

Resolution No.: 19-1297

Introduced: May 26, 2022

Adopted: May 26, 2022

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: County Council

SUBJECT: Approval of the Winter 2022 Silver Spring Downtown and Adjacent Communities Plan

1. On January 6, 2022, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Winter 2022 Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan.
2. The Winter 2022 Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan contains the text and supporting maps for a comprehensive amendment to the Approved and Adopted 2000 Silver Spring Central Business District Sector Plan. In addition, the Plan amends the East Silver Spring Master Plan, and the North and West Silver Spring Master Plan, both approved and adopted in 2000. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways and Transitways, and the Bicycle Master Plan, as amended.
3. On February 17, 2022, the County Council held a virtual public hearing on the Winter 2022 Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan. The Plan was referred to the Council's Planning, Housing, and Economic Development Committee for review and recommendations.
4. On March 6, 2022, the Office of Management and Budget transmitted to the County Council the County Executive's Fiscal Impact Statement for the Winter 2022 Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan.
5. On March 7, 14, 21, and 28, and on April 4, 7, 20, and 27, 2022, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan.
6. On April 19, April 26, and May 3, 2022, the County Council reviewed the Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan, dated Winter 2022, is approved with revisions. County Council revisions to the Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the Winter 2022 Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan. Montgomery County Planning Department staff may make additional, non-substantive edits to correct for errors in grammar or spelling or to improve clarity prior to the Plan's adoption by the Maryland-National Capital Park & Planning Commission. Planning Department staff will also update all figures and graphics, including references and titles, consistent with the Council changes to the text.

Page 9: Revise the second paragraph under "1.1. A VISION FOR SILVER SPRING 2040" as follows:

This Plan continues to support many of the goals emphasized by the previous plan while highlighting the importance of reducing driving in the downtown, mitigating the impacts of climate change, and celebrating the cultural diversity that is a hallmark of Silver Spring. The Plan recognizes that economic growth is promoted by zoning that allows development to respond to the market, and a strong public realm including streets, parks and open spaces that serve all users. The Plan also aims to reinforce downtown Silver Spring's identity as a regional destination for arts and culture. The Arts and Entertainment District draws people of all ages and backgrounds to the downtown for theater, music, films, and art. This Sector Plan builds upon the previous plan by strengthening the existing successful components of Silver Spring, while setting forth a vision [and] for a thriving commercial core, along with recommendations for the emerging areas of the downtown that will help Silver Spring continue to be a regional destination for the next 20 years.

Page 11: Revise the second paragraph under Section 1.2. "Plan Context" as follows:

This Plan expands the boundary from the previous Sector Plan for downtown Silver Spring to include both the area formerly known as the Central Business District and the "Adjacent Communities": blocks from several residential neighborhoods primarily to the north and east of the downtown located within a 10-minute/half-mile walkshed from either the Silver Spring Transit Center or the Purple Line station at the Silver Spring Library. The Plan Area covers approximately [505] 442 acres and is generally bound by Eastern Avenue to the south, 16th Street to the west, [Ballard and] Spring Street to the north, and portions of the Seven Oaks-Evanswood and East Silver Spring neighborhoods to the east.

Page 14: Replace all text after the word "buildings" at the top of the page, as follows:

buildings. [in the downtown. The Silver Spring Metro Station opened in 1978, but its location away from the historic center of downtown limited additional development in the surrounding blocks.

The closing of major and mid-sized white-owned retailers in the 1980s and 1990s created commercial vacancies that began to be filled by the rich, ethnically diverse, local-business community that

continues today. While there are many immigrant communities in the plan area, the Ethiopian community has had particular success in Silver Spring and regards this urban area as a center for Ethiopian life and culture in the region.

Since 2000, revitalization efforts envisioned by the Sector Plan have seen the redevelopment of the downtown Silver Spring retail core, the promotion of an arts and entertainment district and the reopening of the historic Silver Theatre, and the opening of the Discovery corporate headquarters. With this, the former light industrial areas west of Georgia Avenue have been redeveloped with multi-family housing and the Paul S. Sarbanes Transit Center has been completed at the Silver Spring Metro station. Planning and initial construction for the Purple Line light-rail system connecting Bethesda to New Carrollton in Prince George's County has created new opportunities.] Office development of Silver Spring waned in the 1970s. Many pinned their hopes for the revitalization of Silver Spring on the opening of the Red Line of the Metro operated by the Washington Metropolitan Area Transit Authority (WMATA). Early plans for the line first sited the Silver Spring station on Georgia Avenue. Developers and the business community, however, successfully lobbied the County Council and WMATA to approve the station near its present-day location to service a proposed, but never realized mixed-use, high-rise redevelopment on part of the Falkland Chase Apartments site. The station served as the terminus of the line when it opened in 1978, but it failed to spur revitalization. In part, the station's isolation from the Georgia Avenue and Colesville Road intersection dampened any immediate effects on the existing commercial and business districts.

The presence of the Metro station did eventually lead to the construction of high-rise office buildings. Regional developer Lloyd Moore built 1100 Wayne Avenue, the first consequential office tower in nearly a decade, in 1983. Developers then built a series of offices within the triangular area bound by Colesville Road, Georgia Avenue, and Second and Wayne Avenues. This included the Metro Plaza complex completed in 1987.

The burgeoning office environment did not coincide with a revival of the local retail market. The closing of many of the mid-sized retailers followed by the Silver Spring Theatre (1984), Hecht's Department Store (1987), and J.C. Penney's (1989) left the area with a definite void. The commercial vacancies, however, were filled by the establishment of a rich, ethnically diverse, local business community that continues today.

Montgomery County and local developers started to plan for the revitalization of Silver Spring in the mid-1980s. The first two proposals, the Silver Triangle and the American Dream, failed to be realized due to community opposition, extensive litigation, and inability to secure tenants or financing. Regional developer Lloyd Moore introduced the Silver Triangle proposal that included an enclosed mall with two department stores, a hotel, and four office buildings in 1988. The Silver Spring-Takoma Traffic Coalition, led by Pat Singer and historic preservationists, objected to the scale, traffic congestion, and demolition of historic resources including the Silver Spring Theatre and Shopping Center required by the proposal. After years of public hearings and approvals, Montgomery County and Lloyd Moore severed an agreement to build the mall in 1995. That same year, Triple Five proposed the American Dream, an urban entertainment mall with a wave pool, ice skating rink, indoor roller coaster, IMAX, hotel, restaurants, and retailers. Montgomery County entered a memorandum of understanding with the developers, but as with the Silver Triangle proposal, the plan faced community opposition and failed to secure necessary financing.

In 1997, Foulger-Pratt and the Peterson Company proposed the successful “Town Center” plan, later renamed “Downtown Silver Spring.” The project included a retail core with street-level entrances, public plaza, civic building, office building, and parking garage. The redevelopment plan included the restoration of the Silver Spring Shopping Center and Theatre.

While there are many immigrant communities in the plan area, the Ethiopian community has had particular success in Silver Spring and the downtown is a center for Ethiopian life and culture in the region. In the late 1990s, Ethiopians moved from Washington, D.C., to Silver Spring and Alexandria, Virginia. Ethiopian food became a defining element of downtown with at least a dozen current businesses operating in Fenton Village. Other organizations such as the Ethiopian Community Center of Maryland opened an office in Silver Spring to assist immigrants and further foster a sense of community. Since 2000, revitalization efforts envisioned by the Silver Spring Central Business District Sector Plan have seen the redevelopment of the Downtown Silver Spring retail core, the establishment of the Arts and Entertainment District including the reopening of the historic Silver Theatre, and the opening of the Discovery corporate headquarters. With this, the former light industrial areas west of Georgia Avenue have been redeveloped with multi-family housing and the Paul Sarbanes Transit Center has been completed at the Silver Spring Metro station. The 2000 Sector Plan also recommended several civic and community facilities that draw people to downtown Silver Spring today including the Civic Building and Veteran’s Plaza and the Silver Spring Library. In the coming years, both this Plan and the Purple Line light-rail system connecting Silver Spring to Bethesda and New Carrollton will create new opportunities for growth and development in the downtown.

Page 15: Delete section “1.4. THRIVE MONTGOMERY 2050” as follows:

[1.4. THRIVE MONTGOMERY 2050

As one of the county’s most urban areas, Silver Spring is uniquely positioned to embody *Thrive Montgomery 2050*’s organizing principle of urbanism, which emphasizes “compact forms of development, diverse uses and building types, and transportation networks that take advantage and complement these two land use strategies at all densities and scales.” While Silver Spring already offers compact development with a robust transportation network, which will be further enhanced by the completion of the Purple Line, the plan’s recommendations also support *Thrive Montgomery 2050*’s aim for Complete Communities that offer a diverse mix of uses and form along with a strong open space network. The plan advances *Thrive Montgomery 2050*’s goal to integrate parks and public spaces along with economic development strategies and land use planning in order to “attract employers and workers, build social connections, encourage healthy lifestyles, and create vibrant places.”]

Page 17: Revise the first bullet under “Resiliency” as follows:

- Support sustainable and lasting economic growth and resiliency in and around the commercial core through flexible zoning, development incentives, and public realm improvements.

Page 18: Revise the first two bullets under “1.6. SUMMARY OF RECOMMENDATIONS” as follows:

- Establish the [Connectivity and Infrastructure] Civic Improvements Fund (CIF) to allow all Commercial/Residential properties to obtain additional density if needed to meet maximum building heights. The fund would support a world-class arrival experience at the transit center, a

new bridge connection across the rail tracks, and strategic [utility] civic and streetscape [infrastructure] improvements.

- [Create a Silver Spring Building Height Incentive Zone (BHIZ) to allow properties in the commercial core of] Increase heights throughout the downtown to [obtain additional height up to 150 percent of the mapped maximum height for flexibility] encourage redevelopment.

Page 22: Revise the first and second paragraph under “Adjacent Communities” as follows:

These blocks include portions from [four distinct] the established neighborhoods [: Woodside,] of Woodside Park, Seven Oaks-Evanswood and East Silver Spring.

Consistent with [the recommendations of the Attainable Housing Strategies Initiative] the Plan goal of housing diversity, the Adjacent Communities can include a greater variety of housing types, fully integrated into the existing neighborhood fabric, to allow a wider range of residents to enjoy the valued proximity to the downtown and nearby transit options.

Page 26: Insert the following bullet before the first bullet under “Recommendations”:

- Ensure accessibility and mobility for pedestrians (of all abilities) and bicyclists should any bridge require reconstruction or substantial repair in the future. Reconstruction and replacement present a new opportunity to improve access, comfort, and safety.

Page 27: Revise the bullet under “Pedestrian bridge at Montgomery College/Jesup Blair Park” as follows:

- [The] Should the Montgomery College bridge [should be widened or otherwise improved] ever be reconstructed, it should be designed and built to allow the use of bicycles for adequate access to the Metropolitan Branch Trail and upcoming Fenton Street separated bike lanes.

Page 29: Insert the following bullet before the first bullet under “Recommendations”:

- All new rail connections (over or under) should be designed with best practices for access, comfort, safety, and mobility to address the needs of pedestrians who walk and roll, and bicyclists.

Page 29: Revise the first bullet and change the second bullet to a sub-bullet under “Recommendations” as follows:

- Provide a new pedestrian and bicycle connection across the rail from East-West Highway to the western terminus of Silver Spring Avenue in the Ripley District.
 - The Plan proposes this new connection be located between 1215 East-West Highway (The Bennington) and 1201 East-West Highway (The Silverton), crossing the rail and connecting on the east side of the rail at the intersection of Dixon Street and Silver Spring Avenue in the Ripley District. The Plan envisions a landscaped bridge connection with adequate shade and views to the north and south. The bridge would land at an open space in the Ripley District that connects to Silver Spring Avenue.

This connection would provide easy and safe access from South Silver Spring to the Metro Center area or Fenton Village. This bridge would also provide a connection to the Metropolitan Branch Trail, which provides a bicycle connection to Union Station in Washington DC to the south and will connect with the Capital Crescent Trail at the Transit Center to the north of this connection.

Page 29: Add a new bullet at the end under “Recommendations”:

- At the time of redevelopment, property adjacent to any proposed new connection shall coordinate with the Montgomery County Department of Transportation (MCDOT) to define the right-of-way or easement requirements to achieve the connection in the event of a publicly built connection, such as ensuring unfettered public access and limiting physical, visual, and noise encroachment. Should the connection be built outside of the Capital Improvement Program, conditions of approval may stipulate hours of access, ease of navigation and convenience, ADA accessibility, visibility and “obviousness: of the route”, wayfinding, etc. In the event the applicant is not constructing the connection, the applicant must work with MCDOT to define what preparations need to be made to the site such that the connection can be constructed in the future. This may include but is not limited to defined stubs that can be later expanded into a future tunnel or bridge.

Page 32: Revise the first bullet under “Urban Design:” as follows:

- New tall buildings along Georgia Avenue and Colesville Road [and Wayne Avenue] should [include a tower setback above the second floor to continue the pedestrian experience along the sidewalk of a low- to mid-rise building form] have a clearly differentiated base that relates to the pedestrian scale, with substantial variation in building massing, façade, and materials. Towers should step above the base along streets, open spaces, and through-block connections in a way that distinctly differentiates the tower from building base. Refer to the Design Guidelines that accompany this Plan.

Page 32: Revise the second bullet under “Urban Design:” as follows:

- Establish Ellsworth Drive between Fenton Street and the exit from the Towne Square Garage as a [“flexible street”] commercial shared street that can be closed for a farmer’s market and/or other festivals and outdoor events as an expansion of Veterans Plaza. Vehicle traffic would be limited to loading and emergency vehicles, and street parking could be removed or limited.

Page 33: Revise the fourth bullet under “Opportunity Sites:” as follows:

- 8551 [Colesville] Fenton Street: [Opportunity site at the corner of Fenton Street and Colesville Road] Refer to Section 3.9.3 in the Historic Resources section for additional information about this property.

Page 33: Revise the fifth bullet under “Opportunity Sites” as follows:

- Parking Lot at [Ellsworth Plaza] Silver Spring Shopping Center: Refer to Section 3.9.[1]2 in the Historic Resources section on appropriate approach for improving this parking lot.

Page 33: Delete the third bullet under “Zoning” as follows:

- [Parcels in Building Height Incentive Zone are able to achieve heights above the maximum mapped zoning per the proposed recommendations in Section 4.1.]

Page 35: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 36: Revise Table 1. Proposed Ellsworth District Zoning as follows:

Table 1. [Proposed] Ellsworth District Zoning			
Map Number	Existing Zoning	[Proposed] <u>Plan Recommended</u> Zoning	Justification
1A	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240] 300	Increase flexibility for future mixed-use development.
1B	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240] 300	Increase flexibility for future mixed-use development.
1C	CR-3.0 C-2.0 R-2.75 H-145 T	CR-3.0 C-3.0 R-3.0 H-[175] 260	Increase flexibility for future mixed-use development.
1D	CR-3.0 C-2.0 R-2.75 H-145 T	CR-6.0 C-6.0 R-6.0 H-[145] 260	Proposed zoning brings parcel into conformance.
2A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] 260	Increase flexibility for future mixed-use development.
2B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-6.5 C-6.5 R-6.5 H-[175] 260	Proposed zoning brings parcel into conformance.
2C	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] 260	Increase flexibility for future mixed-use development.
3A	EOF 3.0 H-100	CR-3.0 C-3.0 R-3.0 H-[100] 150	Update to CR zone from pre-2014 EOF zone <u>and increased height for flexibility.</u>
3B	<u>EOF 3.0 H-100</u>	<u>CR-3.0 C-3.0 R-3.0 H-100</u>	<u>Update to CR zone from pre-2014 EOF zone.</u>
4A	CR-5.0 C-4.0 R-4.75 H-75 T	CR-5.0 C-5.0 R-5.0 H-[110] 165	Increase flexibility for future mixed-use development.
4B	CR-3.0 C-2.0 R-2.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] 260	Increase flexibility for future mixed-use development.
4C	CR-5.0 C-4.0 R-4.75 H-75 T	CR-5.0 C-5.0 R-5.0 H-[90] 135	Increase flexibility for future mixed-use development.
5	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Proposed zoning brings parcel into conformance.
6A	CR-1.5 C-1.0 R-1.5 H-90 T	CR-1.5 C-1.5 R-1.5 H-110	Increase flexibility for future redevelopment.
6B	CR-3.0 C-2.0 R-2.75 H-145 T	CR-3.0 C-3.0 R-3.0 H-175	Increase flexibility for future mixed-use development.
6C	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Increase flexibility for future mixed-use development.

Page 37: Revise the fourth bullet under “Goals” as follows:

- Enhance Fenton Street as the main street for the district by preserving and improving opportunities for active retail, and arts and entertainment venues.

Page 39: Revise the two bullets under “Parks and Public Spaces” as follows

- Expand the existing Fenton Street Urban Park into a cohesive neighborhood gateway park that is directly connected to the Green Loop, should property in this area become available. Additional facilities should encourage active recreation and social gathering.
- Provide a [$\frac{1}{2}$ -acre] consolidated green [public space] community-focused space of approximately $\frac{1}{2}$ -acre but no less than $\frac{1}{3}$ acre along Fenton Street [with] as part of any future redevelopment of Public Parking Garage 4 and adjacent sites.

Page 39: Revise the first bullet under “Opportunity Sites” as follows:

- Public Garage 4: Encourage the redevelopment of Parking Garage 4 and surrounding properties through a public-private partnership with the Parking Lot District. If the redevelopment of this site includes the removal of the existing parking structure, [The] the Plan recommends that this large block be divided via a new north-south connection [that aligns with the north-south connection at the block to the north] that accommodates both pedestrians and vehicles. This connection could provide loading and service connections for the new development. In addition, the Plan recommends an east-west through-block pedestrian connection [as part of any redevelopment of the garage parcel] along with redevelopment. A consolidated [$\frac{1}{2}$ -acre] green community-focused open space of approximately $\frac{1}{2}$ acre but no less than $\frac{1}{3}$ acre should be located at this site, fronting on Fenton Street. This open space could be an opportunity to celebrate local artists and the diversity of Fenton Village. This site is also large enough that it may provide a unique opportunity to consider urban agriculture facilities, either at the ground or as part of a green roof concept.

Page 41: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 42: Revise Table 2. Proposed Fenton Village Zoning as follows:

Table 2. [Proposed] Fenton Village Zoning			
Map Number	Existing Zoning	[Proposed] <u>Plan Recommended Zoning</u>	Justification
7	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
8A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-7.0 C-7.0 R-7.0 H-175	Proposed zoning brings parcel into conformance.
8B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-175	Increase flexibility for future mixed-use development.
8C	CR-5.0 C-4.0 R-4.75 H-145 T	CR-7.0 C-7.0 R-7.0 H-175	Proposed zoning brings parcel into conformance.
8D	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H 130	Increase flexibility for future mixed-use development.
8E	CR-3.0 C-2.0 R-2.75 H-[110] <u>75</u> T	CR-3.0 C-3.0 R-3.0 H-[130] <u>90</u>	Increase flexibility for future mixed-use development.

9A	CR-3.0 C-2.0 R-2.75 H-75 T	CR-3.0 C-3.0 R-3.0 H-90	Increase flexibility for future mixed-use development.
9B	CR-1.5 C-1.0 R-1.5 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
9C	<u>CR-3.0 C-2.0 R-2.75 H-60 T</u>	<u>CR-3.0 C-3.0 R-3.0 H-90</u>	<u>Consolidate split zoned properties under one zone.</u>
9D	<u>R-60</u>	<u>CR-3.0 C-3.0 R-3.0 H-70</u>	<u>Rezone to CR for future mixed-use development.</u>
10A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175]260	Increase flexibility for future mixed-use development.
10B	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H-130	Increase flexibility for future mixed-use development.
11A	CR-1.5 C-1.0 R-1.5 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase allowable density proximate to high-capacity transit.
11B	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
12A	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
12B	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Increase zoning flexibility. Silver Spring Tower remains non-conforming.
13A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175]260	Increase flexibility for future mixed-use development.
13B	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H-130	Increase flexibility for future mixed-use development.
14	CR-3.0 C-2.0 R-2.75 H-110 T	CR-[3.0]5.0 C-[3.0]5.0 R-[3.0]5.0 H-130	Increase flexibility for future mixed-use development.
15A	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
15B	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Increase flexibility for future mixed-use development.
16A	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
16B	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Increase flexibility for future mixed-use development.
17	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H-130	Increase flexibility for future mixed-use development.
18	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H-130	Increase flexibility for future mixed-use development.
19A	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
19B	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Increase flexibility for future mixed-use development.
20A	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
20B	CR-1.5 C-1.0 R-1.5 H-60 T	CR-1.5 C-1.5 R-1.5 H-70	Increase flexibility for future mixed-use development.
21	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H-130	Increase flexibility for future mixed-use development.
22	CR-3.0 C-2.0 R-2.75 H-60 T	CR-3.0 C-3.0 R-3.0 H-70	Increase flexibility for future mixed-use development.
23	CR-3.0 C-2.0 R-2.75 H-110 T	CR-3.0 C-3.0 R-3.0 H-130	Increase flexibility for future mixed-use development.
24	IL-1.0 H-50	IL-1.0 H-50	Confirm existing zoning.

Page 44: Insert a new recommendation as the first bullet under “Urban design” as follows:

- New tall buildings along Colesville Road should have a clearly differentiated base that relates to the pedestrian scale, with substantial variation in the building massing, facade and materials. Towers should step back above the base along streets, open spaces and through-block connections in a way that distinctly differentiates the tower from the building base. Refer to the Design Guidelines that accompany this Plan.

Page 44: Revise the bullet under “Parks and Public Spaces” as follows:

- Expand and reinforce the open space connection between the arrival experience at the transit center, the recently redeveloped spaces along Wayne Avenue – including Gene Lynch Park – to Ellsworth Drive, and beyond to the Civic Building.

Page 44/45: Revise the first and second bullets under “Opportunity Sites” as follows:

- Transit Center Development Site: Design a signature building or buildings at the intersection of Colesville Road and Wayne Avenue and consider integrating the development with the Transit Center. The new development should activate the corner at Colesville Road and Wayne Avenue with a ground-floor use appropriate to the center of an urban area. This building should be architecturally significant and a landmark for Silver Spring. As this site is constrained, consider providing no parking or developing this site along with part of the Bonifant/Dixon garage site. The Plan recommends that the maximum allowed building height on this site be [permitted to exceed 300 feet,] 360 feet, with Planning Board approval. [consistent with the provisions of the Building Height Incentive Zone (BHIZ).]
- County Parking Garages 5/55 (Bonifant/Dixon Garage): In alignment with the Parking Lot District’s goals for this site, redevelop this garage that is located in both the Metro Center district and the Ripley District. The Plan recommends that the upper-level connections over Bonifant Street and Dixon Avenue be removed, which will create two large redevelopment sites and a small site that may be appropriate for an open space (see Ripley District recommendations). The redevelopment of the parcel located in the Metro Center district (north side of Bonifant Street) could maintain a large parking garage that could provide both public and private parking or could provide additional support for bus operations at the Transit Center as needed. This site is a prominent, visible site from Colesville Road and the Transit Center and would be appropriate for a low base of several stories with an articulated tower set back above the base. The ground floor experience on this site should respond appropriately to the Purple Line tracks that will occupy all of Bonifant Street in this location. The Plan recommends that the maximum allowed building height on this site be [permitted to exceed 300 feet,] 360 feet, with Planning Board approval. [consistent with the provisions of the Building Height Incentive Zone (BHIZ).]

Page 45: Revise the fourth bullet under “Opportunity Sites” as follows:

- Colesville Road and East-West Highway Northwest corner: This site is located immediately adjacent to the northern Metro Station entrance but is significantly constrained by the WMATA substation central to the site. The Plan recommends continuing to pursue relocation of the substation to promote a signature development at this location. If the substation is not able to be

relocated, it may be incorporated into the redevelopment of the site. The Plan recommends incorporating or connecting this site to the arrival experience at the transit station.

Page 45: Delete the second bullet under “Zoning” as follows:

- [Parcels in Building Height Incentive Zone are able to achieve heights above the maximum mapped zoning per the proposed recommendations in Section 4.1.]

Page 47: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 48: Revise Table 3. Proposed Metro Center Zoning as follows:

Table 3. [Proposed] Metro Center Zoning			
Map Number	Existing Zoning	[Proposed] Plan Recommended Zoning	Justification
25	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]300	Increase flexibility for future mixed-use development.
26	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]300	Increase flexibility for future mixed-use development.
27A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175]260	Increase flexibility for future mixed-use development.
27B	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]300	Increase flexibility for future mixed-use development.
28	CR-5.0 C-4.0 R-4.75 H-145 T	CR-[5.0]8.0 C-[5.0]8.0 R-[5.0]8.0 H-[200]300	Increase flexibility for future mixed-use development.
29	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
30	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
31A	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]300	Increase flexibility for future mixed-use development.
31B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175]260	Increase flexibility for future mixed-use development.
32	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]300	Increase flexibility for future mixed-use development.
33	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]360	Increase flexibility for future mixed-use development, particularly around the Transit Center.
34	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
35	CR-5.0 C-4.0 R-4.75 H-145 T	CR-8.0 C-8.0 R-8.0 H-[240]360	Increase flexibility for future mixed-use development, particularly around the Transit Center. [Increase allowable height due to significant site constraints.]
36	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240]300	Increase flexibility for future mixed-use development.

Page 50: Revise the first bullet under “Urban Design” as follows:

- [At redevelopment sites along Georgia Avenue, design buildings with a low-rise two-story base that relates to the scale of the commercial development across the street. Setback upper floors by a minimum of 15 feet so that there is a clear articulation between base and tower.] New tall buildings along Georgia Avenue should have a clearly differentiated base that relates to the pedestrian scale, with substantial variation in the building massing, facade and materials. Towers should step back above the base along streets, open spaces and through-block connections in a way that distinctly differentiates the tower from the building base. Refer to the Design Guidelines that accompany this Plan.

Page 50/51: Revise the first and second bullets under “Parks and Public Spaces” as follows:

- Create a Civic Green at the center of the Ripley District per the recommendations of the 2010 Green Space Plan Guidelines for Silver Spring and the 2018 Energized Public Spaces Functional Master Plan, that will be an important focal point and social gathering space for this neighborhood. It will connect to the proposed pedestrian bridge over the Metrorail/CSX tracks between the South Silver Spring District and the Ripley District.
- Create an urban recreational park at the parcel currently occupied by the stair tower of Parking Garage 5/55 on the south side of Bonifant Street to the east of Dixon Avenue, adjacent to an existing alley. This park can have small scale active recreation activities to serve the residents of the Ripley District.

Page 51: Revise the first and second bullets under “Opportunity Sites” as follows:

- Parking Garages 5/55 (Bonifant/Dixon Garage): In alignment with the Parking Lot District’s goals for this site, redevelop this garage that is located in both the Metro Center district and the Ripley District (refer to Metro Center District recommendations above). Provide a linear green space with a continuous pedestrian connection from the Purple Line station at the Transit Center to Georgia Avenue and the center of the downtown. This green space will also serve as a buffer from the rail tracks that will occupy all of Bonifant Street between the station and Dixon Avenue. Currently the garage bridges both over Bonifant Street and an alley to the east of Bonifant Street. The Plan recommends that the redevelopment of this garage eliminate these bridges. The development site in the Ripley District should respond to both the need for a safe, green, inviting pedestrian connection along Bonifant Street to Georgia Avenue for commuters and visitors, and the opportunity for a tall, architecturally distinctive tower in such a prominent location proximate to the transit center. The Plan recommends that the maximum allowed building height on this site be [permitted to exceed 300]360 feet, with Planning Board approval. [consistent with the provisions of the Building Height Incentive Zone (BHIZ).]
- Block of Ripley Street, Dixon Avenue, and Georgia Avenue: This block consists of several [is a large] potential development [site]sites along Georgia Avenue. [The]If there is an opportunity for these parcels to redevelop together, the Plan recommends redevelopment of this site to include a central open space, potentially connected across Ripley Street to the 8230 Georgia Avenue site.

Page 51: Revise the fourth bullet under “Opportunity Sites” as follows:

- 8230 Georgia Avenue (Sherwin-Williams site): This site is significantly constrained by the Master-Planned right-of-way for Ripley Street between Dixon Avenue and Georgia Avenue, the

dedication of which would significantly reduce the developable area. Streetscape improvements and other public use facilities should not further significantly reduce the developable area. [Previous efforts to incorporate this site into adjacent developments were unsuccessful. Staff recommends coordinating redevelopment of this site with the property across Ripley Street.]

Page 52: Delete the second and third bullets under “Zoning” as follows:

- [Parcels in Building Height Incentive Zone are able to achieve heights above the maximum mapped zoning per the proposed recommendations in Section 4.1.]
- [Revise zoning for Site 39B to reflect height previously approved by the Planning Board through the Ripley-South Silver Spring (RSS) Overlay zone. This Plan recommends deletion of the RSS overlay zone.]

Page 53: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 54: Revise Table 4. Proposed Ripley District Zoning as follows:

Table 4. [Proposed] Ripley District Zoning			
Map Number	Existing Zoning	[Proposed] Plan Recommended Zoning	Justification
37A	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]360	Increase flexibility for future mixed-use development, <u>particularly near the Transit Center.</u>
37B	<u>CR-5.0 C-4.0 R-5.0 H-200 T</u>	<u>CR-5.0 C-5.0 R-5.0 H-300</u>	<u>Increase flexibility for future mixed-use development.</u>
37C	<u>CR-5.0 C-4.0 R-5.0 H-200 T</u>	<u>CR-5.0 C-5.0 R-5.0 H-300</u>	<u>Increase flexibility for future mixed-use development.</u>
38A	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
38B	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
39A	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
39B	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[270]300	Increase flexibility[; bring height into conformance] <u>for future mixed-use development.</u>
39C	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240]300	Increase flexibility for future mixed-use development.
39D	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-240	Increase flexibility for future mixed-use development.

Page 55: Revise the third bullet under “Goals” as follows:

- [Preserve existing market-rate affordable housing.] Strive for no net loss of affordable housing in the event of redevelopment of naturally occurring affordable housing.

Page 55: Revise the first bullet under “Urban Design” as follows:

- [At redevelopment sites along Georgia Avenue, design buildings with a low-rise two-story base that relates to the scale of the existing retail development along Georgia Avenue south of East West Highway. Setback upper floors by a minimum of 15 feet so that there is a clear articulation between base and tower.] New tall buildings along Georgia Avenue should have a clearly differentiated base that relates to the pedestrian scale, with substantial variation in the building massing, facade and materials. Towers should step back above the base along streets, open spaces and through-block connections in a way that distinctly differentiates the tower from the building base. Refer to the Design Guidelines that accompany this Plan.

Page 56: Revise the two bullets under “Parks and Public Spaces” as follows:

- Provide a new urban recreational park in South Silver Spring per the recommendations of the 2010 Green Space Plan Guidelines for Silver Spring and 2018 *Energized Public Spaces Functional Master Plan*. The Plan recommends this park be located between Kennett Street and East-West Highway and will serve as both a park and a through-block connection between those streets. The vision for this park is an active recreation space that can serve as a complement to the historic, contemplative setting of Acorn Park [just] up the street that will also be renovated. This park will also provide a green space [that can] to support the retail and food services establishments along East-West Highway.
- Renovate Jesup Blair Park to create a unique open place that includes social, active, and contemplative experiences throughout its 14 acres. The new Jesup Blair Park will be a gateway and a regional destination that promotes an active lifestyle and offers the unique historical and cultural setting of a special park designated on the Master Plan for Historic Preservation. Renovate the historic Jesup Blair House for appropriate community uses that complement the park programming. [Increasing transit connections to this park should be studied further. For a full vision of the program of this proposed renovation, see] Refer to Parks and Public Spaces Recommendations in Section 4.2.

Page 56: Insert the following bullets after the second bullet under “Parks and Public Spaces” as follows:

- Support the existing community garden use at 7980 Georgia Avenue until the parcel is redeveloped.
- Support the approved project plan for a mixed-use infill redevelopment, found in the Blairs Master Plan, that includes several new public open spaces in the northern part of South Silver Spring west of East-West Highway. This includes a large civic space and smaller complementary spaces with active recreation opportunities.

Page 57: Revise the first and second bullets under “Opportunity Sites” as follows:

- 7980 Georgia Avenue: The Plan recommends [considering the] redevelopment of this site as a mixed-use development [on the portion of the parcel that fronts on] along Georgia Avenue[, while] Consider [preserving the existing] incorporating a community garden [at the western end of the parcel] use as part of the open space on this parcel. Improve connections in this area of

South Silver Spring by creating a through-block connection. [at this site from King Street to Georgia Avenue that aligns with the mid-block connection adjacent to the Galaxy Apartments. The Plan recommends retaining the community garden as part of any redevelopment.]

- 8040 13th Street/Days Inn: This is a key opportunity site in South Silver Spring and a strong site for mixed-use development with active ground floor uses along 13th street, including retail. This site should include a public open space and a pedestrian [through-block] connection [providing pedestrian access through the site and connecting] through the site to the proposed [Urban Recreational] South Silver Spring Park along Kennett Street. Heights should step down towards Eastern Avenue as identified [in the existing zoning] in the Design Guidelines. This Plan [further] recommends coordination with the Parking Lot District regarding the potential use of the existing surface lot and parking garage as a parking resource for any redevelopment.

Page 57: Add a seventh bullet after the last bullet under “Opportunity Sites” as follows:

- Blairs Master Plan sites: Support the approved project plan for a mixed-use infill redevelopment that includes multiple parcels in South Silver Spring west of East-West Highway, including the redevelopment of the existing Blair Park Shopping Center.

Page 57: Add a section titled “Garden Apartments”, before “Zoning”, as follows:

- Garden Apartments
 - South Silver Spring is home to several garden style apartment complexes built predominantly in the 1930s and 1940s that provide a significant source of naturally occurring affordable housing for the Silver Spring community. Like many aging multi-family properties discussed in previous master plans, these garden facilities may require significant renovation, rehabilitation, or redevelopment in the coming decades. In the event of redevelopment, these properties should strive for no net loss of affordable housing. No net loss is where naturally occurring affordable housing units are replaced with an equivalent number of new income-restricted affordable housing units through redevelopment.
 - 7719-7725 Eastern Avenue (Blair Park Apartments): This Plan recommends rezoning to allow flexibility and redevelopment that would support future affordable housing development.
 - 7701-7705 Eastern Avenue; 805-809 Juniper Street; 7700-7705 Blair Road (Blair Park Gardens): Support a future application for a CRT Floating Zone with residential density of up to 4.0 FAR, that strives for no net loss of affordable housing.
 - 7603-7615 Eastern Avenue (Eastern Avenue Apartments): Support a future application for a CRT Floating Zone with residential density of up to 4.0 FAR, that strives for no net loss of affordable housing.
 - 8000-8012 Eastern Drive; 8001-8009 Eastern Drive; 8033- 8039 Eastern Avenue; 8000-8004 Blair Mill Road; 1300-1302 Blair Mill Road (Rock Creek Springs): Support a future application for a CRT Floating Zone with residential density of up to 4.0 FAR, that strives for no net loss of affordable housing.
 - 8001-8031 Eastern Avenue (Spring Garden Apartments): Support a future application for a CRT Floating Zone with residential density of up to 4.0 FAR, that strives for no net loss of affordable housing.

Page 57: Delete the third bullet under “Zoning” as follows:

- [Parcels in Building Height Incentive Zone are able to achieve heights above the maximum mapped zoning per the proposed recommendations in Section 4.1.]

Page 59: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 60: Revise Table 5. Proposed South Silver Spring Zoning as follows:

Table 5. [Proposed] South Silver Spring Zoning			
Map Number	Existing Zoning	[Proposed] <u>Plan Recommended Zoning</u>	Justification
40	CR-5.0 C-0.5 R-5.0 H-200 T	CR-5.0 C-5.0 R-5.0 H-240	Increase flexibility for future mixed-use development.
41A	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[200]300	Increase flexibility for future mixed-use development.
41B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175]260	Increase flexibility for future mixed-use development.
41C	CR-5.0 C-4.0 R-4.75 H-200 T	CR-5.0 C-5.0 R-5.0 H-240	Increase flexibility for future mixed-use development.
42A	R-10	R-10	Confirm current zoning for existing affordable housing.
42B	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
42C	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
43A	CR-3.0 C-2.0 R-2.75 H-125 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development.
43B	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development.
44	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development.
45	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
46	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
47A	CR-3.0 C-2.0 R-2.75 H-125 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development; one property remains non-compliant.
47B	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development.
48A	CR-3.0 C-2.0 R-2.75 H-[90]125 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development.
48B	CR-3.0 C-2.0 R-2.75 H-125 T	CR-3.0 C-3.0 R-3.0 H-125	Increase flexibility for future mixed-use development.
48C	<u>CR-3.0 C-2.0 R-2.75 H-90 T</u>	<u>CR-3.0 C-3.0 R-3.0 H-125</u>	<u>Increase flexibility for future mixed-use development.</u>
48D	<u>CR-3.0 C-2.0 R-2.75 H-125 T</u>	<u>CR-3.0 C-3.0 R-3.0 H-125</u>	<u>Increase flexibility for future mixed-use development.</u>
49A	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.

49B	IM-2.5 H-50	CR-3.0 C-3.0 R-3.0 H 110	Rezone to CR from IM to allow future mixed-use development.
50	R-60	R-60	Confirm existing zoning; existing park.
51A	CRT-2.25 C-1.5 R-0.75 H-75	CRT-2.25 C-2.25 R-2.25 H-75	Increase flexibility for future mixed-use development.
51B	R-10	CRT-3.0 C-0 R-3.0 H 75	Rezoned to CR to provide flexibility for future development.
51C	CRT-2.25 C-1.5 R-0.75 H-75	CRT-2.25 C-2.25 R-2.25 H-75	Increase flexibility for future mixed-use development.
51D	R-10	R-10	Confirm current zoning for existing affordable housing.
52	R-10	R-10	Confirm current zoning for existing affordable housing.
53	R-10	R-10	Confirm current zoning for existing affordable housing.
54A	IL-1.0 H-50	IL-1.0 H-50	Confirm existing zoning.
54B	IM-2.5 H-50	CR 2.5 C-2.5 R-2.5 H-55	Rezone to CR to provide flexibility for future development.
55A	IL-1.0 H-50	CR-2.5 C-2.5 R-2.5 H 55	Rezone to CR to provide flexibility for future development.
55B	IM-2.5 H-50	CR-2.5 C-2.5 R-2.5 H 55	Rezone to CR to provide flexibility for future development.
55C	R-60	R-60	Confirm existing zoning.

Page 62: Insert a new recommendation as the first bullet under ‘Urban Design’ as follows:

- New tall buildings along Georgia Avenue should have a clearly differentiated base that relates to the pedestrian scale, with substantial variation in the building massing, façade, and materials. Towers should step back above the base along streets, open spaces and through-block connections in a way that distinctly differentiates the tower from the building base. Refer to the Design Guidelines that accompany this Plan.

Page 63: Delete the third bullet under “Zoning” as follows:

- [Parcels in Building Height Incentive Zone are able to achieve heights above the maximum mapped zoning per the proposed recommendations in Section 4.1.]

Page 65: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 66: Revise Table 6. Proposed Downtown North Zoning as follows:

Table 6. [Proposed] Downtown North Zoning			
Map Number	Existing Zoning	[Proposed] Plan Recommended Zoning	Justification
56	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
57A	CR-3.0 C-1.25 R-3.0 H-145 T	CR-3.0 C-3.0 R-3.0 H-175	Increase flexibility for future mixed-use development.

57B	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
57C	<u>CR-3.0 C-2.0 R-2.75 H-90 T</u>	<u>CR-5.0 C-5.0 R-5.0 H-175</u>	<u>Increase flexibility for future mixed-use development.</u>
58A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-175	Increase flexibility for future mixed-use development.
58B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-6.75 C-6.75 R-6.75 H-175	Adjust zoning to bring parcel into conformance.
59	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
60	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
61	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
62	CR-5.0 C-1.0 R-5.0 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240] <u>300</u>	Increase flexibility for future mixed-use development.
63A	CR-5.0 C-1.0 R-5.0 H-200 T	CR-5.0 C-5.0 R-5.0 H-[240] <u>300</u>	Increase flexibility for future mixed-use development.
63B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
64	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240] <u>300</u>	Increase flexibility for future mixed-use development.
65A	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-110	Increase flexibility for future mixed-use development.
65B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development; resolve split zoning.
65C	CR-5.0 C-4.0 R-4.75 H-145 T	CR-6.0 C-6.0 R-6.0 H-[175] <u>260</u>	Adjust zoning to bring parcel into conformance.
65D	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
65E	CR-3.0 C-2.0 R-2.75 H-90 T	CR-3.0 C-3.0 R-3.0 H-[110] <u>165</u>	Increase flexibility for future mixed-use development.
66A	EOF-3.0 H-100	CR-3.0 C-3.0 R-3.0 H-100	Update to CR zone from pre-2014 EOF zone.
66B	<u>R-60</u>	<u>CR-3.0 C-3.0 R-3.0 H-100</u>	<u>Consolidate split zone properties under one zone.</u>
66C	<u>EOF-3.0 H-100</u>	<u>CR-3.0 C-3.0 R-3.0 H-100</u>	<u>Update to CR zone from pre-2014 EOF zone.</u>
67	CR-3.0 C-0.75 R-3.0 H-145 T	CR-3.0 C-3.0 R-3.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
68A	CR-5.0 C-4.0 R-4.75 H-145 T	CR-5.0 C-5.0 R-5.0 H-[175] <u>260</u>	Increase flexibility for future mixed-use development.
68B	CR-5.0 C-4.0 R-4.75 H-145 T	CR-6.0 C-6.0 R-6.0 H-[175] <u>260</u>	Adjust zoning to bring parcel into conformance.
68C	CR-8.0 C-6.0 R-7.5 H-200 T	CR-8.0 C-8.0 R-8.0 H-[240] <u>300</u>	Increase flexibility for future mixed-use development.

Page 67: Revise the first bullet point under “Goals” as follows:

- Preserve the historically significant Falklands South parcel just south of East-West Highway as a sylvan retreat of [market-rate] naturally occurring affordable housing in the middle of a dense urban environment.

Page 67: Delete the second and third bullets under “Urban Design” as follows:

- [Connect the renovated stream valley in the southeast quadrant to a consolidated public use space on the north parcel that is green and clearly public in nature.]
- [Implement the recommendation from the 2010 Greenspace Guidelines for a renovated stream valley in the southern portion of the Falklands parcel between East-West Highway and Colesville Road.]

Page 67: Add a “Parks and Public Spaces” section after the “Urban Design” section under “Recommendations” as follows:

- Parks and Public Spaces

- Implement the recommendation from the 2010 Greenspace Guidelines for a renovated stream valley in the southern portion of the Falklands parcel between East-West Highway and Colesville Road.
- Connect the renovated stream valley in the southeast quadrant to a consolidated public use space on the north parcel that is green and clearly public in nature.

Page 67: Add an “Opportunity Sites” section after the new “Parks and Public Spaces” section under “Recommendations” as follows:

- Opportunity Sites

- Northern Parcel of Falklands Apartments: This parcel is bounded by 16th Street to the west, East-West Highway to the south and the Metrorail/CSX tracks to the east. This property has an approved site plan for a mixed-use project and the Plan supports the redevelopment of this parcel.

Page 69: Delete “Note: Overlay Zones are not shown on district zoning maps for clarity; see Map 16 Proposed Zoning.”

Page 70: Revise the text under “Vision” as follows:

Consistent with [the recommendations of the Attainable Housing Strategies Initiative,] the Plan goal of housing diversity, the Adjacent Communities can include a greater variety of housing types, fully integrated into the existing neighborhood fabric, to allow a wider range of residents to enjoy the valued proximity to the downtown and nearby transit options.

Page 70: Revise the second and third bullets under “Goals” as follows:

- Encourage a greater diversity of housing types [as recommended by the proposed Attainable Housing Strategies Initiative].
- Preserve existing [market-rate] naturally occurring affordable housing in this District.

Page 70: Delete the first bullet under “Urban Design” as follows:

- [Refer to Attainable Housing Strategies Initiative on building form and relationship to street for new permitted housing types.]

Page 70: Delete the first sub-bullet to the fourth bullet under “Urban Design” as follows:

Implement as many Green Loop elements as possible along the following streets that will be Green Loop Connectors into the downtown:

- [2nd Avenue]
- Ellsworth Drive

- Bonifant Street

Page 71: Revise the first bullet under “Zoning” as follows:

- Confirm all existing zoning with the exception of the mapped areas shown and described in the table below.

Page 71: Delete the second bullet under “Zoning” as follows:

- [Convert parcels zoned EOF to CR as shown in the map and the table.]

Page 71: Add a zoning recommendation as the last bullet under “Zoning” as follows:

- 8808 Colesville Road: This property is currently zoned R-60 but is being used as a commercial property. The Plan recommends this property as a candidate for a CRN floating zone of CRNF-0.75 C-0.75 R-0.75, H-40.

Page 74: Revise Table 8. Proposed Adjacent Communities Zoning as follows:

Table 8. [Proposed] Adjacent Communities Zoning			
Map Number	Existing Zoning	Plan Recommended Zoning	Justification
[71]	[R-60]	[R-60]	[Confirm existing zoning.]
[72]	[R-60]	[R-60]	[Confirm existing zoning.]
73	R-60	R-60	Confirm existing zoning.
[74]	[R-60]	[R-60]	[Confirm existing zoning.]
75A	R-60	R-60	Confirm existing zoning.
75B	RT-12.5	THD	Update to THD from pre-2014 zone.
76A	R-60	R-60	Confirm existing zoning.
76B	RT-12.5	THD	Update to THD from pre-2014 zone.
[77]	[R-60]	[R-60]	[Confirm existing zoning.]
78	R-60	R-60	Confirm existing zoning.
79	R-60	CRT-1.5 C-0 R-1.5 H-65	Rezone to allow increased flexibility for multifamily development.
[80]	[R-60]	[R-60]	[Confirm existing zoning.]
[81]	[R-60]	[R-60]	[Confirm existing zoning.]
[82]	[R-60]	[R-60]	[Confirm existing zoning.]
[83]	[R-60]	[R-60]	[Confirm existing zoning.]
[84]	[R-60]	[R-60]	[Confirm existing zoning.]
[85]	[R-60]	[R-60]	[Confirm existing zoning.]
[86]	[R-60]	[R-60]	[Confirm existing zoning.]
[87]	[R-60]	[R-60]	[Confirm existing zoning.]
88A	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
88B	R-60	CR-3.0 C-3.0 R-3.0 H-70	Rezone to CR for flexibility for future mixed-use development.

[89]	[R-60]	[R-60]	[Confirm existing zoning.]
90A	R-30	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
90B	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
90C	CRN-0.5 C-0.5 R-0.25 H-35	CRN-0.75 C-0.5 R-0.75 H-40	Rezone to match adjacent overall FAR while maintaining commercial density that allows the existing use.
[91]	[R-60]	[R-60]	[Confirm existing zoning.]
92A	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
92B	R-20	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
[93]	[R-60]	[R-60]	[Confirm existing zoning.]
94A	R-20	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
94B	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
95	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
96	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
97	CRNF-1.25 C-0.25 R-1.0 H-65	CRN-1.25 C-0.25 R-1.0 H-65	Confirm existing zoning.
98	R-60	CRN-0.75 C-0 R-0.75 H-40	Rezone to CRN to allow increased residential density.
99	R-60	R-60	Confirm existing zoning.

Page 77: Revise the seventh bullet under “Goals” as follows:

- Promote the development of diverse housing types in the Adjacent Communities district as recommended by this Plan [(and the ongoing Attainable Housing Strategies Initiative)].

Page 77: Delete the last bullet under “Goals” as follows:

- [Support upgrades to the current utilities and infrastructure that support the Plan, including water and sewer.]

Page 78: Revise the first bullet under “Recommendations” as follows:

- [Connectivity and Infrastructure] Civic Improvement Fund
 - Any CR property in the Plan Area may obtain additional density necessary to reach the mapped maximum building height[, or additional height approved for a property in the BHIZ,] by making a contribution to the [Connectivity and Infrastructure] Civic Improvement Fund (CIF). CIF contributions will be made only for density above the total mapped maximum density for the site not achieved through [, density approved per] density-averaging[, and/] or [bonus density] for providing MPDUs above the required minimum, up to the approved maximum height. Refer to Section 4.1 Implementation.

Page 78: Delete and replace the second bullet under “Recommendations” as follows:

- [Building Height Incentive Zone
 - Establish a Silver Spring Downtown Building Height Incentive Zone (BHIZ), as shown in Map 32, to allow CR-zoned properties pursuing Optional Method Development to increase building heights by up to 150 percent of the mapped height to a maximum of 300 feet. Approved height will be subject to the Design Review process through the Design Advisory Panel. Refer to Section 4.1 Implementation for further detail.
 - The Planning Board may approve certain properties identified in the Metro Center District and the Ripley District to realize an increased building height up to 360 feet, consistent with the recommendations of the Sector Plan and Design Guidelines, subject to the Design Review process through the Design Advisory Panel.]
- Increase heights on CR properties in the downtown to encourage redevelopment. The blocks surrounding the Transit Center should permit heights up to 360 feet, with Planning Board approval. Refer to the Design Guidelines that accompany this Plan.

Page 84: Revise the fifth paragraph under “Economic Growth” as follows:

This Sector Plan envisions a future in which downtown Silver Spring is among the region’s premier office markets, has continued to grow its profile as a unique retail destination, and has a diverse base of high-quality jobs in numerous industries, making it resilient to evolving economic conditions and an attractive place to work and do business. The Sector Plan recommendations to improve and enhance the public realm, including the creation of the Green Loop, along with increased heights and flexible zoning are designed to achieve this vision.

Page 85: Revise the first bullet under “Recommendations” as follows:

Encourage the conversion of [obsolete] vacant office space to other uses (short-term or long-term), including residential (condominiums or rentals), hotels/hospitality centers, healthcare facilities, laboratory/research facilities, education facilities, and non-profit service centers.

Page 85: Insert the following between the second and third bullets under “Recommendations”:

- Encourage ground-floor spaces in new development that are divided into smaller bays appropriately sized for small businesses where feasible and when consistent with other Plan recommendations.

Page 86: Delete the second and third paragraphs and insert a new paragraph under “3.3 HOUSING” as follows:

[This Plan represents the first opportunity to implement the vision for housing laid out in Thrive Montgomery 2050, the 2021 update to the county’s General Plan that lays out a long-range policy framework that will guide future land use and growth. Thrive Montgomery 2050’s housing recommendations, found in the “Housing for All” chapter, have wide ranging policies to help make housing more attainable, including increasing housing production and preserving existing affordable and attainable housing. The vision laid out in Thrive Montgomery 2050 is consistent with the Housing Element of 2011 and builds upon a foundation of progressive housing policy laid out in several previous master plans, including the Bethesda Downtown Plan, the Veirs Mill Corridor Master Plan, and the Forest Glen Montgomery Hills Sector Plan.

In implementing the recommendations of Thrive Montgomery 2050 in the Silver Spring Downtown and Adjacent Communities Plan, this Plan becomes the first Sector Plan to acknowledge and begin to address the deep disparities in wealth and homeownership that were shaped by a legacy of discriminatory lending practices, restrictive covenants, and single-family zoning and its secondary impacts on neighborhoods that is still being felt today.]

The vision for housing laid out in the Silver Spring Downtown and Adjacent Communities Plan is consistent with the Housing Element of 2011 and builds upon a foundation of progressive housing policy laid out in several previous master plans, including the Bethesda Downtown Plan, the Veirs Mill Corridor Master Plan, and the Forest Glen/Montgomery Hills Sector Plan that strive to increase housing production, promote housing diversity, and preserve existing naturally occurring affordable housing. This Plan acknowledges the deep disparities in wealth and homeownership that were shaped by a legacy of discriminatory lending practices, restrictive covenants, and single-family zoning. The impacts of these policies are still being felt today and the Plan strives to address some of these inequities in the recommendations below.

Page 87: Delete the first paragraph and revise the second, third, and fourth paragraphs as follows:

[This Plan supports strategic alignment with the recommendations in the Attainable Housing Strategies to begin to address decades of inequities to create more equitable, mixed-income neighborhoods and ensure that exclusively single-family zoning is not a barrier to development in an area like Silver Spring, with its many amenities and transit and employment accessibility. This alignment with Attainable Housing Strategies also helps to provide a transition from the downtown commercial uses to the surrounding residential neighborhoods and introduces the potential for new housing typologies in the adjacent communities in the plan area. These parcels would be appropriate for housing types like duplexes and triplexes.]

This Plan [also] recommends prioritizing providing a range of unit types for a diversity of households, including families, seniors, and persons with disabilities, to allow more diverse households to take advantage of Silver Spring's amenities. The existing rental units in the downtown are predominately smaller bedroom units.

Within the downtown area are more than thirty-five multi-unit residential buildings containing more than 12,000 units. Approximately 43 percent of all units in multi-unit residential buildings are currently [market-rate] naturally occurring affordable housing, meaning they are affordable to households earning incomes below 80 percent of the Washington, D.C. metropolitan region's area median income (AMI). At 80 percent AMI in 2020, these units would be affordable to households of three earning around \$90,720 a year for a household of three.

This Plan aims to balance the preservation of existing [market-rate] naturally occurring affordable housing with the production of new housing, which will result in the production of new MPDUs. [This preservation and production strategy] The Plan seeks to [retain the existing zoning on many existing market-rate properties, and to rezone select properties to maximize density near transit] achieve this through rezoning of select properties or by supporting future applications for a Floating Zone that prioritizes the replacement of existing naturally occurring affordable housing with new income-restricted affordable housing.

Page 88: Revise the first paragraph under "3.3.1 Goals" as follows:

The housing goals for the plan are guided by the following policies and practices found in previous [and ongoing] plans including [Thrive Montgomery 2050,] the Housing Element of 2011, and [previous] recent masterplans. The intent of this Plan is to ensure that this Plan is consistent and in sync with current best practice in planning and housing policy. The goals, as aligned with the Housing Element of 2011, include:

Page 88: Delete the first and second bullets under “3.3.1 Goals” as follows:

- [Expand opportunities to increase residential density, especially along major corridors and in locations where additional housing can assist in the development of Complete Communities.]
- [Facilitate the development of a variety of housing types in every part of the county but especially in areas near transit, employment, and educational opportunities.]

Page 88: Insert the following bullet as the first bullet under “3.3.1 Goals”:

- Build the majority of new housing in transit-oriented locations and near jobs and employment centers.

Page 88: Revise the third bullet under “3.3.1 Goals”: as follows:

- Encourage and support neighborhood diversity with a range of unit sizes, types, and occupancy (including rental and ownership options) to serve individuals and families of all ages, incomes, and backgrounds. The range of housing types to be encouraged and supported may include [Support creative housing options including single-room occupancy units (SROs)] Personal Living Quarters (PLQs) and/or micro-units; “missing middle” housing types such as tiny houses, cottages, duplexes, multiplexes, and small apartment buildings; shared housing, co-housing, and accessory dwelling units (ADUs), social housing, and cooperative housing [to help meet housing needs and diversify housing options].

Page 88: Delete the fourth, fifth, and sixth bullets under “3.3.1 Goals” as follows:

- [Increase the number of income-restricted affordable housing units, especially for low-income households.]
- [Prioritize use of public land for co-location of housing and other uses, particularly where government agencies design new facilities or dispose of real property.]
- [Calibrate the applicability of the Moderately Priced Dwelling Unit (MPDU) program and other affordable housing programs to provide price-regulated units appropriate for income levels ranging from deeply affordable to workforce.]

Page 88: Add the following four bullets at the end the section “3.3.1. Goals” as follows:

- Create mixed-use neighborhoods with local small retail businesses and basic services within walking distance of housing.
- Encourage housing cooperatives, faith-based organizations, neighborhood housing groups, and employers to use their existing property or to purchase land and buildings for the production and preservation of housing affordable to households with low and moderate incomes.

- Make housing affordable to low-, moderate-, and middle-income households a priority.
- Provide underused and strategically located surplus public properties for housing, including units affordable to low- and moderate-income households, at a higher percentage than required in the MPDU program and using best design practices. Property that is designated as parkland is not be considered surplus.

Page 88: Revise the second and third bullets under “3.3.2. Recommendations” as follows:

- Preserve existing, [market-rate] naturally occurring affordable housing where possible, striving for no net loss of affordable housing in the event of redevelopment.
- Publicly owned properties should be encouraged to provide [up to] a minimum of 30 percent MPDUs, with 15 percent affordable to households earning at the standard MPDU level of 65-70 percent or less of Area Median Income (AMI) and 15 percent affordable to households earning less than 50 percent of AMI.

Page 89: Delete the eighth and ninth bullets under “Recommendations” as follows:

- [The Council should take action on Attainable Housing Strategies and adopt a countywide Zoning Text Amendment to allow duplexes, triplexes, and quadplexes by-right with conformance with a pattern book in the Adjacent Communities.]
- [If there is no action on Attainable Housing Strategies, the relevant recommendations to allow duplexes, triplexes, and quadplexes by-right with conformance with a pattern book in the R-60 zone should be adopted in the Adjacent Communities through a Zoning Text Amendment.]

Page 90: Revise the second bullet under “Recommendations” as follows:

- Create a Design Advisory Panel (DAP) that allows community participation and is representative of the Plan area. Design Review will be required for all Optional Method Development Projects in the Plan Area. [Additional height obtained through the Building Height Incentive Zone will be subject to the Design Review process through the Design Advisory Panel.]

Page 90: Insert the following new bullet prior to the last bullet under “Recommendations”:

- Implement noise mitigation strategies for new development to comply with the County’s noise ordinance.

Page 91: Move “Map 19. Recommended Maximum Heights Map” to the Plan-wide “Land Use and Zoning” section.

Page 92: Revise the fourth bullet under “Goals” as follows:

- Activate [under-utilized] vacant spaces (both publicly and privately owned) through temporary placemaking strategies. These tactical moves can help spur long-term public realm transformation and improve public life.

Page 94: Revise the first three paragraphs under “3.5 PARKS, TRAILS AND PUBLIC SPACES” as follows:

The [plan] Plan envisions a community where [it is easy and irresistible for] all residents, visitors, and workers [to]will enjoy a network of welcoming, multi-use parks, trails, and public spaces. Parks and public spaces, [especially those] in urban areas [like Silver Spring] are a [platform]center for community experiences and interaction, [. Urban parks support] and improve the quality of life [of residents] for community members of all ages, races, cultures, income levels, and physical abilities.

[As participants noted during the public engagement process, Silver Spring needs more parks and public spaces, especially spaces for active recreation.]

The goals and recommendations for this plan were developed in concert with policy guidance from previous [and ongoing] plans including the 2010 Silver Spring CBD Green Space Guidelines, the 2017 PROS Plan, and the 2018 Energized Public Spaces Functional Master Plan, [Thrive Montgomery 2050, and 2022 Parks, Recreation and Open Space (PROS) Plan (on-going),] in addition to input from the community [input received during the planning process] who voiced the importance of parks and public spaces [in]to their quality of life.

The goals and recommendations below support the plan's overall themes of diversity, connectivity, resiliency, and community health.

Page 96: Revise the text under "Equity" as follows:

Equity:

- [Everybody's backyard – promote] Promote a fair and equitable distribution of attractive, safe, and fun parks and public spaces as [common] shared civic spaces with facilities and programming open to people of all ages, race, culture, income, and abilities.
- [More Active Recreation -] Add [additional] park facilities and programs that promote physical activity and social interaction. [, including in small spaces, with introduction of basketball hoops, ping-pong tables, interactive art, areas for hopscotch games, tai chi, and other activities that keep people moving and meeting each other. The results of the EPS Plan analysis (see Appendix D) show that the plan area particularly lacks active recreation experiences. The need is especially great in the center of downtown where the shortage of active experiences is higher.]
- ["Right park in the right places" - Parks will be designed to accommodate major functions, but all should provide social, active and nature-based experiences to the extent possible. Ensure a fair distribution of the] Equitably distribute park experiences across the various districts of the [is sector p] Plan. Parks should be located near transit, accessible [by] via walking and biking, and surrounded by active building frontages. See Section 4.5.4 for proposed park locations.
- [Multifunctional Spaces - Facilitate the creation of new and the renovation of] Design parks to be multifunctional. Create new and/or renovate existing parks and public spaces [that] to accommodate multiple needs, including recreation, education, community-building, and environment stewardship within the urban context. Consider co-location, adaptive reuse, joint programming, and shared use of land, buildings and facilities whenever possible to optimize limited available land.
 - [For example, community gardens in Silver Spring promote social engagement and physical activity in high-density areas to a diverse population in addition to providing access to fresh and healthy foods. Fenton Street Urban Park will be consolidated with the existing community garden which will be expanded and integrated with additional land

dedication and acquisition. Proposed and existing community gardens are identified in Section 4.5.4.

- Consider co-location, adaptive reuse, joint programming, and shared use of land, buildings, and facilities whenever possible to optimize limited available land. This Plan recommends the renovation of the largest park inside the sector plan – Jesup Blair Park – to bring new and renovate existing amenities, add an intense programming, and welcome future and existing park users to gather as a community in this regional destination.]
- [Celebrate Silver Spring’s Culture and History -] Promote facilities that celebrate cultural and historic aspects of the community, and that encourage social connection and a sense of pride of ownership of shared spaces. [serve the distinct social connection needs of seniors, teenagers, young adults and people with disabilities and contribute to the sense of pride and ownership of parks. The proposed Cultural Art Loop in Jesup Blair park will be a venue to celebrate the more inclusive Silver Spring history proposed in this Plan. See Section 4.9.6 Cultural and Heritage Resources.]

Page 97: Revise the last two bullets under “Equity” as follows:

- [Access to nature and future stewards –] Expand the urban tree canopy coverage and pervious surfaces in both publicly and privately owned parks and public spaces[, both publicly and privately owned]. Promote watershed connectivity through education and best stormwater management practices. [See more info on this recommendation at section] Refer to Section 3.7 - Resilient Downtown.
- Promote the creation of [“Friends of”] local organizations to support [in] major parks and public spaces. Engage [the community] stakeholders early in the planning, programming and design of parks and public spaces to collaborate on creative solutions and to ensure [the resulting place is meaningful and reflective of] that ultimate park designs reflect community needs and identity. [Engage stakeholders such as property owners, developers, non-profit groups, community members, artists, and public agencies to collaborate in delivering creative solutions and development strategies.] Work with the community and schools to develop early advocacy programs and activities to encourage nature appreciation, education, and stewardship.

Page 97: Revise the text under “Green Loop Connectivity” as follows:

Green Loop Connectivity

- Implement the proposed Green Loop to connect existing and proposed parks and public spaces with other land uses inside the Plan and the surrounding region. [promoting]
- Promote walking and biking to these places [with] along comfortable, sustainable, safe and shaded roads, sidewalks and trails. The Plan recommends improving signage and wayfinding of parks, public spaces and trails within Silver Spring.
- [All parks and public spaces - Ensure access to all parks and public spaces – including POPS – that are designed to support casual, impromptu use, and connection with nature and other land uses.
- Wayfinding – Improve signage and wayfinding of parks, public spaces, and trails; consider partnering with future commercial/businesses organizations to create a public space map and signage for the Green Loop and the open space network in Silver Spring.

- Integrate amenities with walking loops – Promote physical activity, people watching, social connections and integration of amenities and parks and public spaces with internal walking loops inside public spaces and through connections to the Green Loop, respectively.]

Page 97: Revise the text under “Creative Implementation” as follows:

Creative Implementation

- [Temporary/Interim Pilot Spaces -] Consider short-term/temporary solutions and “pop-up” programming that reflect community identity within temporary/interim parks. Consider empty lots, surface parking areas or other opportunity sites adjacent to the Green Loop as potential pilot sites.

Page 98: Revise the first paragraph under “3.5.3 Equity in Parks and Public Spaces Implementation” as follows:

Silver Spring was identified as an implementation priority area through the mapping of Experience Improvement Areas (EIAs) of the Energized Public Spaces (EPS) Plan with the overlay of the Equity Focus Areas (EFAs) from Planning’s Equity Focus Areas Analysis. [Thrive Montgomery 2050.] Recommendations described in this Plan will help prioritize where and how to spend limited public funds where the highest need is identified.

Page 98: Revise the text under “Goal” as follows:

[Address park resources distribution in the County’s urbanizing areas. Give a voice to] Prioritize underserved communities in the distribution of park resources and contribute to the efforts initiated by the County Council on racial equity and social justice.

Page 98: Delete the first bullet under “Recommendations” as follows:

[Equity: Everybody’s backyard – promote a fair distribution of attractive, safe and fun parks and public spaces as common civic spaces with facilities and programming open to all ages, race, culture, income, and abilities.]

Page 99: Revise the text under “3.5.4 Proposed Park Locations and Park Recommendations” as follows:

The 2017 and 2022 PROS Plans and the 2018 EPS Plan state that each area master plan should recommend an interconnected system of parks that achieve multiple objectives[. The parks and facilities] whose size, primary and supporting functions should be directly proportional to the projected density and land use patterns of the community.

[Map 21 illustrates the proposed parks and public space’s location within an interconnected network through the Green Loop system. The designation of active recreation destinations, Civic Green, Plaza, Neighborhood Greens, etc., is to highlight the major function emphasis but not to limit other experiences. All parks should provide social, active, and nature-based experiences to the extent possible across the various districts of this Plan.] The ongoing 2022 PROS Plan will be revising the Park Classification system categories associated with the Proposed Park Locations shown in Figure 21. The categories of the proposed park recommendations are based on the 2017 PROS Plan Parks Classification categories: Civic Green, Plaza, Urban Recreational Park, etc.

[The following proposed park locations approach should be applied to Silver Spring:] All urban parks should be strategically located to allow access by walking and biking to and from public transit and other complementary land uses to support the goals of encouraging physical activity, facilitating social connection, accessing nature, and promoting economic prosperity.

For the Sector Plan Area:

- Opportunities for active, contemplative, and social gathering experiences within parks
- Central civic spaces emphasizing social gatherings
- Interconnected system of sidewalks and trails to connect parks and open spaces through the proposed Green Loop

For each Urban District: Recreational amenities that can be accessed by walking or biking.

Map 21 identifies proposed locations for parks and public spaces in the Plan area. The map illustrates how the proposed green space network is connected to the Green Loop. The designation of active recreation destinations, Civic Green, Plaza, Neighborhood Greens, etc., highlights the major function of each open space but does not limit other experiences. All parks should provide social, active, and nature-based experiences to the extent possible.

In addition, the park recommendations also incorporate community input, previous studies, legacy infrastructure, localized needs, location of Experience Improvement Areas (EPS Plan methodology), Equity Focus Areas [(Thrive 2050)] and other factors to deliver the “right parks in the right places.”

[The ongoing 2022 PROS Plan will be revising the Park Classification system categories associated with the Proposed Park Locations approach described above. The categories of the proposed park recommendations are based on the 2017 PROS Plan Parks Classification categories: Civic Green, Plaza, Urban Recreational Park, etc. All urban parks should be located strategically to allow access by walking and biking to and from public transit and other complementary land uses to support the goals of encouraging physical activity, facilitating social connection, accessing nature, and promoting economic prosperity.]

The current naming of the proposed parks and public spaces is subject to change and will be defined during the implementation phase of the project.

Page 101: Revise text under “A – Civic Green” as follows:

Civic Greens are [Parks and Public] spaces that emphasize social gathering. They are flexible[, programmable] gathering spaces for informal or large special events. [Depending on size, they] Civic Greens may support open air markets, concerts, festivals, and/or special events. A large central lawn is often the focus, [sometimes with a complementary plaza space] often accompanied by a plaza with adjacent spaces providing complementary uses such as gardens, water features and/or shade structures. Supporting functions might include opportunities for physical activity and nature enjoyment.

A1 - Create: Ripley District Civic Green

Location: Ripley District

Likely ownership: POPS

Vision: This civic green space will be an important focal point and social gathering space for the Ripley District [and the rest of the Plan]. Its central[ized] location within the Plan[’s] area and along the [proposed] Central Green Loop will serve the highest density commercial and residential areas. [It will connect Georgia Avenue and East-West Highway with improved pedestrian routes and bike trails.] [With] Along with the proposed [Silver Spring Bridge Connector] bridge over the rails, it will [work] serve as a gateway between East-West Highway in [the] South Silver Spring and Georgia Avenue in the Ripley District. [districts connecting opposite sides of the proposed Central Green Loop: East-West Highway to Fenton Street through Silver Spring Avenue. The main programming of this] This space may include a central lawn and will be [flexible] flexibly designed to accommodate a variety of experiences such as community events, unstructured recreation, [in a central lawn, activities that encourage] physical activity, contemplation, and interaction with nature. [and places for nature interaction and contemplation.] [Provide] This space should include a balance of sunny and shaded areas. [Explore] [i]Interactive installations with educational components and/or visitor amenities could be explored.

Recommended Size: 0.5 acre minimum; 1.5 acres ideal

Page 102: Revise the text under “A2- Create: Gene Lynch Civic Green (currently under construction)” as follows:

Vision: This civic green [space] will be an important focal point and social gathering space for the Metro Center District. Its location across from the Transit Center [metro and purple line stations] will function as a gateway to the [central core of] commercial core of downtown Silver Spring [along Colesville Road]. The main programming of this space will be flexible to accommodate community events and unstructured recreation with a central lawn area enclosed by lush plants and trees. [An informal amphitheater space with a large programmable digital display and playful bench swings will serve as a focal point within the park.] A variety of seating options will be provided in both sunny and shaded areas, along with an amphitheater space and bench swings.

Size: 0.25 acres

Page 103: Revise the text under “B - Plaza” as follows:

[These spaces] Plazas often [align with and] complement [the] Civic Greens, [urban parks subcategory. T] as these spaces also emphasize social gathering. [The main differences are (1)] Plazas typically have a central hardscape area rather than a central lawn, and are often located [surrounded by supporting facilities that should encourage physical activity and enjoying nature instead of a central lawn, and (2) the location generally] near transit stops and/or commercial and high[er] density residential areas. [They] Plazas should face streets and building frontages to maximize pedestrian use and exposure and have access to sunlight. [Plazas] They may support activities including open air markets, concerts, festivals, and special events.

Page 103: Revise text under “C- Countywide Urban Recreational Park” as follows:

[Oriented to] A Countywide Urban Recreational Park responds to the recreational needs of surrounding neighborhoods and districts, and [this type of park] provides spaces for [many] a variety of activities. Athletic fields, playing courts, picnic areas, dog parks, sitting areas and flexible grassy open spaces, [may all be common in this park subcategory] all may be found in this type of park. Programming might include farmer’s markets, outdoor exercise classes, and/or community yard sales, etc. There should be [space for] a safe area for vehicular drop-offs and integrated accessible

parking for those who cannot walk to the park. Physical activity is the main emphasis of this park, but social and contemplative opportunities should also be considered.

Page 105: Revise the text under “Concept Plan” as follows:

In response to previous redevelopment recommendations from the 2018 *Energized Public Spaces Functional Master Plan*, along with community input, the Parks Department is developing a concept plan for this park concurrent with the sector plan process. [in order to coordinate its analysis and design to capitalize on the synergies that the planning process can bring to the future redesign and implementation of improvements to this site.] The concept plan will establish a framework for the redevelopment of the park into an active, regional destination with amenities that appeal to a broad range of interests and will be further refined and developed through the Facility Planning process.

[Improve physical and visual access to the park by:] Recommendations:

The following recommendations improve physical and visual access to the park:

- Implement connections to the Green Loop [Connections –] at the southern tip of the proposed [outer loop] Outer Loop as shown on Map 4. [within the green loop system and in the border of] At the border with Washington DC, this park will be an important gateway welcoming people to Maryland. [anchor to bring people from MD and DC together and can be a great model for partnership in edge locations. The outer loop connects to the central loop through Fenton Street and Georgia Avenue.]
- Expand connectivity/visibility and presence of the park along Georgia [Ave - Pursue future partnership with] Avenue by pursuing a partnership with the DC Office of Planning to discuss opportunities to develop the corner sites along Blair Road and Georgia Avenue with active building frontages along the park and open viewsheds to the park along Georgia Avenue.
- [Wayfinding: Signage and Public Art along Fenton Street – Pursue collaboration] Improve wayfinding and signage in and around the park by collaborating with Montgomery College to improve visibility of the [only] entrance to the park along Fenton Street at the pedestrian bridge. Install [signages] signs along the Metropolitan Branch Trail and below the pedestrian bridge with distances to the park to direct users to this entrance. Consider partnering with the owner of the adjacent storage facility [property owner] to install a public art mural to provide more visibility to the entrance ramp area and [instigate] encourage people to cross the bridge to the park [explore what is across the rails. Consider a partnership with MCDOT and Montgomery College to expand the use of the pedestrian bridge to connect bike users to and from the Metropolitan Branch Trail along Fenton Street]. Consider partnering with organizations to create additional art installations across the rail track to attract attention to the location of the park from Fenton Street.
- [Pedestrian Network Improvements:] Consider implementing traffic calming features along Blair Road to make it more safe, accessible, and comfortable. Work with SHA/MCDOT to add new and renovate existing pedestrian crossings: (1) at both ends of the park along Georgia Avenue to improve the pedestrian access and experience across this busy road and connect to the small businesses along that stretch of Georgia Avenue; (2) Blair Road at the edge of the park boundary to allow pedestrians safe crossing to the park entrances along Blair Road [– see proposed location on the illustrative concept and in Section 3.6 – Transportation.] If development patterns along and surrounding Blair Road change in the long term, and traffic calming measurements are already in place, consider working with MCDOT and SHA to study the feasibility of a closure of Blair Road along the perimeter of Jesup Blair Park on

weekends and/or weekdays. It would allow expansion of the proposed active zone at the southern portion of the park and would allow direct connection to Juniper Blair Neighborhood Park across the street expanding the zone for recreation and social interactions.

Page 106: Revise the fifth and sixth bullets under “Concept Plan” as follows:

- [Art Crossings:] Work with SHA/MCDOT to consider art treatment of the two pedestrian crossings along Georgia Avenue as well as improvements on links to the [POPS] privately owned public spaces along Jesup Blair Drive to mark the park entrances and transition to other pedestrian destinations.
- [Perimeter Fence:] Consider removal and/or reduction of the perimeter fence around the park to make the park feel more welcoming. [fenced area to add a welcoming feeling to the perimeter of the park].

Page 106: Delete the seventh bullet under “Concept Plan” as follows:

- [Connection to a potential future transit stop – if development patterns change in the long term and the Plan gets updated zoning that would allow higher density near this location increasing potential ridership and justifying a return of investment of that scale, consider locating a public transit stop near the park.]

Page 106: Revise the text below the seventh bullet under “Concept Plan” as follows:

[Promote] The following recommendations promote social connection, diversity, community health, identity and sense of ownership of the park:

- [Strong Programming – promote] Promote [a] robust programming for the park with activities and events that can appeal to a diverse audience and [invite] will encourage people [back] to return to explore the park on their own.
- [Multifunctional Spaces – encourage] Encourage multi-use spaces such as lawn, play areas and courts instead of specialized uses. The existing central soccer field would continue to work as a central lawn space [(that still hold a good size for informal soccer games)] and multi-age play area. The transformation of this local park into a countywide destination park will allow its facilities and spaces to serve a much larger and diverse audience during large events. The park infrastructure should also consider the daily or weekly use of local residents. Consider including space for community-scale events such as performances and farmer’s markets. Allow space for kiosks and community bulletin boards, cafes, or street vendors.

Page 107: Revise the third bullet under “Promote social connection, diversity, community health, identity, and sense of ownership” as follows:

- Create a variety of experience zones inside this large park emphasizing active, social and contemplative areas, making the park a destination place with many things to do for different age groups, interests, and abilities.
 - Balance the amount of active, contemplative, and social experiences offered. [by the existing and new park facilities].

- Inside the contemplative zone consider going beyond the traditional passive uses by introducing active programs such as yoga, tai-chi, and other activities that [can benefit of] would be enhanced by the natural setting[s] of this zone including [its beautiful] a restored [historic building] Jesup Blair House.
- The social zone can accommodate a variety of uses such as café, lawn area, stage/amphitheater, dog park, etc. The active zone may accommodate multi-age play areas, multi-use courts, zip line, skate park, and other activities [that will keep the community physically active].

Page 107: Delete the fourth bullet under “Promote social connection, diversity, community health, identity, and sense of ownership” as follows:

- [Diverse scale of events – consider space for programming and events at different scales to attract diverse users.]

Page 107: Revise the fifth and sixth bullets under “Promote social connection, diversity, community health, identity, and sense of ownership” as follows:

- [Introduce opportunities for public art in the park – promote] Promote partnerships that celebrate cultural aspects of the community through public art. Explore temporary installations (especially along Georgia Ave) and permanent pieces of art in the park. A great example to consider is the synergy between a café in the park and a sculpture area.

[Historic setting – improve connectivity of the historic house and surrounding setting to the rest of park through the implementation of the cultural art loop, and other improvements to this portion of the park to activate the frontage along Georgia Avenue, Blair Road and Jesup Blair Drive to invite people to get inside the park and enjoy its many experiences. Especially in the contemplative zone, promote human and nature synergies – consider interactive design solutions to enhance the relationship between people and elements of the natural environment. Identify future partner who will help activate the contemplative zone potential to attract users to the park and gain community support to steward its unique historic setting and enjoy the many activities inside the park.]

- [Cultural Art Loop – create] Create a signature internal [active, recreational, and cultural art trail loop] active/recreational Cultural Art Loop Trail with mileage [marks] markers, historic signage, art, benches, a mix of shaded and sunny areas and fitness equipment [along its path inside Jesup Blair park] to integrate the existing and future proposed recreational facilities and encourage physical exercise.

Page 107: Insert the following two bullets after the sixth bullet under “Promote social connection, diversity, community health, identity, and sense of ownership” as follows:

- Renovate the historic Jesup Blair House for appropriate community uses that complement the park programming. Identify a future partner who will help activate the contemplative zone to attract users to the park, gain community support to steward the unique historic setting, and enjoy the many activities in the park.

- Improve connectivity of the historic house and surrounding setting to the rest of park through the implementation of the cultural art loop, and other improvements that will activate the frontages along Georgia Avenue, Blair Road and Jesup Blair Drive to invite people into the park.

Page 107: Revise the seventh, eighth, and ninth bullets under “Promote social connection, diversity, community health, identity, and sense of ownership” as follows:

- [Diversify natural features – consider] Consider interactive design solutions to enhance the relationship between people and elements of the natural environment. [the use of] Use a diverse palette of plant and tree species, including native plants, that provide different colors, form, and textures throughout all the seasons. Apply a diverse range of plants to minimize potential expansive destruction from pests or harsh climate conditions.
- [Friends of Jesup Blair Park – engage] Engage the community to [activate this park] support this park through local organizations, such as the Friends of Jesup Blair Park. Create a framework for an inclusive and collaborative approach to promote recreational opportunities to all.
- [Park operating hours –] Consider extending the operating hours of this park beyond sunset and introduce lighting to safely extend the use of the park [Lighting at this park will be a very important item to keep the extended use of the park safe].

Page 109: Revise text under “D - Community Use Urban Recreational Park” as follows:

[These parks] Community Use Urban Recreational Parks serve the immediate neighborhood. This type of park is primarily programmed for physical activity, with supporting programming for social and contemplative opportunities. [Physical activity is the main emphasis of this park, but social and contemplative opportunities should also be considered.] Typical facilities include smaller sport courts, skating spots, [and may include] lawns, playgrounds, or similar neighborhood recreation facilities. Sizes vary considerably depending on the land available and community size served.

D1 – Create: South Silver Spring Park

Ownership: M-NCPPC (acquired in 2021)

[Vision: Key active recreation destination in the South Silver Spring District. Different from Jesup Blair park, this urban recreational] This park will serve as a through-block connection between East-West Highway and Kennett Street at the current location of the National Tire and Battery site. This park will be a key local active recreation destination in South Silver Spring that will serve the surrounding blocks. [Its] The direct connection to the [central green loop] Central Green Loop will link this location [promote complementary active facilities] to other recreational parks [being] proposed in this Plan. Montgomery Parks [is under contract on] acquired one of the two [property] parcels for this park in 2021. [and expects to own the property by the end of 2021]. Its proximity to Acorn Urban Park [can] will promote a synergy of park user experiences[: from] between the historic and contemplative setting of Acorn Park to the more active and social-driven space on the new proposed urban recreational park. Consider working with SHA and MCDOT to [implement a potential outer loop] create a connection between these two parks [using] via the existing sidewalks [between these two parks to allow park users to enjoy this location with different options where to meet as a community to enjoy each other and also] that would benefit the park users and the local businesses [surrounding] proximate to these two parks. [Public façades along Kenneth Street and

East-West Highway – due to location of commercial businesses along East-West Highway and a public parking lot right across the potential new parkland, the park will likely be used as a through-block connection. Plan for tables and seating areas on this park visible from an internal and external loop systems to capture the pedestrian flow generated by other surrounding land uses.] Consider including a seating area with tables that could support the businesses along East West Highway. Recreational amenities that could be considered for this park may include multi-use courts, small open lawn, picnic area, multi-age play area, dog run, exercise stations, etc. Considering potential [partnering] partnerships with adjacent [property owner to create a community art mural on adjacent Caldor/Discovery Channel building blind façade facing the proposed site] properties to align park facilities with neighborhood needs, including opportunities for public art, such as murals, on existing building walls facing the site.

Size: ~1.62 acre

D2 – Create: Downtown North Park

Location: Downtown North District

Likely Ownership: POPS

[Vision: Key] This park will be a key active outdoor recreation destination in the Downtown North [Silver Spring] District, [. Create a park during] and will be created along with the redevelopment of the Cameron Garage site as proposed in the Plan. [with focus on active recreation. Its direct connection to] It is located along the Central Green Loop and will connect to [promote] complementary active facilities [to other recreational parks being proposed in this Plan and complement] elsewhere in the Plan as well as to the indoor active recreational experiences offered by the South County Regional Recreation and Aquatic Center [at the opposite corner] across the street (currently under construction).

Recommended Size: minimum 0.5 acre

Page 111: Revise text under “D3 - Create: Metro Center Park” as follows:

[Vision: Key] This park will be a key active recreation destination in the Metro Center District. Its [direct connection to] location along the Central Green Loop will [promote] connect it to complementary [active] facilities [to] at other recreational parks [being] proposed in this Plan. This park will be created along with the redevelopment of the Bonifant-Dixon garage site and may be located on a lower rooftop. [Create park space on proposed roof or create park during redevelopment of site. Amenities, including] The park’s facilities may include multi-use courts and play areas[, are encouraged].

Recommended Size: minimum 0.5 acre

Page 111: Revise text under “D4 - Create: Bonifant Park” as follows:

Location: [Metro Center] Ripley District

Likely Ownership: POPS

[Vision: Create park space on entrance of residential development. Focus] This park will be adjacent to new development in the Ripley District. It will focus on alternative forms of active recreation [in small] at a smaller scale such as: game tables and basketball hoops[, and others surrounding with landscape features to add nature]. [Local] It will serve as a local destination for active experiences in the center of the downtown. [This park can be a great model of introducing active play in smaller spaces.]

Recommended Size: minimum 1/10 acre

Page 111: Revise text under “D5 - Create: Fitness Park (currently approved under The Blairs Master Plan)” as follows:

[Vision: Active] This park will be an active place [inside] as part of the full build-out of the Blairs Master Plan [Development full build-out]. Located off of Portal Drive and alongside an existing surface parking lot, this park will have outdoor fitness equipment for adults and children as well as a sitting area for rest.

Proposed Size: ~ 0.22 acre

Page 112: Revise text under “D6 – Renovate/Repurpose: Ellsworth Park” as follows:

[Vision: Key] This park is an important active recreation destination in the Adjacent Communities District. [Renovate] Further renovation of reclaimed space from brick house [to] will expand awareness of the presence of the park along Colesville Road. [Activate existing public park as part of comprehensive,] Consider programming that is year-round [park activation program]. Currently, the presence of a dog park in this location makes it a regional destination. As more dog parks/runs are developed, this park will more likely serve as a local destination. Improve pedestrian crossing across Colesville Road at the north edge of the park.

Size: 3.6 acres

Page 112: Revise text under “E- Neighborhood Green” as follows:

A Neighborhood Green is [This park is very] a flexible space that [and] supports social connections, physical activities and access to nature. [The] This type of park provides spaces for informal gatherings, lunchtime relaxation, or small special event gatherings. A lawn, play area, shaded seating, pathways, and wooded areas are typical features.

Page 112: Revise text under “E1 – Renovate/Expand: Fenton Street Park” as follows:

[Vision: Gateway] This park will be a gateway to the Fenton Village District. [The expansion of this park to consolidate parkland] As adjacent properties become available, consolidate and expand this park into a cohesive neighborhood park that will promote and [preserve] support the diverse character of this district [with its diverse local shops and smaller scale retailers and attract new park users to this location]. Encourage programming that supports active recreation and social gathering. [Direct] The direct connection to the [central green loop] Central Green Loop will enhance the synergy of this park with other locations. [Keep] Consider keeping and/or expanding the community garden function already on site. [and expand its size in alignment with the recommendations found in Section 3.7.8. Add active and social gathering experiences that will complement each other and serve this community better].

Size: ~ 1.75 acres

Page 112: Revise text under “E2 – Create Fenton Village Park” as follows:

[Vision: Hanging-out space for the community along Fenton Street. This park in conjunction with the Fenton Street Park will activate and serve the district commercial corridors and residents.] This park is envisioned as a community gathering space for Fenton Village. The community will have a

place to [gather] come together and celebrate their diverse [identity and character] identities and cultures of the neighborhood, as well as a place to sit and enjoy food from the many local eateries in Fenton Village. This site [is also] may be large enough [that it may provide a unique opportunity] to consider urban agriculture facilities, either at the ground or as part of a green roof concept in alignment with the recommendations found in Section 3.7.8.

Recommended Size: between 0.3 and 0.5 acre minimum

Page 113: Revise the text under “E3 – Create: Ellsworth District Park” as follows:

[Vision: Green space to] This park will complement and connect to Veteran’s plaza on the site of the expand [Veterans Plaza activities at] existing Whole Foods parking lot. It will be created as part of the redevelopment of the eastern side of the parking lot [Create open space or park during future redevelopment of existing surface parking lot] to meet or exceed open space requirements. [Provide] It will provide green space and/or recreational amenities to complement Veterans Plaza, [Provide] and will provide a mix of shaded and sunny areas with a row of tree canopies facing the main entries and facades of proposed development.

Recommended Size: minimum 0.5 acre

Page 113: Revise the first sentence of the text under “E4 – Create: Rachel Carson, Blair Stomping, The Mews, and Lucy’s Landing Park inside the Blairs Development (currently approved under The Blairs Master Plan)” as follows:

[Vision: Connected] These parks will be a connected system of green open spaces focused on contemplative and social experiences inside the full future buildout of the proposed Blairs Master Plan. [development full build-out.]

Page 113: Revise “E4 - Create: Falkland Park & Connect: Falkland Stream Restoration to north parcel” and related text as follows:

[E4] E5 – Create: Falkland Park & Connect: Falkland Stream Restoration to north parcel

Location: Falklands District

Ownership: POPS

[Vision: Create] This Plan envisions a visual and physical connection between the stream valley renovation in the southeast quadrant of the Falklands to a consolidated public use spaces on the north parcel that is green and clearly public in nature. Consider adding wayfinding signage to address the entries to these publicly accessible spaces. This would be realized along with the redevelopment of the Falkland north parcel.

Size: minimum 0.5 acre of consolidated open space

Page 113: Insert “E6 – Create/Develop: King Street Park” after “E4 - Create: Falkland Park & Connect: Falkland Stream Restoration to north parcel” as follows:

E6 – Create/Develop: King Street Park

Location: South Silver Spring

Ownership: POPS, currently leased to M-NCPPC for the use of the community garden on site. This park will be a neighborhood social gathering place. Consider retaining the existing community

garden at the western end of the site at 7980 Georgia Avenue until the parcel is redeveloped. Upon redevelopment consider including a community garden program as part of the open space. Connect this park to the proposed through-block connection on this site and to the Outer Green Loop.
Size: 0.2 – 0.4 acre

Page 114: Revise the text under “F – Pocket Greens” as follows:

[This smaller park will] Pocket Greens allow [for] “pauses” with a landscaped setting along the streets between larger parks within the parks and public spaces network. [Research has suggested that smaller breaks during the work schedule increases productivity and health, especially mental health.] Pocket Greens are particularly important in high-density commercial areas to provide spaces where workers can take a restorative break during the day. Due to its small scale, the space should be highly visible from the street and include protection from wind, traffic, and noise. Pocket Greens serve residents, workers and visitors and are appropriate for seating, areas to eat or read, and small play or game areas.

[Pocket Greens are particularly important in areas where commercial activities are taking place. Due to its small scale, the space should be highly visible from the street and include protection from the wind, traffic and noise allowing workers to take a lunch or coffee break while enjoying a contemplative environment with pedestrians strolling by. They can provide seating, areas to eat or read, and small play areas or game areas. This park will serve nearby residents, workers, and visitors.]

Page 114: Revise text under “F1 – Renovate: Acorn Park” as follows:

[Vision: Contemplative] The existing Acorn Park is a contemplative historic pocket green. Its proximity to the proposed South Silver Spring Park [can] will promote a synergy of park [users] experiences: from the historic and contemplative setting of Acorn Park to the more active and social-driven space on the new proposed recreational park. [Activate public park] Acorn Park could sustain more park activation than the existing condition, possibly in partnership with a nearby privately owned public space (POPS).

In Summer 2020, as part of [the Shared] its Open Streets program, MCDOT closed Newell St between Kennett Street and East-West Highway to expand recreational opportunities to residents and businesses. The street closure allows users of Acorn Park to enjoy a larger play area increasing park usage and stewardship of its historic asset. [Newell Street can function as a temporary park until the proposed South Silver Spring Park project gets implemented.] In Section 3.6.5 of this Plan, this street segment is recommended to be a shared street in the future.

Page 114: Delete “F3 – Retain King Street Park” as follows:

[F3 – Retain: King Street Park

Location: South Silver Spring

Ownership: POPS, leased to M-NCPPC

Vision: Retain existing community garden at the western end of the parcel on the 7980 Georgia Avenue site as part of any redevelopment opportunity. Connect community garden to proposed through-block connection.

Size: ~0.38 acre]

Page 115: Revise text under “Temporary/Interim Park” as follows:

A temporary park is a type of park created for a certain period of time in a location that is not currently planned as future public space. There is generally a beginning and an end time established. *An interim park* is implemented in a short time frame on a site that is actively being designed for a future permanent public space. Both temporary and interim parks can provide opportunities to partner with local businesses and non-profits to engage with the community in creative ways to deliver places for social gathering, active or contemplative experiences while building a sense of community and belonging at the location. When feasible, new parks should consider implementation of temporary or interim parks. For parks implementation strategies and park ownership recommendations, see Section 4.3. [a type of park created to bridge the time gap between design, funding, and construction of a permanent public space and can accommodate temporary uses until resources for permanent uses become available. Owners and/or county staff can use these temporary facilities to collect information on programming and functions that will serve a future permanent public space. Temporary parks can also provide opportunities to partner with local businesses and non-profits to engage with the community in creative ways to deliver places for social gathering, active or contemplative recreation while building a sense of community and belonging.]

Page 115: Delete “3.5.5. Parkland Ownership” as follows:

[3.5.5. Parkland Ownership

As the major parkland stakeholder in the county, Montgomery Parks is committed to increasing the number of parks and open spaces to secure public access, especially in urban areas such as Silver Spring. However, the higher cost in acquiring land, in addition to the maintenance and operation of these urban spaces with active programming, comes with a high price tag. Montgomery Parks will be strategic in determining parks and open spaces ownership. Below are some parameters that will be considered but not limited to define parkland ownership:

- If acquisition is the only way to create a cohesive public space when the parcel is less likely be part of a development proposal,
- If the recommended facilities most likely require user permits, such as athletic courts, or
- If the surrounding parcels are individually owned, therefore, it is unreasonable to expect common management of the space, unless another entity is available to manage the space.]

Page 119: Revise the fourth bullet under “Recommendations” as follows:

- [The] If the Montgomery College bridge should ever need to be reconstructed, its replacement should be [widened or otherwise improved] constructed with additional width to allow the use of bicycles for adequate access to the Metropolitan Branch Trail and upcoming Fenton Street separated bike lanes.
- Bicyclists should [also] be permitted to use existing trails like the outer loop of Jesup Blair Park for transportation and recreational cycling.

Page 120: Revise Table 9. Bikeway Network Recommendations, as follows:

Table 9. Bikeway Network Recommendations

Street	From	To	Facility Type	Bikeway Type
Burtonsville to Silver Spring Breezeway				
Ellsworth Drive	Cedar Street	[Fenton Street] Veteran's Plaza	Shared Road	Shared Street
Ellsworth Drive	Veteran's Plaza	Fenton Street	Separated Bikeway	Separated Bike Lanes
Capital Crescent Trail Breezeway				
Capital Crescent Trail	Spring Street	Silver Spring Transit Center	Trail	Off-Street Trail
Glenmont to Silver Spring Breezeway				
Fenton St Extended	Spring St	Cameron St	Trail	Off-Street Trail
Fenton St	Cameron St	Ellsworth Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Metropolitan Branch Trail Breezeway				
Metropolitan Branch Trail	Silver Spring Transit Center	Silver Spring/Takoma Park (East) Policy Area	Trail	Off-Street Trail
Additional Recommendations				
13th St	District of Columbia	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
16th St (MD 390)	Spring St	District of Columbia	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
2nd/Wayne Ave	Spring St	Colesville Road (MD 384)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
	Colesville Road (MD 384)	Cedar Street	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Burlington Ave (MD 410)	Georgia Ave (MD 97)	Fenton Street	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Cameron Street	Spring Street	2nd Ave	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Colesville Rd (MD 384)	16th St (MD 390)	Draper Lane	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side) and Sidepath (South Side)
Colesville Rd (MD 384)	Draper Lane	East West Hwy (MD 410)	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Colesville Rd (MD 384)	East West Hwy (MD 410)	Sarbanes Transit Center Entrance	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Colesville Rd (MD 384)	Sarbanes Transit Center Entrance	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Dixon Ave	Wayne Ave	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
East-West Hwy (MD 410)	16th St (MD 390)	Colesville Road (MD 384)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	Colesville Road (MD 384)	Georgia Ave (US 29)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Fenton Street	Ellsworth Drive	King Street	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Metropolitan Branch Trail/ King St (Interim)	Railroad Tracks	Fenton Street	Separated Bikeway	Sidepath (South Side)
Metropolitan Branch Trail/ Fenton St (Interim)	King St	New York Ave	Separated Bikeway	Sidepath (West Side)

Newell Street	District of Columbia	East West Hwy (MD 410)	Striped Bikeway	Conventional Bike Lanes
Philadelphia Ave/Gist Ave	Selim Rd	Silver Spring/Takoma Park (East) Policy Area	Shared Road	
Selim Rd	Philadelphia Ave	Metropolitan Branch Trail	Separated Bikeway	Sidepath (West Side)
Silver Spring Ave	Fenton Street	Silver Spring/Takoma Park (East) Policy Area	Shared Road	Priority Shared Lane Markings
Silver Spring Avenue	Georgia Avenue	Fenton Street	Separated Bikeway or Striped Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Spring St/Cedar St	16th St (MD 390)	Wayne Ave (MD 594-A)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Blair Mill Road	Eastern Avenue	East-West Highway (MD 410)	Separated Bikeway	Separated Bike Lanes (two-way South Side)
<u>1st Street</u>	<u>Spring Street</u>	<u>Fenwick Lane</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lanes (One-Way, Both Sides)</u>
1st Ave Extension (B-30)	[1st Avenue] Fenwick Lane	Ramsey Avenue	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
New street name TBD (B-31)	Bonifant Street	Thayer Avenue	[Separated Bikeway] Shared Road	[Separated Bike Lanes (One-Way, Both Sides)]
New street name TBD (B-32)	Silver Spring	Sligo Avenue	[Separated Bikeway] Shared Road	[Separated Bike Lanes (One-Way, Both Sides)]

Page 126: Insert the following after the seventh bullet under “Recommendations”:

- Create the following new pedestrian connections:
 - Fenton Street to Mayor Lane (along with the redevelopment of Parking Lot 4 site in Fenton Village), and
 - Bonifant Street to Wayne Avenue.

Page 129: Revise the first and seventh bullets under “Recommendations” as well as the text at the bottom of the page as follows:

- This Plan confirms BRT stations and routes for the Georgia Avenue South Bus Rapid Transit Route (Corridor 2) in the 2013 Countywide Transit Corridor Functional Master Plan. [Dedicated bus lanes should be provided along Georgia Avenue and space for dedicated bus lanes should come from repurposing existing general-purpose traffic lanes.]
- Evaluate the feasibility of increasing rapid transit service along Georgia Avenue to and from Jesup Blair Park [a new Metrorail station at Jesup Blair Park in even that future redevelopment of Jesup Blair Park spurs land use and development changes in the blocks surrounding the park].

[Note: The cross section proposes one potential alignment that should be further evaluated for implementation. The intent of the cross section is to demonstrate that there is support to reallocate travel lanes for exclusive transit use and that such alignment can fit within the master-planned right-of-way.]

Page 130: Revise text under “3.6.5 Roadways” as follows:

The Plan area has a well-connected road network of high and low volume streets that provide access to and within this vibrant community. This Plan focuses on ensuring safety for all users, especially pedestrians, and further improving connectivity and circulation throughout the road network. At the time of this Plan's approval, the 2021 Complete Streets Design Guide (CSDG), a countywide policy developed jointly by the Planning Department and the Montgomery County Department of Transportation (MCDOT) has been approved, but the CSDG recommendations to updating County Code Chapter 49 ("Road Code") have not been codified. For this reason, the Plan includes roadway classifications per the 2018 Master Plan of Highways and Transitways and the County's Rode Code as well as the CSDG in anticipation of updates to the County Road Code.

Page 130: Revise the second and third sub-bullets to the first bullet under "Recommendations" as follows:

- Create a new street connecting Bonifant Street to Thayer Avenue. This connection will improve connectivity within the corridor from Bonifant Avenue to Sligo Avenue. This street could be private or dedicated to public right-of-way. The design of the street should match that of Private Street A that was built as part of the Studio Plaza project, which connects Thayer Avenue and Silver Spring Avenue.
- As part of the redevelopment of the Parking Lot 4 site and adjacent parcels (if the existing parking structure is removed), create a new street through the existing block from Sligo Avenue to Silver Spring Avenue [that aligns with the north-south mid-block connection to the north]. This street, designed to accommodate both pedestrians and vehicles, could be private or dedicated to public right-of-way.

Page 130: Insert the following text between the second and third bullets under "Recommendations" as follows:

Shared streets are designed to create an environment that encourages low vehicle speeds and prioritizes pedestrians. Shared Streets are often curbsless, providing pedestrians with freedom of movement and creating optimal spaces for special events. They can support a variety of land uses, including commercial, entertainment, dining, and residences. Shared Streets should include strategically defined edges and zones, and unique paving materials where feasible. Designs should allow for flexibility, so that streets can be easily closed to automobile traffic for events and reconfigured to support a wide range of social and cultural functions. Streetscape elements must facilitate navigation by pedestrians with vision disabilities, as shared streets allow free-form movement through all spaces for pedestrians and bicyclists. Tactile surfaces should indicate pedestrian-only zones and safe crossings.

Page 130: Delete the third bullet under "Recommendations" as follows:

- [Create the following new pedestrian connections:
 - Fenton Street to Mayor Lane (along with the redevelopment of Parking Lot 4 site in Fenton Village), and
 - Bonifant Street to Wayne Avenue.]

Page 134: Revise Table 10. Street Classifications and ROW Recommendations as follows:

Table 10. Street Classifications and ROW Recommendations^{1,2,3}

Roadway	From	To	Functional Classification	Complete Streets Design Guidelines Street Type	Master Planned ROW (Minimum)	Existing Lanes	Planned Lanes	BRT Type
Major Highway								
Georgia Ave (M-8)	Spring Street	Colesville Road	Major Highway	Downtown Boulevard	126'	6D	[6D] <u>4D + 2T</u>	Dedicated
Georgia Ave (M-8)	Colesville Road	Wayne Avenue	Major Highway	Downtown Boulevard	120'	6-6D	6-6D	None
Georgia Ave (M-8)	Wayne Avenue	[Blair Mill Road] Sligo Avenue	Major Highway	Downtown Boulevard	125'-140'	6-6D	[6-6D + 0T] <u>4-4D + 2T</u>	Dedicated
<u>Georgia Ave (M-8)</u>	<u>Sligo Avenue</u>	<u>Blair Mill Road</u>	<u>Major Highway</u>	<u>Downtown Boulevard</u>	<u>125'-140'</u>	<u>6-6D</u>	<u>4-4D + 2T</u>	<u>Dedicated</u>
Georgia Ave (M-8)	Blair Mill Road	Eastern Avenue	Major Highway	Downtown Boulevard	125'	6-6D	[6-6D + 0T] <u>4-4D + 2T</u>	Dedicated
16th Street (M-9)	Colesville Road	East-West Highway (MD 410)	Major Highway	Downtown Boulevard	120'	6D	[6D] <u>4D</u>	None
16th Street (M-9)	East-West Highway	630' South of Lyttonsville Road	Major Highway	Town Center Boulevard	120'	6D	<u>4D</u>	None
Colesville Road (M-10)	SS Transit Station Entrance	Eastern Avenue/16th Street	Major Highway	Downtown Boulevard	125'	6	[6 + 0T] <u>4 + 2T</u>	Dedicated
Colesville Road (M-10)	Georgia Avenue (MD 97)	SS Transit Station Entrance	Major Highway	Downtown Boulevard	125'	6	[6 + 0T] <u>4 + 2T</u>	Dedicated
Colesville Road (M-10)	Fenton Street	Georgia Avenue	Major Highway	Downtown Boulevard	100'	5-6	[5-6 + 0T] <u>3-4 + 2T</u>	Dedicated
Colesville Road (M-10)	[Sligo Creek Parkway] <u>North Noyes Drive</u>	Fenton Street	Major Highway	Downtown Boulevard	120'	5-6	[5-6 + 0T] <u>3-4 + 2T</u>	Dedicated
East-West Highway (M-20)	16th Street	300' East of 16th Street	Major Highway	Downtown Boulevard	118'	4	4	None
East-West Highway (M-20)	300' East of 16th Street	Blair Mill Road	Major Highway	Downtown Boulevard	110'	4	3	None
East-West Highway (M-20)	Blair Mill Road	Blair Mill Way	Major Highway	Downtown Boulevard	90'	2-4	3	None
East-West Highway (M-20)	Blair Mill Way	Georgia Avenue	Major Highway	Downtown Boulevard	84'	2-4	3	None
Burlington Ave (M-20)	Georgia Ave	Fenton St	Major Highway	Downtown Street	80'	3	3	None
Arterial								
Spring St (A-263)	16th St (MD 390)	630' west of Second Ave	Arterial	Downtown Street	100'	4D	2D	None
Spring St (A-263)	630' west of Second Ave	First Ave	Arterial	Downtown Street	100'	2D	2D	None

Spring St (A-263)	First Ave	Georgia Ave	Arterial	Downtown Street	100'	2D	2D	None
Spring St (A-263)	Georgia Ave	Fairview Rd	Arterial	Downtown Street	100'	2D	2D	None
Spring St (A-263)	Fairview Rd	Cameron St	Arterial	Downtown Street	80'	2	2	
Spring St (A-263)	Cameron St	Colesville Rd	Arterial	Downtown Street	100'	2	2	None
Spring St (A-263)	Colesville Rd	Ellsworth Dr	Arterial	Downtown Street	80'	4-4D	2	None
Spring St (A-263)	Ellsworth Dr	Wayne Ave (MD 594-A)	Arterial	Downtown Street	80'	2	2	None
Fenton St (A-264)	Cameron St	Takoma Avenue	Arterial	Downtown Street	80'	2	2	None
Wayne Ave (A-76)	Colesville Rd (MD 384)	Georgia Ave (MD 97)	Arterial	Downtown Street	120'	4D	4	Mixed Traffic
Wayne Ave (A-76)	Georgia Ave (US 29)	Cedar Street	Arterial	Downtown Street	80'	4-4D	4	None
[Wayne Ave (A-76)]	[Fenton St]	[Cedar St]	[Arterial with planned light rail]	[Downtown Street]	[70-100']	[4]	[2 + 2T]	[None]
Wayne Ave (A-76)	Cedar St	Sligo Creek Pkwy	Arterial with planned light rail	Neighborhood Connector	[70 – 100'] <u>80'</u>	4	2 + 2T	None
Minor Arterial								
Dale Dr (MA-16)	Wayne Ave	Piney Branch Rd	Minor Arterial	Neighborhood Connector	70'	2	2	None
Sligo Ave (MA-35)	Approx. 149' east of Fenton St	Piney Branch Rd	Minor Arterial	Neighborhood Connector	50'	2	2	None
Business								
1st Ave (B-1)	Spring St	Fenwick Ln	Business	Downtown Street	70'	2	2	None
<u>1st Ave (B-1)</u>	<u>Fenwick Ln</u>	<u>Cameron St</u>	<u>Business</u>	<u>Downtown Street</u>	<u>70'</u>	<u>0</u>	<u>2</u>	<u>None</u>
2nd Ave (B-2)	Spring St	Cameron St	Business	Downtown Street	80'	2	2	None
2nd Ave (B-2)	Cameron St	Colesville Rd (MD 384)	Business	Downtown Street	105'	4	4	None
13th St (B-3)	Georgia Ave	Eastern Ave (D.C. Line)	Business	Downtown Street	80'	2	2	None
Apple Ave (B-4)	CSX Railroad	Second Ave	Business	Downtown Street	60'	2	2	None
Blair Mill Rd (B-5)	Blair Mill Way	Georgia Ave	Business	Downtown Street	60'	2	2	None
Blair Rd (B-6)	Georgia Ave (MD 97)	CSX Railroad	Business	Downtown Street	60'	2	2	None
Bonifant St (B-7)	CSX Railroad	[Purple Line] <u>Ramsey Avenue</u>	Business with planned light rail	Downtown Street	70'	2	2	None
[Bonifant St (B-7)]	[Purple Line]	[Fenton St]	[Business with planned light rail]	[Downtown Street]	[40']	[2]	[2 + 2T]	[None]
Bonifant St (B-7)	[Purple Line]	Fenton St	Business with	Downtown Street	[40 – 70'] <u>70'</u>	2	2 + 2T	None

	Georgia Avenue		planned light rail					
Bonifant St (B-7)	Fenton St	Approx. 488' east of Fenton St	Business	Downtown Street	80'	2	2	None
[Colonial Ln (B-9)]	[Ripley St]	[Georgia Ave]	[Business]	[Downtown Street]	[80']	[N/A]	[4]	[None]
Dixon Ave Extended (B-10)	Ripley St	Silver Spring Ave	Business (Planned)	Downtown Street	80'	N/A	4	None
[Draper Ln (Proposed) (B-11)]	[Colesville Rd]	[Blair Mill Rd]	[Business (Planned)]	[Downtown Street]	[60']	[N/A]	[2]	[None]
Ellsworth Dr (B-12)	<u>[Cedar St]</u> <u>Fenton Street</u>	450' west of Fenton St	Business	Downtown Street	70'	2	2	None
<u>Ellsworth Dr (B-12)</u>	<u>Cedar Street</u>	<u>Veteran's Plaza</u>	<u>Business</u>	<u>Downtown Street</u>	<u>70'</u>	<u>2</u>	<u>2</u>	<u>None</u>
Fenwick Ln (B-13)	Georgia Ave	Second Ave	Business	Downtown Street	80'	2	2	None
Fidler Ln (B-14)	Second Ave	Georgia Ave	Business	Downtown Street	Varies	2	2	None
Gist Ave (B-15)	Philadelphia Ave	Fenton St	Business	Downtown Street	70'	2	2	None
Kennett St (B-16)	Newell St	13th St	Business	Downtown Street	60'	2	2	None
King St (B-17)	Eastern Ave (D.C. Line)	50' east of Georgia Ave and From B & O Railroad to Albany Av	Business	Downtown Street	60'	2	2	None
Newell St (B-18)	Eastern Ave (D.C. Line)	[East-West Highway] <u>Kennett Street</u>	Business	Downtown Street	70'	2	2	None
Planning Pl (B-19)	Georgia Ave	Silver Spring Parking Lot # 2	Business	Downtown Street	60'	2	2	None
Philadelphia Ave (B-20)	Selim Rd	Fenton St	Business	Downtown Street	70'	2	2	None
Ramsey Ave (B-21)	Cameron St	Colesville Rd (MD 384)	Business	Downtown Street	54'	2	2	None
Ramsey Ave (B-21)	Wayne Ave	Bonifant St	Business	Downtown Street	70'	2	2	None
Ripley St (B-22)	Georgia Ave	Bonifant Street	Business	Downtown Street	70'	2	2	None
[Ripley St (B-22)]	[End of existing Street]	[Bonifant Street]	[Business]	[Downtown Street]	[70']	[2]	[2]	[None]
Roeder Rd (B-23)	Fenton St	Cedar St	Business	Downtown Street	60'	2	2	None
Selim Rd (B-24)	Sligo Ave	Philadelphia Ave	Business	Downtown Street	70'	2	2	None
Blair Mill Rd (B-25)	Eastern Ave (D.C. Line)	East-West Hwy (MD 410)	Business	Downtown Street	70'	2	2	None
Silver Spring Ave (B-25)	Georgia Ave	Approx. 280' east of Fenton St	Business	Downtown Street	70'	2	2	None
Sligo Ave (B-26)	Fenton St	Approx. 149' east of Fenton St	Business	Downtown Street	80'	2	2	None

Sligo Ave (B-26)	Georgia Ave	Fenton St	Business	Downtown Street	70'	2	2	None
Thayer Ave (B-27)	Fenton St	Approx. 288' east of Fenton St	Business	Downtown Street	70'	2	2	None
Thayer Ave (B-27)	Georgia Ave	Fenton St	Business	Downtown Street	60'	2	2	None
Cameron St (B-28)	Georgia Ave	Spring St	Business	Downtown Street	75'	2	2	None
Cameron St (B-28)	Second Ave	Georgia Ave	Business	Downtown Street	74'	2	2	None
Dixon Ave (B-29)	Wayne Ave	Ripley St	Business	Downtown Street	80'	2	2	None
[1st Ave Extension (B-30)]	[1st Avenue]	[Ramsey Avenue]	[Business]	[Downtown Street]	[70']	[2]	[2]	[None]
New street name TBD [(B-31)] B-30	Bonifant Street	Thayer Avenue	Business	Downtown Street	[70'] <u>TBD</u>	[2] <u>0</u>	2	None
New street name TBD [(B-32)] B-31	Silver Spring Avenue	Sligo Avenue	Business	Downtown Street	[70'] <u>TBD</u>	[2] <u>0</u>	2	None
Shared Streets								
<u>Bonifant St (B-7)</u>	<u>Ramsey Avenue</u>	<u>Georgia Avenue</u>	<u>Business with planned light rail</u>	<u>Shared Street</u>	<u>40-70'</u>	<u>2</u>	<u>2</u>	<u>None</u>
<u>Ellsworth Dr (B-12)</u>	<u>Veteran's Plaza</u>	<u>Fenton Street</u>	<u>Business</u>	<u>Shared Street</u>	<u>70'</u>	<u>2</u>	<u>2</u>	<u>None</u>
<u>Newell St (B-18)</u>	<u>Kennett Street</u>	<u>East-West Hwy (MD 410)</u>	<u>Business</u>	<u>Shared Street</u>	<u>70'</u>	<u>2</u>	<u>2</u>	<u>None</u>

Page 137: Add a third Table Note under “Table Notes” as follows:

3. Minimum rights-of-way do not include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Additional rights-of-way may also be needed to accommodate master planned bicycle and transit facilities, including Protected Intersections, the envelopes of transit stations, and pedestrian crossing refuges.

Pages 138-140: Delete section titled “Street Cross Sections”.

Page 143: Revise the second bullet at the top of the page under “Recommendations” for “3.6.7. Transportation Demand Management (TDM)” as follows:

- Expand the NADMS goal to apply to [both] all commuters, both employees commuting into TMD for jobs, and residents of the TMD commuting from their homes to jobs. Increase the NADMS goal to a Blended Average [and residents and increase to a combined average] of [60] 65 percent for both groups. This goal may be re-evaluated and amended in the future as part of the Growth and Infrastructure Policy.

Page 143: Insert a new section titled “3.6.9. Street Cross Sections” as follows:

3.6.9. Street Cross Sections

Cross sections were developed for street segments within the Sector Plan boundary that are recommended for dedicated transit lanes or designated bikeways that would necessitate road diets or other right-of-way reallocations. A cross section was also developed for new street B-30 (1st Avenue Extended).

These cross sections incorporate policy and design guidance from the Complete Streets Design Guide. The intent of providing these cross sections is to offer conceptual direction for future Capital Improvement Projects (CIP) and development regulatory applications, demonstrating that there is sufficient master-planned right-of-way to meet the objectives of the Complete Streets Design Guide¹. Further study of traffic operations will be necessary, and therefore the ultimate cross section may differ from what is recommended in the Sector Plan. For example, dedicated Bus Rapid Transit (BRT) lanes are recommended on Colesville Road and Georgia Avenue. Two sets of cross sections for each corridor from north to south were developed that envision either curb running or median running alignments of the bus rapid transit lanes. Future studies of traffic operations will determine which alignment is preferred (or if a new hybrid would be more feasible) and will refine the geometric design of the right-of-way.

The street sections are organized in the following manner:

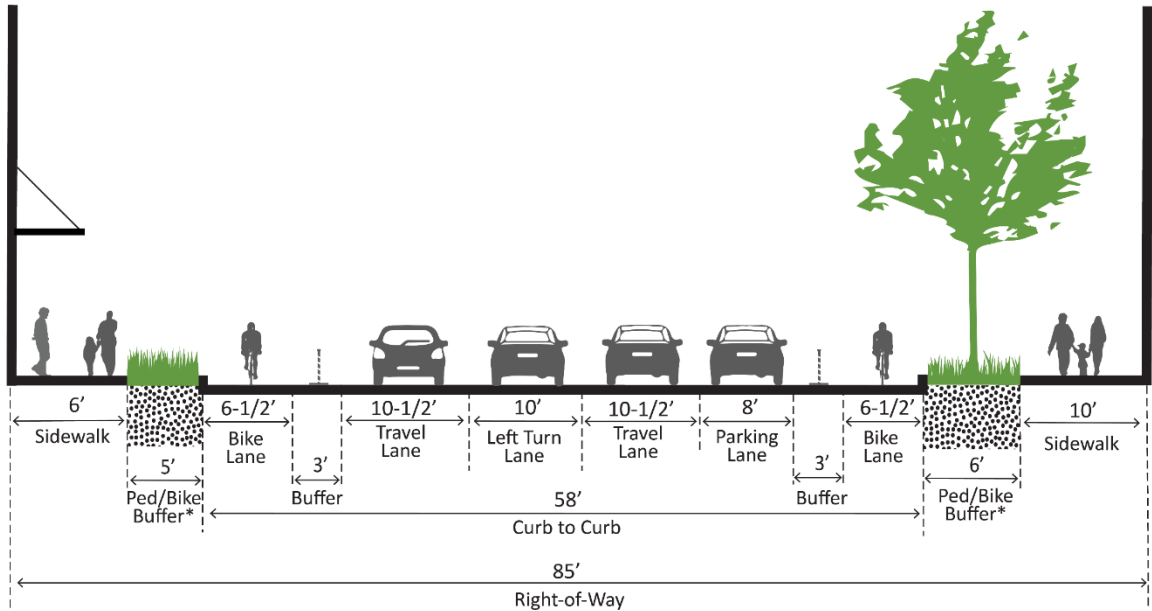
- East-West Highway sections
 - Interim Conditions
 - Ultimate Conditions
- Colesville Road Sections
 - Median-Running BRT
 - Curb-Running BRT
- Georgia Avenue Sections
 - Curb-Running BRT
 - Median-Running BRT
- Additional Street Sections

East-West Highway Sections

Designated bicycle lanes are recommended on East-West Highway. The Sector Plan recommends fitting the bicycle facilities into the right-of-way with a road diet, which reallocates a travel lane to the bikeway and street buffer. This road diet may be achieved with a CIP project or redevelopment. If the CIP project is implemented first, an interim condition is envisioned that fits the separated bikeway within the existing curb widths (Interim). As redevelopment occurs, the curbs can be relocated inward, and the bike lane can be relocated to the streetscape (Ultimate).

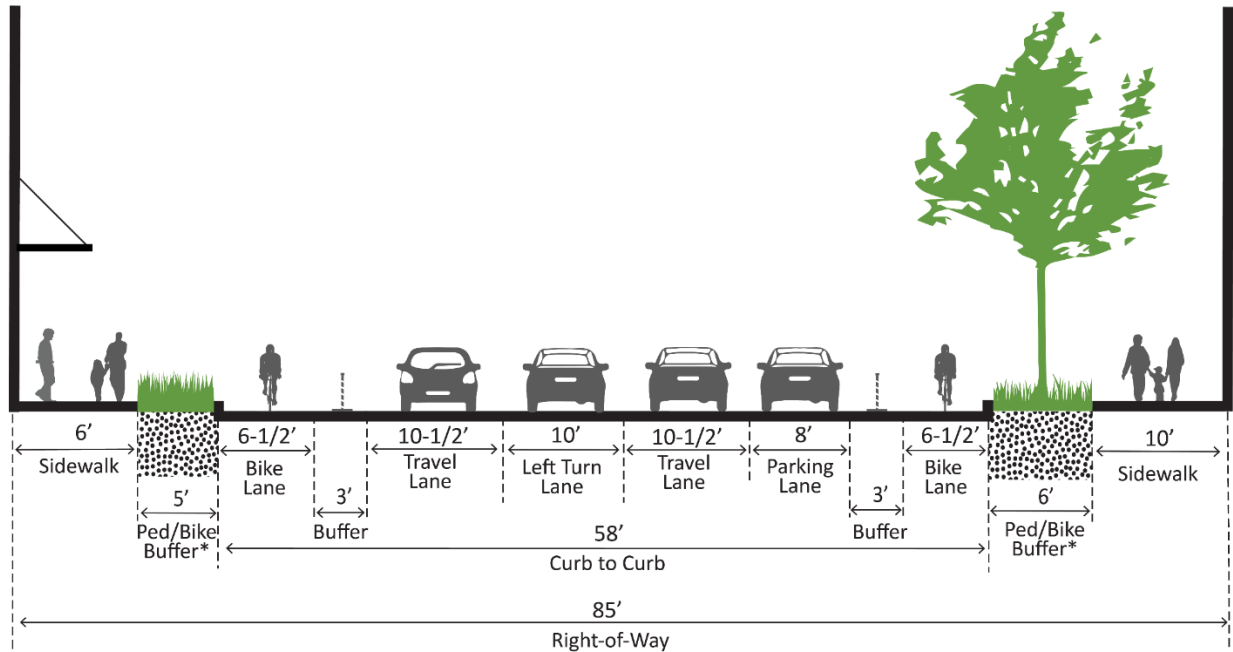
¹ The Sector Plan confirms all minimum master-planned rights-of-way widths in the 2018 *Master Plan of Highways and Transitways*. The Sector Plan is not making any recommendations to widen what is currently master planned.

Interim Condition: Figures 1, 2, and 3.



* Buffers with SWM to employ Best Management Practices

Figure 1. East-West Highway (M-20): 16th Street to Blair Mill Way, Looking North



* Buffers with SWM to employ Best Management Practices

Figure 2. East-West Highway (M-20): Blair Mill Road to Blair Mill Way, Looking North

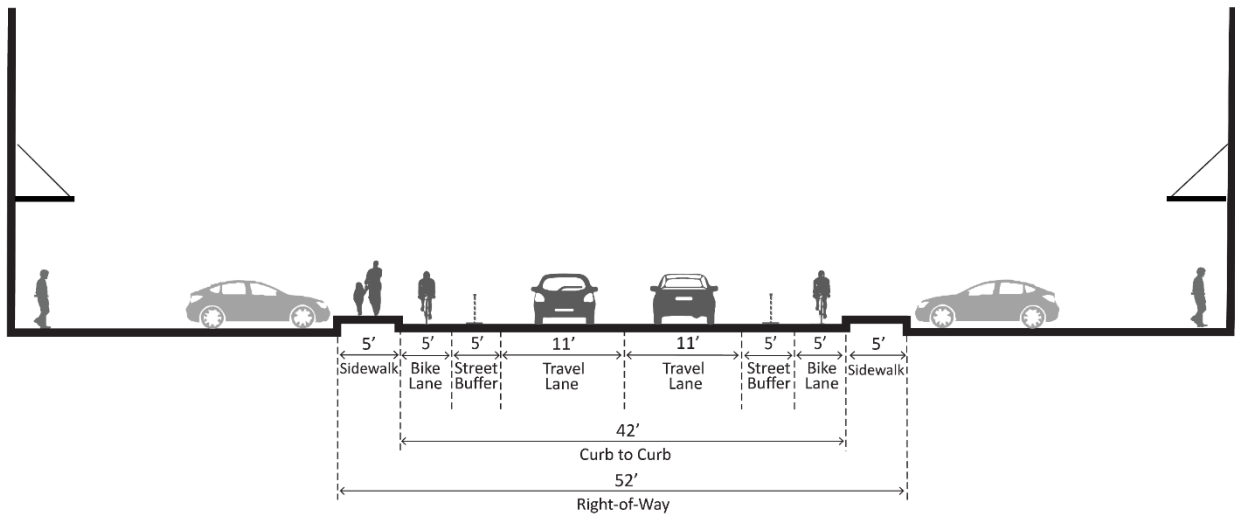
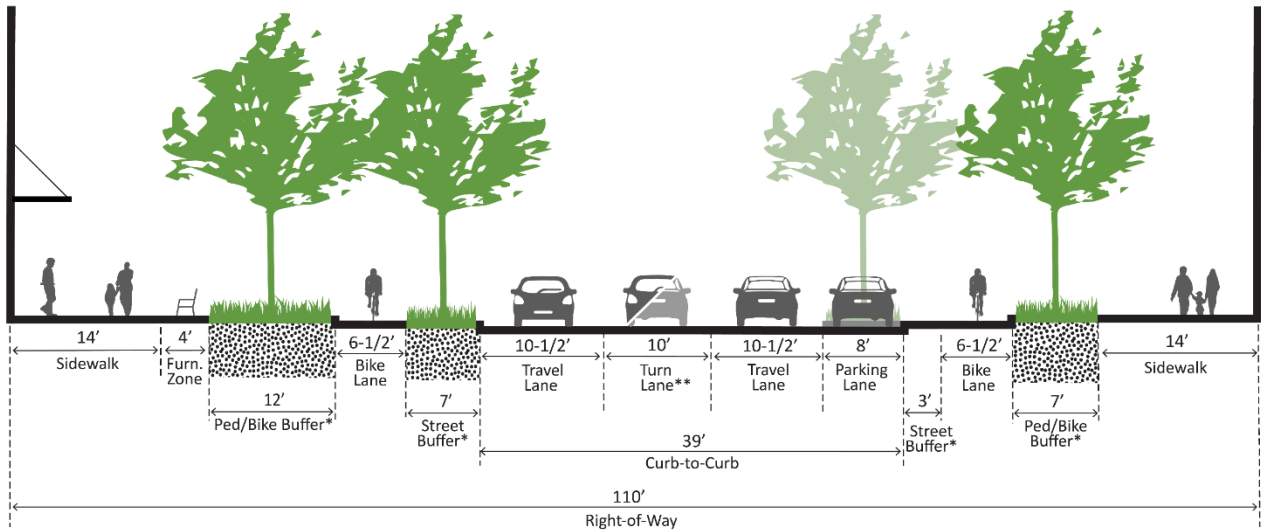


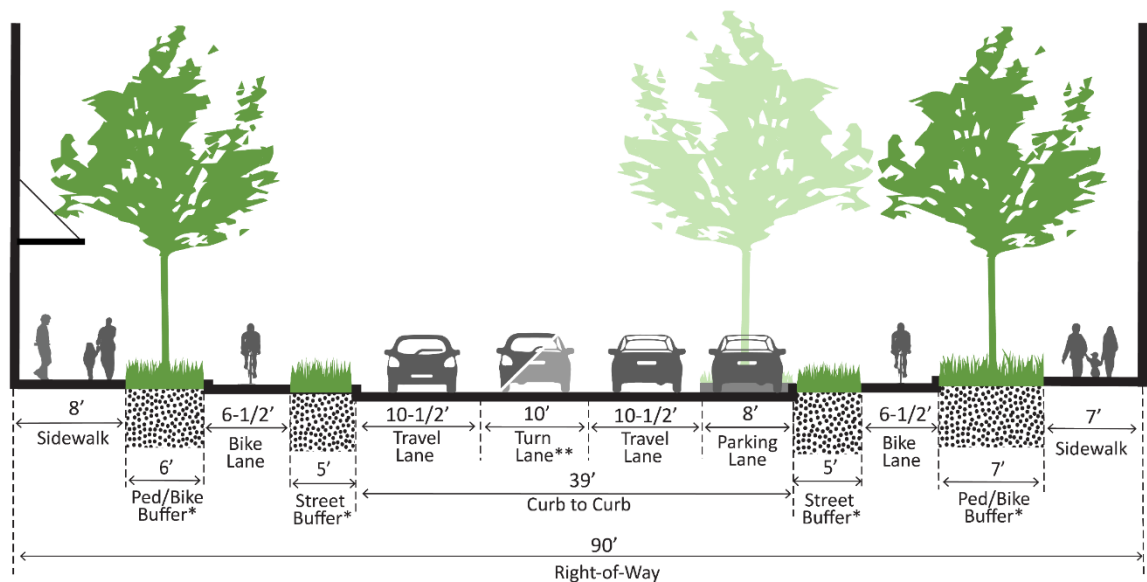
Figure 3. East-West Highway (M-20): Blair Mill Way to Georgia Avenue, Looking North

Ultimate Condition: Figures 4, 5, and 6



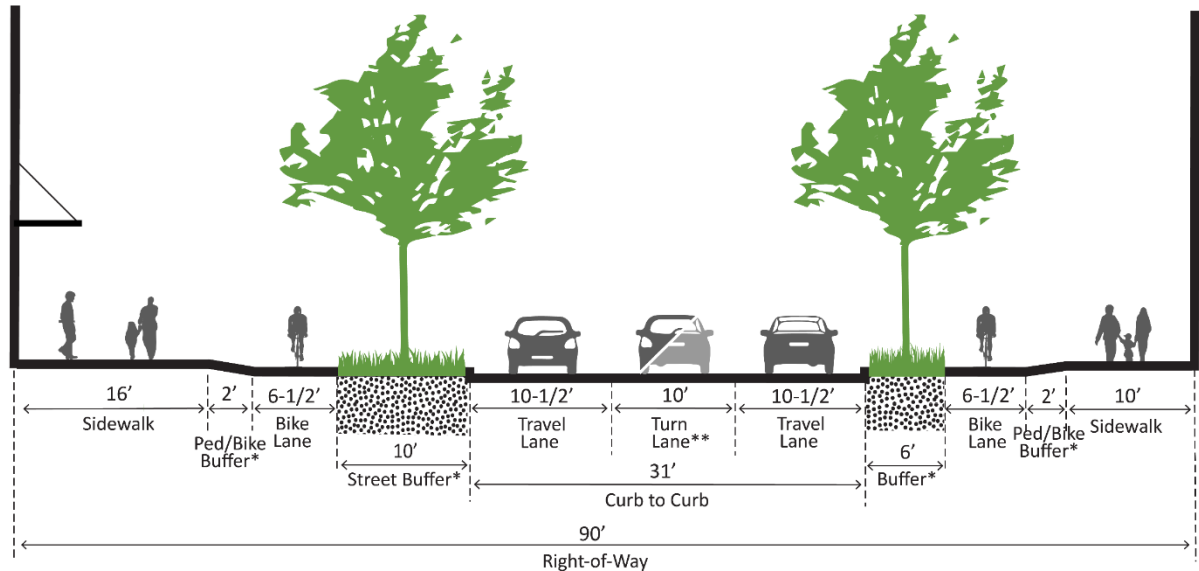
* Buffer with SWM to employ Best Management Practices
** Note: The center lane functions as a left turn lane at the intersection in the corresponding direction.
Note: This section holds the existing curb alignment on the side of East-West Highway adjacent to the Metrorail/CSX tracks.

Figure 4. East-West Highway (M-20): 16th Street to Blair Mill Road, Looking North



* Buffer with SWM to employ Best Management Practices
** Note: The center lane functions as a left turn lane at the intersection in the corresponding direction.
Note: This section holds the existing curb alignment on the side of East-West Highway adjacent to the Metrorail/CSX tracks.

Figure 5. East-West Highway (M-20): Blair Mill Road to Blair Mill Way, Looking North



* Buffer with SWM to employ Best Management Practices
** Note: The center lane functions as a left turn lane at the intersection in the corresponding direction.
Note: This section holds the existing curb alignment on the side of East-West Highway adjacent to the Metrorail/CSX tracks.

Figure 6. East-West Highway (M-20): Blair Mill Way to Georgia Avenue, Looking North

Colesville Road Sections

A median-running BRT alignment is not provided for the two southernmost segments of Colesville Road (Sarbanes Transit Center to East-West Highway and East-West Highway to 16th Street/Eastern Avenue). This is because the segment between the Sarbanes Transit Center and East-West Highway

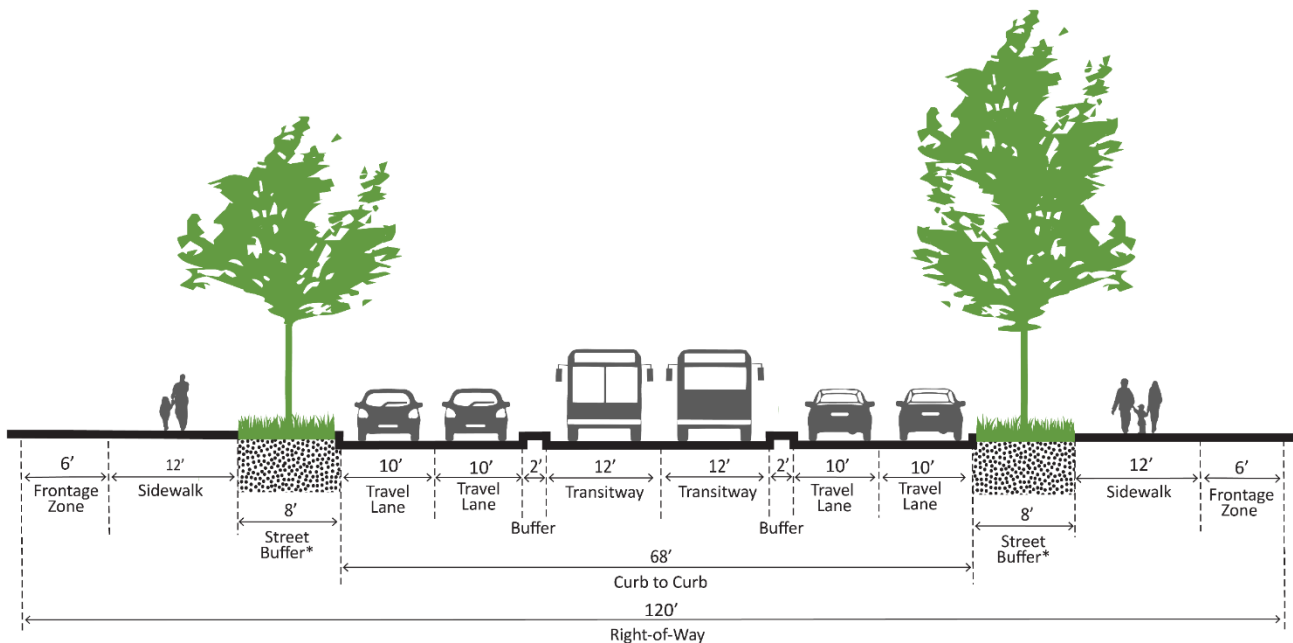
traverses under the CSX/WMATA/MARC elevated lanes. The “median” is therefore inflexible in placement and minimum width. It was decided that since such a relatively short segment remains further south when traveling towards the Sector Plan border with the District of Columbia, it didn’t make sense to transition the buses back to median running, south of East-West Highway.

This is because the segment between the Sarbanes Transit Center and East-West Highway traverses under the CSX/WMATA/MARC elevated lanes. The median is therefore inflexible in placement and minimum width. It was decided that since it is a relatively short segment between the Transit Center and the Sector Plan border at the District of Columbia, it didn’t make sense to transition the buses back to median running south of East-West Highway.

The BRT lanes are envisioned to tie-in with the District of Columbia’s vision for dedicated BRT lanes on 16th Street, approaching Silver Spring.

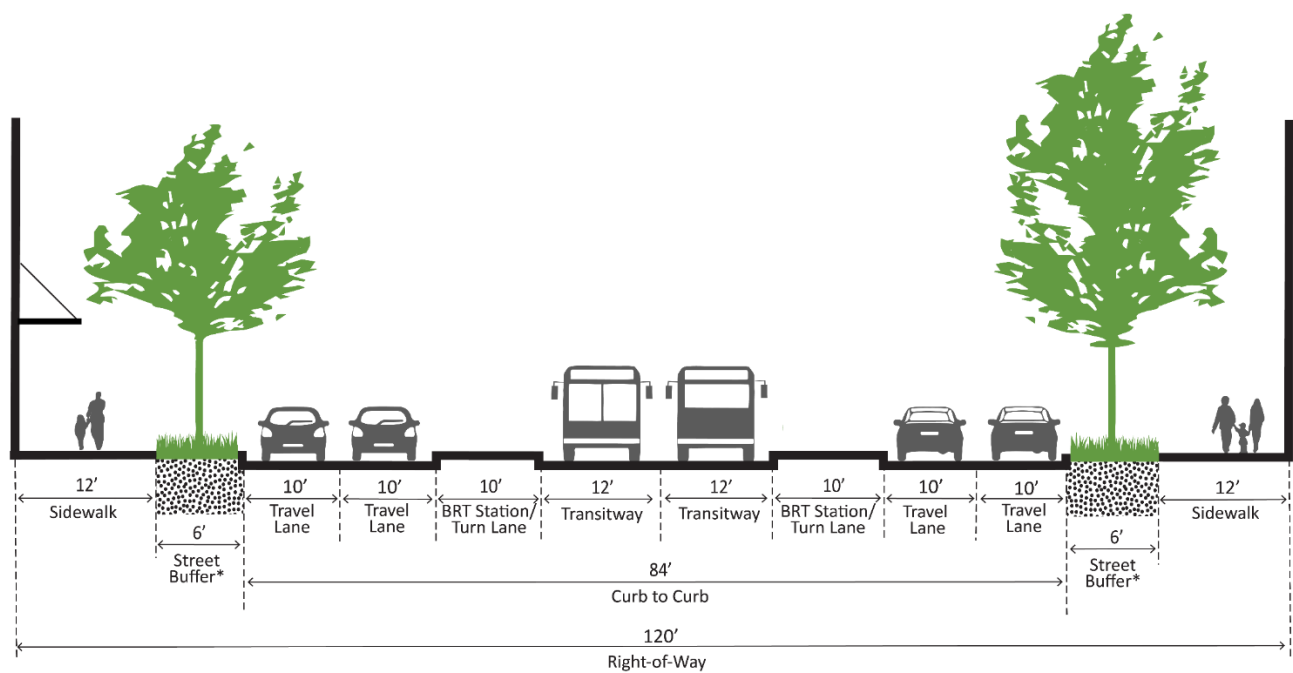
The travel lanes on Colesville Road are consistently 10-feet wide in the existing condition and for that reason, both alignments envision 10-foot travel lanes to minimize the curb-to-curb widths.

Median-Running Bus Rapid Transit: Figures 7 - 10



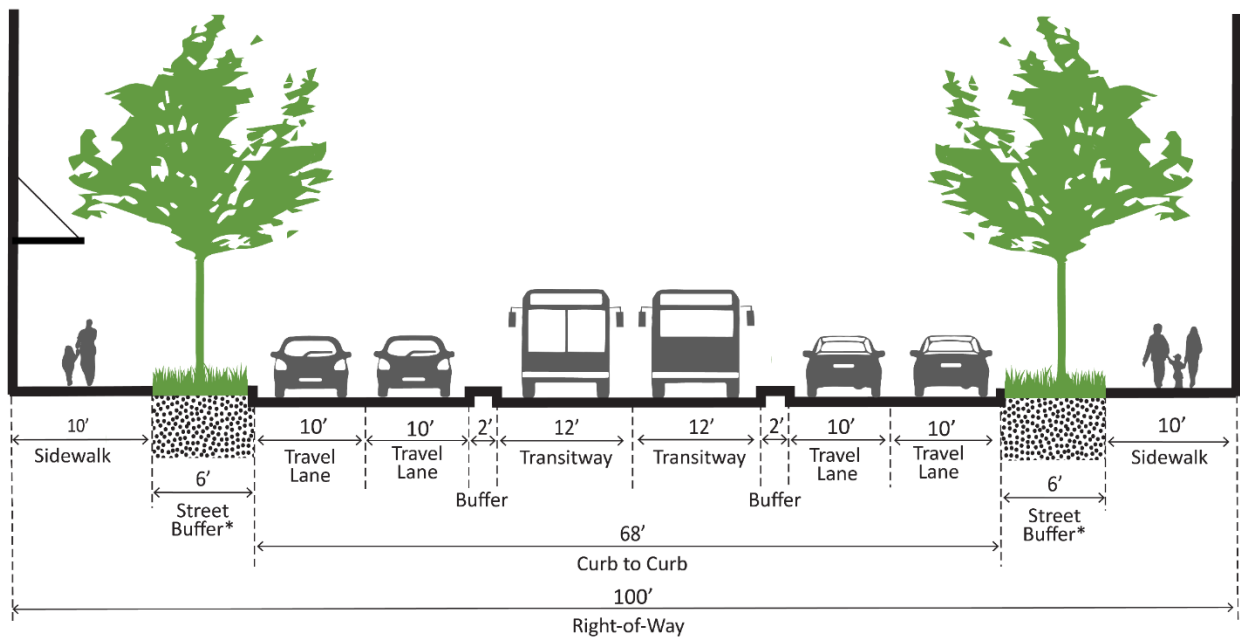
* Buffers with SWM to employ Best Management Practices

Figure 7. Colesville Road (M-10): North Noyes Drive to Spring Street, Looking North



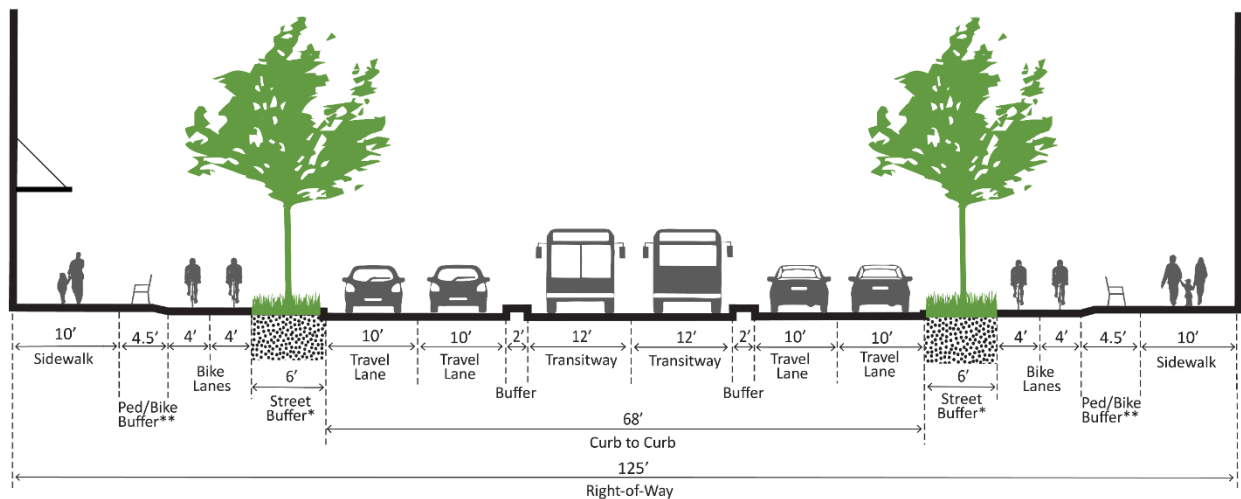
* Buffers to employ SWM Best Management Practices

Figure 8. Colesville Road (M-10): Spring Street to Fenton Street, Looking North



* Buffers to employ SWM Best Management Practices

Figure 9. Colesville Road (M-10): Fenton Street to Georgia Avenue, Looking North

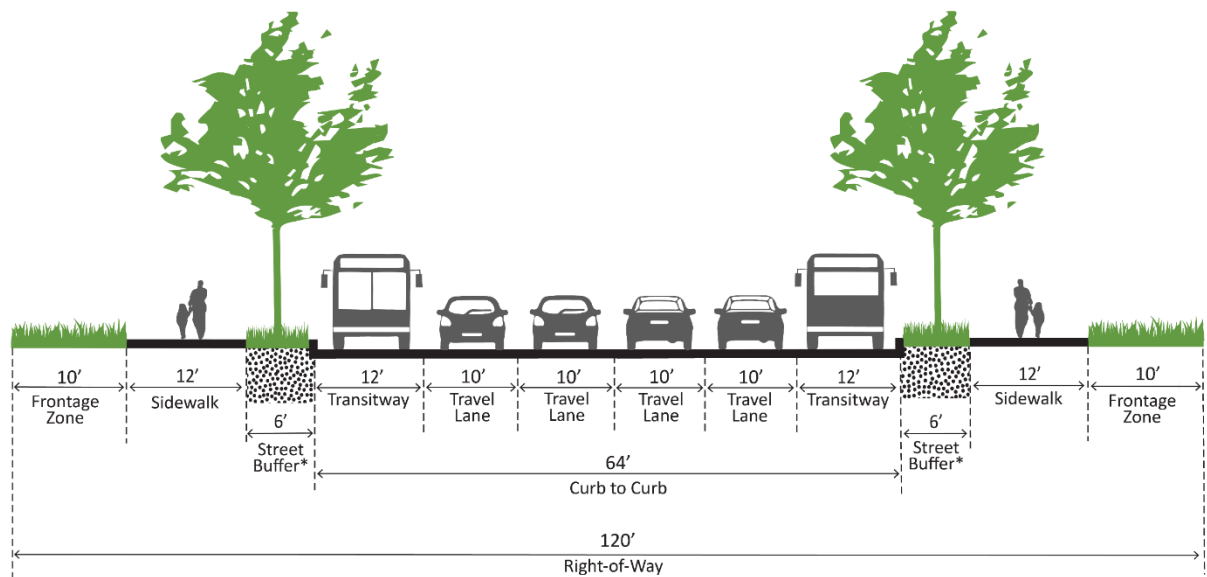


* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane. 4.5' can also accommodate street furniture or similar.

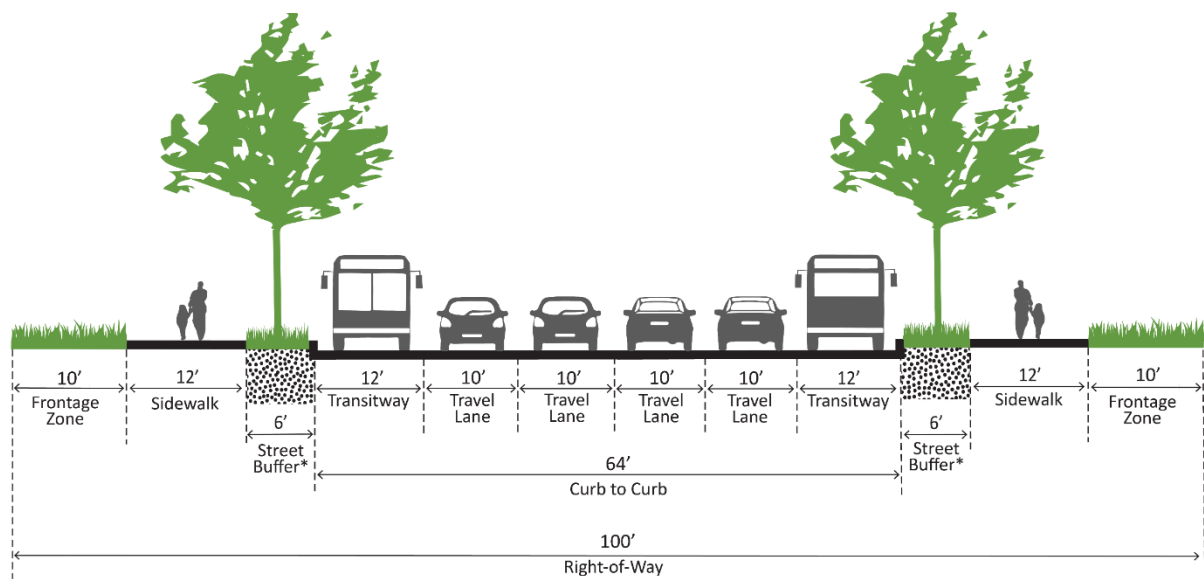
Figure 10. Colesville Road (M-10): Between Georgia Avenue and the Sarbanes Transit Center, Looking North

Curb-Running Bus Rapid Transit: Figures 11 -16



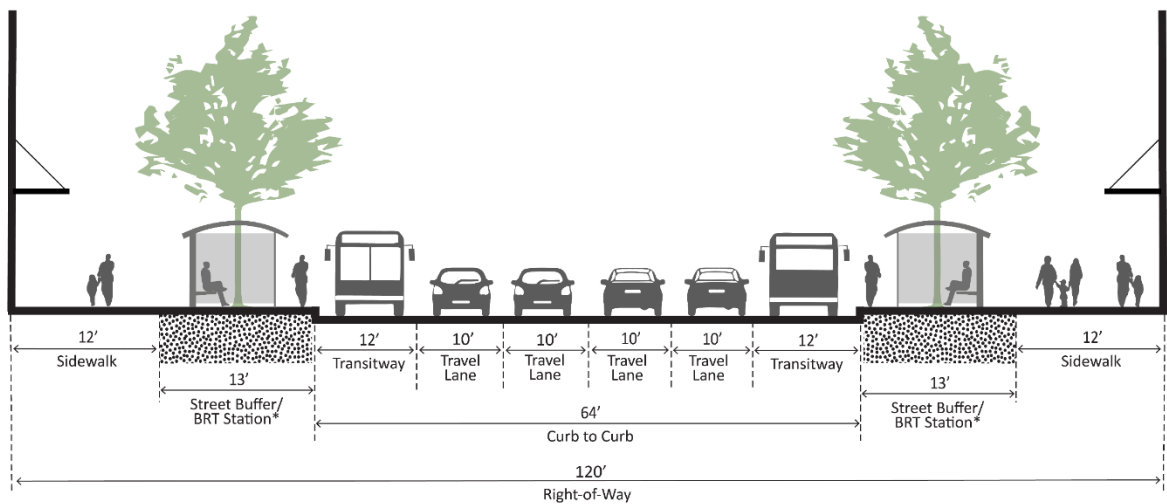
* Buffers with SWM to employ Best Management Practices

Figure 11. Colesville Road (M-20): Sligo Creek Parkway to Noyes Drive, Looking North



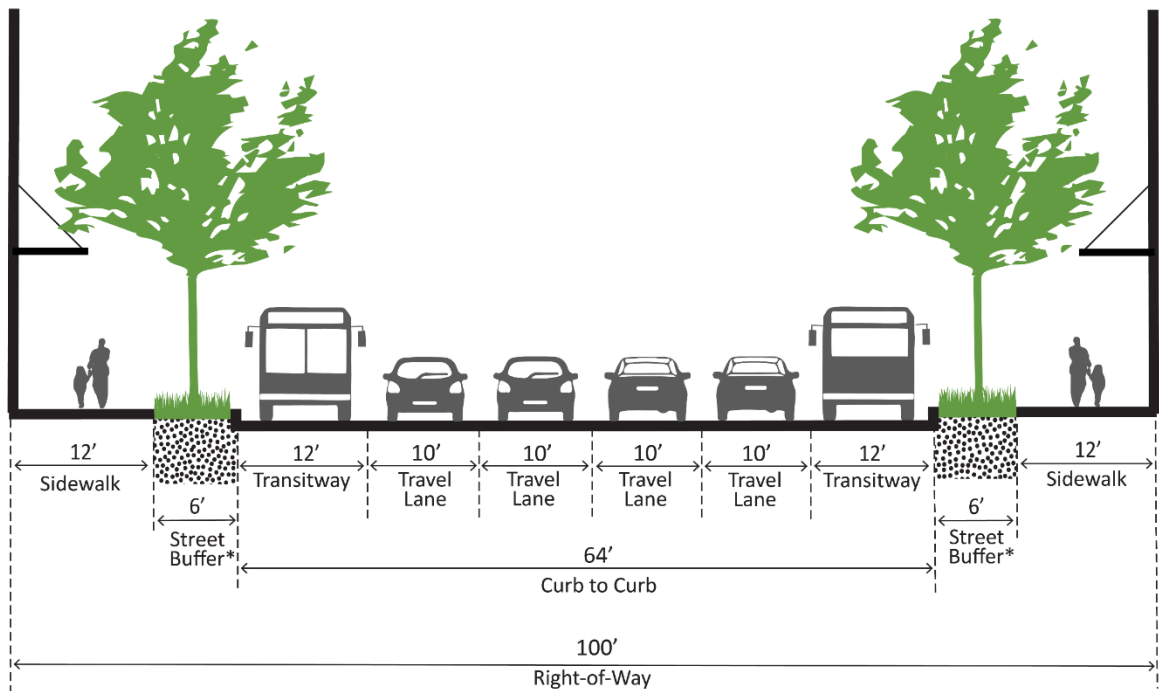
* Buffers with SWM to employ Best Management Practices

Figure 12. Colesville Road (M-20): Noyes Drive to Spring Street, Looking North



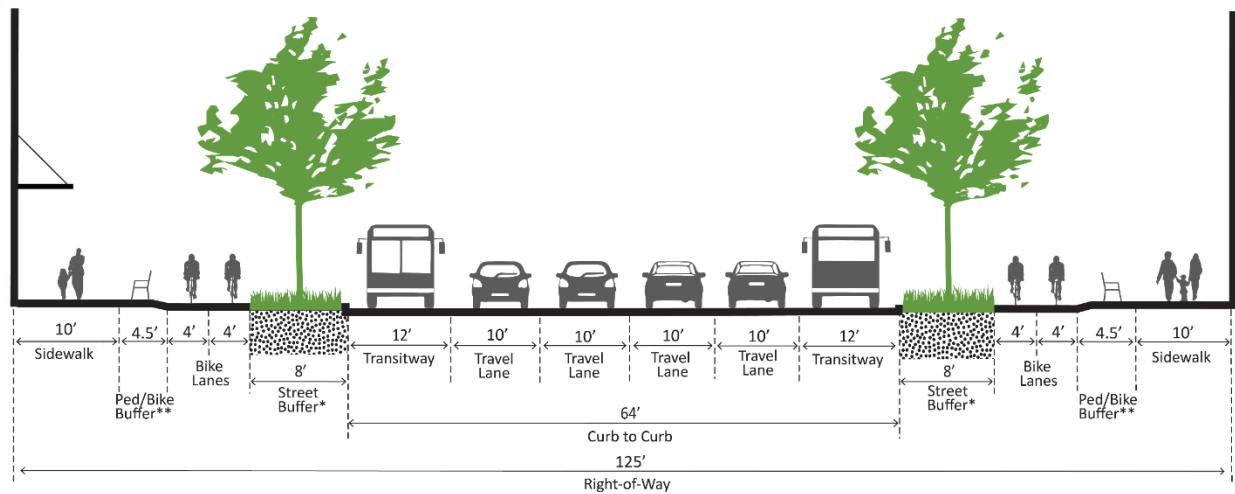
* Buffers with SWM to employ Best Management Practices

Figure 13: Colesville Road (M-10): Spring Street to Fenton Street, Looking North



* Buffers with SWM to employ Best Management Practices

Figure 14: Colesville Road (M-20): Spring Street to Georgia Avenue, Looking North



* Street Buffer and SWM to employ Best Management Practices

** Note: Ped/bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Figure 15. Colesville Road (M-10): Georgia Avenue to the Sarbanes Transit Center, Looking North

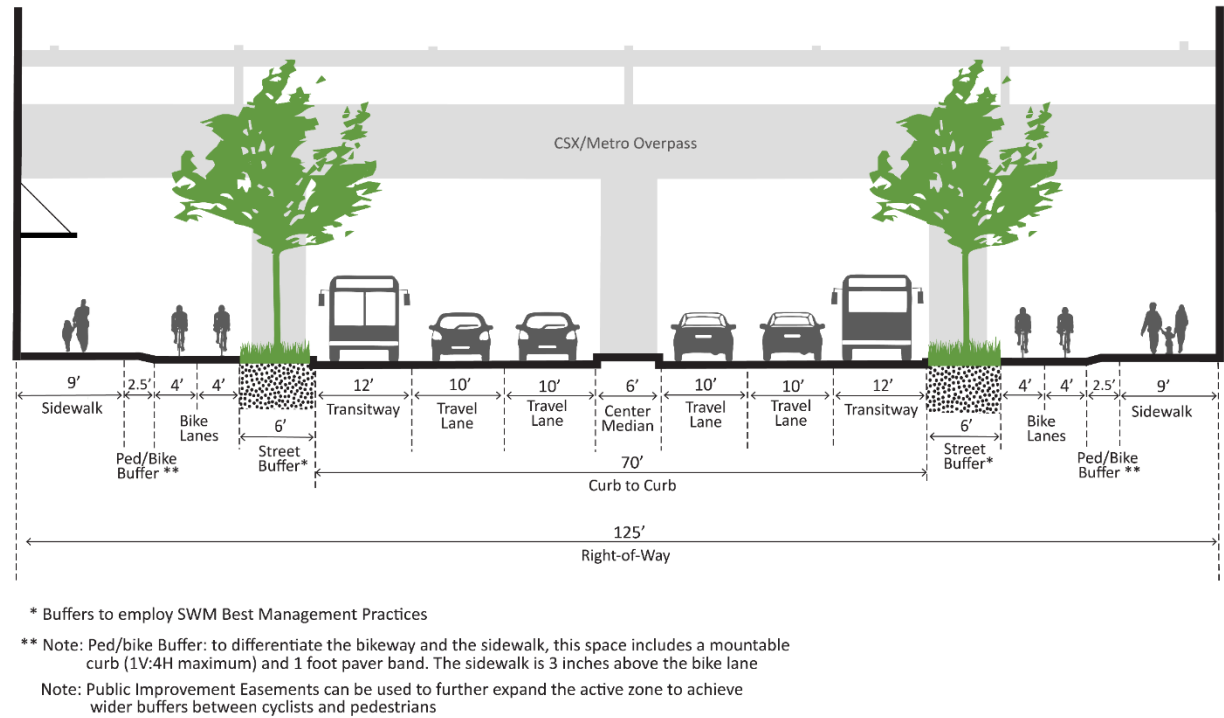


Figure 16: Colesville Road (M-20), Sarbanes Transit Center to East-West Highway, Looking North

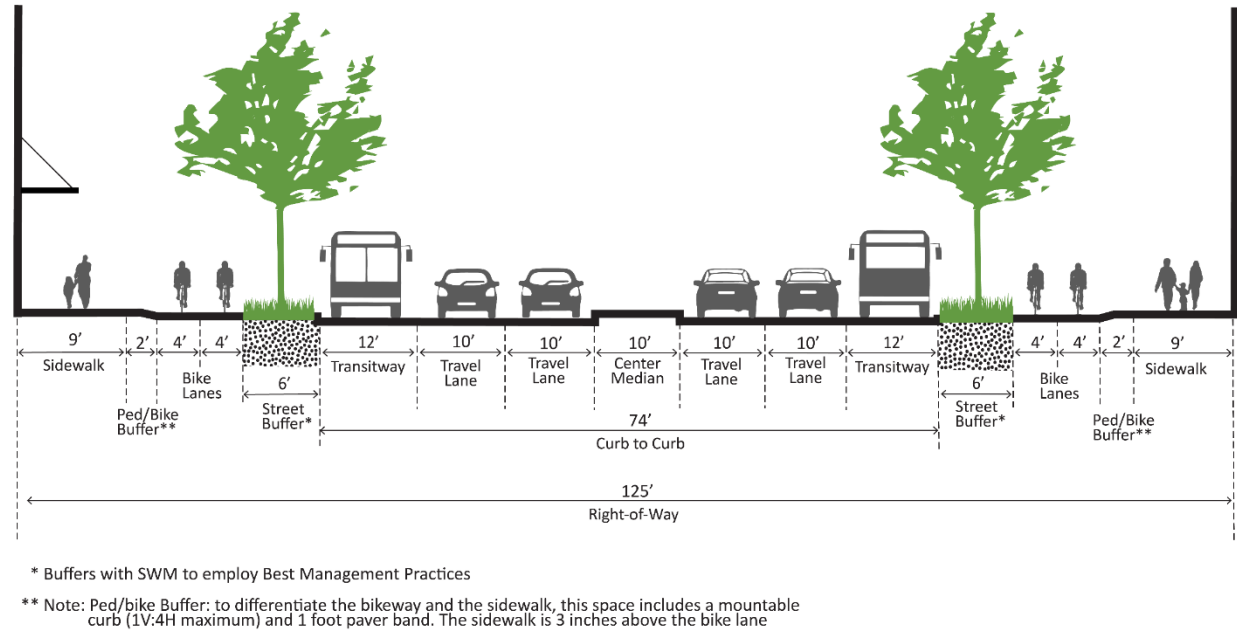


Figure 17. Colesville Road (M-20): East-West Highway to 16th Street, Looking North

Georgia Avenue Sections

As envisioned by the 2013 Countywide Transit Corridor Functional Master Plan, BRT traveling south on Georgia Avenue will enter the Sarbanes Transit Center in the Southbound direction by turning right onto Colesville Road. It will exit the Transit Center in the southbound direction by turning onto Wayne

Avenue and back onto Georgia Avenue. The reverse will occur in the northbound direction. For that reason, the segment of Georgia Avenue between Colesville Road and Wayne does not include dedicated transit lanes. To ensure a safe and feasible transition, this segment was included with both options for cross sections along Georgia Avenue developed for the Sector Plan.

Curb-Running Bus Rapid Transit: Figures 18 – 21

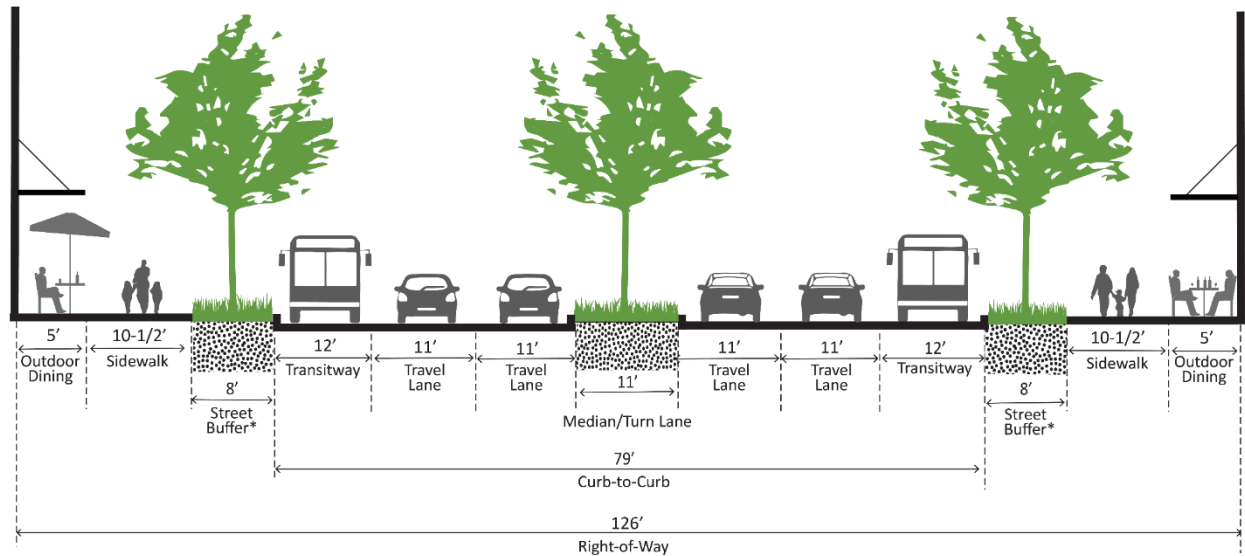


Figure 18. Georgia Avenue (M-8): Spring Street to Colesville Road, Looking North

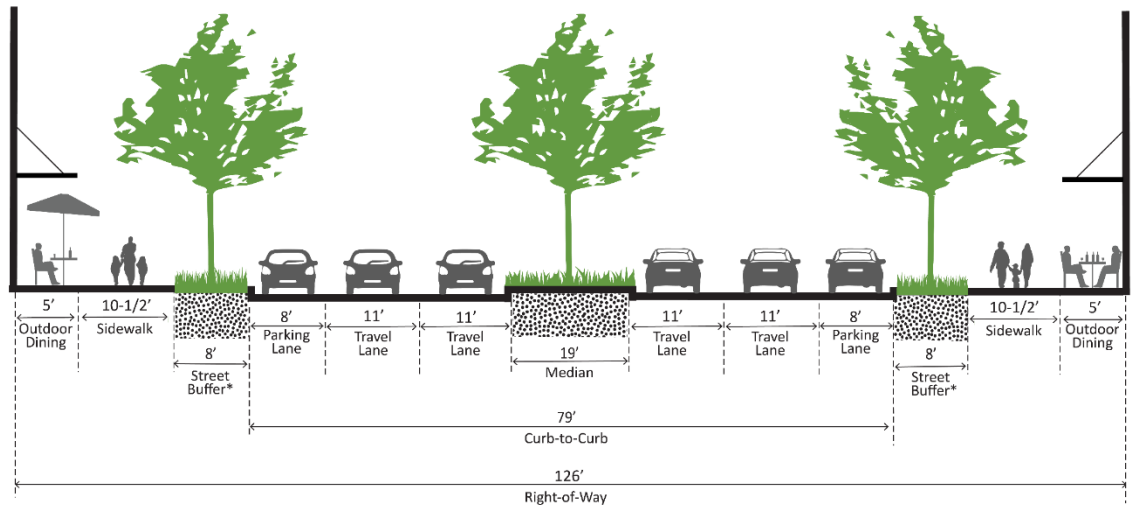
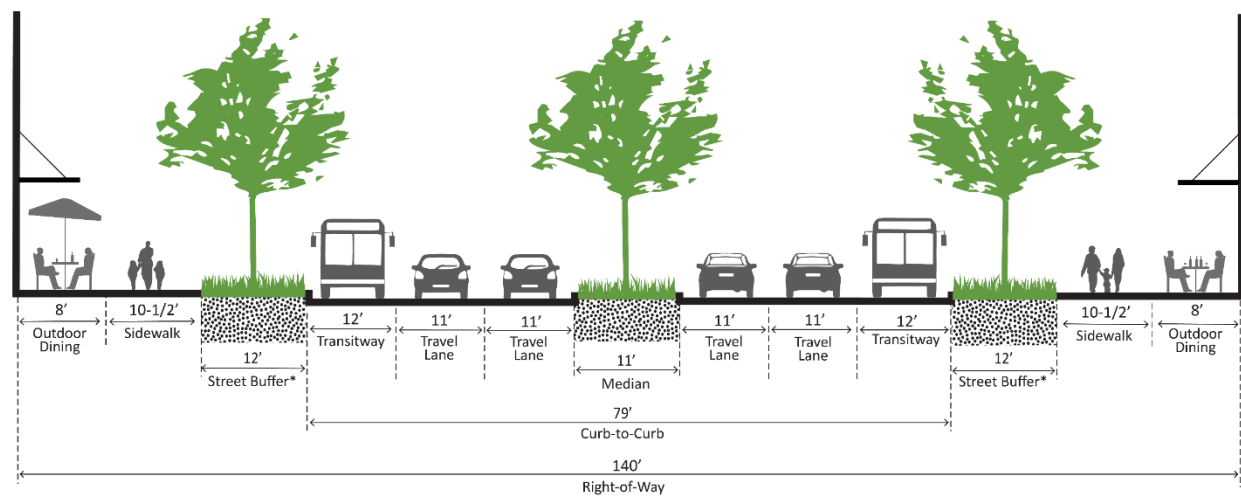
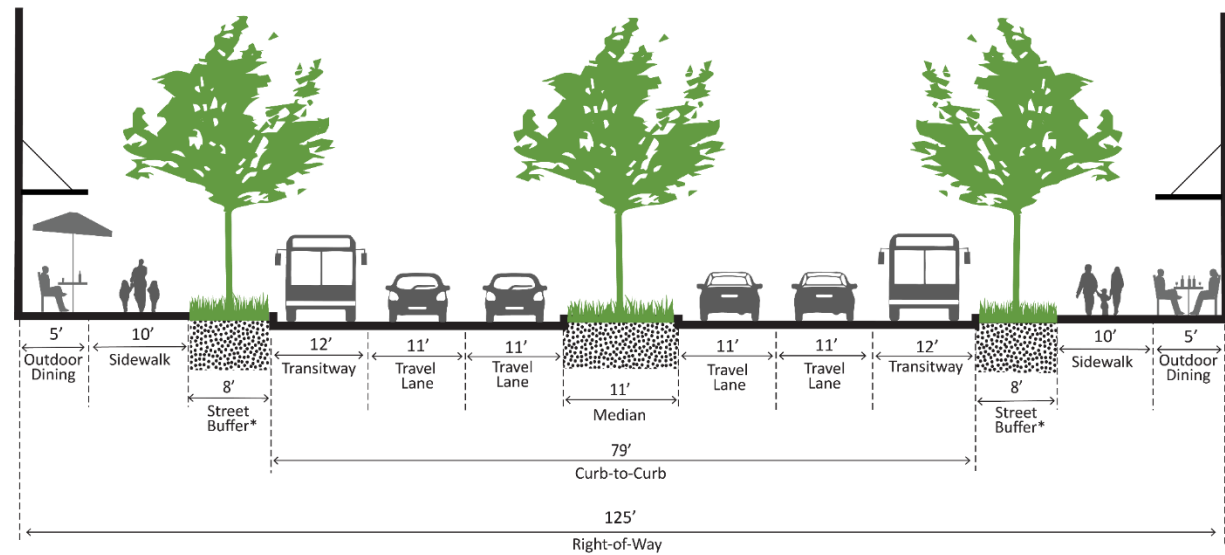


Figure 19. Georgia Avenue (M-8): Colesville Road to Wayne Avenue, Looking North



* Buffers with SWM to employ Best Management Practices

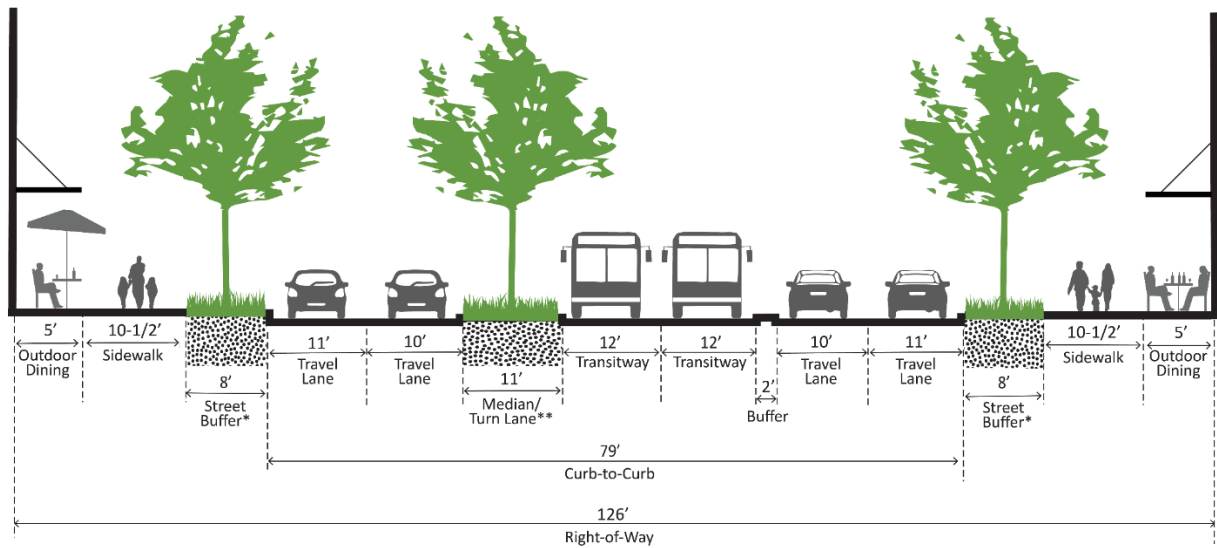
Figure 20. Georgia Avenue (M-8): Wayne Avenue to Blair Mill Road, Looking North



* Buffers with SWM to employ Best Management Practices

Figure 21. Georgia Avenue (M-8): Blair Mill Road to Eastern Avenue, Looking North

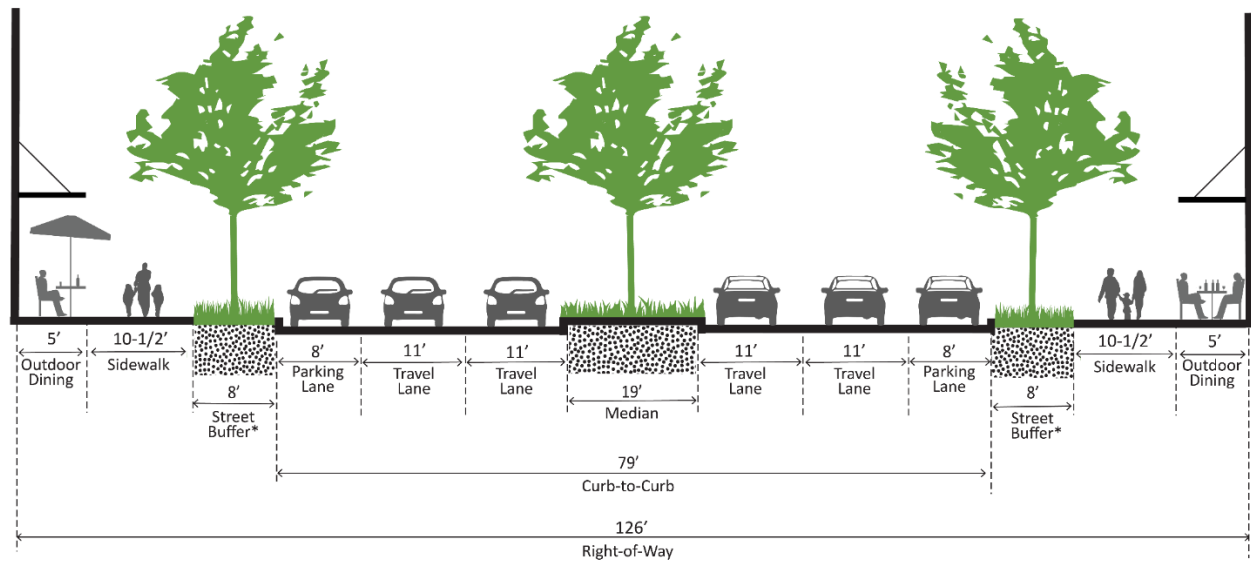
Median-Running Bus Rapid Transit: Figures 23 - 26



* Buffers to employ SWM Best Management Practices

** At turn lane condition, turn lane is 9' and there is a 2' buffer between the turn lane and the transitway.

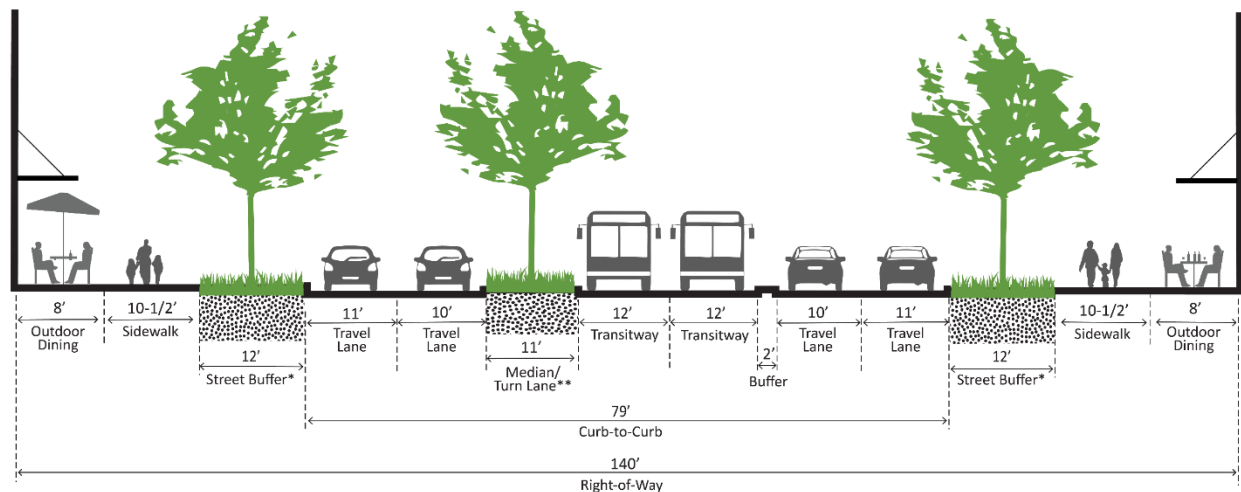
Figure 22. Georgia Avenue (M-8): Spring Street to Colesville Road, Looking North



* Buffers to employ SWM Best Management Practices

Figure 23. Georgia Avenue (M-8): Colesville Road to Wayne Avenue, Looking North

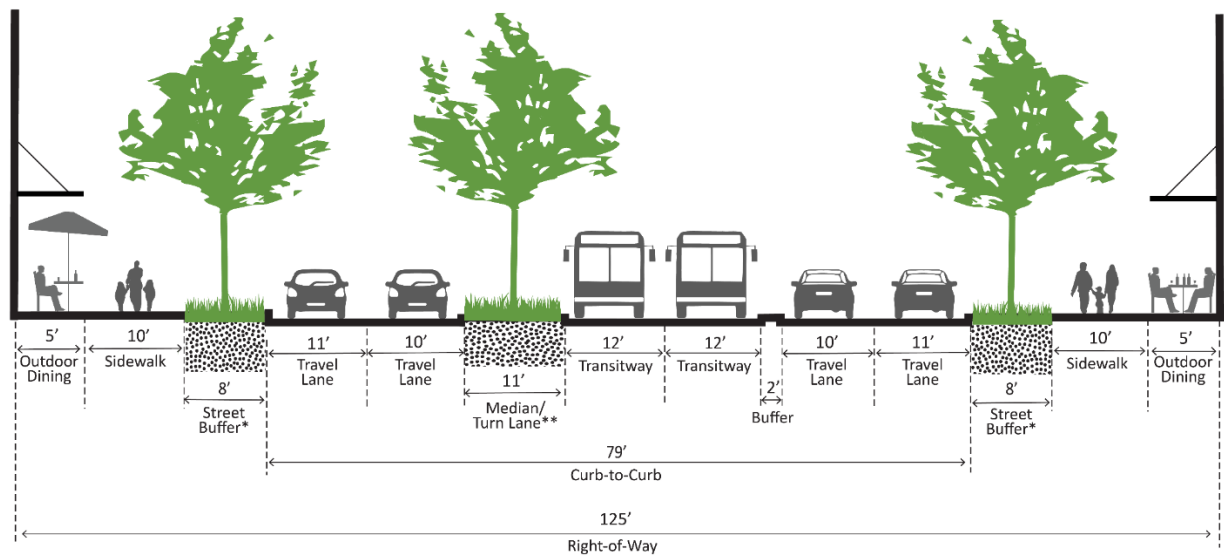
Note: The figure above is the same as Figure 20 in the curb-running BRT option for Georgia Avenue.



* Buffers to employ SWM Best Management Practices

** At turn lane condition, turn lane is 9' and there is a 2' buffer between the turn lane and the transitway.

Figure 24. Georgia Avenue (M-8): Wayne Avenue to Blair Mill Road, Looking North

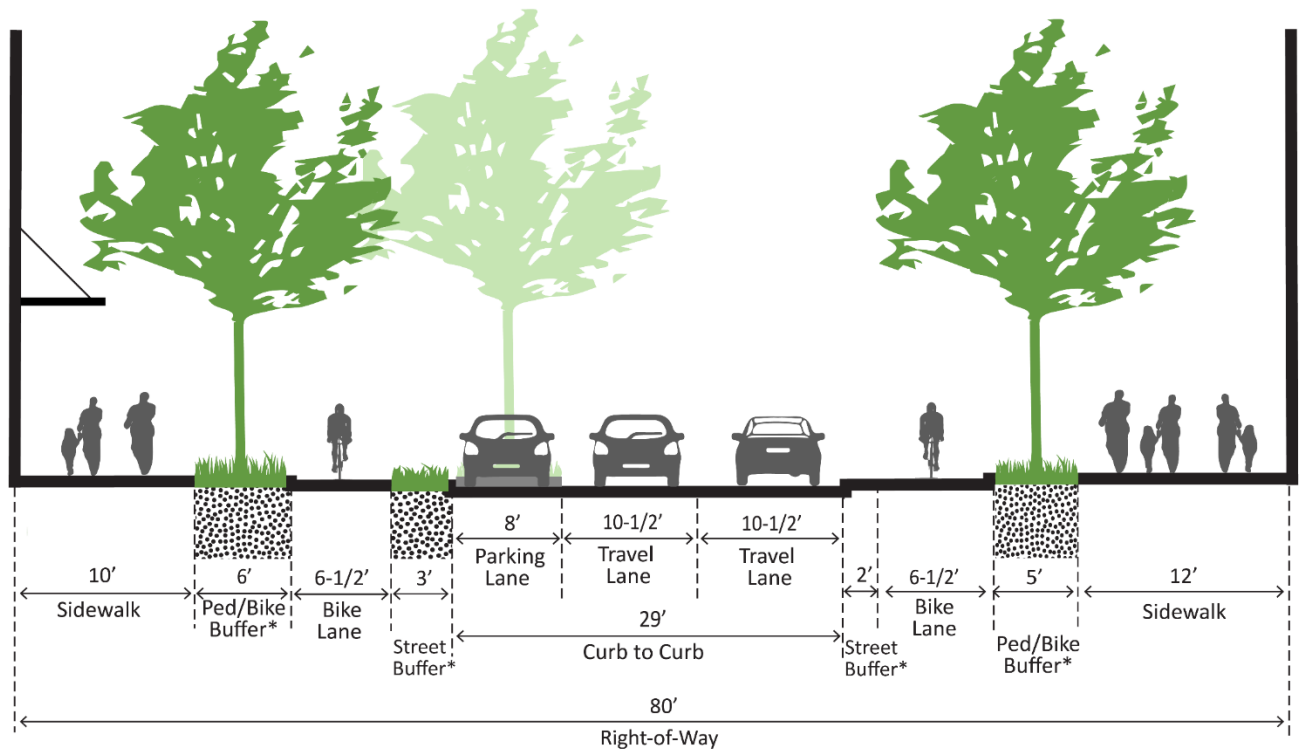


* Buffers to employ SWM Best Management Practices

** At turn lane condition, turn lane is 9' and there is a 2' buffer between the turn lane and the transitway.

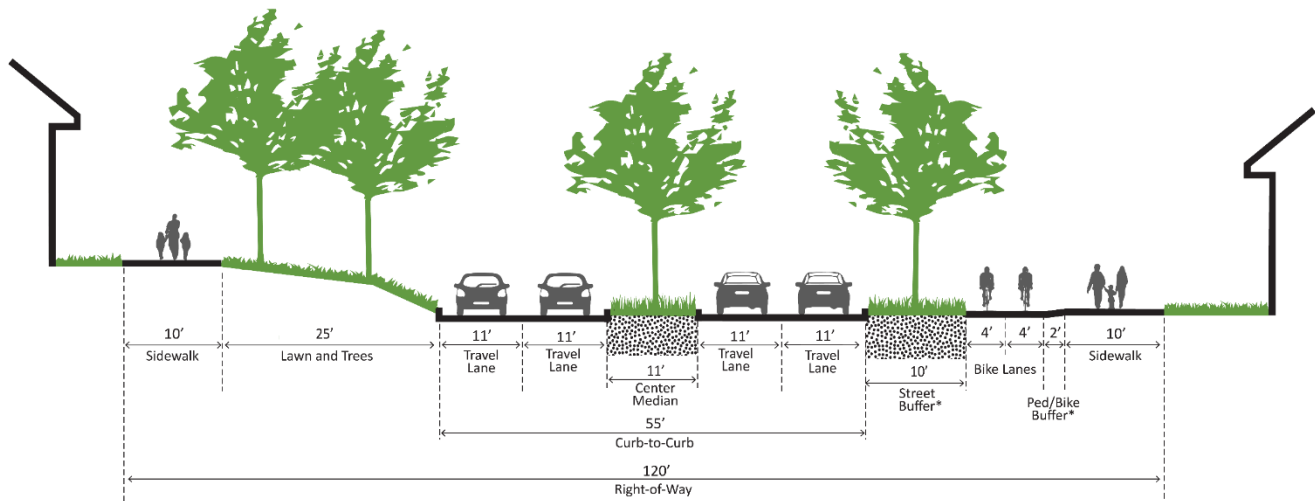
Figure 25. Georgia Avenue (M-8): Blair Mill Road to Eastern Avenue, Looking North

Additional Street Sections



* Buffers with SWM to employ Best Management Practices

Figure 26. 13th Street (B-3): Georgia Avenue to Eastern Avenue, Looking East



* Buffers with SWM to employ Best Management Practices

Figure 27. 16th Street (M-9): Colesville Road to East-West Highway, Looking North

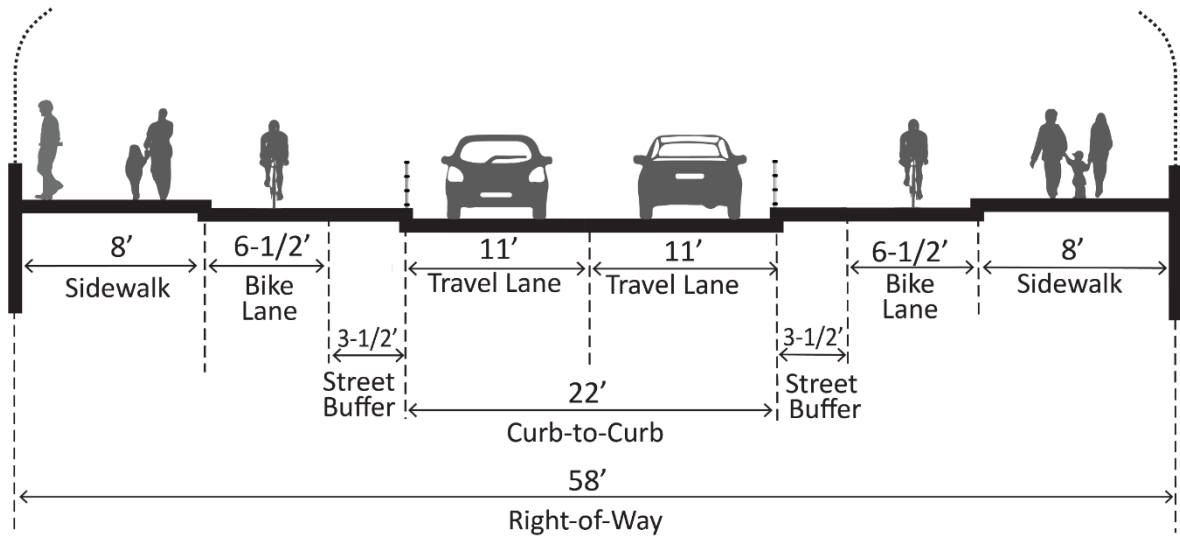
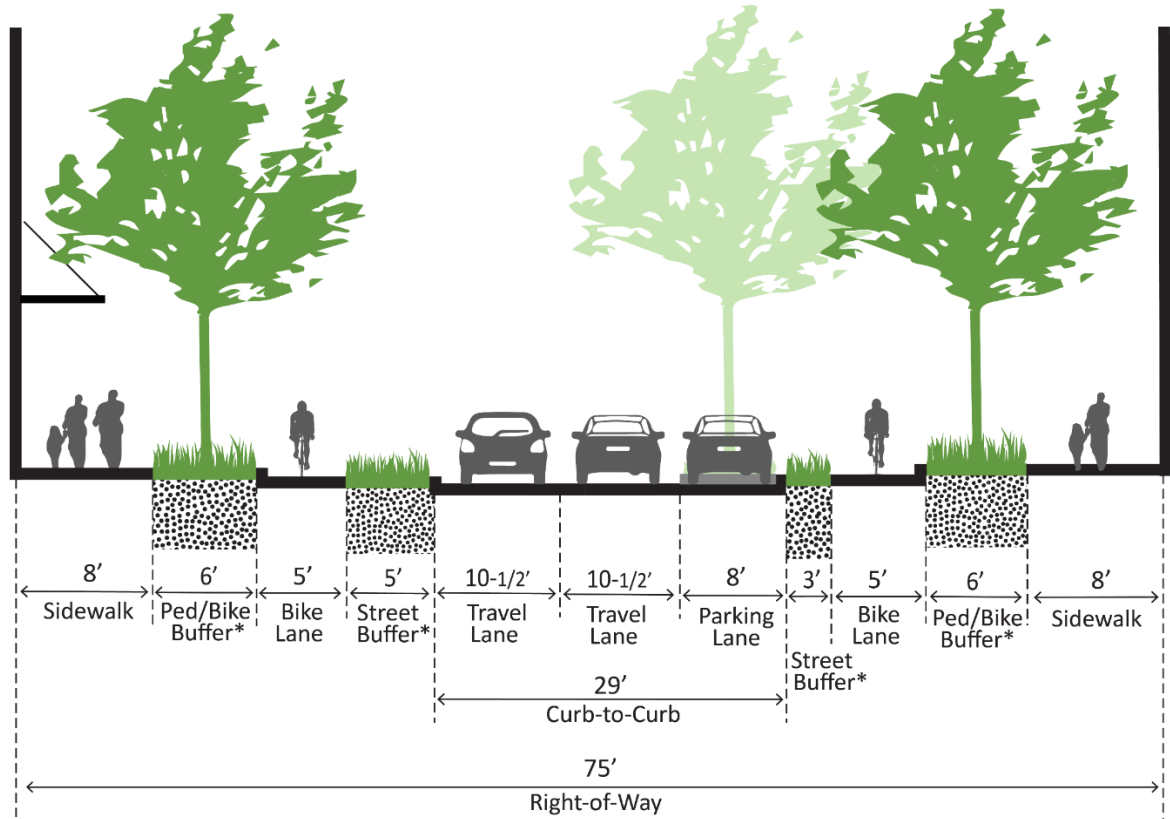
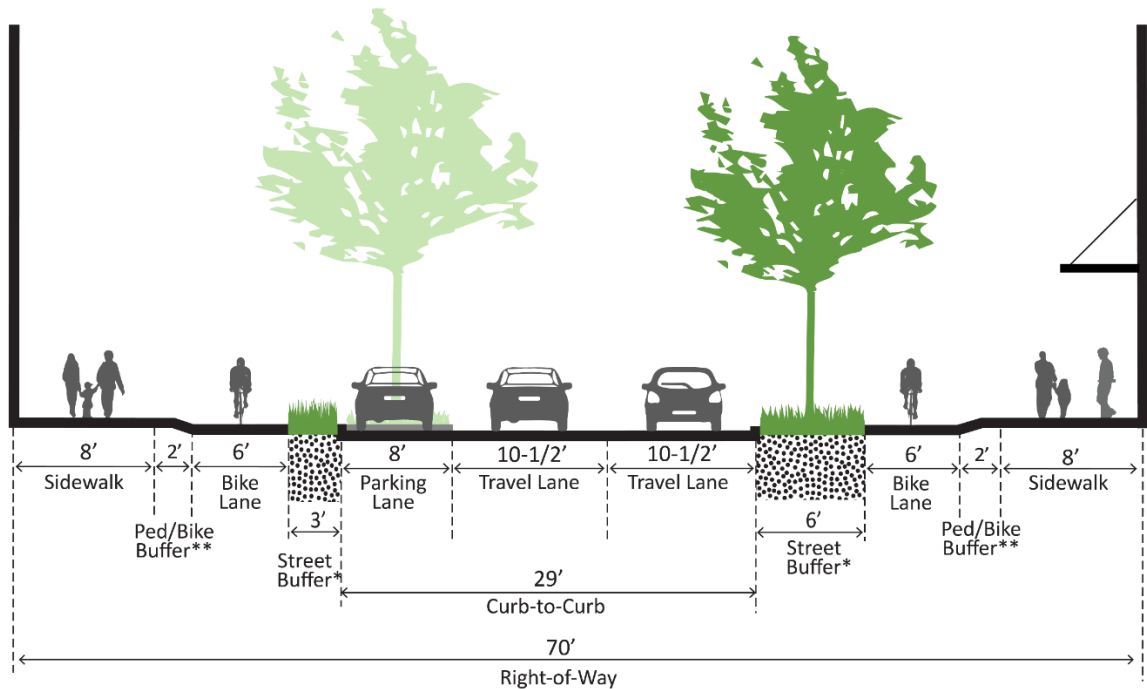


Figure 28. Burlington Avenue Bridge (M-20): Looking East



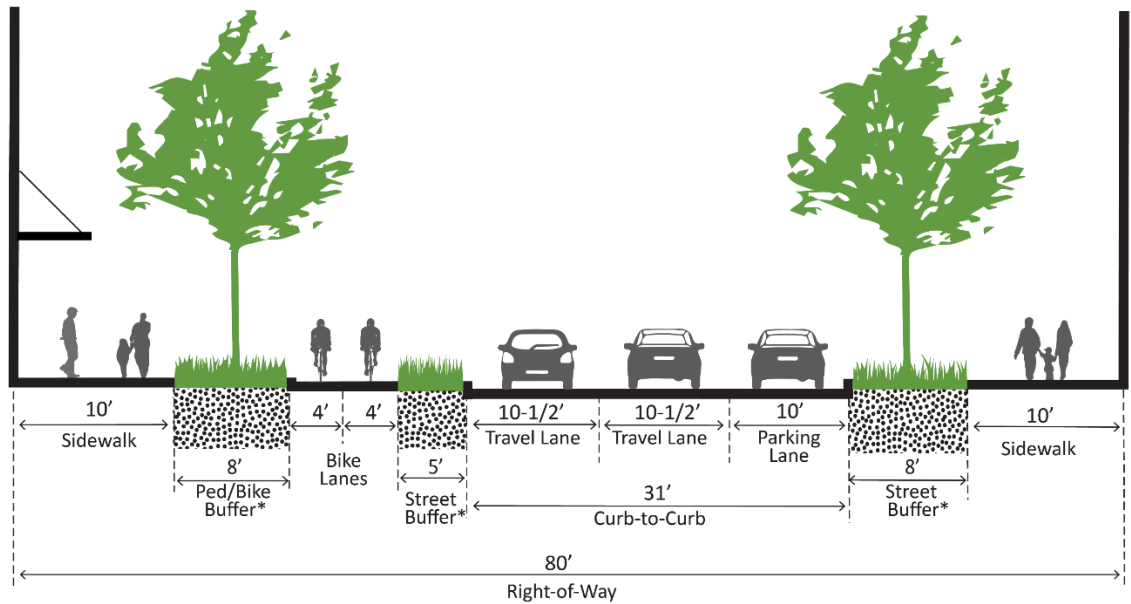
* Buffers with SWM to employ Best Management Practices

Figure 29. Cameron Street (B-28): 2nd Avenue to Georgia Avenue, Looking East



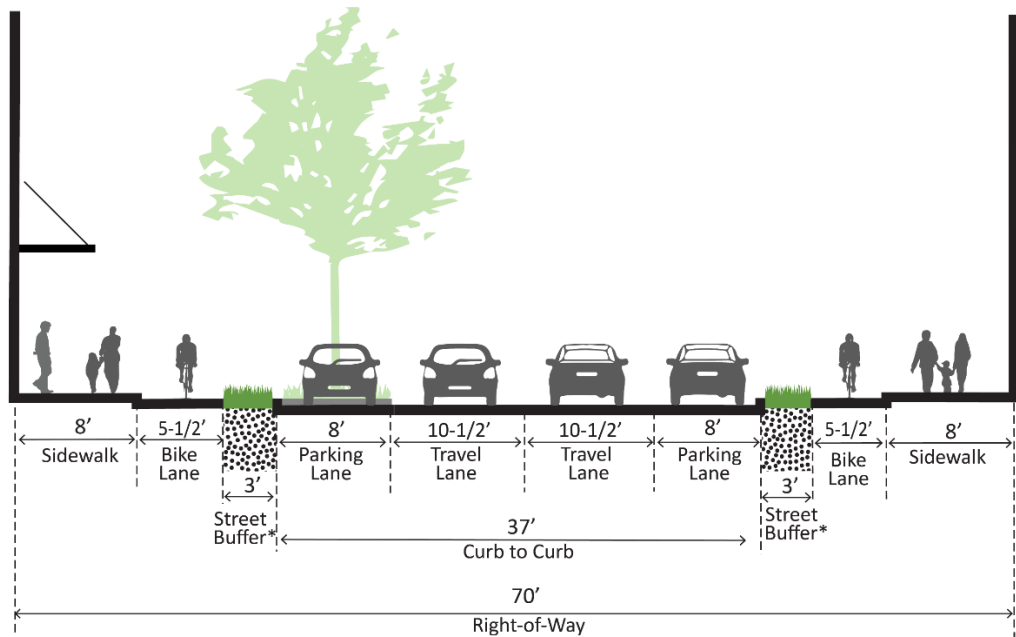
* Buffers with SWM to employ Best Management Practices
** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane.

Figure 30. Silver Spring Avenue (B-25): Fenton Street to Georgia Avenue, Looking East



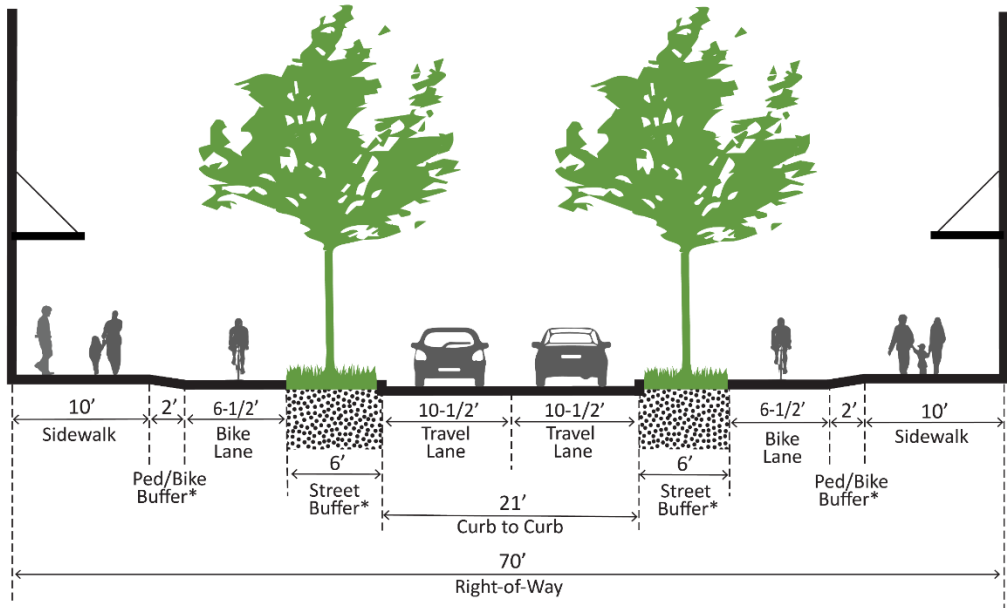
* Buffers with SWM to employ Best Management Practices

Figure 31. Fenton Street (A-264): Philadelphia Avenue to Wayne Avenue, Looking North



* Buffers with SWM to employ Best Management Practices.

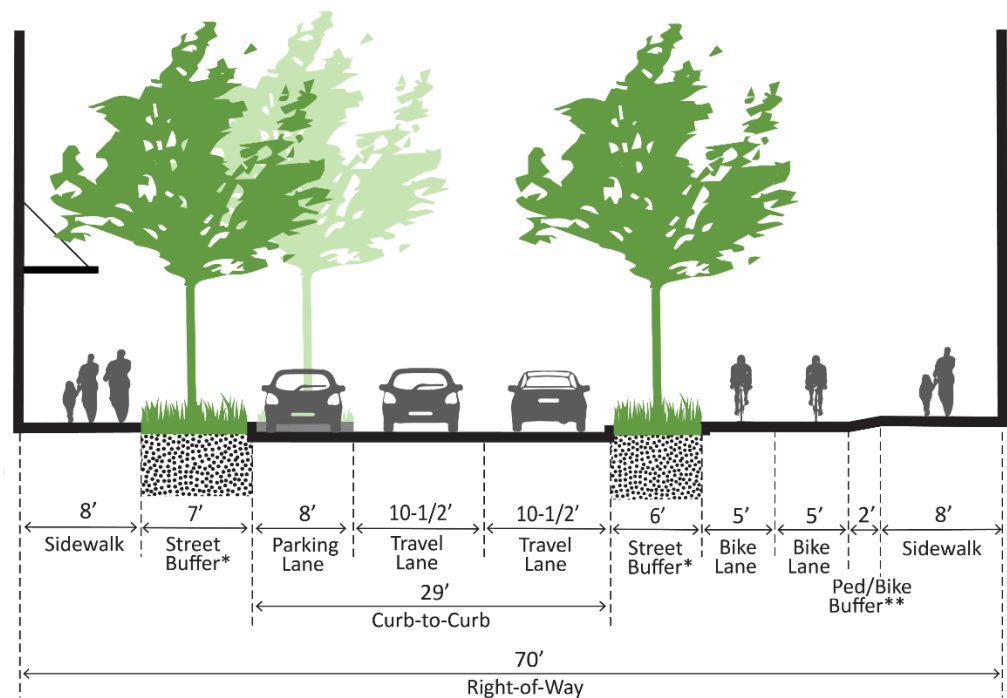
Figure 32. 1st Street (B-1): Spring Street to Fenwick Lane, Looking North



* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Figure 33. 1st Street (B-30) Extended, Fenwick Lane to Cameron Street, Looking North



* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Figure 34. Blair Mill Road (B-25): Eastern Avenue to East-West Highway, Looking East

Page 145: Add text after the last bullet under “Goals” as follows:

Nature-based Solutions (NbS) are sustainable planning, design, and engineering practices that weave natural features and processes to mimic nature in the built environment. They aim to tackle climate change, food insecurity, water resources, natural disaster risks, and lost ecological performance. Several NbS are included in the Green Loop concept including cool surfaces, canopy tree and vegetation planting, shading strategies, and stormwater management. Architectural applications of NbS may include solar orientation, green roofs, gardens, water catchment, and vegetated landscapes. These elements improve human and ecological well-being, increase long-term economic prosperity, community desirability, rental retention rates, property values, and more. The Plan recommends implementing numerous Nature-based Solutions to achieve the goals outlined above.

Page 146: Delete section “3.7.3. Nature-Based Solutions for Urban Environmental Needs” as follows:

[Nature-based Solutions (NbS) are sustainable planning, design, and engineering practices that weave natural features and processes to mimic nature in the built environment. They aim to tackle climate change, food insecurity, water resources, natural disaster risks, and lost ecological performance. Several NbS are included in the Green Loop concept including cool surfaces, canopy tree and vegetation planting, shading strategies, and stormwater management. Architectural applications of NbS may include solar orientation, green roofs, gardens, water catchment, and vegetated landscapes. These elements improve human and ecological well-being, increase long-term economic prosperity, community desirability, rental retention rates, property values, and more. The Plan recommends implementing numerous Nature-based Solutions to achieve the goals outlined above.]

Page 146: Insert the following bullet between the first and second bullets under “Goals” for “3.7.4. Urban Heat Islands and Tree Canopy” as follows

- Achieve 45% tree canopy coverage for the Plan area on both public and private property.

Page 147: Revise the fourth bullet under “Recommendations” as follows:

- [Encourage]Require a minimum of 35 percent green cover on Optional Method Development projects where practicable and consistent with Plan objectives. A project may [achieve the 35 percent green cover requirement] provide green cover by:
 - Providing an intensive green roof (six inches or deeper) on the [rooftop of the buildings] rooftop or other structure;
 - [Proving]Providing native canopy tree cover on the landscape of the project site area at ground level; and/or
 - Providing a combination of tree canopy cover and intensive green roof for a total of 35 percent or greater green cover on the total site.
 - Site area for green cover [May] may be reduced [for] to accommodate on-site energy generation, other environmental site amenities, or where desirable to achieve other plan objectives.
 - [All new] New rooftops not covered in green roofs or alternative or renewable energy generation should be cool roofs or active rooftop uses.

Page 148: Revise the fifth bullet under “Recommendations” as follows:

- Consider a Cool Roof Initiative that encourages existing property owners to paint [their] roofs not covered in vegetation with reflective surfaces which can reduce the effects of heat island by as much as 33 percent.

Page 156: Revise the first bullet under “Recommendations” for “3.8.1. Safety and Security” as follows:

- Ensure consistent street lighting to provide a greater level of safety and comfort for pedestrians, particularly when [walking] traveling at night. The plan strongly recommends additional lighting at underpasses such as the pedestrian tunnel under the Metrorail at Georgia Avenue, and under the Metrorail at Colesville Road.

Page 157: Revise third bullet under “Recommendations” for “3.8.2. Homeless and Housing Insecurity Services” as follows:

- Work with service providers to provide [sufficient] more places that are welcoming and supportive of the housing insecure.

Page 166: Delete the following heading after the second paragraph under “3.9 Historic Resources” as follows:

[Building Preservation Opportunities in Downtown Silver Spring]

Page 166: Revise the text under “Building Preservation Opportunities in Downtown Silver Spring” as follows:

3.9.1 Goals

Silver Spring’s historic buildings are critical to the community’s character and collective memory; offer tangible connections to the past; provide opportunities for education and interpretation; and create a diversity of building types within the Plan area. The Silver Spring Downtown and Adjacent Communities Plan will [encourage preservation and adaptive reuse of designated historic properties]:

- Recognize and interpret the diversity, heritage, and history of the Plan area.
- Encourage preservation and adaptive reuse of historically significant properties.
- Educate owners of historic properties on the benefits of local, state, and federal historic preservation tax credit programs.
- Document and support local, independently-owned businesses in operation for over 15 years.

Page 166: Revise the following heading under “Building Preservation Opportunities in Downtown Silver Spring” as follows:

[3.9.1] 3.9.2 Resources Listed in the Master Plan for Historic Preservation

Page 166: Revise the heading after “3.9.1 Master Plan for Historic Preservation” as follows:

[Goals] Recommendations:

Page 167: Revise the second paragraph as follows:

Silver Spring features numerous resources listed in the *Master Plan for Historic Preservation*. These resources have architectural and historical significance, but more importantly, provide material and tangible benefits to the community. The historic sites and districts shall continue to be preserved as they contribute to the vitality of downtown Silver Spring. For example, prioritizing the continued rehabilitation of the Jesup Blair House (listed to the Master Plan for Historic Preservation in 1986) will allow M-NCPPC to identify a partner to activate the space and complement future park programming at Jesup Blair Park. Interpretation of [these places] historic sites and districts, however, should be re-evaluated to ensure analysis of segregation, discrimination, underrepresented communities, and other histories insufficiently documented in previous surveys of Silver Spring.

Page 167: Revise the last paragraph as follows:

The transformation and adaptive reuse of transportation infrastructure (such as parking lots) is critical for the evolution of our urban downtown and essential for our future mobility beyond the automobile. Historic preservation will contribute to such planning efforts by actively encouraging the preservation and adaptive reuse of important spaces and buildings, documenting the history of land use, and providing guidance for designated historic resources through the design review process. Further reimagining and activation of this parking lot would be appropriate and encouraged with respect to the ongoing preservation of the site, consistent with retaining the lot’s character-defining shape and features. In [addition] particular, proposals could explore the addition of a commercial one-story building that is compatible with the architecture of the shopping center and respects the

1943 relationship between the shopping center and streets. Historically, a section of the parking lot once
1944 included a gas station which provides justification for the addition of a small structure.
1945

1946 Page 168: Delete section “3.9.2. Locational Atlas and Index of Historic Sites” as follows:
1947

1948 [3.9.2. Locational Atlas and Index of Historic Sites

1949 Established in 1976, the Locational Atlas and Index of Historic Sites identifies resources that are
1950 potentially historically significant. Resources listed on the atlas are protected from demolition or
1951 substantial alteration under Chapter 24A of the Montgomery County Code. This designation is meant
1952 to be temporary until analysis for listing in the Master Plan for Historic Preservation can be
1953 completed.]
1954

1955 Page 168: Insert a new section regarding the Locational Atlas and Index of Historic Places as follows:
1956

1957 3.9.3. Resources Listed in the Locational Atlas and Index of Historic Sites
1958

1959 Recommendation:

- 1960 • Review properties listed on the Locational Atlas and Index of Historic Sites as part of any
1961 redevelopment proposal or as part of comprehensive analysis of resources listed in the atlas.
1962

1963 Established in 1976, the Locational Atlas and Index of Historic Sites identifies resources that are
1964 potentially historically significant. Resources listed on the atlas are protected from demolition or
1965 substantial alteration under Chapter 24A of the Montgomery County Code. This designation is meant
1966 to be temporary until analysis for listing in the Master Plan for Historic Preservation can be
1967 completed.
1968

1969 8551 Fenton Street

1970 The building is listed in the Locational Atlas and Index of Historic Sites as a resource within the
1971 Silver Spring CBD Locational Atlas District. The first anchor tenant of this building (constructed in
1972 1951) was Morton’s Department Store which several sources have noted had a non-discriminatory
1973 environment at its stores. The Historic Preservation Commission and the Planning Board evaluate
1974 the significance of buildings proposed for redevelopment or as part of a larger analysis of resources
1975 listed in the Locational Atlas and Index of Historic Sites as outlined in Chapter 24A, Historic
1976 Resources Preservation, of the County Code.
1977

1978 Page 171: Revise headings at the top of the page as follows:
1979

1980 [3.9.3] 3.9.4 New Sites [or Districts] to be Studied as Future Historic Preservation Master Plan
1981 Amendment(s)
1982

1983 Recommendations:
1984

- 1985 • Study the Weller’s Dry-Cleaning Building for the potential future listing in the *Master Plan for*
1986 *Historic Preservation* and encourage the adaptive reuse of the building if the occupant and use
1987 change.
1988

1989 Page 171: After the first two paragraphs, delete “Recommendation” and associated text as follows:
1990

1991 [Recommendation:
1992 Study the Weller's Dry-Cleaning Building for the potential future listing in the Master Plan for
1993 Historic Preservation and encourage the adaptive reuse of the building if the occupant and use
1994 change.]
1995

1996 Page 172: Revise headings at the top of the page as follows:
1997

1998 [3.9.4] 3.9.5 New Sites or Districts to be Studied for listing on the National Register of Historic
1999 Places
2000

2001 [Goals] Recommendations:
2002

2003 Page 172: Add the following heading after the fourth bullet under "Goals":
2004

2005 Properties Potentially Eligible for the National Register of Historic Places
2006

2007 Page 172: Delete the "Perpetual Bank Building" from the list of potentially eligible properties as
2008 follows:
2009

- 2010 • Operations Research, Inc., Building (1400 Spring Street)
- 2011 • [Perpetual Bank Building (8700 Georgia Avenue)]
- 2012 • U.S. Industries Building (949 Bonifant Street)
- 2013

2014 Page 173: Modify the heading regarding Garden Apartments as follows:
2015

2016 [Proposed Silver Spring] Garden and Mid-Rise Apartment [Complex] Historic District
2017

2018 Page 173: Add the following bullet under the revised Garden and Mid-Rise Apartment heading as
2019 follows:
2020

- 2021 • Study a Silver Spring Garden and Mid-Rise Apartment National Historic District and list the
2022 district on the National Register of Historic Places, which would open state and federal
2023 historic preservation tax credit opportunities to property owners.
2024

2025 Page 174: Delete the last sentence on the page as follows:
2026

2027 [Staff recommends listing the district to the National Register of Historic Places, which would open
2028 state and federal historic preservation tax credit opportunities to property owners.]
2029

2030 Page 175: Revise the headings and first paragraph at the top of the page as follows:
2031

2032 [3.9.5.] 3.9.6. Archeological Resources
2033

2034 [Goals] Recommendation:
2035

- Advocate for archaeological investigations in areas with potential for buried resources to be present, as projects are undertaken. This is often in areas with limited land development such as [minimal land disturbance (primarily located at] Jesup Blair Park[] when projects are undertaken].

Page 175: Add the following information as a footnote to the recommendation regarding burial resources:

The potential to have intact archeological sites present in any given location is based on past land use and decreases in areas with more extensive ground disturbance (land disturbed through use, construction, grading, etc.). The level of ground disturbance typical in urban areas means the potential for intact resources needs to be evaluated at an individual property level. At Jesup Blair Park, Park and Planning staff archaeologists will coordinate and determine the level of archaeological investigations to be included in a Historic Area Work Permit (HAWP) application to the Historic Preservation Commission. The proposed level of investigation will be based on historical research, environmental context review, field inspections, findings of past investigations, and the location and nature of proposed improvements.

Page 175: Revise the heading and bullets following the first paragraph under “3.9.6. Cultural and Heritage Resources” as follows:

[Goals] Recommendations:

- Establish a legacy business registry to recognize the economic, cultural, and social contributions of long-standing businesses to the fabric of Silver Spring.
- [Study potential incentives to preserve local, independently owned businesses.]
- Partner with existing and new local partners to add interpretation of histories absent from our present narratives. Interpretation may include physical (historic markers and panels, public art, etc.) and digital or other ephemeral media (websites, story maps, virtual walking.
- [Celebrate the diversity, heritage, and history of the Plan area.]
- Support [any future recommendations of] the Streets and Parks Facilities Renaming Review Project.

Page 178: Revise the heading and insert text under “4.1 ZONING” as follows:

4.1.1 [Connectivity and Infrastructure Fund (CIF)] Downtown Silver Spring Overlay Zone

An overlay zone is a mapped district placed over the underlying Euclidian zone that modifies the uses or development standards of the zone. An overlay zone imposes requirements, restrictions, or allowances in addition to, or in place of, those of the underlying zoning. This Plan recommends the adoption of a Downtown Silver Spring Overlay Zone that will cover all Plan districts except the Adjacent Communities District. The overlay zone would implement the recommendations of this Plan related to density, affordable housing, public benefits, design excellence and the Civic Improvement Fund.

Page 178: Insert the following heading after section 4.1.1. as follows:

4.1.2. Civic Improvement Fund (CIF)

Page 178: Revise the first bullet under “4.1.1. Connectivity and Infrastructure Fund (CIP)” as follows:

- Any CR property in the Plan area may obtain additional density necessary to reach the mapped maximum building height [, or additional height approved for a property in the BHIZ,] by making a contribution to the [Connectivity and Infrastructure] Civic Improvement Fund (CIF). The Contribution methodology will be determined by the Zoning Ordinance.

Page 178: Revise the third bullet under “4.1.1. Connectivity and Infrastructure Fund (CIP)” as follows:

- The CIF will be implemented by the [Planning Department under the direction of the Planning Board] County and contributions will be used toward implementation of specific projects within downtown Silver Spring intended to upgrade the public realm so as to continue to attract businesses, residents, and visitors, including:
 - Enhanced Transit Center Arrival Experience;
 - Bridge connection over Metrorail/CSX tracks;
 - Public bicycle parking facilities;
 - Green Loop improvements beyond the frontage of a redeveloped site;
 - [Select utility improvements;]
 - Or other projects identified by the County or the Planning Board.

Page 178: Delete section “4.1.2 Silver Spring Downtown Building Height Incentive Zone (BHIZ)” as follows:

[4.1.2. Silver Spring Downtown Building Height Incentive Zone (BHIZ)]

- This plan recommends the establishment of a Silver Spring Downtown Building Height Incentive Zone (BHIZ) as shown in Map 32 to allow CR-zoned properties pursuing Optional Method Development to increase building heights by up to 150 percent of the mapped height to a maximum of 300 feet. Approved height will be subject to the Design Review process through the Design Advisory Panel.
- The Planning Board may approve certain properties identified in the Metro Center District A to realize an increased building height in excess of 300 feet, consistent with the recommendations of the Sector Plan and Design Guidelines, subject to the Design Review process through the Design Advisory Panel.
- To qualify for the additional height under the BHIZ, projects must provide a combination of greater than the minimum 15 percent MPDUs on-site, a contribution to the Montgomery County Housing Initiative Fund (HIF), and/or include an activating ground-floor Neighborhood Service including, but not limited to, small business, art gallery/venue, community meeting space, educational or medical use, historic preservation, or non-ground floor area dedicated to Design for Life residences.]

Page 179: Revise the second bullet under “4.1.3. Fenton Village Overlay Zone (FVOZ)” as follows:

- Allow properties required to provide Public Open Space (POS) on-site to instead contribute financially to new open spaces recommended within the district. [Coordinate with Montgomery Parks to determine a new off-site open space contribution formula to better realize the goals of the Plan.]

Page 180: Delete Map 31.

Page 181: Revise the second and third paragraphs under “4.1.5. CR, CRT, CRN Zoning” as follows:

[Properties inside the BHIZ are confirmed at the existing height maximums.] Maximum heights on properties throughout the plan have been adjusted per urban design goals of each district, with at least a 20 percent increase on most properties to eliminate the existing “T” designation. Select blocks surrounding the Transit Center are recommended for heights up to 360 feet, with Planning Board approval.

The Design Guidelines that will accompany this Plan will indicate where heights should step down at specific downtown edges [the edge of the BHIZ].

Page 181: Revise the fourth bullet under “4.1.12. Public Benefits in the CR Zones” as follows:

- The Plan proposes that “Transit Proximity” [and “Structured Parking”] (under Connectivity and Mobility) be excluded from the list of potential public benefits for projects within the Plan area.

Page 182: Revise the text under “4.1.13. Design Advisory Panel” as follows:

The Sector Plan recommends establishment of a Design Advisory Panel (DAP), similar in structure and function to the Bethesda DAP, for all Optional Method projects in the Plan area to assess the number of Design Excellence Public Benefit Points [and for maximum height within the BHIZ]. The Design Advisory Panel should be comprised of a diverse group of individuals who represent the interests of the community.

Page 182: Insert the following section after section “4.1.15. Green Loop” as follows:

4.1.11. Unified Mobility Program

The 2021-2024 Growth and Infrastructure Policy (GIP) recommends implementation of Unified Mobility Programs (UMPs) for all Red Policy areas in the County. Unified Mobility Programs are implemented to ensure there is adequate public transportation facilities within a sector plan area and they are established by Council Resolution after a public hearing. The Council may amend the UMP and the fee at any time, after a public hearing. In areas subject to an UMP, regulatory applicants are exempt from the Local Area Transportation Review, and instead fees are collected (typically scaled by the number of net new trips generated by the master-planned additional density) to fund essential transportation improvements such as new/improved sidewalks and other ADA accessibility infrastructure, separated bikeways, local transit stop improvements, etc..

Recognizing the unique relationship between Montgomery Hills and downtown Silver Spring, this Sector Plan confirms the recommendation included in the 2020 Forest Glen and Montgomery Hills Plan to include a combined UMP for both areas. The CIF described above will fund civic improvements specifically differentiated from the essential mobility projects to be funded by the UMP.

Page 184: Revise Table 12. Capital Improvements Program as follows:

Table 12. Capital Improvements Program

Project Name	Category	Lead Agency	Coordinating Agencies
Renovate/Repurpose Jesup Blair Park	Parks and Open Space	M-NCPPC*	Montgomery College, Private
Create Ripley District Park	Parks and Open Space	M-NCPPC	Private
Create Blair Park	Parks and Open Space	M-NCPPC	Private
Create Sonny's Park (Blairs Development)	Parks and Open Space	M-NCPPC	Private
Create South Silver Spring Park	Parks and Open Space	M-NCPPC*	
Create Metro Center Park	Parks and Open Space	M-NCPPC	Private
Renovate Acorn Park	Parks and Open Space	M-NCPPC*	
Renovate Ellsworth Urban Park	Parks and Open Space	M-NCPPC*	
Create Fitness Park (Blairs Development)	Parks and Open Space	M-NCPPC	Private
Develop Philadelphia Avenue Urban Park	Parks and Open Space	M-NCPPC*	
Expand/Renovate Fenton Street Park	Parks and Open Space	M-NCPPC*	
Create Fenton Village Neighborhood Green	Parks and Open Space	M-NCPPC	Private
Create Downtown North Park	Parks and Open Space	M-NCPPC	Private
Create Ellsworth District Park (WF Site)	Parks and Open Space	M-NCPPC	Private
Create Bonifant-Dixon Park	Parks and Open Space	M-NCPPC	Private
Create Rachel Carson, Blair Stomping, The Mews, and Lucy's Landing Parks	Parks and Open Space	M-NCPPC	Private
New Pedestrian Bridge Connection (South Silver Spring to Ripley District)	Transportation, Parks and Open Space	M-NCPPC, MCDOT, CSX	
Green Loop Streets	Transportation, Parks and Open Space	MCDOT, SHA M-NCPPC	Private
1st Avenue Extension	Transportation	MCDOT	Private
1st Avenue Alley	Transportation	MCDOT	Private
Thayer Avenue to Bonifant Street Extension	Transportation	MCDOT	Private
Silver Spring Avenue to Sligo Avenue Extension	Transportation	MCDOT	Private
[Mayor Lane to Fenton Street Extension]	[Transportation]	[MCDOT]	[Private]
<u>Commercial</u> Shared Street: Bonifant Street (Ramsey Street to Georgia Avenue)	Transportation	MCDOT	Private
<u>Commercial</u> Shared Street: Ellsworth Drive (Fenton Street to Veterans Plaza)	Transportation	MCDOT	Private
<u>Commercial</u> Shared Street: Newell Street (Kennett Street to East-West Highway)	Transportation	MCDOT	Private
Pedestrian/Bicycle Connection: Fenton Street to Mayor Lane (along with the redevelopment of Parking Lot 4 site in Fenton Village)	Transportation	MCDOT	Private
Pedestrian/Bicycle Connection: Bonifant Street to Wayne Avenue	Transportation	MCDOT	Private
East-West Highway road diet	Transportation	M-NCPPC, MDOT SHA	
Georgia Avenue road diet <u>for dedicated bus lanes</u>	Transportation	M-NCPPC, MDOT SHA	
Colesville Road road diet <u>for dedicated bus lanes</u>	Transportation	M-NCPPC, MDOT SHA	
Colesville Road: removal of dynamic lane operation	Transportation	M-NCPPC, MDOT SHA	
<u>Upgrade all crosswalks to continental pavement marking</u>	<u>Transportation</u>	<u>M-NCPPC, MDOT SHA</u>	<u>Private</u>
Protected Crossings	Transportation	M-NCPPC, MCDOT, MDOT SHA	

Install new sidewalks (close existing sidewalk gaps)	Transportation	M-NCPPC, MCDOT	Private
Traffic Calming Study on Blair Road	Transportation	M-NCPPC, MCDOT	DDOT
Upgrade bus stops with shelters	Transportation	M-NCPPC, MCDOT	Private
Long-term bicycle parking at transit stations (Sarbanes Transit Center, Silver Spring Library Purple Line Station)	Transportation	M-NCPPC, WMATA, MTA	
Short-term bicycle parking in Silver Spring CBD	Transportation	M-NCPPC	Private
13th Street (Eastern Avenue to Georgia Avenue) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
16th Street (Spring Street to District of Columbia) separated bike lanes	Transportation	M-NCPPC, MDOT SHA	Private
2nd/Wayne Avenue (Spring Street to Colesville Road) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
2nd/Wayne Avenue (Colesville Road to Cedar Street) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Capital Crescent Trail	Transportation	M-NCPPC, MCDOT	Private
Fenton Street Extended bicycle and pedestrian [shared use] <u>side path</u>	Transportation	M-NCPPC, MCDOT	Private
Fenton Street (Ellsworth Drive to King Street) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Fenton Street (Cameron Street to Ellsworth Drive)separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Burlington Avenue (Georgia Avenue to Fenton Street)separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Cameron Street (Spring Street to 2nd Avenue) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Dixon Avenue (Wayne Avenue to Georgia Avenue) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Newell Street (District of Columbia to East-West Highway) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Silver Spring Avenue (Georgia Avenue to Fenton Street) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Spring Street/Cedar Street (16th Street to Wayne Avenue) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private
Blair Mill Road (Eastern Avenue and East-West Highway) separated bike lanes	Transportation	M-NCPPC, MCDOT	Private

Page 186: Revise Table 13. Historic Preservation Implementation Summary as follows:

Table 7. Historic Preservation Implementation Summary		
Description	Time Frame	Category
Study and evaluate the Weller’s Dry-Cleaning Building (8237 Fenton Street) for future listing in the <i>Master Plan for Historic Preservation</i> or recordation of a Historic Preservation Easement.	Long Term	Historic Preservation

Phase One: Create a Silver Spring Legacy Business Registry that documents all retail and service-orientated businesses in the Plan area. Phase Two: Study potential incentives to preserve local, independently owned businesses.	Short Term	Historic Preservation/DHCA/ Research
Collaborate with local partners and engage the broader community to discuss potential interpretation opportunities in Silver Spring.	Short Term	Historic Preservation
Study the following properties for listing in the National Register of Historic Places: <ul style="list-style-type: none"> ○ Medical Office Building (1111 Spring Street) ○ Metropolitan Building (8720 Georgia Avenue) ○ Montgomery Center (8630 Fenton Street) ○ Operations Research, Inc., (1400 Spring Street) ○ [Perpetual Bank Building (8700 Georgia Avenue)] ○ U.S. Industries Building (949 Bonifant Avenue) ○ American National Bank Building (8701 Georgia Avenue) ○ Garden and Mid-Rise Garden Apartment District 	Long Term	Historic Preservation
Support the recommendations of the Montgomery County Street and Parks Facilities Renaming Review Project on the renaming of county streets and park facilities.	Long Term	Historic Preservation/ IRC Division

Page 187: Revise the following bullets under “4.5.1 Partnerships for Economic Growth” as follows:

- [Partner with] Encourage a partnership between the Montgomery County Economic Development [Council] Corporation (MCEDC) and other entities in the downtown [the champion for downtown] to create a market incentive to invest in speculative office suites in office space that has been vacant for an extended period. [Have MCEDC fund the program and the champion for the downtown market and help property owners secure funds.] Create a plan for the incentive that caps the amount at a reasonable cost to the county while also providing a meaningful incentive to building owners.
- [Analyze the feasibility of a fund operated by MCEDC to invest in office-using start-ups that locate in Silver Spring. Have the champion for downtown market the fund and use the fund to attract additional business to Silver Spring. Create a plan for the fund that establishes accepted levels of risk that is consistent with purchasing equity positions in start-up firms.]
- Partner with [the County Executive’s Business Advancement Team] County government to reinvigorate the Silver Spring Innovation Center to meet the needs of and to support women and minority entrepreneurs, in alignment with the recommendations of the Business Incubator Review and Entrepreneurial Ecosystem study prepared by Axcel Innovation LLC and presented to the PHED committee on July 26, 2021. [Create a business plan to define how the incubator

can add value to start-up firms to guide operations and to enable evaluation of whether the incubator is achieving its objectives.]

- Encourage activation of underutilized space: Partner with MCEDC, the County Executive’s Business Advancement Team, and [the champion for downtown] other entities to study a vacancy tax on empty retail frontage to encourage property owners to lease and activate vacant spaces. The funds generated by this tax should be returned to the Silver Spring area. The money should be [provided to the new champion for downtown Silver Spring and go into the funds this Plan recommends creating to advance placemaking] used to advance placemaking in the downtown.
- [Create capacity to support small retailers: Form] Encourage a partnership between the [Montgomery County Office of the County Executive Small Business Navigator] County and mission-oriented non-profit stakeholders to fund a diverse retail liaison position to support diverse retailers in Silver Spring. Explore creating a loan pool that could provide resources and incentives to local small business, help subsidize tenant improvements, and could support business owners in purchasing their properties. See the March 2021 Retail in Diverse Communities Report [published in March 2021] for additional details about these recommendations.
- Encourage property owners with underutilized and vacant street-level retail space to donate that space to mission-oriented non-profits to run retail incubators in which entrepreneurs can try new retail concepts.
- The Plan supports the [establishment of a “champion” entity] strengthening of entities in the downtown that will assist with marketing, activation, and maintenance. [Such an entity] These entities could help address issues of safety and trash collection on the streets, as well as promote, highlight, and support the many amenities the downtown has to offer. Downtown Silver Spring will [benefit from a strong champion for downtown and will] need support from partnerships between the public sector, property owners, businesses, and social service organizations in order to full achieve the vision expressed in this Plan.

Page 188: Revise the second paragraph under “4.5.2. Arts and Entertainment District” as follows:

The Plan supports the following recommendations that could enhance and grow the Arts and Entertainment District in Silver Spring and contribute significantly to the economic growth of the downtown. Many of these recommendations encourage partnership between the Arts and Entertainment District and the [“champion for downtown”] other entities described above.

Page 189: Revise the third bullet under “4.5.2. Arts and Entertainment District” as follows:

New public art in Silver Spring, whether through public process or through optional method development, should represent and support the diverse communities of Silver Spring.

Page 189: Revise the first paragraph under “4.5.4 Partnerships with the Community” as follows:

As discussed in Section [2.6]3.5 Parks and Public Spaces, this Plan supports the goal of providing sufficient open space for active recreation, social gathering, and contemplative activities. The Plan supports the following recommendation to achieve that goal:

General

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All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft Silver Spring Downtown and Adjacent Communities Plan (Winter 2022). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.

A handwritten signature in black ink, reading "Judy Rupp", is written over a horizontal line.

Judy Rupp

Clerk of the Council