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## Greater Lyttonsville Sector Plan Working Draft Presentation

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### Summary:

On December 17, 2015, Planning Department staff will present the Greater Lyttonsville Sector Plan Working Draft to the Planning Board. This presentation was originally scheduled for October 8, 2015 but was postponed to December 17, 2015 to allow Staff to meet once more with community members and address requested clarifications. The enclosed errata sheet details minor corrections and clarifications to the Working Draft. The Working Draft is an amendment to the approved and adopted 2000 North and West Silver Spring Master Plan. On May 7, 2015, staff briefed the Planning Board on the key issues and preliminary recommendations.

This planning effort was spurred by two future Purple Line light rail stations proposed for locations in Greater Lyttonsville. The Sector Plan examines ways to leverage proximity to these substantial public infrastructure investments, while preserving the integrity of area neighborhoods that have a rich history and a strong sense of community. It recommends ways of connecting residential, industrial and institutional districts, attracting mixed-use development and expanding parks, trails and open spaces. The Plan builds on the 2000 North and West Silver Spring Master Plan's goal to preserve this diverse community as a desirable place to live, work and play. Contained within this plan are recommendations for land use, zoning, transportation, ecology, sustainability, community design, community facilities and parks, trails and open space. Staff recommends approval of the attached Working Draft as the Public Hearing Draft and requests that the Planning Board set the public hearing for February 11, 2016.

Upcoming milestones in the Greater Lyttonsville Sector Plan process are:

- February 4, 2016 Planning Board Tour
- February 11, 2016 Planning Board Public Hearing
- Early Spring 2016 Planning Board Worksessions
- Late Spring 2016 Planning Board approves Greater Lyttonsville Sector Plan for transmittal to County Executive and County Council
- Fall 2016 County Council public hearing

**Abstract**

2<sup>nd</sup> paragraph: This planning effort was spurred by two future Purple Line light rail stations proposed for locations in Greater Lyttonsville. It examines ways to leverage those transit ~~hubs~~ facilities, address community needs and recommend neighborhood amenities.

**Chapter 1**

p. 1, 2<sup>nd</sup> paragraph:

Spurred by two future Purple Line light rail stations proposed for locations in Greater Lyttonsville, this Sector Plan examines ways to leverage those transit ~~hubs~~ facilities, address community needs and enhance neighborhood amenities.

p. 6, 1.3 Summary of Recommendations

Description	Category
Preserve industrial uses west, <u>northwest and north</u> of the Georgetown Branch Trail and CSX railroad tracks, while strengthening residential uses to the east.	Land Use

**Chapter 2**

p. 8, 1.4 Concept Framework Plan, last paragraph:

The proposed Lyttonsville Station presents a unique opportunity to connect and unite the residential, industrial and institutional areas, and create a locally serving community ~~hub~~ facility.

p.18, 2.1 Sector Plan Area, insert below 1<sup>st</sup> paragraph:

The Greater Lyttonsville Plan area includes the following neighborhoods:

- Lyttonsville
- Rosemary Hills

And portions of:

- Rock Creek Forest
- Woodside
- North Woodside
- Linden

p. 28, 2.3, p. 28, second paragraph, last sentence:

A portion of the National Register District is within the Sector Plan area-, namely the southern part of Parcel 939.

p. 33, 2.4.1 Water Quality Recommendations, insert final bullet:

- Stormwater management waivers are often sought by developers during the redevelopment process. Since waivers limit stormwater benefits in already impaired watersheds, redevelopment projects must meet or exceed all County stormwater management requirements.

Page 34, 2.4.2 Ecology Recommendations, 2<sup>nd</sup> bullet:

- When incorporating green roofs, utilize intensive planting depth.

p. 37, 2.5.2 Community Facilities Recommendations, A. Schools, 2<sup>nd</sup> paragraph:

The County anticipates that enrollment at the Rosemary Hills Elementary School will soon exceed capacity by close to 100 students. As a result, the construction of a classroom addition was approved in FY 2014 and completed in summer 2015. ~~Presently, the school is using temporary, movable classrooms to accommodate the additional students.~~

p. 37, 2.5.2 Community Facilities Recommendations, A. Schools, insert final bullet:

The Donnybrook Tributary is classified as a Use I/I-P stream requiring a greater stream valley buffer than exists on the present site. The intent of a stream buffer is to cool the stream water and improve water quality, create an attractive and accessible green space, provide habitat connectivity, and improve stream ecology. The Donnybrook Tributary runs through the middle of the property which may limit development opportunity. Therefore, stream buffer width may be modified if necessary to achieve the balance described above.

p. 38, 2.5.2 Community Facilities Recommendations, C. Recreation Center, 2<sup>nd</sup> paragraph:

At present, Neither renovations nor expansions are recommended for the Gwendolyn E. Coffield Community Center; however, the ongoing needs of the center are assessed by the Montgomery County Department of Recreation on an annual basis and there may be a need for additional programming and/or a larger facility as redevelopment occurs within the Plan area.

p. 42, 2.6.2 Roadways, C. Stewart Avenue, 1<sup>st</sup> paragraph:

Stewart Avenue is a stub street from Brookville Road that terminates southeast of the future Purple Line and Capital Crescent Trail, and provides access to the surrounding light industrial properties from Brookville Road. It is the only location within the Georgetown Branch right-of-way where the Purple Line crosses a road at grade. Once the Sector Plan vision of converting the industrial uses on Site ~~7-8a~~ and Site ~~88b~~ to a Commercial Residential...

p. 43, 2.6.2 Roadways, C. Stewart Avenue, 1<sup>st</sup> bullet:

The first segment of Stewart Avenue will be from Brookville Road to a new cul-de-sac on the west-northwest side of the Georgetown Branch, eliminating the at-grade crossing.

p. 43, 2.6.2 Roadways, C. Stewart Avenue, 2<sup>nd</sup> bullet:

The second segment of Stewart Avenue will be from Kansas Avenue to the east side of the Georgetown Branch, providing access to the redeveloped Site ~~7~~ and Site ~~89~~.

p. 43 or 44, 2.6.2 Roadways, E. Urban Road Code Boundary, insert sidebar:

The intent of the Urban Road Code is to improve traffic safety for all modes of transportation by providing narrower travel lanes, smaller curb radii, lower target speeds, and better accommodation of pedestrians and bicyclists. Although the word “urban” is in the definition, the standards are suitable for all locations near transit stations and help to support the themes of safe and accessible streets discussed throughout the planning process.

p. 47, 2.6.3 Transit, B. Future Purple Line, Capital Crescent Trail, edit bullet:

- Provide a designated on-street bicycle ~~facility~~ accommodation as part of the new Talbot Avenue bridge over the CSX tracks.

p. 47, 2.6.3 Transit, insert:

### C. Further Evaluation

If a comprehensive study of the MARC system is conducted in the future, the site of the former B&O Rail Line Linden Station should be considered as an additional station on the MARC Brunswick Line.

p. 57, 2.6.5 Other Improvements, D. Pedestrian Improvements, 3. Lyttonsville Station Entrance: To further improve pedestrian safety between the future Purple Line station and the Forest Glen Annex, the sidewalk on the west-southwest side of Stewart Lane, between Brookville Road and the Capital Crescent Trail, should be widened to a minimum width of 10 feet.

p. 59, 2.7 Parks and Open Space, 2<sup>nd</sup> paragraph:

Successful urban-community design is anchored by a well-functioning open space network, which includes parks, trails and open space, as well as the public realm.

p. 60, 2.7 Parks and Open Space, 1<sup>st</sup> paragraph:

The follow hierarchy should be applied to any new ~~urbanizing area~~ sector plan or master plan. It is important to note that the word “urban” is part of the official nomenclature of park types, which are applied to all master plans and sector plans in areas with existing or future transit service in order to foster walkable, livable communities.

p. 60, 2.7 Parks and Open Space, 3<sup>rd</sup> paragraph:

A central “civic green” urban park (Chapter 3), ranging in size from 1/2 to 2 acres, depending on projected densities, located in close proximity to a public transit ~~hub~~ facility, next to activating uses, with a mixture of hard and soft surfaces, including a central lawn area for events

p. 60, 2.7 Parks and Open Space, 6<sup>th</sup> paragraph:

**FOR EACH ~~URBAN~~-NEIGHBORHOOD:** a neighborhood green, ~~urban~~-buffer park, or community use recreational park

p. 61, 2.7.1 Policy Guidance, 1<sup>st</sup> paragraph:

The 2012 Parks, Recreation and Open Space (PROS) Plan, developed by the Montgomery County Department of Parks and approved by the Planning Board,

p. 61, 2.7.1 Policy Guidance, 2<sup>nd</sup> paragraph:

As the County ~~becomes more urban~~ increases the population to existing developed areas, acquiring park sites in growth areas is becoming increasingly difficult because of competition for land.

p. 61, 2.7.1 Policy Guidance, 3<sup>rd</sup> paragraph:

~~The following PROS Plan Urban Hierarchy should be applied to any new urbanizing area: The Urban Parks Hierarchy recommended in this Sector Plan is outlined in the PROS Plan for the evaluation and creation of a more complete park, trail and open space system. The hierarchy applies to Greater Lyttonsville as follows.~~

p. 61, 2.7.3 Goals, 3<sup>rd</sup> bullet:

- Improve the public realm in tandem with urban community design and transportation recommendations throughout the Sector Plan area.

p. 61, 2.7.4 Recommendations, 4<sup>th</sup> bullet:

- Improve Rosemary Hills-Lyttonsville Local Park ~~as follows~~ to: identify opportunities to expand the park and add new facilities.  
~~- Identify opportunities to enhance visibility of the park from surrounding streets.~~  
~~-Address community requests to expand the park and add new facilities.~~

p. 62, 2.8 Community Design, top left caption:

Limited infill development is recommended near the proposed light rail stations that is compatible with surrounding communities

Source: Mithun

p. 62, 2.8 Community Design, bottom right caption:

Public midblock connections ~~through large developments~~ enhance connectivity for those who walk and bike through the community

Source: McKay Landscape Architects

## Chapter 3

p. 68 3.1 Woodside/16<sup>th</sup> Street Station Area, 1<sup>st</sup> paragraph:

This area consists of the Spring Center retail area, Summit Hills multifamily community, 8600 ~~Georgia Avenue~~ 16<sup>th</sup> Street apartment building and Park Sutton condominium building.

p. 74, 3.1.3 Environment, 1<sup>st</sup> bullet:

Remove 3+ acres of the existing parking lot's impervious cover.

p. 75, 3.2.1 Residential Area Land Use and Zoning, Site 5a and Site 5b:

The Rollingwood Apartments site (Site 5a) and M-NCPPC Parks Department site (Site 5b) are located to the south-southwest of Rosemary Hills-Lyttonsville Local Park. Together, these properties contain nine multi-family buildings on 14 acres. Eight of the nine buildings are located east of Lyttonsville Road with primary access from Lyttonsville Road and secondary access from Spencer Road. One building is located on the west side of Lyttonsville Road with access from Grubb Road. The Rollingwood Apartments community provides 283 market-rate affordable housing units, which includes a large number of two and three bedroom units. The site is currently zoned

p. 77, 3.2.1 Residential Area Land Use and Zoning, insert:

Site 8b

This site is currently zoned IM-2.5 and is used as a supply yard. The Maryland Transit Administration has identified this site as the location for a future stormwater management facility to accommodate the Purple Line light rail system.

Recommendations

- Rezone the site to the CRN zone with very limited height and density allocations.

p. 78, 3.2.1 Residential Area Land Use and Zoning, insert from p. 83:

Site 9

This site contains light industrial buildings that house commercial and industrial businesses. Heavy truck traffic relies on Stewart Avenue to access these existing businesses. This access will be greatly compromised by a future railroad crossing on Stewart and, therefore, businesses that rely on truck deliveries will likely relocate as a result. Greater compatibility between industrial and residential land uses is desired by property owners within the adjacent Lyttonsville residential community.

Recommendations

- Rezone the site from IM-2.5 to Commercial Residential Neighborhood (CRN) to allow residential, office and retail in this location.
- The recommended zoning allows height and density for townhouse to mid-rise residential development up to 65 feet. This zoning will follow current code height compatibility requirements where buildings in the zone abut or confront single-family residential properties.

p. 78, 3.2.1 Residential Area Land Use and Zoning, insert:

Site 13

This site is currently vacant and zoned RT-15.0. The site is located on a block of established, single family residential detached homes.

## Recommendations

- Rezone the site to the R-60 zone to conform to the same height and density requirements as other lots on Albert Stewart Lane.

p. 79 Section 3.2.2 Public Space Improvements, insert from p. 84, 3.3.2, 5<sup>th</sup> bullet:

- Work with Maryland Transit Administration (MTA) to evaluate a potential stormwater management open space as an amenity for the surrounding neighborhood.

p. 79 Section 3.2.2 Public Space Improvements, insert from p. 84, 3.3.2 Public Space Improvements, 6<sup>th</sup> bullet:

- Close Stewart Avenue to vehicular traffic from Brookville Road and connect Stewart to Kansas Avenue, if the properties contained in Site 8 are redeveloped into residential and/or mixed-use buildings and vehicular access to all adjacent sites is achieved.

p. 79 Section 3.2.2 Public Space Improvements insert from p. 84, final bullet:

- Provide a Neighborhood Green Urban Park/gathering space as part of redevelopment adjacent to the Purple Line on the east side of Stewart Avenue. This space should include the following characteristics:

-Size: 0.25 acre minimum

-Typical facilities include a lawn area, shaded seating and pathways

-The park may include a play area, a skate spot, a community garden or similar neighborhood recreation facilities.

p. 82: 3.3.1 Brookville Road/Lyttonsville Station Area, 1<sup>st</sup> paragraph:

This area includes properties located within close proximity to the proposed Lyttonsville Purple Line Station. Recommendations for this area reflect this proximity and allow for greater housing and commercial opportunities. The boundary of this station area overlaps and includes portions of the Lyttonsville neighborhood.

p. 82, 3.3.1 Brookville Road/Lyttonsville Station Area Land Use and Zoning:  
Site 8<sub>a</sub>

p. 82, 3.3.1 Brookville Road/Lyttonsville Station Area Land Use and Zoning:  
Delete Site 9 (inserted in Section 3.2.1)

p. 84, 3.3.2 Public Space Improvements:  
Delete 5<sup>th</sup> and 6<sup>th</sup> bullets (inserted in Section 3.2.2)

p. 87 3.4 Industrial/Institutional Area, 1<sup>st</sup> paragraph:

Within the ~~Lyttonsville~~ industrial area are institutional landowners with significant operations, such the Washington Suburban Sanitary Commission and Montgomery County Ride-On. There

are also a significant number of small industrial businesses that cater to customers inside the Capital Beltway and within the broader Washington, DC region. Given its valuable inside-the-beltway location, most users are currently service operations, providing auto repair services, appliance repair, commercial building and equipment supply, food catering, dog training, fitness centers, and landscape maintenance.

p. 88, 3.4.1 Industrial/Institutional Area Land Use and Zoning, Site 11 Recommendations, 2<sup>nd</sup> bullet:

- Rezoning these two sites will contribute to forming a cohesive industrial district west, northwest, and north of the proposed Purple Line tracks.

## Chapter 4

p. 95 4.1.2, Public Benefits in CR and CRT Zones, A. Major Public Facilities, Woodside/16<sup>th</sup> Street Station Area, delete last bullet:

- ~~Museum/Interpretive space where photos and artifacts from Lyttonsville's rich history can be preserved and made available to the public.~~

p. 95 4.1.2, Public Benefits in CR and CRT Zones, A. Major Public Facilities, Residential Area, 1<sup>st</sup> bullet:

- ~~Meeting room / Exhibit space open to the public to accommodate cultural and historical exhibits year round.~~
- Museum/Interpretive space where photos and artifacts from Lyttonsville's rich history can be preserved and made available to the public.

p. 96 4.1.2, Public Benefits in CR and CRT Zones, insert:

### D. Wayfinding and Public Art

Recovering and commemorating a community's past helps foster community identity and create a sense of place. Therefore, development that incorporates the following public amenities qualifies for incentive density:

- Historically-oriented wayfinding, including interpretive signage and markers, that complies with Section 2.3 (B) of the Sector Plan.
- Historically-oriented public art that complies with Section 2.3(B) of the Sector Plan.

p. 96, 4.1.3 Floating Zones, A. Brookville Road Floating Zone:

On the west-northwest side of Brookville Road (Site 9 in Chapter 3), a Commercial Residential Town (CRT) floating zone is recommended. CRT zoning could be applied for by the owners of these properties, following the commencement of Purple Line construction for the Lyttonsville Station.

p.97 4.2 Capital Improvements Program, insert:



Project Name	Category	Lead Agency	Coordinating Agency/Group	Cost Estimate
<a href="#"><u>Gwendolyn E. Coffield Community Recreation Center improvements/upgrades</u></a>	<a href="#"><u>Civic</u></a>	<a href="#"><u>Montgomery County Department of Recreation</u></a>		<a href="#"><u>TBD</u></a>

p. 98, 4.3.3 Community and Civic Associations:

Lyttonsville ~~Citizens-Community Civic~~ Association  
 Rosemary Hills ~~Civic-Neighbors~~ Association  
~~Rock Creek Forest Citizens Association~~

p. 98, 4.3 Partnerships, insert:

[4.3.4 History and Arts Organizations](#)  
[Silver Spring Historical Society](#)  
[Montgomery Historical Society](#)  
[Heritage Montgomery](#)  
[Arts and Humanities Council](#)  
[Maryland Historical Trust](#)

p. 105, 4.5 Sustainability, 6<sup>th</sup> bullet under Community Identity:

Community Identity <ul style="list-style-type: none"> <li>Highlight community history through signage, artwork, <a href="#"><u>and future evaluation of historic resources.</u></a></li> </ul>	
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p. 105, 4.5 Sustainability, 2<sup>nd</sup> bullet under Energy:

<ul style="list-style-type: none"> <li><del>Replace-Upgrade</del> energy inefficient buildings <del>systems</del> with higher efficiency buildings <del>systems</del>.</li> </ul>	
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**Updated Figures:**

- p. 5 Vision Infographic
- p. 9 Figure 1.1.2: Concept Framework Plan
- p. 24 Existing Zoning
- p. 25 Proposed Zoning
- p. 64 Figure 2.8.1: Public Space Network
- p. 68 District Boundary Map
- p. 72 Figure 3.1.2: Woodside/16<sup>th</sup> Street District Station Area Public Space Improvements
- p. 75 District Boundary Map
- p. 76 Figure 3.2.1 Residential Area Proposed Zoning

- p. 83 Figure 3.3.1 Brookville Road/Lyttonsville Station Area Proposed Zoning
- p. 80 Figure 3.2.2: Residential Area Public Space Improvements
- p. 82 District Boundary Map
- p. 85 Figure ~~3.3.13.3.2~~: Brookville Road/Lyttonsville Station Area Public Space Improvements
- p. 87 District Boundary Map

**Updated Images:**

- p. 28 Insert image of Historic Lyttonsville, Caption: Lyttonsville and vicinity, 1929 (USGS, Library of Congress.)
- p. 86 Delete picture and associated caption, Insert replacement image, Caption: Example of streambank restoration.