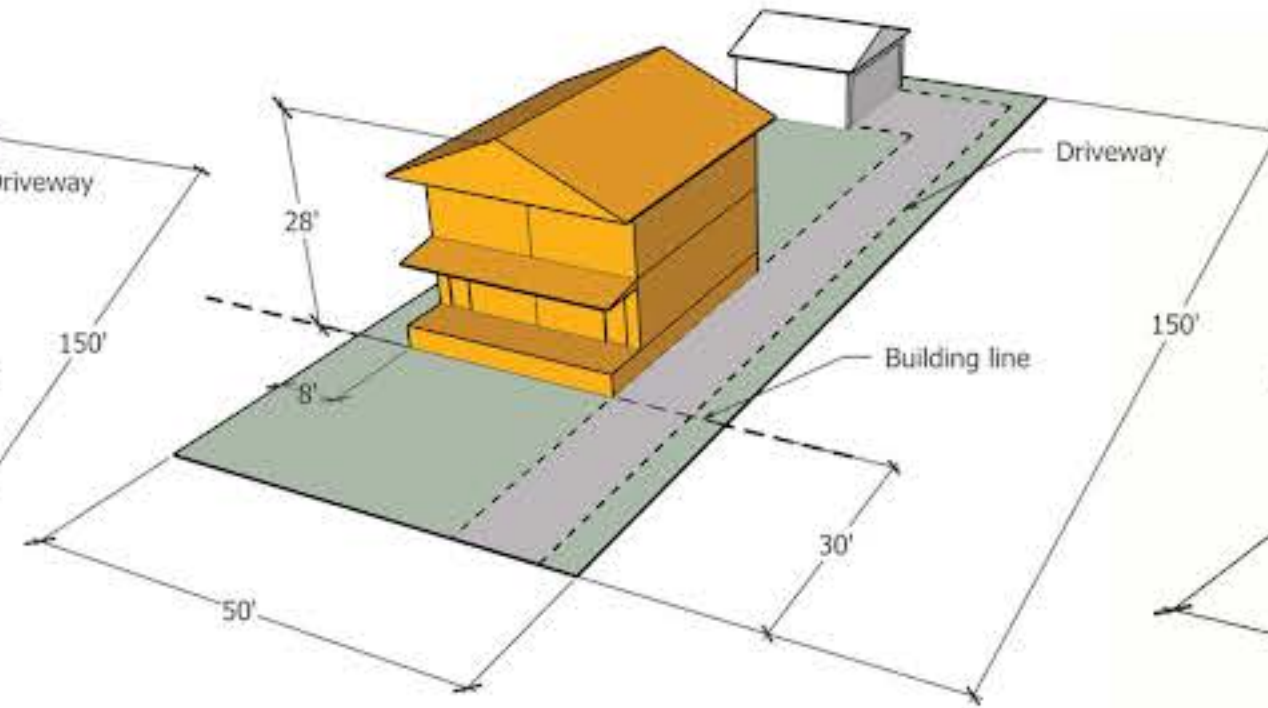
Missing Middle Housing examples on this lot type:

2 UNITS



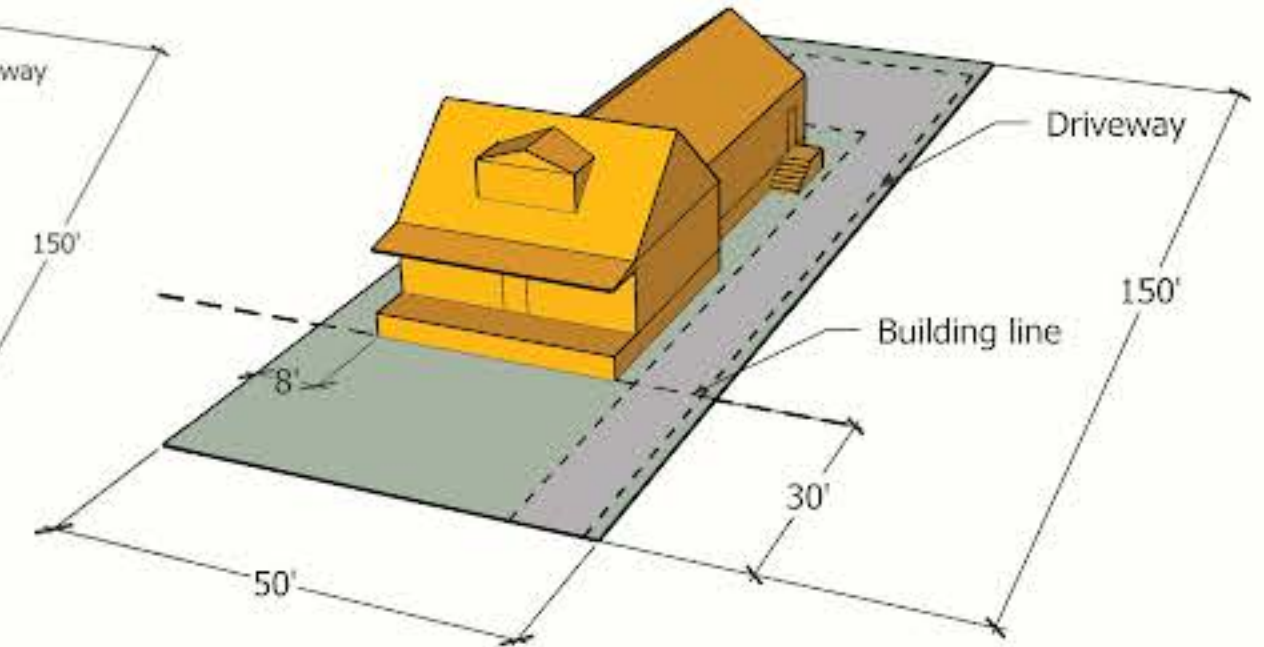
- 650-800 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

2 UNITS



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

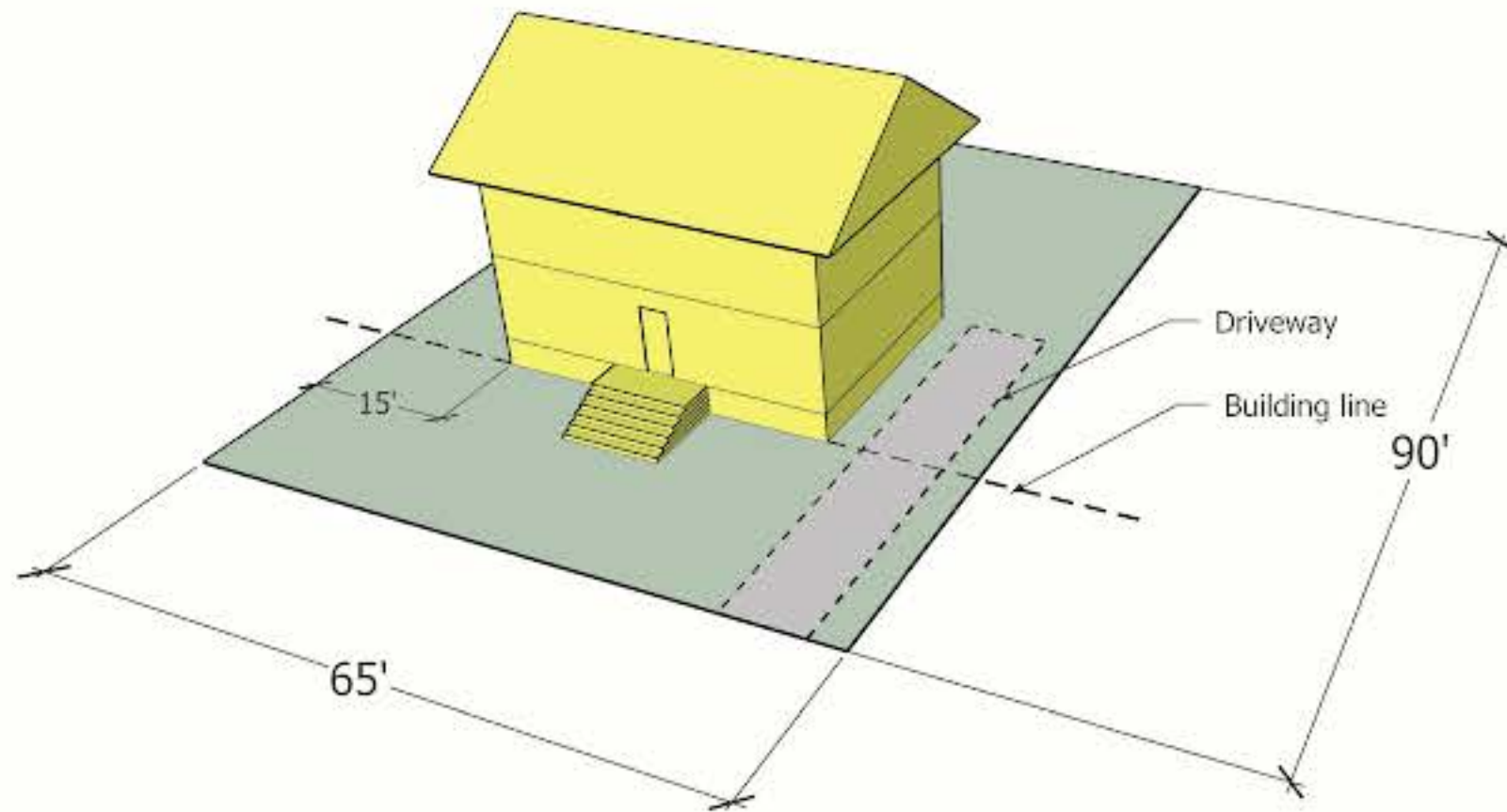
3 UNITS



- 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



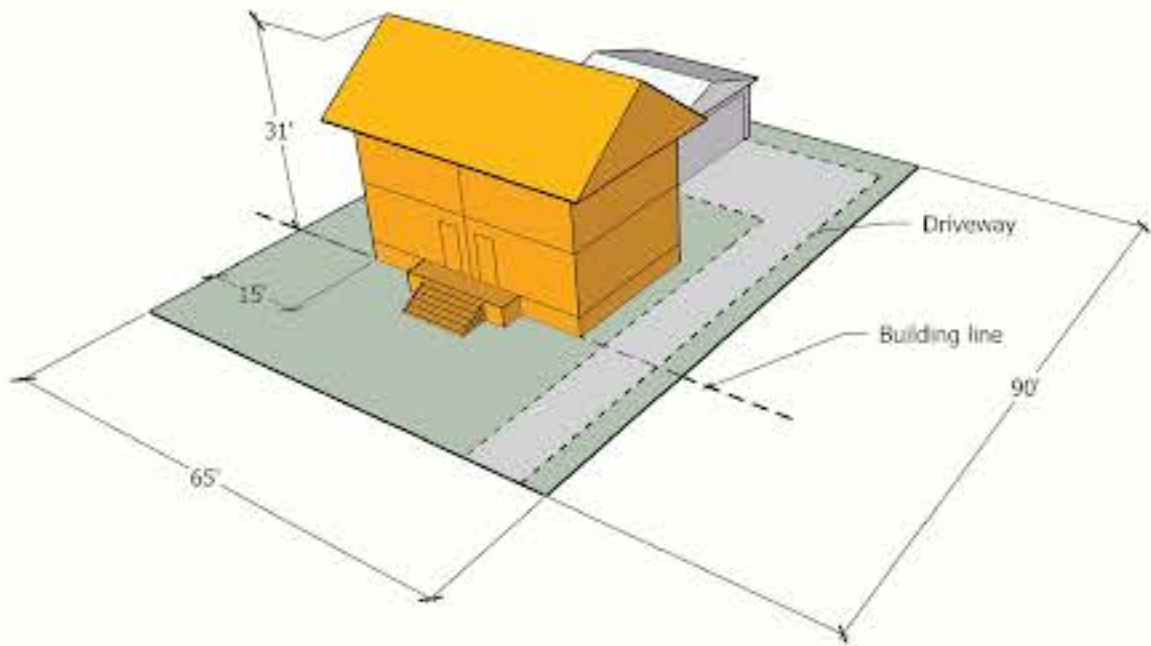
- Mostly 2 story houses
- 1400 – 1800 sf
- 25' - 30' setback from ROW



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

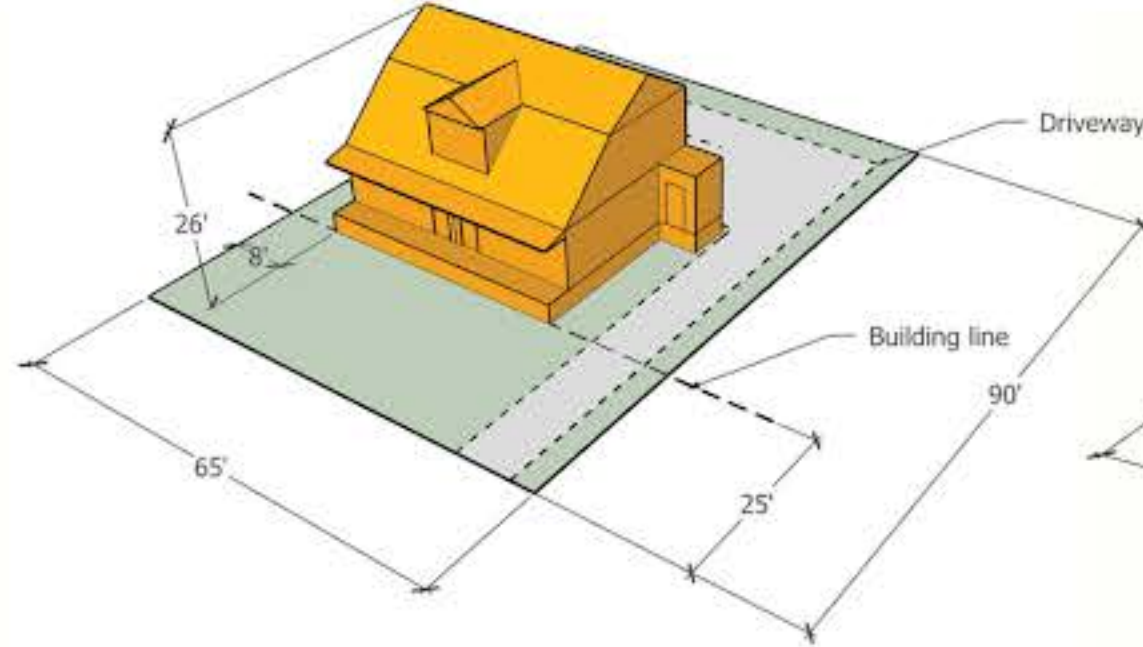
Missing Middle Housing examples on this lot type:

2 UNITS



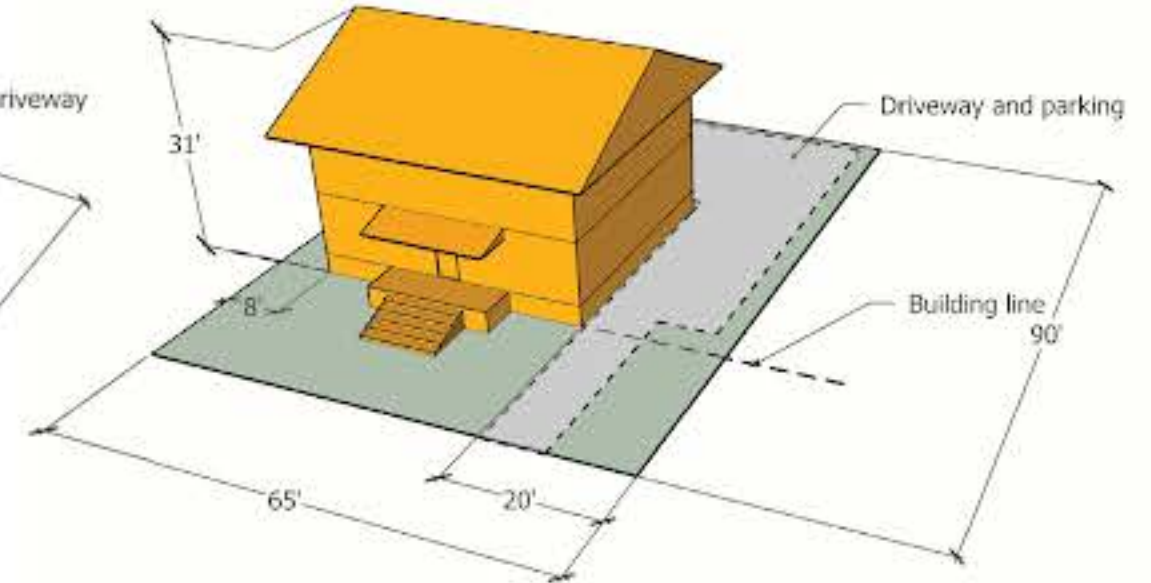
- 650 - 800 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

3 UNITS



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

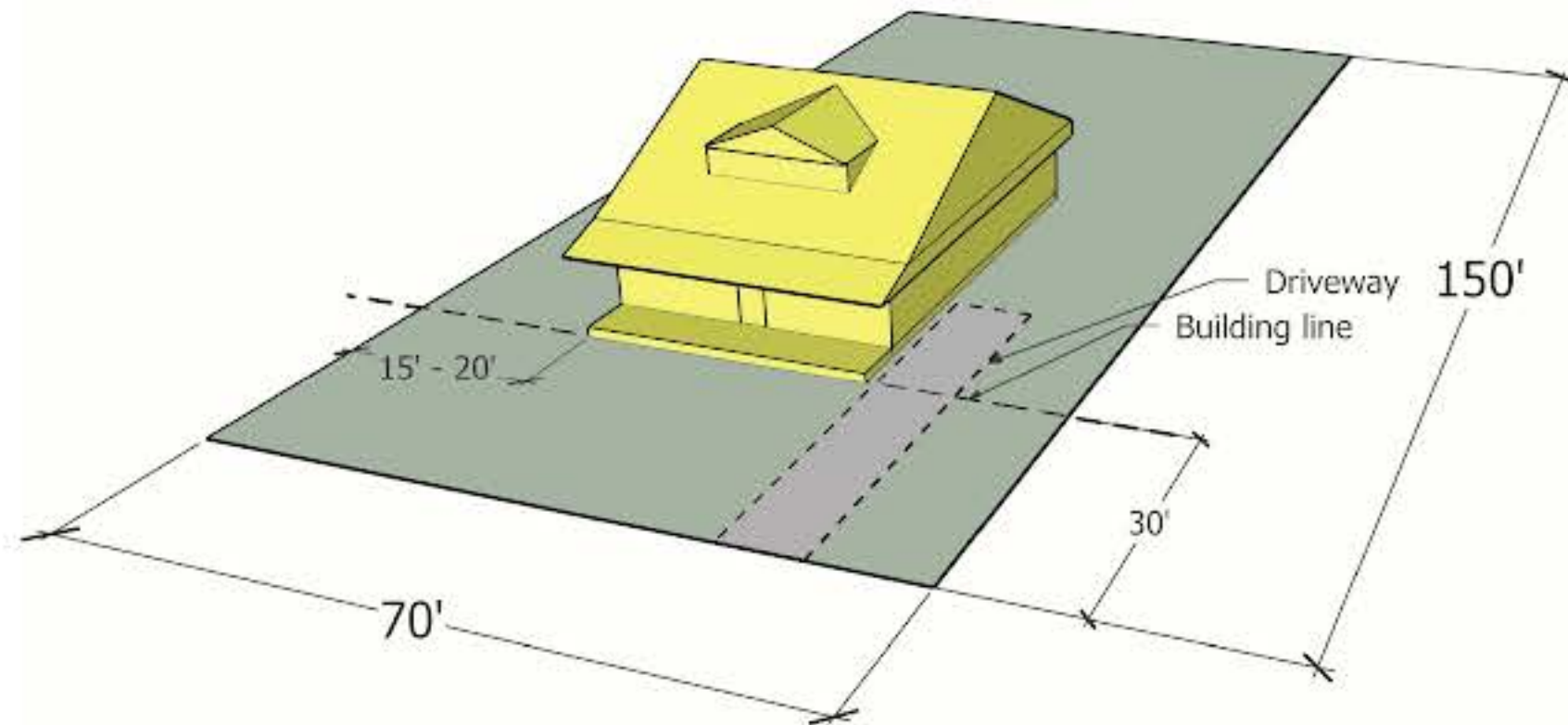
4 UNITS



- 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

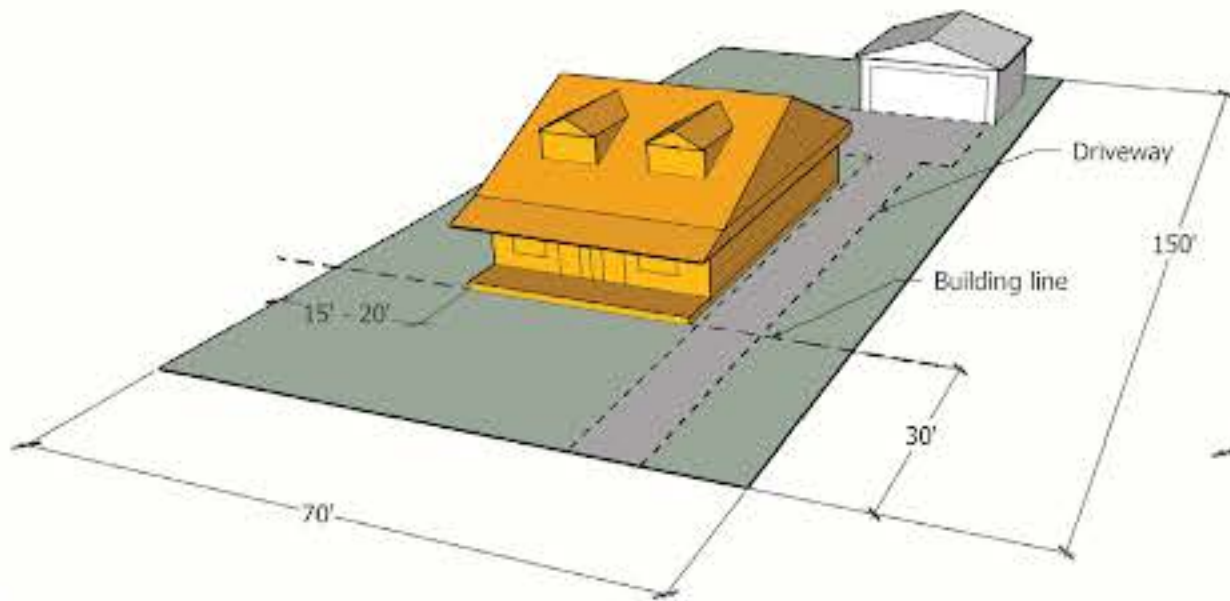


- Mostly 2 story houses
- 2000 sf average
- 30' typical setback from ROW

Lot Type 3: (Woodside)

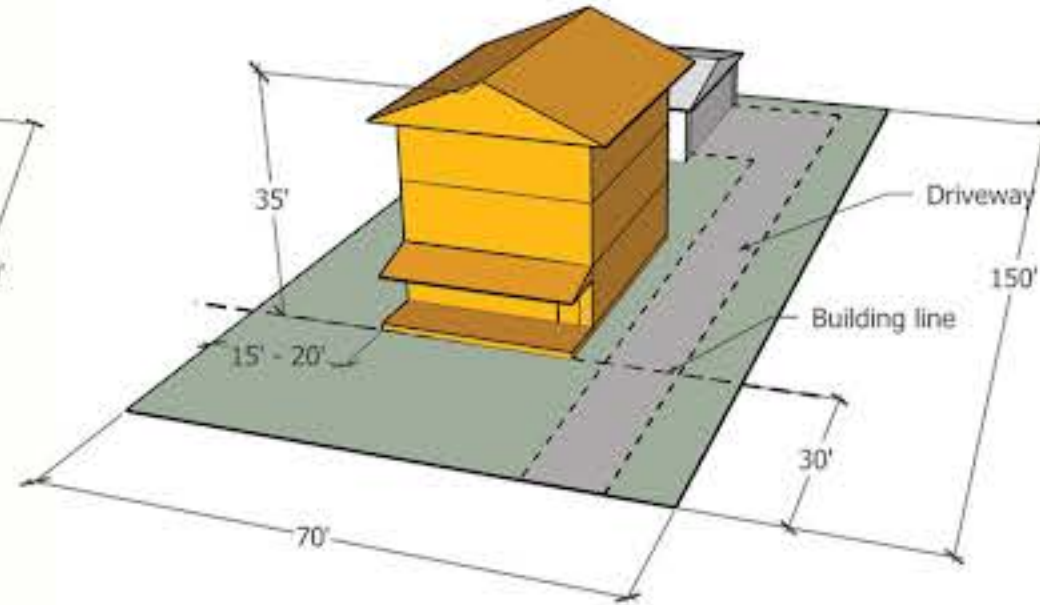
Missing Middle Housing examples on this lot type:

2 UNITS



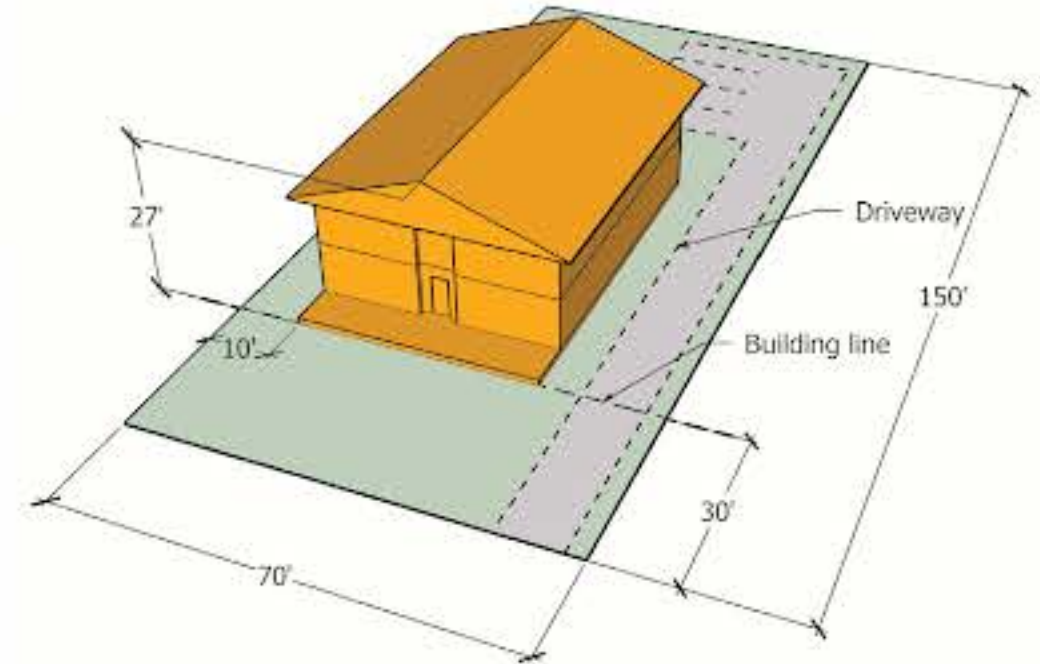
- 800 - 1,000 sf per unit
- 2 cars parked on site
- Complies with current R-60 coverage and setbacks

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 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?

massive houses near downtown; how to avoid? what protection do we have?

Woodside would prefer that we place missing middle housing in the Health and Human Services location on Georgia and Ballard which is being rezoned for residential and the new Woodside Purple Line stop on 16th

many old tall trees with large canopies, and green spaces. They create enormous environmental benefits for people and wildlife. Placing larger buildings on existing detached single family home lots will lead to the destruction of even

The introduction of multi-unit housing must be very carefully calculated on a block by block basis and not just a wholesale permission throughout the R-60 zones. Keep the multi-units directly adjacent to corridors and main streets.

Not everyone wants to be attached on both sides or have several levels within the home

Most families w/children and extended family members prefer not to live like sardines with no yard, trees or privacy

Woodside would prefer that we place missing middle housing in the Health and Human Services location on Georgia and Ballard which is being rezoned for residential and the new Woodside Purple Line stop on 16th

like it is planned for the area on the NW side of Colesville in Woodside Park. I don't think anyone in the adjoining community would welcome that 4-story structure where the current zoning is for single family homes, if

does not advocate tearing down existing single family houses in order to build missing middle housing. their approach is to build in missing middle de novo or to enhance neighborhoods that already include missing middle types

lots on 1st and on 2nd toward Spring St seem appropriate to me to be 2-4 plexes across from the CBD. Also a couple courtyard tri or quadplex like were built in 1920s and 30s in Baltimore or in retirement villages over the two deep lots

I think duplexes, triplexes, courtyard buildings, townhouses, and live work buildings would all be great. Even four or five story apartment buildings would be excellent too

n a place near a downtown and public transportation just about any upzoning will get jumped on by developers as owners sell. The financial benefit is too easy to realize.

initiatives should be considered near Metro stops in Bethesda, Chevy Chase, Rockville, and other areas. This type of change needs to be applied on a county-wide basis in order to make any appreciable impact on the housing shortage

As long as lot setback and height limits are maintained, I would not have an issue living among duplexes and triplexes.

Need to take a look at the typical tree coverage. Comparing apples to oranges. Build to scale.

A two story house next to a 4-5 story apartment building might not maintain the feel of a single family detached home neighborhood.

Giving flexibility is important. Encourage the Dept. to expand the boundary. Maybe a 10/15 walkshed from PL. Some consideration for mid-rise apt bldgs



built-to-scale:
enough space
for trees,
yards

consider
expanding the
boundary

Agree such housing and subsidies are needed for those making low incomes, but that isn't the only housing that is too expensive right now. I'd argue we need much more subsidized and market rate housing both.

middle. Given the land costs, gentle density, missing middle housing is not realistic. Developers know this and are seeking to put apartments or high end town homes that will destroy the environmental and architectural

regarding compatibility -- perhaps a review period for a couple years, instead of by right, so it can be more easily added to existing. The planned communities of Kentland and others of that time have a set of possibilities using a

What protections does the community have with MM. Not having massive things built in the middle of our homes

If this is a way to increase the housing stock then I view this as a positive as long as the setback and height limitations are retained

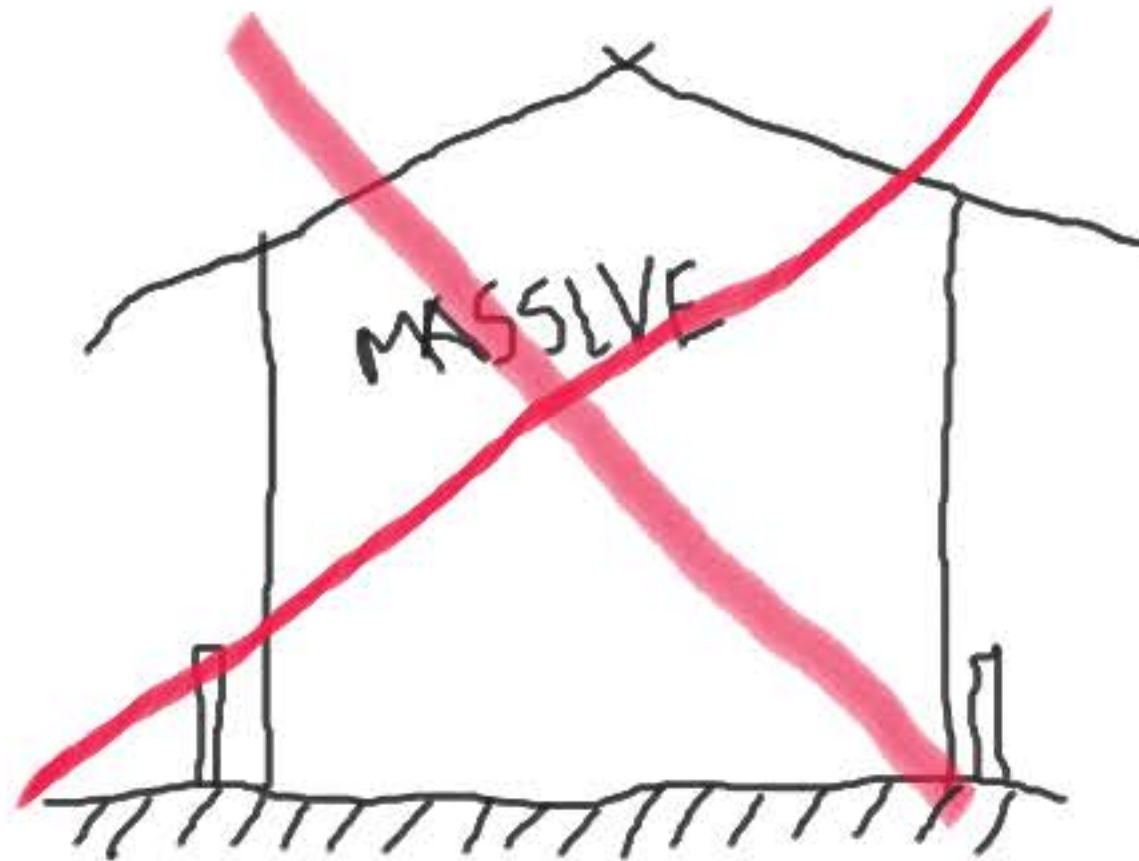
see a failure to meet the "vision" of the 2000 plan. We need more "there" there in downtown, and a variety of housing options along with community focused retail would make viable urban neighborhoods.

I don't know who mentioned accessory dwelling units but several of the houses in Woodside could accommodate ADUs. this would be a good way to increase density.

money may exert an influence on municipal planners. The payback may be for the county to pull in more property tax. I don't know if anything is being legislated in any way that would offer below market housing

more and more. Large old trees and long-established green spaces will be destroyed, and once they are gone, they will never come back. A large tree is filled with life, cleans the air, prevents runoff, and provides shade. When they are torn

Your 3 schematics of missing middle housing failed to show driveways. So that misrepresented how things might actually develop.



VS.



scale matters

Ownership is better for wealth creation.

looking at potential sites inside the CBD as opportunity sites for new housing? parking lots? garages?

DTSS really needs more jobs. I know the market is not currently favorable, but it is important to reserve some capacity for additional employment.

I would like to see accessory dwelling units be a consideration as well as an easier path to allow homeowners to rent their spaces in house.

There may be an inherent conflict of interest for county planners, who are interested in bring in more property tax revenue, to oversee development of residential real estate.

forcing denser housing on single family home owners is a an authoritarian abuse of power which in the end only benefits greedy, crony developers and their supporting realtors and public officials.

question the sincerity of the planning staff that claims that the adjacent properties are 55 to 65 feet when the diagram shows are 100 ft tall