AGENDA

• Schedule update
• Follow-up re: Metrorail at Jesup Blair Park
• Historic Preservation Update:
  • Summary of completed existing conditions scope
  • History of Silver Spring
PLAN TIMELINE

Scope of Work
Approved June 4th, 2020

Existing Conditions Analysis
June 2020 – February 2021

Visioning
March – May 2021

Working Draft
June 2021 - October 2021

Public Hearing / Worksessions / Planning Board Draft
Fall/Winter 2021

Council Public Hearing / Council Review / Worksessions
Spring 2022

Council Approval
Summer 2022

Sectional Map Amendment
Fall 2022

We are here

Engagement

March – May 2021

Fall/Winter 2021

Spring 2022

Summer 2022

Fall 2022

Silver Spring Downtown and Adjacent Communities Plan
An infill station is a new planned station located between two existing stations.
INFILL STATIONS

An infill station is a new planned station located between two existing stations.

Infill stations in urban areas are typically considered in locations where density has increased to the point where there is sufficient (or planned) demand for an additional station to capture riders who are not within a walkshed from adjacent stations.
INFILL STATIONS

• Jurisdiction interested in infill station presents the request to WMATA
• Needs to meet best practices
• Requires Metro Board approval
• Jurisdiction finances the implementation and secures the funding
• Operations costs are shared across jurisdictions
BEST PRACTICES

- RIDERSHIP:
  - Ridership walkshed of ½ mile / ten minute walk at urban infill stations
  - Typical target ridership at a new infill station: ~ 5000 - 7000 riders
  - Typical desired minimum density around station ~ 18 DU/acre minimum

- SITE CONSIDERATIONS:
  - Ideal location is along a straight (not curved) track
  - Both length (minimum of 800’) and east-west space for platforms is a consideration
  - Would need to relocate CSX tracks; impact Park space.
RIDERSHIP WALKSHEDS

- Walkshed for proposed infill station will likely overlap with Silver Spring and Takoma stations.
- Neighborhoods surrounding potential new infill station have some multifamily buildings, and many single-family homes.
BEST PRACTICES

RETURN ON INVESTMENT

• Large investment by the jurisdiction;
• Potomac Yards: $300 million (ongoing)
• NOMA: $120 million (2004)
QUESTIONS AND DISCUSSION
HISTORY OF SILVER SPRING
OUTLINE

• Previously presented a thumbnail historic context to the Planning Board.
• Share our analysis with a focus towards highlighting communities underrepresented in our collective narrative.
• Respond to questions raised by the Planning Board regarding individuals and late twentieth century history of the area.
• Consultants surveyed 27 individual resources and 2 Districts for context and potential National Register Eligibility.
Montgomery Planning recognizes the historical and continuing connection between indigenous people and their native lands.

The Piscataway and Nacotchtank of Maryland suffered from the effects of European settlement.

Currently three (3) formally State-recognized tribes in Maryland: the Piscataway Indian Nation, the Piscataway Conoy Tribe, and the Accohannock Indian Tribe.

Montgomery County started to recognize Indigenous People’s Day in 2020.
MONTGOMERY COUNTY AND SLAVERY
EXPLOITATION OF AFRICANS AND AFRICAN AMERICANS

• Maryland codified the life-long enslavement of Africans and their descendants between 1664 and 1715.
• Exploitation of an enslaved labor force was common in Montgomery County until its abolition in 1864.
• The average slaveholder near Silver Spring (in District 5) held approximately 5 enslaved persons in 1850.
MONTGOMERY COUNTY AND SLAVERY
BLAIR FAMILY

Frank Blair (left), Francis Preston Blair (center), and Montgomery Blair (right).
Source: White House Historical Association

Francis P. Blair House, Silver Spring, Maryland, 1903.

Enslaved persons at Blair and Wilson’s plantations.

Eleven Known Enslaved Persons at the Blair Plantation:
• Infant (3)
• Albert (10)
• Abraham (13)
• Sarah (17)
• Emily (19)
• Vincent Lemon (19)
• Phyllis [Lytton] (25)
• Mary (38)
• Nancy (38)
• Olivia (38)
• Henry Lemon (45)

Ten Known Enslaved Persons at the Wilson Plantation:
• Mary (6)
• Laura (8)
• Hanson (11)
• Sarah (12)
• Moses (15)
• Jack (26)
• Samuel (28)
• Eliza (31)
• Samuel (52)
• Airy (53)

MONTGOMERY COUNTY AND SLAVERY
BLAIR FAMILY

Frank Blair (left), Francis Preston Blair (center), and Montgomery Blair (right).
Source: White House Historical Association

Francis P. Blair House, Silver Spring, Maryland, 1903.

Enslaved persons at Blair and Wilson’s plantations.

Eleven Known Enslaved Persons at the Blair Plantation:
• Infant (3)
• Albert (10)
• Abraham (13)
• Sarah (17)
• Emily (19)
• Vincent Lemon (19)
• Phyllis [Lytton] (25)
• Mary (38)
• Nancy (38)
• Olivia (38)
• Henry Lemon (45)

Ten Known Enslaved Persons at the Wilson Plantation:
• Mary (6)
• Laura (8)
• Hanson (11)
• Sarah (12)
• Moses (15)
• Jack (26)
• Samuel (28)
• Eliza (31)
• Samuel (52)
• Airy (53)
LETTER FROM FRANCIS P. BLAIR TO MY NEIGHBORS (1856):

“The liberation of the blacks, under existing circumstances, is known to be impossible - that it would be ruinous to their owners, a great evil to all others of the white race, and fatal to the Negroes, who would perish under the intelligence and energy of a superior race, as the Narragansetts, Pequods, and Mohicans, perished under it in another quarter. Humanity for the incapable race forbids the experiment, and justice to both classes of the superior one requires that they should be saved from the hazards of the struggles it would provoke ...”
EARLY – MID 20\textsuperscript{TH} CENTURY DEVELOPMENT
EARLY TWENTIETH CENTURY DEVELOPMENT
RAILROAD, STREETCAR, AND GEORGIA AVENUE


Silver Spring Train Station (top) and Washington, Woodside & Forest Glen Streetcar (bottom). Source: B&O Museum (top) and Historical Society of Pennsylvania (bottom).

Toll house on Georgia Avenue still in operation in 1912 (top) and new macadamized road at demolished toll house in 1914 (bottom). Source: Evening Star.
"And, whereas the death rate of persons of African descent is much greater than the death rate of the white race and affects injuriously the health of town or village communities, and as the permanent location of persons of African descent in such places as owners or tenants, constitute an irreparable injury to the value and usefulness of real estate, in the interest of the public health and to prevent irreparable injury to the grantor... his heirs and assigns hereby covenant... that they [the grantee] will not sell, convey or rent the premises hereby conveyed, the whole or any part of any dwelling or structure thereon, to any person of African descent.” --Deed 1904.
POST-WWI SUBURBAN DEVELOPMENT
REAL ESTATE DEVELOPMENT

• New suburban growth.
• E. Brooke Lee, P. Blair Lee, Frank Lee Hewitt and others opened new racially restricted subdivisions in Silver Spring.
• De jure and de facto segregation prohibited opportunities for African Americans.
POST-WWI SUBURBAN DEVELOPMENT
REAL ESTATE AND COMMERCIAL DEVELOPMENT

East side of Georgia Avenue, 1928.  
Source: Silver Spring Historical Society.  
Georgia Avenue Viaduct, 1925.
SHOPPING CENTERS
NEIGHBORHOOD AND REGIONAL CENTERS

Rendering of an addition to the North Washington Shopping Center, 1934.
Source: Evening Star.

Silver Spring Shopping Center, ca. 1949.
Source: National Archives.
SHOPPING CENTERS
NEIGHBORHOOD AND REGIONAL CENTERS

View of Georgia Avenue, looking north from Bonifant Street, with Silver Spring Shopping Center in background.
Source: National Archives.
“People would look at you like, 'What are you doing here?' but they wouldn't say anything." On top of receiving a cold reception, there was little that he or other African Americans venturing to the suburban downtown could do once there. "You couldn't go into any of the stores, the shops. You couldn't shop."

--African American’s description of Silver Spring
INDUSTRIAL AND MANUFACTURING
EAST-WEST HIGHWAY AND B&O RAILROAD

The American Instrument Company Inc. complex at the intersection of Georgia Avenue and Blair Mill Road (left) and Selim Road industrial area (right).

Source: Evening Star and National Archives.
POST WORLD WAR II DEVELOPMENT
INFRASTRUCTURE

View of Railroad Underpass, 1949.  
Source: National Archives.

Aerial view showing business establishments and parking areas, ca. 1950.
POST WORLD WAR II DEVELOPMENT
HECHT COMPANY & RETAIL EXPANSION

Hecht Company Silver Spring Store.
Source: Richard Longstreth, courtesy of Lacey Womack, Hecht’s.

View of retail stores on Colesville Road.
Source: John Hopkins.
CIVIL RIGHTS MOVEMENT
CIVIL RIGHTS MOVEMENT
ACCESS TO THE SUBURBS

Reverend Charles N. Mason, Jr., past chairman of the Silver Spring Ministerial Association’s Social Action Committee, in 1962:

“...the problem that we feel [is] not being squarely faced by the people in the suburbs...is the general collusion among the whole community, all the agents of the community—not real estate agents, but the whole community, ...not to face up to its responsibility in the maintaining of the segregated pattern of housing in our community.”
“On July 3 [1961] I found a hangman’s noose on the windshield of my car. … On July 4…we saw two police cars and several people standing outside of the house. …In discussing the incident with a neighbor, we were told a large flaming cross had been placed against the wooden beam on the porch which would have set the roof on fire had a neighbor from next door not come over and knocked it away. A fire bomb was also found on the lawn. …One night recently when the girls were home alone they answered the NAACP phone to be told by an anonymous caller that a bomb had been placed under the house and that they should leave immediately. …We have received four threatening letters.”

--Williams, United States Commission on Civil Rights testimony, 1962.

Mary Y. Williams, President of the Local Chapter of the NAACP.

Source: Evening Star.
CIVIL RIGHTS MOVEMENT
SEGREGATION & SUBURBAN HOUSING


Suburban Maryland Fair Housing, Inc., in 1963.
Source: The Afro-American.
CIVIL RIGHTS MOVEMENT
APARTMENT HOUSING

- Morris Milgram purchased the all-white Rosemary Village and Terrace (outside of the plan boundary) apartment complexes in 1964.

- Prominent interracial private housing developer in the United States.

- First integrated apartment complex near downtown Silver Spring.

Articles on Morris Milgram and Rosemary Apartments.
CIVIL RIGHTS MOVEMENT
APARTMENT HOUSING

New Civil Rights Group Warns on Apartments

By PHILIP SHANDLER
Star Staff Writer

A new civil rights group called ACCESS is demanding that owners of apartment developments in the Washington suburbs make clear their willingness to rent to Negroes.

It has sent letters to 12 owners, setting a March 12 deadline for a response, and has invited established civil rights groups to a meeting tomorrow night to seek support for the apartment campaign.

"Be forewarned that we are prepared to use nonviolent, direct-action tactics to make this a public issue," the letters to apartment owners said.

The ultimatums have been signed over the signature of George P. Harris of Greenbelt, an electronics technician, who

ACCESS sent apartment owners letters prior to non-violent protests.
Source: Evening Star.

Beltway March, June 8, 1966. Protestors demanded that affordable apartment owners in suburbs open rentals to African Americans.
Source: Washington Star Collection, D.C. Public Library.
CIVIL RIGHTS MOVEMENT
APARTMENT HOUSING

“We’re in the seat of democracy, literally surrounded by a noose of segregation. The closing off of great numbers of housing units to Negroes has resulted in a concentration of demand which hopelessly tries to exploit an inadequate supply. The result is that most Negroes are limited to less adequate housing at high cost. ACCESS is necessary to assure not only a public statement of intent to comply, but actual procedures. We want to see the rental lists, and be present when employees are told of the new policy. Mr. Freeman is not a racist. … [His] fine words have no effect whatsoever on the plight of the Negro families who cannot get housing in his apartments. The net result of his statement is not much worse than if he had come out for a law enforcing segregation. … Actions speak louder than words, and Mr. Freeman has not acted.”

--Charles Jones’ Response to Carl Freeman’s actions on integration
CIVIL RIGHTS MOVEMENT
FAIR HOUSING ORDINANCE AND LAW

David Scull (sitting) with Elizabeth Scull. Source: Montgomery History.

• David and Elizabeth Scull championed socially-conscious legislation in the county council.
• Established Emergency Homes, Inc.
• Carried forward the Fair Housing Ordinance in 1967 as Council President.
• The Fair Housing Law (1968) passed after his unexpected death.
CIVIL RIGHTS MOVEMENT
PUBLIC ACCOMMODATIONS

Source: Montgomery History.

Places of Public Accommodation Which Discriminate.
Source: David Rotenstein (via Montgomery County Archives).
CIVIL RIGHTS MOVEMENT
PUBLIC ACCOMMODATIONS


Sit-in at Crivella’s Wayside Restaurant. Roscoe R. Nix (left), Muriel Johnson (partially hidden), Peggy F. Wayne (center), and Rev. Jefferson P. Rogers (right) Source: Afro-American.
MID – LATE 20TH CENTURY DEVELOPMENT
HIGH-DENSITY OFFICE AND RESIDENTIAL BANKING DISTRICT AND MODERNIST ARCHITECTURE

Perpetual Bank Building constructed in 1958 (top left), Metropolitan Building constructed in 1964 (top middle), Guardian Federal Building constructed in 1957 (bottom left), Maryland National Bank constructed in 1963 (bottom middle), and the Silver Spring Motor Inn constructed in 1963.

Source: Evening Star, Washington Post, and Boston Public Library.
HIGH-DENSITY OFFICE AND RESIDENTIAL
HIGH-RISE APARTMENT BUILDINGS

Examples of 1960s high-rise residential apartment buildings constructed in Silver Spring.
Source: Evening Star and Washington Post.
HIGH-DENSITY OFFICE AND RESIDENTIAL DEVELOPMENT IN THE 1970S

Holiday Inn - Silver Spring Plaza. 
Source: CardCow.

Montgomery Center, under construction. 
Source: Suburban Record.
METRO STATION
DEVELOPMENT IN THE 1970S

Silver Spring Metro Station, ca. 1978.
Source: Montgomery History.

Shift Seen
For Ga. Ave.
Subway Stop

Retention of the Silver
Spring station on the proposed
rapid transit line in suburban
Maryland is being studied by
the Washington Metropolitan
Area Transit Authority.

At the urging of the Silver
Spring Chamber of Com-
merce, the WMATA is consid-
ering a shift about four
blocks in the west from the
site shown in its 1968 plan at
Georgia Avenue and the B&O
tracks.

James P. Ginsan, a Mont-
gomery County member of the
WMATA, told the Authority it
is considering placing one end
of the station at Colesville Road
and the other about 600 feet
south along the railroad.

The Chamber of Commerce
has asked the transit agency
to reconsider its plans because
of a development trend away
from Georgia Avenue toward
the west.

Several major apartment
buildings have been construc-
ted near Colesville Road since
the original plans were laid
out, the Chamber’s resolution
said.

The Falkland Garden Apartments are outlined in green.
Source: McAtlas.

Washington Post.
METRO STATION
1980S HIGH-RISE DEVELOPMENT AND DIVERSITY


REVITALIZATION
EXAMPLE OF 1990S AND 2000S LOCAL BUSINESSES

Aerial view of Georgia Avenue and Eastern Avenue.
Source: Pictometry.
REVITALIZATION PROPOSALS
SILVER TRIANGLE TO SILVER SPRING TOWN CENTER

Map showing proposed Silver Triangle and City Place Mall, 1989.
Source: Baltimore Sun.

Sketch of the proposed American Dream, a $585-million mall, 1995.
Source: Baltimore Sun.

Source: Bill Snead, Washington Post.

Source: Baltimore Sun.

Foulger-Pratt and Peterson Company Silver Spring Town Center Plan, 1997, later renamed “Downtown Silver Spring.”
Source: RTKL Associates (via Baltimore Sun).
SILVER SPRING TODAY
DIVERSE AND THRIVING COMMUNITY

Source: Elvert Barnes Photography.
Source: Elvert Barnes Photography.
Source: Dan Reed.