

PLAN RECOMMENDATIONS

INTRODUCTION TO PLAN RECOMMENDATIONS

The next four sections address the four major themes of this Master Plan and contain the recommendations related to those themes. This Plan's major emphasis is to support stable residential neighborhoods and to assure linkages to commercial centers and public facilities.

Most parts of East Silver Spring are relatively close to commercial centers and a range of community facilities. The nearby commercial centers provide for some of the day-to-day shopping needs, which can often be reached by walking or biking. Sligo, Long Branch and Northwest Branch parks create a framework of stream and forest that helps define the area, create a high-quality environment, and provide a valuable recreation resource.

The major challenges of this Plan are to support the continued health of these neighborhoods, to assure that commercial centers continue to meet community needs, to provide adequate community facilities and parks, and to improve the linkages between neighborhoods and the various centers and facilities. The following four sections address the visions for each of the major themes of this Master Plan. The sections and visions are:

1. **Community Preservation, Stability, and Character:** Preserve existing residential character, encourage neighborhood reinvestment, and enhance the quality of life throughout East Silver Spring.
2. **Commercial Centers:** Improve commercial centers to better serve the needs of local and area residents and people passing through the area.
3. **Community Facilities, Parks, and Environmental Resources:** Support the community facilities and parks and protect the environmental resources that contribute to community identity and provide valuable services and programs.
4. **Neighborhood-friendly Circulation:** Provide safe, pleasant and convenient pedestrian access to places people want to go while accommodating local and regional traffic.

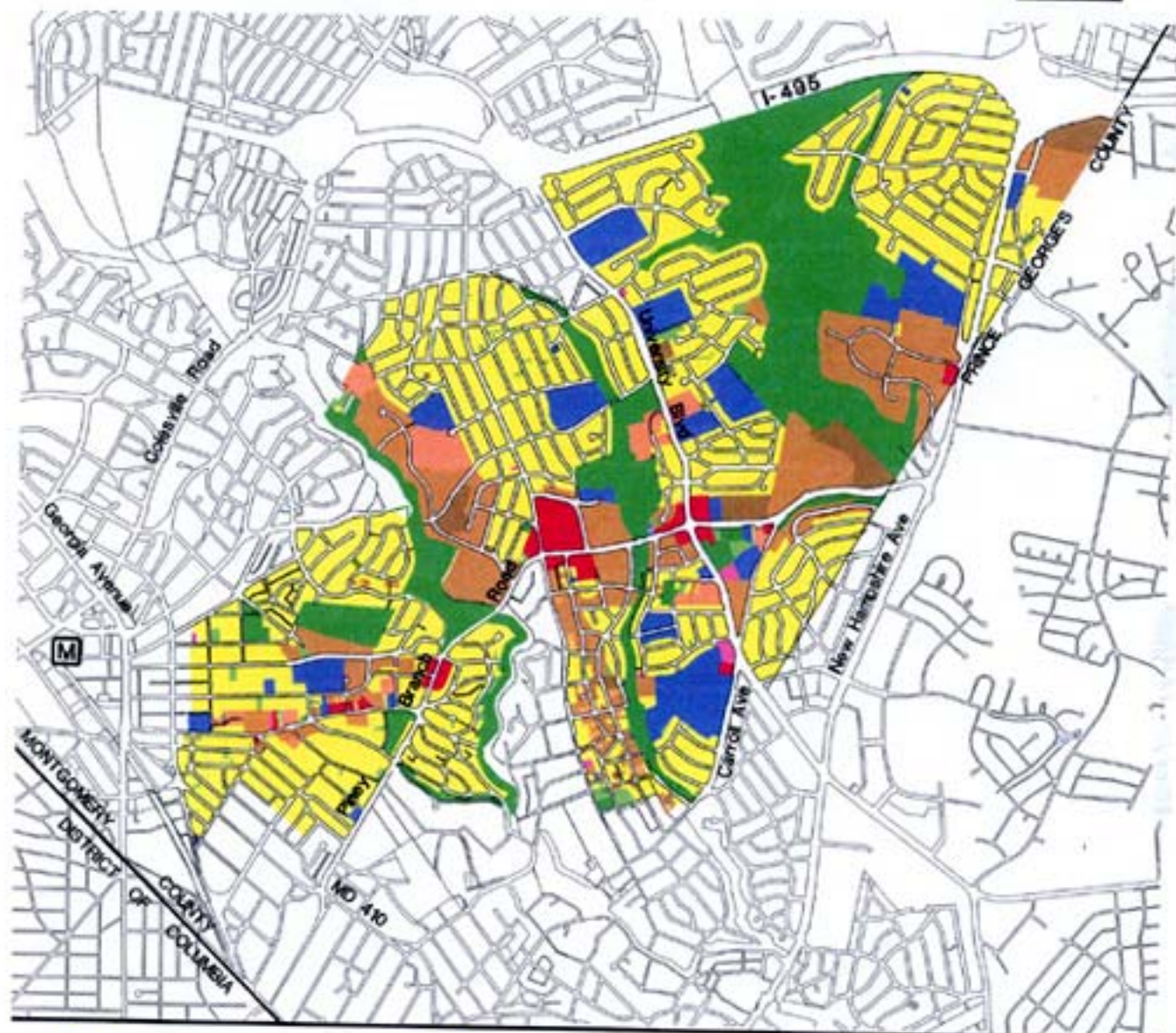
The following four sections address each vision in turn.

Existing land use in East Silver Spring is shown on Map 4, and proposed zoning is shown on Map 5.

Appendix A and B show the land use and zoning for East Silver Spring in more detail.

East Silver Spring Land Use

Map 4



- Single Family Detached Residential
- Townhouses
- Single Family Conversion
- Garden Apartments
- Elevator Apartments
- Retail
- Office
- Industrial and Warehouse

- Cultural and Institutional
- Unpaved Right of Way
- Parks
- Vacant
- Metro Station

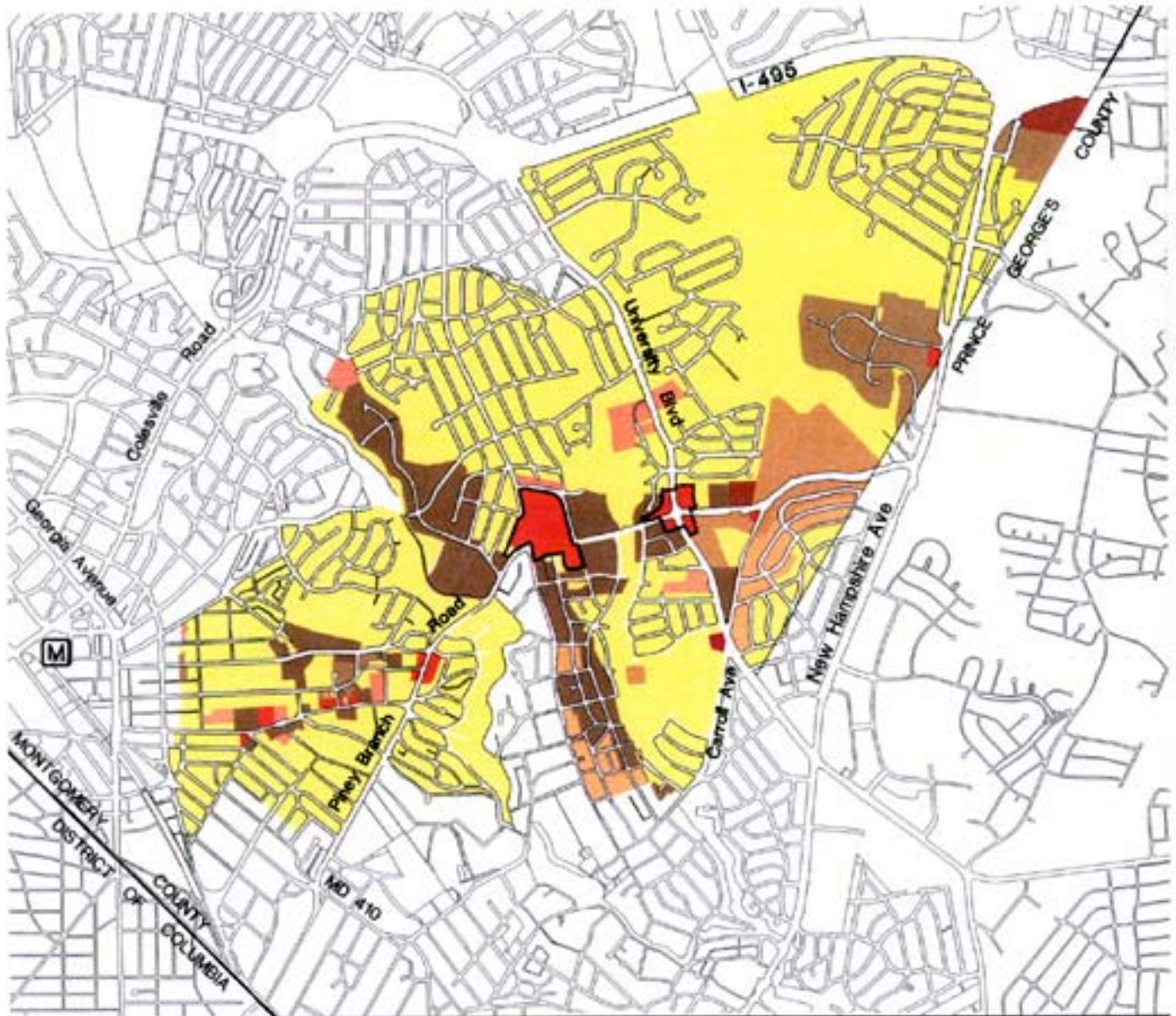
See Detailed Maps in Appendix A



0 600 2400 Feet

East Silver Spring Zoning

Map 5



..... Commercial Revitalization Overlay Zone

C-1 - Local Commercial

C-O - Commercial Office

C-T - Commercial Transition Zone

R-10 - Multi-Family High Density Residential

R-20 - Multi-Family Medium Density Residential

R-30 - Multi-Family Low Density Residential

R-40 - One Family Semi-Detached

R-60 - Single Family Residential

R-90 - Single Family Residential

R-H - Multi-Family Residential

RT-8 - Townhouses

RT-12.5 - Townhouses

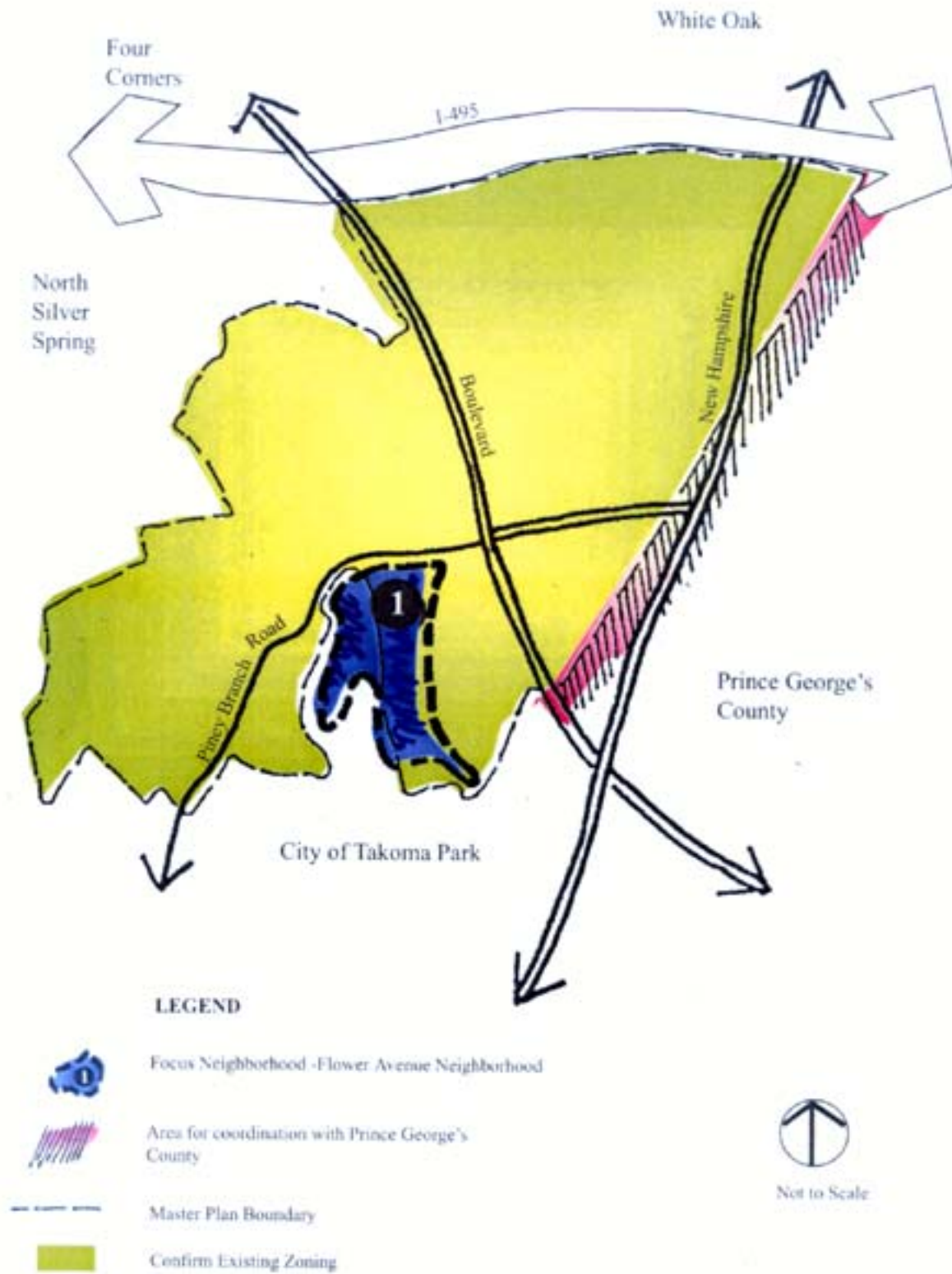
O-M - Office Building Moderate Intensity

[M] Metro Station

See Detailed Maps in Appendix A



0 600 2400 Feet



COMMUNITY PRESERVATION, STABILITY AND CHARACTER

The East Silver Spring Master Plan seeks to preserve existing residential character, encourage neighborhood reinvestment, provide a greater range of housing types, and enhance the quality of life throughout East Silver Spring.

INTRODUCTION TO THE THEME

Like many Urban Ring communities, East Silver Spring is almost totally built out, with an established character and development density and little vacant land. The focus of this Master Plan is on preserving and enhancing the existing neighborhoods to ensure a good quality of life for area citizens and businesses.

The intent of the Master Plan is to preserve the existing residential character and to reinforce the many desirable features of East Silver Spring neighborhoods. These neighborhoods are appealing places with enduring character that are appreciated by local residents. This Plan's challenge is to preserve livable qualities--stability, cohesiveness, scale, convenience, mature trees, nearby natural resources--while addressing deficiencies and planning for change that is harmonious and beneficial to the community.

This chapter contains general recommendations for residential land uses in East Silver Spring. The Plan generally reaffirms the existing land use pattern throughout the area and the existing zoning. The Community Preservation, Stability, and Character theme is illustrated on Map 6. Areas with recommended zoning changes are shown on Map 2.

From the General Plan Refinement:

"While encouraging continued growth in the Urban Ring, the General Plan Refinement seeks to preserve the flourishing neighborhoods already located there. It designates the Urban Ring area as a high priority location for new infrastructure to support existing development. The Refinement encourages the County to protect these areas from the encroachment of non-conforming land uses, excessive noise, and through traffic. It seeks to maintain and reinforce the many desirable community features that are common in the Urban Ring."

LAND USE AND NEIGHBORHOOD PRESERVATION

Land Use and Zoning

East Silver Spring contains single-family detached neighborhoods, areas that offer a mix of single-family and apartment dwellings, and areas that are multi-family apartment in nature. There are also a limited number of townhouses at several locations. This section of the Master Plan addresses infrastructure, social diversity, land use, and zoning. The Plan supports County and private efforts to stabilize and upgrade communities. The Plan also confirms existing land use patterns, while recommending flexibility for some change.

East Silver Spring is characterized by well-established residential neighborhoods that are compactly developed and generally well maintained. The population of the neighborhoods continues to change as families with young children move into homes formerly inhabited by elderly homeowners. A variety of local services support daily community life: retail and other small businesses, religious institutions, schools, parks and recreation facilities, and gathering places for community activities.

A limited amount of new development is possible throughout East Silver Spring. There are a few vacant parcels and some properties could be assembled and redeveloped. Stability and zoning issues in various neighborhoods are addressed below. Revitalization and zoning issues in the commercial centers are addressed in another chapter. The following recommendations address some situations that may occur in the coming years.

The intent of this Plan is to sustain a livable community of neighborhoods in East Silver Spring by preserving positive attributes and guiding change so that it strengthens the function, character, and appearance of the area. This Plan reconfirms the current zoning, which establishes the permitted density. New development, infill development, redevelopment and special exception uses should be compatible with the existing residential character. As a result, the existing land use pattern should remain essentially the same. Non-residential special exceptions are discouraged in predominantly residential areas to maintain residential character.

The Plan recommends that the former Flower Theater be evaluated to determine if it should be listed as a historic resource on the Locational Atlas of Historic Places. It is generally recognized as an important community focal point for both East Silver Spring and Takoma Park residents.

Recommendations

- C Confirm the existing residential zoning throughout East Silver Spring, except as recommended in this Plan.**
- C Retain the existing single-family detached character throughout most of East Silver Spring, the existing mix and distribution of apartment uses, and the rights to develop existing properties and replace existing residential structures.**
- C Amend the appropriate zones to allow low and medium density apartment areas to continue or be replaced at the current density.**

- C Increase the range of the housing stock by recommending the site currently occupied by the police department on Sligo Avenue for townhouses, if it becomes available for private development.**

Revitalization and Diversity

Some residential properties in East Silver Spring suffer problems typical of aging communities with many residents of modest means. Such housing may be in poor condition, especially apartment complexes that have been poorly maintained or were cheaply constructed. Buildings of 3 to 11 units with inexperienced landlords seem particularly at risk. Some of the single-family houses need replacement of basic systems, an expense that may be beyond the financial reach of owners with modest income. In both single-family and multi-family housing, poor condition is frequently related to the landlord's or owner's inadequate financial resources, insufficient understanding of proper maintenance, or unsophisticated tenant selection.

Government, nonprofit organizations, and neighbors can often help revitalize declining areas through incentives, education, and enforcement of community standards. Land use plans support these activities, with special attention to the provision of quality infrastructure and community facilities.

The potential for continued deterioration exists. To address the problem, the Master Plan supports establishment of a task force representing all disciplines and interest groups to examine the full range of issues and solutions affecting the aging housing stock in the East Silver Spring and Takoma Park area. Measures a task force could undertake include development of strategies conducive to revitalization, such as tax incentives, government grants, tenant ownership groups, private/public partnerships, neighborhood improvement programs, and assembly and redevelopment efforts. Outside organizations, such as the Urban Land Institute, that are experienced in working with distressed communities may be able to provide valuable assistance in addressing the problem. Successful revitalization will require a concentrated effort on the part of County Government. An on-site County revitalization office should be considered to provide a presence in the area and to encourage renewed investment in maintaining and upgrading the area's aging apartment stock.

Recommendations

- C Encourage maintenance and preservation of housing through code enforcement, neighborhood improvement programs, and other appropriate techniques.**
- C Restore, maintain, and improve the infrastructure of older neighborhoods by providing sidewalks, curbs, lighting, landscaping, and other improvements as needed. Consider both pedestrian access and safety when planning improvements.**
- C Support remodeling and rehabilitation of residential properties through various County home or neighborhood improvement programs. Possible tools can include tax incentives, grants, and low cost loans.**
- C Support acquisition and maintenance of apartment buildings by various owners, such as County government, nonprofit, or cooperative ownership groups.**

- C Support the efforts of the County Department of Housing and Community Affairs (DHCA) to address the capital repair needs of deteriorated multi-family buildings.**
- C Form a task force to address the full range of issues and solutions affecting the large number of apartments in the Takoma Park and East Silver Spring area. The task force could develop strategies conducive to the remodeling and rehabilitation of the area's aging apartments.**

East Silver Spring and the adjacent communities of Takoma Park and Langley Park contain a socially and economically diverse population that differs significantly from any other part of Montgomery County. East Silver Spring is proud of its racial and ethnic diversity. Many residents are foreign born. Residents' economic, social, and employment characteristics are also varied. East Silver Spring has a variety of household types, including more people living alone and more single-parent households than the County. There are more low-income households, more residents who work outside the County, fewer commuters who drive alone to work, fewer cars per household, and more households living in apartments than County-wide. The large supply of apartments, about 43 percent of the area's housing stock, is key to these differences. Apartment dwellers tend to be comparatively young. Apartments are also the first homes in the United States for many immigrants, who benefit from the convenient proximity to area jobs, including those in downtown Silver Spring. Access to transit reduces dependence on the automobile.

Public safety is a serious concern to many residents and businesses. Adequate lighting is needed along sidewalks and trails, as well as in parks, shopping centers, and other public spaces. Police services in this area should be coordinated with adjacent jurisdictions.

While East Silver Spring has been supportive of such diversity, numerous issues affect the daily lives of area residents. Some residents rely on low paying jobs, as well as informal employment or day labor arrangements. Due to low incomes and other factors, many residents have special needs for social services and public health assistance.

Land use plans address these social and economic needs by addressing the location and design of places that provide services. For example, some service organizations need larger facilities at new locations. The Master Plan supports efforts by both public and private organizations to address all of these needs as a way to build a healthy community.

Recommendations

- C Support the provision and location of adequate social, employment, and health facilities and services to meet the needs of area residents.**
- C Support adequate police services, attention to safe design of public areas such as parks and shopping centers, and inter-jurisdictional coordination of police services.**
- C Support the involvement of public, private, and faith-based organizations in addressing area service needs.**

Neighborhood Protection

Residential properties located along major highways and adjacent to commercial areas often appeal to individuals who want to establish businesses in relatively low cost facilities. Such locations offer good visibility to passing drivers and lower prices than houses located a block or more away from the highway or commercial area. The recommendations in this Plan are designed to stabilize the residential character of neighborhoods along major highways and near commercial areas, enhance the appearance of such properties and enhance the compatibility of adjacent commercial and residential areas.

Recommendations

C Protect land uses near commercial areas along University Boulevard and New Hampshire Avenue. Land uses should be protected by:

1. Confirming existing zoning of residential properties abutting major highways and commercial areas, as well as the properties behind them, to preserve the identity and integrity of the residential areas.
2. Avoiding excessive concentration of special exception and other nonresidential land use along major highways and next to commercial centers. Especially avoid permitting over-concentration of commercial service or office special exception uses in residential communities.

C Land uses next to commercial centers and along New Hampshire Avenue or University Boulevard, including special exceptions, should follow these site development guidelines:

1. Screening from residential uses should be required for existing buildings and parking.
2. New or expanded structures should be sensitive to the character and the scale of adjoining neighborhoods. Buildings should not be significantly larger than nearby structures.

Neighborhoods are sometimes subject to through traffic seeking alternatives to congestion along major or arterial highways, particularly at intersections. Large volumes of vehicular traffic can be disruptive to the comfort and safety of residential areas. Congestion along such routes can also make access from local neighborhoods difficult. Approaches to maintaining traffic flow on major and arterial highways are discussed in the Neighborhood-Friendly Circulation chapter.

Increased congestion along major routes through East Silver Spring results in motorists cutting through neighborhood streets, many of which do not have sidewalks or driveways. Heavy traffic is inappropriate in neighborhoods. Where

possible, commercial and through traffic should be served by major highways and arterials and be separated from neighborhood streets.

Recommendation

C Protect residential neighborhoods from commercial and through traffic. Support existing County programs to control cut-through traffic.

FLOWER AVENUE NEIGHBORHOOD IN EAST SILVER SPRING

Flower Avenue forms part of the boundary between East Silver Spring and the City of Takoma Park. Overall, the residential uses in the general vicinity of Flower Avenue are similar in type and condition.

Several areas within these neighborhoods include a mix of low to medium density housing types that do not presently conform to the development standards of the R-10, R-20, or R-30 Zones. Existing lot areas typically range from 2,000 to 5,000 square feet, rather than the 12,000-to 20,000-square-foot-minimum-lot-size requirement. In some cases, properties exceed the current density maximum of 14.5 to 43.5 dwelling units per acre. The Plan addresses protecting the development rights of existing property owners while also encouraging neighborhood stability by facilitating owner reinvestment in small multi-family buildings. Map 7 shows the location of multi-family properties zoned R-10, R-20, or R-30.

Recommendations

- C Retain the existing mixed density apartment or multi-family character and the right to rebuild existing structures to existing Montgomery County development standards.**
- C Confirm the existing residential zoning in the East Silver Spring Flower Avenue neighborhoods except as recommended below.**
- C Amend Division 59-C-2 of the Montgomery County Zoning Ordinance to provide special regulations for multiple-family lots with R-10, R-20, or R-30 zoning that do not currently meet Montgomery County development standards.**

The amendment should apply to lots that were recorded in the Montgomery County land records in a multi-family zone prior to January 1, 1954.

- C The provisions of the text amendment should:**
 - 1. Permit any existing apartment structure that has a valid use and occupancy permit, but exceeds the permitted density of the zone, to continue to be a conforming structure which may be altered, repaired or replaced so long as the existing development density is not increased.**
 - 2. Provide that any new development, including replacement of an existing structure, must conform to the off-street parking requirements set forth in Division 59-E-3.**

FENTON STREET VILLAGE NEIGHBORHOOD

This neighborhood is located along the edge of Fenton Street Village and is primarily residential with many single-family homes.

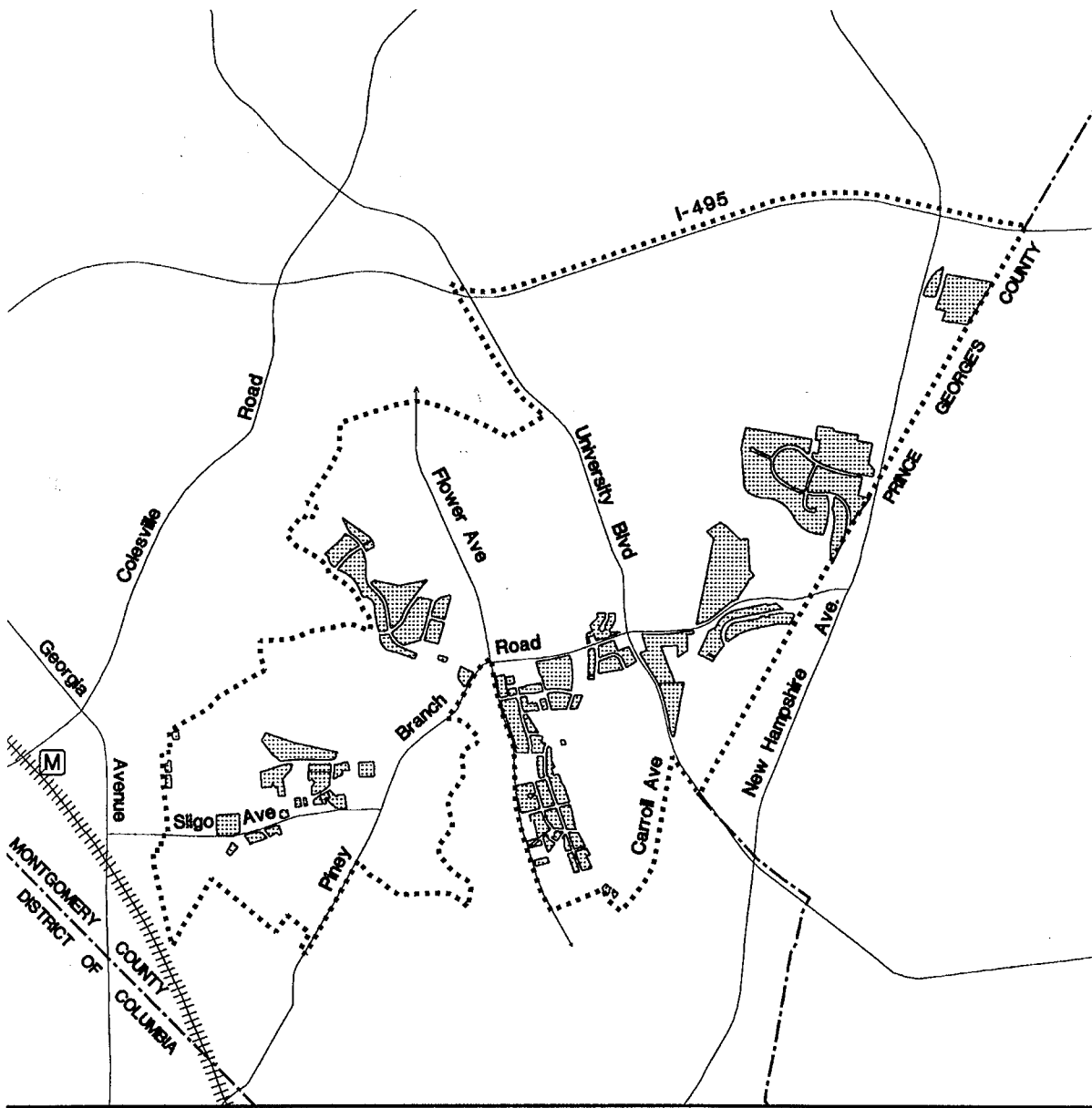
The Police Department's Silver Spring Station is currently located on Sligo Avenue. The site lies within two planning areas: a small portion of the site (approximately 1.2 acres) is in the CBD and a larger portion (approximately 2.2 acres) in East Silver Spring. The CBD portion is zoned CBD-0.5. Under this zone the maximum allowable density is 100 du/acre under the optional method or 35 du/acre under the standard method. The East Silver Spring portion is zoned R-60 and is recommended for R-60/RT-8 zoning by this

Location of Multi-Family Properties

Map 7

Location of Multi-Family Properties

Map 7



LEGEND

- Master Plan Boundary
- ▨ Location Of Multi-Family Properties
- County Line
- ||||| Railroad
- [M] Metro Station

Not To Scale



Plan. The applicant may apply for the RT Zone at any time. This zone is compatible with existing development on adjacent properties. The site may be developed under the split zone with possible density transfers.

Recommendation

- C If the police station moves from this location and becomes available for redevelopment, under County policy public reuse of the site will be given first priority. If public reuse of the site is not appropriate, the site may be privately developed under the R-60 or the RT-8 Zone. Development in the RT-8 Zone will require approval of a local map amendment application by the County Council.**

PINEY BRANCH ROAD SITE

This 20,000 square foot property is located west of Flower Avenue at 8726 Piney Branch Road, between a shopping center directly to the north and high-rise apartments directly to the south.

The site includes three lots in the R-60 Zone, one improved with a single family residence and the remaining two vacant. High-rise apartments in the R-10 Zone are located to the south; commercial uses in C-2 Zone are situated to the north and east (on the other side of Piney Branch Road); and single-family structures in the R-60 Zone abut the rear property line.

Recommendation

- C This property should retain its R-60 zoning, and should be considered for acquisition as a future park. The specific park use, and the disposition of the existing house on the site, should be decided at the time the property is programmed for acquisition through the Capital Improvements Program.**

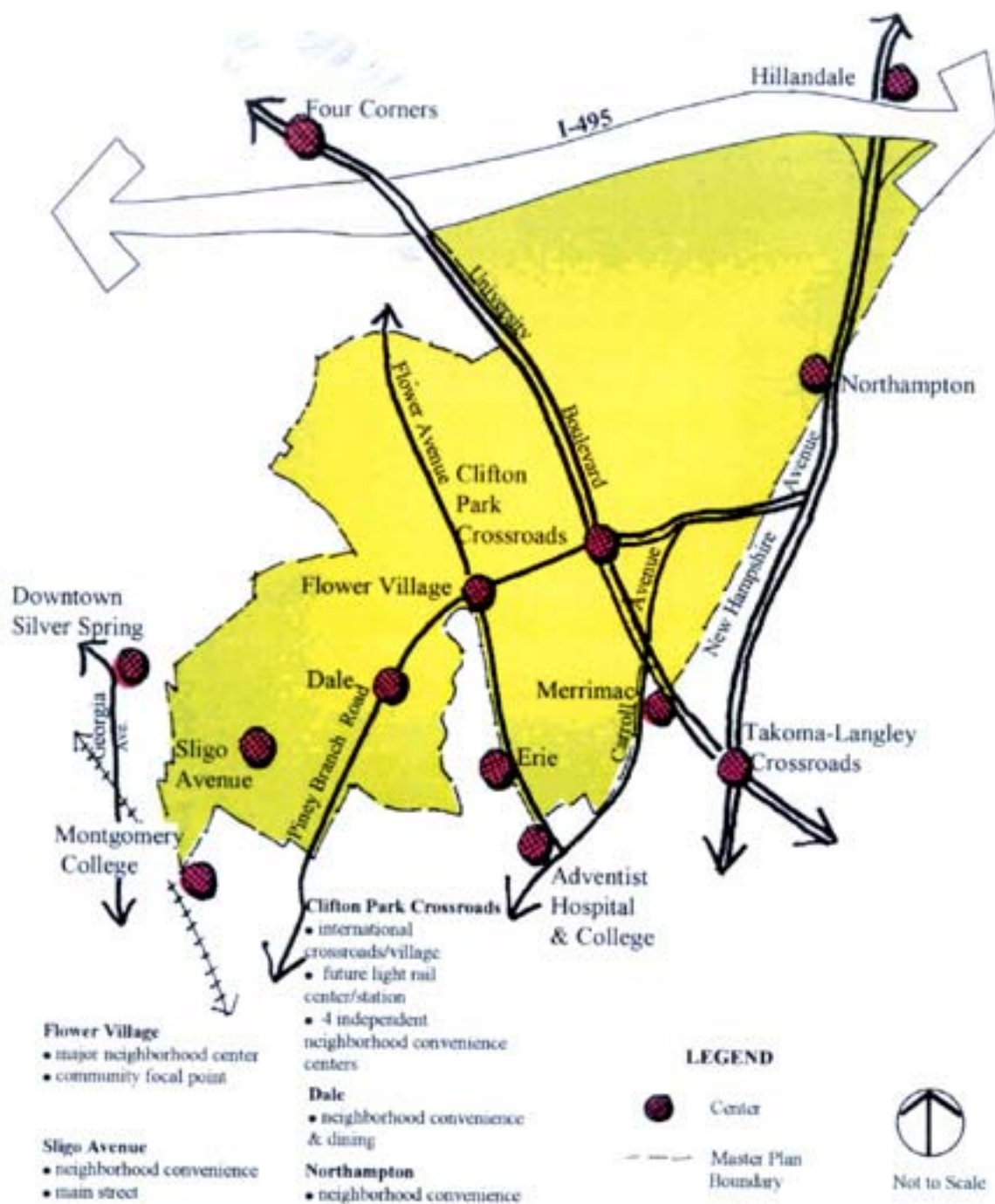
HISTORIC RESOURCES

By the late 19th century, East Silver Spring was an area of agrarian industry and small crossroad centers. Development followed the road system, with stores and other community centers, such as post offices, being located at important crossroads. After the construction of the Metropolitan Branch of the B&O Railroad in the 1870's, large-scale suburbs were platted around the stations, including nearby Takoma Park (1883). The road connections remained a vital element locally, and were further emphasized in the early 20th century with the laying of trolley track. While there are 19th century resources in the East Silver Spring planning area, most of the potential historic interest will be in the 20th century development, both residential and commercial.

Recommendations

- C Designate the Davis Warner house at 8114 Carroll Avenue on the *Master Plan for Historic Preservation*. See the Appendix for additional information.**

- C Undertake research to develop a historical context for 20th century historic resources in the East Silver Spring Planning Area, especially individual sites in the commercial areas such as the Flower Theater.**



COMMERCIAL CENTERS—CHARACTER AND VITALITY

This Plan recommends that the commercial centers of East Silver Spring be upgraded and enhanced to serve the needs of local and area residents and those visiting or passing through the area.

INTRODUCTION TO THE THEME

The Master Plan recognizes that healthy centers are the heart of healthy communities. East Silver Spring residents value local businesses in their community, and many of their daily convenience retail needs can be met in the immediate neighborhood. This Plan seeks to improve access, appearance, compatibility with residential communities, and the overall economic health of commercial uses.

The East Silver Spring Master Plan envisions commercial centers that are safe, community-serving, successful, convenient and attractive. Revitalization strategies addressing both image and function must be undertaken to ensure a healthy future role for these centers in community life. In addition to supporting existing government programs for local business revitalization, this Plan recognizes the need to provide more opportunities to retrofit existing commercial areas to meet the needs of today's diverse communities. These opportunities could be created by allowing more flexibility for developers through revisions to the Zoning Ordinance.

Commercial businesses in East Silver Spring are concentrated in various centers that provide a wide variety of convenience goods and services, many of them catering to the large number of immigrants living in the area. The eastern portion of East Silver Spring's commercial areas in particular draws people from around the region to international businesses. As early as 1981, the Flower-Piney Branch Business Association was marketing the Flower Village commercial area as an "international business community--working together for a better future." Demographic changes since the last master plan in 1977 and ongoing trends indicate that East Silver Spring is, and will continue to be, the most ethnically diverse area in Montgomery County, and will continue to attract recent immigrants from other countries.

This Plan recognizes that the land uses in existing commercial areas are appropriate, with limited modifications as recommended by this Plan. The Commercial and Institutional Centers theme is illustrated on Map 8 and recommended zoning is shown on maps found in the Appendix.

Recommendations

- C Limit commercial development to the areas shown on the proposed zoning maps.**
- C Confirm the existing C-1 and C-O zoning throughout East Silver Spring.**
- C Rezone the existing C-2 zoning in Flower Village to C-1.**

- C Rezone the R-60 property at the southeast quadrant of Flower Avenue and Arliss Street to C-1.**
- C Include all commercially zoned land at Flower Village and at Clifton Park Crossroads in the Commercial Revitalization Overlay Zone (CROZ).**
- C Recognize that the Silver Spring Central Business District is a community-oriented downtown for the surrounding residential neighborhoods, including East Silver Spring, and, therefore additional commercial zoning in East Silver Spring is generally not appropriate. Revitalization of the existing commercial areas will better serve the local neighborhoods.**
- C Support commercial code enforcement for existing buildings, based on working with owners to implement property improvement plans over time.**

COMMERCIAL REVITALIZATION

A major theme of this Master Plan is the revitalization of the commercial centers. The commercial areas of East Silver Spring struggle to maintain successful commercial activity that serves the community. They are showing signs of age and, in some cases, neglect. These centers serve both nearby neighborhoods and specialized markets, such as regional shoppers, pass-through customers, and customers of international specialty stores. Many of these centers serve markets with diverse income, ethnic, and national character. These older commercial areas do not provide a good quality retail environment and need retrofitting to improve their function, appearance, and economic success.

The area along University Boulevard is an active part of a major commercial corridor extending from Flower Village in Montgomery County to beyond the Riggs Road area in Prince George's County. The area contains both community-serving shops and numerous international specialty businesses. These businesses serve a strong customer base in nearby residential areas and a larger regional market.

These recommendations reinforce the community stability and commercial center goals of the Master Plan by fostering community identity and commercial viability through coordinated design and marketing endeavors for the ethnically diverse centers.

Recommendations

- Support provision of a diverse range of commercial services in East Silver Spring, such as basic shopping services to nearby neighborhoods, highway commercial services, and regionally serving businesses.**
- Support the ongoing efforts of the Montgomery County Department of Housing and Community (DHCA) to address revitalization needs in all commercial centers.**
- Form task forces with Prince George's County and the City of Takoma Park to address cooperatively the revitalization needs of the area. Coordination should address commercial areas, streetscaping, police services, and housing.**
- Support the efforts of community organizations to revitalize the commercial areas along University Boulevard, New Hampshire Avenue, and Piney Branch Road.** Active organizations include the Long Branch Initiative, the Takoma/Langley Crossroads Development Authority, and the Maryland

International Corridor Development Corporation. Cooperation is encouraged with these and other community organizations, with Montgomery County, Prince George's County, and the City of Takoma Park.

- **Support the coordinated marketing of businesses along University Boulevard to assist in revitalization of the area, possibly relying on a theme that reflects the international character of the area.**
- **Create a new Commercial Revitalization Overlay Zone to do the following:**
 1. Foster economic vitality and attractive community character in the commercial areas in East Silver Spring that need revitalization.
 2. Provide an enhanced pedestrian environment and improved circulation system for pedestrians and bicycles as well as motor vehicles.
 3. Ensure consistency with the master plan vision for each commercial area.
- **Achieve the purpose of the new Commercial Revitalization Overlay Zone by:**
 1. Providing for flexibility of certain development standards which may allow for more commercial development and better design than would otherwise be achieved. For example, allow unneeded portions of a parking area to be converted to open space.
 2. Providing for site plan review of development over 1,000 square feet. Building permit review is provided for minor changes. Either type of review should determine whether proposed development is consistent with the Master Plan and with relevant County Ordinances and guidelines.
 3. Limiting building heights to 30 feet. However, allow the Planning Board to permit a height of up to 42 feet for commercial development or up to 50 feet to accommodate residential development, if found to be compatible with the neighborhood and consistent with the intent of this Master Plan.
 4. Allowing or limiting uses to achieve the Plan's vision for the commercial areas.

C Permit or disallow uses as specified for each the centers.

1. In the C-1 Zone, additional uses allowed by right should include: automobile parking lot, bowling alley, delicatessen, clinic, private educational institution, express or mailing office, indoor theater, publicly supported fire station, veterinary hospital, public international organization, general office, library and museum, pet shop, retail trades, and tourist home. A nursing home should be allowed as a special exception.
2. In the C-1 Zone, dwellings should be allowed by right. The ground entry floor for a project that includes residential uses should be devoted to commercial use unless this requirement is waived by the Planning Board.
3. In the C-1 Zone, uses that should be allowed only if they do not adjoin or confront a residential zone include: indoor automobile sales; automobile filling station; automobile fluid maintenance station;

automobile, light truck and light trailer rental; automobile repair and services; automobile storage lot; outdoor automobile, truck and trailer rental; car wash; and funeral parlor with a crematorium.

The activities associated with such uses can be incompatible with residential uses. However, the Master Plan recognizes the value of automobile serving uses to residents and to highway travelers. Consequently, this Plan does not seek to eliminate existing automobile serving uses or make them non-conforming.

4. Where a veterinary hospital is proposed, the facility should not produce noise or other adverse effects on the surrounding areas and should meet the following provisions:
 - a. No runs, exercise yards, or other facilities for the keeping of animals should be in any exterior space.
 - b. All areas for the keeping of animals should be soundproofed.
- **Use the building permit review process, as part of the Commercial Revitalization Overlay Zone, for minor site changes that do not warrant full site plan review by the Planning Board.** The review process would be performed at the staff level and require less time than a full site plan review by the Planning Board.

Review of the site design for all changes is appropriate to determine compliance with master plan recommendations and the provisions of the overlay zone. The building permit review will consider good pedestrian and vehicular circulation, adequate open space, and will support parking waivers by the County where appropriate. Requiring full site plan review for all changes on all sites could discourage property owners from making smaller improvements. This would be inconsistent with the Master Plan intent to foster revitalization. Therefore, building permit review for minor changes is appropriate.

- **Encourage flexibility concerning the waiver of parking standards in commercial areas, subject to current waiver procedures.** This Plan supports reductions in parking if the applicant demonstrates that less parking is needed, that overflow parking will not be a problem in nearby residential or commercial areas, and that high levels of pedestrian or transit access are expected. Property owners are encouraged to provide bike storage facilities and other alternatives to parking. Additional parking can be provided by allowing commercial parking lots on C-1 zoned properties.

These recommendations reinforce the community stability and commercial center goals of this Plan by fostering community identity and commercial viability through coordinated design and marketing endeavors for these ethnically diverse centers.

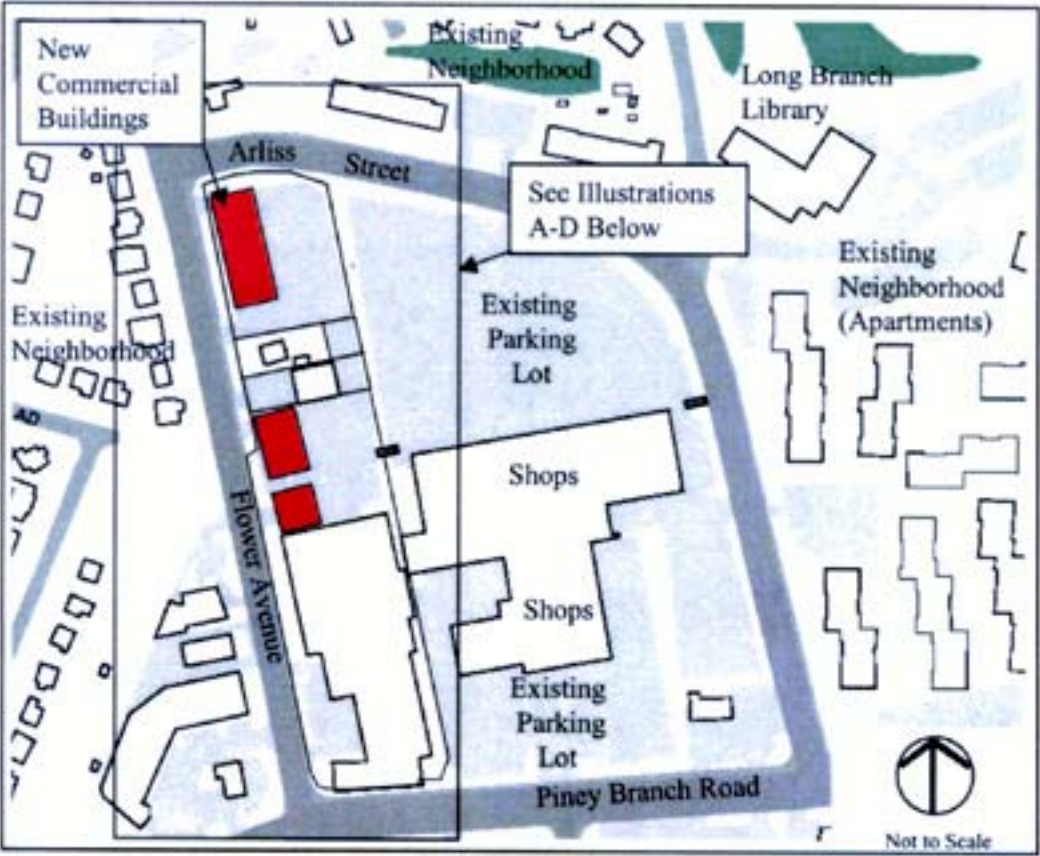
FLOWER VILLAGE CENTER

Flower Village Center is a major neighborhood center and community focal point for neighborhoods in both East Silver Spring and Takoma Park. Under the proposed Overlay Zone, future redevelopment with site plan review will provide for increased flexibility regarding parking requirements and, therefore, greater likelihood that properties can be developed to the full extent allowed within the commercial zone.

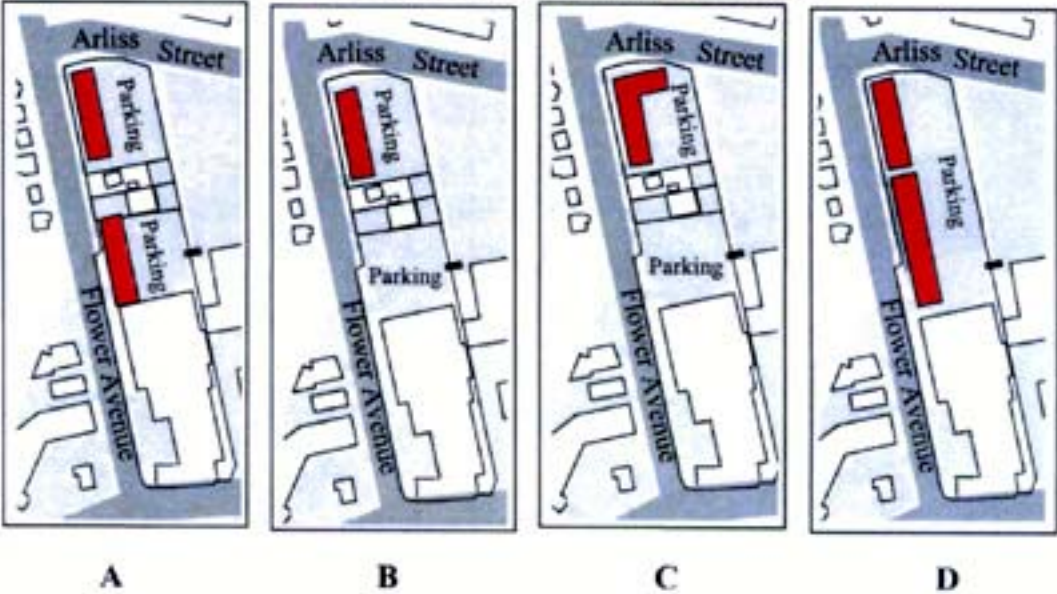
Recommendations

- C Confirm the existing C-1 zoning as an appropriate base zone for the desired uses in this area.**
- C Change the existing C-2 zoning in all three quadrants at Piney Branch Road and Flower Avenue to the C-1 Zone.**
- C Apply the Commercial Revitalization Overlay Zone (CROZ) for all existing and proposed C-1 land at the three quadrants of the intersection of Flower Avenue and Piney Branch Road.**
- C Rezone the R-60 lot south of Arliss Street at Flower Avenue (“Arliss/Flower Site”) to C-1 and include it in the CROZ.**
- C The Department of Housing and Community Affairs should initiate a unified improvement plan for Flower Avenue from Arliss Street to Piney Branch Road. It is important that new development contribute to a unified, coordinated, street-oriented treatment for this portion of Flower Avenue. (See Figure 2.) Parking waivers are appropriate only for development that contributes to this vision.**
 - 1. Site plan review should ensure that new development is compatible with the adjacent residential neighborhood. Consideration should be given to the views of homeowners that face the site across Flower Avenue, as well as the residential properties on Arliss Street. Buildings on this site should be compatible with the adjoining residential neighborhood in terms of height, bulk, building materials, setbacks, and landscaping.
 - 2. To achieve compatibility, proposed redevelopment for this property must provide: (1) building location and entrances oriented to the street, (2) neighborhood-friendly pedestrian access, and (3) vehicular circulation and parking that is sensitive to on-site pedestrian circulation. Parking should not separate the building from the street.
 - 3. Townhouse development is appropriate on this site as a transition to the single-family residences located across Flower Avenue and Arliss Street. The Commercial Overlay Revitalization Zone requirement for first-floor commercial use with residential development could be waived for this site.
 - 4. The impact of illuminated signs, parking lots and street and facade lights, as well as the combination of interior illumination levels and window sizes on the facing homes, should be minimized.
 - 5. The impact of signage on the facing homes warrants particular attention with respect to size, color, and the amount and duration of illumination.

Flower Village and Center Illustrations of Street-Oriented Development along Flower Avenue Figure 2



Other Possible Locations of Buildings & Parking



- C **Consider establishing a parking district to increase flexibility for locating adequate parking to support all retail activities. Consider financing it through Block Grant money, special State grants, or some other form of public investment.**
- C **Define the Arliss Street edge with buildings in select locations to help “close the gap” between shops and pedestrian access points from surrounding neighborhoods.**
- C **Support the following recommendations from the 1998 Long Branch Bond Bill project for revitalizing this area:**
 - 1. Gateway features for Flower Village.
 - 2. Improved lighting for pedestrians.
 - 3. Installation of traffic signals at Flower and Arliss Avenues.
 - 4. Installation of traffic signals at Piney Branch Road and Garland Avenue;
 - 5. Building unification, through a common design theme.
 - 6. Parking lot unification with coordinated circulation and landscaping.

The Long Branch Bond Bill, approved in 1998, provides a \$400,000 grant of matching State and County funds for neighborhood improvements in the Flower Village area.

CLIFTON PARK CROSSROADS CENTER

The neighborhoods near the intersection of New Hampshire Avenue and University Boulevard have significant circulation and image issues, as well as issues of economic health. The configuration created here by the intersection of two major roadways results in four independent neighborhood centers, one on each quadrant. Good pedestrian crossings are essential so that people can reach transit and other destinations. Past efforts to improve the intersection’s appearance included the installation of a brightly painted sculpture/fence in several quadrants. This intersection, however, lacks a dominant, attractive, unifying element. Map 9 shows the location of the Clifton Park Crossroads Center.

University Boulevard is being evaluated as a future alignment for light rail transit service from Langley Park to Wheaton. Such an alignment would affect the Clifton Park Crossroads.

Recommendations

- C **Confirm the C-1 Zone as an appropriate base zone for the desired uses in this area.**
- C **Apply a new Commercial Revitalization Overlay Zone (CROZ) to the area designated by this Plan.**
- C **Provide for site plan review to allow flexibility regarding parking requirements as well as to address site design issues related to vehicular and pedestrian circulation.**
- C **Consider establishing a major gateway feature to enhance community identity and provide a positive image.**
- C **Focus on improving the access from surrounding neighborhoods to each of them as redevelopment occurs in the four quadrants of the intersection of University Boulevard and Piney Branch Road.**

- C Improve the pedestrian environment along University Boulevard and Piney Branch Road. Consider separating pedestrians from traffic with a tree panel.**

The following recommendations apply to the two specific quadrants of Clifton Park Crossroads as identified below. (See Map 9.)

New Hampshire Estates

This quadrant (the southeast quadrant) includes most of the ingredients for a successful village center: a neighborhood park, an elementary school, a specialty market that also stocks staple items, and two bus stops. The following guidelines should be considered when public or private redevelopment occurs.

Recommendations

- C Address the need for security for the elementary school while improving neighborhood access to the park, market, and transit. Look for through-block connections to the park from the adjacent neighborhood.**
- C Encourage the coordinated redevelopment of the market (located in the former Fontana Bowling Alley building) and the adjacent auto-oriented use in any future redevelopment.**
- C Improve the landscaping in the parking lot and the access to existing bus stops.**

Northeast Clifton Park

This quadrant also contributes many of the ingredients for a successful neighborhood: a neighborhood-oriented convenience store, a specialty market, a church, a gas station, several other small businesses, and a bus stop. It also includes a police substation. Many people live in apartments adjacent to this quadrant. This quadrant is nearly severed from the surrounding neighborhoods due to poor pedestrian connections along University Boulevard and Piney Branch Road. Within the quadrant, the pedestrian and vehicular circulation is awkward and unpleasant. The guidelines listed below should be considered when redevelopment occurs.

Recommendations

- C Provide street trees at the curb along University Boulevard and Piney Branch Road, and within parking lots.**
- C Provide an attractive open space for public use within the quadrant.**
- C Encourage coordination of shared parking between the church and nearby commercial uses.**
- C Improve pedestrian and vehicular circulation within the quadrant and to adjacent neighborhoods and the Northwest Branch Park.**
- C Enhance the bus stop to encourage transit use.**
- C Encourage coordinated redevelopment of properties in this quadrant.**

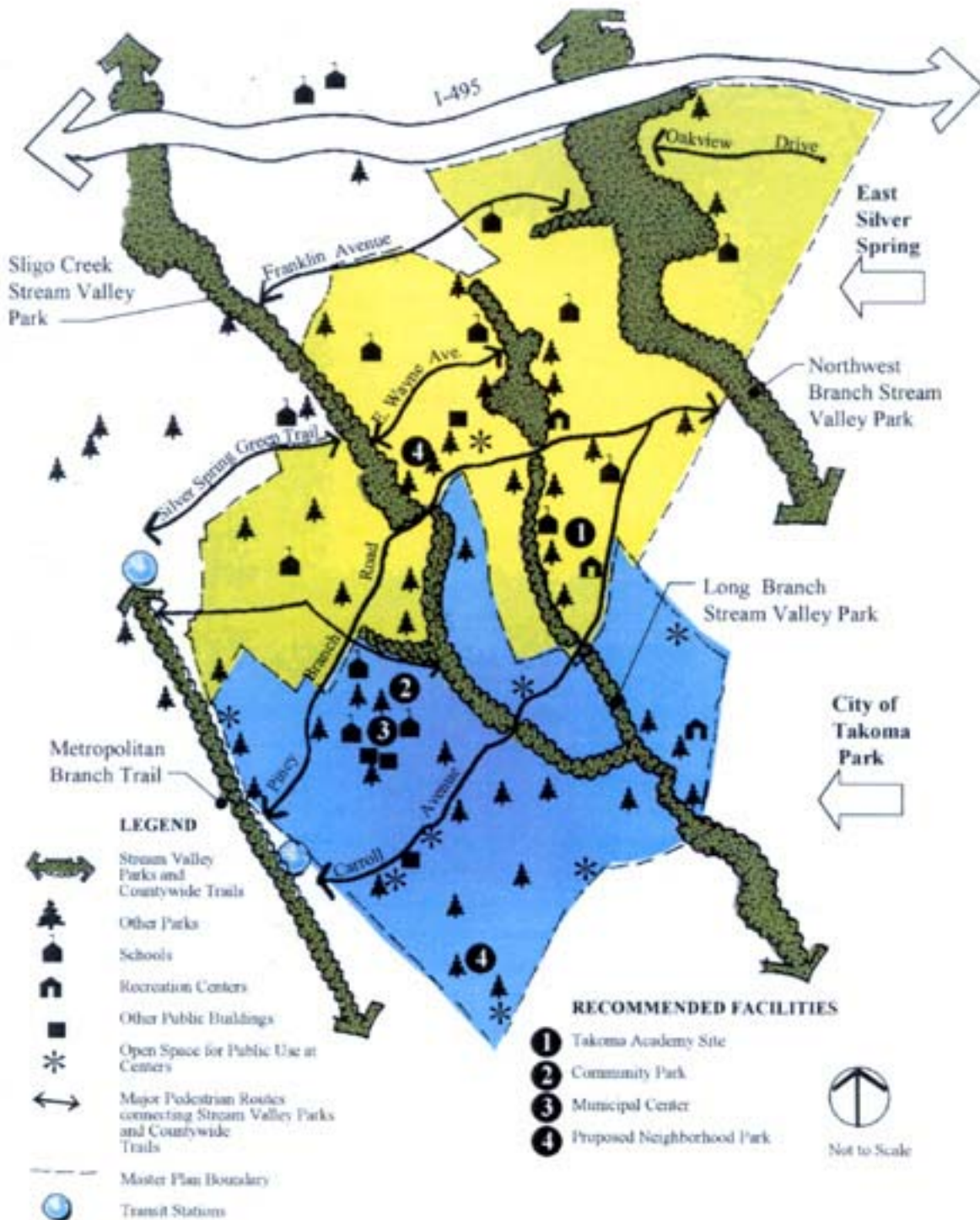
Flower Village and Clifton Park Crossroads Centers

Map 9



- LEGEND**
- ★ Recommended for Commercial Revitalization
 - Woodland and Public Open Space
 - ○ ○ ○ Possible Rail Transit Route
 - Master Plan Area Boundary





COMMUNITY FACILITIES, PARKS, AND ENVIRONMENTAL RESOURCES

The community facilities, parks, and environmental resources identified in the East Silver Spring Master Plan are essential elements of community life which provide valuable services and programs.

INTRODUCTION TO THE THEME

The location, condition, and accessibility of community facilities contribute to the quality of life and provide a tangible measure of a community's character. Frequent shared use of community facilities in a neighborhood fosters a sense of belonging and commitment, provides places for community interaction, and lessens the fragmentation of urban and suburban life. The community facilities and parks theme is illustrated on Map 10.

Much of the appeal and attractiveness of these neighborhoods is derived from their proximity to natural resources, particularly the stream valley parks and recreational facilities. East Silver Spring and Takoma Park are also served by local and neighborhood parks and community facilities.

COMMUNITY FACILITIES

East Silver Spring has a full complement of community facilities either within or contiguous to its boundaries--a library, a recreation center, several schools, parks, some social services, two colleges, and a hospital. (See Map 11.)

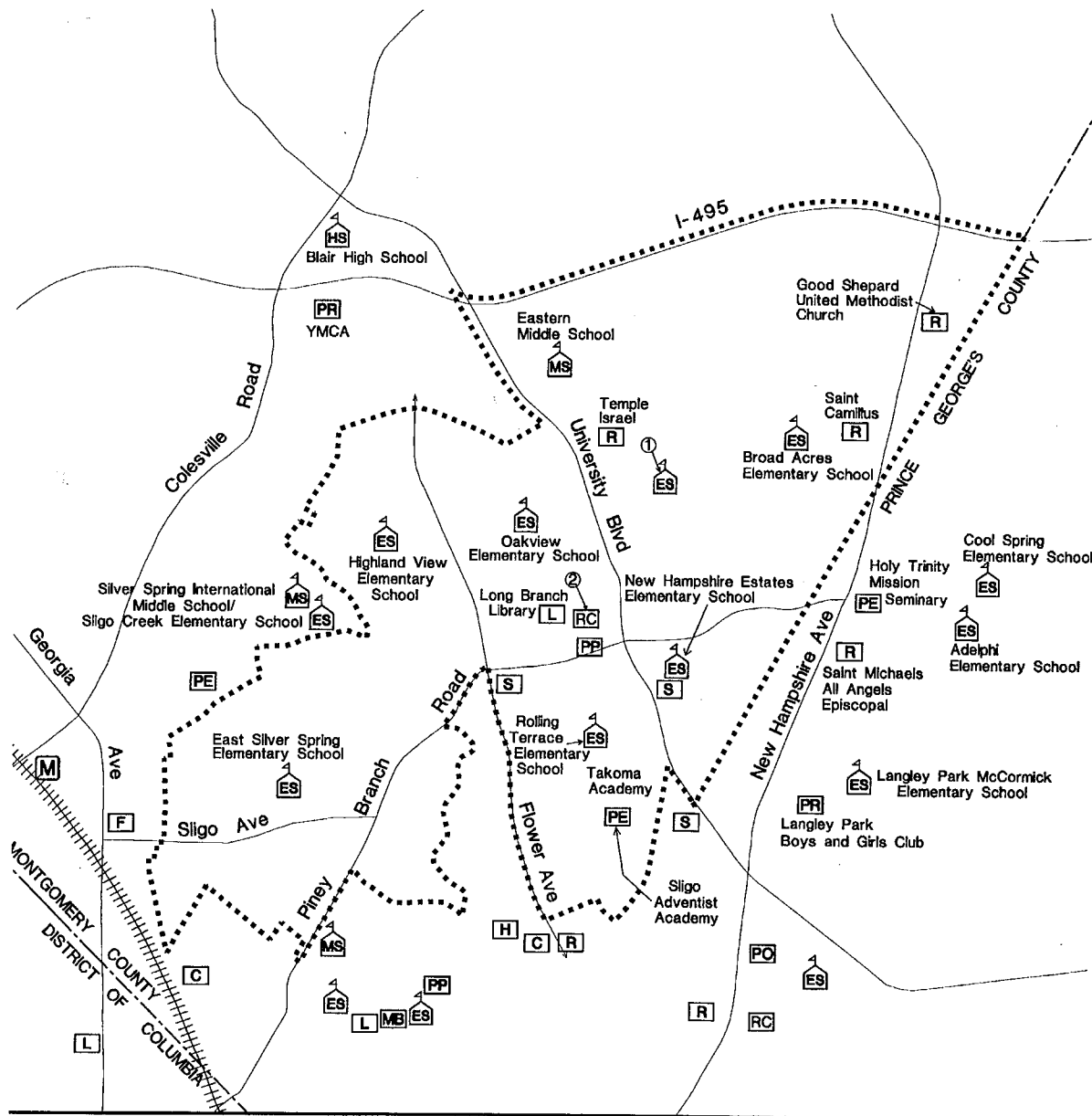
The need for more recreational facilities and social services is discussed elsewhere in this Plan. Because the area is substantially developed, there are limited opportunities to provide additional services and facilities. However, the Takoma Academy and other Adventist institutions may relocate in the future, thus providing an opportunity for the public to acquire a major site and structures.

The Park, Recreation and Open Space (PROS) Master Plan, which identified active recreation needs for the overall Silver Spring and Takoma Park area, indicates a recreation facility deficiency in the number of ballfields and basketball courts. Recreation facilities to meet PROS needs can be provided at both park and school sites. By the year 2010, there will be a deficiency of 13 ballfields and 11 basketball courts in the Silver Spring/Takoma Park area.

PROS active recreation needs are calculated for the entire Silver Spring/Takoma Park area. Each individual master plan area contributes to the overall demand for recreation. Solutions for the facility shortage include finding large enough open areas in the down-County region that can accommodate ballfields and locating neighborhoods suitable for basketball courts.

Existing Community Facilities

Map 11



LEGEND

- County Line
- Master Plan Boundary
- RC Recreation Center
- PP Public Pool
- F Fire & Rescue Station
- ES Elementary School
- HS High School

- PE Private Educational
- R Religious Institution
- M Metro Station
- PR Private Recreation
- P Public Parking
- H Hospital
- L Library
- PO Post Office

- MS Middle School
- C College
- MB Municipal Building
- S Social Service Organization
- ① Montgomery Knolls Elementary School
- ② Long Branch Recreation Center
- ||||| Railroad

Not To Scale



Creative policy, management and design solutions must be pursued as opportunities present themselves. Specific solutions are somewhat vague because it is impossible to predict in advance which opportunities will present themselves over the Master Plan's expected life.

Recommendations

- C Support the public purchase of the Takoma Academy, the Takoma Adventist Elementary School, and the Takoma Adventist Book Store if these properties become available. Place a high priority on M-NCPPC park use of outdoor areas to meet a significant need for ballfields in the Silver Spring/Takoma Park area.**

Possible use of either school for County recreation or social service functions should also be considered, including retaining the auditorium and chapel in the Academy building. It is possible that other Adventist programs associated with Washington Adventist Hospital or Columbia Union College would continue to use some part of these properties. If not used for public facilities, this property should develop in its existing residential zone.

- C Renovate and maintain existing facilities and provide new facilities and recreational programs for a wide range of ages, backgrounds, and interests.**
- C Provide community facilities at appropriate locations to meet the human service, recreational, security, educational, and other needs of the diverse community.** Organizations such as CASA de Maryland, Spanish Catholic Charities, and the TESS Center are important to the health of the area. Other services may be needed to serve the area's diverse population.

PARKS AND OPEN SPACE

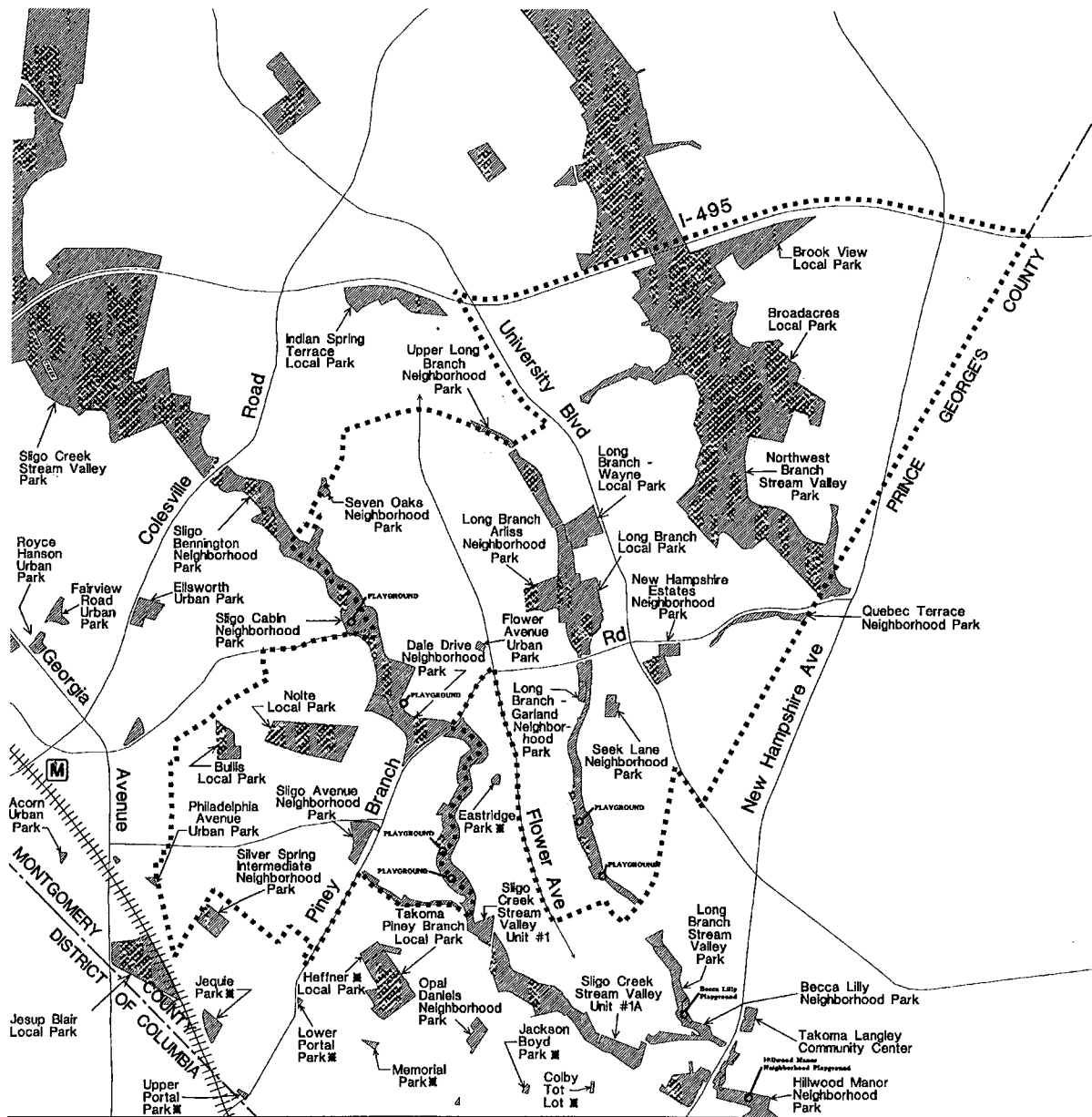
When M-NCPPC was formed in 1927, it was given the power to acquire land for parks, parkways, and other purposes. The down-County area was the first to receive the benefits of these funds in the form of the stream valley park system. Examples of early stream valley parks include Rock Creek, Sligo Creek, Long Branch, and Northwest Branch.

The stream valley park system forms the backbone of the open space component in the down-County area. While the stream valley park system today provides much in terms of open space acreage, it does little to meet active recreation needs due to its limited development area and fragile natural environment. Therefore, this Plan's park and open space recommendations focus on meeting future active recreation needs by maximizing the use of existing local and neighborhood parks, and by identifying potential future park opportunities. Existing parks are shown on Map 12.




There are currently 578 acres of parkland in the East Silver Spring Planning Area. The largest open space components are the stream valley parks: Sligo, Long Branch, and Northwest Branch. Due to the built-out nature of the East Silver Spring area, few opportunities are available to add significant facilities to the park inventory. However, the anticipated relocation of the Takoma Academy would provide a significant opportunity to augment area recreation facilities if the site is acquired for public use as recommended by this Plan.

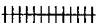
Existing Parkland

Map 12



LEGEND

- County Line
- Master Plan Boundary
-  Parks
-  Metro Station
-  City of Takoma Park's Parks

 Railroad

Not To Scale



Table 1

PARK ACREAGE

Parks	Acres	Owner
Local Park	17.4	M-NCPPC
Neighborhood Parks	26.7	M-NCPPC
Urban Park	0.4	M-NCPPC
Stream Valley Parks	487.7	M-NCPPC
Total Acres	578.5	

Opportunities to satisfy active recreation needs could come from any of the down-County master plan areas. One example would be if the Takoma Academy in Silver Spring were purchased for park use, the property could help fill ballfield needs in the Takoma Park and East Silver Spring area. Other new facilities located in or near the area could serve the Silver Spring/Takoma Park Community-Based Planning Area. Recreation facility needs for the area could be met at New Hampshire Estates Neighborhood Park, North Four Corners Park, Montgomery Hills Junior High School, and the new Montgomery Blair High School.

Stream Valley Parks

The Long Branch Stream Valley Park is in continuous public ownership, providing the basis to complete a continuous trail from the Long Branch Stream Valley Park to the Sligo Stream Valley Park trail system.

Recommendations

- C Acquire additional properties as needed to enhance public use of the Long Branch Stream Valley Park.**
- C Provide improvements based on the recommendations provided in the Lower Long Branch Stream Valley Park Stream Restoration and Protection Feasibility Study.**
- C Improve the path and provide a signed nature trail from Long Branch Local Park to Long Branch Wayne Local Park.**
- C Provide community connections between Northwest Branch Trail and Sligo Creek Trail, including easy access to these trails from adjacent neighborhoods.**
- C Provide interpretive trails in the stream valley parks to enhance community identity and pride, and to encourage the use and enjoyment of these resources.** Consider focusing on a variety of themes such as Native American heritage, ecology, geology, environmental protection, and the history of the area's development.

Existing Parks

The built-out nature of the area provides few opportunities to significantly increase the number or size of existing park holdings. Existing parkland is shown on Map 12.

Recommendations

- C Purchase parcels adjacent to existing parks, if such properties become available to help meet the recreation needs identified in the PROS Plan and to expand existing green space.**
- C Examine all parks in the Master Plan area to provide improvements consistent with Crime Prevention Through Environmental Design (CPTED) principles. Many of the older parks should be evaluated to ensure public safety.**
- C Encourage adjacent communities to adopt parks in their neighborhoods and to assist with maintenance and patrolling.**
- C Convert the soccer field at Broadacres Local Park into two softball fields to help meet PROS needs for ballfields, replace the former basketball court, and relocate and expand the playground.**
- C Examine the feasibility of an improved park entrance for Brookview Local Park to encourage and promote increased patronage.**

In 1998, the Long Branch community asked the Neighborhood Design Center, a non-profit group, to help develop a neighborhood improvement plan focusing primarily on pedestrian safety. The results were submitted to DHCA and were used as the basis for a \$400,000 State and County bond issue passed in April 1998. Some of the recommendations of the Neighborhood Design Center were evaluated as part of this Plan, including:

1. Construct a sidewalk along Long Branch-Garland Park adjacent to Garland Avenue to form a walking loop.
2. Construct fencing between the existing trail and the stream south of Piney Branch Road to improve safety and security.
3. Augment the existing playground at Long Branch-Arliss Neighborhood Park to take advantage of parking and proximity to the library.
4. Encourage continued recreation opportunities for teens and adults by leaving the existing active recreational facilities south of Piney Branch Road in place.

Future Parks

Recommendations

- C Purchase the Takoma Academy for M-NCPPC park use, if and when available, to help provide active recreational facilities needs identified in the PROS Plan. Also, recreation demand trends should be examined to determine which, if any, non-traditional facilities might be provided.**

This property reflects one of the few opportunities to add significantly to the ballfield inventory in the down-County area. The property currently has ballfields of marginal condition and questionable placement. A more efficient layout could provide quality ballfields and possibly add basketball courts. The ballfields could be placed in the new park classification called “Recreation Park Complex.” The site’s size could also provide some non-traditional recreation opportunities that capture future trends. The site is adjacent to the Long Branch Stream Valley Park.

- **Consider converting closed schools and other public facilities sites as they become available to parks as a means to provide active recreation facilities.**
- **Recommend acquisition of property located at 8726 Piney Branch Road for development of a future park. The specific park use, and the disposition of the existing house on the site, should be decided at the time the property is programmed for acquisition through the Capital Improvements Program.**

ENVIRONMENTAL RESOURCES

Environmental resources are important indicators of overall quality of life. Residents and employees in urban areas desire pleasant, cool, green surroundings with adequate open space to lessen the impacts of noise, wind, temperature, and glare. Redevelopment that occurs within the commercial and residential zones in East Silver Spring will provide an opportunity to improve the aesthetics and the quality of the natural environment for the many residents and workers in this planning area.

Concentrating growth in urbanized areas reduces regional and County-wide environmental impacts. However, local environments have been adversely affected by development activity prior to current standards for landscaping, green space, forest conservation, and stormwater management. Today, there are limited sites with development/redevelopment potential in East Silver Spring and the infill that may occur will cause little additional adverse environmental impact. Indeed, as redevelopment does occur, enhanced landscaping and green spaces, larger green areas around new residential development, and managed stormwater runoff to neighborhood streams will create positive environmental, aesthetic, and even economic benefits over time.

Details about existing environmental policies and programs of the State and County are included in the Technical Appendix, which is incorporated by reference in this text.

Air Quality

Air quality problems respect no boundaries, so most air quality policies are implemented at the federal, state and regional level. Nevertheless, it is important for the State and Montgomery County to do their part in supplementing that strategy by focusing on local initiatives that can reduce vehicle emissions. The Washington metropolitan region is currently classified as a “serious” non-attainment area with regard to federal standards for ground-level ozone, a pollutant for which the U.S. Environmental Protection Agency (EPA) recently tightened standards to protect public health. Even though considerable progress has been made

toward reducing emissions that create ground-level ozone, new EPA ambient air quality standards encourage further reductions in vehicle emissions and require many states, including Maryland, to implement their own reduction programs. New standards also have been set for fine particulate matter, another pollutant that results from vehicle and stationary emissions.

While air quality is generally a regional problem, local air pollution nuisances can occur when incompatible uses are located together or when site design does not consider micro-environmental issues. For instance, public gathering places and building air intakes should be protected from garage, restaurant or other commercial exhaust fumes. A new County air quality ordinance is being developed to address the issue of facility emissions that affect neighboring uses. Early prevention and management of air pollution through site design can help prevent these conflicts from arising, reducing the need for costly retrofits.

Recommendations

- C Encourage the use of alternatives to automobile transportation to reduce air pollution.** The recommendations in this Plan to enhance pedestrian access, bikeways, and connections to transit stops support transportation and design goals that encourage non-auto trips, which will contribute to improved air quality in the region.
- C Support expanded regional and County programs to reduce air pollution emissions.** Local programs that need more support include converting government vehicles from gasoline or diesel to compressed natural gas, establishing “Commuter Express Stores” at major employment centers, strengthening the current “Fare-Share” transit discount program, and building on the regional “ENDZONE Partners” program that expands public awareness about reducing use of automobiles, gas-powered lawn equipment, and other pollution sources during air pollution alerts.
- C Design new development and redevelopment to prevent conditions that may create local air pollution nuisances.**

Noise

Noise prevention and control is an abiding concern for the quality of life in any community. The East Silver Spring area contains several noise sources with significant impact, including large amounts of stop-and-go traffic on several major highways and several commercial areas. Stationary noise sources can also become nuisances on a site-specific basis.

Effective noise control helps ensure the extended sustainability of a community as a desirable place to live, work and conduct business. The public sector has the responsibility to design roads, streetscapes and public areas to minimize noise nuisances. For example, noise sources should be located away from public gathering places. The private sector should plan and design development using the standards of the 1997 County Noise Control Ordinance as a minimum guideline.

Recommendation

- C Design new development and redevelopment to prevent conditions that may create local noise pollution nuisances.**

Community Water and Sewer

Under the County's Comprehensive Water Supply and Sewerage Systems Plan, community (public) water and sewer is available throughout the master plan area and is provided by the Washington Suburban Sanitary Commission (WSSC). The water supply system is adequate to meet the demand of all anticipated development.

Sewer service is provided by two major trunk lines adjoining Sligo Creek and Northwest Branch. The WSSC has recently upgraded the Sligo Creek trunk sewer which has sufficient transmission capacity for projected sewage flows through at least 2010. The section of the Northwest Branch trunk sewer that serves the planning area is in good condition and no major repairs or upgrades are anticipated. Given the developed nature of East Silver Spring, redevelopment is not expected to significantly impact the capacity of the trunk lines or local sewers in either watershed.

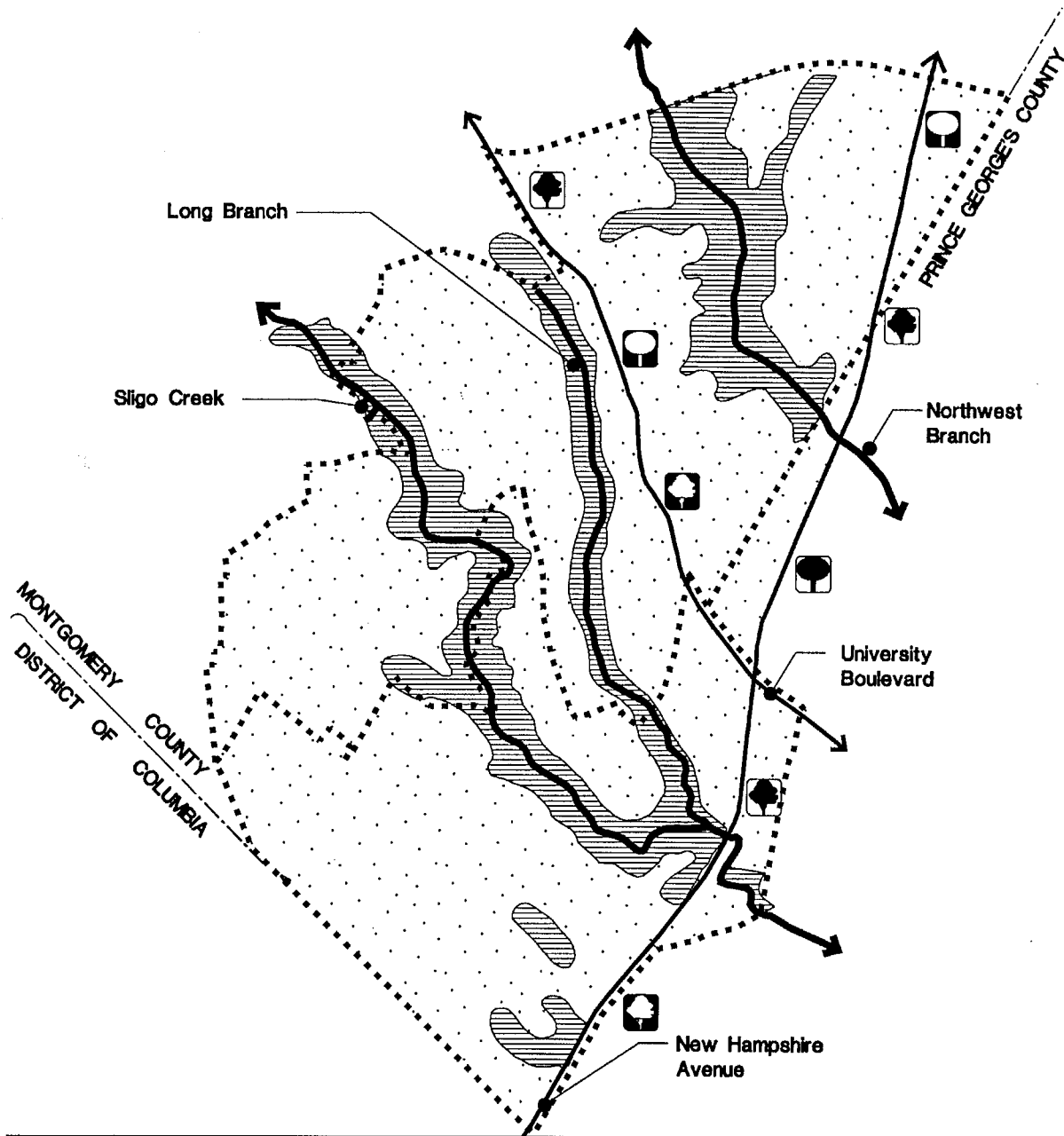
Trees and Forest Conservation

Trees and forest play an important role in urban communities such as East Silver Spring, providing shade, urban heat reduction, aesthetic beauty, wildlife habitat, improved air quality, recreation benefits and the potential for reduced energy costs for homeowners. East Silver Spring has an abundance of mature trees along roads, on private property and in public parks, and maintaining this existing healthy tree stock is important to the character of the community.




Many street trees planted in the early 20th century are reaching the end of their life spans, creating a need for continued support of the County's tree maintenance and planting programs. The narrow rights-of-way, utility easements, and dense development pattern in East Silver Spring often makes it difficult to find space for new or replacement trees. The conservation and replanting of trees is also accomplished through the application of the County Forest Conservation Law that is designed to protect existing forest and requires the planting of new forest and trees when protection thresholds are not met.

Application of urban forestry principles to landscaping projects, on a voluntary basis, can improve the diversity, health and aesthetics of the urban ecosystem. Prior to development, this area of the County contained upland forest areas with ribbons of riparian forest along the floodplains of the major streams: Northwest Branch, Sligo Creek and Long Branch. Today, the stream valley parks contain most of the true forest remaining in the area and serve as the backbone of the "urban ecosystem." The urban ecosystem consists of native and alien species of trees, shrubs and groundcover scattered among the pavement and buildings that make up the urban ring communities, and the animal species (including many natives) that rely on those plants.

Urban forestry concepts should be applied both inside and outside the parks to improve the quality of the urban ecosystem. (See Map 13.) The condition of the natural ecosystems on park land can be improved through careful stewardship of the land outside the parks. Urban forestry principles reinforce existing park



LEGEND

- Master Plan Boundary
- - - - - County Line
-  Streamside Area
-  Upland Area
-  Diversity of street trees

-  Streams
-  Roads



Not To Scale

policies to reduce invasive plants, plant only native species in reforestation efforts, and recreate pockets of true forest with the stream valley parks.

The urban forestry concept is not designed to recreate forest as it existed prior to development, but to create pockets of native trees and understory vegetation within the urban ring to better support the remaining natural ecosystem and create a healthy urban ecosystem. Different kinds of native plant species are appropriate depending on whether a site is located in upland or riparian (near stream) areas. The benefits of applying urban forestry principles include increased resiliency of the urban ecosystem, more diversified habitat to provide food and shelter to native wildlife (both resident and migratory), minimized yard maintenance through natural landscaping, and reduced encroachment of alien and invasive species on remaining forest and park land.

For street tree systems a diversity of species is desirable. Even though the use of native species is not always possible in the harsh roadside environment, planting diverse tree species promotes ecosystem health and reduces disease and tree loss. In addition to street trees, naturalized landscape areas along the trails that connect the stream valley parks and the Countywide trails can also contribute to an enhanced urban ecosystem.

Urban forestry concepts should be applied voluntarily by property owners when making landscaping decisions. This urban forestry concept also provides guidance for Planning Board review of public and private landscaping projects as one objective to be balanced with others. However, this concept does not contradict or expand upon forest conservation or any other existing regulatory programs. The principles of using native species and reducing invasive species are already strongly supported in the County Forest Conservation Act, and applying urban forestry principles within the urban ring complements existing forest and tree preservation programs.

Recommendations

C Enhance the natural environment in East Silver Spring by creating green spaces, continuing street tree maintenance and planting programs, and identifying locations for improved street tree planting.

Priority areas for additional street trees and landscaping should be identified in the entire planning area by M-NCPPC with the help of the County's Department of Public Works and Transportation (DPWT) and other appropriate agencies.

C Encourage the application of urban forestry principles to landscaping projects to improve the diversity, health and aesthetics of the urban ecosystem and better support the remaining natural ecosystem of the stream valley parks. Key principles include:

1. Using native plant species for landscape projects.
2. Planting a mixture of overstory trees and understory trees and shrubs.
3. Controlling existing alien invasive species and reduce further use.

Water Quality/Stormwater Management

This Master Plan area lies within two watersheds: Sligo Creek and Northwest Branch. Many streams that drain the area have been placed underground in a storm drain network that empties into small tributary streams feeding Sligo Creek and Northwest Branch. Most of the headwaters and small tributaries of Long Branch, the largest tributary of Sligo Creek, are similarly piped. Since most of Silver Spring was developed prior to the adoption of stormwater management requirements, these tributary streams are highly degraded, according to the County-wide Stream Protection Strategy (CSPS). The Lower Mainstem subwatershed of the Northwest Branch has fair water quality and biological diversity and good quality habitat. The area within East Silver Spring is just downstream of the scenic gorge area along the fall line, with more gentle topography and a well developed floodplain. The Lower Sligo and Long Branch subwatersheds of Sligo Creek have poor water quality and biological diversity. The CSPS identifies all these subwatersheds as Watershed Restoration Areas. The Long Branch and the Lower Mainstem of the Northwest Branch are classified as priority subwatersheds for future studies and project funding.

The mainstem of Sligo Creek has good habitat quality and improving biological conditions, largely due to the extensive improvements to the watershed implemented over the past decade as part of interjurisdictional efforts to improve the Anacostia watershed. Regional stormwater management facilities now control storm flows off the heavily developed headwaters of the watershed, and instream habitat improvements and fish restocking have occurred throughout the mainstem.

Long Branch has marginal habitat quality with sediment deposition, deep channel cutting, and actively eroding banks. Interagency efforts to improve the Long Branch are in the initial planning stages. The Lower Long Branch Stream Valley Park Stream Restoration and Feasibility Study, November 1998, identifies projects that can contribute to the preservation of eroding parkland and stabilization of stream banks. Given the small size of the public lands surrounding the Long Branch, it may be difficult to identify sites for substantive stormwater runoff control such as implemented on Sligo Creek.

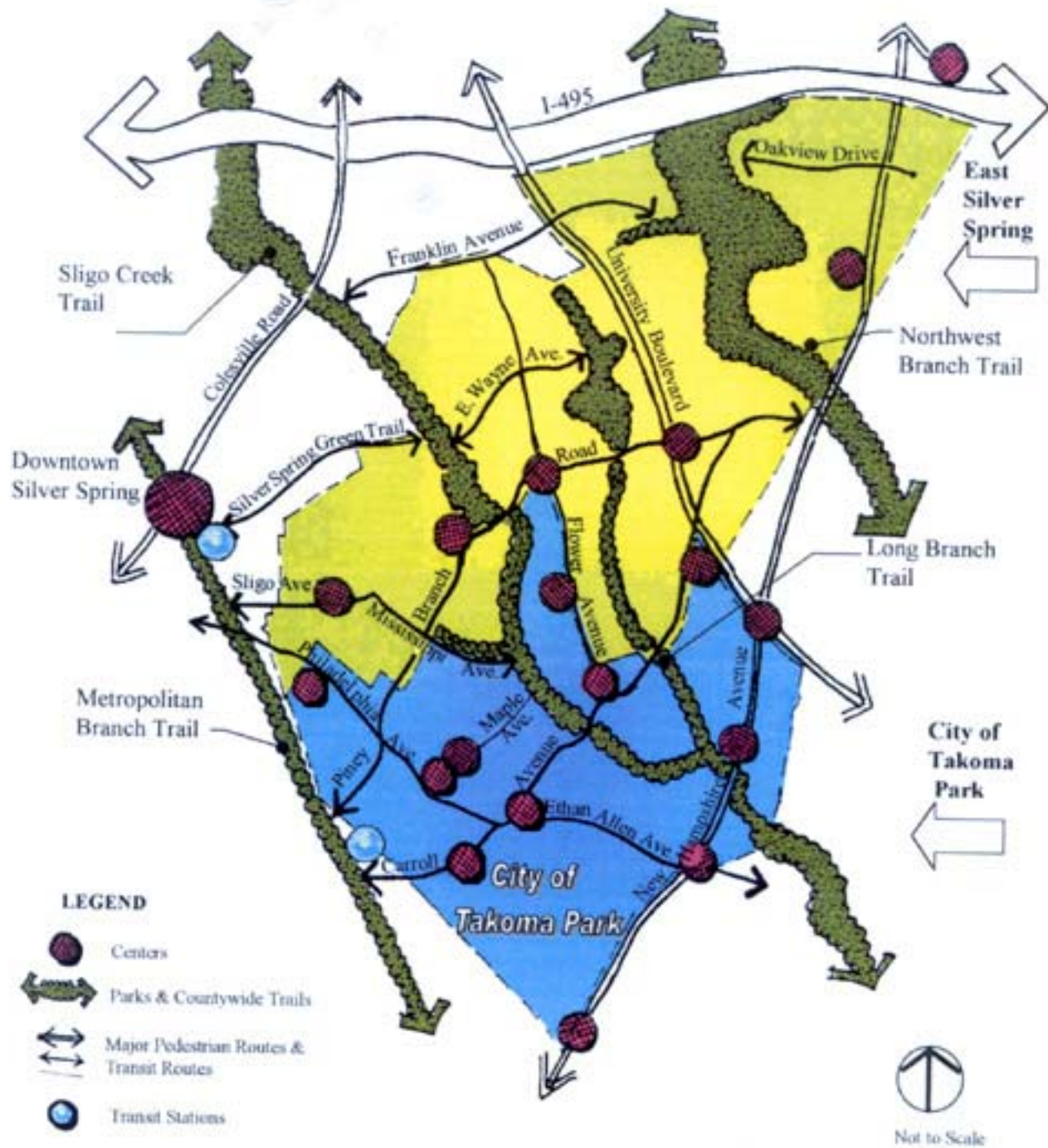
Even though significant improvement of stream quality in and near the planning area is unlikely, stormwater management measures applied during redevelopment provide some opportunity to reduce pollutants and storm flows to the Northwest Branch mainstem, Long Branch, and the newly-restored Sligo Creek mainstem. These limited but effective stormwater management opportunities are one critical element of a cooperative strategy to develop comprehensive regional watershed solutions with the help of citizens, developers, and public agencies.

Compliance with stormwater management regulations, enforced by the County's Department of Permitting Services, can be expensive and technically difficult to achieve in the areas with small lot sizes and high existing impervious levels, conditions that are found in the commercial portions of this planning area. To address this difficulty, this Plan identifies several innovative options for stormwater management that can improve water quality with discouraging development, and can reduce development costs compared to traditional stormwater management structures or required waiver fees. These options can also enhance the aesthetic quality of East Silver Spring. During redevelopment, the Silver Spring/Takoma Park planning area is an ideal location to implement and test innovative stormwater management policies and techniques. This Plan suggests that the County Departments of Permitting Services and Environmental Protection work together with developers to promote these alternatives for stormwater management.

Recommendations

The first three recommendations reflect current County policy for stormwater management. The rest of the recommendations are innovative stormwater management options.

- C Continue to provide on-site stormwater treatment with effective technologies, where feasible.**
- C Promote comprehensive regional solutions to support further off-site watershed restoration activities in Sligo Creek, Long Branch and Northwest Branch using stormwater quantity waiver fees from appropriate developing sites.** For sites where stormwater flow control is infeasible or inappropriate, waiver revenues will provide critical funding support for public watershed projects that restore stream quality or protect floodplains, and provide an important offset for past uncontrolled development.
- C Explore opportunities for joint stormwater management and instream habitat projects among the County, M-NCPPC and other organizations.** Multiple funding sources should be examined for these projects, including state and federal grant programs.
- C Explore opportunities to create linear stormwater pond/wetlands within urban open space or along greenways.** Despite its namesake, Silver Spring does not currently possess any water features of any account. Stormwater treatment for multiple small parcels can be consolidated in linear ponds or wetlands located in urban parks and public open space. A related option is to ‘daylight’ urban streams by converting a stream channel that had been enclosed in a storm drain to a more natural open channel. These water features can be attractively landscaped and can serve as a focal point that links the natural environment in Sligo and Rock Creek parks to the built environment in downtown Silver Spring.
- C Promote the use of areas designed to increase infiltration within required open or green space.** Pavement often makes up most of the ‘green space’ required in urban development. These areas should be designed to increase the infiltration of rainfall wherever possible. Acceptable techniques might include alternative pavers, soil amendments and conditioning, small bioretention areas, rooftop gardens, disconnection of impervious cover, or other landscaping techniques that increase infiltration or enhance natural hydrology.
- C Improve permeability of surface parking areas with green space that increases infiltration.** Commercial areas often have surface parking lots that generate large amounts of stormwater runoff. Techniques that increase infiltration within the parking lots, such as bioretention areas and disconnection of impervious cover, can reduce the dependence on structural solutions.
- C Expand voluntary business pollution prevention programs within the industrial and commercial zones.** Continue to develop existing voluntary pollution prevention programs in the City and County.



NEIGHBORHOOD-FRIENDLY CIRCULATION SYSTEMS

The East Silver Spring Master Plan seeks to accommodate local and regional traffic while recommending safe, pleasant, and convenient pedestrian and bicycle access to places people want to go.

INTRODUCTION TO THE THEME

The vision of this Master Plan provides adequate roads for vehicular traffic, while emphasizing pleasant pedestrian and bicycle access as an important improvement to the character of communities. Residents of East Silver Spring should be able to walk or bike to nearby shops and public services, as well as to more distant regional parks and facilities. Pursuant to this vision, the Plan recommends improvements to the Metropolitan Branch Trail as an addition to County-wide Trails located in both the Sligo Creek and Long Branch Stream Valley Parks.

To accommodate both local and regional vehicular traffic, this Plan recommends a road system that balances land use and transportation needs. The Plan relies on the roadway classification system used by County and State highway officials to define roadway standards and the ultimate number of lanes. The road classification includes Major Highways, Arterials, and Primary Residential roadways. The Master Plan designates rights-of-way to reserve land needed for road improvements and recommends the number of lanes needed to accommodate traffic. Special consideration has been given to ensuring that the recommended rights-of-way are consistent with protecting community character and livability in established neighborhoods.

The Plan addresses traffic congestion, which results from development and growth throughout the region, by supporting alternatives to auto travel such as an improved pedestrian environment, completion of bicycle routes, and expansion of mass transit services. Anticipated growth will result in some congested intersections within East Silver Spring during peak periods of travel. Widening of roads in this area is not recommended due to the impact on neighborhoods along the roadways, but minor improvements to several existing intersections are supported. Map 14, Neighborhood Friendly Circulation, shows major trails and pedestrian routes.

TRAFFIC CIRCULATION

Existing and forecast traffic conditions in the East Silver Spring Planning Area are described in detail in the 1999 *Silver Spring/Takoma Park Transportation and Circulation Report*, prepared by M-NCPPC and available as a background report. This report documents the effects of anticipated Silver Spring CBD Sector Plan development on traffic conditions throughout the greater Silver Spring vicinity. The development envisioned in the Silver Spring CBD Sector Plan reflects an increase of about 2,000 households and 8,000 jobs over current levels. Increased traffic volumes in East Silver Spring are expected to be due primarily to the Silver Spring CBD development. The recommended roadway capacity improvements identified in this

section are therefore based on the recommendations described in the *Silver Spring/Takoma Park Transportation and Circulation Report*, which is included as background material in Appendix G.

From a Policy Area perspective, the Plan described herein provides an adequate transportation system based on current areawide congestion standards specified in the Annual Growth Policy (see the Glossary regarding the Annual Growth Policy, or the AGP). The *Silver Spring/Takoma Park Transportation and Circulation Report*, however, identifies individual intersections where the forecast Critical Lane Volume (CLV) is substandard even after recommended capacity improvements are made, as shown on Map 15.

The circulation system recommendations are designed to accommodate travel demand for the year 2020. Additional details regarding the travel demand forecasting process are provided in the *Silver Spring/Takoma Park Transportation and Circulation Report*, which is available as a Background Supplement. The Master Plan does not explicitly recommend roadway capacity improvements to achieve current Local Area Transportation Review standards, for four reasons:

1. A major goal of this Plan is to make the circulation system more neighborhood-friendly. In some cases, improvements which increase roadway capacity are undesirable due to negative community impacts. This Plan also supports the County's neighborhood traffic protection programs which have been successful in keeping commuter traffic on the major highways.
2. The intersection forecasting methodology used is most appropriate for identifying short-term, localized improvements. The *Silver Spring/Takoma Park Transportation and Circulation Report* examines the area wide impact of development over a 20-year time frame. The results are therefore useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis.
3. The extent of new development recommended in the East Silver Spring Master Plan is nominal, particularly in comparison to planned Silver Spring CBD development.
4. Changes to the congestion standards could be adopted during the Master Plan time frame. The County Council conducts biennial reviews of the AGP Policy Element. The most recent changes to the congestion standards in East Silver Spring were adopted in 1994.

Recommendations

C This Plan recommends possible future improvements from the *Silver Spring/Takoma Park Transportation and Circulation Report* which can be implemented without severe community impacts, including:

1. Along Piney Branch Road south of Sligo Creek Parkway, reconstruct Piney Branch Road as a three-lane section with exclusive turn lanes at intersections.
2. Along Piney Branch Road at University Boulevard, construct exclusive right turn lanes on both Piney Branch Road intersection approaches.
3. Along New Hampshire Avenue between Adelphi Road and the Capital Beltway, add a fourth northbound through travel lane to New Hampshire Avenue, construct a second left turn lane to

southbound New Hampshire Avenue at Adelphi Road, and construct exclusive left turn lanes on both approaches of Oakview Drive at New Hampshire Avenue.

4. Reconstruct Wayne Avenue from the Silver Spring CBD to Sligo Creek Parkway as a three-lane basic cross-section for traffic, with a through travel lane in each direction and a center left turn lane. An exclusive right turn lane should be added to westbound Wayne Avenue at Dale Drive.

C Additional capacity improvements throughout the Plan area should be considered on a case-by-case basis as needs arise. Should a desirable development opportunity affect an intersection where congestion standards would otherwise preclude its consideration, the development might be accommodated by one or more of the following means:

1. developing a more aggressive traffic mitigation program,
2. providing capacity improvements other than those explicitly described in this Plan, or
3. revising the congestion standards.

The first two means above can be pursued through the regulatory process, whereas the third requires a change to the AGP made by the County Council. In either case, this Plan recognizes that some flexibility is appropriate to encourage revitalization.

C Streets which are within the public right-of-way but are not built (known as paper streets) should be retained in public ownership unless they are no longer needed for public auto, pedestrian or bicycle access, or for other public use.

A Road Classification system is used by County and State transportation officials to state the basic purpose of each street, to identify the minimum right-of-way, and to state the recommended number of traffic lanes for each street. A streetscape treatment is provided for each classification to show how travel lanes, medians, landscaped areas and sidewalks are included within each right-of-way for each street. The classifications of roadways in East Silver Spring are Major Highways, Arterials, and Primary Residential Roads, as shown on Map 16 and Table 2.

The Tables recommend rights-of-way for many primary and arterial streets that are less than the standard 70 feet or 80 feet. The reductions in the recommended rights-of-way will help to protect community character and livability in established neighborhoods. The existing number of lanes on roads will be maintained with adequate space for improvements for pedestrians and bicyclists and for turn lanes at intersections. Where greater right-of-way may be needed in the future, there is flexibility for future acquisition.

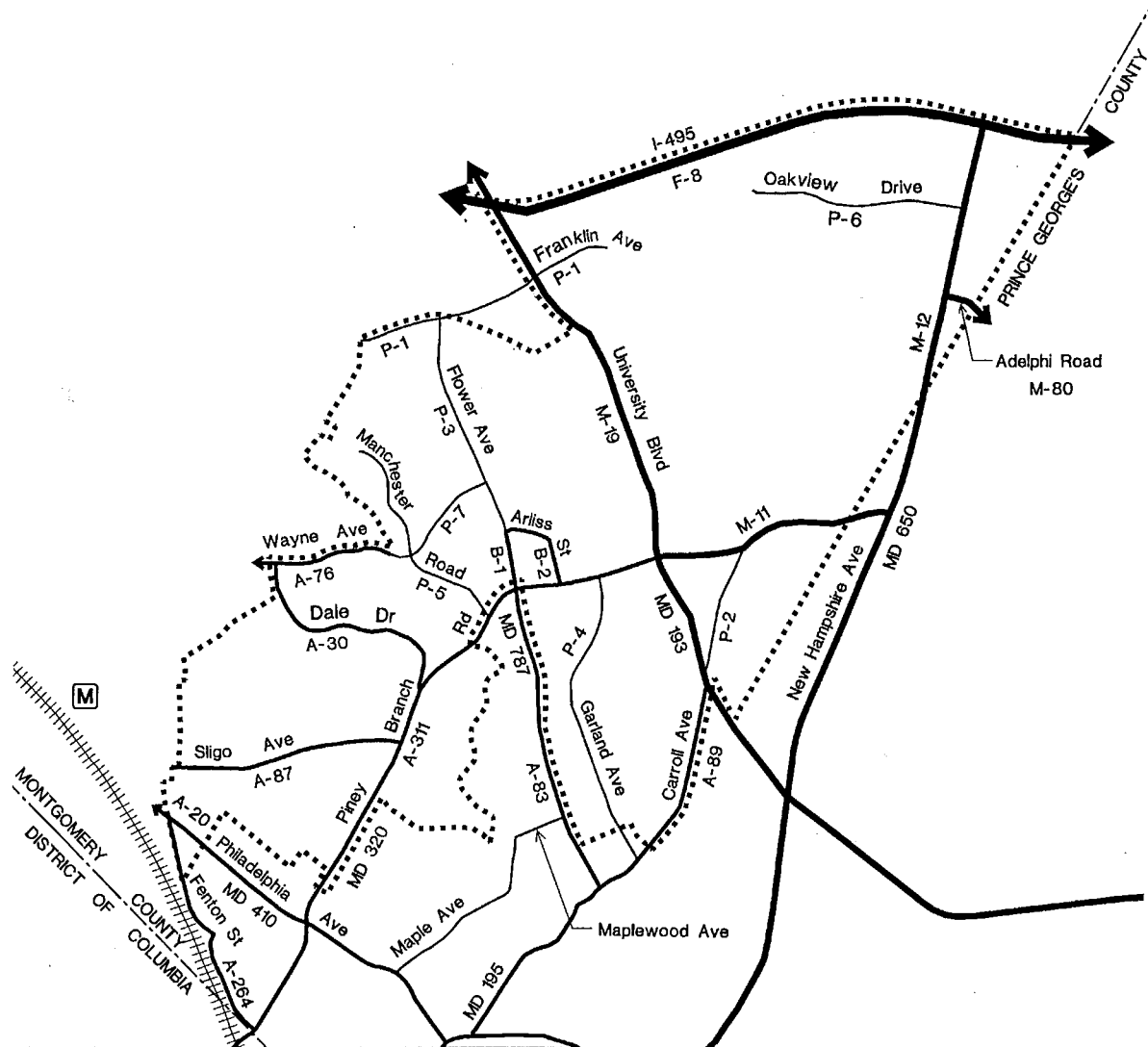
Recommendations

- C Affirm that major Highways and Arterials should continue to serve regional and area traffic needs and thereby limit traffic impacts on local and neighborhood streets. Improvements to these roads may be needed to upgrade the character of an area or to improve motorist, pedestrian or bicyclist safety.**
- C Change the roadway classification of Piney Branch Road from Major Highway to Arterial Road for the East Silver Spring portion between Ray Drive and University Boulevard.**

- C Change the roadway classification of Carroll Avenue from Primary Residential road to Arterial road between University Boulevard and Piney Branch Road.**
- C Change the roadway classification of the following streets from Primary to Secondary: Dilston Road, Braddock Road, Chickasaw Drive, and Tahona Drive.**
- C Change the roadway classification from Arterial to Business District Street: Arliss Street and the portion of Flower Avenue between Piney Branch Road and Arliss Street.**
- C Approve minimum rights-of-way and apply the following guidelines for Primary and Arterial Roads in established neighborhoods:**
 - 1. Where the existing right-of-way is greater than the “minimum right-of-way,” the existing right-of-way is recommended. The “minimum right-of-way” in the table is not intended to result in the loss of existing right-of-way.
 - 2. The recommended right-of-way is the minimum expected for dedication at the time of subdivision.
 - 3. Right-of-way continuity within each block is desirable. On a block where most lots have already dedicated more than the minimum, the remaining lots may be asked to dedicate to match their neighbors.
 - 4. All arterial and primary roads should be closed section (curb and gutter).
 - 5. Avoid taking existing buildings.
 - 6. At the time of Preliminary Plan or Facility Plan the following will be determined on a case-by-case basis:
 - A. Final roadway design
 - B. Final right-of-way widths and locations
 - C. Any easement widths and locations
 - 7. Rights-of-way may be increased at intersections. Turn lanes may be added.
 - 8. Rights-of-way may be reduced below that recommended in Table 2.
 - 9. An easement may be used in lieu of right-of-way.

Road Classifications

Map 15



LEGEND

- County Line
- Master Plan Boundary
- Freeway and Parkway
- F-8
- Major Highway
- M-19
- Arterial Road, Business District Road
- A-311, B-2
- Primary Residential Road
- P-4
- [M] Metro Station

+++++ Railroad

Not To Scale



Table 2

ROADWAY CLASSIFICATIONS

Master Plan Roadway Designation	Name	Limit	Minimum Right-of- Way	Recommended Number of Lanes
F-8	Capital Beltway (I-495)	University Boulevard to Prince George's County line	300'	10 divided
M-11	Piney Branch Rd. (MD 320)	University Boulevard to Prince George's County line	120'	4 divided
M-12	New Hampshire Ave. (MD 650)	Capital Beltway to Prince George's County line	150'	6-8 divided
M-19	University Blvd. (MD 193)	Capital Beltway to Prince George's County line	120'	6 divided
M-80	Adelphi Road	New Hampshire Avenue to Prince George's County line	120'	4
A-20	Philadelphia Ave. (MD 410)	Fenton Street to Chicago Avenue	50'	2
A-30	Dale Drive	Wayne Avenue to Piney Branch Road	70'	2
A-76	Wayne Avenue	Dale Drive to Sligo Creek Parkway	80'	2
A-83	Flower Ave. (MD 787)	Piney Branch Road to Takoma Park line	55'	2
A-87	Sligo Avenue	Silver Spring CBD to Piney Branch Road	50'	2
A-89	Carroll Ave. (MD 195)	University Boulevard to Glenside Drive	90'	2
		Glenside Drive to Garland Avenue	50'	2
A-264	Fenton Street	Philadelphia Avenue to Chicago Avenue	80'	2
A-311	Piney Branch Road (MD 320)	University Boulevard to Sligo Creek Parkway	80'	4
		Sligo Creek Parkway to Philadelphia Avenue	80'	2
B-1	Flower Avenue	Arliss Street to Piney Branch Road	70'	2
B-2	Arliss St.	Piney Branch Rd. to Flower Ave.	70'	2

Table 2 (Continued)

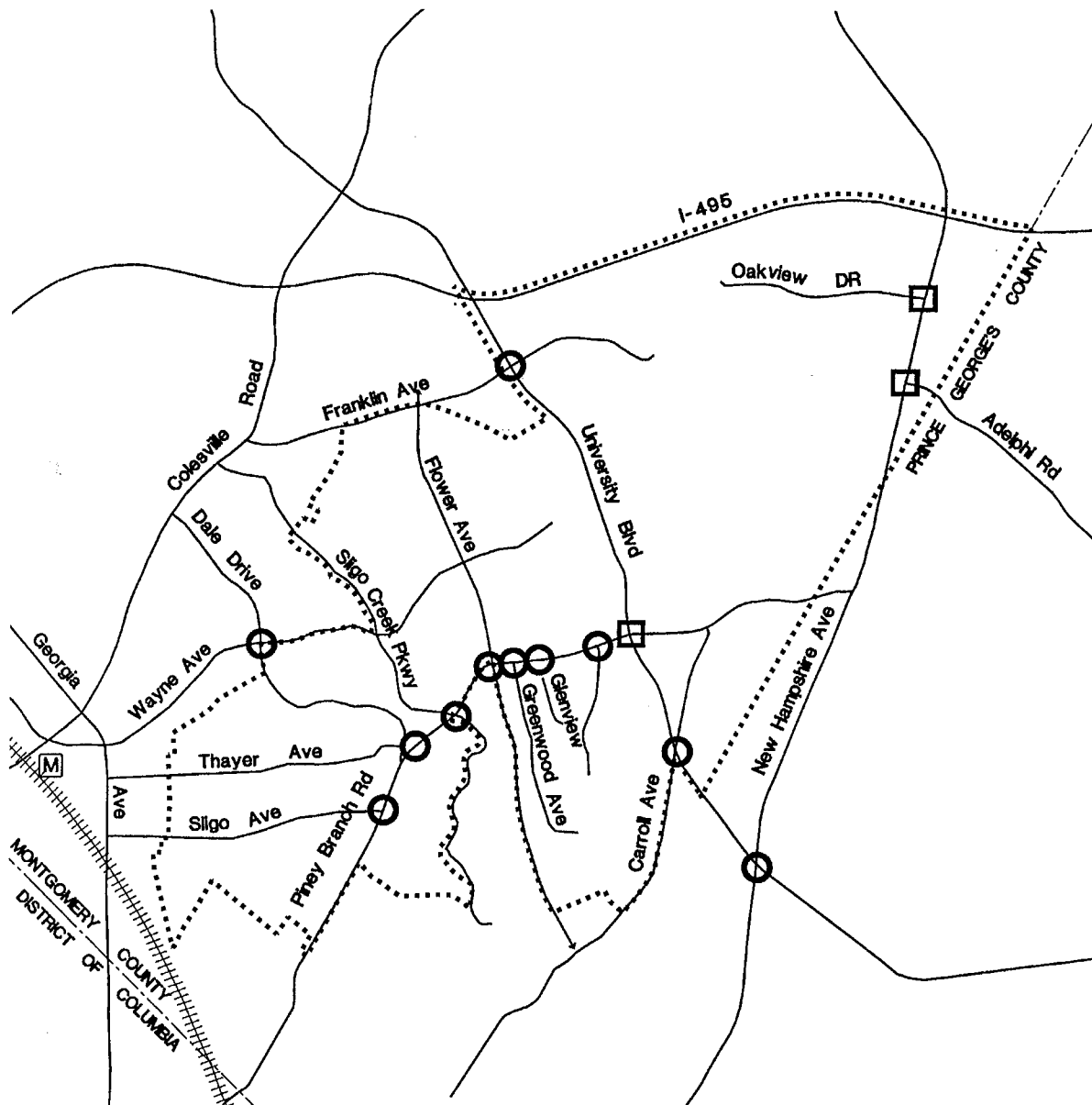
ROADWAY CLASSIFICATIONS

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes
P-1	Franklin Avenue	Caroline Avenue to Evergreen Street	70'*	2
		University Boulevard to Lawnsberry Terrace	100'	2
P-2	Carroll Avenue	Piney Branch Road to University Boulevard	70'	2
P-3	Flower Avenue	Franklin Avenue to Arliss Street	70'*	2
P-4	Garland Avenue	Piney Branch Road to Takoma Park line (except - see below)	60'	2
		Maplewood Avenue to Prospect Street	50'	2
P-5	Manchester Road	Three Oaks Drive to Piney Branch Road	70'	2
P-6	Oakview Drive	New Hampshire Avenue to Northwest Branch Park	60'	2
P-7	Wayne Avenue	Sligo Creek Parkway to Flower Avenue	70'	2

1. The recommended number of lanes refers to the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Rights-of-way are considered to be measured symmetrically based upon roadway centerline unless noted with an asterisk*.
2. Additional dedication or construction easements on adjacent private property may be needed. The amount will be determined on a case-by-case basis. The right-of-way will not necessarily be wide enough to include the standard 2-foot clearance for construction and maintenance.
3. The initial estimates of right-of-way widths were rounded “up” to the nearest 5 feet to establish the minimum right-of-way.
4. These minimum rights-of-way do not assume final road designs that match the “Typical Road Sections” for primary and arterial roads in the Design Standards for Montgomery County, by DPWT, revised in February 1996.
5. Rights-of-way may still be reduced by the Planning Board below that recommended in Table 2. An easement may still be used in lieu of right-of-way.

Forecast Intersection Congestion

Map 16



LEGEND

- County Line
- Master Plan Boundary
- CLV < 1650 (Better Than Standard)
- CLV > 1650 (Worse Than Standard)
- Ⓜ Metro Station
- |||||| Railroad

Not To Scale



PEDESTRIAN SYSTEM

Master Plan Area Sidewalks and Trails

Walking is an important part of life in East Silver Spring. This Plan provides guidance for a pedestrian system serving both recreational routes and commuter or errand routes. The Plan recognizes that existing conditions must be considered (right-of-way availability, trees, topography, and the interests of adjacent property owners) when designing new sidewalks. The recommendations of this Plan should be implemented by existing County and State agencies and by private developers. This Plan makes general recommendations for the area pedestrian system, as well as for pedestrian and streetscape improvements along specific roadways.

Recommendations

- C Improve pedestrian access to shopping areas, transit, and community facilities by providing wide, tree-lined sidewalks throughout the area.** Improve crossings with pedestrian signals and limitations on right turns where appropriate. Good pedestrian walkways should be provided in all residential areas. The most important routes are identified by their main function and should be given priority. In many places, while sidewalks currently exist, they are inadequate and should be improved.
- C Provide a system of sidewalks with the following components.**

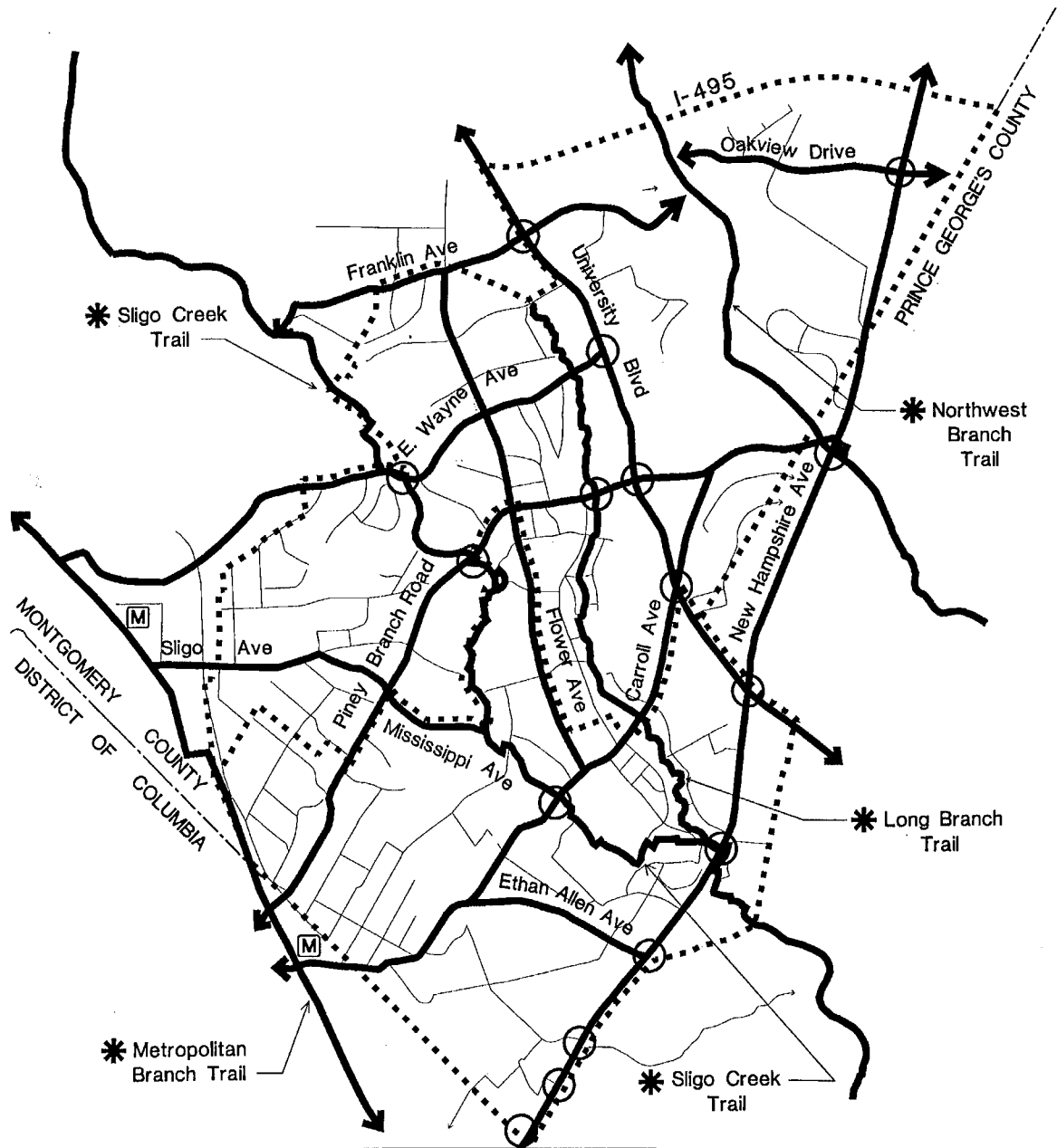
Pedestrian System Framework: Map 17 shows the routes which form the framework for pedestrian access in East Silver Spring. County-wide trails include Sligo and Long Branch Stream Valley park trails. Streetscape enhancements, which provides improved pedestrian access, is recommended along various streets in the area. Streets that are major transit routes also need a good pedestrian environment. A system of existing and potential neighborhood routes are also shown on the map.

Major Neighborhood Routes: These are routes that fill the gaps between neighborhoods and important community destinations. The major neighborhood routes connect to the pedestrian system framework routes, as well as to parks, schools, and commercial and institutional centers. Potential trail access points represent locations which could serve neighborhoods. Maps and tables showing potential neighborhood routes and the trail access points are available in a supplemental document called, "Pedestrian Routes and Bikeways," Preliminary Study, 2001. This report is a work-in-progress which should be finalized as part of the Framework for Action implementation efforts to follow adoption of the Master Plan.

Other Local Pedestrian Routes: Sidewalks along other neighborhood streets are not shown on the pedestrian system framework or in the report on Major Neighborhood Routes. While flexibility is recommended to meet a local access need, the priority for public sidewalk projects should go to the Pedestrian System Framework or the Major Neighborhood Routes. Traffic calming measures should be considered along both selected Major Neighborhood Routes and other local neighborhood streets.

Pedestrian System - Framework

Map 17



LEGEND

- Master Plan Boundary
- County Line
- Major Sidewalks and Trails
- Major Neighborhood Routes
- Major Pedestrian Crossings
- Ⓜ Metro Station

* Countywide Trails

Not To Scale



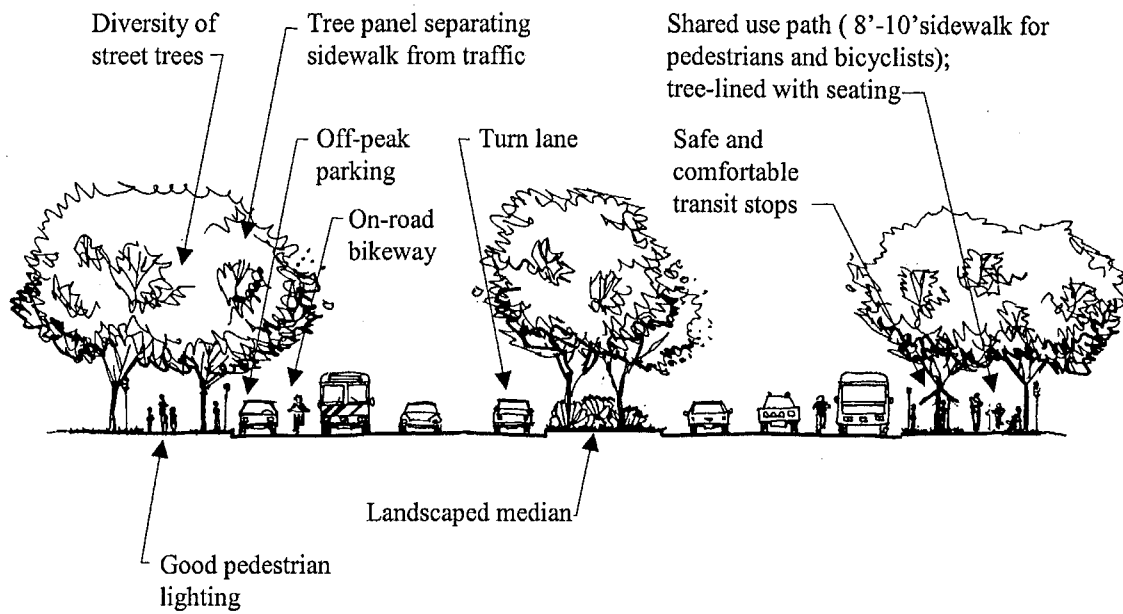
Streetscape Treatments

University Boulevard Recommendations

- C Provide tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8 foot- to 10-foot-wide sidewalks) on both sides. (See Appendix F, “Bikeway Plan.”)**
- C The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet, the existing right-of-way should be maintained. However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.**
- C Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**
- C Prepare a concept study of major improvements to the pedestrian environment and to the attractiveness of the area along University Boulevard. A streetscape concept is shown in Figure 3. The study should address the following issues:**
 - 1. Provision of a streetscape and landscaping treatment, possibly reflecting the international character of businesses along University Boulevard.
 - 2. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings.
 - 3. Provision of on-street parking during off-peak periods to buffer pedestrians from moving traffic, provide parking options for residents, and reduce traffic speeds.
- C Revise this Master Plan if the “Purple Line” for transit is approved along University Boulevard.** Revisions should reflect any needed changes in right-of-way or easement acquisition, or changes in land use, zoning, and design recommendations. The transit alignment is an alternative under study by the State of Maryland as part of the Capital Beltway Major Investment Study.

New Hampshire Avenue Recommendations

- C Provide tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8 foot- to 10-foot-wide sidewalks) on both sides. (See Bikeway Appendix.)**
- C Acquire right-of-way to the full 150-foot standard to provide adequate space for landscaping and sidewalks. (Assumes the Department of Public Works and Transportation Design Standard number MC-218.02.) Purchase the land or acquire it through dedication-at-redevelopment.**
- C Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**



Prepare a concept study of major improvements to the pedestrian environment and to the attractiveness of the area along New Hampshire Avenue. A streetscape concept is shown in Figure 3. The study should address the following issues:

1. Addition of trees to medians and to the edge of roads within existing rights-of-way.
2. Conformance to setback requirements for parking lots and buildings along the roadway to provide space for sidewalk easements behind tree panels where the right-of-way is inadequate.
3. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as at bus stops and pedestrian crossings. Improvements should include crossings of New Hampshire Avenue at Northampton Drive, Adelphi Road, and Oakview Drive.

Piney Branch Road, Carroll Avenue, Fenton Street, Franklin Avenue, and Oakview Drive Recommendations

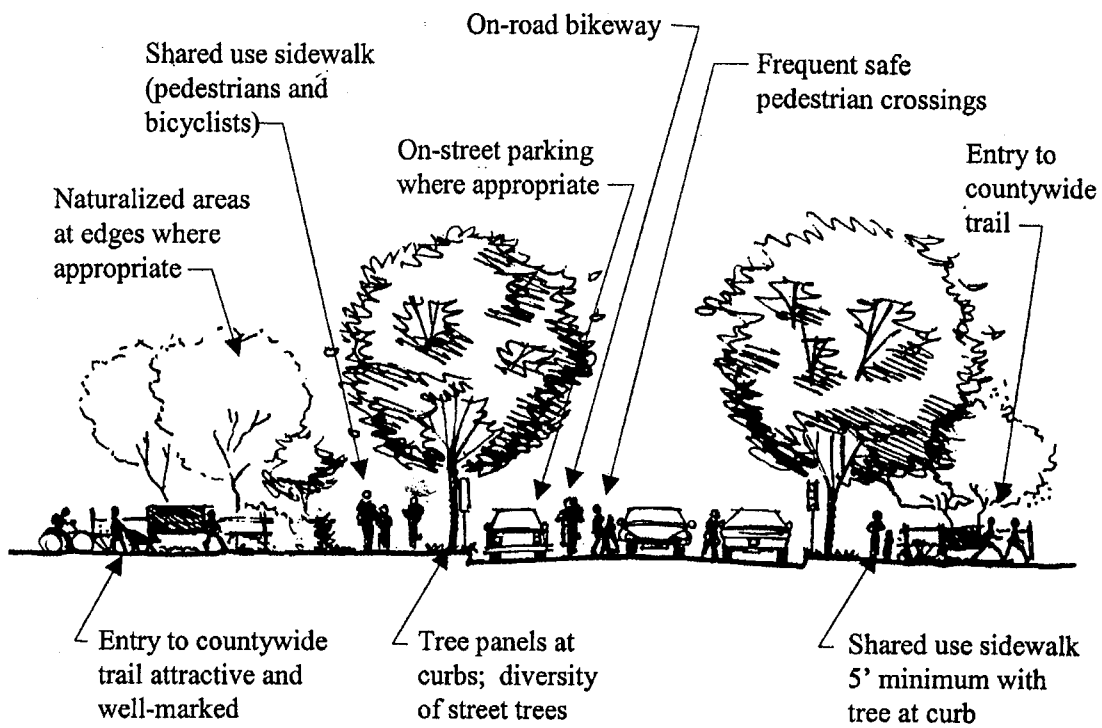
A variety of streets in the East Silver Spring Master Plan warrant additional streetscape treatment to enhance pedestrian connections from neighborhoods to commercial or employment centers or between neighborhoods. An emphasis is on safety as many of these roads support heavy traffic volumes at high speeds on paving sections adjacent to sidewalks.

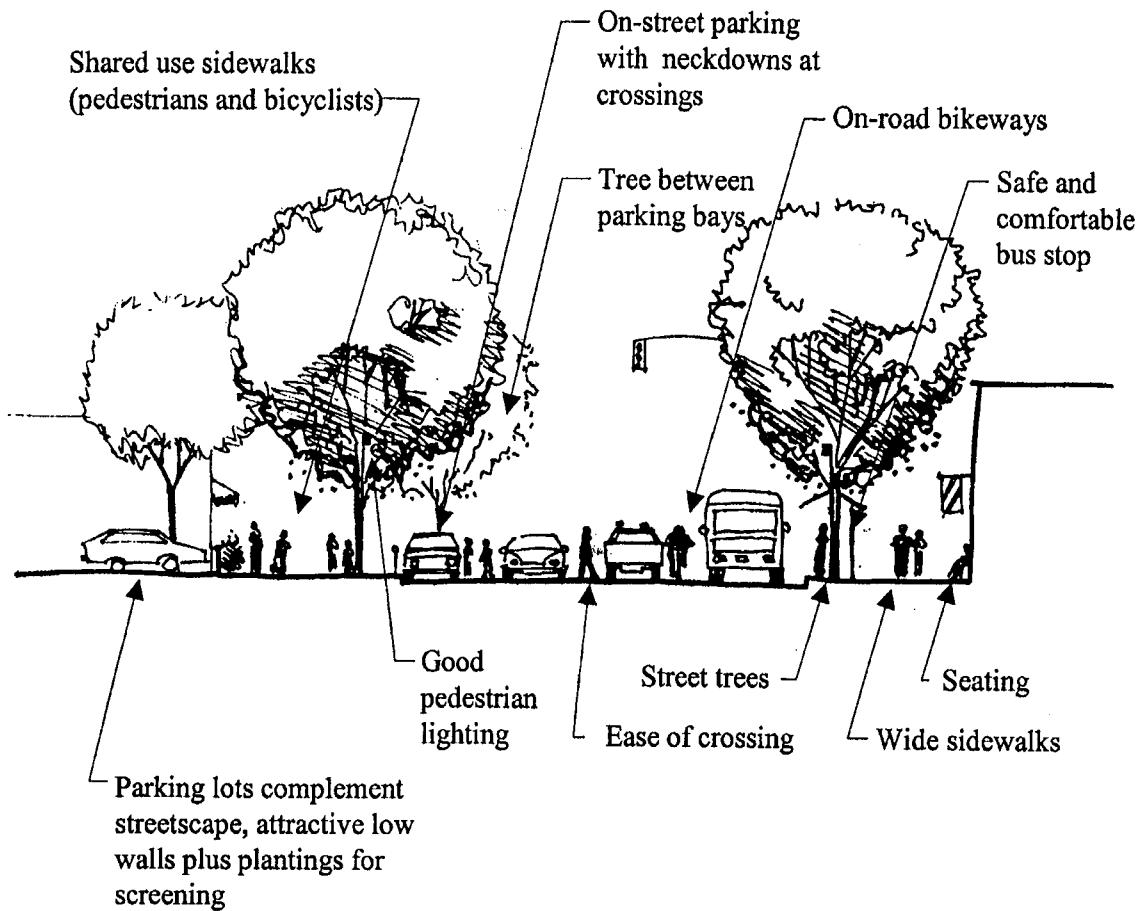
C Provide streetscaping along Piney Branch Road, Carroll Avenue, East Wayne Avenue, Franklin Avenue, and Oakview Drive (see Figure 4) to include:

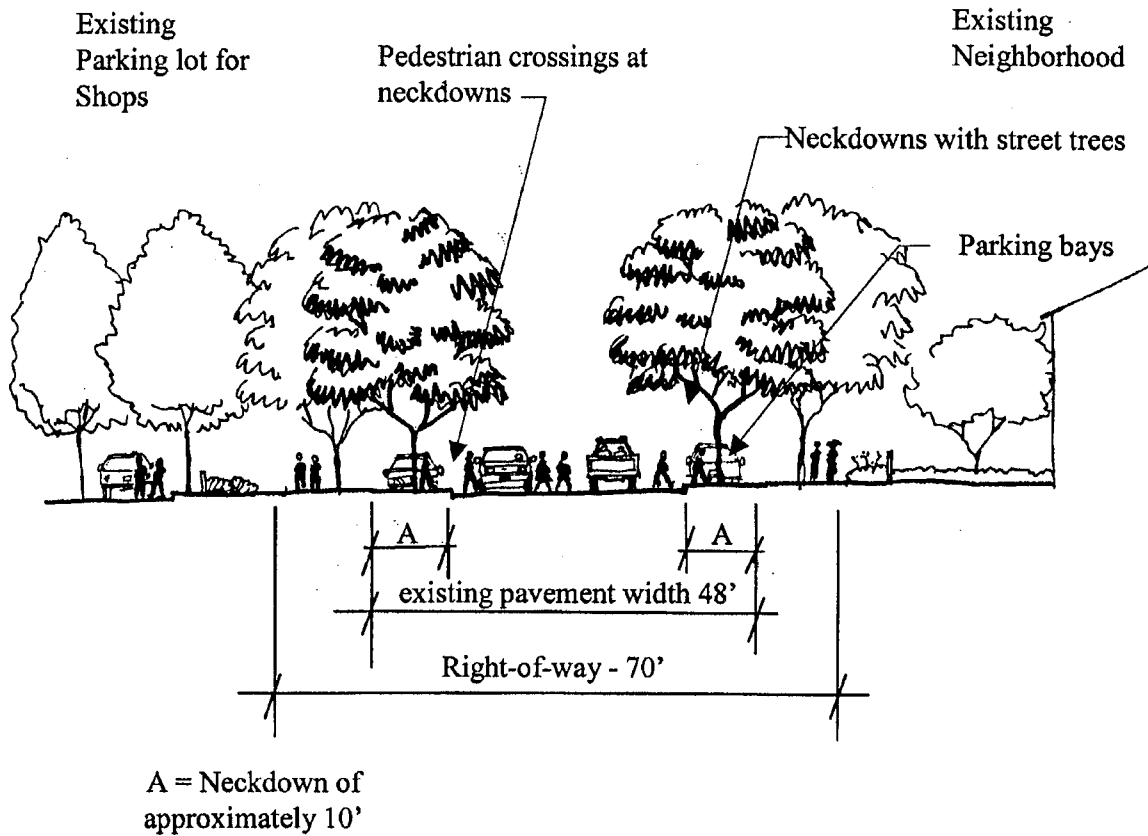
1. Provide sidewalks on both sides of the road with trees to shade both the sidewalks and the travel lanes and on-road bikeways. Provide on-road bikeways as recommended in the bikeway section. The sidewalk should be set back from the curb to separate users from traffic. Future detailed design studies will determine the final design. Minimize impacts on front yards. Acquisition of additional rights-of-way or easements may be needed in some cases. Flexible design, done on a case-by-case basis, is essential. Where shared-use sidewalks are appropriate, ensure that the sidewalk is designed to accommodate safely and comfortably both pedestrians and the expected number of bicyclists.
2. Provide frequent and safe pedestrian crossings to ensure good access to pedestrian/bike routes from surrounding neighborhoods.
3. Safe crossings of major intersections, such as Carroll Avenue at University Boulevard, are especially needed since these are the most difficult to cross due to traffic volumes and number of lanes.

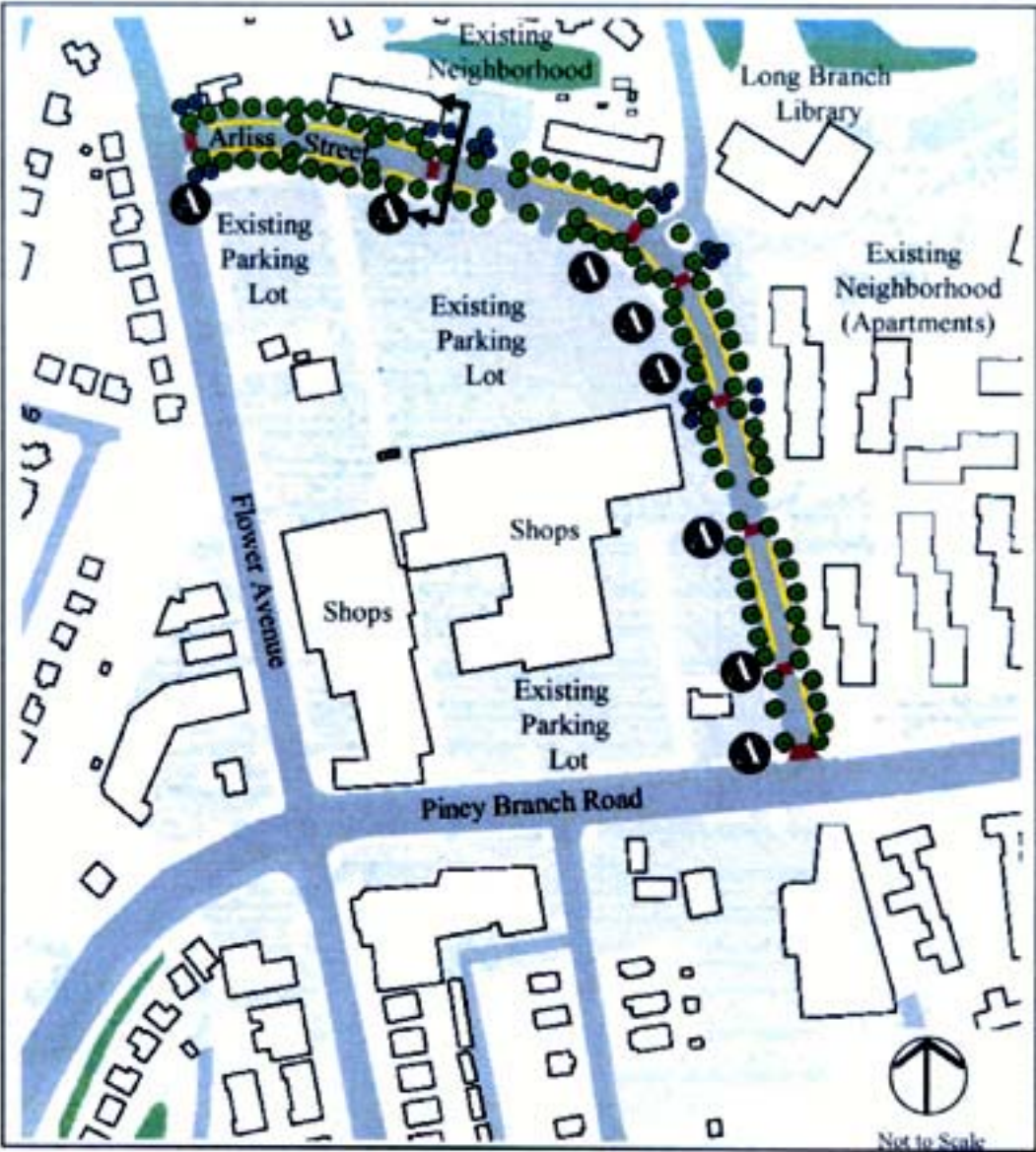
C Provide streetscaping along Fenton Street to provide a continuous and attractive link between the CBD and Montgomery College. This will contribute to an attractive gateway to the CBD and to the campus.

C Provide streetscaping along Piney Branch Road in coordination with Prince George's County and the City of Takoma Park (see Figure 4), to include:












LEGEND

-  Neckdowns with street trees and pedestrian crossings
-  Parking bays between neckdowns
-  Section- See Figure 6

RECOMMENDATIONS:

- Enhance the pedestrian environment
- Add more street trees
- Create more pedestrian crossings
- Encourage traffic to slow
- Narrow roadway with neckdowns
- Maintain on-street parking in bays

1. Improve the intersections of Sligo Creek Parkway and Flower Avenue with Piney Branch Road to better accommodate pedestrian access to transit and provide good pedestrian and bikeway crossings while ensuring adequate traffic flow.
2. Maintain the four through-lane section from Sligo Creek Parkway to New Hampshire Avenue (in Takoma Park) to ensure good traffic flow.
3. Provide a shared-use path on the north side from University Boulevard to the entrance to Northwest Branch Park, with a shared-use sidewalk on the south side and on-road bikeways. Provide shared use sidewalks on both sides and on-road bikeways. (See Appendix F, “Bikeway Plan.”)

C Provide streetscaping along Carroll Avenue from University Boulevard to Takoma Junction (in Takoma Park). Trees and other landscaping should be used to visually narrow the roadway.

Flower Avenue Recommendations

The livability, character, and safety of Flower Avenue are important to the entire community. Flower Avenue is a shady tree-lined street with many homes along it. It is a busy connection between Piney Branch Road and Carroll Avenue. It is also a transit and on-road bike route. On its east side, a number of mature trees and established homes are very close to the street. As a result, the path along that side is intermittent and narrow - and inadequate. The highest priority should be given to making improvements for pedestrian safety, with every effort to preserve neighborhood character while doing so. (See Figure 5.)

- C Provide continuous pedestrian routes on both sides. High priority should be given to improving the east side. If possible, provide shared-use sidewalks on both sides and on-road bikeways. (See Appendix F, “Bikeway Plan.”)**
- C Preserve neighborhood character by protecting mature, healthy trees and the livability of homes. Minimize impacts on front yards.**
- C Perform future detailed design studies on a block by block basis to determine the final design and implementation strategy.**
- C Consider a phased implementation plan. The result may be a discontinuous route on the east side until the final phases. The first phases may include “neckdowns” (curb extensions at intersections), additional crosswalks, and additional paths connecting bus stops with crosswalks.**

Arliss Street Recommendations

Arliss Street between Flower Avenue and Piney Branch Road is a transition area between the townhouses on the north side of the street and the commercial retail activity of the Flower Village Center. To improve the transition, a streetscape treatment for Arliss Street between Flower Avenue and Piney Branch Road should be designed to reduce the perceived width of Arliss and break-up on-street parallel parking using street trees and pedestrian scale paving materials. (See Figures 6 and 7.)

BIKEWAY SYSTEM

This Plan's vision is to provide for safe, pleasant and convenient bicycle access that contributes to the quality of life. Everyone should be able to bike to nearby shops and schools as well as to friends in other neighborhoods, transit, regional parks, and more distant destinations. For this reason, both recreation and transportation bicycling needs are taken into account.

The Bikeway System Framework (Map 18) identifies the highest priority bikeways which are generally either through stream valley parks or along main roads or railroad tracks. These are expected to be the most popular routes. More detailed recommendations concerning the types of bikeways recommended for each route are in the appendix¹. Several of the bikeways are part of the County-wide parks trails system: Sligo Creek Trail, Long Branch Trail, Northwest Branch Trail, and the Metropolitan Branch Trail. As trails, they are also used by hikers.

Neighborhood bikeways are to be addressed in a supplement² where the most desirable local routes can be identified, evaluated, and recommended for improvements with the advice of each neighborhood.

Recommendations

- **Place a high priority on the completion of the County-wide trail system³. This includes closing the gap in the Long Branch Trail between Piney Branch Road and Franklin Avenue.**
- **Build the Metropolitan Branch Trail, which is also part of the County-wide trail system, as a direct and continuous pedestrian and bike trail parallel to the Metro Red Line.**

The Metropolitan Branch Trail will serve not only the local community but the greater region. When connected to the Capital Crescent Trail, the combined trail will be crescent-shaped and link Union Station, Takoma Park, Silver Spring, Chevy Chase, Bethesda, and Georgetown. Portions of the trail are already constructed. Coordination with the District of Columbia is needed to ensure trail continuity.

As in the Silver Spring CBD, where possible, the trail design should provide separate pedestrian and bike paths and a double row of trees. The minimum widths for the pedestrian path and bike path should be 6 feet and 8 feet respectively.

Provide connections to the trail from neighborhoods, community facilities, and other destinations. The proposed bike and pedestrian bridge for Montgomery College should provide a good connection between the trail and South Silver Spring including Jesup Blair Park. (See Map 19.)

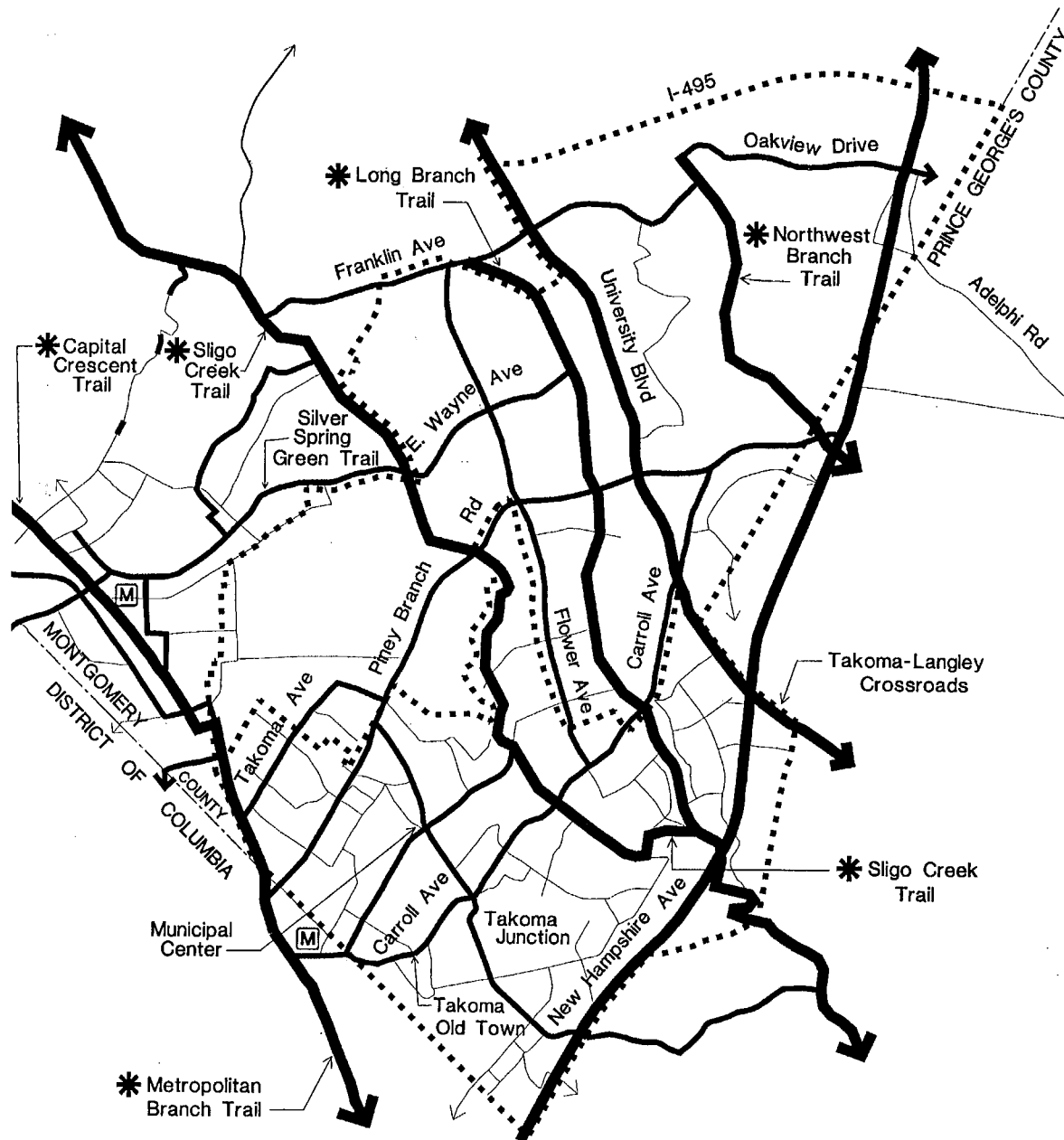
¹The Bikeway recommendations in the appendix are incorporated in this Master Plan by reference.

²*Pedestrian Routes and Bikeways*, Preliminary Study, 2001

³*1998 Countywide Park Trails Plan*

Bikeway System - Framework

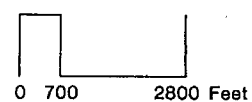
Map 18



LEGEND

- County Line
- Master Plan Boundary
- Regional Bikeways & Bikeways Along Major Highways
- Main Connections Between the Major Regional Bikeways & Between Important Local Destinations
- Neighborhood Bikeways

- [M] Metro Station
- * Countywide Trails



Design the trail to provide for a safe and enjoyable trail experience. Develop a design that enhances the user's experience and takes into account the following elements:

1. Aesthetics and comfort: provision should be made for landscaping, attractive fences and walls, and stopping places with seating. Adequate space between the trail and rail tracks must be maintained.
2. Opportunities to understand the community and its setting: vistas and signs could be provided to inform trail users about significant historic, environmental, or community features along the trail.
3. Detering Crime: the principles of Crime Prevention Through Environmental Design should be considered and balanced with other trail design objectives.

- **Provide good connections to surrounding neighborhoods.**

Safe and well-marked access points are important, particularly for the bikeways which are part of the County-wide trails system. Key access points for these trails are discussed in the supplement.

- **Provide safe crossings of roadways, particularly for countywide trails.**

Ensure that intersections have adequate space on either side of roadway crossings for both pedestrians and bicyclists using the trails. Consider installing trail crossing signals where there are no traffic signals.. High priority should be given to improvements for crossings of Piney Branch Road, Carroll Avenue, and New Hampshire Avenue. (Key crossings are shown on Map 17, the Pedestrian Framework)

- **Accommodate bicyclists on public roads whenever possible.**

Experienced cyclists expect to use any road just as motorists do. Current policies on state and County roads already support the accommodation of bicyclists on major roads whenever possible, except on the Beltway. Improvements for safer bicycle travel could include widened shared travel lanes, paved shoulders, striped bike lanes, and/or off-road paths, and shared use sidewalks. More detailed recommendations concerning the type of bikeway envisioned for each route in this Plan are in the appendix.

- **Evaluate all bridges that carry the bikeways in the framework and upgrade them where needed.**

- **Designate neighborhood bikeways as a follow up to this Plan.**

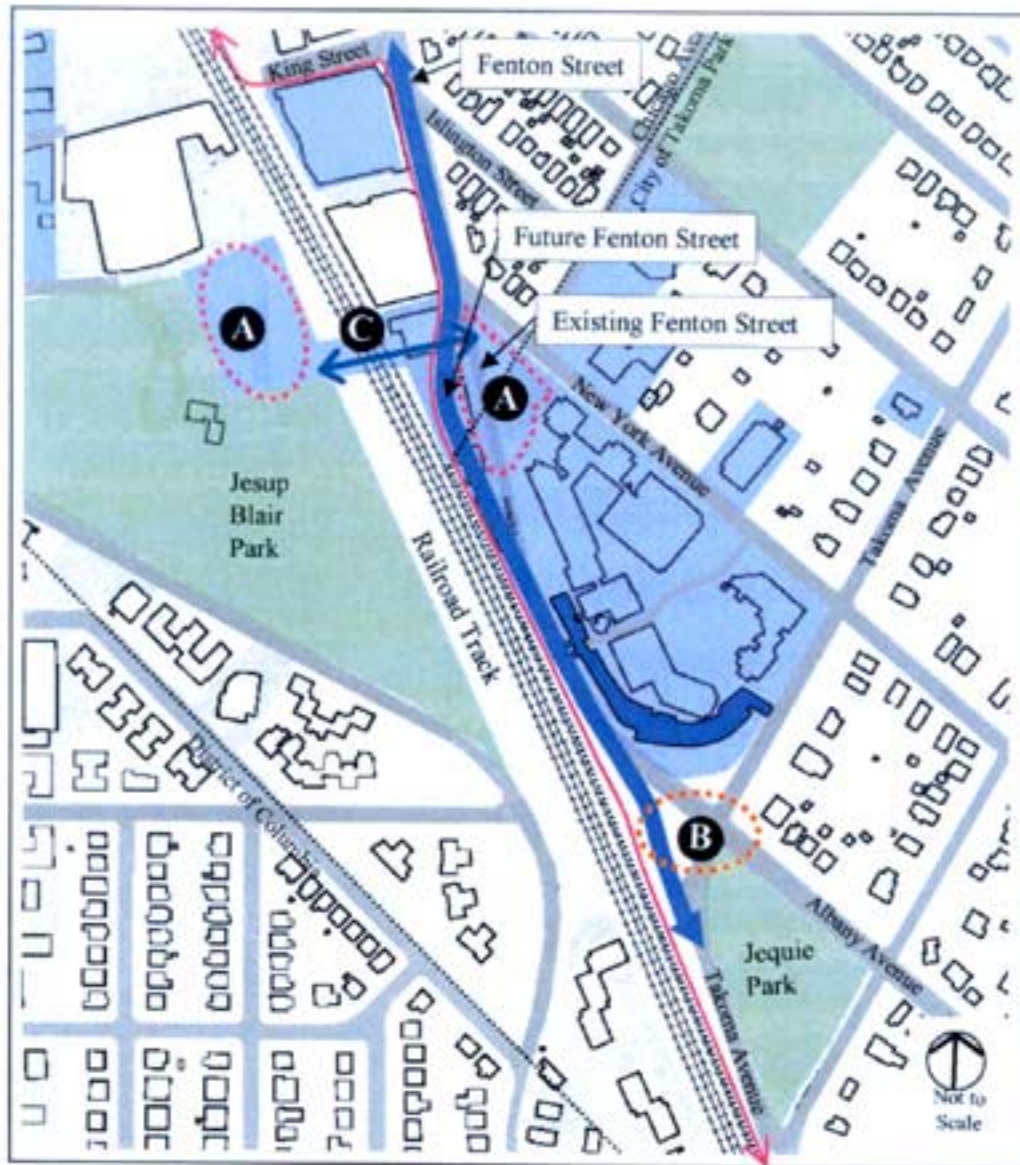
Just as with the neighborhood routes that are part of the pedestrian system, the neighborhood bikeways shown in the supplement are to be reviewed and recommended for improvements with the participation of residents of each neighborhood. These bikeways are generally on-road routes where design decisions focus primarily on signage and whether to stripe bike lanes.

- **Provide good connections to the national American Discovery Trail.**

Provide signs that direct people to the American Discovery Trail. In cooperation with adjacent jurisdictions, consider applying for designation of the Metropolitan Branch Trail or other portions of the trail system as part of the American Discovery Trail.

Fenton Street and Metropolitan Branch Trail Alignment at Montgomery College

Map 19



LEGEND

- Fenton Street and modified parking lot
- Metropolitan Branch Trail
- Montgomery College
- A College Expansion Area
- B Redesign intersection; calm Fenton Street traffic; protect neighborhood
- C Pedestrian and bicycle bridge for College and to connect to Metropolitan Branch Trail

PUBLIC TRANSPORTATION

While not considered a major transportation hub, various types of public transportation are provided throughout East Silver Spring. Montgomery County's Ride-on system operates ten routes within East Silver Spring. In addition, the Washington Metropolitan Area Transit Authority operates Metrobus routes in the area. Existing and potential transit routes are shown on Map 20.

Use of transit services is particularly popular in East Silver Spring, which has a relatively low car ownership rate. Adequate transit services are needed to support several apartment areas and a diverse transit-oriented population. Destinations that benefit from transit access include educational institutions, employment centers, commercial centers, and connections to the Metrorail system.

Significant transportation planning efforts focus on getting large numbers of employees to the Silver Spring and Takoma Metro stations, as well as to the Silver Spring CBD employment center. Plans for improving connections between various transit services and increasing the use of Transportation Demand Management (TDM) are in place. TDM's are strategies to help reduce the extent of automobile use through such means as transit use subsidies. It is expected that improved connections and TDM strategies will encourage greater transit use.

Improvements to sidewalks, crosswalks, bicycle storage, and bus shelters will be very important if goals of increased ridership are to be met. It is necessary to assure reliable bus service by means such as more frequent buses, neighborhood circulator service, and computer directed service. Other methods to provide the most accurate route scheduling and arrival time information are also needed. Such changes will make transit use a much more attractive choice of travel.

A major improvement could be the provision of additional rail transit service in the area.. New rail transit alignments would help increase the high level of transit use occurring in the area. The State of Maryland's Capital Beltway Corridor Transportation Study addresses two alternative routes through the area, both tentatively identified as "purple line" additions to the Metrorail system. One at-grade route is proposed to extend along University Boulevard from College Park to Wheaton. Stations are being considered along University Boulevard near both New Hampshire Avenue and Piney Branch Road. The other, below-grade alternative (possibly cut-and-cover) follows University Boulevard from College Park to New Hampshire Avenue, then becomes a tunnel route under Takoma Park connecting to the Silver Spring Metro station. Neither route has been adopted as an official recommendation.

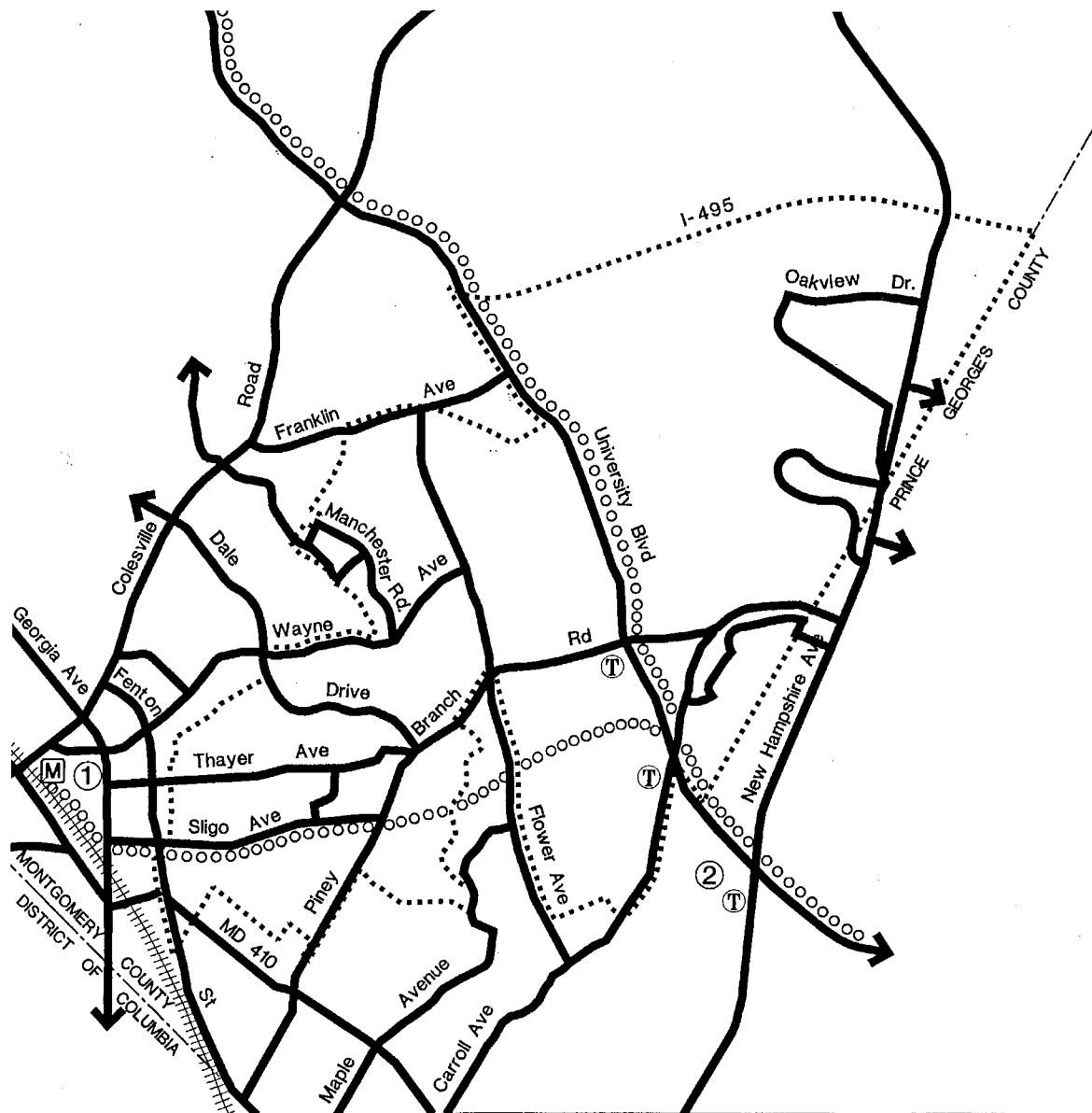
Recommendations

- C Consider expanding transit services as needed in the area.** Coordinate with state and regional transportation studies to implement transitways. Approval of a rail transit route along University Boulevard would require planning and design studies pertaining to right-of-way and land use impacts in the area.
- C Provide rail transit stops along University Boulevard at both New Hampshire Avenue and at Piney Branch Road if a rail transit system is approved for the route along University Boulevard.** If a surface route is placed along University Boulevard, a non-peak period stop may also be appropriate at Carroll Avenue to serve future uses on the present Takoma Academy site.

- C Improve transit accessibility for pedestrians and bicyclists by providing sidewalk connections, shelters, bike racks, and related amenities.**

Existing and Potential Transit Routes

Map 20



LEGEND

- | | | | |
|---------|---------------------------------|---|--|
| ----- | County Line | | Railroad |
| | Master Plan Boundary | ⓧ | Potential Rail Transit Stops |
| ———— | Existing Bus Routes | ① | Silver Spring Transit Center |
| ○○○○○○○ | Alternative Rail Transit Routes | ② | Takoma / Langley Crossroads Transit Center |
| Ⓜ | Metro Station | | |

Not To Scale



