



Executive Director's Recommendation

Commission Meeting: June 4, 2020

PROJECT Suitland Collections Center Master Plan 4210 Silver Hill Road Suitland, Maryland	NCPC FILE NUMBER MP135 NCPC MAP FILE NUMBER 3205.11(05.00)45126
SUBMITTED BY Smithsonian Institution	APPLICANT'S REQUEST Approval of final master plan
REVIEW AUTHORITY Approval of Master Plans for use by the Commission per 40 U.S.C. § 8722(a) and (b)(1)	PROPOSED ACTION Approve final master plan with comments ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The Smithsonian Institution (SI) has submitted the final master plan for the Suitland Collections Center (SCC) in Suitland, Maryland. The Commission reviewed and provided comments on the draft master plan in February 2020. At that time, the Commission recommended the SI update the master plan to ensure a parking ratio of 1:3 with a specific phased implementation plan and provide additional coordination and details on the bicycle and pedestrian improvements along Silver Hill Road. The Commission also recommended the SI provide a security analysis to justify the proposed fence height and lighting and landscaping details for the fence. The submitted final master plan generally addresses the concerns and recommendations raised by the Commission.

The SCC occupies 110 acres and is located in Prince George's County. The SCC is bounded by Silver Hill Road/MD 458 to the south, Suitland Parkway/MD 337 to the north and east, and Old Silver Hill Road and residential neighborhoods to the west. The eastern-most portion of the site is approximately 1,900 feet west of the Suitland Metro Station. The SCC is comprised of a total of 1.3 million square feet in multiple facilities, including the Museum Support Center (MSC), the National Museum of the American Indian – Cultural Resource Center (NMAI-CRC), the Smithsonian Gardens Greenhouse (SG), the Osteo Prep Lab, the Fleet Management Building, and numerous original Garber Buildings. Over the 40-year planning horizon, SI is proposing to increase the SCC from 1.3 to 2.4 million square feet, including the construction of a new collection building, relocation of select buildings, and the demolition of outdated facilities. The master plan also proposes improvements to site access, circulation, perimeter fencing, and parking.

KEY INFORMATION

- The prior master plan was approved in 1993 and included a more intensive use of the site with a total of three million square feet and buildings ranging in height from one to eight stories. Only four projects of the 1993 Master Plan were developed and include the NMAI-CRC, Pod 5 and future Pod 6 of the MSC, and the SG Greenhouse.

- The Commission previously reviewed the draft master plan at the February 6, 2020 Commission meeting and recommended updates regarding parking, fencing and security details.
- The master plan includes 901,650 square feet of buildings that will remain, with a planned addition of 1,539,166 square feet for a total of over 2.4 million square feet.
- The anticipated SCC population will increase from the current 300 employees and 50 visitors to 400 employees and 150 visitors in 20 years, and to 550 employees and 360 visitors in 40 years. This estimate incorporates a goal to significantly increase access for visiting researchers and scholars.
- The Master Plan for the SCC was developed to achieve the following goals:
 - Reinforce a singular identity
 - Maximize shared amenities
 - Foster pan-institutional collaboration
 - Create a welcoming and connected campus

RECOMMENDATION

The Commission:

Approves the final master plan for the Smithsonian Institution's Suitland Collections Center located in Prince George's County, Maryland.

Notes that the Commission last approved a Master Plan for the Suitland Collections Center (SCC) in 1993 and smaller facilities on the site between 2008-2010, and that the long-term needs of the Smithsonian Institution for the SCC have changed.

Site Plan

Supports the proposed layout of the new collection's storage buildings arranged around a common open space that connects with the other administrative buildings on the campus.

Finds the site plan meets the Institution's needs for collections storage, docking and loading, while also providing a more human scale design for employees and visitors to enjoy.

Notes the Smithsonian will implement the plan in several phases which are tied to other Smithsonian museum projects over the next few decades.

Security

Notes that the SCC is a unique campus that houses important collections for the Smithsonian Institution. The campus is currently secure and includes a perimeter fence, which runs along Silver Hill Road to the south of the campus and through a wooded area adjacent to Suitland Parkway.

Notes the Smithsonian has indicated more substantial upgrades to the fence segments are necessary to meet long-term security needs for the site. These include increasing the height of both fence segments to ten feet and adding a clear zone along the woodland fence of 25 feet which would require vegetation and tree removal.

Notes that while the Commission finds a perimeter security fence is warranted given the important collections at the campus, details regarding specific location, height, clearance zones, and lighting will be reviewed and considered when the Smithsonian submits the projects in the future (approximately ten years from now).

Requires the Smithsonian to include an updated security analysis with the future project submissions as campus needs and the surrounding context may change with implications for the fence details including height, location, vegetation removal, and lighting.

Parking and Access

Notes the Comprehensive Plan Ratio for the SCC site is 1:3 because of the campus' proximity to the Suitland Metro Station; however, the walk is currently dangerous and potentially unsafe, requiring three slip lane crossings. A large portion of the campus is also up to 1.2 miles from the station.

Notes that the master plan has been updated to address recommendations by the Commission and commits to achieving a 1:3 parking ratio and reduces the overall number of parking spaces on site over the initial 20-year planning horizon.

Requests that the Smithsonian submit updated Transportation Management Plan metrics to NCPC once they have completed the detailed survey proposed for fiscal year 2021.

Notes that the Smithsonian has agreed to convene a meeting with the National Park Service, Maryland State Highway Administration, and the General Services Administration on the proposed bicycle and pedestrian improvements on Silver Hill Road.

Requests that the Smithsonian notify the Commission of any substantial progress in their effort to coordinate on the bicycle and pedestrian safety improvements on Silver Hill Road.

PROJECT REVIEW TIMELINE

Previous actions	February 2020 – Approval of comments on the draft Master plan
Remaining actions (anticipated)	– Final Master Plan approval

PROJECT ANALYSIS

Executive Summary

Staff evaluated the final master plan based upon the comments provided by the Commission at the draft overview. The applicant has updated the plan to respond to that feedback and guidance, and therefore staff recommends the **Commission approve the final master plan for the Smithsonian Institution's Suitland Collections Center located in Prince George's County, Maryland.**

The goal of the master plan is to improve the SI's stewardship of the collections on site while also addressing the facilities, landscape, sustainability and security. The proposed Master Plan will increase the total square footage of the SCC from 1.3 million to 2.4 million. The final master plan includes goals to meet the 1:3 parking ratio with several transportation demand management strategies phased over the 20-year life of the master plan along with other updates to address the Commission's comments from February.

Background

The Smithsonian has utilized the SCC for collections storage since the 1950s when the original Garber collections storage buildings were constructed. SI added the MSC in 1983 in a Pod format for ease of expansion and internal space organization. Additional facilities including the NMAI-CRC, SG Greenhouse, the Osteo Prep Lab, and the Fleet Management Building were added later for a total of 1.3 million square feet. The growth of the SI's collections storage has not kept pace with their collection needs leading to outdated and overcrowded facilities. This situation is anticipated to get increasingly worse without the implementation of the proposed master plan.

The SCC is heavily wooded with a mix of deciduous and evergreen trees on the north, west and portions of the south along Silver Hill Road, creating a dense buffer from adjacent land uses. The site is surrounded by a mix of residential land uses to the north, west and south and commercial land uses to the south and east. Suitland Parkway borders a portion of the site to the northeast, Silver Hill Road borders the site to the south, and Old Silver Hill Road is to the west.

The campus is approximately 1,900 feet from the Suitland Metro Station with service on the Green Line. Several Metro and local bus routes run in the immediate vicinity of the site. The SI runs a shuttle service from the SCC to the National Mall facilities for employees. The current site has two access points on Silver Hill Road and one on Old Silver Hill Road. The internal site circulation is disjointed and the result of 50+ years of uncoordinated development. The current site has a total of 430 employee, fleet, and visitor parking spaces scattered in small parking lots and haphazardly along internal access roads.

The proposed Master Plan intends to address the current space needs for quantity and quality, better preserve and broaden access to the collections, consolidate collections and reduce the reliance on leased space. In addition, the master plan outlines goals to establish the SCC as an integrated, welcoming and sustainable campus that reinforces the Institution's singular identity, foster pan-institutional collaboration and maximize the use of shared amenities.

Analysis

The final Master Plan represents a significant improvement to the overall design and function of the site from the current condition, and a marked improvement from the previous 1993 Master Plan. The following analysis highlights the more significant aspects of the plan and highlights those changes that occurred following the draft review.

Site Plan

Over the first 20 years, the population of the site is expected to increase from 300 employees and 50 visitors to 400 employees and 150 visitors and to increase over 40 years to 550 employees and 350 visitors. The final master plan includes strategies for reducing the environmental impact of the campus including stormwater management, water conservation, heat island reduction, energy efficiency, and resiliency measures that define environmental stewardship. The proposed landscape plan intends to create a healthy and inviting outdoor environment with gathering spaces for work and interaction, efficient circulation to each facility, and open spaces and a landscape that promotes nature and the surrounding forest ecology. Staff recommends that the **Commission finds the site plan meets the Institution's needs for collections storage, docking and loading, while also providing a more human scale design for employees and visitors to enjoy.**

The SI expects that improvements to the site will attract more visiting scholars and researchers. The proposed development for the site includes the eventual removal of all the original Garber collections storage buildings in phases to accommodate relocated collections. In its place is a Campus Quad scheme that connects the existing MSC and the new complex directly with a continuous interior corridor. Workspaces will face the quad and collections storage will be on the perimeter. The new facility curves around a series of connected outdoor spaces for employees and visitors. As such, staff recommends that the **Commission supports the proposed layout of the new collection's storage buildings arranged around a common open space that connects with the other administrative buildings on the campus.** The site includes the removal of much of the western parking areas associated with the Garber buildings, but also the construction of new parking lots as the new building is phased in.

The proposed building addition reduces the building height from that approved in the 1993 Master Plan and concentrates the building footprint in the center of the site. This will reduce the visual impact of the new facility on surrounding land uses. The SI will implement the plan in several phases which are tied to other SI museum projects over the next few decades. Staff recommends that the **Commission notes the Smithsonian will implement the plan in several phases which are tied to other Smithsonian museum projects over the next few decades.**

Security

According to the master plan, the primary security threat to the campus is crime. The SCC is a unique campus of facilities that house important collections to the SI. The MSC alone has collections from 13 SI units including many irreplaceable items of scientific, historical, cultural, and artistic significance. Some collections are stored outdoors, including sculptures, aircraft parts, building replacement stone and living plant collections, leaving them more vulnerable to theft or damage from intruders. Many official vehicles, supplies and equipment used by SI staff and for moving collections, people, construction supplies and landscaping materials are stored and

serviced at Suitland, including many items located outdoors. Staff recommends that the **Commission notes that the SCC is a unique campus that houses important collections for the Smithsonian Institution. The campus is currently secure and includes a perimeter fence, which runs along Silver Hill Road to the south of the campus and through a wooded area adjacent to Suitland Parkway.**

Due to the previous issues with thefts and break-ins and the SCC location adjacent to Suitland Parkway with minimal staff, the focus of the master plan is discouraging unauthorized access to the site. The master plan proposes fencing, lighting, and surveillance cameras sufficient to discourage trespassers and, in the event of a breach, to provide a video record to investigators and vehicle access for timely repairs. The fence would be patrolled by security staff in rugged all-terrain vehicles. The existing fencing that separates current areas of the campus would be removed and new fencing around the perimeter of the facilities added. The goal of the plan is to reduce the number of campus entrances, improve the main entry with a guard booth, screening, and visitor center, and improve and connect the perimeter security.

The existing perimeter fence is a mix of chain-link security fence and metal picket at a height of 10 feet. The master plan proposes to replace the perimeter fence through the wooded area with the same 10-foot chain-link but include a clearance zone on either side of the fence totaling 25 feet to accommodate a jeep trail and prevent scaling. According to the master plan, guidance for clear zones around the fence may vary depending on the asset protected and the level of protection required by the agency. The proposed 10' clear zone outside the fence discourages the use of trees and landscape as a bridge over the fence and the proposed clear zone of 15 feet inside the fence provides for surveillance vehicles and use of this zone as a staff walking trail. The perimeter fence would also limit access to deer which is a problem for some plant collections of Smithsonian Gardens and the Natural History Museum's Botany department that are placed outdoors. The proposed lighting and video surveillance for the perimeter fence would be Dark Sky compliant lighting to avoid light spill beyond the surveillance area and would be at the levels necessary for use with the selected security cameras. The master plan indicates they will also consider motion activated lighting based on an assessment of then-available technology at the time the specific fencing project comes to the Commission for review. Staff remains concerned about the clearance through the wooded area and recommends that the **Commission notes the Smithsonian has indicated more substantial upgrades to the fence segments are necessary to meet long-term security needs for the site. These include increasing the height of both fence segments to ten feet and adding a clear zone along the woodland fence of 25 feet which would require vegetation and tree removal.**

In addition, the SI is proposing to upgrade the existing chain-link perimeter fencing along Silver Hill Road. The master plan proposes a consistent decorative 10-foot metal picket fence set back from the road and enhanced with landscaping in coordination with pedestrian and bicycle improvements planned on Silver Hill Road. The master plan proposes to replace this fence when the new realigned main site entrance project is proposed in the first ten years of the master plan but could be at the end of that timeframe. Staff remains concerned that the height included in the master plan is higher than necessary and recommends that the **Commission notes that while the Commission finds a perimeter security fence is warranted given the important collections at**

the campus, details regarding specific location, height, clearance zones, and lighting will be reviewed and considered when the Smithsonian submits the projects in the future (approximately ten years from now). Staff also recommends that the Commission requires the Smithsonian to include an updated security analysis with the future project submissions as campus needs and the surrounding context may change with implications for the fence details including height, location, vegetation removal, and lighting.

Parking and Access

While the ultimate planning horizon for the final master plan is 40 years, the Transportation Management Plan and final master plan provides strategies for a 20-year duration with consideration that new technologies may emerge in the future and the strategies should be updated as needed. The current parking total of 300 employee spaces is proposed to decrease to 150, while at the same time the total number of employees will increase from 350 to 450. Staff recommends that the Commission notes the Comprehensive Plan Ratio for the SCC site is 1:3 because of the campus' proximity to the Suitland Metro Station; however, the walk is currently dangerous and potentially unsafe, requiring three slip lane crossings. A large portion of the campus is also up to 1.2 miles from the station.

To achieve the proposed one space for every three employees (1:3) parking ratio goal, the master plan identifies steps and milestones and transportation demand management recommendations within 20 years as follows:

In the first 10 years (FY21-30)

- Conduct survey to better identify the number of employees based at SCC and commuter patterns, including data required in future TMP reporting
- Further explore opportunities to partner with other agencies at the Suitland Federal Center to share shuttle bus service
- Continue to advocate with NPS and Maryland agencies for a safer pedestrian and bike route to Metro along NPS crossings, as well as maintenance of the path
- Reduce parking in connection with pre-master plan projects specifically replacing 1/3 of current number of spaces, with a preference for identified visitor and official vehicle spaces for SI and NGA with the MSC Pod 6 project. In addition, current employee parking for the Botany Greenhouse relocation will not be replaced, with new parking limited to one delivery and service vehicle space; and CRC, which may add 15-20 staff, will accommodate parking in the existing CRC lot with spaces adjacent to the loading dock for a few official vehicles, accessible parking, and service vehicles
- Improve pedestrian connections between facilities and parking lots with MSC Pod 6 and CRC addition projects
- Additional SI staff and contractors working on site during construction of new collections space at SCC for collections preparation and construction will use existing lots
- SI will consider implementation of paid parking, taking into consideration working hours and other situations where staff have no viable transit options, as well as the current safety concerns and long walking distances to buildings

In the second 10 years (FY31-40)

- New main entrance will replace the current employee parking with a smaller visitor and SI vehicle only lot
- New operations building parking will be limited to SI vehicles, accessible spaces, and visitors.
- SG equipment building will include SI vehicle only and accessible spaces, not employee parking
- Osteo Prep Lab relocation will include SI, service, and visitor parking only
- CRC parking lot renovation will reduce parking in favor of shared vehicle, scooter and bicycle spaces
- Construction of new lot replacing MSC lots will provide for an equal number of spaces, not replacing overflow parking on roads.

Given the detailed series of measures, staff recommends that the **Commission notes that the master plan has been updated to address recommendations by the Commission and commits to achieving a 1:3 parking ratio and reduces the overall number of parking spaces on site over the initial 20-year planning**

The master plan and TMP recognize the need for a multi-use bicycle and pedestrian path on the north side of Silver Hill Road and the need for pedestrian/bicycle improvements connecting to the Suitland Metro Station. These improvements are supported by Prince George's County and consistent with the local "Suitland-Silver Hill Greenway" in the 2014 Southern Green Line Station Area Sector Plan. The SI has committed to building the bicycle and pedestrian improvements on the portion of Silver Hill Road under their jurisdiction and working with the appropriate property owners to improve the route to the Metro. The additional improvements needed to access the metro station will require coordination with the National Park Service and the Maryland State Highway Administration (who own the remaining land). The most unsafe portions of the route are crossing the slip lanes from Suitland Parkway. The SI has agreed to convene to a meeting with NPS, Maryland State Highway Administration, GSA on the proposed improvements. Staff recommends that the **Commission notes that the Smithsonian has agreed to convene to a meeting with NPS, Maryland State Highway Administration, GSA on the proposed bicycle and pedestrian improvements on Silver Hill Road and that the Commission requests that the Smithsonian notify NCPC of any substantial progress in their effort to coordinate on the bicycle and pedestrian safety improvements on Silver Hill Road.**

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

Staff evaluated the final master plan for compliance with the Transportation, Urban Design and Environmental Elements of the Comprehensive Plan. The Transportation Element requires suburban federal facilities within 2,000 feet of a Metrorail station have a parking ratio not to exceed one space for every three employees (1:3). The final Master Plan has been updated to set long-term goals and objectives to meet the 1:3.

The Urban Design Element recommends federal sites be inviting and accessible, and that security barriers be integrated into the landscape, minimize their visual impact and infringement on the

public space, and respect the overall character of the streetscape. When the frontage project is reviewed in the future, the visual impact of the proposed fence on Silver Hill Road can be mitigated by setting it back from the road and adding mounding and landscaping where appropriate.

National Historic Preservation Act

SI does not have responsibility to comply with Section 106 of the National Historic Preservation Act (NHPA) within the region. NCPC exercises an advisory review role for projects in the region and therefore does not have an NHPA responsibility.

National Environmental Policy Act

The Commission does not have independent responsibility under the National Environmental Policy Act (NEPA) for projects in the environs because its authority over these projects is advisory.

CONSULTATION

Prior to the formal agency referral review, the project was reviewed multiple times with staff from NCPC, the Maryland National Capital Parks and Planning Commission (M-NCPPC) and the SI between 2016 and 2020.

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Submission Package

Prepared by Jamie Herr
05/13/2020

POWERPOINT (ATTACHED)

Suitland Collections Center Master Plan

4210 Silver Hill Road, Suitland, Maryland

Approval of Final Master Plan

Smithsonian Institution

Project Summary

Commission Meeting Date: June 4, 2020

NCPC Review Authority: 40 U.S.C. § 8722(a) and (b)(1)

Applicant Request: Approval of Final Master Plan

Session: Consent

NCPC Review Officer: Jamie Herr

NCPC File Number: MP135

Project Summary:

The Smithsonian Institution has submitted a final master plan for the 100-acre Suitland Collections Center (SCC) site located at 4210 Silver Hill Road in Suitland, Maryland. The Smithsonian Institution initially submitted the draft master plan for review at the February 6, 2020 Commission meeting. The Commission recommended updates to the security plans, site accessibility and the parking plan to achieve an overall parking ration of 1:3 at the completion of the master plan.

The SCC, located within Prince George's County, is bounded by Suitland Parkway, Silver Hill Road, and Old Silver Hill Road and is a quarter mile west of the Suitland Metro Station. The SCC is surrounded to the north, west and south by residential and commercial land uses and the east, across Suitland Parkway is the Suitland Metro Station and several federal agency buildings. The current SCC is comprised of the Museum Support Center (MSC), the National Museum of the American Indian – Cultural Resource Center (NMAI-CRC), the Smithsonian Gardens Greenhouse (SG), the Osteo Prep Lab, Fleet Management Building and the original Garber Buildings for a total of 1.3 million square feet. The site currently has four vehicular and one pedestrian access points. Much of the northern portion of the site is a dense woodland area. The proposed Master Plan includes a new 'campus quad' design with a large new building attached to the planned future addition of Pod 6 of the MSC. The new Master Plan will accommodate a total of 550 employees and visitors over 20 years and over 900 by 40 years.

Project Summary

The final Master Plan includes the following responses to previous draft master plan comments from the Commission (February 2020):

- Site/Landscape Plan – Removed overly specific plant list and revised the landscape plan to describe the character of various areas of the campus
- Security Plan – Security fence along Silver Hill Road maintained in current configuration; Provides process for tree removal approval associated with future projects; Addresses woodland lighting
- Parking and Access – Identifies steps and milestones to achieve a 1:3 parking ratio and transportation demand management recommendations within 20 years as follows:

FY21-30:

- Conduct survey to better identify the number of employees based at SCC and commuter patterns
- Further explore opportunities to partner with other agencies at the Suitland Federal Center to share shuttle bus service
- Continue to advocate with NPS and MD agencies for a safer pedestrian and bike route to Metro along NPS crossings, as well as maintenance
- Reduce parking in connection with pre-master plan projects
- Improve pedestrian connections between facilities and parking lots
- Consider implementation of paid parking, taking into consideration working hours and other situations where staff have no viable transit options, as well as the current safety concerns and long walking distances to buildings

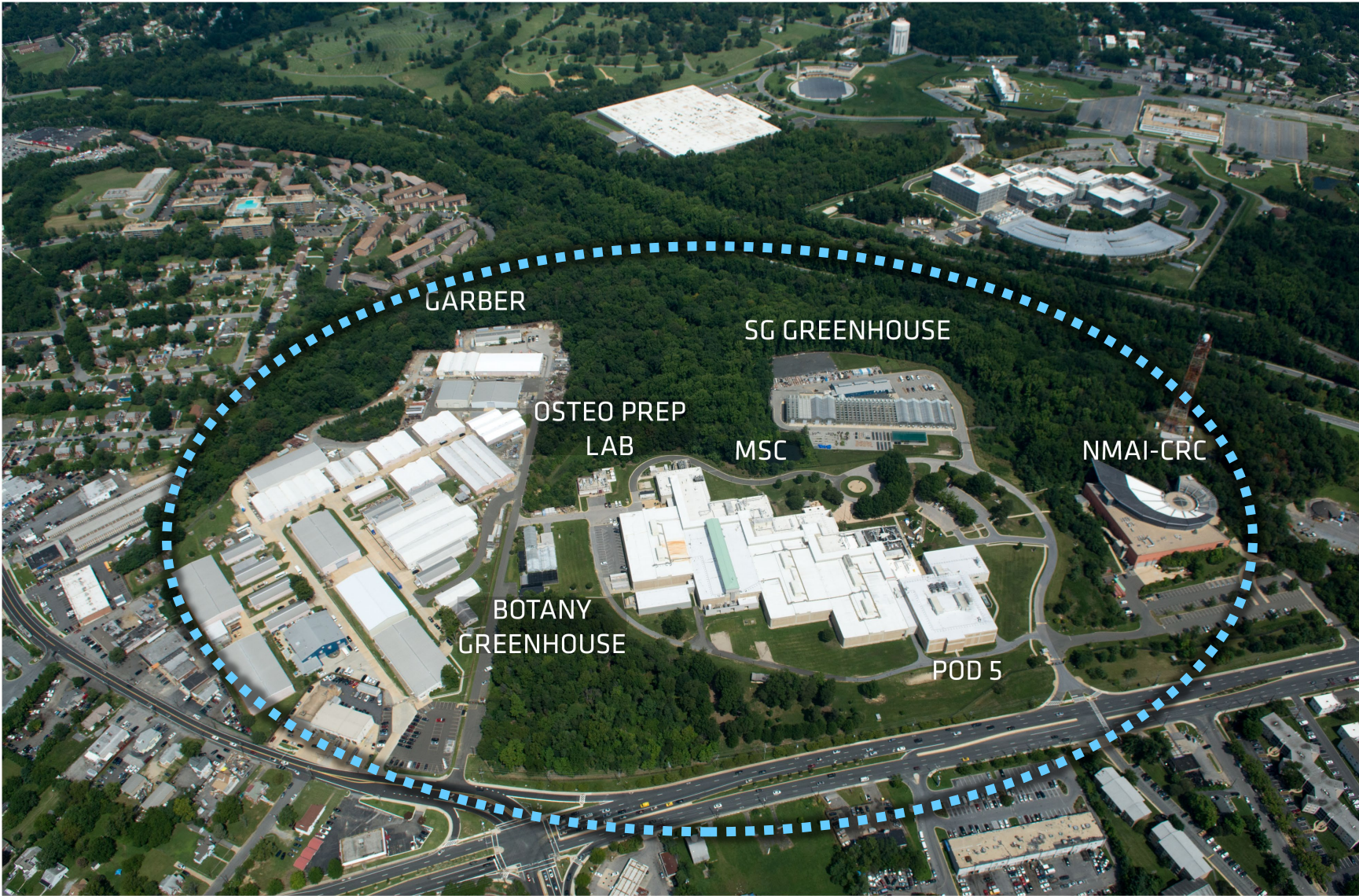
Project Summary

The final Master Plan includes the following responses to previous draft master plan comments from the Commission (February 2020):

FY31-40:

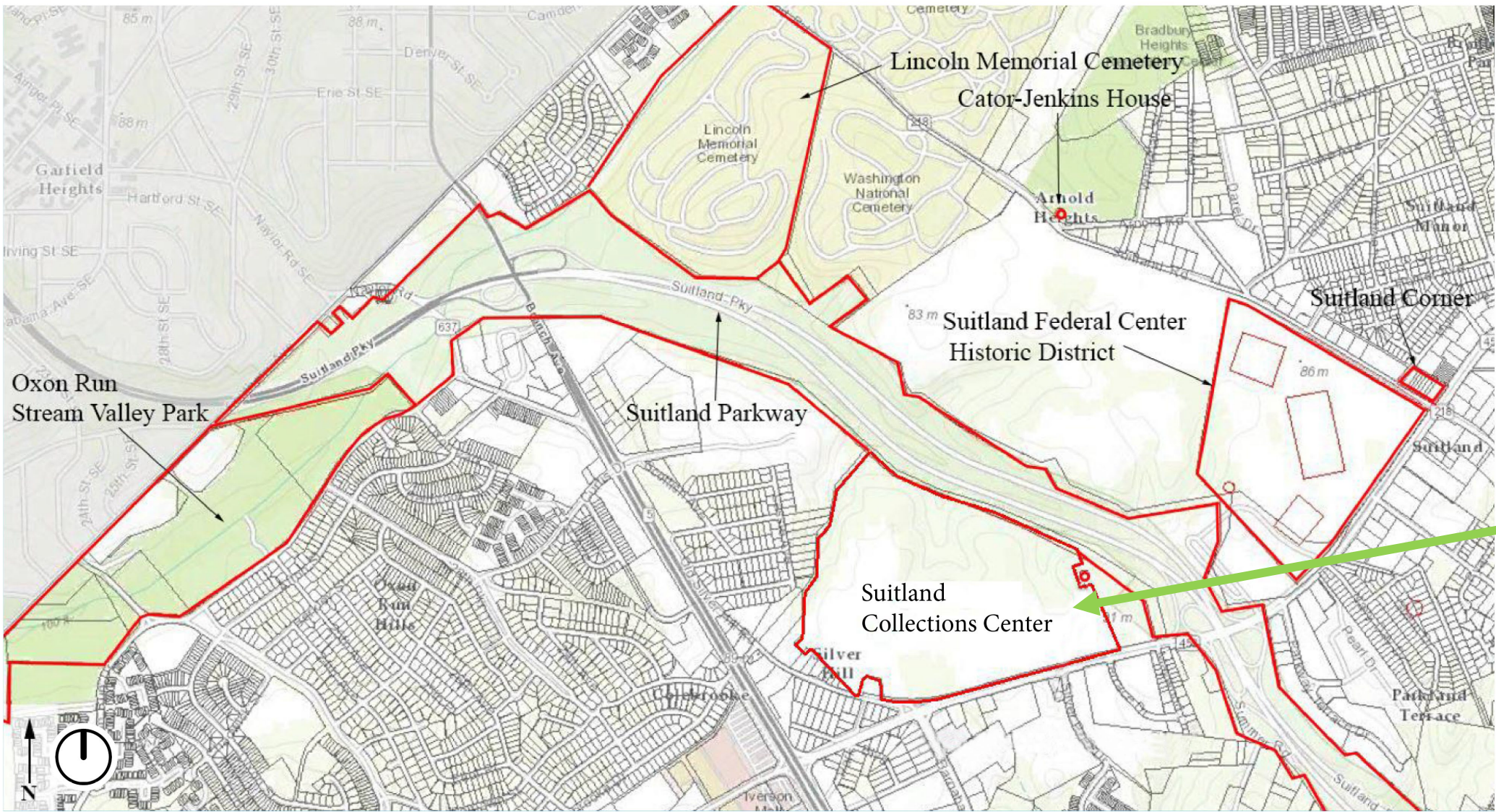
- New main entrance will replace the current employee parking with a smaller visitor and SI vehicle only lot
- New OPS and OFMR building parking will be limited to SI vehicles, accessible spaces and visitors
- SG equipment building will include SI vehicle only and accessible spaces, not employee parking
- Osteo Prep Lab relocation will include SI, service and visitor parking only
- CRC parking lot renovation will reduce parking in favor of shared vehicle, scooter and bicycle spaces
- Construction of new lot replacing MSC lots will provide for an equal number of spaces, not replacing overflow parking on roads

Site Location



Location Map

Site Context



Master Plan site

Existing Buildings



Garber Buildings



MSC Building



CRC Building



Botany Greenhouse



Greenhouses



Fleet Maintenance

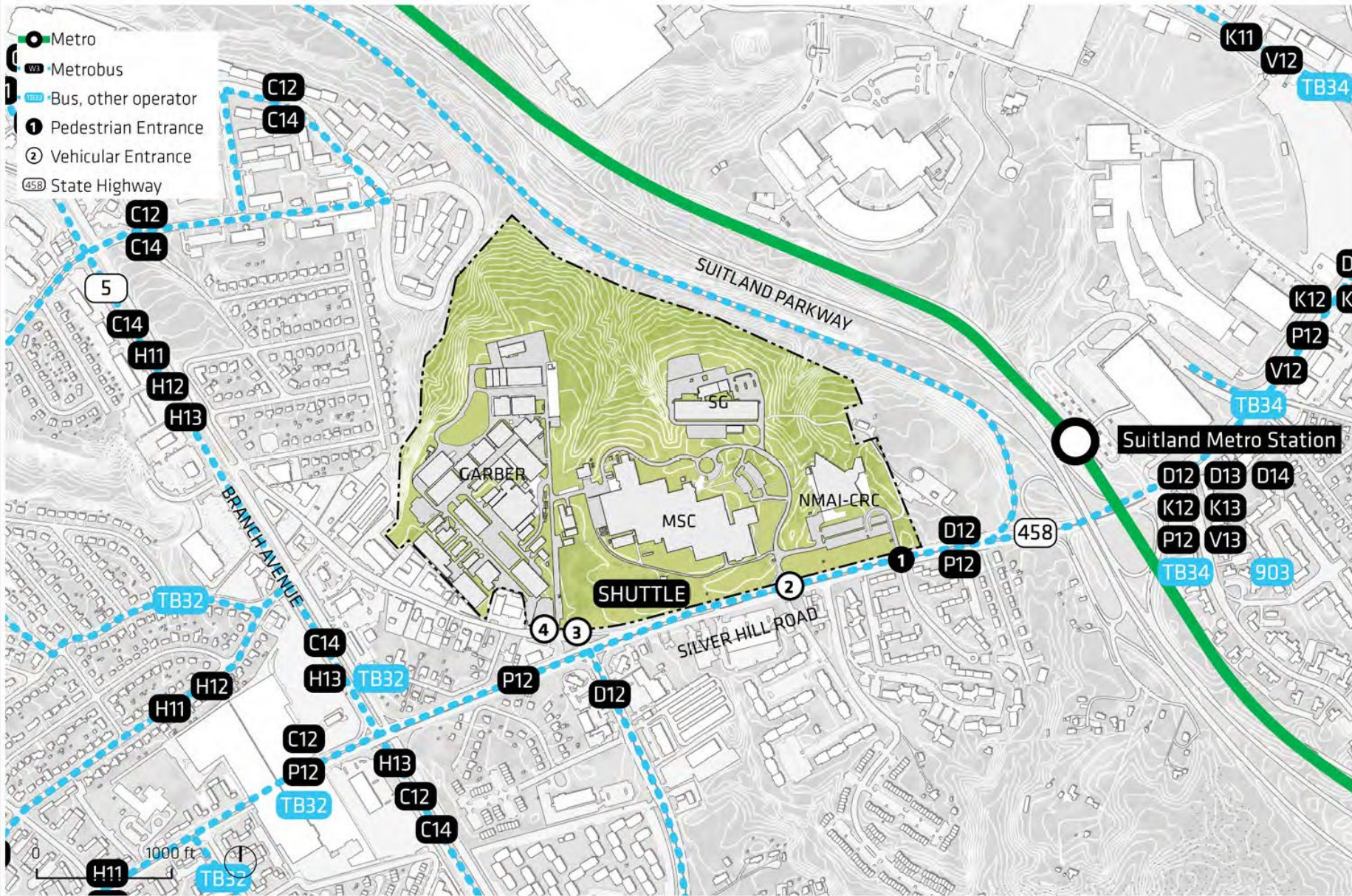
Site Context

Approximate walking distances from SCC buildings to Suitland Metro Station

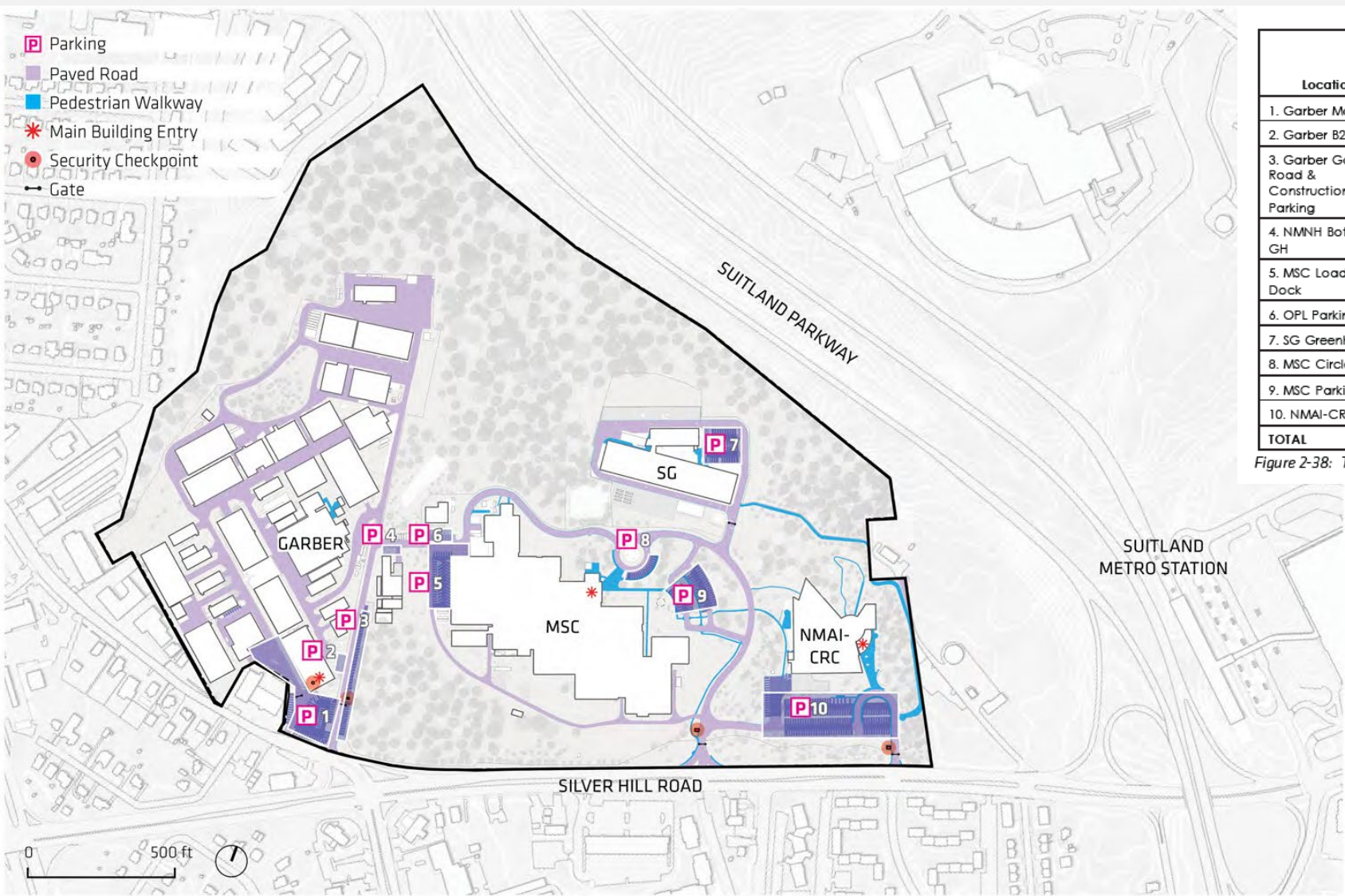


Site Context

Existing campus access
and public
transportation



Existing Conditions – Access and Parking



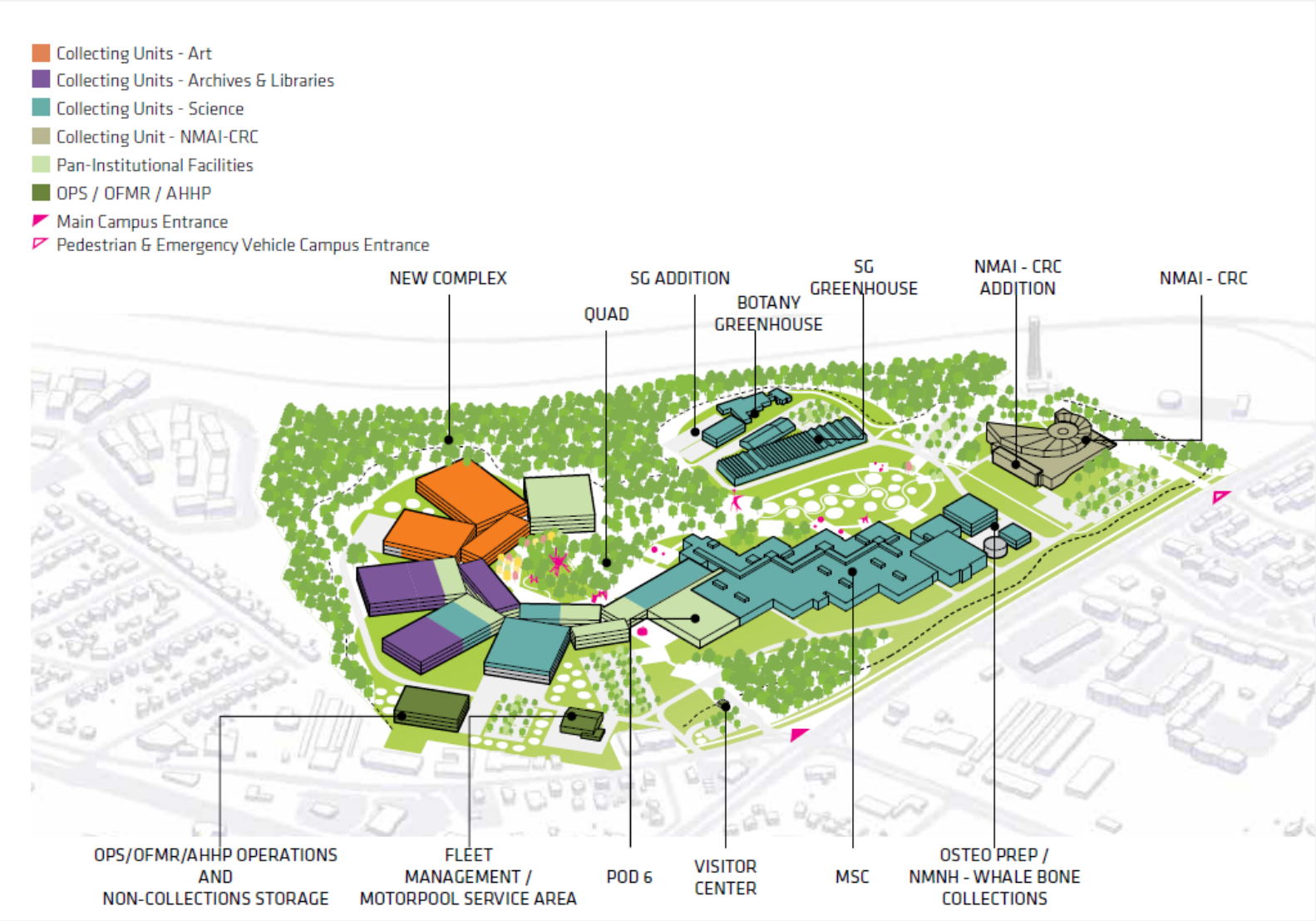
Location	Capacity			Utilization: October 23, 2019			Utilization: October 29, 2019		
	ADA	Emp/ Visitor	SI Veh Only	ADA	Emp/ Visitor	SI Veh	ADA	Emp/ Visitor	SI Veh
1. Garber Main Lot	2	63	2	0	41	17	0	38	18
2. Garber B29	0	0	3	0	0	3	0	0	2
3. Garber Gate Road & Construction Trailer Parking	2	39	0	0	37	1	1	32	0
4. NMNH Botany GH	0	2	1	0	1	0	0	2	0
5. MSC Loading Dock	2	55	1	1	44	4	1	39	3
6. OPL Parking	0	3	4	0	1	4	0	1	3
7. SG Greenhouse	2	42	1	0	14	8	1	16	5
8. MSC Circle	4	8	0	4	8	0	4	8	0
9. MSC Parking	0	56	0	0	66	2	0	64	1
10. NMAI-CRC	6	123	8	0	96	9	1	100	9
TOTAL	18	391	20	5	308	48	8	300	41

Figure 2-38: Table: Parking Lot Capacity and Utilization

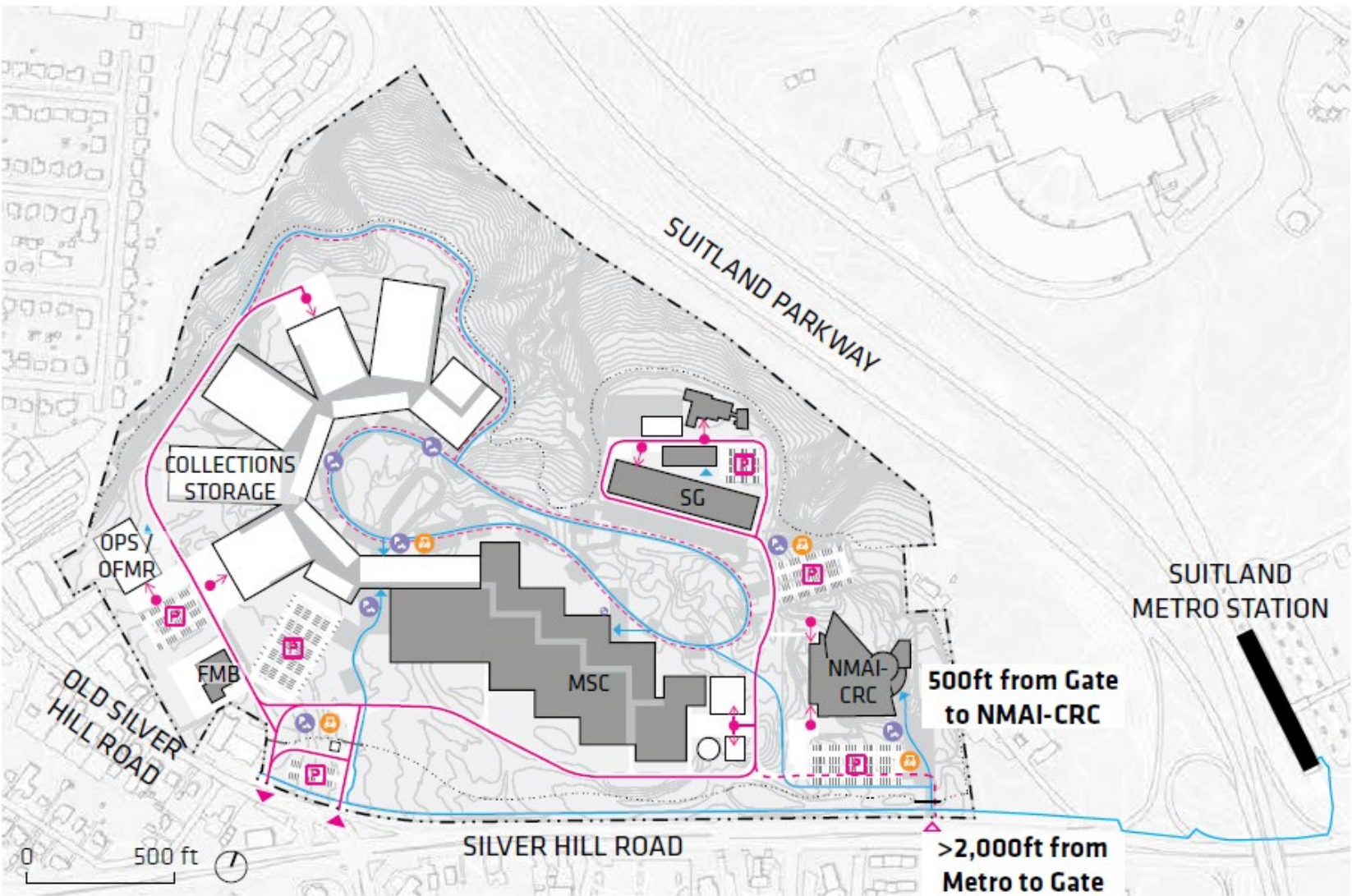
Existing Conditions – Vegetation and Topography



Final Master Plan – Site Organization



Campus Circulation



- ▲ Primary Vehicular Access
- △ Primary Pedestrian / Emergency Vehicular Access
- Vehicular Circulation
- - - Emergency Vehicular Circulation
- Pedestrian Circulation
- ▲ Primary Building Entrance
- Existing / Planned Buildings
- New Development
- Internal Circulation
- Ⓟ Bike Station
- Ⓜ Electric Cart Station
- Ⓟ Parking
- ... Fence

Silver Hill Road Improvements

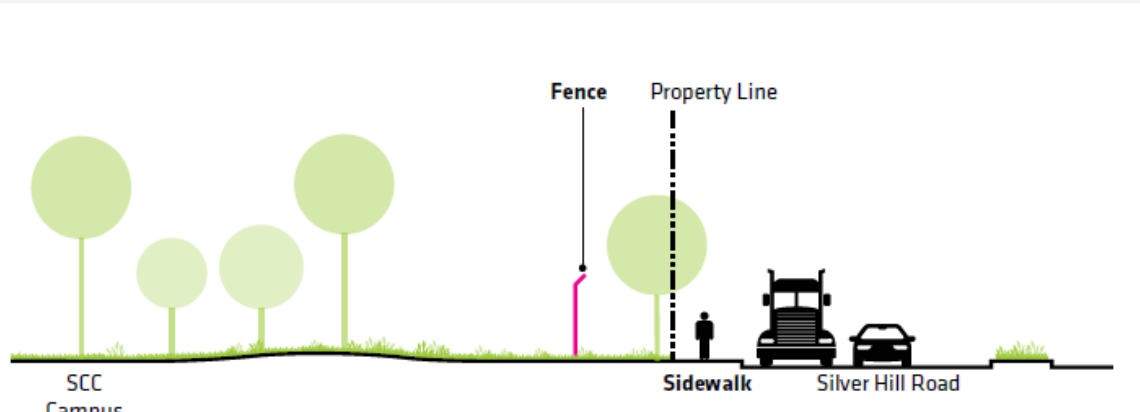


Figure 3-18: Section Diagram of Existing Silver Hill Road

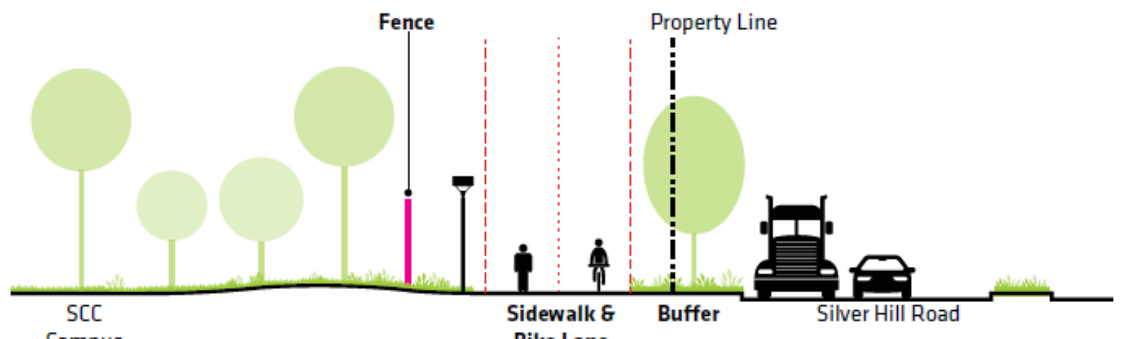


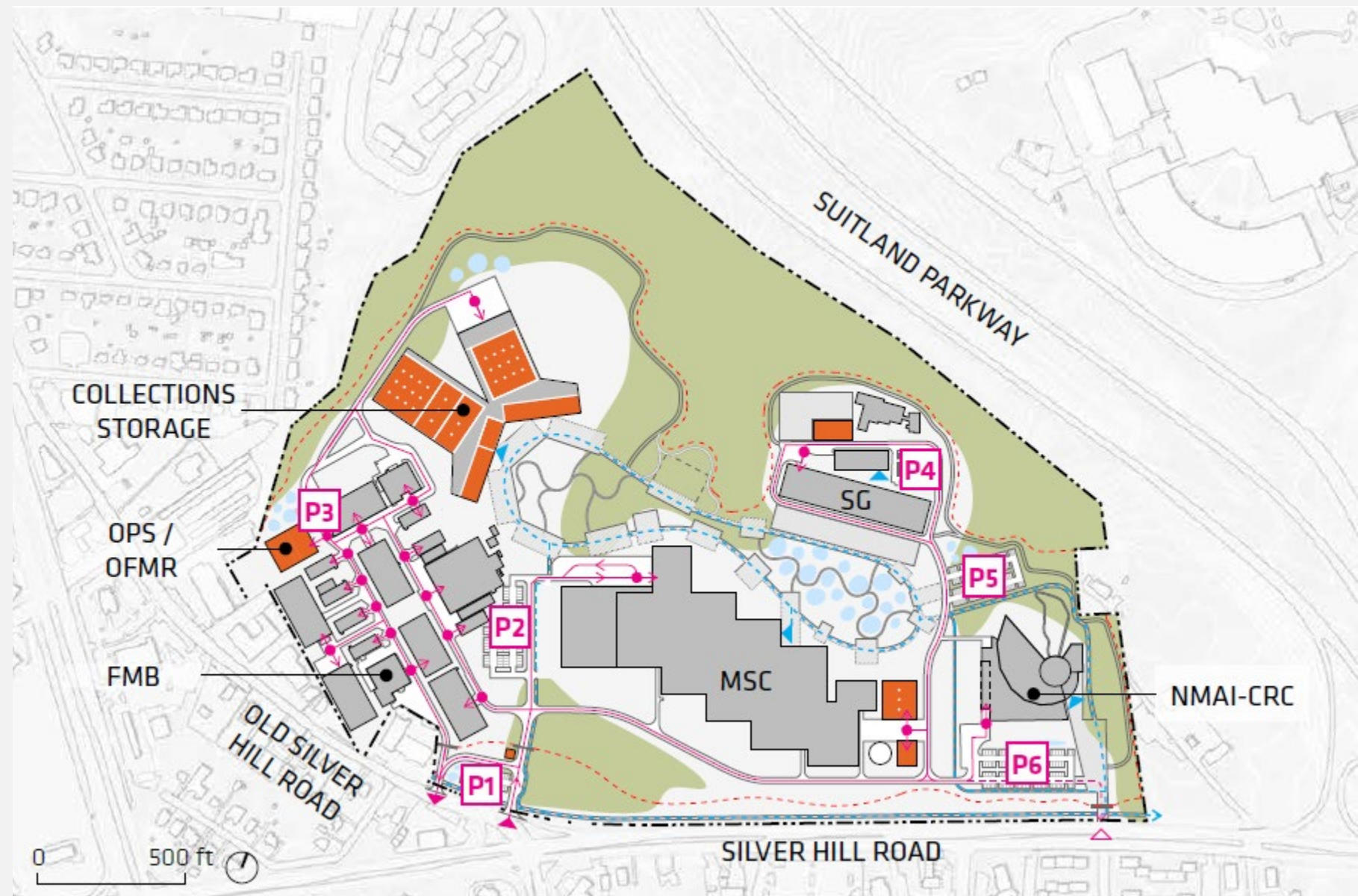
Figure 3-19: Proposed Section Diagram of Silver Hill Road

Proposed pedestrian and bicycle improvements to Silver Hill Road in final Master Plan

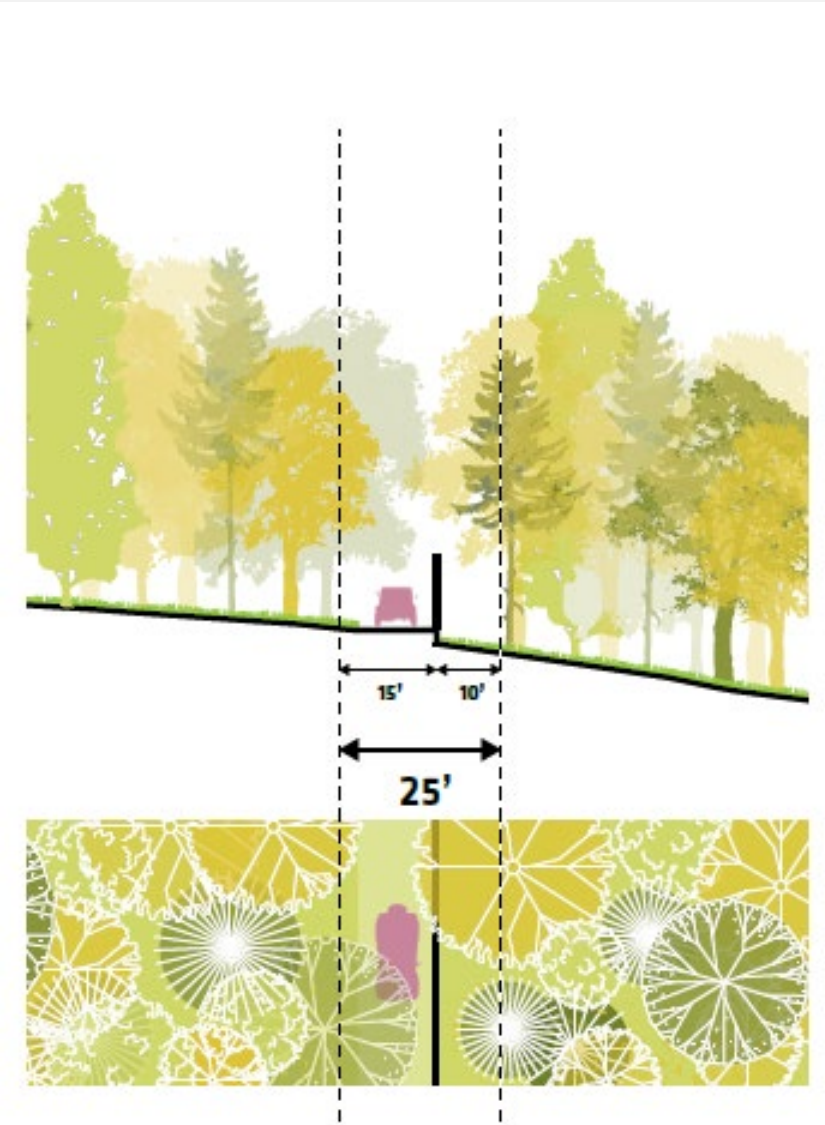
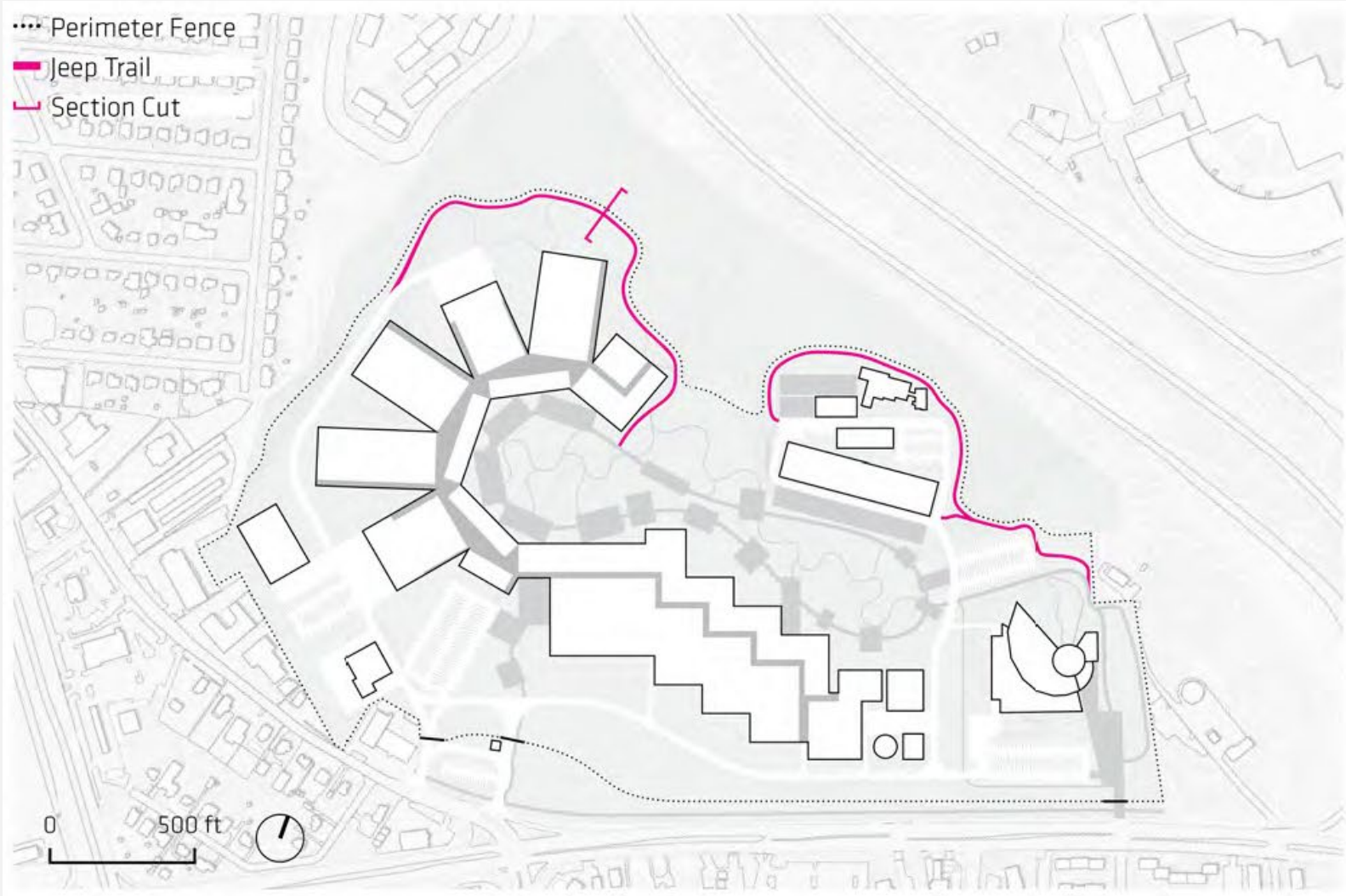


Parking – Phase 1

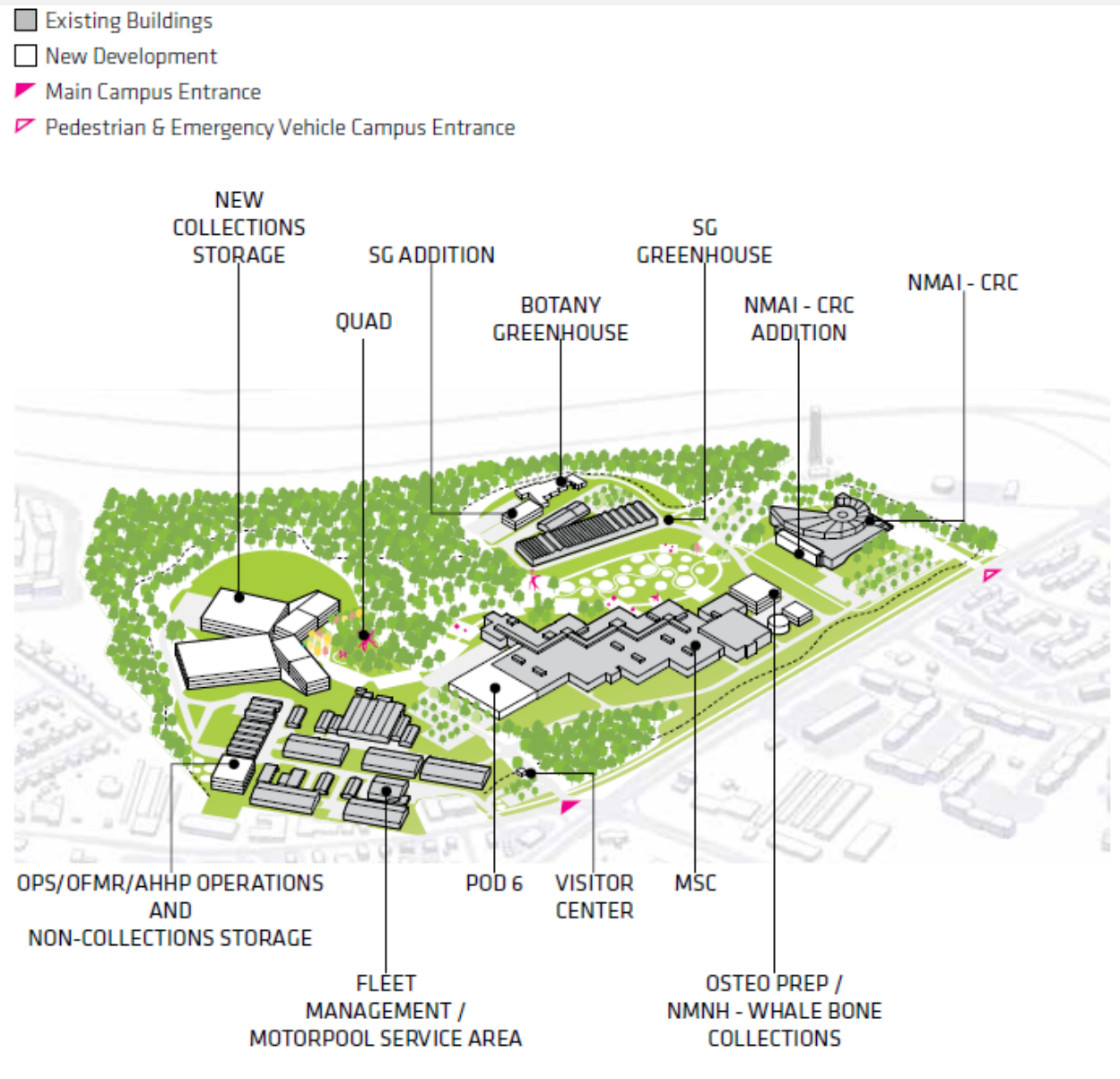
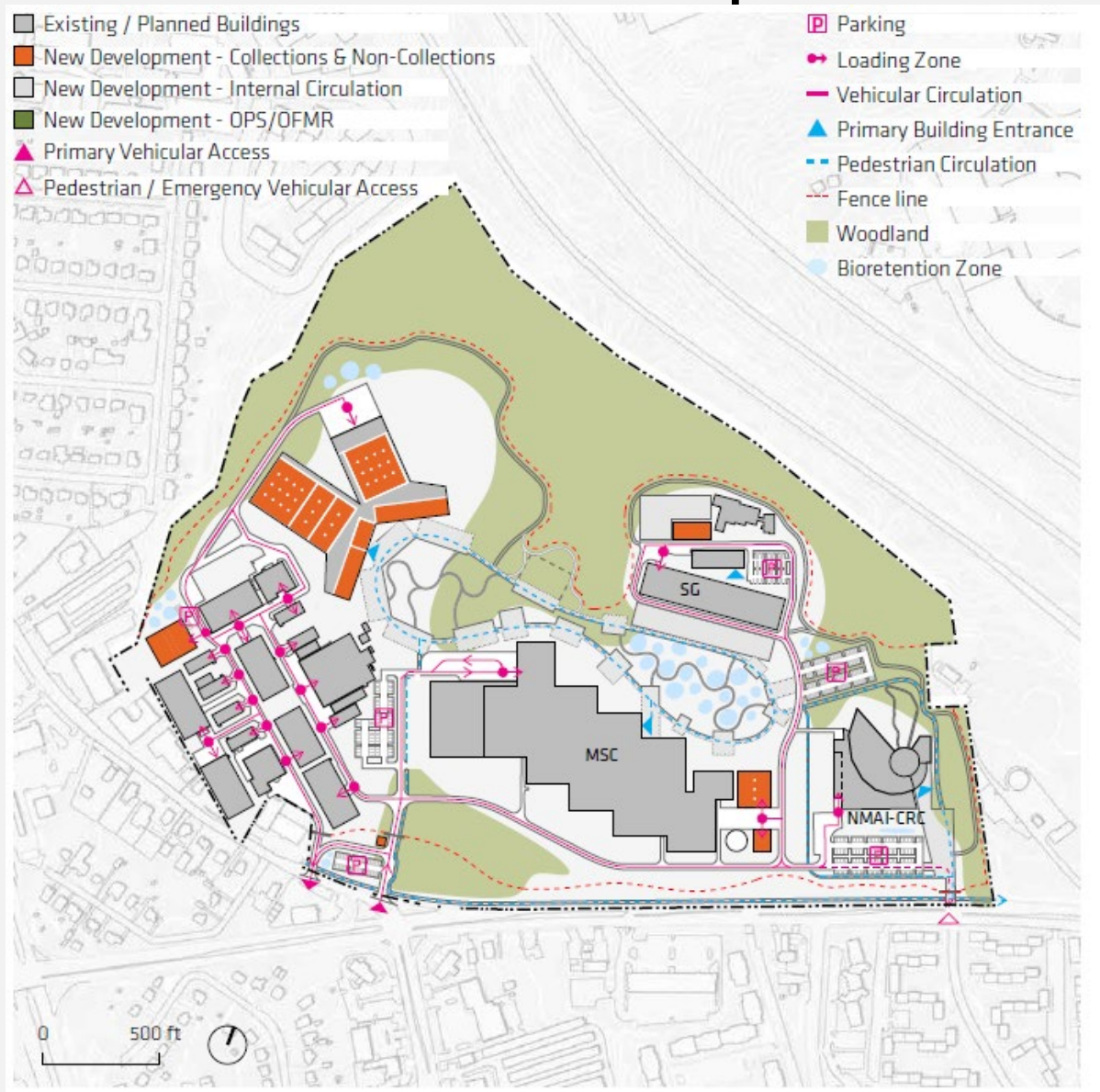
#	CAPACITY	TOTAL
P1	30	
P2	68	
P3	10	
P4	50	
P5	68	
P6	104	
PROPOSED PARKING		330



Security Fence



20-Year Site Development Plan



Final Master Plan

