



EXISTING CONDITIONS REPORT

Spring 2024

Table of Contents

| | |
|----------------------------------|-----|
| Introduction | 3 |
| Demographics | 11 |
| Land Use and Zoning | 19 |
| Housing | 22 |
| Urban Design | 28 |
| Parks | 41 |
| Transportation | 55 |
| Environment | 85 |
| Community Facilities and Schools | 95 |
| Historic Resources | 107 |



INTRODUCTION

Introduction

This existing conditions report summarizes the planning team's initial analysis of the Study Area for the Eastern Silver Spring Communities Plan.

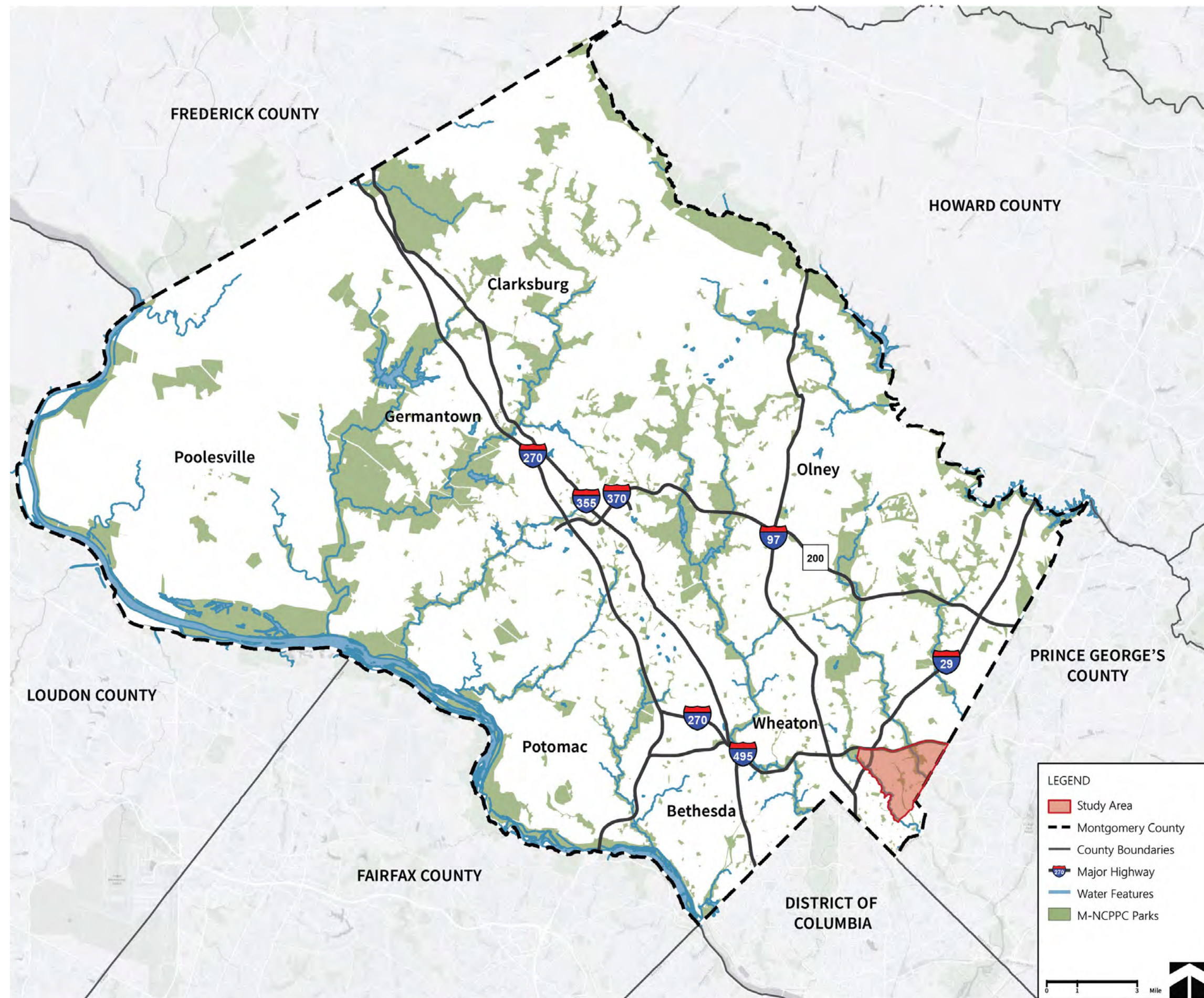
The purpose of the analysis is to better understand what the Study Area looks like today and gain insight into the assets and issues that face the area.

This existing conditions report will cover several topics, including demographics, land use and zoning, housing, urban design, parks, transportation, the environment, schools and historic preservation.



Location

The Study Area for the Eastern Silver Spring Communities Plan is located in the southeastern part of Montgomery County, inside the Capital Beltway (Interstate 495) and adjacent to the Prince George's County line.



Study Area vs. Plan Area

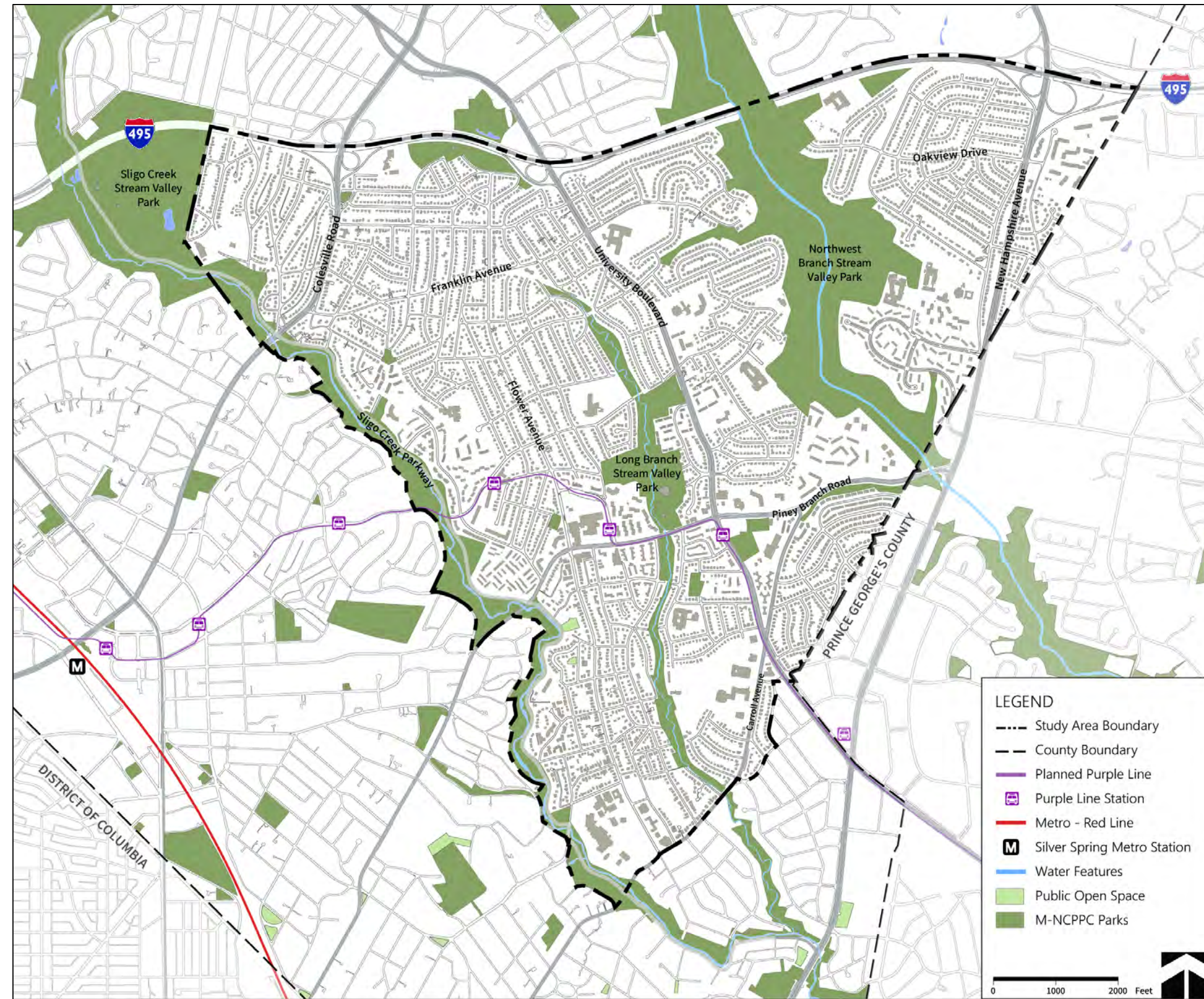
The Study Area for a plan is used to better understand a larger community context. The planning team identifies a Study Area that typically follows U.S. census tract boundaries. Staff gathered data and more qualitative information about the Study Area as part of the existing conditions analysis and this, paired with community engagement, will help determine the Plan Area boundary.

The Plan Area is a defined geographic area legally required for each master plan. A master plan can only recommend zoning changes for properties included within the Plan Area. The Planning Board will approve the Plan Area as part of the Scope of Work. Staff anticipates presenting the Scope of Work to the Planning Board in spring 2024.

Study Area

The Study Area includes:

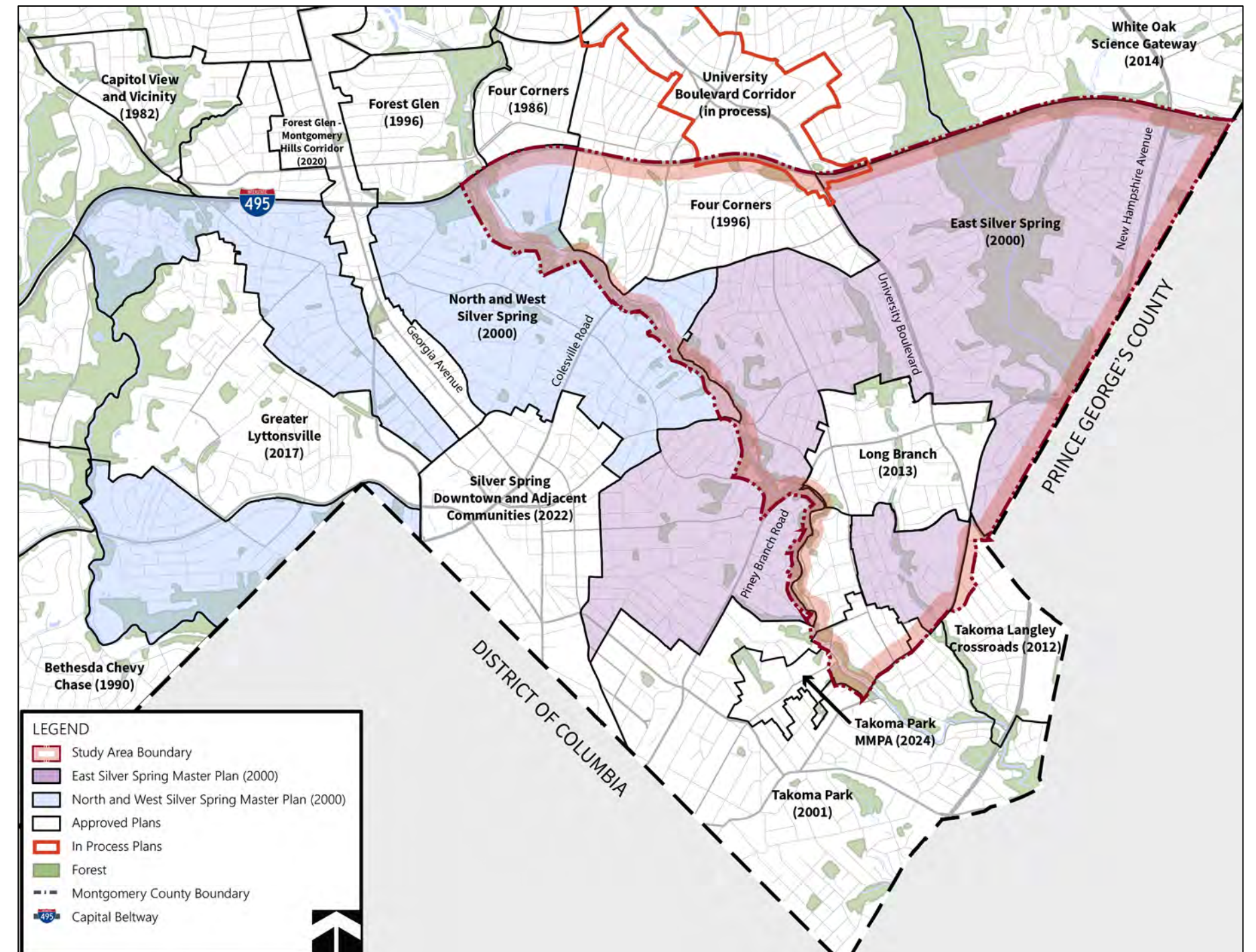
- 3 Thrive Montgomery 2050 Growth Corridors
- 3 Purple Line Stations
- 3 Stream Valley Parks
- Long Branch Commercial Area
- Several residential neighborhoods with both single and multifamily properties
- Many institutions, including community facilities, schools and places of worship



Approved and Ongoing Master Plans

Every community within Montgomery County has a master plan that guides future development. Plans recommend land uses, zoning, transportation, schools, parks, libraries, and fire and police stations as well as address housing, historic preservation, pedestrian and trail systems and environmental issues. Planners create new master plans every 15 or 20 years.

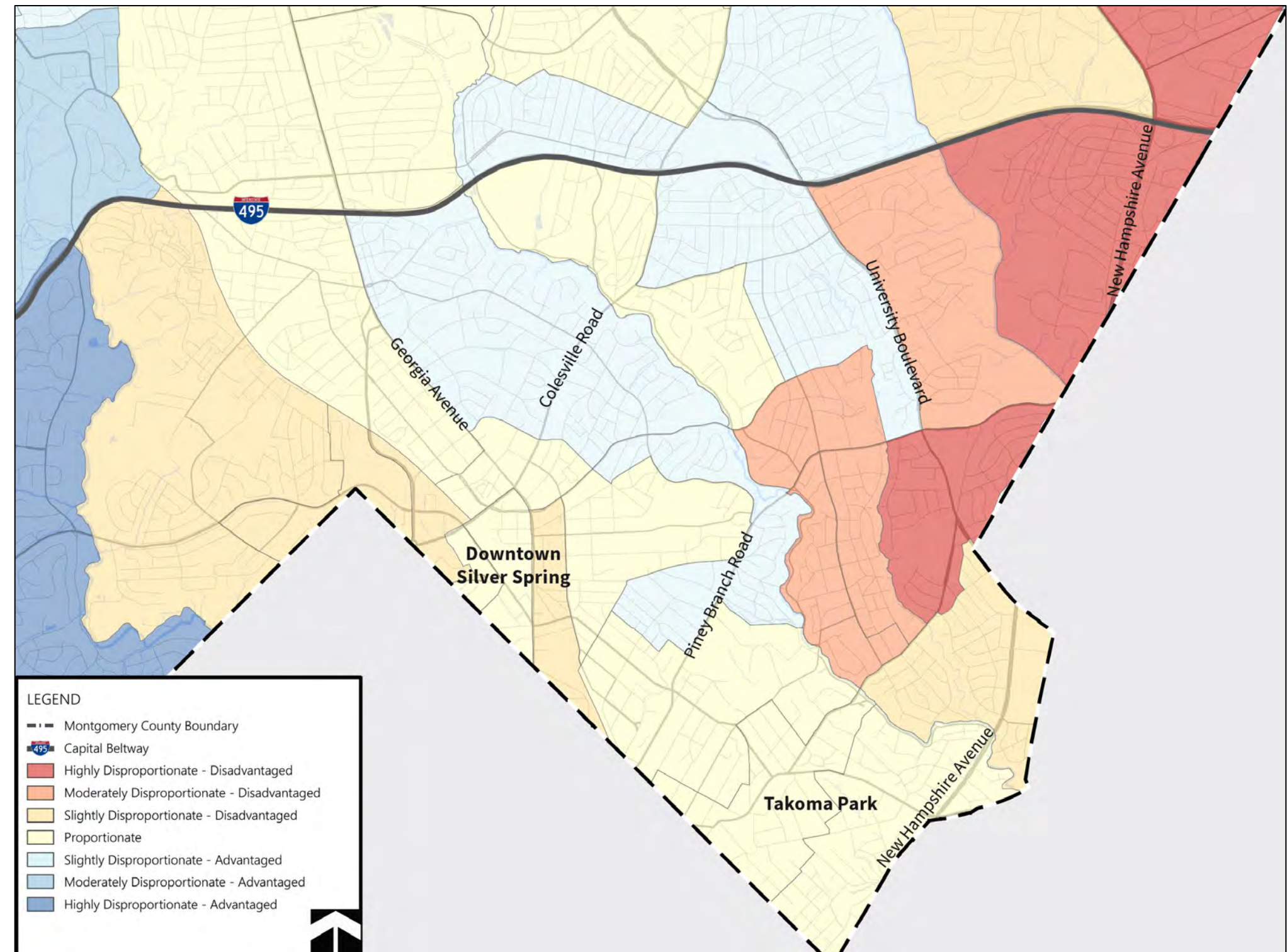
The Study Area includes portions of several adopted plans and two ongoing planning efforts.



Note: The year of adoption for each plan is shown in parentheses.

Community Equity Index

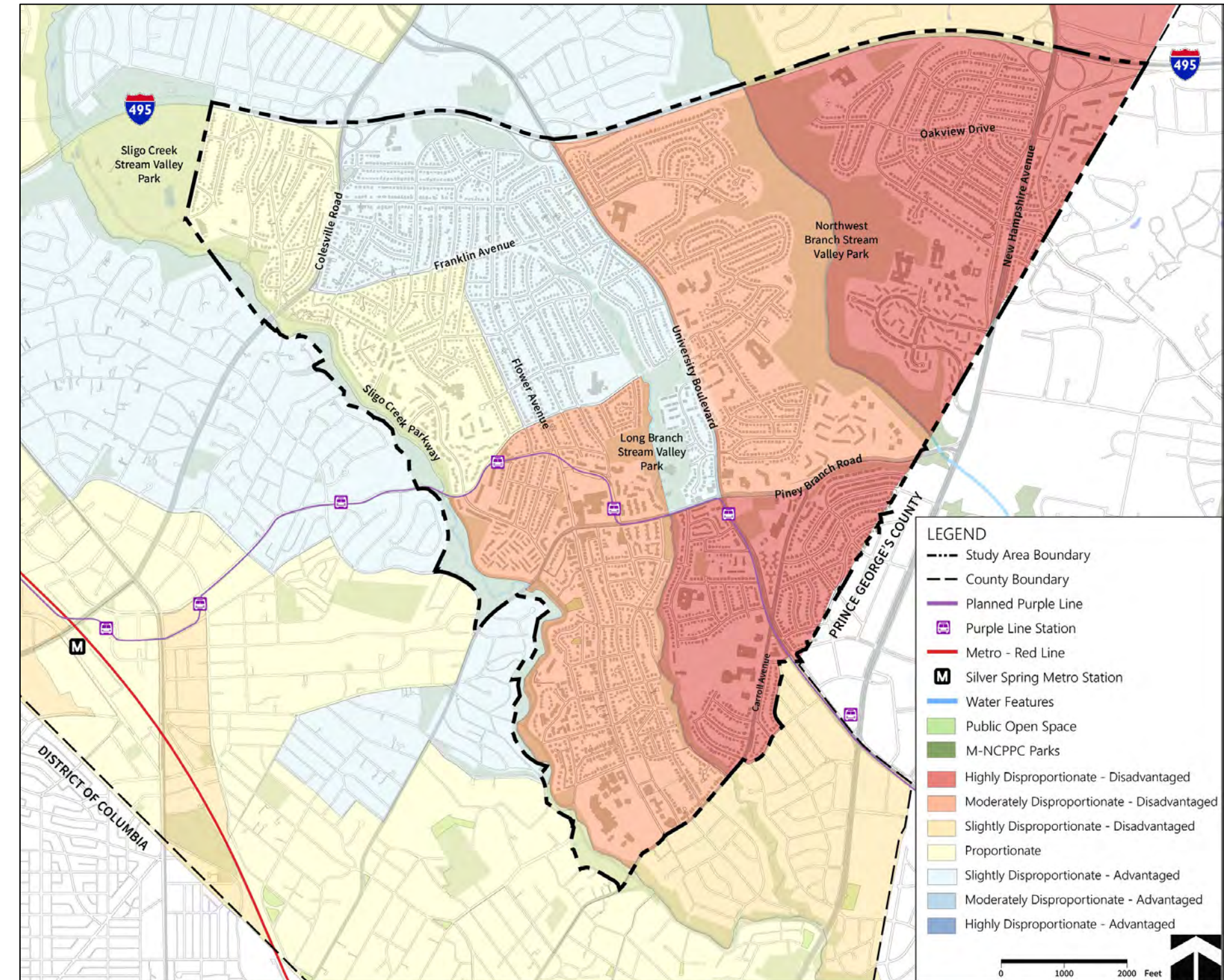
- Developed by Research and Special Projects Division in 2023
- Composite measure of equity-related indicators by census tract for the entire county
- Displays spectrum of advantaged to disadvantaged, based on population characteristics including income, education, housing tenure, poverty rate and English language proficiency



Note: More information about this analysis can be found on the [Montgomery Planning website](#).

Community Equity within Study Area

- Study Area includes several highly, moderately and slightly disproportionately disadvantaged census tracts, with just one slightly advantaged census tract.
- The main drivers of disadvantage in this area are:
 - Lack of English proficiency
 - Poverty
 - Proportion of households who rent, rather than own





DEMOGRAPHICS

Demographic Overview

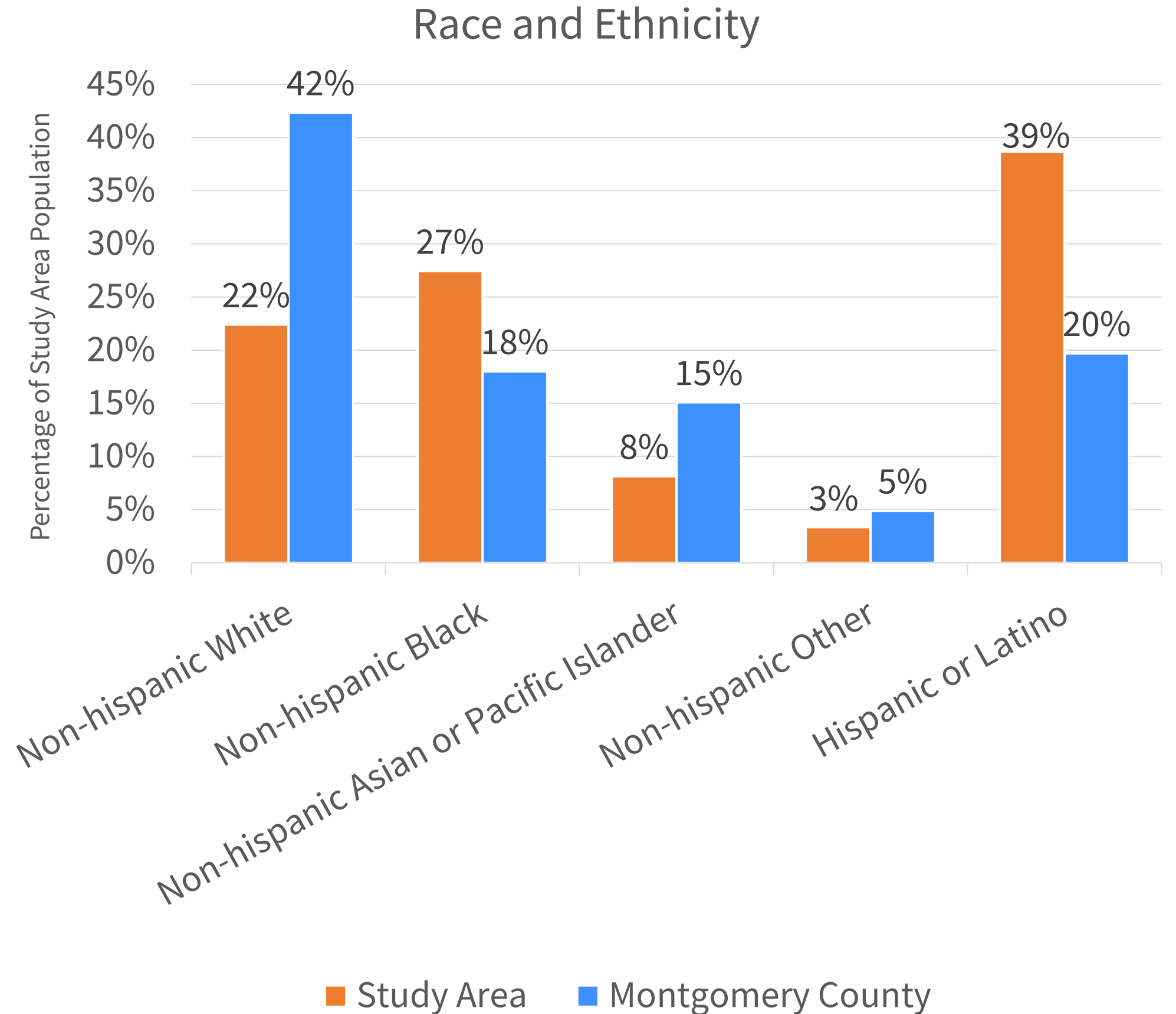
- 40,173 people live in the Study Area
- 13,091 households are in the Study Area
- Study Area is ethnically and socioeconomically diverse



New Hampshire Estates Elementary School

Race and Ethnicity

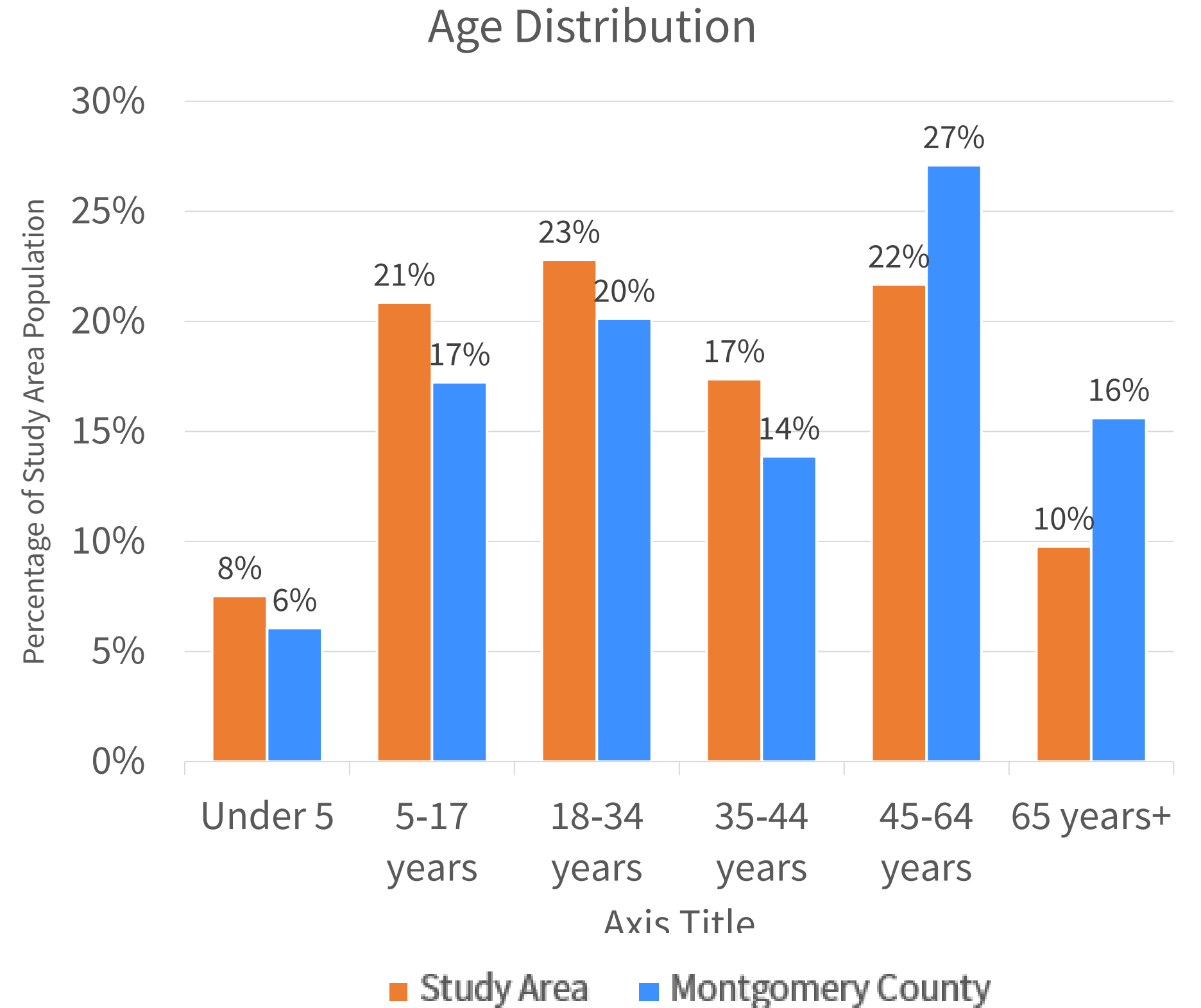
- 45.4% of the population is foreign-born, higher than the County's 32.2%
- Black and Hispanic or Latino residents make up a greater share of the population when compared to the County



Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Age

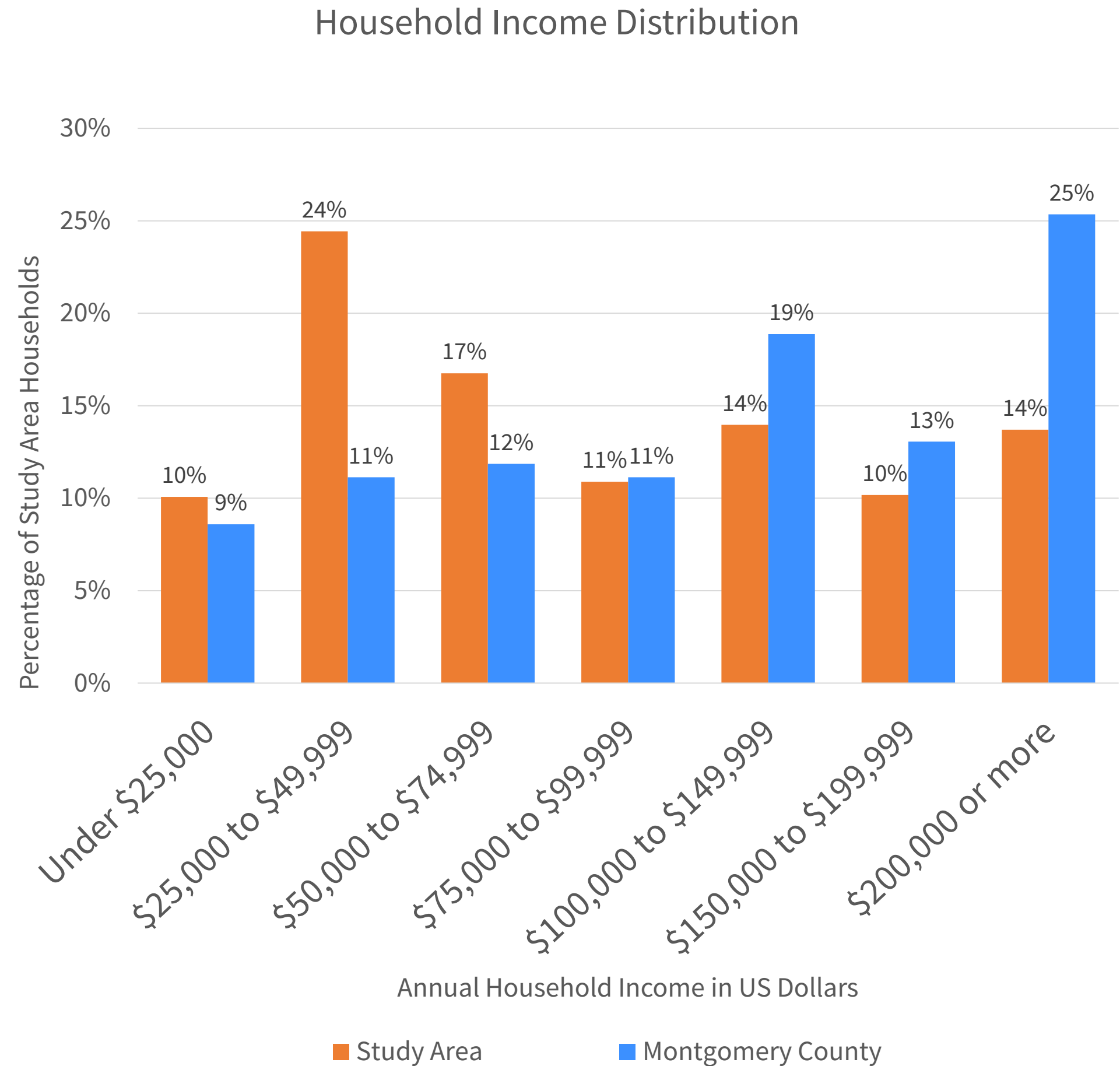
- Overall, the Study Area is younger when compared to the entire county
- 68% of the Study Area is less than 45 years old, as compared to 57% of the county



Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Income and Poverty

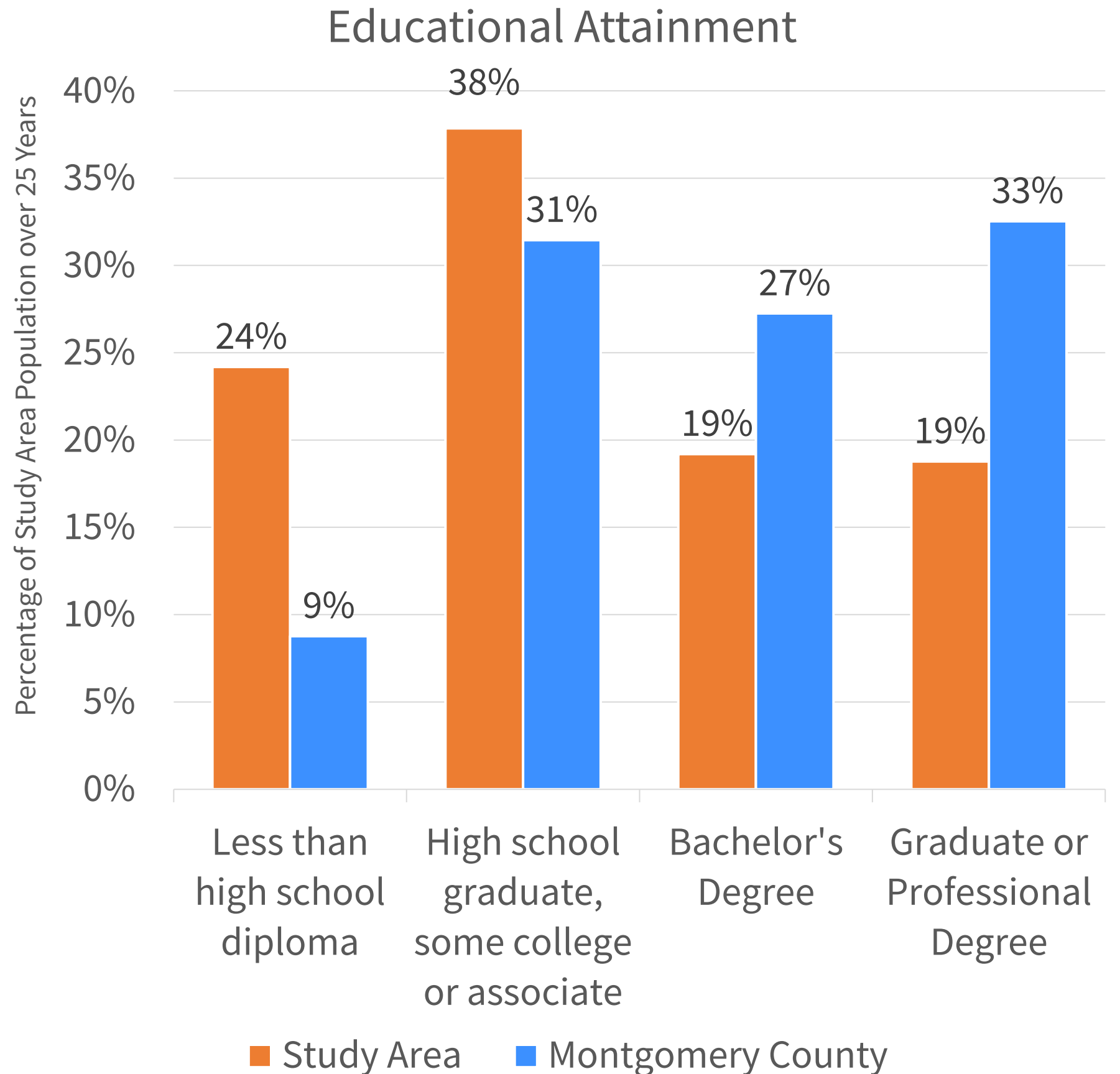
- Household income is skewed to lower brackets
- Average household income in Study Area is \$108,526 as compared to \$161,149 for the County
- 13.8% of people are below the poverty level, compared to the county's 7%



Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Education

- The percentage of people over the age of 25 without a high school diploma is three times greater than the county, 24.2% as compared to the county's 8.8%
- The Study Area has a much lower percentage of those with more than a bachelor's degree, 38% as compared to county's 60%

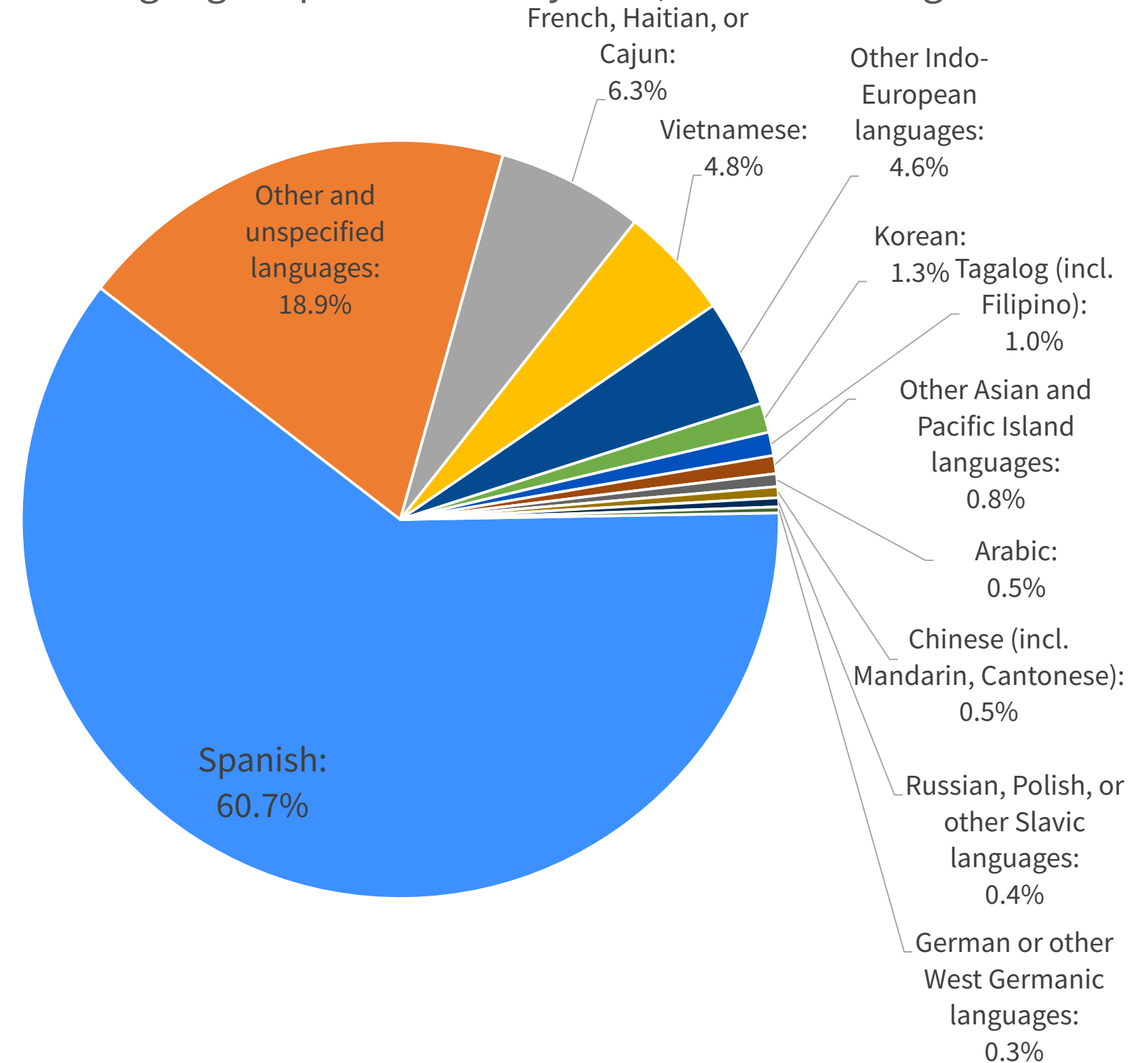


Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Language

- The most common foreign language spoken in the Study Area is Spanish (61%)
- In the Study Area, 58.9% of people over the age of 5 speak a language other than English, as compared to county’s 41.5%
- In the Study Area, 29.8% of people over the age of 5 speak English less than “very well,” nearly double the percentage for the county (14.8%)

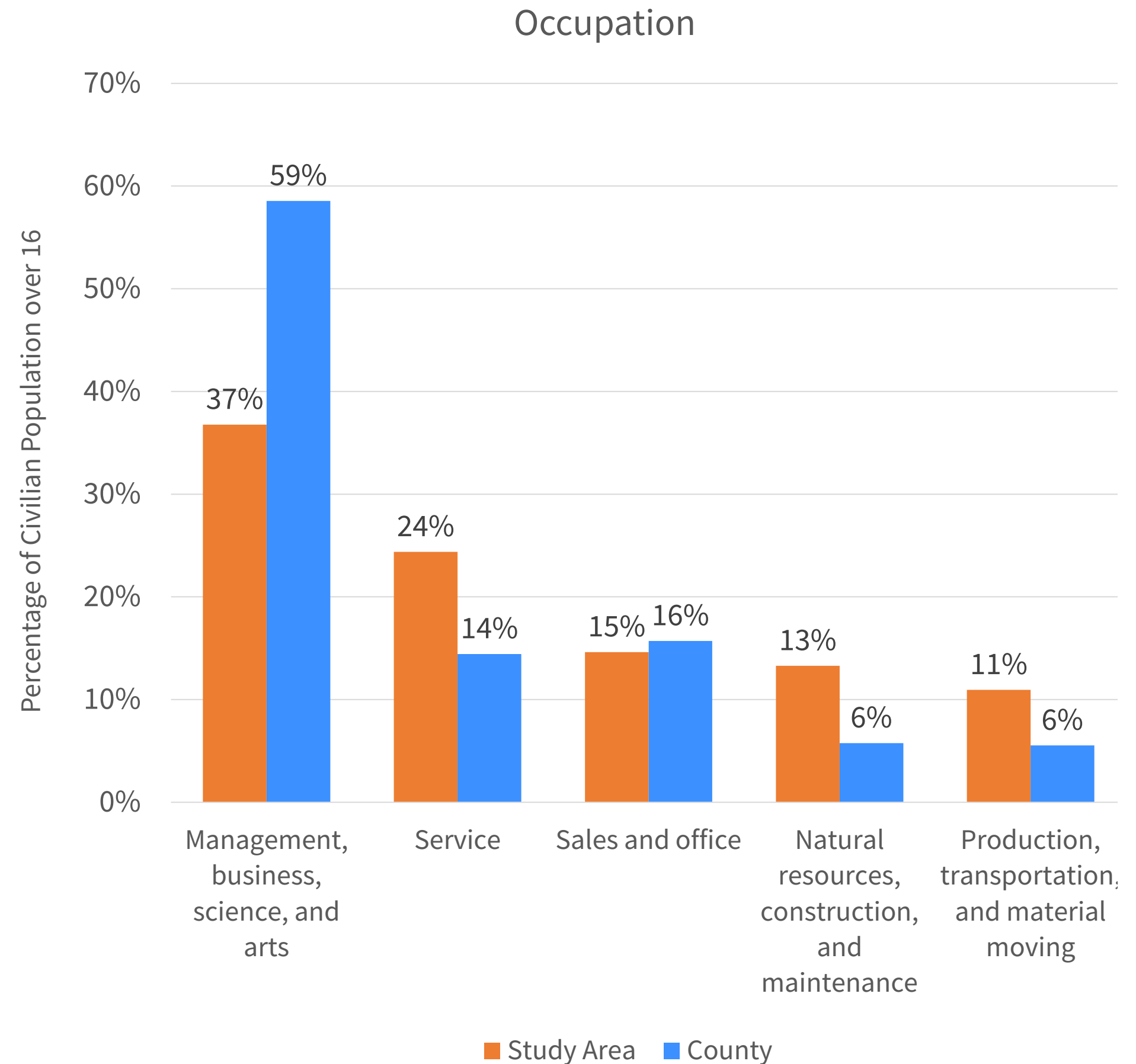
Languages Spoken in Study Area, other than English



Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Employment

- The most common occupation in the Study Area is management, business, science and arts (36.8%) followed by service (24.6%) and sales and office (14.6%).
- As compared to the county, the Study Area has much higher proportions of residents in the service, natural resources, construction and maintenance and production, transportation and material moving occupations.



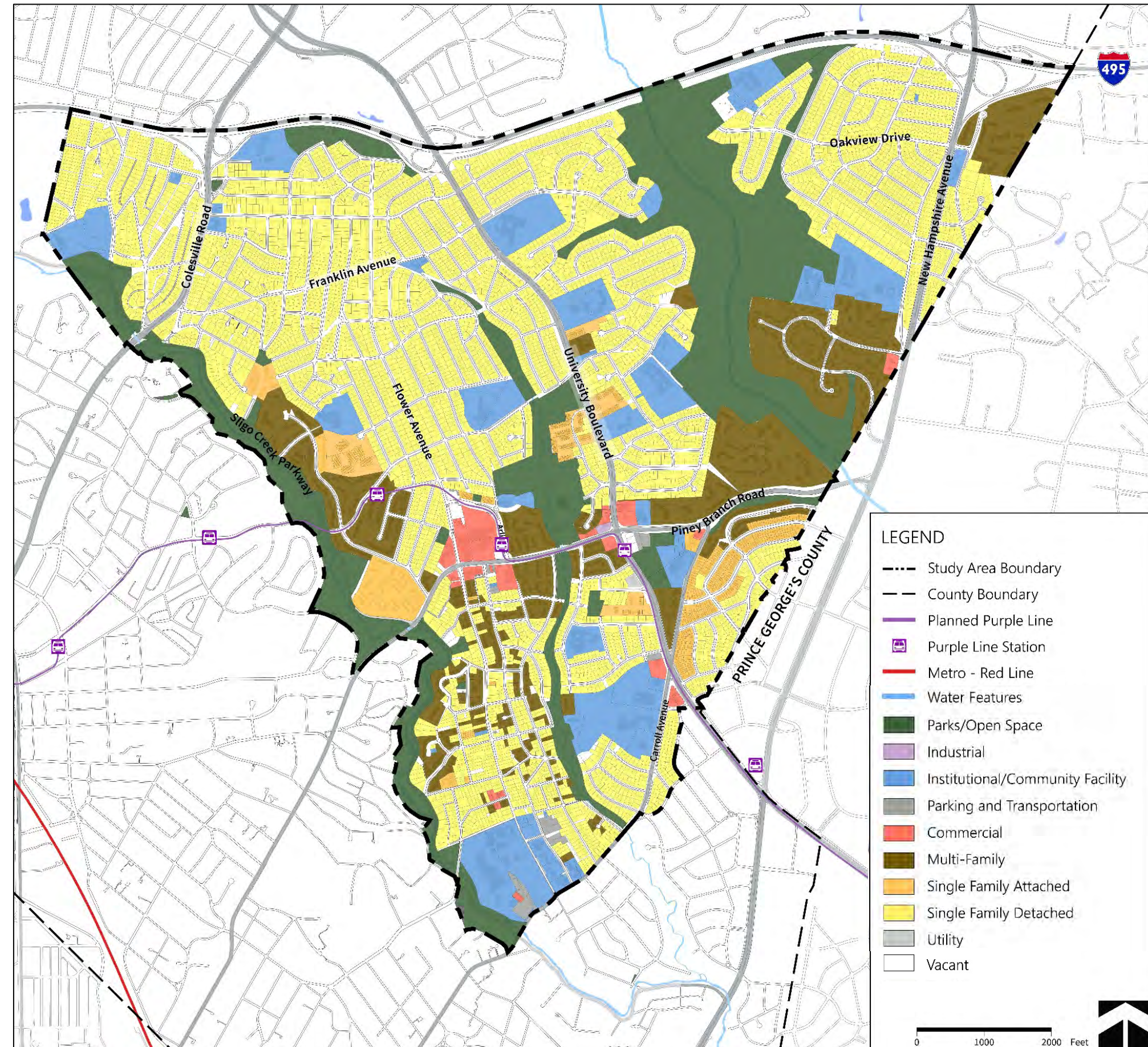
Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.



LAND USE AND ZONING

Existing Land Use

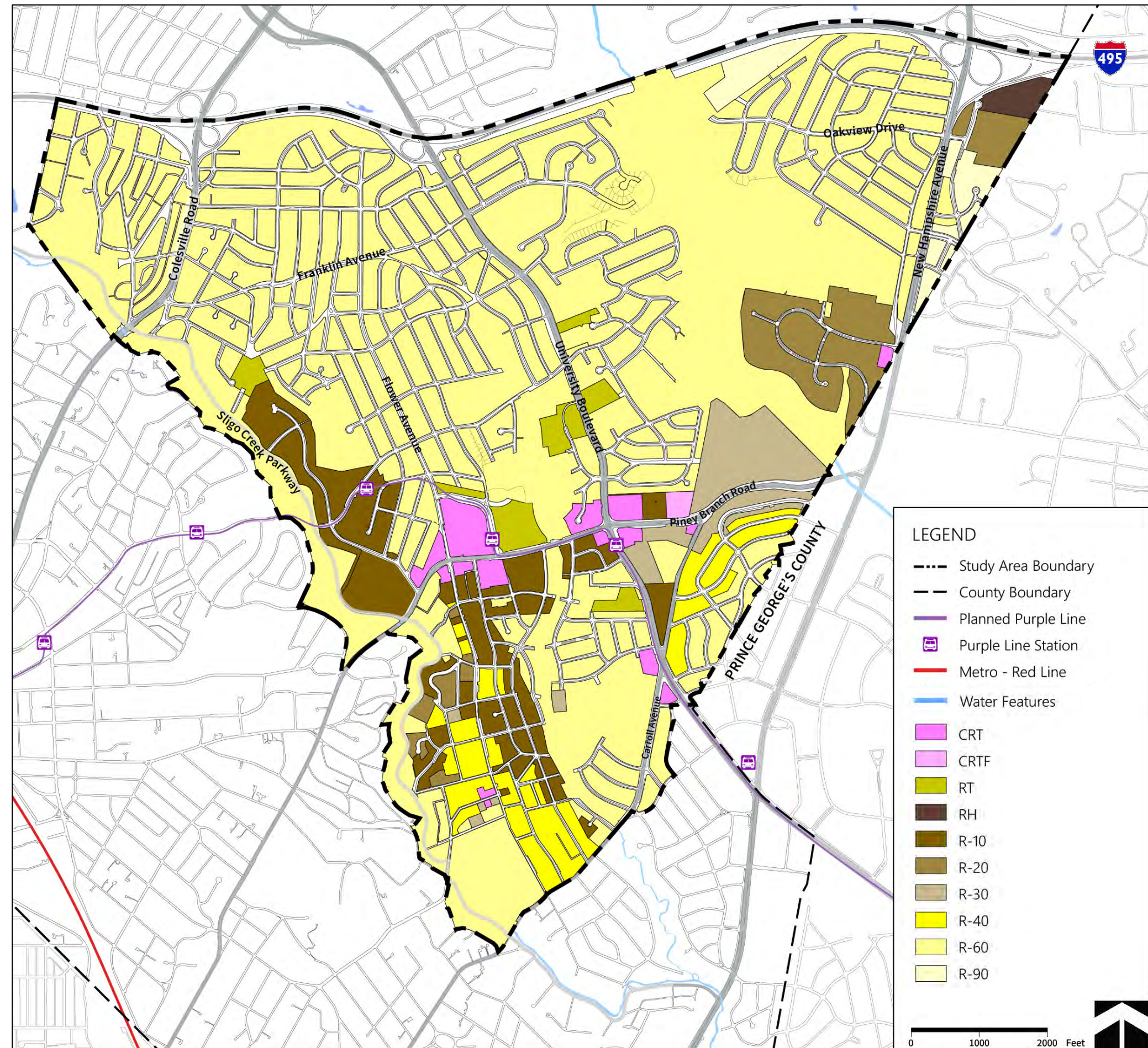
- Predominant land use in the Study Area is Single Family Detached (shown in yellow, 43%)
- Second most present land use is Parks and Open Space (shown in green, 27%)
- Followed by Multifamily Residential (shown in brown, 14%), Institutional Community Facilities (shown in blue, 9%), Single Family Attached (shown in orange, 3%), Other (remaining colors, 4%)



Existing Zoning

Zoning determines how land can be used.

- 87% of parcels are zoned for detached single-family homes (R-40, R-60, R-90)
 - Note: Community Facilities and Parks are typically zoned R-60
- 7% of parcels are zoned for multifamily residential buildings (R-H, R-10, R-20, R-30)
- 6% of parcels are zoned for townhouses (RT-8.0, RT-12.5)
- 1% of parcels are zoned mixed use (CRT, CRTF with varying FAR)





HOUSING

Housing Overview

- 13,644 housing units in the Study Area
- The average household size is 3.04 people, larger than the county average of 2.74
- 38% of households have children
- There are lower rates of homeownership here when compared to the county
- The majority of the community rents; 55.3% of all housing units are renter-occupied
- County residents are predominantly homeowners and 35% are renters

Source: RSP tabulation of ACS 2021 5-year data.

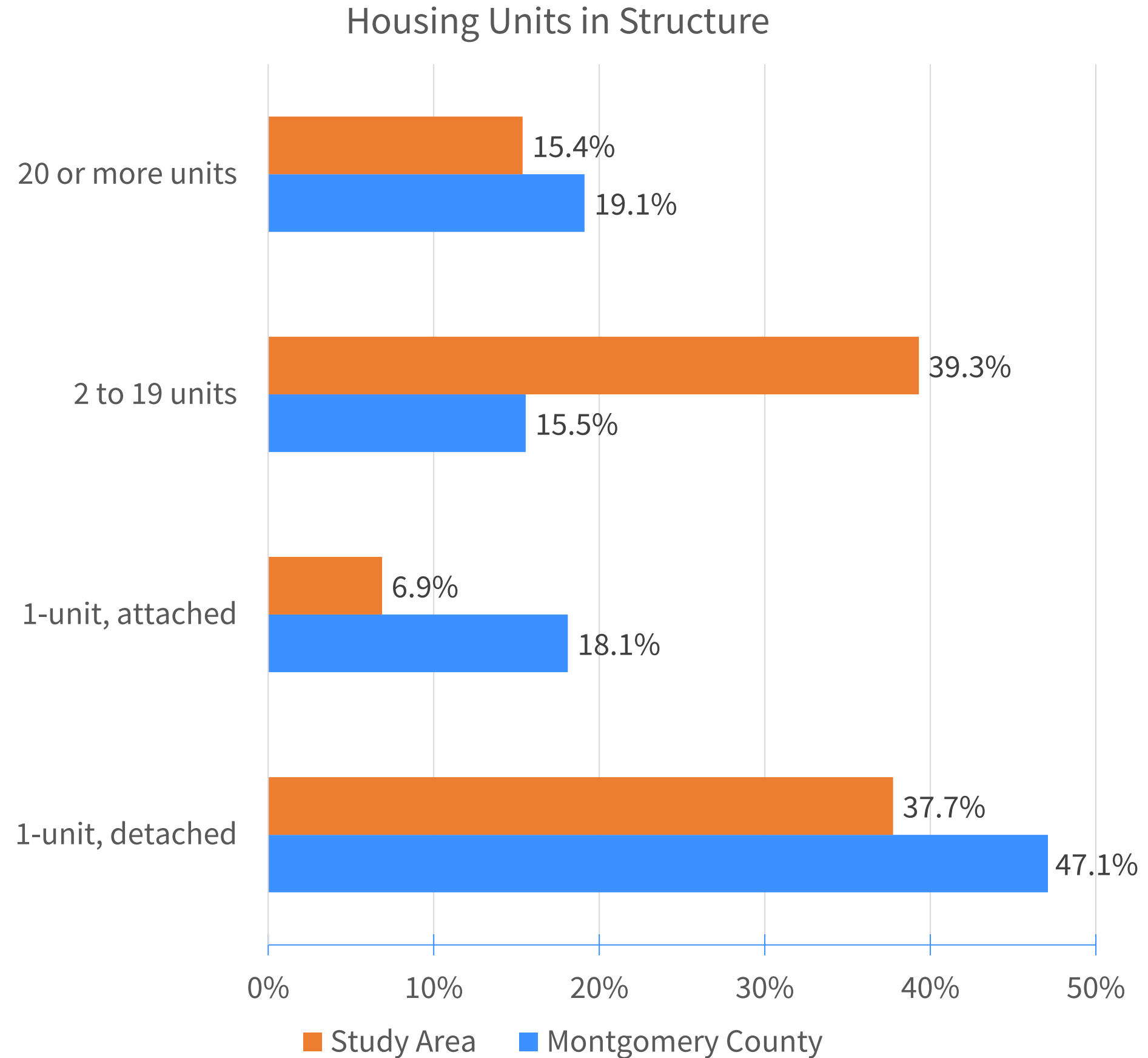
Unless otherwise noted, all prices shown on the following slides reflect 2021 dollars.



Single Family Homes in Clifton Park Neighborhood

Housing Types

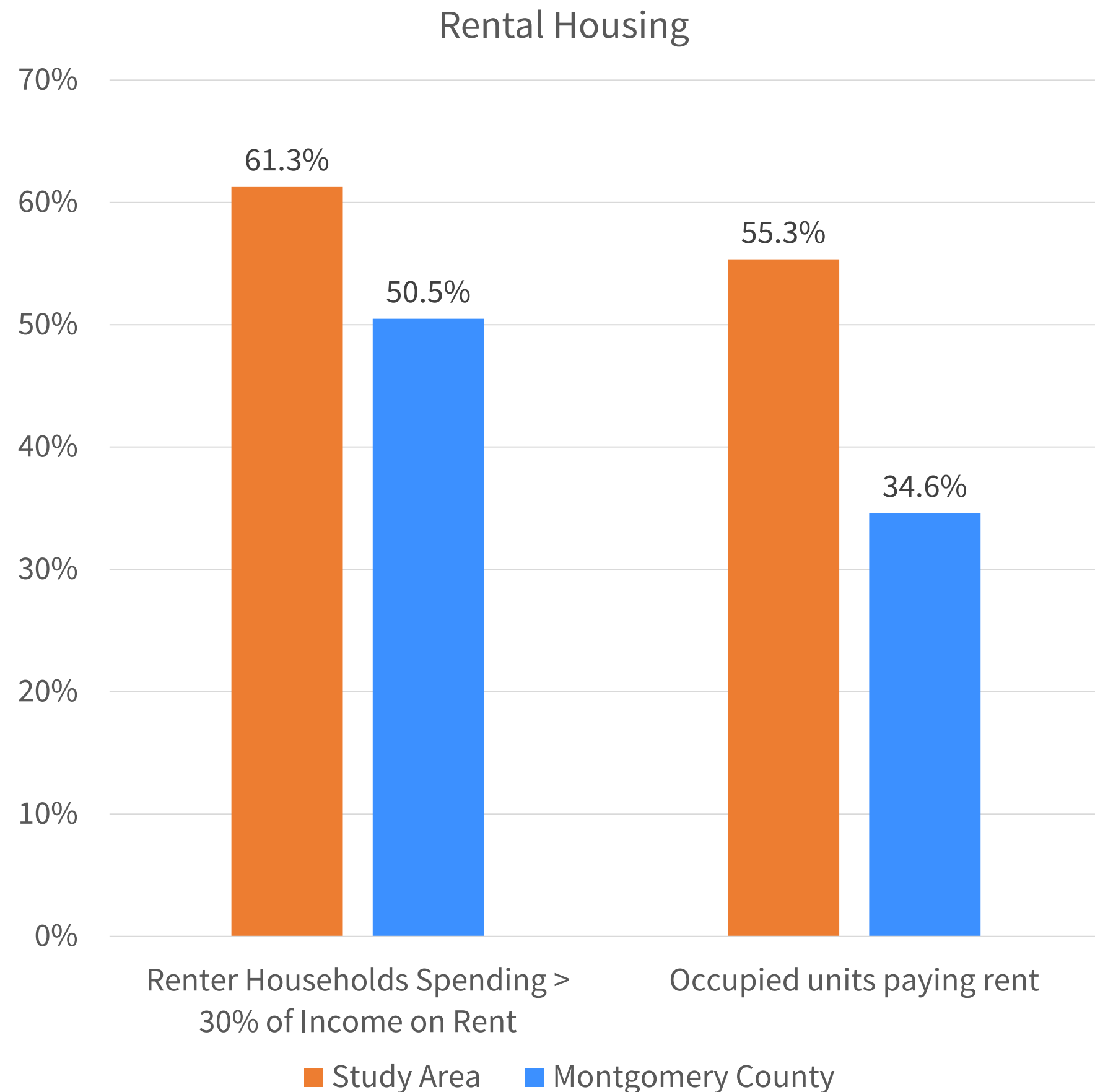
- The majority of housing units in the Study Area are multi-family (54.7%)
- The housing stock in this area is old- 55% of housing units were built before 1960
- There is a large concentration of middle-sized housing types (buildings with 2-19 units); in the Study Area, 39% of homes fall within this range compared to 15% of homes countywide



Source: RSP tabulation of ACS 2021 5-year data.

Rental Housing

- Average monthly rental costs are 22% lower than the county (\$1,515 vs. \$1,954)
- More renters are cost burdened (61%) when compared to the county (50.5%)
- 10% of rental units are income restricted through the Low-Income Housing Tax Credit (LIHTC), the Housing Initiative Fund or other affordable housing programs and funding sources



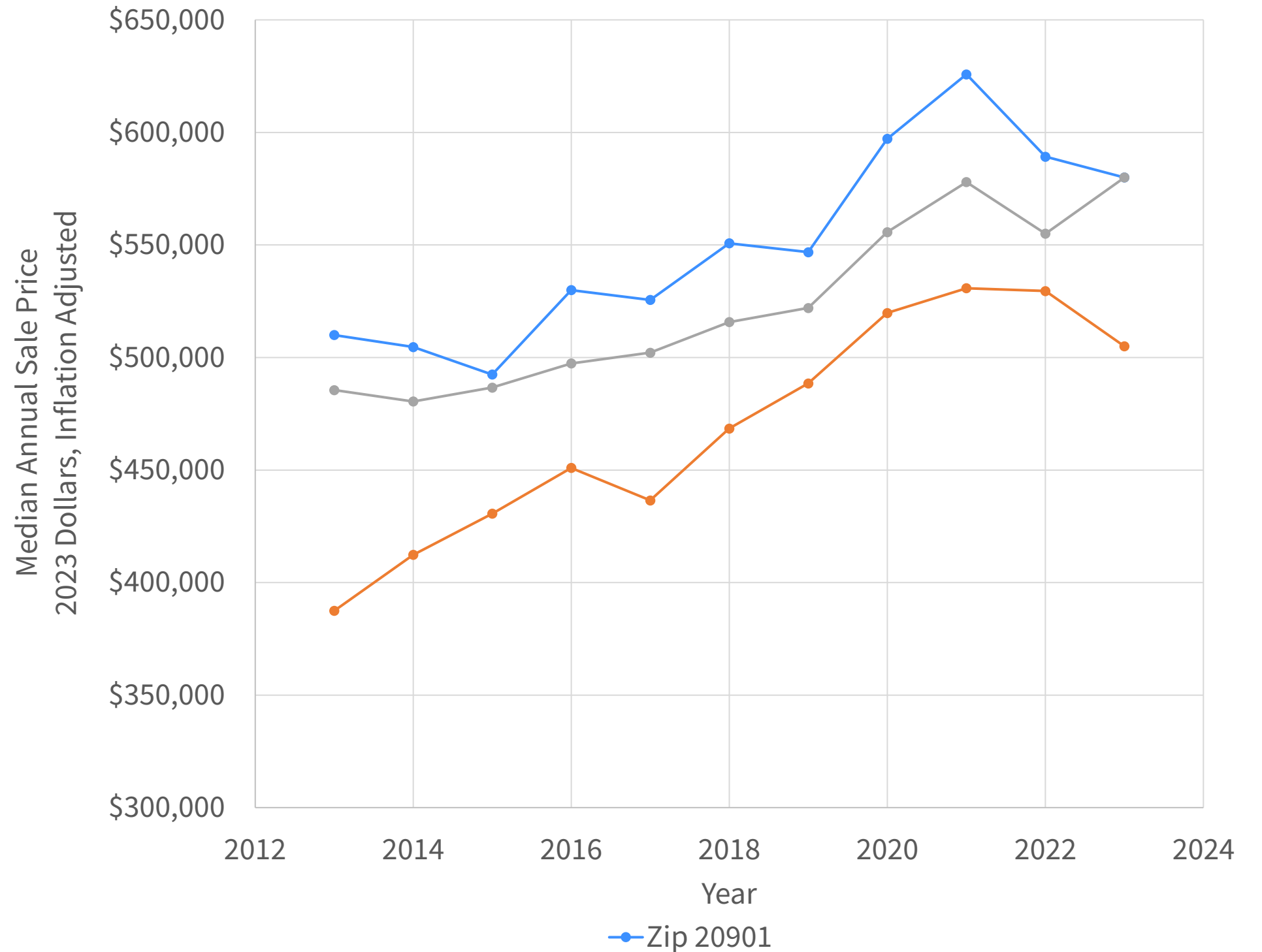
Note: Rental costs are based on gross rent, which means the cost of utilities are included in the amount shown.

Source: RSP tabulation of ACS 2021 5-year data; DHCA

For Sale Housing

- The average home value is \$418,033
- Average monthly mortgage costs are \$2,239; 26% lower than the county average of \$3,027
- Housing prices have increased steadily in the last ten years, though the eastern portion of the Study Area (zip code 20903) has seen the greatest growth

Median Home Sale Trends for Residential Units



Note: Real home prices in the chart (above) are shown in 2023 dollars and are adjusted for inflation using the CPI-U for All Items Less Shelter. Study Area approximated by zip codes for purposes of this analysis. Most of the Study Area is within two zip codes: 20901 and 20903. Data includes all units sold-attached, detached and condos.

| Percent Change in Median Annual Sale Prices for Residential Units 2013-2023 | Zip 20901 | Zip 20903 | County |
|---|-----------|-----------|--------|
| | 13.7% | 30.3% | 19.5% |

Source: RSP tabulation of data from the following sources: MRIS/RBI, Federal Reserve Economic Data, ACS 2021 5-year data.

Variety of Housing Types in Study Area





URBAN DESIGN

Urban Design

Urban design is the shaping of the physical form of a place so that the buildings, streets, parks, and public spaces work in harmony to create a dynamic, welcoming place that supports a thriving public life.

Successful urban design creates a strong public realm.

The **public realm** is any space or built environment that is open and accessible for public use, regardless of ownership. It includes streets, sidewalks, plazas, parks, and open spaces.



Urban Design Overview

- Generally healthy network of streets in which the streets form small to medium sized blocks, increasing connectivity and encourages alternative transportation modes like biking
- Public realm lacks variety in experience types
- Pedestrian connectivity into and throughout the study area is greatly restricted
- 87% of structures were built between 1933 -1963
- Four building types are present: single-family, multi-family, institutional, and commercial



Blocks and Connection

The size of city blocks has a direct correlation to connectivity. Smaller blocks allow for more cross streets and more route options. Large blocks require longer routes to reach a destination and force more people to use the few routes that exist. Pedestrian paths and shared streets can break up large blocks and created the needed variety of connections.



Block Size

The size of blocks affects connectivity within a community. Smaller blocks allow more variation in routes and encourage alternative modes of transportation such as walking and bicycling. Larger blocks force more people to use the same route, causing congestion and lowering safety.

Small Blocks

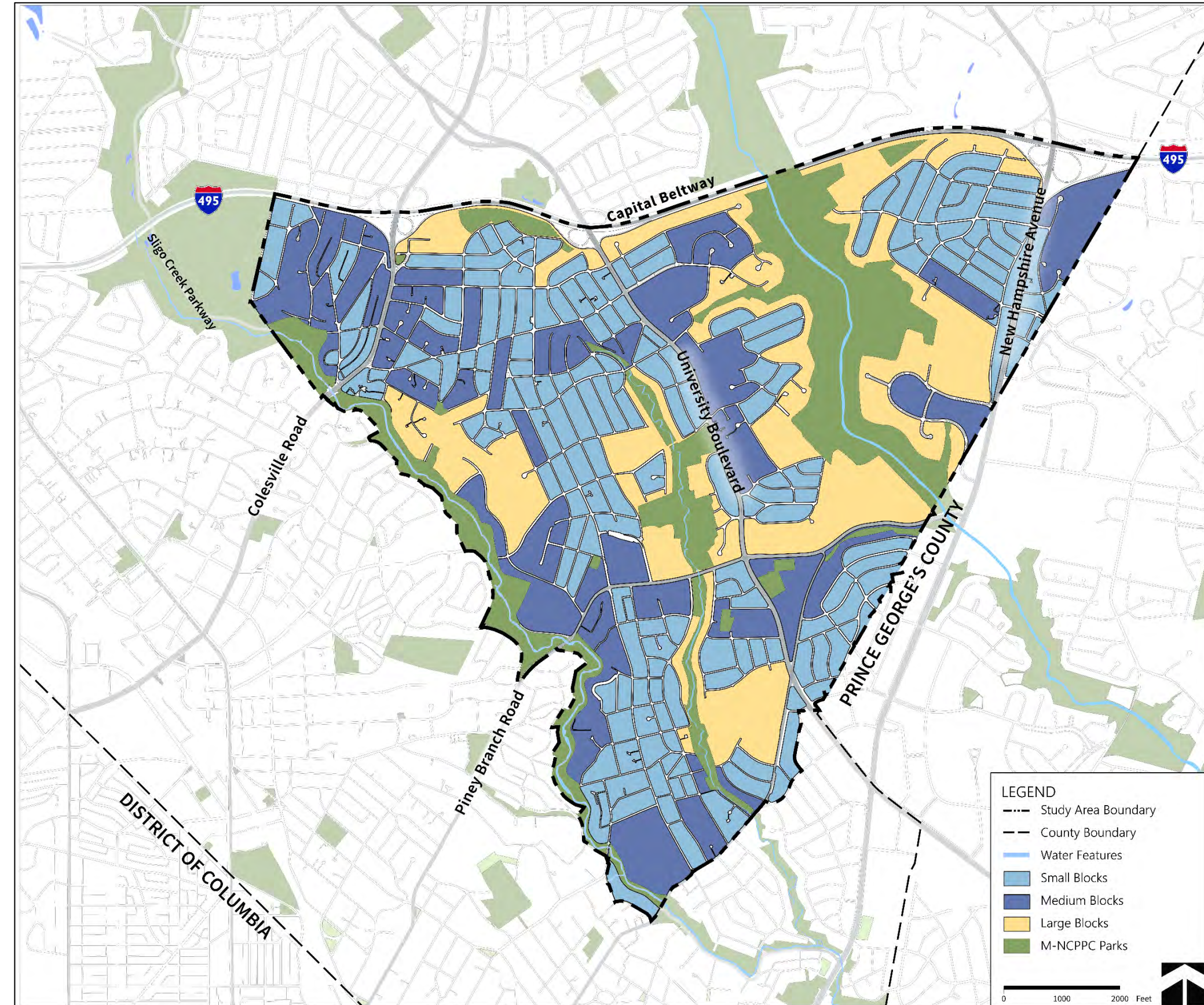
Filled primarily with single-family housing. They create frequent cross streets that provide numerous route options for local traffic

Medium Blocks

Usually include multi-family housing, institutional uses like schools, and Car oriented shopping and commercial uses. Frequently found along major thoroughfares.

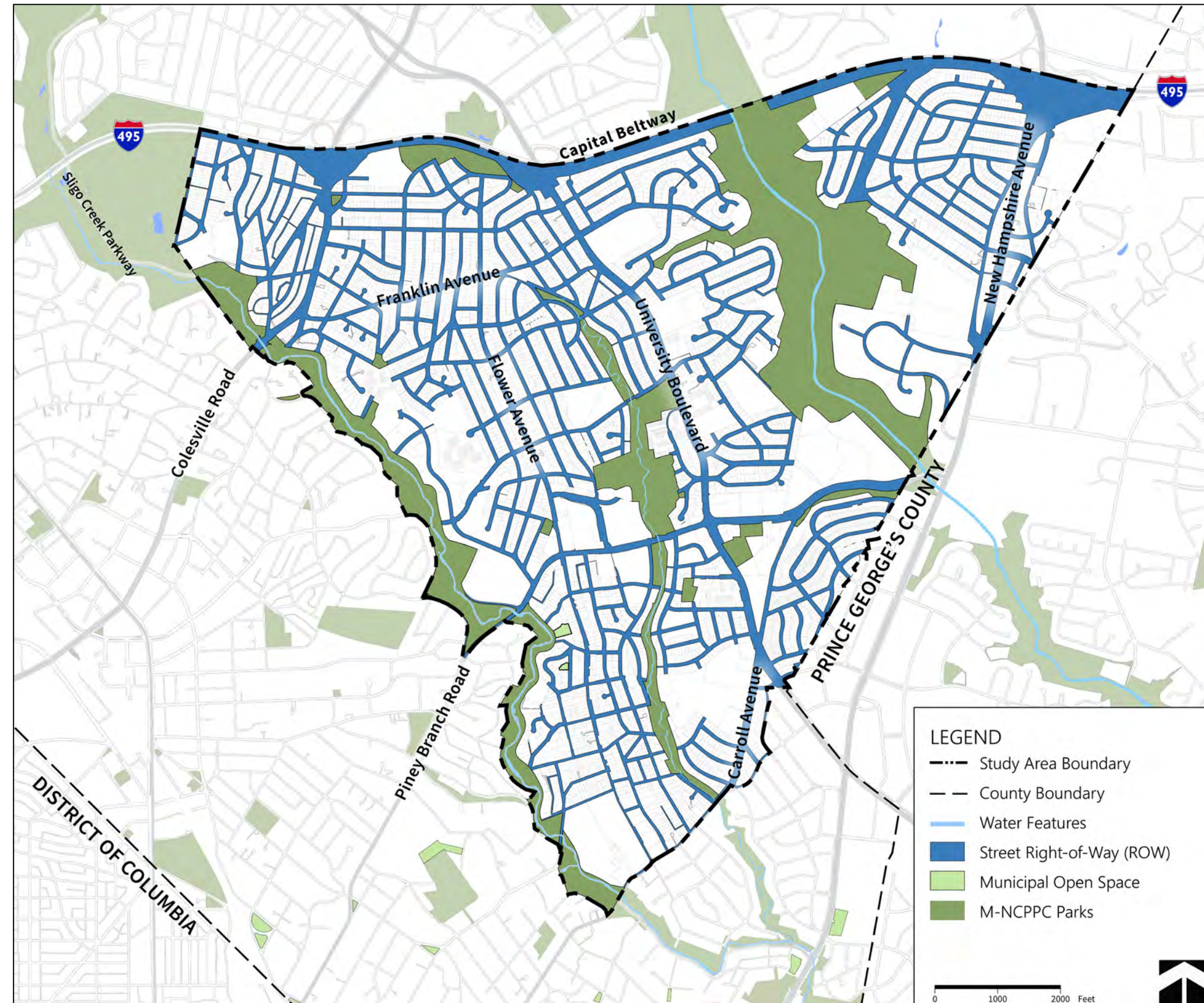
Large Blocks

Typically made up by parks that require large open spaces and large parcels abutting parkland on one or more sides. Through street access is limited by I-495 to the north and parkland restricts connections east and west.



Public Realm

- Residential streets, fronted by lawns
- Commercial streets, typically fronted by parking lots
- Numerous parks and open spaces
- No hardscaped public spaces
- No Privately Owned Public Spaces (POPS)
- Lack in diversity of public open space experience types



Pedestrian Network

This map depicts access points into the study area, existing pedestrian infrastructure, and dead ends

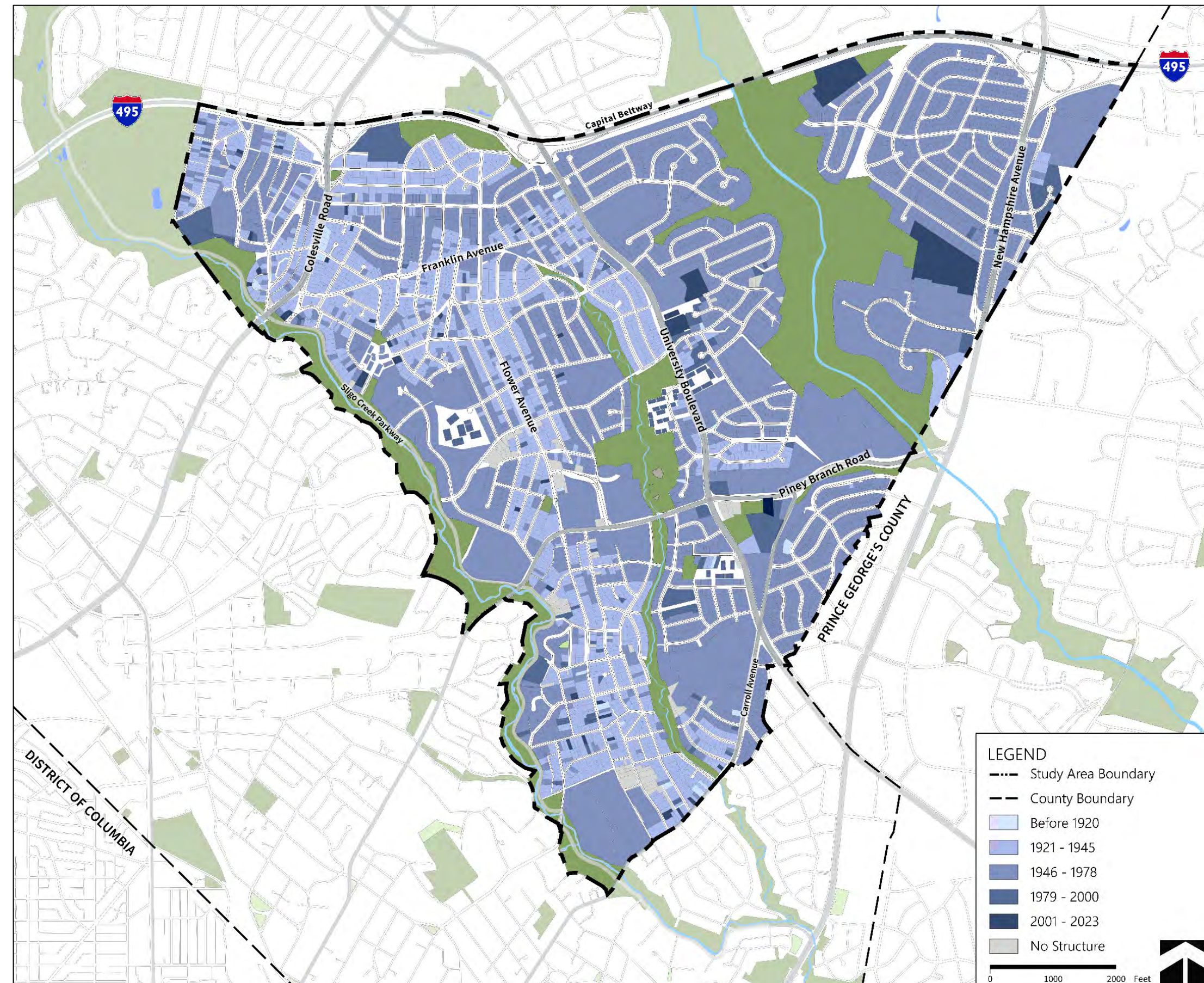
Pedestrian connectivity is limited:

- Inconsistent sidewalk infrastructure
- Existing sidewalks typically located on major thoroughfares and in multi-family developments
- Incomplete street grid causing dead ends
- Sligo Creek Stream Valley Park and 495 act as connectivity buffers to west and north



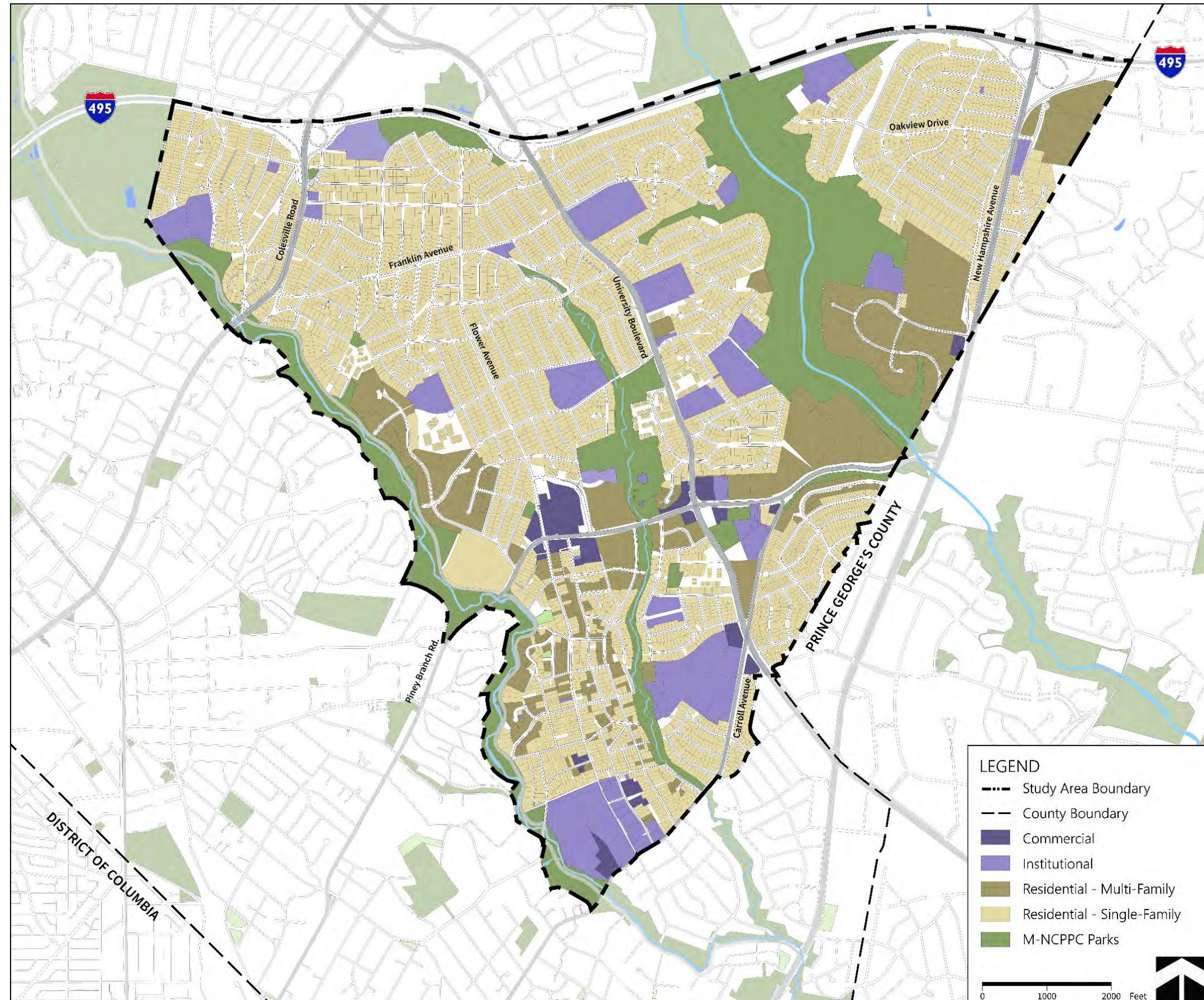
Built Year

- Only 25 (.04%) buildings were constructed in the Study Area by 1920. 87% of structures were built in the 30-year span between 1933 and 1963
- 1921-1945 (33%) - Predominately single-family housing centered along Franklin Avenue and Flower Avenue.
- 1946-1978 (60%) - The post war building boom accounts for almost all the multifamily, institutional, and commercial structures.
- 1979-2000 (5.5%) - An increase in the 1980s brought several developments of townhomes to the area.
- 2000-Present (1%) - 56 structures have been built, primarily single-family houses.



Building Types

- Residential structures dominate the Study Area. Large single-family neighborhoods span the 1-495 corridor. Multifamily developments are along Piney Branch Road.
- The neighborhoods along Flower Avenue south of Piney Branch Road contain a more integrated mix of housing types.
- Institutional buildings, primarily education and religious, are located throughout the Study Area. Typically, they sit on large parcels of land that abut either one of the major north-south routes or parkland.
- There are few commercial buildings, mostly located along Piney Branch Road.



Commercial Buildings

- One to two story
- Constructed between 1946-1978
- Art Deco and Moderne inspiration
- Typical height ranging from 15'-25' tall
- Mix of uses, frequently including; laundromats, groceries, restaurants, salons, and convenience stores
- Organized in car-centric shopping centers with large parking lots



Businesses at The Flower Center



Businesses on University Boulevard



Flower Theater on Flower Avenue



Shops and Restaurants on Flower Avenue



Businesses on Piney Branch Road



Bestway Market on Piney Branch Road

Institutional Buildings

- One to two story
- Large building footprint
- Constructed after 1946
- Georgian Revival, International Style, and Contemporary are common
- Predominantly schools (public and private) and religious uses
- Typically ranging from 20'-50' tall
- Car-centric with large parking lots



Eastern Middle School



JoAnn Leleck Elementary School



Takoma Academy



Oak View Elementary School



Saint Camillus Church



Agape Spanish Seventh-day Adventist Church

Multi-family Buildings

- Typically three to four stories but can be much taller
- Constructed between 1946-1978
- Georgian Revival, Garden Apartment, and Coastal styles are common
- Car-centric with large parking lots
- Extensive sidewalk networks throughout the developments



Avery Park Homes



Carroll Apartments



The Park Bradford Condominium



Tanglewood Apartments



Oak Ridge Apartments



The Chateau

Single-family Homes

- One to two story
- Contains the oldest buildings in the Study Area
- Craftsman, Foursquare, Georgian Revival, and Ranch styles are common
- Typically ranging from 20'-35'
- Building line from front façade to curb ranges 30'-45'
- Most have street loaded garages



Home on Flower Avenue



Homes in Oakview



Home in Montgomery Knolls



Home in Indian Springs



Homes in Kilmarock



Home in Clifton Park Village



PARKS

Parks Overview

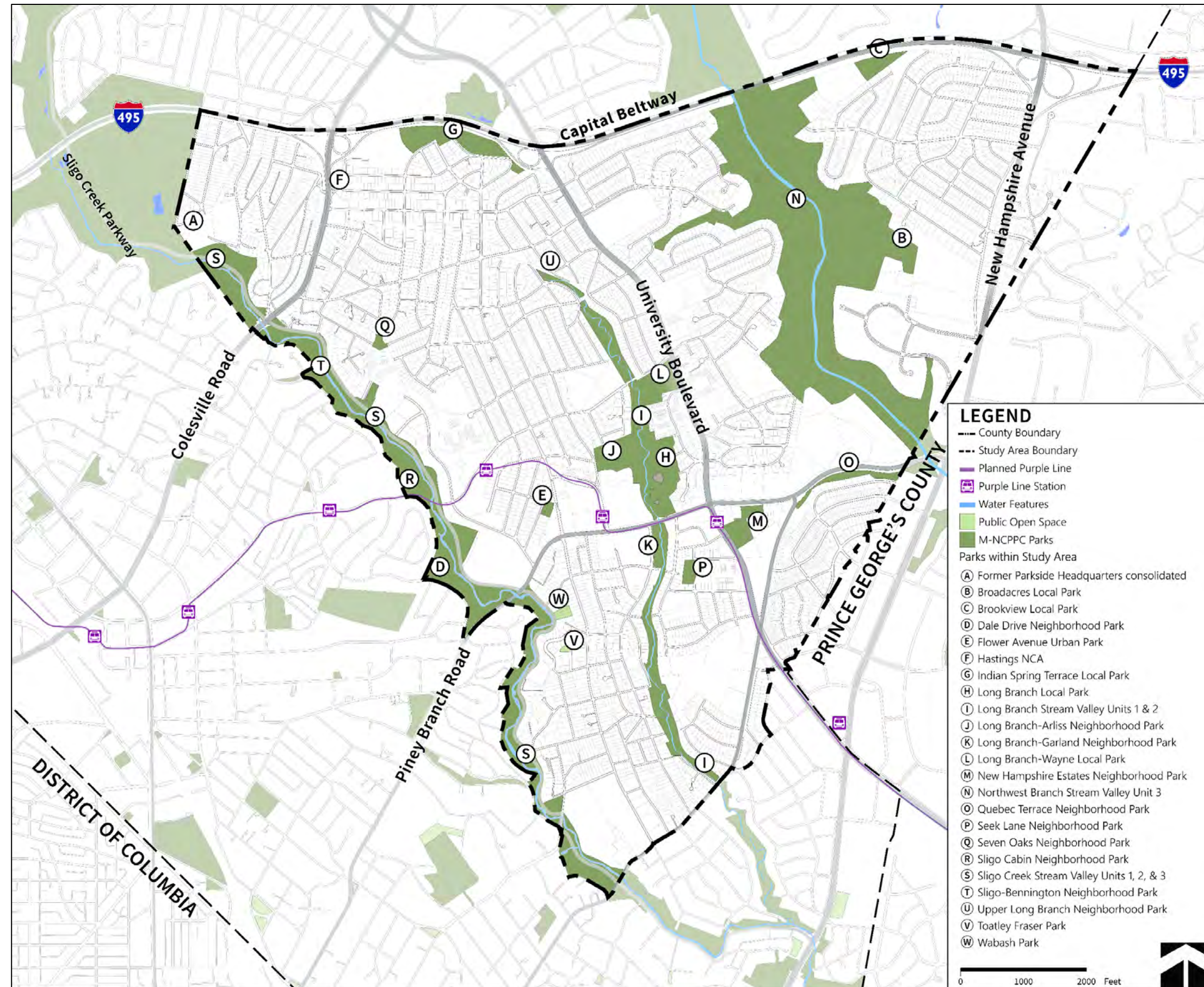
- Generally, the number of park amenities are adequate; except in the northeast corner of the Study Area
- Majority of parkland dedicated to 3 Stream Valley Parks and associated trails
- Northwest Branch Stream Valley is a “best natural area”
- Ongoing improvements: Park renovations, Long Branch Initiative, Northwest Branch Trail grants and Natural/Aquatic restoration projects



Northwest Branch Stream Valley Park

Parks & Trails

- ~ 425 acres of parkland (423 acres M-NCPPC parkland only)
- 22 parks (20 M-NCPPC parks)
- 3 Stream Valley Parks networks with connected and nearby parks
- ~11 miles of paths & trails (natural & hard surface) located mostly along Stream Valley Parks



Note: Park acres do not include school sites.

Parks Experiences

- Experience Improvement Areas are areas where there are gaps in the park system. These are determined by analyzing walkability to the three types of park experiences identified in the [2022 Parks, Recreation and Open Space Plan](#):



active

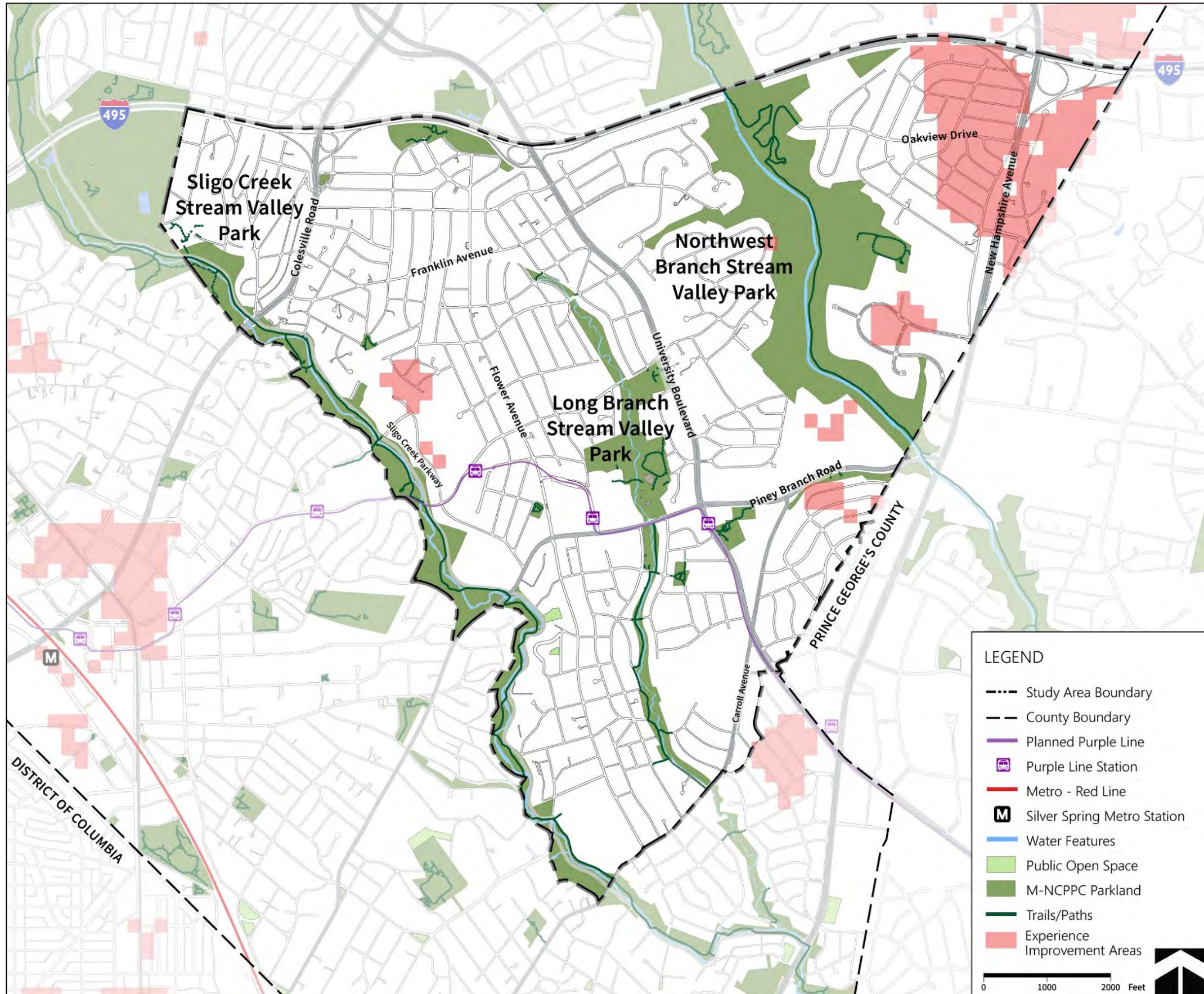


contemplative

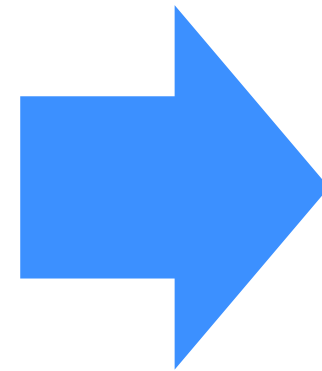
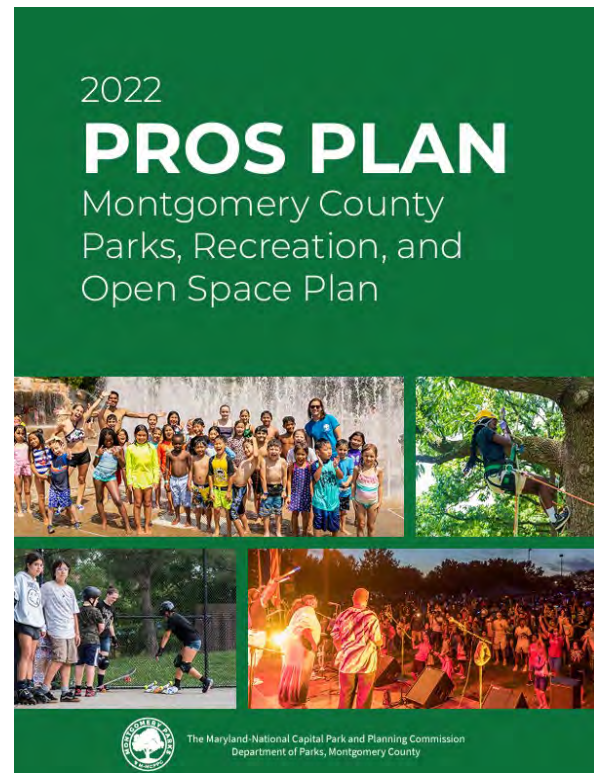


social gathering

- Access to all three park experiences types is generally good across the Study Area, however, there is an Experience Improvement Area identified in the northeast portion of the Study Area.
- Access to park experiences can be impacted by the number, location and type of park amenities and the local transportation networks.



Number of Amenities - Methodology



Playgrounds, Athletic Fields, Tennis and Pickleball Courts

Picnic Shelters, Basketball Courts, Trails

Parks, Recreation and Open Space Plan

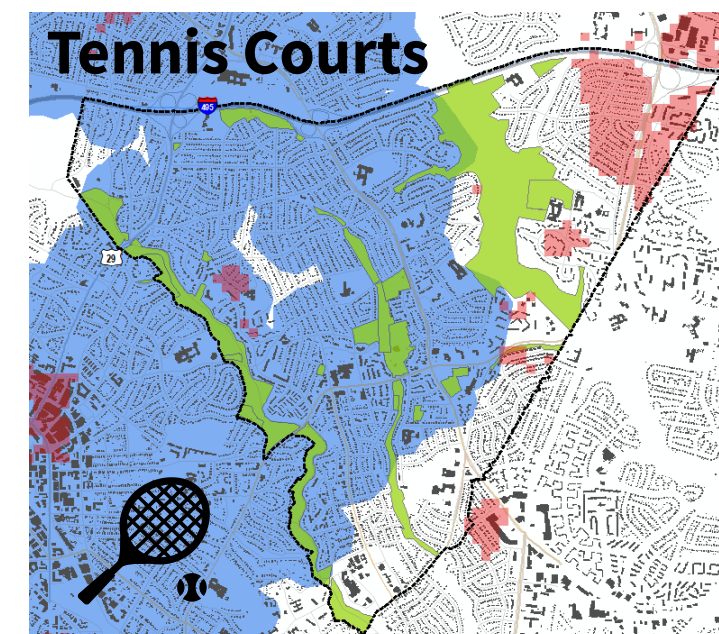
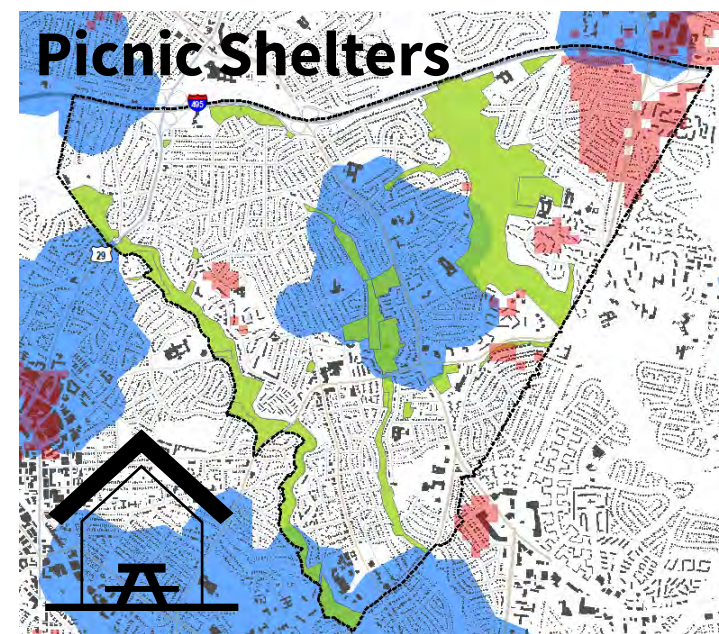
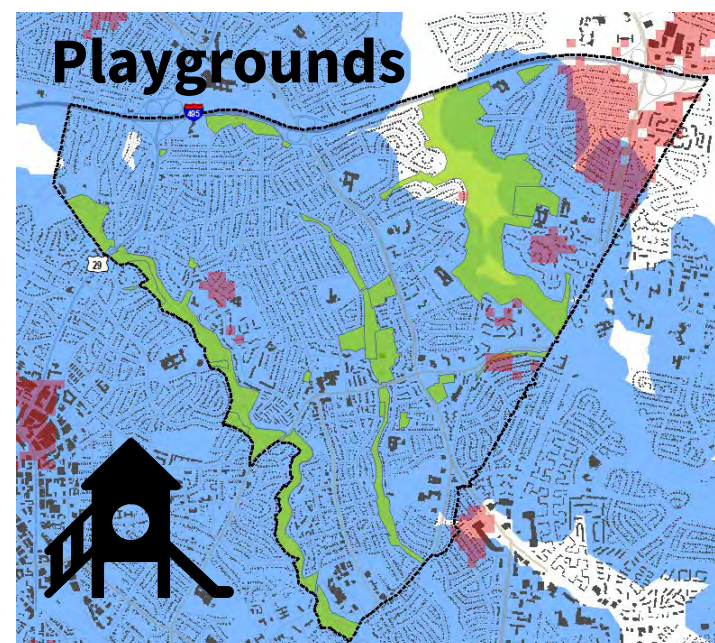
Provides service standards for key amenities per population served (numeric relationship of supply and demand)


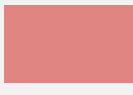
- It is important to understand if there are enough park experiences in the Study Area to serve the community. Parks staff uses per capita numbers and geographic distribution of key amenities to work with the community on what type of park experiences might bring the best benefits within this project area.
- Applying the PROS Plan service standards to the Study Area indicates that there may be a need for more picnic shelters, basketball courts, and trails (based on the per capita analysis only).

Location of Amenities - Methodology

It is important to understand where amenities are located and how they are distributed throughout the Study Area. The **half mile walk shed** visualization (shown below) helps demonstrate which areas might benefit from additional amenities regardless of whether there are enough of those amenities to meet the service standards (per capita analysis) for the Study Area. Below are three examples of this type of analysis demonstrating the geographic distribution of playgrounds, picnic shelters and tennis courts:

- Playgrounds meet the service standards and are well distributed.
- Tennis courts meet the service standards but are clustered in certain locations, resulting in areas that could benefit from additional tennis courts.
- Picnic shelters do not meet the service standards and there are areas that could benefit from additional picnic shelters.
- Other amenities, such as fields, serve as regional destinations, so their respective service shed will be larger than the 0.5-mile walk shed.



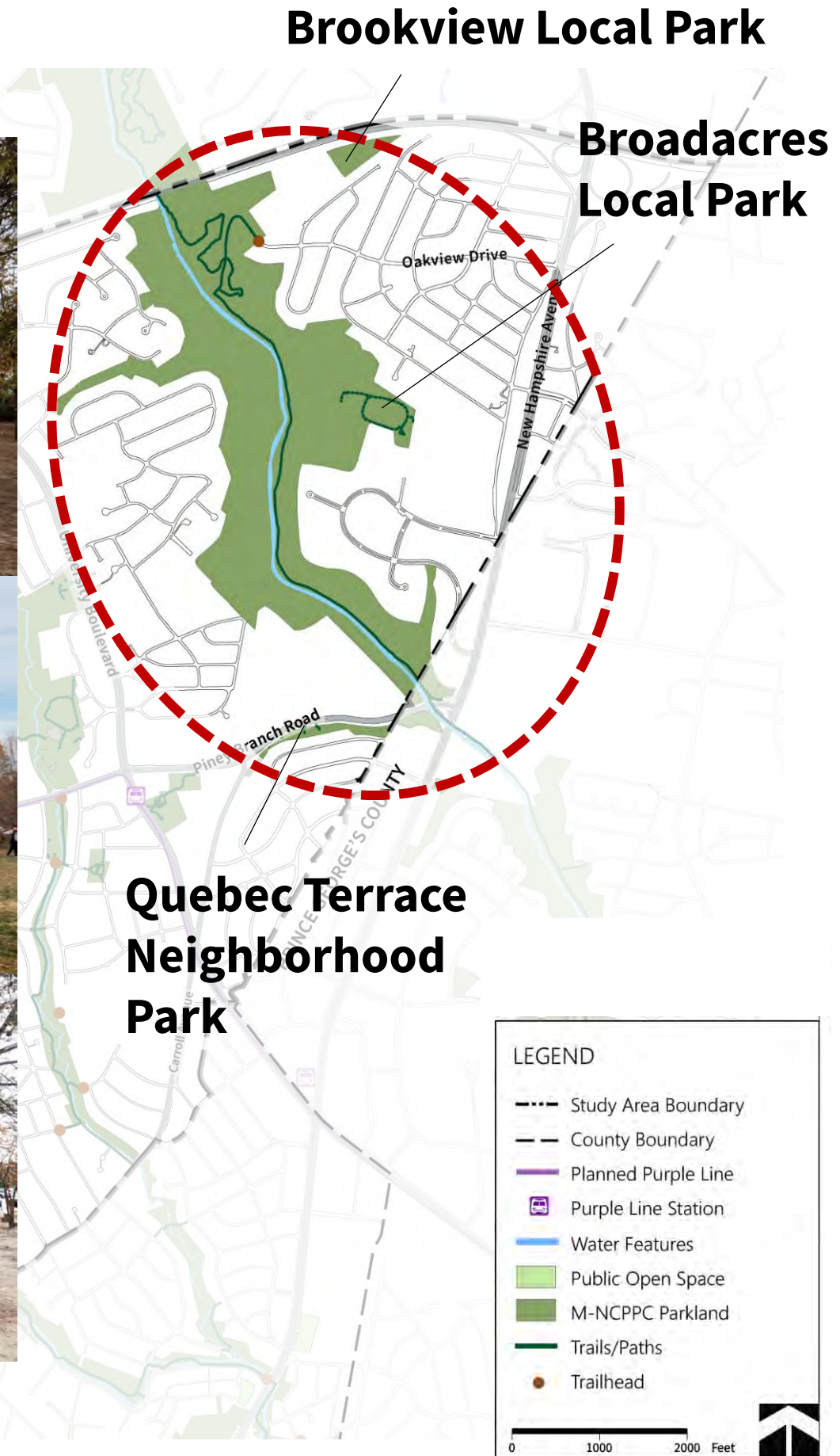
| | |
|---|------------------------------------|
|  | Amenity – 0.5-mile walk shed |
|  | EIA – Experience Improvement Areas |

Northwest Branch Stream Valley & Nearby Parks

- Northwest Stream Valley Park and the nearby parks are dominated by the stream valley and its steep slopes.
- A system of paved and natural surface trails runs along the east side of the stream with two access points in the Study Area.
- Broadacres Local Park provides a variety of amenities and is contiguous to the Stream Valley Park but does not connect to the trails.
- 178 acres, 2 miles of trails/path
- Amenities include soccer field, softball field, playground, basketball and multi-use half court

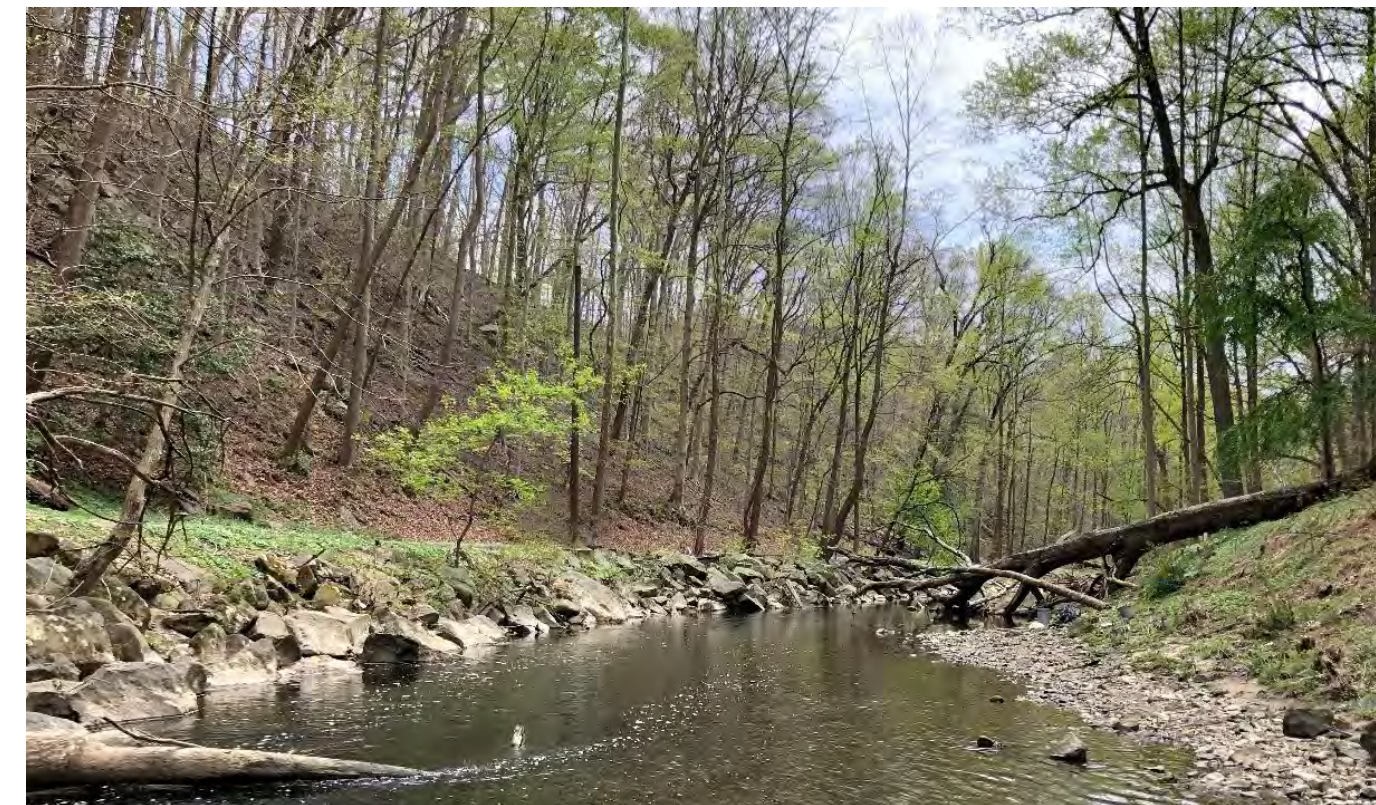


Broadacres Local Park



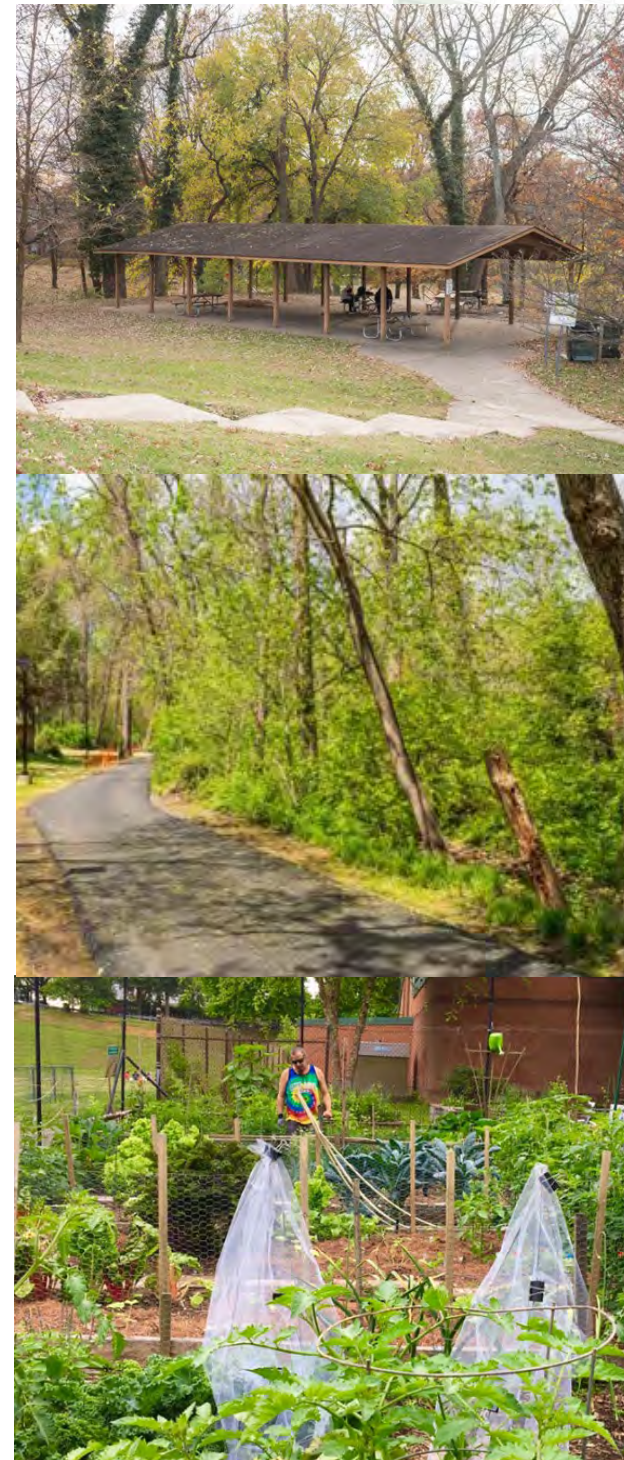
Northwest Branch Natural Resources

- Classified as “Montgomery Parks Best Natural Area,” containing the best example of fall line habitat, with spectacular topography and bedrock formations in the park system
- Steep slopes and limited development have contributed to a robust stream valley buffer and provide protection
- Steep slopes combined with numerous storm drain outfalls lead to erosion and negative impacts to forest and water quality
- Mature and established forests in the riparian buffer areas contain highly mixed vegetation
- Forests are threatened by fragmentation, the absence of fire, and non-native invasive plants
- Water quality:
 - Stream condition – fair to good
 - Fish population – fair to good, the stream hosts a robust recreational fishery



Long Branch Stream Valley & Nearby Parks

- This network of parks is distributed along the stream valley. The trail runs from Carroll Avenue north to Piney Branch Road.
- 32 acres, 1 mile of trail/paths
- Amenities include paved trails/paths, athletic fields, playgrounds, picnic shelter, basketball courts, community garden, tennis court

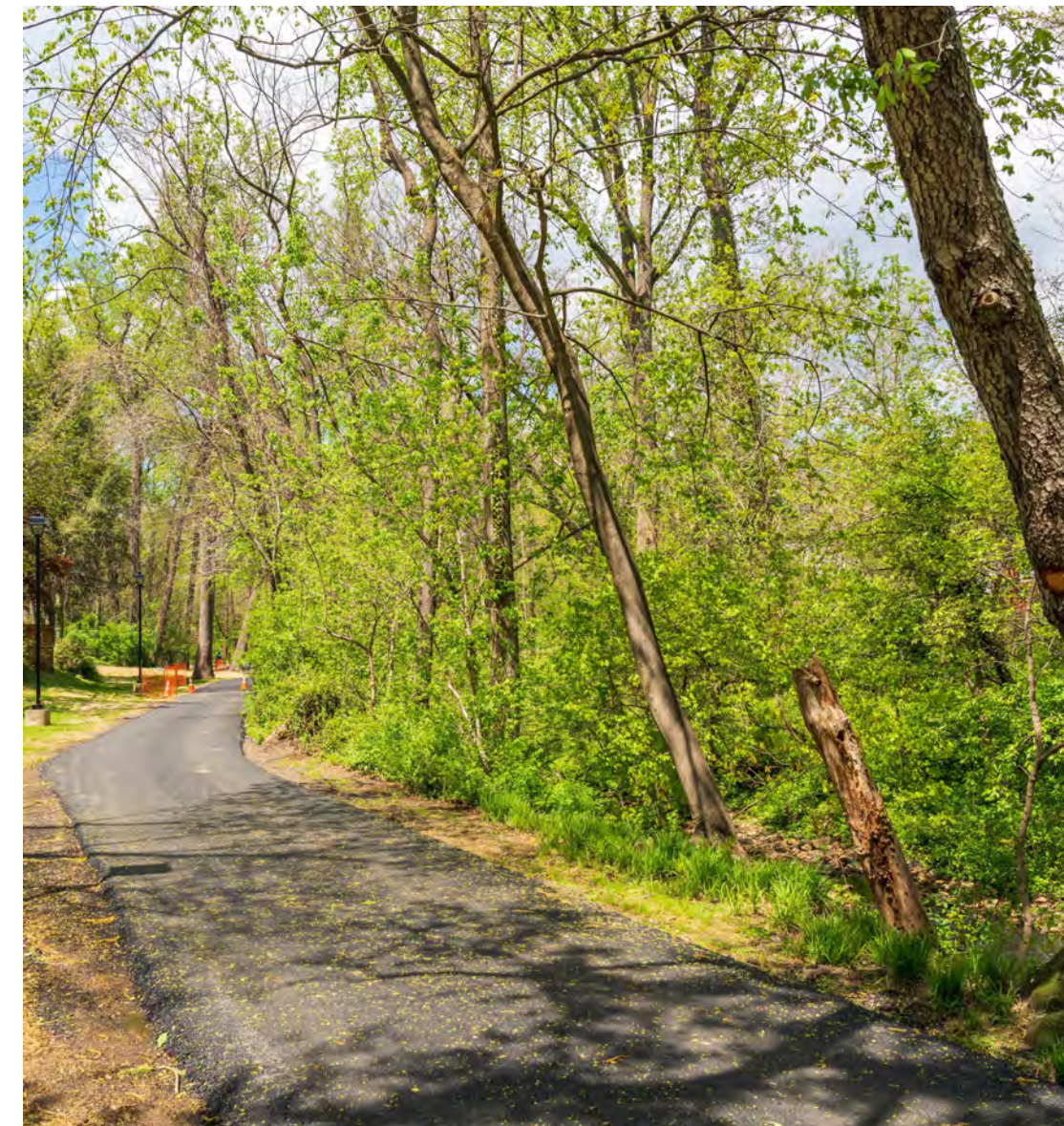


Picnic shelter, trail and community garden in Long Branch Stream Valley Park



Long Branch Natural Resources

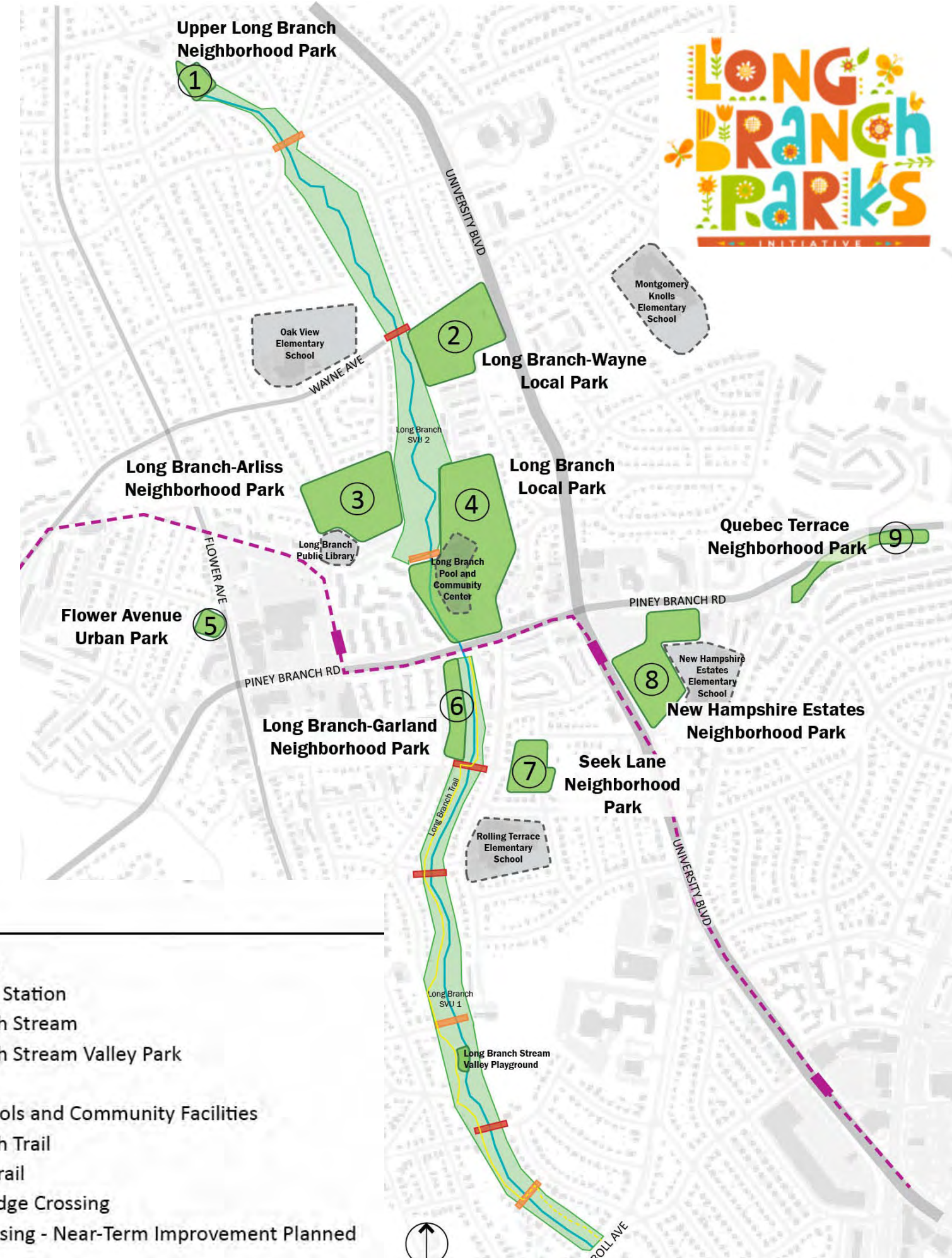
- Some quality forest areas
- Ecology impaired by edge effect, human land use impacts, and invasive plants
- Density of invasive plants limits sight lines impacting feeling of security
- On-going efforts to create stewardship
- Some residential building and park amenities within stream buffer area
- Extensive impervious patchwork of buildings and paved parking lots/drives resulted in fragmentation of natural habitats
- Water quality:
 - Stream condition – poor
 - Fish population - poor





Long Branch Parks Initiative

- The Long Branch Parks Initiative is an effort to make comprehensive recommendations to improve the overall quality of Long Branch’s ten parks based on a thorough review of the condition, use, and the community’s experience of, and desires for, each of the parks in the Long Branch neighborhood.



Note: Learn more about the Long Branch Initiative at www.montgomeryparks.org/long-branch-parks-initiative.

Sligo Creek Stream Valley & Nearby Parks

- This network of parks is mostly formed by neighborhood-scale parks with amenities along the stream valley
- The trail system extends from Prince George's County to Wheaton Regional Park
- 135 acres, 3 miles of trails/path
- Parks amenities include playgrounds, tennis court, softball field, activity building, wooded areas and meadows



Sligo Creek, bicyclists on open parkway and playground in Sligo Creek Stream Valley Park



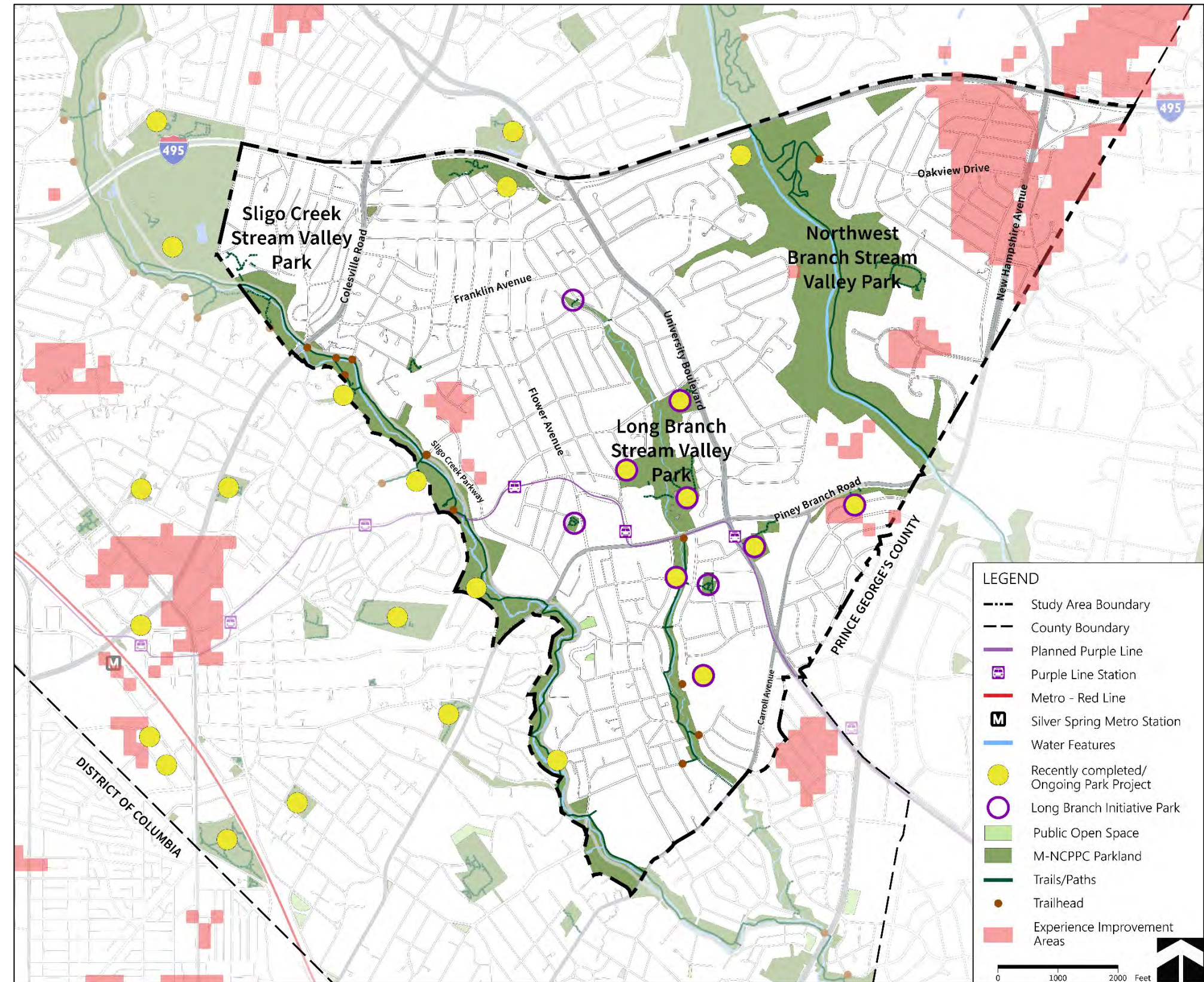
Sligo Creek Natural Resources

- On-going and completed stormwater management efforts have improved aquatic ecology
- Native herbaceous & annuals plants are mostly absent
- Park infrastructure has contributed to fragmented stream valley habitat and riparian buffer, altered stream channel and hydrology
- Road salt runoff, nonpoint source pollutants and vast stormwater discharges from surrounding development threaten the stream valley's natural resources
- Water quality:
 - Stream condition – fair
 - Fish population – fair to sometimes excellent



Current & Planned Parks Projects

- There are a variety of Parks projects within and around the Study Area either underway or in different stages of planning and development.
- This includes projects to improve storm water management, natural resources, and amenities.





TRANSPORTATION

Transportation Overview

- 4 major roads in the Study Area
- 15 Ride On routes and 8 Metrobus routes; close proximity to 2 major transit centers; 3 Purple Line stations under construction; 1 operating and 2 planned Bus Rapid Transit routes
- Existing bikeways are along the trails
- Major roads are undesirable for pedestrians
- Study Area has 3 of the 20 high injury network corridors in Montgomery County



University Boulevard

Roadway Network

The Study Area is south of the Capital Beltway (I-495).

There are several major roads within the Study Area:

- Colesville Road
- University Boulevard
- New Hampshire Avenue
- Piney Branch Road



University Boulevard



New Hampshire Avenue & Oakview Drive



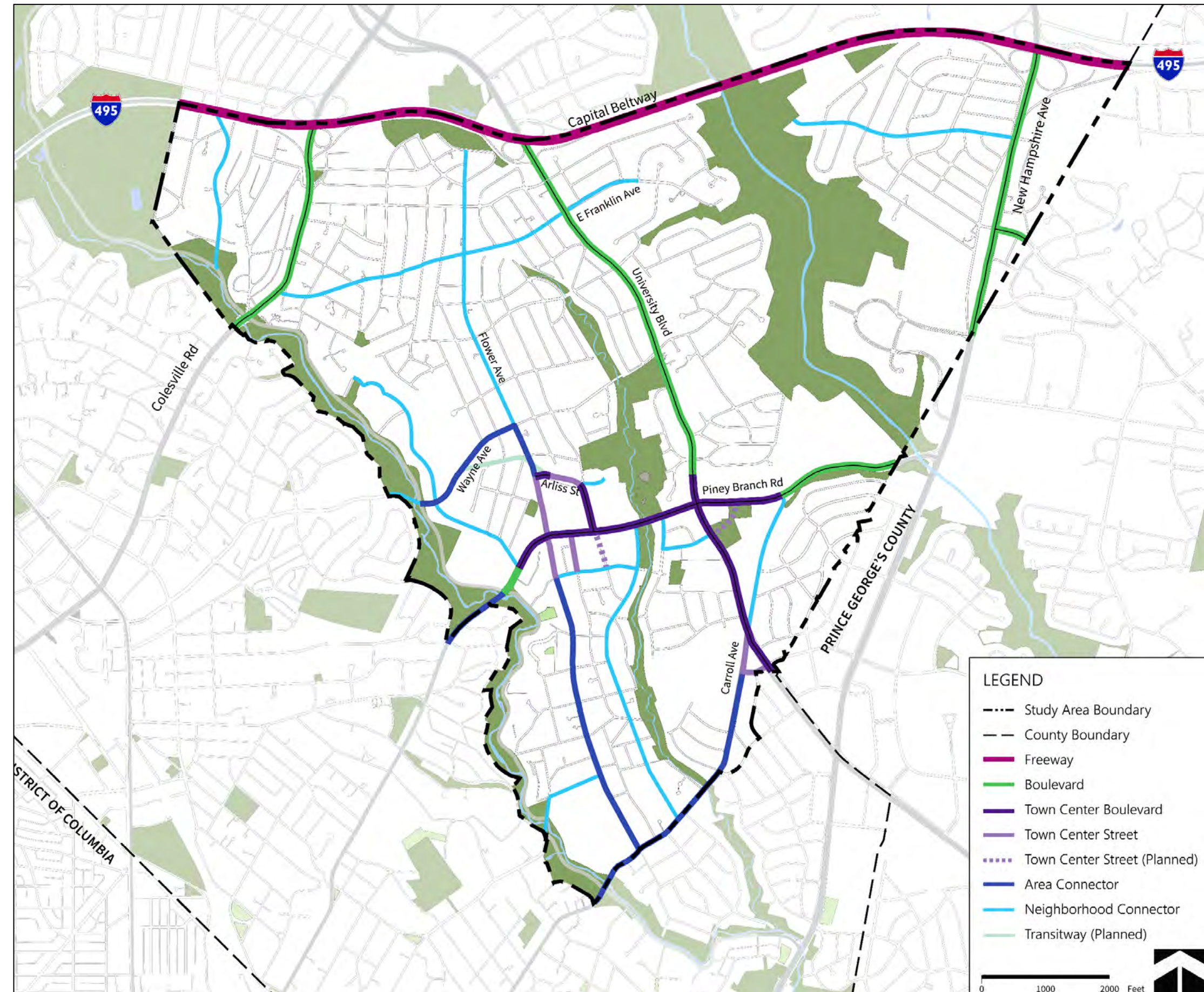
Colesville Road and Franklin Avenue



Piney Branch Road

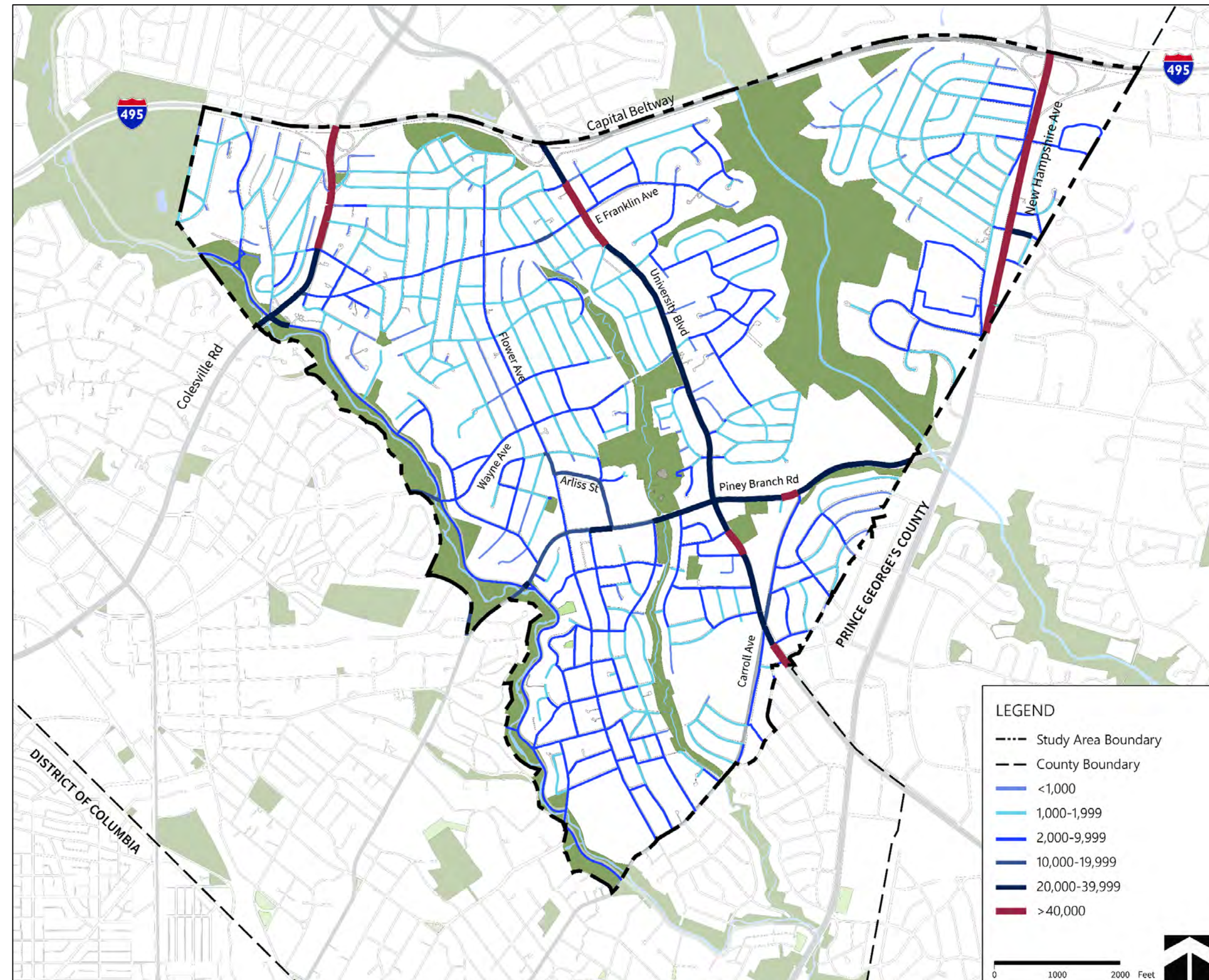
Street Typology

The classification of master-planned roads in the Study Area as identified in the Master Plan of Highways and Transitways.



Average Annual Traffic Volumes

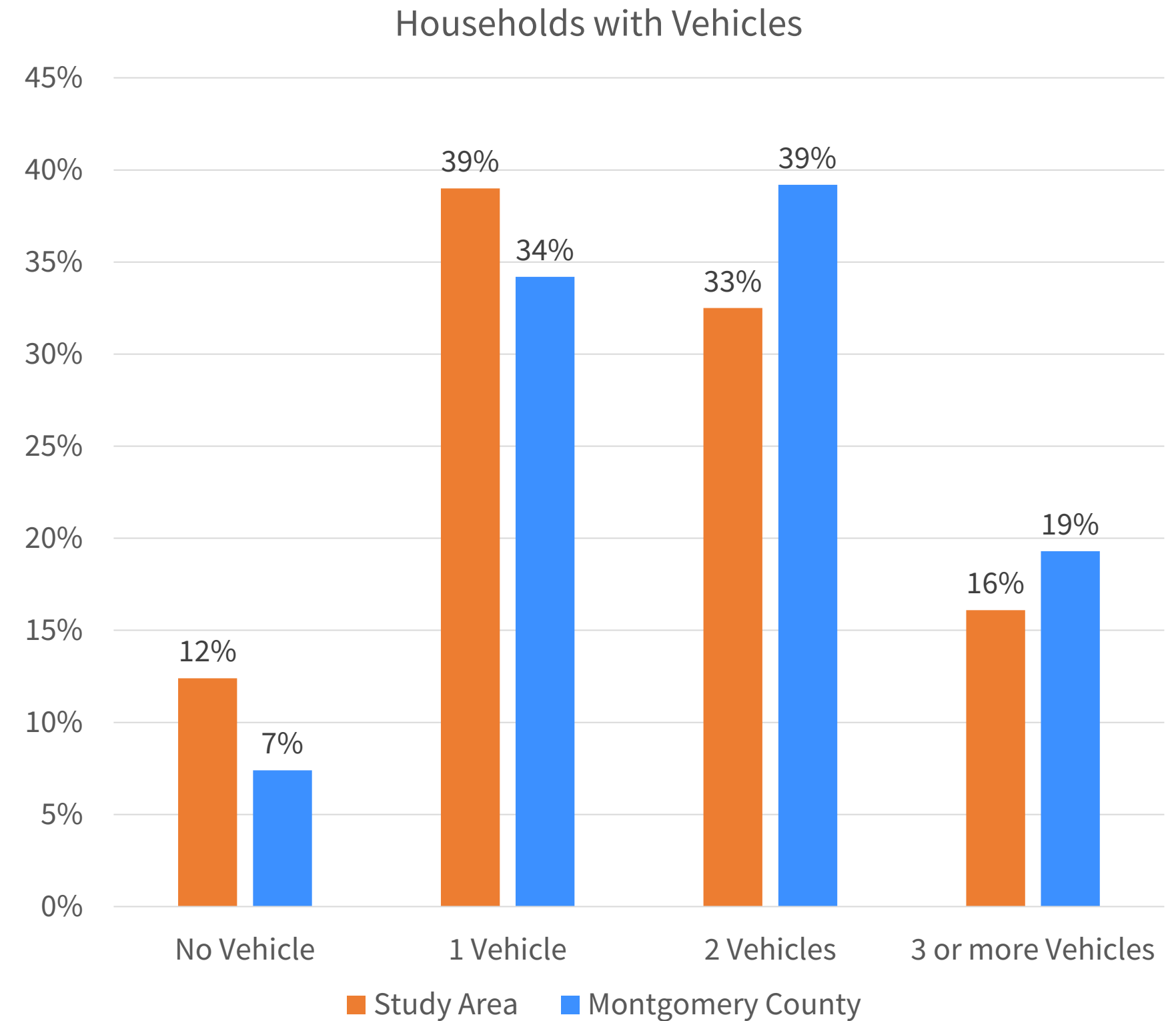
Many of the roads in the Study Area have an average traffic volume of less than 10,000 daily; however, the major roads (Colesville Road, University Boulevard, and Piney Branch Road) have an average traffic volume of greater than 20,000 daily. New Hampshire Avenue has an average traffic volume of greater than 40,000 daily.



Note: Traffic volumes refer to estimated daily vehicle, bike, and walking trips.

Car Ownership

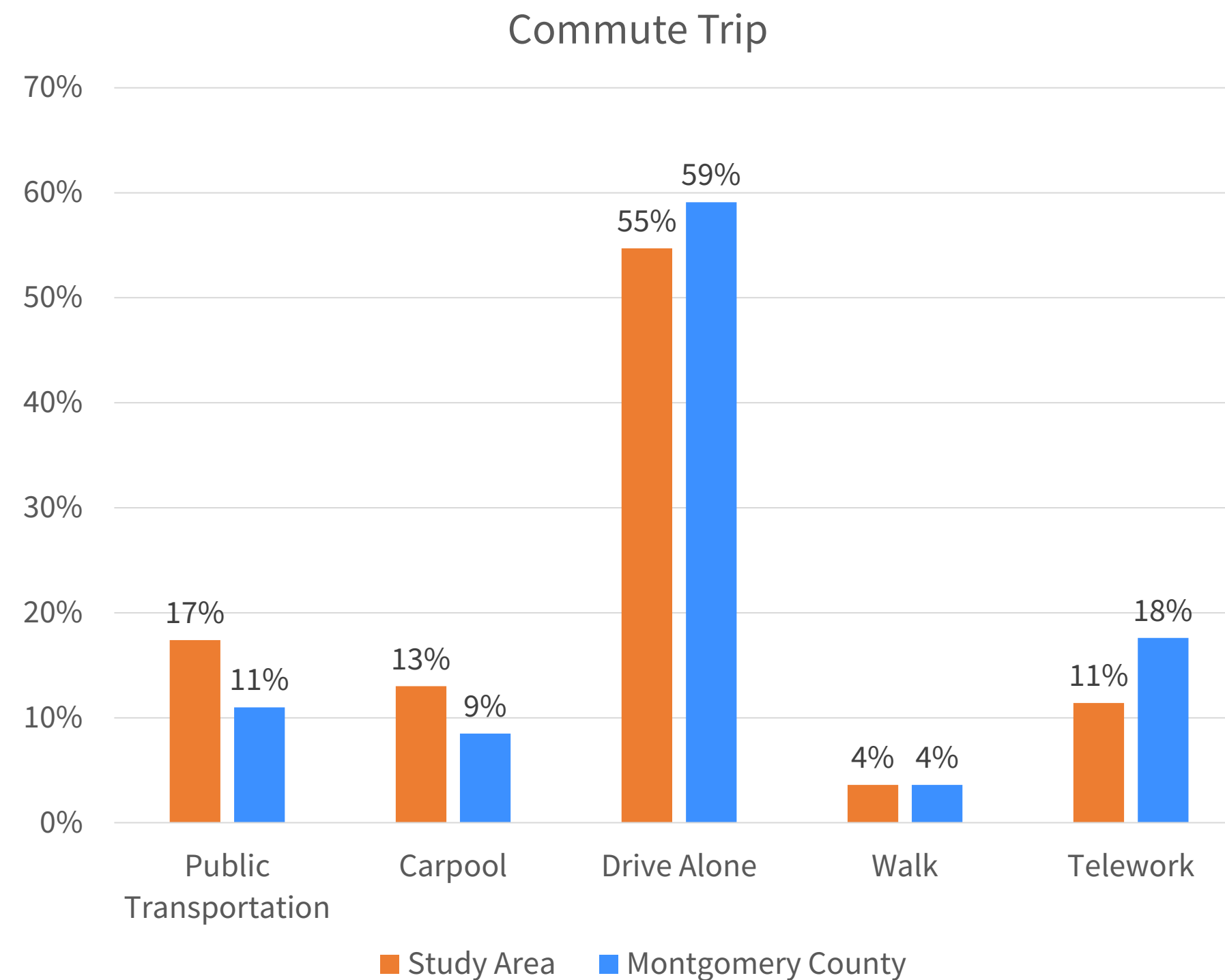
- A higher percentage of households in the Study Area do not have access to a vehicle compared to the rest of the county
- About 88% of households in the Study Area have access to at least 1 vehicle



Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Commute Mode

- 17% of residents in the Study Area use public transportation to commute, compared to 11% countywide
- Carpooling is utilized more frequently as a commute option in the Study Area than in the county as a whole
- Teleworking is less common in the Study Area than in the county as a whole
- The average commute time for residents in the Study Area is 32 minutes

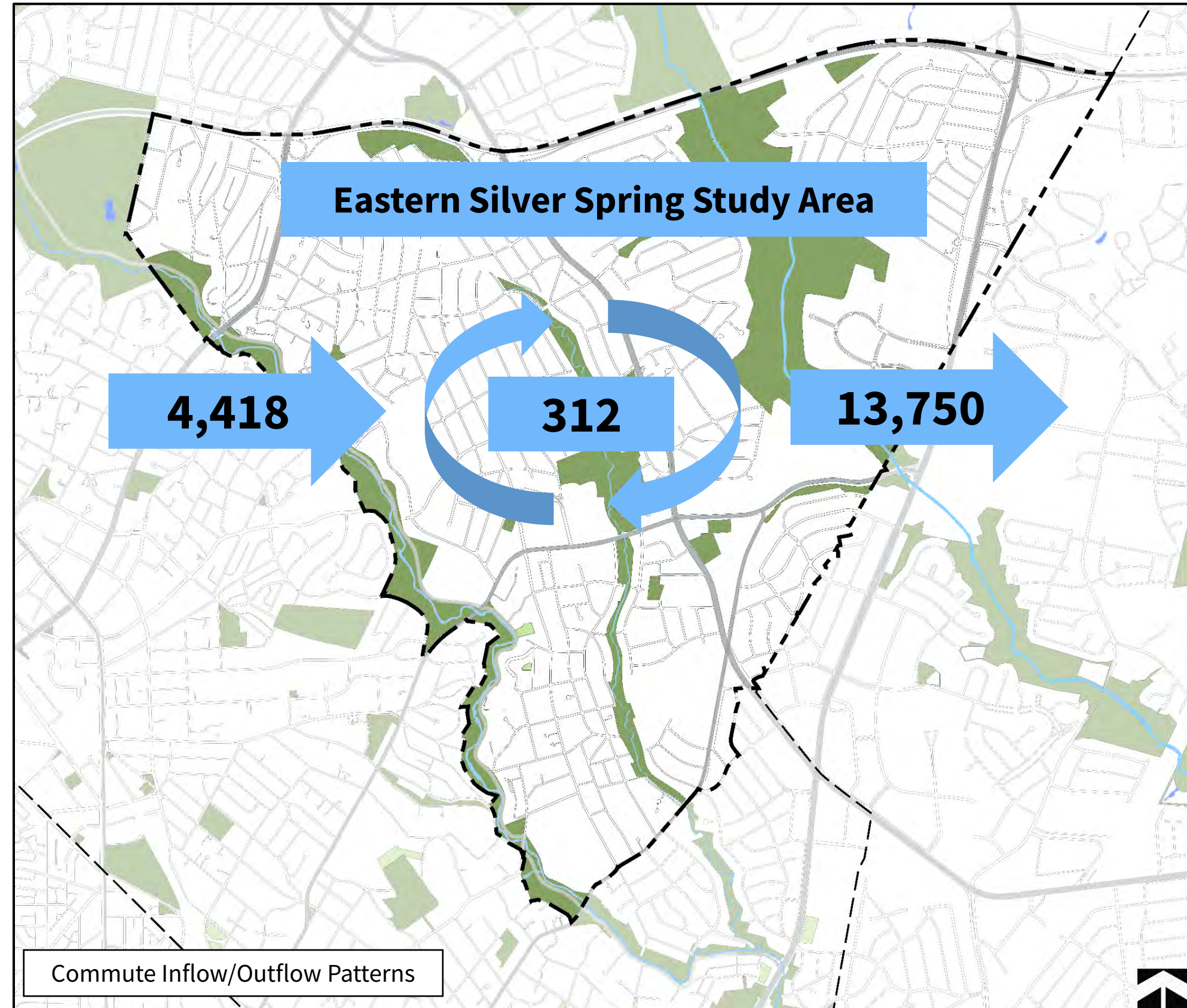


Source: RSP Tabulation of 2017-2021 American Community Survey, 5-year estimates, U.S. Census Bureau.

Commute Patterns

The Inflow/Outflow analysis details the count of worker flows in to, out of, and within the Study Area.

- 4,418 commuters travel into the Study Area for employment but reside outside the Study Area
- 312 commuters live and are employed in the Study Area
- 13,750 commuters live in the Study Area but travel outside of the Study Area for employment

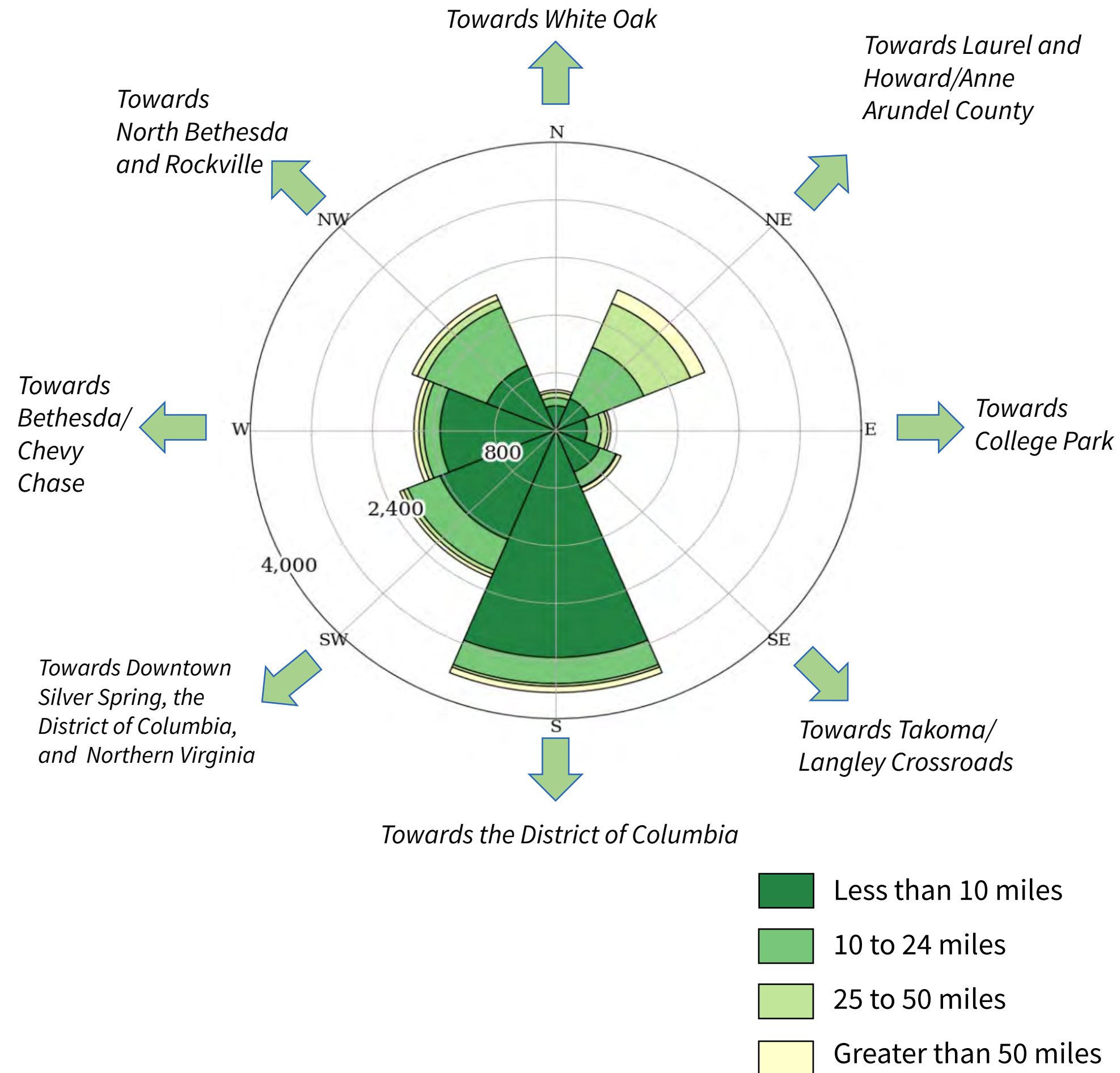


Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics 2021.

Jobs by Distance/Direction

The Distance/Direction analysis details the distance and direction totals between residence and employment locations for workers living in the Study Area. The chart shows what direction commuters are headed and how many miles away they are traveling.

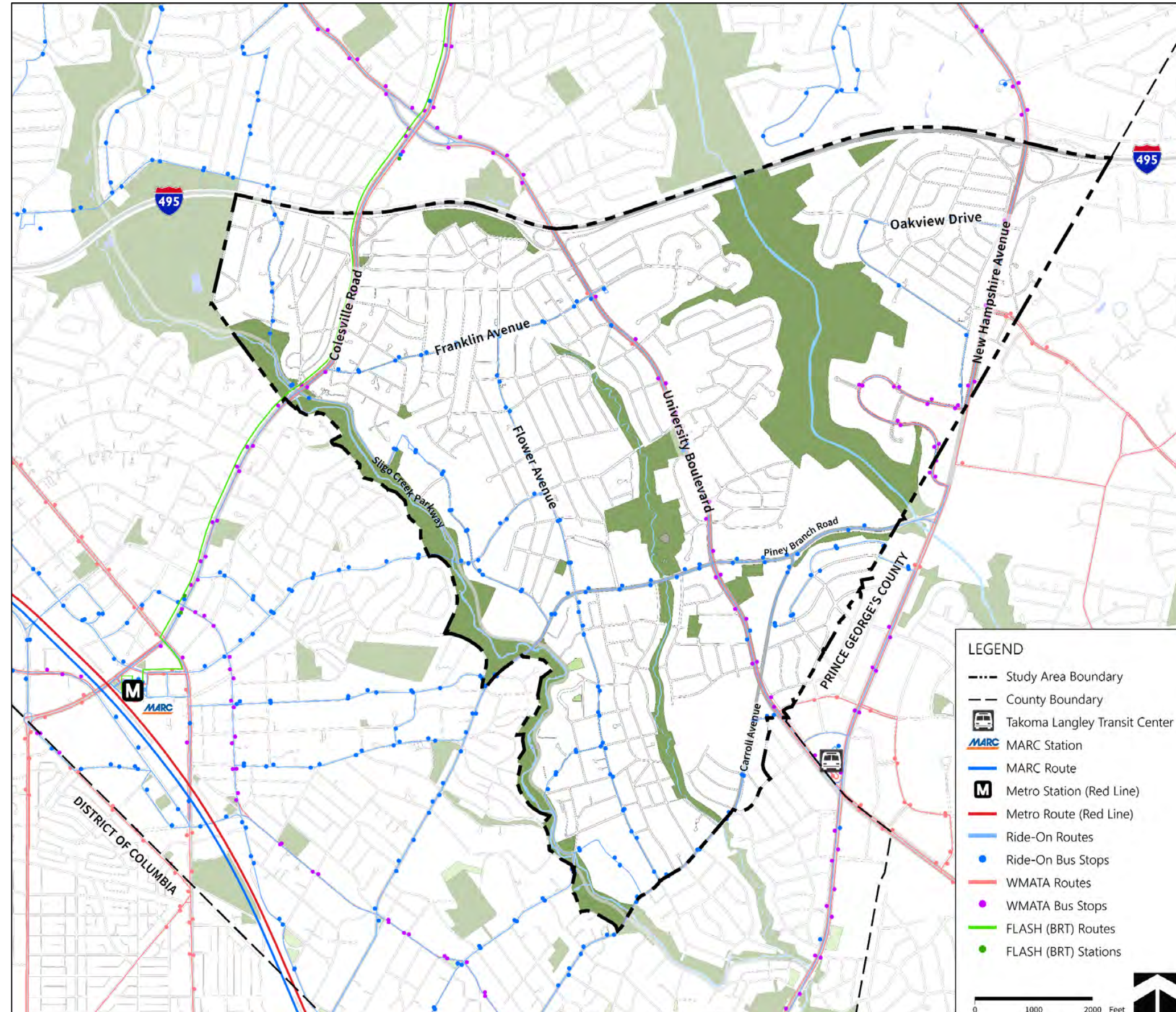
- 65% of commuters travel less than 10 miles to get to work
- 22% of commuters travel between 10-24 miles to get to work
- 12% of commuters travel 25 miles or more to get to work
- The majority of commuters traveling less than 10 miles to get to work are headed south of the Study Area for employment
- Of the commuters that travel 25 miles or more to get to work, the majority are headed northeast



Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics 2021.

Existing Transit

- Ride On - 15 routes (MCDOT)
- FLASH - 2 routes, no stops in Study Area (MCDOT)
- Metrobus - 9 routes (WMATA)
- Metrorail - outside Study Area (WMATA)
- MARC - outside Study Area (MDOT)
- Takoma Langley Crossroads Transit Center - outside Study Area (MDOT)



Transit Headways

In transit planning, a headway refers to the amount of time between service at a stop. For example, a bus that comes every 15 minutes has a headway of 15 minutes.

- There are 15 Ride On routes and 9 Metrobus routes that operate in the Study Area
- 11 routes operate at 25 minutes or less, 11 routes operate between 25-50 minutes
- Service frequency is less for most routes during off-peak hours, late evenings, and weekends
- Many of the routes overlap allowing for even shorter wait times for riders
- Eight routes (Z2, K9, 13, 19, 21, 22, 24, 25) operate as commuter bus routes, while the remaining are local routes

Metrobus

| Frequency (Weekday Peak) | Routes |
|--------------------------|------------------------|
| 25 minutes or less | K6, K9, C2, C4, Z8, R1 |
| 25-50 minutes | C8, Z6 |
| 50 minutes or more | Z2 |

Ride On

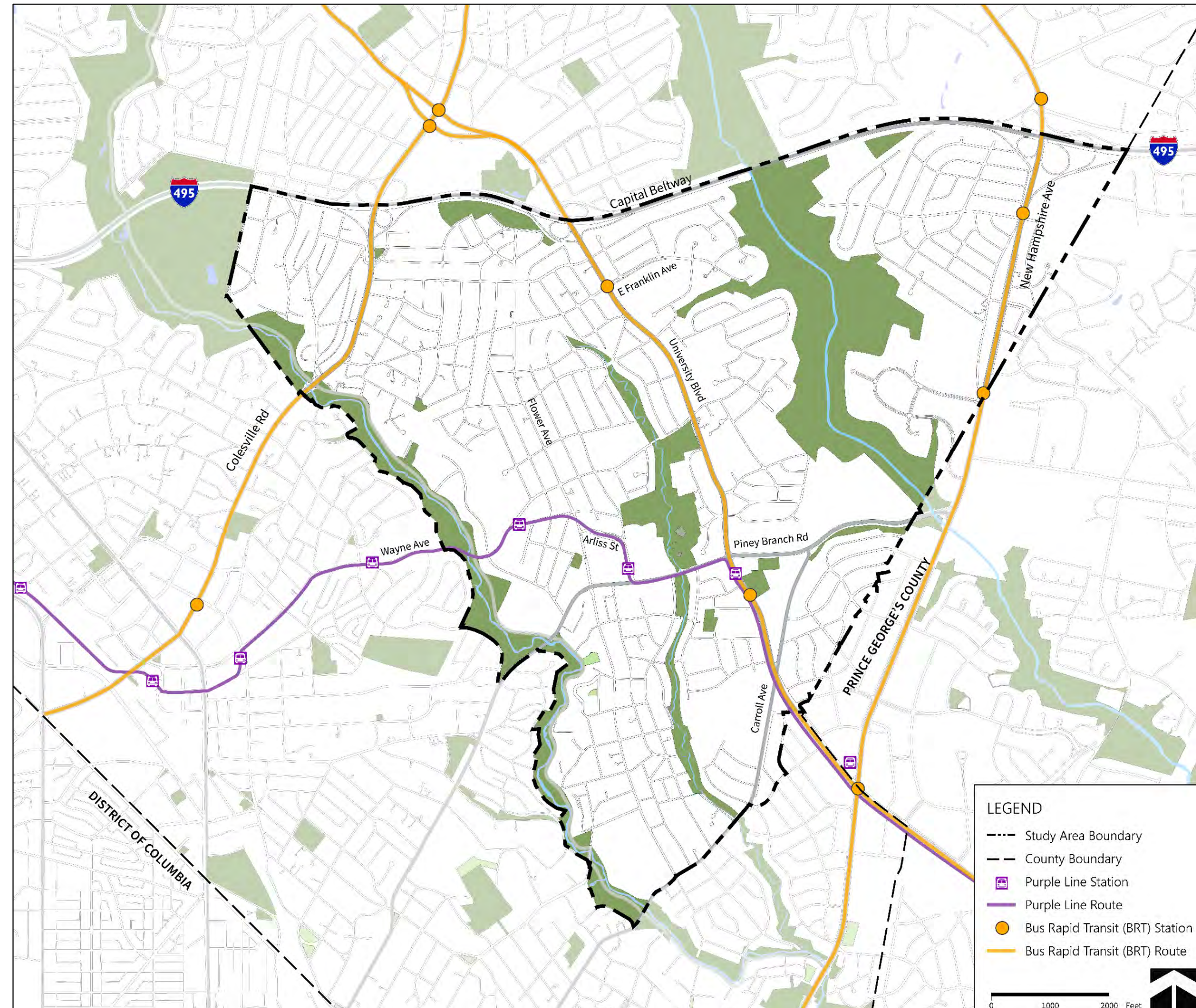
| Frequency (Weekday Peak) | Routes |
|--------------------------|-----------------------------------|
| 25 minutes or less | 9, 15, 16, 18, 20 |
| 25-50 minutes | 8, 12, 13, 14, 17, 21, 22, 24, 25 |
| 50 minutes or more | 19 |

Note: Peak hours are identified as hours between 6am-10am and 3pm-7pm.

Planned Bus Rapid Transit

MCDOT - FLASH (Bus Rapid Transit - BRT)

- There are two planned BRT routes planned in the Study Area: University Boulevard and New Hampshire Avenue
- Colesville Road (US 29) BRT is in service and further improvements are currently in design including a median-running bus-only lane
- Planning has not begun for the University Boulevard BRT; however, there is a bus lane pilot north of the Study Area
- The New Hampshire Avenue BRT is currently in the planning phase



Planned Transit

MDOT MTA - Purple Line

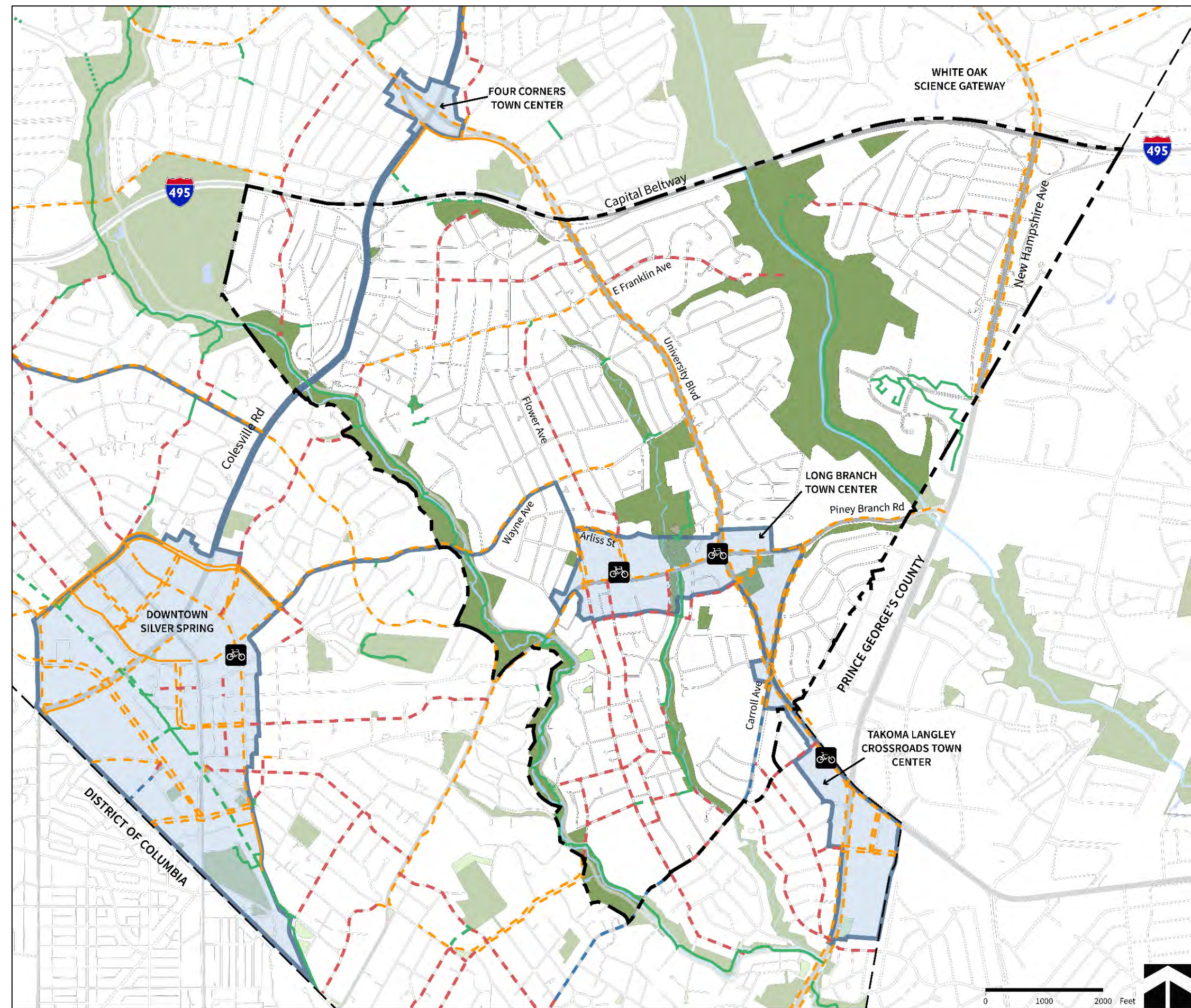
- There are three Purple Line stations within the Study Area (from west to east):
 - Manchester Place
 - Long Branch
 - Piney Branch Road



Existing/Proposed Bikeways

LEGEND

-  Study Area Boundary
-  County Boundary
-  Trails (Existing)
-  Trails (Proposed)
-  Separated Bikeways (Existing)
-  Separated Bikeways (Proposed)
-  Striped Bikeways (Existing)
-  Striped Bikeways (Proposed)
-  Shared Roads (Proposed)
-  Bike Parking Station (Planned)
-  Funded Bicycle Pedestrian Priority Areas (BiPPA)



Note: The Bicycle and Pedestrian Priority Areas (BiPPA) is a funding program used to address the bicycle and pedestrian challenges along some of the county's major roadways and neighborhoods. The program is one of the ways the county funds bicycle and pedestrian improvements.

Pedestrian Connectivity Analysis

- The Pedestrian Level of Comfort analysis is used to identify locations in the existing walking network that are uncomfortable due to inadequate or incomplete sidewalks and crossings.
- Pathways are scored with consideration of land use, pathway width, posted speed limit, pathway buffer width, pathway condition, on-street separation, and traffic volume.
- Crossings are scored with consideration of crossing control, presence of a channelized right turn or interstate ramp, number of lanes crossed, highest posted speed limit of the intersection, median type, and crosswalk type.
- **Higher percentage scores indicate a higher level of level of pedestrian comfort.**

Note: To learn more about the Pedestrian Level of Comfort Analysis, visit the Pedestrian Master Plan's technical appendix:
<https://montgomeryplanning.org/wp-content/uploads/2023/02/Pedestrian-Master-Plan-Appendices.pdf>

Pedestrian Comfort within the Study Area

- In the Study Area, 60% of the pathways are comfortable for pedestrian movement and 51% of the crossings are comfortable for pedestrian movement.
- The major roads in the Study Area are undesirable for pedestrian movement. On University Boulevard from I-495 to New Hampshire Avenue, only 13% of the pathways and 9% of the crossings are comfortable for pedestrian movement.

| Study Area Pedestrian Comfort | Pathways | Crossings |
|--|----------|-----------|
| Eastern Silver Spring | 60% | 51% |
| Major Road Pedestrian Comfort | | |
| University Boulevard (MD 193) – I-495 to New Hampshire Ave | 13% | 9% |
| New Hampshire Avenue (MD 650) – I-495 to District of Columbia Boundary | 37% | 7% |
| Piney Branch Road – Philadelphia Ave to Prince George’s County | 8% | 35% |
| Colesville Road – I-495 to Silgo Creek Pkwy | 6% | 17% |

Pedestrian Access to Destinations Equation

- Comfortable destination access is calculated using the equation below. The results of the analysis for destinations within the Study Area are on the following page.

$$\text{Comfortable Destination Access} = \frac{\text{Total comfortable distance of all residential trips along pathways to the destination}}{\text{Total distance of all residential trips along pathways to the destination}}$$

Access to Destinations

The table below indicates the comfortable connectivity scores for pathways and crossings to destinations in the Study Area.

The scores measure how comfortable it is to walk to each destination from residences within a one-mile walkshed.

| Destinations | Pathways | Crossings |
|---|----------|-----------|
| Flower Avenue Urban Park | 66% | 71% |
| Silver Spring YMCA | 41% | 37% |
| Northwest Branch Trail Access | 48% | 51% |
| Long Branch Library | 69% | 58% |
| Long Branch Community Recreation Center | 71% | 57% |



Pathway to Long Branch Community Recreation Center from Garland Ave and Long Branch Library

Pedestrian Access to Schools Equation

- Comfortable school is calculated using the equation below. The results of the analysis for schools within the Study Area are on the following page.

$$\text{Comfortable School Access} = \frac{\text{Total Comfortable Distance of All Residential Trips (without travel along undesirable segments)}}{\text{Total Distance of All Residential Trips (including those traveling along undesirable segments)}}$$

Pedestrian Access to Schools

The table below indicates the comfortable connectivity scores for pathways and crossings that are desirable for school-aged children based on how many residences can access the school within the defined walkshed. For example, 1% of pathways and crossings are comfortable for a pedestrian trip to Eastern Middle School.

| Schools | Pathways | Crossings |
|---|----------|-----------|
| Eastern Middle School | 1% | 1% |
| Highland View Elementary School | 24% | 22% |
| JoAnn Leleck Elementary School at Broad Acres | 45% | 49% |
| Montgomery Knolls Elementary School | 25% | 17% |
| New Hampshire Estates Elementary School | 32% | 27% |
| Oak View Elementary School | 60% | 66% |
| Rolling Terrace Elementary School | 27% | 27% |
| Roscoe R. Nix Elementary School | 10% | 10% |



Eastern Middle School



New Hampshire Estates Elementary School



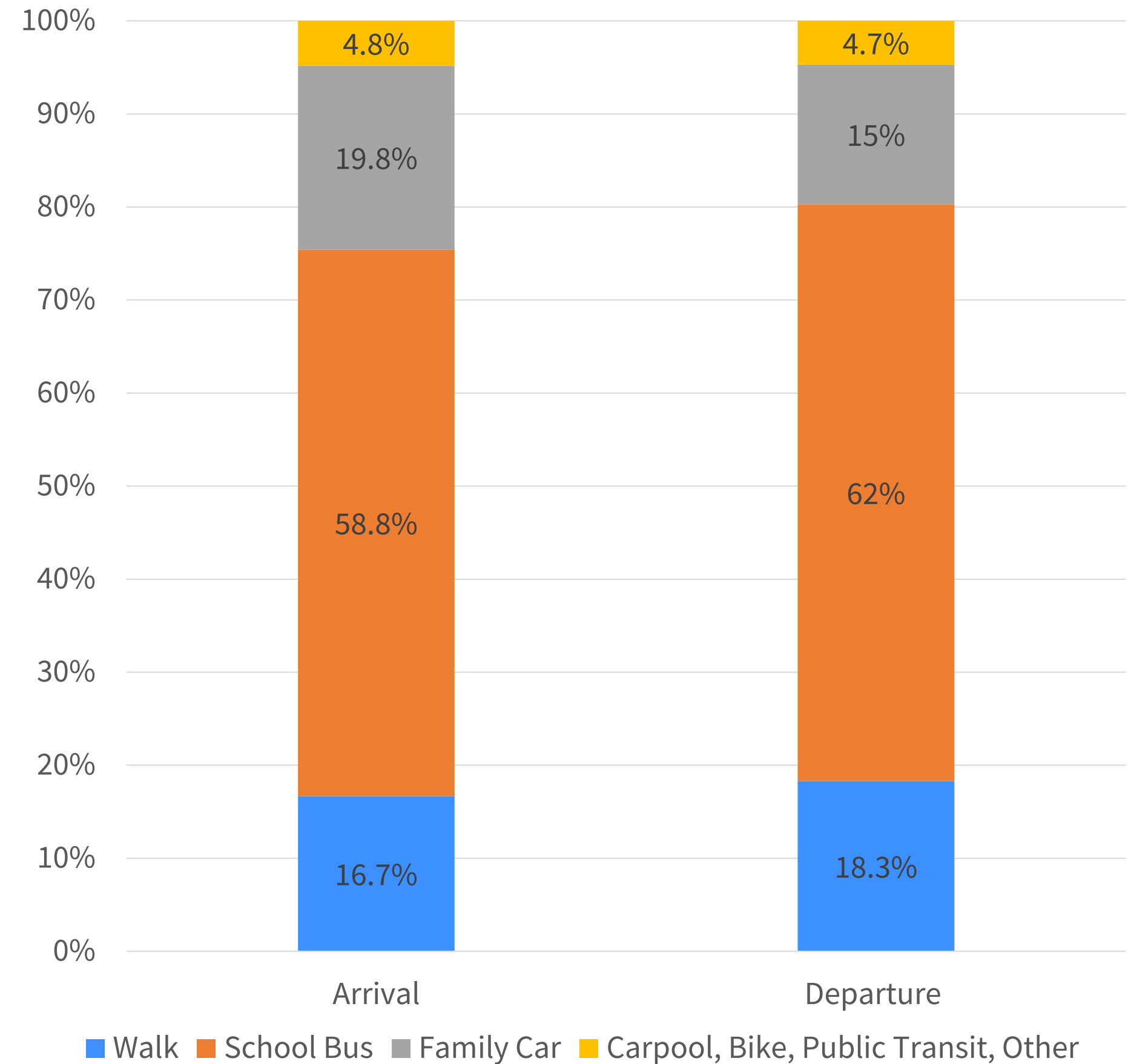
Roscoe R. Nix Elementary School



Montgomery Knolls Elementary School

Elementary Student Travel by Mode

- Approximately 20% of elementary school students in the Study Area walk to and from school each day, which aligns with elementary school students across the county.
- Most students in the Study Area utilize the school bus to get to and from school.
- Students are more likely to arrive to school in a family car than to depart.



Note: Data shown in the chart represents 4 of 7 elementary schools in the Study Area: Montgomery Knolls, New Hampshire Estates, Oakview, and Roscoe R. Nix. Schools not included in the chart did not have conclusive travel mode data.

Protected Crossing Spacing on Corridors

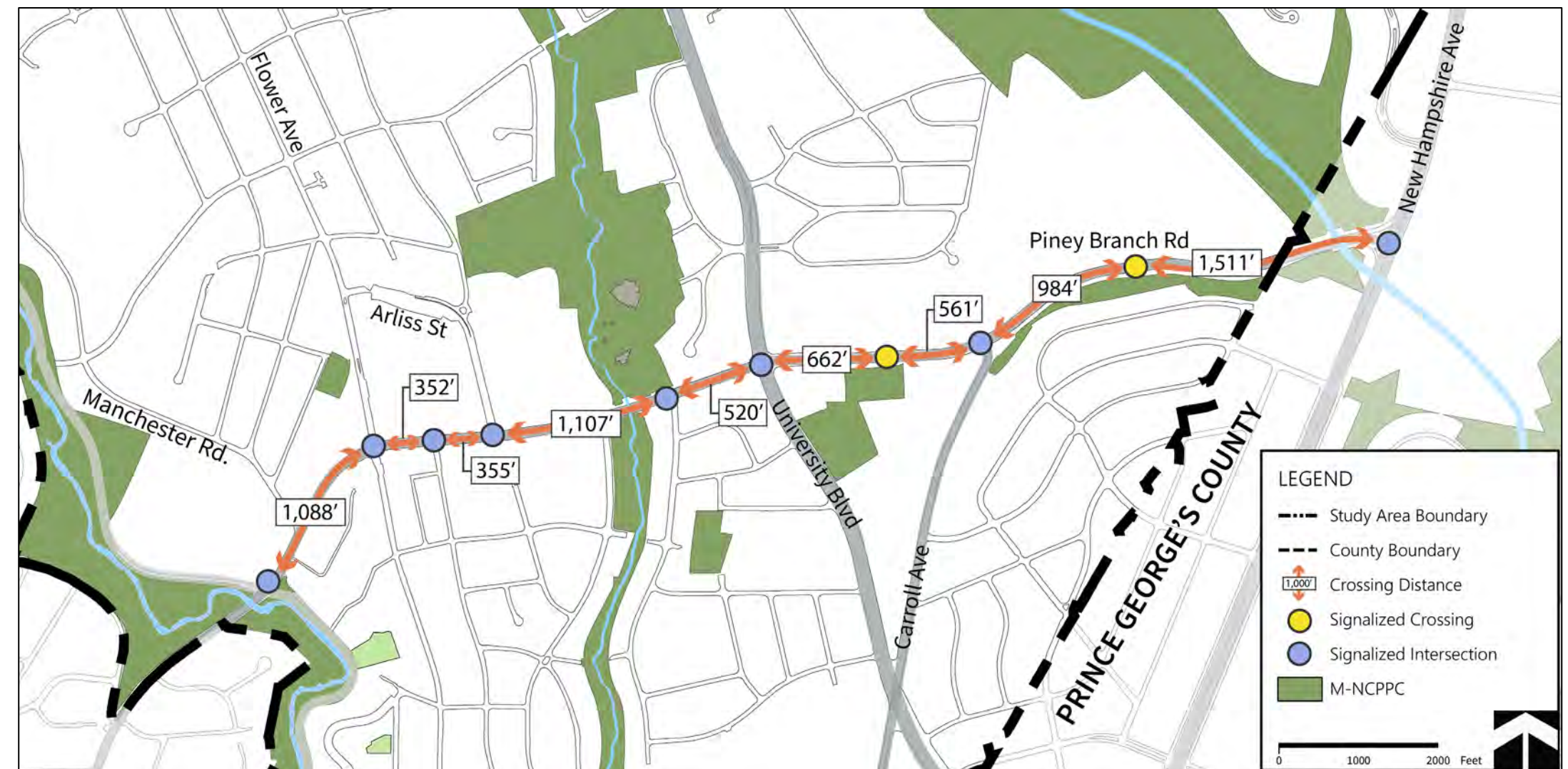
Colesville Road, University Boulevard, and New Hampshire Avenue are classified as Boulevards (in the Master Plan of Highways and Transitways) for which the recommended maximum protected crossing spacing is 800 feet to 1600 feet.

- Colesville Road – The protected crossing spacing of 3,806 feet (between Franklin Avenue and Lanark Way) more than doubles the maximum recommendation for Boulevards.
- University Boulevard – All the protected crossings exceed the recommendation
- New Hampshire Avenue – Two of the three protected crossings exceed the recommendation



Protected Crossing Spacing on Piney Branch Road

- Piney Branch Road is classified as Town Center Boulevard; however, the section outside of Manchester Road and Carroll Avenue is classified as a Boulevard.
- The recommended maximum protected crossing spacing for Town Center Boulevards is 600 feet and for Boulevards is 800 feet to 1600 feet.
- About half of the protected crossings for the Town Center Boulevard classification along Piney Branch Road exceed the recommendation
- The protected crossings for the Boulevard section of Piney Branch Road meet the recommendation



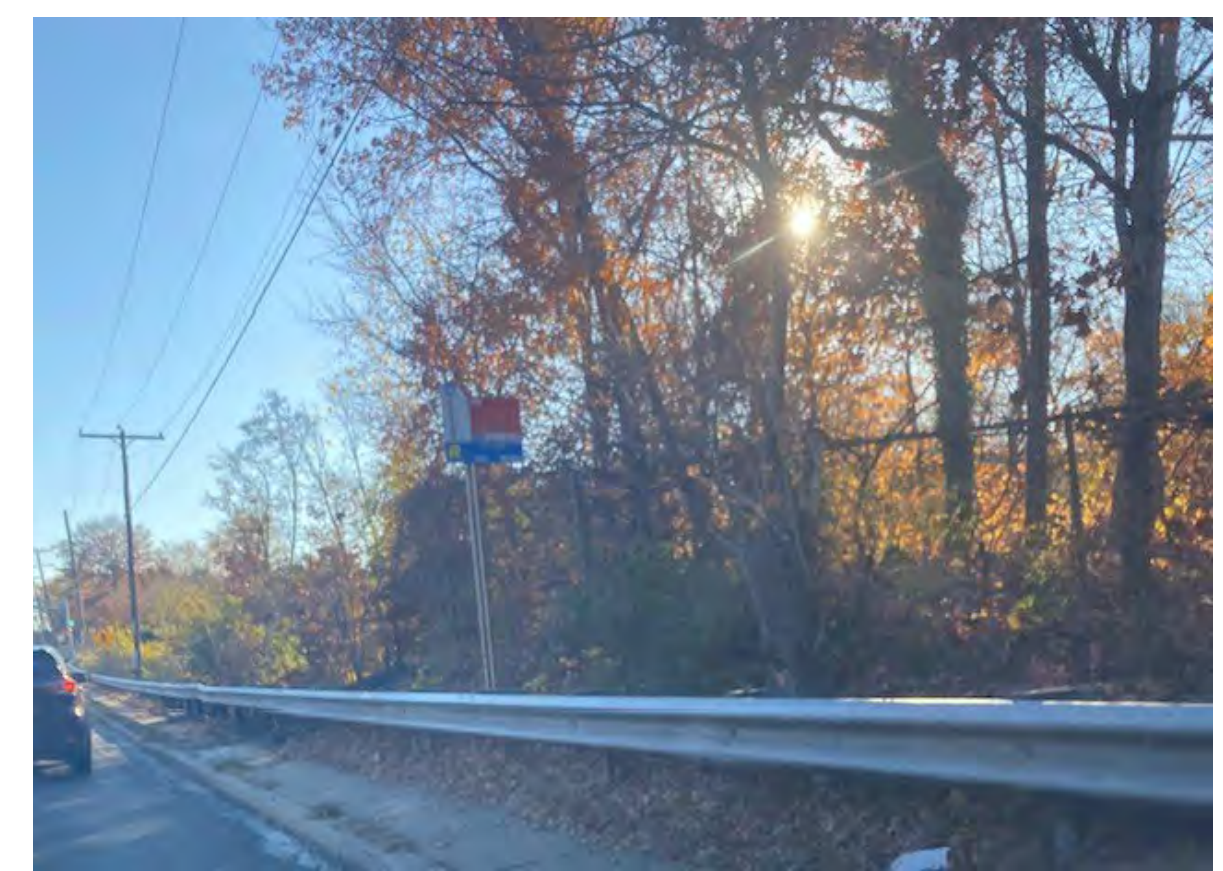
Uncomfortable Sidewalks/ Crossings

Sidewalks within the Study Area that are uncomfortable for pedestrians include these features:

- Narrow sidewalks
- No buffers
- Long crossing distances / more lanes
- High speeds
- Ongoing construction



University Boulevard



Bus stop on New Hampshire Avenue



New Hampshire Avenue



University Boulevard and Franklin Avenue

Examples of Uncomfortable Sidewalks and Crossings

Comfortable Sidewalks/ Crossings

Sidewalks within the Study Area that are comfortable for pedestrians include these features:

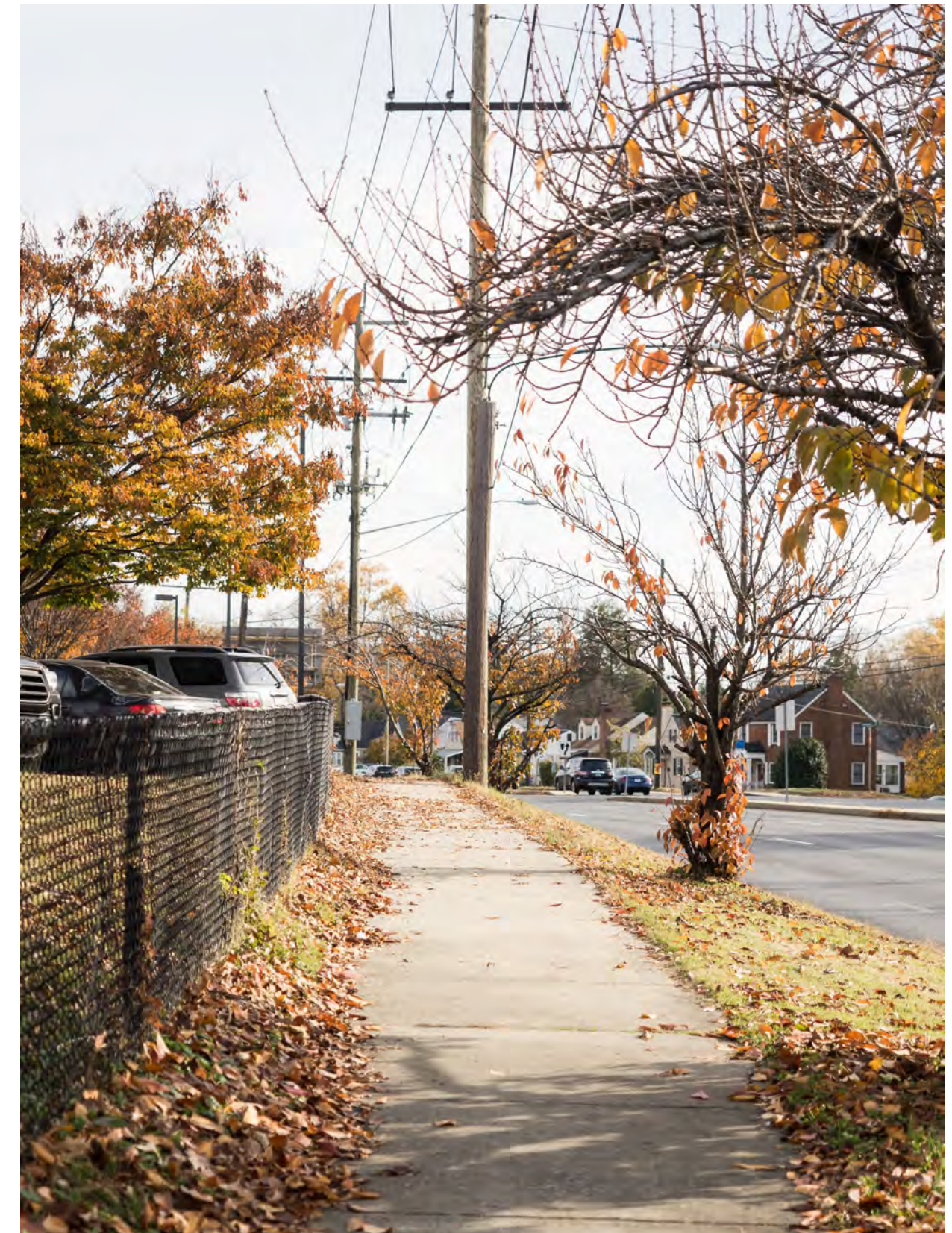
- Wide sidewalk
- Large buffer
- High visible crossing
- Street trees



Franklin Avenue



Carroll Avenue

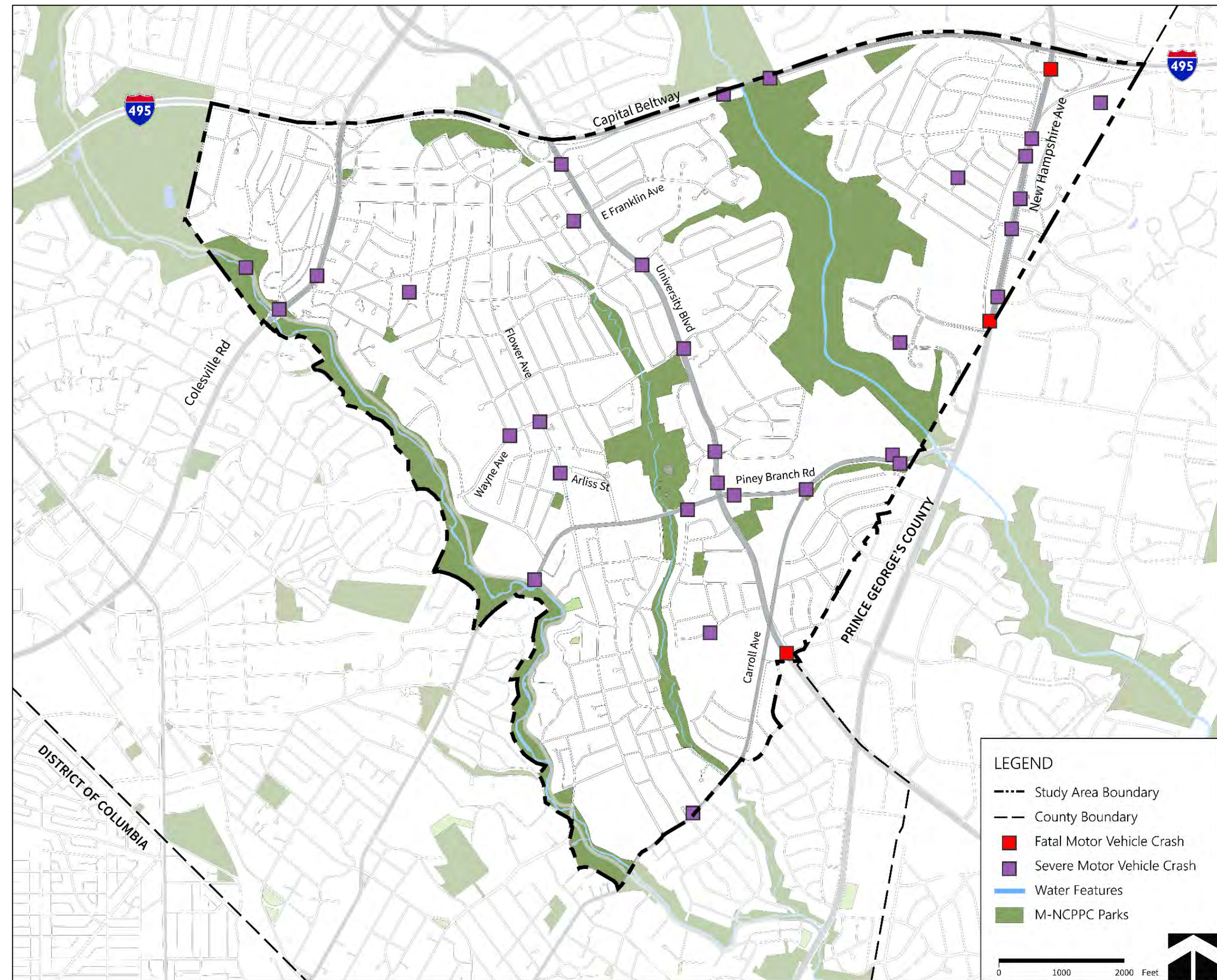


University Boulevard

Examples of Comfortable Sidewalks and Crossings

Motor Vehicle Crashes

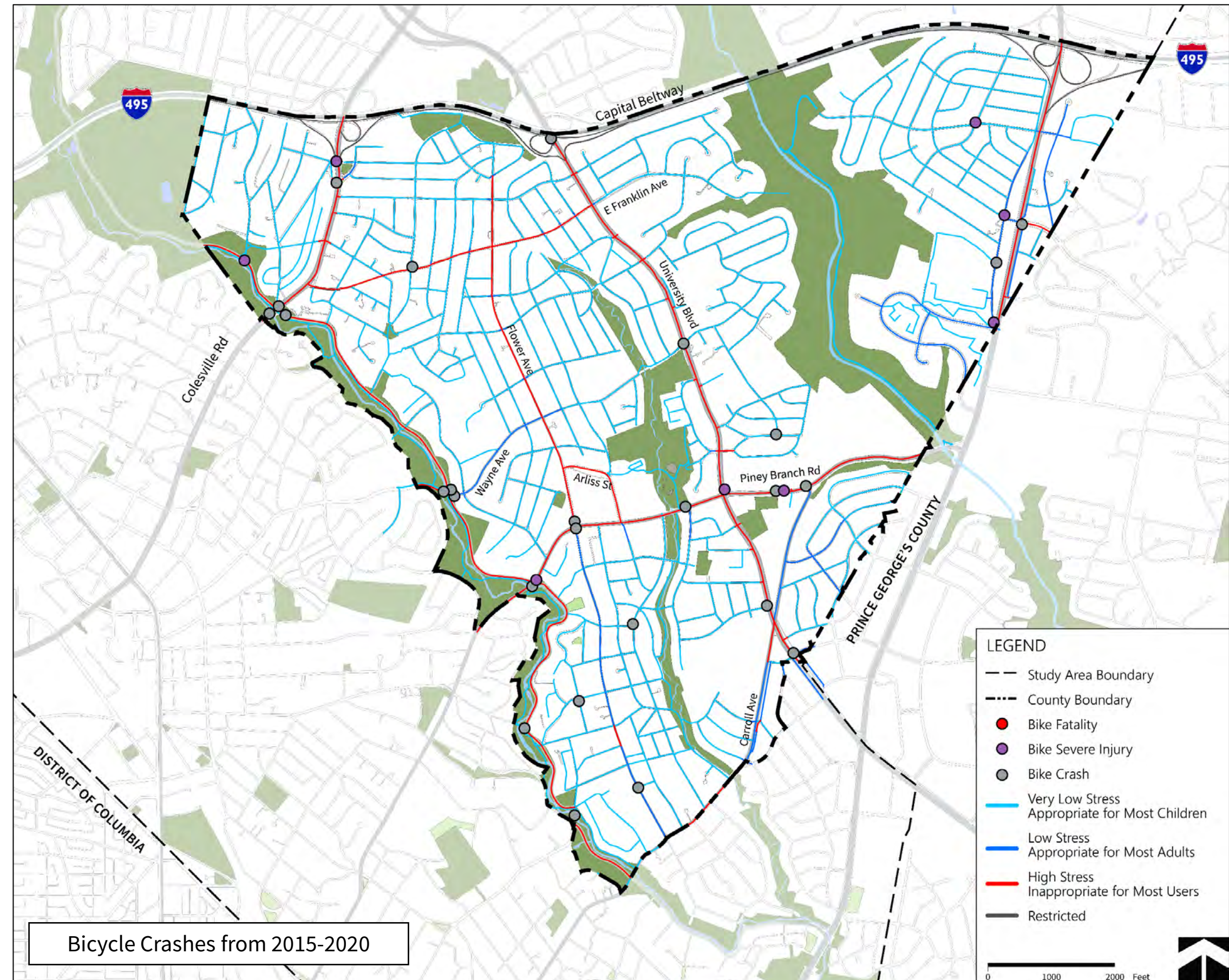
- From 2015 to 2022, motor vehicle crashes resulted in **28 severe injuries** and **3 fatalities** within the Study Area



Bicycle Level of Stress and Bicycle Crashes

The Bicycle Level of Stress determines the amount of discomfort that people feel when they bike close to traffic.

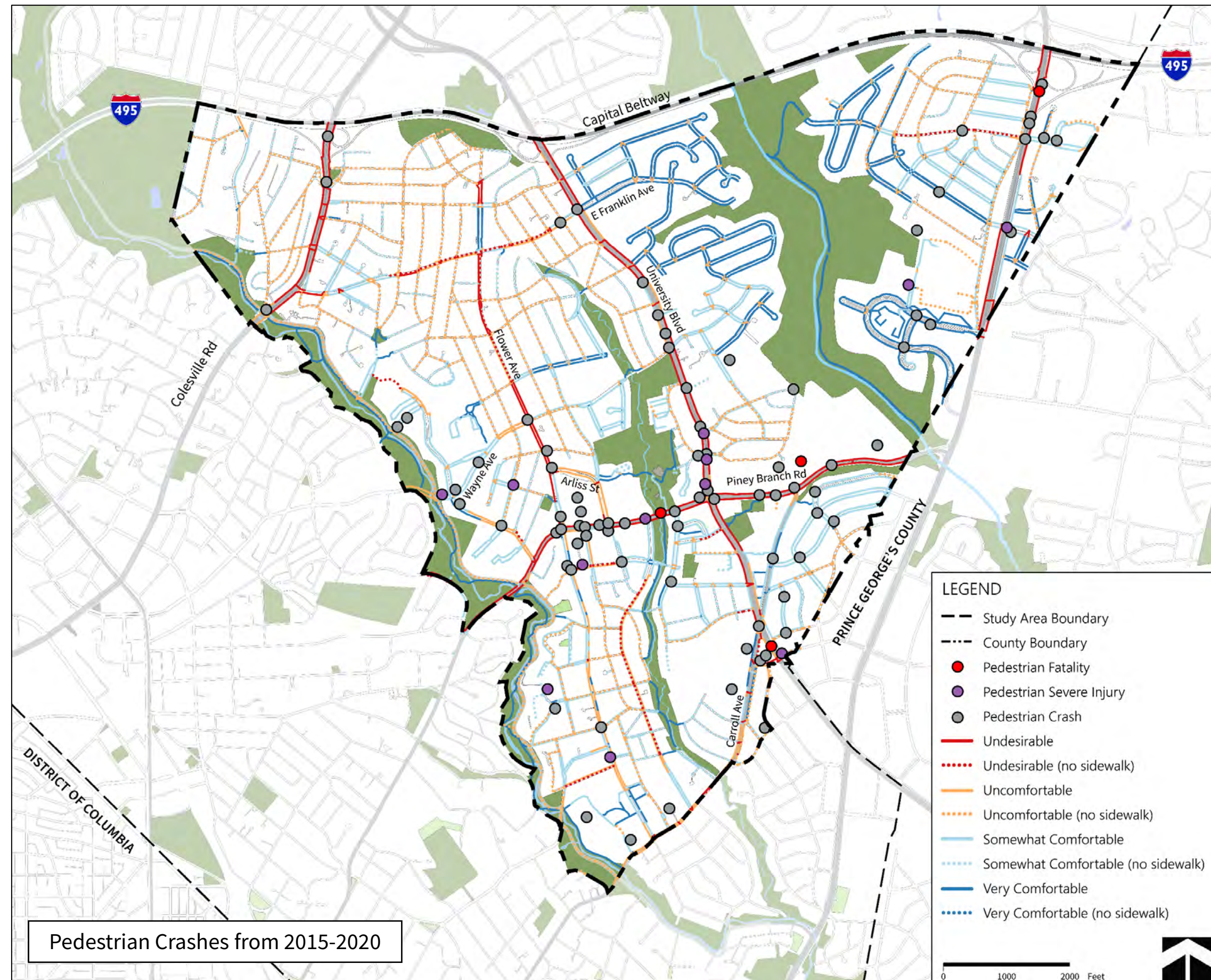
- Major roadways are high stress bikeways
- Multiple bike crashes along Piney Branch Road
- Cluster of bike crashes along Silgo Creek Parkway
- Most streets are very low stress



Pedestrian Level of Comfort and Pedestrian Crashes

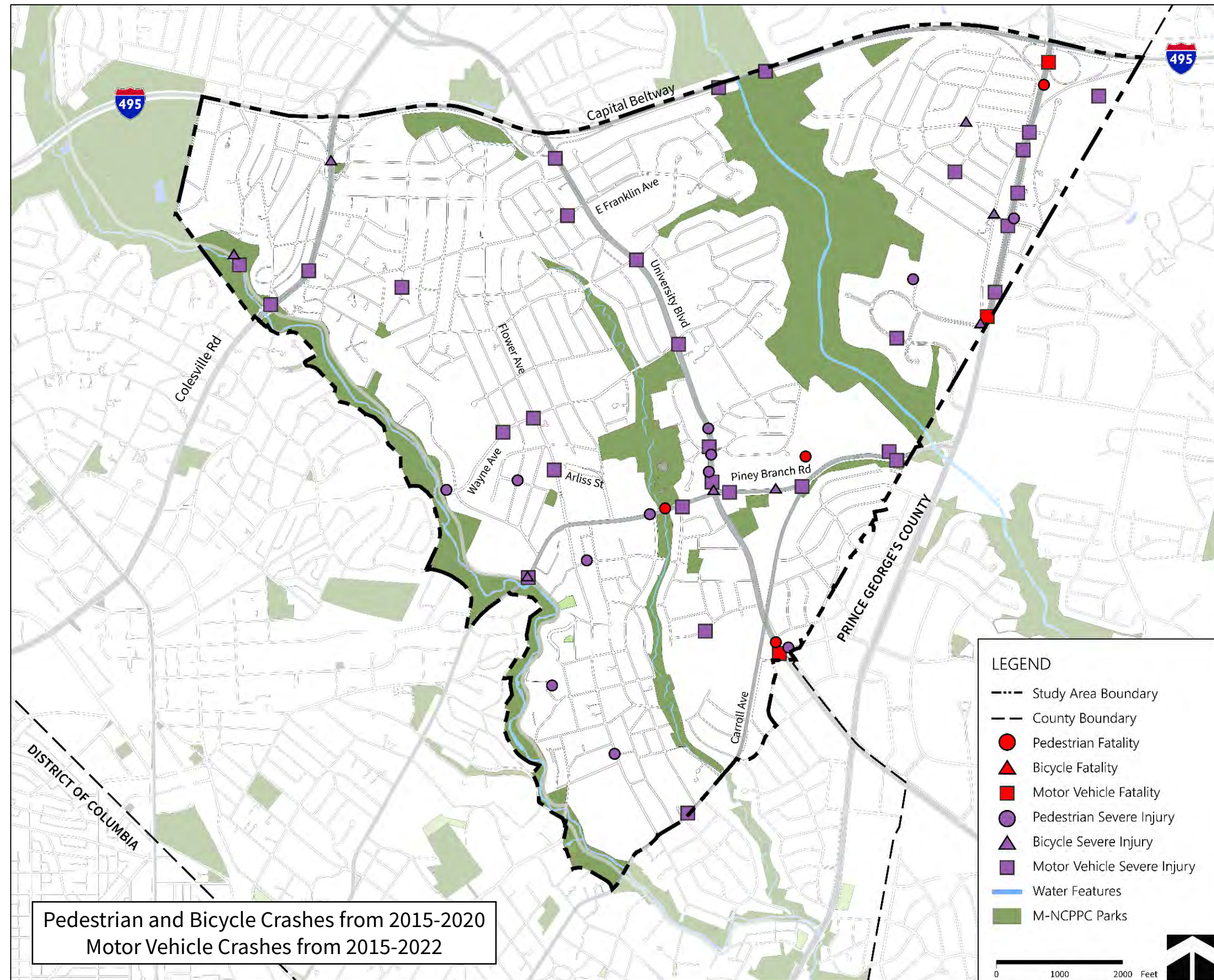
The Pedestrian Level of Comfort determines how comfortable it is to walk or roll along pathways, trails, and roadways.

- High level of crashes along Piney Branch Road and University Boulevard
- Severe and fatal crashes occurred along Piney Branch Road, University Boulevard, and New Hampshire Avenue
- Major roads in the Study Area are undesirable for pedestrian movement



Severe and Fatal Crashes of All Modes

- The Study Area has 3 of the 20 high injury network (HIN) corridors in Montgomery County as identified in the Vision Zero Action Plan: New Hampshire Avenue, University Boulevard, and Piney Branch Road.
- The HIN refers to sections of roadway in the County that have the highest incidences of serious and fatal collisions. Each HIN segment had four or more serious or fatal crashes between 2015 and 2019.
- Severe and fatal crashes of all modes occurred mainly along New Hampshire Avenue, University Boulevard, and Piney Branch Road.



Current/Ongoing Projects

- There are many ongoing transportation studies and projects being undertaken by partner agencies in the Study Area.

| Agency | Project | Status |
|--|---|--------------------|
| MCDOT | Carroll Avenue Separated Bike Lanes | Design |
| | Flower Avenue Separated Bike Lanes | Facility Planning |
| | Franklin Avenue Sidewalk | Under Construction |
| | New Hampshire Flash Bus Rapid Transit (BRT) | Facility Planning |
| | Domer/Barron/Gilbert Neighborhood Greenway | Funded |
| | US 29 Corridor Pedestrian and Bicycle Improvements | Design |
| | US 29 BRT Phase 2 | Design |
| | Stateside Drive Sidewalk Project | Design |
| M-NCPPC | Northwest Branch Trail Rehabilitation | Funded |
| | Sligo Creek Trail Rehabilitation | Funded |
| Projects being constructed as part of the Purple Line | | |
| MDOT MTA | Realignment of the community center to Piney Branch Road & Barron Street | Under Construction |
| | Bike lanes on University Boulevard & Piney Branch Road | Under Construction |
| | Reconstructed sidewalks on University Boulevard, Piney Branch Road, Arliss Street | Under Construction |



ENVIRONMENT

Environment Overview

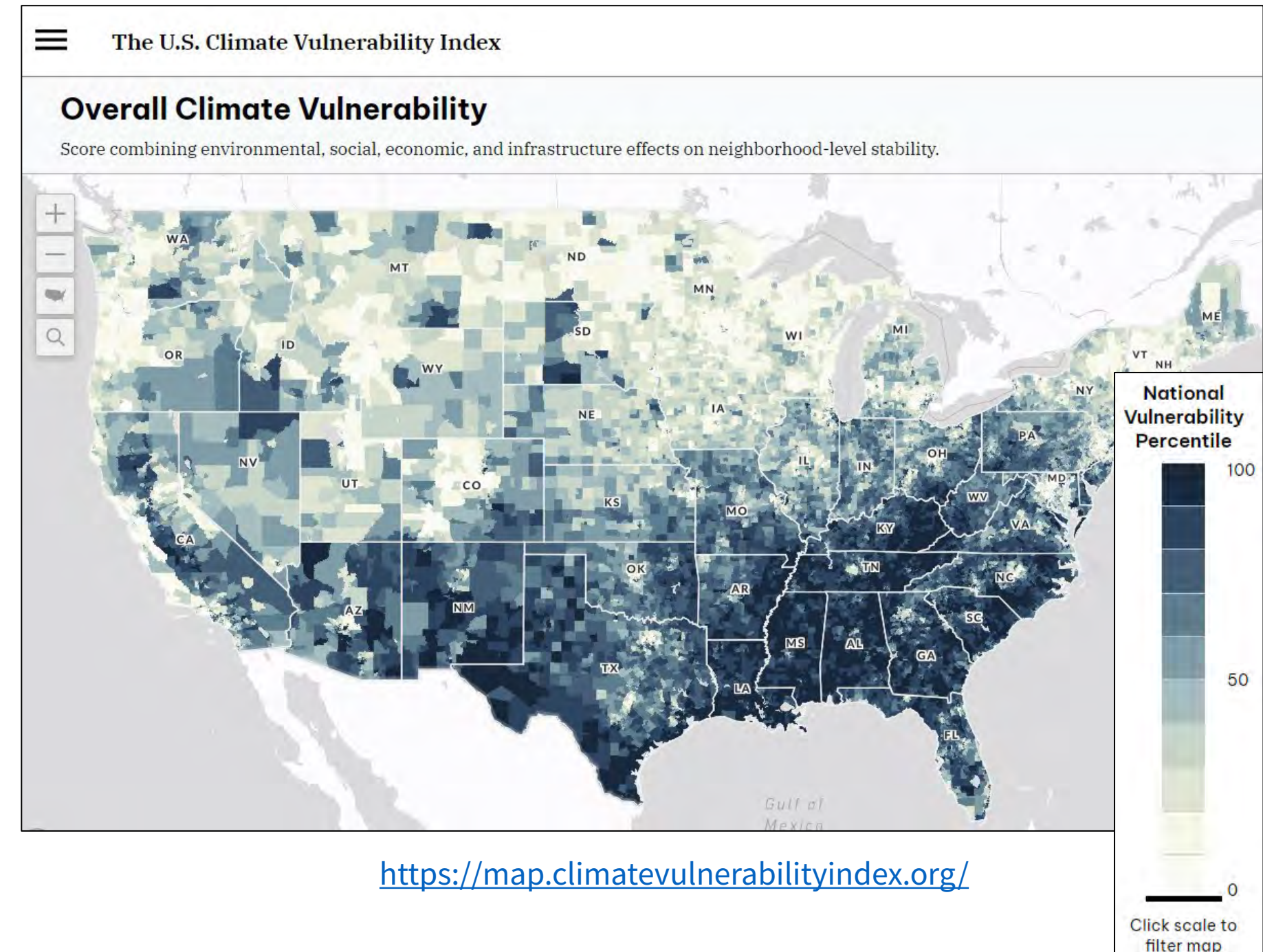
- Environmental Climate Vulnerability Index
- Stream Water Quality
- Forest & Tree Cover
- Tree Cover & Equity Areas
- Heat Island
- Surface Temperature

Climate Vulnerability Index

The most comprehensive national compillation of 184 climate vulnerabilities indexes relative to the rest of the country.

Purpose is to identify:

- Disparities & vulnerabilities
- Communities of greatest needs
- Where to prioritize action for policy makers
- Bolsters rationale for investment, planning, recommendations, grants, etc.



Overall Environmental Climate Vulnerability

The Study Area's top environmental impacts come from transportation.

1. Transportation Sources

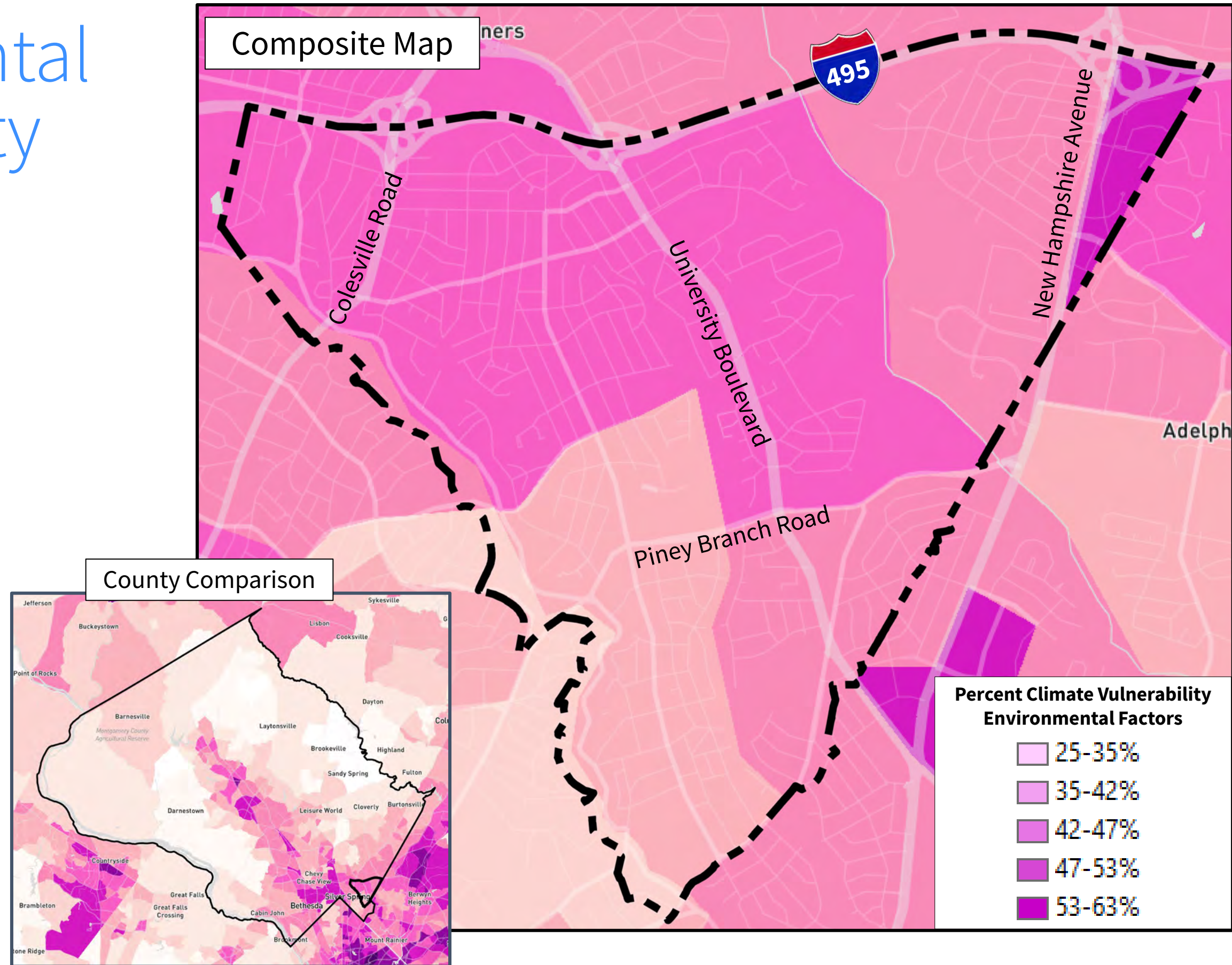
- Heavy duty vehicles
- Traffic & proximity
- Noise

2. Impacts: Criteria Air Pollutants

- Nitrogen dioxide & ozone
- Black carbon & particulates (PM2.5)

3. Exposure & Health Risk Stressors

- Air pollutants: effects on respiratory, growth and reproductive concerns



Greater vulnerability corresponds to a higher percentile ranking

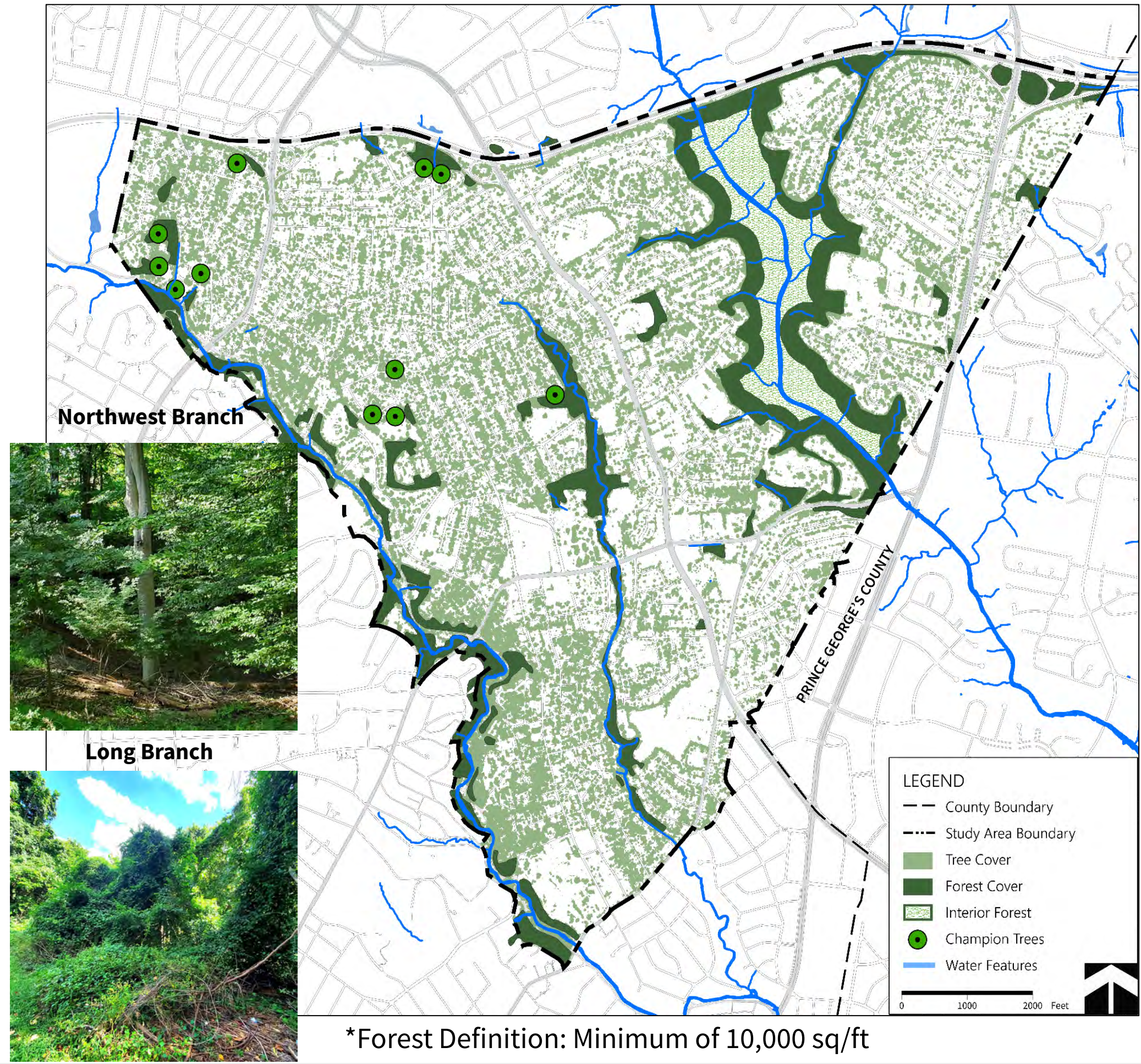
Forest Cover

Northwest Branch:

- Uncommon forest interior dwelling species
- Best Natural Area
- Rare, threatened, & endangered species
- High quality forest
- Minimal invasives
- Biodiverse and abundant wildlife.
- Buffers & slopes protect water and habitat quality
- Continued threats to protected forests

Sligo Creek & Long Branch:

- Narrow, poor-quality forest
- Intense invasives
- Low habitat value and biodiversity



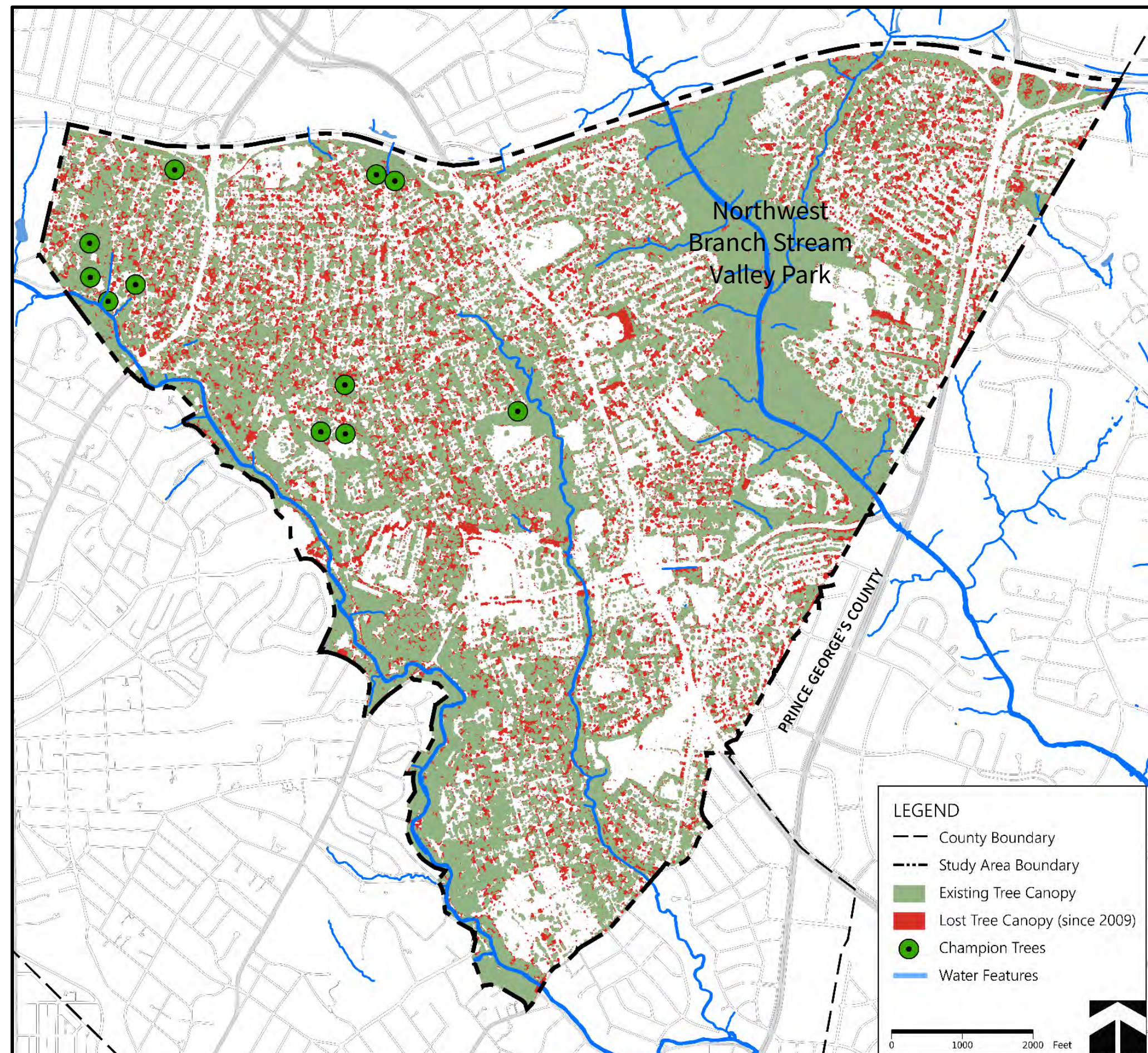
Existing Tree Cover & Tree Loss since 2006

Tree cover:

- Less trees in northeastern portion of Study Area
- Few trees in shopping centers
- Many unhealthy trees throughout
- Inequity & health risks

Tree cover loss:

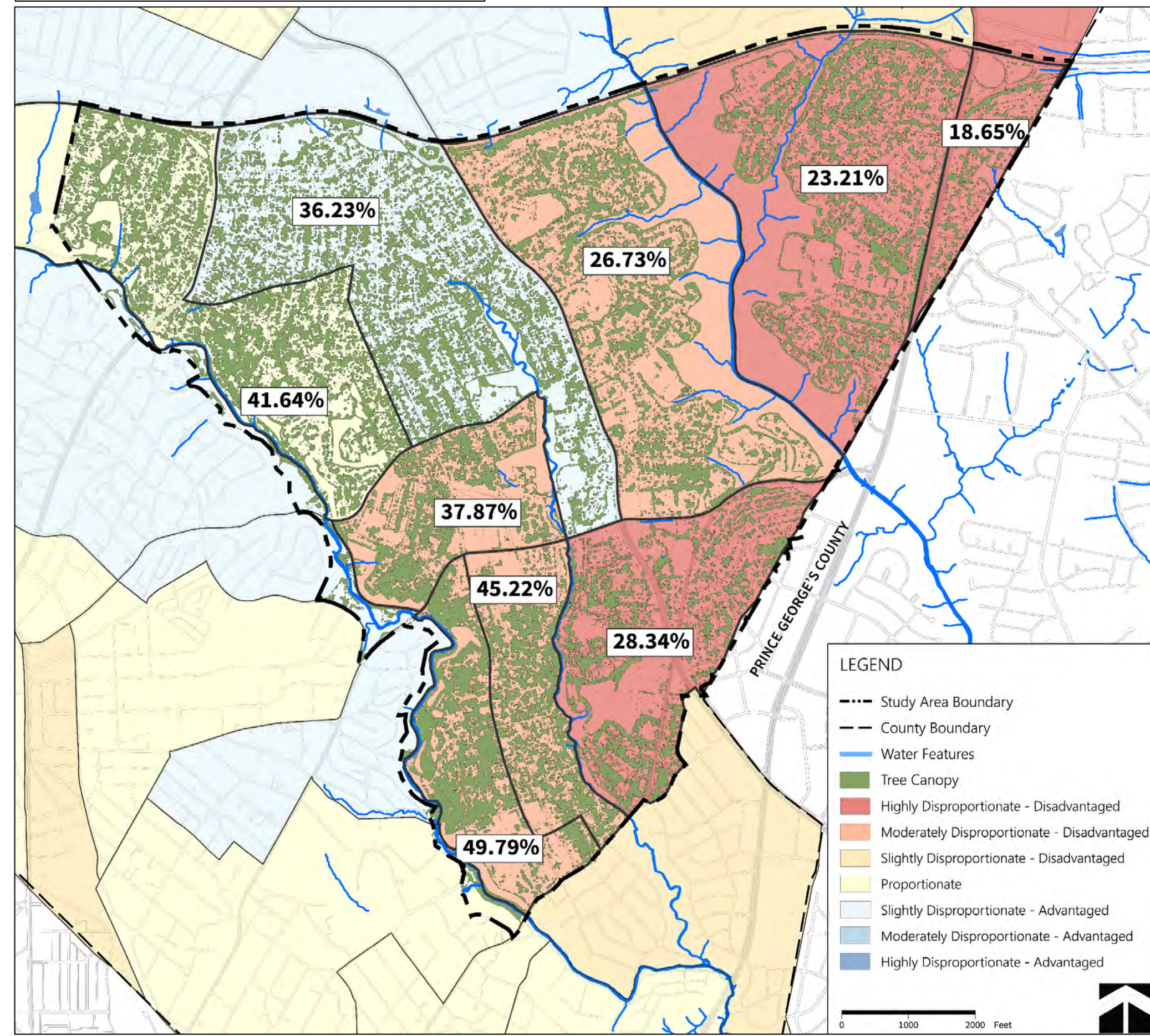
- Reduced quality of place and life
- Decreased real-estate value
- Loss of green corridors connectivity
- Loss of biodiversity & human experiences with nature



Community Equity Index & Tree Canopy

- Lower percentage of tree canopy is in highly disproportionate - disadvantaged census tracts identified by the Community Equity Index

Percent Tree Cover per Census Tract



Note: The analysis did not include forested stream valleys as that is not where people live.

Water Quality

Northwest Branch

- Fair Water Quality
- 29.45% impervious cover

Sligo Creek

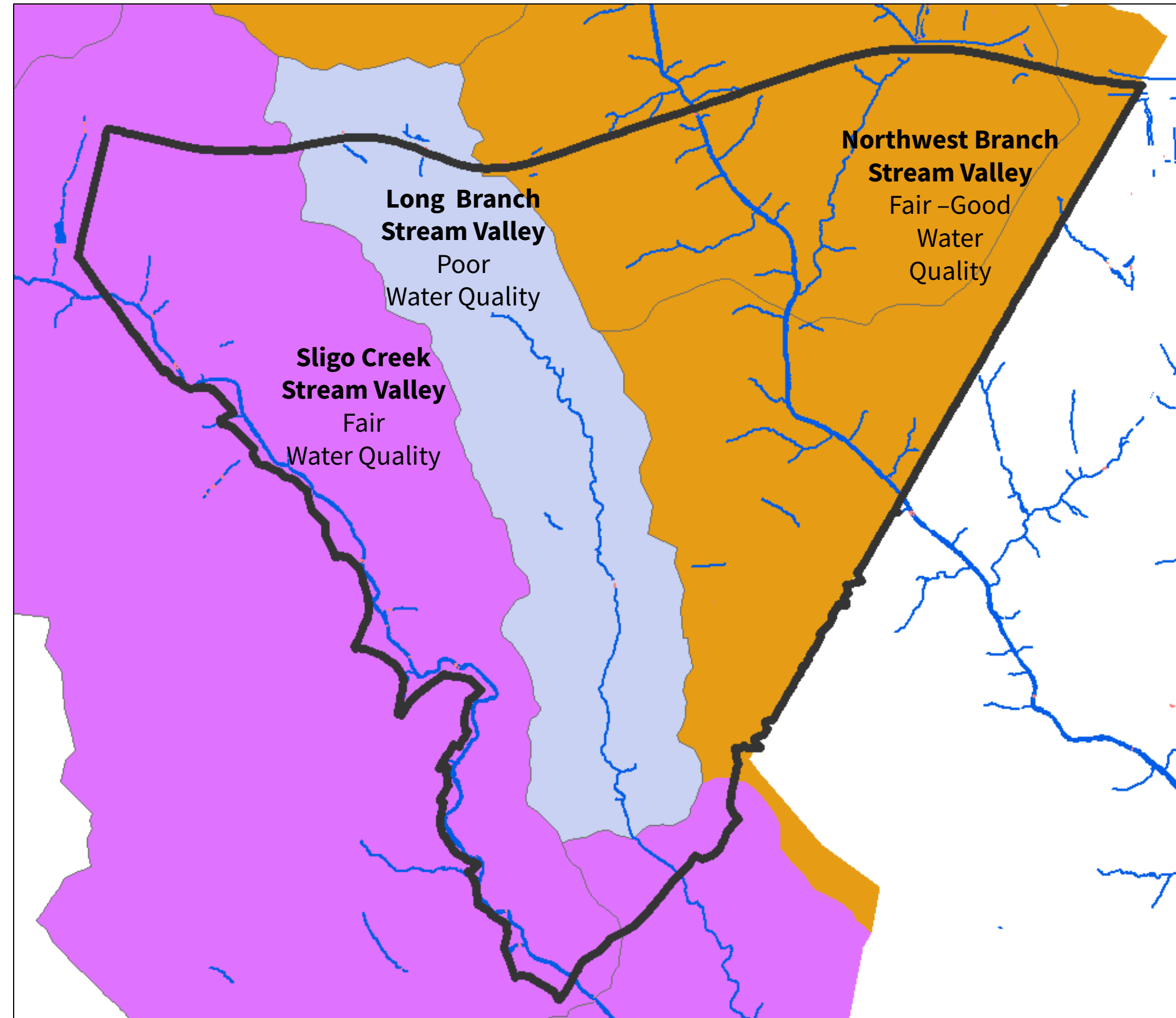
- Fair Water Quality
- 37.18% impervious cover

Long Branch

- Poor Water Quality
- 38.88% impervious cover

Contributors:

- Impervious cover
- Lack of Stormwater Management
- Limited tree & forest cover in watersheds



Urban Heat: Effect on Human Health

- Human thermal comfort levels are between 48°F and 79°F. Beyond that, conditions could be uncomfortable depending on the solar radiation, humidity, and wind exposure.
- In urban areas with limited shade and dark impervious surfaces, such as black asphalt and red bricks, air temperatures can exceed human comfort levels by over 30°F degrees.



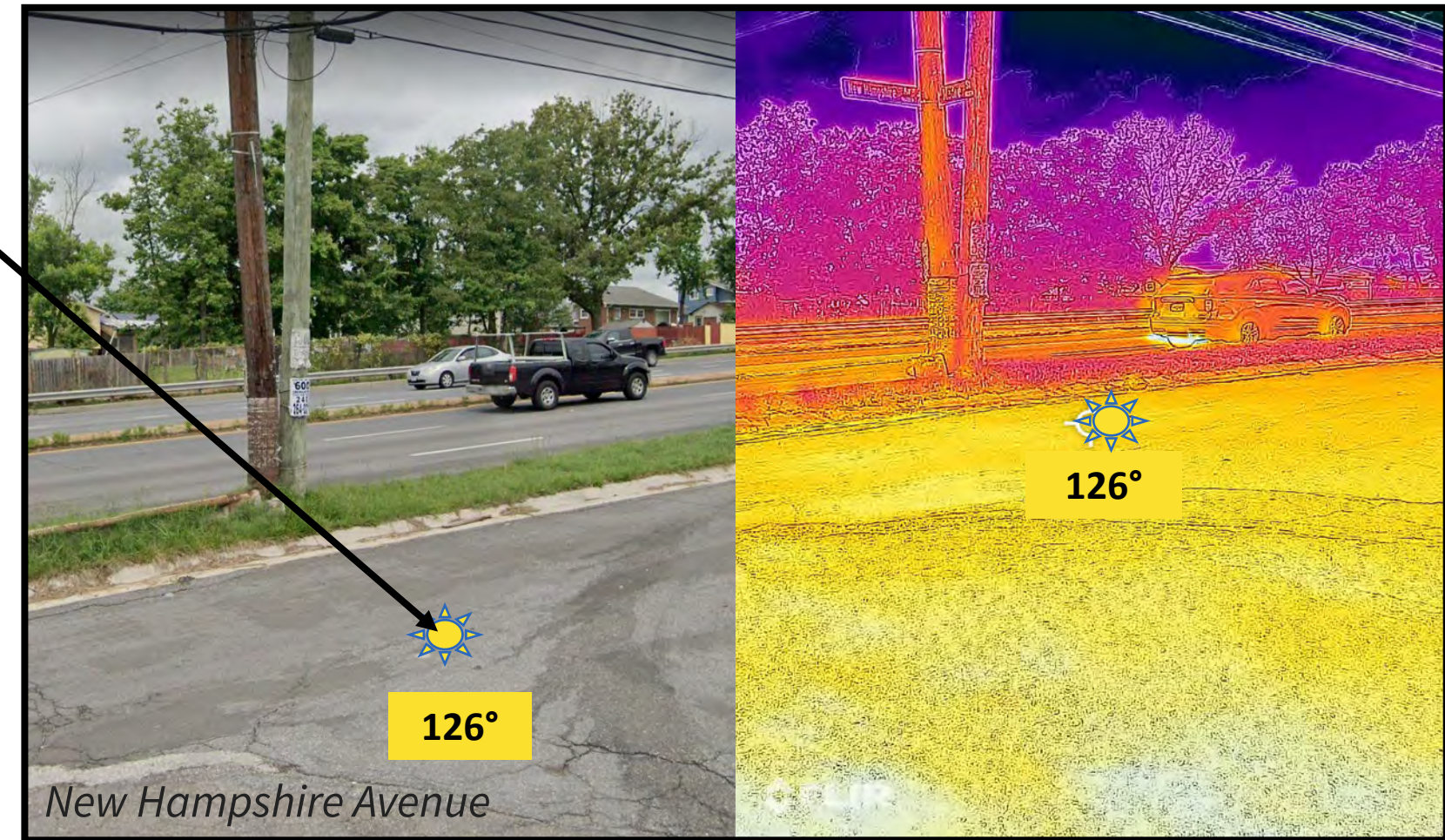
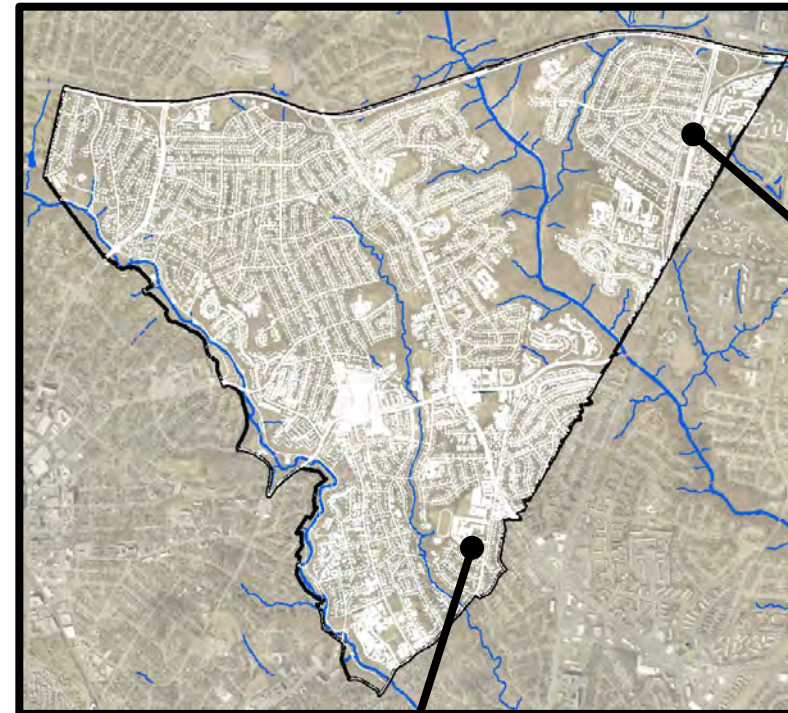
| Universal Thermal Comfort Levels | |
|----------------------------------|---|
| above +114.8° | Extreme Stress: Heat stroke, potential mortality with continued exposure |
| 100.4° to 114.8° | Very Strong Heat Stress: Sunstroke, heat cramps, heat exhaustion, possible heatstroke |
| 89.6° to 100.4° | Strong Heat Stress: Potential Sunstroke |
| 78.8° to 89.6° | Moderate Heat Stress: Fatigue with prolonged exposure |
| 48.2° to 78.8° | No Thermal Stress |

Surface Temperatures on an 87-Degree Day

Lack of Shade & High Impervious Cover:

- Increases heat island effect
- Increases surface and air temperatures
- Increases human health risks
- Increases water temperatures & stress to aquatic life

Impervious Surface Cover



Flower Avenue

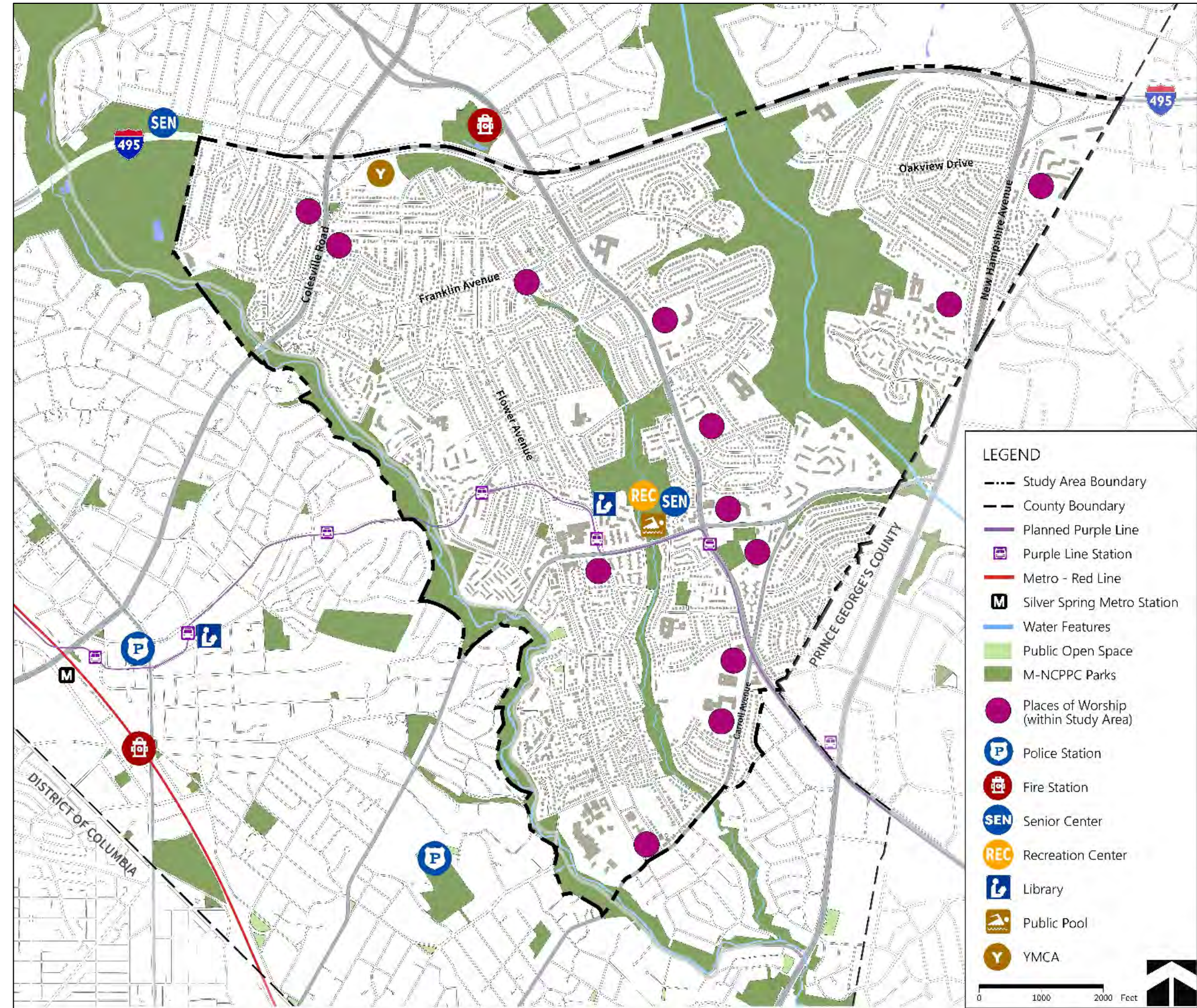
New Hampshire Avenue



COMMUNITY FACILITIES & SCHOOLS

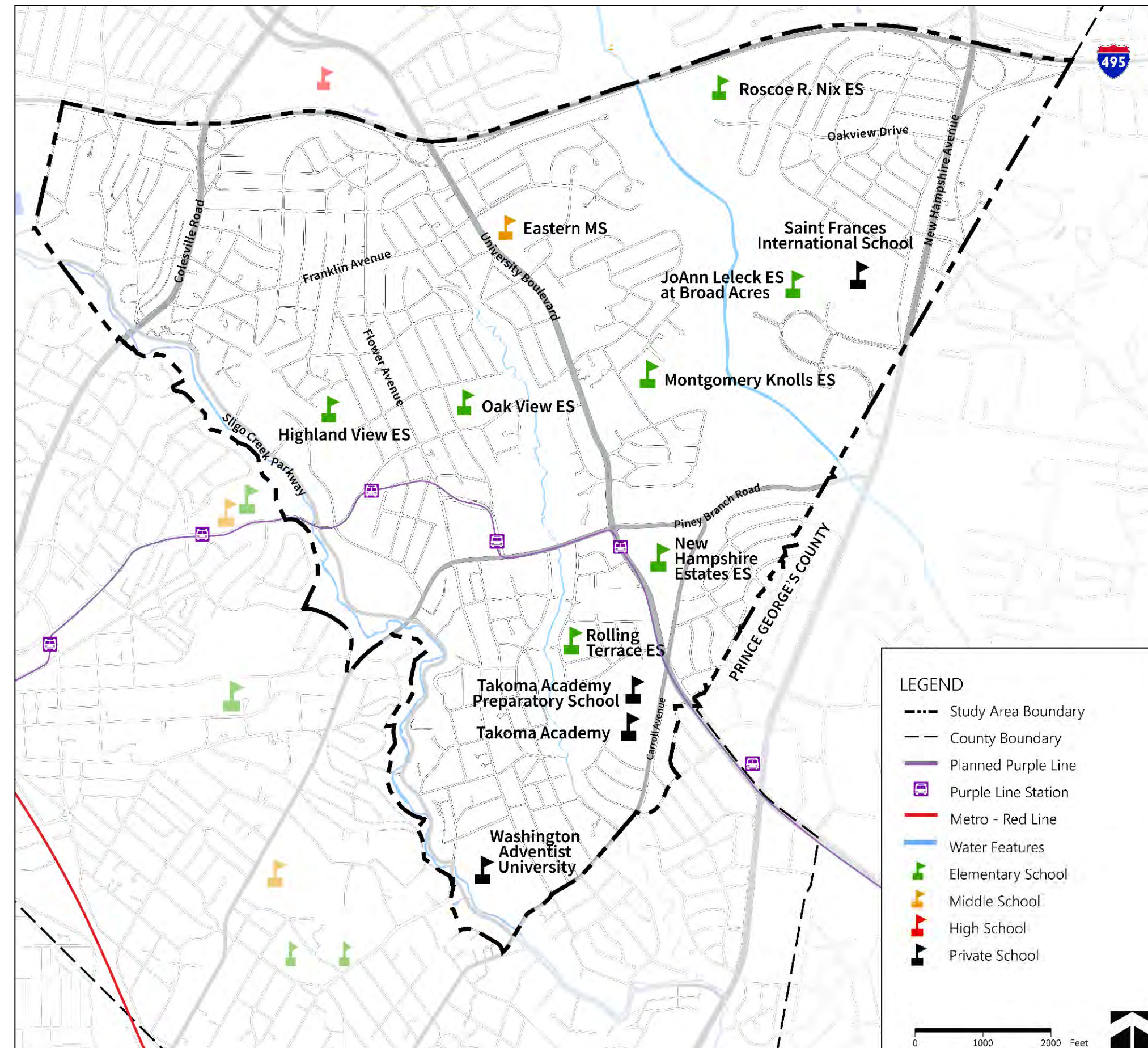
Community Resources Overview

- The Study Area is served by many community facilities, including a recreation center, library, senior center and public pool within the Study Area.
- Religious institutions in this area are important community resources – in addition to acting as anchors for the community, many host food distributions on a regular basis.



Schools Overview

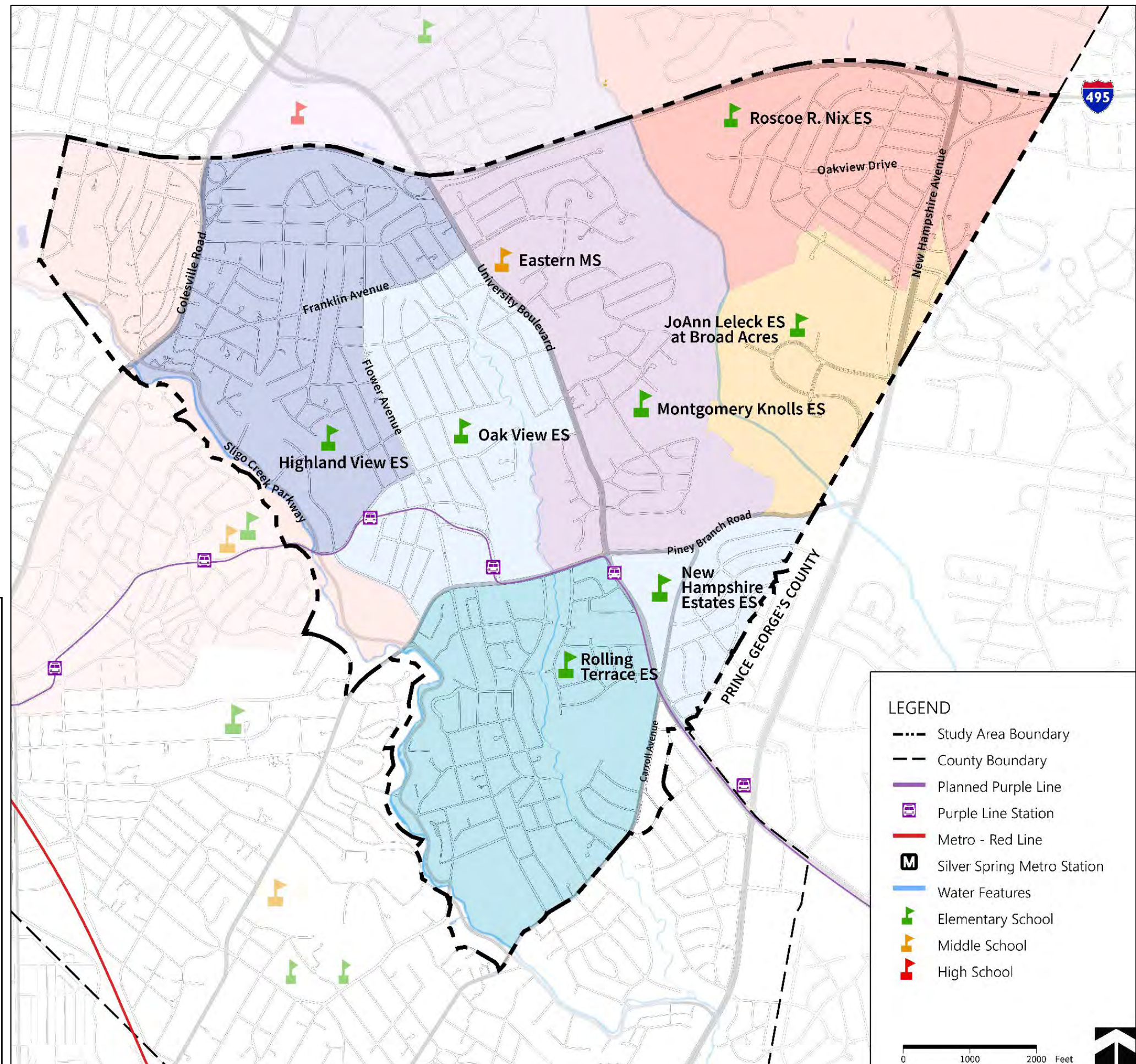
- 8 Montgomery County Public Schools
 - 7 Elementary Schools (ES)
 - 1 Middle School (MS)
- 3 Private Schools
 - Takoma Academy
 - Takoma Academy Preparatory School
 - Saint Francis International School
- 1 University
 - Washington Adventist University



Public Schools & Feeder Pattern

- This map displays the series of public schools (Elementary, Middle and High) that each household in the Study Area is assigned to.

| | |
|--|--|
|  | Highland View Elementary – Silver Spring Middle – Northwood High |
|  | JoAnn Leleck Elementary – White Oak Middle – Springbrook High |
|  | Montgomery Knolls/Pinecrest Elementary – Eastern Middle – Blair High |
|  | New Hampshire Estates/Oak View Elementary – Eastern Middle – Blair High |
|  | Rolling Terrace Elementary – Silver Spring International Middle – Blair High |
|  | Roscoe R. Nix/Cresthaven Elementary – Key Middle – Springbrook High |
|  | Sligo Creek Elementary – Silver Spring Middle – Northwood High |



Scheduled Capital Projects in MCPS' Capital Improvements Program

- Silver Spring International Middle School Addition (2025)
- JoAnn Leleck Elementary School Replacement (2026)
- Northwood High School Addition/Upgrade (2027)
- Woodward High School Reopening (2027)
- Highland View Elementary School Addition (2027)
- Eastern Middle School Major Capital Project (2028)



Eastern Middle School

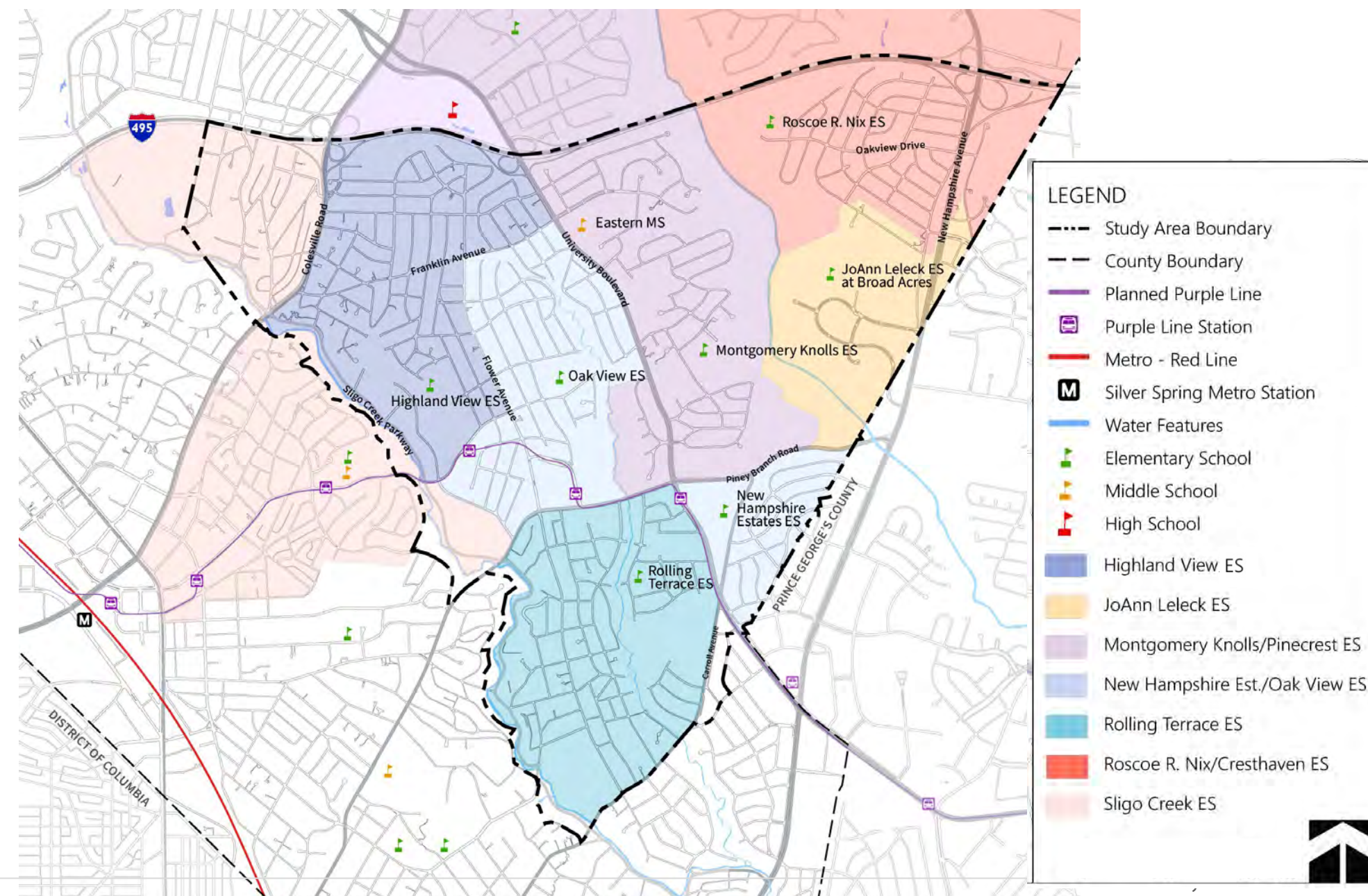


JoAnn Leleck Elementary School

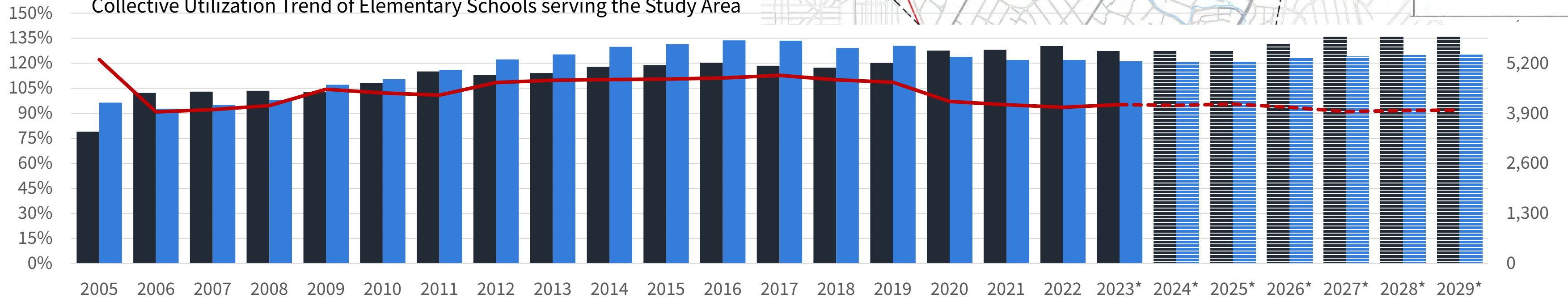
Note: Anticipated completion dates reflect the Superintendent's Recommended FY 2025 Capital Budget and the FY 2025-2029 Capital Improvements Program, and are subject to change according to decisions by the Board of Education, County Executive, and Council.

Elementary School Enrollment & Utilization Trends

- Enrollment growth in the area peaked in 2016 and has been declining since.
- Near 500 surplus seats projected to be available in the 2029-2030 school year.



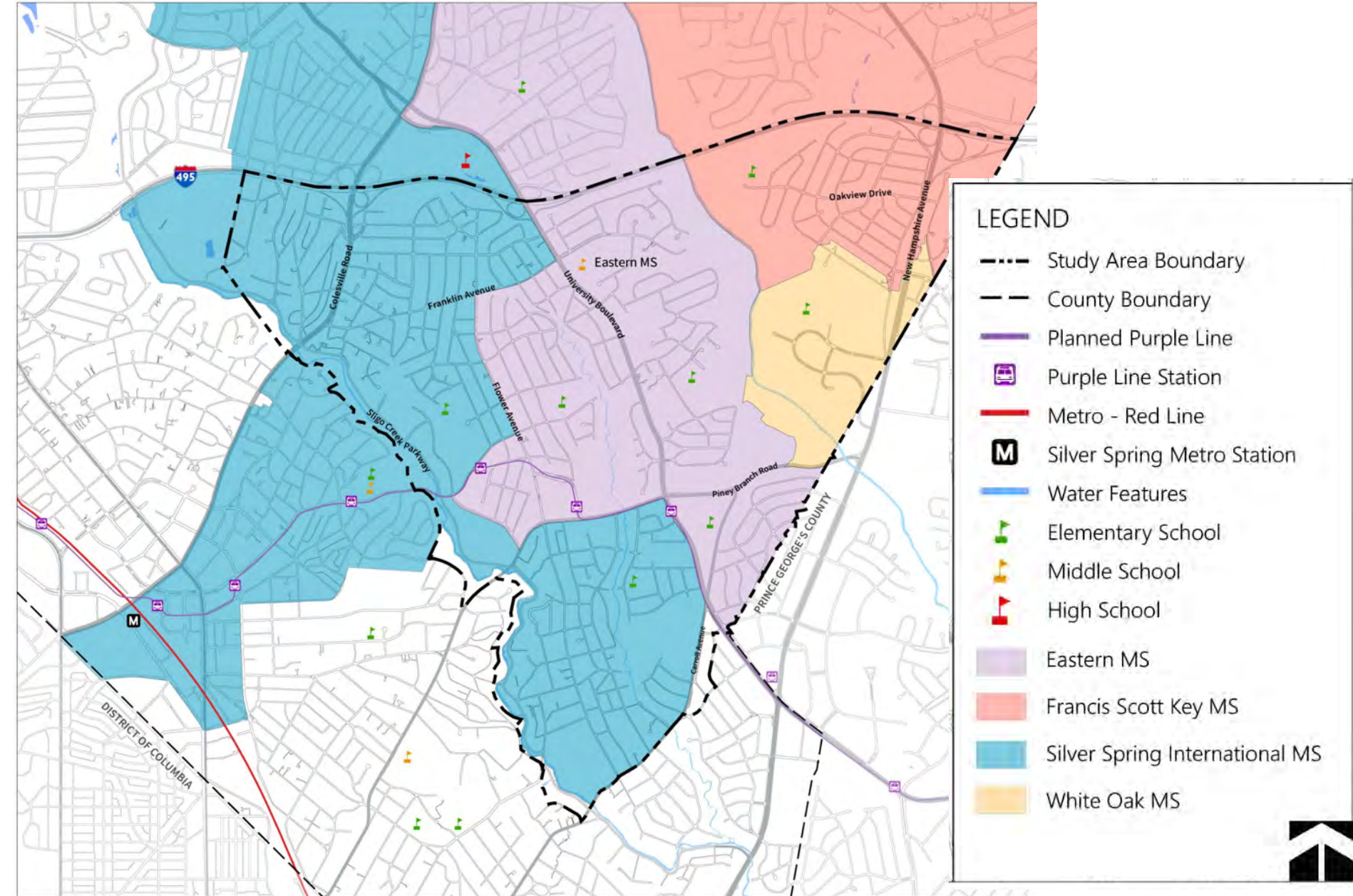
Collective Utilization Trend of Elementary Schools serving the Study Area



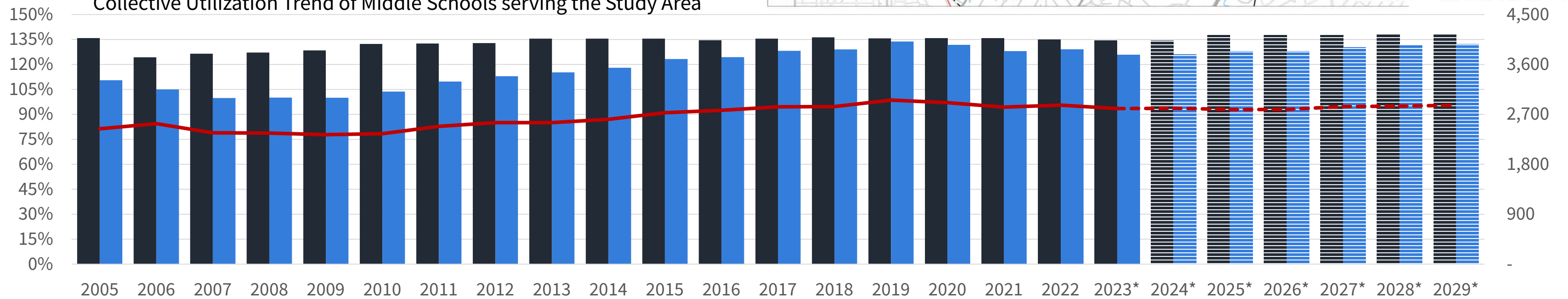
Note: Based on MCPS' FY2025 preliminary CIP enrollment and projections.

Middle School Enrollment & Utilization Trends

- Enrollment growth in the area peaked in 2019.
- Near 200 surplus seats projected to be available in the 2029-2030 school year.



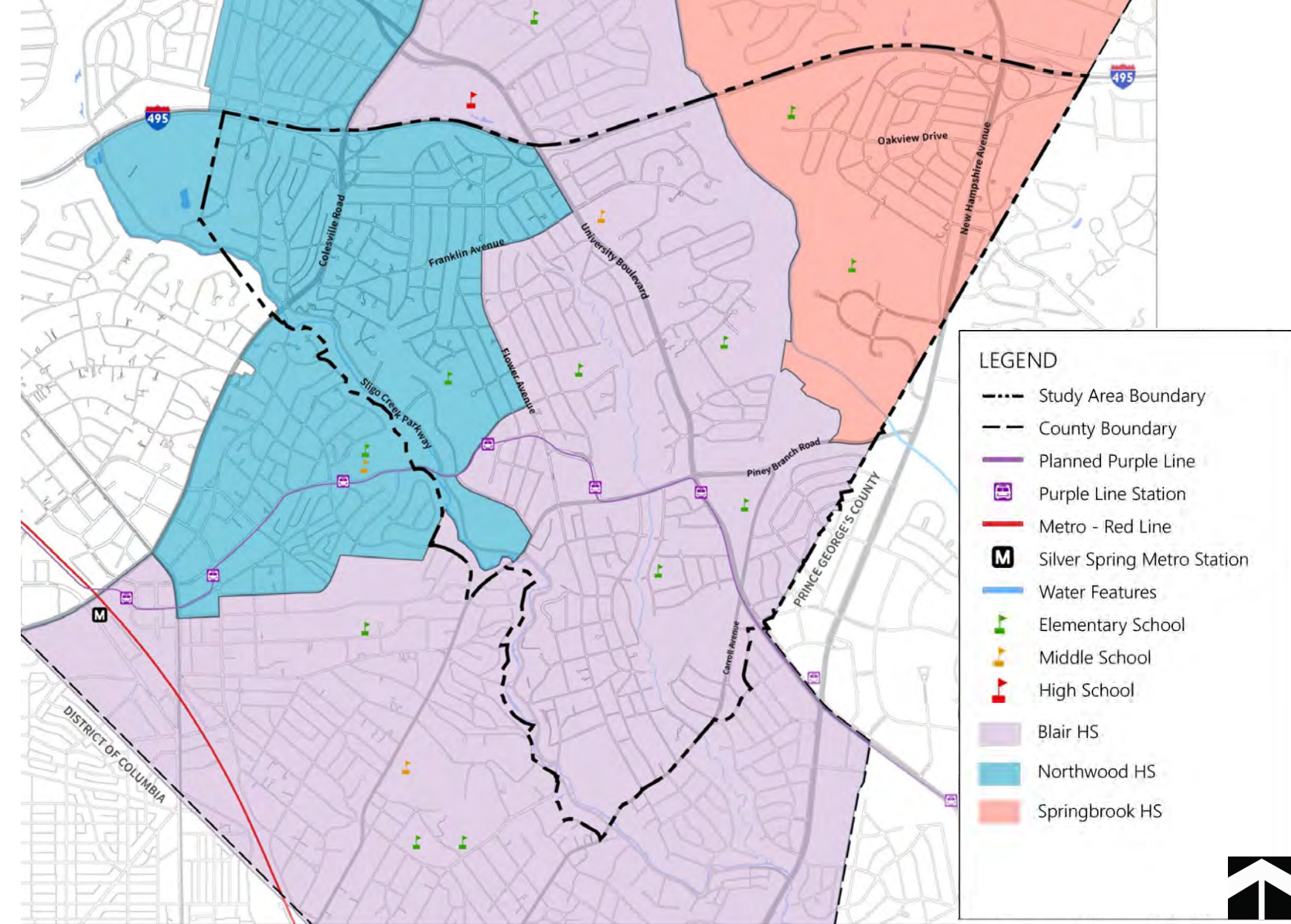
Collective Utilization Trend of Middle Schools serving the Study Area



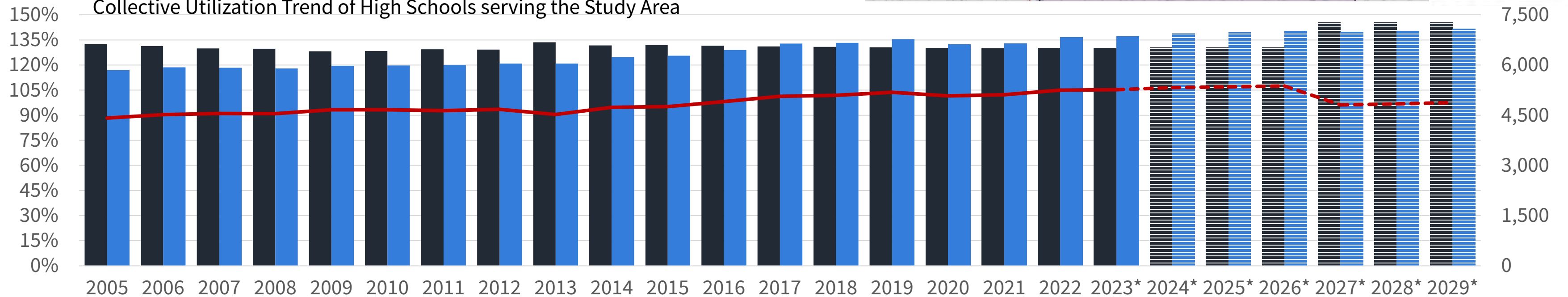
Note: Based on MCPS' FY2025 preliminary CIP enrollment and projections.

High School Enrollment & Utilization Trends

- Enrollment has rebound from the post-pandemic dip and expected to continue growing in the foreseeable future.
- More than 175 surplus seats projected to be available in the 2029-2030 school year.



Collective Utilization Trend of High Schools serving the Study Area



Note: Based on MCPS' FY2025 preliminary CIP enrollment and projections.

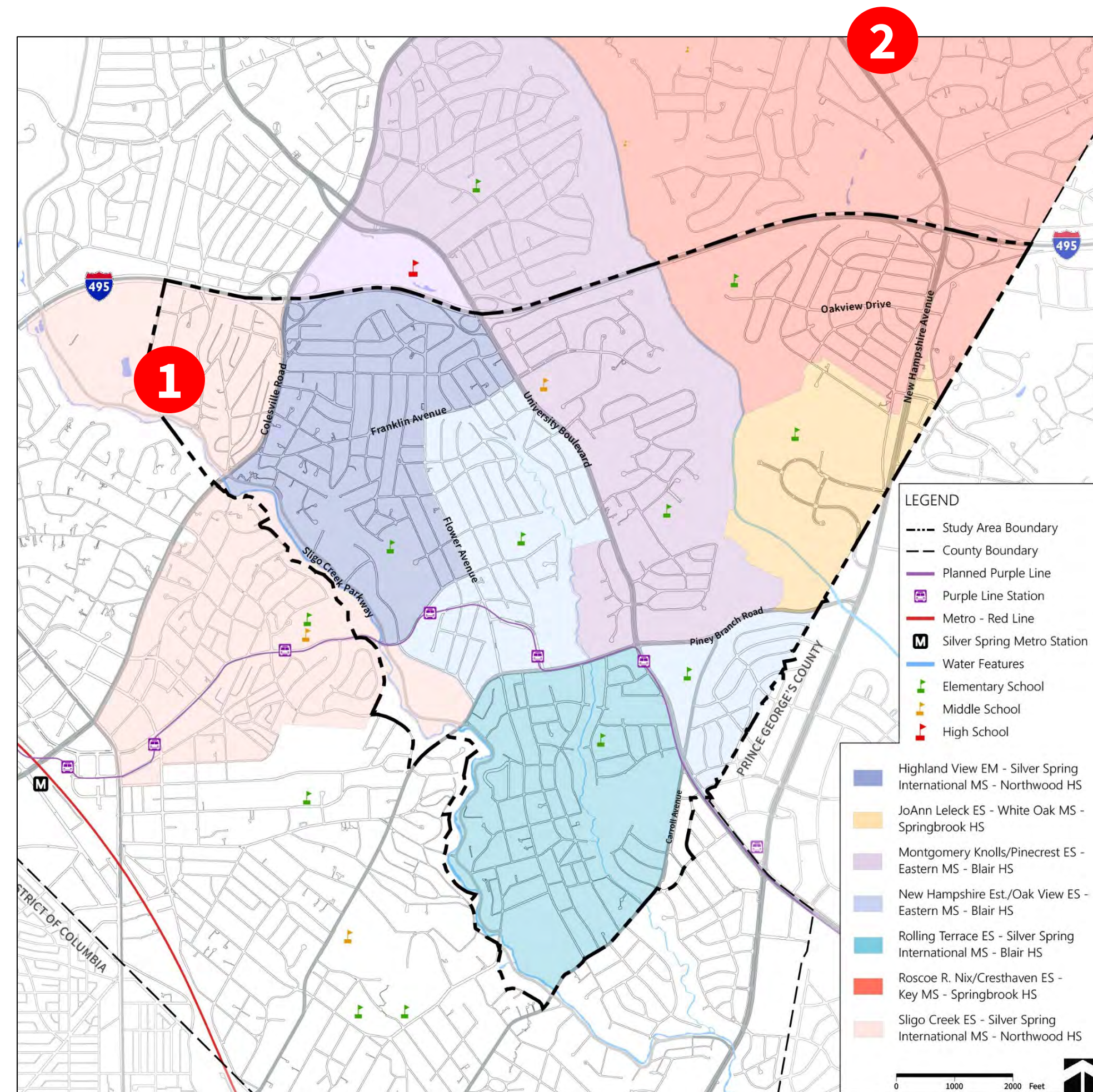
Former School Sites in Study Area or Vicinity

1. Parkside Elementary School

- 9500 Brunett Avenue
- Owned by Board of Education
- Temporarily leased to childcare provider

2. Hillandale Elementary School

- 10501 New Hampshire Avenue
- Owned by County
- Leased to Centers for the Handicapped, Inc.

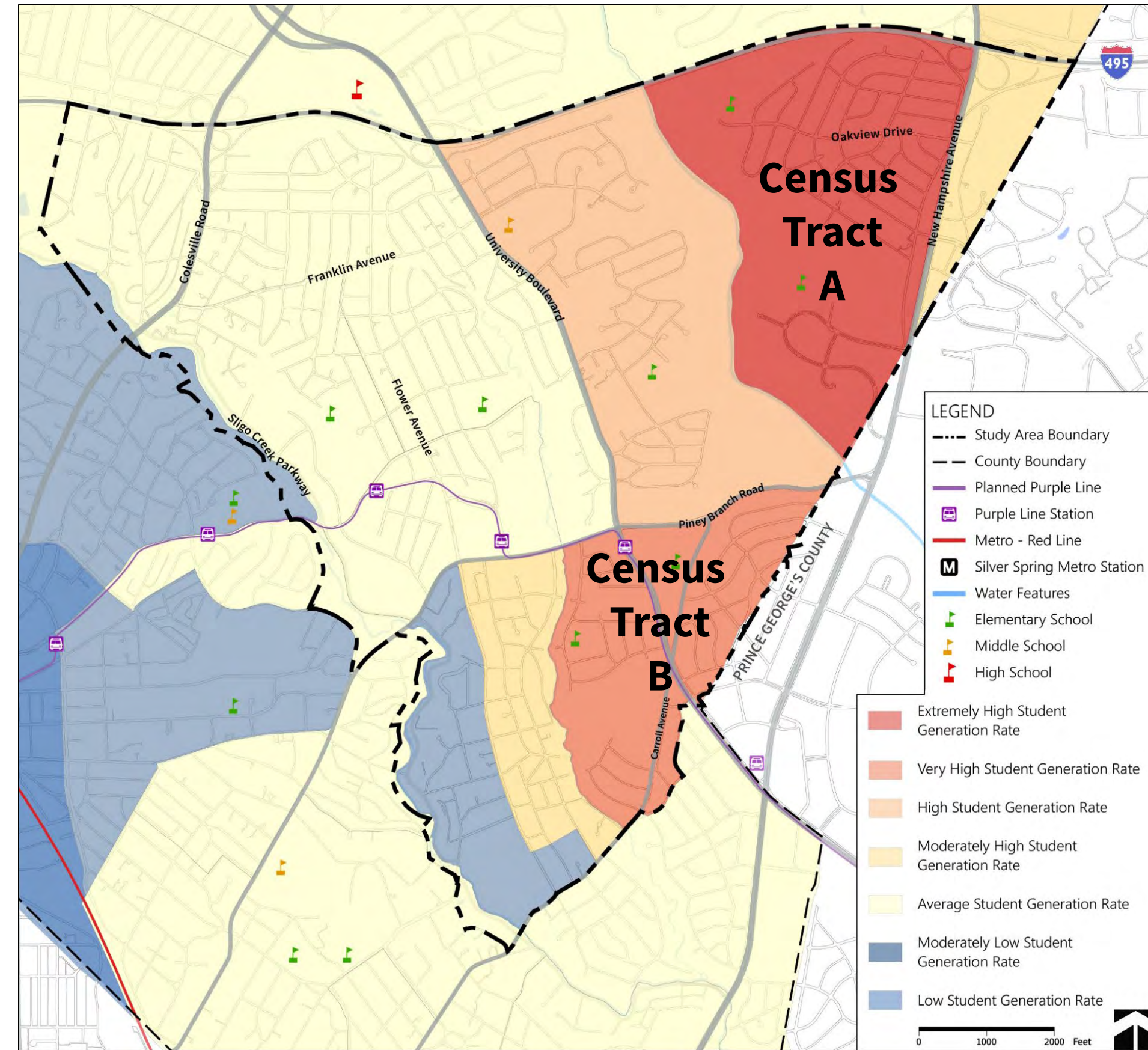


Student Generation Rates (SGR)

- Student Generation Rates (SGR) are the average number of students living in a housing unit (often within a certain area and/or housing type).

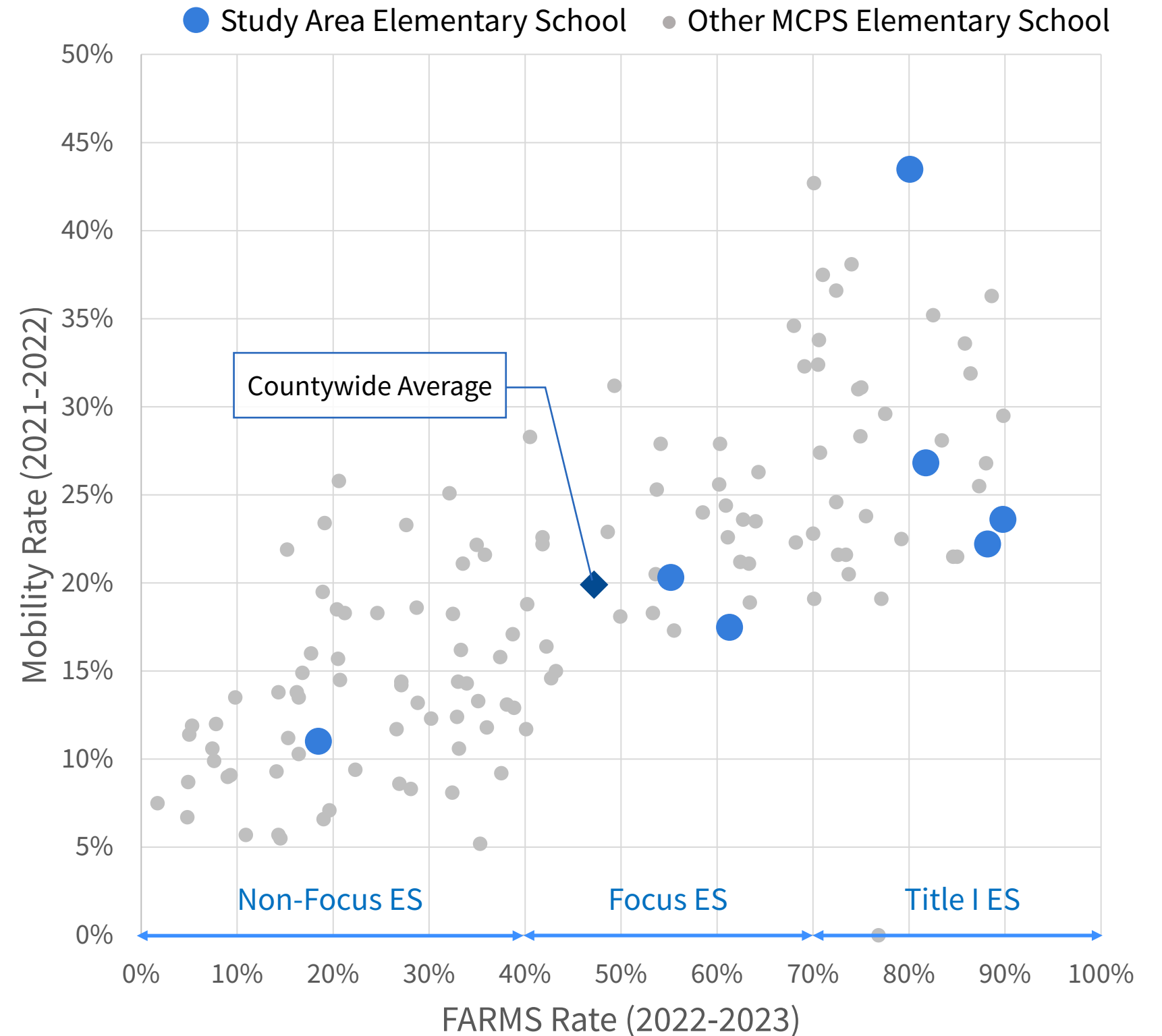
$$\text{SGR} = \frac{\text{number of students addresses}}{\text{number of housing units}}$$

- Overall, the Study Area has high student generation rates despite less development activity and recent housing sales.
 - Countywide SGR (all housing types) 0.398
 - Study Area SGR (all housing types) 0.622
- Highly disproportionately disadvantaged census tracts have significantly high student generation rates.
 - Census Tract A: 1.083
 - Census Tract B: 0.983



Elementary School Mobility

- The Study Area is overall served by schools with relatively **high FARMS** and mobility rates.
 - FARMS is an acronym for “Free and Reduced-price Meals System.” Student participation in this federal program is the school system’s primary measure of student socioeconomic levels.
- Of the seven elementary schools, four are **Title I** schools, and two are **Focus** schools.
 - Title I is a federal aid program that provides funds to help students in schools with high economic needs achieve high standards.
 - Focus schools are schools heavily impacted by poverty and language deficiency, where additional staff is provided to reduce class sizes.



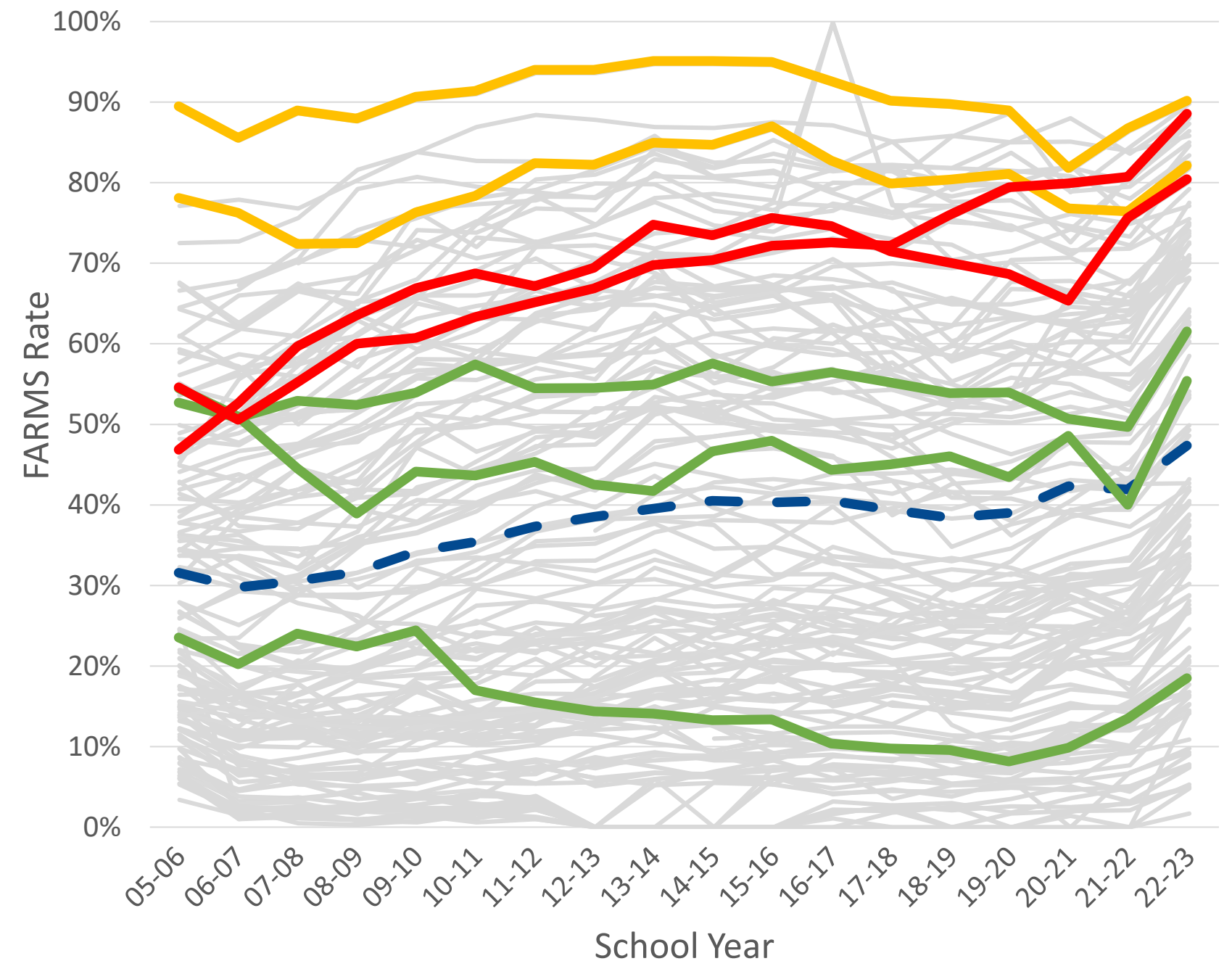
Elementary School FARMS Rates

- This chart demonstrates the FARMS rate of all of the Elementary Schools in the Study Area over the last 20 years. Of the seven Elementary Schools in the Study Area:

- 2 schools have increasing FARMS rates
- 2 schools have had consistently higher FARMS rates (over 70%)
- 3 have relatively stable or declining FARMS rates

- Compared to:

- Countywide average Elementary School FARMS rate
- All of the other MCPS elementary schools





HISTORIC RESOURCES

Historic Resources Goals

- Update historical context with a focus on underrepresented communities and associated sites.
- Complete an architectural survey to identify previously undocumented resources.
- Evaluate properties identified in the survey for listing to the *Master Plan for Historic Preservation*.



Flower House Apartments



1939 home on Roanoke Avenue



1936 home on Flower Avenue



1952 home on 11th Avenue



Mid Century Apartments on Piney Branch Parkway



1940 home on Houston Avenue

Historic Preservation Master Plan Designated Sites

Master Plan Historic Sites

- Flower Theater (37-25)
- Louis L. Brunett House (32-6)
- Davis Warner House (37-18)
- Sligo Seventh Day Adventist Church (32-15)



Top: Louis L. Brunett House, HP Photos, 1999

Middle Left: Flower Theater, Evening Star, 1950

Middle Right: Davis Warner House, Historic Takoma, date unknown

Bottom: Sligo Seventh Day Adventist Church, 2023

National Register of Historic Places

- No resources are listed in the National Register of Historic Places.
- The Maryland Historical Trust found two resources eligible for the National Register of Historic Places:
 - Sligo Creek Pkwy (M: 32-15)
 - Sligo Creek Bridge (M: 37-7)



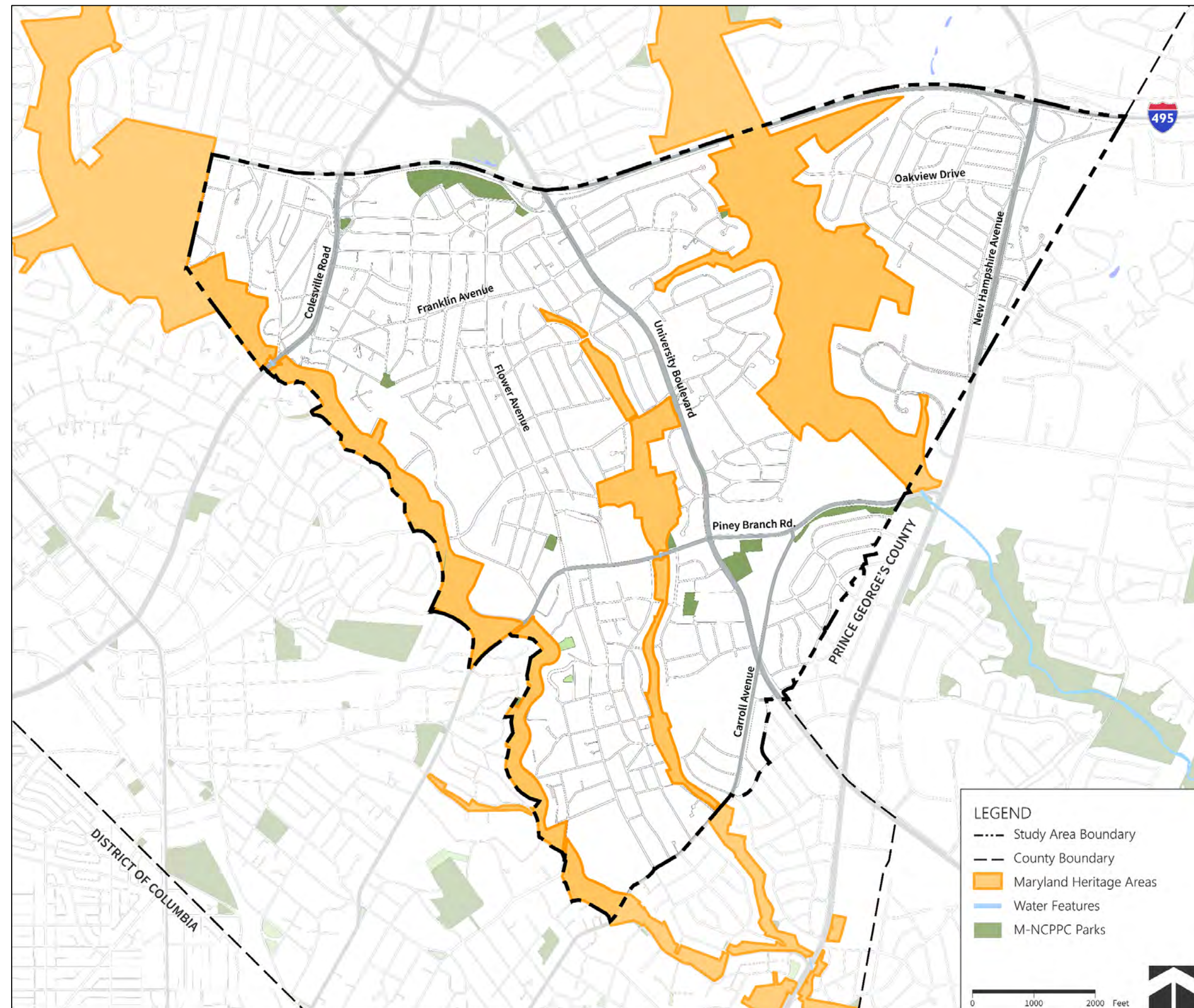
Sligo Creek Parkway, from Maryland Historical Trust Maryland Inventory of Historic Places Form, 2005



Sligo Creek Bridge, from Maryland Historical Trust Maryland Inventory of Historic Places Form, 2005

Maryland Heritage Areas

- There are three Heritage Areas within the Study Area: Sligo Creek, Long Branch Stream, and Northwest Branch Stream Valleys
- Heritage Areas have aspects of natural and cultural interest which contribute to Maryland's history.
- In 2018, the Maryland Heritage Authority included all M-NCPPC owned parkland due to its association with Heritage Montgomery's four context themes: "Rivers, Roads, and Rails," "Crossroads and Cultures," "the Agricultural Reserve," and "Heritage Gems."



Burial Inventory Site

- There is one known Burial Site in the Plan Boundary: Cecil Davis family cemetery (ID: 208)
 - Approximately 125 burials from 1730-1900
 - In 1933, a house was built on a portion of the cemetery lot, it is unknown if any burials were covered during construction
 - Currently the site is overgrown and there is no evidence of grave markers



Historic Themes

- Indigenous life along waterways
- Settler cultivation and rural industry
- Access to automobiles and the transition to suburbia
- Legacy of restrictive covenants and housing segregation
- Private and FHA-backed Post-Depression housing boom and mixed mid-20th century architectural styles
- Cultural communities: Christian and Jewish religious groups; diverse international community settled in the late 20th century, particularly Latino/a population; LGBTQ community in Study Area and nearby



Sligo Creek



Clopper Mill



Car circa 1925



Home circa 1972



Mount Jezreel Church formerly Temple Israel Synagogue



Whitman-Walker Clinic March circa 1986

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