

## EASTERN SILVER SPRING COMMUNITIES PLAN

### COMMUNITY OPEN HOUSE COMMENT SUMMARY: ORGANIZED BY DISTRICT

This supplement summarizes community feedback collected during the April 21, 2026, open house held at the Long Branch Community Recreation Center. Comments, including exit survey responses, were received across all five Plan districts and reflect a range of views on the preliminary recommendations.

Feedback from open house participants indicates that some people generally support the proposed transit, housing, and infrastructure recommendations, while others raised significant concerns about specific recommendations, including land use and zoning recommendations, including those for the YMCA site and along main corridors. Participants also raised concerns about the engagement process. This summary is organized by district to document the main themes heard at the open house. References to support or concern in this document reflect the views of the 140 open-house participants only and should not be interpreted as representing the views of the full community.

#### Where Open House Participants Live

Of 140 participants, 118 provided information about where they live in the Plan Area. Participants were given colored stickers and sticky notes to indicate the district in which they live.

<i><b>District</b></i>	<i><b>Color</b></i>	<i><b>Number of Open House Participants</b></i>
<i><b>Colesville Road</b></i>	Blue	29
<i><b>University Blvd North</b></i>	Purple	26
<i><b>Manchester Place</b></i>	Pink	11
<i><b>Long Branch</b></i>	Yellow	32
<i><b>New Hampshire Avenue</b></i>	Orange	13
<i><b>Outside Plan Area</b></i>		7
<i><b>TOTAL</b></i>		<b>118</b>

## COLESVILLE ROAD DISTRICT

### OVERVIEW

The Colesville Road district generated a large share of the feedback received and expressed notable concern about certain preliminary recommendations. Negative comments focused primarily on land use and zoning recommendations, especially those affecting the YMCA site and nearby areas along Colesville Road. Overall, the feedback reflects a clear interest in maintaining neighborhood character and close attention to how potential changes could affect the area.

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## PRIMARY CONCERNS

Comments from this district focused on several recurring issues related to neighborhood character, transportation conditions, and the planning process:

**YMCA Site:** A prominent theme in this district involved recommended changes to the zoning of the YMCA property. Many participants opposed rezoning that could allow higher-density development on a site they view as an important community asset and open space. Comments also raised concerns about building heights, compatibility with the surrounding neighborhood, housing affordability, and the role and influence of private development.

**Traffic and Infrastructure:** Participants raised recurring concerns about whether existing roadway and intersection conditions could accommodate additional growth. Comments frequently referenced current congestion and the potential for additional traffic on residential streets, particularly in relation to recommended rezoning along these corridors.

**Community Engagement Process:** Some participants said they were not aware of earlier outreach activities or opportunities to engage before learning of the preliminary recommendations. Concerns about transparency and the availability of meaningful opportunities for engagement were recurring themes.

**Transit Access:** Some participants questioned the need for additional development and how this district fits within the plan's transit-oriented framework, particularly given its distance from planned Purple Line and BRT stations. This was a recurring theme in comments about the rationale for proposed changes in the area.

**Housing and Development:** Participants expressed concern that new development will not provide affordable housing and will only benefit developers.

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## AREAS OF SUPPORT

Although concerns were more common in this district, a smaller number of participants expressed support for additional housing options and affordability. There was also positive feedback on the concept of a pedestrian connection across Interstate 495 to improve access to Blair High School.

## LONG BRANCH DISTRICT

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### OVERVIEW

The Long Branch district showed generally positive responses to the preliminary recommendations. Many comments supported recommendations related to mobility, housing choice, and environmental improvements, while also identifying issues related to affordability and displacement. This area also had the largest representation of Spanish speaking participants.

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## AREAS OF SUPPORT

Long Branch comments reflected support across several topic areas, particularly recommendations related to mobility, housing choice, and policies intended to support continued affordability.

**Pedestrian and Transit Infrastructure:** Recommended transportation improvements received broad support. Participants expressed interest in sidewalks, additional bike lanes, bus lanes, and transit-supportive development. Anticipated Purple Line benefits were a common reason for this support.

**Housing Diversity and Affordability:** Participants expressed interest in additional housing options and continued affordability, including concern that rising costs may make it harder for current and future residents to remain in the community. Some comments also suggested that zoning recommendations could go further in expanding housing choice.

**Environmental Preservation:** Participants expressed interest in tree canopy, shade, park access, and community gardens. Comments generally supported maintaining green spaces while accommodating growth, reflecting interest in balancing development and conservation.

**Small Business and Economic Development:** Participants expressed support for local businesses, including interest in space for small businesses and appreciation for the neighborhood's diverse retail environment.

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## AREAS OF CONCERN

While generally supportive, Long Branch participants also identified several implementation-related concerns:

**Parking Availability:** Participants noted the need for adequate parking to support both local businesses and new housing.

**Park Amenities:** Multiple participants requested restroom facilities at parks along the Long Branch Trail and identified a need for more family-friendly amenities.

**Construction Impacts:** Some participants said prior construction disruptions have made them cautious about additional development and emphasized the importance of minimizing future impacts.

**Police and Safety:** Participants noted the need for improvements to safety and security but were concerned about “over policing” and its impact on BIPOC residents

## UNIVERSITY BOULEVARD NORTH DISTRICT

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### OVERVIEW

The University Boulevard North district showed generally positive sentiment toward the preliminary recommendations. Participants expressed support for transit infrastructure and walkability improvements, while also showing hesitation about some recommendations, particularly zoning recommendations along University Boulevard. Comments raised concerns about the need for rezoning, as well as construction timing, traffic management, and implementation impacts.

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## AREAS OF SUPPORT

University Boulevard North residents generally supported the need for additional housing but also raised significant concerns about the scale and location of some zoning recommendations along the corridor.

**Transit Infrastructure:** Bus lanes and other transit investments received broad support. Participants identified dedicated transit lanes as important to the area's future, and bike infrastructure with physical separation from traffic was also viewed favorably.

**Density Near Transit:** Unlike some other districts, participants in the University Boulevard North district generally supported higher-density development near planned Purple Line stations. At the same time, comments indicated some hesitation about applying this approach more broadly throughout the district.

**Walkability and Mixed Use:** Participants expressed interest in a more walkable and bike-friendly community, with development at an appropriate scale, improved access to planned BRT service, shaded sidewalks, retail, and mixed-use activity centers.

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## AREAS OF CONCERN

While generally supportive of the goals identified in the preliminary recommendations, University Boulevard North participants also raised several concerns:

**Construction Timing:** Participants emphasized the need to coordinate major construction activities and minimize cumulative disruption. Several comments suggested sequencing future work in a way that accounts for ongoing Purple Line construction.

**Traffic at Key Intersections:** Participants noted that existing traffic conditions at key intersections should be considered when evaluating future construction and circulation changes, and expressed concern that new development may worsen congestion.

**Land Use and Zoning:** Participants also expressed concern about development and its potential effects on community character.

**Parks and Open Space:** Participants noted concern with the preservation of green spaces within their district and identified a need for additional community gathering spaces.

## NEW HAMPSHIRE AVENUE DISTRICT

### OVERVIEW

The New Hampshire Avenue district showed broadly positive feedback on the recommendations presented at the open house. Comments focused most often on parks, transportation, environmental quality, and access to neighborhood-serving amenities.

### AREAS OF SUPPORT

New Hampshire Avenue comments reflected interest in several community improvements and appreciation for the opportunity to provide feedback.

**Parks Improvement and Trail Connectivity:** Participants generally supported improved and expanded trail access and adding amenities such as exercise equipment in parks. Comments indicate that trails and outdoor recreation are important neighborhood assets.

**Transportation Improvements:** Participants responded positively to transportation proposals and specifically requested a traffic signal at the Northwest Park Apartments entrance to improve pedestrian safety.

**Healthy Food Access:** Access to healthy food stores, particularly in the Northwest Park area, emerged as a distinct priority in this district. Participants also expressed support for a historic business marketing program to strengthen local commerce.

**Environmental Sustainability:** Participants expressed interest in sustainable building design and clean, green spaces throughout the district.

**Engagement Process:** Some participants expressed appreciation for the opportunity to provide feedback and for staff engagement at the open house.

### AREAS OF CONCERN

Although feedback was largely positive, participants also noted the following concerns:

**Parking Requirements:** Some participants said new affordable housing should include adequate parking, with several comments suggesting two or more spaces per unit.

**Park Safety:** Participants requested improved park security to address concerns about vandalism and loitering. Concern raised about over policing.

## MANCHESTER PLACE DISTRICT

### OVERVIEW

The Manchester Place district had the lowest level of participation among the five districts. Comments from this area reflected support for environmental and bicycle infrastructure improvements, along with concerns like those raised in nearby districts about the YMCA site and neighborhood compatibility.

### AREAS OF SUPPORT

Manchester Place residents expressed support for the infrastructure and environmental recommendations:

**Bicycle Infrastructure:** Participants expressed support for additional bike lanes with physical separation from vehicle traffic. This was one of the more frequently mentioned positive themes in the district.

**Tree Preservation:** Participants identified preserving existing trees and planting new ones as important priorities. Green infrastructure and stormwater management also received positive attention.

**Trail Safety and Connectivity:** Participants emphasized the importance of Sligo Creek trails and requested traffic signals at trail crossings to improve safety. Comments also highlighted the need for continued coordination with local trail and watershed stakeholders as the planning process moves forward.

**Engagement Process:** Some participants expressed appreciation for the opportunity to provide feedback and for staff engagement during the open house.

### AREAS OF CONCERN

Comments from Manchester Place raised several concerns that overlapped with themes heard in adjacent districts:

**YMCA Site:** Similar to comments from Colesville district, some participants expressed concern about potential changes to the YMCA site and their effect on neighborhood character.

**Plan-Neighborhood Alignment:** Some participants said proposed zoning changes did not align with their view of the neighborhood's existing character and called for a more tailored planning approach.

**Retail Parking:** Participants raised concerns about adequate parking to support ground-floor retail businesses.

## CONCLUSION AND NEXT STEPS

Feedback from the ESSCP open house reflects a range of perspectives across the five districts. Some recommendations received support, while others generated concern or requests for additional clarification. This supplement is intended to document the themes raised by participants in a clear and organized way and to demonstrate that community feedback is being carefully heard and considered. Staff will use this information, together with other engagement results, technical analysis, and feedback from the Planning Board to continue refining the recommendations and to support thoughtful, transparent, and responsive community engagement moving forward. The revised recommendations will be released with the Working Draft Plan, anticipated this fall.

## EASTERN SILVER SPRING COMMUNITIES PLAN

### TRANSCRIPTION OF COMMENTS BY BOARD

#### COMMUNITY ENGAGEMENT

2023??? No word on this plan until a few months ago.

Need more Convos with Colesville Community

I live in Indian Spring and was not invited to any meetings or received any notices. How is this active community engagement?

No one spoke to my immediate community before coming up with a plan for use. We are all surprised.

Messages are disingenuous/ obfuscating. No mention of zoning means lack of transparency.

Don't ever change Indian Springs. Go to White Oak if you love more density. I would be happy to help your vision be realistic.

Need to manage increased traffic on neighborhood streets because of people not able to drive on Wayne. Colesville Rd is out of control especially at Dale Dr. and Sligo Creek Parkway.

Define affordability.

Communication with Colesville Rd corridor has been a farce. No outreach to neighborhoods until a resident-initiated meeting at which questions were not allowed from floor and vague presentation ran out the clock.

As one of the impacted homes, we were not invited to any meetup nor did we receive any notes of this plan or its concept- there was not any community input in Indian Spring.

We need a list of who you've spoken to since 2023.

No mention of safe and convenient vehicle movements. This is a much larger problem than anything else. Lived here 40 years and still no sidewalks.

DO NOT TOUCH THE PARK BEHIND THE YMCA- negative mental and environmental effects.

What is the plan for traffic or has a traffic study been done for change proposed on Colesville and within Indian Spring neighborhood.

There is already a safe and convenient way from Indian Springs by bus to Metro.

Go to neighborhoods not just community events for representative sample.

Por favor mostrar cuáles fueron los acuerdos derivados de las conversaciones desde 2023- Please show which agreements were derived from the conversations since 2023.

Parques seguros sin vandalismo- Safe parks without vandalism.

Keep friends of Sligo Creek in the loop.

Porque seguros sin vagancia podemos mas seguridad- Without loitering we can have more security.

Thank you for listening!

So late in knowing of community planning groups. My concern is that many people are just learning that community work groups were formed to give input. Wish that every neighborhood had been reached out to.

Necesitamos mas centros comunitarios para reuniones comunitarias- Need community centers discussed at community meetings.

We have not had drivable roads without construction in years! Don't tear up University Blvd until the Purple Line is done!

More housing key to affordability.

F1 BUS LANES!!

You have listened, you have documented- Board/Council listen up.



## MASTER PLAN PROCESS

Lack of engagement with Indian Springs community. They may have reached out to the Board but never received a flyer in the mail or was invited to a meeting in our neighborhood where there will be a huge loss of green space at the YMCA.

None of the impacted homes received any notification nor was there any discussion about zoning changes. None of us received any feedback.

There was no discussion with the affected community about boundary changes

Not notified until weeks ago that this plan was in the works. No flyers no pamphlets no anything. Zero communication.

Nobody in the Indian Spring community were notified, we are against this as it would completely change the park space, safety due to traffic, and make it difficult for schools to accommodate.

This proposal is profoundly disappointing. We chose this neighborhood for its peace, safety, and sense of community, and we have invested deeply in building a life here with our family. Allowing this plan in its current form would fundamentally alter the character of our neighborhood- increase already concerning traffic safety risks for our children. Please reconsider this plan with greater care for the children living here.

Never was contacted during visioning + analysis: Summer 2024-Fall 2025.

While I love my single-family home, I am in support of more housing as more supply will help with affordability. I'm hoping dense neighborhoods being more (illegible word) and in walking distance of University Blvd. North.

Very unhappy with communication effort- very hard to get details needed to understand impact on Colesville district. You refer to various documents and policies, but these obscure details, do not bring them to the fore- Examples: what exactly happen on Caroline Ave? Potentially have many more people on Y? How will you squeeze hundreds of more people and cars on streets feeding into Y? How will you do that when you add bike lanes and sidewalks? How do you get people in and out of Colesville District? Where will people park? Where will kids play when Y field is gone? Ride bikes? Which houses will lose much of their front yards? How would people cope with construction noise, loss of parking, construction machinery in Colesville/Worth Ave corridor? Why no explanation of ways to increase population density more fairly? Why no Q and A forums where people broadly can hear concerns of neighbors and commission responses?

No Master Plan process starts with lacking community engagement. This Master Plan will be in trouble without it. Shame on you.

Where are the schools reflected in the plan? Community asset, source of feedback, anchor for planning.

Thank you!! Look forward to more PL+ transit friendly housing with rezoning.

Long Branch Community Pool upgrade.

Been through bull shit construction with the MMPA. I know that public consultation doesn't change any plans of the planning board.

La calle de Piney Branch estta muy mal por la construccion del Metro. Esperama que arreulen la calle porque tiene muchos hoyos. Y hase mucho trafico por la Piney Branch.- Piney Branch Road is in very bad condition because of the Metro construction. We hope they fix the street because it has many potholes. And there is a lot of traffic on Piney Branch.

THANK YOU parks and planning.

Piney Branch traffic congestion is a major issue. Please incorporate traffic study in early planning.

Thank you for your woke rezoning is smart, Cant wait!

Traffic and Schools are problematic for Indian Springs.

Once Purple Line is up and running will there be Permit Parking in the neighborhood? Permits needed.

I love this plan! More!

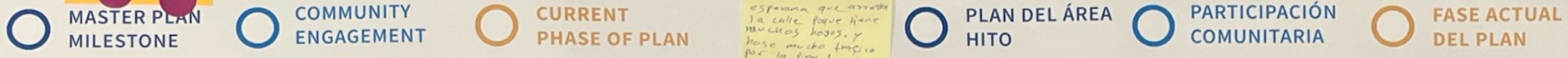
# Master Plan Process / Proceso del plan del área



**THANK YOU**  
FOR PLANNING

Traffic Schools are problematic

la calle de Plan Branch esta muy mal para la construcción del Metro esperamos que arreglen la calle, porque tiene muchos baches y hace mucho tráfico por la Plan Branch



**Work Program**  
Master plans are added to the Work Program.

**Pre-Scope (Fall 2023 - Spring 2024)**  
Data collection, analysis, and review of current conditions and trends.

**Scope of Work (Spring 2024)**  
Scope of work, including a proposed plan boundary, presented to the Planning Board for approval.

**Visioning + Analysis (Summer 2024 - Fall 2025)**  
Community conversations, best practices and professional input help develop a vision for the plan area.

**Preliminary Recommendations (Winter 2026)**  
Planners develop initial recommendations for the plan in order to receive guidance from the Planning Board and feedback from community members.

**Working Draft (Fall 2026)**  
Based on feedback from the community and Planning Board, planners develop more specific recommendations and present the plan to the community and Board.

**Public Hearing Draft (Fall 2026 - Spring 2027)**  
The Planning Board holds a Public Hearing on the draft recommendations and work sessions to make revisions.

**Planning Board Draft (Spring 2027)**  
The Planning Board approves the new draft and transmits it to the County Council and the County Executive.

**County Council Review + Executive Review (Summer 2027)**  
County Council holds a Public Hearing on the plan and work sessions to make revisions. The County Executive provides comments.

**Approval + Adoption (Fall 2027)**  
The County Council approves the plan and the Maryland-National Capital Park and Planning Commission adopts it. Montgomery Planning publishes the final approved and adopted plan.

Been through Bull shit construction of the MMDA. I know that public consultation doesn't change any plans of the Planning Board

**TRICKY BOARD**  
TRAFFIC CONGESTION IS A MAJOR ISSUE PLEASE INCORPORATE TRAFFIC STUDY EARLY IN PLANING

Conceo Purple Line is up and running w/ Metro. Be Patient Parking in the neighborhood from is hard.

While I love my single family home, I am supportive of more housing as more supply will help w/ affordability. I'm hoping there are other housing options available in the neighborhood.



**Programa de trabajo**  
Los planes maestros se agregan al programa de trabajo.

**Alcance previo (otoño de 2023 a primavera de 2024)**  
Recopilación, análisis y revisión de datos de las condiciones y tendencias actuales.

**Alcance del trabajo (primavera de 2024)**  
Alcance del trabajo, incluido un límite para el plan propuesto, presentado a la Junta de Planificación para su aprobación.

**Visión y análisis (verano de 2024 a otoño de 2025)**  
Las conversaciones comunitarias, las mejores prácticas y la experiencia profesional ayudan a desarrollar una visión para el área del plan.

**Recomendaciones preliminares (invierno de 2026)**  
Los planificadores elaboran recomendaciones iniciales para el plan con el fin de recibir orientación de la Junta de Planificación y retroalimentación de los miembros de la comunidad.

**Borrador de trabajo (otoño de 2026)**  
Con base en los comentarios de la comunidad y de la Junta de Planificación, los planificadores elaboran recomendaciones más específicas y presentan el plan a la comunidad y a la Junta.

**Borrador de audiencia pública (otoño de 2026 a primavera de 2027)**  
La Junta de Planificación lleva a cabo una audiencia pública sobre el borrador de las recomendaciones y sesiones de trabajo para realizar revisiones.

**Borrador de la Junta de Planificación (primavera de 2026)**  
La Junta de Planificación aprueba el nuevo borrador y lo transmite al Consejo del Condado y al Ejecutivo del Condado.

**Revisión del Consejo del Condado y revisión ejecutiva (verano de 2027)**  
El Consejo del Condado lleva a cabo una audiencia pública sobre el plan y sesiones de trabajo para realizar revisiones. El Ejecutivo del Condado proporciona comentarios.

**Aprobación y adopción (otoño de 2027)**  
El Consejo del Condado aprueba el plan, y la Comisión de Parques y Planificación de Maryland-Área de la Capital Nacional lo adopta. Planificación de Montgomery publica el plan final aprobado y adoptado.

Lack of engagement with Indian Springs Community... they may have executed out to the Board but more decisions figure in the main council... Note of the impacted homes received any notification... There was no discussion with the affected community about boundary changes... Not noted until weeks ago that this plan was in the works... Nobody in the Indian Springs Community... The project is probably disappointing for its price, size, and time of construction... where are the schools reflected in the plan? Community asset, source of feedback anchor for planning... THANK YOU!! LOOK FORWARD TO MORE PROGRESS... WE'RE BLAZING COMMUNITY TOOL UPDATES!

very thoughtful... very hard to understand... get details needed to understand impact on... very hard to understand... No MDC Plan... Process starts w/... Engage community... This Master Plan will be in trouble without it...

Thank you for your work Reasoning is sweet Can't wait!

I love this plan Move in!

## PLAN VISION AND GOALS

Indian Spring is not adjacent to the Purple Line. Our neighbors would not use it, should not be impacted.

The areas slated for rezoning are already the most socioeconomically dense and racially diverse. Don't allow development that will displace these communities.

How are you holding any future developers accountable with housing changes?

In IS/SOECA, the redevelopment area is already more affordable. Not clear what would be improved.

Why are you taking away the current zoning for the YMCA green space? This change has the opposite impact.

But development on the YMCA field will eliminate green space in Indian Spring and high rises are completely discordant.

Yes, but neither Purple Line or BRT come within 1 mile of our homes (Indian Spring)- Ditto for SOECA.

You are planning to change zoning where none of these opportunities exist (SOECA).

There are no stops near our neighborhood, yet it will negatively impact us with more cut throughs on streets.

Creating safer ways to travel? How can that be true in the neighborhoods where parking and traffic will be so intense walking and biking will be dangerous- Indian Springs.

We bought our home in Long Branch since Purple line would near and take me to work. Sadly, I will be retired before its running because of delays. It takes too long to build in MD.

You have no idea what benefit the Purple Line will provide. You should let the Purple line run for a few years before planning next.

You are changing zoning where there are not transit improvements (SOECA/Indian Springs).

I asked this question in an email and was told that there will be no additional affordable housing in SOECA/ Indian Springs.

This will not create safety it will create congestion at the already dangerous Colesville and University exchanges.

It was a nightmare driving over here. All intersections failing. Where is street traffic improvement anywhere in this vision? The Purple line and increased housing density only adds to the problem.

Yes, but across the entire neighborhood, not concentrated on streets that already have rentals, and are way more diverse than the rest of the community.

In SOECA target area, there are already unaddressed serious and dangerous traffic issues. We've asked for help for at least 20 years.

Agree with the comment above (^), and these are good goals but this plan does not meet most of them.

No one actually contacted my local community before devising a plan.

Terrible plan. No one contacted local community/ impacted streets before putting forward this plan. Will eliminate green space. Will substantially increase traffic and people. No infrastructure. Added cars in the neighborhood.

Neighborhood needs more high speed EV car chargers.

Affordable homes will still not exist as you cannot mandate that developers offer it. This is a naïve plan.

Need to acquire the YMCA and its land in order to build. Has this been discussed?

Wanted a small community feel when we bought our house over 25 years ago- This rezoning will 100% change our neighborhood with more cars, traffic, people, run off, and pollution.

SOECA/ Indian Springs North Hills are not part of Long Branch community (they are Silver Spring and Four Corners).

It takes over an hour, 2 buses and a Metro to get to downtown DC. So it isn't really creating opportunity.

Indian Spring is not Long Branch, there is no need to develop and improve Indian Spring.

Where is the space for parks? Long Branch stream valley?

Youth-particularly Middle and High Schoolers- need more and diverse venues for recreation and gathering safely. I would love to see a community/rec center at the current "staging site" at University Blvd.

DEEPLY affordable housing is the only way to keep the cultural and socioeconomic diversity that we love.

Why can't more of the space between PL tracks on Piney Branch be green?

No querumos que nos aumenten la renta por la linea morada y que nos den por lo menos ano de pasage gratis proque la economia no es muy buena de la comunida de long branch- We do not want our rent to increase because of the Purple Line, and we want to be given at least one year of free transportation because the economy of the Long Branch community is not very good.

Pone rejas de seguridad al rededor de la linea morada?- Will they put security fences around the Purple Line?

No queremos que aumente la renta con la construccion de la linea morada- We do not want rent to increase because of the construction of the Purple Line.

We need bus lanes to get the M12 moving faster to PL!

Repair the pot holes in the roads.

Please fix the potholes and large bumps. It is unsafe for everyone.

NO DISPLACEMENT

Pero!!! La renta seran mas elevados?- But!!! will rents increase?

Queremos asegurar que no subiran la renta por la linea morada- We want to make sure that rent will not increase because of the Purple Line.

Costos de viviendas accesibles- Affordable housing.

Nobody in my neighborhood asked for this.

S-S (Silver Spring?) council must deal with this head-on. Don't rely on developers to solve the problem!

Don't dwell on this, nothing we do locally will make an impact without strong state/ federal law.

I live in a single-family home near the Manchester Station. We already have a great mix of housing (apartments, duplexes, houses) so we do not need more density.

With work from home and trade skills being a reality- Infrastructure improvements?

Affordable housing is essential to preserve our neighborhood.

Affordable housing must have 2+ parking spaces/unit. Everyone works and everyone drives.

There are no parks on the east side of University near Montgomery Knolls- none. I have to cross University Blvd.

Proponent of a community trust or more subsidized housing.

Why are you complaining about affordable housing?

# Plan Vision & Goals *Visión y Objetivos del Plan*



The Eastern... Spring... better connected, thriving, welcoming, play, and travel.

El Plan de... Silver Spring... comunidades más conectadas, prósperas y resilientes que viven, trabajan, comen, juegan y viajan.

...a high quality... students, through... facilities, and safe places to gather.

...de vida para... de grande... unitarias y... unirse

...ing that current... residents alike benefit... investment and opportunity by the Purple Line and

...Transit... aumentar... a los residentes... como los futuros... beneficiarios... y las... de ofrec... por la

...¿Estos objetivos reflejan... necesidades... de su comunidad?

...Somewhat... En parte... No... Sí

...es... Sí

Why are you taking... Why the current... Review for the case... You need space? This change has opposite impact.

Youth - particularly middle + high schools - need more + diverse venues for recreation + getting safely. I would love to see a community/recreation center at the current 'Sage' site at Univ Blvd.

But Development on the YMCA field will eliminate green space in Indian Spring and high rises are completely disconnected.

Yes but neither Purple line nor BRT can't within 1 mile of our homes (Indian Spring)

You are planning to change zoning where none of these options has been (SOECA)

No queremos que aumente la renta con la construcción de la línea morada

Indian Spring is not adjacent to me people don't want to live there. I would not use it should not be impacted

Why can't more of the space between PL tracks be green?

No queremos que los aumentos de renta por la línea morada y que nos dan por la mayoría un año de pasaje. Igual si se construye la estación que es más buena de lo que se construye de largo plazo

Point re: las de seguridad de la línea Morada?

Proponent of a community trust, or not subsidized housing

We benefit our more in long branch since purple line would be ready to take me to work. Sadly, it will be retired before its running because of the challenge of the station

I have a single family home near the beautiful station. We already have a great view of certain buildings and I don't want to see more density.

With workforce home + trade skills being a reality - Infrastructure investment

you are changing zoning where there are not transit improved (special Indian Springs)

you have no idea what benefit the people will provide you should let the market run for years before planning next

There are no stops near our neighborhood, yet it will negatively impact us with more cut through on streets

NO Displacement

We benefit our more in long branch since purple line would be ready to take me to work. Sadly, it will be retired before its running because of the challenge of the station

The areas slated for rezone are already the most socioeconomically diverse. But allowing development that will displace the current residents

DEEPLY AFFORDABLE HOUSING is the only way to keep the cultural + socioeconomic diversity that we have

you have no idea what benefit the people will provide you should let the market run for years before planning next

we need bus lines to get the M2 moving. Refer to PL

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There are no stops near our neighborhood, yet it will negatively impact us with more cut through on streets

NO Displacement

We benefit our more in long branch since purple line would be ready to take me to work. Sadly, it will be retired before its running because of the challenge of the station

How are you holding... Any future developments accountable with housing changes?

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NO Displacement

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Wanted a small community feel. When we bought our home over 25 years ago - this morning will 100% change our neighborhood with more cars, better people, just not what we want

Nobody in my neighborhood asked for this

AFFORDABLE HOUSING MUST HAVE 2+ PARKING SPACES/UNIT. EVERYONE WORKS ≠ EVERYONE DRIVES

SOECA/Indian Springs/ North Hill are not part of the Long Branch Community (they are Silver Spring and Four Corners)

SOECA cannot deal with this head-on. Don't reduce density to solve the problem.

It takes over an hour, 2 buses and a metro to get to downtown DC. So it isn't really creating opportunity

Indian Spring is not long branch. There also need to develop and improve Indian Spring

Affordable housing is essential to preserve our neighborhood. +1 +2 +3

Perill. La renta serán más elevadas? Queremos asegurar que no subiran la renta por la línea morada.

This will not create safety. It will create congestion at the already dangerous Quezette + University interchange

It was a nightmare driving on here. All construction taking. Where is that traffic mitigation in this vision? The purple line and increased bus density only adds to the problem

In street target area, there are already unaddressed serious & dangerous traffic issues. We've asked for help for @ least 20 years.

Agreed with the comment above and these are good goals but this plan does not meet most of them

Why are you complaining about affordable housing?

No one actually contacted my local community before drafting a plan.

NO one actually contacted my local community before drafting a plan.

NO one actually contacted my local community before drafting a plan.

NO one actually contacted my local community before drafting a plan.

COSTOS DE VIVIENDAS ACESIBILES

interior plan - no one contacted local community / impacted street before putting forward this plan - will eliminate green space - will subsidize heavily increase traffic + people - no infrastructure address added cost on the neighborhood

Need to argue like ymca + its land in order to build the idea has discussed?

Affordable housing will still not exist as you can not mandate that developers offer it in its infrastructure plan -

Need to argue like ymca + its land in order to build the idea has discussed?

IF CHANGE HAPPENS OVER THE NEXT 20 YEARS, MY COMMUNITY NEEDS...

To have multiple, multiple grocery options that are not Giant.

We are experiencing a ton of change now. Not 20 years from now. We are overwhelmed.

Needs to still be a place where teachers and government workers can still afford to live, and with room for their kids to be near, and with downsizing options for seniors.

My community and Silver Spring in general, needs to look CLEANER, GREENER, NEATER, and more, well, "HIGH CLASS". People need to take care of their properties!

To not be completely congested with traffic.

To have less congestion (people and cars) which your plan to rezone will increase.

A thoughtful plan, not just loosening zoning to levels that do not match the neighborhood.

SAFE, AFFORDABLE HOUSING

I would aspire to walk or bike across the area and from one train station to another.

Walkability, bikability, higher density, BRT, shaded sidewalks, diversity, retail, mixed use, community near Long Branch, better parks, LBHAT, and Lime stations!!

20 years is a long time, we need to accommodate the growth and demand that the Purple line and this community's people and amenities will cause. Allow more and more types of homes. Allow smaller businesses.

Big high-rises over growth to take care of Purple line demand and take advantage of the transit amenity.

Placemaking needs things to do. Allow commercial carts of something to make it a destination worth leaving the yard for.

Won't be congested if you take bus and PL, you are the traffic.

# If change happens over the next 20 years, my community needs...

## Si hay cambios en los próximos 20 años, mi comunidad necesita...

WALKABILITY  
BIKEABILITY  
HIGHWAY DENSITY  
BAT  
SHARED WHEELCHAIRS  
DIVERSITY RETAIL  
MORE USE COMMUNICABLE  
BETTER PARKS  
LARGE STATIONARY

To have multiple multiple grocery options that are not giant

Needs to still be a place where transactions & goods services can still afford to live and if you do this kind of thing you're not doing it right

A thoughtful plan, not just loosening zoning to levels that do not match the neighborhood

SAFE,  
AFFORDABLE  
HOUSING

... my community.  
+ Silver Spring in general, needs to look CLEANER, GREENER, NEATER, + more well, "HIGH CLASS". People need to take care of their properties!

Would Aspire TO WALK OR BIK ACROSS THE AREA + FROM ONE TRAFFIC SYSTEM TO ANOTHER

Placemaking needs things to do. Allow commercial cars or something to make it a destination worth leaving the car for

We are ~~too~~ experiencing a ton of change now. Not 20 yrs from now. We are overwhelmed

20 years is a long time. We need to accommodate the growth & demand that the people live in this community's people & companies will generate. We need to have things that allow with business

To not be completely congested with traffic

To have less congestion (people + cars) which your plan to rezone will only increase

Big highways over ground to take care of peak the demand + the numbers of the transit priority.

Won't be ↑ Congested if a take bus + fly are the traffic

---

## LAND USE AND ZONING

### LAND USE AND ZONING OVERVIEW

Please leave the YMCA site as it is- More density and taller buildings will significantly change the feel/character of house neighborhood.

All existing apartment communities are severely under parked. All new affordable housing must have 2+ spaces per unit.

No way is this true, it's optimistic but highly unlikely. Developers build what makes the most money.

This is naive, it's clear what developers will do over time regardless of the community.

Need guardrails on any development. Contractor buying property can build something cheap and ugly to maximize profit, what is difficult about this process is rezone first, then whatever happens, happens.

Rezoning for a 10-story apartment building in one of the only open green spaces is not desired. Will add substantial car traffic, increase pollution, and will change the look and feel of our quiet "maybe" neighborhood.

Traffic concerns MUST be addressed. Little kids already struggle to move safely with existing buses.

Colesville is not on the Purple Line. Unrealistic Plan. Opposed to rezoning any part of Indian spring. Our neighborhood will completely change.

Rezoning is a smart way to increase housing diversity and affordability even in Indian Springs.

Public park need in the Flower Branch Appt. which it was before but not.

The intersection between University and Wayne/Buckingham CANNOT handle construction. Traffic already backed up going to Montgomery Knolls Elementary.

These rules need to be specified now.

More coffee shops, fewer liquor stores.

More housing choices in more places. Rezoning could be more ambitious.

We moved to the area due to the historical nature of the homes. Any new construction should be harmonious- Spanish Colonial.

I realize we need more housing but my neighborhood in Indian Springs was built in 1940- streets are not wide and cannot handle more traffic or parked cars. Why can't the county look at townhouses instead of a high rise. My adult kids would like to be able to live in a townhouse.

The property owner often is not the resident, so many could quickly lose their homes.

# Land & zoning

# Uso del suelo y zonificación

ALL EXISTING ART COMMUNITIES ARE SAFELY UNDER MARKED  
ALL NEW AFFORDABLE HOUSING MUST HAVE 2+ STOREYS

## What is zoning?

Zoning is a set of local rules that say what can be built on each piece of land. Some zones allow single family houses, some allow apartment buildings, some allow stores and some allow for a mix of uses – which could look like a coffee shop or grocery store on the first floor of a building and apartment buildings on the upper floors.

Please have the GMA site as it is - > density + taller bldgs will significantly change the skyline

Good ground rules are a very important part of the building process. They help to clarify what is allowed and what is not. They also help to ensure that the process is fair and that everyone's interests are protected.

zoning for a 10 story apt building in one of the many open green spaces is not desired. We need to make sure that the zoning process is fair and that everyone's interests are protected.

## If zoning changes, does that mean the neighborhood will look different?

No. A zoning change does NOT tear anything down, change what's already built, or force anyone to rebuild. All it means is that the rules for that property are updated so that different types of buildings are allowed in the future. The property owner chooses. Nothing actually changes unless a property owner decides to do something.

This is necessary to clear what developers will do over time regarding the future of the community.

Traffic concerns MUST be addressed. Little kids already struggle to move safely with existing cars.

## What are CR, CRT and CR zones?

These zones are part of the mixed-use family of zones. They allow commercial uses (C) as well as residential (R) uses. Even though the CRN zone can allow a mix of uses, including stores or other commercial uses; for recommendation #1, it will be residential-only. Commercial uses will be allowed, beyond what is already allowed today in residential neighborhoods, such as day care, hair salons, and other service businesses. Projects developed through the CRT zone include community benefits as part of the development process. For example, on larger sites, projects may include parks and public spaces, and streetscape improvements, such as wider, more comfortable sidewalks.

Why this is here is a strategic decision. It's important to have a mix of uses in the area.

This is necessary to clear what developers will do over time regarding the future of the community.

Collegiate is not on the purple line. Immediate plan. Opposed to zoning out part of urban space. Our neighborhood will be a mix of uses.

Re-zoning is a smart way to increase housing diversity and affordability. It's a win-win for everyone.

## What is an overlay zone?

An overlay zone adds extra rules on top of the standard zoning. The plan, for example, makes sure that new homes fit the neighborhood, buildings are placed correctly on their lots, and development doesn't overwhelm the area.

These rules need to be specific. Now.

More housing choices in more places. Zoning could be more ambitious.

I think we need more housing that is affordable. In the long run, it's a win-win for everyone. We need to make sure that the zoning process is fair and that everyone's interests are protected.

We moved to the area due to the historical nature of the homes. Any new construction should be harmonious-Spanish Colonial.

More coffee shops. Lower liquor prices.

## ¿Qué es la zonificación?

La zonificación es un conjunto de reglas locales que determinan qué se puede construir en cada terreno. Algunas zonas permiten viviendas unifamiliares, otras permiten edificios de apartamentos, otras permiten tiendas, y algunas permiten una combinación de usos —por ejemplo, una cafetería o tienda en el primer piso y apartamentos en los pisos superiores.

## Si cambia la zonificación, ¿significa que el vecindario se verá diferente de inmediato?

No. Un cambio de zonificación no derriba nada, no cambia lo que ya existe ni obliga a nadie a reconstruir. Solo significa que las reglas para esa propiedad se actualizan para permitir diferentes tipos de edificios en el futuro, si el propietario decide hacerlo. Nada cambia a menos que un propietario elija hacer algo.

## ¿Qué son las zonas CRN, CRT y CR?

Estas zonas forman parte de un grupo de zonas de uso mixto que permiten usos comerciales (C) así como usos residenciales (R). Aunque la zona CRN puede permitir una mezcla de usos, incluyendo tiendas u otros usos comerciales, para la recomendación #1 será solamente residencial. No se permitirán nuevos usos comerciales más allá de lo que ya está permitido hoy en vecindarios residenciales, como guarderías o negocios desde el hogar. Las propiedades desarrolladas bajo la zona CRT deben incluir beneficios comunitarios como parte del proceso de desarrollo. Por ejemplo, en sitios más grandes: nuevos parques y espacios públicos, servicios de vecindario y mejoras a las aceras para hacerlas más anchas y cómodas.

The property owner often is not the resident, so they could quickly lose their home.

## ¿Qué es una zona superpuesta (overlay zone)?

Una zona superpuesta agrega reglas adicionales encima de la zonificación regular. En este plan, ayudará a garantizar que las nuevas viviendas se adapten al vecindario, que los edificios se ubiquen correctamente en sus lotes y que el desarrollo no sobrecargue el área.

## OPPORTUNITIES FOR MORE TYPES OF HOUSING ALONG MAJOR ROADS AND NEAR PURPLE LINE STATIONS

Leave current zoning as is along Flower Ave

Why was a historic structures survey not conducted for Colesville area? We want that. It's required.

To give homeowners more choice the entire region/county would need to be included. The most affordable area is targeted for redevelopment.

In the Manchester Station area we have a wonderful mix of houses, duplexes, etc. But we don't need more density.

Colesville Road isn't on the Purple Line. We don't need more housing along Colesville Road it is already a bottleneck.

Why does the YMCA space need to be rezoned to accommodate a 10-story building within a residential neighborhood? This height seems absurd.

The Discovery building brought us hope of improvements- Not sure what developers could build.

How will traffic be impacted? Has that been considered for both commuters and current residents?

We already deal with safety concerns related to traffic on small, residential streets (especially Franklin-Hamilton Ave.) This plan fails to address existing concerns and will almost inevitably exasperate the concerns.

Necesitamos que la escuela New Hampshire School. La hayan nueva. mas grande- We need the New Hampshire School to be new and bigger.

Me gustaria ver una nueva escuela nuevo edificio New Hampshire State School- I would like to see a new school building at New Hampshire Estates School.

This proposal is a pretty good comprehensive. More density please. Duplex/Tri and small apartments will help add density which will help make more demand for commercial things and more walkable areas. Duplex/triplexes can help get younger/ new buyers in the neighborhood.

Single family homes and multi-family homes is great! make sure there is enough parking!

Have you done a historic structures survey? our homes are 100 years old... Isn't this required?

50` is way too high next to one-story houses

(in response to the above comment) So not high enough! This guy (is) scared of buildings

Crear nuevas oportunidad local sigan afendiando a sus clientes- Create new local opportunities so businesses can continue serving their customers.

Need to rezone up to 1/2 mile from PL stations, 1/4 miles not enough in affordability crisis

Adding increased housing to Long Branch village would be a safety hazard. Houses/lots are small. Parking is already cramped. Access to and from University is already risky, unsafe at times

This proposal does not rezone the areas closest to public transportation. This message is not adding up

Upzone MORE of our neighborhood

50-45` is too high for proposed areas in SOECA/IS. It will block light, air, and overwhelm existing housing.

DON'T REZONE traffic is already bad! It takes 4 lights to get out of Franklin now!

Have lived here for over 40 years and I am concerned about the rezoning plan. I live on Glenville Rd and feel you are taking a stable, low income, and diverse neighborhood and tearing it apart!

I've lived here for 20 years- but I couldn't afford to move here now. More attainable and abundant housing!

Expand the area of upzoning. Transit should support great streets and areas.

It is unreasonable to have a homeowner tear down their own house to build a duplex/triplex.

You're not "giving homeowners the option to build other types of homes"- you're giving developers the option and ability to bust up our neighborhood and force residents to sell or face loss of property values

Expand the area of upzoning. Transit should support great streets and areas

In 20 years transit will be half of commuters and bikes

Franklin Ave.- Hamilton Ave. really should be turned into a one-way street or a dead end. There are daily issues with thru traffic and children!

This is the most visually dense area/block in the area- Sligo to Leighton on Colesville

Please return this section to the North and West Silver Spring area (or Four Corners)

Concerned about what the density means, it is too vague. No more than three stories on Colesville Schyler at Wayne+ Flower, limit to 35' (triplex)

Why not open up more of the area to multifamily housing?

You left out Y- how many more housing units and cars in the neighborhood? Too many

I support density at 50 foot heights along Colesville. Thanks

I do not support breaking Flower Urban park for vehicular traffic

Need to rezone even more near Long Branch station! Plymouth and Walden needed

Would like to see the loosened zoning, including the CRN, expanded to within 1.5 miles or more of the Purple Line stop. This includes my currently excluded SFH.

There is a school right here. this corner cannot withstand more construction (University and Buckingham) you already can't see or turn here well with buses

Even duplexes mean loss of open space and more runoff probably when confined to single lots

Real concern over increase in housing density on SE side of University and Glenville Rd. Small lot sizes, already difficult parking on Glenville- A duplex would require 4 off street spot, (?) total front yard. On University, SHA already (?), parking exit on to University for E Wayne Park. Why increase the number of cars direct access onto university. This community already provide some of the most affordable housing in county- Any tear down for Multiplexes would provide higher cost units not lower

Please limit it to TRIPLEXES with 34' heights. Townhouses are way too tall.

I support this level of density. We can go higher than 48 feet. Thanks

Glenville Rd- Rezone come and visit our four (space?) blocks- parking is already limited

Adding increased driveway direct onto high-speed section of University is asking for an accident

Denser- upzone more of our neighborhood

By Pickwick Village between University and Glenville Rd traffic is already 1 way with cars parked on both sides of the street. If this makes it worse, don't

People who are supportive seem to be coming from areas that already have a lot of diverse housing already compared to Indian Spring that is entirely single-family homes and you are proposing to fundamentally change that with this plan

Changing a whole neighborhood look and feel should not be done lightly. All of these areas are being lumped together with no concern for their individuality or why people have gravitated to each area

Worth and neighboring streets are too narrow. Water lines are not sufficient.

Viviendas comodas-Comfortable homes.

All new affordable housing must have 2+ parking spaces per unit! Everyone works and drives.

The 50' overlay is very high compared to our homes on Worth. We are downhill from Colesville

Allow micro commerce (coffee shop, barber, etc.) out of those CRN zones to allow very small businesses to meet PL derived demand

No these plans do not reflect our needs and wishes in Indian Spring

Anything bigger than a duplex on Colesville Rd or adjacent streets is too big

More traffic in this area is common

There are already massive traffic concerns on Franklin Ave/ Hamilton. Until they're addressed, it's impossible to consider increased density (which would lead to more traffic).

Parking is a large concern for people. Please explicitly address. These units need to come with 1.5-2 spaces per unit

Colesville Rd- 8000 blocks... sits WAY HIGHER than Worth Ave below/behind it. A 50' allowance would TOWER OVER the neighborhood behind it... It would be more like 70' from the neighborhood

This plan will choke an already congested thoroughfare

Absolutely not. We have presented our concerns in the sector plan in the 80s. Sidewalks, local traffic, housing appreciation controls, land grabbing over building by developers that live elsewhere, over use of parks-this you are not addressing

This area feels neglected and forgotten (University Blvd)

As long as these types preserve character not adverse, because its happening anyway

None of these housing options will be affordable and only will create higher density in our neighborhood with a loss of open space, increased traffic, more run off

Require setbacks. No joined property. No more non duplex. Require parking. Require water retention.

All of the homes on Franklin Ave. are Spanish Colonial new additions should honor the spirit and architecture of the street

ISCA cannot handle the proposed zoning beyond single family and duplex. Parking and traffic are already challenges. The proposed zoning is not sustainable.

# Opportunities for more types of housing along major roads and near Purple Line stations

# Oportunidades para más vivienda y comercio de barrio cerca del transporte público

## Why are we recommending this?

It gives **Developers** the option to build types of homes - like townhouses, duplexes, triplexes or small apartment buildings - for their unique needs. Affordable options. Townhouses, duplexes, triplexes, and quadplexes tend to be more affordable than family homes.

## ¿Por qué estamos recomendando esto?

Brinda a los propietarios la opción de construir diferentes tipos de vivienda — como casas adosadas, dúplex, triplex o pequeños edificios de apartamentos— que se adapten a las necesidades únicas de sus familias. Más opciones de vivienda asequible. Las casas adosadas, dúplex, triplex y cuádruplex suelen costar menos que las viviendas unifamiliares.

## What we're recommending

Properties that are within one block of Colesville Road, University Boulevard and New Hampshire Avenue or a quarter mile of a Purple Line station would be rezoned to a Residential Neighborhood Overlay Zone, along with a Residential Neighborhood Overlay Zone that adds extra height and density. We will make sure new buildings fit in with the existing neighborhood and serve the needs of the community.

## Lo que estamos recomendando:

Cambiar la zonificación de propiedades ubicadas dentro de un bloque de la Carretera Colesville Road, University Boulevard y New Hampshire Avenue, o a un cuarto de milla de una estación de Metro, a la zona Comercial Residencial de Vecindario (CRN), junto con una zona superpuesta que agrega realces adicionales para asegurar que los nuevos edificios se integren con el vecindario y respondan a las necesidades de la comunidad.

## Feedback from the Planning Board

### Feedback from the Planning Board:

- Explore including full blocks on the west of Colesville Road, including properties facing Thornhill Road.
- Explore extending zoning recommendations beyond the first block from the corridor, especially near transit stations.
- Consider heights and transitions. Consider lower heights along main corridors and higher heights near the Purple Line stations.

### Comments from the Planning Board:

- Explorar la inclusión de manzanas completas al oeste de Colesville Road, incluidas las propiedades que dan frente a Thornhill Road.
- Explorar la posibilidad de extender las recomendaciones de zonificación más allá de la primera manzana del corredor, especialmente cerca de las estaciones de transporte público.
- Considerar las alturas y las transiciones: evaluar alturas más bajas a largo de los corredores principales y alturas más altas cerca de las estaciones de la Línea Púrpura.



Leave want coming as it is along flow

Why was a historic structure survey not conducted for Colesville area? No want that. Its required.

To give home owners more choice the zoning regulations would need to be relaxed. The most desirable area is targeted for relief.

Colesville road is on the Purple line we don't need more houses along Colesville road. It's already a bottleneck.

Find the area of 1/2 mile from should extend street and roads.

It is unrealistic to live a house and tear down their own house to build a duplex/triplex.

IM 204s TRANSIT WILL Be 1/2 of Comuters + Bikes

You're not going to build other types of homes - you're going to build duplexes, triplexes, and quadplexes. You're not going to get up from local property owners.

DONT REZONE Traffic is already bad! It takes 10 mins to get out of Thornhill Now!

Upzone more of our neighborhood

I've lived here for 20 years - but I can't afford to move here now. There are affordable independent housing options.

In the mainline Station area we have a substantial mix of houses. Duplexes, triplexes, etc. But we don't need more density.

Why does the final Space map to be extended to the south to a 1/2 mile from station with a Residential Neighborhood Overlay Zone?

Why does the final Space map to be extended to the south to a 1/2 mile from station with a Residential Neighborhood Overlay Zone?

More traffic. Be aggressive? Has there been complaints for bus commuters? How convenient is the transit?

Single family homes + multi-family homes is great. We need more here. Is enough parking?

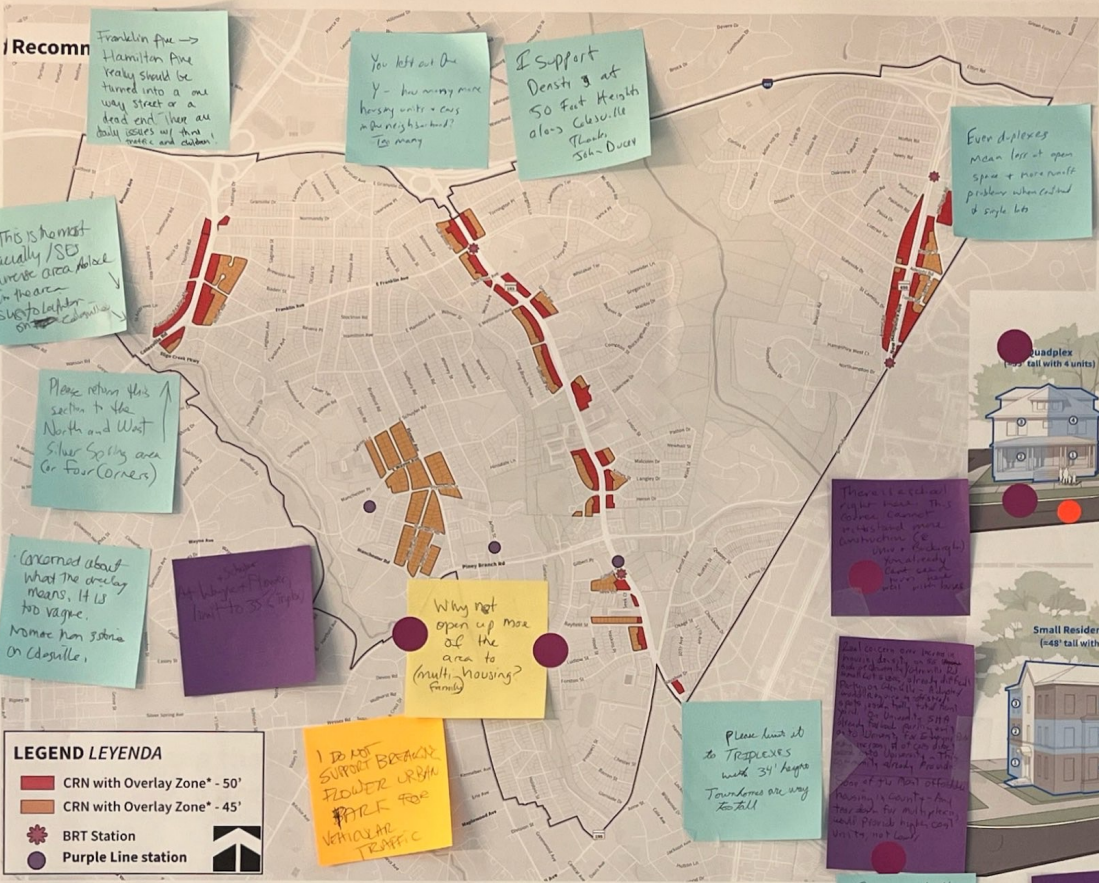
How do you see historic structures survey? Our homes are 100 years old. Is it required?

50' is way too high next to over story houses

Not 12 High Enough! Also our Survey says higher.

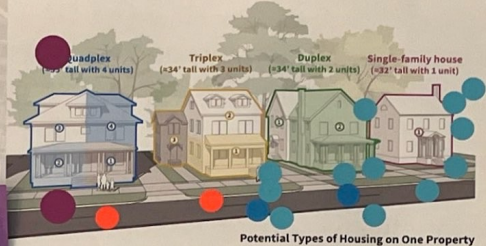
Over-reliance on housing local zoning should include 10 story buildings

Need to rezone up to 1/2 mile from PL stations. 1/2 mile PL transit is affordable crisis.



Below are examples of housing types that would be possible under the preliminary zoning recommendations. Which of these do you think could best support your community—now or in the future—and why? Are there types you feel would need specific conditions or locations to work well?

A continuación se presentan ejemplos de tipos de vivienda que serían posibles bajo las recomendaciones preliminares de zonificación. ¿Cuáles de estos considera que podrían apoyar mejor a su comunidad, ahora o en el futuro, y por qué? ¿Hay tipos que, en su opinión, necesitarían condiciones o ubicaciones específicas para funcionar bien?



VIVIENDAS CONSOLIDADAS

These are already massive traffic concerns on Franklin Ave → Hamilton

With these addresses, it's impossible to consider small duplex (which would hit the main road)

(16) More traffic in this area is a concern

None of these plans do not affect our needs at all

ALL NEW AFFORDABLE HOUSING MUST HAVE 2+ PARKING SPACES PER UNIT! EVERYBODY'S A PRINCE

Anything larger than a duplex on Casville Rd or adjacent streets is 700 sq ft

The 50' overlay is very high compared to our hours on North we are downhill from Casville

Parking is the biggest concern for people. Please explicitly address these units need to come w/ 1.5-2 spaces per unit

As long as they preserve character not address because it's happening anyway

This plan will change an already congested neighborhood

Casville Rd 5000 blocks is more than enough. Any more is a 50 ft allowance and it's not even the neighborhood behind it... it would be more like 10 ft from the neighborhood

Absolutely Not. We have presented our concerns in the Sector Plan in the 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 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**COMMUNITY METER**  
**MEDIDOR COMUNITARIO**

Do these recommendations support your community?  
¿Estas recomendaciones apoyan a su comunidad?



Tell us more. What works well? What could be improved?  
Cuéntenos más: ¿Qué funciona bien? ¿Qué podría mejorarse?

Denser Upzone More of our neighborhood

People who are supportive can be carrying more across that already have a lot of diverse housing already compared to other parts of the city. Single family homes are up on property to kind of naturally change with the plan.

Worth neighborhood streets are water lines on street

require setbacks - no joined property - no more than duplex - require parking - require water related

All of the homes on Franklin Ave are Spanish Colonial. New additions should have the spirit and character of the Street.

GLA cannot handle the proposed zoning signal since Parking and Drive are not a major challenge. The proposed zoning will be a lot of parking.

None of these housing options will be affordable. A mix will create higher density in our neighborhood with a less of open space. Increased traffic, more run off.

This area feels neglected + forgotten (University Blvd)

Franklin Ave → Hamilton Ave really should be turned into a one way street or a dead end. There are 4000 cars a day on there and it's a mess.

You left out One Y - how many more houses with a car in the neighborhood? Too many.

I support Density at 50 feet Height also - Casville, Franklin, St. Duca

Even duplexes mean less of open space + more multi problem when it's a duplex lot.

This is the most racially / SE diverse area in the area. Should be a priority.

Please return this section to the North and West Silver Spring area (or Four Corners)

Concerned about what the overlay means. It is too vague. More than zoning on Casville.

Why not open up more of the area to multi-housing? (family)

Please limit it to Triplexes with 31' height. Townhomes are way too tall.

I DO NOT SUPPORT BEARING FLOWER URBAN PARK FOR URBAN TRAFFIC

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I DO NOT SUPPORT BEARING FLOWER URBAN PARK FOR URBAN TRAFFIC

## MORE FLEXIBILITY FOR PLACES OF WORSHIP, COMMUNITY INSTITUTIONS AND SENIOR HOUSING TO UPDATE BUILDINGS, EXPAND SERVICES, AND ADD HOUSING

Don't assume all places of worship relate to the community they are in. Indian Spring has nothing to do with the Well.

Massive development on YMCA field eliminates meaningful greenspace and would add traffic and parking problems and eliminate the mini greenbelt around Indian Spring

What specifically can today's houses of worship not support?

The rezoning changes proposed for current single-family homes and multi-family properties on Bradford, Plymouth, Geren, and Hartwell are not realistic or appropriate for those types of residential streets. The existing area already cannot sustain the current vehicle population. Adding more density will create significant issues with an already problematic parking problem. Removing landscapes for more parking is not appropriate.

Traffic must be addressed!

County should buy the Y fields to expand Indian Spring Terrace park and not upzone it to make it more attractive to developers. Keep it R-60 as originally intended to preserve open spaces

There's no reason in dense areas to pressure one-story retail to build housing (apartments above retail)

The area around the Y could be better utilized as a more functional green space with an opportunity for growth for the Y itself and other types of housing, just not the currently proposed zoned housing changes

Many parts of Colesville already have businesses but they are small single-story buildings. Why focus on changing beautiful, residential areas when these underdeveloped areas are nearby?

No objections to supporting churches, community institutions and senior housing. But what they need is a committed and growing concentration on parkland and recreation areas, and affordable assisted housing. Not more density, which is what this advocates

What is an example of a community that has a busy street that has been made more welcoming by putting tall apartment buildings on that busy road?

The places of worship in Colesville district are new and don't seem interested in the neighborhood or involved

The green space will be gone if the tall buildings are allowed. We will be in their shadow

This is a local residential neighborhood we moved here because of the small community feel for our children. Don't destroy this

Rezoning is not needed to serve diversity and underserve communities. That is ridiculous.

Agree with too much traffic already. Go ahead and develop White Oak- more land- cheaper

Maximize co-location of housing on public land. Change zoning as necessary to get it to done

Very excited. Thanks for clarifying the YMCA plan! Helpful to have more of an explainer on the rubric

There is not enough infrastructure to support. Roads too narrow

No housing development at the Y. Open field is an asset

This is going to be a traffic disaster and it'll destroy fantastic greenspace

Why allow the community to lose the Y?

Hard to consider new zoning until existing safety concerns re: traffic are addressed

Keep Y fields R-60 so it doesn't become more attractive to developers

This plan area is clearly too big given these polarized perspectives. These are NOT the same community!

YMCA- Concern with number of units, parking, and traffic. Loss of green space

YMCA- Concern with traffic and congestion on neighborhood streets

Need to have impervious surface guidelines and tree canopy requirements

Is there a plan for an entertainment/ performance center- indoor or outdoor?

Increased population, increased traffic, less green space and more run off, AND housing will not be affordable (can't mandate that) Terrible Plan

You need to account for parking and narrow streets

But how will the proposed bus lanes ease the already congested lanes on University Blvd during rush hour? On top of that, room for trees as shown on artist drawings?

# 2

## More flexibility for places of worship, community institutions and senior housing to update buildings, expand services and add housing

## Más flexibilidad para lugares de culto, instituciones comunitarias y viviendas para personas mayores para actualizar edificios, ampliar servicios y agregar vivienda

### Why are we recommending this?

- Places of worship and community organizations matter in this community. Many already provide food distribution, childcare, or gardens, but their buildings are often outdated or unable to meet their current needs.
- Updated zoning would give them more flexibility to renovate, expand services, and use their land—something several local groups are already exploring.
- With housing costs rising, partnerships with nonprofits, faith communities, and government are essential to creating more affordable housing, especially near transit.

### ¿Por qué estamos recomendando esto?

- Los lugares de culto y las organizaciones comunitarias son importantes en esta comunidad. Muchos ya ofrecen distribución de alimentos, cuidado infantil o jardines comunitarios, pero sus edificios suelen estar desactualizados o no pueden satisfacer sus necesidades actuales.
- La actualización de la zonificación les daría mayor flexibilidad para renovar, ampliar servicios y construir en sus terrenos—algo que varias congregaciones ya están explorando.
- Con el aumento de los costos de vivienda, las alianzas con organizaciones sin fines de lucro, comunidades de fe y agencias públicas son esenciales para crear más viviendas asequibles, especialmente cerca del transporte público.

### What we're recommending:

Rezone most places of worship, community institutions, and senior housing to the Commercial Residential Neighborhood (CRN) zone or Commercial Residential Town (CRT) zone.

### Lo que estamos recomendando:

Los lugares de culto y las organizaciones comunitarias son importantes en esta comunidad. Muchos ya ofrecen distribución de alimentos, cuidado infantil o jardines comunitarios, pero sus edificios suelen estar desactualizados o no pueden satisfacer sus necesidades actuales.

Don't assume all places of worship relate to the community they are in - Inman Sprng has nothing to do with The Hill

This is local Residential Neighborhood use more here because of the small community that live around children, Dorthel, etc

Massive 5000 sq ft lot in Inman Hill eliminates majority of space and would add more housing and reduce parking problems and allow for more affordable housing

What specifically are housing advocates not supporting?

zoning is not used to serve diverse and underserved communities. This is ridiculous

Space w/ top view traffic already there. Go and develop White Oak - more land - cheaper

Maximize collection of housing on public land. Change zoning as necessary to get it done.

Traffic must be addressed

The remaining changes proposed for current zoning family housing and multi-family housing in Broadford, Pleasanton, Greenwood, etc. are not the best or most appropriate for these areas. The existing zoning already restricts single-family detached housing. Adding more significant changes will already prohibit building a building. Permitting land uses for more housing is not appropriate.

Many parts of Coleville already have businesses. But through small-scale, small buildings what focus on changing beautiful residential areas where these underdeveloped areas are nearby?

No objection to supporting churches, community institutions and senior housing. But with every need is a community response. Churches are purchased and renovated, and affordable and mixed housing for more density. What is the objection?

The places of worship in Coleville district are needed and don't seem interested in the neighborhood or revitalized.

County should buy 100+ fields to expand Inman Sprng. Park + get space to make more vibrant + develop.

The area around the creek could be better utilized as a more vibrant area. It's an opportunity for growth for the city itself and other types of housing, just not the current proposed development changes.

What is an example of a community that has been revitalized? It's been made more welcoming and livable by getting a tall apartment building on their busy road?

THE GREEN SPACE WILL BE GONE IF THE TALL BUILDINGS ARE ALLOWED. WE WILL BE IN THEIR SHADOW.

there's no reason to pressure areas to pressure more retail. (Abandoning) about retail

5 JHT



**COMMUNITY METER**  
**MEDIDOR COMUNITARIO**

Do these recommendations reflect the needs and priorities of your community?  
*¿Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?*

Yes  
Sí

Somewhat  
En parte

No  
No

Tell us more. What works well? What could be improved or added?  
*Cuéntenos más: ¿Qué funciona bien? ¿Qué podría mejorar o agregarse?*

This plan area is clearly too big given the planned parcels. These are not the same community!

YMCA  
- concern w/ number of units, parking + traffic.  
- loss of green space.

YMCA  
- concerns w/ traffic + congestion on neighborhood streets.

Need to have impervious surface guidelines and tree canopy requirements.

Is there a plan for an entertainment/performance center, cooler water or outdoor?

Increased parking increased traffic less green space more run off. Affordable housing will not be affordable (rent market plan).

## OPPORTUNITIES FOR MORE HOUSING AND NEIGHBORHOOD RETAIL NEAR TRANSIT

Transit is great, we also need more parking

I'm so excited about the Purple Line! More housing, retail, and walkability?

It is hard to build and operate better transit with more parking. We can't build walkable communities if there is more parking

More housing and better transit reduces congestion in my opinion. Thanks

What about traffic? More people= more traffic. I see nothing that addresses this reality

(in reference to the diagram of a small mixed-use apartment building) This would be great along Colesville.

Need to allow for more density! Rezone with .5 miles of PL stations

# 3

## Opportunities for more housing and neighborhood retail near transit

## Oportunidades para más vivienda y comercio de barrio cerca del transporte público

### Why are we recommending this?

**There is not enough housing that people can afford.** More housing would help create more housing – especially in places that make sense, like near transit. For larger properties, we’ve also proposed recommendations to ensure that deeply affordable units are included as part of new development.

**To create better parks, gathering spaces and neighborhood amenities.** In mixed-use CRT and CR zones, new development over 10,000 square feet or 5 FAR (floor area ratio) has to provide public benefits. This can help bring new parks or plazas, neighborhood services, and improvements to the sidewalks to make them wider and safer.

### What we’re recommending:

Rezone larger multi-family properties (more than 50 units) to Commercial Residential Town (CRT) zone or the Commercial Residential (CR) zone and some smaller multi-family properties to the Commercial Residential Neighborhood (CRN) zone

Think creating one block use residential (URR) is making too much the north side of Urr Ave is equivalent to a blocks.

transit is great, we also need more parking

FAR is hard to build and require better transit with more parking. Not every building has to be a parking lot.

I'm so excited about the Purple Line! More housing + retail + walkability!

More housing and better transit - reduces congestion in my opinion. Thank you!

What about traffic? more people = more traffic. I see nothing that addresses that.

### ¿Por qué estamos recomendando esto?

**No hay suficiente vivienda que las personas puedan costear.** Esto ayudaría a crear más vivienda, especialmente en lugares donde tiene más sentido, como cerca del transporte público. Para las propiedades más grandes, también proponemos recomendaciones para asegurar que se incluyan unidades profundamente asequibles como parte de los nuevos desarrollos.

**Crear mejores parques, espacios de reunión y servicios de barrio.** En las zonas de Uso Comercial Residencial (CRT y CR), los nuevos desarrollos de más de 10,000 pies cuadrados o con un índice de aprovechamiento del suelo (FAR) mayor a 0.5 deben proporcionar beneficios públicos. Estos pueden incluir nuevos parques o plazas, servicios de vecindario y mejoras en las aceras para hacerlas más anchas y seguras.

### Lo que estamos recomendando:

Cambiar la zonificación de propiedades multifamiliares grandes (más de 50 unidades) a la zona de Uso Comercial Residencial de Ciudad (CRT) o de algunas propiedades multifamiliares más pequeñas a la zona de Uso Comercial Residencial de Vecindario (CRN).

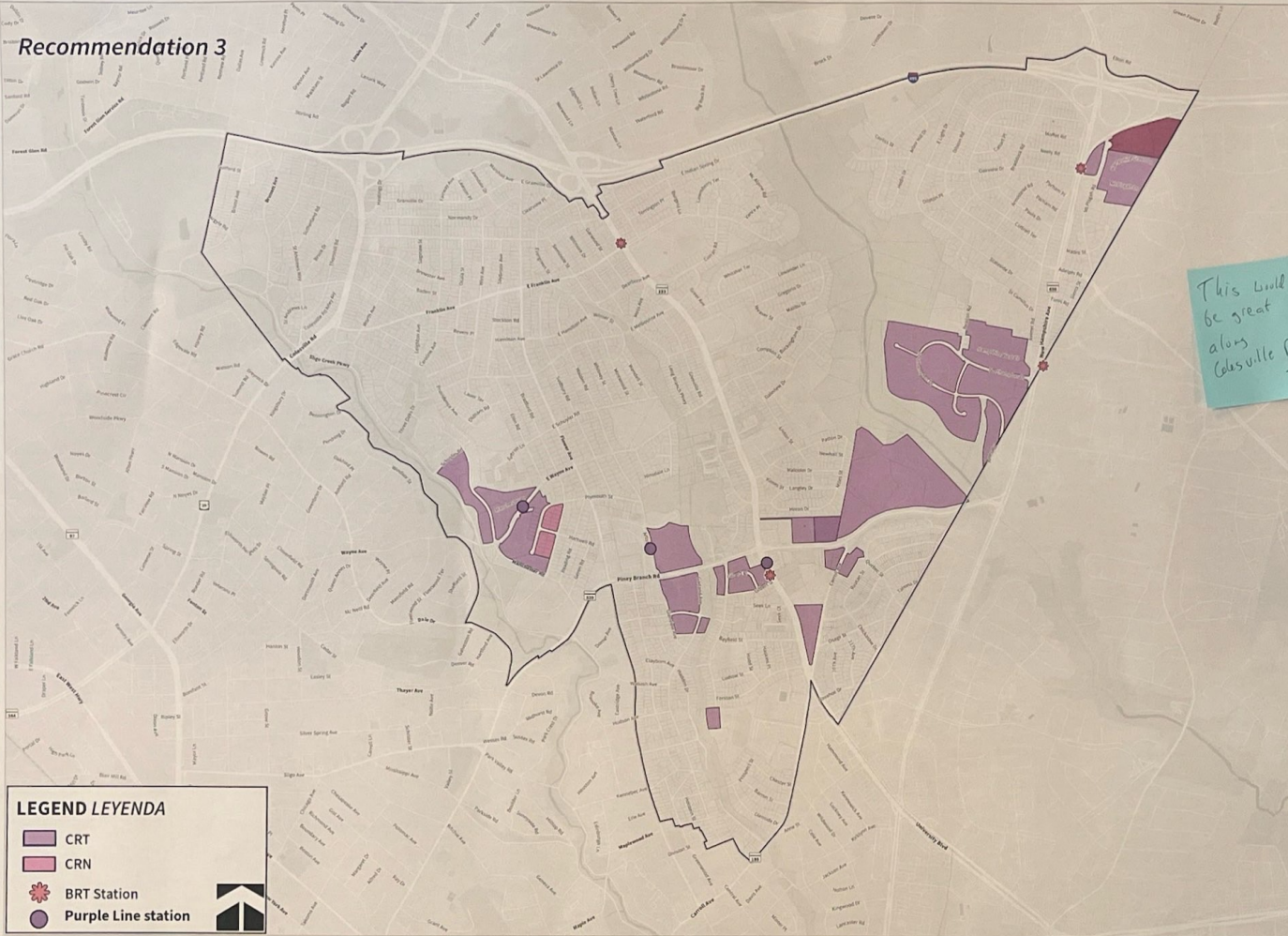
### Feedback from the Planning Board:

- Consider heights and transitions near the Manchester Place Purple Line station.

### Comentarios de la Junta de Planificación:

- Considere las alturas y las transiciones cerca de la estación de la Línea Púrpura de Manchester Place.

### Recommendation 3



This would be great along Colasville Rd.



**COMMUNITY METER**  
**MEDIDOR COMUNITARIO**

Do these recommendations reflect the needs and priorities of your community?  
*¿Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?*

Yes  
Sí

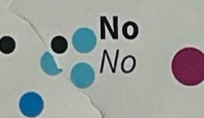


Somewhat  
En parte

Tell us more. What works well? What could be improved or added?  
*Cuéntenos más: ¿Qué funciona bien? ¿Qué podría mejorar o agregarse?*

Need to take  
for more density  
leisure with  
community

No  
No



## OPPORTUNITIES FOR MORE HOUSING AND NEIGHBORHOOD RETAIL IN LONG BRANCH

Way too much traffic congestion already- this will create more on busy artery and in the neighborhood. Terrible plan- not well thought out

PARKING???? NEED A TRAFFIC STUDY! Esp Piney Branch

(In response to the above comment) No we don't! Density and transit support non-car travel. That's the solution to traffic!

There are more appropriate places for housing including along Colesville Rd towards Silver Spring

Concerned about how equitable the housing targets are here. Feels disproportionate across districts.

Need for health clinic in the area to serve the community.

This is not why we or our neighbors moved into Indian Spring and stayed there. The neighborhood is quiet and peaceful and should stay that way.

Rezoning near the Purple Line station should be allowed at a greater distance from the stations. A few blocks or a quarter is not enough to build more housing and build totally walkable communities.

The existing apartment communities are severely under parked. Everyone works and everyone drives. New affordable housing must have 2+ spaces/unit.

Could tolerate duplexes along Colesville Rd, but does not support any change off Colesville Rd.

Streets could be split with different character. Loss of neighborhood character. Changes in zone at streets of property lines could compromise character.

No accounting for flooding, parking, infrastructure.

# 4

## Opportunities for more housing and neighborhood retail in Long Branch

## Oportunidades para más vivienda y comercio de barrio en Long Branch

### Why are we recommending this?

- **To create better public spaces and community amenities.** Mixed-use zoning requires community benefits. This can include new parks and public spaces, and wider, more comfortable sidewalks.
- **Need for more housing and more affordable housing.** Our county is experiencing a significant gap between the housing that people need and the housing that is currently available. Updating our zoning can help by allowing more homes to be built near transit and in appropriate commercial areas, creating opportunities for a wider range of households.

### What we're recommending:

- **Keep the mixed-use zoning adopted in the 2013 Long Branch Sector Plan.**

The map shown here highlights properties that had their zoning updated in 2013.

### ¿Por qué estamos recomendando esto?

- **Crear mejores espacios públicos y comodidades comunitarias.** La zonificación de uso mixto requiere beneficios para la comunidad. Estos pueden incluir nuevos parques y espacios públicos, así como aceras más anchas y cómodas.
- **Necesidad de más vivienda y vivienda más asequible.** Nuestro condado está experimentando una brecha significativa entre la vivienda que la gente necesita y la vivienda que está actualmente disponible. Actualizar nuestra zonificación puede ayudar permitiendo la construcción de más viviendas cerca del transporte público y en áreas comerciales apropiadas, creando oportunidades para una gama más amplia de hogares.

### Lo que estamos recomendando:

- **Mantener la zonificación de uso mixto adoptada en el Plan Sectorial de Long Branch de 2013.**

El mapa que se muestra aquí destaca las propiedades cuya zonificación se actualizó en 2013.

Recommendation 4



Way too much traffic congestion already - this will create more on busy arteries + in the neighborhood - terrible plan - not well thought out

PARKING ???  
NEED A TRAFFIC STUDY  
ESP TRINITY BRANCH

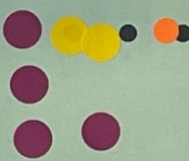
Density + Transit Support  
No we don't. That's the solution to traffic!



**COMMUNITY METER**  
**MEDIDOR COMUNITARIO**

Do these recommendations reflect the needs and priorities of your community?  
*¿Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?*

Yes  
Sí



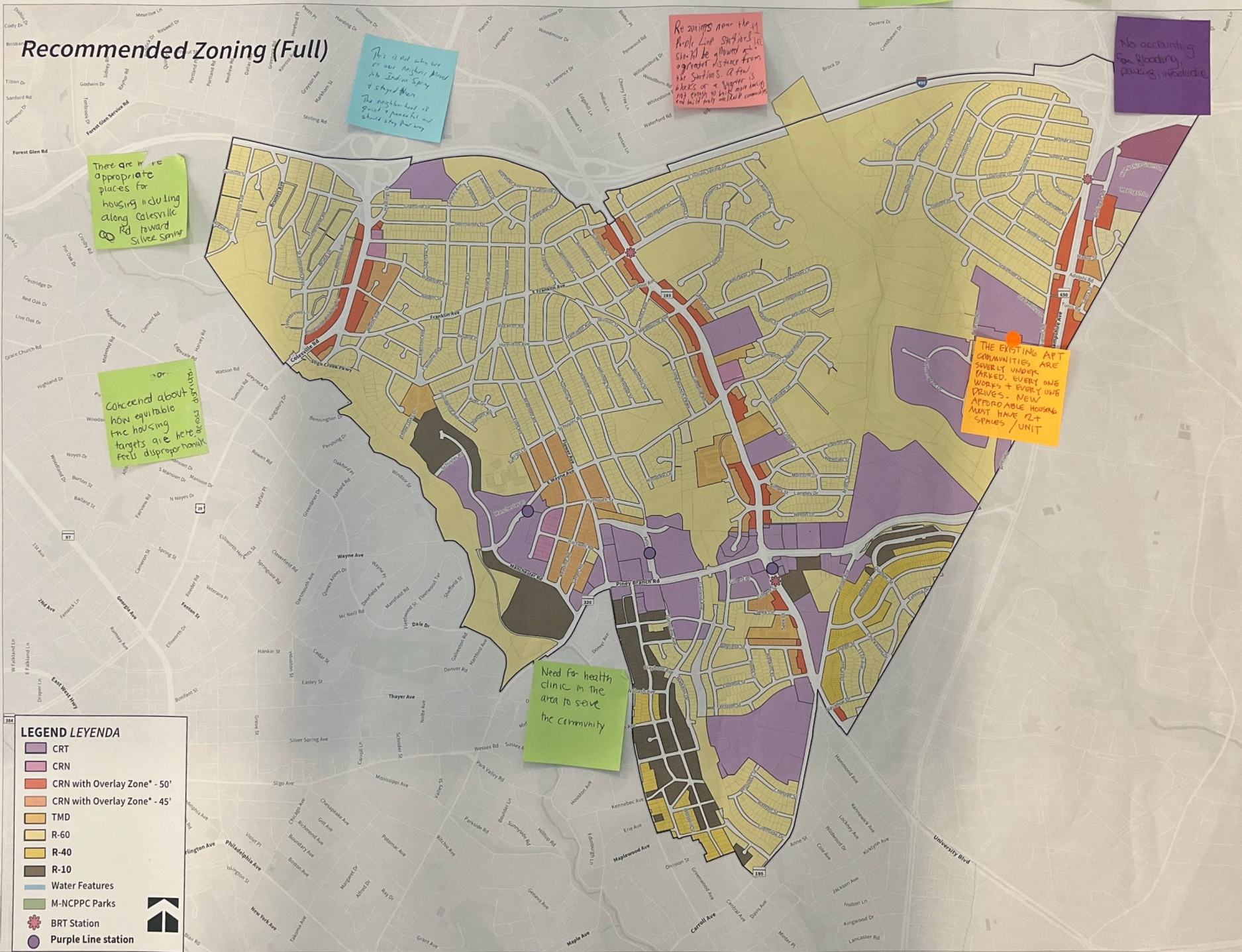
Somewhat  
En parte

Tell us more. What works well? What could be improved or added?  
*Cuéntenos más: ¿Qué funciona bien? ¿Qué podría mejorar o agregarse?*

No  
No



# Recommended Zoning (Full)



Could tolerate duplexes along Catesville Rd, but does not support any change off Catesville Rd.

stress could be still less of a problem in neighborhood character - change in zone of streets or property lines could compromise character.

Residings near the People Line Station (CRN) should be allowed with a greater distance from the station. A few blocks or a specific address to limit the density and height of the buildings.

This is not why we are here. The neighborhood is beautiful and should stay that way.

There are no appropriate places for housing including along Catesville Rd toward Silver Spring.

Concerned about how equitable the housing targets are here, feels disproportionate.

No accounting for flooding, parking, infrastructure.

THE EXISTING APT COMMUNITIES ARE SPHERLY UNDER PERSED. EVERY ONE WORKS + EVERY ONE DRIVES. NEW AFFORDABLE HOUSING MUST HAVE 2+ SPACES / UNIT

Need for health clinic in the area to serve the community

**LEGEND LEYENDA**

- CRT
- CRN
- CRN with Overlay Zone\* - 50'
- CRN with Overlay Zone\* - 45'
- TMD
- R-60
- R-40
- R-10
- Water Features
- M-NCPPC Parks
- BRT Station
- Purple Line station

## HOUSING: CHOICES, AFFORDABILITY AND QUALITY

No other place to put this! Add rules that residents do not have to pay more property taxes.

This is the weakest goal you can conceive. You want more growth, more people, more accessible commercial but no more affordable housing than what exists. Truly Terrible.

Areas like the old Sears in White Oak provide great areas near Purple line for repurposing unused lots.

Plan for SOECA/ IS would actually drive out affordable housing and existing renters on Colesville.

More housing of all types everywhere.

Don't break up existing single-family neighborhoods along Colesville Rd and the YMCA.

The various 'plexus' are not necessarily affordable. Often they are built to be luxury levels so less affordable than the original house.

Not in areas where there are single family homes. Build duplexes etc. in repurposed commercial areas.

Don't kick out existing homeowners.

Why not zone Wayne Ave for duplex and apt- its right on the Purple line, Colesville isn't.

There has been NO impact analysis on whether the Colesville corridor will provide "affordable" housing, what the impact on traffic will be and Colesville isn't on the Purple line!

Why would a rezone to a 10 story building on Colesville where the YMCA is located be considered near transit? Have you considered the impact of the BRT expansion on the loss of lanes to support these additional units?

This plan does NOT provide for affordable housing- very naïve. You cannot mandate that developers on impacted streets put forward "affordable" housing- This is a rouse you just want more tax \$.

Rather make changes more throughout the area that allow more incremental density, duplexes, throughout rather than in limited areas.

How does the plan increase affordability? Zoning does not address this.

Why not repurpose land in White Oak. Already zoned for the types of housing your plan included and close to Purple line.

I wish affordable housing were part of the plan- maybe only on the Y property- everything else will be market rate and that doesn't help.

In no way does this help elderly Indian Springs residents. It makes taking a walk unsafe due to traffic- Elderly do walk!

Let Colesville neighborhood be your test case for how to remove SF zoning and make it/ show it works!! Don't just upzone the few streets- upzone all of us then put an overlay cap of # that can be redeveloped each year or something.

(in reference to the above comment^) YES, the entire community should be the pilot with a cap. Too much focus on a small area.

Offer more creative ways for the larger community to be able to afford multi-generational etc. Developers will not do this.

Have any of you (illegible word) in community Rec Centers, registration opens at 9am, by 10 classes are full. Where are you putting more rec?

There doesn't seem to be policies behind the language. Re-zoning is the only action. Nothing to actually provide affordable housing or prevent displacement.

Parking and safety of streets is so important.

We would like to put restrictions on combining lots. Developers combining lots does not create affordability.

What are the overlay options that could blunt the impact of this? Can you give examples?

Redevelopment to dense housing should not be at expense of existing single-family neighborhoods.

Cannot consider increase density without also considering parking, traffic, safety.

Upzoning and denser housing on Colesville Rd wouldn't be a choice for homeowners, it would be a boon to developers.

More convo needs to happen with the Colesville community as I think you can tell by the color of the stickers on this board. Duplexes and triplexes and ADUs are great! There are things we like and suggestions we have.

Renobar todas las viviendas- Renovate all homes.

Long Branch and Takoma Park demonstrate how mixed-use housing COEXISTS WELL.

Without no net loss, every tenant displaced.

But we need rent control.

It will (be?) better to have rent control.

RENT CONTROL- New units must come with parking.

Mas apollo de alimentos a las familias mas vulnerables + a las embarazadas- More food assistance for the most vulnerable families and for pregnant women.

Que no suban las renta y que cuando hayan las construccio que les prohean un lugar seguro alas personas- That rents not increase, and that during construction a safe location be provided for residents.

Costo de vivienda es de uasiado alto. Coneiciones de vivienda son malas. No haceu mantenimiento. Seruious son mas caros (luz, agua, etc)- The cost of housing is too high. Housing conditions are poor. There is no maintenance. Services are more expensive (electricity, water, etc.).

Housing choices should match commercial development (illegible word) plan- to improve quality of life.

Very few people will get rid of their cars even if they can take the Purple Line to work.

Esta bien pero que no aumenten la renta- That's fine, as long as rent does not increase.

(in reference to no net loss of affordable housing goal) So important.

All of the existing apartment complexes are UNDER parked. Any new affordable housing must have 2+ spaces/unit .

Do not remove trees unless the property owner has given consent.

(Illegible word) households affordable for the new generations.

I've lived here for 20 years and love it...but couldn't afford to move here now. More types of housing and more affordable.

This is a VERY biased representation of the plan, only noting benefits.

Affordable housing is NOT rental units, it is homeownership (could be condos with no fees).

Do not remove any trees that are in the parks or along the current paths.

Already expensive now. Let people build multi-unit to meet demand, use Purple line.

NO NET LOSS- Revise from strive to ensure. What are the tools for specific properties?

I agree with the values but not the plan. There are 40,000 people waiting for "affordable housing"- If developers are persuaded to set aside 15% of units, that in a lot of units that need buildings to provide 40,000 people with housing.





## TRANSPORTATION: MORE CHOICES AND WAYS TO GET AROUND SAFELY

Please no sidewalks on roads that do not need them (dead end, etc.) including Hamilton Ave.

Indian Spring would have 2X traffic and become unsafe for elderly and children.

Pedestrian walking across Beltway from Blair to YMCA would be SO AWESOME- especially if YMCA stays in our community.

Need a sidewalk on Worth between Franklin and Sligo Creek Parkway to connect Franklin mixed use trail to Sligo Creek Trail and to keep people safe from cut-through traffic along Worth. Thanks!

Can we do insect friendly lighting and not flood neighborhoods with light? There's too much already.

All for sidewalks done as the local community asks and that preserves trees. Do not impose the plan- do it with us.

Unless "plexes" are required to provide 2 parking spots per unit (especially when built within a neighborhood, not on e.g.- University Blvd or Colesville) their construction will create a huge parking inconvenience for existing residents.

The Colesville seems like an afterthought. What about sidewalks on Worth to Sligo Creek? No BRT stop proposed, no benefits.

There is no space for more traffic on narrow rds. in Indian Springs. No BRT access.

Need a pedestrian bridge at street (illegible word) connecting Wayne Ave at Long Branch Creek.

This plan is half baked- there has not been any study to address impact people will still use cars and at least for the Colesville corridor the increased traffic caused by the rezoning will make it more unsafe to walk.

There is no public transit nearby Indian Spring and not all forms of transport are equal. There are studies on people willing to use buses vs. light rail vs. Metro.

Need to consider impact of upzoning on traffic on Colesville Rd and Four Corners.

Traffic impacts on neighborhood streets when train runs on Wayne. Colesville is out of control especially at Dale Dr. Many cars go onto Franklin as an alternate to the Beltway.

Center lane bus on Colesville harms all other traffic including Ride On and Metro bus.

What a nightmare. This is already congested neighborhood a bus lane congests more.

Reducing roadway width and increasing density promotes more congestion. More congestion lets pedestrians trying to cross intersections exposed to more danger.

Need service sewers and space for people if 2000 will move in.

Need safety improvements on Colesville Rd not more traffic from denser housing on Colesville rd. or at Y field.

1000+ people won't fit in our neighborhood even if they all take a bus!!!

Your idea 35 ft. town homes will shade solar panels.

Recommend bike trail to connect to Northwest Branch trail around Buckingham.

The most impacted areas for change are those that already bring density to neighborhoods. The plans threaten reducing the affordability of these areas.

Need flex van public transit not fixed route bus.

This will only promote Hartwell as a cut through street as traffic backs up on Wayne and Flower.

Any chance we could make a pedestrian path for the "missing" sections of Worth btwn Brewster and Normandy? Would help connect houses to YMCA and YMCA to Sligo Creek. Thanks!

There was once a plan for a pedestrian bridge across 495 between the YMCA area and Blair HS. Possibly too expensive but would be a HUGE community benefit for pedestrian/ student safety!

This would be cool but what would it connect?

Do not add a BRT stop on Colesville near SOECA/IS.

More sidewalks on all roads!

Connect with Protected Bike Pedestrian Lanes/Paths

Need new sidewalk plans to fund creative ways to leave existing tree canopy- replacing 60+' trees with saplings doesn't protect the canopy or relief from summer heat.

Es muy importante el transporte y la seguridad peatonal y mas acceyas par caminar y el espacio pays los buses y la calla para bicicletas- Transportation and pedestrian safety are very important, as well as more access for walking, space for buses, and bike lanes.

Buses urngan mas seguido- Buses should run more frequently.

Agree that we need safe sidewalks and crossings with manual signals/ lights should be included between distant intersections- Also, PLEASE design with green growth/ trees to provide shade.

The "HAWK" light at Plymouth and Flower is great addition for safety- is there a way to get more of these in Long Branch?

Sidewalks are AWESOME.

Calles mas iluminadas. Laminar mas seguros por las calles- Better street lighting. Safer walking conditions.

There are many ways to prevent cutting down a tree AND put in a sidewalk, if you use the right materials. Also use bump outs.

Controle de renta- Rent control.

Transit riders do not cause traffic. The packed Ride On I took to this meeting takes cars off the road.

Que haigan mas buses seguidos como el 24 que pasen todo el dia y a toda hora el 14- That there be more buses running frequently, like the Route 24, and that Route 14 run all day and at all hours.

Any changes to sidewalks that require removal of trees should be discussed ahead of time with whose property and trees it will affect.

Bus and bike lanes are good!

Que van hacer con total los arboles, la naturaleza? De donde venidra el Aire Natural? Los neseaitamos?- What are they going to do with all the trees and nature? Where will the fresh air come from? We need it.

Carriles lusi vos para buses- Dedicated bus lanes.

Any decisions to put in a sidewalk that would potentially require removal of a tree should be discussed beforehand with anyone whose property will be impacted. Use bump outs and/or asphalt to protect trees.

Encourage DOT to not follow through with the "Bradford Rd Priority Proposal" for the sidewalk program. The west side of 8700 and 880 Bradford Rd block already has a sidewalk. The east side does not need one.

Sidewalk are ADA compliant. Get input from the disabled community for the specific needs on a local level.

Make sure there are as many trees for share as possible.

More bike lanes with physical separation.

Please keep left entrance from Piney Branch into community center not U turn on University Blvd.

Paved trails that intersect multilane roads do not always have traffic lights. Some intersections have blinking lights that are not effective for stopping.

Doesn't look like there's enough room for a shared street without taking property on both sides.

Provide trees and shade canopy to prevent heat island effect.

Me parenen muy bueno lo que se propone para el transporte- I think what is being proposed for transportation is very good.

Un semaforo en los northwest park- Install a traffic light in Northwest Park.

Semaforo enor Wes Park en la entrada for Favor Sedeven Evitar muchos accidentes- A traffic light at the entrance of Northwest Park, please. Many accidents should be avoided.

Semaporo en la entrada a Noethwest Park- Traffic light at the entrance to Northwest Park.

Think through street scape of Plymouth which is already closed.

Protected crosswalk at Melbourne/ Uni!!!

More bike lanes.

Comprehensive, connected sidewalks and bike lane networks get more use and are safer.

More. Need more walk bike in plan!!!

Need better bike and walking from Long Branch to Four Corners.

Improve crossing of Long Branch creek. There is no accessible to bikeable crossing between the Community Center and upper Long Branch Park.

(in response to bus lane recommendation) No, is going to create more traffic than we already have.

I have not been able to drive on Flower, Piney Branch, University, in Langley Park etc. for years. Please do not tear up University Blvd between Colesville and Piney for a long time. We can't drive anywhere without construction.

Bus lanes are an important anti-congestion measure. I want it.

Bus lanes absolutely necessary!

Traffic circle

Reduce speed limits in neighborhoods ex: streets in Kilmorach are 25mph that in the same as Carroll Ave-Main road.

Do not impose sidewalks on neighborhoods. Many of us enjoy our streets without them.

# Transportation: More Choices and Ways to Get Around Safely

## Transporte: Más opciones y maneras de desplazarse con seguridad



Please no sidewalks on roads that do not need them (dead end, etc) including Hamilton Ave

More sidewalks on all roads!

Indian Spring would have 3x traffic + become unsafe for elderly + children

pedestrian walking across Parkway from Plur to YMCA would be safe. especially if there were a crosswalk

Connect with Protected Bike Path on Lanes / Paths

REDUCE SPEED LIMITS IN NEIGHBORHOODS. Ex. street in Kilbourne are 25mph that is the same as Carroll Ave - main road

Encourage DOT to not limit through with the Bradford Pl Priority Program for the sidewalk Program. - The west side of 2300 and 2500 Bradford Pl block already has a sidewalk. The east side does not have one.

Need a sidewalk on North Main Franklin + Siro. Great thing to connect Franklin and on that to the Creek Trail and to keep people safe from cut-through traffic along with that!

This plan is half failed - There has not been any study to address impact people will still use car and at least for the 10 mile corridor we have traffic caused by the existing road that is still there.

There are many ways to prevent cutting down a tree AND put in a sidewalk. If you use the right material Also use bump outs

Traffic impacts on neighborhood streets when train runs on wayne. Caledonia is out of control especially at Dale Dr. Many cars go onto Franklin as an alternate to the Beltway.

Control de Pista

Improve crossings on Long Branch Creek. There's no a/c available as to head bicyclist. It's better for the community to have a dedicated crossing.

Sempre en la Entrada a Northpark

Please keep left entrance from River Branch at Community Center not entrance on Lewis Blvd

What We Heard: People want to walk safely to parks, schools, transit

Lo que escuchamos: Las personas quieren caminar segura a parques, escuelas, tiendas y al transporte público.

- Crossing major roads feels unsafe and uncomfortable.
- Many neighborhood streets lack sidewalks; lighting is inconsistent

- Las personas quieren caminar segura a parques, escuelas, tiendas y al transporte público.
- En las vías principales se siente inseguro y incómodo.
- Las calles de los vecindarios carecen de iluminación consistente.



### What We Propose

Can we do insect friendly lighting + not flood neighborhood as bright? There's too much already.

All for side walks along local community asks and that preserves trees. Do not impose the physical

sidewalks are ADA compliant. Get input from the disabled community for the specific need on a local level.

DO NOT INCREASE SIDEWALKS ON NEIGHBORHOODS. Many of us enjoy our streets without them.

There is no public transit nearby Indian Spring and not all forms of transport are equal. There are studies on proper villages to use buses or light rail or trams.

Need to consider impact of upturn on traffic on Caledonia Rd and Fox Lakes

Señales en narces Pav en la Entrada Por Favor Señales evitar muchos accidentes

- Improve access and transportation safety for people biking, and rolling to Purple Line stations, planned Bus Transit stations, and schools.
- Provide wider sidewalks and more protected pedestrian crossings along major roads through transportation improvements that stop vehicles to allow people to cross the road safely.
- Install sidewalks on neighborhood streets - prioritizing areas near transit, parks and schools.
- Add more bikeways connecting neighborhoods to transit.

- Lo que proponemos: Mejorar el acceso y la seguridad del transporte para las personas que caminan, andan en bicicleta o se desplazan en silla de ruedas hacia las estaciones de la Línea Morada, las estaciones planificadas de Autobús de Tránsito Rápido (BRT) y las escuelas.
- Proporcionar aceras más anchas y cruces peatonales protegidos con mayor frecuencia en vías principales mediante mejoras de tránsito que detengan los vehículos para permitir que las personas crucen la calle con seguridad.
- Instalar aceras en las calles de los vecindarios, priorizando las áreas cercanas a las estaciones de transporte público, los parques y las escuelas.
- Agregar más ciclovías que conecten los vecindarios con el transporte público.

PROTECTED CROSSWALKS AT INTERSECTIONS +2

Need new sidewalk plans to find creative ways to leave existing tree canopy - replanting 60+ trees w/ saplings doesn't protect the canopy or prevent them summer heat

Es muy importante el trasplante de los árboles y la seguridad peatonal y el acceso por bicicleta para los buses y la casa para las bicicletas

more bike lanes

Buses van por las áreas más seguras

PROVIDE TREES AND SHADE CANOPY TO PREVENT HEAT ISLAND EFFECT

Complete sidewalks + bike lane returns get more use + are safer

Make sure there are as many trees for shade as possible

Un Semáforo en los Northwest Part

More hand more walk bike in Plan!!!

NEED a pedestrian bridge structure connecting wayne to Long Branch

Agree that we need safe sidewalks + crossings. Crossing with manual signals/light should be included between distant intersections. Also, PLEASE design with green growth trees to provide shade

### COMMUNITY METER / MEDIDOR COMUNITARIO

Do these recommendations reflect the needs and priorities of your community? / Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?

Yes / Sí, Somewhat / En parte, No / No

Tell us more. What works well? What could be improved or added? / Cuéntenos más. ¿Qué funciona bien? ¿Qué podría mejorar o agregarse?

Me parecen muy bueno lo que se propone para el transporte

Unless 'docks' are required to provide 2 parking spots per unit (especially when built within a neighborhood) not an issue. (like Blvd or Caledonia) After construction will create a huge parking area for existing residents.

Sidewalks are AWESOME

The City will carry like an effect that what about sidewalks on north to sligo creek? No BRT stop proposed. No residents

There is no space for more traffic on narrow BRT in Indian Spring. NO BRT please

More bike lanes w/ physical separation

Calles más iluminadas. caminar más seguros por las calles

More bike lanes w/ physical separation

# Transportation: More Choices and Ways to Get Around Safely

## Transporte: Más opciones y maneras de desplazarse con seguridad

Station

# 3

Estación

Any decisions to put in a sidewalk that would potentially require removal of a tree should be discussed with the tree owner whose property will be impacted. Use bumpouts and/or planters to protect trees.

Any change we could make in pedestrian paths in the various sections of North Branch (Manchester and Manchester) would help improve the walk and make it safer. Thanks!

There was once a plan for a pedestrian bridge across I-95 here at the area and Blue Hill. Putting the expansion would be a HUGE opportunity for the area. (Manchester and Blue Hill)

FINA THROUGHT STREETScape OF THE WALKWAY MUST BE CAREFULLY CONSIDERED

Do not add a BRT stop on Coleridge near SEB / IS.

this would be cool, but what would it connect?

What a nightmare this is already congested neighborhood Abs lane congests more

Transit riders do not cause traffic. The parked cars on I-95 are the ones making faster cars off road

center-lane bus on reversible harms all other traffic, including Ride On & MetroBx



### We Propose Lo que proponemos

• Add dedicated bus lanes through repurposing existing vehicle lanes on University Boulevard between I-495 and Piney Branch Road.

• Agregar carriles exclusivos para autobuses mediante la reutilización de carriles existentes para vehículos en University Boulevard entre la I-495 y Piney Branch Road.

No is going to area to more traffic. Had we already have

I have not been able to drive on Flower. From Brookline in Langley Park to the Yards. Please do not tear up this Blvd between Coleridge and I-95. We can't drive through here.

Any changes to sidewalks that require removal of trees should be discussed ahead of time so whose it property & trees it will affect.

NEED SERVICE SEWERS AND SPACE FOR PEOPLE IF 2000 WILL MOVE IN

que hagan mas buses seguras como el 29 que hace hora el 14

1000+ people WON'T FIT IN OUR NEIGHBORHOOD EVEN IF THEY ALL TAKE A BUS !!!

Paved trails that intersect with multi-lane roads do not always have traffic lights. Some intersections have blinking lights that are not effective for stopping all cars.

Bus lanes are an immediate construction means. I would like to see

Need safety improvements on Coleridge Rd. Not more traffic from desecrating on Coleridge Rd or E Y Hills

bus lanes + bike lanes are good!

Re connect bike trail to connect to Northwest Branch trail around Buckingham

YOUR IDEA OF 35 FT. HOMES WILL SHADE SOLAR PANELS.

Bus lanes absolutely necessary!

• Redesign Hartwell Road into a low-speed shared street for pedestrians, bicyclists and vehicles, better connecting the Manchester Place Purple Line Station and Flower Avenue Urban Park.

• Rediseñar Hartwell Road como una calle compartida de baja velocidad para peatones, ciclistas y vehículos, mejorando la conexión entre la estación Manchester Place de la Línea Morada y el parque urbano Flower Avenue.

This will only provide a headwind in a few places. Traffic will build up on Wagon Wheel Flower

need flex van public transit not fixed route buses.



Doesn't look like there's enough room for a shared street without taking property on both sides

Traffic issue

Carriles exclusivos para buses más

### Why It Matters

- Improves safety for all people, particularly those most vulnerable
- Offers more people ways to get around without a car
- Improves access to parks, schools and other destinations
- Less reliance on cars in areas with limited parking

### Por qué es importante

- Mejora la seguridad para todas las personas, especialmente para las más vulnerables.
- Ofrece a más personas opciones para desplazarse sin depender del automóvil.
- Mejora el acceso a parques, escuelas y otros destinos importantes.
- Reduce la dependencia del automóvil en áreas con estacionamiento limitado.

The most impacted areas are those that already have low density. Plans mean to increase density & affordability of housing.

## ECONOMIC DEVELOPMENT

This again emphasizes how vastly different the areas in this plan are and they should not all be treated the exact same. Not all major roads are equal.

Barriers are high rent costs, limited parking, few vacant spaces. Your answer is new development to create more parking. This is just crazy talk. Only national businesses can afford to provide more parking like Giant or Safeway. What is happening here is more and more businesses are (posting?) signs threatening (town? tax?)

We need a better grocery store!!!

Need to have a plan to attract companies with high-paying jobs too.

Great for Long Branch community- unfortunately not great for Indian Springs- go to White Oak and have fun development out there- there is plenty- back off.

The impact for Indian Springs is terrible- we do not need to want retail in our quiet neighborhood.

Que hayan Espacios para los pequenos comercianten- That there be spaces for small business owners.

The proposals seem wooly. Whatever the plan is- storefronts should be at the sidewalks and parking at the back. This will create a high-street feel.

More parking!!!!!!

Que le parese buena idea crear espacios- Do you think creating spaces is a good idea?

Muy bueno idea crear los inentiuos- It is a very good idea to create incentives.

Locales economicos cou espacios x parqueos- Affordable commercial spaces with parking.

Mas Parqueos- More parking.

More promotion for these small businesses.

Upgrade the curb appeal. Attract coffee shops and improve quality of commerce.

There is not enough parking to institute ground floor retail on Bradford Rd, Plymouth St, Hartwick Rd, and Wayne Ave- The rezoning proposals for those existing multi-family properties should be removed.

Old CASA furniture store needs to be reutilized.

Es importante por que la economia crece pata los (illegible word) locale- Because the economy grows for local (illegible word).

Neseedtanous mas parqueos y que no tengan ningun costo- We need more parking, and it should have no cost.

Tiendas de comida saladable en Northwest Park- Healthy food stores in Northwest Park.

Yo cres que es muy buens crear on programa de mercades para negocros historicos- I think it would be very good to create a marketing program for historic businesses.

Me paresbuena idea para crear negocios a precios acesibles- I think it's a good idea to create affordable businesses.

More live-work zoning?

Micro commerce in residential areas please.

Yes for Long Branch, bad for Indian Spring.

# Economic Development: Opportunities for Local Businesses

## Desarrollo económico: Oportunidades para los negocios locales

Station

# 4

Estación

The impact for Indian Springs is terrible - we do not need or want retail in our street neighborhood

Great for Long Branch Community - Unfortunately not a great for Indian Springs - Go to White Oak and have fun development located there - there is plenty back-off

Yes For Long Branch Bad for Indian Springs

Que hagan Espacios para los pequeños comerciantes

There is not enough parking to maintain the ground floor retail on Bradford Rd, Pleasant St, Harrison Rd and Union Ave. - The rezoning proposals for these existing blocks would preserve the ground floor

Upgrade the curb appeal Attract coffee shops + improve quality of commerce

Micro Commerce in residential areas please

OLD CASA FURNITURE STORE NEEDS TO BE REVITALIZED

This area engineers have really defined the area in this plan and they should not all be treated the exact same not all major roads are equal

### What we Heard

### Lo que escuchamos

- Community members love the diverse retail and restaurants in Long Branch
- Biggest barriers to success for business owners include Purple Line construction, high rent costs, limited parking access, and few available vacant spaces

- A los miembros de la comunidad les encanta la diversidad de comercios y restaurantes en Long Branch.
- Las mayores barreras para el éxito de los pequeños negocios incluyen la construcción de la Línea Púrpura, los altos costos de alquiler, el acceso limitado al estacionamiento y la escasez de espacios vacantes disponibles.

more promotion for these small businesses

MAS PARQUEOS

Locales economicos con espacios y parques

Me parece buena idea para crear negocios accesibles

may be an idea to create incentives



### What We Propose

### Lo que proponemos

- Offer incentives for new development to create affordable spaces and opportunities for local businesses
- Create a legacy or international business marketing program to promote locally-owned businesses
- Create opportunities for community ownership of commercial spaces, such as a Commercial Land Trust

- Ofrecer incentivos para nuevos desarrollos que creen espacios asequibles y oportunidades para los negocios locales.
- Crear un programa de mercadeo para negocios históricos o icónicos con el fin de promover establecimientos de propiedad local.
- Crear oportunidades para la propiedad comunitaria de espacios comerciales, como un fideicomiso de tierras comerciales (Commercial Land Trust)

more live-work zoning?

barriers are high rent costs limited parking few vacancies more development is new development to create more parking. There is just crazy talk about rezoning business area - afford to provide more parking. Make sure that rezoning is not just for business but also for residential and parking spaces.

we need a better grocery store

The proposals seem really woolly. Whatever the plan is - developers should be at the sidewalk and parking at the back. This will create a high-street feel.

Es importante porque la economía crece para los pequeños locales

more parking!!

Tiendas de comida saludable en Northwest Park

need to have a plan to attract companies with high paying jobs too.

yo creo que es muy bueno crear un programa de mercadeo para negocios históricos

Que le parezca buena idea crear espacios



### Why It Matters

### Por qué es importante

- Creates new opportunities for locally-owned businesses to continue to serve their customers
- Supports the efforts of Long Branch Business League to celebrate and promote Long Branch businesses

- Creación de nuevas oportunidades para que los negocios locales sigan atendiendo a sus clientes
- Apoya los esfuerzos de la Liga Empresarial de Long Branch para celebrar y promover los negocios de Long Branch

nos gustaría más parques y que no tengan ningún costo

COMMUNITY METER ENCUESTADOR COMUNITARIO

### Do these recommendations reflect the needs and priorities of your community?

¿Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?

Yes Sí

Somewhat En parte

No No



## ENVIRONMENT: GREENER, HEALTHIER COMMUNITIES

We don't need runoff problem and loss of green space from up zoning and redeveloping on Y fields.

Protect the tree canopy. The trees in this neighborhood are what make it special. Let's not lose that.

Dev in Indian Spring equals less physical, mental, and environmental health. No park+ bad idea. More pollution.

Indian Spring is development in the wrong areas.

Indian Springs has major water issues.

With building apartments on current green space we are not prioritizing the environment.

Indeed- MC planning has no idea about planning- Go back to history and study the master planner Frederick Olmstead.

This completely contradicts your plan! You are getting RID of our green space to put in a 10 story apartment building.

Besides affordability one reason I support denser housing is that we MUST preserve our wild spaces, especially along creeks.

(in response to "concerns about flooding, stormwater, and tree loss") Denser development, by definition, does not achieve this.

If one of the goals is to optimize green space, why is there a recommendation to rezone the large green space at the YMCA instead of developing elsewhere or repurposing existing buildings space?

Are there provisions to protect mature trees when redevelopment happens?

Make sure development (public and private) lighting adheres to dark sky recs and no light pollution

Buildings in Indian Spring YMCA takes away green space. This makes no sense.

Would love to see tree cover and shaded space like this around/ near Long Branch PL station.

(in response to " more porous surfaces, green roofs, and creative stormwater features") Developers will not do this voluntarily. Needs to be part of new design requirement. Incentives or penalties.

Add University Blvd and New Hampshire Ave to Priority tree and additional shade list!!

Like renovation of Long Branch stream and walkway from library to community Ctr.

Necesitanos mas fondo para crar mas Jardines comunitavios- We need more funding to create more community gardens.

Every neighborhood has SAFE ped/bike lanes to Long Branch/Sligo and paths

Creanuevas oportuñidades para que los negocios de propiedad sigan atendiendo a sus clientes. Apoyar los esfuerzos y promover los negocios de Long Branch -Create new opportunities so that locally owned businesses can continue serving their customers. Support efforts and promote businesses in Long Branch.

Have/ create community gardens

Please add as much stormwater management elements as you can

Leave YMCA space GREEN do not develop the site

Please preserve and plant trees

No mas balsas de plastic in pagillas de plastic- No more plastic bags or plastic straws.

Utilizar elementos de disenos de edifsios sostehibles- Use sustainable building design elements.

Mas areas lipias. Mas areas Frescas. Mas areas berdes- More clean areas. More cool areas. More green areas.

Denser development- with thoughtful design- supports (ecological growth?)- Love it!

Need trees desperately on University Blvd sidewalk

Preserve the natural beauty of the area, concerned about environmental impacts associated with bridge from Wayne to E Wayne

Getting new sidewalk along Plymouth street and are concerned about taking the big trees down for the new sidewalk

Absent of development/redevelopment what are you doing to help with current environmental issues? (i.e. flooding)

Can we make developers upgrade SWM infrastructure for properties immediately upslope/ upstream of their project (like they do in DC)?

Green is good!

(Central?) park is beautiful!!! So is Indian Springs/ YMCA

(referring to the comment above^) Agree! We don't have enough in the "blue" community as is

Flooding will be increased with less permeable ground and DPS allows for TOO MANY deviations

Necesitamos abogar mas por una ley de medio ambiente saludable (Ley CHERISH)- We need to advocate more for a healthy environmental law (CHERISH Law)

Necesitamos mas \$\$ para crear jardines comunitarios- We need more \$\$ to create community gardens.

# Environment: Greener, Healthier Communities

## Medio Ambiente: Comunidades Más Verdes y Saludables

Dense Development - with thoughtful design - supports ecological goals - Low! (with arrow pointing down)

Dense development by definition does not achieve this (with arrow pointing down)

If you are at the corner is to optimize corner space, why is there a recommendation to create the street corner space for the space instead of developer's expense or equipment business building space?

Flooding will be increased with less permeable ground and DPS allows for TOO MANY deviations

Every Neighborhood HAS SAFE Ped/Bike Paths To Lunch/Shop and Parks



### What We Heard

- Concerns about flooding, stormwater, and tree loss.
- Need for more shade, green spaces, and places to grow food.



### What We Propose

- Protect and restore forests and streams.
- Plant more native trees and shrubs.
- Create "cool streets" with shaded sidewalks connecting parks and important destinations
- More porous surfaces, green roofs, and creative stormwater features.
- Expand and support places to grow and buy food, including community gardens, rooftop farms, and farmers markets.
- Using sustainable building design elements

### Lo que escuchamos

- Preocupaciones sobre inundaciones, el manejo de aguas pluviales y la pérdida de árboles.
- Necesidad de más sombra, espacios verdes y lugares para cultivar alimentos.

### Lo que proponemos

- Proteger y restaurar los bosques y arroyos. Plantar más árboles y arbustos nativos.
- Crear "calles frescas" con aceras sombreadas que conecten con parques y destinos importantes.
- Incorporar más superficies permeables, techos verdes y soluciones creativas para el manejo de aguas pluviales.
- Ampliar y apoyar espacios para cultivar y comprar alimentos, incluidos jardines comunitarios, granjas en azoteas y mercados de agricultores.
- Utilizar elementos de diseño de edificios sostenibles.

Are there provisions to protect native trees when redevelopment happens?

Would love to see tree cover & shaded space like this around near Long Branch PL station

Developers will not do this voluntarily. Need to be part of new design requirements. Location of gaslights (most private surfaces, green roofs & creative stormwater features)

Necesitamos más \$ para crear jardines comunitarios.

Building in India Spring, TN - Park takes away green space. This makes no sense

Please preserve & plant trees

Crear áreas verdes para que las empresas de propiedad sepan involucrando a sus clientes. Reservar los espacios para mejorar las opciones de Long Branch

Have create community garden

All University Blvd + New Hampshire Ave to priority tree + additional shade list!!

LIKE RENOVATION OF LONG BRANCH STREAM + WALKWAY FROM LIBRARY TO COMMUNITY CTR

Necesitamos abogar más por una ley de medio ambiente Saludable. (LEY CHEFISH)

Need trees desperately on Univ Blvd sidewalk

Make sure private development public lighting adheres to dark sky res + no light pollution

Please add an such stormwater management elements as you can.

Necesitamos más fardo para crear más jardines comunitarios

Utilizar elementos de diseños de edificios sostenibles

mas areas verdes mas areas frescas mas areas verdes

Leave YMCA space GREEN do not develop the site

### Nature-Based Design Elements

### Elementos de diseño basados en la naturaleza



Calles y aceras sombreadas



Superficies permeables



Techos verdes



Gestión integrada de aguas pluviales



Vegetación estratificada



Agricultura urbana



## PARKS: SAFE, WELCOMING PARKS FOR EVERYONE

Expand Indian Spring Terrace park into the Y fields- Don't redevelop them! Don't up zone them!

This is counter to what you are proposing for Indian Springs- we love our parks don't take them away.

Sligo Creek seems to be ignored as a vital part of those in the Southeastern part of the Colesville District. There is a lot of safety issues for walking down Worth Ave.

Too much development proposed for the Colesville District. If Y is allowed to develop their property, want limits on density. Do not want access roads onto Fairway Ave we're losing too much green space.

Development in YMCA park is counter to this idea.

Then why is the recommendation to rezone the YMCA space that is highly used as a green space? How is this the best fix?

Plan has removing the large green space at the YMCA and "enhancing" the Hastings postage stamp that is sandwiched between roads and we never use. Why? How is that forward looking?

Need a pedestrian path (preferably lighted) to help the Long Branch neighborhood get to Purple Line stop by library.

Reimagine the greenspace at the Y for greater enjoyment and refinement. Consider a gathering spot at the Y space.

Preserve existing parks- the YMCA field is a TREASURE in our community. The Hastings park is never used and unsafe to get to.

Due to its size and proximity to 2 busy roads and the Beltway, there are limits to what can be done with the Hastings parklet. That being said, we locals get quite a lot of use out of it. Baseball, football, soccer- Lots of kids (illegible word).

The green space behind the YMCA is basically the only green space we have- please don't turn it into housing! If you want to build on the YMCA footprint, that's fine.

Worth Ave. and Hamilton Ave are animal paths from Sligo Creek to the Indian Spring rec area. Don't add apartments or more vehicles.

Improve accessibility of streets around parks.

Please finish Long Branch/ Wayne Park (designed in 2017!) complete with bike crossing Wayne Ave.

Mas inspeccion y mientencion de los editifios cntigoos- More inspection and maintenance of neighboring buildings.

We NEED bathroom/restroom and water facilities at our wonderful parks! Long Branch Creek trail Park, Sligo Creek Parks!

The kids are PEEING on all the trees because there are no restrooms!

Better parks and playgrounds and safe ways to get to parks.

Necesitamos parques iluminados y seguros Long Branch Trail - We need well-lit and safe parks along the Long Branch Trail.

We love Sligo Creek but it often smells like sewer! (E Coli too) Fixing this long term would be great.

Add more traffic lights when trails cross multi-lane roads. Flashing lights are not enough.

Stop empty school busses, trucks, commercial vehicles on Sligo Creek, add stop signs.

Please keep Friends of Sligo Creek informed of activities so we can support the creek.

Please keep Friends of Sligo Creek in the loop for developments.

Que los parques tengan maquinarias para hacer ejercicios- That parks have exercise equipment.

Que en los parques de Northwest Park tenga un gimnasio- That the parks in Northwest Park have a gym.

We also love the improvements to Long Branch. Please extend Long Branch Trail from Community Ctr to Franklin Ave. Maybe also a connector to NW Branch Trail.

Parques mas limpios. Parques mas seguros. Parques cuidados y verdes- Cleaner parks. Safer parks. Well-maintained and greener parks.

Consider linkages between Long Branch stream valley and NW Branch trails.

Please consider moving the trail head from the end of Oakview Drive to the former pool.

Love it!

Leave green spaces as they are.

Make all baseball courts lit at night!

Support renovation of parks and courts.

# Parks: Safe, Welcoming Parks for Everyone

## Parques: Parques seguros y acogedores para todas las personas

Add more traffic lights when there's cross multi-lane roads. Flashing lights are not enough.

Stop early school buses, make commercial vehicles on Sligo Creek add stop signs.

Development in YMCA Park is counter to this idea.

WE NEED bathroom, restroom, and water facilities at our wonderful park! Long Branch Creek Trail Park, Sligo Creek Park! The kids are PEERING on all these trees bc there are no restrooms!

### What We Heard

- People love parks especially Sligo Creek and the stream valley parks.
- Desire safer parks and more places to gather.
- Trails contribute to the greater pedestrian network.

### Lo que escuchamos

- A la gente le encantan los parques, especialmente Sligo Creek y los parques del valle del arroyo.
- Deseo de contar con parques más seguros y más espacios para reunirse.
- Los senderos contribuyen a una red peatonal más amplia.

Better parks + playgrounds + safe ways to get to parks

### What We Propose

- Create new parks, public spaces and improve access to existing parks and trails.
- Improve visibility and access points.
- Add public art to reflect community identity.
- Continue to partner with local organizations such as Friends of Sligo Creek, Neighbors of Northwest Branch, and local groups for stewardship.

WE ALSO LOOK THE INTERSECTIONS TO LONG BRANCH. PEDESTRIANS LONG BRANCH - GAIL TO THE TRUNKLINE AVE. MAYBE ALSO A CONNECTION TO NW BRANCH TRAIL.

THIS WHY IS THE RECOMMENDATION TO BEHAVE THE YMCA SPACE TRAILS BEING USED AS OPEN SPACE? REVISITING THE RECOMM?

Need a pedestrian path (preferably painted) to take the long branch trail. Also, there are many children to be seen playing in the stream (white).

Expand Indian Spring terrace Park in the Y fields - don't pedestrianize them! Don't up zone them!

This is counter to what you are proposing for Indian Spring - we love our parks. Don't take them away.

WE LIVE SLIGO CREEK BUT IT OFTEN FEELS LIKE A SEWER (I COULD BE FIXING THIS LONG TERM WOULD BE GREAT

### Why It Matters

- Parks feel more welcoming and attractive.
- Supports cultural expression and community pride.
- Encourages families to use parks more often.

Please keep Friends of Sligo Creek informed of activities so we can support the creek.

Parques más limpios. Parques más seguros. Parques cuidados y verdes.

Plan has removed the large open space at the "Park" and "enhancing" the Habitat policy. Strong that is a contradiction between needs and use. How is that forward-looking?

### Lo que proponemos

- Crear nuevos parques y espacios públicos y mejorar el acceso a los parques y senderos existentes.
- Mejorar la visibilidad y los puntos de acceso.
- Agregar arte público que refleje la identidad de la comunidad.
- Continuar asociándonos con organizaciones locales como Friends of Sligo Creek, Neighbors of Northwest Branch y grupos locales para la gestión y el cuidado de los espacios.

Que los parques tengan más arte para hacer espacios.

### Por qué es importante

- Hace que los parques se sientan más acogedores y atractivos.
- Apoya la expresión cultural y el orgullo comunitario.
- Fomenta que las familias usen los parques con mayor frecuencia.

Que en los parques de Northwest Branch tengan un espacio.

Sligo Creek seems to be ignored as a vital part of those in the northeastern part of the Calverville district. There is a lot of safety issues for walking from work to

Too much development proposed for Calverville District. If Y is allowed to develop their property, what limits on density in an area west across roads into Fairway Ave. We've long had much green space.

+ Inspección y mantenimiento de los edificios antiguos.



Do these recommendations reflect the needs and priorities of your community?

¿Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?

Yes  
Sí

Somewhat  
En parte

No  
No

# Parks: Safe, Welcoming Parks for Everyone

## Parques: Parques seguros y acogedores para todas las personas

Station  
**5**  
Estación

Reimagine the greenspace at the end of the road for greater enjoyment and refinement. Consider a gathering spot at the 4 speed

Preserve existing parks. The VUCA Blvd is a treasure in our community. The existing park is also used. Invite to get to

due to the tree and proximity to 2 bus routes and the Metro, there are multiple ways to get to this park. Please consider the bus routes and the Metro station. The bus routes are also used. Invite to get to

The green space behind the MCA is beautiful. It is the only green space we have - please don't turn it into housing! If you want to build on the MCA, please build a park. Thank you!

PLEASE CONSIDER MOVING THE TRAIL HEAD FROM THE END OF OAKVIEW DRIVE TO THE FORMER POOL

Love it!

Worth Ave is a beautiful animal path from Sligo Creek to the bottom Spring rec area. Don't add apartments and more vehicles

Improve accessibility of streets around park

MAKE ALL BASEBALL COURTS LIT AT NIGHT!



### COMMUNITY METER MEDIDOR COMUNITARIO

Tell us more. What works well? What could be improved or added?  
Cuéntenos más: ¿Qué funciona bien? ¿Qué podría mejorar o agregarse?

CONSIDER LINKAGES BTW LONG BRANCH STREAM VALLEY AND NW BRANCH TRAILS

Please finish Long Branch Valley Park (2017) complete by 1/1/18. Let us know how we can help!

Please keep friends of Sligo Creek in the loop for developments.



- LEGEND LEYENDA**
- Proposed New Larger Parks & Public Spaces (upon redevelopment)  
Propuesta de nuevos parques y espacios públicos más grandes (tras la reurbanización)
  - ✱ Proposed New Park Entry  
Entrada propuesta para un nuevo parque
  - - - - - Potential New Trail  
Posible nuevo sendero
  - Improvements on Existing Parks (M-NCPPC) Mejoras en parques existentes (M-NCPPC)
  - Improvements on Existing Open Space Mejoras en espacios abiertos existentes
  - Potential Public Spaces through Redevelopment Posibles espacios públicos mediante la reurbanización
  - ✱ Placemaking "Gathering Spot" Locations Ubicaciones de "lugares de encuentro" para la creación de espacios
  - Plan Boundary Límite del plan

DISTRICT OF COLUMBIA

CITY OF TAKOMA PARK

495

New Hampshire Avenue  
PRINCE GEORGE'S COUNTY

Capital Beltway

Oakview Drive

Colesville Road

Franklin Avenue

Flower Avenue

University Boulevard

Long Branch Stream Valley Park

Piney Branch Road

Sligo Creek Parkway

Sligo Creek Stream Valley Park

## GATHERING SPOTS: COMING TO EASTERN SILVER SPRING THIS MAY!

With the recommended changes to Indian Springs especially the YMCA, there will be FAR too much traffic to enjoy this space. This is also NOT comparable to the space that the plan recommended to take away.

Improving Hastings is fine but the park space near the Y is critical to save too.

Please don't change Hastings! Neighborhood kids like the Hastings Parklet. My kids played there for years- now a new generation of kids does. Given its size and location, I think it's currently of optimal use. Adults won't hang there- except for their kids.

Save all the green space on the Y property. Only allow the Y to build upwards not out. But not too high. This neighborhood is old and the streets can't handle much more traffic.

Hastings park is very small, adjacent to a busy road, and dangerous to get to. Renovating this in lieu of the YMCA green space would radically reduce open areas used by people/ animals.

Add activities to spark gathering in these spaces. Allow community business involvement.

Our young people need more than "play" spaces to gather. Where can they apprentice for trades to be a priority?

Why was Flower Urban Park not included?

Why isn't Indian Springs Terrace Park a priority? 30 acres according to Google.

# Gathering Spots: Coming to Eastern Silver Spring this May!

## Espacios de Encuentro: ¡Llegan al Este de Silver Spring este mayo!



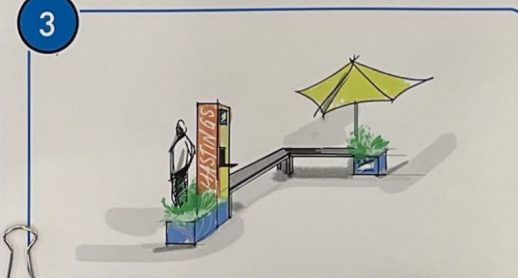
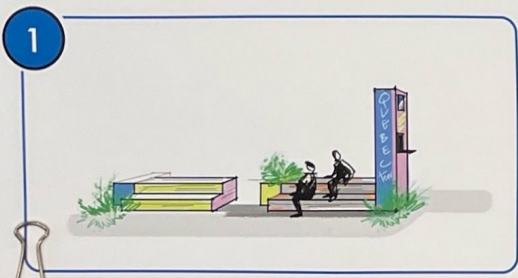
Montgomery Planning's Placemaking team is creating four temporary gathering spots in Eastern Silver Spring to encourage social connection, physical activity, and community feedback, in existing park spaces.

Each gathering spot may include seating, signage, landscaping, art, and other amenities, with designs that reflect the surrounding community. These temporary installations will be in place for up to six months and will help spark ideas and conversations about potential long-term improvements that can be recommended in the Eastern Silver Spring Communities Plan.

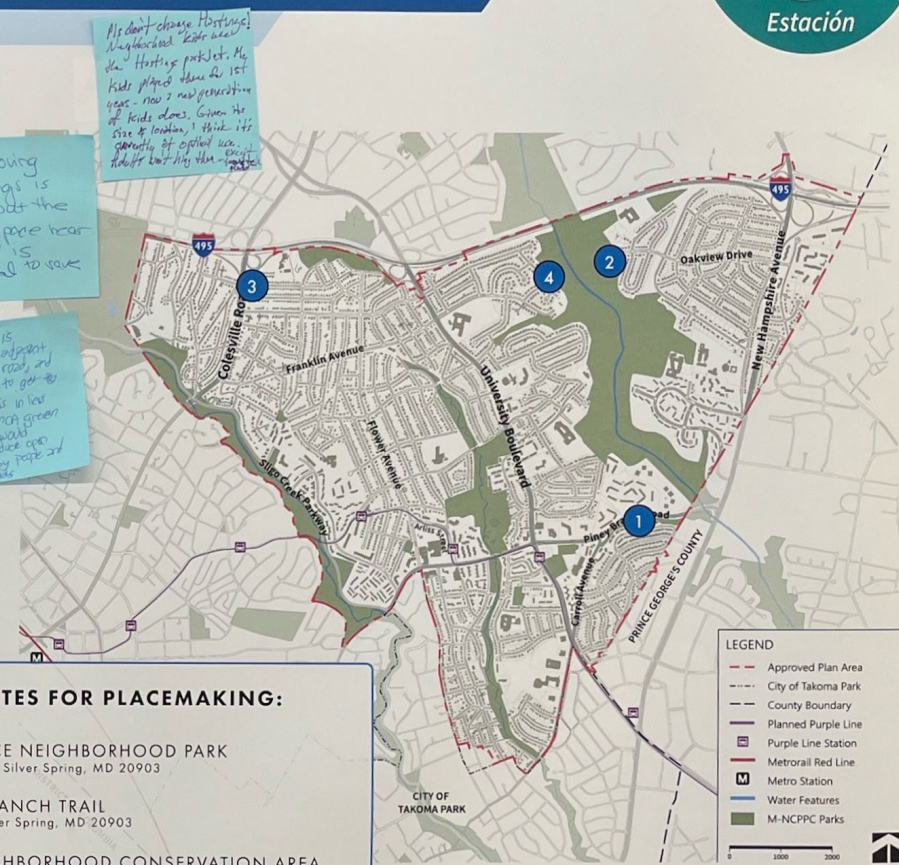
El equipo de Placemaking de Montgomery Planning está creando cuatro espacios temporales de encuentro en el Este de Silver Spring para fomentar la conexión social, la actividad física y la participación de la comunidad, en espacios de parques

...espacio de encuentro contará con asientos, señalización, paisajismo, arte y otras comodidades, con diseños que reflejan la comunidad circundante. Estas instalaciones temporales permanecerán en su lugar hasta por seis meses y ayudarán a generar ideas y conversaciones sobre posibles mejoras a largo plazo que podrán recomendarse en el Plan de Comunidades del Este de Silver Spring.

### Initial Concepts / Conceptos iniciales



- PRIORITY PARKS SITES FOR PLACEMAKING:**
- 1** QUEBEC TERRACE NEIGHBORHOOD PARK  
1040 Quebec Terrace, Silver Spring, MD 20903
  - 2** NORTHWEST BRANCH TRAIL  
1102 Oakview Dr, Silver Spring, MD 20903
  - 3** HASTINGS NEIGHBORHOOD CONSERVATION AREA  
300 Granville Dr, Silver Spring, MD 20901 *0.4 acre*
  - 4** FRANKLIN KNOLLS NEIGHBORHOOD PARK  
9507 McAlpine Rd, Silver Spring, MD 20901



**LEGEND**

- Approved Plan Area
- City of Takoma Park
- County Boundary
- Planned Purple Line
- Purple Line Station
- Metro Station
- Metro Red Line
- Water Features
- M-NCPPC Parks

Add activities to spark gathering in these spaces. Allow local community business involvement.

Improving Hastings is fine but the park space near the Y is critical to save too.

Hastings Park is very small adjacent to a busy road, and requires to get to. Retain this in low cost. Which green space would radically reduce open areas used by people and animals.

Save all the green space on the Y property. Only allow the Y to build upwards not out. But not too high. This neighborhood is old and the streets can't handle more traffic.

As don't change Hastings Neighborhood Park area. Hastings parklet. Make kids play area for 1st grade - now 2nd grade. Give the size of location. I think it's possible to get it. Adults but my idea.

with the best... changes to include... especially the... there will be... much traffic to... This is also not... the space... plans to... parking.

Why was FRANKLIN KNOLLS PARK NOT INCLUDED?

Why isn't Indian Springs Terrace Park a priority? 30 acres according to Google.

Our young people need more than "play" spaces to gather. Where can they appreciate to be for trades a party the next.

## COMMUNITY FACILITIES: SAFE, WELCOMING PLACES FOR ALL

This states that community rec centers and pools are heavily used. I use Long Branch Center and the pool is too crowded for my comfort, your proposal shown here to improve the overuse- NOTHING.

Support the faith-based orgs. To stay but not to build large housing facilities. Small would be ok.

Why is adding housing an improvement to rec centers? We don't need housing crowding out the YMCA.

With safe and accessible ways to get there.

Not all faith-based institutions participate in the community where they are. I would caution the use of "faith" and focus on community.

Expand Long Branch pool and create both indoor/outdoor pool- It is on the Purple line- improves community and access like downtown.

We love Long Branch Library.

Cameras de seguridad en los parques para evitar suicidios y vandalismos- Security cameras in parks to prevent suicides and vandalism.

Policing worsens community safety. Police= ICE and fear!

Police station: what is evidence that this improves safety and well-being for BIPOC?

COMMUNITY ORIENTED substation- sensitive to our diverse community

We love Long Branch library

Don't build on Y field

# Community Facilities: Safe, Welcoming Places for All

## Instalaciones comunitarias: Espacios seguros y acogedores para todas



We ♥ Long Branch Library @

This states that community rec centers and pools are heavily used. We are long branch center and pool is so crowded for my contacts. Your proposal should have to improve the service - NOTHING

With safe and accessible ways to get here

### What We Heard

- Need more safe, welcoming spaces—especially for youth. *Don't build on the y field then*
- Community facilities (Rec Center, Library, Pool) are heavily used and loved.



### What I propose

EXPAND LONG BRANCH POOL + CREATE BOTH INDOOR/OUTDOOR POOL - IT IS ON THE PUBLIC LINE - IMPROVES COMMUNITY + ACCESS LIKE DOWNTOWN

Support the faith based orgs. to stay but not to build large housing facilities. Small would be ok

Why is adding housing an improvement to rec centers? We don't need housing crowding out the rec.

- Improve facilities, expand programming and add housing.
- Support faith-based and nonprofit organizations.
- Improve safety through better design and the creation of a 7th Police District or local sub-station

Community oriented sub station - sensitive to our diverse community

### Why It Matters

- Ensures community facilities are accessible, modern, and supportive.
- Makes the community safer.
- Maximizes use of public land for public benefit.

Police Station, what is evidence that this improves safety + use being for a BIPOC?

### Lo que escuchamos

- Se necesitan más espacios seguros y acogedores, especialmente para jóvenes.
- Las instalaciones comunitarias (centro recreativo, biblioteca, piscina) son muy utilizadas y valoradas.

We love Long Branch Library



### Lo que proponemos

- Mejorar las instalaciones, ampliar los programas y añadir viviendas
- Apoyar a organizaciones religiosas y sin fines de lucro.
- Mejorar la seguridad mediante un mejor diseño y la creación de un 7.º Distrito de Policía o una subestación local.

Not all faith-based institutions participate in the community where they are. I would caution the use of faith and religion in community.



Cameras de Seguridad en los parques para evitar suicidios y vandalismo

### Por qué es importante

- Garantiza que las instalaciones comunitarias sean accesibles, modernas y bien mantenidas.
- Hace que la comunidad sea más segura.
- Maximiza el uso del suelo público para el beneficio público.

Policing worsens community safety. Police = ICE + fear



Do these recommendations reflect the needs and priorities of your community?

¿Estas recomendaciones reflejan las necesidades y prioridades de su comunidad?



IS THERE SOMETHING YOU WANT US TO KNOW? IS THERE SOMETHING MISSING?

I'm extremely concerned that our roadways will not be able to accommodate the increase in traffic. The congestion is already nightmarish.

Re: Hand out "What we heard"- What's missing: significant concern about rezoning on Worth Ave which would include Brewster, Brewster Ct., Leighton Ave., and Leighton Ct.

Re: Hand out "What we heard"- Significant concern about development on Y field.

This has been a seriously frustrating experience. At every board issues were posted most of which reflected our concerns but no solutions were posted. For example, at the existing commercial concerns it showed high rent costs, lack of parking, and no vacant parking spaces. The response was allow dense zoning and the new construction will resolve this. Come on, it will make the above points worse. This occurred at every station.

Very concerned about traffic, parking, and then walking in our neighborhood.

I love my neighbors and look forward to welcoming new neighbors! Hopefully we'll all have safe ways to get around despite unsafe drivers.

This has been a very frustrating experience. I wanted to talk with the engineers, the librarians, and rec center managers, the budget officer. The planners could not answer a single technical question. When pressed they would excuse themselves by saying good point, write it down, not my field, or simply say I am just the planner I don't implement anything.

Do another open house.

# Share your thoughts with us!

Is there something else you want us to know about?

Is there something we are missing?

Add a sticky note and tell us!

# ¡Cuéntenos lo que piensa!

¿Hay algo más que desee que sepamos?

¿Nos estamos olvidando de algo?

¡Agregue una nota adhesiva y cuéntenos!

I'm extremely concerned that our roadways will not be able to accommodate the increase in traffic. The congestion is already nightmarish.

Very concerned about traffic parking and thru walking in our neighborhood.

Do another open house ☺

This has been a very frustrating experience. I wanted to talk with the engineers, the planner, and the other members of the design team. The planners could not answer a single technical question. When pushed they would excuse themselves by saying they were not a planner, not a field engineer, or simply say I am not the planner. I don't understand this.

HAND OUT  
Re: "What we heard"  
Labels missing:  
Significant concerns about the design on West Ave. West Avenue, Brewster Court, Kingston Ave to Kingston Court.

HAND OUT  
Re: "What we heard"  
Significant concerns about development on Y field.

I love my neighbors and that's forward the (existing) new neighbors! Hopefully we'll all have safe ways to get around despite the unsafe drivers.

This has been a seriously frustrating experience. At every public meeting, the staff would say we were not a planner, not a field engineer, or simply say I am not the planner. I don't understand this. I wanted to talk with the engineers, the planner, and the other members of the design team. The planners could not answer a single technical question. When pushed they would excuse themselves by saying they were not a planner, not a field engineer, or simply say I am not the planner. I don't understand this.