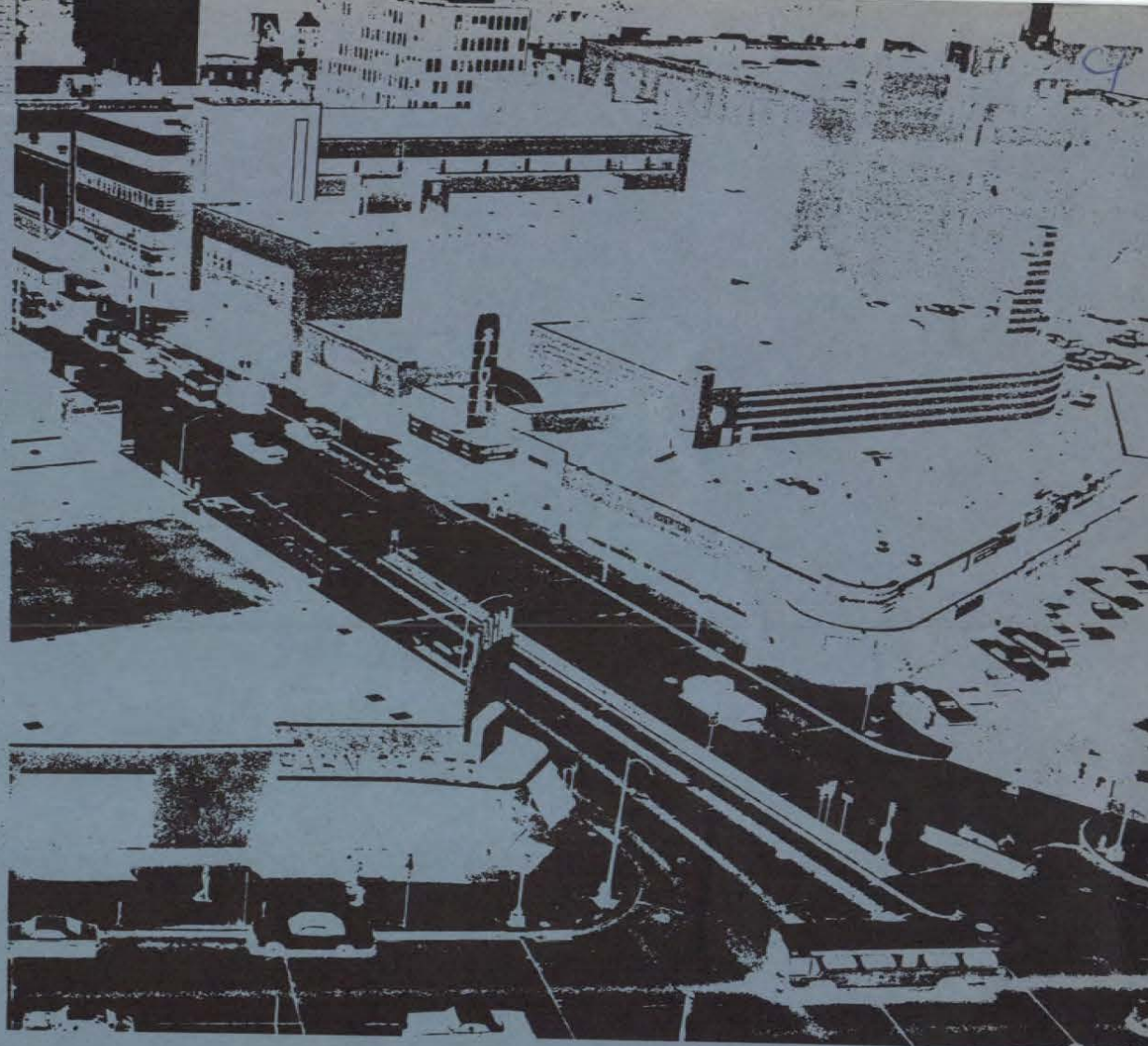


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master plan for

# SILVER SPRING PLANNING AREA

final draft june, 1970

Maryland-National Capital Park and Planning Commission

*N.M. Glasgow*

MASTER PLAN  
for the  
SILVER SPRING PLANNING AREA

A PROPOSED AMENDMENT TO THE GENERAL PLAN  
FOR THE PHYSICAL DEVELOPMENT OF THE  
MARYLAND-WASHINGTON REGIONAL DISTRICT

MAY 1970

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland  
20907

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SILVER SPRING PLANNING AREA

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INTRODUCTION

Background

The Master Plan, as presented within this report, represents the last phase of a three-phase program for the Silver Spring Planning Area. The first phase consisted of a survey of existing physical conditions, general trends, overall growth potential and the identification of alternative land use and transportation plans. It was published in December, 1966, as the Background Study Report.

Published in May, 1968, the second phase evaluated the alternative plans and set forth a Statement of Concepts, Guidelines, and Goals for the Master Plan of the Silver Spring Planning Area. The Concepts, Guidelines and Goals for the planning area were submitted to the Montgomery County Council in accordance with State statutes. Approval was later received.

Thus, the Concept Plan, together with the review comments, represented the basis of the Preliminary Plan for the Silver Spring Planning Area which was published in February, 1969, reviewed by Council, and the subject of a public hearing that May. After review of the transcript and recommendations made at the hearing, and later Council recommendations, the Commission made substantial revisions to the Plan. The final draft of the Master Plan for the Silver Spring Planning Area was then submitted for Council review in May, 1970.

Purpose

The purpose of this final draft of the Master Plan for the Silver Spring Planning Area is to provide refined recommendations for Transportation, Land Use, and Community Facilities. Established within the framework of Concepts, Guidelines and Goals for this area's Master Plan, these recommendations are based on existing conditions described in the Silver Spring Background Study Report.

This Plan is intended to offer a basis for programming and guiding public and private development. It has been made flexible enough to adjust to changing conditions which might occur. Growth potentials for factors shown in the following table have been used as a basis for development of this Plan.

Table I  
Development Potentials  
Silver Spring Planning Area

Item	Existing (1966)	Potential (1990)	Change	
			Number	Percent
POPULATION (number)	35,384	82,400	40,016	133
HOUSING UNITS (number)	12,501	30,000	17,499	140
EMPLOYMENT (number)	16,880	39,900	23,020	136
Industrial	5,125	9,500	4,375	85
Retail Commercial	3,410	5,100	1,690	50
Service-Professional	4,800	11,400	6,600	138
Semipublic	45	250	205	456
Federal	3,500	13,650	10,150	290
LAND (acres)	3,030	3,030	0	0
Residential	1,683	1,750	67	4
Single-Family	1,351	1,301	(50)	(4)
Multi-Family	332	449	117	35
Commercial	172	205	33	19
Industrial	56	71	15	27
Public	1,004	1,004	---	---
Vacant	115	---	(115)	(100)

Source: Candeub, Fleissig and Associates;  
Hammer, Greene, Siler Associates; 1968.

Note: Numbers in parentheses represent decrease in quantities.

The recommendations contained in this report are designed to cover the ten-year period 1970-1980. Suggested staging tools required to establish this type of program will be found in the Implementation Section of this Master Plan.

## I. TRANSPORTATION

### INTRODUCTION

Traffic is a prime concern in achieving a realistic plan for the Silver Spring Planning Area. Subject to acute problems of traffic movement on local streets within the Central Business District, the thoroughfares of Silver Spring, which serve as vital routes for through traffic, are under severe strain as well.

Since the Capital Beltway (I-495) was opened in 1964, area traffic patterns have undergone these changes:

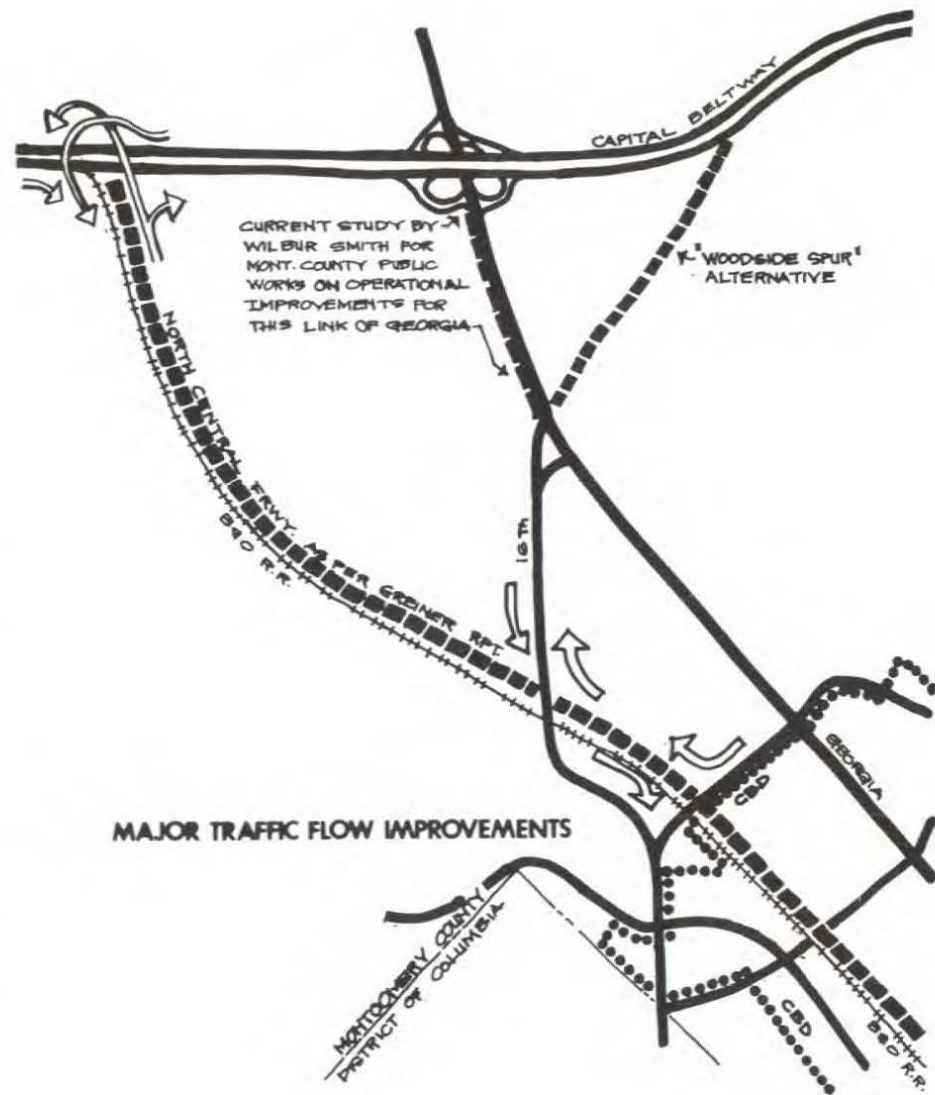
- Sixteenth Street traffic from Georgia Avenue to East-West Highway has doubled.
- Georgia Avenue traffic north of 16th Street has increased.
- Georgia Avenue traffic within the core has decreased and may be attributed to increased use of 16th Street.
- East-West Highway volumes have been reduced west of 16th Street.
- Colesville Road traffic east of the Central Business District (CBD) has increased.

The objective of this phase of the Master Plan is to provide a range of facilities which, while accommodating through and local needs, will not jeopardize the livability and amenities of the planning area. Thus, the interaction between freeways, major highways, arterials, and primary streets and mass transit has been carefully evaluated.

### FREEWAYS

The Capital Beltway (I-495) which forms the northern border of the planning area is the only freeway currently serving Silver Spring. After its opening in 1964, significant changes in traffic patterns within the planning area took place. While it relieved east-west traffic, congestion on some north-south routes was increased.

The Preliminary Plan proposed two additional freeway facilities, the North Central Freeway and Northern Parkway, to be built to serve the area during the planning period. Subsequently, the County Council action caused the Northern Parkway to be dropped. However, there exists now an inherent capacity constriction on Georgia Avenue between 16th Street and the Capital Beltway caused by the funneling of all traffic through this section. Traffic engineering improvements, although capable of significantly improving traffic flow, will not provide a permanent solution to traffic demands through this section based on present travel patterns.



One other suggestion, the so-called "Woodside Spur" (from 16th Street at Georgia Avenue to the Capital Beltway at Sligo Creek) is not shown on this Plan in order to reflect the Planning Board's objectivity in the inter-agency study (soon to be undertaken) of alternate means for accommodating Georgia Avenue corridor travel demands.

The following strategy is expected to improve Georgia Avenue traffic:

1. Metro transit service.
2. Vastly improved bus scheduling and routing.
3. Construction of the proposed North Central Freeway to the Capital Beltway at Walter Reed Annex.
4. Traffic engineering improvements.

If time and experience demonstrates that these are not sufficient to relieve the capacity restriction on Georgia Avenue, then the Board will have no other recourse but to consider amendment of this Plan to include the "Woodside Spur."

Freeway facilities should be located so as to insure a minimum degree of disruption to existing and projected land use. They should provide access to, from, and across the facilities complementing the major, arterial, and primary highway and street systems. Design facilities should be consistent with the environmental quality of the area.

The development of the North Central Freeway as proposed in the Greiner feasibility report to the State Roads Commission (November, 1966) should be encouraged. This design incorporates a freeway alignment on the east side of the B&O Railroad in the section between Brookeville Road and Burlington Avenue. Access ramps to and from an improved 16th Street, including grade separation of Second Avenue over the interchange roadways, should be considered as follows:

- Southbound from 16th Street to the Freeway.
- Northbound from the Freeway to 16th Street.

Subsequent engineering studies should consider the feasibility of providing access ramps in all directions at the Capital Beltway. Location of interchange ramps at Spring Street and at Colesville Road is discussed under the CBD Plan-Circulation section of the Plan (see page 20).

#### MAJOR HIGHWAYS

Major highways currently serving through traffic within the area include:

- Georgia Avenue
- 16th Street
- East-West Highway
- Colesville Road

All are operating at or above capacity. In addition to accommodating through traffic, they also serve as the major local distribution facilities, especially in and adjacent to the CBD.

The system of major highways should be directly related to existing and proposed freeways. Therefore, it should be designed to serve through traffic primarily.

The following program affecting the major highways indicated should be undertaken:

--Georgia Avenue

.Increase peak-hour capacity through:

- .improved signal equipment and control.
- .removal of median strip to provide for flexible lane usage.

--Piney Branch Road

.Improve to major highway standards as currently proposed (four lanes with left turn storage lanes).

Improvements to Colesville Road and East-West Highway are included in current plans of the State Roads Commission, and are examined in Section IV of this Master Plan devoted to the CBD.

#### ARTERIAL HIGHWAYS

Arterial highways in the Silver Spring Planning Area should have a direct relationship to its major highways, as well as being geared to traffic demands between area neighborhoods. They should also serve to regulate movements to and from facilities which generate traffic.

The following arterial highways serve the planning area:

- Seminary Road
- Brookeville Road
- Lyttonsville-Grubb Road
- Second Avenue
- Wayne Avenue
- Sligo Avenue
- Fenton Street

In addition to maintaining these facilities as components of the arterial highway system, the following streets should be improved to meet arterial highway standards:

- Linden Lane west of Second Avenue.
- Seminary Road west of Second Avenue.
- Sligo Avenue east of Fenton Street.
- Brookeville Road, Linden Lane to Lyttonsville Place.
- Extend Cedar Street south via Houston Street to connect with Chicago Avenue. (See Transportation and Public Facilities Plan Map.)

These other modifications should be made:

- Seminary Place and its proposed easterly extension, Seminary Road and Columbia Boulevard between Second Avenue and Woodland Drive should be utilized as a one-way east-west couplet within the Montgomery Hills area.
- Permit one lane of westbound traffic on Seminary Road from Sutton Place to Second Avenue for the fire station exit and circulation from the Montgomery Hills public parking lot. To facilitate eastbound access at the fire station, a pre-emptive fire signal control at the Georgia Avenue-Seminary Road signal will be required.
- Redesign and reconstruct the intersection at Second Avenue, Brookeville Road, Linden Lane, and Seminary Place and Road to facilitate safe and sufficient traffic movements.

Suggested improvements to Wayne Avenue and Second Avenue are discussed in Section IV of this Plan.

#### PRIMARY STREETS

No established or identifiable primary street system exists within the planning area. While some facilities do function in a limited manner as primary streets, the basic result is that traffic is distributed haphazardly throughout Silver Spring on numerous secondary residential streets.

Designed to collect traffic and feed it to arterial or major highways, the basic characteristic separating primary from secondary streets is the installation of traffic control devices to insure smooth and uninterrupted flow of traffic along the primary system.

The primary street system should meet traffic demands within neighborhoods. The primary street system should relate to the arterial and in turn to the major highway systems.

The following facilities with some minor improvements should serve as primary streets:

- Sundale Avenue between East-West Highway and Porter Road.
- Washington Avenue between Grubb Road and East-West Highway.
- Freyman Drive between Spencer Road and Terrace Drive.
- Terrace Drive between Freyman Drive and Grubb Road.
- Grubb Road between Terrace Drive and Lyttonsville Road.
- Thayer Avenue between Georgia Avenue and Dale Drive.
- Second Avenue between 16th Street and Seminary Road.

#### TRANSIT

As part of the development of a balanced transportation system for the Washington area, a regional transit authority, Washington Metropolitan Area Transit Authority (WMATA), has been established. Included in their plans for a regional rail rapid transit system is a line which will pass through Silver Spring with a station in the CBD. The line will be located along the B&O Railroad until just east of 16th Street, where it will go into a tunnel below 16th Street and Georgia Avenue out to Glenmont. (For further discussion on the effects of Rapid Transit in the CBD, see Section IV.)

## II. LAND USE

### RESIDENTIAL

#### Single-Family

In 1966 single-family development included over 1,350 acres or 45 percent of the total planning area. Of these structures, most were 20 to 30 year old, two story structures. Approximately 90 percent were in sound condition. In the same year, the majority of substandard single-family dwellings were located in three areas:

- The western portion of East Silver Spring (east of Fenton Street).
- The western portion (west of Georgia Avenue) of Woodside.
- The Lyttonsville area of Rosemary Hills.

Although substantial increases in population and in the total number of dwelling units are anticipated during the planning period, aggregate acreage devoted to single-family residential development is expected to decrease by 4 percent.

Where appropriate, the single-family residential character of the community should be preserved and enhanced as follows:

- By maintaining and improving the quality and environment of existing single-family areas.
- By preventing the encroachment of land uses not compatible to single-family areas.
- By eliminating deficiencies in existing support facility in several single-family neighborhoods.

Programs for improving single-family housing should be initiated in such areas as:

- The Lyttonsville section of Rosemary Hills.
- The western sections of Woodlin and Woodside.
- East Silver Spring.

Finally, the sound condition of single-family housing should be maintained in the neighborhoods of:

- Rock Creek Forest
- Parkside
- Highland View

#### Multi-Family

##### General

Between 1960 and 1966, the number of multi-family units increased by 2,748 or 70 percent. While the Central Business District and its immediate vicinity accounted for most of this increase, additional development of this nature took place elsewhere in the planning area. For example, multi-family projects are located on the western fringe of Silver Spring adjacent to Rock Creek Park and along Thayer Avenue in East Silver Spring as well. By 1966, a total of 228 acres were in use for this purpose.

Population and housing projections for 1990 point to substantial increase in multi-family development. A total increase of 17,500 units is anticipated, of which 81 percent (14,185) units will be located within the CBD. The majority will be located in high-rise structures with densities up to 290 units per acre. Total land area for multi-family use may increase by as much as 109 acres or 48 percent.

To provide for expansion of multi-family development in a manner consistent with the environment of the community, the following steps should be undertaken:

- Establish a variety of housing types, sizes, and costs.
- Define housing type areas so as to insure the retention of existing stable residential areas of varying densities.
- Closely relate multi-family development to supporting commercial activities, especially within the CBD.
- Locate and design multi-family development to insure its compatibility with single-family development.

Outside of the CBD, future multi-family development should be limited. In addition, such development should be:

- Located in areas which will not be detrimental to sound single-family neighborhoods.
- Located in areas served by the major or arterial highway system.
- Primarily an expansion of existing multi-family development patterns.
- Providing a variety of housing types and costs, with emphasis on moderate income garden apartments.

##### High Density

The history of high density development outside of the CBD has been spotty and has followed a haphazard pattern. In some instances,



new high density developments have been located adjacent to single-family uses without regard to their physical impact on the surrounding community.

Future high density multi-family development outside of the CBD should be limited to these areas:

- West of 16th Street both north and south of East-West Highway and the B&O Railroad.
- Along Lyttonsville Road adjacent to the B&O Railroad.
- North of Spring Street to both east and west of Colesville Road.

#### Medium Density

To date, medium density multi-family units too have proven to be physically incompatible with adjacent single-family areas. This has been especially true in the Rosemary Hills and Rock Creek Forest neighborhoods. Since most future multi-family development of this type is projected for areas outside the CBD, such incompatibility must be avoided.

Medium density multi-family areas should be retained in their present surroundings as follows:

- South of East-West Highway and east of Grubb Road.
- North of Grubb Road and east of Lyttonsville Road.
- North of Lyttonsville Road, east of Grubb Road, and south of the B&O Railroad.
- South of the B&O Railroad and west of Lanier Drive.
- South of the B&O Railroad and north of Freyman Drive and Terrace Drive.
- East Silver Spring, east of Grove Street, and west of Piney Branch Avenue, between Thayer Avenue and Sligo Avenue.
- West of 16th Street and north of East-West Highway.

Major expansions of medium density multi-family development should be considered in these areas:

- North of Rosemary Hills Recreation Center in the Lyttonsville section.
- North of Spring Street, south of Ballard Street, and west of Second Avenue.
- North and south of Second Avenue and east of 16th Street.

--East of Grove Street between Wayne Avenue and Sligo Avenue.

#### Low Density

Except for a few town houses along the fringe of the CBD, low density multi-family development has not occurred to date within the planning area. Projections indicate a limited amount of this type of development may occur in the planning area. It should serve as a transitional use or buffer between high density and single-family development.

Low density multi-family development should be encouraged in the following locations:

- South of Wayne Avenue and west of Cedar Street.
- North of Spring Street between Woodland Drive and Georgia Avenue. (See Zoning and Land Use Map for more specific locations.)

#### COMMERCIAL LAND USE

##### Central Business District

The Silver Spring Central Business District serves the commercial needs of lower Montgomery County. Retail sales exceed all other regional centers outside of downtown Washington.

Projected economic potential and development during the planning period will increase the necessity for reinforcing a unified and organized core within well-defined limits. Only through this process will the CBD be able to continue to serve the community without adversely affecting surrounding residential areas.

Critical to the continued development of lower Montgomery County, the CBD Plan Section IV of this report includes detailed proposals for guiding its future growth.

##### Outside the CBD

Fanning out from the CBD, commercial centers form seven clusters of activity in the planning area. Three of these are adjacent to the

CBD. One is located along the north side of Spring Street west of Colesville Road. The second is situated south of Colesville Road and west of East-West Highway, and the third is located along the north side of Sligo Avenue east of Fenton Street. Of the four centers serving the remainder of the planning area, the Montgomery Hills complex at Georgia Avenue, Dale Drive, and Seminary Road is the largest. The three smaller centers are located as follows:

--Piney Branch Road north of Sligo Avenue.

--Dale Drive north of Montgomery Blair High School.

--Grubb Road at Washington Avenue.

A full range of commercial activities in Silver Spring should be maintained. This may be accomplished by the process of holding to existing commercial land use clustering as well as preventing the expansion or location of uses which will adversely affect adjoining residential development.

Further general commercial development along the east side of Spring Street should be restrained, while allowances for limited expansion of the area west of East-West Highway should be made to serve the proposed Falkland Development.

#### INDUSTRIAL USE

With the exception of development along East-West Highway in the CBD, most of the 40 acres of land used for industrial purposes in Silver Spring are located in the Brookeville Road-Linden Lane area, adjacent to the B&O Railroad. Although highway access is generally poor, employment in this comparatively small area is a significant factor in the economy of the planning area.

For industrial activities within Silver Spring to remain as a major development and economic factor, physical support facilities must be improved. Reorganization and improvement of access to these areas is critical to their continued vitality. As numerous small firms will be displaced by proposed highway improvements within the planning area, efforts will have to be directed to provide appropriate relocation facilities.

#### PUBLIC AND SEMIPUBLIC USE

Of the 350 acres devoted to public and institutional use in 1966, over 50 percent was included within the Walter Reed Complex north of Brookeville Road. While some minor shifts in use will occur during the planning period, no significant changes in acreage or location of public or institutional uses is anticipated.

The major public and semipublic land use patterns within the planning area should be maintained by retaining existing public

uses which are contributing to the area's services and needs, and by limiting the expansion of deficient uses. Moreover, deficient public uses incompatible with their surroundings should be relocated.

Additional public uses within the CBD as needed to serve the additional population and accommodate proposed public services should be developed.

### III. COMMUNITY FACILITIES

#### PUBLIC SCHOOLS

Twelve (12) schools serve the Silver Spring Planning Area, seven of which are located within its boundaries. These include five elementary, one junior high, and one senior high school.

Trends indicate pupil enrollment in the planning area reached its peak and stabilized in the late 1950's and early 1960's. Combined with the Board of Education's rehabilitation program and flexibility in modifying service areas, existing facilities should be able to accommodate future enrollment within the planning area.

During the planning period, population is expected to increase by 133 percent. Because of the established trend towards high-rise apartments which attract smaller and older families or large numbers of single unmarried residents, and senior citizens, this increase is anticipated to produce no more than 350 additional public school pupils. The recent reversal of school population trends outside of Silver Spring combined with proposals for stabilizing East Silver Spring indicate that close attention be paid to this area. If necessary, this Plan should be adjusted to provide for additional school facilities in the area.

Thus by maintaining existing buildings in a standard condition and coordinating, where appropriate, these facilities with recreational and cultural activities, a system of public schools effectively serving the community will be insured.

#### LIBRARIES

The function of the Silver Spring library located on Colesville Road, adjacent to the CBD, goes beyond that of a library serving just the planning area. Geared to serve 60,000 to 100,000 persons, it is designated by the Montgomery County Library Board as one of its five "regional" libraries. Plans for enlargement of the facility on the present site include provision for much needed additional stack space, study areas, and parking. For further details, see Appendix - Capital Improvements Program.

In addition to providing modern and efficient library service to area residents, its facilities should continue to be made available for recreational, educational, and civic activities whenever possible.

#### PARKS AND RECREATION

In addition to recreational facilities offered by the public schools and libraries in the planning area, two regional and five community recreation centers, comprising 265 acres, serve Silver Spring.

Despite this, park acreage and location of recreational facilities in the planning area fail to meet both local and national standards. This is felt most acutely in the Montgomery Hills and Woodside neighborhoods.

It is the objective of this Plan that these centers operate as part of a comprehensive system serving all age groups and neighborhoods in the community. This may be accomplished by new facilities which will supplement rather than duplicate existing parks and by developing an urban park as part of a larger proposal for revitalizing the CBD. (See Section IV for details.)

Specifically, the following facilities in their current surroundings (with only minor improvements as needed) should be maintained:

- Sligo Creek Park
- Rock Creek Park
- Jessup Blair Park
- Silver Spring Recreation Center
- Neighborhood Park north of the Walter Reed Complex

These additional facilities are recommended in areas outside the CBD:

- Expansion of the Rosemary Hills Recreation Center site eastward.
- Development of two new parks:
  - .adjacent to the Woodside Elementary School.
  - .south of Sligo Avenue, west of Piney Branch Road and east of Valley Street. (See Transportation and Public Facilities Plan Map.)

#### FIRE STATIONS

Fire protection within Silver Spring is provided by two companies of the Silver Spring Volunteer Fire Department. Both of these companies (1 and 19) are strategically located.

Station 1, at the intersection of Georgia and Silver Spring Avenues, is in the CBD. Its present 7,500 square-foot site may soon become inadequate.

Station 19, on a one-half acre site in the Montgomery Hills neighborhood on Seminary Road west of Georgia Avenue, is eight years old and in sound condition.

#### IV. CENTRAL BUSINESS DISTRICT

##### Introduction

The Central Business District (CBD) Plan, while treated as a separate component, is an integral part of the Master Plan. Encompassing the most complex area of Silver Spring, both physically and economically, the CBD Plan includes analyses and recommendations at a detailed level not required for the remaining portions of the planning area.

The CBD analysis and development concept was included in the Background Study Report, and Concepts, Guidelines and Goals for the Silver Spring Planning Area report with the Overall Plan documentation.

The area included within the CBD is delineated on the Land Use and Zoning Map. An area larger than the existing CBD (as defined by the Silver Spring Parking District) was utilized for study in order to evaluate transitional areas around the existing core and to include a review of all possible expansion potentials. The CBD as illustrated is generally bounded by Spring Street on the north; Spring Street, Cedar Street, and Houston Street extended into Chicago Avenue and the B&O Railroad on the east; the District of Columbia line on the south; and Falkland on the west.

While the Concept Plan for the CBD was included in the Concepts, Guidelines and Goals report together with design concepts, the relationship of the CBD with the planning area is reevaluated in terms of recent development trends and the recommendations of the Overall Plan.

The relationship of the CBD to surrounding land use and transportation elements, both existing and proposed, is illustrated on the Land Use and Zoning and Transportation and Public Facilities maps.

##### Purpose

The Plan for the CBD is an example of the integration of specific recommendations contained within the transportation, land use and community facilities plans for the area. Illustrated as a plan for the target date of the planning period, 1980, the CBD Plan should be considered as a guide to the implementation of proposals and not the absolute plan which is fixed and not adaptable to changing conditions.

##### Major Issues and Approaches to Resolution

The major issues addressed in the CBD Plan are the following:

- Need for improved circulation through and around the CBD
- Advent of the proposed transit line and station
- Pressure to expand CBD commercial into adjacent residential areas

It is vital that the current high level of fire protection in the planning area be continued. This may be done by:

- Maintaining existing facilities in their present good condition and strategic locations.
- Refurbishing obsolete and inadequate facilities.
- Coordinating with facilities located outside the planning area.

Specifically, Station 1 should be relocated to an enlarged site sometime during the planning period when demand warrants, while the excellent condition of Station 19 (Montgomery Hills) should be guaranteed. (See Section I on Transportation for related traffic proposal.)

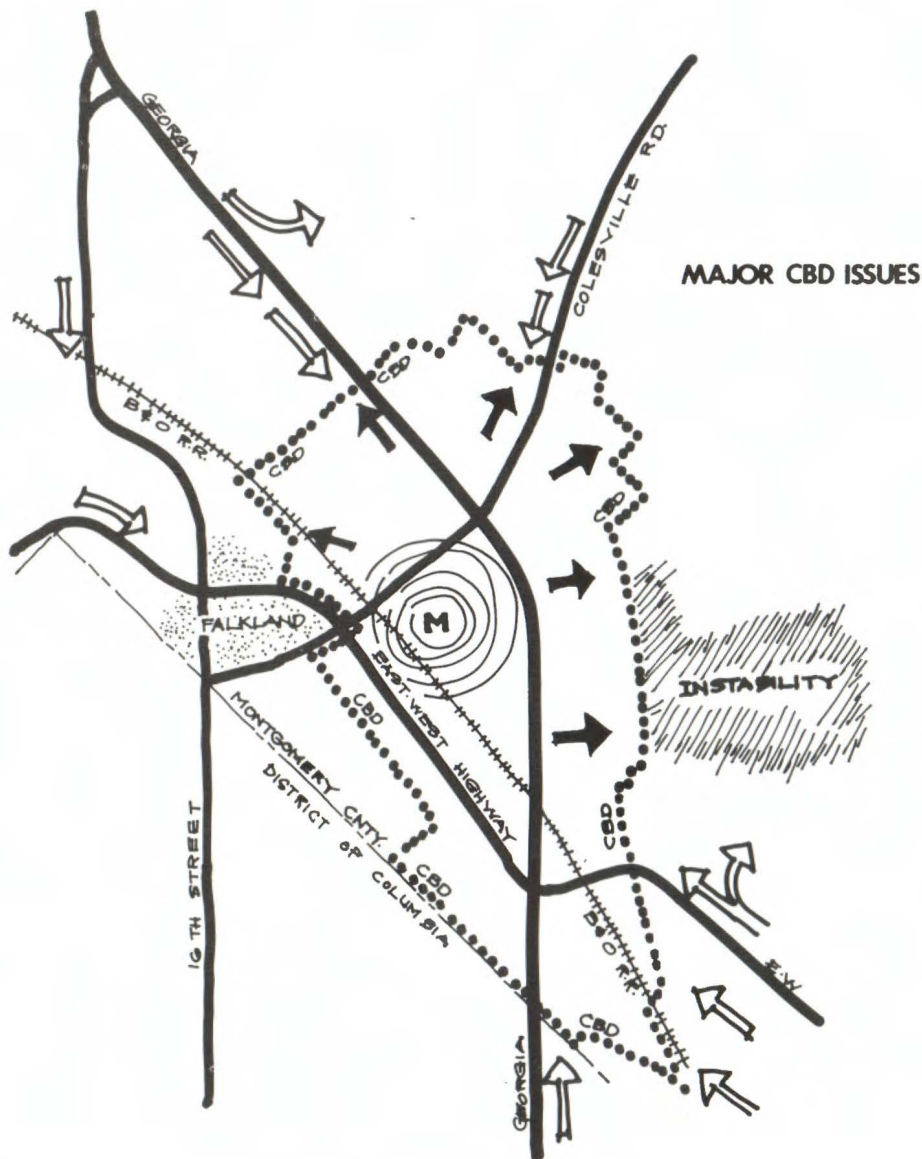
##### PUBLIC BUILDINGS

Five major public buildings are located in the Silver Spring planning area:

- County Office Building and Health Center.
- Maryland-National Capital Park and Planning Commission Regional Headquarters.
- National Guard Armory.
- Two Post Offices.

Located within the boundaries of the CBD, they are discussed in full in Section IV.

In addition, a new post office is proposed for the Montgomery Hills neighborhood. The exact location is undecided.



- Need to stabilize areas of declining housing east of the CBD
- Impact of the Falkland Project
- Need to intensify residential and commercial activity within the land extensive, low-profile CBD
- Elimination of the freeway interchange ramps at Colesville Road precluded by the Metro station design

The present character of the CBD has evolved through time as a result of pressures to expand the periphery of commercial and intensive residential opportunities outward in response to anticipated market demand. Often, however, the encouragement of such development is not warranted. The demand for space may not materialize, and the disruptive effects to neighborhoods adjacent to the outer periphery of intensive development may be significant. Such effects are evident in portions of east Silver Spring, and pressures for outward expansion of the CBD to the north and northeast are building.

The encouragement of new development outward into the suburbs has the added effect of discouraging investment in the traditional core. As new opportunities are generated away from the core, incentive declines for reuse of land within former high activity core areas and blight may result. Indication of this condition is evident south of Colesville Road and west of Georgia Avenue.

In order to gain a realistic perspective of the demand for space within the existing Silver Spring CBD, and to better assess the proportion of the space demand which would be satisfied by the proposed Falkland Project, detailed economic analyses and forecasts were conducted by Hammer, Greene, Siler Associates and published in the report entitled "Economic Potential of the Silver Spring Central Business Core." The results of this survey indicate that the forecast of all-type space demand until at least 1990 can be easily satisfied within a CBD extended only to include Falkland.

In consideration of these results, measures were then explored to discourage further outward expansion of more intensive development, to stimulate creation of a primary activity focus between Georgia Avenue and the proposed Metro station, to facilitate vehicular flow to and through the CBD, to induce provision of vertically-separated pedestrian walkways to the Metro station, and to insure the provision of open space to enhance the concept of the Silver Spring CBD as a viable living and working environment.

The measures evolved to realize these objectives are outlined as follows, and developed in greater detail in the following sections.

#### Land Use Measures

- Locate the Metro station at the point of greatest accessibility to facilitate bus movements, "kiss-and-ride," and pedestrian flow.

- Structure new CBD zones to encourage land assembly, provide second-level pedestrian access to the Metro station from adjoining new construction, create urban, commercial and residential opportunities, and provide usable open space.
- Include the Falkland project within the CBD in order to encourage incorporation of design features through the bonus-incentive system outlined in the new CBD zones.
- Structure a new Commercial-Transition (C-T) Zone to limit further outward expansion of the CBD, protect adjacent residential areas from the effects of intensive commercial sprawl, and promote the intensification of commercial and residential activities within the multiple-use nucleus of the CBD.
- Promote the creation of medium and high density residential opportunities east of the CBD and west of Cedar Street extended to both revitalize and stabilize declining residential neighborhoods in east Silver Spring.

#### Circulation Measures

- Widen Colesville Road to six lanes from the District line to Georgia Avenue, and to a 62-foot roadway between Georgia Avenue and Piney Branch Parkway.
- Improve East-West Highway in the Falkland area to specifications shown on the approved Falkland Redevelopment Plan.
- Extend and improve Wayne Avenue from Pershing Drive to Second Avenue, and improve Second Avenue from Colesville Road to 16th Street.
- Improve access to the North Central Freeway by moving the northbound on-ramp from Colesville Road to Spring Street, and accommodate the southbound on-movement at the Georgia Avenue on-ramp.
- Extend Cedar Street south via Houston Street to connect with Chicago Avenue forming a CBD "mini-belt."

## CIRCULATION

### General

Vehicular accessibility to and circulation through the CBD are vital considerations in the development of a realistic Plan for Silver Spring. The vehicular circulation system should function to complement land use and public facility improvements. Although almost 47 percent of the CBD land area is devoted to vehicular uses including streets and parking, these activities are often unrelated or in conflict. Therefore, the overall objective of this element of the Master Plan is to plan and develop facilities so as to insure proper staging and coordination with other public and private improvements.

### Freeways

The Overall and CBD Plans for Silver Spring are fully committed to the North Central Freeway. Failure to develop this facility would place an unbearable strain on the existing street systems not only in Silver Spring but throughout Lower Montgomery County (see Transportation Plan for related discussion).

The North Central Freeway is proposed to parallel the B&O Railroad along its eastern side through the CBD. Access to and from the freeway, as proposed, relates only to existing traffic routes, i.e., no proposal is made for direct connection into the CBD except via interchanges with existing routes.

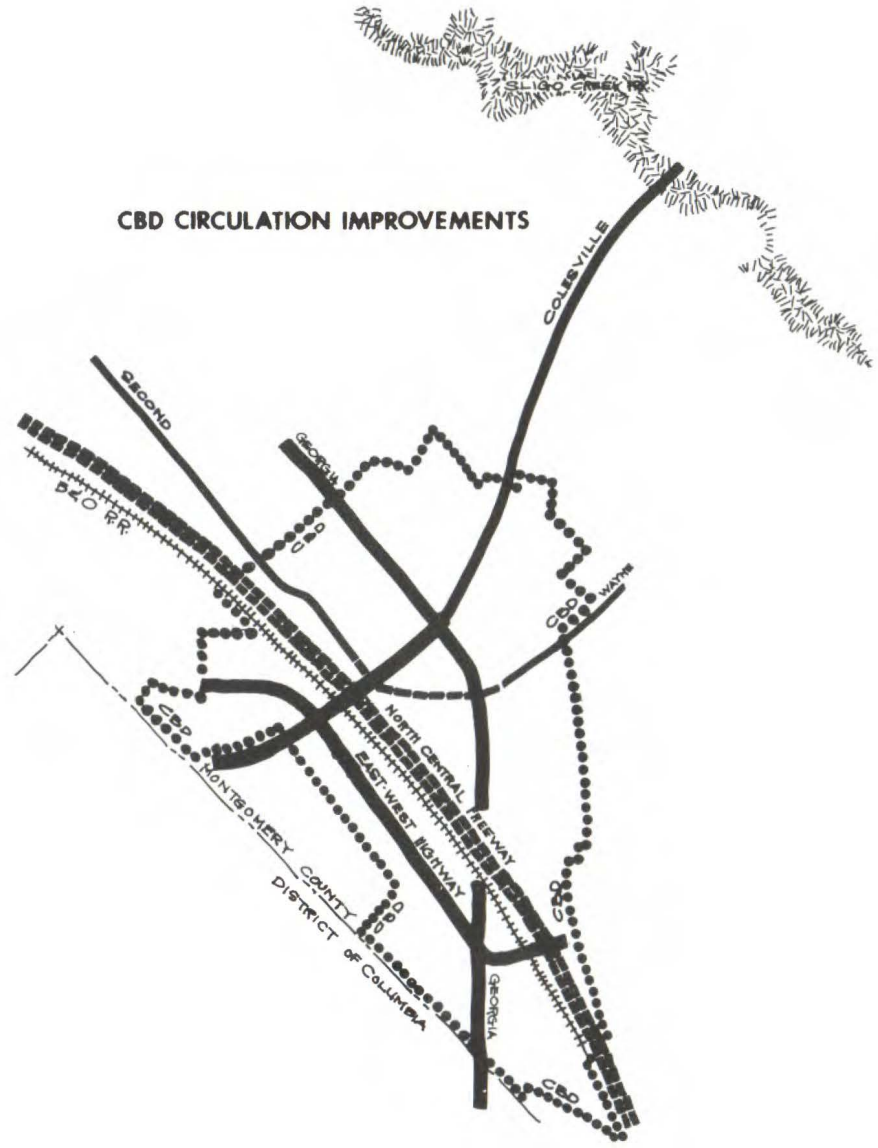
The design of the Metro station precludes the construction of two interchange ramps at Colesville Road as called for in the Supplementary Engineering Feasibility Report of the North Central Freeway (J. E. Greiner Company, November, 1966). It is recommended that the northbound on-ramp be moved from Colesville Road to Spring Street and that the southbound on-movement be accommodated at the Georgia Avenue on-ramp.

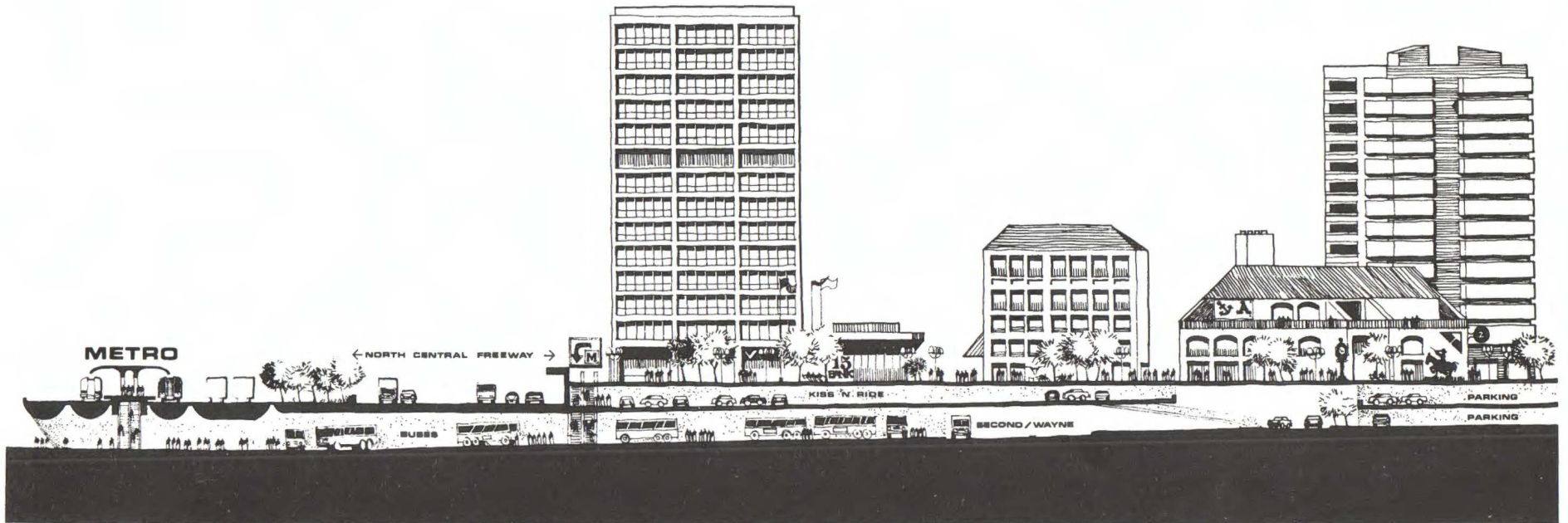
### Major Highways

Georgia Avenue and Colesville Road are the major north-south through routes affecting the CBD. Both Georgia Avenue, which is operating above capacity, and 16th Street will be relieved to some degree when the North Central Freeway is opened. Colesville Road intersects both Georgia and 16th, resulting in a large volume of turning movements on Colesville which will become more critical as the core intensifies.

Spring Street on the north and East-West Highway to the south of the CBD serve as partial bypasses to the existing core. In addition, East-West Highway together with Burlington Street and Philadelphia Avenue serve major through movements. As the core expands, however, East-West Highway's ability to serve through traffic will be seriously hindered. Therefore, the following programs should

CBD CIRCULATION IMPROVEMENTS





**SCHEMATIC DEVELOPMENT OF TRANSIT STATION SITE (CROSS SECTION LOOKING NORTH)**



## LAND USE

### Multiple-Use

Only limited examples of individual multiple-use structures at dispersed locations have been developed. Designed only as self-contained elements, none of them incorporate the features envisioned within the concept of multiple-use development; however, it is possible to incorporate and relate several of them to any proposed complex.

Several alternative locations for the development of a multiple-use nucleus were analyzed, and the area between Georgia Avenue and the railroad south of Colesville Road was selected because of the following factors:

- It is currently underutilized and possesses severe structural and environmental deficiencies.
- It provides direct linkages with the proposed transit station, and concentration of retail activities along Colesville Road can be achieved relatively easily.
- Circulation patterns can be adjusted to serve the potential development easily.
- Adjacent locations are available for expanding existing patterns to provide important support facilities.

The proposed transit station is expected to encourage intensive office and retail development on the surrounding private properties, on air rights above public properties such as parking lots and the transit station area itself, and even adjacent street rights-of-way.

It is desired, however, that such a multiple-use core be developed in conformance with the following objectives:

- Encouragement of a wide variety of uses and functions.
- Establishment of the center's identity both visually and functionally as the nucleus of the CBD.
- Integration of the proposed center with vertically-separated vehicular and pedestrian circulation systems and off-street parking facilities.
- Insurance of design control over adjacent development.
- Encouragement of the provision of open space necessary to the concept of the CBD as a working and living environment.

be undertaken:

#### --Colesville Road

.Improve to a six-lane divided highway from the District of Columbia to Georgia Avenue, and to a 62-foot roadway from Georgia Avenue to Sligo Creek Parkway.

#### --East-West Highway

.Provide a 62-foot roadway west of 16th Street, and improve within the Falkland area in accordance with specifications shown in the approved Falkland Redevelopment Plan.

### Arterial Highways

CBD access and distribution limitations caused by a lack of continuity in the arterial highway system will become critical with the advent of the proposed transit station unless major improvements are made to the existing circulation system. Those improvements recommended involve the following:

--Extension of Wayne Avenue west of Georgia Avenue to Colesville Road at Second Avenue as a 62-foot roadway. The design and operation of this section must be closely coordinated with the Metro station design.

--Reconstruction of Second Avenue between 16th Street and Colesville Road to meet arterial highway standards.

### Transit

The Silver Spring Transit Station will be located south of Colesville Road and east of the B&O Railroad within the CBD. It is appropriately located to provide a major impetus to redevelopment of underutilized land in the CBD.

The current schedule of WMATA calls for the station to be in operation by mid 1974 and for the station to be a temporary terminal until the line is opened to Glenmont in late 1979. This station will be the first station to be open in any of the region's suburbs, and it will be a line terminus for over five years. Therefore, adequate access and circulation at the station must be assured so that the benefits of rail transit can be demonstrated. Since no auto parking facilities are proposed to serve the station, reliance will be placed on an extensive network of feeder buses. Included as well should be separate pedestrian and vehicular flows in the vicinity of the station providing direct and safe access for pedestrians.

The transit station site, now in the final design stage, should be employed as the first step in focusing more intensive land use and in influencing change-of-travel-mode activity in the station vicinity. The ultimate development of direct, grade-separated pedestrian connections to the station from redeveloped CBD land uses is essential.

### Medium Density

Medium density residential development within the CBD is composed primarily of two- and three-story garden apartments between 20 and 30 years old. It is anticipated that practically all these units will be replaced during the planning period.

New development of medium density, multi-family housing should be provided in the following areas in adherence to a development pattern in which densities decrease toward the CBD periphery:

--West of Spring Street north of Cameron Street.

--Between Wayne Avenue and Bonifant Street, east of Fenton Street.

### Low Density

Low density development is scattered throughout the CBD with 6 percent (20 acres) of the land in single-family use. No low density multi-family uses exist within the core, although a small town-house development is located adjacent to the CBD on Woodland Drive. All single-family homes within the core will be replaced during the planning period; however, low density multi-family uses can be utilized within transitional areas around the periphery of the CBD.

These areas in the past were most often zoned for commercial-office uses in the hope that the full development envelope would not be utilized. Other such areas are now zoned for low density residential uses, equally inappropriate uses adjoining a CBD since this tends to have a deteriorating effect on the homes. Only the medium-density residential zones, such as the Town House (R-T) Zone, are now available for creating this necessary transition.

In view of the generally recognized need for a zone which combines commercial uses with a residential intensity, it is recommended that a new Commercial-Transition (C-T) Zone be adopted and administered in such areas. Specific locations, where this new zone designed primarily for small office buildings would be applied, are indicated on the Land Use and Zoning Plan Map.

### Commercial

#### Retail

Retail activities within the CBD are a significant sector of the total commercial development. While other centers in the region are developing, Silver Spring is maintaining its position as a major retail center in the region. Expansion of its trading area is not anticipated; however, in continuing to maintain its position during

The methodology proposed to assist in realization of these objectives involves the adoption of two new CBD zones. These zones, discussed in greater detail in Section V, Plan Implementation, function through administration of performance standards and a bonus-incentive schedule.

As a supplement to incentives provided within these zones, it is also proposed that parking requirements for uses in the multiple-use core be reduced by 50 percent in return for the provision of grade-separated pedestrian access ways.

### Residential

#### High Density

Over 2,500 multi-family housing units have been built in Silver Spring since 1960. The majority of these have been located in high-rise structures either around the edge of the CBD or immediately adjacent to it. As a result, there are numerous examples of where adverse effects upon adjoining single-family areas have occurred.

A more favorable development pattern, which correlates positively with the multiple-use core concept, would incorporate high density residential activities within the CBD's nucleus. These high density residential densities would be related to support facilities, such as off-street parking, common to both residential and commercial uses. They would also be related to the Metro station and other public facilities. Residential densities would then decrease toward the periphery to insure compatibility with adjoining single-family neighborhoods.

Measures recommended to promote this development pattern include provision for the construction of at least 1,300 units within the multiple-use development nucleus of the core and encouragement of the continued expansion of high density development in the area north of Fenwick Lane, west of Georgia Avenue.

In addition, new high density development should be initiated in the following areas:

--West of Chicago Avenue and East-West Highway and east of Woodberry Drive in south Silver Spring.

--West of the B&O Railroad north of Colesville Road (Falkland Development).

--East of Fenton Street, between Bonifant Street and Sligo Avenue.

Finally, other high density residential areas within the core as exist along Ellsworth Drive and Cameron Street should be maintained.

the planning period, floor space needs are projected to increase from 1.4 million square feet to almost 2.5 million square feet by 1990.

Retail development patterns are the most unified within the CBD. Concentrated along Colesville Road between Georgia Avenue and Fenton Street, the area has the potential to become an important segment of the CBD's nucleus.

In realizing this potential, it will be necessary to encourage the retention and improvement of the retail commercial uses along Colesville Road. Such inducements may be provided through the bonus-incentive schedule of the proposed Commercial-CBD Zone, circulation improvements increasing vehicular and pedestrian access, provision of off-street parking, and creation of linkages to the multi-use nucleus.

In addition, it will be necessary to provide for retail uses at the main pedestrian level within the multi-use development area, and restrict the development of new retail uses within other areas of the CBD.

#### Office

The greatest potential for growth within the CBD is in the office sector of the economy. Occupying almost 1.8 million square feet of space within the CBD, approximately 900,000 square feet has been built since 1960.

Dispersed around the periphery of the core, the Federal government is the largest tenant, occupying over 600,000 square feet.

Future office space demands are projected to reach 6.1 million square feet of additional space by 1990. The development, however, will have to be reoriented to large structure integrated development in order to meet Federal requirements and be competitive regionally.

The office sector of the CBD should be the primary expansion element, both physically and economically, within the core. Therefore, it is recommended that approximately 2.0 million square feet of commercial office space be provided within the multi-use development area. The intensity pattern should focus on the multi-use center and decrease toward the periphery of the CBD, and be related to other commercial and residential activities and the area's circulation pattern.

Finally, development of intensive office activities should be encouraged along Georgia Avenue between Wayne and Sligo Avenues, and the pattern of office development north of Colesville Road expanded.

#### General

General commercial activities are dispersed throughout the entire CBD. These are primarily transient facilities and personal amusement

and business services. A number of potential concentrations for these supporting activities were identified. Included were those:

- Along major highways such as Colesville Road and Georgia Avenue near the outer limits of the CBD,
- Adjacent to arterial highways within the core such as East-West Highway and Fenton Street.

Expansion potential for this sector is oriented substantially to the amount and type of growth within the retail, office, and residential sectors. Therefore, a variety of potential locations related to the development of the pedestrian and vehicular circulation patterns should be provided within medium to low intensity development areas.

In specific, continued development and expansion of general commercial activities should be encouraged in the following locations:

- Along 13th Street between Georgia and Eastern Avenues.
- West of East-West Highway south of Colesville Road.
- Along Fenton Street between Wayne and Sligo Avenues.
- Between Second Avenue and the railroad south of the transportation center.
- West of Spring Street between Cameron Street and Pershing Drive.
- Along Georgia Avenue between Cameron Street and Spring Street.

#### Public and Semipublic Uses

Public and semipublic uses are dispersed throughout the CBD on an individual service basis. No identifiable relationship exists between different public activities.

The projected growth of the CBD in all areas of development will necessitate substantial increases in both public and semipublic activities. These increases should have two basic characteristics: utilization of existing public facilities and patterns as the basis for the expansion of similar uses, and location of semipublic institutional uses in the transitional zone between commercial and residential activities on the CBD periphery.

Potential transition zone locations for new and relocated public and semipublic uses are found:

- Along the CBD periphery with emphasis on Spring Street west of Georgia Avenue, and Spring and Cedar Streets between Wayne and Sligo Avenues.
- West of East-West Highway in the vicinity of Colesville Road.

Proposals for development of major new public uses include location of a Metro center at Colesville Road between Second Avenue and the railroad and a public activity center on Wayne Avenue adjacent to the proposed public park. (See Transportation and Public Facilities Plan Map.) In addition, the County Office Building site at Fenton and Sligo Avenue should be expanded when necessary to meet increased space demands.

#### Public Parks

Public parks and open space within the CBD are minimal. Developed as individual facilities and unrelated to other activities, the existing public parks serve more of a passive visual function than the preferred active use by residents and employees of the core.

Desirable objectives, therefore, should be to correlate park and open space uses to intensity of development; major pedestrian flows; and existing private and open space patterns.

It is recommended that these objectives be achieved to a large extent with private initiative through the bonus-incentive and site plan review features of the proposed CBD zones.

It is also recommended that a public park and recreation facility be developed on the Silver Spring Armory site. This facility would utilize the existing armory as a multi-purpose activity center and would be connected by improved walkways with major pedestrian plazas provided through private initiative.

Finally, it is recommended that Jessup-Blair Park be maintained as a major public park serving the southern portion of the CBD including the development of landscaping along Georgia Avenue as a visual extension of the park. Silver Spring should also be maintained as an historical landmark and landscaped linkages constructed to both the north and south.

#### Public Buildings

Five public buildings serve the Silver Spring Planning Area, including the County Office Building, Park and Planning Commission headquarters, National Guard Armory, and two Post Office facilities, all of which are located within the Central Business Core.

The County Office Building, while comparatively new, is already reaching capacity. Projected demands to serve the increased population of the area will require almost doubling the floor space of this facility during the planning period. In order to provide the facilities necessary to house effectively and efficiently the administrative and service functions required by area residents, it is recommended that the County Office Building site be expanded to the north to Silver Spring Avenue and the structure enlarged when space demand warrants.

The Maryland-National Capital Park and Planning Commission maintains both its regional and Montgomery County offices within the CBD. The Commission's headquarters are overcrowded and have necessitated the leasing of private space at another location. Therefore, it is recommended that a relocation site for consolidation of existing facilities be considered when necessary.

The Armory, located on a small triangular site, is an obsolete facility. Recent trends in armory development are for facilities to be relocated outside of major population centers on large tracts of land adjacent to major highways. Plans are now underway to relocate to a new site near the intersection of U. S. Route 29 and Randolph Road within the near future.

The two postal facilities, a distribution center on Newell Street and the Silver Spring Post Office on Georgia Avenue, are both inadequate to serve the projected demands of the planning area. It is recommended, therefore, that relocation and consolidation of the existing facilities to a single site within the CBD be considered. This site should be adjacent to both the intensive core and major distributor streets of the area.

## V. PLAN IMPLEMENTATION

The major mechanisms for implementation of the recommendations included in the Plan are the County zoning regulations and related site plan review procedures together with a Capital Improvements Program. Implementation programs for zoning and capital improvements within the planning area are included in this section. In addition, some comments are made regarding public land acquisition, air rights development, and parking requirements.

### PROPOSED ZONING

To date, a comprehensive revision of the Montgomery County Zoning Ordinance has been the responsibility of the Zoning Task Force, appointed by the Montgomery County Council. This group is proceeding to hold public hearings on suggested changes to certain existing zoning districts and the addition of a number of new districts, particularly relating to the CBD's. Further information is contained in publications dated May 15, 1970 from the Zoning Task Force.

As directed by the Task Force, the business district plans contained herein are consistent with the Task Force's zoning changes as proposed to date. These proposed changes are scheduled for public hearings this summer (1970) and will be explained at that time. However, although it is not the intention of this Plan to detail the text of the zoning proposals, a summary of the present content of each district proposed by the Task Force is presented below for information purposes only.

Central Business District and Related Zones - Presently, most of the areas within the CBD's are zoned C-2, General Commercial Zone. The main problem the Task Force has identified with the C-2 Zone is that it is now used both inside and outside of the business districts and in these two locations tends to develop different characteristics. Outside of the CBD's retail commercial activities are the predominant C-2 use. Inside the CBD's development tends to be high-rise offices and apartment hotels. It is difficult for one zone to adequately control both types of development.

The Task Force is proposing that a new zone called C-CBD, Commercial-Central Business District, be adopted to replace the C-2 Zone in CBD's. This new zone would encourage high-intensity development of offices, apartments, hotels, and shopping areas where the master plan deems them appropriate. Requirements for light, air, and open space, which the present C-2 Zone lacks, have been included in this new zone, as well as the opportunity to provide other amenities through a bonus system. The zone permits the building of density up from a base floor area ratio of 1.5, which is automatically increased to 2.5 when one or more of the amenity bonuses are provided by the developer. The floor area ratio is defined as the gross floor area, excluding parking, divided by the

net lot area. The bonus feature allows an additional increase in the FAR, above 2.5 for the provision of such amenities as plazas, wide sidewalks, private recreation and open space, and direct access to a transit station. In sum, the Task Force suggests that this new zone is one that requires some minimum essential public benefits, as well as one that allows, and indeed encourages, developers to provide other benefits as well.

The other zone proposed by the Task Force for use in the CBD's is the R-CBD, Residential-Central Business District Zone. The Task Force proposed to amend the present R-CBD Zone so that it permits not more than 20 percent of the development on a tract to be office and retail commercial, with the rest residential. Included in the residential uses are dwellings, apartment-hotels, and hotels. The controls over intensity proposed for this zone include the FAR, setback requirements, and the amenity bonus system similar to the C-CBD Zone. One of the more important requirements of this zone is that seventy-five square feet of private open space and recreation areas, including improved rooftops and indoor social areas, are required per dwelling unit. This is intended to provide in-town apartment dwellers with some of the open space amenities available to single-family dwellers.

An additional amendment to the proposed R-CBD and C-CBD Zone is a new site plan review procedure. This section has two parts, one concerning review of a preliminary site plan accompanying an application for zoning reclassification, and the other involving detailed site plan submittal prior to issuance of a building permit and use and occupancy permits.

The C-T, Commercial-Transition Zone, proposes to provide locations for low intensity office development immediately outside the boundaries of the CBD. This zone is intended to be located appropriately between high-intensity, commercial areas and low-density single-family development.

Commercial Zones - The C-1 Zone, previously titled Local Commercial, has been revised by the Task Force to Convenience Commercial, to emphasize the zone's purpose. It proposes to provide retail services that are required frequently or on a regular scheduled basis, such as grocery, variety, and drug stores. This zone is limited in size to an area of 15 acres so that its service area will be restricted to the immediate neighborhood which surrounds it and excess traffic will not be attracted.

The C-2 Zone has been re-titled by the Task Force Comparison Commercial to emphasize that it is intended for large shopping centers where persons arriving by car are expected to "shop and compare" at several stores before returning to their cars. In character, this would be like Montgomery Mall.

The C-2 Comparison Commercial Zone, as revised by the Task Force, is not intended for extensive use in CBD's. Instead, its

intensity has been reduced to a FAR of 1.5 (equal to the base of the C-CBD), which is suggested appropriate for shopping areas where the parking is provided on surface lots.

One of the problems identified by the Task Force in the existing C-2 Zone is that it does not adequately distinguish between retail activities which depend upon pedestrian access among several stores, as described above, and retail commercial activities which are highway or automobile oriented. The revised C-2 Zone is intended to take care of the former type of retail activity. A new zone is proposed to provide locations for the latter. It has been titled C-3, Highway Commercial Zone. This new zone will be limited to three stories and will include such uses as automobile sales, appliance sales, restaurants and motels.

In addition, submittal of a detailed site plan and approval by the Planning Board before issuance of building or occupancy permits is also a requirement of the revised C-1, C-2, and new C-3 zone.

Industrial Zone - The main thrust of the amendments by the Task Force to the industrial zones is to reduce the allowable intensity under the existing zones and to restrict the presently allowed commercial uses in these zones. The argument for the latter is on the grounds that the commercial uses tend to usurp land intended to encourage industrial development in the County, and also tend to devalue surrounding industrially zoned property for industrial uses. Site plan review similar to the commercial zones is also a requirement.

In the I-1, Light Industrial Zone, the height limit has been reduced to three stories and all commercial uses deleted except for "offices for industrially related purposes" and "employee service centers."

In the I-2, Heavy Industrial Zone, the height limit has been reduced to five stories and all commercial uses have been deleted except for "offices as an accessory use" and "employee service centers."

#### PROPOSED CAPITAL IMPROVEMENTS PROGRAM

The proposals in the Master Plan can become actual projects within a reasonable time only if they can be accommodated within the County's Capital Improvements Program, which includes all projects to be accomplished, their locations, costs, and priorities.

The projects recommended in the Master Plan are listed in the proposed Program, which follows. It will be noted that some of the projects have already been scheduled for construction under the County's Capital Improvements Program and that others are recommended for inclusion prior to 1975 or within the next five-year period prior to 1980. The remaining long-range improvements are recommended for

the period after 1980. This proposed program does not specify the exact year for any project other than those already programmed by the County. Once the Plan is adopted, it will be necessary to detail this program further within the total County program.

To achieve the goals for the planning area, extensive improvements are required for streets and highways, and for community facilities. Obviously, the standards for newly developed areas cannot be applied, yet new community facilities are necessary in order that the quality of residential and business areas can be improved. The Plan has attempted to grapple with this problem, but further evaluation will have to be made over time.

#### LEGISLATION FOR IMPLEMENTATION

Implementation of this Plan requires not only changes in the Zoning Ordinance, but also new tools to enable the combination of public and private action.

Parking District Taxes - If the zones proposed by the Task Force are adopted, it will be necessary to change the taxing provisions of the parking district so as to tax only the difference between the spaces required and those supplied. This would be in order to encourage private parking in office and commercial and parking buildings without penalizing those who provide parking as proposed in the revised zoning regulations.

Easements-in-Perpetuity - The Department of Public Works is not empowered to make improvements on land not owned by the County in fee simple. Therefore, scarce public monies must be used for acquisitions of rights-of-way in areas of intense development. This Plan recommends that the Department of Public Works should be empowered to make public improvements (streets, sidewalks, mini-parking, etc.) on easements-in-perpetuity. Such an easement-in-perpetuity would provide the County a perpetual development right in privately-owned land. Using this procedure, rights-of-way could be obtained at little or not cost to the County while improvements could still be assessed against all affected property owners. The developer would be permitted to retain all of this property for purposes of computing his floor area ratio. The total building size would, therefore, be unaffected by the easement. Real property taxes on the land within the easement would be collectible since the owner's benefit from his property remains unimpaired.

Air-Rights and Subterranean Rights - The Department of Public Works should also be permitted to make maximum use of air-rights and subterranean rights over and under all public vehicular or pedestrian rights-of-way.

Excess Condemnation - The County's power of excess condemnation for public purposes should be used whenever necessary to insure property assemblage in the public interest.

CAPITAL IMPROVEMENTS PROGRAM  
SILVER SPRING PLANNING AREA

Project	Estimated Cost	Stage			Jurisdiction	Remarks
		I 1971-1975	II 1976-1980	III After 1980		
Rosemary Hills Recreation Center Addition <sup>+</sup>	\$ 177,965	X			MNCPPC	6.0 acre addition
Woodside Urban Park	717,000	X			MNCPPC	2.5 acre recreation facility adjacent to Woodside Elem. School
Sligo Avenue Urban Park	215,000	X			MNCPPC	4.0 acre neighborhood park
Armory Park*	50,000				MNCPPC	1.3 acre CBD park and recreation facility
Piney Branch Road Improvement	1,140,000	X			SRC	62-foot roadway
Colesville Road Improvement	935,000	X			SRC	Sligo Parkway to Georgia Avenue, 62-foot roadway
Colesville Road Improvement	1,100,000	X			SRC	Georgia Avenue to 16th Street, six-lane divided
East-West Highway Improvement	4,600,000	X			SRC	Georgia Avenue to Beach Drive, 62-foot roadway
Burlington Avenue Improvement	800,000		X		SRC	East of Georgia Avenue, six-lane divided
Brookeville Road Improvement	2,500,000		X		County	Linden Lane to Lyttonsville Place; reconstruct to 50-foot roadway



CAPITAL IMPROVEMENTS PROGRAM  
SILVER SPRING PLANNING AREA

Project	Estimated Cost	Stage			Jurisdiction	Remarks
		I 1971-1975	II 1976-1980	III After 1980		
Intersection Channelization	\$ 280,000	X			County - SRC	At Second Avenue, Brookeville Road, Linden Lane, Seminary Road, Seminary Place complex
Wayne Avenue-Second Avenue Improvement	1,640,000	X			County	Georgia Avenue to Spring Street, 50-foot roadway with left turn lanes at Georgia Avenue, Metro Station, Colesville Road, and Spring Street
Second Avenue Improvement	300,000		X		County	Spring Street to 16th Street, 50-foot roadway
Sligo Avenue Improvement	400,000			X	SRC	Fenton Street to Piney Branch Road, 50-foot roadway
Cedar Street Improvement and Extension	625,000			X	County	Improve and extend to Chicago Avenue, 50-foot roadway
Linden Lane Improvement	750,000			X	County	Reconstruct to 50-foot roadway
Seminary Road Improvement	450,000			X	SRC	Reconstruct to 50-foot roadway

CAPITAL IMPROVEMENTS PROGRAM  
SILVER SPRING PLANNING AREA

Project	Estimated Cost	Stage			Jurisdiction	Remarks
		I 1971-1975	II 1976-1980	III After 1980		
Seminary Road-Place one-way couplet	\$ 220,000		X		SRC	Second Avenue to Dale Drive
North Central Freeway	90,000,000*	X			SRC	
<u>TOTAL</u>	<u>106,899,965</u>	<u>100,804,965</u>	<u>3,820,000</u>	<u>2,225,000</u>		

\* Presently owned by State.

\* Includes improvement to 16th Street.

+ Presently being acquired.

