



ATTACHMENT A:
EASTERN SILVER SPRING COMMUNITIES PLAN
PRELIMINARY RECOMMENDATIONS



February 27, 2026

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INTRODUCTION

BACKGROUND

The Eastern Silver Spring Communities Plan is an opportunity to establish a vision and recommendations for communities that will soon experience a significant change, due to the start of Purple Line light rail service in 2027 and plans for Bus Rapid Transit (BRT) service along main corridors. This plan builds on those investments by recommending ways to build more housing, offer safe ways for people to get around without a car, and create complete communities that offer residents and visitors choices in how they live, work, and spend time in the Plan Area. The Eastern Silver Spring Communities Plan will amend the 1996 *Four Corners Sector Plan*, 2000 *East Silver Spring Master Plan*, 2013 *Long Branch Sector Plan*, and 2014 *White Oak Science Gateway Master Plan*.

The preliminary recommendations outlined in this report were developed through an iterative process among planning staff, community members, property owners, and institutional and agency partners, as well as key community groups that play an important role as advocates for local needs and desires. Recommendations represent best planning practices, county policies, professional expertise, qualitative and quantitative data analyses, and what we learned throughout the process from community members about their needs and desires for the Plan Area.

This memorandum provides an overview of the Plan’s vision, goals, organizational framework and preliminary recommendations. Planning staff request that the Planning Board review these preliminary recommendations and provide guidance to inform the development of the Plan’s Working Draft, to be shared in Fall 2026.

PLANNING PROCESS TO DATE

Planning staff launched the Eastern Silver Spring Communities Plan in October 2023, beginning conversations with the community and the team’s Existing Conditions Analysis. This work, along with the Scope of Work, was presented to the Planning Board in May 2024. At that briefing, the Planning Board heard public testimony on the proposed boundary of the Plan and approved the Plan Area that is the geography for the preliminary recommendations shared in this staff report. After the approval of the Scope of Work, the planning team entered the Community Visioning phase, continuing conversations with community members on both Plan-wide and geographically specific topics. The team shared an update on this engagement in February 2025 and continued to gather community input at public meetings and community-wide events through September 2025.

EASTERN SILVER SPRING COMMUNITIES PLACEMAKING INITIATIVE

During the Scope of Work phase, the planning team determined that temporary placemaking strategies could be beneficial to determining future recommendations for this Plan Area. Connecting these communities to amenities and each other while celebrating the diverse cultural communities in

this area is a prime opportunity for placemaking. Guided by input received through community engagement, staff identified five spaces within the Plan Area that could benefit from temporary placemaking. These areas, referred to as cultural hubs, will create opportunities for social and physical connection in the five spaces, by providing seating, interpretive signage, plantings, opportunities to contribute to local history and offer feedback on plan recommendations, public art, and a space for residents to learn and engage with their community. These temporary design installations allow the planning team to test ideas for longer term recommendations and create opportunities for more community input. The five cultural hubs are currently in the design and construction phase, with installation planned for Spring 2026, and will remain in place for three to six months.

COMMUNITY ENGAGEMENT

Engaging with the communities that live, work and spend time in the Plan Area was vital to create an inclusive and equitable vision for the future of Eastern Silver Spring. The planning team partnered with Brick and Story, an engagement consultant, to develop and implement a strategy to effectively reach the diverse stakeholders in the area. The initial phase of “pre-scope” engagement, from October 2023 to April 2024, focused on a larger Study Area to help the planning team better understand the challenges and opportunities as they worked to determine the appropriate boundary for the Plan. After the Planning Board approved the Scope of Work in May 2024, the planning team moved into community visioning, which began with broad questions for the entire Plan Area (Part 1, September 2024–December 2025) and was followed by deeper engagement in specific geographic areas (Part 2, April–September 2025).

The planning team focused on meeting people where they are and employed a variety of methods to reach all of the diverse communities that call Eastern Silver Spring home. They participated in community events, did door knocking and “pop-ups” at multi-family properties, partnered with community organizations and stakeholder groups, posted online questionnaires and maps, attended community meetings, conducted interviews with business owners, and formed focus groups.

Over the last two years of community engagement, the planning team received direct feedback from over 1,200 community members, through over 600 online and in-person responses to questionnaires, 18 community pop-ups, 6 public meetings, and 21 interviews with business owners. Demographic data for the respondents who chose to provide it include the following:

- Housing status: 49% are renters, 48% are homeowners, and 2% live with family or friends
- Race and ethnicity: 41% identified as White, 41% identified as Latino/Latina/Hispanic, 10% identified as Black or African American, 3% identified as Asian, 3% identified as other, and 2% did not include race or ethnicity information
- Language spoken at home: 49% English, 42% Spanish, 3% Amharic, and 5% other

All materials for the Plan have been translated into Spanish, and interpretation into Spanish and additional languages was provided at public meetings.

Throughout our engagement, we heard several overarching comments:

- People appreciate the diversity of this community and having access to diverse retail and restaurant offerings.
- People love their local parks and trails, in particular Sligo Creek.
- People need *safe* ways to get around without a car. Transportation safety today is insufficient; many people feel unsafe when walking along or crossing large roads, being in parks, and being in public spaces, especially at night.
- People shared mixed opinions about the Purple Line opening. People are excited for the construction to be complete and for the opportunities that might come along with the new light rail, but also concerned about the changes it may cause, such as the area becoming more unaffordable for both residents and business owners.

More detailed information about the engagement process, who participated, and what community members shared with us is included in Attachments A and B.

CONTEXT

The Plan Area extends east from Sligo Creek Stream Valley to the border with Prince George’s County and is located inside the Capital Beltway and north of the City of Takoma Park. The Plan Area is just over 2,100 acres and includes sections of three Growth Corridors identified by *Thrive Montgomery 2050*: Colesville Road, University Boulevard, and New Hampshire Avenue; three Purple Line stations: Manchester Place, Long Branch, and Piney Branch Road; sections of three stream valley parks: Sligo Creek, Long Branch, and Northwest Branch; several residential neighborhoods, including single-family and multi-family homes; commercial properties in Long Branch; institutional properties, such as schools and places of worship; and community facilities, including the Long Branch Library and the Long Branch Community Recreation Center.

This Plan will update most areas within the limits of the 2013 *Long Branch Sector Plan*, which focused on the areas around the Long Branch and Piney Branch Road Purple Line stations, in anticipation of the Purple Line. The portion of the 2013 *Long Branch Sector Plan* that is within the City of Takoma Park is not included within the Eastern Silver Spring Communities Plan Area. The Eastern Silver Spring Communities Plan’s preliminary recommendations build on the vision and ideas established in the 2013 *Long Branch Sector Plan* by incorporating policies the county has adopted over the last decade to expand ways to achieve the vision for the commercial and cultural heart of this larger Plan Area.

DEMOGRAPHIC CONTEXT

The Plan Area includes 36,766 residents and is the most densely populated part of Montgomery County, with over 10,000 people per square mile. The Plan Area is both racially and ethnically diverse, with 79% of residents identifying as people of color. Of the residents, 39% identify as Hispanic, followed by 27% who identify as Black, 21% White, 10% Asian, and 4% other. Sixty percent of residents speak a language other than English at home, and of those who speak another language at home, 30% report speaking English less than “very well.” The Plan also includes a large immigrant population with nearly half (47%) of residents identifying as foreign-born, most coming from Latin America (26%), followed by Ethiopia (7%). The Plan Area’s average household income of \$115,475 is significantly lower than the county’s average of \$172,866. The Plan Area includes several census tracts identified by the Community Equity Index (CEI) as highly and moderately disproportionately disadvantaged, driven by lack of English proficiency, poverty, and the proportion of households who rent rather than owning their homes.

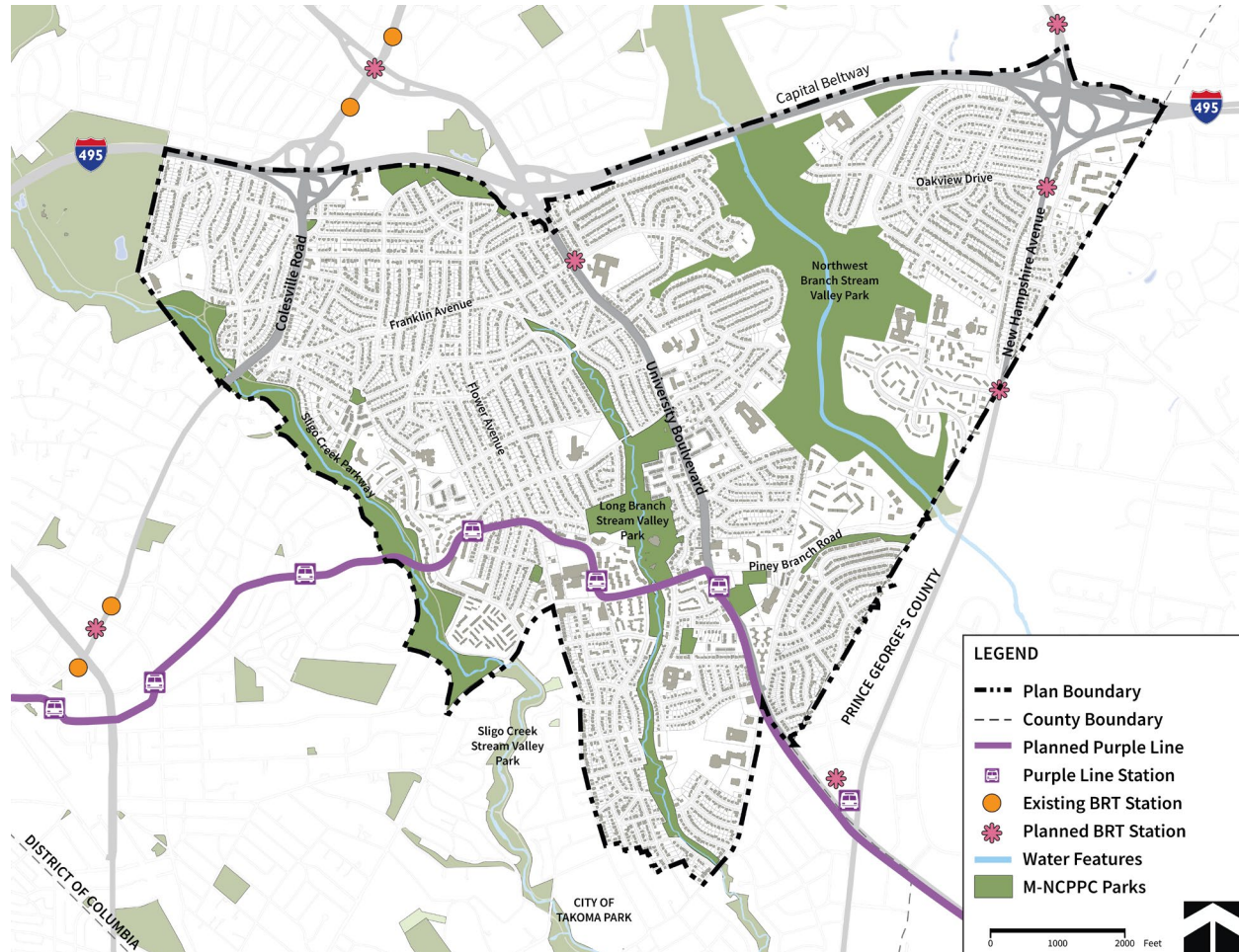


Figure 1. Eastern Silver Spring Communities Plan Boundary

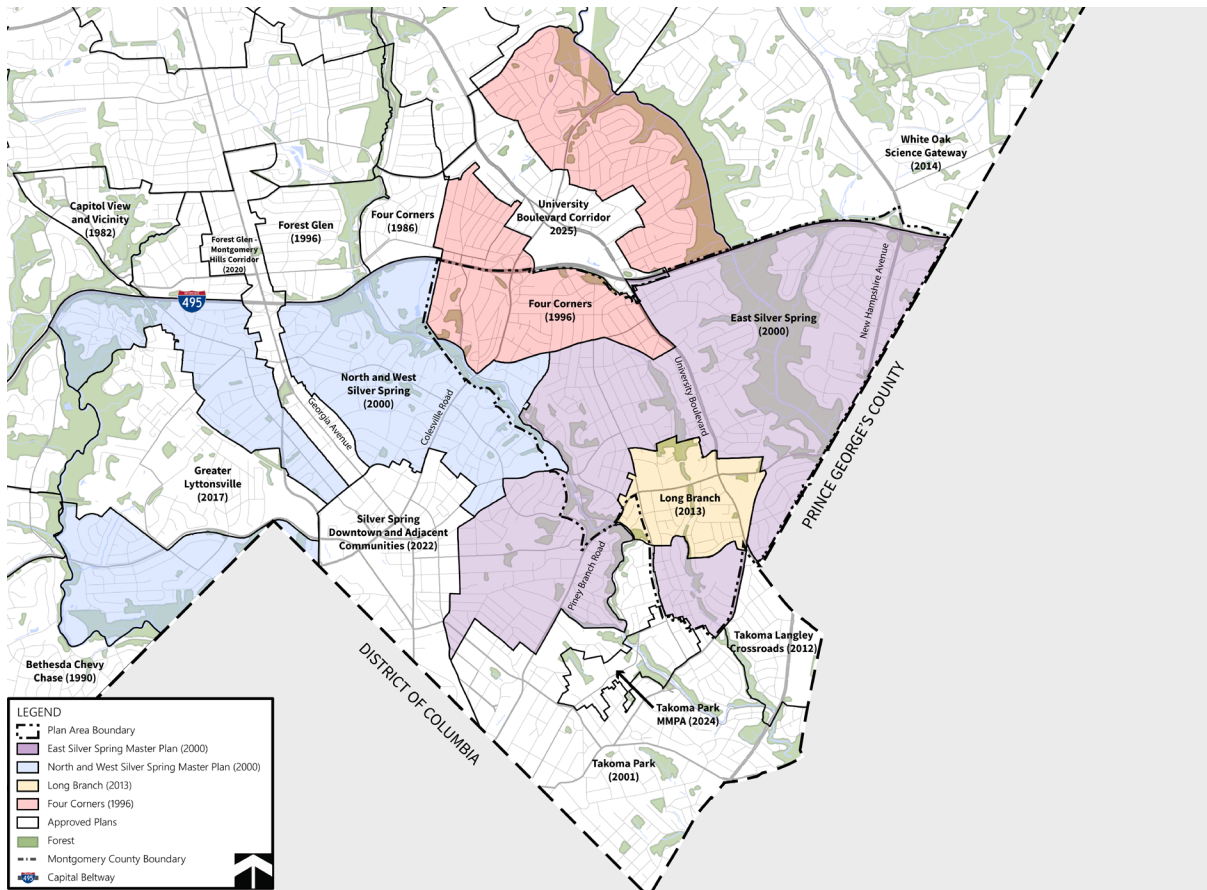


Figure 2. Adopted Plans

GUIDING PLANS AND POLICIES

In addition to county and state-wide transportation initiatives like the Purple Line and BRT, several plans and policies from both the county and state have guided the development of the Eastern Silver Spring Communities Plan preliminary recommendations, including the following:

- [Thrive Montgomery 2050 \(2022\)](#)—Montgomery County’s General Plan establishes a framework to guide the county’s future land use policies, including master plans. The Eastern Silver Spring Communities Plan will rely on Thrive for guidance and work to further its goals within the Plan Area.
- [The Racial and Social Justice Act](#)—In 2019, the Montgomery County Council passed the Racial Equity and Social Justice Act (27-19), which requires the Planning Board to consider racial equity and social justice impacts when preparing a Master or Sector Plan. The Planning Team will apply an equity lens to the recommendations considered as part of this planning effort as well as to the planning process itself, especially as the team conducts community engagement.

- [Community Equity Index \(CEI\)](#)—This tool was developed by the department’s research division to provide a composite measure of equity-related indicators for every census tract in the county. The index helps users understand socio-economic conditions that drive advantage and disadvantage across the county.
- [Climate Action Plan \(2021\)](#)—This plan outlines strategies to reduce greenhouse gas emissions 80% by 2027 and 100% by 2035. Planning staff have incorporated guidance from the Climate Action Plan and developed recommendations to assist the county in achieving these goals for the Plan Area.
- [Vision Zero](#)—In 2016, the county adopted a resolution mandating the Vision Zero approach to all transportation planning efforts and policies, with the aim of eliminating all traffic fatalities and severe roadway injuries in the county by 2030. With sections of three of the county’s 20 high-injury network corridors within the Plan Area, Vision Zero is an essential lens for considering recommendations for the Plan.
- [Countywide Transit Corridors Functional Master Plan \(2013\)](#)—University Boulevard (MD 193), New Hampshire Avenue (MD 650), and Colesville Road (US 29) are recommended BRT Corridors in the 2013 *Countywide Transit Corridors Functional Master Plan*. The Montgomery County Department of Transportation (MCDOT) implemented the first BRT service in the county on Colesville Road (US 29); MCDOT is currently developing designs to implement a median-running dedicated bus lane. MCDOT is currently studying alternatives for BRT on New Hampshire Avenue. University Boulevard has been identified for BRT service in the future, and dedicated bus lanes were installed on University Boulevard between Dennis Avenue and Amherst Avenue in 2024. This Plan is an opportunity to reimagine these corridors and provide recommendations to guide the implementation of BRT as well as other important aspects of their reimagination.
- [Complete Streets Design Guide, version 1.2 \(2024\)](#)—Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of the transportation system, including pedestrians, bicyclists, transit riders, and motorists. This document offers design guidance for all of the various roadway types in the county. This tool was vital in informing the preliminary recommendations for the roadway network in the Plan Area.
- [Master Plan of Highways and Transitways, as amended](#)—This is an active and evolving functional master plan that is amended with the completion of functional plans, area master and sector plans, and corridor master plans.
- [Bicycle Master Plan \(2018\)](#)—The *Bicycle Master Plan* establishes recommendations for a network of low-stress bikeways throughout the entire county. Although it provides street-level bicycle recommendations, this Plan is an opportunity to re-examine those recommendations

at a more detailed scale and consider any additional recommendations that will further connect the bicycle network throughout the Plan Area.

- [Pedestrian Master Plan \(2023\)](#)—This recently adopted plan is Montgomery Planning’s first comprehensive vision to create safer, more comfortable experiences walking or rolling around the county. This Plan builds on these recommendations to ensure high-quality pedestrian connectivity to and from Purple Line and BRT stations, along and across the major corridors, and to important destinations beyond the Plan Area.
- [Parks, Recreation and Open Space Plan \(2022\)](#)—This most recent update to the Parks, Recreation and Open Space Plan guides the future development and management of the county’s park system. This update emphasizes the role of parks in supporting physical activity, social connectivity, and environmental stewardship. Parks are an important focus of this Plan, as portions of Sligo Creek, Long Branch, and Northwest Branch Stream Valley Parks and several neighborhood and local parks are located throughout the Plan Area.
- [Energized Public Spaces \(EPS\) Plan \(2018\)](#)—This countywide functional master plan defines a program to create more parks and public spaces to serve areas of the County that are most in need. The Plan provides a comprehensive approach to how and where we create parks and public spaces in the parts of the County where more people live and work. The EPS Design Guidelines is a companion document to the EPS Plan that provides overall direction for major features of parks and public spaces design, including the recommended size, type of experiences, and amenities that each park type should provide.
- [Placemaking Strategic Plan \(2024\)](#)—This Plan provides strategies for how placemaking efforts can envision larger goals of *Thrive Montgomery 2050* and Sector Plans. Placemaking is the act of improving a common space to better serve the needs of the people who use it. Placemaking efforts can offer immediate, yet sometimes temporary, solutions that foster relationships within communities and build excitement as people consider longer term goals. These improvements can range from simple things such as chalk art on a sidewalk to larger changes like turning a parking lot into a community gathering place. Placemaking efforts require significant collaboration between residents, businesses, community groups, county agencies, and the Planning Department.
- [Maryland’s Sustainable Growth Policy and Planning Principles](#) - On April 8, 2025, Maryland Governor Wes Moore signed new legislation into law to adopt eight principles of Sustainable Growth. These principles focus on policies that address economic, social and environmental factors for both current and future generations. These eight principles address many of the elements that are included in these preliminary recommendations, such as land, transportation, housing, economy, equity, resilience, place and ecology.

APPROACH TO RACIAL EQUITY AND SOCIAL JUSTICE

All residents deserve high-quality housing, education, jobs, transportation, and recreational opportunities. Today, the Plan Area is diverse, is home to many immigrants, and includes several census tracts that have been identified by the CEI as highly and moderately disproportionately disadvantaged. In order to develop recommendations that addressed the unique needs of communities within the Plan Area, the planning team needed to involve the communities in the process from the very beginning (see Community Engagement). What we heard through our engagement efforts directed the way we developed our preliminary recommendations.

The Plan's recommendations encourage investment from both the private and public sectors to create more opportunities in the Plan Area, while providing recommendations that prioritize the community's needs, to ensure that residents today benefit from recent investment and future development. These recommendations range from creating spaces to gather and safer sidewalks to incentivizing new developments to retain locally owned businesses and striving for no net loss of affordable housing.

Equity is a key outcome for this Plan's preliminary recommendations and is woven through each section's vision statements, goals, and recommendations.

PLAN VISION AND FRAMEWORK

PLAN VISION

The Eastern Silver Spring Communities Plan envisions better connected, thriving, welcoming, resilient communities that offer residents choices in how they live, work, shop, play, and travel.

PLAN GOALS

The Plan seeks to enhance and strengthen the diverse communities within the Plan Area and better connect them by:

- **Strengthening Long Branch as a vibrant mixed-use center** that celebrates the community's diversity, preserves affordability, uplifts small businesses, and offers better access to transit, with two Purple Line stations
- **Ensuring that current and future residents alike benefit from the investment and opportunities offered by the Purple Line and Bus Rapid Transit**
- **Creating safer ways to get around and more options**, especially for those walking, biking, rolling and taking transit
- **Creating opportunities for more and different types of housing near transit.**
- **Preserving and expanding the amount of safe, subsidized, and affordable housing.**

- **Ensuring a high quality of life for all residents**, through great parks, community facilities, and safe places to gather.
- **Increasing our capacity to address climate resiliency, adaptation, and greenhouse gas emissions.**

PLAN FRAMEWORK AND APPROACH

CONCEPT FRAMEWORK

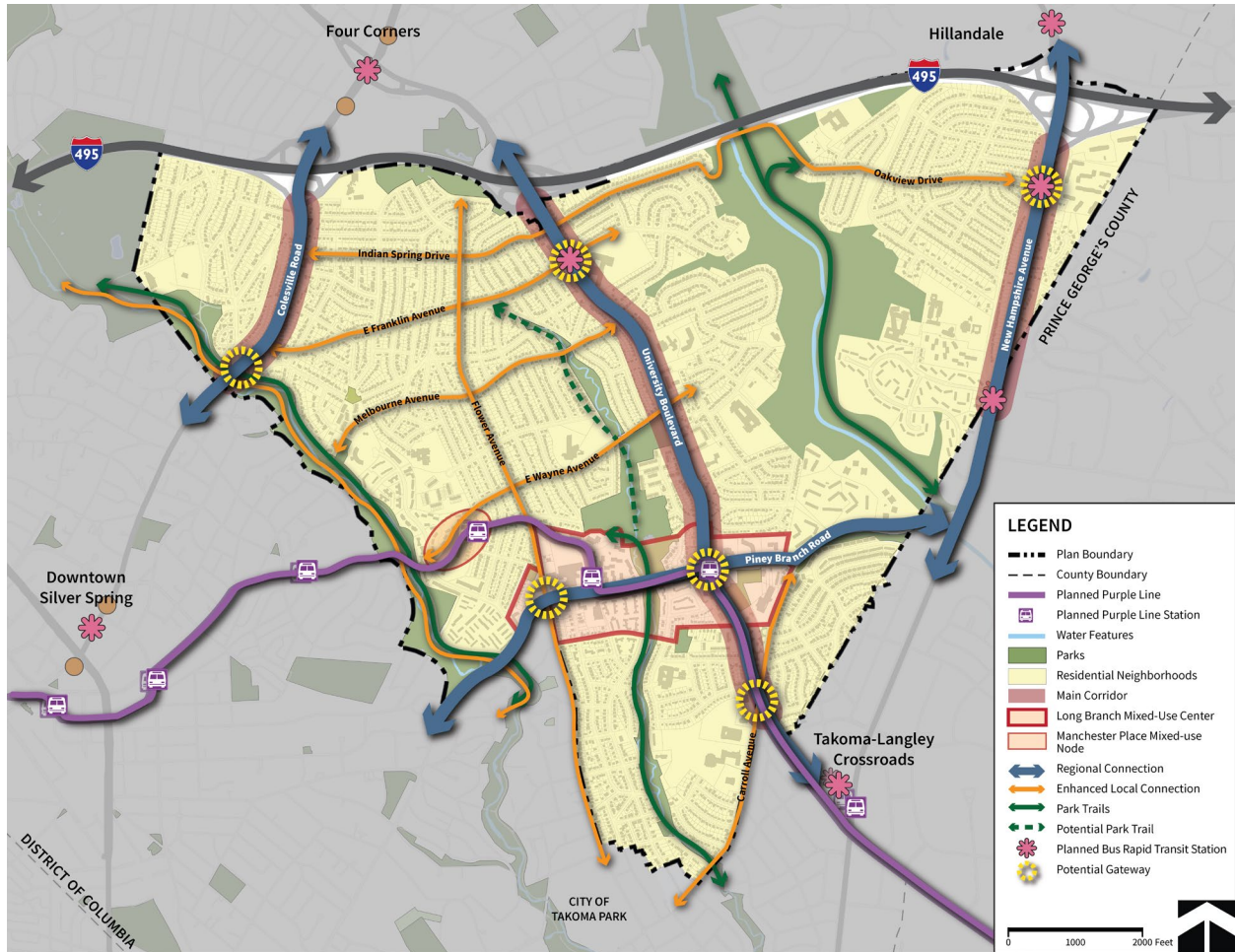


Figure 3. Concept Framework Diagram

Key Plan Elements

The Plan Area’s **main corridors**, Colesville Road, University Boulevard, and New Hampshire Avenue, are reimagined as *places* that connect neighborhoods, with safe, comfortable routes for those walking, biking, rolling, and taking transit along and across these roadways. These corridors offer a diverse array of housing options, as well as neighborhood retail and community-serving uses at existing commercial properties, key institutional properties, and future Purple Line and BRT stations.

These main corridors also act as **regional connections**, along with Piney Branch Road, providing vital transportation connections to local and regional destinations within and beyond the Plan Area.

Local connections are routes along roads, trails, and bridges that better connect residents and visitors to nearby amenities, community facilities, schools, and stream valley parks, with improved comfort and safety for pedestrians. While some of these local connections already offer infrastructure for pedestrians and bicyclists, others are enhanced by the Plan's recommendations for new sidewalks, bicycle infrastructure, and/or vegetated buffers.

Parks are publicly owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), also known as Montgomery Parks. These include three stream valley parks, Sligo Creek, Long Branch, and Northwest Branch, as well as several local and neighborhood parks throughout the Plan Area.

Park trails are existing and proposed trails in the three stream valley parks in the Plan Area. In addition to offering recreational opportunities, as well as pedestrian and bicycle connections to parks within the stream valleys, these trails also act as important north-south connections in the Plan Area, offering shaded, comfortable ways to get around.

Long Branch's mixed-use center is envisioned as a welcoming, safe, pedestrian friendly, mixed-use destination with a diverse array of shops, restaurants, parks, community facilities, and entertainment that connects the new Long Branch and Piney Branch Road Purple Line stations and existing commercial centers along Piney Branch Road.

Manchester Place's mixed-use node is imagined as an opportunity for a mix of land uses around the new Purple Line station, along with improved public spaces that better connect existing residents to the station.

Residential neighborhoods are primarily residential with a variety of housing types throughout the Plan Area, including single-family homes, duplexes, townhomes, and multi-family communities. In addition, schools, community pools, places of worship, and well-used parks play important roles as community anchors, offering places for people to gather and connect.

Planned bus rapid transit stations are envisioned as neighborhood centers with opportunities for more types of housing and mixed-use development at key institutional properties.

Purple Line stations are imagined as mixed-use destinations, offering new amenities, more housing, and vibrant public spaces. Connections to the new stations are prioritized as part of potential redevelopment opportunities, as well as maintaining the affordability of housing that exists today.

Gateways invite residents and visitors into unique places with celebrated community identity. Gateways offer landscaping, public art, unique architectural elements, comfortable places to walk, and gathering spaces.

DISTRICTS

The Eastern Silver Spring Communities Plan Area includes many diverse and unique communities, each with their own identity, values, and desires. To best capture the specific opportunities and challenges of these unique areas, the Plan Area is organized into five districts, as shown in Figure 4:

- Long Branch
- Manchester Place
- Colesville Road
- University Boulevard North
- New Hampshire Avenue

These districts are meant to serve as an organizational tool for the Plan and do not necessarily align with all neighborhood boundaries, in part due to the Plan's focus on transforming the auto-oriented corridors that typically serve as boundaries between neighborhoods.

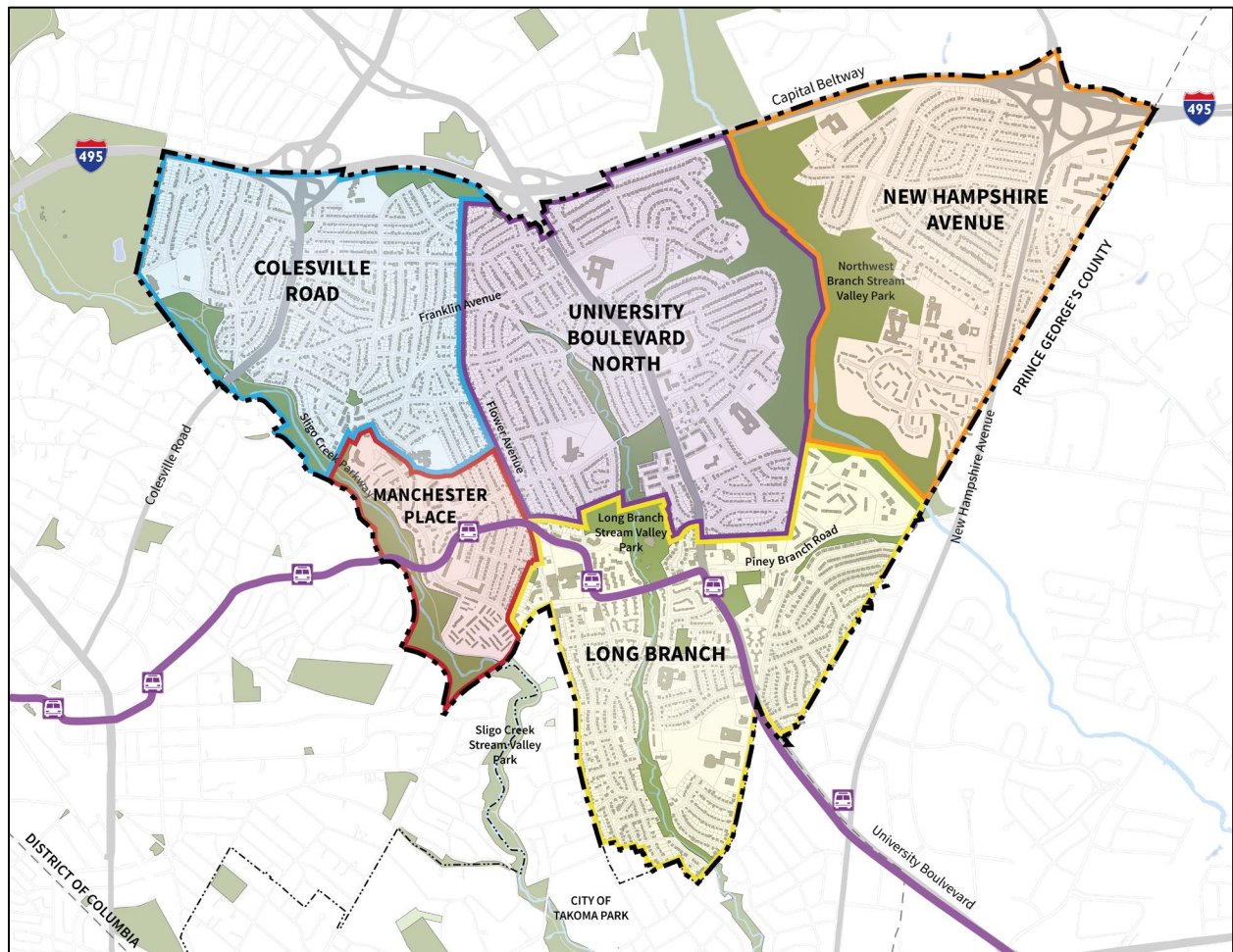


Figure 4. Districts in the Plan Area

PLAN ORGANIZATION

The preliminary recommendations in this document are discussed in two sections: Plan-wide Recommendations and District Recommendations.

The Plan-wide Recommendations address the entire Plan Area and include the following topics: parks and trails, economic development and small business, land use and zoning, housing, environment, transportation, community facilities, schools, historic resources, and urban design.

The District Recommendations include a context, vision, goals, and recommendations that are specific to that geographic area of the Plan. These sections include district and property-level recommendations related to land use and zoning, urban design, transportation, housing, environment, and parks.

PLAN-WIDE RECOMMENDATIONS

LAND USE AND ZONING

CONTEXT

Today, the Plan Area is predominantly residential, with many single-family and multi-family communities, along with several places of worship, public and private schools, and public facilities. Most commercial uses are focused in Long Branch along Piney Branch Road, around the intersections with Flower Avenue and University Boulevard. Although the 2013 *Long Branch Sector Plan* introduced mixed-use zoning to these commercial properties, almost no development has occurred since its adoption.

VISION

This Plan envisions creating more complete communities, where residents are able to safely access nearby shopping, transit, employment, community facilities, parks, and other amenities.

GOALS

- **Create opportunities for mixed-use development** around Purple Line stations and at key institutional properties.
- **Offer more diverse housing options** along the Plan's main corridors, Purple Line stations, and future BRT Stations.

RECOMMENDATIONS

While the land use and zoning recommendations are specific to each geographic district and located within those sections of the document, the plan-wide recommendations below summarize the Plan's approach to land use and zoning.

1. **Retain existing R-40, R-60, and R-90 zoning on single-family detached homes, townhomes, and duplexes** beyond one block of a main corridor and beyond ¼ mile of Purple Line stations.
2. **Rezone single-family detached homes within one block of a main corridor and within ¼ mile of Purple Line stations** from R-60 to Commercial Residential Neighborhood (CRN)-1.0 C-0 R-1.0, with an overlay zone, to create the opportunity for more diverse housing options near transit, including townhomes, duplexes, triplexes, and quadplexes.
 - In this application, the CRN zone will include no commercial value, to restrict commercial uses and maintain these areas as residential.
 - The CRN zone will allow building heights up to 50 feet for properties that abut main corridors and transition to 45 feet adjacent to the detached single-family neighborhoods.

- The CRN zone and corresponding overlay zone seek to create housing options for property owners beyond detached houses, introduce additional housing near existing and planned transit to leverage the substantial public investment, and apply building standards that maintain neighborhood compatibility and improve transportation safety.
3. **Rezone townhomes from RT-8.5 and RT-12.5 to Townhouse Medium Density (TMD) zone** to conform with the adopted zoning code. The current zones RT-8.5 and RT- 12.5 no longer exist in the zoning code that was updated in 2014. This rezoning gives the zones the same elements that exist today, but with the zone that currently exists in the zoning code.
 4. **Rezone small multi-family buildings (10 units or fewer) in close proximity to Purple Line stations** from R-10 to CRN-1.0 C-0.25 R-1.0 H-45 to create opportunities for small-scale mixed-use growth near high-capacity transit.
 5. **Retain existing R-10 zoning on remaining small multi-family buildings (10 units or fewer)** as it works to fulfill the goal of providing a diversity of housing types in the Plan Area.
 6. **Rezone large multi-family properties (more than 50 units)** from multi-family residential zones (R-10, R-20, R-30 and R-H) to mixed-use with the Commercial Residential Town (CRT) zone or Commercial Residential (CR) zone. These zones allow for the replacement of aging units with safer, upgraded, affordable units. This rezoning includes properties owned by affordable housing providers (MHP, Housing Opportunities Commission and Affordable Housing Developers, Inc.).
 7. **Retain the existing R-60 zone on schools, parks, and community pools** to maintain these community-serving uses.
 8. **Rezone most places of worship, community institutions, and senior housing** from R-60 to mixed-use CRN or CRT zone to allow for additional residential growth, while maintaining community-serving uses. Some locations that are away from main corridors or Purple Line stations retain the R-60 zone.
 9. **Retain existing CRT zoning on commercial properties in Long Branch** as established in the 2013 *Long Branch Sector Plan*.

URBAN DESIGN

CONTEXT

Most of the development in the Eastern Silver Spring Communities Plan Area was built between 1933 and 1963 and is designed for automobiles. The many unique residential neighborhoods are separated by large, auto-oriented roadways and stream valley parks that dissect the Plan Area from north to south. Commercial destinations in Long Branch are also auto oriented in design, featuring large surface parking lots that set buildings far back from the street. While the Purple Line light rail will

improve connections to destinations west and south of the Plan Area, it will also introduce an additional barrier for those walking, biking, and rolling through the Plan Area. Today, it is difficult for those without a car to travel east to west and safely access the important parks, retail destinations, and community facilities.

VISION

In 2050, the Eastern Silver Spring Communities Plan Area will invite residents and visitors to safely walk, bike, roll, and take transit with better east–west connections that provide comfortable, beautiful streetscapes. Enhanced connectivity will bring access to a lively public realm with a variety of entertainment and activity choices, well-designed buildings, and great public spaces.

GOALS

- **Improve connectivity and safety** for those walking, biking, rolling, and taking transit, through a network of well-designed streets, streetscape enhancements, smaller block sizes, alleys, and mid-block connections.
- **Ensure that neighborhoods continue to be diverse and vibrant** by increasing the amount and types of housing while elevating the quality of design.
- **Establish a high-quality public realm** through enhanced and activated public spaces, exceptional building and site design, a mix of uses, and protected natural resources.
- **Encourage infill development and redevelopment at key locations**, including institutional properties, underutilized properties, along main corridors, and near transit.

RECOMMENDATIONS

Main Corridors

1. Utilize increased zoning capacity and height around BRT stations to deliver new and infill development that expands housing diversity, improves pedestrian safety, includes shade tree canopy, and enhances access to neighborhood-serving retail and amenities.
2. Provide high-quality streetscapes along corridors that improve the area for walking, biking, and rolling with active building frontages that provide spatial definition, landscaped buffers, street trees, street lighting, expanded sidewalks, and frequent pedestrian crossings for enhanced safety.
3. Focus the tallest buildings along the main corridor and transition in height and scale to adjacent residential neighborhoods.
4. Create points of interest and respite every 500–600 feet along streets, such as shaded respite areas using cluster tree plantings and seating public space, signage, architectural elements, etc.
5. Consolidate parking facilities and locate primary access from neighborhood streets to limit curb cuts on the corridor.

Neighborhoods

6. Provide sidewalks on key streets that integrate into a broader pedestrian network extending throughout the Plan Area. Reserve sufficient space between the curb and sidewalk for a pedestrian buffer.
7. Design new housing units to maintain a house-like scale and appearance and include neighborhood house details such as, but not limited to, stairs, stoops, porches, awnings, balconies, decks, and sunrooms.
8. For single lots that are combined into a larger lot for redevelopment, articulate building façades to appear as several distinct portions. No individual façade increment should be longer than 50 feet before a clear shift in massing and the street-facing façade plane to retain compatibility with existing surrounding lots.
9. Ensure preservation and restoration of tree canopy and enhancing flood-management infrastructure along residential streets.

Streets

10. Establish a hierarchy of interconnected streets and trails that are accessible, inviting, green, and safe.
 - Explore opportunities to enhance the street grid by creating new streets within larger developments or extending streets to increase connectivity.
 - Ensure that all new streets explore the use of traffic-calming strategies.
11. Explore the use of unique streetscape elements, such as special paving materials.
12. Explore the creation of shared streets at key public places, such as neighborhood gateways and mixed-use areas that can serve as visual cues for arrival, while acting to slow down traffic and extend the pedestrian realm during special events.
13. Develop a network of cool streets that create cool, comfortable connections for those walking, biking, and rolling. See the Cool Streets section for more detail.
14. Create a network of alleys within larger developments to supplement streets and provide access to parking and services.
 - Locate primary building entrances away from alleys.
 - Incorporate landscaping within alleys to aid in screening and soften their utilitarian purpose.
 - Screen alleys from the public realm in an aesthetically pleasant manner when ends do not extend to connect with abutting streets.

Blocks

15. Create a finer network of streets that supports compact development, walkability, and increased connectivity.
16. Provide mid-block connections, such as paths, shared streets, mews, and paseos on blocks longer than 500 feet, reducing travel distances for people walking, biking, and rolling. Activate mid-block

connections with engaging building facades and uses, and use landscaping to ensure a continuation of quality public realm.

Publicly Accessible Open Space, Including Parks and Privately Owned Public Spaces

17. Establish a hierarchy of public spaces composed of Montgomery Parks and privately owned public spaces (POPS) that offer variety in use and size, are highly visible, are accessible, serve as additional third places for people to gather, and contribute to the larger pedestrian network.
18. Locate new public spaces to front onto at least one street or have clear access from a street, making them easily identifiable and accessible. Frame spaces with activating uses and building frontage so they are not hidden or designed in a manner that makes them appear as private or unwelcoming.
19. Incorporate trees, places to rest, and shading to reduce heat exposure. Utilize lighting fixtures that celebrate the beauty of the space through quality design and use of materials, while enhancing safety. Provide stormwater management facilities that are aesthetically pleasant while maintaining functionality.
20. Expand on placemaking strategies utilized in the Eastern Silver Spring Placemaking initiative at key locations to foster organic social interactions and enhance wayfinding, showcase public artists, commemorate local history, and elevate community identity at a variety of scales. Explore enhancements on public land and private development.
21. Design public spaces in coordination with other public realm improvements and investments in Montgomery Parks, in order to support surrounding amenities and activities and provide active recreation and multi-generational amenities.
22. Explore the addition of food forests, community gardens, and community gathering spaces in existing, underutilized public rights-of-way (ROWs) and other publicly owned land to provide shade and locally grown food, in partnership with community partners and neighborhood organizations.

Buildings

Building Placement

23. Locate new buildings close to the street to improve the quality of relationship between buildings and the public realm, while providing activation.
24. Utilize solar orientation of new buildings to enhance sustainability by leveraging access to natural light, providing passive heating, lighting, and solar energy collection.

Building Design

25. Orient primary building facades toward the street and public open spaces. Design facades to be active, engaging, and enhance the safety of the public realm.

- Provide primary building entrances, lighting, public-facing windows, balconies, stoops, porches, and activated frontages providing “eyes on the street.”
 - Provide awnings and other architectural shading devices, such as street canopies or umbrellas, that shade the building and public realm. Where feasible, include photovoltaics for electric supplement cooling capabilities.
26. Incorporate residential and mixed-use liner buildings on the street-fronting façade of large commercial buildings to break down the scale of the large building, provide a variety of activating uses along the street, and avoid expanses of blank wall along frontages.
 27. Incorporate residential and mixed-use liner buildings on the street-fronting façade of large commercial buildings to break down the scale of the large building, provide a variety of activating uses along the street, and avoid expanses of blank wall along frontages.
 28. Incorporate public art, outdoor seating, and biophilic elements along the building to engage pedestrians.
 29. Provide variation in building type, massing, setbacks, and scale across developments to foster an interesting and lively public realm.
 30. Design facades of townhouses or stacked flats strings as a unified composition. Avoid staggered offsets between each dwelling unit.
 31. Intentionally use fenestration, windows, materials, and colors to create a consistent language for buildings within a development. Use this language on all publicly visible facades, especially those at the corner of a block. Avoid using an excessive number of window types, colors, and material types. Designs should include neighborhood-building elements such as balconies, porches, stoops, and other architectural embellishments to provide visual interest and semi-private spaces looking on to streets and public spaces.
 32. Avoid front-loaded driveways or garages for residential units to create a pleasant walkable streetscape uninterrupted by curb cuts and crossing vehicles, and maximizing street parking availability.
 - When front-loading is necessary, garage doors should be recessed behind the main elevation. Utilize continuous mountable curbs and group entrances together to allow for larger tree planting boxes.

Infill Development

33. Encourage infill development on underutilized sites, such as vacant lots, religious institutions, and large areas of surface parking, to ensure a consistent quality pedestrian experience that is uninterrupted by blank walls and empty lots, especially when providing a missing service or use for the surrounding community.
34. Design and scale infill development to complement the architectural style of the primary structures and neighboring lots. Additions should contribute to a holistic design of the building.

Renovation and Adaptive Reuse

Adaptive reuse refers to the process of refurbishing a site for a new purpose while maintaining its architectural and/or cultural integrity. It retains the value of extant materials while taking advantage of the community's existing relationship with the site. In addition, it decreases embodied carbon emissions, landfill waste, and material consumption. Each adaptive reuse project is unique and requires analysis of the entire site and its proposed new use to understand how the existing structure can meet new needs and which changes are necessary.

The style, architecture, materials, historic context, and community's relationship with a site should be considered during the design process to ensure that the proposal makes the best use of the site and its existing features, and that any changes are harmonious with the style and character of the site. If a property is designated an historic site or located within a designated historic district, consult with the Historic Preservation Division, as additional regulatory requirements will apply.

Utilities and Services

35. Locate parking facilities internally on the site and away from public view. They may be screened by buildings or landscaping.
36. Provide safe, clearly marked, well-lit pedestrian routes through parking facilities.
37. Reduce surface parking by utilizing structured parking, tuck-under parking, and shared parking. Design and locate parking to minimize stormwater runoff, reduce heat island effects, and provide more land for housing and other community amenities.
38. Envision surface parking areas as potential sites for future development, so that drive aisles can be transformed into potential future streets with trees, landscaping, lighting, and pedestrian facilities.
39. Design surface parking with light-colored pervious materials to increase water infiltration and reduce heat island effects and provide tree canopy coverage and shade structures for shade.
40. Avoid using open spaces for access by fire and emergency vehicles. Instead, provide adequate fire and emergency access through a network of streets and alleyways.
41. Screen parking, utilities, and access so they do not diminish the quality of the public realm.
 - Structured parking should be lined with development or artistically screened. Consider strategies that include movement, public art, display, or another interactive element.
 - Off-street parking and alley entrances should be as narrow as possible.
 - Locate utilities internally on the site, on alleys, and away from public view. They should be grouped together and screened with landscaping, fences, or decorative walls or with artistic treatment.

HOUSING

CONTEXT

The Eastern Silver Spring Communities Plan Area includes a range of neighborhoods with diverse housing types—single-family homes, townhomes, and small- to mid-sized multi-family buildings—that already reflect many of the characteristics envisioned in *Thrive Montgomery 2050*. It is one of the most racially and economically diverse areas of the county, home to a large share of immigrant households and more renter households than owners. While housing costs are generally lower than countywide averages, many residents still struggle to pay for housing costs, and much of the existing rental stock is aging and in poor condition. Most properties in the Plan Area offer market-rate affordable rents, but this affordability often comes at the expense of housing quality. Although these units are less expensive than countywide averages, they remain unaffordable for the lowest-income renters, leaving many households with few viable options. In response, families and individuals are frequently sharing housing to manage rent, underscoring the severity of affordability challenges, even in one of the county’s more affordable areas.

Montgomery County has committed to ambitious housing goals to address regional shortages and affordability challenges. As part of the Metropolitan Washington Council of Governments’ regional housing targets, the county must add 31,000 housing units by 2030, with further goals for 2040 and 2050. Expanding the diversity of housing types in key locations is essential to meeting the needs of households at different income levels and life stages. A wider range of options, such as smaller multi-family buildings, duplexes, and other formats, can help create opportunities for existing residents to remain while welcoming new residents. However, housing diversity alone does not resolve displacement concerns; it must be paired with targeted strategies to protect vulnerable households and preserve affordability.

Areas with planned transit investments and existing infrastructure, such as Eastern Silver Spring, are well positioned to accommodate a share of this growth. In addition to transit-oriented locations, the Plan Area contains three major corridors that provide access to services and amenities, offering opportunities to expand housing options and support inclusive growth.

Future investments, including the planned BRT and Purple Line service, will significantly strengthen connectivity, positioning the area as an important location for future housing development. The Purple Line, Maryland’s most significant infrastructure investment in decades, is designed to connect communities that have historically lacked direct rail access. The new light rail will link neighborhoods with job centers, schools, and other essential destinations, improving access and mobility for many lower-income, immigrant communities along the corridor. For the Eastern Silver Spring communities, the Purple Line offers a chance to expand opportunity and investment, but it also raises the stakes, so it is important to ensure that long-term residents are not displaced by the very improvements meant to serve them.

VISION

The Plan envisions a stable, inclusive community where future growth near high-capacity transit expands the diversity of housing types; supports access to high-quality, affordable homes; protects existing residents; and strengthens the area's diverse housing fabric.

GOALS

- **Ensure that long-term residents, including low-income renters, can remain in their community** as conditions change with new infrastructure and investment.
- **Expand access to safe, healthy, and affordable housing** for people across a range of income levels, household sizes, and life stages.
- **Build on the area's diverse housing mix** to support inclusive, walkable neighborhoods with a variety of housing options near future transit.
- **Advance housing equity** by addressing gaps in affordability, housing quality, and residential stability.
- **Ensure that planning efforts affirmatively further fair housing** by addressing barriers to housing access and promoting inclusive communities.

RECOMMENDATIONS

No Net Loss/Deeply Affordable Housing

1. Strive to preserve affordability levels of market-rate affordable housing units in the event of redevelopment and no net loss of affordable housing within the Plan Area.
2. Require a minimum of 15% Moderately Priced Dwelling Units (MPDUs) in any new residential development to ensure affordability and support the county's housing goals.
3. Coordinate with the Montgomery County Department of Housing and Community Affairs (DHCA), Housing Opportunities Commission (HOC), and nonprofit and for-profit developers to prioritize deeply affordable units (below 50% of Area Median Income, AMI) in new development and redevelopment.
4. Increase the number of income-restricted affordable housing units, especially for low-and-moderate-income households.
5. Through the regulatory review process, Montgomery County agencies and Montgomery Planning should work with property owners to make them aware of existing incentives, like a Payment In Lieu of Taxes (PILOT), to help make new affordable housing developments feasible and spur the production of more affordable housing.
6. In the event of redevelopment, priority should be given to existing eligible residents for the right to return. Property owners should work with the DHCA and tenants to minimize displacement and to ensure that eligible residents receive support and assistance to mitigate impacts of temporary relocation.

7. If a redevelopment project does not include deeply affordable units (i.e., units affordable to households earning at or below 50% AMI), encourage the project to contribute to the preservation of deeply affordable units within the Plan Area.
8. Support the development of permanent and temporary supportive housing for people experiencing homelessness in the Plan area.

Housing Quality and Preservation

9. Coordinate with DHCA to flag priority buildings for proactive outreach and potential acquisition or rehabilitation support.
10. Explore the use of tax incentives or rehabilitation assistance for property owners to maintain affordability in exchange for improved housing quality.
11. Partner with DHCA and other organizations to support code compliance and modernization of small 2–10-unit buildings contingent on maintaining current rent levels.
12. County agencies responsible for code enforcement and property maintenance of residential properties should continue to ensure consistent enforcement of residential property maintenance standards, building codes, fire codes, and parking standards to improve resident safety, health, and comfort.
13. Support the use of County incentives to make preservation of market-rate affordable housing financially viable for owners willing to maintain affordability through programs such as:
 - Low-interest financing
 - Low or zero interest predevelopment loans
 - Access to Housing Initiative Fund (HIF) dollars
 - Payment in lieu of taxes (PILOT) agreements
 - Rehabilitation program funding

Diversity of Housing Types

14. Encourage a mix of building types and unit sizes to accommodate households with children, multi-generational families, and seniors.
15. Incentivize the creation of two- and three-bedroom MPDUs in all eligible residential developments.
16. New housing developments in the Plan Area should strive to increase the quality and quantity of housing units that are accessible to people with disabilities and older adults.
17. Encourage a variety of housing types along key corridors and near transit to increase overall housing supply and provide options for households with diverse needs.

Public Development

18. When public properties are redeveloped with a residential component, provide a minimum of 30% MPDUs, with 15% affordable to households earning at the standard MPDU level of 65–70% or less of AMI and 15% affordable to households earning at or below 50% of AMI. These percentages

establish the minimum expectation; however, given the significant housing need in this Plan Area, the County should encourage the Department of General Services and DHCA to negotiate for additional units beyond these minimums, specifically at deep affordability levels.

19. Identify publicly owned or underutilized properties for potential housing co-located with public facilities or services. Refer to District recommendations for site-specific opportunities.
20. For properties designated “Troubled” by the County code enforcement team, the County should prioritize exercising its right of first refusal to purchase the property or assign development rights to a nonprofit, mission-driven developer if the property becomes available for sale. District-specific recommendations highlight priority properties for consideration.

Affordable Housing Providers and Faith-based Organizations

21. Work with faith-based organizations and other community-serving institutions to explore adaptive reuse or co-location of housing on underutilized portions of their properties.

TRANSPORTATION

CONTEXT

Soon to be served by three Purple Line stations and planned BRT stations along three corridors, Eastern Silver Spring will evolve into a community with strong transit access, where nearly all 37,000 residents will live within half a mile of a Purple Line or BRT station. Currently, the Plan Area benefits from a comprehensive bus network with Montgomery County’s Ride On and the Washington Metropolitan Area Transit Authority’s (WMATA) Metrobus routes, and close proximity to two regional transit hubs: Paul S. Sarbanes (Silver Spring) Transit Center and Takoma-Langley Crossroads Transit Center. The Plan Area includes several local and regional roads, trails, and pedestrian routes offering north-south connections (Colesville Road, University Boulevard, and New Hampshire Avenue), while Piney Branch Road serves as the primary east-west connection through the Plan Area.

While currently planned transportation infrastructure will transform the area, significant challenges remain for non-motorists due to limited and/or nonexistent active transportation facilities. The historic priority on vehicle throughput has created unsafe conditions for walking, biking, and rolling, often forcing residents to make unsafe trips within the community. This Plan identifies these facility gaps and provides plan-wide and district-level recommendations to enhance safety, strengthen connectivity, and create an interconnected multi-modal network where all modes of transportation function together seamlessly.

VISION

This Plan envisions a safe, efficient, and reliable transportation network that prioritizes multi-modal connections, provides residents with travel options, and expands access to local and regional destinations.

GOALS

- **Prioritize safety for all people**, with a focus on reducing crashes and eliminating severe injuries and fatalities, consistent with the county's commitment to Vision Zero.
- **Develop a well-connected, multi-modal transportation network** that improves accessibility and mobility, while promoting walking, biking, and transit as viable travel options.
- **Improve pedestrian and bicycle comfort** to transit, schools, libraries, parks, nearby neighborhoods, and other essential destinations.
- **Transform main corridors into multi-modal streets** and enhance local neighborhood streets into vibrant, people-centered places that build a sense of community.

RECOMMENDATIONS

Streets

1. Enhance speed management along Colesville Road, University Boulevard, and New Hampshire Avenue by identifying speed monitoring measures in both travel directions to enforce speed limits and promote safe driving. Furthermore, include Piney Branch Road as a corridor where speed management strategies can be advanced.
2. Signalize, restrict, or close median breaks along the main corridors, consistent with Chapter 50 of the County Code maximum spacing for protected crossings.
3. Facilitate regular maintenance (by agency or property owner) to ensure that hedges, trees, or other vegetation does not obstruct sight lines for road users (motorists, pedestrians, and bicyclists).
4. Improve and maintain adequate and consistent lighting to enhance safety and visibility for road users, with an emphasis on intersections, crosswalks, bus stops, and interchanges, consistent with the County's Streetlighting Design Requirements.
5. Classify East Indian Spring Drive (Colesville Road to University Boulevard) as a Neighborhood Connector in the *Master Plan of Highways and Transitways* to enhance east-west connectivity.
6. Construct a bicycle and pedestrian connection over the Northwest Branch Trail that is attached to the I-495/Capital Beltway bridge to connect the Franklin Knolls and Oakview neighborhoods, enhancing east-west connectivity. Any future renovation and/or replacement of the I-495/Capital Beltway bridge over Northwest Branch Stream Valley Park should provide bicycle and pedestrian access and connectivity as part of the new bridge.
7. With redevelopment or with the implementation of BRT and the Purple Line, consolidate and relocate driveways to side streets along Boulevards and Town Center Boulevards to improve transportation safety.
8. Modify existing signalized intersections to improve safety by implementing the following treatments as appropriate: curb extensions, reduced corner radii, no right-turn-on-red signage, accessible pedestrian signals, leading pedestrian intervals, high-visibility ladder crosswalks on

each intersection leg with ADA-compliant curb ramps, pedestrian-scale lighting, and pedestrian refuge islands.

- a. Implement protected intersections at all intersections with existing or planned separated bike lanes, sidepaths, buffered bike lanes, or conventional bike lanes, consistent with the 2018 *Bicycle Master Plan* and the *Complete Streets Design Guide*.

Pedestrian Network

9. Upgrade intersections with high-visibility, ladder crosswalk markings for all pedestrian approaches, prioritizing intersections within a quarter mile of Purple Line stations or BRT stations, to increase driver yielding to pedestrians and to provide clear direction for individuals with low vision.
10. Prioritize sidewalk infrastructure improvements within a half mile of Purple Line stations, including constructing sidewalks where nonexistent; widening existing sidewalks with streets buffers, in accordance with the *Complete Streets Design Guide*; and shortening crossing distances to improve access to the stations.
11. Improve public stairs, where practicable, along pathways, parks, or other public spaces to ramps or gently sloped pavements that comply with ADA standards and are accessible to a diverse range of users.
12. Design and maintain crosswalks to meet ADA standards and ensure accessibility through curb ramps, tactile warnings, and level surfaces.
13. Install wayfinding signs to enhance navigation to key destinations, including transit stations with directional arrows and distances clearly indicated.
14. Facilitate the underground installation of utility lines wherever practicable to enhance the pedestrian environment and support the growth and maturity of the tree canopy.
15. Eliminate unsignalized crossings along corridors with six or more lanes and provide protected pedestrian crossings that are consistent with Chapter 50 of the County Code maximum spacing for protected crossings on all street types, including at existing and new intersections and at mid-block locations needed to meet maximum crossing spacing standards.

Bicycle Network and Micromobility

16. Add East Indian Spring Drive as a breezeway, connecting the planned breezeway on Caroline Avenue to New Hampshire Avenue via the proposed bicycle and pedestrian connection over the Northwest Branch Stream Valley Park that is attached to the I-495/Capital Beltway bridge (Figure 5).
17. Expand Capital Bikeshare locations in the Plan Area with locations at future Purple Line and BRT stops, as well as along the Sligo Creek Trail at Colesville Road and Sligo Creek Parkway.
18. Expand micromobility options, such as scooters and shared bikes, in the Plan Area and locate parking corrals near planned bicycle parking at Purple Line stations, ensuring that locations do not block sidewalks, crosswalks, or bike lanes.

19. Implement short term and long-term bicycle parking at Purple Line stations, consistent with the 2018 *Bicycle Master Plan*, as well as at destinations such as schools, parks, and public open spaces.



Figure 5. Proposed bicycle and pedestrian bridge over Northwest Branch Stream Valley Park

Transit

20. Align existing and future bus stops with protected crossings to improve safety for transit passengers who are boarding and alighting.
21. Upgrade existing and future bus shelters with real-time information displays that provide arrival times and service alerts to improve trip planning for passengers.

ECONOMIC DEVELOPMENT AND SMALL BUSINESSES

CONTEXT

The Eastern Silver Spring Communities Plan Area is a diverse community with several retail nodes around the intersections of Piney Branch (MD 320) and Flower Avenue and Piney Branch and University Boulevard (MD 193). The 2013 *Long Branch Sector Plan* noted that while the commercial corridor is vibrant with activity, its building stock showed signs of aging, underinvestment, and deferred maintenance. Although these areas were given increased height and density in the 2013 Plan in anticipation of the Purple Line opening, the redevelopment that was envisioned has not materialized, as construction delays have pushed the opening of the Purple Line to 2027.

VISION

Long Branch's revitalized mixed-use center will serve more needs for more residents, offer opportunities for entrepreneurs to start new businesses, and enable existing businesses to grow and reach new clientele.

GOALS

- **Encourage investment and revitalization** in Long Branch’s mixed-use center.
- **Encourage the retention of existing businesses and the creation of new, locally owned businesses** without establishing barriers to new commercial and housing development.
- **Increase capacity of the local community** to govern, shape, steward, and financially benefit from economic development.

RECOMMENDATIONS

1. Preserve and encourage local entrepreneurship through zoning density incentives.¹ Actions eligible for increased zoning include:
 - a. Retention of existing locally owned business in new development; lease must be comparable to pre-development terms.
 - b. Providing relocation assistance to existing locally-owned business, such as
 - Allocating funds for relocation expenses.
 - Providing a comparable alternative space with comparable leasing terms.
 - c. Leasing to a new locally owned business.
 - d. Providing “micro-retail” opportunities for local entrepreneurs. Micro-retail opportunities offering accessible rents can be shared facilities (e.g., market hall-style spaces) or smaller-than-average stand-alone retail spaces (e.g., 1,000 square feet or less).
 - e. Providing space for a cultural center, micro-business incubator, or other similar local economy-serving function.
2. Support and increase capacity of the Long Branch Business League (LBBL)² as a place-management organization for Long Branch.
3. Establish a Commercial Land Trust, that can invest in and manage key commercial real estate to enable community ownership of commercial assets and to keep rents affordable to start-ups and small businesses.
4. Create a legacy or international business marketing program highlighting unique offerings of the retail centers.
5. Intensify and target code enforcement of commercial property to encourage maintenance and improvements.

¹ These actions could be incentivized through Montgomery Planning’s existing Incentive Density Policy, a new overlay zone, or both. We will continue to explore the best incentive mechanism or combinations of mechanisms to achieve these and other goals throughout the Plan.

² This is a volunteer consortium of business owners in the area that works to improve conditions, organize events, and advocate for businesses in the Long Branch corridor. The LBBL has expressed interest in increasing its capacity and is interested in funding and technical assistance opportunities.

ENVIRONMENT

CONTEXT

Montgomery County's most direct and egregious climate hazards are extreme and escalating temperatures, increased precipitation, flooding, and storms. The effects occur locally with additional environmental stressors, such as poor air quality, untreated stormwater runoff contributing to poor water quality, habitat and tree loss, and invasive plant and insect species. All have direct community consequences to climate resiliency, health, safety, plant and animal populations, the economy, and more. While this Plan cannot address all climate and human impacts, the following recommendations aim to address those that directly intersect with urban planning to strengthen climate adaptation, resiliency, and the capacity to thrive in the face of these threats.

VISION

The Plan envisions a greener, more environmentally resilient community with improved human well-being, increased environmental benefits, and equitable distribution of natural resources for human and other life.

GOALS

- **Improve quality of life and eliminate disproportionate environmental burdens and disparities.**
- **Improve the ecological health** and performance of existing habitats and the overall landscape.
- **Enhance the public and private realm** by integrating nature-based design solutions throughout the landscape to improve climate resiliency, air and water quality, and equitable distribution of natural resources.
- **Mitigate the decline of habitat, biodiversity, and species**, increase ecological services such as carbon sequestration and heat mitigation, reduce fossil fuel demands, and enhance nutrient cycling.
- **Encourage development that utilizes sustainable development** practices to minimize impervious surfaces and maximize green infrastructure.

RECOMMENDATIONS

Protect and Restore Natural Resources

1. Prioritize preservation and restoration of forests that are contiguous to existing forests, especially those protected by conservation parks, easements, agreements, or deeds.

2. On sites with streams, headwaters, or other aquatic resources, provide environmental protections and enhancements such as stream restoration, wetland mitigation/restoration, and forest and habitat improvements where needed.
3. Upon redevelopment, remove invasive species in forested areas, and restore forests with native trees and shrubs to mitigate forest degradation and tree loss and improve the biologic performance of the habitat.
4. Plant native trees and shrubs or cultivated natives that support climate resiliency and ecological wildlife values such as food, nectar, shelter, and brooding areas.
5. On sites with required plantings, include recommendations for soil restoration or enhancements such as Soil Profile Rebuilding to address soil compaction or grading from construction, development, or land use.

Nature-Based Design Solutions

6. Include nature-based design solutions throughout the landscape and buildings. These approaches restore landscapes while simultaneously providing human and ecological well-being and biodiversity. They include but are not limited to the following: planting of native trees and vegetation, bioretention facilities, gardens, vegetated open spaces, permeable pavements, and green roofs.
7. Where there are open, unshaded surfaces, including parking lots, bus stops, and gathering areas, provide a minimum of 50% tree shade or covered structures as a cooling refuge. If it can be demonstrated that 50% tree canopy cover cannot be achieved, the remaining coverage requirement can be met through the installation of solar canopies.
8. When soil conditions are suitable, use permeable pavements on courtyards, sidewalks, parking spaces and lots, and other appropriate areas where there is no high traffic or high-speed travel.
9. When practicable, use light-colored, high-albedo surfaces and strive for a Solar Reflectance Index of 0.35 or lower on sidewalks, parking lots, and gathering areas.
10. New construction projects must provide a minimum of 35% green cover, excluding any existing forested areas already on the property, to reduce thermal temperatures and provide ecological benefits. On private property, provide a minimum of 35% green cover on impervious surfaces, which may include the following either singly or in combination:³
 - Intensive green roof (six inches or deeper) (no vegetative tray systems)
 - Tree canopy cover
 - Vegetative cover or landscaped areas deeper than six inches
 - Bioretention areas with green cover
11. Improve long-term tree canopy success with adequate soil volumes, structural soil systems, and protection of mature trees. All new street and landscape canopy tree plantings should have a

³ If green cover requirements cannot be met on the surface, and rooftop solar energy is proposed, green cover requirements can be reduced to accommodate rooftop solar energy generation.
New rooftop area not covered in green roof or used for renewable energy generation should be a cool roof.

minimum of 1,000 cubic feet of soil volume per tree. This shall not apply to forest mitigation and forest restoration areas.

12. Use the most up-to-date guidelines for implementing cool, shaded street elements into the streetscape plans during the site planning process, transportation design development, and street renovation and improvement projects.
13. Maximize stormwater management practices and minimize deviation from Chapter 19 of the County’s Stormwater Management Requirements.
14. Minimize grading where possible, when designing stormwater management systems.
15. Design stormwater facilities separate from street tree panels to avoid tree removal during routine stormwater facility maintenance. Long-term tree survival and wide canopy spreads are goals for all communities.
16. Integrate artful stormwater management into the overall site design, when possible. Artful stormwater management incorporates aesthetic and functional elements in the design of the facility to create an outdoor amenity as well as provide water treatment.
17. On sites with existing impervious cover over 80%, the development plan must minimize impervious areas to the extent practicable with a goal of no more than 79% impervious cover. If a reduction is not practicable, consider the use of alternative surfaces or environmental design strategies that provide site benefits such as porous surfaces, additional green cover, use of reflective surfaces, or other methods to reduce stormwater runoff or reduce heat island effect.

Table 1. Soil Volume Recommendations

Tree Size	Recommendation	Soil Volume	Best Planting Location
Large canopy tree (over 50' tall)	Best (preferred)	1,000–1,200 cubic feet of uncompacted soil	Streets with linear tree panels, with structured cells, or where large soil volumes can be provided.
Medium tree (35–50' tall)	Best (preferred)	800 cubic feet or greater of uncompacted soil	Streets where planting beds cannot achieve more than 800 cubic feet of soil.
Small tree (under 35' tall)	Best (preferred)	650 cubic feet or greater of uncompacted soil	Planting beds with less than 650 cubic feet of soil. Also appropriate for sites with power lines overhead.



Figure 6. Some examples of artful stormwater management systems

Sustainable Building Design

- 18. Encourage new development and improvements to existing development to exceed the County's minimum energy standards.
- 19. On properties with CR zones, consider Incentive Zoning points in the category of energy efficiency and building performance.
- 20. Use on-site alternative energy generation such as solar and geothermal, micro-grids, co-generation, energy hubs⁴, and/or future renewable resource energy technologies, when possible, to encourage dependency on centralized electricity and reduce reliance on distant power networks, nonrenewable resources, and susceptible power lines during outages.
- 21. Encourage additional electric vehicle-ready or additional electric vehicle charging stations above what is currently required on private property, where appropriate, to support the demand.
- 22. To the extent possible, optimize building and site orientation to maximize passive and active solar energy.
- 23. Provide bird-safe building, lighting, and landscape design by following the “Bird Collision Deterrence” standards of the United States Green Building Council, LEED (Leadership in Energy

⁴ Energy hubs aim to integrate various energy carriers (electricity, heat, gas, etc.) and technologies like [combined heat and power \(CHP\)](#), [electrolysers](#), [energy storage](#), and more. This integration allows for optimized energy flows, increased efficiency, and reduced reliance on a single energy source.

and Environmental Design), and/or other sustainable green building programs to minimize bird collisions.

Food Security

24. Support resiliency hubs where needed to provide community services and safe havens during grid outages or climate emergencies. These hubs can be located at public facilities and privately owned buildings.
25. Support commercial food kitchens, food processing, and rooftop farms as accessory commercial uses in the Plan Area.
26. Increase capacity for local food growth and independence through increased opportunities for community gardening and agricultural efforts.
27. Support the establishment of healthy corner stores, farmers markets, and other food access points.

Cooling and Air Quality Improvement Strategies

28. Provide a cooler, more comfortable pedestrian experience along streets through the planting of native canopy trees spaced no farther apart than 40 feet on center whenever possible.
29. Prioritize the protection of mature trees during street renovation and redevelopment by using the latest tree save techniques.
30. During street renovations and routine replacement, consider installing smart street elements such as solar lighting, solar metering, solar crosswalks, LED lighting, electric vehicle charging portals, and/or other emerging technologies, where practicable.

Cool Street Network

This Plan proposes a network of cool streets throughout the Plan Area to offer shaded, comfortable pedestrian paths and sidewalks, connecting the existing network of stream valley parks, neighborhood parks and trails, and other important destinations. Cool streets are proposed along streets and communities with inconsistent street tree canopy and where the heat island effect is particularly harmful. Along with providing shaded, cool streets for pedestrian comfort, these cool street connections seek to restore ecological connectivity and counteract the effects of habitat fragmentation. Wildlife will be able to move more safely and freely between larger natural areas like parks and forests. Simultaneously, this new cool street network will increase biodiversity, improve climate resiliency and air quality, and provide social, mental, and economic health benefits.

Cool streets are created through the planting of canopy trees within the public ROW. When mature, the wide tree canopies touch, creating a shaded streetscape. Implementation should be prioritized as shown on the categories below and the map that follows.

- **Priority 1 Cool Streets:** The Plan prioritizes cooling streets in areas that today have the fewest number of trees and therefore experience increased surface and air temperatures, making it difficult to walk along these streets during summer months and heatwaves. Increasing cool streets in these areas will help address environmental inequities.
- **Priority 2 Cool Streets:** While some of these areas have a few street trees, they were still identified as having elevated street temperatures. Plantings should focus on areas with the fewest trees.
- **Priority 3 Cool Streets:** While these areas already have some street trees, more are needed to create cool, comfortable conditions for pedestrians. Plantings should fill gaps between existing trees.

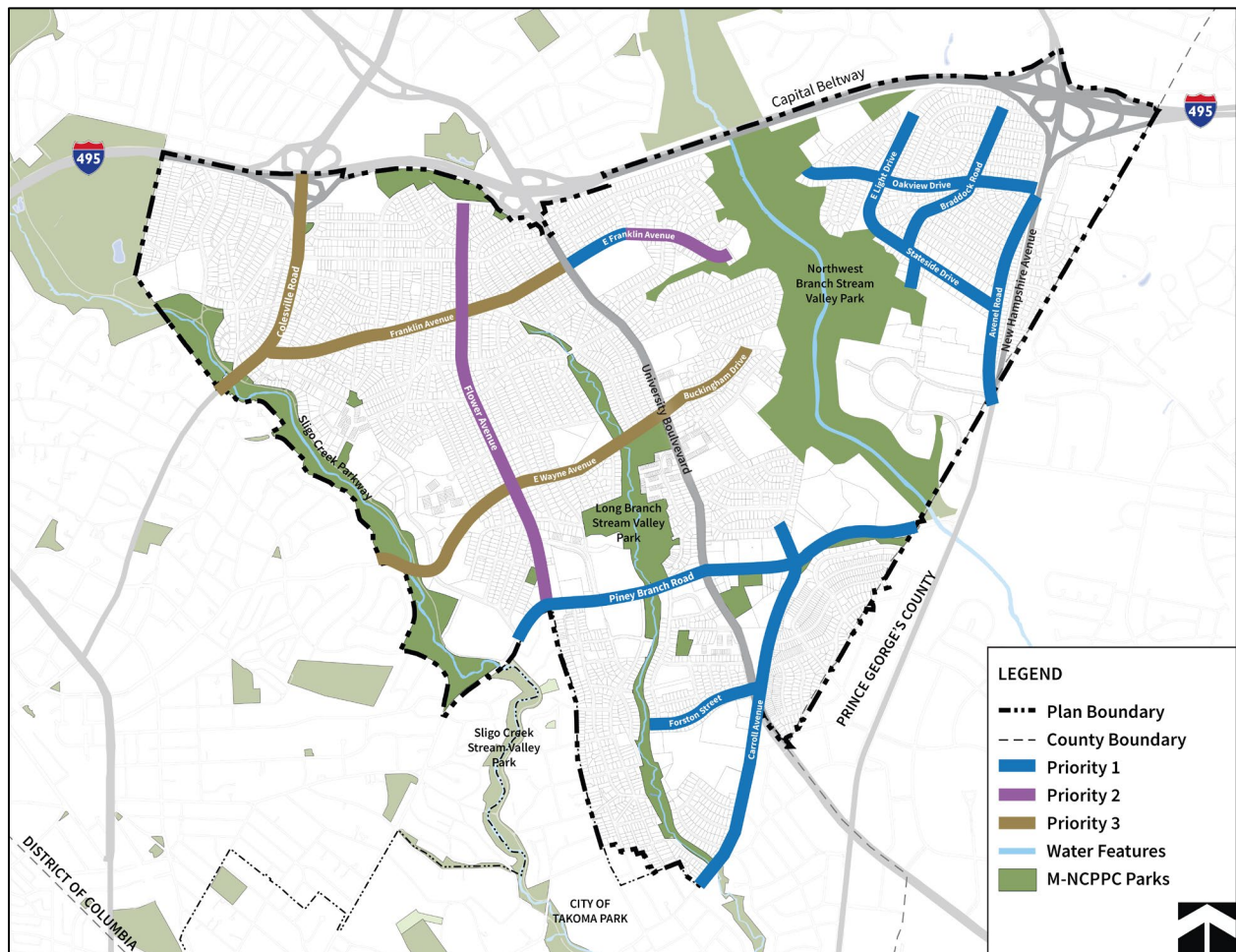


Figure 7. Proposed Cool Street network

PARKS AND TRAILS

CONTEXT

The Montgomery Parks⁵ system was originally established to provide parkland, with a focus on protecting natural resources in Montgomery County through stream valley parkland. Today, this park system balances conservation with the recreational needs of a growing urban population. The Plan Area contains three stream valley parks and their trail systems within the Sligo Creek and Northwest Branch watersheds, in addition to 17 adjacent and nearby local and neighborhood parks offering recreational amenities. Although the Plan Area is generally well served by existing parks, throughout the planning process, community members continually noted parks as the most desired community need. While residents currently use these parks primarily to experience nature, they also expressed wanting more spaces to gather and be physically active. The key challenge for parks in this Plan Area is ensuring that all residents have access to parks and offering more amenities, while minimizing the environmental impact of those improvements.

VISION

Foster community and environmental health by creating connected, accessible parks and trails, providing a wide range of recreational experiences, and celebrating and protecting the community's natural and cultural assets.

GOALS

- **Provide better parks and public spaces for all.** Create more opportunities for outdoor recreation, community gathering for all ages and abilities, and protection of our natural resources and wildlife habitats.
- **Create safer, more accessible public spaces.** Improve the visibility and access of existing and proposed network of parks, trails, and public areas, creating safe and welcoming places for the community to gather.
- **Connect residents with each other and nature and promote park stewardship.** Promote opportunities for residents to engage with and help conserve the natural and cultural resources and cherish park amenities while getting to know each other.

⁵ For the purposes of this report, **parks** specifically refer to M-NCPPC-owned properties, while the term **public space** is used more broadly to encompass both publicly owned and privately owned open spaces accessible to the public.

RECOMMENDATIONS

All Parks in the Plan Area

Plan-wide recommendations are applicable to all parks, public spaces, and trails within the Plan Area, including parks that are not shown individually. The Plan incorporates the recommendations of the 2024 *Long Branch Parks Initiative* for the 10 parks included in that project. Montgomery Parks has several related projects underway. For current project status, please check the Montgomery Parks website.

1. Provide new park and public spaces experiences that welcome all:
 - a. Repurpose existing parkland in areas where access to park amenities is limited. Enhance existing grassy open space areas by prioritizing new infrastructure, wayfinding, and park amenities that encourage social gathering and recreation.
 - b. Expand existing parkland where feasible and appropriate. Add parkland and most-needed park amenities, especially within Moderately and Highly Disproportionate and Disadvantaged (as defined by the Community Equity Index) areas, to meet identified active and social gathering recreational needs.
 - c. Formalize the management of paper ROWs that currently function as parkland by Montgomery Parks and exploring opportunities to incorporate paper ROW and underused paved stub roads adjacent to parkland as functional parkland managed by Montgomery Parks. Collaborate with MCDOT to formalize paper ROWs as official M-NCPPC parkland. This measure incorporates previously unrecognized land, which can increase park accessibility and enhance the management of park infrastructure and amenities.
 - d. Collaborate with other public space providers and community organizations. To better serve neighborhoods with limited access to parks and public spaces, encourage partnerships with other providers to offer complementary experiences and integrated programming. Use wayfinding signage to promote a cohesive network of parks, trails, and public spaces independent of land ownership. Encourage MCDOT to examine the current and potential uses of excess paper ROW areas and to formalize their use, in appropriate current and future locations, as public spaces.
 - e. Create new parks and public spaces in large redevelopment sites. Include new parks and open spaces at large redevelopment sites to promote community gathering and offer recreational amenities. Consider creative solutions for larger recreational amenities, such as placing athletic fields on top of garages/buildings to maximize redevelopment of the site with other uses, if appropriate.
2. Enhance park accessibility and integration with Purple Line. Evaluate, enhance, and integrate park connections to the proposed cool streets network (see Cool Streets section) and Purple Line stations through enhanced trailheads and park entries. To improve access points, collaborate with MCDOT to repurpose selected stub roads for new park entrances where appropriate.

3. Improve park connections, including trails and bridges. Coordinate with MCDOT and the Planning Department to study the feasibility of adding new park connections through street routes and pedestrian crossings and/or improving existing ones. See Transportation recommendations by District for detailed locations.
4. Improve wayfinding and signage. Improve park signage placement for better visibility and add new wayfinding signs to guide pedestrians to other areas within the park and to nearby park locations. Consider installing additional signage that highlights the area's cultural and natural resources.
5. Promote natural and cultural stewardship. Foster environmental and cultural stewardship through community and agency partnerships. Collaborative projects will promote community engagement and environmental education. Consider opportunities to foster community pride through public art that celebrates local culture and natural resources.
6. Improve park safety. Increase public visibility, community interaction, and accessibility. Enhance the design of public spaces, parks, and trails by applying Crime Prevention Through Environmental Design principles and implementing clear wayfinding signage and lighting where appropriate. Collaborate with other public agencies and organizations to improve accessibility, which encourages park use and fosters a sense of community, thereby increasing safety through shared trust and public presence.
7. Promote equity. Prioritize Parks project implementation in the Plan Area's most Disproportionate/Disadvantaged areas as defined by the CEI.
8. Protect cultural resources. Protect recorded archaeological sites related to the Indigenous history of the area. Stream valley parks are a known cultural resource in the park system and contain multiple historic landscape features that should be retained in keeping with their historic nature, while balancing pedestrian safety, creek health, and other transportation and trail needs.
9. Evaluate park amenities within floodplain. Montgomery Parks will evaluate existing park amenities within stream valley floodplains to determine the most appropriate course for future improvements. This assessment will weigh the recreational value and public need for an amenity against its potential environmental impact. As many of these amenities pre-date current floodplain construction regulations, renovations will be addressed on a project-by-project basis. Priority will be given to recreational needs for locally or regionally scarce and high-demand amenities. For other projects, environmental considerations may be given precedence.

Stream Valley Parks: Sligo Creek, Long Branch, and Northwest Branch

10. Promote stream restoration and water quality. Evaluate and restore the stream channel in several locations to improve flood resilience, fish passage, channel sinuosity, and stabilization of in-stream habitat features and prevent erosion. The feasibility and success of stream restoration projects are contingent on the improvement of stormwater management infrastructure in the catchment areas draining to these stream sections.

Sligo Creek Stream Valley Park and Trail

11. Improve park connections. For proposed park connections, improvements on nearby streets, and pedestrian crossings along the Sligo Creek Parkway, see the Transportation recommendations by District.

Long Branch Stream Valley Park and Trail

12. Apply Montgomery Parks' 2024 Long Branch Initiative Recommendations⁶, including:
 - a. Improve trails and bridges connectivity along Long Branch—Replace old bridges, add new ones, renovate and expand existing trails, and formalize existing people's choice natural surface trails.
 - b. Renovate playground at Haddon Drive and Houston Avenue.

Northwest Branch Stream Valley Park and Trail

13. Consider west side access to the park. To address the community's request for access to the stream valley park, explore the feasibility of a natural surface trail on the west side of the stream valley park. Investigate the existing people's choice trail that runs from E. Franklin Avenue (near the Franklin Knolls Pool) to Montgomery Knolls Elementary School.
14. Consider potential future east–west crossing along the Beltway. Any future renovation and/or replacement of the Beltway bridge over Northwest Branch Stream Valley Park should include efforts to provide pedestrian access and connectivity as part of the new bridge.
15. Explore opportunities to improve the Oakview Drive trailhead. Located at the end of a residential street, this trailhead lacks visibility and dedicated parking. To address these constraints, explore options to improve visibility and access to the existing trail.
 - a. Consider acquisition of the Oakview Pool Parcel as parkland. Montgomery Parks is evaluating this option. If approved, the site will be redeveloped without a pool but with a new connection to the Oakview trailhead.
16. Renovate the paved Northwest Branch Trail (up to Oakview Drive, using available grant funding) and add mile markers. Coordinate with Prince George's County to explore opportunities to improve the existing trailhead on Piney Branch Road.
17. Explore the potential to add appropriate amenities to Northwest Branch Stream Valley Park in select areas being mowed that could accommodate benches, picnic tables, or wayfinding signs for area trails and nearby local parks. Locations may include:
 - a. Along Southampton Drive adjacent to the Northwest Park Apartments.
 - b. Along Melbourne Avenue between Greer Avenue and Curran Road.

⁶ Complete recommendations from the [2024 Long Branch Parks Initiative are available online](#).

Local Parks

18. Focus on active recreation. Provide Park amenities such as fields, courts, and play areas and integrate these with other amenities that encourage social gathering experiences.

Indian Spring Terrace Local Park

19. Collaborate with the community in support of their request to change the potentially offensive name of this park.
20. Consider adding new park amenities beyond the recently renovated playground that encourage social gathering, bring people to the park on a daily basis, and provide “eyes” on the park, such as a dog park/run. Any new amenities would need to be implemented with the protection of the natural resources associated with the headwaters of the Long Branch stream located in the park.
21. Explore options to improve the rectangular athletic field.

Long Branch–Wayne Local Park

22. Advance ongoing renovation of community gathering areas for competitive soccer, active play, and events at the picnic shelter.

Long Branch–Arliss Local Park

23. Renovate park with programming that accounts for transit-accessible events, education, and play space for people and pets next to the public library.
24. Promote partnerships with nearby community facilities such as the Long Branch Library and proposed Long Branch Civic Green.

Long Branch Local Park

25. Advance ongoing park renovation to include programming that focuses on active outdoor recreation and social gathering opportunities next to the Long Branch Community Recreation Center and outdoor pool, including improvements to park entries, access, and visibility, as well as internal connections with these community facilities.

Brookview Local Park

26. This park is primarily used as the field for the Roscoe Nix Elementary School and is only accessible through the school site.
 - a. If the school is renovated, seek to consolidate parkland and improve access. See New Hampshire Avenue District Site-Specific Recommendations for more detail.
 - b. If the school closes or relocates, evaluate the site for use as parkland.

Broadacres Local Park (adjacent to Northwest Branch Stream Valley Park)

27. Like Brookview Local Park, this park is only accessible through the JoAnn Leleck Elementary school parking lot and land-locked by residential lots and St. Camillus Parish. Therefore, provide additional park entry by acquiring one or more of the three parcels at the end of Statewide Court, if a property owner is a willing seller in the future or as these become available for sale, to provide a direct connection from the Oakview community to the park.

New Local Park (Takoma Academy and nearby properties)

28. If the Takoma Academy site redevelops, provide a new public park with a rectangular athletic field on the west side of the site with adequate parking and supporting features through the redevelopment of the site. See Long Branch District Site-Specific Recommendations for more detail.

Neighborhood Parks

29. Focus on creating accessible, small-scale play areas and social spaces that bring the community together regularly. Enhance walkability by providing small-scale park amenities that act as daily gathering spots for residents.

Hastings Neighborhood Park

30. Repurpose existing parkland by reclassifying the Hastings Neighborhood Conservation Area as a Neighborhood Park to reflect current Parks Department practice
31. Repurpose this park with small-scale park amenities that promote and support existing uses identified during community engagement and camera documentation, including walking dogs, kicking and tossing balls, and frisbee.

Dale Drive Neighborhood Park (adjacent to Sligo Creek Stream Valley Park)

32. Explore the potential to add new park amenities. Investigate the current use of the mowed open space adjacent to Dale Drive and consider adding park amenities that encourage social gathering and physical activity if appropriate.

Upper Long Branch Neighborhood Park

33. Consider acquiring 9400 Seminole Street (parcel Tax Account ID 01014525) to expand parkland, if property owner is a willing seller in the future. Work with MCDOT to incorporate the ROW in between the proposed acquisition parcel and the existing north boundary of the park. The expanded park area could include new amenities such as a sport court, picnic shelter, or relocated playground.
34. Relocate and update playground as part of stream restoration effort.

35. Provide on-road trail connections to extend the Long Branch trail.

Long Branch–Garland Neighborhood Park

36. Advance ongoing park renovation. Renovated and new park amenities will focus on social gathering, play, and access to natural areas, responding to the needs of the community identified during park analysis and engagement of this Plan and the Long Branch Initiative. Specific amenities could be picnic shelters, a fitness area, or a multi-purpose court for soccer and basketball.

37. Improve park accessibility and connectivity. See the 2024 *Long Branch Parks Initiative*.

Seek Lane Neighborhood Park

38. Improve park entry access and visibility next to Rolling Terrace Elementary School. Consider expanding Seek Lane Neighborhood Park to Bayfield Road; evaluate the three properties between the park and Bayfield Road as they become available for acquisition. The corner lot at Hood Street and Bayfield Street would provide the largest improvements. For more details on the recommendations for this park, see the 2024 *Long Branch Parks Initiative*.

Quebec Terrace Neighborhood Park

39. Add new park amenities to improve accessibility and support existing uses. The improvements will feature new sports (such as a soccer court) and play areas, public art, designated picnic and seating sections, ADA-compliant paths, improved pedestrian access, and enhanced landscaping and stormwater management. For more detailed recommendations for this park, see the 2024 *Long Branch Parks Initiative*.

New Franklin Knolls Neighborhood Park (within existing Northwest Branch Stream Valley Park)

40. Repurpose existing grassy open space within Northwest Branch Stream Valley Park along McAlpine Road at Vance Place as Franklin Knolls Neighborhood Park. Provide small-scale park amenities such as benches, picnic tables, a playground, nature play, signage, etc. that will support access to nature and social gathering activities.

Urban Parks: New Long Branch Civic Green, Flower Avenue, and New Hampshire Estates

41. Provide park amenities that encourage social interaction such as a dog park/run, gardens, places to meet, places to house food trucks, shaded tables and seating, and play areas. This park type will focus on getting the community together through events, festivals, and programming and should provide an event space.

New Long Branch Civic Green (at Giant Site)

42. Redevelopment of this site should provide a new civic green urban park at least 0.5 acre in size, centrally located, and near the Long Branch Purple Line station and the proposed east–west private street. Ownership of the new civic green will be determined during development approval; it could function as a POPS or M-NCPPC parkland.
43. Promote visual and physical connectivity with nearby parks and community facilities, connecting Flower Avenue Urban Park; this civic green; the Library, Pool, and Recreation Center; and the rest of the Long Branch parks and trail system nearby.

Flower Avenue Urban Park

44. Improve visibility and connectivity of the park along Flower Avenue through a potential expansion. Consider acquisition of 8804 Flower Avenue (parcel Tax Account ID 01011316) should it become available. This park expansion would enhance connectivity to Flower Avenue and allow expanded and enhanced event areas in the park, as well as a better visual connection to the proposed Long Branch Civic Green across Flower Avenue.
45. Investigate potential landscape improvements while maintaining transparency and visibility through the park from Flower Avenue, Geren Road, and Hartwell Avenue.
46. Evaluate the best location for an updated playground and multi-age play areas within the park as part of future renovation efforts.

New Hampshire Estates Park

47. Reclassify the New Hampshire Estates Neighborhood Park as an Urban Park to reflect current Parks Department practices.
48. Advance ongoing renovation of New Hampshire Estates Neighborhood Park. This park will soon be served by the Piney Branch Purple Line station, creating an opportunity for a lively transit-accessible park with new active recreation, picnic, and play opportunities that offers a healthy natural retreat in this rapidly urbanizing area.
49. Integrate future open space amenities from corner lot redevelopment. Design open space amenities for future development at the corner of Piney Branch Road and University Boulevard to complement the land use, entrances, and building facades of the adjacent park and new development. See Urban Design and Transportation recommendations by District for further details on this topic.

COMMUNITY FACILITIES

CONTEXT

Community facilities, both publicly and privately owned, are fundamental to the quality of life, safety, and social cohesion within and beyond the Eastern Silver Spring Communities Plan Area. This Plan recognizes their distinct yet complementary roles and how they serve residents and foster a complete community. Publicly owned and operated facilities, including the Long Branch Community Recreation Center and Pool and Long Branch Library, provide the essential infrastructure necessary to enhance quality of life and ensure public health, wellness, and safety. Private organizations in the Plan Area, like faith-based institutions, often function as critical community anchors, delivering social services and providing space for cultural and civic engagement. This Plan provides a framework to support and enhance both types of facilities, recognizing their distinct but complementary contributions to the community's well being and social fabric. This Plan also acknowledges that a number of underserved households in the Plan Area are closer to community facilities in Takoma Park or Prince George's County, requiring cross-jurisdictional coordination for residents to conveniently access the nearest services and resources, regardless of boundaries.

VISION

The Plan envisions a safe, inclusive, and resilient community where community facilities, both publicly and privately owned, can be strengthened as hubs for creativity, sustainability, and opportunity. These facilities and institutions will continue to provide high-quality services and integrate vital public functions with essential community programming.

GOALS

To realize this vision, the Plan adopts the following goals:

- **Ensure the provision of high-quality, modern, and efficient public services** through strategic placement and improvement of public facilities to meet the community's current and future needs.
- **Strengthen the role of privately owned, community-serving institutions**, including faith-based organizations, as vital community anchors through land use and zoning recommendations that support their multi-faceted service and community-building functions.
- **Foster partnerships between public agencies and private community-serving organizations** to create an integrated and efficient network for service delivery and resource allocation.
- **Encourage co-location** of community facilities and compatible uses, including housing.

- **Encourage local civic institutions to add programming, services, and infill development to their underutilized sites** to retain their status and continue to grow as centers of community life.

RECOMMENDATIONS

Community Facilities (Public Facilities, Faith-Based Institutions, and Nonprofit Organizations)

1. Foster collaboration between Long Branch Community Recreation and Senior Center and other institutional uses through shared programming, reciprocal access arrangements, coordinated scheduling, and improved connectivity to better expand indoor and outdoor recreation opportunities, enhance community access, and optimize resource use.
2. Strengthen existing public facilities as community anchors:
 - a. Long Branch Community Recreation and Senior Center: Highlight as a multi-purpose anchor facility with potential for expanded resiliency, senior, and youth programming.
 - b. Long Branch Library: Suggest enhancements to serve as an information, charging, and digital literacy hub. Future renovation or expansion of this facility should consider co-location with housing.
 - c. Long Branch Pool: Encourage study of extended-season or dome retrofit to expand access to aquatics and cooling functions.
3. Prioritize placement of future community facilities near transit, so that they are easily accessible by the public.
4. Encourage joint use of schools, institutional facilities, and faith-based properties. Specific locations are included in the site-specific recommendations for each district.
5. Encourage and support continued use of open spaces, gathering spaces, and assembly halls for community-serving uses.
 - a. Encourage food access and food-growing initiatives at recreation centers, schools, and faith-based properties.
 - b. Expand after-school and youth programming at community facilities, with emphasis on safe, culturally relevant, and affordable activities.
6. Support a neighborhood service center to provide social, educational, and naturalization services to area residents. This facility should be located near transit facilities and could be a multi-jurisdictional partnership of local nonprofits, faith-based institutions, and state and local agencies. Possible locations include the county-owned CASA Welcome Center property and future co-location with public facilities, such as the Long Branch Library or Long Branch Community Recreation Center.

Fire, Safety and Rescue and Community Policing

7. Support the creation of a seventh district for the Montgomery County Police Department, splitting the large sixth district, which currently extends from downtown Silver Spring to Burtonsville, in order to better support the needs of the Eastern Silver Spring communities.

- If the new district station is not located within the Plan Area, the Police Department should consider a permanent sub-station in this area.
8. Support the continuous evaluation of existing fire, safety, and rescue service within the Plan Area and provide opportunities for mini-stations that can more efficiently respond to community needs.
 9. Encourage first-aid and fire safety training, evacuation drills, and public safety fairs so that residents get familiar and see these service providers as trusted, shared resources.
 10. Allow for community safety and resilience uses including liaison offices, violence prevention programming, and community navigation services in schools, libraries, recreation centers, and faith-based campuses.
 11. Support the creation of small-scale emergency medical services, public safety, and community liaison facilities in underserved residential and commercial areas to improve equity of access.
 12. Support the designation of Safe Passage Zones, ensuring equitable access to all residents, including vulnerable populations.
 13. Promote design standards that incorporate lighting, crosswalks, and public art to improve safety and inclusion.
 14. Encourage co-location of civilian-led community safety programs in existing facilities, ensuring that residents can access support in trusted, non-enforcement environments.

SCHOOLS

CONTEXT

The Plan Area is currently served by Highland View, JoAnn Leleck, Montgomery Knolls (K-2)/Pine Crest (3-5), New Hampshire Estates (K-2)/Oak View (3-5), Rolling Terrace, Roscoe R. Nix (K-2)/Cresthaven (3-5), and Sligo Creek Elementary Schools; Eastern, Francis Scott Key, Silver Spring International, and White Oak Middle Schools; and Blair, Northwood, and Springbrook High Schools.

Countywide, public school enrollment has started declining overall, mostly due to lower birth rates. The collective enrollment of the elementary and middle schools serving the Plan Area peaked in 2016 and 2019 and declined by 14% and 7% respectively. The latest projections from Montgomery County Public Schools indicate that in 2031, across all the schools serving the Plan Area, there will be about 1,200 surplus seats available at the elementary school level and 600 at the middle school level.

Enrollment growth has also started slowing at the high school level. The reopening of Charles Woodward High School and expansion of Northwood High School is scheduled to provide 3,000 additional seats to address the existing capacity needs across various schools in the Downcounty area, including Blair and Northwood High Schools. As part of the Woodward High School boundary study, the service areas for Blair High School, Northwood High School, Eastern Middle School, and Silver Spring International Middle School are under review and subject to change in 2027.

RECOMMENDATIONS

These recommendations should be considered for all future school Capital Improvement Projects. Additional recommendations for specific school sites are included in the district sections.

1. Construct and renovate school facilities to achieve performance-based sustainability certifications such as, but not limited to, LEED, WELL, Living Building Challenge, Net-Zero energy and other similar programs.
2. Design and develop school sites to highlight their civic nature, and locate open spaces and athletic facilities such that they are highly visible and easily accessible by surrounding communities when school is not in session.
3. Locate parking, automobile and bus circulation, and service areas away from public view and primary frontages.
4. Explore using structured parking solutions to maximize available land for buildings, open space and recreational facilities.

HISTORIC RESOURCES

CONTEXT

Historic preservation recommendations provide for the continued identification, designation, preservation, and use of historic sites and districts to enhance the quality of life in the Plan Area. These recommendations safeguard the community's cultural heritage, while honoring the past and strengthening a sense of community for its residents. Protection of Montgomery County's historic resources is guided by the Locational Atlas and Index of Historic Sites, the Master Plan for Historic Preservation, and the Historic Resources Preservation (Chapter 24A of the Montgomery County Code).

VISION

By safeguarding historic sites, this Plan fosters a deep connection to the community's cultural heritage while supporting responsible growth, ensuring that Eastern Silver Spring's past remains a vibrant part of its future.

GOALS

- **Recognize the diversity, heritage, and history** of the Plan Area.
- **Ensure the protection of historic resources** in the Plan Area through historic designation, documentation, and other preservation measures.

RECOMMENDATIONS

1. Designate the Snow House, 9013 Flower Avenue, as a Historic Site in the Master Plan for Historic Preservation.
2. Educate owners of historic properties on the benefits of local, state, and federal historic preservation tax credit programs.
3. Collaborate with and support local partners to explore interpretation of sites and areas that recognize the diversity, heritage, and history of the Eastern Silver Spring community. Potential areas of focus could include but are not limited to: Latino/a history, mid-century architecture, and the New Hampshire Estates duplex community.
4. Promote the adaptive reuse of historic properties while retaining their character-defining features.
5. Consider possible impacts to the Cecil Davis Family Cemetery (HP-208) location as warranted during development review. Per §50.2 and §50.4 of the County Code, preserve and protect burial sites during the subdivision review and approval process.

DISTRICT RECOMMENDATIONS

LONG BRANCH DISTRICT



Figure 8. Rendering of Flower Avenue and the Flower Theater, looking northeast from the intersection with Piney Branch Road, showing mixed-use infill development, enhanced public spaces, and a more welcoming streetscape.

CONTEXT

The Long Branch District is the commercial heart of the Plan Area, with diverse retail and restaurants around two key intersections along Piney Branch Road (at Flower Avenue and University Boulevard) and important community facilities, such as the Long Branch Library and Long Branch Community Recreation and Senior Center, nestled within the Long Branch Stream Valley Park, which dissects the district from north to south. The area will soon be home to two Purple Line stations, Long Branch and Piney Branch Road, which are both located near these commercial intersections. The district includes several residential communities, such as New Hampshire Estates, which features several mid-century single-family homes, apartment complexes, and duplexes; Kilmarock, at the district's southern point along Carroll Avenue; an area often referred to as "between the creeks," which includes single-family homes and small apartment buildings; and many garden-style apartment complexes along Piney Branch Road. Much of this area was included in the 2013 *Long Branch Sector Plan*, although much of this plan's vision has not yet been realized.

This area is home to a diverse population, many of whom are immigrants from Latin America and other parts of the world. Small businesses today cater to English, Spanish, and Amharic speakers, reflecting the diversity of the community within the retail and restaurant offerings.

VISION

This Plan builds on the vision established by the 2013 *Long Branch Sector Plan* for a thriving mixed-use, pedestrian friendly, multi-cultural community that is well served by transit. This Plan envisions a stronger, even more vibrant Long Branch: a place where immigrants are welcomed; all residents are well supported by safe, affordable housing options, improved community facilities, services and amenities; and locally owned businesses flourish with new customers arriving on the Purple Line.

GOALS

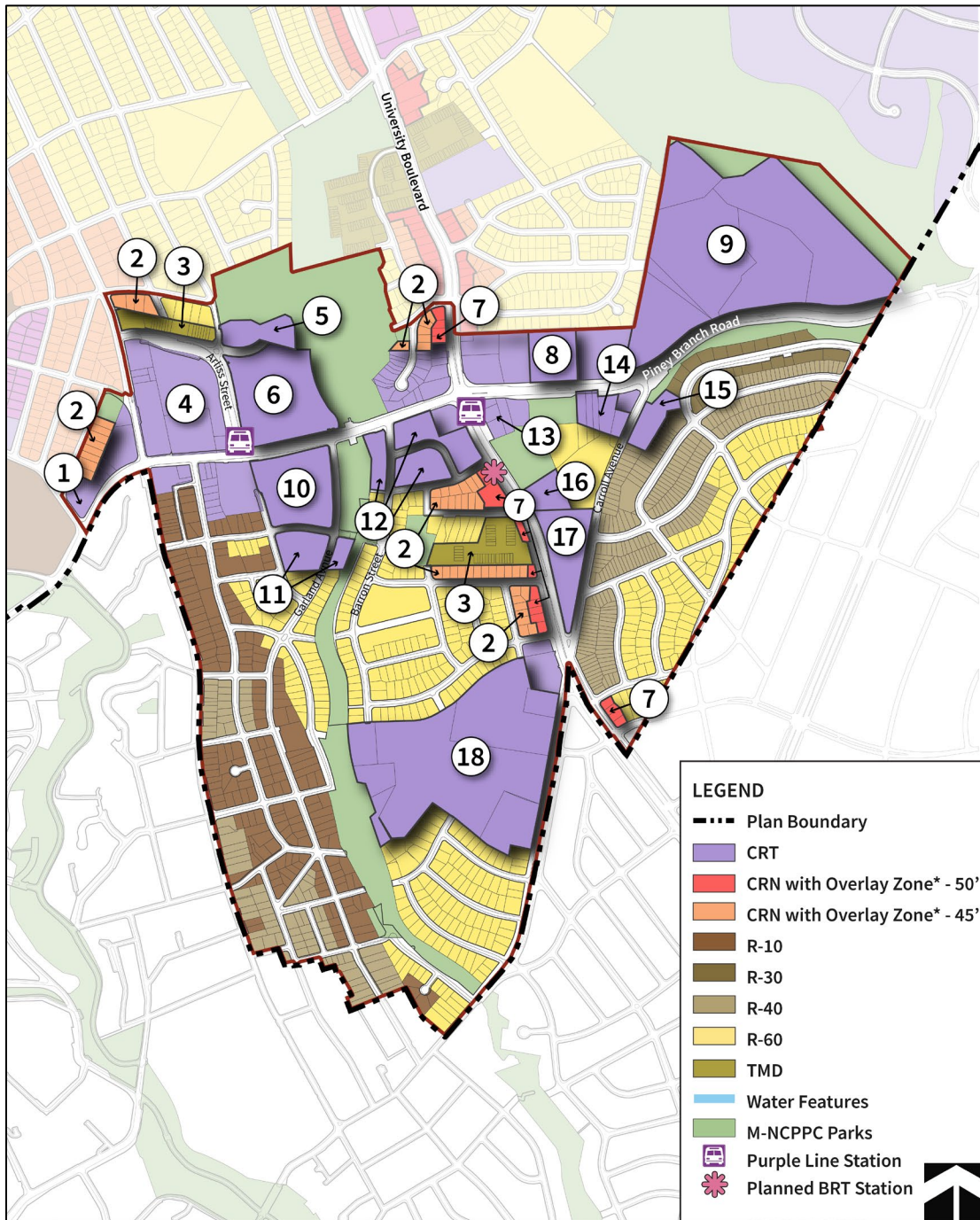
- **Support and strengthen Long Branch as a vibrant, mixed-use center**, with diverse retail and restaurants, inviting public gathering spaces, and improved community facilities.
- **Create more safe and affordable housing options** for those who live in Long Branch today, as well as future residents.
- **Improve the safety and comfort** of those walking, biking, rolling, taking transit, and driving in Long Branch.

RECOMMENDATIONS

Land Use and Zoning

Refer to the map and table that follow for proposed zoning changes.

Map 1. Long Branch: Proposed Zoning



*CRN with overlay zone, as applied above, restricts commercial uses and acts as a residential zone that allows for more types of housing, such as townhomes, duplexes, triplexes, and quadplexes with building standards that maintain neighborhood compatibility and improve transportation safety.

Table 2. Long Branch: Proposed Zoning Changes

Site Number	Property Description	Existing Zoning	Proposed Zoning	Justification
1	Manchester Manor (owned by HOC)	CRT-2.5 C-0.25 R-2.5 H-70	Retain	Confirm zoning established through the 2013 <i>Long Branch Sector Plan</i>
2	Single-family homes within a block of University Boulevard or within ¼ mile of a Purple Line station	R-60	CRN-1.0 C-0 R-1.0 H-45 with overlay zone	Encourage diverse housing options near Purple Line stations and within a block of University Boulevard
3	Townhomes	RT-12.5 and RT-8.0	TMD	Bring into conformance with zoning code
4	Flower Avenue Town Center	CRT ranging from 2.5–3.0, heights ranging from 60–120 ft	Retain	Confirm zoning established through the 2013 <i>Long Branch Sector Plan</i>
5	Flower Branch Apartments	R-10	CRT-2.5 C-0.5 R-2.5 H-75	Encourage new and infill development at properties near the Long Branch Purple Line station that maximize residential development
6	Long Branch Library	R-60	CRT-2.5 C-1.0 R-2.5 H-75	Encourage co-location with housing
7	Single-family homes along University Boulevard	R-60	CRN-1.0 C-0 R-1.0 H-50 with overlay zone	Encourage diverse housing options near Purple Line stations and within a block of University Boulevard
8	Pineway Towers Condos	R-10	CRT-2.0 C-0.25 R-2.0 H-150	Encourage new and infill development at properties near the Piney Branch Road Purple Line station that

				maximize residential development
9	Nob Hill and Forest Park Apartments	R-30	CRT-1.5 C-0.25 R-1.5 H-75	Encourage new and infill development at properties near the Piney Branch Road Purple Line station that maximize residential development
10	Goodacre and Pine Ridge Apartments (along Piney Branch Road)	R-10	CRT-2.5 C-0.5 R-2.5 H-75	Encourage new and infill development at properties near the Long Branch Purple Line station that maximize residential development
11	Goodacre and Pine Ridge Apartments (Domer Avenue)	R-10	CRT-2.5 C-0.25 R-2.5 H-75	Encourage new and infill development at properties near the Long Branch Purple Line station that maximize residential development
12	Foxhall Apartments	R-10	CRT-2.5 C-0.5 R-2.5 H-75	Encourage new and infill development at properties near the Piney Branch Road Purple Line station that maximize residential development
13	Purple Line Staging Site	CRT-2.5 C-0.5 R-2.5 H-85	Retain	Confirm zoning established through the 2013 <i>Long Branch Sector Plan</i>
14	Iglesia Nueva Creacion, Golden Terrace Condos, Takoma Towne Condos	R-10	CRT-1.5 C-0.5 R-2.5 H-75	Encourage additional mixed-use development near the new Purple Line station
15	Carroll Apartments	R-30	CRT-1.5 C-0.5 R-1.5 H-60	Encourage new and infill development at properties near the Piney Branch Road Purple Line station that

				maximize residential development
16	CASA Welcome Center (owned by County)	R-60	CRT-2.5 C-0.25 R-2.5 H-75	Create the opportunity to co-locate housing with community-serving uses, such as the CASA Welcome Center or other needed public facilities
17	University Manor Apartments	R-10	CRT-2.5 C-0.25 R-2.5 H-75	Create more opportunities to build affordable housing near the future Piney Branch Road Purple Line station. Property is owned by affordable housing provider AHD, Inc.
18	Takoma Academy, Church of Latter Day Saints, Bradford Road Apartments, Adventist Healthcare	R-60 and R-30	CRT-1.0 C-0.25 R-1.0 H-75	Create opportunities for housing and mixed-use development near Piney Branch Road and Takoma-Langley Purple Line stations

1. Confirm mixed-use zoning on the commercial properties at the intersections of Piney Branch Road/Flower Avenue and Piney Branch Road/University Boulevard established through the 2013 *Long Branch Sector Plan*.
2. Confirm R-30, R-40 and R-60 residential zoning in the New Hampshire Estates neighborhood to maintain the existing single-family homes, duplexes, and small apartments in this area.
3. Confirm R-10 zoning on small apartment buildings (10 units or fewer) further from Purple Line stations to maintain this unique and desired housing type.

Urban Design

1. Locate highest density and building height along Piney Branch Road at the intersections with Arliss Street and University Boulevard, around the Purple Line stations.
2. Utilize infill/redevelopment opportunities on large sites to provide mixed use development and create a finer grained network of streets and publicly accessible open spaces.
3. Create tall, mixed-use structures at the four quadrants of the intersection between Piney Branch and University Boulevard with signature architectural elements anchoring the four corners.

4. Encourage the use of structured parking and a more compact and street-oriented pattern of development.
5. Establish Piney Branch Road as a green promenade that provides pedestrians with access to all three stream valley parks in the Plan Area, along a route that offers wide planting beds, mature tree canopy, native landscaping, wayfinding, and educational materials on the local ecosystem.
6. Ensure that retail and mixed-use buildings front on to Piney Branch Road to create a pedestrian-oriented “Main Street” environment.
7. Create a sense of arrival by establishing a gateway using public art, landscaping, lighting, programming, and other design features that foster cultural identity at the following intersections:
 - a. Flower Avenue and Piney Branch Road
 - b. Carroll Avenue and University Boulevard
 - c. Piney Branch and University Boulevard
8. Create a network of public spaces that connect Flower Avenue Urban Park through 8701 Flower Avenue and 8750 Arliss Street to the Long Branch Library, Long Branch–Arliss Park, and the Long Branch Stream Valley Park.

Transportation

Streets

1. Assess the southbound travel lane on Barron Street between Piney Branch Road and Gilbert Place, which is intended for vehicular travel, but on-street parking encroaches into the lane. Update signage and implement enforcement strategies to ensure proper lane usage and regulatory compliance.
2. Reclassify Flower Avenue from Domer Avenue to Kennebec Avenue as an Area Connector Street type in the *Master Plan of Highways and Transitways* to complement the land use on this segment.
3. Remove the Gilbert Street Extension (University Boulevard to Piney Branch Road) to accommodate the redesign of New Hampshire Estates Neighborhood Park.
4. Create the following new street connections:
 - a. Glenview Avenue (Extension to Piney Branch Road) as a Town Center Street, consistent with the *Master Plan of Highways and Transitways and 2013 Long Branch Sector Plan*.
 - b. Seek Lane (extension to Carroll Avenue) as a Town Center Street.



Figure 9. Proposed Glenview Avenue Extension



Figure 10. Proposed Seek Lane Extension

Pedestrian Network

5. Relocate utility poles along sidewalk on Flower Avenue (Piney Branch Road to Kennebec Avenue) to provide a clear pedestrian pathway, where practicable. Coordinate with utility providers to place utility poles underground.
6. Create the following new pedestrian connections:
 - a. Nob Hill and Forest Park Apartments to University Boulevard via Patton Drive
 - b. Nob Hill and Forest Park Apartments to University Boulevard via Langley Drive
7. Explore new and improved connections from Long Branch Trail to the surrounding neighborhoods:
 - a. Prospect Street (east and west of the trail)
 - b. Houston Avenue across trail to planned Barron Street
 - c. Forston Street
8. Expand the width of Domer Avenue Bridge over the Long Branch Stream to allow for shared use for people walking, biking, and rolling, consistent with the 2013 Long Branch Sector Plan.
9. Install sidewalks on neighborhood streets with prioritization for the following streets:
 - a. Browning Avenue
 - b. Greenwood Avenue (Clayborn Avenue to Kennebec Avenue)
 - c. Haddon Drive (Garland Avenue to the Long Branch Trail)
 - d. Glenview Avenue (Garland Avenue to Browning Avenue)
 - e. Osage Street (11th Avenue to Tahona Drive)
 - f. Complete the missing sidewalk segment on the north side of Quebec Street from 11th Avenue to the Prince George's County line

Bicycle Network

10. Reconfirm the bikeway recommendations of the 2018 *Bicycle Master Plan* with the following updates:
 - a. Remove the Gilbert Street Extension separated bike lanes
 - b. Add Seek Lane Extension as separated bike lanes (Carroll Avenue to University Boulevard)
 - c. Add Glenview Avenue Extension as separated bike lanes (Piney Branch Road to Domer Avenue)
 - d. Add Forston Street as a shared bikeway (Priority Shared Lane Markings) from University Boulevard to Barron Street and potential future connection to the Long Branch Trail

Housing

1. In the event of redevelopment of multi-family buildings along Piney Branch Road—such as Flower Branch, Goodacre and Pine Ridge, Foxhall, Nob Hill, and Forest Park Apartments—coordinate with DHCA to work toward no net loss of affordable housing in alignment with the Plan-wide affordability preservation strategy.

Small Businesses and Economic Development

Long Branch’s mixed-use center is the Plan area’s main commercial center. Refer to the Small Business and Economic Development section for more specific recommendations.

SPECIFIC SITE RECOMMENDATIONS

The sites listed below have additional recommendations, in the event of redevelopment.

1. Manchester Manor, 8401 Manchester Road (Site 1)
 - Urban design:
 - Locate building along Manchester Road and Piney Branch Road and keep parking and parking access on Geren Road.
 - Enhance the public realm around the Piney Branch Road and Manchester Road bus stop with native landscaping, seating, building entrances, and active building uses.
 - Locate tallest building height at the intersection of Manchester Road and Piney Branch Road. Transition height and scale toward Geren Road.
2. Long Branch Town Center, including Flower Avenue Shopping Center at 8701 Flower Avenue and Giant at 8750 Arliss Street (Site 3)
 - a. Urban design:
 - a. Focus greatest height and density toward Piney Branch Road. Transition in scale and density toward the residential neighborhood on the north side of Arliss Street.
 - b. Create a shared street connecting Flower Avenue to Arliss Street with pervious paving, bioretention facilities, and mature canopy trees in continuous green panels, fronted

with active ground floors. The street should act as a central organizing spine for new development on the site, attracting activity into and through the site.

- c. If the proposed shared street is located adjacent to the Flower Theater, new development behind the preserved entry and flanks should face directly onto the private street to give the theater prominence as a corner building.
 - d. Create a civic green urban park of at least 0.5-acre, centrally located and near the Long Branch Purple Line station and the proposed shared street. See recommendations for the new Long Branch Civic Green in the Parks and Trails section.
 - e. Include an architectural focal point at the intersection of Piney Branch Road and Flower Avenue that serves as a visual terminus, for those traveling along Piney Branch Road.
 - f. Incorporate the Flower Theater into the overall site design. To preserve the theater façade as the dominant focal point on the block, new buildings should not be taller than the theater along the Flower Avenue facades for a depth of 40 feet. In addition, to retain the theater element as the focal point along Flower Avenue, adjacent construction for a length of 20 feet and a depth of 40 feet should not be taller than one story. The theater's Art Deco design motifs and color palette should form the basis for exterior architectural finishes in the new construction to complement the existing theater building.
- b. Transportation:
 - a. Minimize curb cuts. Combine parking and service access.
 - b. Locate service entries internal to the site, not along public street frontage or along the shared street.
3. Flower Branch Apartments, 8684 Piney Branch Road (Site 4)
 - a. Urban design:
 - Focus greatest height and density toward intersection of Arliss Street and Piney Branch Road.
 - Increase visual and pedestrian connectivity to Long Branch Stream Valley Park and planned Long Branch Purple Line station.
 - b. Transportation:
 - Relocate existing surface parking behind planned structure and away from the Piney Branch Road as underground, structured parking, or screened parking.
 - Improve frontage by expanding sidewalk and adding a street buffer, consistent with the Complete Street Design Guide.
 - Eliminate curb cut on Piney Branch Road and allow access to the site from Arliss Street.
 - Provide pedestrian internal circulation on the site with pedestrian access points to Piney Branch Road, Arliss Street, Long Branch Community Center, and toward the Long Branch Library.

4. Nob Hill and Forest Park Apartments, 9120 and 9316 Piney Branch Road (Site 6)
 - a. Environment:
 - Preserve contiguous forests and connecting woodland buffers.
 - Preserve and expand stream and surface hydrology with required buffer.
5. Goodacre and Pine Ridge Apartments, 8619 Piney Branch Road (Sites 7 and 8)
 - a. Transportation:
 - Provide pedestrian internal circulation on the site with shared bicycle and pedestrian connection between Garland Avenue and Glenview Avenue.
 - Improve frontage by expanding sidewalk and adding a street buffer, consistent with the *Complete Streets Design Guide*.
6. Purple Line Staging Site, 8801 Piney Branch Road (Site 12)
 - a. Urban design:
 - Provide additional active frontage along New Hampshire Estates Neighborhood Park.
 - Incorporate a shared street for access and internal site circulation.
 - Provide a public plaza fronting on the Piney Branch Road Purple Line station that connects to the New Hampshire Estates Neighborhood Park, enhancing connectivity between the station, park, and new development.
 - b. Housing:
 - The County should consider acquisition and apply the same affordability standards as other publicly owned sites, prioritizing deeply affordable housing and alignment with the Plan's no net loss strategy. If acquisition is not feasible, allow increased density contingent on the provision of units affordable to households earning under 50% AMI.
7. Carroll Apartments, 1002 Quebec Terrace (Site 14)
 - a. Transportation:
 - Create a pedestrian connection between Carroll Avenue and Quebec Terrace.
8. CASA Welcome Center, owned by Montgomery County, 734 University Boulevard East (Site 15)
 - a. Land use:
 - Future redevelopment of this site should incorporate a neighborhood service center, including the CASA Welcome Center currently located on the site, as well as co-location with housing.
 - b. Housing:
 - Consider zoning incentives for projects that provide more than 15% of units below 50% AMI.
9. University Manor Apartments, 8604 Carroll Avenue (Site 16)
 - a. Urban design:
 - Create an architectural focal point at the corner of University Boulevard and Carroll Avenue.
 - Provide a minimum 0.25-acre privately owned public space consistent with a neighborhood park located toward the intersection of University Boulevard and Carroll Avenue.

- b. Transportation:
 - Extend vehicle and pedestrian access from Carroll Avenue to University Boulevard with an extension of Seek Lane.
10. Takoma Academy and nearby properties, 8120 Carroll Avenue (Site 17)
- a. Urban design:
 - Focus greatest height and density toward Carroll Avenue. Transition in scale and density toward surrounding residential neighborhoods.
 - Create mid-block connections between 831 E University Boulevard and 8400 Carroll Avenue.
 - Explore co-location of public facilities.
 - Include a mix of uses along Carroll Avenue.
 - Provide a variety of housing types with active ground floors throughout the development.
 - New compact blocks should display a variety of size, use, and activation.
 - b. Transportation:
 - Create street grid on the Takoma Academy site (Figure 11) connecting Barron Street to Graham Road and Carroll Avenue, Prospect Street to Forston Road, and extending Glenville Road.
 - c. Environment:
 - Increase the green buffer along Long Branch Stream Valley Park.
 - d. Parks:
 - Create a new public park with a rectangular athletic field and parking on the west side of the site, in coordination with Montgomery Parks (see Parks and Trails recommendations).

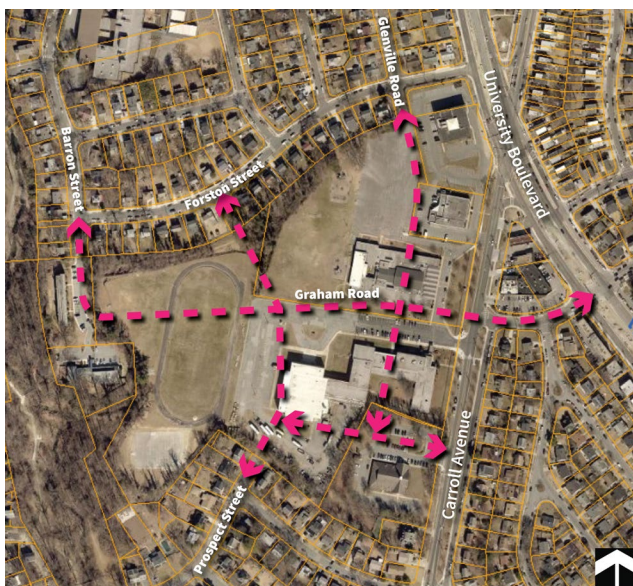


Figure 11. Proposed street grid for the Takoma Academy site

MANCHESTER PLACE DISTRICT



Figure 12. Rendering of the Manchester Place Purple Line station, looking east on Wayne Avenue, showing additional housing and neighborhood-serving retail through infill and redevelopment, an improved public space, and more comfortable pedestrian connections.

CONTEXT

The Manchester Place district is a diverse, residential community that surrounds the future Manchester Place Purple Line station. The area has many different types of housing, including several condominium communities, small apartment buildings, larger apartment buildings, townhomes, and single-family homes. The district includes a portion of Sligo Creek Stream Valley Park and features cherished tree canopy and hills throughout.

VISION

The Plan envisions that Manchester Place will continue to offer a diverse array of housing options, beloved tree canopy, improved connections to Sligo Creek and nearby Long Branch, as well as neighborhood-serving retail and more housing opportunities directly next to the new Purple Line station through infill, mixed-use, and affordable housing development.

GOALS

- **Encourage infill and mixed-use development** directly next to the Manchester Place Purple Line station.

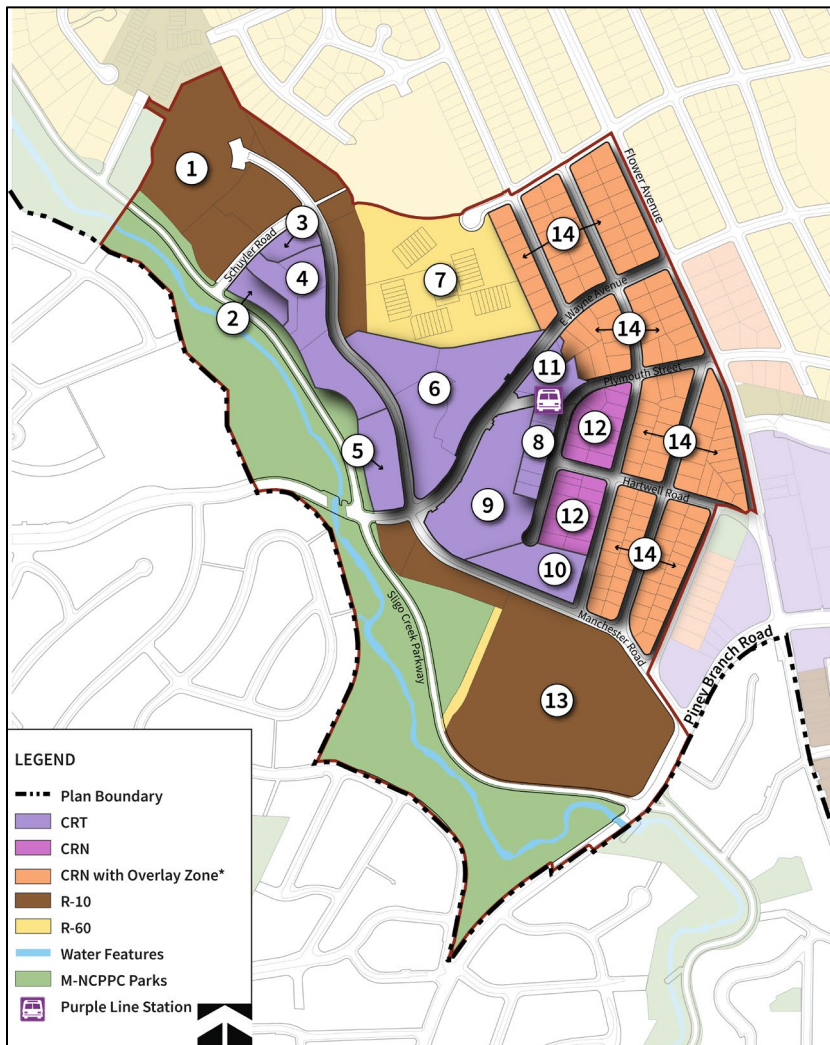
- **Improve pedestrian and bicyclist connections** between the Purple Line station, Sligo Creek Stream Valley Park, and Long Branch’s mixed-use center.
- **Maintain and add to the diverse array of housing options in this area.**

RECOMMENDATIONS

Land Use and Zoning

Refer to the map and table that follow for proposed zoning recommendations.

Map 2. Manchester Place Proposed Zoning



*CRN with overlay zone, as applied above, restricts commercial uses and acts as a residential zone that allows for more types of housing, such as townhomes, duplexes, triplexes, and quadplexes with building standards that maintain neighborhood compatibility and improve transportation safety.

Table 3. Manchester Place: Proposed Zoning

Site Number	Property Description	Existing Zoning	Proposed Zoning	Justification
1	Parkside Plaza Condominiums	R-10	Retain	Due to site constraints, ownership, and distance from the Manchester Place Purple Line Station, redevelopment is unlikely.
2	108-110 Schuyler Road Apartments	R-10	CRT-2.0 C-0.25 R-2.0 H-75	Encourage new and infill residential development at properties near the Manchester Place Purple Line station that maximize residential development.
3	100 Schuyler Road Apartments	R-10	CRT-2.0 C-0.25 R-2.0 H-75	Encourage new and infill residential development at properties near the Manchester Place Purple Line station that maximize residential development.
4	Tanglewood Apartments (owned by HOC)	R-10	CRT-2.0 C-0.25 R-2.0 H-75	Provide opportunities for HOC to build more affordable housing near the Manchester Place Purple Line station.
5	Sligo Terrace Apartments	R-10	CRT-2.0 C-0.25 R-2.0 H-75	Encourage new and infill residential development at properties near the Manchester Place Purple Line station that maximize residential development.
6	Park Wayne Apartments	R-10	CRT-2.5 C-0.5 R-2.5 H-120	Encourage additional mixed-use development near the new Purple Line station.
7	Townhouses	R-60	Retain	Townhouses are an allowed use within the R-60 zone.
8	Plymouth St. Apartments	R-10	CRT-2.5 C-0.5 R-2.5 H-75	Create opportunities for mixed-use and infill development near the

				Manchester Place Purple Line Station.
9	Wayne Manchester Towers	R-10	CRT-2.5 C-0.5 R-2.5 H-150	Encourage mixed-use development near the new Purple Line station.
10	Park Bradford Condominiums	R-10	CRT-2.5 C-0.5 R-2.5 H-75	Create opportunities for infill development near the Manchester Place Purple Line Station.
11	Kenwood House Condominiums	R-10	CRT-2.5 C-0.5 R-2.5 H-120	Create opportunities for infill development near the Manchester Place Purple Line Station.
12	Plymouth St. and Bradford Rd. Apartments	R-10	CRN-1.5 C-0.25 R-1.5 H-45	Create opportunities for residential and small neighborhood retail development near the Manchester Place Purple Line Station.
13	Top of the Park Condominiums	R-10	Retain	Due to site constraints, ownership, and distance from the Manchester Place Purple Line Station, redevelopment is unlikely.
14	Single family homes within ¼ mile of the Manchester Place Purple Line Station	R-60	CRN-1.0 C-0 R-1.0 H-45 With Overlay Zone	Encourage diverse housing options near Purple Line stations.

1. Confirm existing R-10 zoning on condominiums in this area, not listed in the table above, including Longdon Terrace Co-op and Manchester Gardens, given the limited development potential and desire to preserve these smaller, more affordable homeownership opportunities.
2. Confirm existing R-10 zoning on Ken Mill and Croydon Manor apartments.

Urban Design

1. Encourage compact, mixed-use development around the Manchester Place Purple Line station that provides a privately owned public space, such as an urban plaza or civic green near the station tunnel entrance, and increases connectivity from surrounding neighborhoods.
2. Concentrate maximum heights and density surrounding the Purple Line station. Create an iconic tall building to anchor future development around the Purple Line Station and plaza.

3. Scale density down to surrounding neighborhoods and ensure development along Sligo Creek Stream Valley Park protects natural resources and responds to the topography of sites.
4. Ensure investments in streetscapes continue to improve the walking and rolling experience in the area following the completion of the Purple Line project and enhance connections to Long Branch's mixed-use center.
5. Utilize redevelopment opportunities to expand the street grid and provide inter-parcel connectivity.

Transportation

Streets

1. Reclassify Piney Branch Road (from Sligo Creek Parkway to Manchester Road) from a Boulevard to an Area Connector in the *Master Plan of Highways and Transitways* to be consistent with the street classification to the east (Town Center Street) and west (Area Connector).
2. Implement MCDOT's Residential Parking Permit Areas program in the district neighborhoods once the Purple Line is in service to manage parking and reduce vehicle congestion.
3. In the event of redevelopment, reduce curb cuts on Flower Avenue from Piney Branch Road to Arliss Street to decrease the number of conflict points between vehicles and individuals walking, biking, and rolling.
4. Redesign Hartwell Road into a shared street that accommodates pedestrians, bicyclists, and vehicles at low speeds, creating a safe path for road users between the Manchester Place Purple Line Station and Flower Avenue Urban Park (Figure 13).

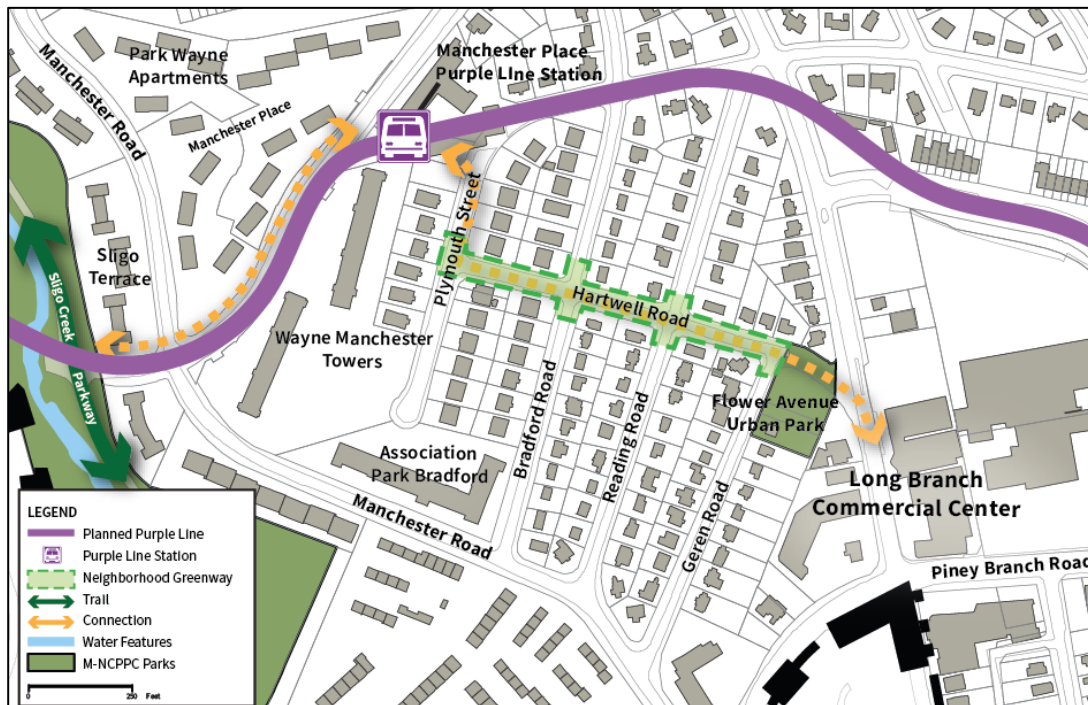


Figure 13. Proposed shared street on Hartwell Road

5. Implement traffic calming measures within the district on adjacent streets to complement the Hartwell Road redesign.

Pedestrian Network

6. Redesign the Flower Avenue, Plymouth Street, and Reading Road junction to include pedestrian facilities. Potential facilities include establishing a continuous pedestrian network with sidewalks, curb extensions, and high-visibility crosswalks at all approaches.
7. Install sidewalks on neighborhood residential streets with prioritization for the following streets:
 - a. Extend the sidewalk on Plymouth Street from the Manchester Purple Line Station to Flower Avenue
 - b. Reading Road (Manchester Road to Plymouth Street)
 - c. Geren Road (Manchester Road to Hartwell Road)
 - d. Eton Road (E. Schuyler Road to E. Wayne Avenue)
 - e. Bradford Road (E. Schuyler Road and E. Wayne Avenue)
8. Explore the addition of protected crossings at the Bradford Road and Plymouth Street intersection with high-visibility crosswalks at all approaches to improve pedestrian safety to the Purple Line station (pending the addition of sidewalk infrastructure).
9. Explore extending existing paved trail from Saffron Lane to E. Wayne Avenue east toward the Manchester Place Purple Line station. While the trail connects to E. Wayne Avenue, this extension would create a second leg in the direction of the station.

Bicycle Network

10. Reconfirm the bikeway recommendations of the 2018 *Bicycle Master Plan* with the following additions:
 - a. Add Flower Avenue as a sidepath (west side) from Arliss Street to Franklin Avenue.
 - b. Add Manchester Road as a sidepath (west side) from E. Schuyler Avenue to E. Wayne Avenue and a shared bikeway (Priority Shared Lane Markings) from E. Wayne Avenue to Piney Branch Road.

Environment

1. Preserve privately owned mature tree canopy along Sligo Creek Stream Valley Park by keeping development away from it and incorporating mature trees as unique features in the design of open spaces.

Housing

1. Encourage redevelopment that makes efficient use of existing developed areas, such as surface parking lots or underutilized parcels, while respecting environmental constraints and adjacent parkland.

2. Support efforts to maintain and improve the existing housing stock through rehabilitation, code compliance, and energy efficiency upgrades to ensure long-term affordability and livability.

SPECIFIC SITE RECOMMENDATIONS

The sites listed below have additional recommendations, in the event of redevelopment.

1. Parkside Plaza Condominium, 9039 Sligo Creek Parkway (Site 1)
 - a. Urban design:
 - Provide a minimum 0.25-acre privately owned public space, consistent with a neighborhood green, that is visible and connected to the proposed public through street. The neighborhood green should front onto the Sligo Creek Stream Valley Park to benefit from mature tree canopy shade and mitigate storm water runoff.
 - Limit building footprints to the extent possible while creating a network of pedestrian and bike connections that integrate with the surrounding neighborhood.
 - b. Transportation:
 - Connect Manchester Road and Three Oaks Drive with a public through-street.
2. 100 Schuyler Road, 108–110 Schuyler Road and Sligo Terrace Apartments (Sites 2, 3, and 4)
 - a. Housing:
 - If any of these properties become available, the County or HOC should pursue acquisition to consolidate ownership with HOC’s nearby properties and facilitate coordinated redevelopment.
 - If acquisition is not feasible, consider zoning incentives for projects that provide units at 50% AMI or below.⁷
3. Park Wayne Apartments, 2 Manchester Place (Site 5)
 - a. Urban design:
 - Orient buildings toward Manchester Road and E. Wayne Avenue.
 - Provide a mix of uses around the Manchester Place Purple Line station and existing bus stop.
 - b. Transportation:
 - Formalize Manchester Place as a public road and enhance pedestrian facilities to the Manchester Place Purple Line station.
4. Wayne Manchester Towers, 25 E. Wayne Avenue (Site 9)
 - a. Urban design:
 - Provide a minimum 0.5-acre privately owned public space, consistent with a neighborhood green, close to the Manchester Place Purple Line station entrance, visible and connected to the street.

⁷ The planning team is still exploring different tools and mechanisms to provide adequate and feasible incentives to support the creation of deeply affordable units.

- Establish an internal network of streets and pathways that prioritize pedestrians and is fronted with active ground floors.
 - Focus height and density near the intersection of Manchester Road and E. Wayne Avenue by providing several buildings that contribute to the activation of the public realm.
 - Where possible, create pedestrian, visual, and activity connections to Manchester Road and E. Wayne Avenue.
 - Include architectural focal points at the corner of E. Wayne Avenue and Manchester Road and near the Manchester Place Purple Line station.
- b. Transportation:
- Minimize curb cuts on E. Wayne Avenue in favor of greater connection to Manchester Road.
5. Park Bradford Condominium, 8401 Manchester Road (Site 10)
- a. Urban design:
- Locate greatest building height toward E. Wayne Avenue.
 - Orient buildings toward Plymouth Street extension and Manchester Road to enhance pedestrian experience and connectivity to the Plymouth Street entrance of the Purple Line station.
 - Provide high-quality wayfinding to enhance connectivity to Purple Line station.
- b. Transportation:
- Create a new street connection, extending Plymouth Street to Manchester Road, if the Park Bradford condominium is redeveloped to improve access to the Plymouth Street entrance of the Purple Line station. The new street connections should include sidewalks south on Plymouth Road to Manchester Road.

COLESVILLE ROAD DISTRICT



Figure 14. Aerial rendering of Colesville Road, looking north of Brewster Avenue, showing infill development along Colesville Road and additional housing at the YMCA Silver Spring.

CONTEXT

The Colesville Road District is bordered by the Capital Beltway to the north, the Sligo Creek golf course to the west, Sligo Creek Stream Valley Park to the south, and Flower Avenue to the east. The area is predominantly single-family residential, save for two places of worship, a nonprofit organization, the Silver Spring YMCA, a vacant Montgomery County Public Schools property, and the Acorn Hill Waldorf School. This section of Colesville Road is on the US-29 Flash BRT route, although no stations are located within the Plan Area. Today, Colesville Road offers limited opportunities for protected crossings and narrow sidewalks.

VISION

This Plan envisions the Colesville Road District as predominantly residential, with opportunities to provide more housing options at key community-serving institutions, anchored by an improved community green space. This Plan reimagines Colesville Road into a safer, more shaded, walkable area, with improved connections to Four Corners, downtown Silver Spring, and the rest of the Plan Area.

GOALS

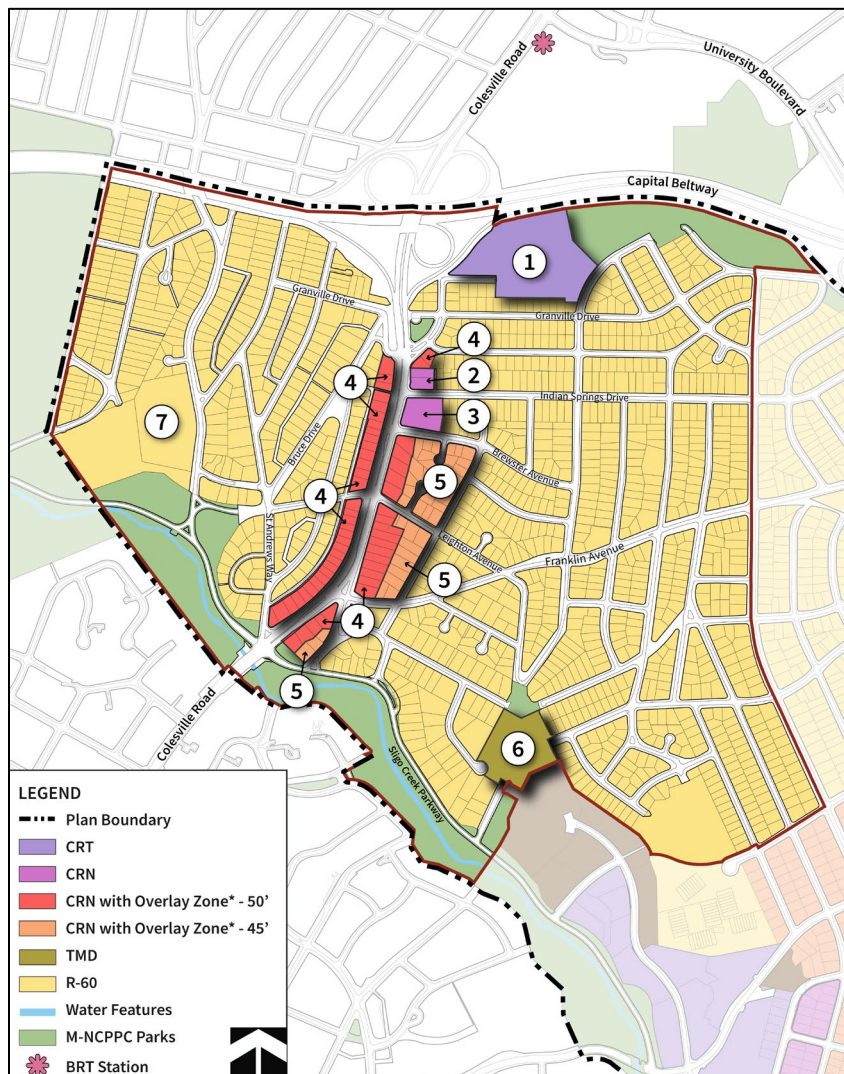
- **Encourage more types of housing** along Colesville Road and at key community-serving institutions.
- **Enhance Hastings Neighborhood Conservation area as a Neighborhood Park** to serve as a community gathering space.
- **Improve safety along Colesville Road and throughout the District** for those walking, rolling, taking transit, biking, and driving.
- **Offer safer, cooler, more comfortable pedestrian connections** to Four Corners, a commercial destination just north of the Plan Area.

RECOMMENDATIONS

Land Use and Zoning

Refer to the map and table that follow for proposed zoning recommendations.

Map 3. Colesville Road: Proposed Zoning



**CRN with overlay zone, as applied left, restricts commercial uses and acts as a residential zone that allows for more types of housing, such as townhomes, duplexes, triplexes, and quadplexes with building standards that maintain neighborhood compatibility and improve transportation safety.*

Table 4. Colesville Road: Proposed Zoning

Site Number	Property Description	Existing Zoning	Proposed Zoning	Justification
1	YMCA Silver Spring	R-60	CRT-2.0 C-0.5 R-2.0 H-120	Encourage new and infill residential development at institutional properties, while maintaining the existing use as a community facility.
2	Yad Yehuda and adjacent property owned by The Well Church	R-60	CRN-1.5 C-0.5 R-1.5 H-50	Encourage new and infill residential development at institutional properties, while maintaining the existing community-serving uses
3	The Well Church	R-60	CRN-1.5 C-1.0 R-1.5 H-50	Encourage new and infill residential development at institutional properties, while maintaining the existing use as a community anchor and place of worship
4	Single-family homes along Colesville Road	R-60	CRN-1.0 C-0 R-1.0 H-50 with overlay zone	Encourage more diverse housing options along Colesville Road
5	Single family homes within one block of Colesville Road	R-60	CRN-1.0 C-0 R-1.0 H-45 with overlay zone	Encourage more diverse housing options along Colesville Road
6	Townhomes	RT-12.5	TMD	Bring into conformance with the zoning code
7	Acorn Hill Nursery and Kindergarten (owned by County)	R-60	Retain	Maintain existing use

1. Confirm the R-60 zone for all remaining properties in the district, not identified in the table above, including MCPS’s Parkside property (9500 Brunett Avenue), Knox Orthodox Presbyterian Church (410 Granville Road) and the remaining residential properties in the Colesville Road District.

Urban Design

1. Enhance Colesville Road as a main corridor with pedestrian-friendly streetscapes and a mix of low to medium density residential buildings, providing some neighborhood-serving uses where permitted by mixed-use zoning and active frontages lining the street.
2. Explore utilizing the existing alley ROWs in residential blocks west of Colesville Road for expansion of the pedestrian and bicycle network as a Capital Improvement Project or vehicle access during redevelopment.
3. Create a sense of arrival by establishing a gateway using public art, landscaping, lighting, programming, and other design features that foster cultural identity at the intersection of Sligo Creek Parkway and Colesville Road.
4. Allow for expanded community-serving uses and a diversity of housing options on institutional properties such as the YMCA, the Well Community Church, Yad Yehuda of Greater Washington, and Knox Orthodox Presbyterian Church.
5. Focus height and density along the main corridor and the YMCA site along I-495 and scale down toward the residential neighborhoods in the rear.
6. Utilize infill/redevelopment opportunities on large sites to create a finer grained network of streets and publicly accessible open spaces.
7. Encourage the use of structured parking and a more compact and street-oriented pattern of development.

Transportation

Streets

1. Evaluate redesigning the following locations as perpendicular intersections to increase visibility and pedestrian safety:
 - a. Brunett Avenue and Bruce Drive
 - b. Sligo Creek Parkway and Brunett Avenue
2. At the Colesville Road and Hastings Drive intersection, evaluate the removal of channelized right-turn lanes and the reduction of curb radii to improve pedestrian safety and slow turning movements. In addition, consider realigning Normandy Drive (with sidewalks) to connect directly with Colesville Road, creating a more cohesive and perpendicular intersection geometry.

Pedestrian Network

3. Implement wider sidewalks on both sides of Colesville Road with adequate street buffers that align with the Boulevard street type in accordance with the *Complete Streets Design Guide*.
4. Construct sidewalk on Brunett Avenue under I-495/Beltway to fill the existing gap.
5. Conduct a walkability study for Highland View Elementary School as a part of the county's Safe Routes to School program to increase pedestrian access for students.

6. Study the possibility of a natural surface trail along Dallas Avenue from the intersection with Bristol Avenue to the Sligo Creek Trail and other ways to improve access to Sligo Creek Stream Valley Park from nearby residential communities.
7. Install sidewalks on neighborhood streets with prioritization for the following streets:
 - a. Hastings Drive
 - b. Granville Drive (Hastings Drive to Caroline Avenue)
 - c. Caroline Avenue (E. Indian Spring Terrace Local Park to Seven Oaks Neighborhood Park)
 - d. Leighton Avenue (Franklin Avenue to Seven Oaks Parks)
 - e. Hamilton Avenue (Worth Avenue to Seven Oaks Parks and Seven Oaks Park to Flower Avenue, formalize paper street as a pedestrian connection between Wire Avenue and Saybrook Avenue to complete this connection)
 - f. Melbourne Avenue
 - g. Providence Avenue
 - h. Lauer Terrace
 - i. Oldham Road
 - j. Eton Road
 - k. Highview Avenue (extend existing sidewalk to Leighton Avenue)

Bicycle Network

8. Reconfirm the bikeway recommendations of the 2018 *Bicycle Master Plan* with the following additions:
 - a. Extend Caroline Avenue Shared Road Bikeway to Seven Oaks Neighborhood Park. Continue Shared Road Bikeway south of the park on Three Oaks Drive to Sligo Creek Parkway.
 - b. Add Flower Avenue as a sidepath (west side) from Arliss Street to Franklin Avenue.

Transit

9. Support the implementation of median-running BRT along Colesville Road to enhance transit capacity and strengthen regional connectivity.
10. Consider retention of a BRT station on Colesville Road, south of I-495, in the Plan Area, with the redevelopment of properties within this District.

Colesville Road Interchange

The Colesville Road interchange with the Capital Beltway (I-495) presents challenges for people walking, biking, and rolling, as well as residents in the Plan Area looking to access amenities in Four Corners. There are six conflict points at the interchange where people walking, biking, and rolling intersect with traffic entering or exiting the Capital Beltway. To address these issues, the Plan recommends the following interim and long-term modifications:

11. Interim recommendations:
 - a. Maintain pavement markings in good operating condition and apply high-visibility treatments to enhance safety and driver awareness.
 - b. Regularly trim foliage to avoid blocking lighting, signage, and sight distances at ramps, intersections, and pedestrian crossings.
 - c. Consider a coordinated, high-intensity activated crosswalk (HAWK) type signal at both the entrance and exit points of pedestrian ramp crossings.
 - d. Improve and maintain adequate and consistent lighting along the interchange to enhance safety and visibility for people walking, with an emphasis on crosswalks.
12. Long-term recommendations:
 - a. Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with Maryland Department of Transportation State Highway Administration (MDOT SHA) Bicycle and Pedestrian Design Guidelines.
 - b. If the Colesville Road bridge above the I-495/Capital Beltway is reconstructed, expand the sidewalk and install a vertical barrier to provide a protective barrier for pedestrians and bicyclists.
 - c. Signalize all turning movements to provide protected phases for people walking, biking, and rolling.
 - d. Orient curb ramps to the intended direction of travel for people walking, rolling, and biking, typically perpendicular to crossing vehicular traffic.
 - e. Reduce corner radii to calm vehicular traffic speeds and provide additional cues to drivers that they are exiting a controlled highway and entering a multi-modal environment.

Housing

1. Encourage the introduction of housing types such as duplexes, triplexes, and townhomes along Colesville Road, particularly near community-serving institutions and major intersections.

SPECIFIC SITE RECOMMENDATIONS

The sites listed below have additional recommendations, in the event of redevelopment.

2. YMCA Silver Spring, 9800 Hastings Drive (Site 1)

This plan supports redevelopment of the YMCA site, with co-location of housing. Redevelopment should explore an ecological and energy efficient approach to redevelopment of the site, including forested buffers adjacent to I-495 and its access ramp, minimizing impervious cover, and integrating structured parking with active uses such as courts.

 - a. Urban design:
 - Maximize visual and shaded pedestrian connectivity from the site to Indian Spring Terrace Local Park.
 - Orient buildings to front onto new and existing public streets.

- Focus tallest portions of the development along I-495 and transition toward the existing single-family development to the south.
- b. Transportation:
 - Improve connections within and to the site:
 - Extend the street grid with new streets that create a series of compact development blocks and connect to Fairway Avenue.
 - Provide shaded pedestrian and bicycle facilities that can connect to the planned trail extension over I-495.
- c. Housing:
 - Explore opportunities to provide housing types with active ground floor uses. Consider developing affordable or workforce housing in partnership with DHCA or other entities.
- d. Environment:
 - Preserve treelined perimeter buffer along Fairway Avenue, as well as along the northern portion of the site.
 - Provide a minimum setback of 100 feet from I-495 for residential uses to mitigate negative air quality impacts from close proximity to the highway.
 - Maximize nature-based design elements upon redevelopment.
- 2. Acorn Hill Waldorf Kindergarten and Nursery, 9504 Brunett Avenue (Site 6)
 - a. Environment:
 - Reduce impervious cover on overall site.
 - Protect forest adjacent to parkland and the forest in the northeast corner of the property.
 - When possible, preserve on-site large trees (over 24 inches in diameter)

UNIVERSITY BOULEVARD NORTH DISTRICT



Figure 15. Rendering of University Boulevard, looking southwest just south of E. Melbourne Avenue, showing infill development at Mt. Jezreel Baptist Church, along with an improved public space and a more comfortable pedestrian experience.

CONTEXT

The University Boulevard District includes several single-family neighborhoods as well as townhome communities, assisted and independent senior housing facilities, places of worship, two community pools, and two public schools. University Boulevard is a wide roadway with limited protected crossings and narrow sidewalks immediately adjacent to the curbs. Although the district includes part of the Long Branch Stream Valley Park and several active parks west of University Boulevard, accessing these amenities is difficult for people east of University Boulevard, where the only active recreational amenities are on public school properties. While the district is bordered by Northwest Branch Stream Valley Park to the east, there is no access to the park on the west side of the Northwest Branch.

VISION

This Plan envisions the northern section of University Boulevard, between the Capital Beltway and Heron Drive, as an improved destination and connection between Four Corners and Long Branch, offering opportunities for diversity of uses, housing types, and transportation choices along the entire corridor, with opportunities for more housing, retail, and expanded community-serving uses at existing places of worship. The Plan seeks to strengthen the area's community-serving institutions

and senior housing options, improve connections across University Boulevard, and establish a network of parks and open spaces east of University Boulevard, while protecting and enhancing existing natural resources, such as Northwest Branch Stream Valley Park, to improve environmental resilience.

GOALS

- **Encourage more types of housing along** University Boulevard and co-located with existing places of worship.
- **Create opportunities to expand community-serving uses and senior housing** along University Boulevard at existing places of worship and senior housing facilities.
- **Provide better access to parks, open spaces, and amenities** east of University Boulevard and improve access to Northwest Branch Stream Valley Park.
- **Improve transportation safety** along University Boulevard for those walking, biking, rolling, taking transit, and driving and create more opportunities to safely cross the roadway.

RECOMMENDATIONS

Land Use and Zoning

Refer to the map and table that follow for proposed zoning changes.

Map 4. University Boulevard: Proposed Zoning



*CRN with overlay zone, as applied above, restricts commercial uses and acts as a residential zone that allows for more types of housing, such as townhomes, duplexes, triplexes, and quadplexes with building standards that maintain neighborhood compatibility and improve transportation safety.

Table 5. University Boulevard Proposed Zoning

Site Number	Property Description	Existing Zoning	Proposed Zoning	Justification
1	Single-family homes within one block of University Boulevard	R-60	CRN-1.0 C-0 R-1.0 H-45 with overlay zone	Encourage more diverse housing options along University Boulevard
2	Single-family homes along University Boulevard	R-60	CRN-1.0 C-0 R-1.0 H-50 with overlay zone	Encourage more diverse housing options along University Boulevard
3	Eastern Middle School	R-60	Retain	Maintain existing use
4	Mt. Jezreel Baptist Church and The Sanctuary Senior Housing	R-60	CRT-1.5 C-0.5 R-1.5 H-55	Encourage new and infill residential development at institutional properties, while maintaining the existing use as a community anchor and place of worship
5	Townhomes	RT-12.5	TMD	Bring into conformance with the zoning code, as RT-12.5 cannot be confirmed through the zoning code
6	University Gardens I and II and Korean Community Center	R-60	CRN-1.5 C-0.25 R-1.5 H-55	Encourage the development of more senior housing
7	Silver Spring Presbyterian Church	R-60	CRT-1.5 C-0.5 R-1.5 H-55	Encourage new and infill residential development at institutional properties, while maintaining the existing use as a community anchor and place of worship
8	Montgomery Knolls Elementary School	R-60	Retain	Maintain existing use

9	Althea Woodland Nursing Home	R-60	Retain	Maintain existing use
10	Oak View Elementary School	R-60	Retain	Maintain existing use

1. Confirm the R-60 zone for all remaining properties in the district, not identified in the table above, including the Franklin Knolls Pool, the Daleview Swim Club and the remaining residential properties in the University Boulevard District.

Urban Design

1. Enhance University Boulevard as a main corridor with pedestrian-friendly streetscapes and a mix of low to medium density residential buildings, providing some neighborhood-serving uses where permitted through mixed use zoning and active frontages lining the street.
2. Focus height and density along the main corridor and scale down toward the residential neighborhoods in the rear.
3. Utilize infill/redevelopment opportunities on large sites to create a finer grained network of streets and publicly accessible open spaces and introduction of neighborhood-serving uses.
4. Encourage the use of structured parking and a more compact and street-oriented pattern of development.
5. Ensure that future development integrates the proposed BRT station seamlessly with easy access by walking and rolling.
6. Explore opportunities for new parks and public open spaces east of University Boulevard, as well as improved access to Northwest Branch Stream Valley Park (see more detail under plan-wide Parks and Trails section)
7. Create a sense of arrival by establishing a gateway using public art, landscaping, lighting, programming, and other design features that foster cultural identity at the following intersections:
 - a. University Boulevard and Franklin Avenue
 - b. University Boulevard and Piney Branch Road

Transportation

Streets

1. Narrow vehicle travel lane widths to the minimum consistent with the *Complete Streets Design Guide*, from University Boulevard to Merwood Lane, and reallocate excess roadway space to bike lanes.
2. Redesign the Langley Drive approaches at University Boulevard to enhance pedestrian safety and improve sight lines:

- a. Narrow the roadway approaches to reduce vehicle speeds and create space for wider, continuous sidewalks.
- b. Improve sight lines between vehicles approaching University Boulevard and people walking, biking, and rolling across Langley Drive and along University Boulevard.
- c. Shorten the distance crossing University Boulevard by incorporating curb extensions or pedestrian islands, minimizing exposure to traffic, and improving visibility.

Pedestrian Network

- 3. Create the following new pedestrian connections:
 - a. Linton Street to University Boulevard (north of Silver Spring Presbyterian Church)
 - b. Franklin Avenue (at Church of Christ Silver Spring) to Upper Long Branch Neighborhood Park
- 4. Formalize all the connections between Franklin Avenue and Sudbury Road, Walden Road, and Mintwood Street as paved trail connections for pedestrian and bicycle travel.
- 5. Implement an 11-foot sidepath with an adequate street buffer on both sides of University Boulevard, consistent with the 2018 *Bicycle Master Plan* and the *Complete Streets Design Guide*.
- 6. Install sidewalks on neighborhood streets with prioritization for the following streets:
 - a. Kimes Street (Langley Drive to Patton Drive)
 - b. Patton Drive
 - c. Langley Drive (west of University Boulevard)
 - d. South of Glenville Road to Langley Drive (west of University Boulevard)
 - e. Melbourne Avenue
 - f. Dearborn Avenue
 - g. Seminole Street
- 7. Conduct a walkability study for Eastern Middle School and Montgomery Knolls Elementary School as a part of the county's Safe Routes to School program in order to increase pedestrian access for students.
- 8. Expand the width of E. Melbourne Avenue and E. Wayne Avenue bridges to allow for a shared use path for people walking, biking, and rolling.

Bicycle Network

- 9. Reconfirm the bikeway recommendations of the 2018 *Bicycle Master Plan* with the following updates:
 - a. Extend planned E. Indian Spring Avenue as shared road bikeway (neighborhood greenway) east of University Boulevard to McAlpine Road (with the intent that the bicycle and pedestrian connection will be established over I-495/Beltway Bridge to connect to the Oakview neighborhood; see plan-wide recommendation).
 - b. Extend E. Wayne Avenue sidepath from Whitney Street to University Boulevard.
 - c. Add Flower Avenue as a sidepath (west side) from Arliss Street to Franklin Avenue.

- d. Remove the Sudbury Road shared bikeway from Arliss Street to Franklin Avenue.
 - e. Update Franklin Avenue shared road bikeway from University Boulevard to Merwood Lane as separated bike lanes.
10. Explore the feasibility of a natural surface trail on the west side of the Northwest Branch Stream Valley Park that runs from E. Franklin Ave (near the Franklin Knolls Pool) to Montgomery Knolls Elementary school (see plan-wide Parks and Trails section for more detail).

Transit

- 11. Reconfirm the stations and route for the University Boulevard BRT in the Plan Area to enhance transit capacity and strengthen regional connectivity, consistent with the 2013 *Countywide Transit Corridors Functional Master Plan*.
- 12. Convert one travel lane in each direction on University Boulevard, between I-495 and Piney Branch Road, to a dedicated transit lane.

Housing

- 1. Encourage the development of a variety of housing types along University Boulevard, including townhomes, plexes, and small-scale multi-family buildings.
- 2. Support the continued growth of senior housing in the area by encouraging new and expanded facilities that serve older adults.

SPECIFIC SITE RECOMMENDATIONS

The sites listed below have additional recommendations, in the event of redevelopment.

- 1. Eastern Middle School, 300 University Boulevard East (Site 2)
 - a. Urban design:
 - Explore co-location of community facilities.
 - Design athletic fields to be accessible to the community outside of school use.
 - Explore innovative approaches to recreational facilities, such as rooftop fields or courts with parking underneath.
 - Locate buildings close to University Boulevard and E. Franklin Avenue. If locating the school close to the intersection is not feasible, locate it to the interior of the site to maximize the opportunity for future co-location facing University Boulevard.
 - Provide a prominent architectural feature at the intersection of University Boulevard and E. Franklin Avenue.
- 2. Mount Jezreel Baptist Church, 420 E. University Boulevard (Site 3)
 - a. Urban design:
 - Provide a corridor-facing public open space that is a minimum 0.5-acre consistent with a civic green that is visible, connected to the street, and fronted by active uses and third places.

- Retain community-serving use and site it in a prominent, high-visibility location. Provide an architectural focal point.
 - Locate greatest height and density along University Boulevard.
- b. Transportation:
- Extend the street grid by connecting Glouster Knoll Drive to Greer Avenue.
- c. Environment:
- Preserve existing forest conservation easement and remove invasive species upon redevelopment to restore forest health.
 - Preserve significant and specimen trees to the greatest extent possible during redevelopment.
3. University Gardens I and II and the Korean Community Service Center of Greater Washington, 440 University Boulevard East and 700 Buckingham Drive (Site 5)
- a. Urban design:
- Include neighborhood-serving retail, such as a bookstore, coffee shop, or corner store or community-serving uses.
 - Explore the provision of a community garden.
 - Locate greatest height toward intersection of University Boulevard and Buckingham Drive.
 - Provide a prominent architectural feature close to the intersection of University Boulevard and Buckingham Drive.
- b. Transportation:
- Limit curb cuts onto University Boulevard by locating access from Buckingham Drive.
- c. Environment:
- Preserve existing tree canopy, where feasible.
4. Silver Spring Presbyterian Church, 580 University Boulevard East (Site 6)
- a. Urban design:
- Explore creative housing such as multiplexes and cottage courts fronting on to Linton Street, in keeping with the character of the street.
 - Locate highest height and density along University Boulevard.
 - Provide a 0.25-acre minimum public open space consistent with a civic green that is visible, connected to the street and fronted by active uses.
 - Explore a pedestrian connection through the site connecting University Boulevard with Linton Street and Montgomery Knolls Elementary School.
- b. Transportation:
- Designate the Kimes street as a shared street within the property and utilize alternative pervious paving that can serve as multi-use community space.
5. Oak View Elementary School, 400 East Wayne Avenue (Site 9)
- a. Environment:

- Preserve contiguous wooded and forested areas with steep slopes adjacent to Long Branch Stream Valley Park. Include contiguous forest to the south and northwestern side of property.
6. Montgomery Knolls Elementary School, 807 Daleview Drive (Site 7)
- a. Environment:
 - Retain the existing forest contiguous to Northwest Stream Valley Park, a priority save forest area due to its high quality, steep slopes, erodible soil, and minimal invasive species. Include contiguous forest to the south, southwest, and western side of property.
 - Provide forested buffer to protect existing tributary.
7. Althea Woodland Nursing Home, 1000 Daleview Drive (Site 8)
- a. Urban design:
 - Consider a public space that invites neighbors to gather and experience nature. Amenities could include a community garden, picnic tables or benches, etc.
 - b. Environment:
 - Retain the existing forest contiguous to Northwest Branch Stream Valley Park, a priority save forest area due to its high quality, steep slopes, ephemeral stream, and minimal invasive species.
 - Retain or reduce impervious cover of property to eliminate impacts to forest.

NEW HAMPSHIRE AVENUE DISTRICT



Figure 16. Rendering of the future Oakview Drive BRT station on New Hampshire Avenue, looking southeast from the northwest corner of the intersection, showing infill mixed-use development, an improved pedestrian experience and new street trees.

CONTEXT

The New Hampshire Avenue District is bounded by the Northwest Branch Stream Valley to the west, the Capital Beltway to the north, and the Prince George’s County border to the east. The district includes the Oakview single-family neighborhood, several multi-family buildings, important community institutions including St. Camillus Church and Good Shepherd Church, and a few commercial uses at the intersection with Northampton Drive. New Hampshire Avenue is oriented toward cars, with limited protected crossings and narrow sidewalks for pedestrians, given the volume of traffic. Just north of the Capital Beltway, the Hillandale Shopping Center is a nearby destination for grocery shopping, restaurants, and other amenities, although it is currently difficult to access without a vehicle.

VISION

This Plan envisions the New Hampshire Avenue District as a destination with a mix of uses, housing types, community-serving facilities, and transportation choices for those who live in the area, with enhanced, safe connections to nearby commercial destinations in Hillandale, Long Branch, and Takoma-Langley Crossroads. The Plan imagines opportunities for more housing, retail, and

community facilities, focused near the planned BRT stations at Oakview Drive and Northampton Drive and co-located with places of worship.

GOALS

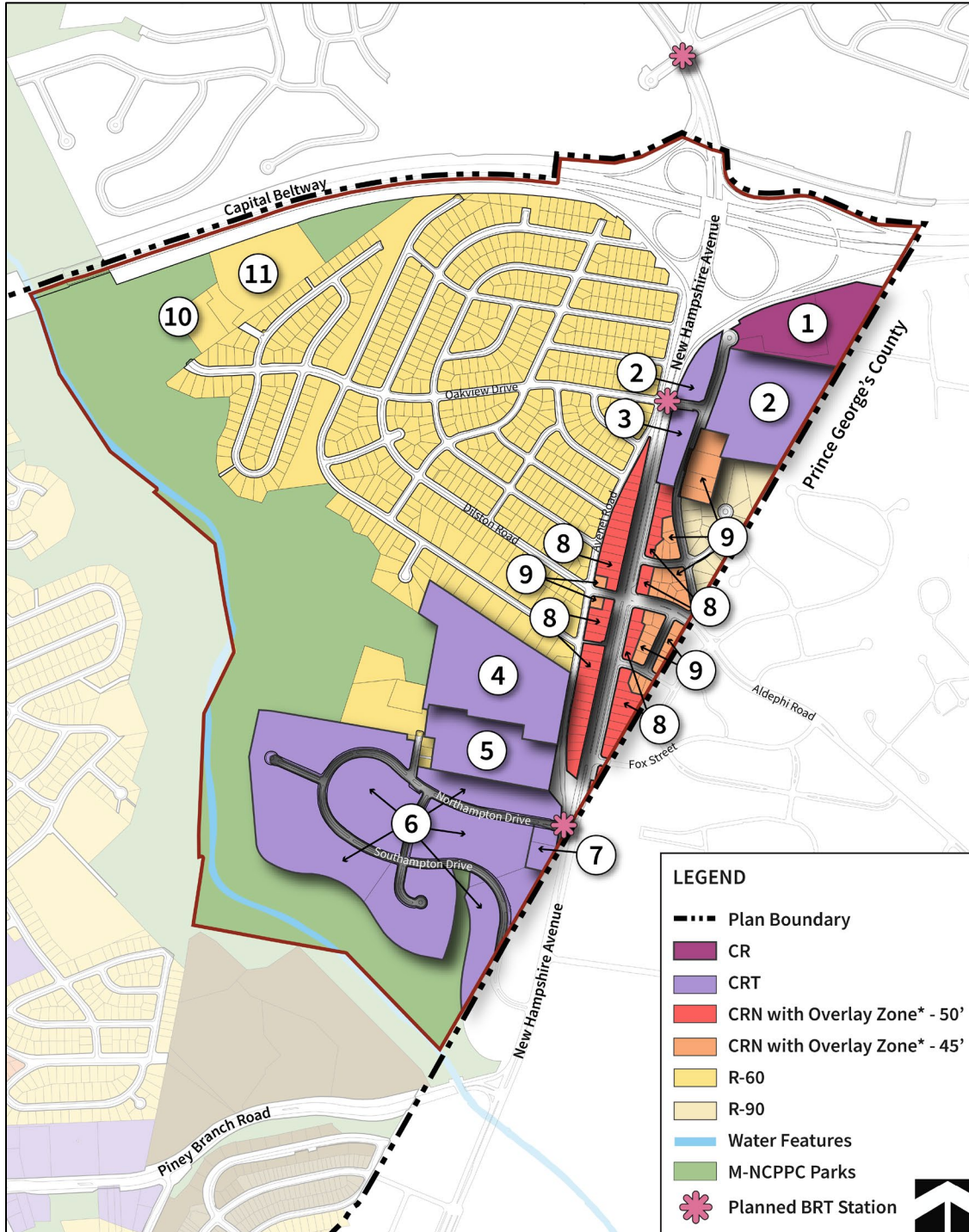
- **Create walkable destinations in the New Hampshire Avenue district** by allowing retail, commercial, and community-serving uses at key sites and future BRT stations, enhancing existing park spaces, and increasing tree canopy cover.
- **Encourage more housing along New Hampshire Avenue.**
- **Improve the safety, comfort, and experience** along New Hampshire Avenue for those walking, biking, rolling, taking transit, and driving.
- **Establish safer, cooler, more comfortable pedestrian connections to nearby commercial destinations** in Hillandale, Long Branch, and Takoma Langley Crossroads.

RECOMMENDATIONS

Land Use and Zoning

Refer to the map and table that follow for proposed zoning recommendations.

Map 5. New Hampshire Avenue: Proposed Zoning



*CRN with overlay zone, as applied above, restricts commercial uses and acts as a residential zone that allows for more types of housing, such as townhomes, duplexes, triplexes, and quadplexes with building standards that maintain neighborhood compatibility and improve transportation safety.

Table 6. New Hampshire Avenue: Proposed Zoning Changes

Site Number	Property Description	Existing Zoning	Proposed Zoning	Justification
1	The Chateau Apartments	RH	CR 1.5 C-0.5 R-1.5 H-160	Encourage mixed-use development surrounding the planned Oakview Drive BRT station. CR rather than CRT to accommodate the existing height of the buildings (158 ft)
2	Avery Park Apartments	R-20	CRT 1.5 C-0.5 R-1.5 H-60	Encourage mixed-use development surrounding the planned Oakview Drive BRT station
3	Good Shepherd United Methodist Church	R-90	CRT 1.5 C-0.5 R-1.5 H-60	Encourage new, infill residential development at institutional properties, while maintaining the existing use as a community anchor and place of worship
4	St. Camillus Church, Victory Oaks, and St. Francis International School	R-60	CRT 1.5 C-1.5 R-1.5 H-60	Encourage new and infill residential development at institutional properties, while maintaining their existing use as a community anchor and place of worship
5	Hampshire West Apartments	R-20	CRT-1.0 C-0.25 R-1.0 H-55	Encourage mixed-use development surrounding the planned Oakview Drive BRT station
6	Northwest Park Apartments	R-20	CRT-0.75 C-0.25 R-0.75 H-55	Encourage mixed-use development surrounding the planned Northampton Drive BRT station
7	7-11 and Pizza Hut	CRT-0.75 C-0.75 R-0.25 H-45	CRT 1.5 C-0.5 C-1.5 H-55	Encourage mixed-use development surrounding the planned Northampton Drive BRT station

8	Single-family homes along New Hampshire Avenue	R-60 and R-90	CRN-1.0 C-0 R-1.0 H-50 with overlay zone	Encourage more diverse housing options along New Hampshire Avenue, and planned BRT stations at the intersections with Oakview Drive and Northampton Drive
9	Single-family homes within one block of New Hampshire Avenue and Mt. Pisgah Road	R-60 and R-90	CRN-1.0 C-0 R-1.0 H-45 with overlay zone	Encourage more diverse housing options along New Hampshire Avenue, and planned BRT stations at the intersections with Oakview Drive and Northampton Drive
10	Oakview Pool (vacant)	R-60	Retain	Maintain use that is compatible with a residential neighborhood
11	Roscoe Nix Elementary School	R-60	Retain	Maintain existing use

1. Confirm the R-60 and R-90 zone for all remaining properties in the district, not identified in the table above, including single-family residential properties and JoAnn Leleck Elementary School.

Urban Design

1. Enhance New Hampshire Avenue as a main corridor with pedestrian-friendly streetscapes and a mix of low to medium density residential buildings, providing some neighborhood-serving uses where permitted through mixed-use zoning and active frontages lining the street.
2. Improve the pedestrian experience of the underpass beneath the Capital Beltway (I-495) using public art, lighting, and streetscape improvements.
3. New development along New Hampshire Avenue should be oriented to front onto New Hampshire Avenue.
4. Create a sense of arrival by establishing a gateway using public art, landscaping, lighting, programming, and other design features that foster cultural identity at the intersection of New Hampshire Avenue and Oakview Drive.
5. Focus height and density near the proposed BRT stop, along the main corridor, and on the southeastern quadrant of the intersection with I-495. Scale down toward the surrounding residential neighborhoods.
6. Utilize infill/redevelopment opportunities on large sites to create a finer grained network of streets and publicly accessible open spaces while preserving existing natural resources.
7. Encourage the use of structured parking and a more compact and street-oriented pattern of development.

Transportation

Streets

1. Classify Avenel Road (Dilston Road to Northampton Drive) and Dilston Road (Oakview Drive to New Hampshire Avenue) as Neighborhood Connectors in the *Master Plan of Highways and Transitways*. Furthermore, study the New Hampshire Avenue, Northampton Drive, and Avenel Road junction to enhance safety for pedestrians and transit riders. If Northwest Park Apartments (950 Northampton Drive) redevelops, realign Avenel Road slightly west approaching Northampton Drive.
2. Remove channelized right turn headed eastbound on Northampton Drive to improve pedestrian safety.
3. Reduce speed on New Hampshire Avenue Service Road (Fox Road) to 15 mph to improve safety and accommodate interim bike lanes, consistent with the MDOT SHA Pedestrian Safety Action Plan recommendation.
4. Evaluate the feasibility of redesigning the traffic signal at Oakview Drive and New Hampshire Avenue to include a dedicated left turn phase at the eastbound and westbound approaches on Oakview Drive to reduce turning conflicts and improve traffic operations.

Pedestrian Network

5. Implement wider sidewalks on both sides of New Hampshire Avenue, where feasible, with adequate street buffers that align with the street type in accordance with the *Complete Streets Design Guide*.
6. When the bridge that connects Hedin Drive and E. Light Drive is reconstructed, its replacement should expand in width to allow for a shared use path for people walking, biking, and rolling and improve pedestrian and bicycle access to Brookview Local Park, Roscoe Nix Elementary School, and the Northwest Branch Trail.
7. Install sidewalks on neighborhood streets with prioritization for the following streets:
 - a. Mount Pisgah Road, where feasible
 - b. Stateside Court (dependent on parkland acquisition; see plan-wide Parks and Trails section for more detail)
8. Create the following new pedestrian connections:
 - a. Stateside Court to Broadacres Local Park (dependent on parkland acquisition, see Parks and Trails section for more detail)

Bicycle Network

9. Reconfirm the bikeway recommendations of the 2018 *Bicycle Master Plan* with the following updates

10. Support the MDOT SHA *Pedestrian Safety Action Plan* (PSAP) along New Hampshire Avenue to improve pedestrian and bicyclist safety. In coordination with the PSAP, additional recommendations include:
 - a. In the short term, develop an interim bicycle network that will include shared bikeway facilities (Priority Shared Lane Markings) along Avenel Road, Mount Pisgah Road, and the residential service roads of New Hampshire Avenue.
 - b. Create access points north of Oakview Drive for multi-family buildings (The Chateau and Avery Park Apartments) to access planned bike path and sidewalks at the ramp.

Transit

11. Support the implementation of BRT along New Hampshire Avenue Corridor to enhance transit capacity and strengthen regional connectivity.

Housing

1. Encourage the development of a variety of housing types along New Hampshire Avenue, including townhomes, plexes, and small-scale multi-family buildings.
2. Encourage the development of a variety of housing types near the New Hampshire Avenue and Northampton Drive BRT stop, including small multi-family buildings and townhouses, to support walkable and bikeable access to retail.

SPECIFIC SITE RECOMMENDATIONS

The sites listed below have additional recommendations, in the event of redevelopment.

1. The Chateau, 9727 and 9737 Mt. Pisgah Road (Site 1)
 - a. Urban design:
 - Establish a compact development pattern of smaller blocks and internal streets on the larger parcels with an enhanced streetscape that promotes pedestrian activity.
 - New development should transition in scale, from the highest density focused along I-495 to the lowest density by the single-family homes to the east.
 - Provide additional street connections between The Chateau and Avery Park Apartments.
 - Create a 0.5-acre minimum privately owned public open space that is consistent with a neighborhood green that is centrally located, connected to the larger pedestrian network, and fronted with active uses.
 - b. Environment:
 - The site has a high impervious cover with no stormwater management treatments. Upon redevelopment, reduce existing impervious cover.
 - Retain tree-lined buffer along the northern edge of the property along the I-495 ramp, as well as the southern side of the property with steep slopes. Enhance buffer through

additional tree and understory plantings. This area may have a drainage or hydrologic feature. Assess, protect, and improve if needed.

- Support the elimination of surface parking. If surface parking occurs, provide a minimum of 50% canopy cover and heat island reduction strategies as outlined in the Environment section.

2. Avery Park Apartments, 1801 Hampshire Green Lane (Site 2)

a. Urban design:

- Establish a compact development pattern of smaller blocks and internal streets on the larger parcels with an enhanced streetscape that promotes pedestrian activity.
- Focus greatest height, density, and active uses near the intersection of Mount Pisgah Road and Mount Pisgah Lane.
- Create a 0.5-acre privately owned public open space consistent with a civic green at the intersection of New Hampshire Avenue and Oakview Drive.
- Provide an architectural focus point near Mount Pisgah Road and fronting on to the proposed civic green.
- Provide for additional street connections between the Avery Park Apartments and The Chateau.

b. Environment:

- Along the southern property border on the adjacent property there is a tributary headwater. Upon redevelopment, provide required buffer to the headwater and stream network to protect the hydrologic and ecologic system.
- Retain trees along the southern property line where contiguous with adjacent property owners.

3. Good Shephard Methodist Church, 9701 New Hampshire Avenue (Site 3)

a. Urban design:

- Consider infill development on the north part of the site, where there is currently a surface parking lot. Site infill in a manner that maintains the church's prominent role and contribution to the community.
- Create a minimum 0.25-acre privately owned public open space that is consistent with a neighborhood green between the church and potential infill. Design the space to maintain existing trees and provide space that supports the community-serving land use. Explore pedestrian connections from Mount Pisgah Road and New Hampshire Avenue.

4. St. Camillus Church, Victory Oaks Senior Housing and St. Francis International School, 1600 St. Camillus Drive (Site 4)

a. Urban design:

- Orient infill development to create internal public space that enhances the pedestrian experience, residential character, and existing community-serving uses.
- Enhance pedestrian network across site and connect to wider pedestrian network.

b. Environment:

- Reassess the existing forest easement, which appears to include the tree-lined buffer along St. Camillus Drive and Avenel Road.
Support the retention and expansion of canopy and understory tree plantings and consider supplemental planting and invasive plant management.

c. Transportation:

- Create a street grid on these parcels, as shown in Figure 17, that connects Avenel Road and Beacon Road and St. Camillus Drive, Hampshire Court, and Northampton Drive to improve accessibility and navigation. Furthermore, create a pedestrian path from Hampshire West Court to Northampton Drive with the redevelopment of Northwest Park apartments.
- Upgrade the sidewalk to six feet (right side) of St. Camillus Drive and connect to the entrance of Broadacres Local Park. This sidewalk should connect to the property entrance/s on the site.

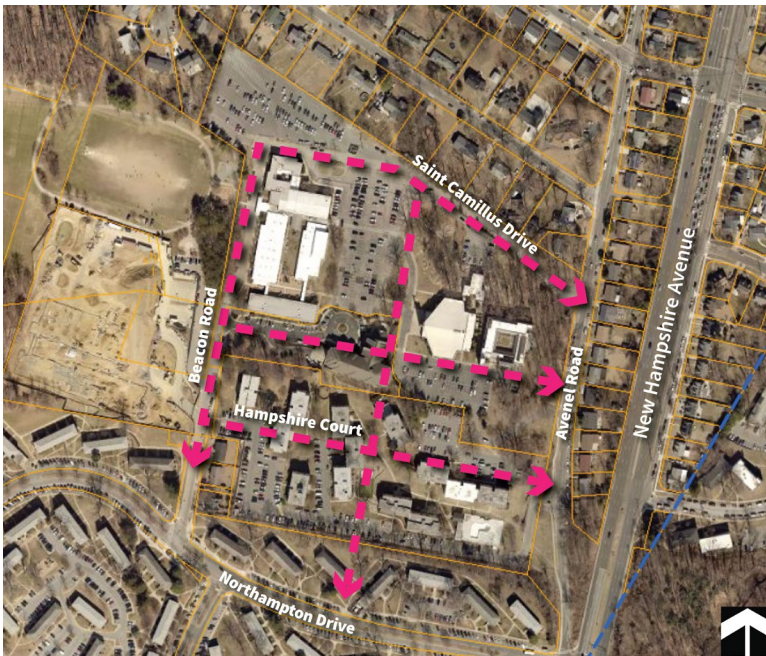


Figure 17. Proposed street grid for St. Camillus site

5. Hampshire West Apartments, 1432 Hampshire West Court (Site 5)

a. Urban design:

- Establish a compact development pattern of smaller blocks and internal streets on the larger parcels with an enhanced streetscape that promotes pedestrian activity.
- Enhance pedestrian network across site and connect to wider pedestrian network.

b. Environment:

- Protect and enhance the tree-lined buffers around the northern and southern property lines.

6. Northwest Park Apartments, 475 Southampton Drive (Site 6)
 - a. Urban design:
 - Create a series of compact development blocks by breaking up the site with public spaces, shared streets, and pedestrian paths.
 - Create a central linear 0.5-acre minimum privately owned public open space consistent with a neighborhood green that extends between Northampton Drive and Southampton Drive and connects to Northwest Branch Stream Valley Park on the southern side of Southampton Drive.
 - Concentrate commercial and retail uses east of the proposed privately owned public open space and closer to the intersection with Northampton Drive.
 - Realign Avenel Road slightly west approaching Northampton Drive.
 - b. Housing:
 - Ensure that a significant share of units is affordable to households earning under 50% AMI.
 - Partner with DHCA to identify strategies to provide deeply affordable (below 60% AMI) units on the property.
 - c. Environment:
 - This property abuts Northwest Branch Stream Valley Park and contains an exceptional contiguous, high-quality forest, springs and seeps, and tributary channels. A Natural Resources Assessment is needed to determine the extent and exact location of springs and seeps. Provide long-term protection of the priority save forest area and the aquatic systems, and expand buffer as needed for system health.
 - Consider putting the entire priority save forest area, which is contiguous (adjacent to M-NCPPC parkland), into a Category I Forest Conservation Easement.
 - Remove trash and invasive species present within the forest and aquatic systems. Provide supplemental plantings with species found within the Northwest Park network.
7. 7-Eleven and Pizza Hut, 16201 and 9200 New Hampshire Avenue (Site 7)
 - a. Design the required public open space of each site so that they complement each other and create a single, more meaningful space.
8. Oakview Pool (Site 9)
 - a. If the property is not acquired by M-NCPPC (see plan-wide Parks recommendation for more detail), retain the forest along the north and western property border. It is a high-quality, contiguous forest adjacent to Northwest Branch Stream Valley Park. Provide long-term protection of the priority save forest area and its associated steep slopes. Consider a Category I Forest Conservation Easement.
9. Roscoe Nix Elementary School (Site 10)
 - a. If/When the school is renovated, seek to move the existing Brookview Local Park to consolidate parkland next to the Northwest Branch Stream Valley Park.

ONGOING STUDY

Some topics that are undergoing further study include:

1. Future of the Long Branch Community Recreation Center
 - a. Today, the Long Branch Community Recreation Center, which is owned and operated by the Montgomery County Department of Recreation, is located within M-NCPPC-owned Long Branch Stream Valley. Montgomery Parks is concerned with improvements and expansions to this facility on this property due to environmental constraints, but given the need for community facilities in the Plan area, staff will advance conversations among Planning, the Department of General Services, and the Department of Recreation to determine whether improvement/expansion requires relocation and whether it could be co-located with housing and existing publicly owned land in the Plan Area.
2. Strategy for Incentive Zoning Points, including potential overlay zone
 - a. Staff are currently exploring incentive zoning as a way to encourage strategies shared in the Small Business and Economic Development section, as well as the development of deeply affordable housing units. Both may include adjustments to the existing menu of options, which will require an overlay zone.
 - b. Prioritizing or limiting the menu of public benefits will also require an overlay zone.
3. Smaller development sites contributing payment for larger park spaces or off-site park improvements
 - a. Staff are discussing whether this is an appropriate recommendation for this Plan area. This would require an overlay zone.
4. Connectivity across I-495 in the New Hampshire Avenue District
 - a. Staff are currently working with a consultant (VHB) to analyze three concepts for improved connections across 495. Deliverable is expected in early 2026.
5. Refine recommendations based on feedback and lessons learned from the Eastern Silver Spring Placemaking installations. Ongoing installations and feedback will be incorporated into Working Draft recommendations.
6. Examine how transportation safety recommendations can be implemented within the existing ROW of main corridors and within ¼ mile of Purple Line stations.

NEXT STEPS

Following this briefing, the planning team will continue community engagement to gather more input and feedback from all of the stakeholders in the Plan Area. The related Eastern Silver Spring placemaking initiative will begin installation on the five sites in spring 2026, and the installations will remain for three to six months. The planning team will then prepare the Working Draft of the Plan, incorporating feedback from the Planning Board shared during this briefing, comments from the community, and knowledge gained from the placemaking installations. The planning team will present the Working Draft to the Planning Board in fall 2026.