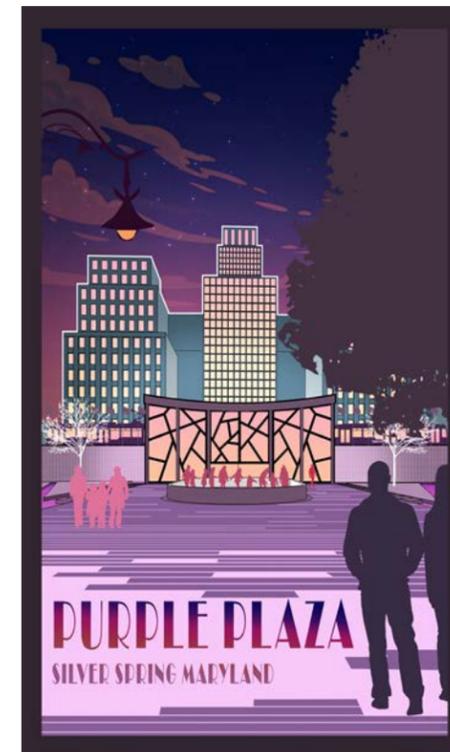
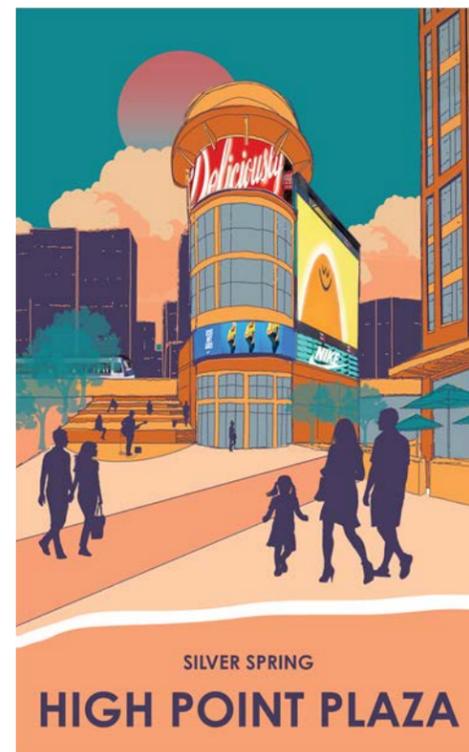
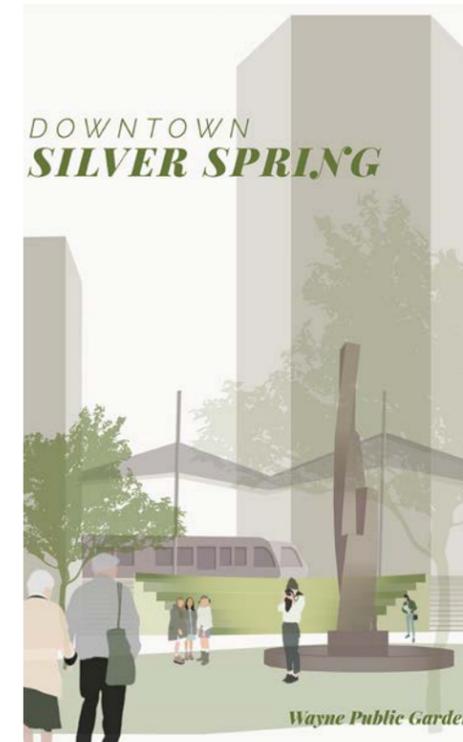
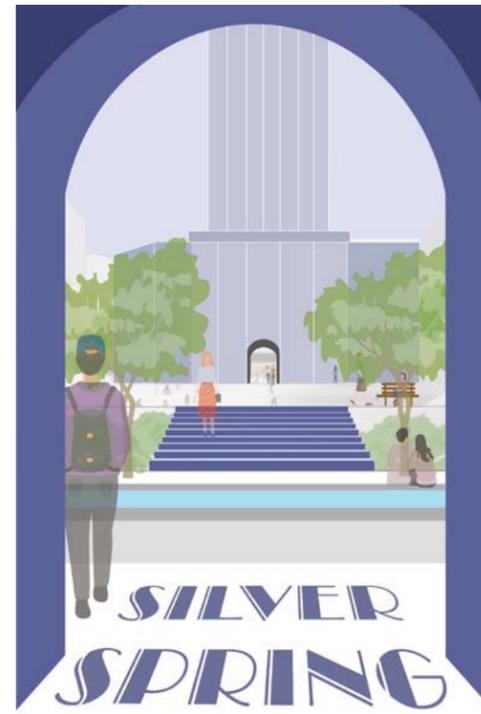


DOWNTOWN SILVER SPRING

SIX IDEAS TO MAKE A GREAT DOWNTOWN



UNIVERSITY OF MARYLAND, COLLEGE PARK
GRADUATE URBAN DESIGN STUDIO
ARCH700 | FALL 2022





UNIVERSITY OF MARYLAND, COLLEGE PARK
GRADUATE URBAN DESIGN STUDIO
ARCH700 | FALL 2022

The work in this report is focused on the downtown Silver Spring in the area next to the existing Red Line Metro station and the soon-to-be-completed Purple Line Station. Although new development activity has been ongoing in several Silver Spring neighborhoods over the past 25 years, the station area today is an inhospitable environment, filled with significant transit amenities yet of little value in terms of place-making.

The intent of the work in this report is to reveal the “art of the possible” for the station area and stimulate discussion about what is arguably the most important development opportunity in Montgomery County, MD.

Sites like this one, if developed properly, can provide new housing opportunities, raise the value of existing adjacent development and provide quality public space for all members of the community no matter where they live. The work contained herein seeks to show exactly that.

The work of the semester has generously been supported by the National Center for Smart Growth, Maryland-National Capital Park and Planning Commission, and Dean Dawn Jourdan of the School of Architecture, Planning and Preservation.

Georgeanne Matthew, PhD

Matthew Bell, FAIA FCNU

January 2023

TABLE OF CONTENTS

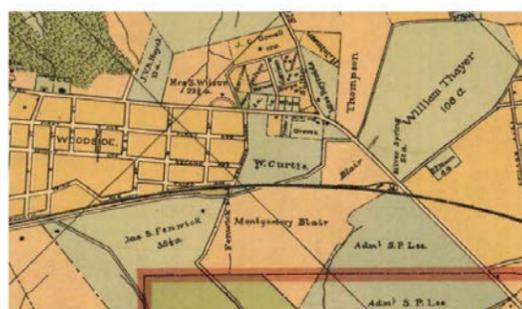
00 SITE ANALYSIS	4-9
<i>ARCH700 Studio Fall 2022</i>	
01 SILVER TOWER PLAZA	10-15
<i>Cristhy Centeno, James Long, Judy Tram</i>	
02 WAYNE PUBLIC GARDEN	16-21
<i>Kosta Gulisashvili, Talha Gursoy, Samantha Jamero</i>	
03 THE TRAIL YARD	22-27
<i>Chase Edwards, Maisha Islam, Jamal Smith</i>	
04 HI-LO CONNECTION	28-33
<i>Jihee Lee, Miguel Mora, Lea Roberts</i>	
05 PURPLE PLAZA	34-39
<i>Vincenza Perla, Marcelino Defngin, Carlos Vazquez</i>	
06 THE SPINA	40-45
<i>Samanty Habib, Austin Register, Marco Loh</i>	

GENERAL HISTORY:

Silver Spring was founded by Francis Preston Blair and his daughter, Elizabeth Blair in 1840. They constructed their home, Acorn Park, next to a sparkling 'mica-flecked' spring, hence giving the community its memorable name.

The first streetcar arrived in Silver Spring in 1888 as the Washington Woodside and Forest Glen Railway Power Company, using the right-of-way on Georgia Avenue up to Silver Spring boundary.

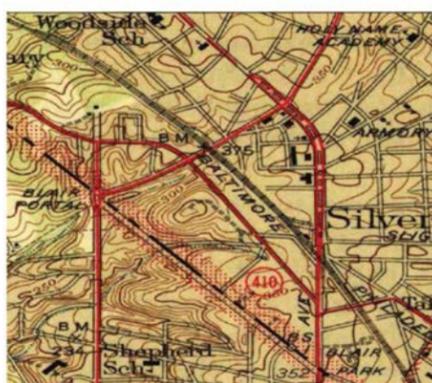
Fast-paced growth characterized the community in the 20th century supported by trolley service to DC, with later suburban style development of the Silver Spring Shopping Center and Silver Theater arriving in the 1930s. The shopping center located at the corner of Colesville Road and Georgia Avenue was the first US shopping center with parking in the front as the community became the second busiest retail market between Baltimore and Richmond in the mid-20th century. The arrival of the DC Metro Red Line metro rail further stimulates growth in the later part of the 20th century, supported by further retail growth in recent years.



1890



2020 overlaps on 1890 Map



1945



2022

Nacotchtank Tribe

- 1840**: A mica-flecked spring discovered
- 1850s**: Francis Preston Blair established his plantation
- 1888**: The Washington Woodside and Forest Glen Railway Power Company
- 1895**: The Railway went to Silver Spring
- 1927**: The railroad service was abandoned in favor to buses
- 1930s**: Significant population increase due to New Deal programs
- 1938**: Silver Spring Shopping Center
- 1978**: Silver Spring Metro Station
- 2001**: Gov. Parris Glendening endorses Purple Line

Piscataway Tribe



CONTINUITY OF EXPERIENCE (GEORGIA AVE)



CONTINUITY OF EXPERIENCE (COLESVILLE RD)



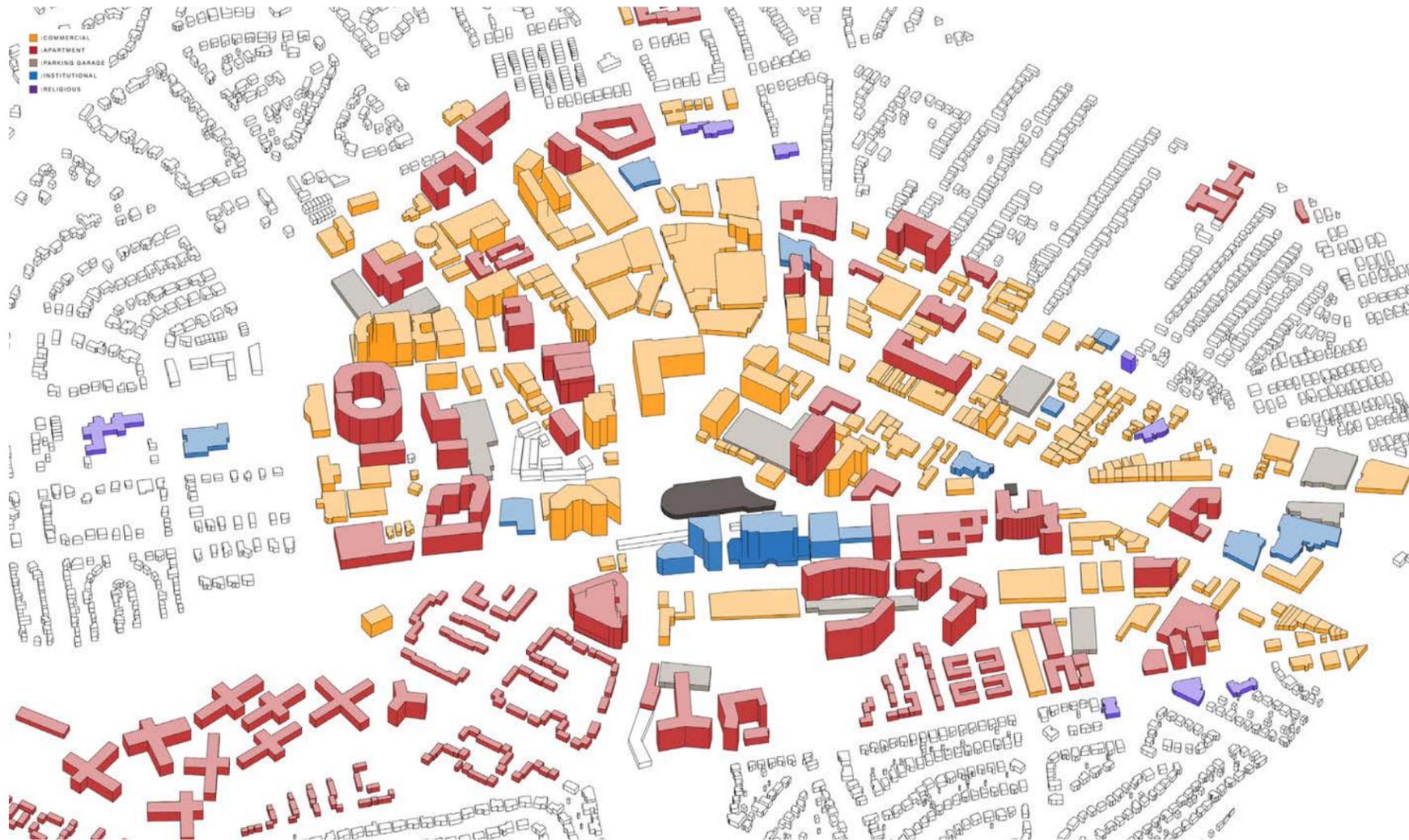
CONTINUITY OF EXPERIENCE (EAST-WEST HIGHWAY)



BUILDING USE



BUILDING HEIGHT



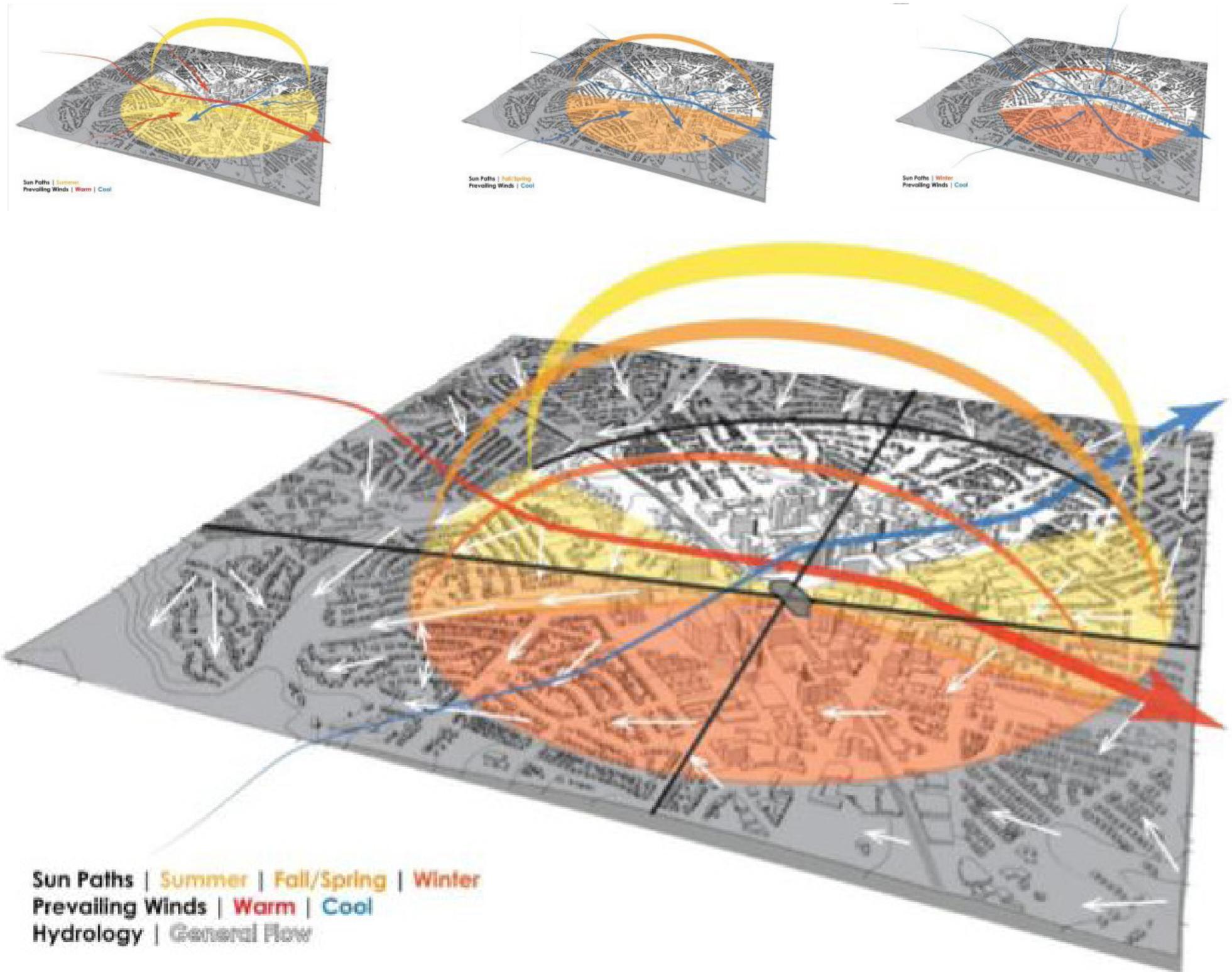
BUILDING USE IN AXONOMETRIC VIEW



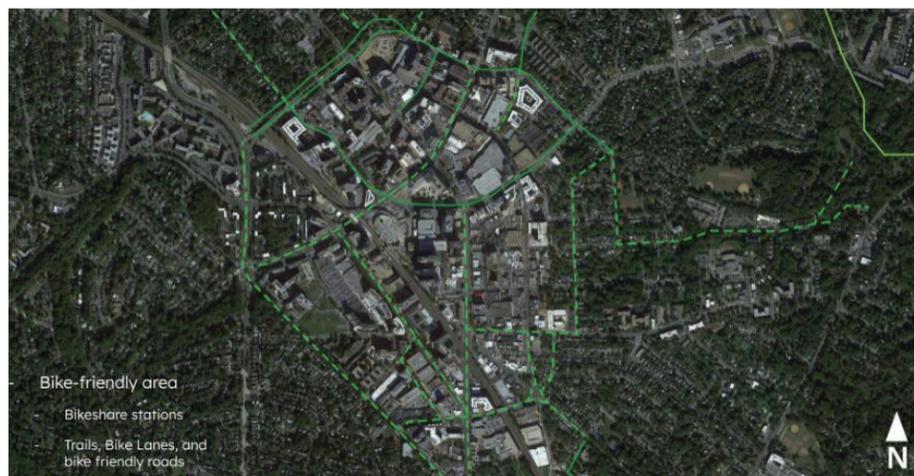
URBAN PARKS



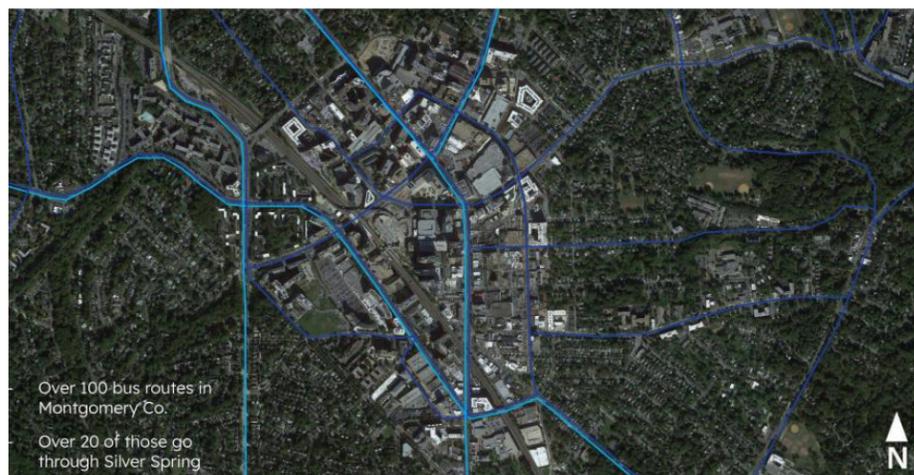
HYDROLOGY & TOPOGRAPHY



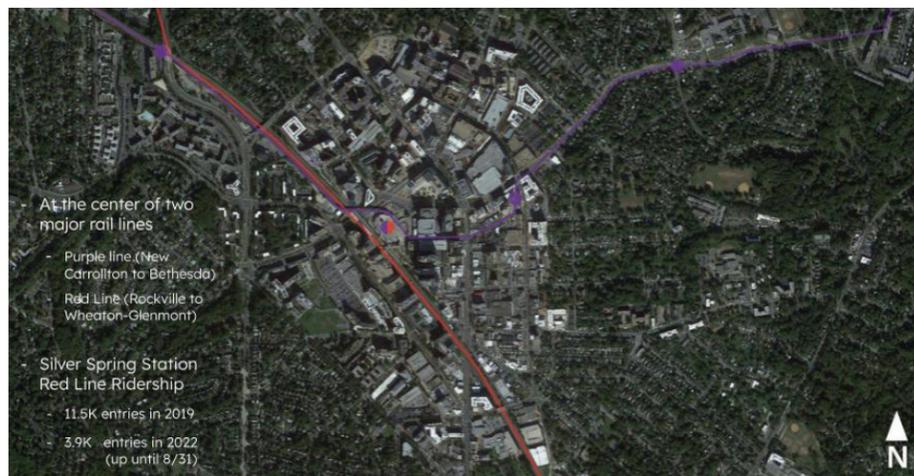
SUN & WIND DIAGRAM



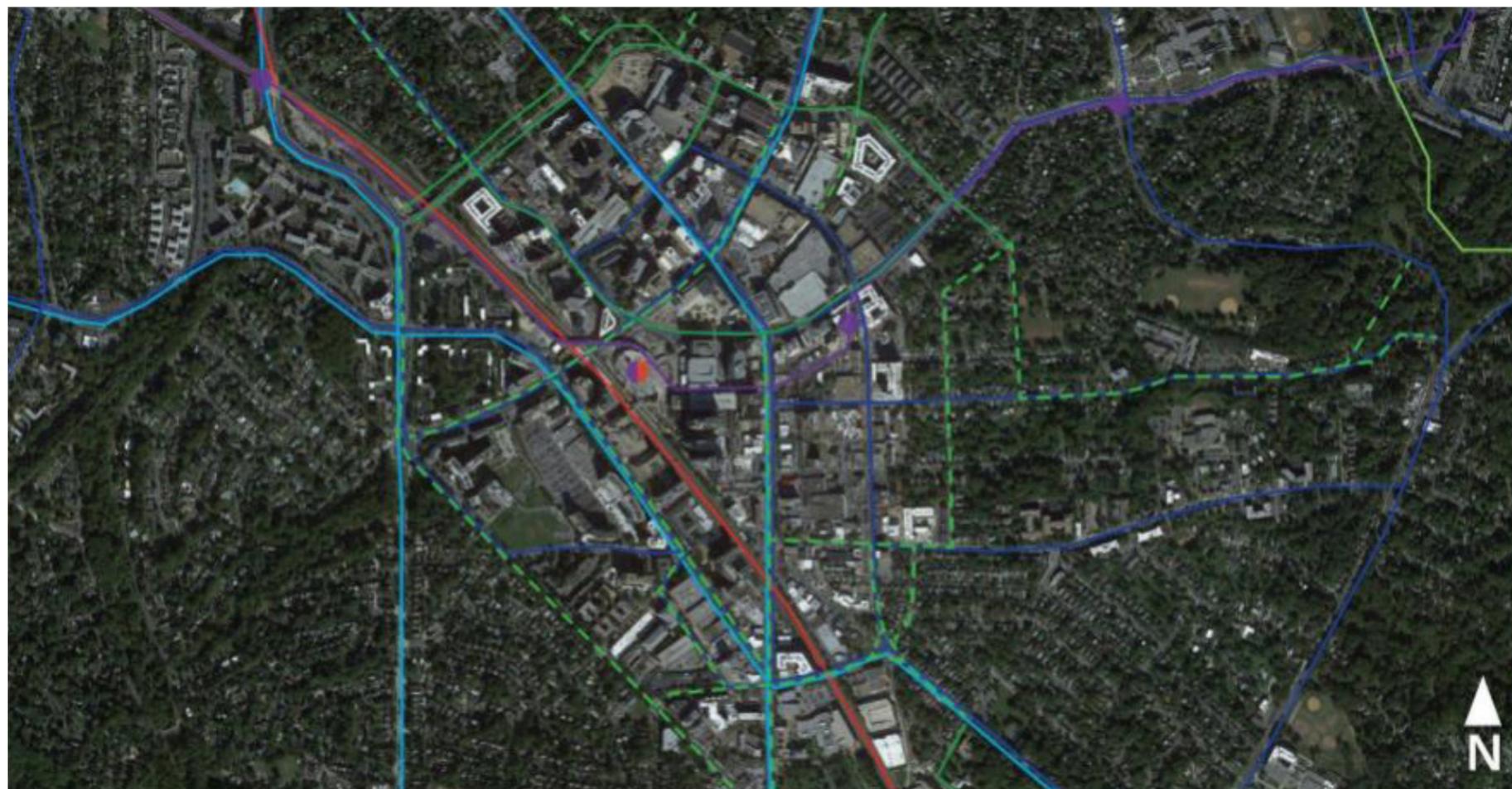
BIKE INFRASTRUCTURE



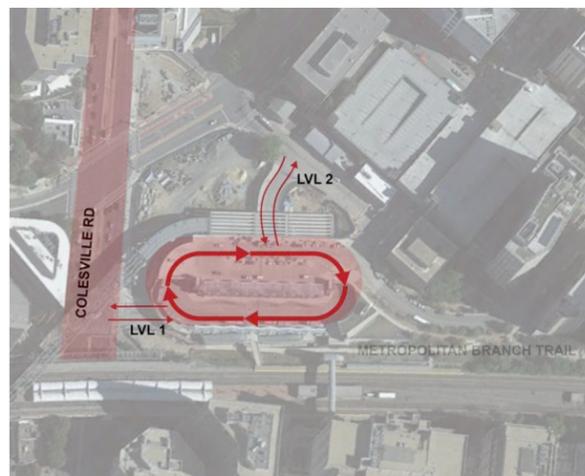
BUS ROUTES



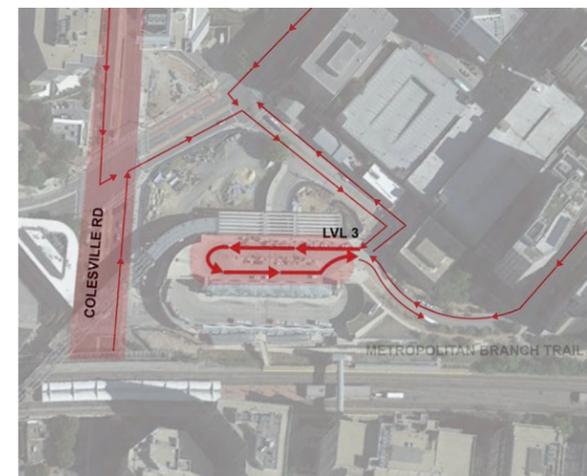
METRO LINES



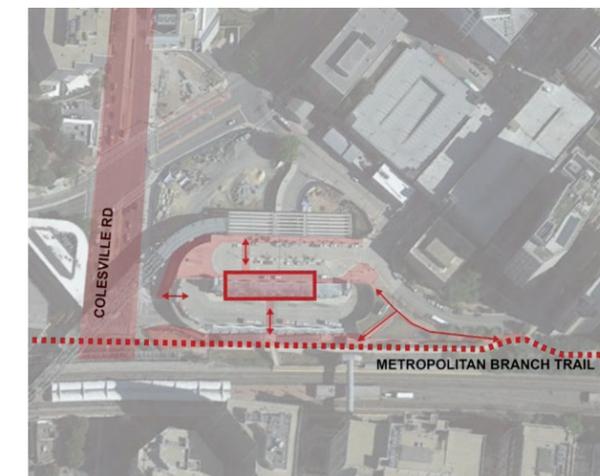
ALL MODES OF TRANSPORTATION



METRO ACCESS | BUS



METRO ACCESS | AUTOMOBILE



METRO ACCESS | PEDESTRIAN



1. EXISTING SITE



2. DIVIDING THREE NEIGHBORHOODS



3. PROPOSED OPPORTUNITY SITE



4. OVERALL OPPORTUNITY SITE

The urban analysis revealed several important insights:

Neighborhoods near the station can be broken up into three areas: The “downtown” areas adjacent to the station (green) which includes the old downtown and new development; the “Blairs” southwest of the station (tan) and with poor station access; and, a “village” bounded by Colesville road, Georgia Ave. and Spring Street (blue) that includes many different uses and building types, but no real sense of “place”.

The analysis also indicated that sites might be consider “opportunities” in that they might be outdated, of little quality, suburban in character or parking decks that could be better used so close to a major transit station. Those sites are indicated in red with a corresponding new figure-ground base map as well.



GROUND LEVEL VIEW OF THE SITE (TRANSIT CENTER ON THE RIGHT)



UPPER SIDE OF THE SITE



ANALYSIS PRECEDENTS

SIX PRECEDENT OPTIONS ANALYZED

01

ROCKEFELLER CENTER
New York, NY, USA



02

RENAISSANCE



03

EMERALD NECKLACE
Boston, MA, USA



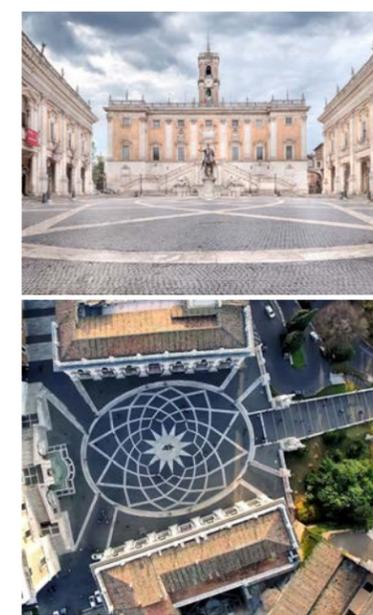
04

MEDIEVAL



05

CAMPIDOGLIO
Rome, Italy

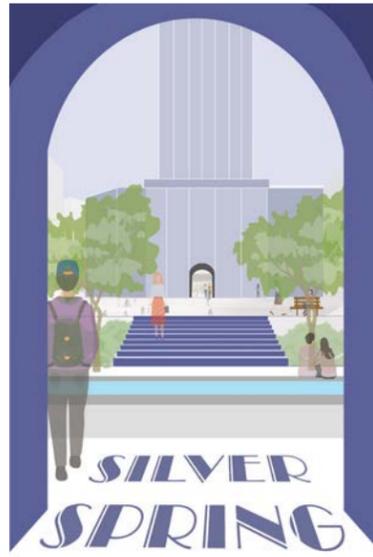


06

HIGHLINE
New York, NY, USA



01

SILVER TOWER
PLAZACristhy Centeno
James Long
Judy Tram

This scheme introduces a new plaza defined by the former Discovery Building and a new block located between the station and the square. The square mediates between the upper level and the level of Colesville Road to the west by introducing terraces and arched openings and is conceived as part of the network from the station to Ellsworth Mall and the Veteran's Plaza. The plaza is also used to treat stormwater and includes other sustainable features.

The scheme also makes a new bridge connection to Blair Gardens on the other side of the tracks and introduces new open space, "DC Line Park" to organize that neighborhood.



ILLUSTRATIVE SITE PLAN



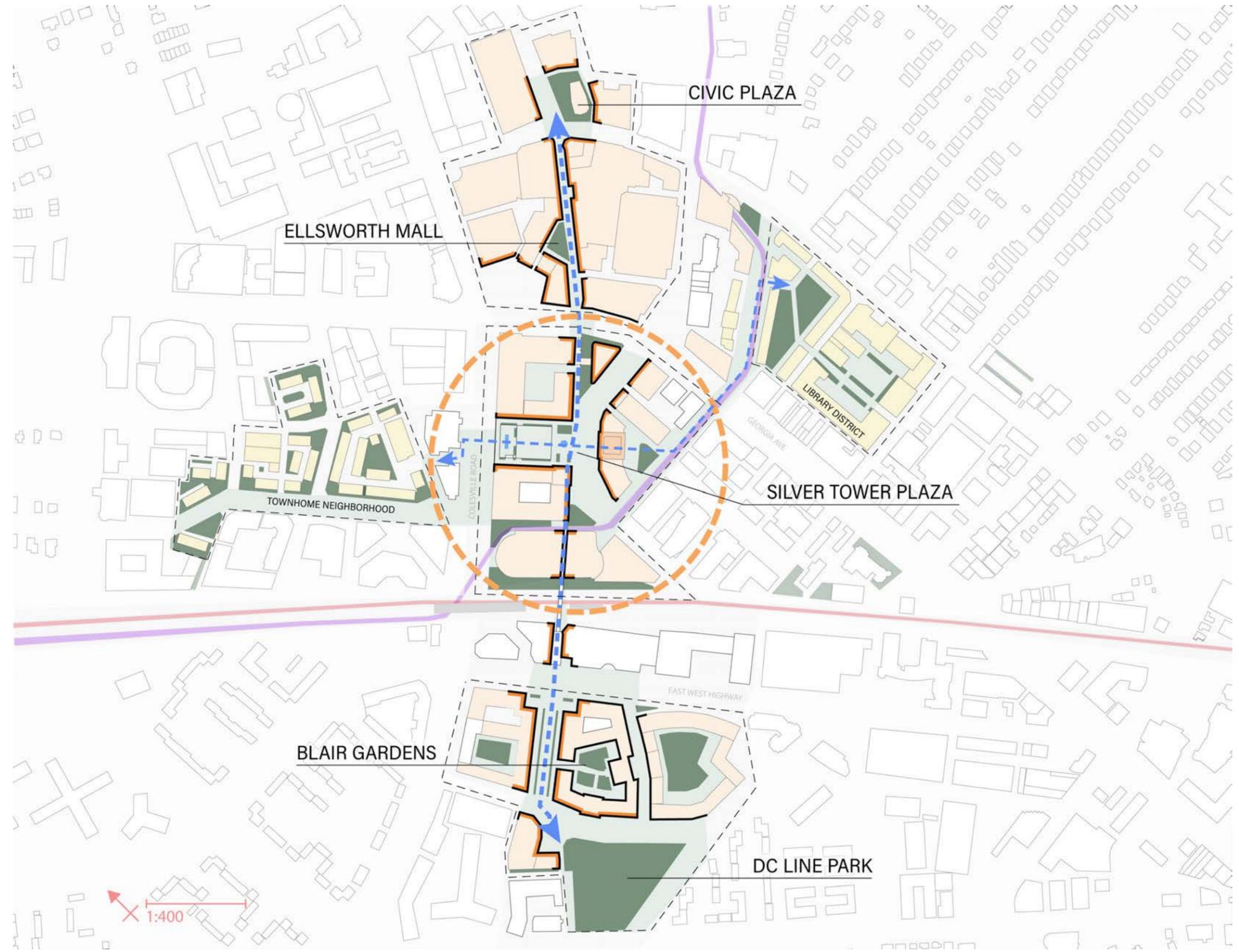
EXISTING OPPORTUNITY SITES



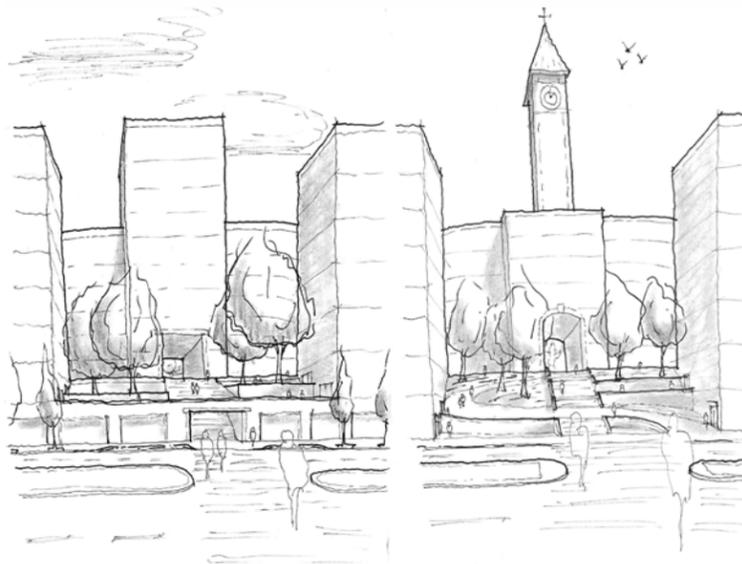
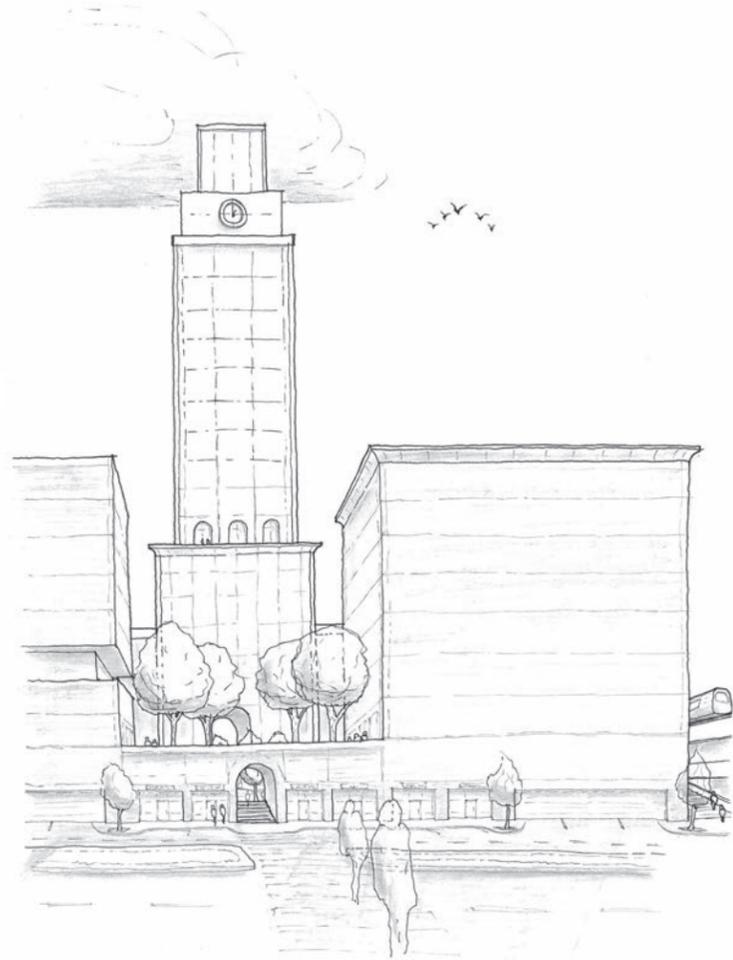
PROPOSED FIGURE-GROUND



OVERALL FIGURE GROUND



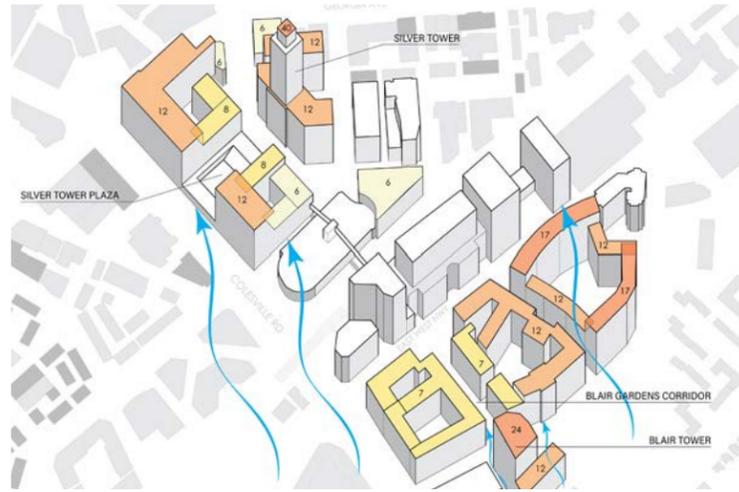
PLACES DIAGRAM



PROCESS SKETCHES OF THE PLAZA



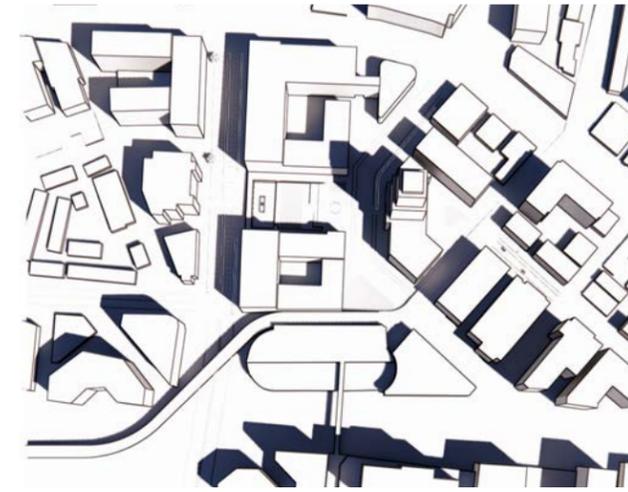
PLAZA FROM COLESVILLE RD. PERSPECTIVE



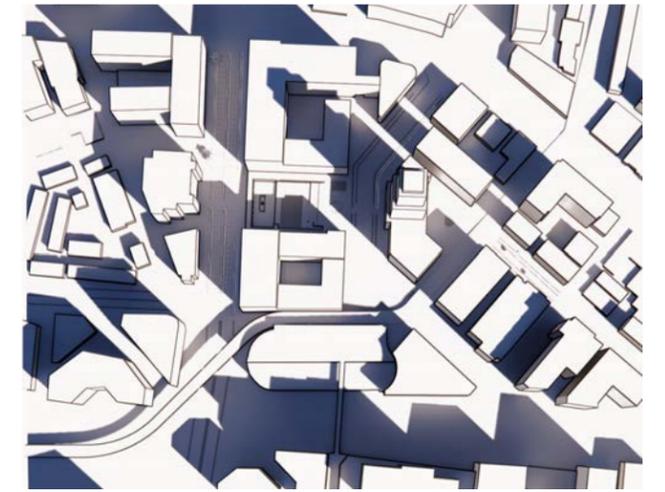
BUILDING HEIGHTS & WIND



SUMMER SOLSTICE



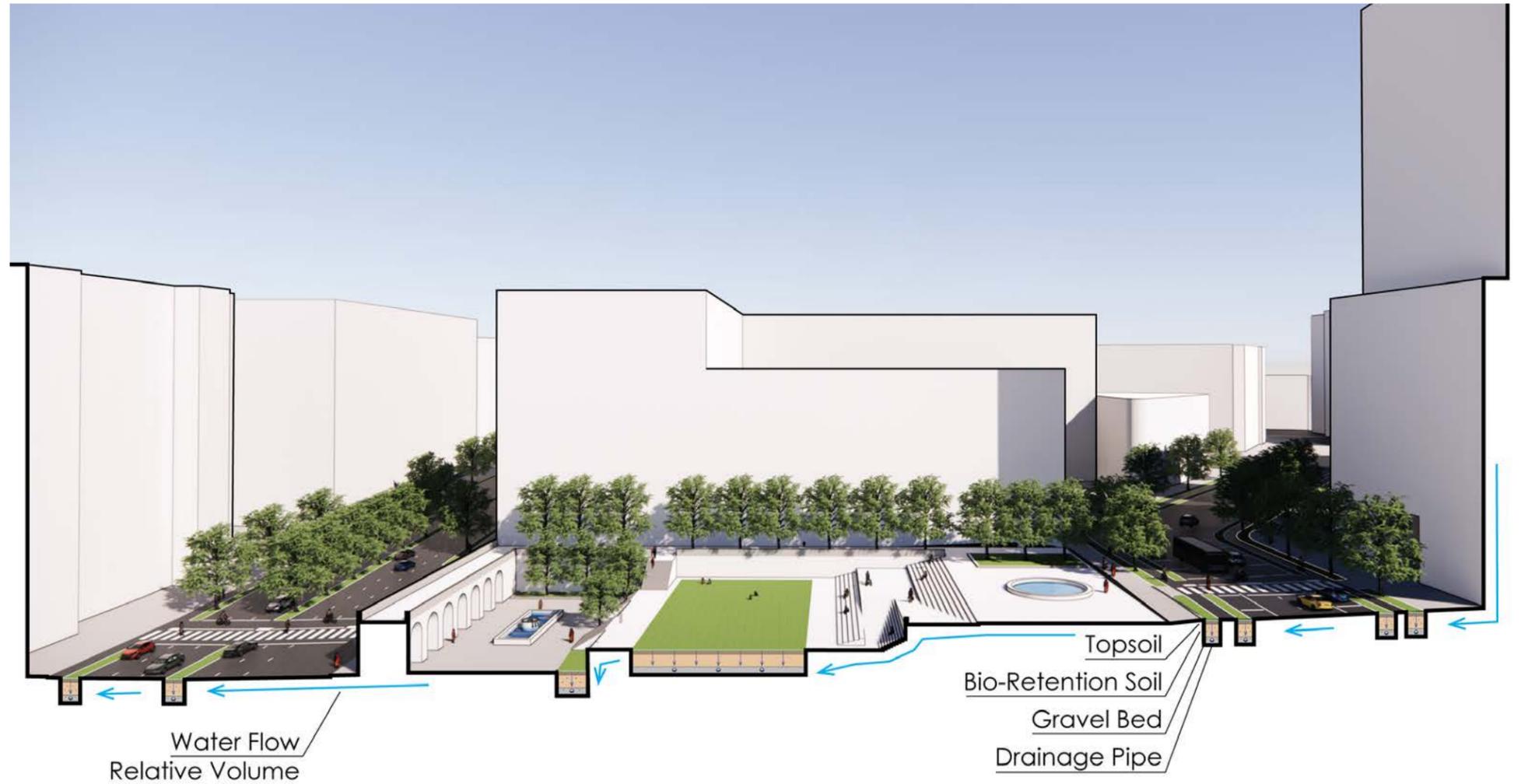
EQUINOX



WINTER SOLSTICE



TOPOGRAPHY



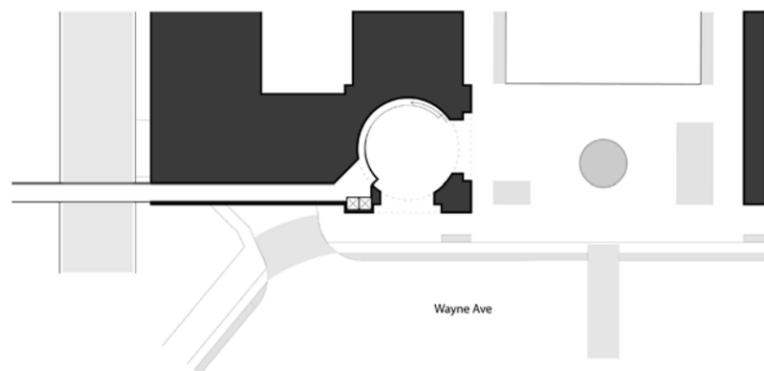
TOPOGRAPHY NAVIGATION / STORMWATER MANAGEMENT



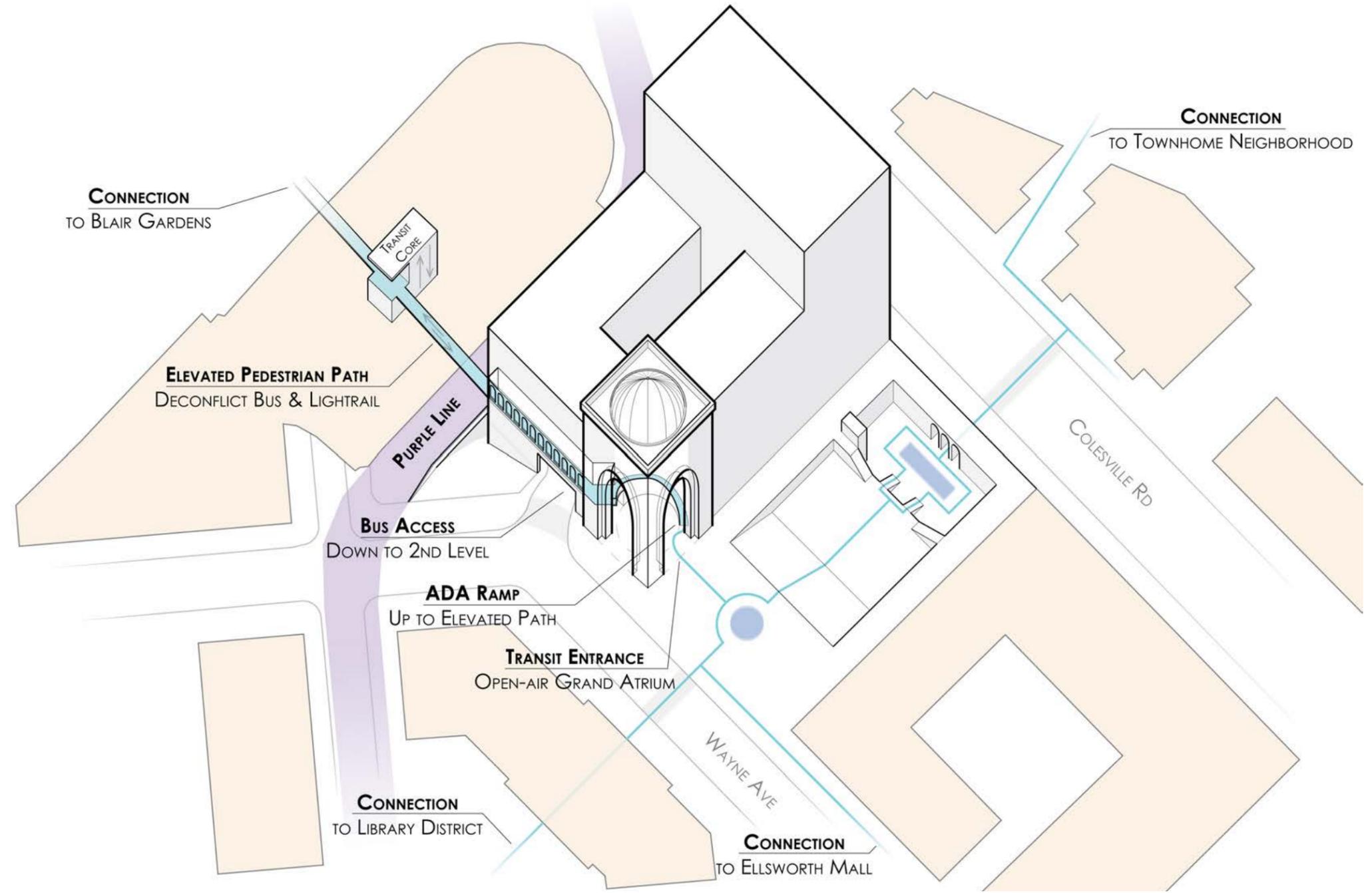
TRANSIT ENTRANCE PERSPECTIVE



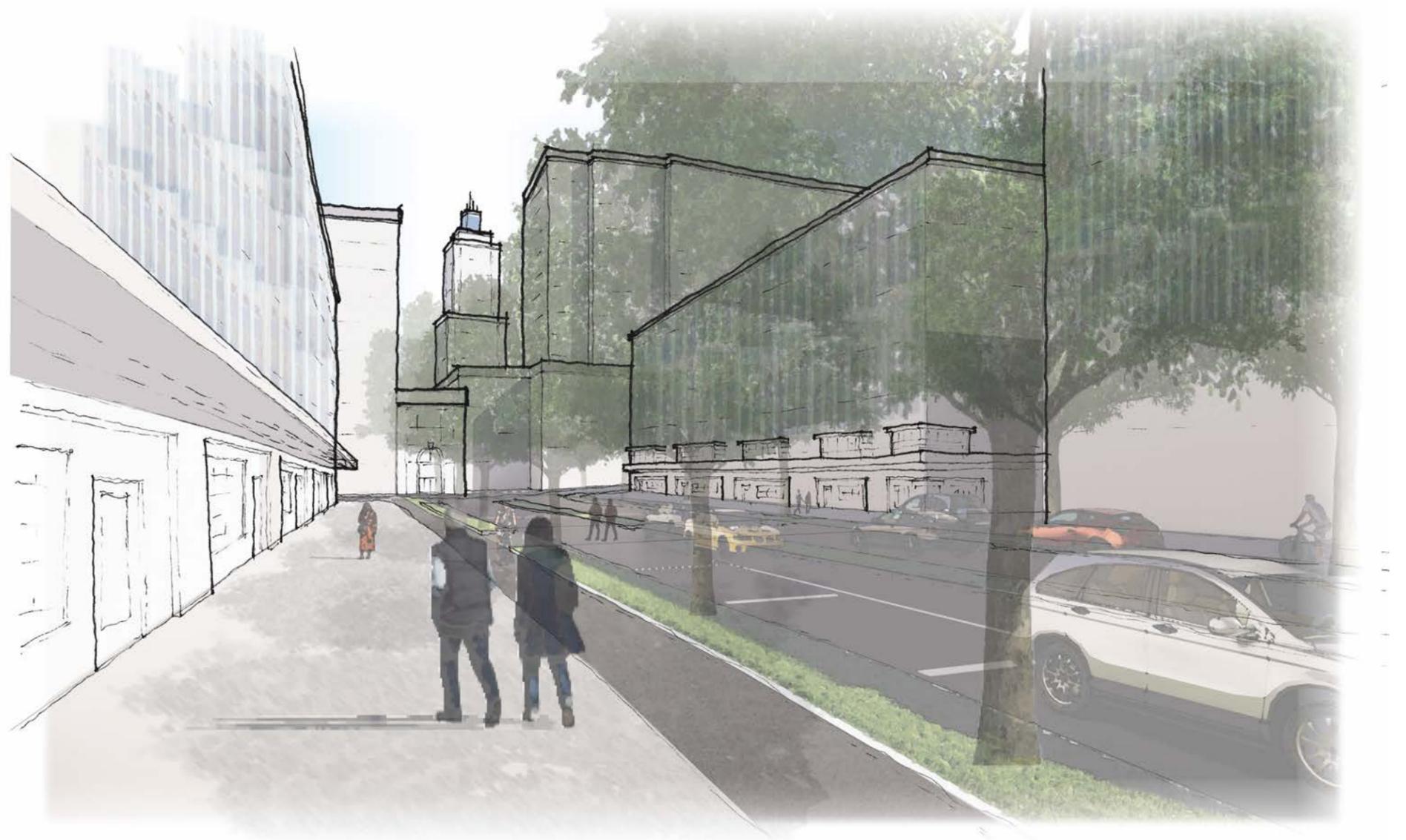
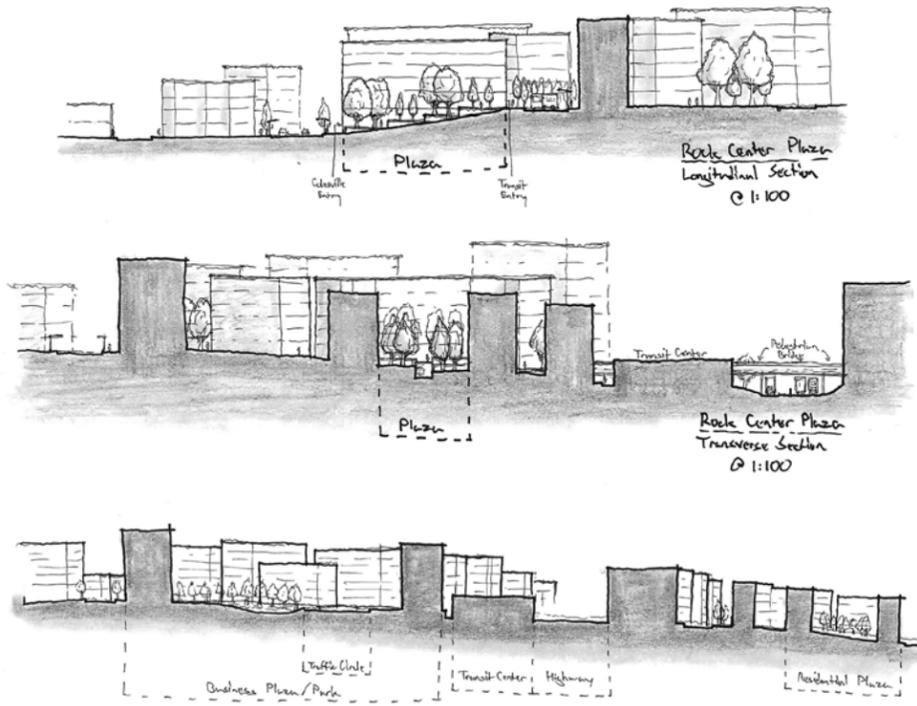
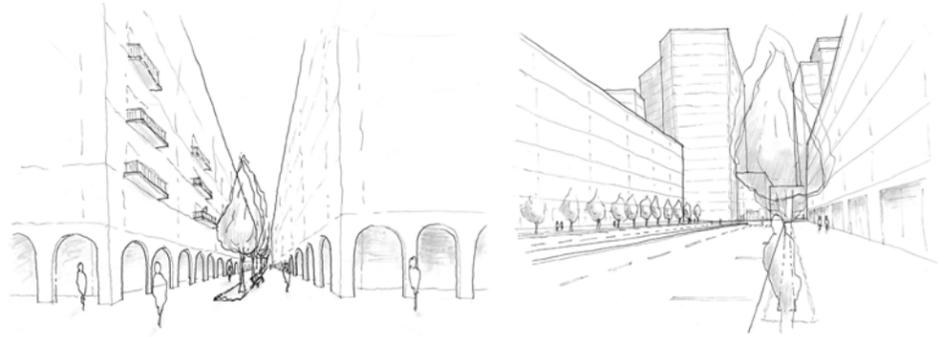
SOUTH FACADE



PLAN

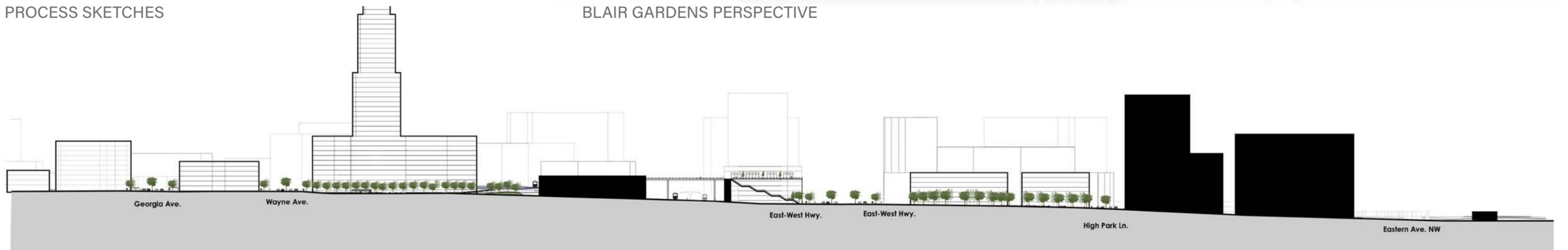


TRANSIT ACCESS DIAGRAM



PROCESS SKETCHES

BLAIR GARDENS PERSPECTIVE



SITE SECTION (PEDESTRIAN PATH)

02

WAYNE PUBLIC GARDEN

Kosta Gulisashvili
Talha Gursoy
Samantha Jamero



This scheme locates the greatest density of the proposed development next to the station with the tallest building next to the station terminating the axis of a long plaza that connects back to Georgia Avenue. This new space, "Wayne Public Garden," is situated at the grade of Georgia Avenue and locates the transit bus and other vehicle access on lower levels. The approach offers a counterpoint to the existing Veteran's Plaza by introducing a long green area in the center of the space surrounded by retail opportunities.

The plaza next to the station becomes vehicle free and a place where retail, development and transit access all meet.



ILLUSTRATIVE SITE PLAN



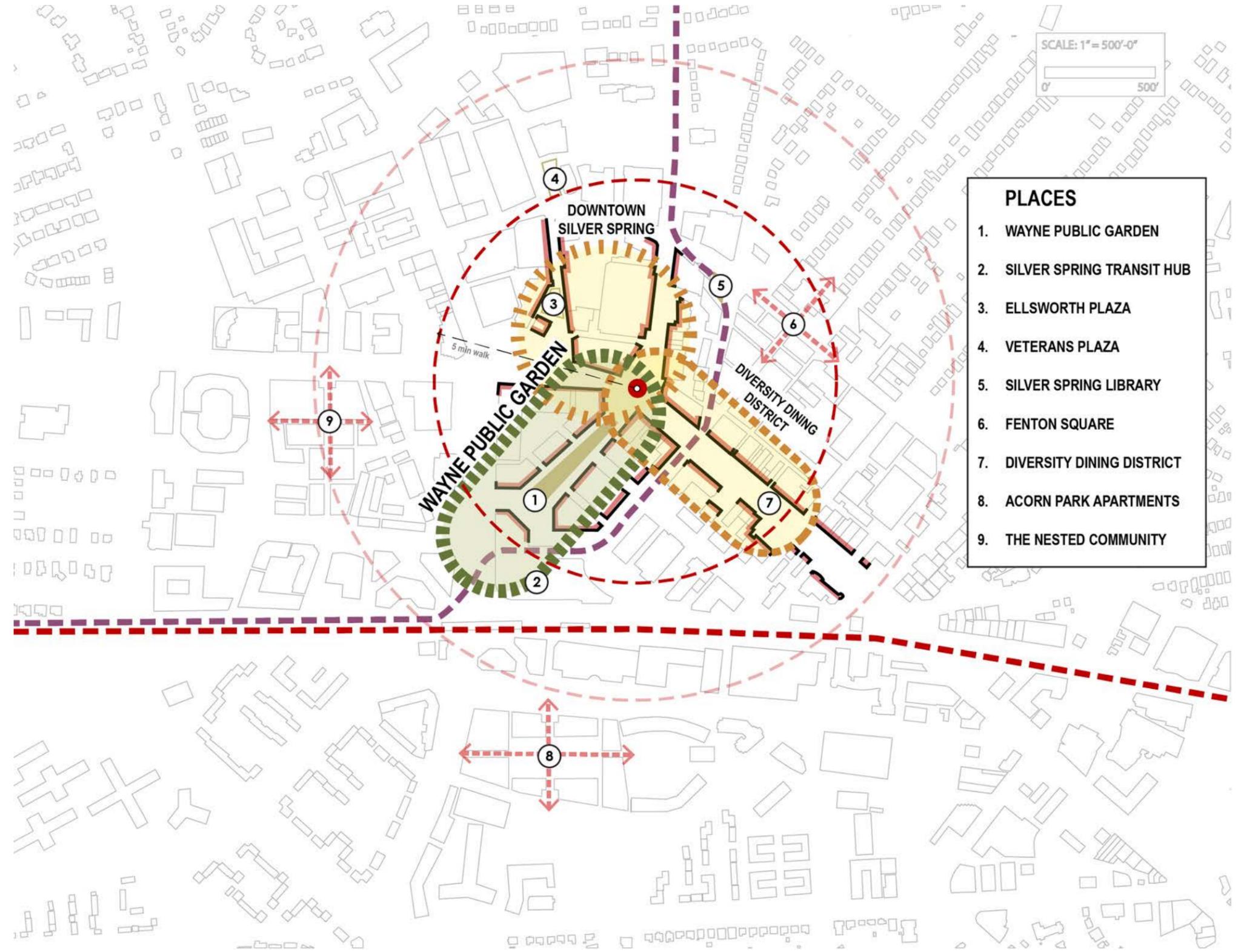
EXISTING OPPORTUNITY SITES



PROPOSED FIGURE-GROUND



OVERALL FIGURE GROUND

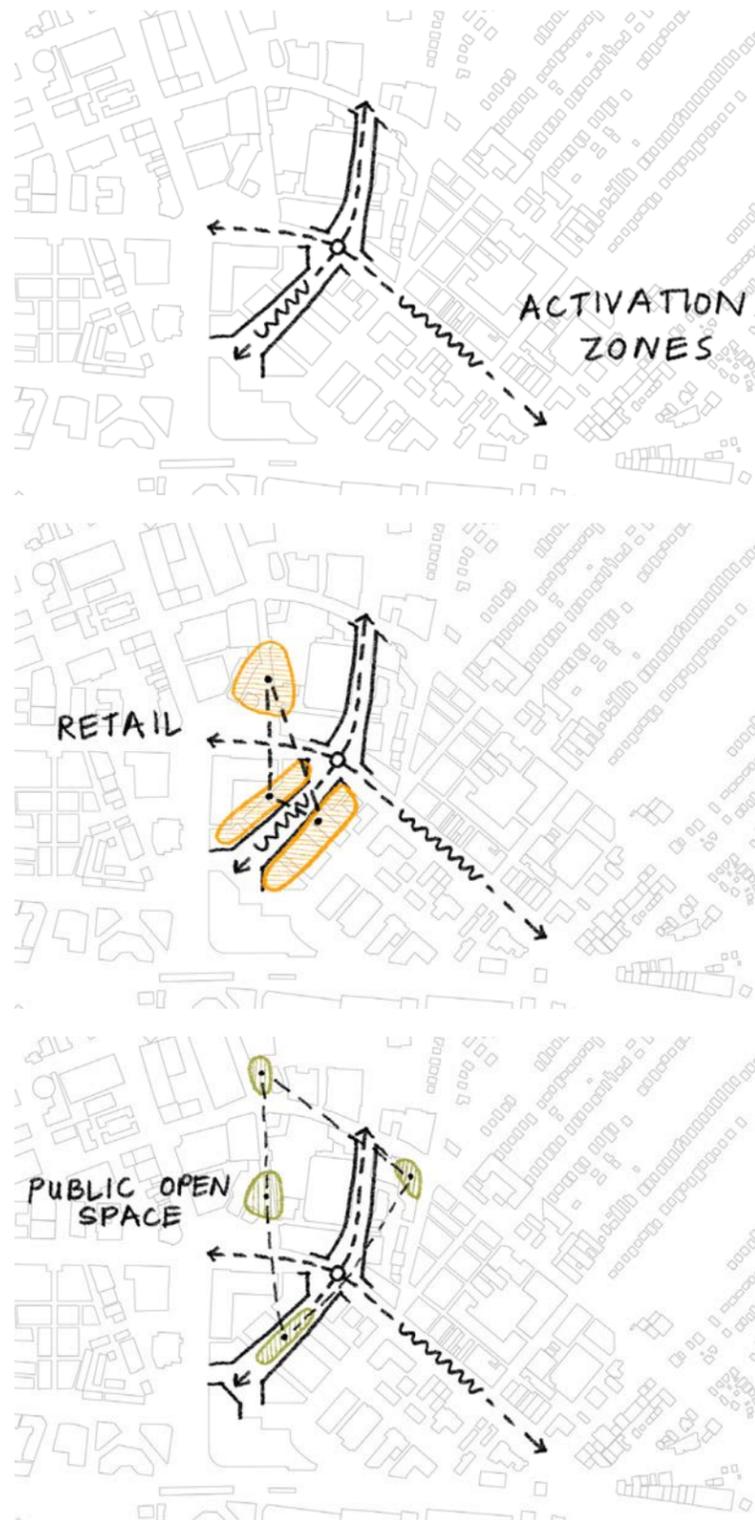


PLACES DIAGRAM

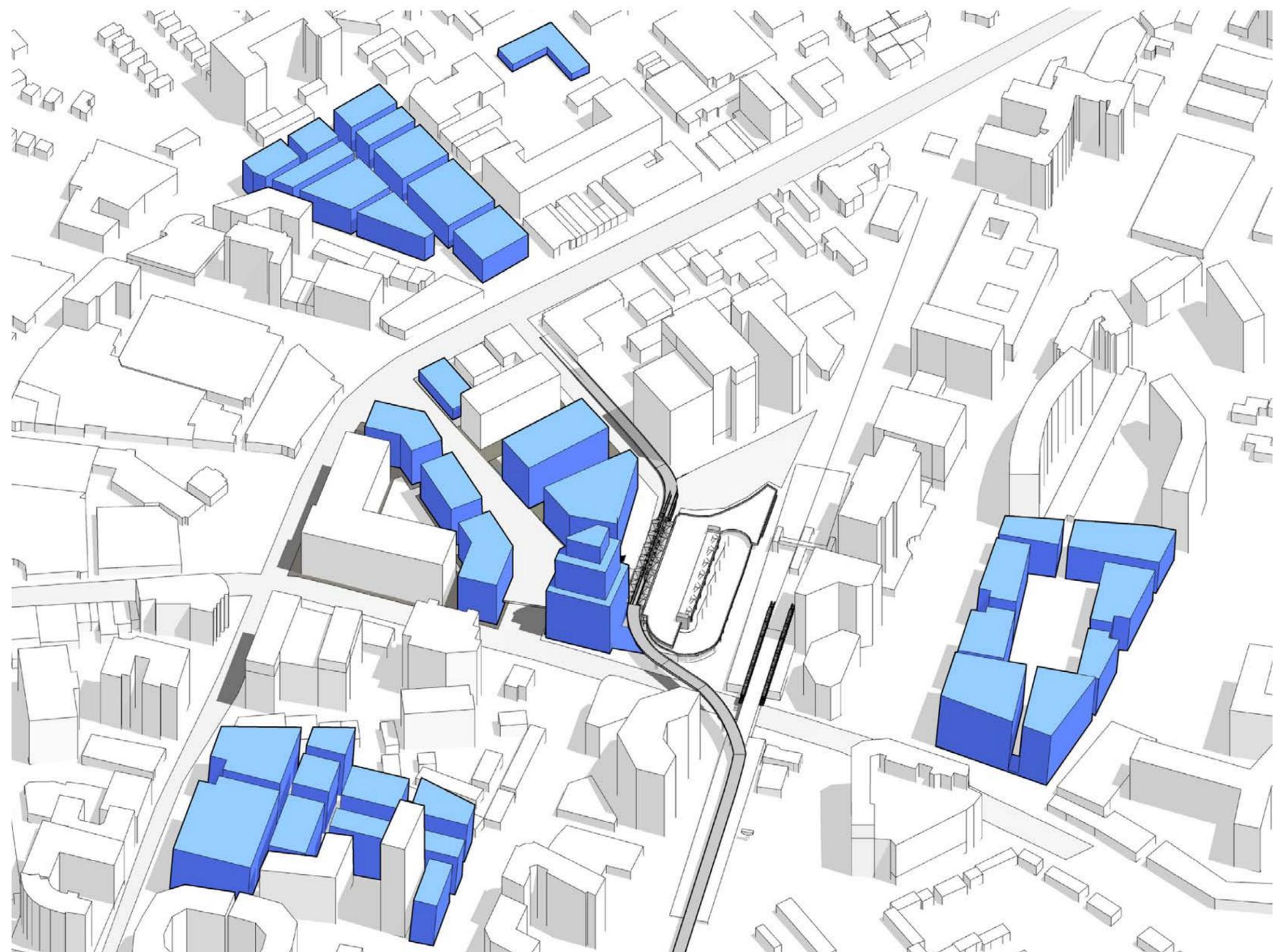
- PLACES**
1. WAYNE PUBLIC GARDEN
 2. SILVER SPRING TRANSIT HUB
 3. ELLSWORTH PLAZA
 4. VETERANS PLAZA
 5. SILVER SPRING LIBRARY
 6. FENTON SQUARE
 7. DIVERSITY DINING DISTRICT
 8. ACORN PARK APARTMENTS
 9. THE NESTED COMMUNITY



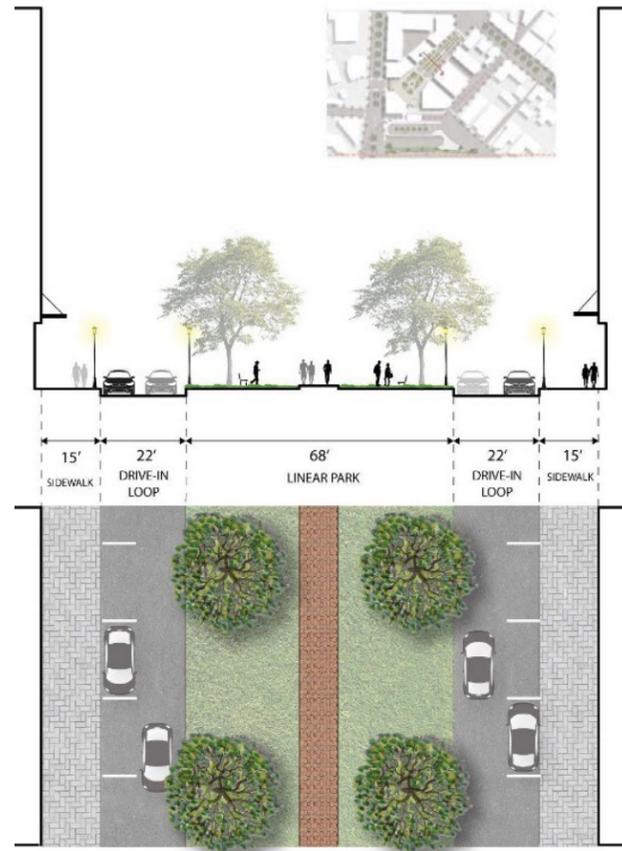
WAYNE PUBLIC GARDEN PERSPECTIVE



SITE STRATEGIES



SITE AXONOMETRIC



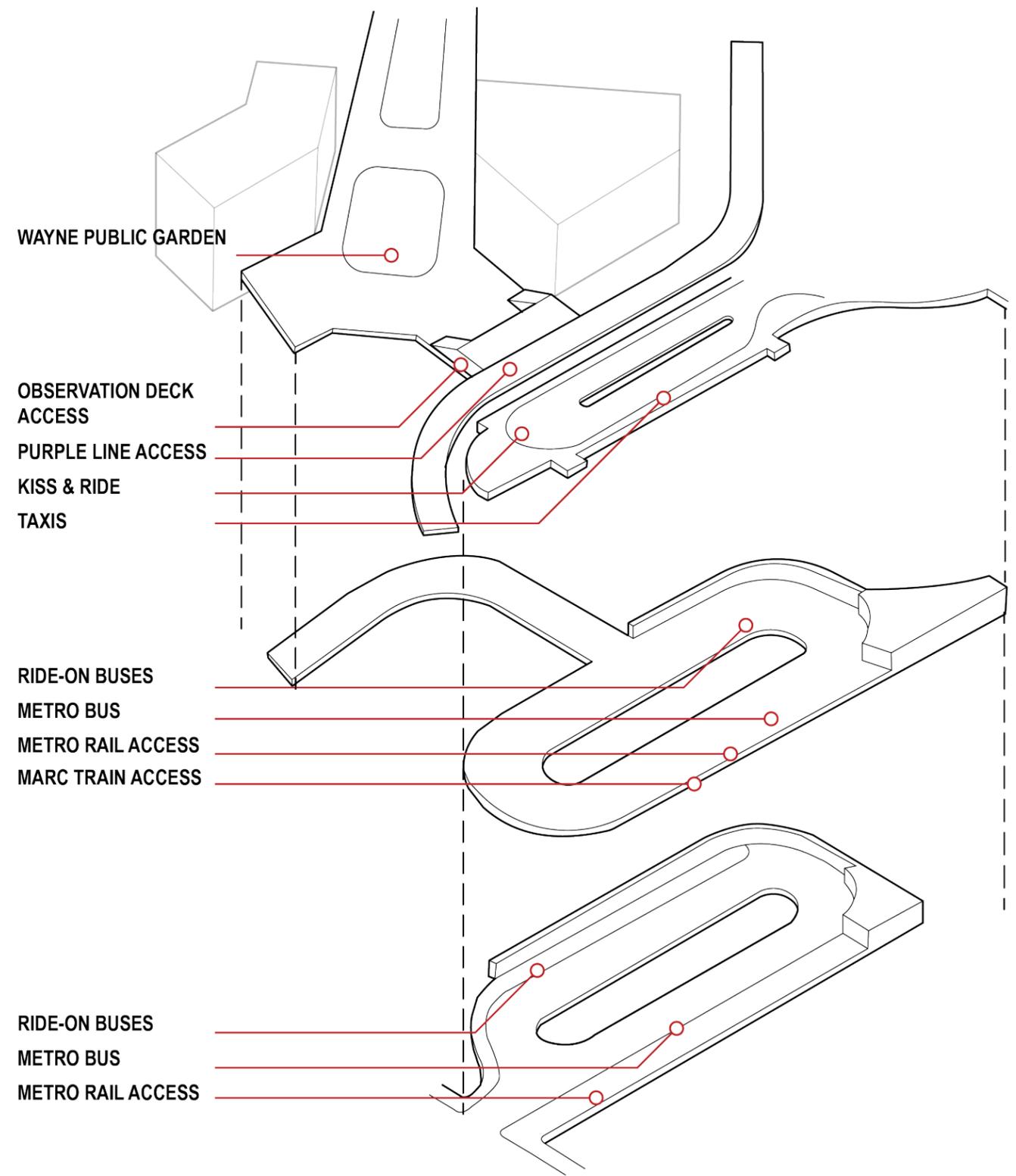
GARDEN STREET SECTION



TRAFFIC DIAGRAM



TRANSIT ACCESS UNDER THE PLAZA | VIEW FROM COLESVILLE RD.



TRANSIT HUB AXONOMETRIC



PERSPECTIVE FROM CENTRAL FOUNTAIN



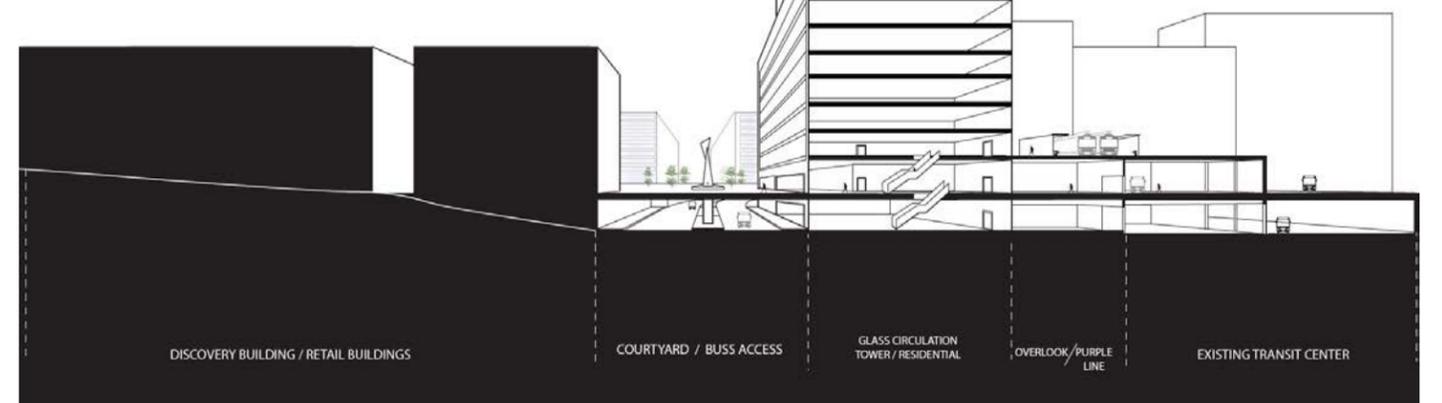
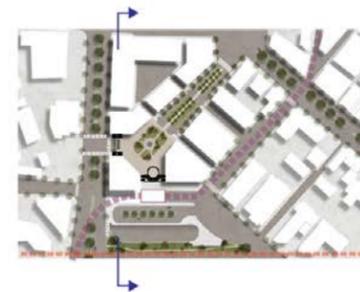
PERSPECTIVE FROM RETAIL ROW



PERSPECTIVE FROM PURPLE LINE STATION



SECTION A

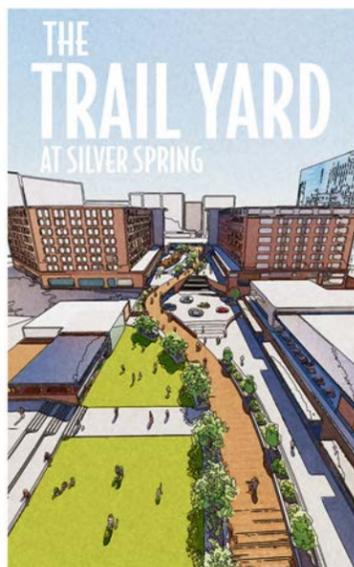


SECTION B

03

THE TRAIL YARD

J. Chase Edwards
Maisha Islam
Jamal Smith



The overall strategy of this scheme is to introduce green space in all of the neighborhoods adjacent to the transit station area and seeks to clarify connections to the site. The key move is a longitudinal space connecting Georgia Ave. at Ellsworth to the station entry, allowing lower level cross streets to pass through via a network of stairs and bridges. All of those spaces face new green parks, ala Baltimore's Mount Vernon Place, and the former Discovery building is integrated into a system of streets and blocks. New retail, residential, office and hospitality uses are accommodated throughout.



ILLUSTRATIVE SITE PLAN



PROPOSED TOPOGRAPHY



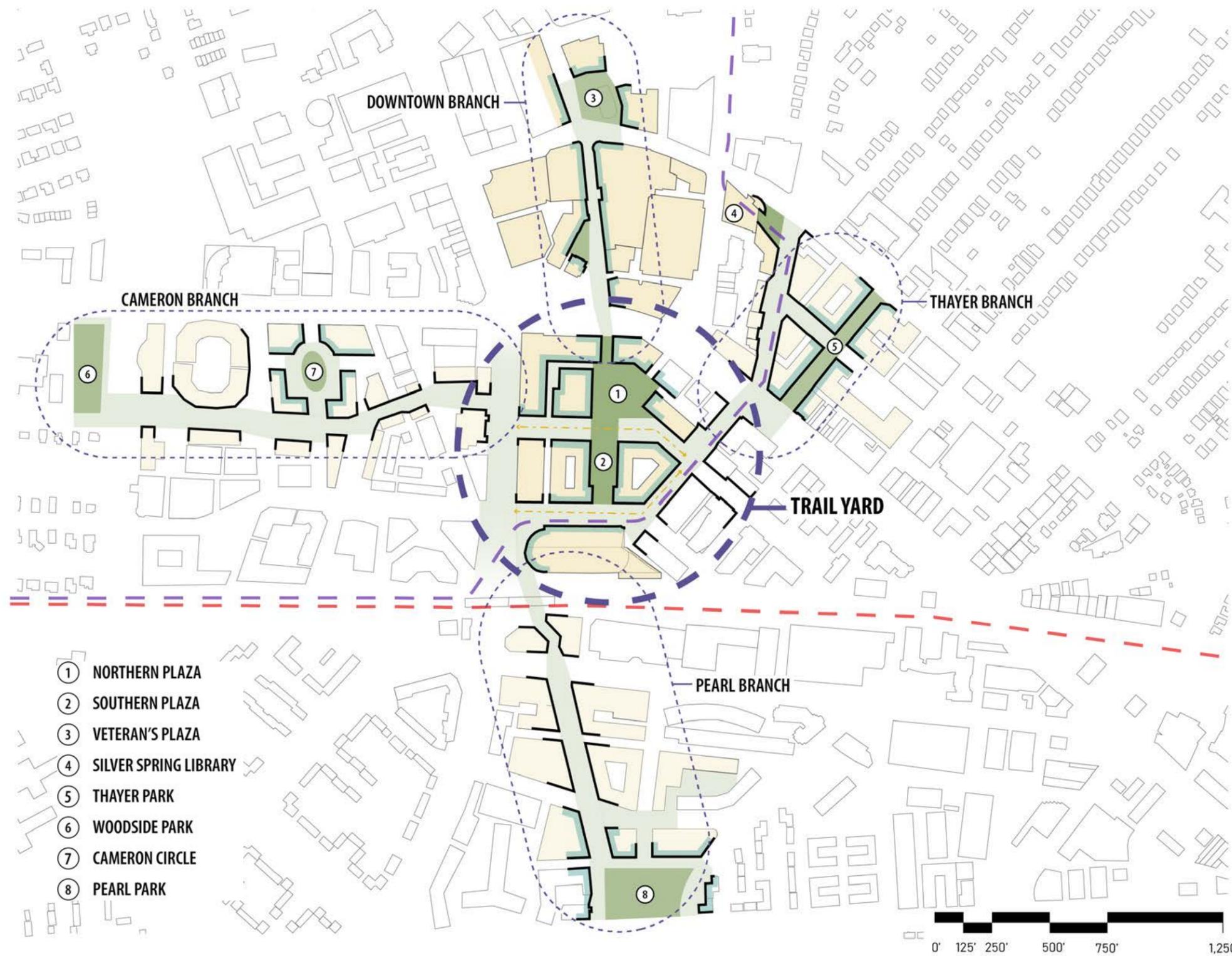
EXISTING OPPORTUNITY SITES



PROPOSED FIGURE-GROUND



OVERALL FIGURE GROUND



- ① NORTHERN PLAZA
- ② SOUTHERN PLAZA
- ③ VETERAN'S PLAZA
- ④ SILVER SPRING LIBRARY
- ⑤ THAYER PARK
- ⑥ WOODSIDE PARK
- ⑦ CAMERON CIRCLE
- ⑧ PEARL PARK

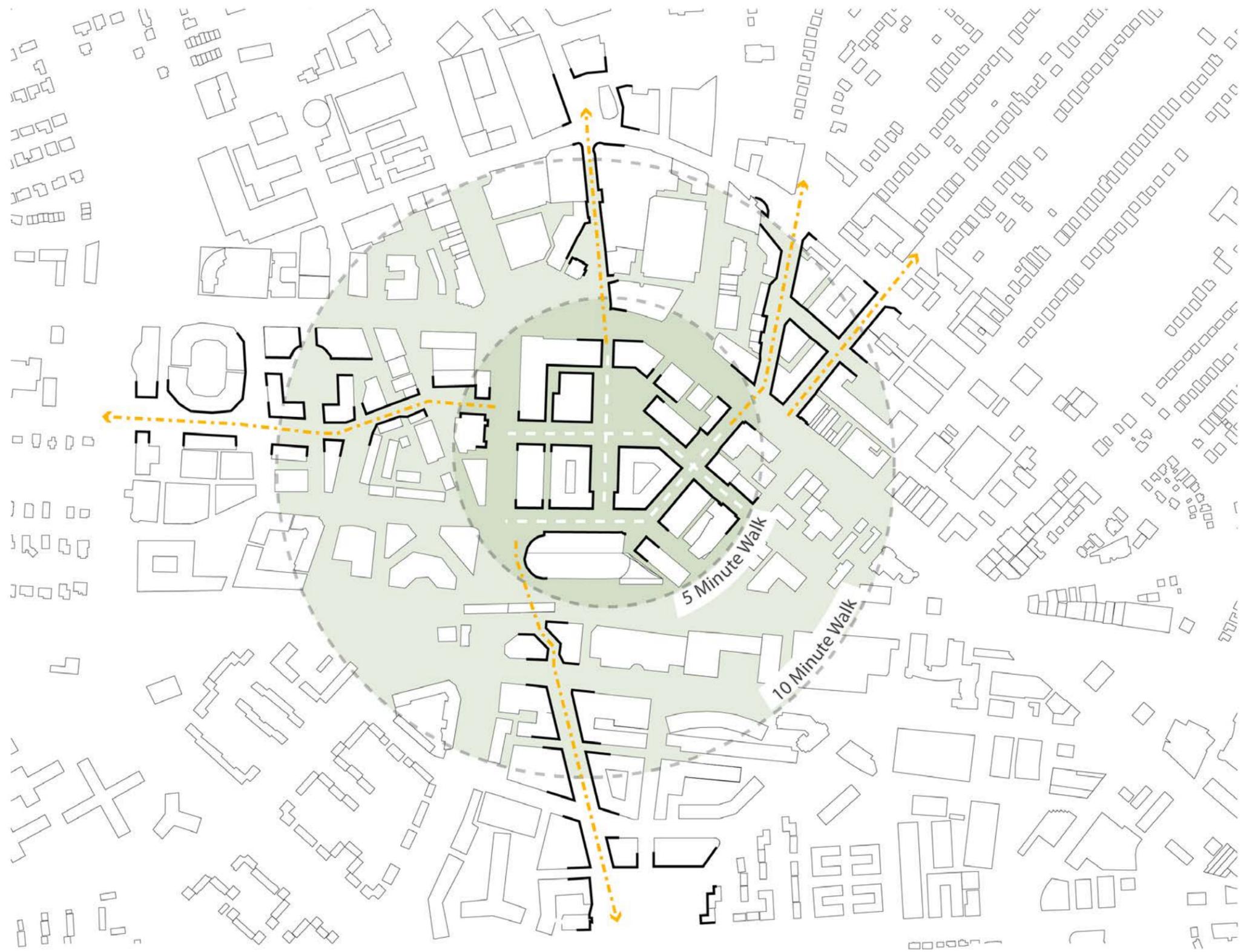
PLACES DIAGRAM



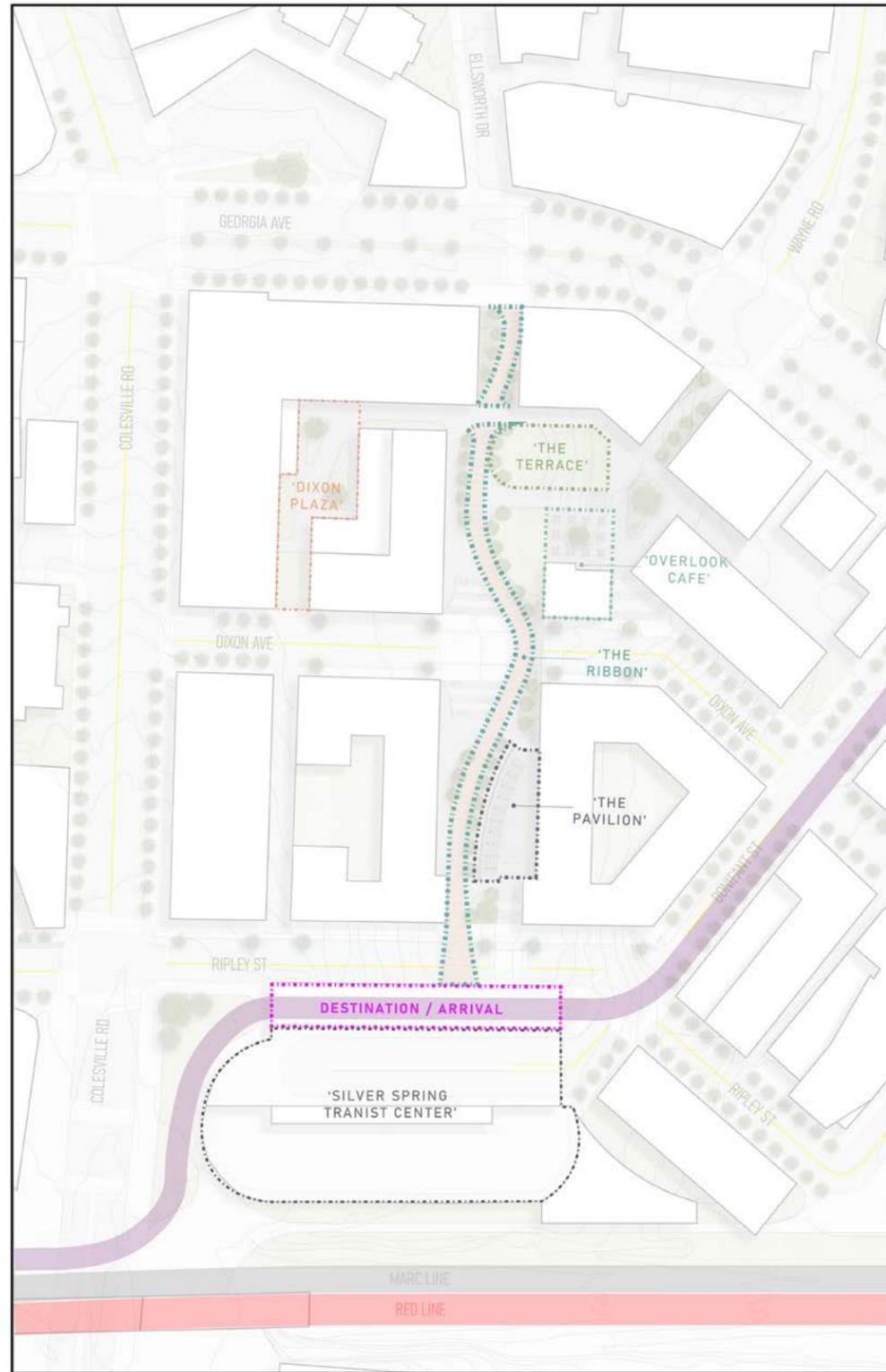
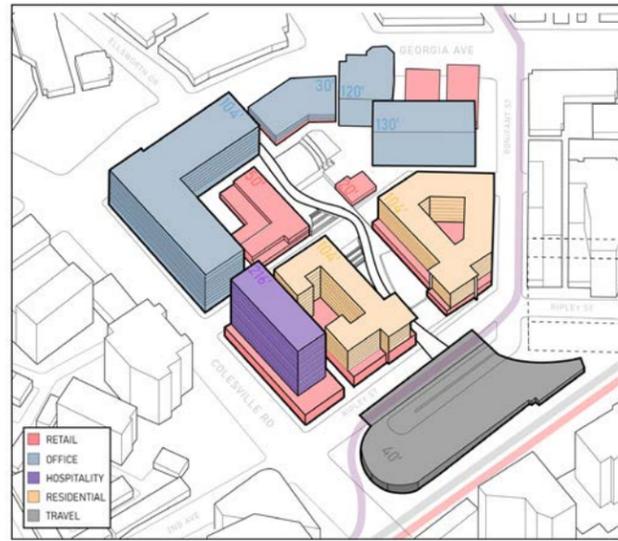
STREET GRID (BEFORE)



STREET GRID (AFTER)



PEDESTRIAN FLOW



NORTHERN PLAZA PERSPECTIVE



SOUTHERN PLAZA PERSPECTIVE

BUILDING USAGE

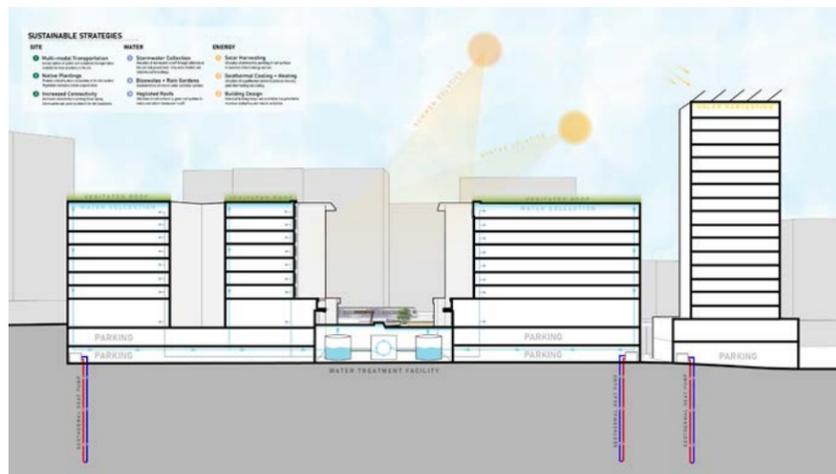
SITE + PLACE DIAGRAM



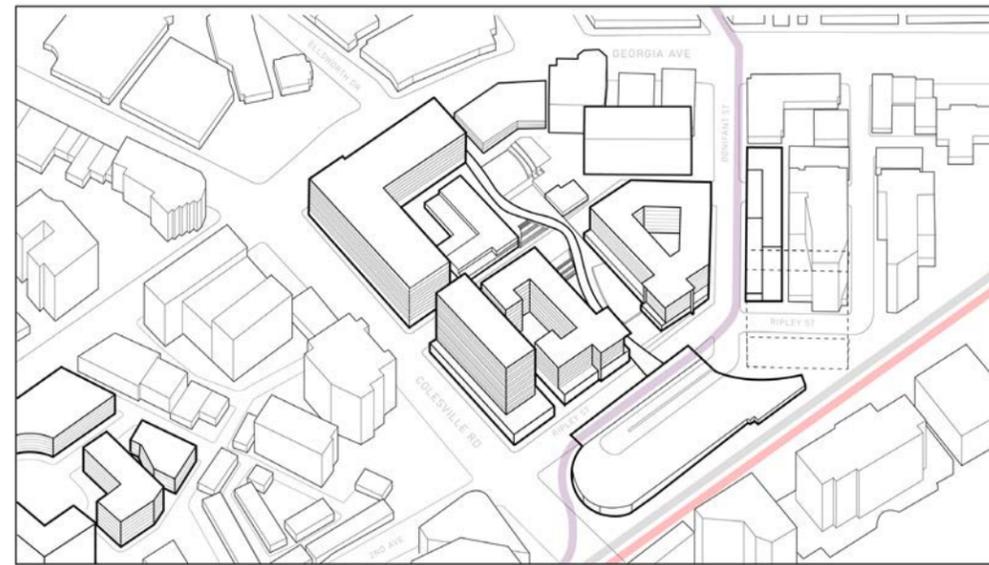
OVERLOOK CAFE + THE TERRACE PERSPECTIVE



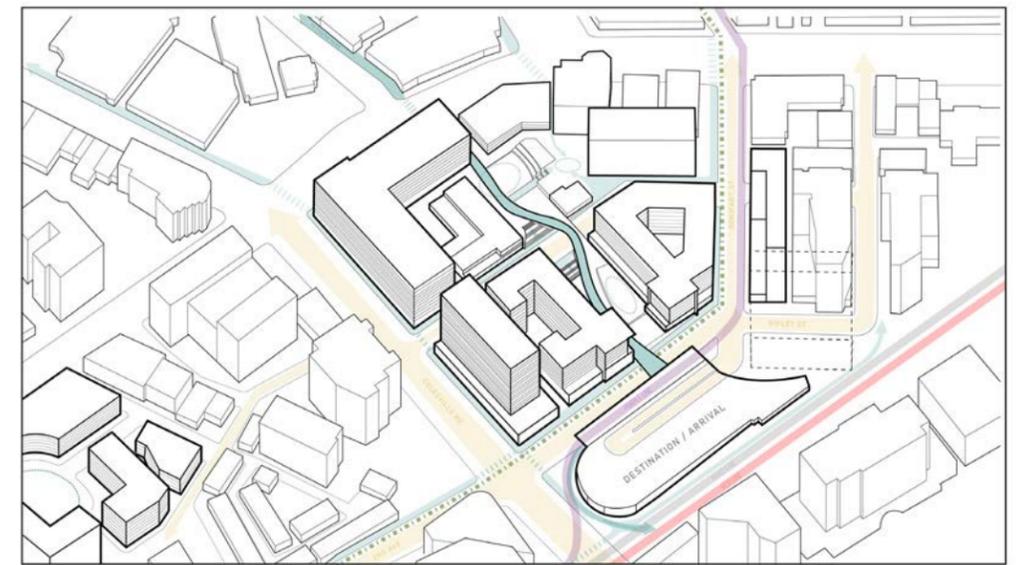
THE TERRACE PERSPECTIVE



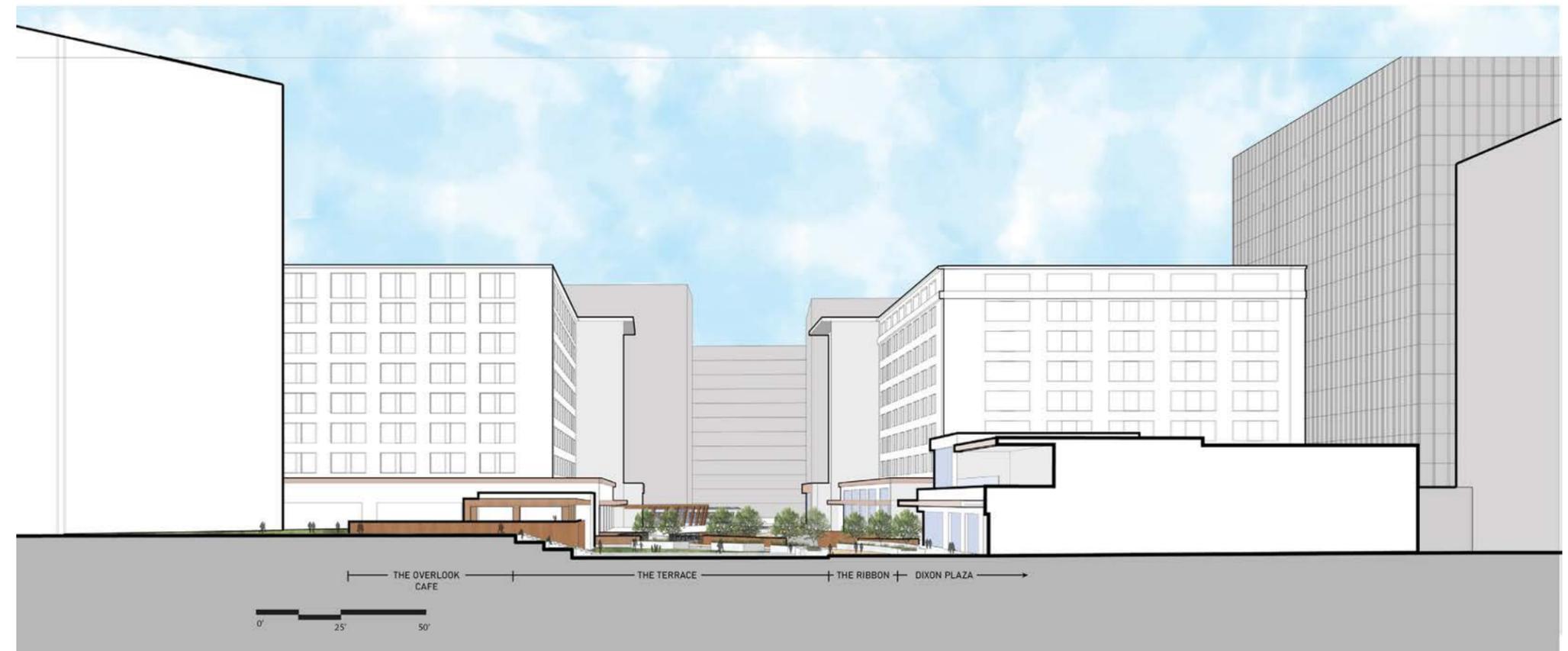
SUSTAINABLE STRATEGIES



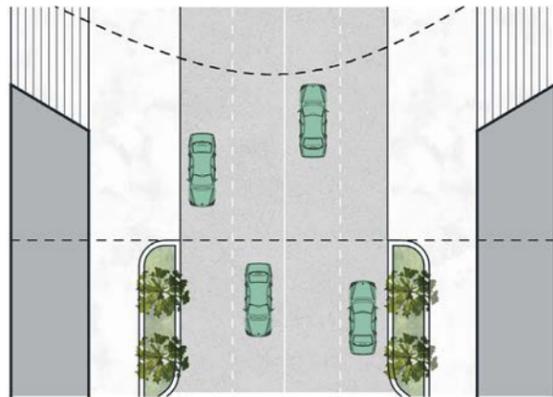
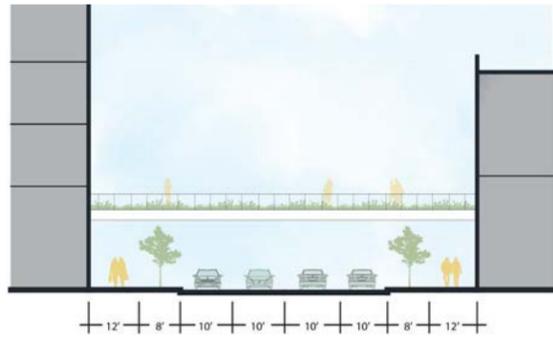
AXONOMETRIC



MULTI-MODAL TRANSIT



NORTHERN PLAZA SECTION



STREET SECTION (DIXON AVE)



STREET SECTION (RIPLEY ST)



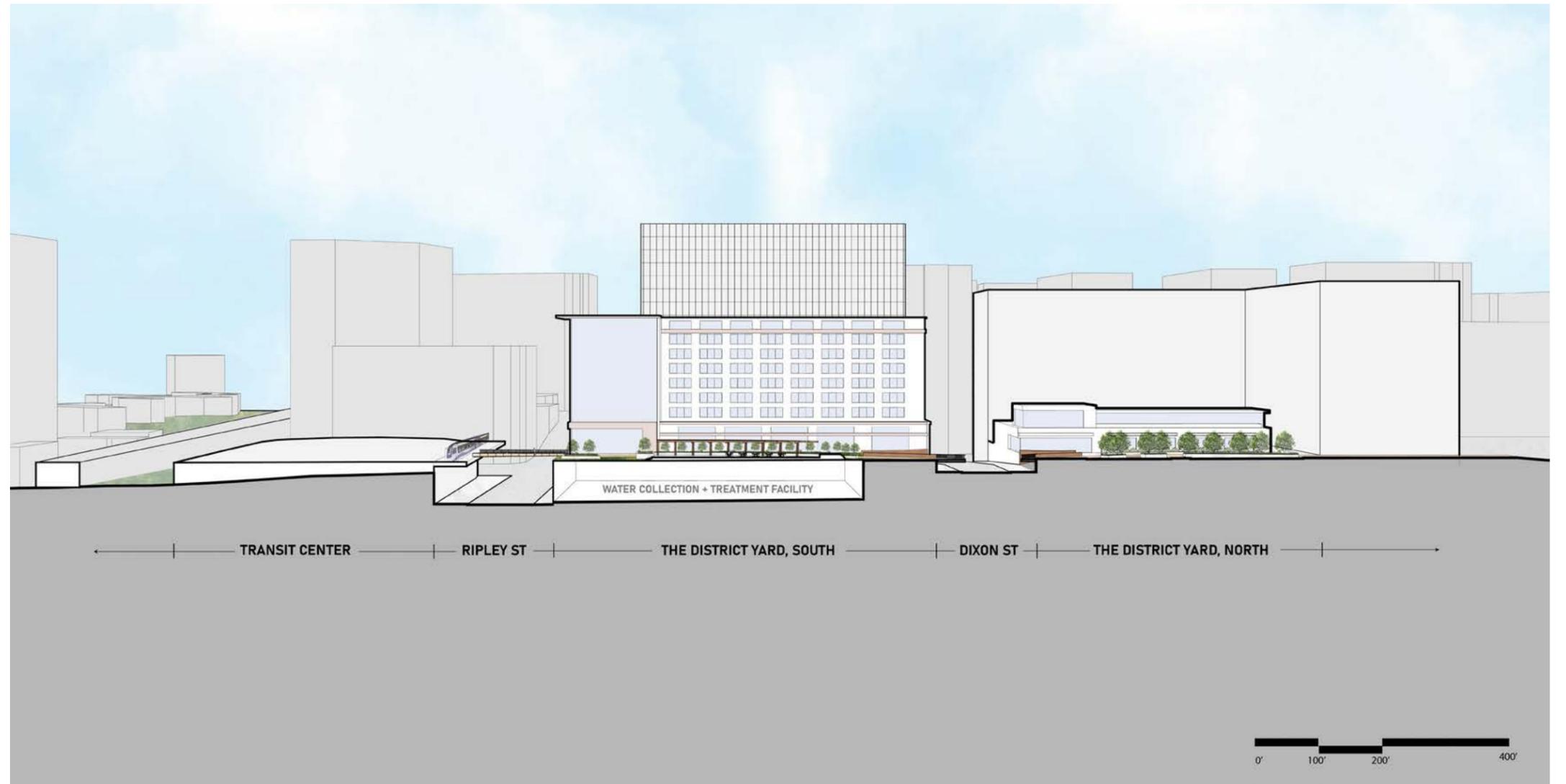
THE RIBBON + THE PAVILION PERSPECTIVE



THE RIBBON + THE PAVILION PERSPECTIVE



DIXON BRIDGE PERSPECTIVE



LONGITUDINAL SITE SECTION

04

HI-LO CONNECTION

Jihee Lee
Miguel Mora
Lea Roberts



Perhaps more intentionally than other schemes, this strategy seeks to clarify a new “center” in each of the neighborhoods surrounding the transit site and then tries to find ways to prioritize links that make a network of new or improved streets and open spaces. The major connection to the transit center at Colesville Road is achieved via a diagonal sequence of steps and open spaces, linking Georgia Ave. at Wayne to the lowest level of the transit center adjacent to the Red Line entry. This creates an upper level, High Point Plaza, and a small lower level plaza at the beginning of the sequence.



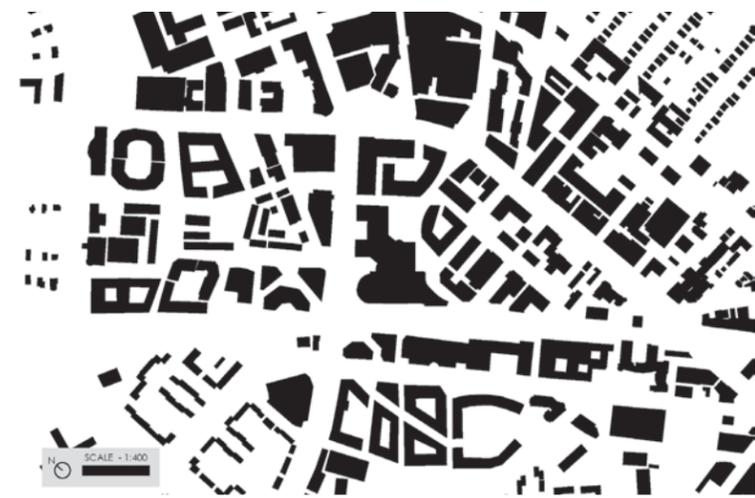
ILLUSTRATIVE SITE PLAN



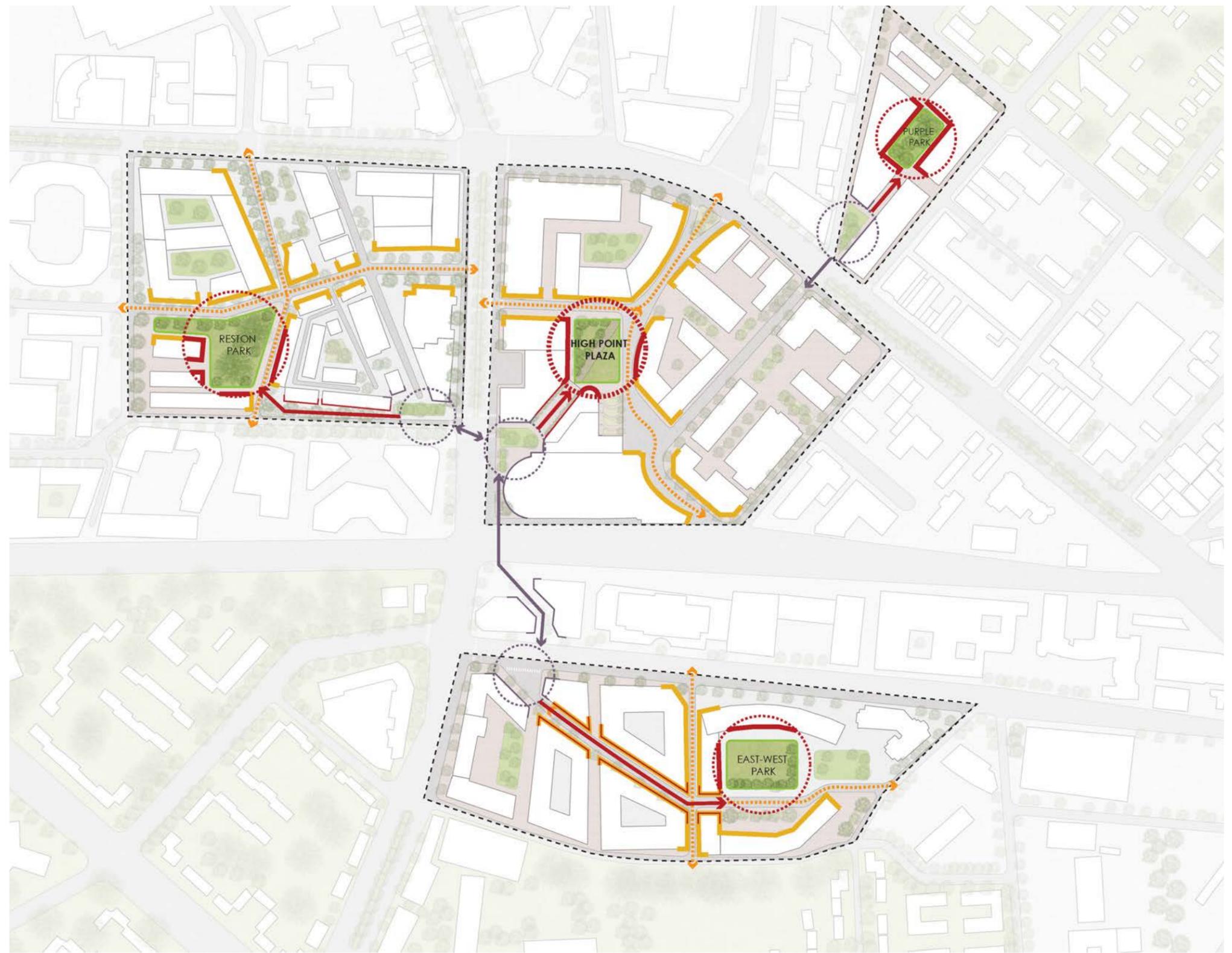
EXISTING OPPORTUNITY SITES



PROPOSED FIGURE-GROUND



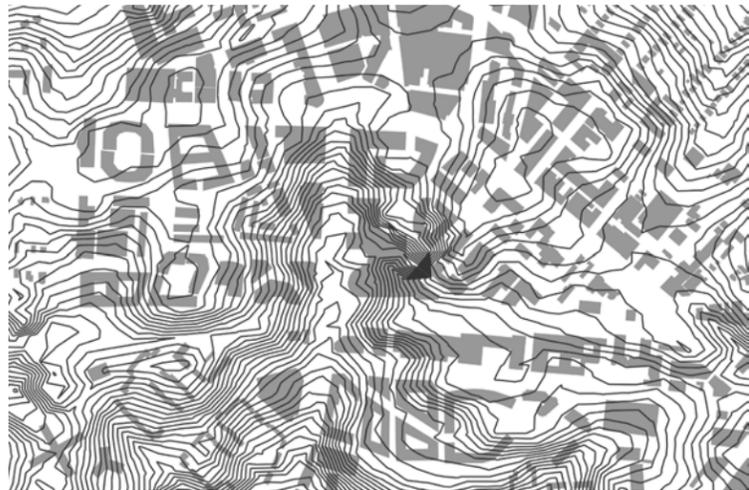
OVERALL FIGURE GROUND



PLACES DIAGRAM



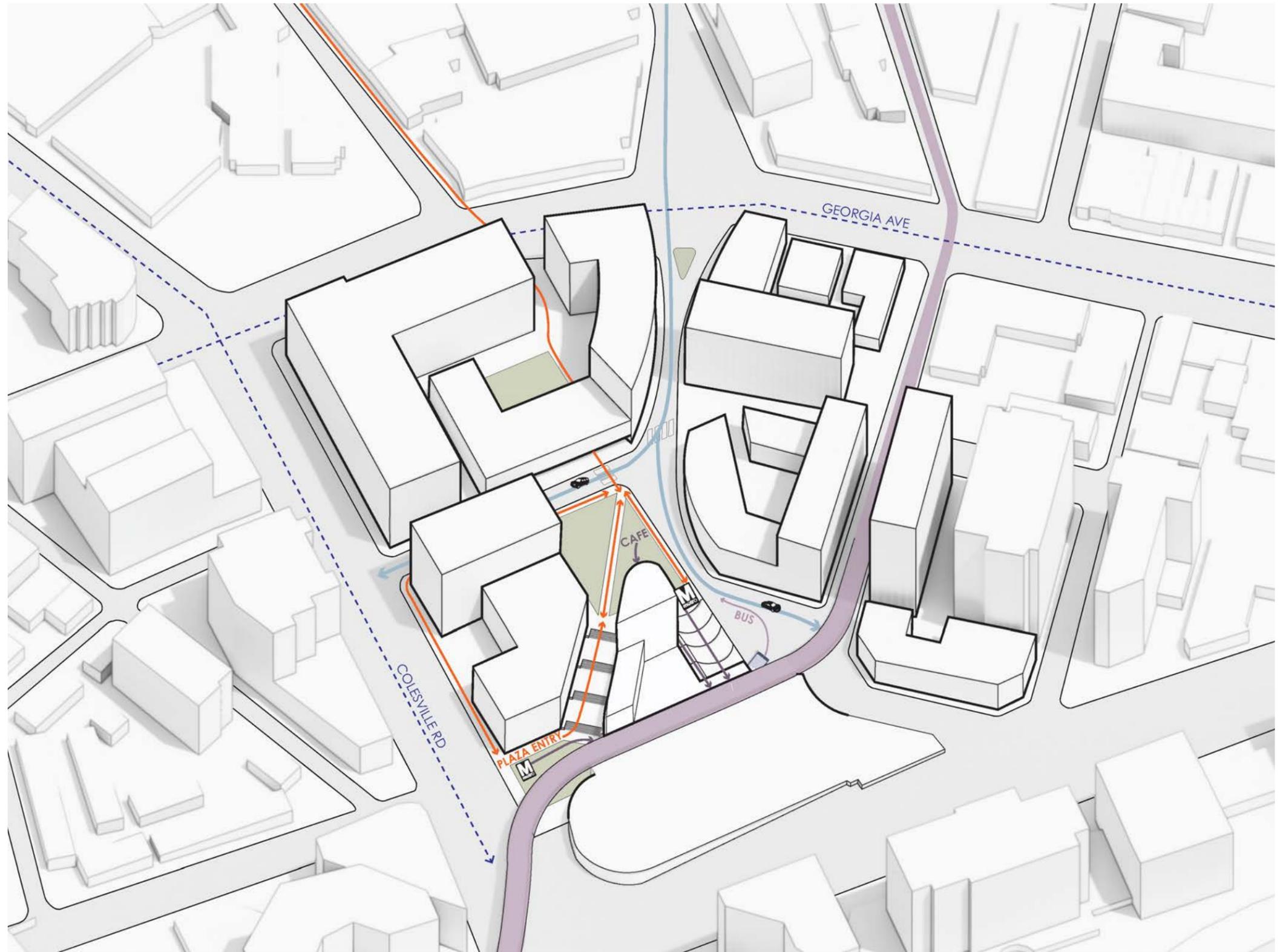
STREET GRID (BEFORE & AFTER)



TOPOGRAPHY



SITE AXONOMETRIC



CIRCULATION



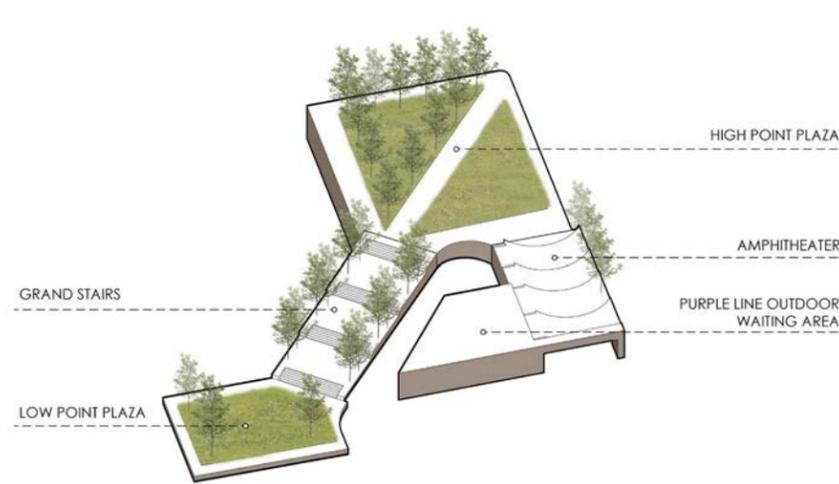
BUILDING USAGE



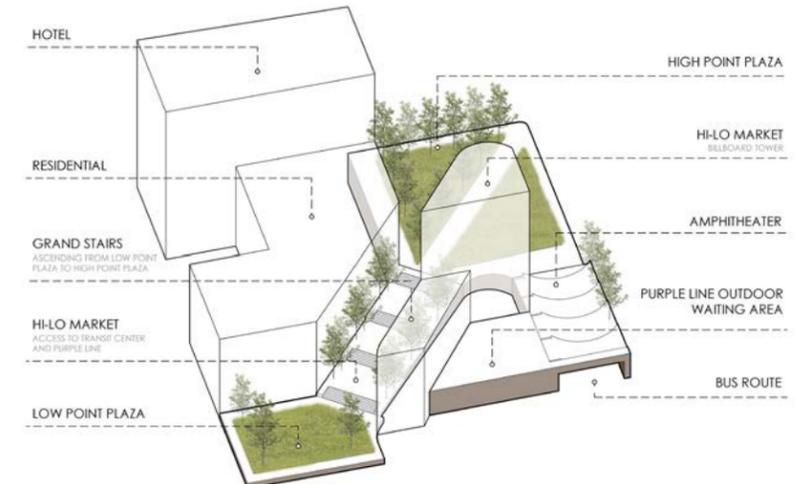
ILLUSTRATIVE PLAN 1:100



HIGH POINT PLAZA PERSPECTIVE



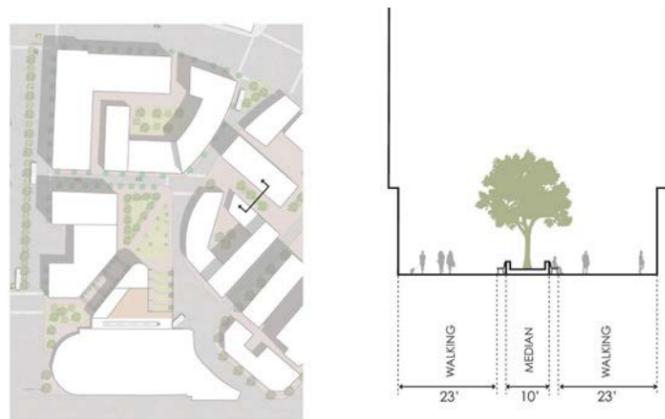
TRANSECT DIAGRAM



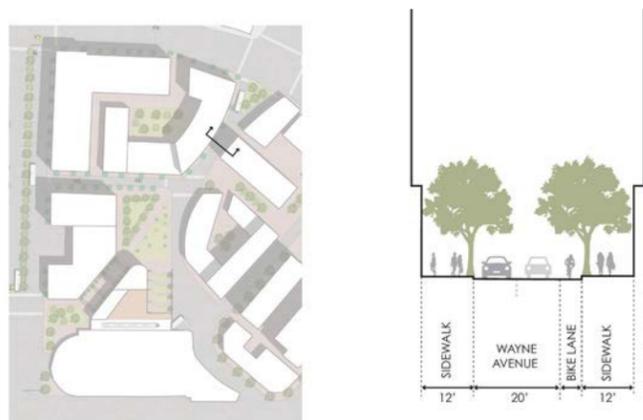
TRANSECT DIAGRAM WITH SURROUNDING BUILDINGS



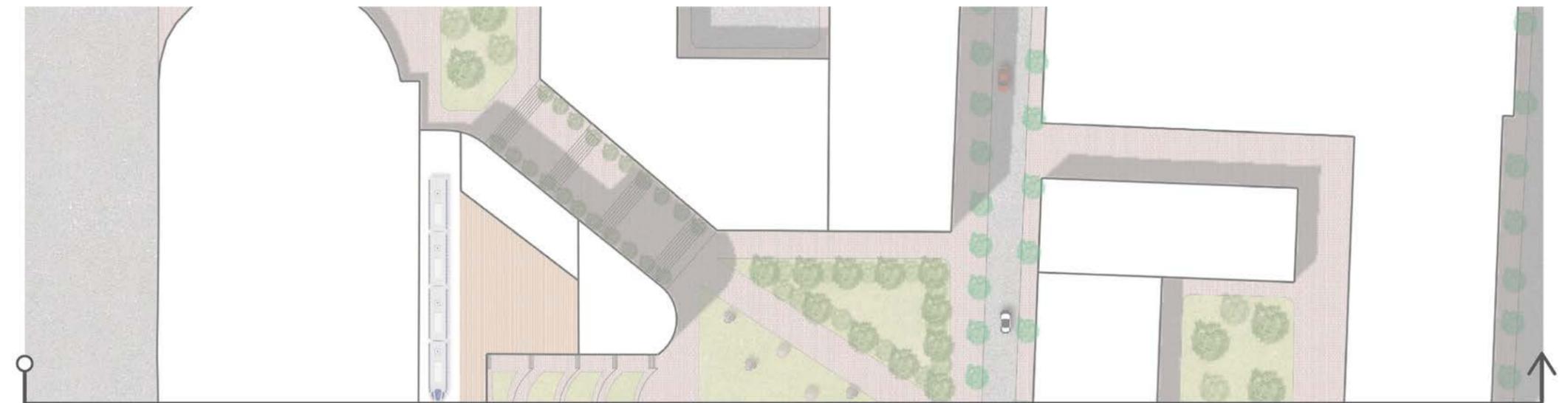
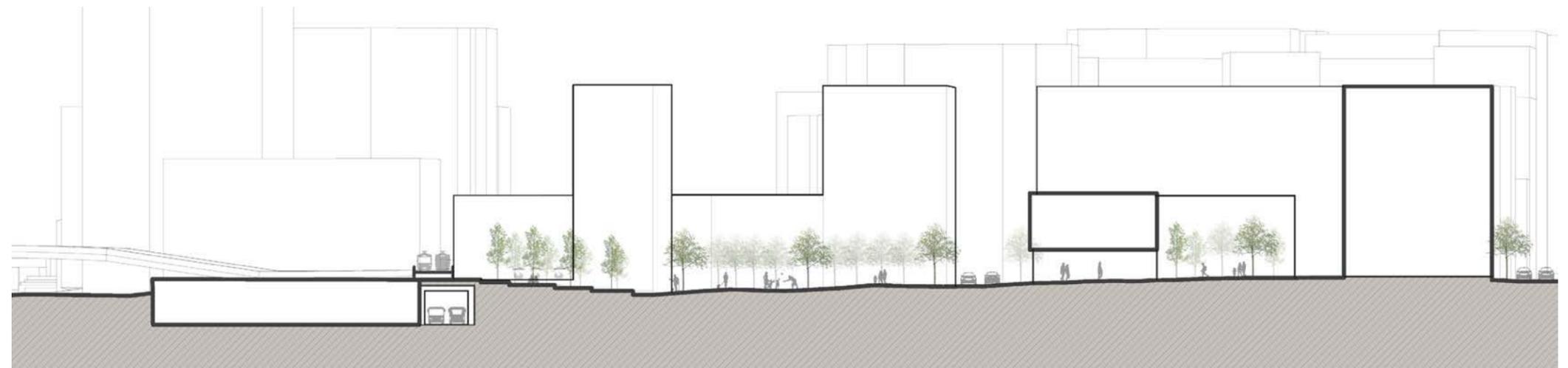
STREET SECTION (HIGH POINT ST)



STREET SECTION (PEDESTRIAN PATH)



STREET SECTION (WAYNE AVE)



SITE SECTION



LOW POINT PLAZA PERSPECTIVE



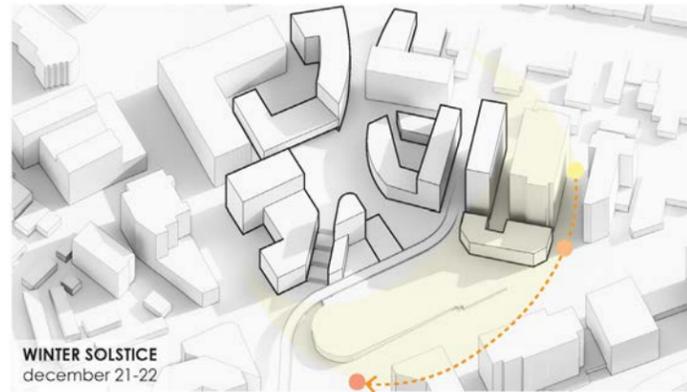
AMPHITHEATER PERSPECTIVE



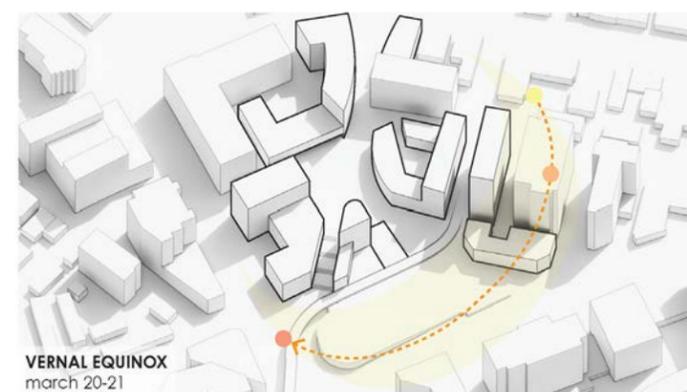
METRO ARRIVAL PERSPECTIVE



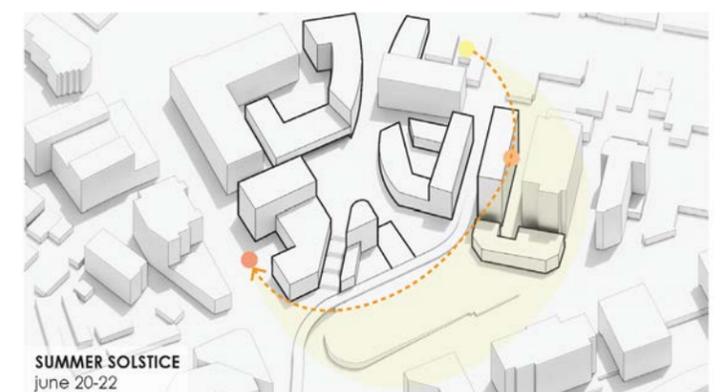
AUTUMNAL EQUINOX
september 22-23



WINTER SOLSTICE
december 21-22



VERNAL EQUINOX
march 20-21



SUMMER SOLSTICE
june 20-22

SHADOW STUDY

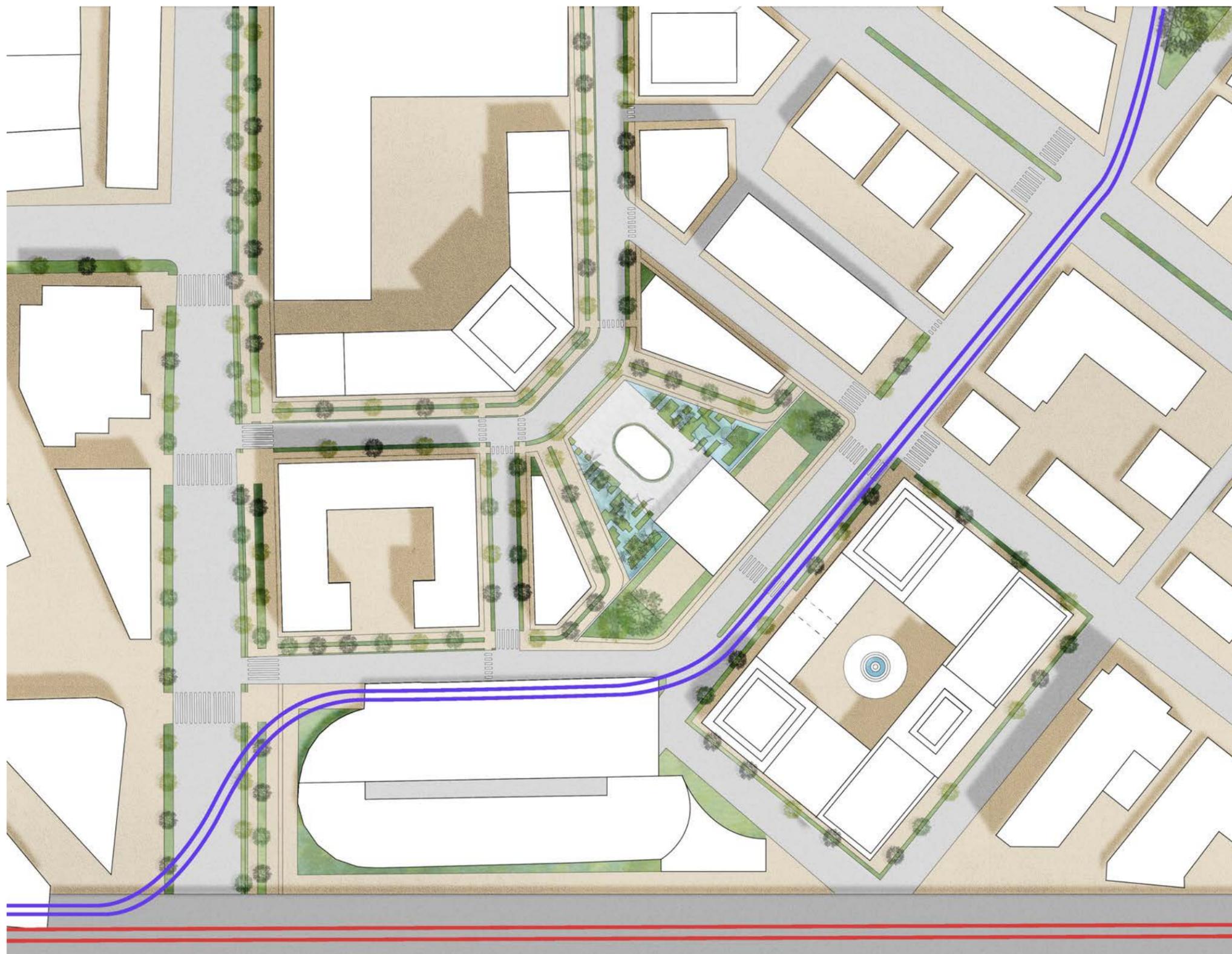
05

PURPLE PLAZA

Vincenza Perla
 Marcelino Defngin
 Carlos Vazquez



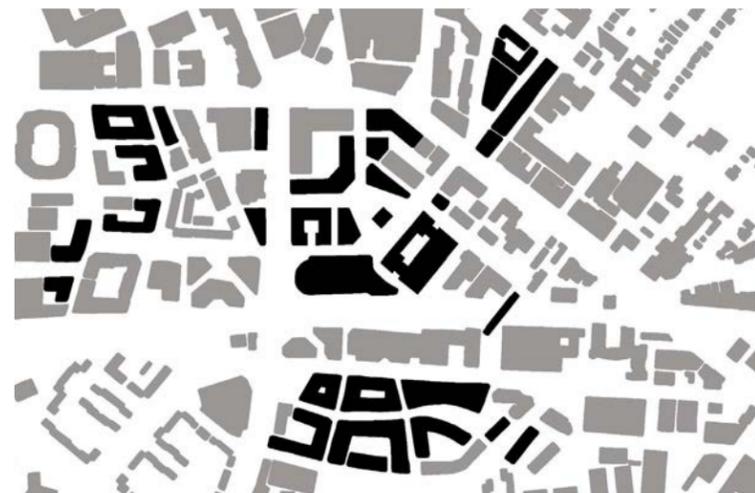
This strategy uses the complex geometry of the site to create a trapezoidal main square that shifts the focal point from the rather bland and ugly station to a focus on new development to the southeast. New development is added to the old Discovery site. Ellsworth and Bonifant Streets connect to the new square and the complex topography allows for a unique urban space that could host a major institution or museum. Neighborhoods to the west and south of the transit site are infilled with small streets and green spaces, and a new metro bridge is proposed to connect the Ripley district with the new development proposed for the Blairs.



ILLUSTRATIVE SITE PLAN



EXISTING OPPORTUNITY SITES



PROPOSED FIGURE-GROUND



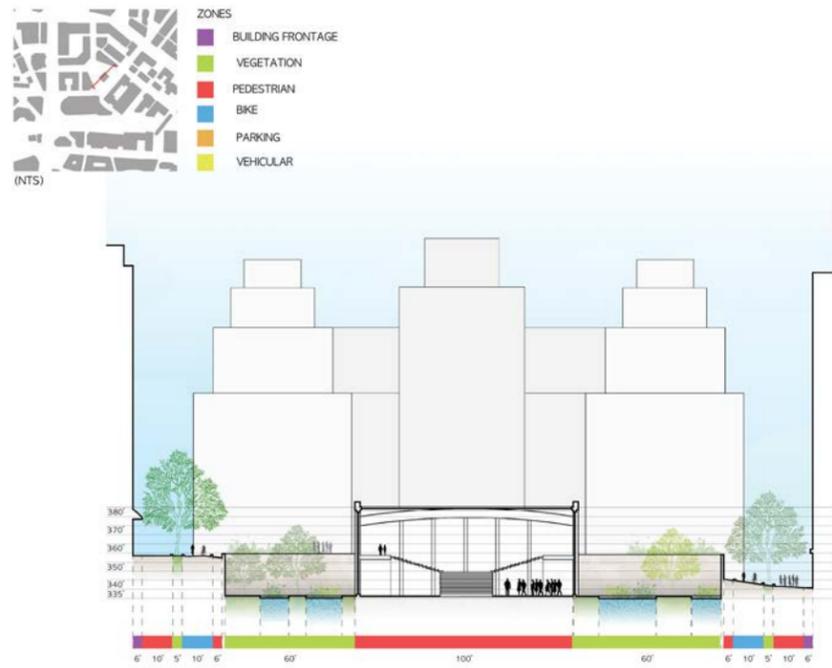
OVERALL FIGURE GROUND



PLACES DIAGRAM



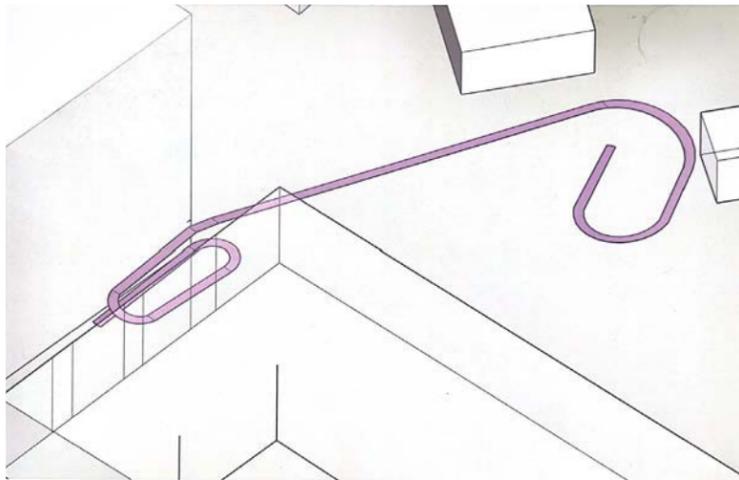
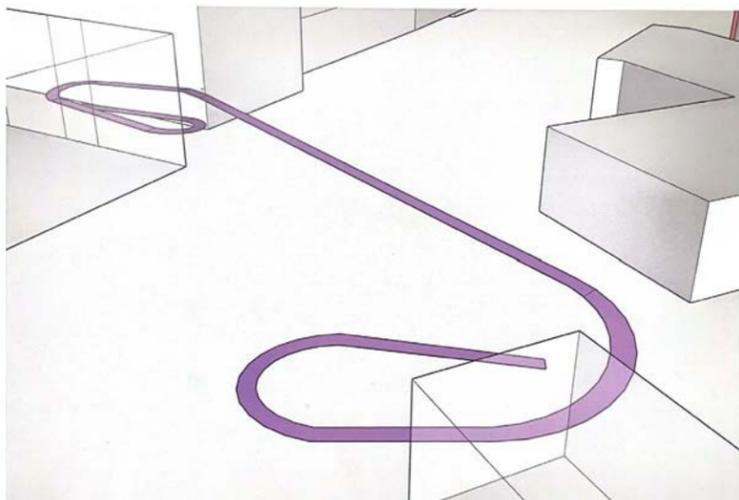
PURPLE PLAZA PERSPECTIVE



SECTIONS



SNAKE PLACE PERSPECTIVE



BRIDGE DEVELOPMENT



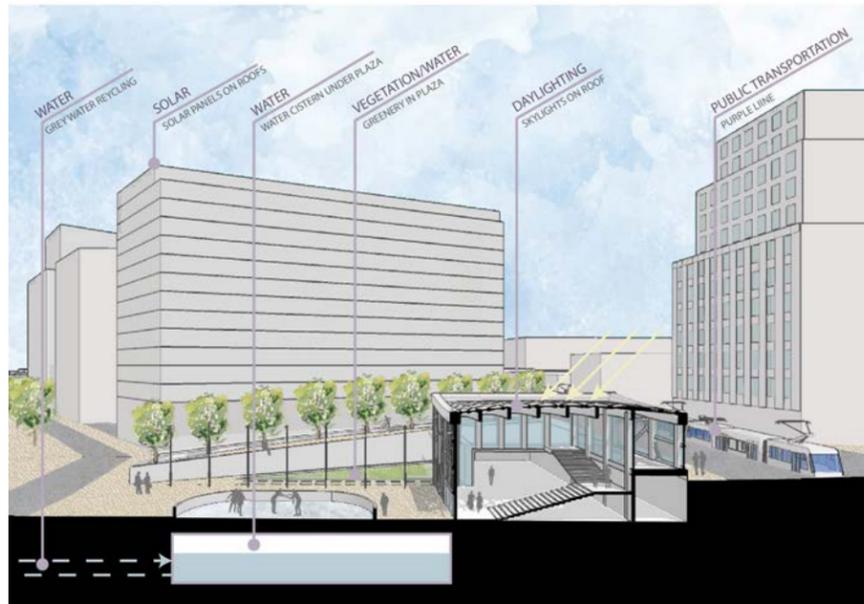
BRIDGE PROCESS SKETCH



BRIDGE PERSPECTIVE



BUILDING HEIGHTS



SUSTAINABILITY DIAGRAM



OVERALL AXONOMETRIC

06

THE SPINA
 Samanty Habib
 Austin Register
 Marco Loh



This proposal seeks to organize the site via a simple linear arrangement of spaces, from the existing Silver Spring Veteran's Plaza to a new linear space at the site of the Blairs, renamed High Park Plaza. Key to this strategy is the introduction of a new set of passages and bridges that navigate the various level changes and provide greater access, particularly from the other side of the tracks to the southwest and southeast. New development is proposed at each of the open spaces with the most intense development proposed for the new Gateway Plaza.

The strategy is based upon urban design sequences like the Place Stanislaus/Place de la Carriere in Nancy, France.



SCALE: 1" = 500'-0"
 0' 500'

ILLUSTRATIVE SITE PLAN



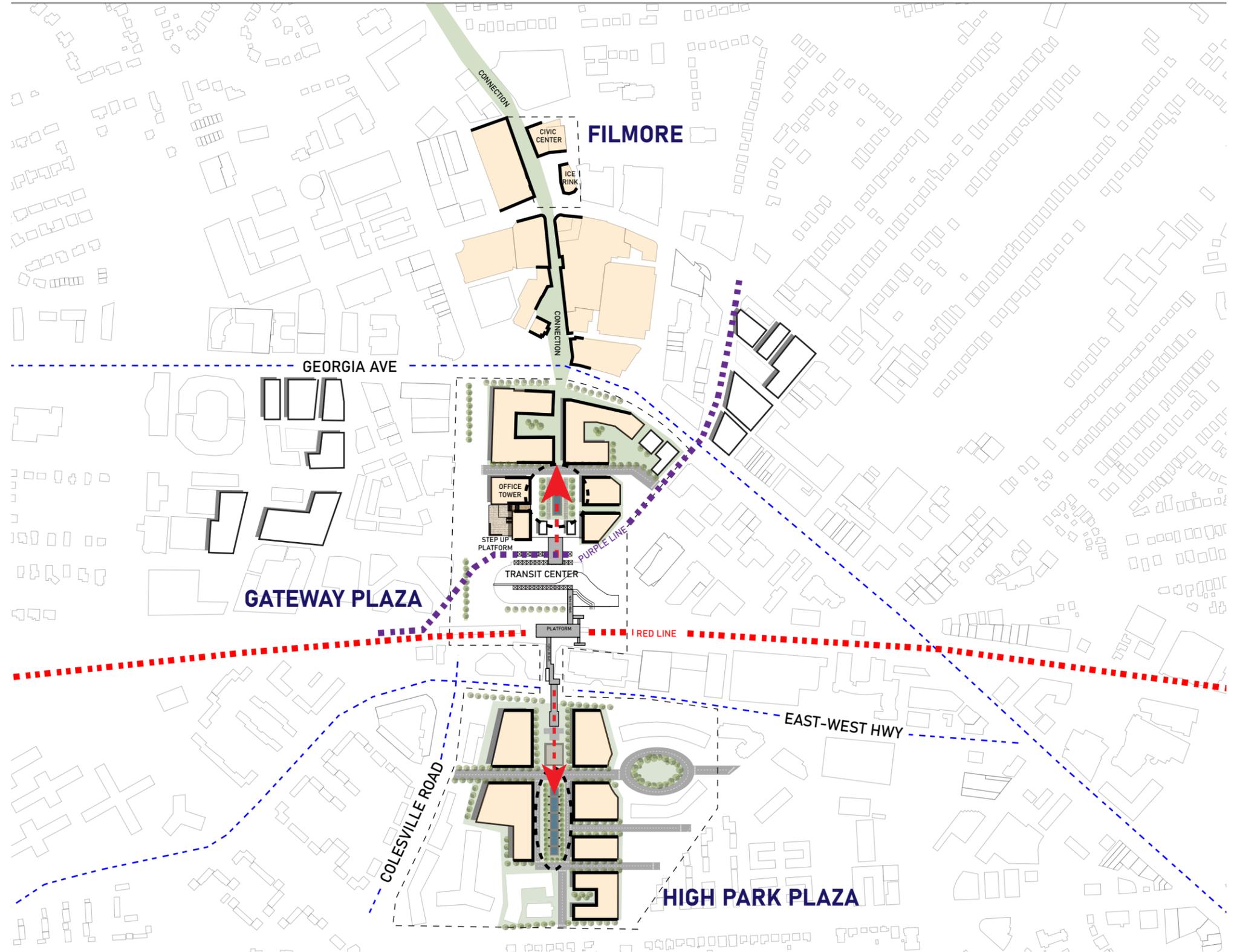
EXISTING OPPORTUNITY SITES



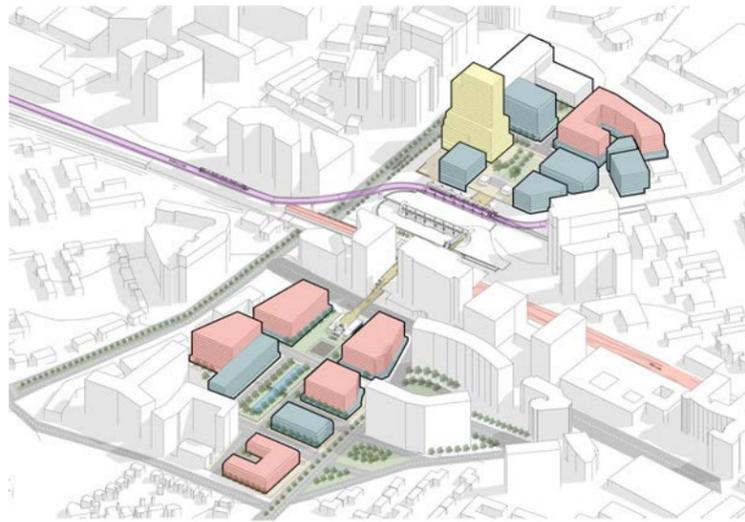
PROPOSED FIGURE-GROUND



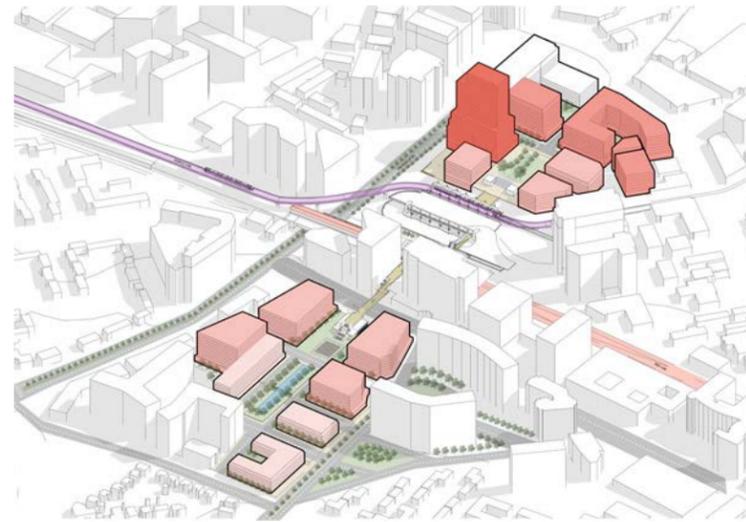
OVERALL FIGURE GROUND



PLACES DIAGRAM



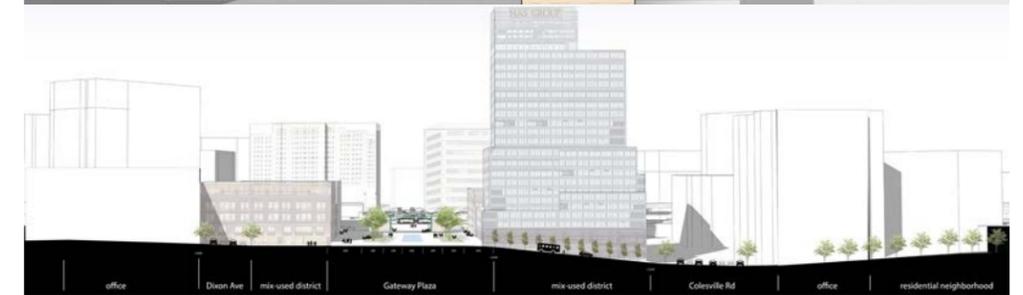
BUILDING USE



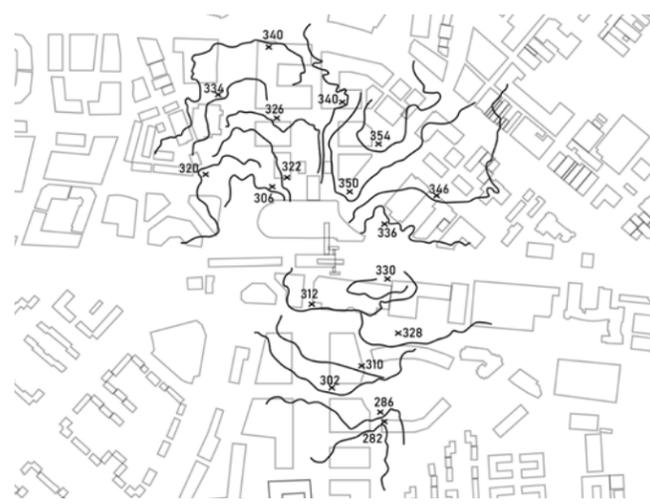
BUILDING HEIGHTS



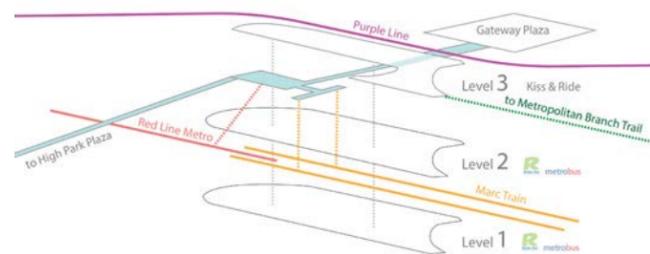
GATEWAY PLAZA PERSPECTIVE



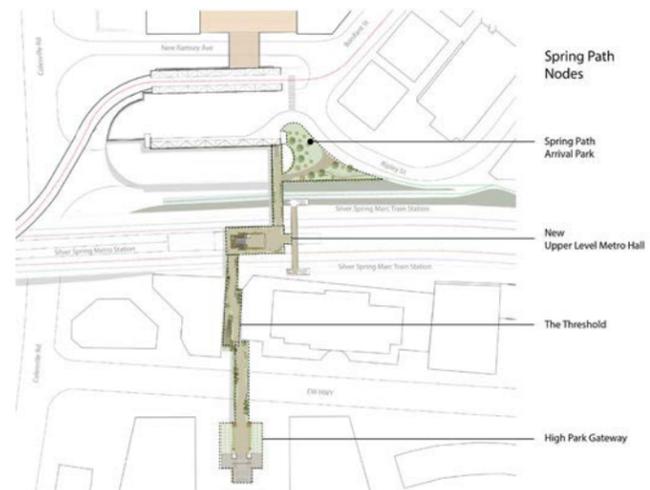
GATEWAY PLAZA AND SECTION



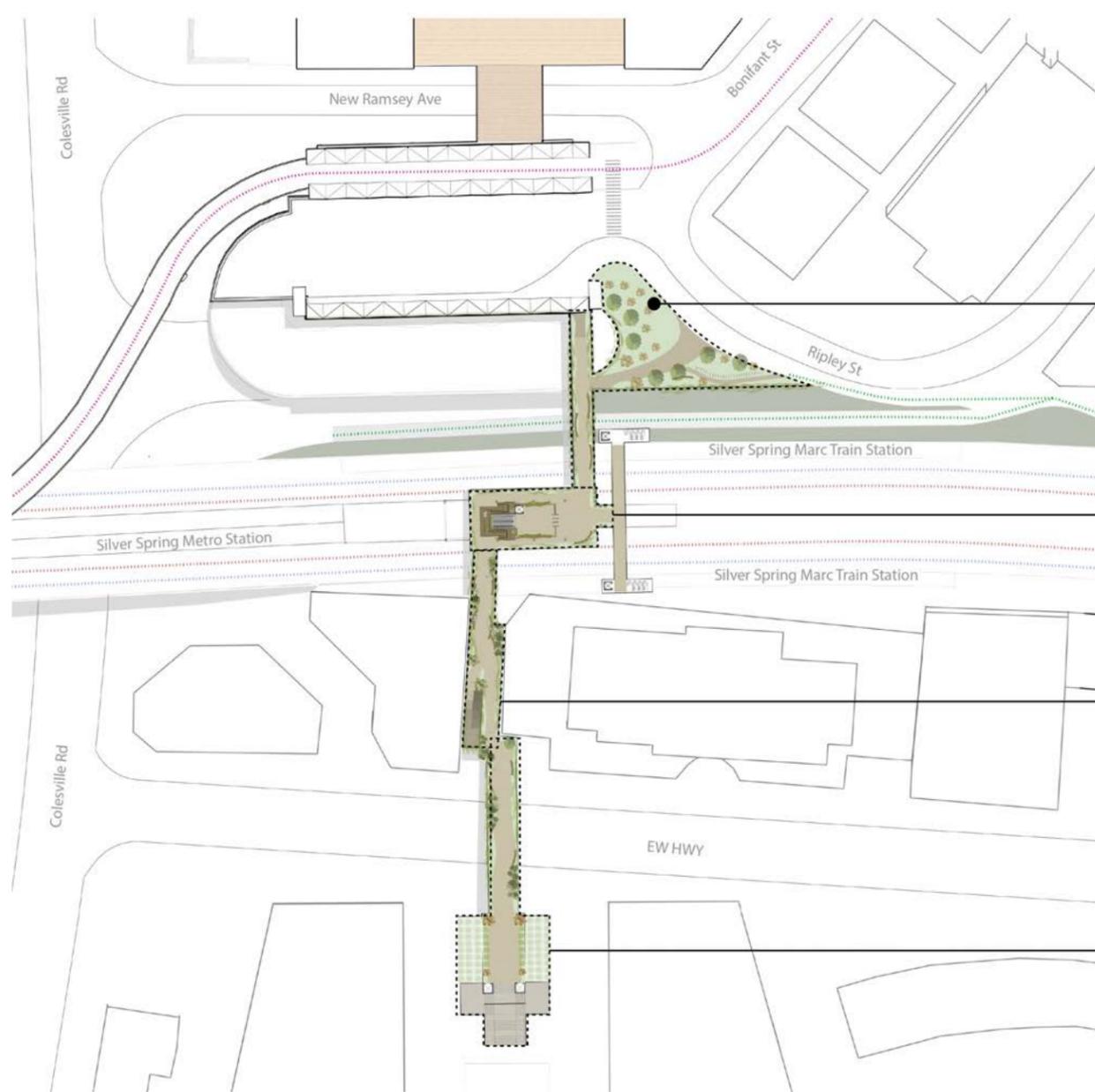
EXISTING TOPOGRAPHY



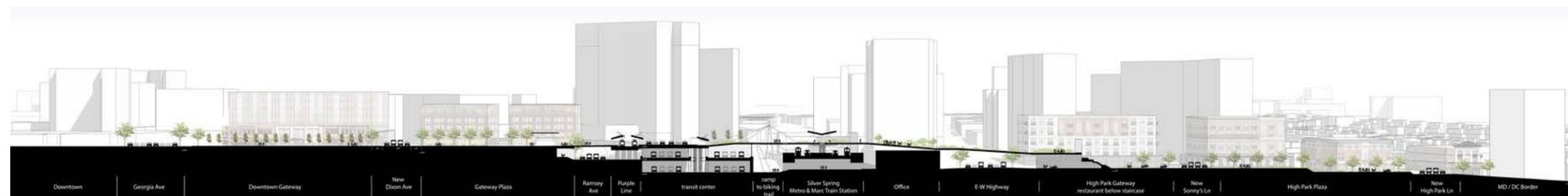
TRANSIT AXONOMETRIC



SPRING PATH NODES



SPRING PATH PLAN



SITE SECTION

Spring Path Nodes

Spring Path Arrival Park

New Upper Level Metro Hall

The Threshold

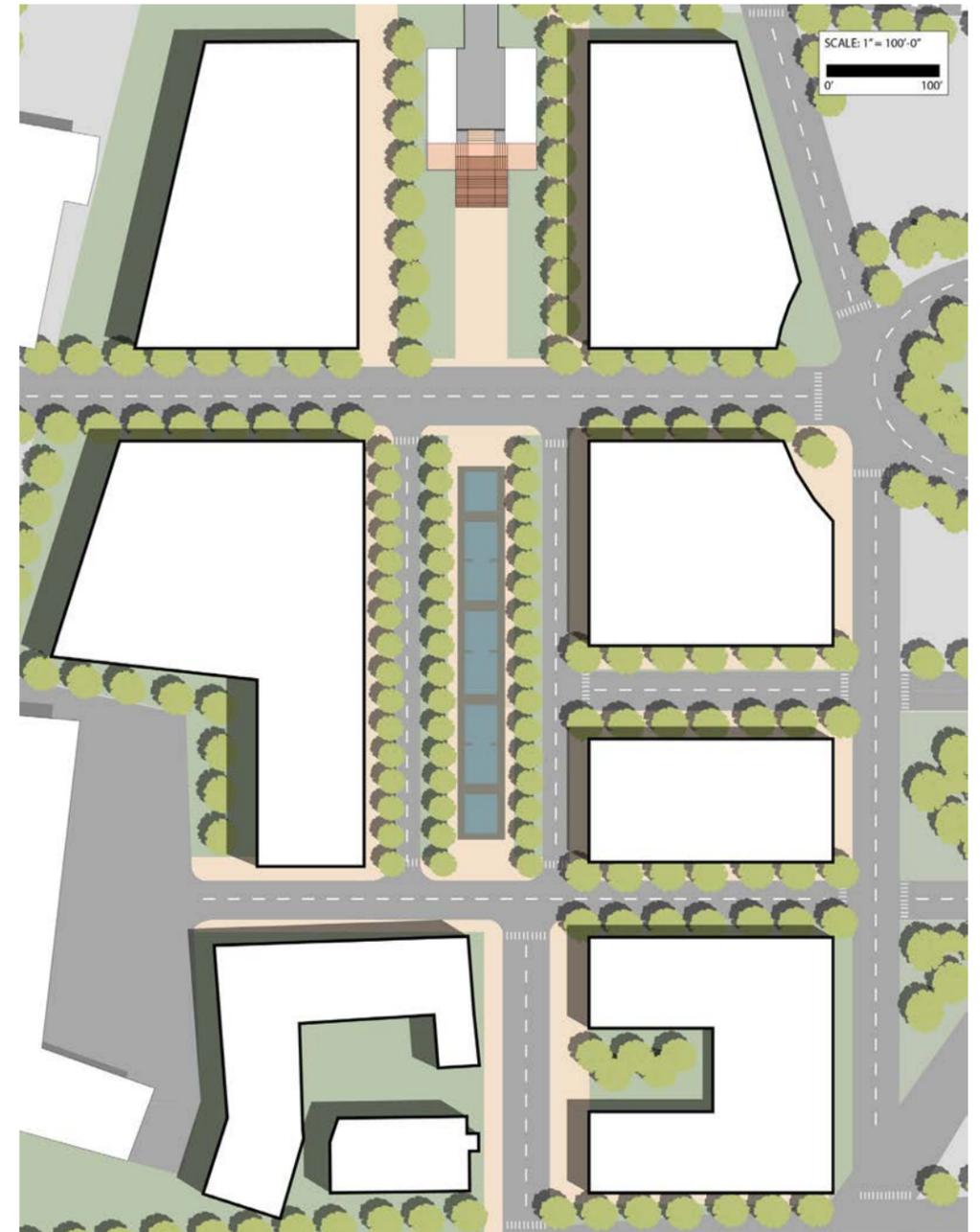
High Park Gateway



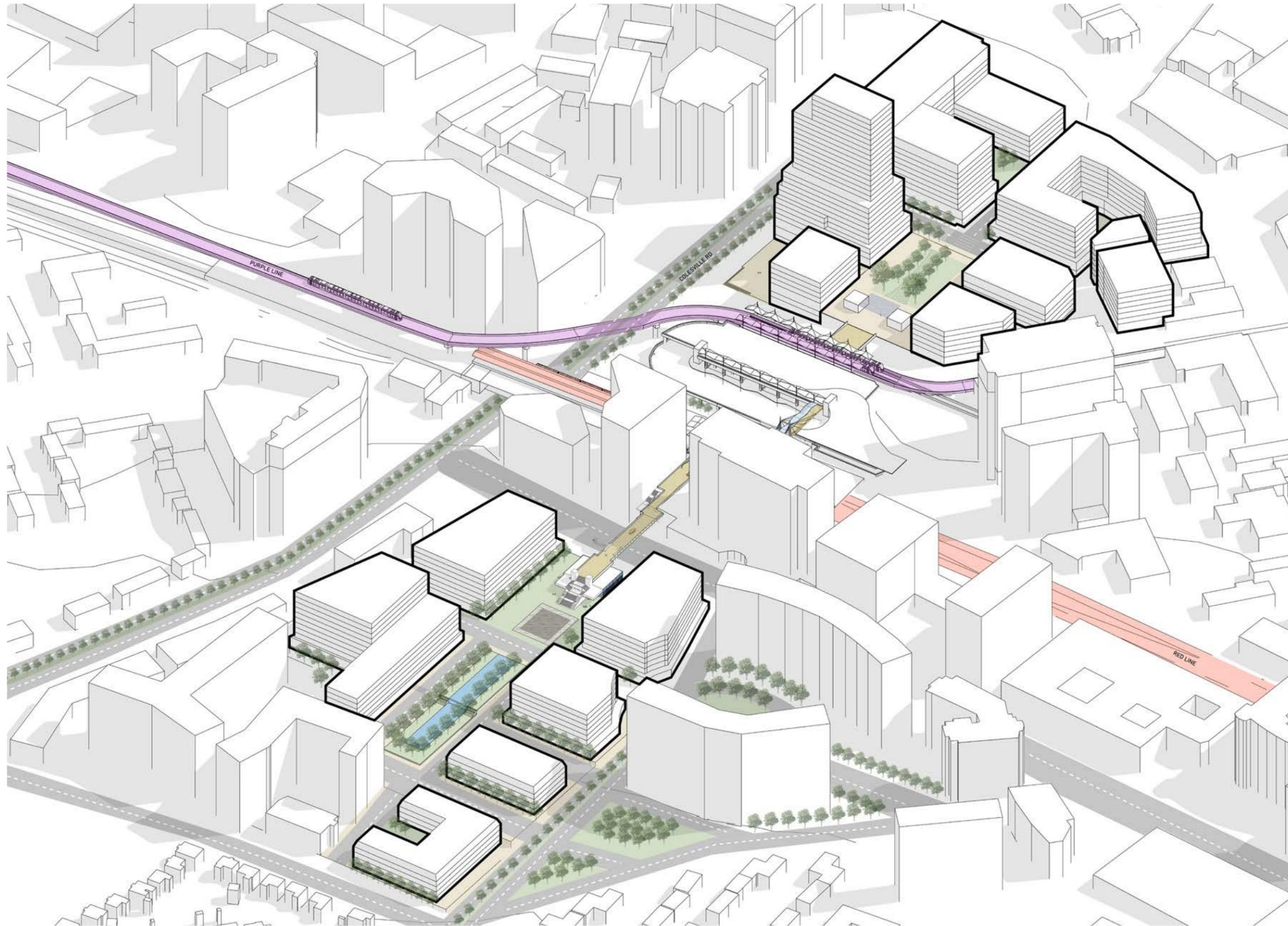
SPINA PERSPECTIVE



HIGHPARK PLAZA PERSPECTIVE



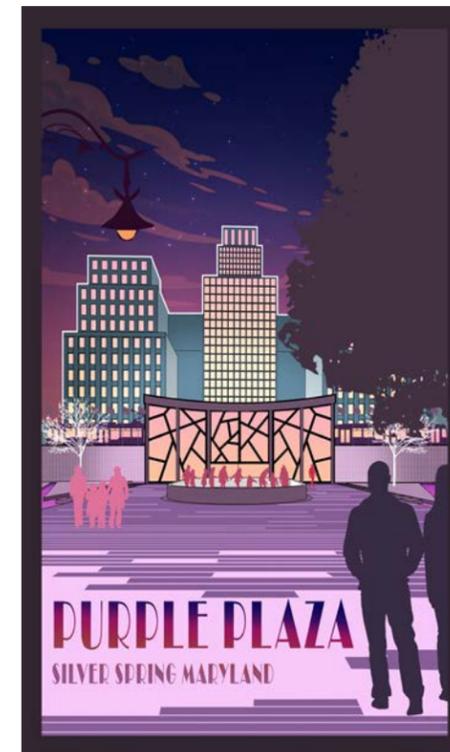
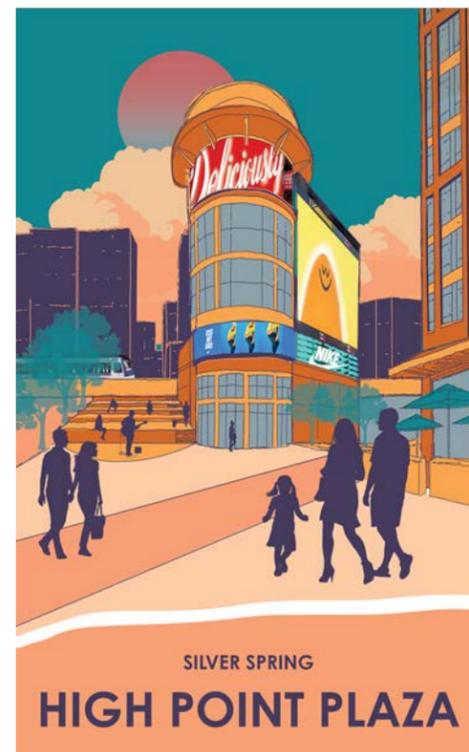
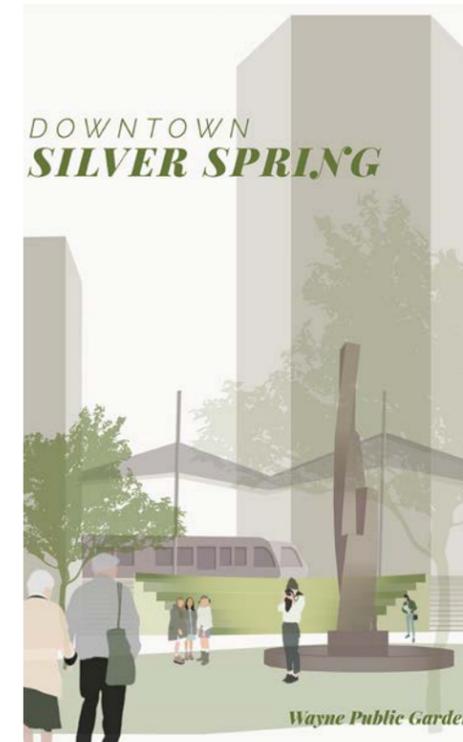
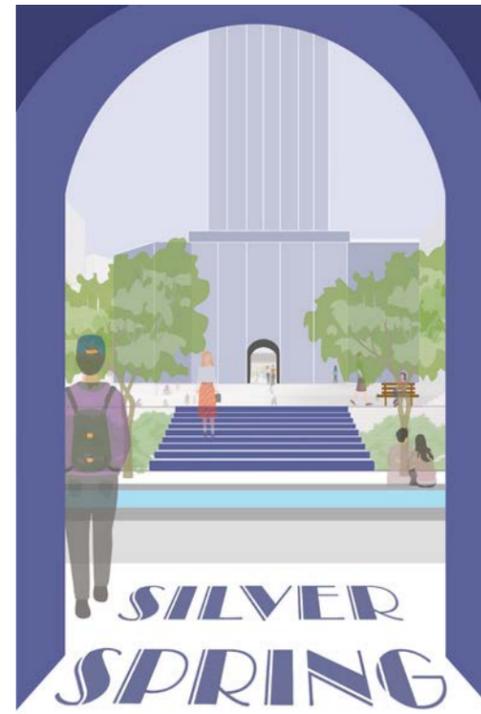
HIGHPARK PLAZA AND SECTION



OVERALL AXONOMETRIC

DOWNTOWN SILVER SPRING

SIX IDEAS TO MAKE A GREAT DOWNTOWN



UNIVERSITY OF MARYLAND, COLLEGE PARK
GRADUATE URBAN DESIGN STUDIO
ARCH700 | FALL 2022