



# GREATER LYTTONSVILLE

Sector Plan

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PLANNING BOARD DRAFT

JULY 2016

## Abstract

The Greater Lyttonsville Sector Plan contains the text and supporting maps for an amendment to the approved and adopted 2000 North and West Silver Spring Master Plan. It also amends the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery County and Prince George's Counties, as amended; the Master Plan of Highways and Transitways within Montgomery County as amended; the Countywide Bikeways Functional Master Plan, as amended; the Master Plan for Historic Preservation, as amended; the Purple Line Functional Plan, as amended; and the Legacy Open Space Functional Master Plan.

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 facilities, address community needs and recommend neighborhood amenities. It presents ways of connecting the long disparate, residential, industrial and institutional districts in Greater Lyttonsville to bring the neighborhood together and make full use of existing and future transit. Contained within this plan are recommendations for land use, zoning, transportation, ecology, sustainability, urban design, community facilities and parks, trails and open space.

## Sources of Copies

The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Online at [montgomeryplanning.org/community/lyttonsville](http://montgomeryplanning.org/community/lyttonsville)

# Greater Lyttonsville Sector Plan

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PLANNING BOARD DRAFT

Prepared by the Montgomery County Planning Department  
[MontgomeryPlanning.org](http://MontgomeryPlanning.org)

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2450  
Rosemary Hills-Lyttonville Park  
A PROGRAM OPEN SPACE ASSISTED PROJECT  
Maryland Department of Natural Resources  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

  
GWENDOLYN E. COFFIELD  
COMMUNITY CENTER

SENIOR FIT  
TUES & THURS

SLOW  
PEDESTRIAN  
SPEED LIMIT 10



## Chapter 1: The Vision

The vision of the Greater Lyttonsville Sector Plan is to preserve the integrity of the area's neighborhoods along with their special heritage and character, while strategically encouraging mixed-use development near transit and expanding parks, trails and open spaces. The Plan builds on the 2000 North and West Silver Spring Master Plan and its goal to preserve the enduring qualities of Greater Lyttonsville by ensuring this diverse community remains a desirable place to live, work and play.

Spurred by two future Purple Line light rail stations proposed for locations in Greater Lyttonsville, this Sector Plan examines ways to leverage those transit facilities, address community needs and enhance neighborhood amenities. It presents ways of connecting the long disparate, residential, industrial and institutional districts in Greater Lyttonsville to bring the neighborhood together and make full use of existing and future transit.

Greater Lyttonsville, located in western Silver Spring, is a culturally diverse community of approximately 8,100 people. About 70 percent of its residents are either African American, Hispanic, or Asian, compared to about half of the County's population. Two-thirds of adults in the area have earned a college or a graduate degree, outpacing countywide educational levels, and about 60 percent of employed residents hold management, business or science positions. The area's well-priced rental housing, conveniently located within walking distance of Downtown Silver Spring and a Metrorail station, is a magnet for young adults and single-person households.

This Sector Plan aims to celebrate the diversity of Greater Lyttonsville in terms of both people and place. In addition to established residential neighborhoods, the area offers one of the County's few light industrial districts inside the Capital Beltway, with warehouses clustered around Brookville Road. Nearby facilities operated by Montgomery County Ride-On, Washington Suburban Sanitary Commission and the United States Army anchor the area with stable, institutional employment centers.

# 1.1 Introduction

The community of Greater Lyttonsville is a collection of distinct residential, industrial and institutional districts. These three areas share a common history, but operate independently. The residential neighborhoods are established and culturally diverse; the industrial area provides critical services to Montgomery County and the region in a strategic location; and major institutions with employment for military and civilian personnel serve as anchors in the community. Furthermore, the Greater Lyttonsville Sector Plan area includes retail and multi-unit housing along the 16th Street corridor, and shares a relationship with Downtown Silver Spring.

Two Purple Line stations and a Purple Line maintenance facility have been proposed for the Greater Lyttonsville area as part of the future 16-mile light rail route linking Bethesda to New Carrollton, Maryland. This transit project presents the possibility of connecting the community's residential, industrial and institutional areas together for the first time, and creating a unifying center in Greater Lyttonsville.

At the same time, the station areas are perceived by some residents as introducing changes that could diminish the uniqueness of the established districts. This Sector Plan sets a framework for positive outcomes by recommending ways of preserving, enhancing and expanding the core strengths of Greater Lyttonsville. Its vision reaches beyond the transit stations to address the entire fabric of the community through strategies focused

on connectivity, environment, land use, transportation, housing and quality of life.

**Preserve.** Greater Lyttonsville offers many assets worth protecting. The Sector Plan recommends preserving the community's African American heritage, unique industrial and suburban character, and well established residential neighborhoods. The affordability of housing in the area should be maintained, along with the centrally located community facilities.

**Enhance.** Greater Lyttonsville is home to one of the few industrial districts in Montgomery County. The Sector Plan recommends enhancing this area by creating improvements to advance local business interests and attract new, emerging companies. The Plan provides strategies for upgrading the existing transportation network to increase the connectivity, safety and quality of all modes of transportation, including pedestrian, bicycle, vehicular and transit. Furthermore, a limited amount of responsible infill development and redevelopment is promoted through specific, mixed-use zoning classifications.

**Expand.** Greater Lyttonsville contains parks, trails and open spaces that could be expanded with new greenways and civic greens to benefit more residents. More sidewalks and bikeways would better connect the community's residential, industrial and institutional areas to each other and development around the future Purple Line stations.

## 1.2 Overarching Objectives



*Industrial/hybrid retail with customer sales in front and production in back*



*Friendly Gardens apartment community*

The Sector Plan seeks to preserve, enhance and expand Greater Lyttonsville's core strengths. The following overarching objectives inform both the areawide and district recommendations.

### 1.2.1 Commercial Affordability

There is a significant concentration of industrial uses along Brookville Road and in the northwest quadrant of the Plan area along the CSX railroad right-of-way. This industrial district is strategically located and any drastic changes to it would have an economic impact on down-County communities and the district's ability to serve evolving business needs. The Sector Plan aims to:

- Preserve the majority of industrially zoned land to maintain its competitive advantages.
- Retain existing businesses and attract new ones, including those in fields highly sought after by the County (such as life-science or technology), to strengthen the tenant mix and economic position of the Brookville Road industrial district.
- Enhance the industrial district's surroundings and marketability through business organization and advocacy.

Retail activity in Greater Lyttonsville focuses on two types of businesses: industrial-hybrid retail (typically combining a showroom/sales office with storage and production space) and neighborhood-serving retail. Industrial-hybrid retail is located mainly in the industrial district, while neighborhood-serving retail is scattered across the Sector Plan area with a large

concentration at the Spring Center, the site of the proposed 16th Street/Woodside Purple Line station.

The Sector Plan aims to:

- Grow and attract businesses in entrepreneurial fields, such as food production/distribution, media and communications, arts and the "maker" industry (artisan and hobbyist-oriented production, ranging from robotics to woodworking, often with a do-it-yourself ethos), that typically seek industrial-hybrid retail space.
- Provide neighborhood-serving retail options for residents and employees, while identifying appropriate areas for retail to support mixed-use activity centers.

### 1.2.2 Housing Affordability

The housing stock in Greater Lyttonsville currently includes more than 2,600 apartments that are affordable for low or moderate income households. More than 2,000 of these units are market-rate units offering rents that are affordable, but not necessarily income-restricted. The Sector Plan aims to:

- Preserve the existing number of rent-restricted and market-rate affordable housing units in the Plan area.
- Expand the housing opportunities for low and moderate income households in transit-convenient locations.
- Provide a range of housing options, which would allow residents to age in their community.

- Preserve and protect the character of existing single-unit residential neighborhoods.
- Increase densities in appropriate locations to accommodate new housing for a range of incomes.
- Coordinate with the Montgomery County Department of Housing and Community Affairs (DHCA), Housing Opportunities Commission (HOC) and real estate developers to encourage public and private investment in transit-oriented affordable housing.

### 1.2.3 Public Benefits and Amenities

An essential element in the success of a community is a complete framework of public facilities and amenities. Gathering spaces, such as parks, community centers and recreational areas, are important places where residents enjoy leisure activities and connect with one another. This Plan takes a comprehensive approach to new public amenities and proposes parks and open spaces, pedestrian links and bicycle paths be integrated into the community fabric and supported by new development. Additional public facilities will make Greater Lyttonsville an even more desirable place to live, work and play. The Sector Plan aims to:

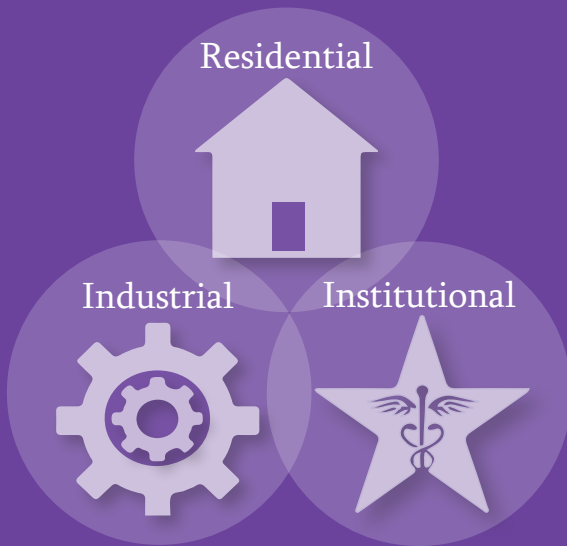
- Provide new services that support aging-in-place and family-friendly services.
- Use the optional method provisions in the County Zoning Ordinance for the inclusion of public facilities and amenities in the Sector Plan area's new mixed-use development projects.

**Figure 1.1.1: Affordable Market-Rate and Rent-Restricted Units**



# What will Greater Lyttonsville be like in 20 years?

A **cohesive community** celebrating its diversity...



...with **core strengths** preserved, enhanced and expanded



and this is **how** to get there:

Great Transit  
+ Walkability

Celebrated  
Community  
Identity

Limited and  
Responsible  
Redevelopment

Healthy  
Ecology

# 1.3 Summary of Recommendations

Description	Category
Preserve and enhance the community's existing affordable housing by leveraging proximity to proposed transit stations with appropriate zoning.	Land Use
Preserve industrial uses west, northwest and north of the Georgetown Branch Trail and CSX railroad tracks, while strengthening residential uses to the east.	Land Use
Increase compatibility between industrial and residential land uses with zoning that allows for proper transitions and buffering.	Land Use
Preserve the existing single-unit residential neighborhoods by maintaining the current R-60 zoning classification.	Zoning
Rezone current R-H zones to a comparable R-10 zone or to a CRT zone where an increase in density is desirable due to transit station proximity.	Zoning
Allow for redevelopment of the Summit Hills Apartments and Spring Center commercial area with mixed-use zoning to adapt to market conditions and the anticipated Woodside/16th Street Purple Line Station.	Zoning
Implement roadway improvements, as discussed in Chapter 2 of this Sector Plan.	Transportation
Expand the Urban Road Code boundary, as discussed in Chapter 2 of this Sector Plan.	Transportation
Implement Purple Line light rail and construct both the Lyttonsville and 16th Street/Woodside Stations..	Transportation
Designate the entire Sector Plan area as a Bicycle-Pedestrian Priority Area.	Transportation
Implement specific pedestrian and bikeway improvements, as discussed in Chapter 2 of this Sector Plan.	Transportation
Design all roads within the Sector Plan area for shared use by motor vehicles and bicycles.	Transportation
Prioritize street tree planting along connecting streets with proposed bicycle lanes, sidewalks and stormwater management.	Environment
Bury overhead wires underground to avoid conflicts with street trees.	Environment
Incorporate vegetation into stormwater management facilities, when practical.	Environment
Apply Sustainable Sites Initiative (SITES) principles to new construction projects.	Environment
Integrate visible environmental site design strategies (stormwater management) that provide multiple benefits for water quality, habitat, and health, as discussed in Chapter 2.	Environment
Reduce impervious cover to maximize infiltration and/or green space.	Environment
When building new roadways or retrofiting roadways, incorporate stormwater management treatment in the right-of-way to create green streets and improve pedestrian experiences.	Environment
Utilize environmental site design for parks and open space as opportunities for community education and interpretation.	Environment
Provide stream buffers to open channels and waterways.	Environment
Encourage the use of alternative energy systems.	Environment
Create a public space network with a range of accessible open space types and sizes to reflect the area's diverse character and uses.	Community Design



# 1.3 Summary of Recommendations

Description	Category
Enhance connections, such as streets, sidewalks, trails and midblock pathways, to address the barriers between districts and destinations, including large blocks and difficult topography.	Community Design
Design streets for enhanced mobility for all users—people who walk, bike, drive and use transit.	Community Design
Design buildings and landscape elements to frame a vibrant public realm of walkable and active streets and public spaces throughout the area.	Community Design
Accommodate future growth by providing opportunities for sustainable development near the proposed light rail transit stations that is compatible with surrounding communities.	Community Design
Highlight the unique character and history of Greater Lyttonsville through new development and public space design.	Community Design
Encourage and accommodate opportunities for creative placemaking, such as public art, parklets and events, to activate streets and open spaces.	Community Design
Require a civic plaza/gathering space adjacent to the future 16th St/Woodside Purple Line Station when redevelopment of the Spring Center site occurs.	Parks
Provide a central civic green urban park when Summit Hills and the WSSC property redevelop.	Parks
Provide a new urban greenway park and a new community use recreational park when Summit Hills redevelops.	Parks
Study the potential to daylight Fenwick Branch (piped stream) and the unnamed stream on the WSSC site.	Parks
Address community requests to expand Rosemary Hills-Lyttonsville Local Park and improve recreational facilities.	Parks
Improve bicycle and pedestrian connectivity from Rosemary Hills-Lyttonsville Local Park to neighborhoods.	Parks
Require a neighborhood green urban park/gathering space in the vicinity of the Lyttonsville Purple Line Station in conjunction with residential redevelopment.	Parks
Provide short-term and long-term trail access to Rock Creek Stream Valley Park and the Ireland Drive Trail from Garfield Road.	Parks
Establish a museum/interpretive space within the plan area where photos and artifacts from Lyttonsville's rich history can be preserved and made available to the public.	Historic
Incorporate historically oriented interpretive signage, markers and commemorative art throughout the planning area, including in Purple Line stations.	Historic
Establish a history and art advisory committee composed of Sector Plan area and vicinity representatives, M-NCPPC staff and other representatives of relevant organizations.	Historic
Collaborate with nonprofit/county/private organizations to expand and enhance affordable housing opportunities accessible by mass transit.	Affordability
Identify market rate affordable housing units suitable for inclusion in established affordable housing programs or rental agreements.	Affordability
Enhance the industrial district's surroundings and marketability through business organization and advocacy.	Affordability
Provide for an artisan market/incubator space along Brookville Road.	Affordability

## 1.4 Concept Framework Plan

The Concept Framework Plan for Greater Lyttonsville was developed in 2014 through a collaborative effort among residents, business owners, landowners, County agencies and Planning Department staff. The majority of this effort occurred during a series of community meetings held during the summer and fall of 2014. This collaboration was essential and provided the groundwork for the development of the Sector Plan.

A Concept Framework Plan defines the basic organization, structure and evolution of Greater Lyttonsville over the next 20 years. This Plan

emphasized the goals to “preserve, enhance and expand,” as expressed in the Sector Plan vision. Planning staff used the Concept Framework Plan as a guide when developing numerous details and recommendations in the Sector Plan document.

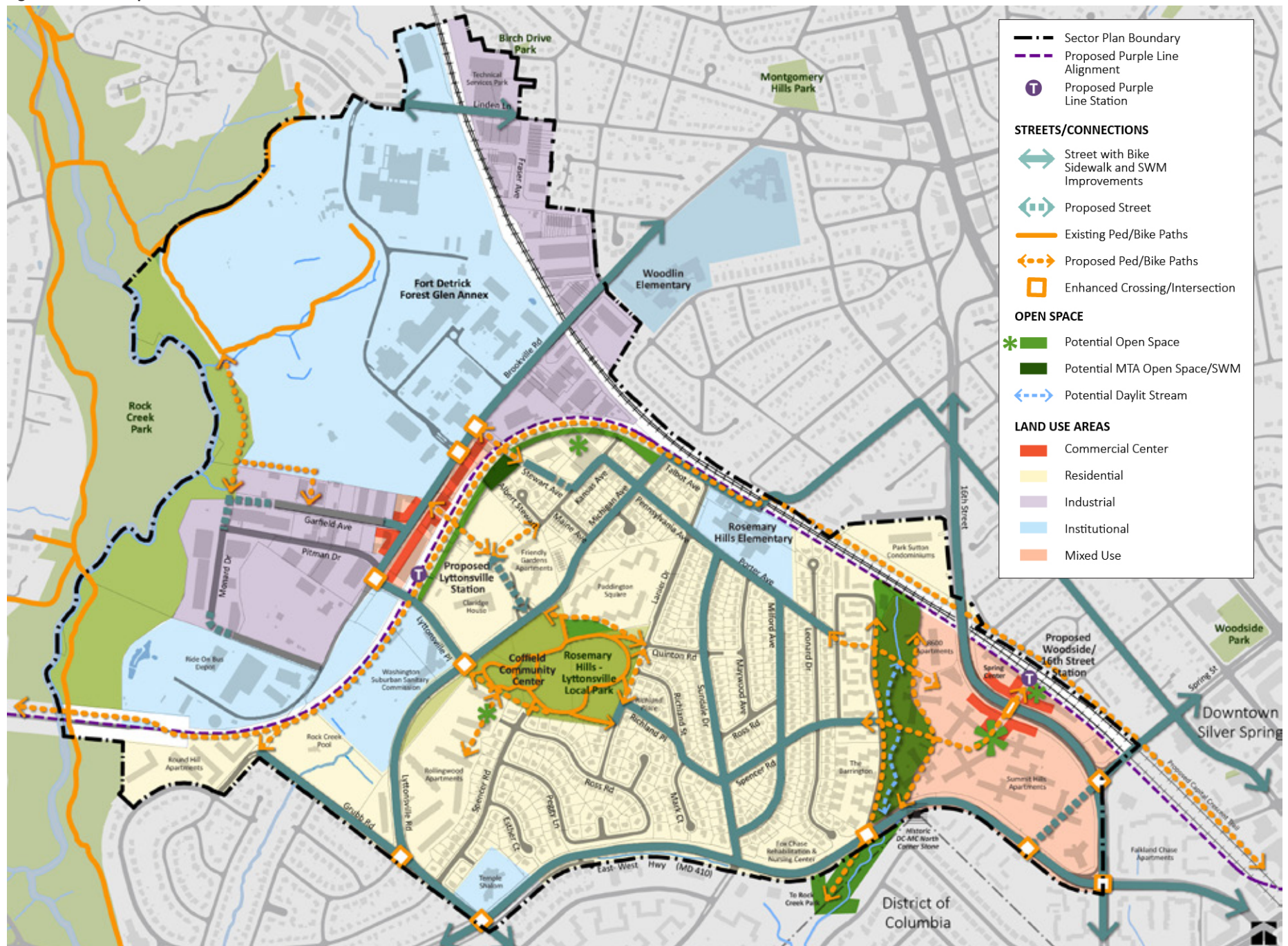
This diagrammatic plan illustrated the logical placement of community elements, such as:

- Commercial activity centers.
- Residential areas.
- Industrial areas.
- Institutional areas (Fort Detrick – Forest Glen Annex).
- Parks and open spaces.

In addition, the Concept Framework Plan highlighted the connections between these community elements. More specifically, pedestrian connections are a primary focus of the Plan, given the two Purple Line stations proposed for the area. The proposed Lyttonsville Station presents a unique opportunity to connect and unite the residential, industrial and institutional areas, and create a locally serving community facility. The proposed 16th St/Woodside Station presents an opportunity for transit-oriented development with new residential units, neighborhood-serving retail and public amenities.



Figure 1.1.2: Concept Framework Plan 2014 \*



\* This Concept Framework Plan provided the groundwork for the development of the Sector Plan recommendations, which are further refined throughout the following Chapters.



## 1.5 Strengths, Challenges and Opportunities

### STRENGTHS

- Residential neighborhoods are well established.
- Population is diverse and culturally rich.
- Numerous small businesses provide local jobs and attract consumers from across the region.
- Housing affordability and proximity to major employment centers and superior school districts make the area attractive for singles and young families.
- Community facilities are varied and centrally located.

### CHALLENGES

- Inadequate or missing sidewalks discourage walking and cycling.
- Historic community resources are not formally recognized and housed in a permanent location.
- Neighborhood-serving commercial uses within the Sector Plan area are lacking.
- Pedestrian connections across major corridors are absent in key locations.
- Water quality of local streams is poor and stream protection is degraded or lost.
- Tree canopy and green spaces are limited in commercial areas.
- Industrial/flex businesses may be displaced due to redevelopment pressures.

- Building design quality is inferior along major corridors.
- Buffering between residential and industrial land uses is inadequate to block noise, traffic and views.

### OPPORTUNITIES

- Affordable rents have created a commercial and industrial district with additional opportunity for growth, strategically located inside the Capital Beltway.
- Large, aging, multi-unit residential developments and commercial buildings could be repurposed or redeveloped in order to absorb anticipated regional growth.
- Planned Purple Line light rail could reduce auto-dependency and be the catalyst for redevelopment around the two proposed transit stations.
- Existing industrial properties unlikely to redevelop could be retrofitted with façade improvements, improved sidewalks, stormwater management areas and enhanced screening.



*Established residential neighborhood in Rosemary Hills*



*Opportunities exist for façade improvements to industrial buildings*



*Inadequate buffering between residential and industrial land uses*



## 1.6 Demographics

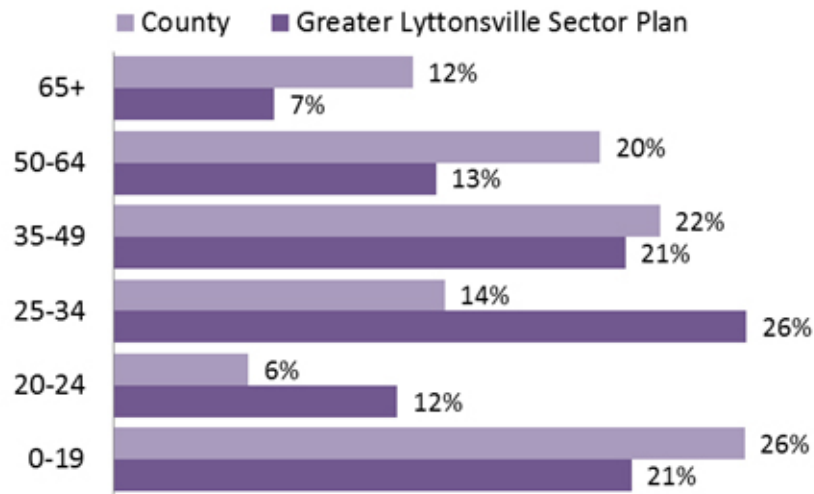


A high concentration of young adults and families with children lives in the racially diverse Greater Lyttonsville community of about 8,100 people. Two out of five residents are between 20 and 34 years old. The large number of young adults, as well as an underrepresentation of residents older than age 50, skew the overall age of residents as younger compared to the County overall.

Greater Lyttonsville is more racially and ethnically diverse than Montgomery County. About 70 percent of the area's residents are African American, Hispanic or Asian compared to about half of the County's population. Within the diverse Lyttonsville community, African Americans are the largest racial group (35 percent), followed by non-Hispanic whites (30 percent), Hispanic or Latino residents (24 percent) and Asian residents (8 percent).

The average household income in Greater Lyttonsville is \$81,800, 62 percent lower than the County's average of \$132,200 in 2013. The area's lower average income reflects the smaller concentration of households with an income of \$150,000 or more, 15 percent, or half the rate of 30 percent of all County households. Greater Lyttonsville's lower average income is also due to a larger share of households with incomes below \$50,000, 38 percent, compared to 23 percent countywide. Young adult residents starting their careers with entry level salaries and single-income households may account for the lower income distribution characterizing Greater Lyttonsville.

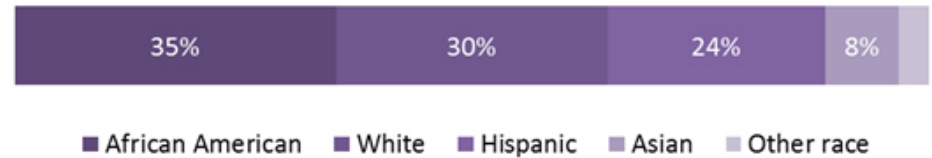
### Age Distribution (2010)



2010 U.S. Decennial Census, U.S. Census Bureau.

### Race and Hispanic Origin (2010)

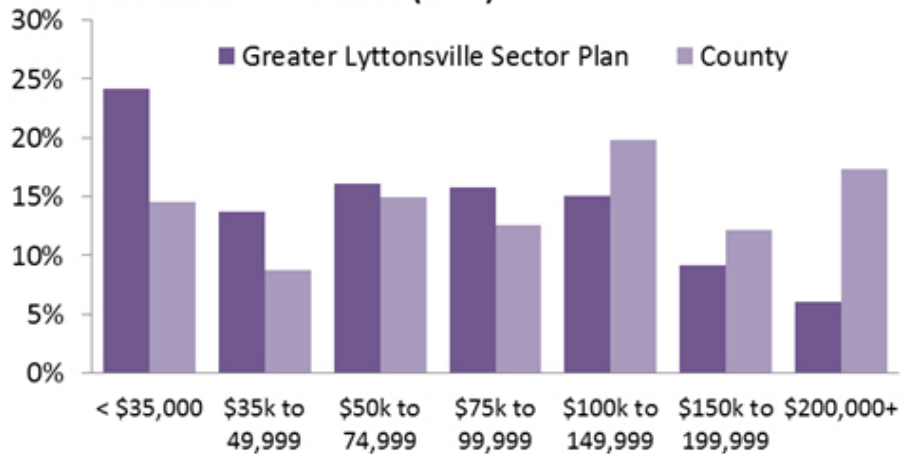
#### Greater Lyttonsville Sector Plan



#### Montgomery County

2010 U.S. Decennial Census, U.S. Census Bureau.

### Household Income (2013)



2009-2013 American Community Survey, 5-year estimates, U.S. Census Bureau.

## 1.7 Outreach

The Greater Lyttonsville Sector Plan was re-launched in 2014 with three major community outreach objectives:

- Learn
- Engage
- Connect

County Planning Department staff viewed the outreach and engagement process as a way to **LEARN** about the Greater Lyttonsville community and its needs, while educating residents and business owners about the Sector Plan process. Residents and other stakeholders were encouraged to provide staff with background materials about the history and other pertinent aspects of the community. Activities like resident-led tours were especially helpful during the early stages of the Sector Plan.

In order to maintain momentum, the outreach efforts were designed to **ENGAGE** stakeholders in various ways. These activities ranged from traditional community meetings to educational, topic-based sessions with staff. The widely attended Monday Matters series consisted of three meetings held at the Coffield Community Center where staff provided background information on the planning process and existing community conditions.

**CONNECTIONS** are the key to any successful planning process. Traditional and non-traditional methods of communication were utilized during the outreach. process to connect and forge alliances with existing neighborhood and civic associations, and encourage participation at the various outreach events. Staff used direct mail, social media, email and the Planning Department webpages to share Sector Plan information with the community.













## Chapter 2: Areawide Approach

Recognizing Lyttonsville's history and culture, unique character, affordable housing options, robust jobs and industrial businesses is first and foremost in the Sector Plan areawide approach. Enhancing these assets through placemaking, new mobility options, environmental improvements and a network of open spaces will allow Greater Lyttonsville to continue to thrive and grow responsibly.

Regionally, the projected population of Montgomery County is expected to increase by more than 20 percent over the next 20 to 30 years. With the County having only approximately 19 percent unconstrained land available for development, down-County areas within close proximity to mass transit facilities where infrastructure is already in place are expected to flourish and attract new residents and reinvestment in commercial and industrial services. This Sector Plan identifies the need for a targeted approach to serve as a guide for future preservation, enhancement and expansion.

## 2.1 Sector Plan Area



The Greater Lyttonsville area is generally defined as follows: on the north, by the northern boundary of the United States Army Fort Detrick Forest Glen Annex; on the south, by East-West Highway and Grubb Road; on the east, by 16th Street and the CSX railroad tracks; and on the west, by the western boundary line of the Forest Glen Annex and Rock Creek.

The Greater Lyttonsville Plan area includes the following neighborhoods:

- Lyttonsville
- Rosemary Hills

And portions of:

- Rock Creek Forest
- Woodside
- North Woodside
- Linden

Figure 2.1.1: Sector Plan Boundary





## 2.2 Land Use and Zoning

The Greater Lyttonsville area has widely varied land use patterns that are respected in this Sector Plan. These patterns include the mid-rise and high-rise apartments, and convenience retail Spring Center near East-West Highway and 16th Street; the Rosemary Hills and Lyttonsville residential communities of mostly single-unit houses; the Lyttonsville industrial area of warehouses and institutional facilities; and the United States Army Fort Detrick Forest Glen Annex installation.

With the exception of the retail opportunities within the Spring Center, commercial areas that serve the wide variety of businesses, organizations and residents of Greater Lyttonsville are limited, and the Plan proposes ways of expanding them. The industrial area of Greater Lyttonsville is a valuable resource for the County and greater Washington, DC region. Such opportunities for industry are currently limited within areas between the I-495 Beltway and District of Columbia border.

Compatibility issues have arisen, however, among industrial businesses in Greater Lyttonsville located directly adjacent to residential properties. This Sector Plan presents

ways of minimizing these conflicts and still preserving industrial uses through zoning recommendations and utilization of natural and man-made barriers.

Residents within the established residential neighborhoods of Lyttonsville, Rosemary Hills and a portion of Rock Creek Forest place tremendous value on the rich social history of the area and tradition of neighborhood cooperation and tolerance. Residents here seek a certain level of land use stability and the Sector Plan ensures these residential communities will be desirable places to call home well into the future.



*Light industrial and retail uses located off Warren Street*



*Pilgrim Baptist Church in the Lyttonsville neighborhood*

### 2.2.1 Goals

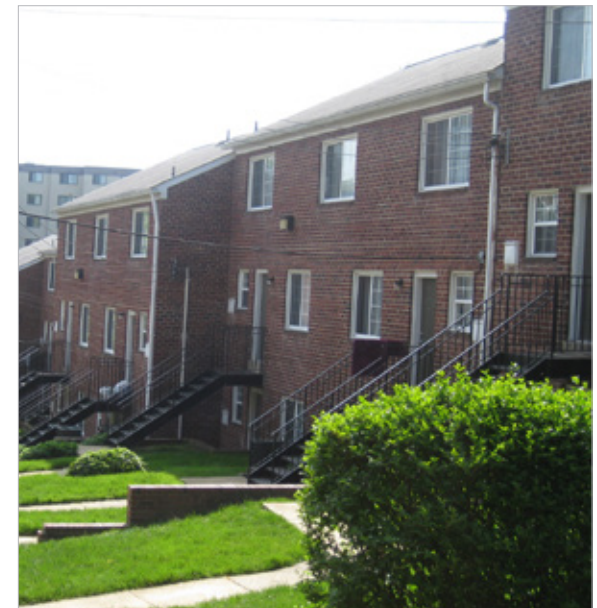
- Expand options for neighborhood-serving retail areas.
- Utilize the proposed Purple Line rights-of-way to better define industrial areas and residential areas within the Sector Plan boundary.
- Create a more cohesive and identifiable industrial district, and address compatibility issues with nearby residential uses.
- Preserve the industrial community along Brookville Road, Warren Street and Linden Lane, and the Moderate Industrial (IM) zoning of these areas where appropriate.
- Preserve institutional uses so they may continue to thrive.
- Expand multi-unit residential developments near transit in a context-sensitive manner.
- Maintain single-unit zoning classifications to preserve established residential neighborhoods.

### 2.2.2 Recommendations

- Allow more flexibility for neighborhood-serving retail opportunities along Brookville Road and through any future redevelopment of the Summit Hills residential community.
- Preserve the majority of the industrial area of Greater Lyttonsville.
- Adjust zoning for institutional sites only in limited instances to ensure future compatibility with adjacent neighbors.
- Rezone properties zoned for multi-unit housing development within close proximity to future Purple Line stations to allow property owners to enhance the mix of uses to include commercial options or expand through redevelopment.



*Single-unit attached residences in the Lyttonsville neighborhood*



*The Barrington multi-unit community*



Figure 2.2.1: Existing Land Uses

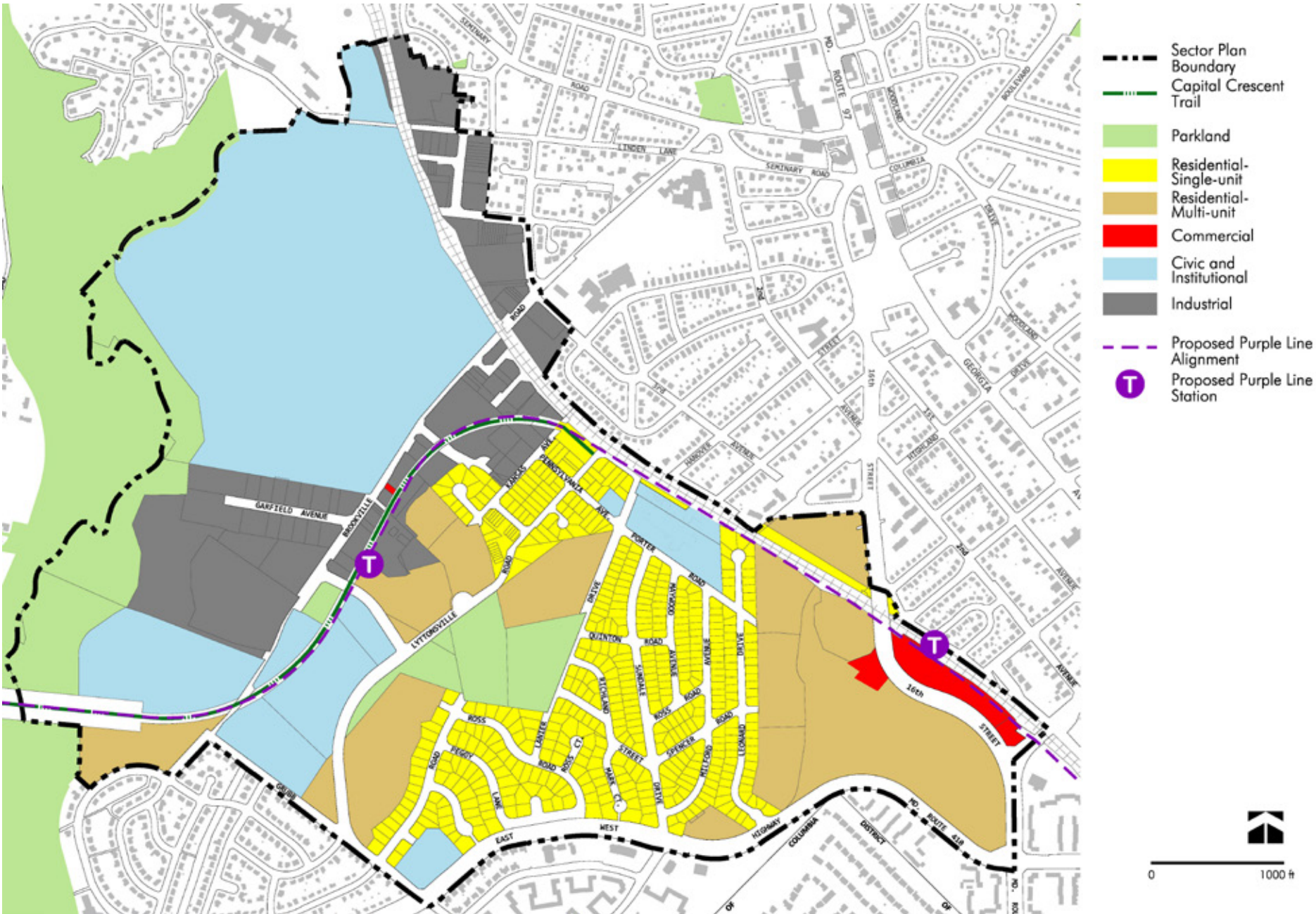




Figure 2.2.2: Proposed Land Uses

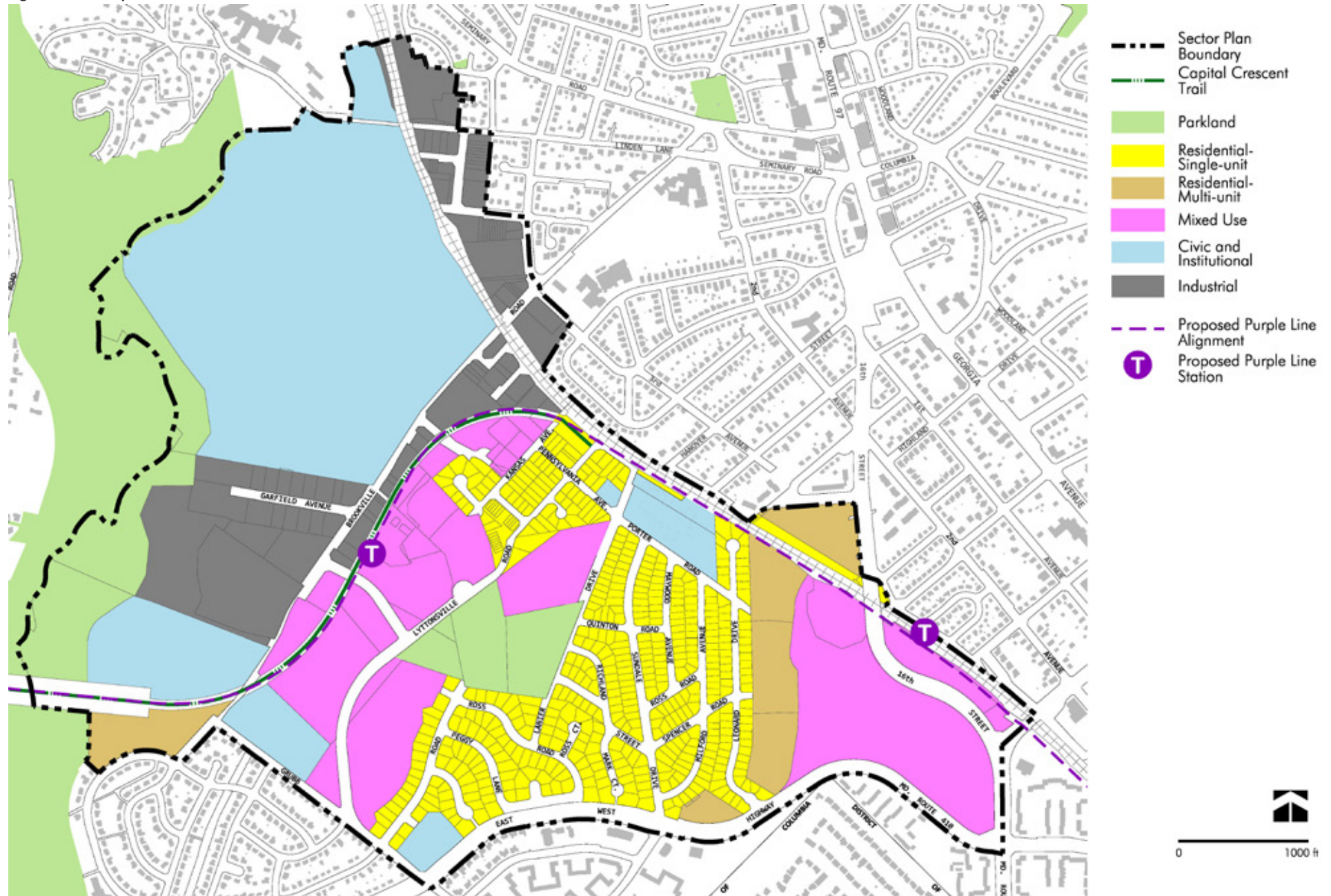


Figure 2.2.3: Existing Zoning

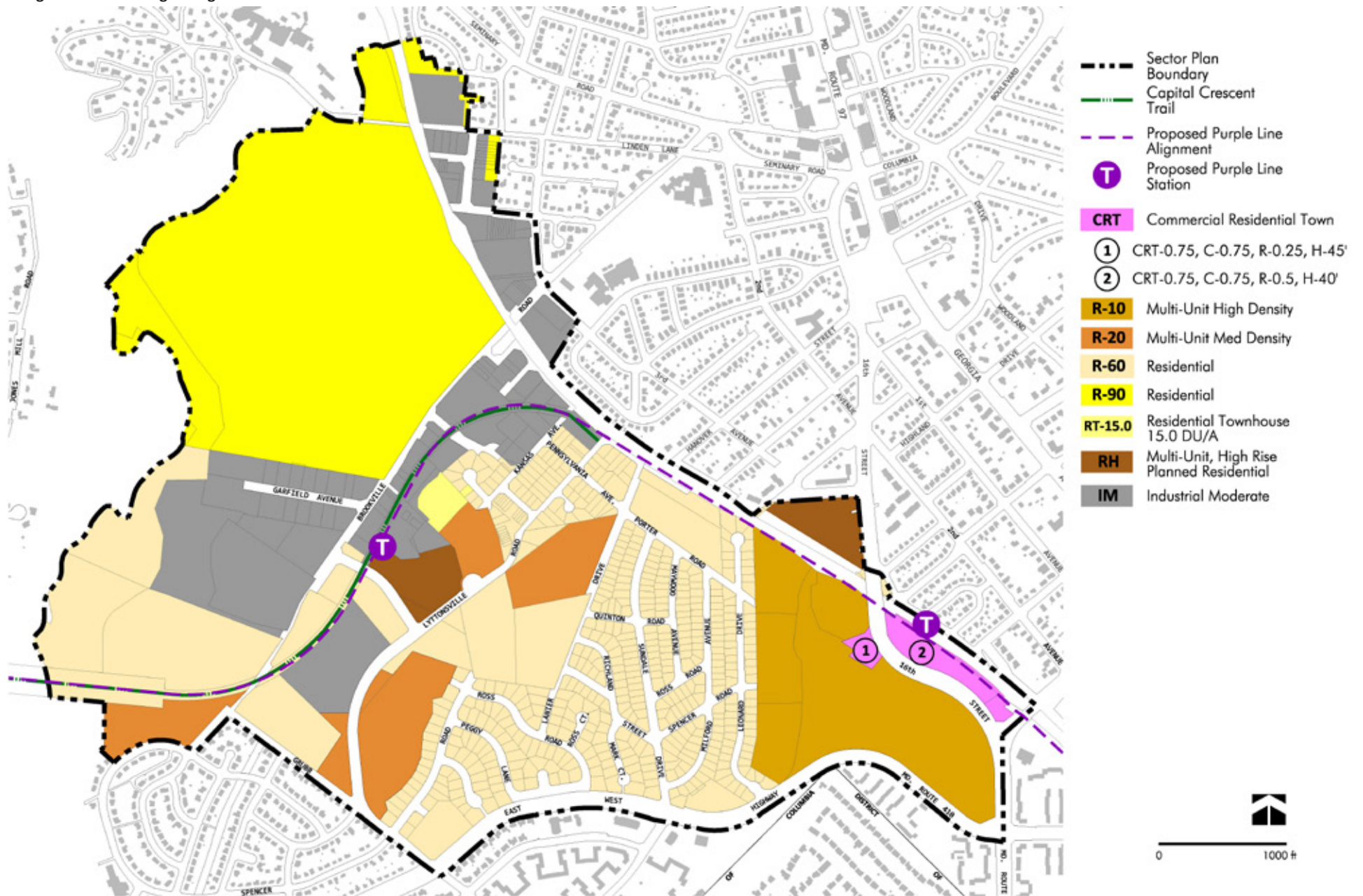
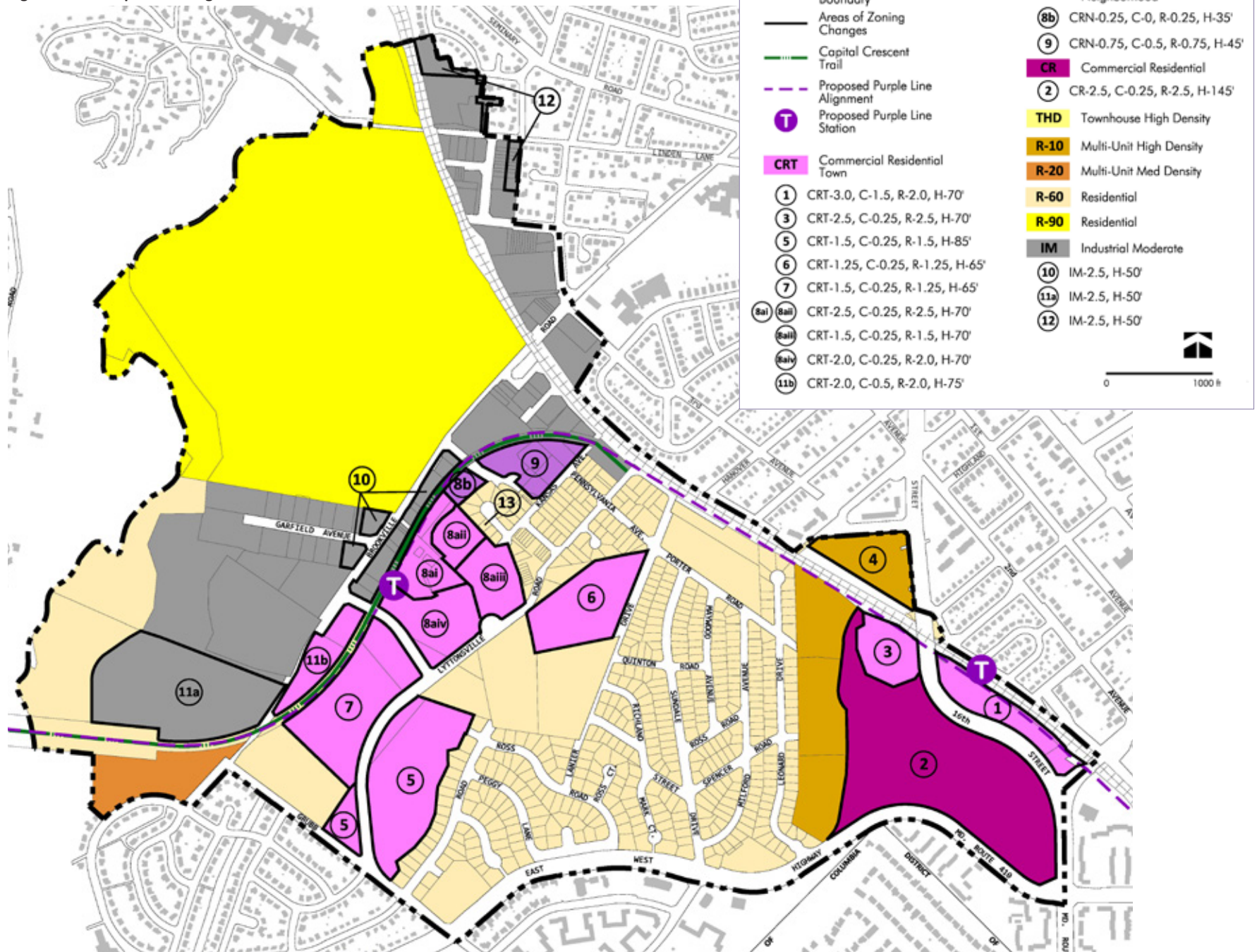




Figure 2.2.4: Proposed Zoning



## 2.3 History of Greater Lyttonsville

### COMMUNITY HISTORY

Greater Lyttonsville experienced many of the settlement and development forces that shaped Montgomery County, resulting in a Sector Plan area with a rich history and a wide variety of land uses and neighborhoods. Planning efforts should draw from the area's multi-faceted history.



*The North Corner Boundary Stone of the District of Columbia. Other sides of the marker show a line and text indicating the division between the jurisdiction of the United States and Maryland.*

### Tobacco Plantations and the North Corner Boundary Stone:

During the 18th century, large tobacco plantations, including Edgewood and the Highlands, were established within parts of the Greater Lyttonsville Sector Plan area and to the northwest. The owners, the influential Carroll and Brent families, introduced a large slave population to the area. Brookville Road and Georgia Avenue were built and became important thoroughfares. Parts of Montgomery County were ceded for the District of Columbia, and in 1792, the District's North Corner Boundary Stone was erected off today's East-West Highway within the Sector Plan area. The North Corner Boundary Stone historic site (35/34-7) is designated on the Master Plan for Historic Preservation in Montgomery County, Maryland, and in 1996, was listed on the National Register of Historic Places.

### Country Estates and Free Black Settlement:

By the 1850s, Francis Preston Blair, editor of the *Globe*, a Washington, DC newspaper, had established several country estates southeast of the Sector Plan area. Samuel Lytton, a free black laborer in Blair's household, purchased a nearby four-acre plus tract from white farmer Leonard Johnson in 1853. The tract, located on the east side of Brookville Road near its junction with current-day Garfield Avenue, became the center of a pre-Civil War free black settlement eventually known as Lyttonsville.



## 20th Century Lyttonsville

By 1930, Lyttonsville had about 60 black households and 300 people. Shops and residences lined Brookville Road and Garfield Avenue. The Pilgrim Baptist Church and its cemetery sat at the junction of the two streets facing Brookville Road. The two-room segregated Linden School for grades 1-7 was on the north side of Garfield in the middle of the block. Ike's Blue Moon, a beer hall on Brookville Road, provided refreshment. Rail lines cut through the neighborhood. There was a spring on the Samuel Lytton tract and



*The Linden School was constructed in 1917, off Garfield Avenue, on land purchased from John A.I. Cassidy, founder of the nearby National Park Seminary (date of photo unknown). The school, which had no running water or plumbing, served the African American community until Montgomery County's schools were integrated in 1955. Source: M-NCPPC files.*

another on today's Porter Road near its junction with Sundale Drive. Nearby, on the site of today's Rosemary Elementary School, was a field where the neighborhood baseball team, the Linden Black Socks, held its games. A few houses dotted the landscape along Michigan Avenue and vicinity. Serving the community outside of Lyttonsville was Mt. Zion Methodist Episcopal, on Seminary Road west of Georgia Avenue.

By the turn of the 21st century, Lyttonsville had changed greatly. Brookville Road and Garfield Avenue were lined with industrial uses, and the residential area near Michigan and Pennsylvania Avenues was fully developed. Lyttonsville resident George S. Shakelford had served on Montgomery County's 1954 Committee on Integration, and as part of that plan, Rosemary Hills Elementary School opened in 1956 offering modern facilities and a diverse student body.

In 1970, Lyttonsville activist Gwendolyn Coffield helped organize an after-hours community school so that neighbors could get to know one another. Pilgrim Baptist Church moved to a new building that was built in 1982 at the corner of Pennsylvania Avenue and Lanier Drive.

A concerted lobbying effort by Lyttonsville residents led by Civic Association leaders Lawrence Tyson and Gwendolyn Coffield led to an urban renewal effort from the 1960s to the 1980s. Urban renewal brought paved roads, street lighting and modern water

and sewer facilities. Sub-standard housing was replaced by townhomes and at least 25 modular and frame houses. New buildings were interspersed with old.

The Rosemary Hills/Lyttonsville Community Center opened in 1984 and was replaced by a new facility in 2000, named for Gwendolyn Coffield. Beginning in 1982, high school students erected 10 homes in the neighborhood as part of a program run by Montgomery County Public Schools in cooperation with the Montgomery County Students Construction Trades Foundation. These homes, which bear identifying plaques, helped rejuvenate Lyttonsville and are a unique part of its heritage.

Over the years, Lyttonsville faced daunting challenges, including railroad takings, industrial rezonings, several rounds of residential displacement and negative environmental impacts from nearby industrial, military and public facilities. In addition, school desegregation battles, threatened school closures, grossly inadequate housing and infrastructure, and the loss of The Pines – a nearby black neighborhood, threatened neighborhood stability. The community persevered through strong advocacy and creative efforts to forge bonds with adjoining communities and is today one of the oldest, historically black and most diverse neighborhoods in Montgomery County.

## Railroad and Trolley Line Suburbs:

From the late 19th century, the Baltimore & Ohio railroad's Metropolitan and Georgetown Branch lines, and the nearby new Forest Glen Trolley line changed the Sector Plan area, spurring development of residential suburbs and changing its Southern agrarian character. Portions of Montgomery County's first residential subdivision, Linden (1873), are within the Sector Plan area and two locally designated historic resources, the Linden Historic District (36/2) and the Center and Annie Lawrence House (36/2-1) are within the portions of Linden adjoining the Sector Plan area. Three subdivisions--Perkins and Burrows addition to Linden, 1890; Perkins and Burrows, near Linden Station on Metropolitan Railroad, 1892; and Littonville, 1901-- were platted on land south of the Metropolitan Branch on either side of Brookville Road, and became locales for the expanding black settlement.

Two historic resources of note are affiliated with the rail lines. A resort hotel known as Ye Forest Inn opened along the Metropolitan Branch in 1887 to draw prospective home buyers to the area. The hotel failed and, in 1894, reopened as a girl's finishing school known as the National Park Seminary, which provided employment for many Lyttonsville residents. The Seminary is now a locally designated historic district (36/2) and listed on the National Register of Historic Places. A portion of the National Register District is within the Sector Plan area, namely the southern part of Parcel 939.

Talbot Avenue Bridge (M: 36-30), within the Sector Plan and slated for removal for the Purple Line, is a three-span, single-lane metal plate and girder bridge. It was built over the Metropolitan Branch rail line in 1918 as a replacement for an earlier bridge that connected Lyttonsville and Linden. The current bridge was determined to be eligible for the National Register in 2001.



*Plat of Littonville, Maryland, recorded in the Montgomery County land records on January 12, 1901 (Plat Book 1, Plat 36). This is a plat of the land Samuel Lytton purchased in 1853 minus land he sold to George Washington in 1890 and the right-of-way for the B&O Georgetown Branch, which are also shown. Lytton died in 1893 and his daughter Alice Lytton (or Litten) sold the land in 1895 to Arthur Harris. It is unclear who owned the property when it was platted as twelve lots.*



*Lyttonsville and vicinity, 1929 (USGS, Library of Congress)*



### Industrialization:

The rail lines spurred industrial development on Brookville Road, Linden Lane and within Linden. Enos Keys, son of Charles Keys, owner of land that was once Edgewood, was the Linden postmaster at the Linden Station and a freight agent. In 1889, he also founded Enos C. Keys and Sons, which provided coal, fuel,

and building materials until 1978. He built a coal yard along Brookville Road, owned houses on the road and employed many Lyttonsville residents. His office, at the corner of Brookville Road and Stewart Lane, was demolished in August 2015.

Other industrial uses in the Sector Plan area over the years have included the Washington

Suburban Sanitary Commission incinerator, an animal pound, a vehicle maintenance yard and several radio stations and transmitters, each having adverse impacts on the small Lyttonsville community.

Industrial rezonings and proposed rezonings from the 1940s onward had a large impact on the black community along Brookville Road and Garfield Avenue. Population diminished and the neighborhood center eventually shifted eastward, toward Kansas, Maine, Pennsylvania and Michigan Avenues, an area also threatened, unsuccessfully, with industrial rezoning. In the 1960s, Lyttonsville Road and Lyttonsville Place were constructed to divert industrial traffic from the residential areas. In 1964, a comprehensively planned industrial area known as Technical Services Park, still extant, opened within the Sector Plan Area on Linden Lane, in a modernist architectural vernacular.



*Trains pass westbound through Lyttonsville on the Georgetown Branch. In the background is Brookville Road before its widening, the 1914 Pilgrim Baptist Church and Cemetery, and older housing on a portion of Samuel Lytton's original tract (photo taken in April 1972). Source: William Duvall Collection, Owner Ben Sullivan.*

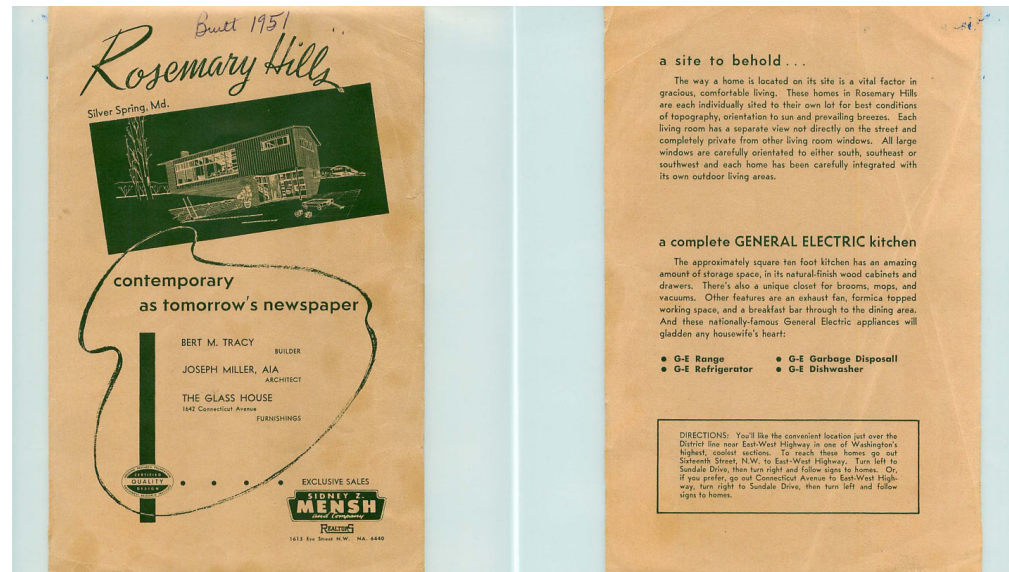


### Auto-Oriented Subdivisions:

Twentieth-century road improvements, particularly the 1928-29 construction of Bethesda-Silver Spring Highway (now East-West Highway) and the 1960s construction of 16th Street extended, opened previously inaccessible land in and near the Sector Plan area for new auto-oriented development. A wide array of housing types was built.

Single-unit subdivisions include the Colonial-Revival-style Rosemary Hills and Rosemary Knolls (1930s to 1950s) and the modernist Richland Place (1951). These neighborhoods attracted young professionals who welcomed racial integration and the diversity of adjacent neighborhoods. Garden apartments provided moderately priced, family-oriented housing in a natural setting and include Rosemary (now Burlington) Apartments (1954), Rosemary Village Apartments (1954), Round Hill Apartments (1960), Rock Creek Forest (built circa 1965 and now called Rollingwood Apartments), Paddington Square (built in the 1960s and now operated by the Housing Opportunities Commission) and Friendly Gardens (from the 1970s and operated by Friends Non-Profit).

A mid-rise complex, Summit Hill (built from 1960 to 1964 and now called Summit Hills), had two- and three-bedroom apartments, and a circular modernist commercial center with a meeting room first used for Jewish services. Three high-rise apartment buildings were erected: Suburban Towers (1962), Park Sutton Towers (1964) and the luxurious Claridge House (1965), an example of that era's apartment hotels.



*Rosemary Hills modernist homes brochure (circa 1951).*



*Rosemary Hills modernist houses designed by architect Joseph Miller (built 1951) on Richland Place*



### Federal Installations:

During and after World War II, the federal government began dispersing sensitive operations to places outside but near Washington D.C. In 1942, the United States Army took over the National Park College, which by that time included Edgewood. The Army operated the facility as the Walter Reed Forest Glen Annex, using the Seminary buildings north of Linden Lane as a convalescent center for veterans until the end of the Vietnam War and the rest of the property for various research operations. In 2008, the facility became the Fort Detrick Forest Glen Annex, and now houses research facilities and a medical museum.

Throughout the 1950s, the United States Army also operated an anti-aircraft artillery installation, with battery and radar station (Battery B, 70th AAA Battalion) on land now used as Rosemary Hills Park.

### Purple Line:

New Purple Line stations should include displays that tell the story of the Sector Plan area. One of the stations will be located on land originally purchased by Samuel Lytton, a free black laborer whose property became the center of Lyttonville.

#### A. Goals

- Gain countywide recognition of the complex history of Greater Lyttonville.
- Document the rich social history provided by local residents of Greater Lyttonville.

- Capitalize on opportunities presented by the Purple Line stations to make Greater Lyttonville's past more evident.

#### B. Recommendations

- Recognize and preserve the African American heritage of the neighborhood.
- Recognize and capitalize on the agricultural, industrial, transportation and suburban history of the area.
- Incorporate historically oriented interpretive signage, markers and commemorative art throughout the planning area, including in Purple Line stations.
  - Seek funding for such signage, markers and art.
  - Make such signage, markers and art a priority in new development.
  - Use the historical background described in the Sector Plan as a preliminary basis for the content of such signage, markers and art.
  - Consult the Sector Plan's companion urban design guidelines for examples of historically oriented interpretive signage, markers and commemorative art.
  - Consult Historic Preservation staff at the Maryland-National Capital Park and Planning Commission (M-NCPPC) to review content and location of signage, markers and art. Staff may seek input from the History and Art Committee (see description below).
  - Comply with the County's Public Art Guidelines (April 2013) for public artworks installed in the community.
- Establish a history and art advisory committee comprising Sector Plan area and vicinity representatives, M-NCPPC staff and other representatives of other relevant organizations, such as the Silver Spring Historical Society. This committee could help seek ways to enhance and make more permanent the Lyttonville history display at the Coffield Community Center; meet with the Purple Line Art selection committee to ensure that selected artworks reflect agreed-upon aspects of local history; and seek other ways to promote area history, such as on websites hosted by other organizations and through implementation of a potential Heritage Walking Trail.
- Establish a museum/interpretive space within the Plan area where photos and artifacts from Lyttonville's rich history can be preserved and made available to the public. The preferred location is within the historic Lyttonville community.
- Evaluate 20th-century resources in the Sector Plan area for addition to the Locational Atlas and designation on the County Master Plan for Historic Preservation. This study would occur subsequent to the adoption of the Greater Lyttonville Sector Plan, after the context of the County's 20th-century architecture and development has been further examined.
- Include Richland Place, a neighborhood of mid-century modern homes, among resources to be evaluated.

## 2.4 Environment



*Rock Creek Park*

Decades ago, Greater Lyttonsville was part of the Rock Creek Park ecosystem with freshwater springs feeding the Rock Creek main stem. The forested stream buffer filtered rainwater and runoff, sequestered carbon, enabled ground water recharge and provided wildlife habitat. Over the years, development fragmented this once intact ecosystem. Forests have been removed, streams and springs have been channeled and land has been converted to buildings, streets, parking lots and other forms of impervious surfaces. The resulting consequences include increased heat island effect, poor water quality, increased energy demand, habitat loss and reduced quality of life.

The complexity of once intact ecosystems can never be replicated, but the landscape's ability to perform some of its former functions can be improved through habitat restoration, preservation and expansion, implementation of progressive stormwater treatments, removal of impervious surfaces and an aggressive planting effort.

The following goals and recommendations, organized according to the categories of water, ecology and energy, are intended to improve the biological and physical performance functions of the lost habitats. In combination, they contain the environmental elements of a sustainable plan that will result in a more vibrant and resilient community.



### 2.4.1 Water Quality

Greater Lyttonsville has both poor water quality (Lower Rock Creek watershed) and fair water quality (Rock Creek DC watershed). The primary causes of reduced water quality are the lack of stormwater management treatments and the high impervious cover, ranging from 76 percent in the industrial areas to 36 percent in the residential areas. Without treatment, storm water flows over the impervious cover, picking up and transporting hot surface water, debris, solvents and pollutants to receiving streams. The untreated water has resulted in poor water quality, reduced aquatic life and stream-bank erosion.

#### A. Goals

- Reduce quantity and improve quality of stormwater runoff.
- Reduce impervious cover to maximize infiltration and/or green space.
- Promote groundwater recharge.
- Improve aquatic biodiversity.

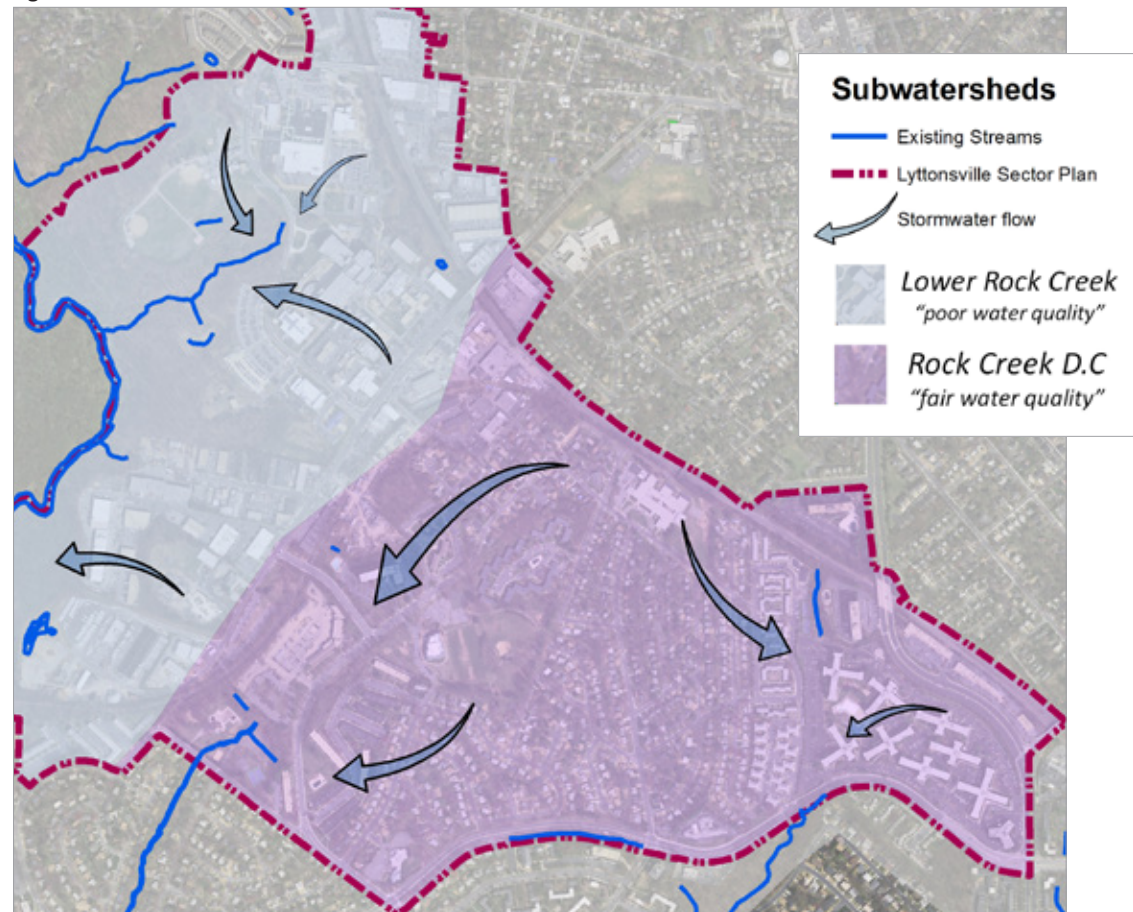
#### B. Recommendations

- Integrate visible environmental site design strategies (stormwater management) that provide multiple benefits for water quality, habitat, health and community identity improvements. Strategies include:
  - Intensive green roofs (6 inches or greater to maximize water treatment and species diversity).
  - Stormwater planters.
  - Pervious pavement.

- Bioswales/ biofiltration / bioretention/ bioinfiltration.
- Rainwater harvesting for retention, irrigation and gray water.
- Use permeable paving for portions of roads, road shoulders, sidewalks walkways and parking lanes where feasible.
- Utilize environmental site design for parks and open space as opportunities for community education and interpretation.

- Provide stream buffers along open channels and waterways.
- 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.

Figure 2.4.1: Subwatersheds





### 2.4.2 Ecology

Habitats comprise plants, living organisms and their physical surroundings. Intact habitats provide numerous benefits, such as: enhanced quality of life; increase biodiversity; and improved air and water quality. All habitats within Greater Lyttonsville have been degraded over time through habitat loss and fragmentation, some more than others.

Along the western boundary of the Sector Plan area is Rock Creek Stream Valley. This linear stream corridor contains a large and relatively intact forest that supports abundant and diverse species. Adjacent to the stream valley, the industrial zone has a tree cover of less than 22.3 percent, while the residential zones have more than 51 percent.

This Sector Plan's ecology goals and recommendations aim to reestablish and link green spaces via tree canopy corridors along streets and bicycle networks, stratified vegetation plantings and green roofs.

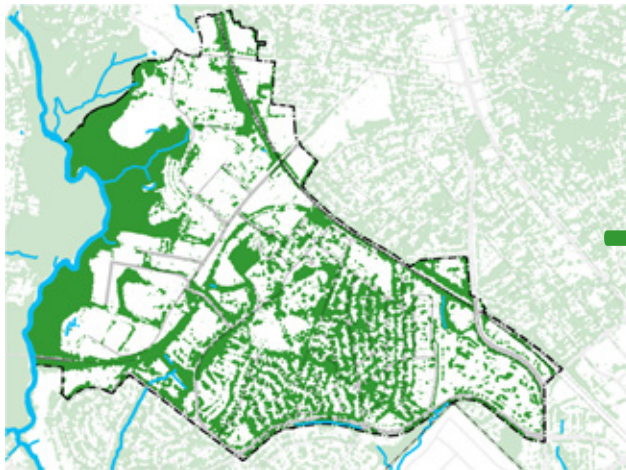
#### A. Goals

- Re-establish contiguous green corridors along bicycle networks linking parks, open space, community neighborhoods and destinations.
- Reduce heat island effect in mixed-use and industrial zones through plantings.
- Improve overall habitat and pollination opportunities through herbaceous and woody species plantings.
- Improve carbon sequestration capacity.

#### B. Recommendations

- Prioritize street tree planting along connecting streets with proposed bicycle lanes, sidewalks and stormwater management facilities.
- When incorporating green roofs, utilize intensive planting depth.
- Strive to achieve a minimum canopy cover per zone as follows:
  - 40 percent canopy cover within residential zones.
  - 10-15 percent canopy cover within industrial zones.
  - 10-15 percent canopy cover within commercial zones.
  - 40 percent canopy cover within the right-of-way.

Existing Canopy Cover



Proposed Canopy Corridors



Future Canopy Cover with  
Proposed Canopy Corridors



### 2.4.3 Energy

The majority of the homes and buildings within the Sector Plan were constructed in the 1970s, a time when building systems were not as energy-efficient as they are today. Consequently, these older structures require a great deal of energy to heat and cool. In Montgomery County, most energy comes from nonrenewable resources, such as coal, oil and other fossil fuels, resulting in significant amounts of greenhouse gases and pollution.

#### A. Goals

- Reduce energy demands on the local power grid system.
- Encourage and support energy-efficient building construction.
- Reduce carbon dioxide and other noxious emissions.
- Improve public awareness of alternative energy sources and efficient building strategies.
- Maximize use of renewable energy systems to supply a portion or all of a building's energy demand.

#### B. Recommendations

- Provide and improve alternatives to automobile travel, through:
  - Improved access to public transit.
  - Improved local bus service and shelters.
  - Efficient and safe access to the future Purple Line light rail stations.
- Utilize “whole building design” and high performance building approaches for new construction.
- Use building deconstruction techniques to facilitate reuse and/or recycling of existing building materials.
- Consider recycled materials, locally sourced and produced materials, and/or local construction labor for new and renovated buildings.



*Energy-efficient building, ecology and stormwater*



*Visible stormwater treatment*



*Stormwater treatment and ecology*



## 2.5 Community Facilities

A great community has a mix of public and private facilities that improves the quality of life for its residents and provides opportunities for interaction and the creation of civic bonds. Fire and rescue services, as well as military installations, ensure safety. Public schools, day care and elderly services address the needs of all generations. Libraries, post offices, museums and recreation centers help build a community among people with shared needs, interests and values.

### 2.5.1 Goals

- Provide facilities that promote and encourage physical activity, including new trails and or recreation opportunities.
- Recognize and celebrate the history, diversity and culture of the community.
- Promote opportunities for increased social interaction through improved gathering places and communal spaces.
- Identify opportunities to address community concerns regarding schools, other County owned-operated facilities and services, such as fire, safety and rescue. Recommendations.

### 2.5.2 Recommendations

#### A. Schools

The Lyttonsville Sector Plan is within the service areas of schools in the Bethesda-Chevy Chase (B-CC) and Albert Einstein clusters. In the B-CC Cluster, the Sector Plan is within the service areas of Rock Creek Forest Elementary School

and the paired elementary schools of Rosemary Hills, Chevy Chase, and North Chevy Chase. At the secondary school level, the Sector Plan is within the service areas of Westland Middle School and Bethesda-Chevy Chase High School. In the Albert Einstein Cluster, the Sector Plan is within the service areas of Woodlin Elementary School, Sligo Middle School, and the base area for Albert Einstein High School in the Downcounty High Schools Consortium. Enrollment increases have been occurring at all these schools, and a variety of strategies would be considered to accommodate additional students resulting from the Plan. The Sector Plan provides for a net total of up to 3,749 new multifamily high-rise housing units and 132 townhouse units. The portion in the Bethesda-Chevy Chase cluster includes 2,164 multi-unit high rise housing units and 132 townhouse units. Based on student generation rates for this area of the county, Montgomery County Public Schools (MCPS) estimates at full buildout the new housing in the Bethesda-Chevy Chase cluster portion would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.

The portion in the Albert Einstein cluster includes 1,585 multi-family high rise housing units. Based on student generation rates for this area of the county, Montgomery County Public Schools (MCPS) estimates at full build-out the new housing in the Albert Einstein cluster portion of the plan would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.



*Lyttonsville community history exhibits displayed in the Coffield Community Center Lobby*

Build-out of the Sector Plan is estimated to take 20 to 30 years. In addition, some of the development requires construction of the Purple Line. Some properties identified for more housing units may not redevelop during the life of the Plan. The number of students resulting from the Sector Plan would be lower if not all the housing units provided for are built. Based on past experience, it is unlikely that full build-out will be reached during the life of the plan. Because the full impact on school enrollment will not be felt for many years, it is not possible to precisely gauge the impact on public schools. School enrollment in the area will change over the 20- to 30-year time frame of the plan. In addition, MCPS enrollment forecasts and associated facility plans and capital projects focus on a six-year time frame—not a 20- to 30- year period; therefore, the following options to accommodate additional students from the plan describe current enrollment projections and capital projects. Following these comments, approaches that MCPS may employ to address enrollment increases are provided. All approaches require Board of Education approval.



## Elementary Schools

At the elementary school level, a considerable amount of capacity has recently been added to schools, or will be in the next few years. Rock Creek Forest Elementary School was revitalized and expanded in January 2015 and additions at Bethesda, North Chevy Chase and Rosemary Hills elementary schools were completed in August 2015. In addition to these projects, Chevy Chase and North Chevy Chase elementary schools will reorganize in August 2017 from serving Grades 3–6 to serve Grades 3–5. At Woodlin Elementary School an addition is scheduled for completion in August 2022.

Even with the capital projects described above, current projections indicate that for the next six years there will be little space available at the elementary schools serving the plan area. If there is insufficient surplus capacity at these schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional elementary school students:

- Determine if there is surplus capacity, or the ability to increase the capacity, of elementary schools in the B-CC and Albert Einstein clusters and reassign students to a school(s) with space available. However, at this time it does not appear that there will be enough capacity to serve all students that may result from the plan build-out in either the B-CC Cluster or Albert Einstein Cluster elementary schools. In addition, site constraints at B-CC and Albert Einstein Cluster elementary schools will limit the ability to increase capacity.
- Determine if there is surplus capacity, or the ability to increase the capacity, of elementary schools adjacent to the B-CC and Albert

Einstein clusters and reassign students to a school with sufficient capacity. Elementary schools adjacent to the B-CC Cluster service area include, in clockwise order, Wood Acres, Bradley Hills, Wyngate, Kensington-Parkwood, Flora M. Singer, and Woodlin elementary schools. Elementary schools adjacent to the Albert Einstein Cluster include, in clockwise order, Rosemary Hills, Rock Creek Forest, North Chevy Chase, Kensington-Parkwood, Veirs Mill, Sargent Shriver, Weller Road, and Glenallan elementary schools.

- If reassignments and increasing the capacity of existing elementary schools is not sufficient to address increased enrollment, then the opening of a new elementary school would be considered. A new elementary school could be provided in one of two ways:
  - o Reopen a former elementary school in the B-CC or Albert Einstein clusters. There are currently two formerly operating elementary schools in the B-CC Cluster that could be considered, including Rollingwood and Lynnbrook elementary schools. Lynnbrook is designated as a future operating school in the Bethesda Downtown Plan. There currently are three former operating elementary schools in the Albert Einstein Cluster that could be considered, including the former Forest Grove, Pleasant View, and Woodside elementary schools.
  - o Construct a new elementary school. There currently are no future elementary school sites identified in the B-CC and Albert Einstein clusters. A site selection process would be conducted for a new elementary school and collocation and/or purchase may be required.

## Middle Schools

At the middle school level, Westland and Sligo middle schools serve the Sector Plan area. Westland Middle School is projected to be over capacity by more than 600 students in the coming years. A second middle school, referred to as Bethesda-Chevy Chase Middle School #2 is scheduled to open in August 2017. The boundaries for the new middle school, and changes to the Westland Middle School service area, will be acted on in November 2016. It is anticipated that there will be space available at both middle schools after the new middle school opens. Enrollment at Sligo Middle School is projected to reach the school's capacity in the next six years.

If there is insufficient surplus capacity at the middle schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional middle school students:

- Build an addition at Bethesda-Chevy Chase Middle School #2, Sligo, or Westland middle schools. All three middle schools are capable of supporting additions.



*Rosemary Hills Elementary School*

- Determine if there is surplus capacity, or the ability to increase the capacity, of middle schools adjacent to the B-CC and Albert Einstein clusters and reassign students to a school with available space. Middle schools adjacent to the B-CC Cluster include, in clockwise order, Newport Mill, Sligo, North Bethesda, and Thomas W. Pyle middle schools. Middle Schools adjacent to the Albert Einstein Cluster include, in clockwise order, Bethesda-Chevy Chase Middle School #2, North Bethesda Middle School, the Middle Schools Magnet Consortium—Argyle, A. Mario Loiederman, and Parkland middle schools—E. Brooke Lee, Silver Spring International, and Takoma Park middle schools.
- Construct a new middle school. There currently are no future middle school sites identified in the B-CC and Albert Einstein clusters, or adjacent clusters. A site selection process would be conducted for a new middle school in the region and collocation and/or purchase may be required.

### High Schools

At the high school level, Bethesda-Chevy Chase and Albert Einstein high schools serve the Sector Plan area. Bethesda-Chevy Chase High School is projected to be over capacity by more than 700 students and to enroll up to 2,500 students in the coming years. An addition to the school that will increase the capacity to 2,400 students is scheduled for completion in August 2018. The school will then be at the high end of the desired size for high schools. In addition, site constraints will not enable further expansion of the school. Albert Einstein High School is projected be over capacity by more

than 400 students and to enroll up to 2,200 students in the coming years. A feasibility study for an addition is scheduled.

If there is insufficient surplus capacity at Bethesda-Chevy Chase and Albert Einstein high schools by the time new housing occupancies occur in the Plan area, then MCPS would explore the following range of options to serve additional high school students:

- Build an addition at Albert Einstein High School.

### B. Library

Residents and businesses are served by the newly constructed Silver Spring Library, which opened in June 2015. This five-story facility in downtown Silver Spring has more than 90,000 books in its collection and provides a variety of amenities, including an early literacy space, a teen area and a business center, as well as a future Purple Line station. Although located outside of the Plan area, it is easily accessed by foot, car or bus from Greater Lyttonsville, and will be connected to the Lyttonsville community in the future through the Purple Line light rail. As a result, this Plan makes no recommendation for a new library to serve the Sector Plan area.

### C. Recreation Center

The Gwendolyn E. Coffield Community Center was constructed in 2000 and is the primary community facility within Greater Lyttonsville. Located within the Rosemary Hills Local Park, it provides a wide range of recreational and civic uses through its variety of ball fields and tennis courts, and other opportunities for active recreation.

At present, neither renovations nor expansions



*Gwendolyn E. Coffield Community Center*

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.

Other community facilities in Greater Lyttonsville include the privately-owned and operated Rock Creek Pool. This member-owned facility also has tennis and basketball courts. Additional recreational facilities within the Sector Plan area include the Rosemary Hills-Lyttonsville Local Park and Rock Creek Stream Valley Park (Units 1 and 2). The Capital Crescent Trail, Georgetown Branch Trail and federally owned and managed Ireland Drive Trail, all used by hikers and bikers, are located with the Plan area. Residents also make use of parks in the surrounding areas of Silver Spring.

### D. Public Safety

The Greater Lyttonsville Sector Plan area is primarily served by Silver Spring Volunteer Fire Department (SSVFD) Station 19. This station is located in the 1900 block of Seminary Road, which is outside the Plan area. Fire trucks and apparatus from additional stations



also dispatched to Greater Lyttonsville when needed.

While no major renovations or expansions are planned for Station 19, periodic replacement of roofs, generators, HVAC systems and parking lot resurfacing will occur as needed. As these improvements occur, the deployment of additional vehicles/units from all nearby fire stations to Lyttonsville is an on-going possibility. It is likely that one or more all-terrain vehicles (ATV) with emergency medical services (EMS) and pump inserts will be strategically placed at certain stations near the Purple Line route to serve the fire, rescue and EMS needs of the Purple Line and parallel trail system.

- At this time, there are no plans to build new fire stations in the Silver Spring/Takoma Park area, but additional fire-rescue facilities may be needed, depending on risks related to the design and operation of the Purple Line.

#### E. Military

The Greater Lyttonsville community is home to the Fort Detrick Forest Glen Annex, an approximately 136-acre United States Army

installation that houses medical research facilities. The Walter Reed Army Institute of Research (WRAIR) and the Naval Medical Research Center (NMRC) are located on the same site, along with a commissary, arts and crafts center, veterinary treatment facility, outdoor recreation resource center and Fisher House program. The Fisher House program is a private-public partnership that supports America's military and provides humanitarian services to soldiers in need, beyond those provided by the United States Department of Defense and Veterans Affairs.

The site includes a number of athletic fields and picnic areas, most of which are not open to the general public. The exception is the Ireland Drive Trail, which connects Linden Lane and the Rock Creek Trail. Historically, the United States Army kept the trail open for public use.

Recently, the Army decided to fence the trail and prohibit public use for a large portion of the trail due to medical waste contamination within the upper elevation of the forested slope on the northern side of the trail. The Maryland-National Capital Park and Planning Commission

recognizes the importance of this landmark trail for its natural, cultural, recreational and community benefits, and recommends the trail remain open to the public for passive recreational use.

#### F. Museum

The National Museum of Health and Medicine (NMHM) is located within the Sector Plan boundary on the Fort Detrick Forest Glen Annex. The museum was founded in 1862 by U.S. Army Surgeon General William A. Hammond as the Army Medical Museum to further the research of military field surgery. It became the NMHM in 1989 and relocated to its present location in 2011. The museum is an element of the U.S. Army Medical Research and Material Command, and part of the National Health Sciences Consortium. NMHM has five standing collections with more than 25 million artifacts and provides a variety of educational programming.

- There are no recommendations that would affect the operations of the National Museum of Health and Medicine.



*Forest Glen Annex signage on Brookville Road*



*Forest Glen Annex Research Facility*

## 2.6 Transportation



The Greater Lyttonsville Sector Plan area is easily accessible to regional transportation corridors, such as East-West Highway (MD 410), Georgia Avenue (MD 97), Colesville Road (MD 384) and 16th Street (MD 390). The community has several distinct gateways: Brookville Road, Lyttonsville Road, Spencer Road and Sundale Road. A grid of local streets completes the

transportation network by promoting safe and efficient travel throughout the community for pedestrians, bicyclists and motorists.

In order to enhance the existing transportation network, this Plan recommends “complete streets” improvements to the roadway network that increase the connectivity, safety and quality for all modes of transportation.

Complete streets refer to roadway treatments intended to accommodate multiple modes of transportation, including pedestrian, bicycle, vehicular and transit, within the same right-of-way. This approach does not include “green streets” enhancements, such as stormwater management, as part of its primary objective.

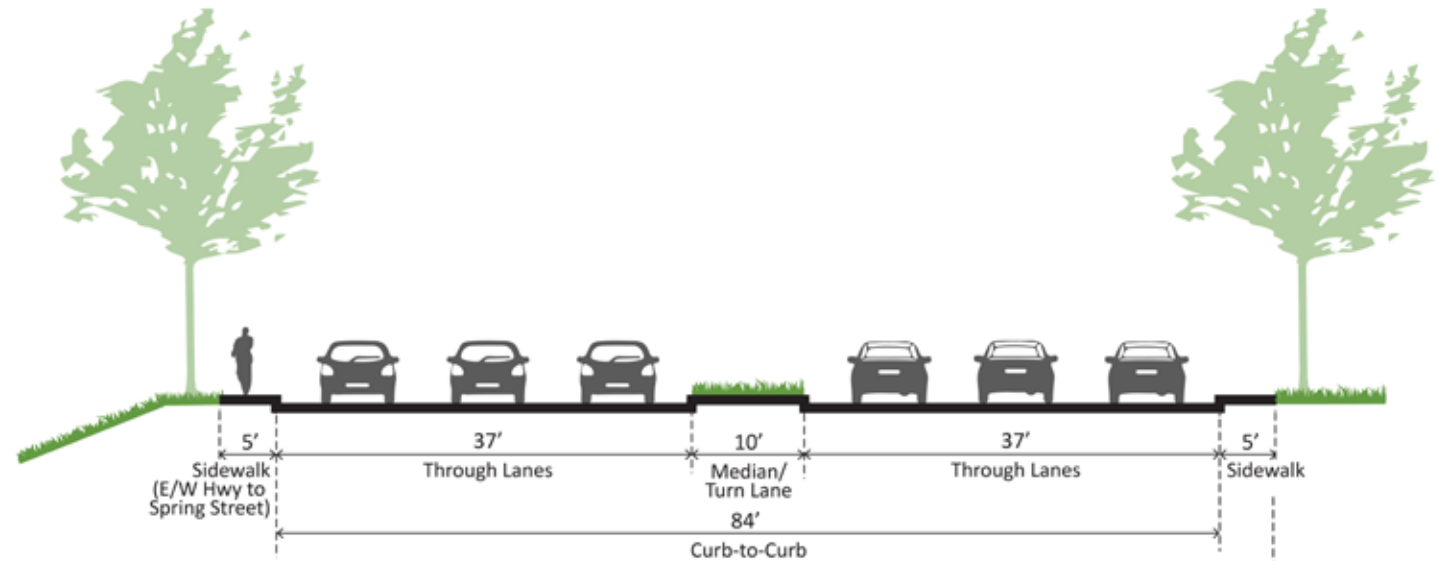
Due to the anticipated future Purple Line light rail stations and Greater Lyttonsville’s proximity to Downtown Silver Spring, all future transportation improvements within the Sector Plan area should consider complete streets strategies as critical elements of the transportation network.

### 2.6.1 Goals

- Enhance roadway accommodation of all users.
- Increase the use of non-auto driver travel.
- Implement new transit alternatives.
- Improve bicycle and pedestrian infrastructure.



**16th Street (2nd Ave to East-West Hwy, Looking Northwest)**  
Existing Section



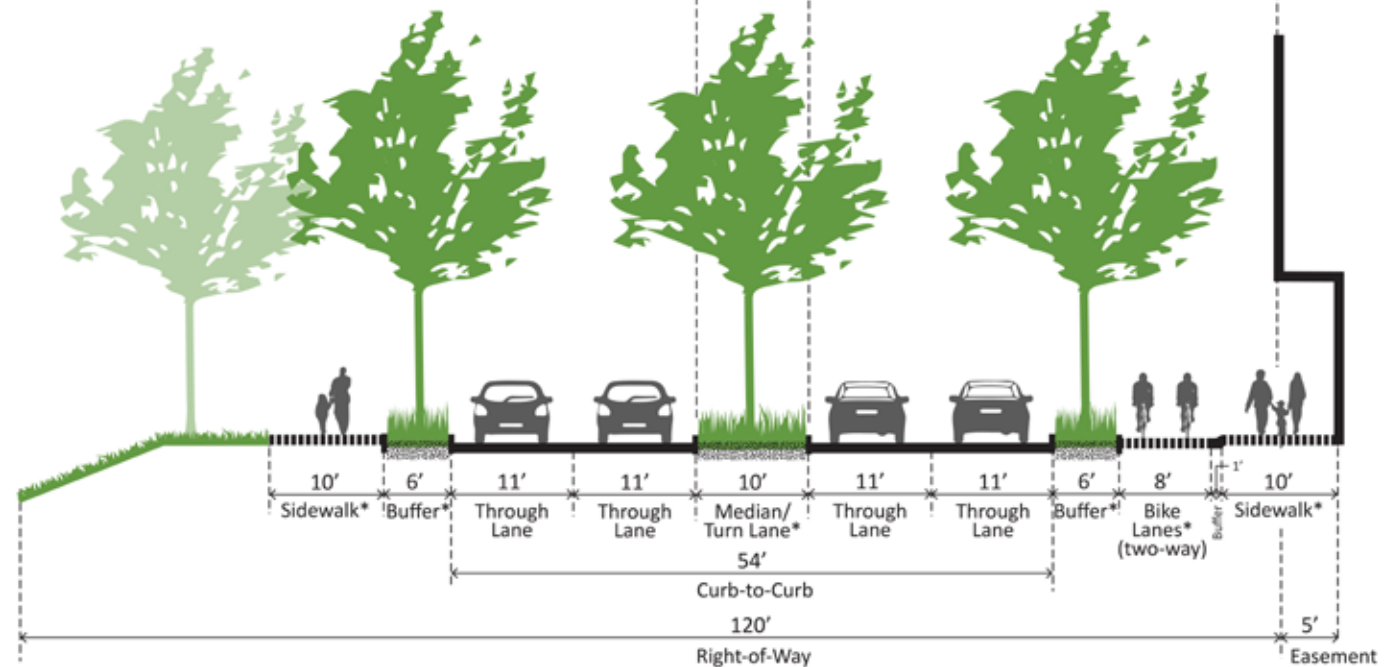
**A. 16th Street Typical Sections**

Reduce 16th Street, between 2nd Avenue and the District of Columbia, from six travel lanes to four travel lanes. As currently configured, 16th Street has excess capacity, since it drops to four lanes in the District of Columbia and has two travel lanes in the southbound direction at Georgia Avenue.

Reclaiming space on 16th Street will produce several positive outcomes. This reconfiguration will shorten the pedestrian crossing distance at the future Woodside Purple Line Station and, at Spring Street, reduce travel speeds and provide room for on-street separated bike lanes.

**16th Street (2nd Ave to East-West Hwy, Looking Northwest)**  
Proposed Section: Separated Bike Lanes (two-way)

*\* Potential stormwater best management practices (BMPs) to be further studied*



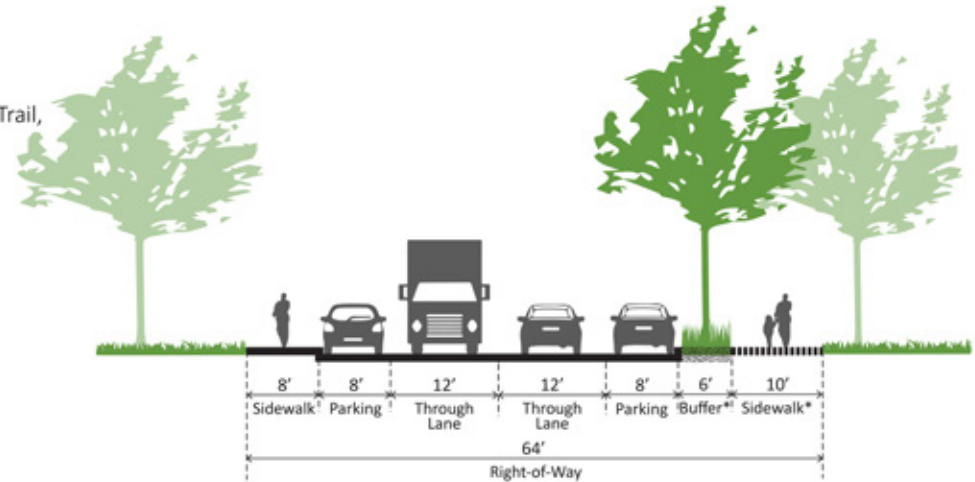
## B. Stewart Avenue

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 8b and Site 9 to a Commercial Residential Neighborhood (CRN) zone occurs, Stewart Avenue should be split into two segments to eliminate the at-grade crossing as follows:

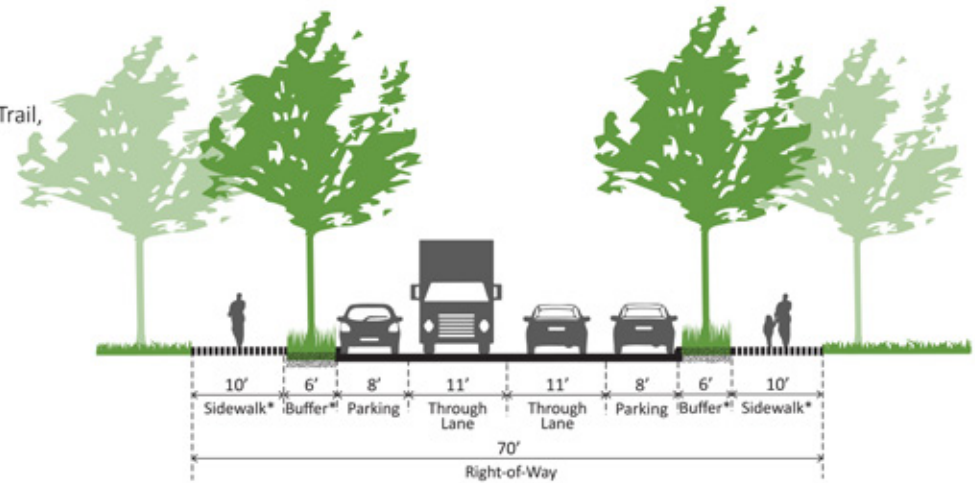
- The first segment of Stewart Avenue will be from Brookville Road to a new cul-de-sac on the northwest side of the Georgetown Branch, eliminating the at-grade crossing.
- The second segment of Stewart Avenue will be from Kansas Avenue to the east side of the Georgetown Branch, providing access to the redeveloped Site 9.

The ultimate two-segment condition should only be pursued if the owners of surrounding industrial properties seek redevelopment under Commercial Residential Neighborhood (CRN) zoning requirements. Pedestrian and bicycle connectivity between Brookville Road and Kansas Avenue will be maintained.

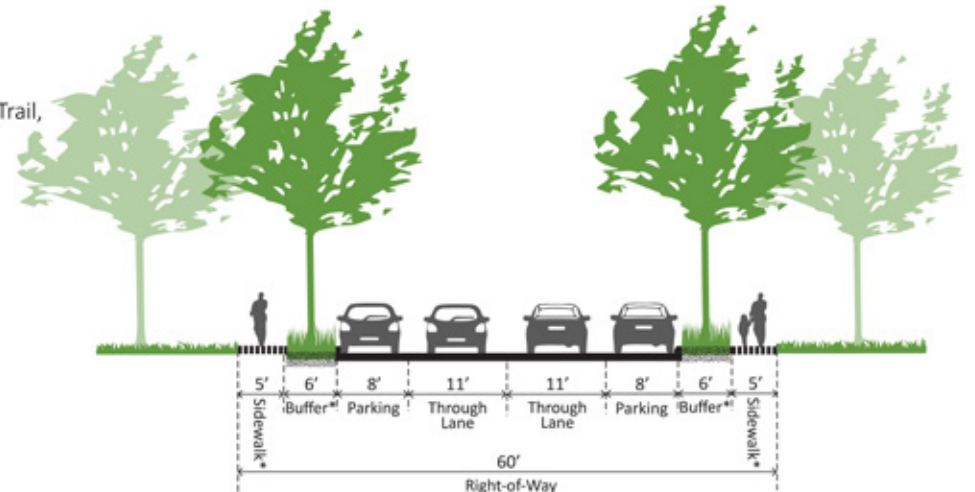
**Stewart Avenue**  
(Brookville Road to Capital Crescent Trail,  
Looking North)  
**Proposed Section: Interim to be  
constructed with Purple Line**  
*\*Potential stormwater best management  
practices (BMPs) to be further studied*



**Stewart Avenue**  
(Brookville Road to Capital Crescent Trail,  
Looking South)  
**Proposed Section: Ultimate**  
*\*Potential stormwater best management  
practices (BMPs) to be further studied*



**Stewart Avenue**  
(Brookville Road to Capital Crescent Trail,  
Looking South)  
**Proposed Section: Ultimate**  
*\*Potential stormwater best management  
practices (BMPs) to be further studied*





### C. Brookville Road Industrial District

Efficient connectivity and accessibility are essential elements that contribute to the functionality of successful industrial properties. For this reason, existing industrial streets and driveways west of Brookville Road should be improved to promote circulation within the industrial district.

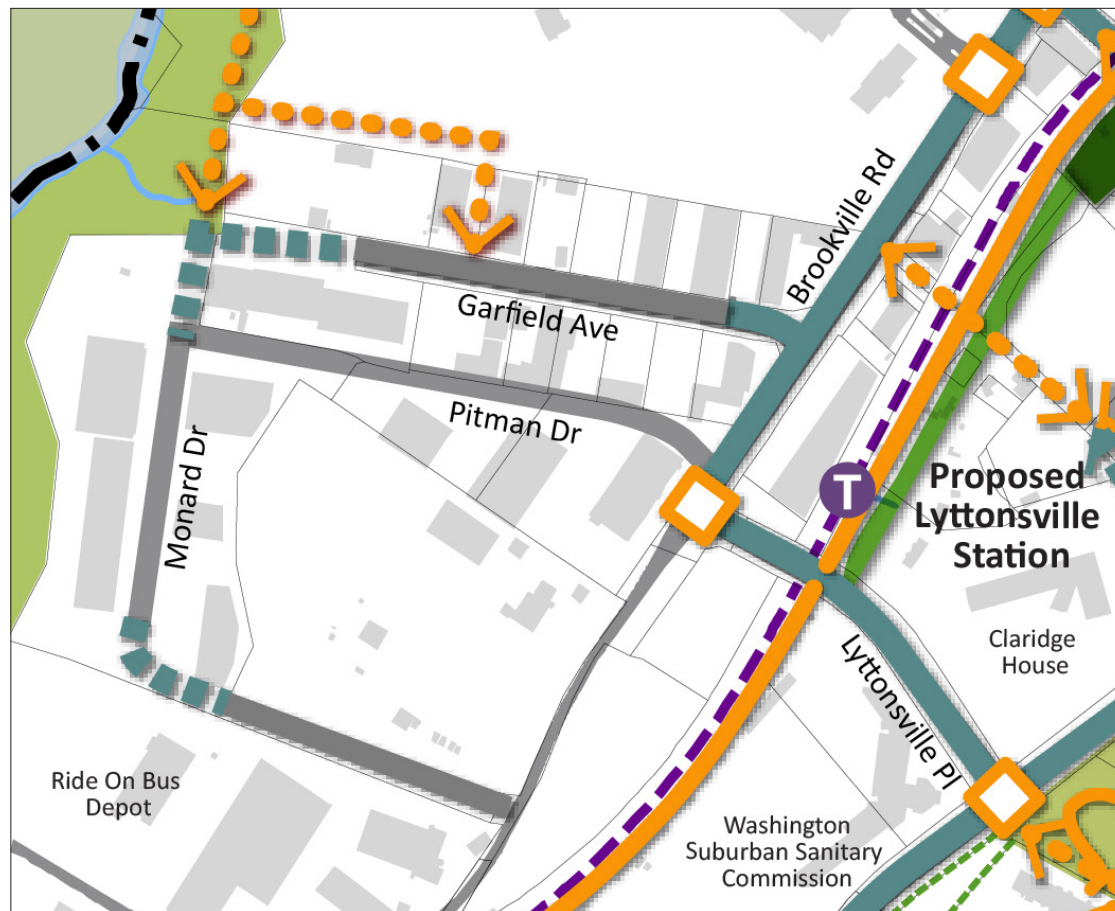
One such concept for these road improvements would extend Garfield Road, a public street, to the following private streets: Monard Drive and

Pittman Drive. In turn, Monard Drive should be extended to Brookville Road by widening and dedicating to public use the existing Ride-On Bus Depot driveway when redevelopment of the adjacent parcel to the north of the Ride On Bus Depot occurs; this change is contingent upon written consent from the Montgomery County Department of General Services. This circulation system could be implemented as either a series of public or private roadways, the determination of which should be made at the time of regulatory approval.

### D. Urban Road Code Boundary

The County's Urban Road Code standards, as described in Chapter 49 of the Montgomery County Code, do not currently apply to Greater Lyttonsville. Given the two proposed light rail stations, proposed changes in land use and anticipated increase in pedestrian activity within the Sector Plan area, this Plan recommends that the road segments immediately adjacent to the two future Purple Line stations be designated as Urban Road Code areas.

Figure 2.6.1: Proposed Industrial Loop



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.

Figure 2.6.2: Urban Road Code

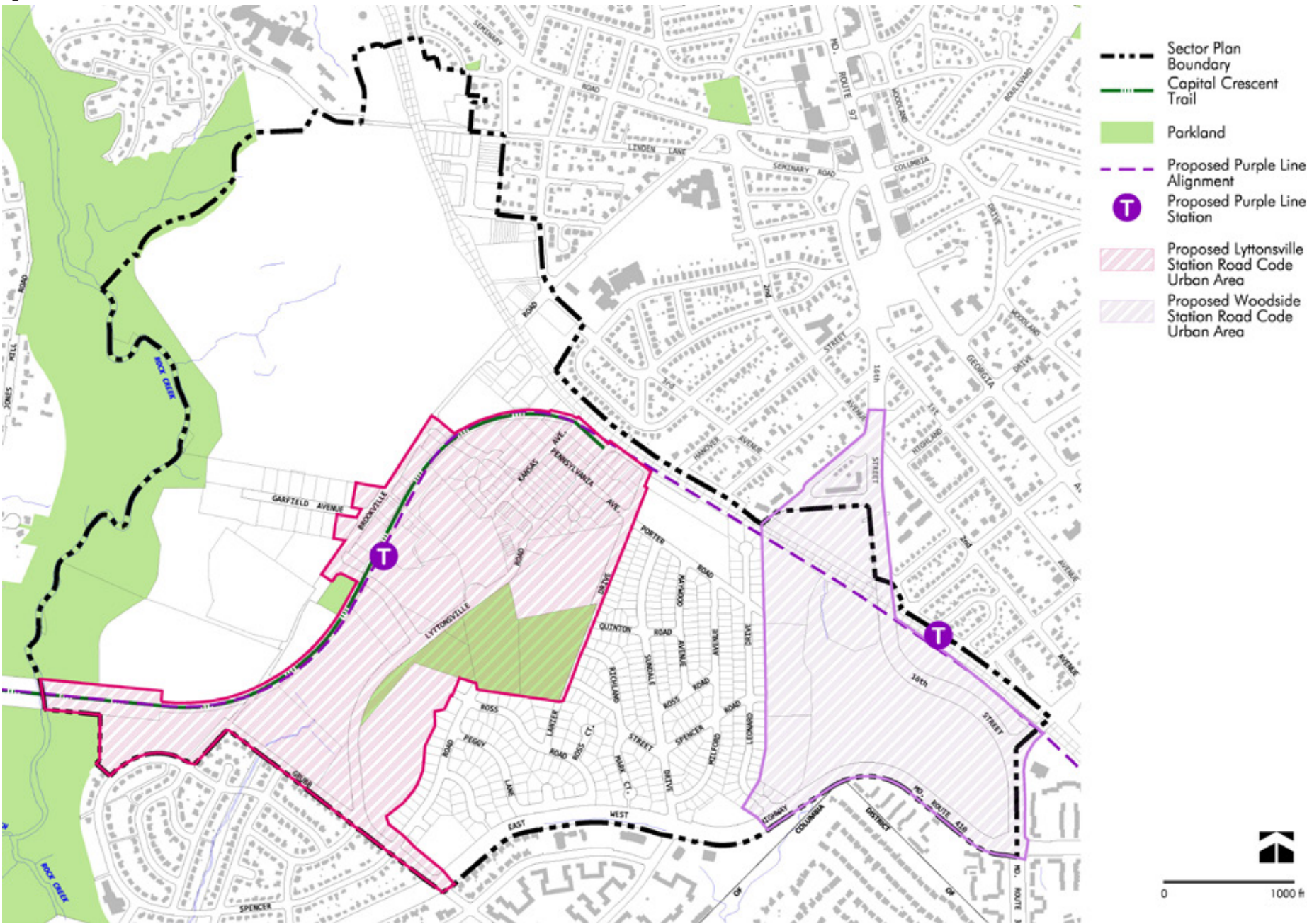
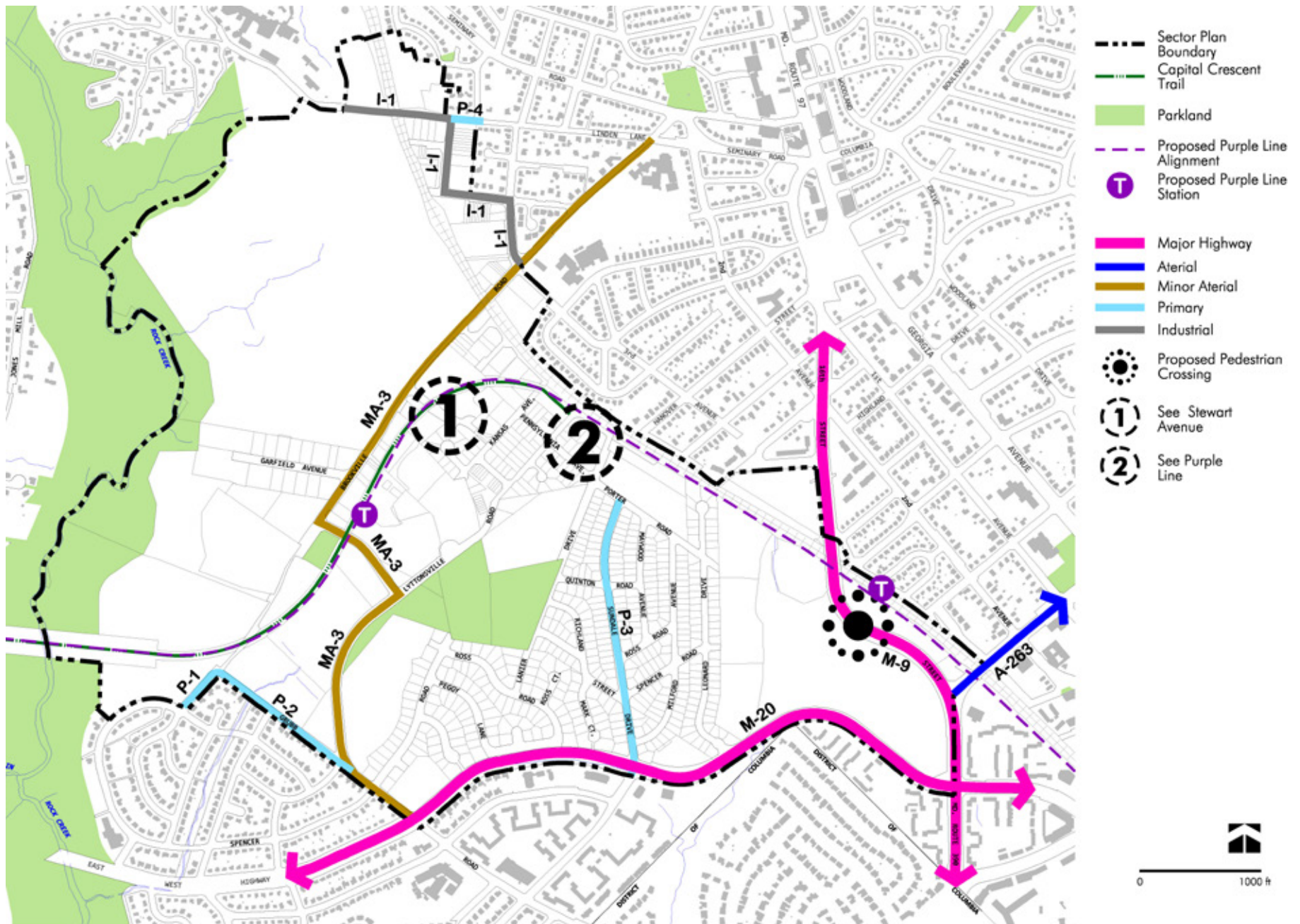




Figure 2.6.3: Roadway Classifications



### E. Policy Area Roadway Network Adequacy Test

In support of the 2012 Subdivision Staging Policy (SSP), a Transportation Policy Area Review (TPAR) analysis was performed for each policy area in the County to test the roadway network's adequacy in 2040. The year 2040 TPAR analysis took into account build-out of all the adopted County Master Plans by the year 2040 in combination with the implementation of all the unbuilt master planned projects anticipated to be constructed by 2040. It should be noted that this study differs from the TPAR analysis for year 2024 that is currently used in the context of the regulatory review process.

In the 2012 SSP year 2040 TPAR analysis, the Silver Spring/ Takoma Park Policy Area is shown to be adequate for the roadway test. Given that the Greater Lyttonsville Sector Plan area is a small subset of a much larger policy area, the transportation network is considered to be in balance with the land use and densities proposed by the Greater Lyttonsville Sector Plan.

The long-range land use vision recommended in this Sector Plan was evaluated within the context of the existing transportation network to ensure that the recommended development density is appropriate, given available transportation capacity within the vicinity of the Sector Plan area. This analysis included the land use vision for Greater Lyttonsville, as well as the land use visions of the nearby Bethesda Downtown Sector Plan and Westbard Sector Plan as background development.

Upon completion of the transportation test, Planning Department staff determined that all study intersections within the Greater Lyttonsville Sector Plan area will operate within the current 1,600 Critical Lane Volume (CLV) threshold for the Policy Area. The most congested intersection within the limits of the Sector Plan is East-West Highway/ 16th

Street, which is projected to operate at 1,529 CLV in the evening peak hour – a nine percent increase over the existing CLV at this location. Immediately outside the Sector Plan area, the intersection of East-West Highway/ Connecticut Avenue is forecast to exceed the Policy Area congestion standard of 1,600 CLV.

**Table 2.6.1: Master Planned Major Highways and Arterials**

Designation	Roadway	Limits	Minimum Right-of-way	Lanes
<b>Major Highway</b>				
M-9	16th Street (MD 390)	North Sector Plan Boundary to East-West Highway	120 feet	4
M-20	East-West Highway (MD 410)	Grubb Road to 16th Street	120 feet	4
<b>Arterial</b>				
A-263	Spring Street	16th Street to East Sector Plan Boundary	100 feet	4
<b>Minor Arterial</b>				
MA-3	Grubb Road	East-West Highway to Lyttonsville Road	80 feet	2
	Lyttonsville Road	Grubb Road to Lyttonsville Place	80 feet	2
	Lyttonsville Place	Lyttonsville Road to Brookville Road	80 feet	2
	Brookville Road	Lyttonsville Place to Linden Lane	80 feet	2
<b>Industrial</b>				
I-1	Fraser Avenue	Linden Lane to Montgomery Street	70 feet	2
	Linden Lane	Stephen Sitter Avenue to Fraser Avenue	70 feet	2
	Montgomery Street	Fraser Avenue to Warren Street	70 feet	2
	Warren Street	Montgomery Street to Brookville Road	70 feet	2
<b>Primary</b>				
P-1	Terrace Drive	Grubb Road to West Sector Plan Boundary	70 feet	2
P-2	Grubb Road	Lyttonsville Road to Terrace Drive	70 feet	2
P-3	Sundale Drive	East-West Highway to Porter Road	70 feet	2
P-4	Linden Lane	Fraser Avenue to East Sector Plan Boundary	50 feet	2



## 2.6.2 Transit

### A. Local Bus Service

Local bus service to the Greater Lyttonsville Sector Plan area is generally adequate. Multiple bus routes, operated by the Washington Metropolitan Area Transit Authority (WMATA) Metrobus and Montgomery County Department of Transportation Ride On, currently connect Greater Lyttonsville to the Metrorail system and greater metropolitan region. The center of the Greater Lyttonsville Sector Plan area is located approximately one mile from the Silver Spring Metrorail Station, providing residents and employees the opportunity to choose their preferred means of travel.

### B. Future Purple Line

The Purple Line is a proposed 16-mile light rail transit (LRT) line connecting Bethesda to New Carrollton. There will be 10 stations in Montgomery County, with two stations in the Sector Plan area (Lyttonsville and Woodside/16th Street) and major stations in

Bethesda and Silver Spring, where the Purple Line intersects with the WMATA Metrorail Red Line. Within the Sector Plan area, the light rail operates in exclusive rights-of-way (the Georgetown Branch and CSX corridor). This Plan recommends changes to the Purple Line Functional Plan, as follows:

#### Lyttonsville Station

- Eliminate the proposed Kiss & Ride area at the Lyttonsville Purple Line Station. As a neighborhood-serving transit station, space along Lyttonsville Place and Brookville Road should be prioritized for enhanced streetscapes and pedestrian and bicycle access to the station.
- Connect Brookville Road and the residential areas to the east of the Purple Line station via a mezzanine and an at grade or aerial walkway above the station platform, provided through developer contributions.

#### Capital Crescent Trail

- Provide designated on-street bicycle accommodations as part of the new Talbot Avenue bridge over the CSX tracks.

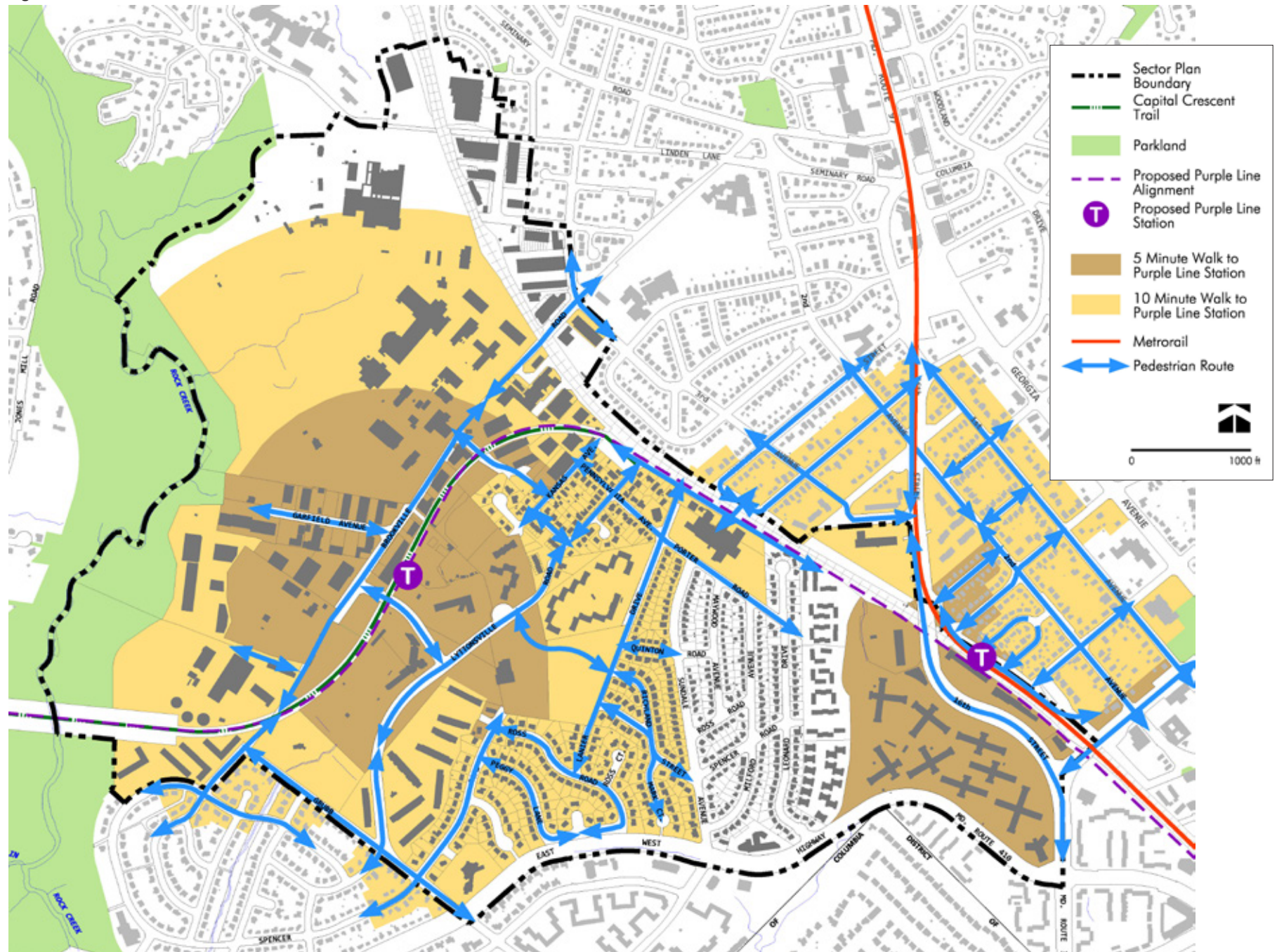
#### Woodside Station

- Evaluate the potential for Kiss & Ride facilities on both sides of 16th Street at the time the Purple Line station is constructed to serve peak-period traffic (i.e. southbound traffic in the morning/ northbound traffic in the evening).

### 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.

Figure 2.6.4: Pedestrian Circulation





## 2.6.3 Pedestrian and Bicycle Facilities

### A. Bicycle-Pedestrian Priority Area

Part of the Greater Lyttonsville Sector Plan area was designated as a Bicycle-Pedestrian Priority Area (BPPA) through the 2013 Countywide Transit Corridors Functional Master Plan. The area currently designated as a BPPA is west of 16th Street, east of Rosemary Hills Drive and the Spring Center shopping center on 16th Street. The BPPA should be expanded to include the entire Sector Plan area to support the future Purple Line stations and anticipated increase in pedestrian activity within the area.

### B. Capital Crescent Trail

The Capital Crescent Trail is a shared-use path that forms a crescent shape as it stretches from Georgetown to Silver Spring via Bethesda in the Georgetown Branch rail line right-of-way. Montgomery County purchased the right-of-way between the DC line and the CSX tracks just west of Silver Spring in 1988. The trail is currently paved between Georgetown and Bethesda. It has a gravel surface between Bethesda and Lyttonsville, and extends along local streets between Lyttonsville and Silver Spring.

As part of the Purple Line project, the paved portion of the Capital Crescent Trail will be extended from Bethesda to Silver Spring. This segment will typically be 12 feet wide with 2 feet of unpaved shoulders on each side. It will serve a recreational and a transportation function, as well as providing direct access to

both the Purple Line and the Bethesda and Silver Spring Metrorail stations.

As currently designed in the MTA Purple Line project, the Capital Crescent Trail between Michigan Avenue and Lanier Drive does not meet minimum bike guidelines set by the American Association of State Highway and Transportation Officials (AASHTO) for a shared-use path. At this location, the trail is adjacent to a roadway and has a functional width of 6 feet. While this one-block segment is a low-volume street, it represents the only substandard section between Bethesda and Silver Spring. Montgomery County Department of Transportation should evaluate options for widening the trail at this location, including converting Michigan Avenue and Talbot Avenue to a one-way street between Pennsylvania Avenue and Lanier Drive.

All opportunities to enhance the Capital Crescent Trail and improve connections to nearby public streets and bikeways should be pursued. Specific attention should be given to trail access improvements identified in the 2010 Purple Line Functional Master Plan. That Plan specifically recommended:

- A pedestrian/ bike bridge over Rock Creek below the Bridge for the Purple Line that moves the trail from the north side to the south side of the Georgetown Branch right-of-way.
- A pedestrian ramp connecting the Capital Crescent Trail with the Rock Creek Trail
- Trail access from the intersection of Grubb Road and Terrace Drive.

- Trail and station access via a pedestrian path, elevator, and stairs on the east side of Lyttonsville Place.
- Pedestrian and bicycle access to the Lyttonsville station and Capital Crescent Trail from the Lyttonsville Place bridge.
- Trail access from Stewart Avenue.
- Trail access from Kansas Avenue.
- Trail access from Michigan Avenue.
- Trail access from Lyttonsville Road.
- Trail access from 16th Street.

### C. New Bikeway Proposals

#### 1. 16th Street (CT-7)

Two-Way, Separated Bike Lanes; 2nd Avenue Road to District of Columbia

This bikeway should be located on the east side of 16th Street to facilitate connections to the future Woodside/16th Street Purple Line Station and future Capital Crescent Trail access ramp at 3rd Avenue. This bikeway would improve regional north-south connectivity within and through the Sector Plan area. Implementation of this facility depends on a road “diet” on 16th Street that would reduce the current roadway from a total of six travel lanes to four travel lanes. Separated bike lanes are necessary due to the high-volume and high-speed of traffic on 16th Street.

#### 2. Lyttonsville Place (LB-1)

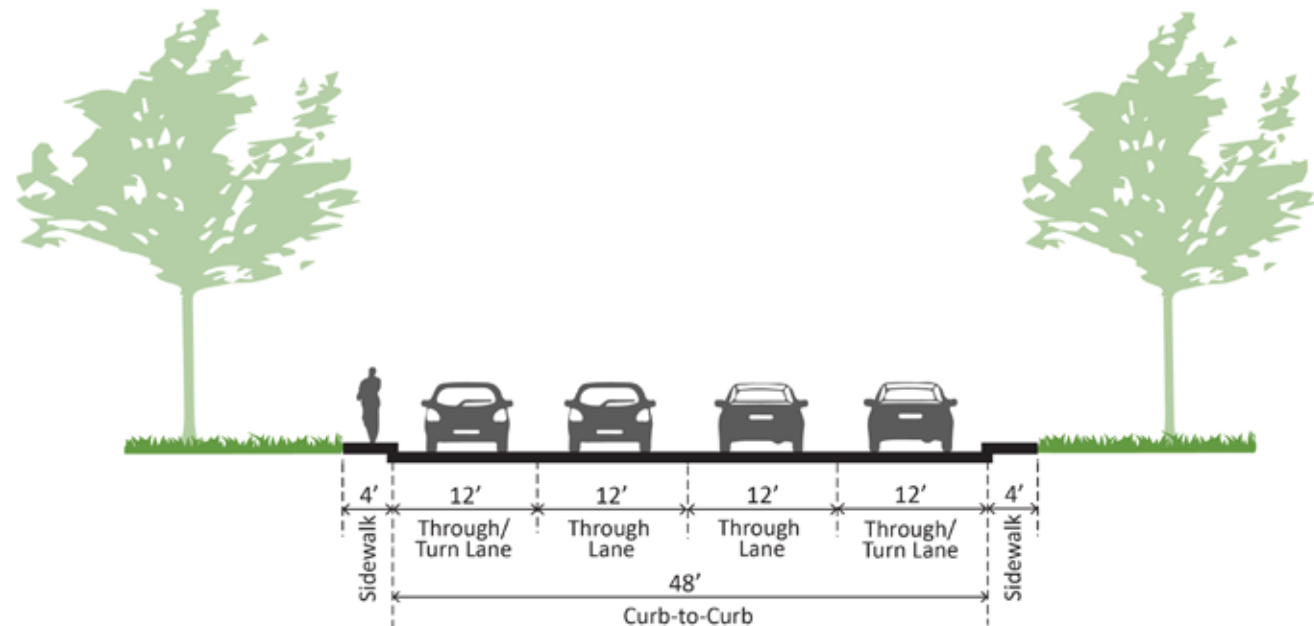
Two-Way, Separated Bike Lanes; Brookville Road to Lyttonsville Road

This bikeway should be located on the northeast side of Lyttonsville Place to facilitate connections to the future Lyttonsville Purple Line Station and future Capital Crescent Trail ramp at the station. Since this road segment is adjacent to the future Lyttonsville Station, it is anticipated to have a higher volume of bicyclists than other nearby streets. Separated bike lanes are needed due to the high-volume of traffic and high-percentage of trucks that travel on this road.



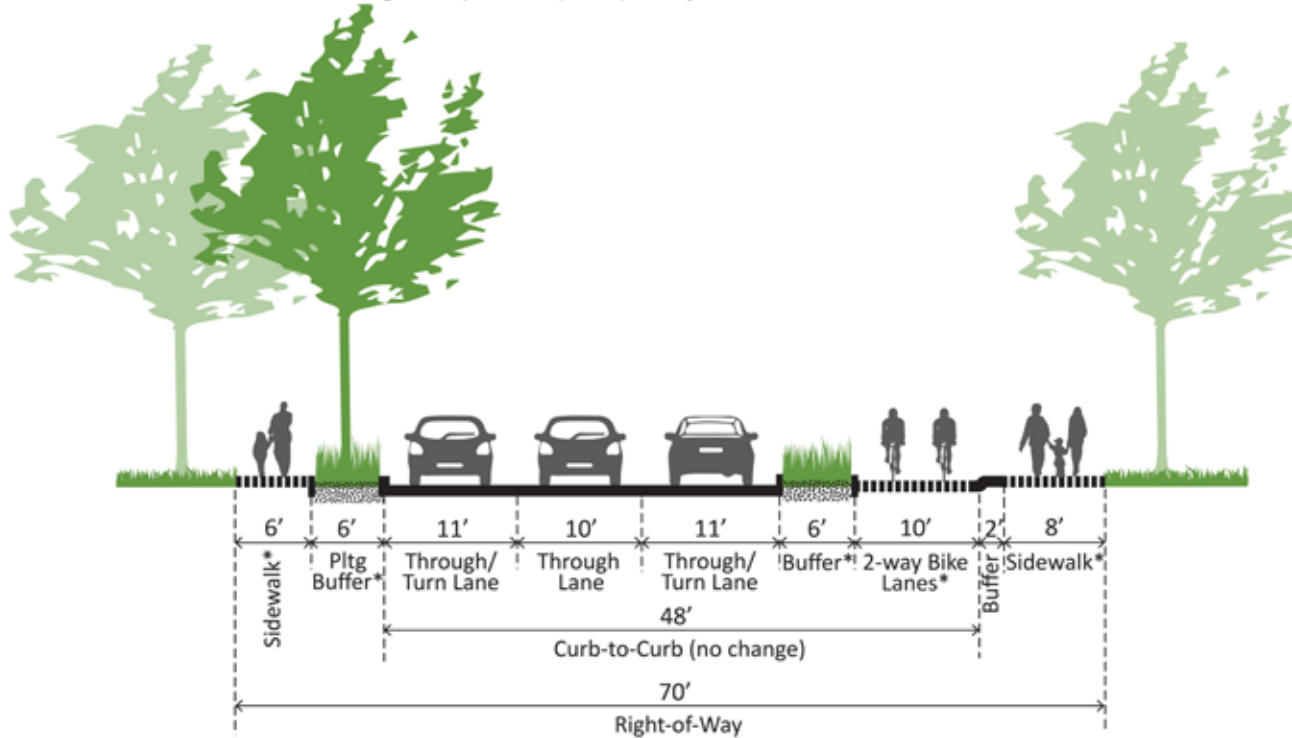
*Separated bike lanes in Colorado Springs, Colorado.*  
Source: Toole Design Group

#### Lyttonsville Place (Looking Northwest) Existing Section

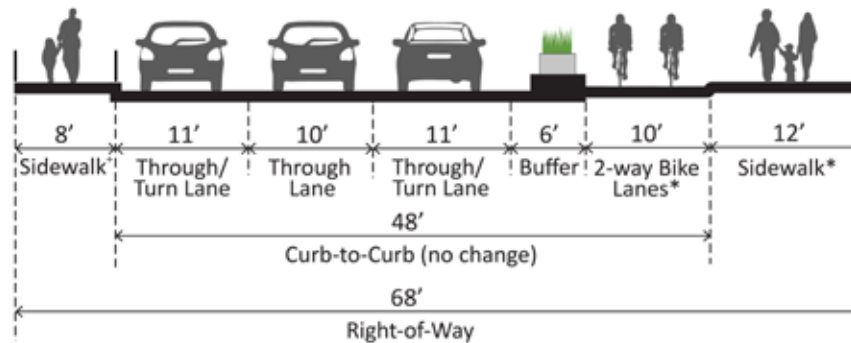




**Lyttonsville Place (Looking Northwest)**  
**Proposed Section Non Bridge: Separated Bike Lanes (two-way)**  
*\* Potential stormwater best management practices (BMPs) to be further studied*



**Lyttonsville Place (Looking Northwest)**  
**Proposed Section Bridge: Separated Bike Lanes (two-way)**  
*\* Per Purple Line plans sidewalk will be 5.67 ft wide*



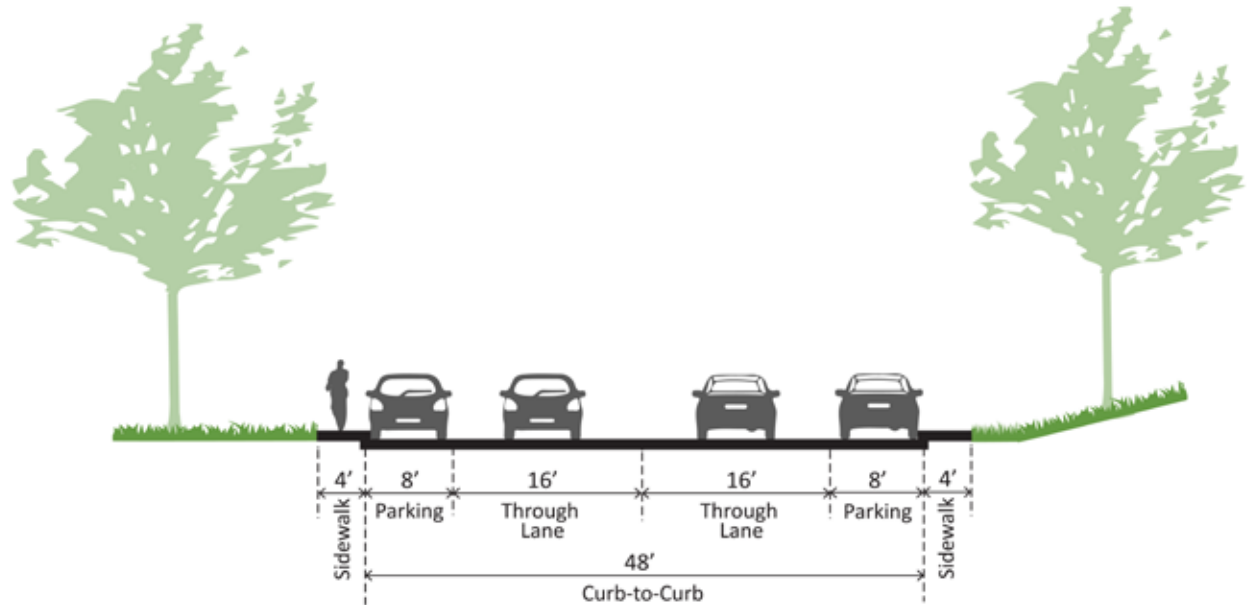
### 3. Lyttonsville Road/ Grubb Road (LB-2)

#### One-Way, Separated Bike Lanes; East-West Highway to Lyttonsville Place

This bikeway would provide a direct connection from East-West Highway and points south of the Sector Plan area to Rosemary Hills-Lyttonsville Local Park and the future Lyttonsville Purple Line Station. Separated bike lanes are necessary in this location due to the higher vehicular speed and volume of this arterial roadway.

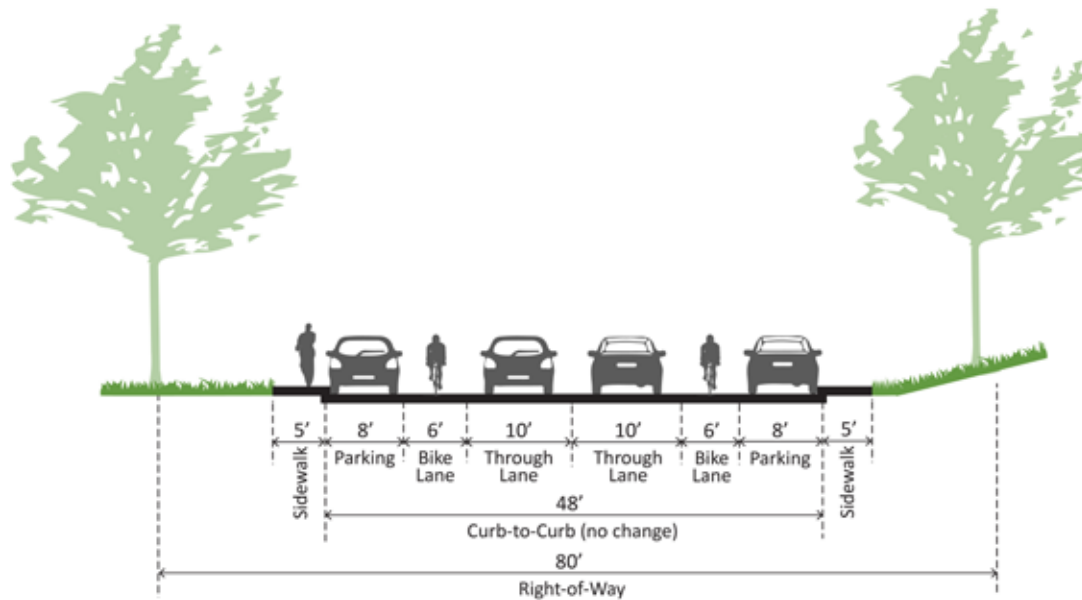
- Interim Condition: In the near-term, bicycle lanes could be implemented within the existing pavement section by narrowing the existing travel lanes to a width of 10 feet each and providing bicycle lanes adjacent to parking at a width of 6 feet each.
- Ultimate Condition: As redevelopment occurs along Lyttonsville Road, the roadway should be improved to accommodate one-way, separated bike lanes with a minimum separation of three feet between vehicular traffic and the bike lanes.
- Separated bike lanes are necessary due to the high-volume of traffic and numerous trucks that travel on this road.

**Lyttonsville Road/Grubb Road (East-West Hwy to Lyttonsville Pl, Looking North)**  
Existing Section





**Lyttonsville Road/Grubb Road (East-West Hwy to Lyttonsville Pl, Looking North)**  
Proposed Section: Bike Lanes (Interim)



**4. Brookville Road (LB-9)**

**Shared Roadway; Lyttonsville Place to Warren Street**

This bikeway would improve east-west connectivity within the Sector Plan area and link a major employment center with the surrounding region. Although separated bike lanes would be appropriate in this location, due to higher volumes of heavy truck traffic, the amount of space required to achieve this bicycle facility is unavailable. Future study of this area should evaluate the potential for new separated bicycle facilities.

**Lyttonsville Road/Grubb Road (East-West Hwy to Lyttonsville Pl, Looking North)**  
Proposed Section: Separated Bike Lanes (Ultimate)

*\* Potential stormwater best management practices (BMPs) to be further studied*

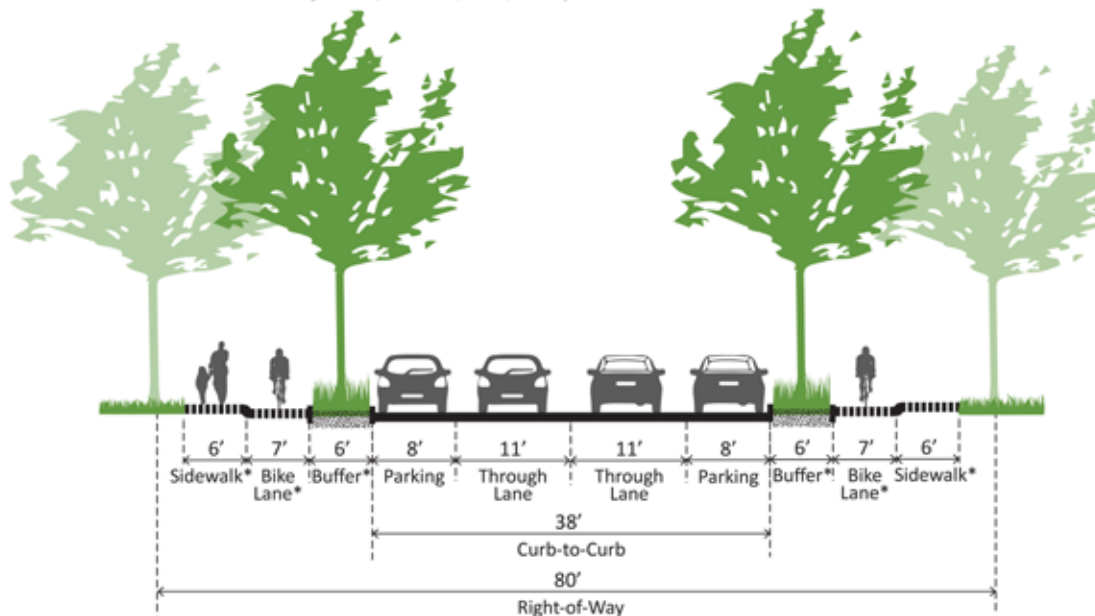
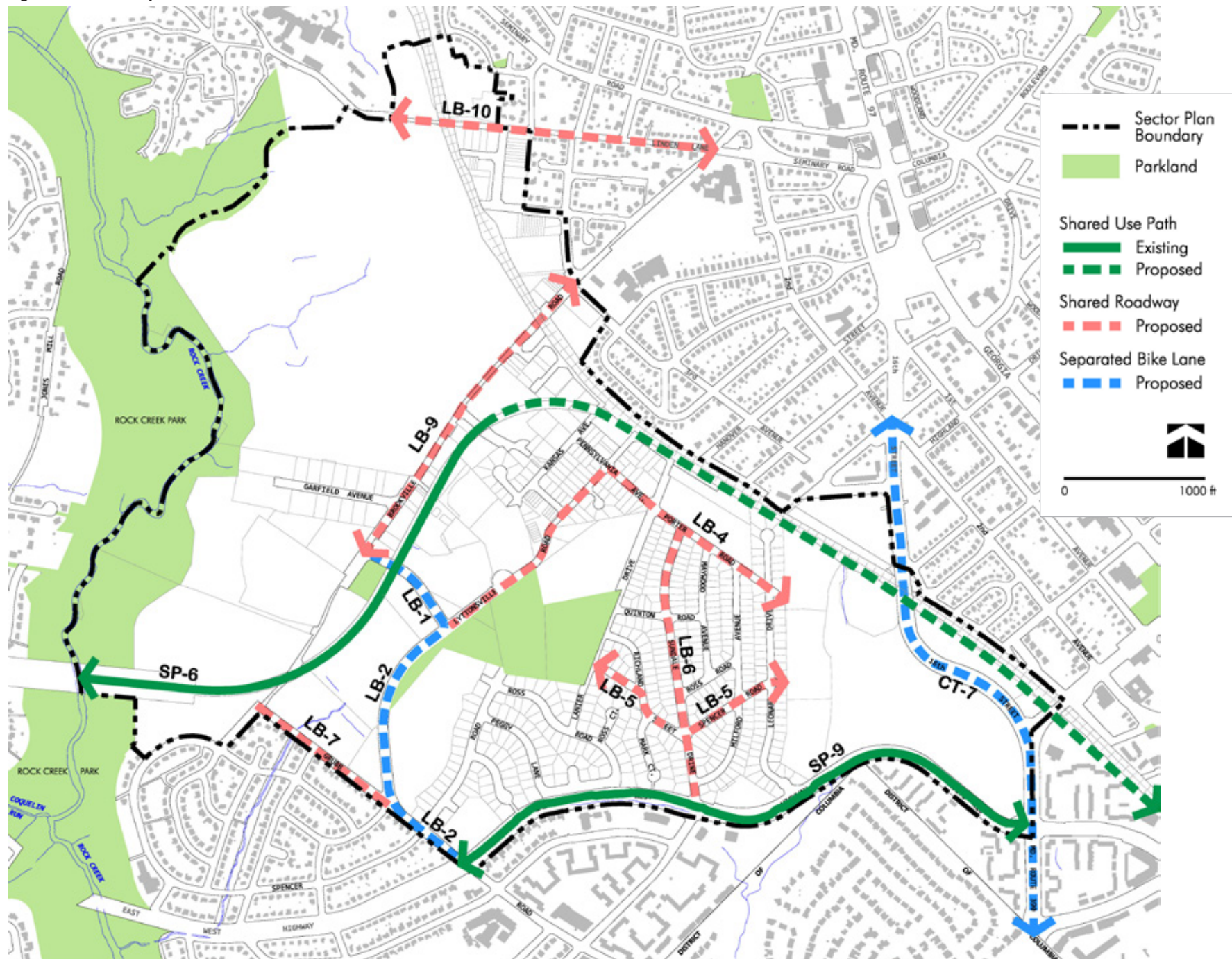


Figure 2.6.5: Bikeways





**Table 2.6.2: Greater Lyttonsville Sector Plan Area Bicycle Recommendations**

Designation	Roadway/Route	Limits	Status
Separated Bike Lane			
CT-7	16th Street	2nd Avenue to District of Columbia	Proposed
LB-1	Lyttonsville Place	Brookville Road to Lyttonsville Road	Proposed
LB-2	Lyttonsville Road/ Grubb Road	East-West Highway to Lyttonsville Place	Proposed
Shared Roadway <sup>1</sup>			
SR-63	Interim Capital Crescent Trail	Stewart Avenue to Second Avenue	Existing
LB-2	Lyttonsville Road/ Michigan Avenue	Lyttonsville Place to Pennsylvania Avenue	Proposed
LB-4	Pennsylvania Avenue/ Porter Avenue	Michigan Avenue to Leonard Drive	Proposed
LB-5	Richland Place/ Spencer Road	Rosemary Hills-Lyttonsville Park to Leonard Drive	Proposed
LB-6	Sundale Drive	East-West Highway to Porter Avenue	Proposed
LB-7	Grubb Road	Lyttonsville Road to Terrace Drive	Proposed
LB-9	Brookville Road	Lyttonsville Place to Warren Street	Proposed
LB-10	Linden Lane	Stephen Sitter Avenue to Brookville Road	Proposed
Shared Use Path			
SP-9	East-West Highway	16th Street to Grubb Road	Existing
SP-6	Capital Crescent Trail	W. Sector Plan Boundary to E. Sector Plan Boundary	Existing

<sup>1</sup> All roads in the Sector Plan area should be designed for shared use by motor vehicles and bicycles, and are designated as shared roadways unless another higher quality bicycle facility is provided (e.g. bike lanes). Specific shared roadways identified in this document should be enhanced for wayfinding purposes.

## 2.6.4 Other Improvements

### A. Intersection Improvements

When compared to linear bikeway projects, intersection improvements for bicycle accommodation have a disproportionate impact on the quality, enjoyment and safety of each bicycle trip. At the same time, however, many improvements are highly technical in nature and beyond the Sector Plan scope. This Plan recommends that all bikeway improvements be completed to the nearest intersection with appropriate transitions across major barriers.

To extend the protection offered by separated bike lanes to intersections along the bikeway alignment, separated bike lanes should transition to an enhanced intersection that

separates bicycle and vehicular traffic. One such treatment that should be considered is a “protected” intersection, as shown below. This treatment is recommended for all intersections with separated bike lanes and on-street parking.

At the time of implementation, intersection improvements should be based on the best practices available from the transportation planning field nationwide, including the National Association of City Transportation Officials (NACTO), Congress for New Urbanism (CNU) and American Association of State Highway and Transportation Officials (AASHTO).

### B. Bicycle Parking

To encourage bicycling in the Greater Lyttonsville Sector Plan area and nearby



*Covered bicycle parking in Seattle*

Source: Dan Malouff

destinations, short-term bicycle parking amenities should be provided that are safe, secure and convenient. Short-term bicycle parking emphasizes convenience and accessibility, providing parking for visitors, shoppers and guests. Short-term parking typically consists of bike racks that are near primary entrances to buildings and are intended for site users. Racks should preferably be protected from the elements, and be highly visible. Long-term bicycle parking that provides a higher degree of security should be provided at all new development sites.

### C. Bike Share

Since bike share expanded into Montgomery County in 2013, it has grown in popularity within transit-oriented communities. One way to build on this popularity and increase access to the bike share system is to provide additional bike share stations within close proximity to existing stations. Such an expansion should be directly tied to new development; however, stations outside the Sector Plan area could also



*Protected intersections extend the benefits of separated bike lanes through the area*

Source: BicycleDutch



be considered for implementation as part of the County Capital Improvements Program, as funding permits. Bike share stations should also be timed to open with bikeway recommendations identified in this Sector Plan.

New bike share stations should be sited in proximity to existing bike share stations, high density development, and transit to optimize use of the bike share system. To the extent possible, bike share station sites should be located near existing and master planned bicycle infrastructure. Specific bike share station sites for development projects will be selected in concert with M-NCPPC and the Montgomery County Department of Transportation (MCDOT) to ensure consistency with bike share system objectives and siting requirements.

#### *D. Pedestrian Improvements*

The character of most streets within the Sector Plan area lends itself to pedestrian activity. Many streets are quiet, lined by mature trees and well-connected across the community. This Plan recommends that enhancements, such as sidewalks and intersection improvements, be made to improve pedestrian accessibility and safety. These improvements are particularly important near future Purple Line stations and along specific streets that provide direct connections for pedestrians and bicyclists to community facilities or across the Sector Plan area. The Montgomery County Department of Transportation should consider the sidewalks

and intersection enhancements as priority Capital Improvements Program projects.

1. The following streets should have a sidewalk on at least one side and wayfinding signs to guide pedestrians to their destinations:
  - Brookville Road
  - Kansas Avenue
  - Lyttons ville Place
  - Lyttons ville Road/ Grubb Road
  - Michigan Avenue
  - Pennsylvania Avenue
  - Porter Avenue
  - Richland Place
  - Spencer Road
  - Stewart Avenue
  - Sundale Drive.
2. Woodside/16th Street Station Entrance: The primary entrance into the future Woodside/16th Street Purple Line Station is located near the northern driveway from 16th Street into the Spring Center development. This location is anticipated to remain a vehicular access point following the future Purple Line redevelopment and will be an important crossing for pedestrians between Greater Lyttons ville and the future light rail station. At the time the Purple Line station opens, the Maryland State Highway Administration should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or another traffic control device.
3. Lyttons ville Station Entrance: Primary access to the Fort Detrick Forest Glen Annex is envisioned at the installation's Brookville Road entrance located at Stewart Lane. At the time the Purple Line station opens, the Montgomery County Department of Transportation should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or another traffic control device. To further improve pedestrian safety between the future Purple Line station and the Forest Glen Annex, the sidewalk on the southwest side of Stewart Lane, between Brookville Road and the Capital Crescent Trail, should be widened to a minimum width of 10 feet.

### **2.6.5 Transportation Demand Management**

A specific non-auto mode share (NADMS) goal is not being recommended for the Greater Lyttonsville Sector Plan area; however, new development should strive to minimize negative effects on the transportation network by encouraging the use of travel modes other than single occupancy vehicles.

One way of minimizing traffic congestion, pollution and parking needs is to implement transportation demand management (TDM) strategies. TDM represents programmatic elements aimed at reducing the demand on the transportation system, particularly reducing single-occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors. The result is more efficient use of the existing transportation system.

TDM should be considered as a mitigation strategy and is recommended as part of any development in the Greater Lyttonsville Sector Plan area. Traffic needs to be minimized in order to keep the transportation network in balance, as well as decrease congestion to create livable and walkable spaces, and to minimize the effects of traffic on neighboring communities. Transportation demand management strategies should include the use of the latest information technology techniques to encourage teleworking, provide sufficient information to enable commuters and other trip makers to choose travel modes and travel times, or decide if travel is actually necessary at that time.

To facilitate the implementation of TDM strategies and encourage transit use, this Plan recommends shared parking for uses which have different peak demand periods, instituting paid parking and other parking reduction strategies. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. Parking should be right-sized to each development application. On-street, structured and underground parking should be encouraged for development.



## 2.7 Parks and Open Space



*Georgetown Branch Trail*

Parks, trails and open space enhance the quality of community life by offering visual relief from the built environment, a sense of place, an opportunity to connect with nature and space to gather, play and socialize. In addition, parkland contributes to the natural environment by providing wildlife habitat, improving air quality and protecting water quality.

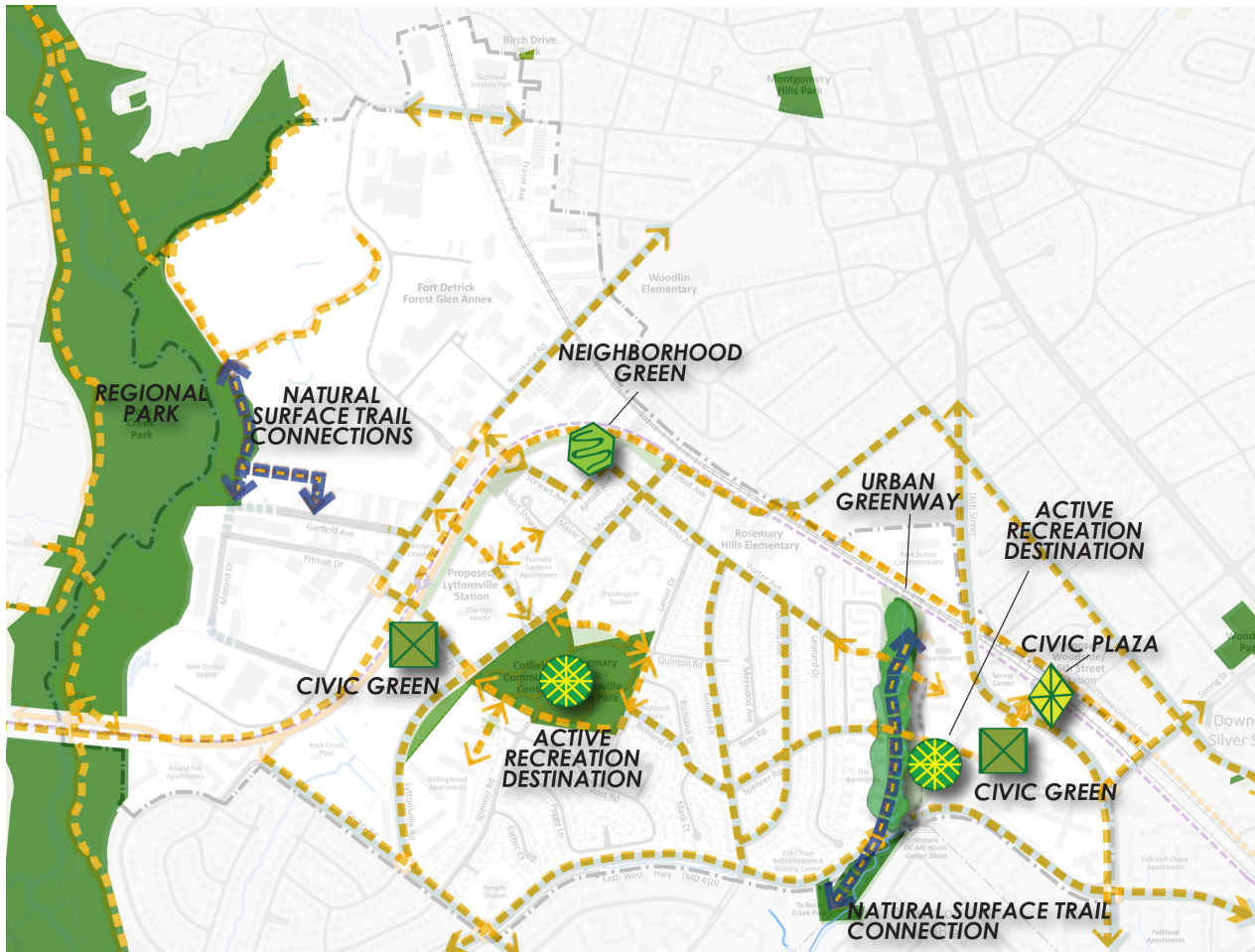
Successful community design is anchored by a well-functioning open space network, which includes parks, trails and open space, as well as the public realm. The public realm is broadly defined as those spaces where civic interaction can occur, such as publicly owned parks, trails, plazas, streets and sidewalks. It also includes privately owned, publicly accessible spaces, like plazas and seating areas adjacent to residential and commercial buildings.

The public realm of the Greater Lyttonsville Sector Plan area includes:

- Rosemary Hills-Lyttonsville Local Park is a 17-acre park acquired and built by M-NCPPC Parks in 1962.
- Gwendolyn E. Coffield Community Center, operated by the Montgomery County Department of Recreation, serves as the community focal point.
- Rock Creek Stream Valley Park (Unit 2), which includes the Rock Creek Trail, a 14-mile hard surface/paved facility, links

the District of Columbia with Rock Creek Regional Park in Rockville/Derwood.

- Georgetown Branch Trail (GBT), owned and operated by the Montgomery County Department of Transportation, is a master-planned bikeway (SP-6 in the 2005 Countywide Bikeways Functional Master Plan). The gravel trail starts at Stewart Avenue and extends to Bethesda, where it links to the Capital Crescent Trail leading into the District of Columbia. The GBT also connects to Downtown Silver Spring through an on-road bike route.
- Ireland Drive Trail (IDT) on federal land links Linden Lane with the Rock Creek Trail, and is identified as a Legacy Open Space Program (LOS) resource in the County's 2001 Legacy Open Space Master Plan. Historically, the United States Army kept the trail open for public use. Recently, the Army decided to fence the trail and prohibit public use for a large portion of the trail due to medical waste contamination within the upper elevation of the forested slope on the northern side of the trail. The Maryland-National Capital Park and Planning Commission recognizes the importance of this landmark trail for its natural, cultural, recreational and community benefits, and recommends the trail remain open to the public for passive recreational use.





## A HIERARCHY


Each area master plan should include a system of open spaces based on the roles of each type of open space. The amount and size of open spaces may vary from plan to plan and should be directly proportional to the projected density, and adjust to the pattern of existing open space and other factors such as community-specific needs.


The following hierarchy should be applied to any new urbanizing area.


### FOR THE SECTOR PLAN AREA:

 Active recreation destination located within or near the plan area, including courts, playgrounds, and lawn areas large enough for pick up soccer, festivals or events, etc.

 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 facility, next to activating uses, with a mixture of hard and soft surfaces, including a central lawn area for events

 An interconnected system of sidewalks and trails to connect parks and open spaces

 Wooded areas that will provide a sense of contact with nature

 **FOR EACH NEIGHBORHOOD:** A neighborhood green, buffer park, or community use recreational park

 **FOR EACH BLOCK:** An square, plaza or green area

**FOR EACH BUILDING:** An outdoor recreation space

**FOR EACH RESIDENCE:** A private outdoor space



### 2.7.1 Policy Guidance

The 2012 Parks, Recreation and Open Space (PROS) Plan, developed by the Montgomery County Department of Parks and approved by the Planning Board, focuses on how the parks and recreation system should be designed to meet the needs of a growing population. It continues to play a major role in shaping the County's high quality of life. A central component of the PROS Plan is its "service delivery strategies" to ensure the "right parks" are put in the "right places." The strategies recommend the type, number and general location of lands and facilities needed to 2022. Current and future plans for urban parks, trails, dog parks, community gardens and other needed facilities are guided by the PROS Plan.

As the County increases the population to existing developed areas, acquiring park sites in growth areas is becoming increasingly difficult because of competition for land. The Urban Park Guidelines, approved by the Montgomery County Planning Board as part of the PROS Plan, recommend that a system of parks and open spaces be provided for every urban Master Plan or Sector Plan area through a combination of public and private efforts. The park recommendations in this chapter are based on community input as well as unmet needs that are estimated by Planning Board-approved policies, such as the PROS Plan.

### 2.7.2 Community Input

Park, trail, recreation and open space needs for Greater Lyttonsville were determined through community input at public meetings, as well as through staff analysis guided by the 2012 PROS Plan. Public input during the development of

the Concept Framework Plan and meetings with stakeholders were guided by the following key questions:

- How can we make Greater Lyttonsville better with green spaces and connections?
- Where are the best places to provide focal, civic open spaces?

Staff analysis and input from the public outreach process indicated that Greater Lyttonsville wants or needs parks and open spaces for:

- Sitting on benches near trees and grass.
- Running, walking or biking.
- Enjoying outdoor concerts, outdoor movies and large celebrations.
- Gathering with friends.
- Meditating and connecting with nature.
- Running dogs off-leash.
- Playing and participating in activities for different generations.
- Throwing, bouncing and kicking a ball.

### 2.7.3 Goals

- Provide six new parks or open spaces: a civic plaza, two central civic greens, a neighborhood green, a community use urban recreational park and an urban greenway park.
- Establish an interconnected system of park facilities to serve the existing and future residents.
- Improve the public realm in tandem with community design and transportation recommendations throughout the Sector Plan area.
- Connect new and existing parks, and open spaces, by creating new open space during redevelopment.

### 2.7.4 Recommendations

- Create a civic plaza/gathering space adjacent to the future Woodside/16th Street Purple Line Station when Spring Center is redeveloped.
- Add a Civic Green when the WSSC property and Summit Hills redevelop.
- Provide a new Urban Greenway/Stream Valley Park when Summit Hills redevelops; study potential to daylight Fenwick Branch (a piped stream), and provide a Community Use Urban Recreational Park with community-oriented recreational amenities nearby but outside of the environmental buffers.
- Improve Rosemary Hills-Lyttonsville Local Park to identify opportunities to expand the park and add new facilities.
- Improve bicycle and pedestrian connectivity from the park to neighborhoods.
- Establish a Neighborhood Green Urban Park/gathering space in the vicinity of the Lyttonsville Purple Line Station as part of residential redevelopment.
- Create a new natural surface trail connector to Rock Creek Stream Valley Park.
- Coordinate with adjacent property owners to create a more efficient parcel configuration for Rosemary Hills-Lyttonsville Local Park to promote improvements to recreational facilities at this park.
- Considering purchasing properties, where feasible and appropriate, that are adjacent to existing parks or meet identified active or passive recreational needs as documented in the current PROS Plan, to reduce active recreation shortages, create better connections, and expand urban green space.

## 2.8 Community Design

Greater Lyttonsville has a well-established community identity and diverse fabric of varied building types. It is located within walking distance to the Silver Spring Central Business District, Silver Spring Metrorail Station and District of Columbia, and will become rich with transit when the two proposed Purple Line Stations are built in the area. These assets provide the opportunity for Greater Lyttonsville to balance sustainable growth over the long term while maintaining compatibility with existing community character through context-sensitive design.

The Concept Framework Plan—developed through analysis, community input and refinement—summarizes the network of connections, open spaces, centers and land use opportunities that will help achieve the community vision for Greater Lyttonsville (See Section 1.3 Concept Framework Plan). This framework serves as a guide for the following areawide community design goals as well as the district-specific recommendations in the next chapter. These community design goals and recommendations are further detailed in the Community Design Guidelines and Streetscape Standards for the Greater Lyttonsville Sector Plan area.



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



*Universal design principles should be integrated throughout public improvements and private development*

Source: French Broad River Metropolitan Planning Organization



*Low-cost and temporary opportunities, such as food truck nights on a parking lot in Kensington, enhance activity and community-building*

Source: VisitMontgomery



*Public midblock connections enhance connectivity for those who walk and bike through the community*

Source: McKay Landscape Architects



### 2.8.1 Public Space Network

At the heart of the Greater Lyttonsville community is the centrally located and well-used Rosemary Hills-Lyttonsville Park. However, outside of this great open space amenity, the Sector Plan area lacks a diversity of public spaces for people who live, work and visit in the area to enjoy.

This Sector Plan aims to provide a range of open spaces of varying sizes and designs to serve the community's needs, promote health and activity, provide environmental benefits and enhance social connections. In addition, the Plan recommends improving links within the overall public space network to make it easier and more inviting for people to walk, bike and use transit throughout the area and to surrounding destinations.

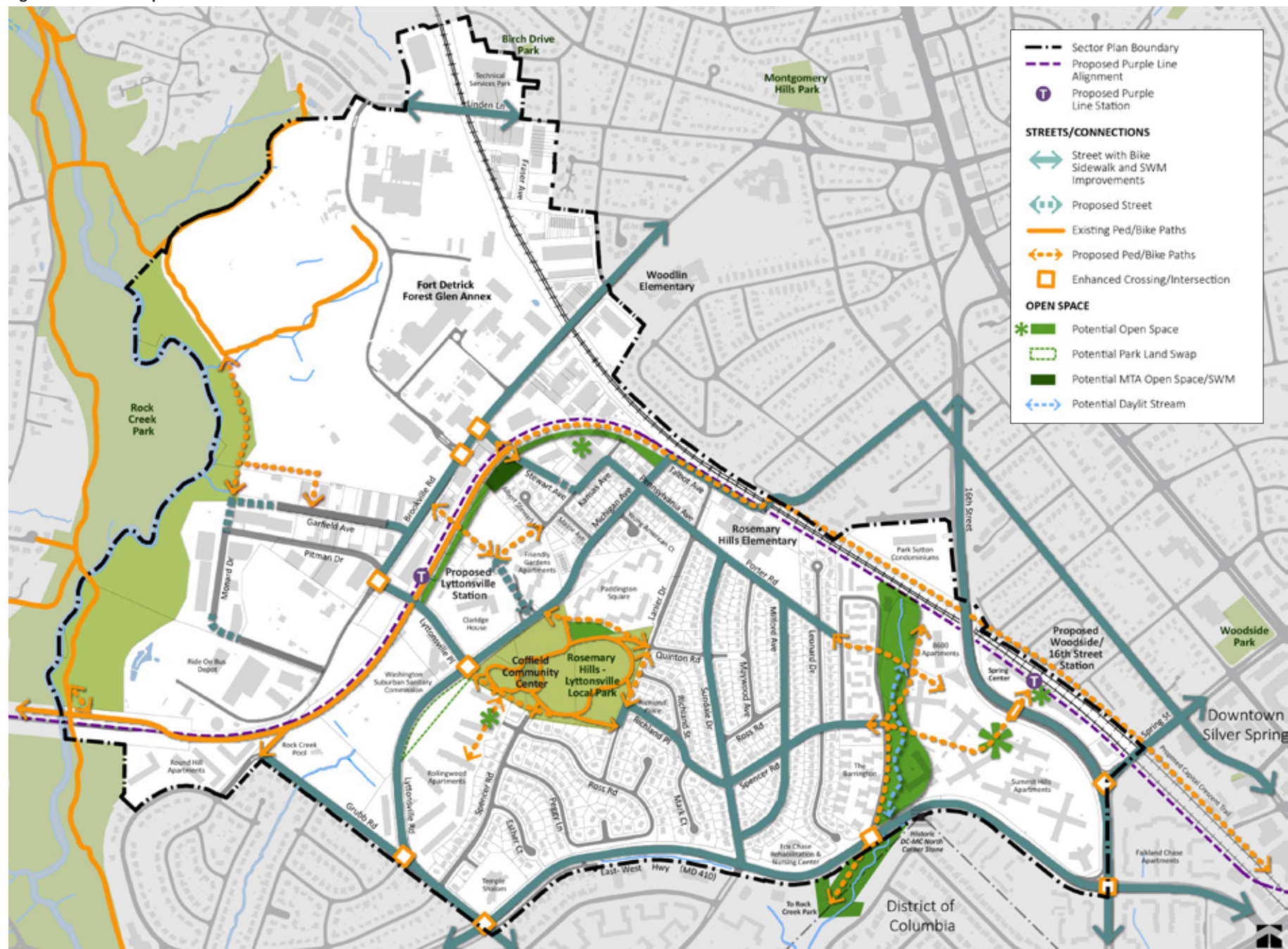
#### A. Goals

- Create a public space network with a range of accessible open space types and sizes to reflect the area's diverse character and uses.
- Enhance connections, such as streets, sidewalks, trails and midblock pathways, to address the barriers between districts and destinations, including large blocks and difficult topography.
- Design streets for enhanced mobility for all users—people who walk, bike, drive and use transit.

#### B. Recommendations

- Provide open spaces near the primary centers of activity, Capital Crescent Trail and Purple Line Stations, and areas with high pedestrian and bicycle traffic.
- Encourage privately-owned public open spaces to be highly visible from the street so that they are perceived as public and easily accessible.
- Remove barriers, mitigate steep slopes and provide safe crossings where possible along demonstrated desire lines throughout the community.
- Provide continuous sidewalks throughout the Plan area with adequate lighting.
- Install planting buffers and continuous tree canopy, especially along high-traffic streets to improve pedestrian comfort and a sense of enclosure.
- Integrate universal design principles to make streets easier to use for people of all ages and abilities.
- Decrease intersection widths where possible through road diets and curb extensions, to reduce crossing distances for pedestrians.
- Improve pedestrian and bicycle access to bus stops and transit stations, and provide pleasant, inviting spaces to sit and wait.
- Provide improved bicycle connections throughout the Plan area and to regional networks.

Figure 2.8.1: Public Space Network





### 2.8.2 Building Form and Compatibility

Greater Lyttonsville currently has a range of building types, heights and varied character. The area includes residential neighborhoods with pleasant tree-lined streets as well as apartment complexes, industrial areas and commercial strips with expansive parking lots along the sidewalk, creating an uncomfortable pedestrian experience. In this context, infill development and redevelopment should be designed to enhance the public environment and ensure compatibility with established residential neighborhoods.

#### A. Goals

- Design buildings and landscape elements to frame a vibrant public realm of walkable and active streets, and public spaces throughout the area.
- Accommodate future growth by providing opportunities for a limited amount of sustainable development near the proposed light rail transit stations that is compatible with surrounding communities.

#### B. Recommendations

- Provide active and human-scaled building frontage on streets, trails, midblock connections and open spaces, such as ground-floor retail/offices, patios, balconies and outdoor seating areas.
- Orient primary building entrances to front public space, not parking lots.
- Place surface parking at the rear or interior of the lot, and wrap structured parking with

active ground-floor uses where possible to enhance the pedestrian experience.

- Provide individual entries to ground floor units where possible to increase activity on the street, particularly near single-unit areas.
- Study solar travel and limit shadows where possible on public spaces.
- Consider façade improvements, landscaping along front parking lots and enhanced wayfinding for existing industrial properties.
- Increase allowable heights and densities in close proximity to the Silver Spring Metrorail Station and the proposed Purple Line stations for transit-oriented infill and new development.
- Step down heights and create finer-grain building articulation, such as variations in wall planes, colors, materials and textures, to transition to single-unit residential areas.
- Minimize setbacks along primary streets and sidewalks to enhance sense of enclosure and walkability near transit.
- Encourage environmentally sustainable design of new developments and retrofits to existing buildings that considers solar orientation, water and energy efficiency, energy generation, heat island reduction and stormwater management.

### 2.8.3 Placemaking

Greater Lyttonsville has a rich identity and strong community ties. These qualities should be fostered in the design of great streets, open spaces and buildings to evoke a sense of place, making the area's character recognizable

to those who live, work and visit this unique community.

#### A. Goals

- Encourage and accommodate opportunities for creative placemaking to activate public spaces and foster community togetherness.

#### B. Recommendations

- Consider low-cost and temporary solutions, such as community events, food trucks, parklets and pop-up parks, on underutilized parcels and parking lots.
- Integrate public art reflective of the community's identity, history and aspirations throughout the Sector Plan area.
- Design streets as truly public spaces where activities can take place to create an inviting community environment.
- Create gateways at the transit and street entrances to the Sector Plan area that integrate elements, such as wayfinding, landscape and building form, reflective of the community character.







## Chapter 3: Districts

Based on community feedback and the Concept Framework Plan, the Sector Plan is organized into four identifiable areas that present different challenges and opportunities for growth and improvement. These Districts are the Woodside/16th Street Station Area; Residential Area; Brookville Road/Lyttonsville Station Area; and Industrial/Institutional Area.

Recommendations for each District are detailed in this Chapter. These recommendations play a role in addressing holistic sustainability in all the performance areas to meet the triple bottom line of sustainability by balancing economic growth, social responsibility and environmental stewardship.

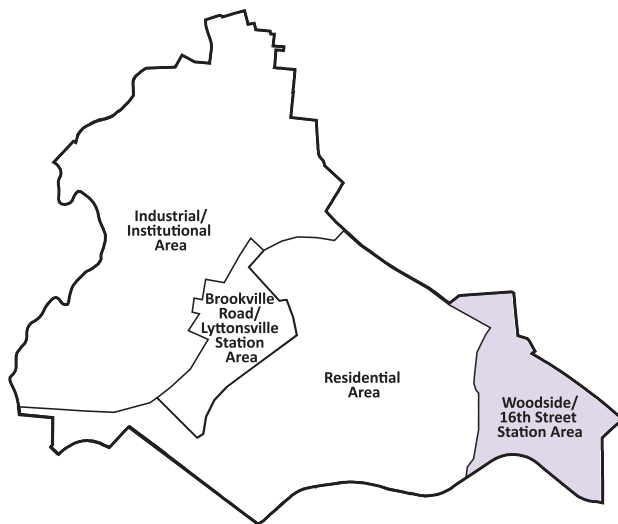
## 3.1 Woodside/16th Street Station Area

This area consists of the Spring Center retail area, Summit Hills multi-unit residential community, 8600 16th Street apartment building and Park Sutton condominium building. As an area in close proximity to both the Silver Spring Metrorail and proposed Silver Spring and Woodside/16th Street Purple Line stations, this district is well-positioned for transit-oriented infill and new development.

### 3.1.1 Land Use and Zoning

#### Site 1

The Spring Center commercial area at 16th Street and Spring Street is zoned Commercial Residential Town (CRT), and provides a variety



of convenient, neighborhood-serving retail establishments. CRT zoning is intended for small downtown, mixed-use, pedestrian-oriented centers and edges of larger, more intense downtowns.

The Spring Center shopping area is located directly adjacent to the proposed Woodside/16th Street Purple Line Station. The property is a constrained site with shallow lot depths at certain points that will be further reduced in size by the future light rail tracks and station.

#### Recommendations

- Encourage new mixed-use development with active uses lining 16th Street and underground, structured or rear tuck-under parking, rather than surface parking.
- Rezone the site to the Commercial Residential Town (CRT) zone to allow for increased building heights of up to 70 feet or 6 stories, and increased density to leverage the development potential of the site.
- Any new development of this site should maintain compatibility with the adjacent Woodside residential neighborhood through articulation of the façade facing the CSX tracks and step-backs from the upper floors.

#### Site 2

Extending along East-West Highway and 16th Street, the Summit Hills apartment community provides market-rate affordable housing within close proximity to the Silver Spring Metrorail Station. The Summit Hills property is a large site of approximately 30 acres that is currently disconnected from surrounding streets because of fencing and large areas of surface parking.

The site is currently zoned R-10, with a small

portion zoned CRT to accommodate the existing community center area with limited retail. The R-10 zone is a strictly residential, multi-unit, high-density zone. The eight multi-unit buildings comprising Summit Hills were constructed in the mid-1960s.

Reinvestment opportunities are currently limited (as of 2015) because of the cost to renovate the aging infrastructure on the site.

#### Recommendations

- Rezone the site to CR to permit a transitional, mixed-use development between Downtown Silver Spring and Greater Lyttonsville.
- Increase the allowable density to encourage future infill development or redevelopment of portions of the site to better relate to surrounding streets and internal pathways, and provide a more walkable environment.
- Rezone to the CR zone to permit mid-rise buildings up to 145 feet, gradually stepping down to 70 feet along East/West Highway and towards the Barrington development, comparable to the newly constructed Fenwick Station apartment complex at the nearby intersection of Spring Street and 2nd Avenue.
- Prior to sketch plan approval, the applicant or applicants must coordinate with the Department of Housing and Community Affairs (DHCA) to determine affordable housing preservation needs on the site. A rental agreement with DHCA should be required at the time of regulatory approval if preservation is deemed necessary by DHCA.
- For the portion of the site located closest to the intersection of East/West Highway and 16th Street, allow for potential high-



rise development to provide a prominent architectural gateway to the Silver Spring Central Business District.

### Site 3

The apartment building at 8600 16th Street, with access off 16th Street, is zoned R-10 in accordance with the existing, multi-unit high-rise use.

### Recommendations

- Rezone the site to CRT, to allow for potential infill development on the site or redevelopment in the long term to better relate to 16th Street.

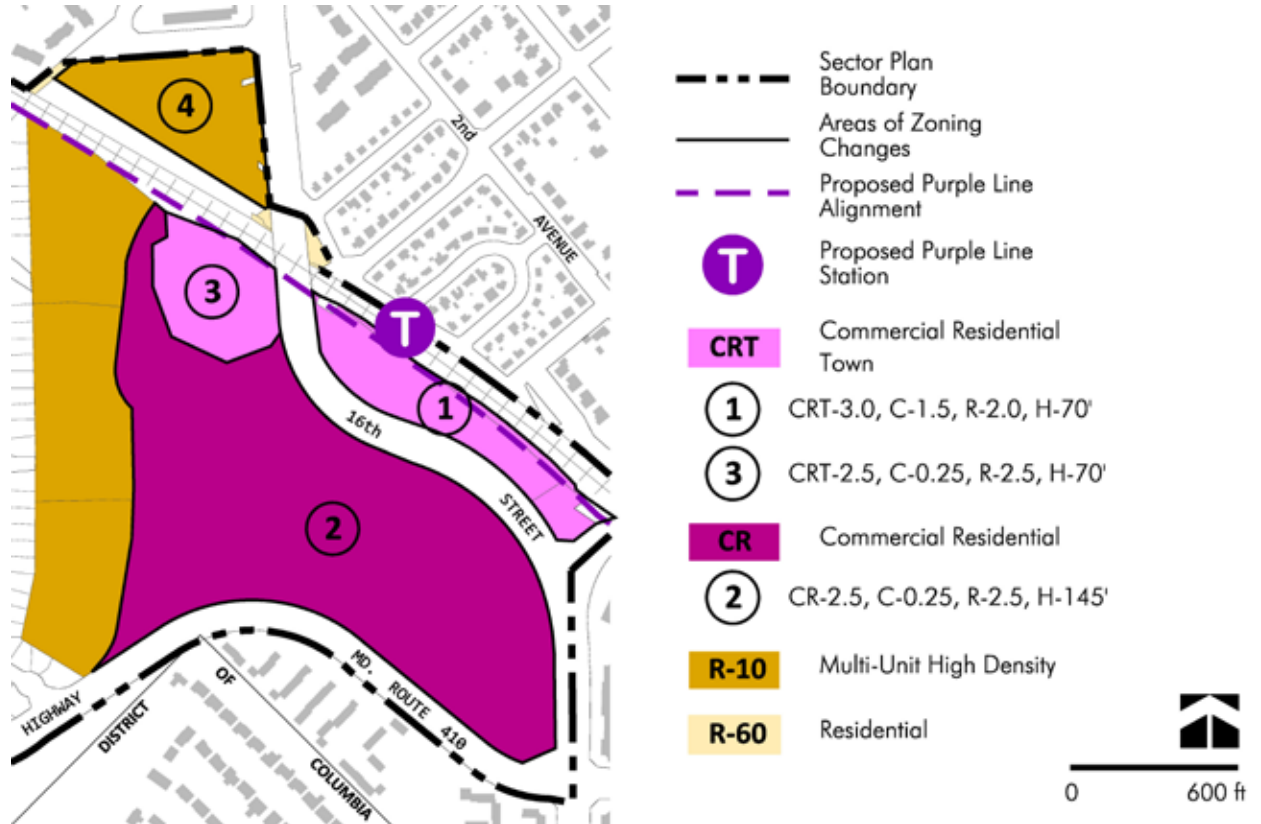
### Site 4

The Park Sutton Condominium site is currently zoned R-H, intended for multi-unit planned development. No specific maximum density or maximum heights for such a zone were specified in the previous Montgomery County Zoning Ordinance (effective before October 30, 2014) in order to allow for maximum flexibility of site design. The R-H zone allowed for higher buildings that would provide more green space around the structures, necessitating strict limitations for lot coverage. This zone was intended to be phased out through Master Plan sectional map amendments.

### Recommendations

- Eliminate the R-H zoning and place a comparable residential high density zone on the site. The most similar zone available is R-10.

Figure 3.1.1: Woodside/16th Street Station Area Proposed Zoning



### 3.1.2 Public Space Improvements

- Improve connections for people to walk and bike to the proposed Woodside/16th Street Purple Line Station by creating a prominent pedestrian crossing on 16th Street.
- Provide bike and sidewalk improvements along 16th Street, Spring Street and East-West Highway.
- Future redevelopment on Summit Hills site should seek to consolidate access to points on adjacent major highways and improve internal circulation.
- Establish a civic open space as part of the Spring Center redevelopment. Locate this civic space directly adjacent to the new Woodside/16th Street Purple Line Station and highest concentration of commercial and civic uses.
  - Incorporate shaded areas with seating into the open space; shade can be provided by trees and canopy structures.
  - Design the space to welcome public use and integrate it into the public realm.
  - Serve all age groups through an inclusive design.
- When Summit Hills redevelops, provide a central civic green urban park. This space should include the following characteristics:
  - Size: 0.5 acre minimum.
  - Include a large lawn area for casual play and community events.
  - Locate the park near the highest concentration of commercial and civic uses, as well as the Spring Street extension through Summit Hills.

- Plant trees and erect canopy structures to shade park areas with seating.
- Create the park to welcome public use and integrate it into the public realm.
- Design the park to be inclusive and serve all age groups.



*Example of a raised and separated bike lane with planting buffer, as proposed along Spring Street extension*

Source: pedbikeimages.org - Carl Sundstrom



*Streetscape and sidewalk improvements framed by development closer to the street, like this building in Takoma Park, create an inviting environment*

- When Summit Hills redevelops, establish a new Urban Greenway Park along the property's western edge.

The Urban Greenway Park should be based on the PROS Plan recommendation: "Linear parks that provide trails or wide landscaped



*The connection to the proposed Woodside Purple Line Station should be a prominent pedestrian crossing across 16th Street*

Source: MIG Inc.



walkways and bikeways, and may include other recreational or natural amenities. The Linear parks may occur along road rights-of-way or 'paper' streets."

Trails, walkways and bikeways, with extra space for vegetative ground cover and trees, are typically part of such greenways. They should connect to other green spaces, trails and natural systems in the area.

This space bordering Summit Hills should include the following characteristics:

- Wide enough to support daylighting the Fenwick Branch of Rock Creek, including floodplains and stream buffers.
- Shaded hard surface park trail within the Urban Greenway Park, connecting to a planned natural surface trail on parkland south of East-West Highway.
- The proposed pathways extending bicycle and pedestrian access across the Fenwick Branch at Spencer Road and Porter Avenue will be constructed as environmentally sensitive stream crossings that do not adversely affect the natural ecological processes of the stream below. Construction of the pathways should be coordinated around, or done in conjunction with, the proposed stream restoration.
- Once the parkland is acquired from Summit Hills, funding the naturalization of the Fenwick Branch Greenway corridor and construction of trails and related

infrastructure would be achieved through a combination of County funds, grants and private sector contributions that would feed into the Parks Department Capital Improvements Program (CIP).

- Immediately adjacent to the new

Urban Greenway Park, establish a new community use recreational park that could include community-oriented facilities, such as a playground, a dog park and a picnic shelter.



*A playground with water elements in Lyon Village Park, Virginia*



*Civic plaza gathering space adjacent to transit in Arlington, Virginia*



*Adult fitness equipment*  
Photo Courtesy of PlayCore

Figure 3.1.2: Woodside/16th Street District Station Area Public Space Improvements

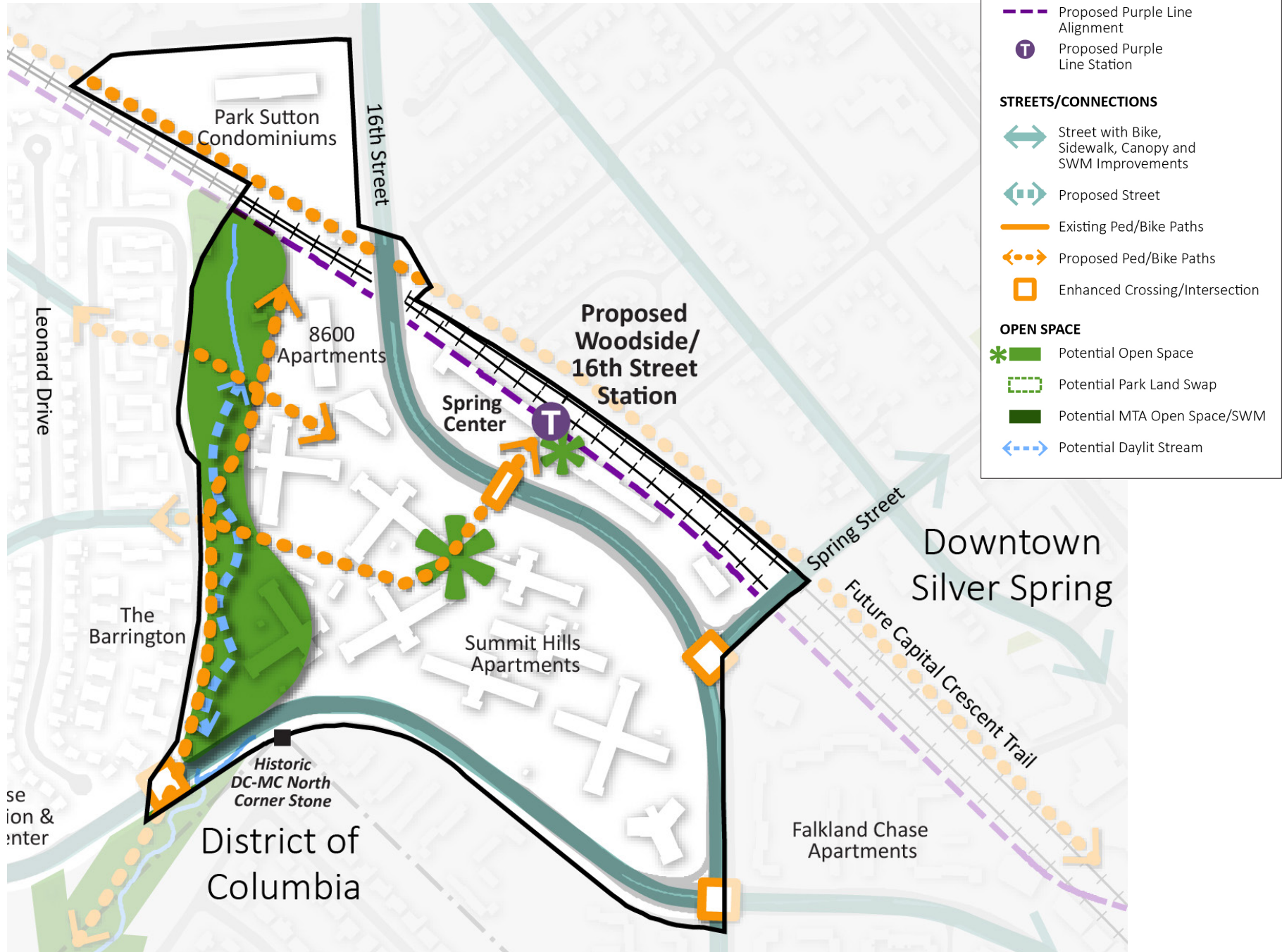




Figure 3.1.3: Illustrative View of Proposed 16th Street Improvements





### 3.1.3 Environment

#### Daylight Fenwick Branch

Fenwick Branch begins at a spring just north of Summit Hills. Approximately 400 feet away from where the spring emerges, the stream was channeled into an underground drainpipe and the surface paved for a parking lot.

#### Recommendations

- Remove 3+ acres of the existing parking lot's impervious cover.
- Daylight the underground stream channel using a sinuous natural channel design. The project should include an extensive reforestation and landscaping plan to provide

a riparian buffer, shade trees along with passive and active recreation areas to link wildlife corridors.



*Fenwick Branch today*



*Stream daylighting example*

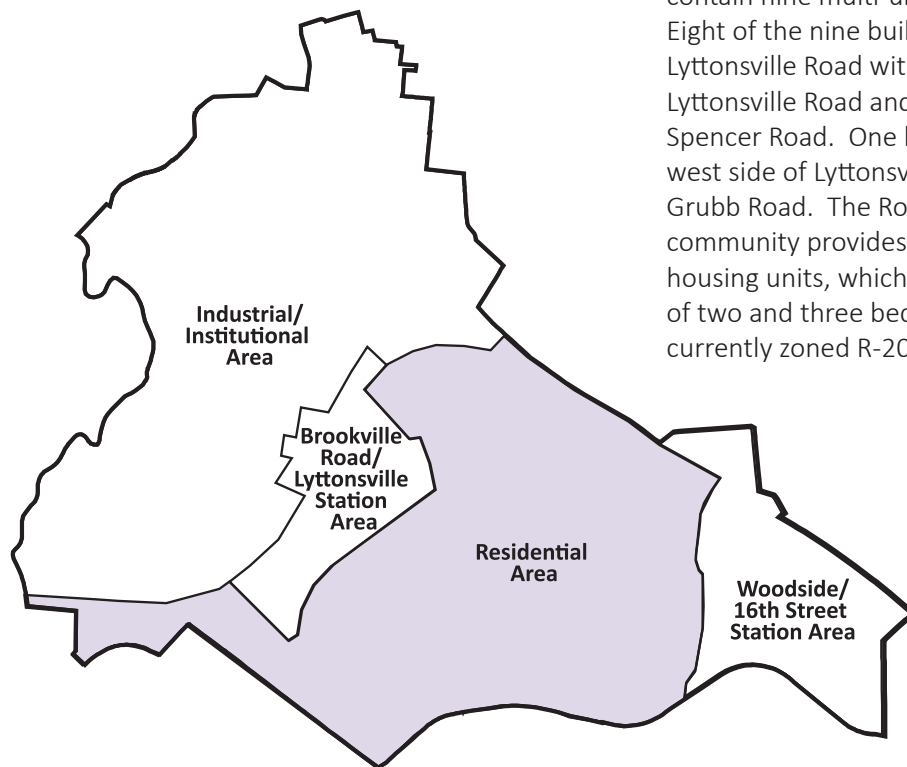


*Stream restoration project at the University of Virginia*



## 3.2 Residential Area

The Residential Area District of Greater Lyttonsville encompasses the established Rock Creek Forest, Rosemary Hills and Lyttonsville communities that contain well maintained single-unit homes within the R-60 zone and additional market-rate affordable housing and subsidized affordable housing within the R-20 and R-H zones. This District is home to many of the



area's existing community facilities, including the Coffield Community Center and Rosemary Hills Elementary School.

The established nature of this area is intended to be preserved. Recommendations in this Plan serve as a guide so that when limited redevelopment does occur, it is highly context-sensitive.

### 3.2.1 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 southwest of Rosemary Hills-Lyttonsville Local Park. Together, these properties contain nine multi-unit 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 R-20.

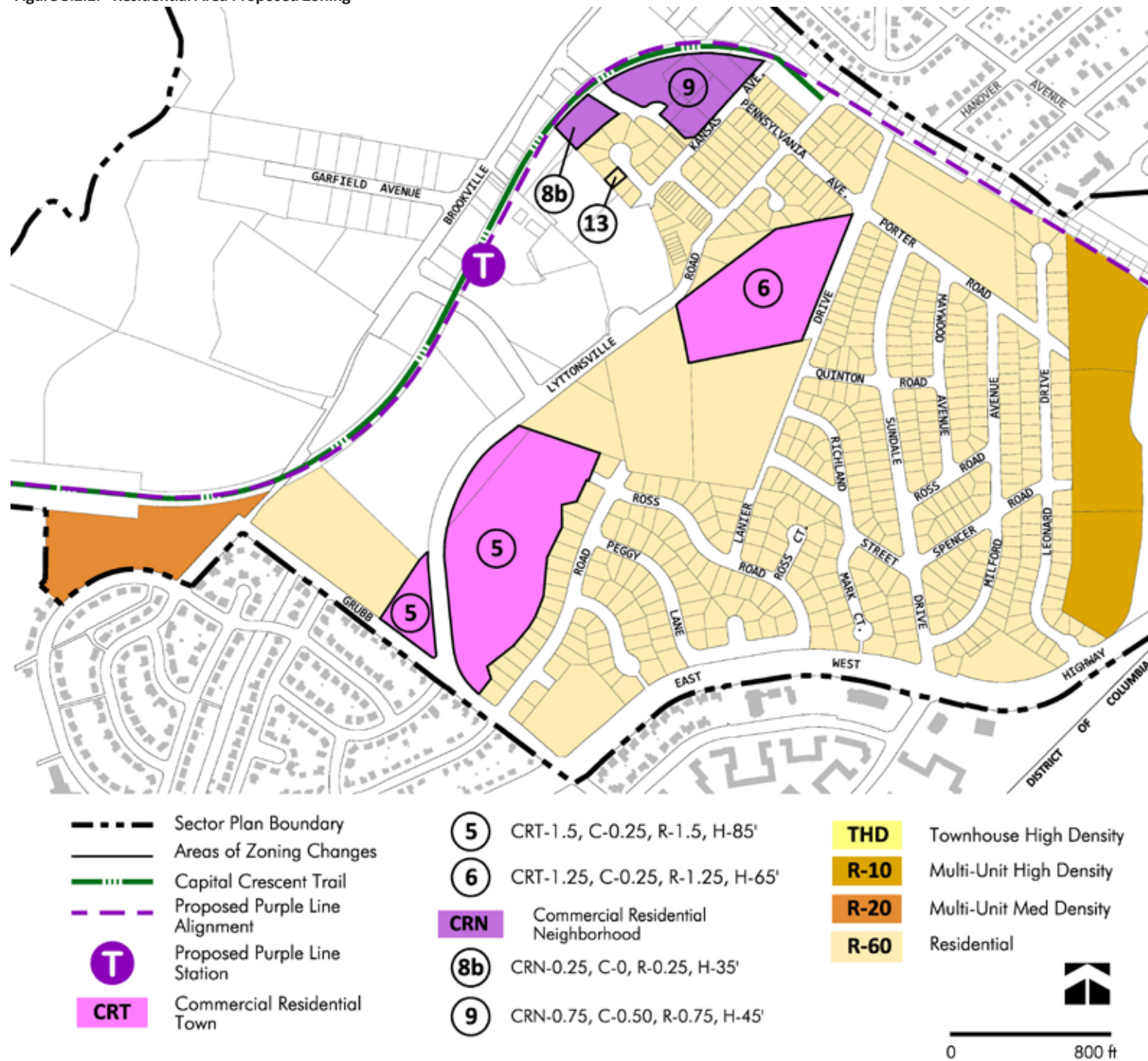
The Rollingwood Apartments are well maintained and are an asset to the community, especially in terms of offering market-rate affordable housing. The site is located within close proximity to the proposed Lyttonsville Purple Line Station and the Greater Lyttonsville Sector Plan seeks to not only facilitate redevelopment in the areas closest to transit, but also to preserve a significant portion of the market-rate affordable housing stock.

In addition to achieving the main goal of preserving a significant portion of the market-rate affordable housing at Rollingwood Apartments, there are additional design and amenity goals for this important site. Specific recommendations are included in the Sector Plan to ensure a site design that provides significant outdoor amenity space; brings any new building up towards Lyttonsville Road so as to create a stronger streetwall; provides improved street frontage along the property with pedestrian-oriented streetscape improvements; facilitates intersection improvements at Lyttonsville Road and Lyttonsville Place that discourage industrial traffic from entering the Lyttonsville community; and achieves compatibility with adjacent land uses.

#### Recommendations

- Rezone Sites 5a and 5b sites to the Commercial Residential Town (CRT) zone to allow increased density for predominantly residential housing near the future Purple Line station.
- Encourage redevelopment to occur only on the northern half of the property closest to the proposed Lyttonsville Purple Line Station.

Figure 3.2.1: Residential Area Proposed Zoning





- In the event of a redevelopment proposal, retain an affordable housing stock and unit mix (a minimum of 176 existing units) for up to 20 years and continue operating those units in a manner consistent with current operations in terms of quality maintenance, relatively moderate rents, and provision of larger than typical units. This commitment should be incorporated into the Sketch Plan approval at the time of Planning Board review.
- Discourage commercial uses on the sites, except for suitable small-scale retail sales and personal service establishments closest to the Lyttonsville Purple Line Station.
- Achieve compatibility with adjacent land uses, particularly with surrounding single-unit homes, by recommending the following for redevelopment on Sites 5a and 5b:
  - Building heights must be no greater than 50 feet facing the backside of the site closest to single unit homes along Spencer Road.
  - If new buildings and a new access point associated with the redevelopment are not placed directly along Lyttonsville Road, then a maximum height of 65 feet is appropriate and a substantial landscaped buffer zone must be provided between the new buildings and the single-unit homes along Spencer Road.
  - If new buildings and a new access point associated with the redevelopment are placed directly along Lyttonsville Road as part of a negotiated land swap with the

MNCPPC Parks Department – which is the preferred option from an urban design standpoint, then a maximum height of 85 feet is appropriate, provided that the architectural scale of the facades facing Lyttonsville Road provides an appropriate pedestrian scale.

The MNCPPC Parks Department has evaluated a potential land swap and supports such a transaction, only if the land swap results in an equal or greater amount of parkland. Within the swapped parkland, the Parks Department may negotiate with the developer to construct neighborhood amenities. These amenities could include a dog park, community open space, expanded play areas, pedestrian connections or other similar facilities, as approved by the Parks Department.

- Whether a parkland swap is achieved or not, there should be pedestrian connections through the Rollingwood Apartments site to allow residents of all buildings to walk comfortably to the Coffield Center.
- The redevelopment of the sites should provide specific streetscape improvements as illustrated in the Greater Lyttonsville Concept Framework Plan (see Chapter 1)

#### Site 6

The Paddington Square property is situated on the north side of Rosemary Hills-Lyttonsville Local Park and is surrounded by single-unit residential properties. The site is currently zoned R-20.

#### Recommendations

- Rezone the site to the Commercial Residential Town (CRT) zone to allow increased density for mixed-income housing near the future Lyttonsville Purple Line station, while also ensuring compatibility with the surrounding single-family residential development.
- On the portion of the Paddington Square site closest to Rosemary Hills-Lyttonsville Local Park, allow for midrise moderate density development of up to 65 feet. Buildings in this area should provide an attractive façade along the Rosemary Hills-Lyttonsville Local Park frontage with articulation, ground floor entries, and upper floor step-backs to limit the visual impact of the building bulk from the park.
- On the portion of the Paddington Square site confronting Lanier Drive and abutting single-family residential homes, require townhouse units up to 40 feet in height to achieve greater compatibility with the surrounding neighborhood.
- To prioritize housing options on this site that are compatible with adjacent single-family neighborhoods, the Plan recommends a zoning category allowing only the minimum amount of commercial density that may be mapped in the CRT Zone. Since commercial use on this site is unlikely to be compatible with adjacent housing, it is discouraged.



*Townhouses fronting onto a primary street with garages accessible from internal streets, as shown here in the Courts of Woodside in Silver Spring, are recommended for new townhouse development in the Residential Area.*

#### 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.

#### 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 residential development up to 45 feet. This zoning will follow current code height compatibility requirements where buildings in the zone abut or confront single-unit residential properties.

#### Site 13

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





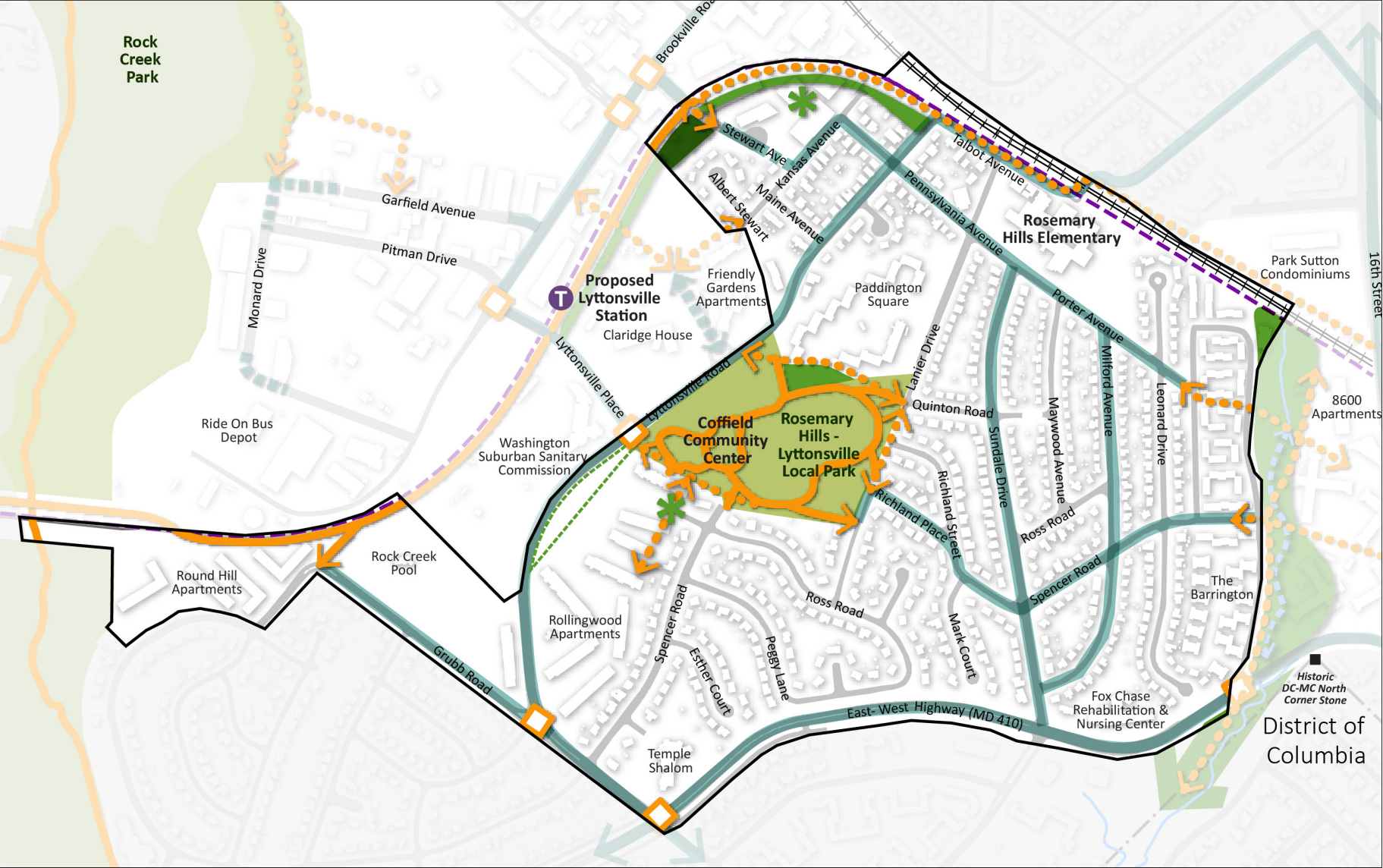
*Bike, sidewalk, tree canopy and stormwater management improvements should be evaluated on streets designated to provide connectivity throughout the community in the public space network*

### 3.2.2 Public Space Improvements

- Improve visibility into Rosemary Hills-Lyttonsville Local Park by working closely with the landowners of Paddington Square and representatives of the local community to ensure compatibility of land uses during redevelopment.
- Consider an access easement across parkland for Paddington Square landowners in exchange for parkland dedication to the Department of Parks to expand Rosemary Hills-Lyttonsville Local Park. The public open space dedicated to Parks at the time of regulatory review should be 0.5 acre and configured to accommodate additional recreational facilities to meet the needs of the growing population in the Sector Plan area. Exact location, type and layout of facilities will be determined at the time of regulatory review.
- Improve bicycle and pedestrian connectivity by renovating and/or widening existing paths.
- Widen the existing sidewalk within the Lanier Drive right-of-way between Quinton Road and Richland Place to meet guidelines set forth by the Americans with Disabilities Act.
- Improve sidewalks connecting to and around the Rosemary Hills-Lyttonsville Local Park.
- Evaluate Rosemary Hills-Lyttonsville Local Park for stormwater management retrofits.
- Work with Maryland Transit Administration (MTA) to evaluate a potential stormwater management open space as an amenity for the surrounding neighborhood.
- 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.
- 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.



Figure 3.2.2: Residential Area Public Space Improvements



STREETS/CONNECTIONS			OPEN SPACE	
	District Boundary			Potential Open Space
	Proposed Purple Line Alignment			Potential Park Land Swap
	Proposed Purple Line Station			Potential MTA Open Space/SWM
				Potential Daylit Stream



### 3.2.3 Regional Stormwater Management Pond

Parcel #729, currently in use by Serra Jose Trust as a granite storage area, was recently purchased by the Maryland Transportation Authority (MTA). To offset the future Purple Line's stormwater management, MTA intends to use this site as a regional stormwater management pond.

As proposed MTA, the stormwater pond will be fenced from the community and designed

without Environmental Site Design techniques or other progressive stormwater engineering methods that could combine the function of a stormwater management facility with passive recreational and ecological benefits. MNCPPC strongly recommends that this facility serve dual purposes: as a public open space amenity, and a stormwater management facility.

#### Recommendations:

- Design a stormwater management facility

utilizing environmental site design methods.

- The facility should be integrated into the fabric of the community where citizens can passively walk and enjoy the beauty of an innovative and well-designed stormwater facility.
- Design the stormwater management facility in a manner that improves the quality of life for the citizens of Lyttonsville.



*This picture is a stormwater management facility at the National Institute of Health, Bethesda campus. It demonstrates how a stormwater management can be a community amenity with passive recreation and bicycling around the circumference.*

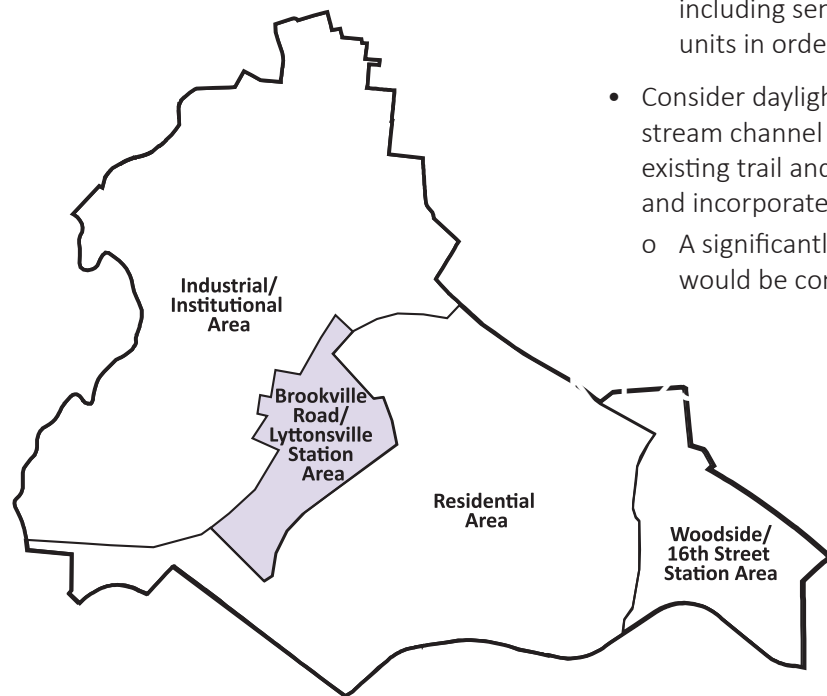


*Similar pond to MTA's proposal*

## 3.3 Brookville Road/Lyttonsville Station Area

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. In particular, the Sector Plan supports the application of retail/service establishments along the Brookville Road corridor.

It is also important to note that the boundary of this station area overlaps and includes portions of the Historic Lyttonsville neighborhood.



### 3.3.1 Land Use and Zoning

#### Site 7

The Washington Suburban Sanitary Commission (WSSC) site is currently split-zoned with R-60 zoning and IM zoning dividing the property. The Plan recommends the following:

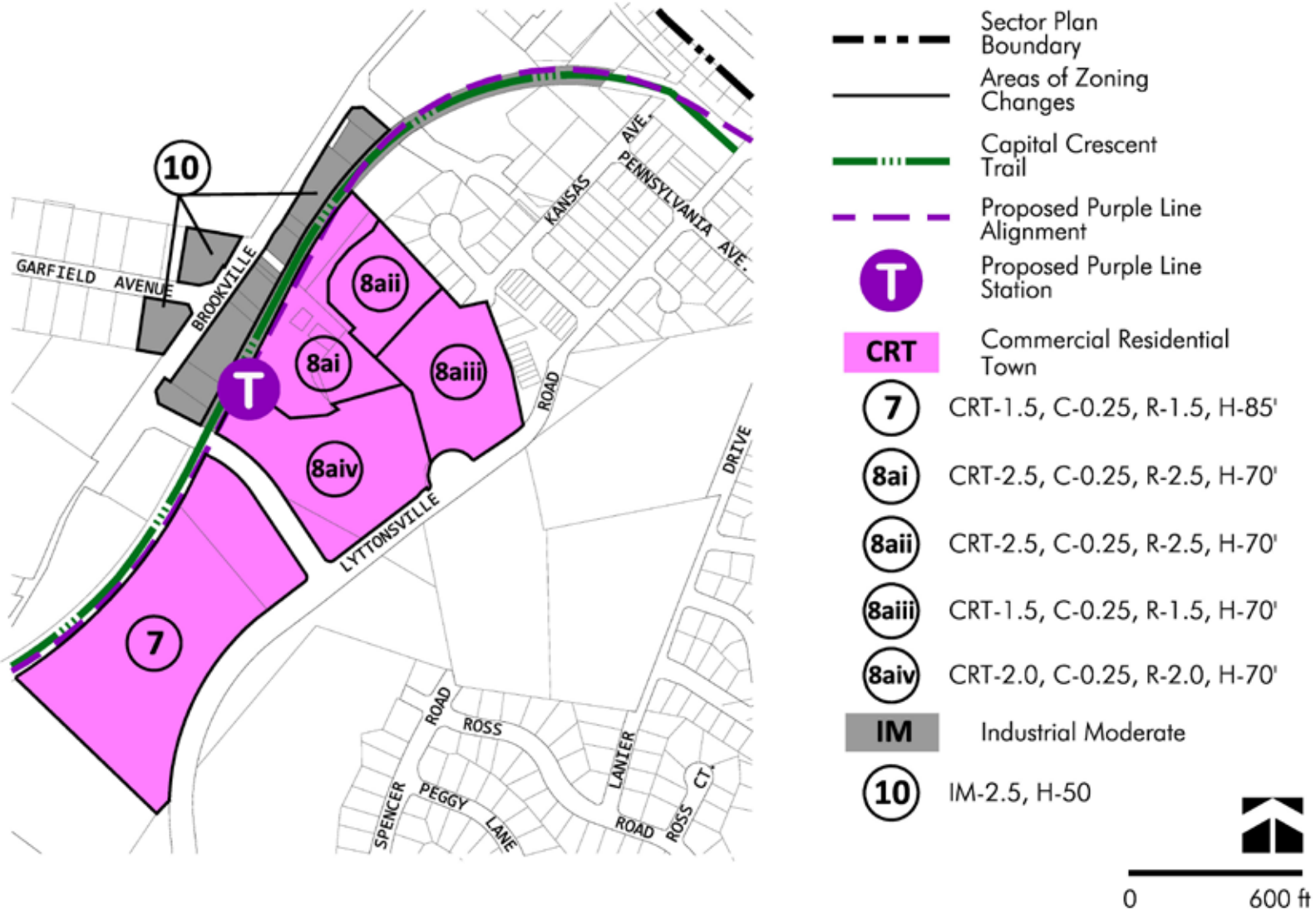
CRT-1.5, C-0.25, R-1.25, H-65

#### Recommendations

- Provide for a mix of townhomes, multi-unit, and neighborhood serving commercial uses. Multi-unit and commercial uses should be located closest to the Purple Line Station
  - o Vehicular access for commercial uses should be from Lyttonsville Place, if possible.
  - o Provide for 12.5% to 25% affordability on site.
  - o Provide housing for special populations including seniors and larger residential units in order to accommodate families.
- Consider daylighting the piped underground stream channel that runs parallel to the existing trail and along the site's property line and incorporate it as a public amenity.
  - o A significantly reduced stream buffer would be considered in order to accommodate this amenity and potential redevelopment.
- If the stream is daylighted, it should provide for a landscaped setting rather than protected forest and encourage open stream connectivity.
- The stream and its buffer should be integrated into any proposed open space as an amenity but shall not replace the requirement of the Civic Green.
- Provide a minimum one-acre civic green (if not part of an assemblage of multiple sites) with the following:
  - o Lawn for casual play and community gathering.
  - o Trees and canopy structures and shaded park areas with seating.
  - o Inclusive design to serve all age groups.
- If part of a larger assemblage, including sites 6, 7, or 8 there will be a need for public open space central to the community. In particular, Staff recommends a civic green and an expansion of the existing Rosemary Hills-Lyttonsville Local Park.
  - o The preferred scenario is to create a half acre civic green on Site #7 (WSSC site) and a half-acre addition to Rosemary Hills-Lyttonsville Local Park, over and above any land required to facilitate site access or land swaps (see Sections 3.2.1 Recommendations (6 bullet) and 3.2.2 – Public Improvements – 2nd bullet).
- Provide streetscape Improvements to Lyttonsville Road and Lyttonsville Place per the Sector Plan recommendations and Greater Lyttonsville Streetscape Standards.



Figure 3.3.1: Brookville Road/Lyttonsville Station Area Proposed Zoning



- Provide for wayfinding and public art that incorporates/celebrates the history of the Lyttonsville community.

#### Site 8a

These properties contain existing, multi-unit buildings known as Claridge House and Friendly Gardens, as well as landscape contractor storage yards. The properties lack cohesive zoning, and are currently zoned R-H, IM, RT and R-20.

#### Recommendations

- Rezone these properties to CRT, to increase density for potential infill and midrise transit-oriented development adjacent to the proposed Lyttonsville Purple Line Station of up to 70 feet or 6 stories.
- The rezoning of these sites will allow for a cohesive multi-unit section of Greater Lyttonsville, where redevelopment can occur around existing buildings, with primary access from Lyttonsville Road.
- Ensure compatibility with the single family homes to the northeast of Site 8a through increased landscape buffers, building setbacks, and step-backs of upper floors.

#### 3.3.2 Public Space Improvements

- Widen sidewalks and improve intersections on Lyttonsville Place for enhanced walkability to the proposed Lyttonsville Purple Line Station.
- Provide improvements to the intersection of Lyttonsville Road and Lyttonsville Place to discourage cut-through traffic and help prevent trucks from accidentally entering the residential neighborhood instead

of continuing to Brookville Road. These improvements could include a prominent gateway to the Lyttonsville neighborhood, clear wayfinding signage directing trucks to Brookville Road and streetscape enhancements, such as curb extensions, to signal Lyttonsville Road becoming a residential street north of Lyttonville Place.

- Provide pedestrian and bike connections between the residential area and Brookville Road.
- Create a linear green space through public and common space for regulatory requirements along the Capital Crescent Trail for expanded activity areas, stormwater management and planting buffers to residential areas.
- Provide pedestrian and bike connections along the closed segment of Stewart Avenue connecting to Brookville Road.
- Consider transforming surface parking lots with temporary uses and events to provide community destinations along Brookville Road.
- The proposed street shown between the Friendly Gardens and Claridge House properties is intended to serve new development located toward the rear of Site 8a. A MTA access driveway from Stewart Avenue is also proposed to serve this area as a part of the Purple Line light rail project. Although the MTA driveway will be installed as an interim measure, this Plan envisions future access to the undeveloped portions of the site via a proposed street depicted in Figure 3.3.2.



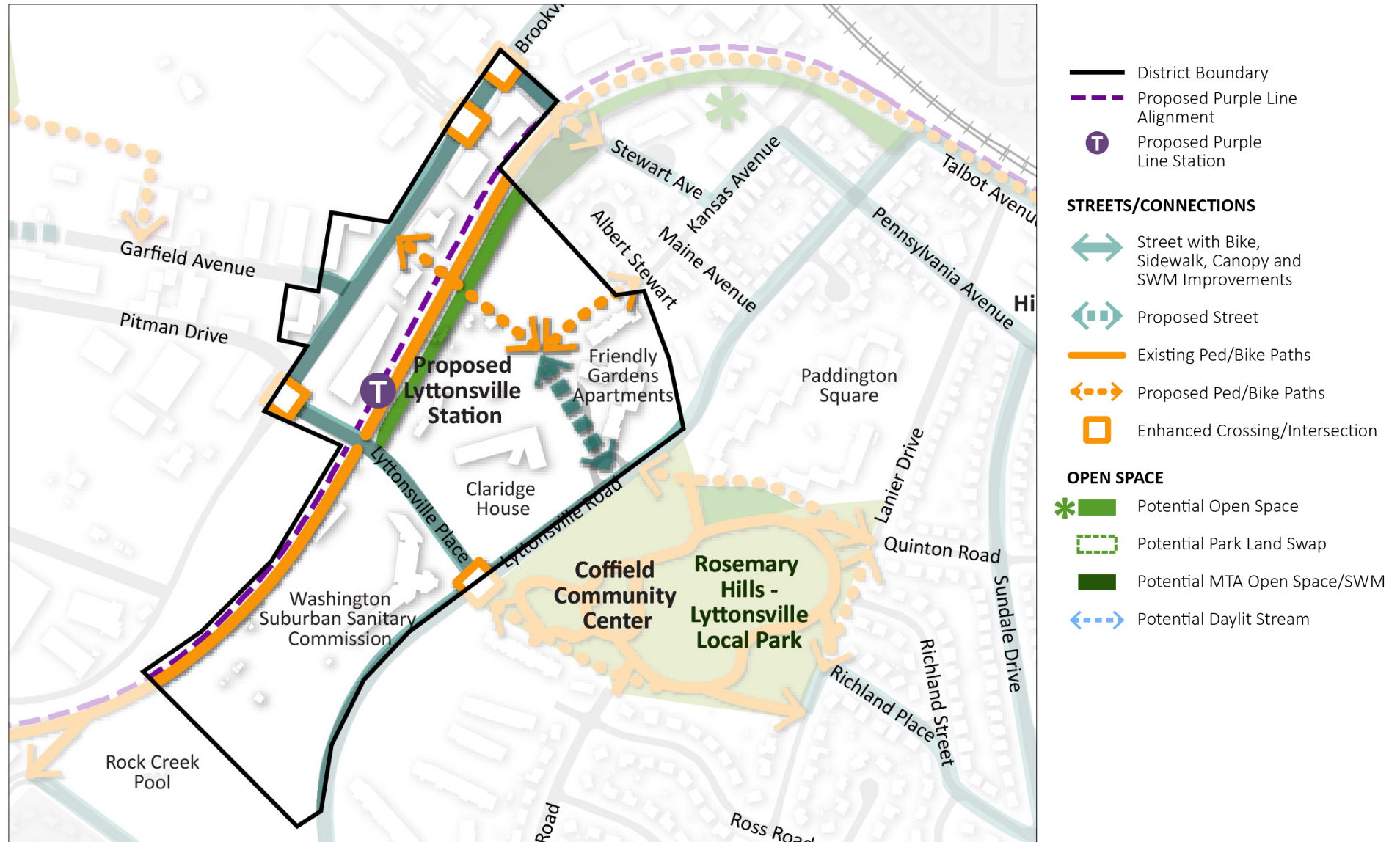
*Potential mixed-use development along Brookville Road should have a similar low-rise scale and industrial character as the Artist Lofts in Mount Rainier*



*Adaptive reuse of existing industrial buildings should be considered to create small business storefronts similar to those in Scott's Addition in Richmond, Virginia*



Figure 3.3.2: Brookville Road/Lyttonsville Station Area Public Space Improvements



### 3.3.3 Environment

Donnybrook Stream and Washington Suburban Sanitary Commission Property

Donnybrook stream emerges from an underground pipe into an in-line stormwater management pond on the Washington Suburban Sanitary Commission (WSSC) property. The pond receives untreated stormwater and surface debris from the WSSC facility and surrounding drainage area.

#### Recommendations

- Clean up debris and trash from the stream channel and open space area.
- Remove encroaching invasive plant species.
- Consider separating stormwater treatment from the Donnybrook tributary.
- Create a native planting buffer around the tributary and stormwater area.
- Protect the stream with a planted buffer.



*Example of Improved drainage channel*



*Improve trash collection and sediment retention*



*Existing WSSC drainage channel*

#### Unnamed Tributary at Claridge House

A small channeled stream emerges at the northeastern edge of the Claridge House property. The channel is bordered by eroding banks and contains large quantities of debris and sediment deposited from adjacent properties.

#### Recommendations

- Clean up debris, sediments and trash from the channel.
- Remove encroaching invasive plant species.
- Stabilize stream banks.
- Provide a stream valley buffer around the tributary.



*Example of streambank restoration*



*Existing stream channel at Claridge House*



## 3.4 Industrial/ Institutional Area

Within the industrial area are institutional landowners with significant operations, such as 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.

The predominant zoning in this area is Moderate Industrial (IM) to allow industrial uses of moderate intensity. Minimal zoning changes are recommended in this area to preserve existing businesses and resources valuable to the down-County and regional

economies. However, environmental degradation has occurred here and must be addressed.

Despite the employment uses on the Fort Detrick Forest Glen Annex United States Army installation, the annex is located within the single-unit residential zone of R-90. The base is under the jurisdiction of the federal government and, therefore, the land use designation within the annex is not addressed as part of the Greater Lyttonsville Sector Plan.

Rock Creek Stream Valley Park sits immediately adjacent to the industrial area of Lyttonsville, but workers currently have no officially designated way to access it. This area of the park is environmentally sensitive, and routing a sustainable trail through its natural setting will be challenging.

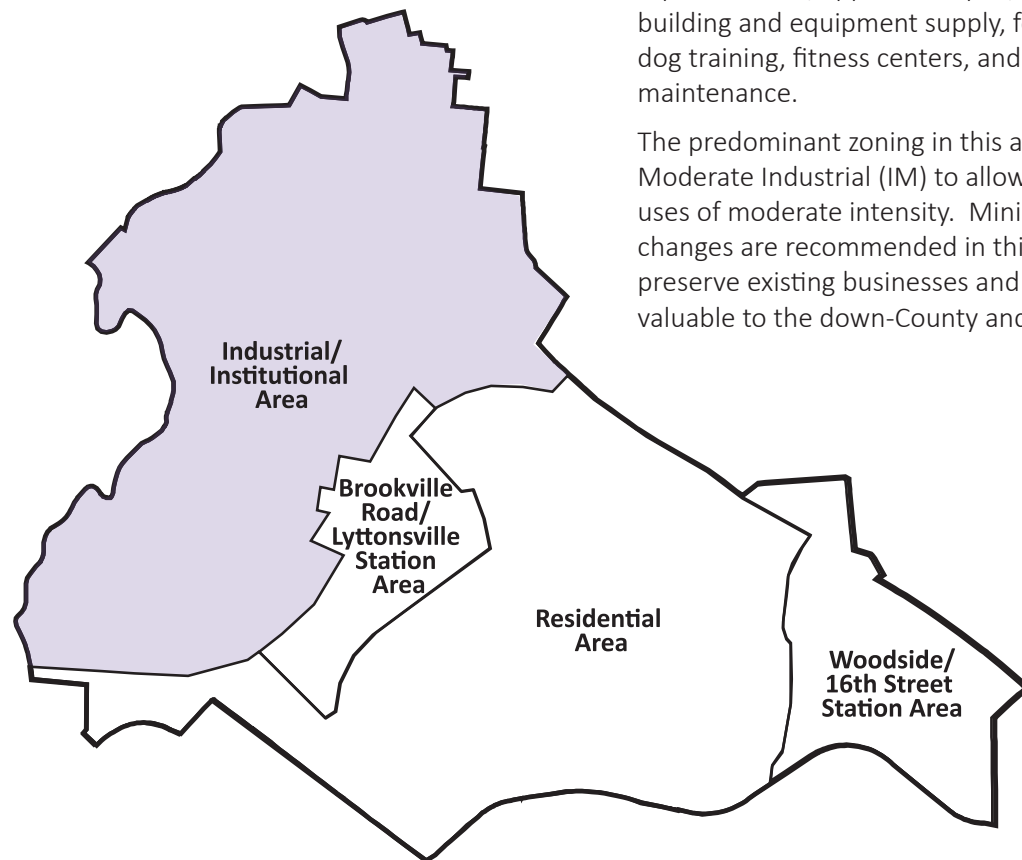


Figure 3.4.1: Industrial/Institutional Area Proposed Zoning

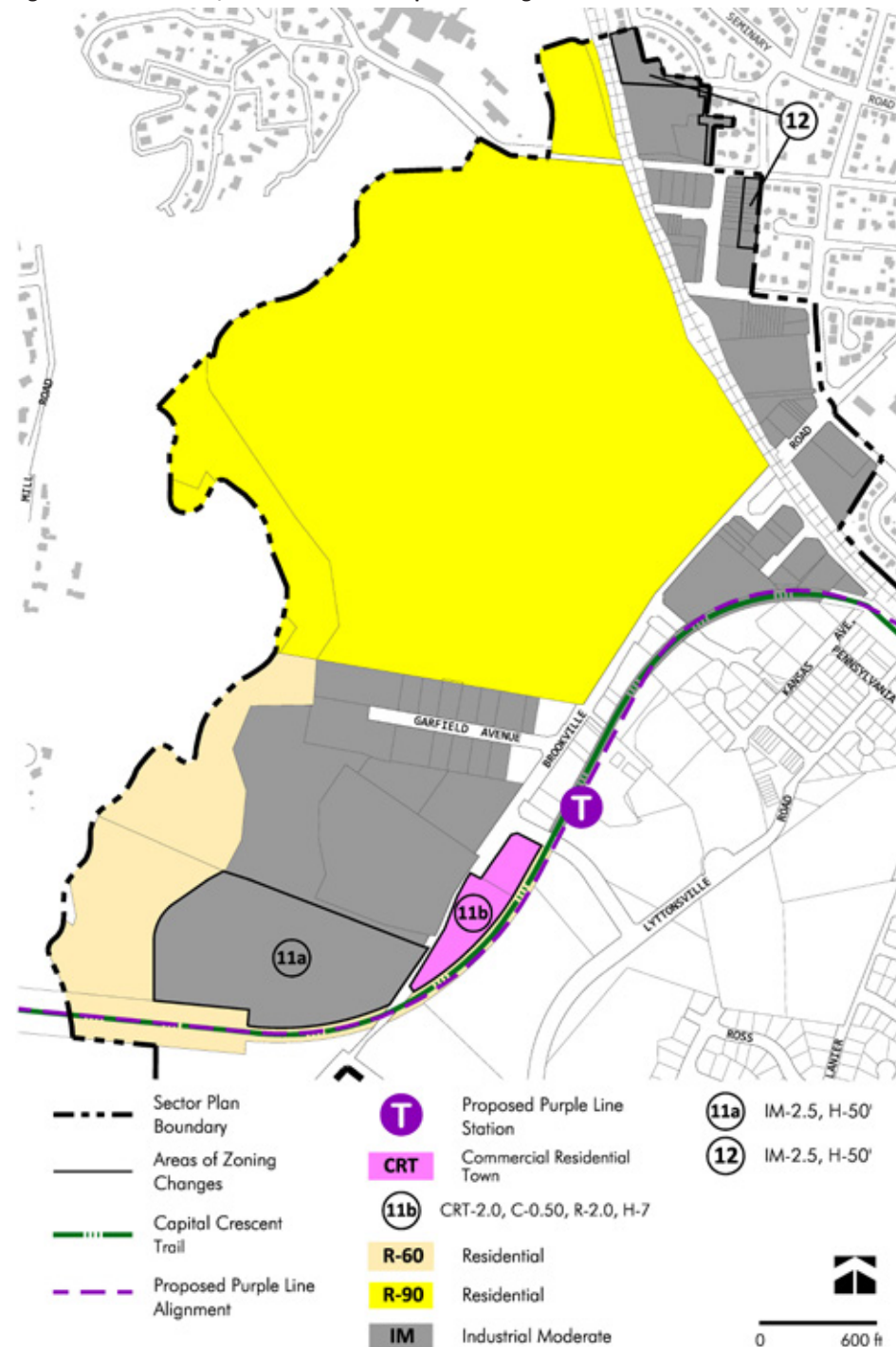
### 3.4.1 Land Use and Zoning

#### Sites 11a and b

The Ride On Bus depot site is currently zoned R-60, despite the industrial uses that take place on the property, including preparing and storing buses for daily operations. The bus depot is a valuable County asset located close to a large customer base and should be preserved. The Maryland Transit Administration (MTA)-owned land opposite the Ride On Depot on Brookville Road is the proposed location for the Lyttonsville Station Maintenance Facility and employee parking garage.

#### Recommendations

- Rezone 11a, the Ride On Bus depot and future MTA maintenance facility properties, to Moderate Industrial (IM) to conform to the same height and density requirements of other IM-zoned properties in the area in order to support the current activities on the site into the future.
- Rezone 11b to CRT-2.0, C-0.5, R-2.0, H-75, to allow for mixed use development near the proposed Purple Line station.
- Provide for 12.5% to 25% affordability on site.
- Encourage Artisan Manufacturing on-site and provide for a small business incubator spaces.
  - o These uses should be located within close proximity to the Brookville Road Purple Line station





- Streetscape Improvements (potentially offsite) to Brookville Road and Lyttonsville Place per the Sector Plan recommendations and Greater Lyttonsville Streetscape Standards.
- Provide for wayfinding and public art that incorporates/celebrates the history of the Lyttonsville community.

#### Site 12

These sites are currently zoned R-60 and used as parking for industrial business operations.

#### Recommendations

- Rezone these sites to the IM zone to conform to the same height and density requirements of adjacent IM-zoned areas, to provide consistent zoning and eliminate confusion as to uses allowed on these sites.

#### 3.4.2 Public Space Improvements

- Formalize the connection from Garfield Road to Monard Drive. Create a connection from Monard Drive extending to Brookfield Road utilizing the existing Ride On Bus depot private driveway.
- Improve sidewalks at narrow and difficult intersections, particularly at the Forest Glen Annex, for improved walkability.
- Provide wayfinding for businesses throughout the industrial area.
- Provide short-term and long-term trail access to Rock Stream Valley Park and the Ireland Drive Trail from Garfield Road.
- Establish a sanctioned natural surface trail connector to the Rock Creek Trail, passing through 2749 Garfield Avenue as a condition

of the project approval when this property is redeveloped.

- Provide improvements to the intersection of Lyttonsville Road and Lyttonsville Place to discourage cut-through traffic and help prevent trucks from accidentally entering the residential neighborhood instead of continuing on to Brookville Road. These improvements could include a prominent gateway to the Lyttonsville neighborhood, clear wayfinding signage directing trucks to Brookville Road and streetscape enhancements, such as curb extensions to signal Lyttonsville Road becoming a residential street north of Lyttonville Place.



*Facade Improvements, landscaping and clear sidewalks can create an improved environment in the industrial areas.*

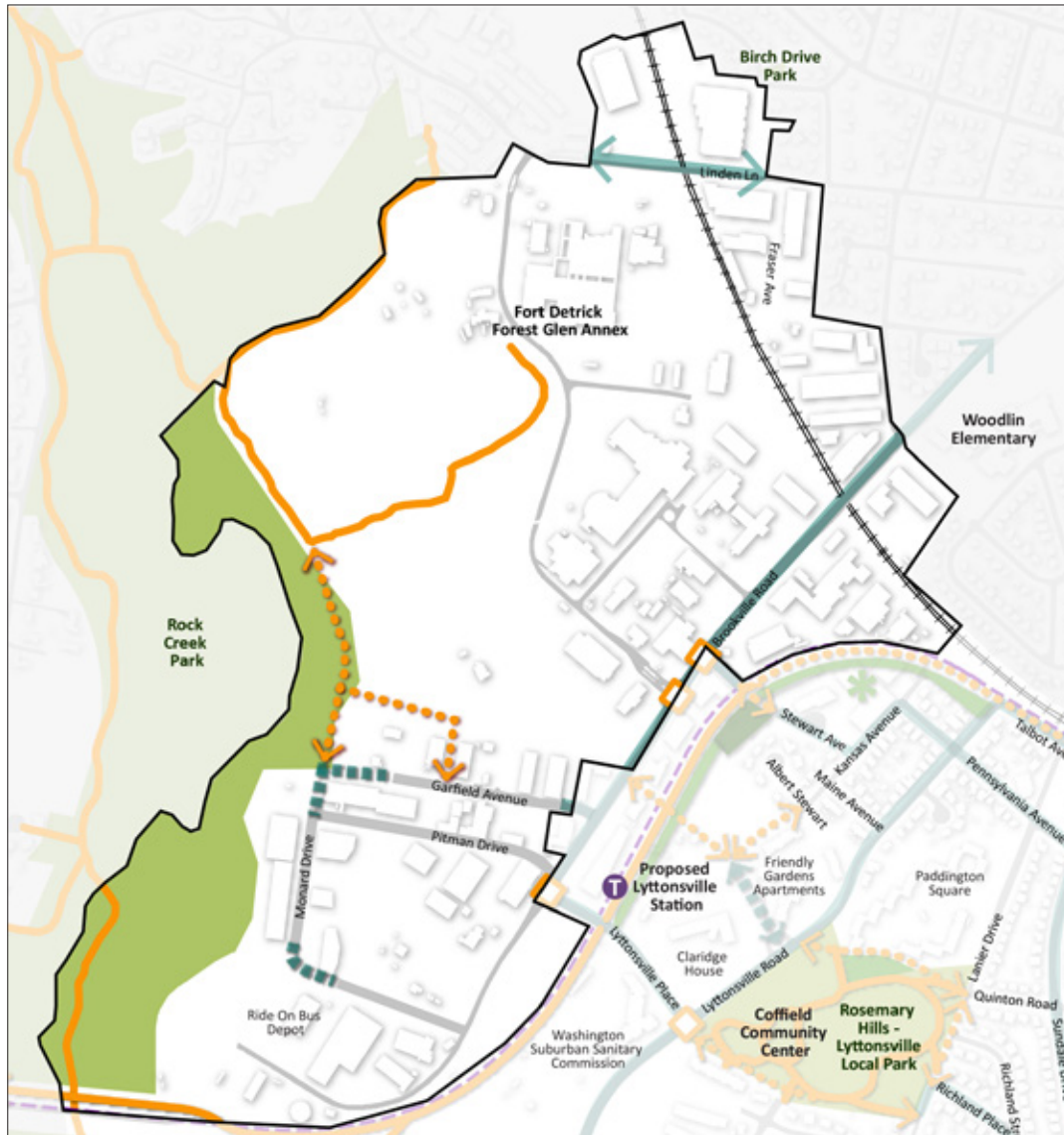
Source: Mapes Canopies



*Wayfinding signage for businesses will make the industrial area easier to navigate.*

Source: signageblog.wordpress.com

Figure 3.4.2: Industrial/Institutional Area Public Space Improvements



#### STREETS/CONNECTIONS

- District Boundary
- - - Proposed Purple Line Alignment
- T Proposed Purple Line Station
- ↔ Street with Bike, Sidewalk, Canopy and SWM Improvements
- ↔ Proposed Street
- Existing Ped/Bike Paths
- Proposed Ped/Bike Paths
- Enhanced Crossing/Intersection

#### OPEN SPACE

- \* Potential Open Space
- Potential Park Land Swap
- Potential MTA Open Space/SWM
- Potential Daylit Stream

### 3.4.3 Environment

#### Garfield Avenue Terminus

The Ride On Bus depot site is currently zoned R-60, despite the industrial uses that take place on the property, including preparing and storing buses for daily operations. The bus depot is a valuable County asset located close to a large customer base and should be preserved. The MTA-owned land opposite Brookville Road from the Ride On Bus Depot site is the proposed location for the Lyttonville Station Maintenance Facility and employee parking garage.

- Long Term Access: Minimize access through Forest Glen Annex via dedication of land from 2749 Garfield Avenue. At the time of redevelopment, access and parking to Rock Creek Stream Valley will be provided. The specific access point will be evaluated at the time of redevelopment and coordinated with Montgomery County Department of Parks.

#### Recommendations

- Remove impervious cover from the eastern property boundary.
- Expand the Rock Creek Stream Valley Park buffer.
- Provide access into Rock Creek Stream Valley Park.
- Clean up debris and stabilize bank along federal property edge.



## Garfield Avenue Stormwater Management

Garfield Avenue is a linear street that descends into Rock Creek Park. Stormwater sheet-flows from the top of the road to the bottom transporting industrial debris, oils, and sediment into the park causing bank erosion, sediment deposition, pollution, and loss of trees.

### Recommendations

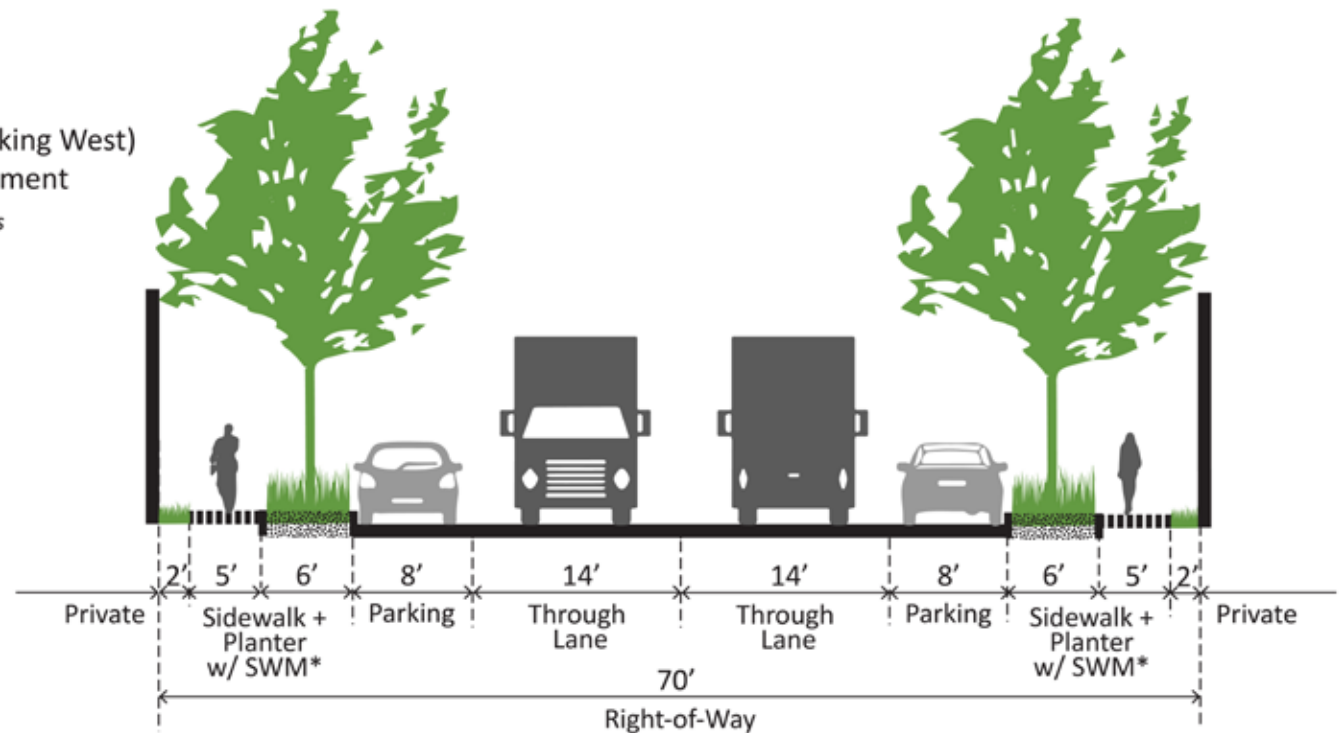
- Where feasible provide environmental site design features for stormwater management within the right-of-way. Stormwater management areas may include the existing street panel.



## Garfield Avenue

(Brookville Rd to Terminus of ROW, Looking West)  
Proposed Section: Stormwater Management

*\* Potential stormwater best management practices (BMPs) to be further studied*









## Chapter 4: Implementation

The Greater Lyttonsville Sector Plan will be implemented through incremental redevelopment over time, consistent with the County's current subdivision staging policies. Initiatives made by individuals and governmental and nongovernmental organizations, as well as public and private partnerships, are essential to the fruition of the Sector Plan. Recognizing that Greater Lyttonsville is a diverse area in terms of land use and demographics, implementation recommendations are limited to areas identified for rezoning within close proximity to future mass transit facilities and the industrial fabric of Greater Lyttonsville.

## 4.1 Zoning

### 4.1.1 Commercial Residential (CR) and Commercial Residential Town (CRT) Zones

The CR and CRT zones require an optional method project to achieve a minimum number of public benefit points, depending on the size of the project and other factors. Ensuring the right mix of public benefits in connection with future development in Greater Lyttonsville is crucial for creating balanced and harmonious redevelopment. Therefore, one of the key implementation strategies of this Sector Plan is to clearly identify those public benefits as a top priority, meaning that an optional method development should be approved only if it provides the recommended benefits.

### 4.1.2 Public Benefits in CR and CRT Zones

Development on CR- and CRT-zoned land may proceed under standard or optional method development. Standard method development is limited in density to (whichever is greater) 0.5 FAR or 10,000 square feet in the CR zones and 1.0 FAR or 10,000 square feet in the CRT zones.

The density difference between the standard

method and the optional method density indicated on the zoning map is defined as the “incentive density.” Any applicant wishing to develop more than the standard method density—up to the maximum density allowed by the zone—must apply for an optional method development approval to achieve the incentive density.

The Sector Plan anticipates that a number of proposed projects will need to be developed beyond the standard method and, accordingly, provide specific public benefits and amenities that support each project’s incentive density. At the development review stage, the Planning Board will determine whether the proposed public benefits support the additional density.

Through the public outreach process, Planning Department staff gathered community input and developed a list of desired public benefits and amenities, which are organized according to the following categories. The following categories are priorities and the subsequent recommendations advance the Sector Plan’s vision of preserve, enhance and expand.



### **A. Major Public Facilities**

Major public facilities provide public services at convenient locations and where increased density creates a greater need for civic uses. Major public facilities include, but are not limited to, schools, libraries, recreation centers, parks, County service centers, public transportation or utility upgrades, and other resources defined in an applicable Master or Sector Plan. Ensuring the right mix of public facilities in connection with future development in Greater Lyttonsville is a crucial element in the quality of life for residents and visitors within Greater Lyttonsville.

#### **Woodside/16th Street Station Area**

- Civic open space as part of the Spring Center redevelopment directly adjacent to the new Woodside/16th Street Purple Line Station.
- Prominent pedestrian crossing of 16th Street and streetscape improvements to improve bike/pedestrian connections between the Summit Hills site and proposed Woodside/16th Street Purple Line Station.
- Bike and sidewalk improvements along 16th Street, Spring Street and East-West Highway.
- A central civic green urban park that is 0.5 acre minimum in size centered within the Summit Hills redevelopment.
- Daylighting of the underground stream channel of the Fenwick Branch of Rock Creek using natural channel design.
- Urban Greenway/Stream Valley Park wide enough to support recreational facilities and daylighting the Fenwick Branch of Rock Creek. Their park should include floodplains

and stream buffers and shaded hard surface park trails connecting to a planned natural surface trail on parkland south of East-West Highway.

#### **Residential Area**

- Museum/Interpretive space where photos and artifacts from Lyttonsville's rich history can be preserved and made available to the public.
- Streetscape improvements along the east and west sides of Lyttonsville Road from Grubb Road to Lyttonsville Place.
- Intersection improvements at the intersection of Lyttonsville Road and Lyttonsville Place providing pedestrian friendly connections to the proposed Purple Line Station and serve as a gateway feature into the Lyttonsville Neighborhood.
- New east-west pathways along Rosemary Hills-Lyttonsville Local Park's northern and southern boundaries.

#### **Brookville Road/Lyttonsville Station Area**

- Streetscape and street section improvements to Brookville Road that provide active pedestrian oriented retail and services but also maintain truck access to the surrounding industrial areas in an attractive manner.
- Linear green space along the Capital Crescent Trail for expanded activity areas, stormwater management and planting buffers to residential areas.
- Neighborhood Green Urban Park/gathering space adjacent to the Purple Line on the east side of Stewart Avenue, containing a

minimum of 0.25 acres.

- Pedestrian and bike connections along the closed segment of Stewart Avenue connecting to Brookville Road.

#### **Industrial/Institutional Area**

- Streetscape and street section improvements to Brookville Road that provide active pedestrian oriented retail and services but also maintain truck access to the surrounding industrial areas in an attractive manner.
- New natural surface trail connection into Rock Creek Stream Valley Park.
- Formalized connection from Garfield Road to Monard Drive.

### **B. Connectivity and Mobility**

Development that enhances connectivity between uses and amenities; increases mobility options; encourages non-automotive travel; facilitates social interaction; provides opportunities for healthier living; and stimulates local businesses is eligible for incentive density. This connectivity can be achieved through the following:

- Through-block connections - safe and attractive pedestrian routes between streets.
- Transit access improvement - ensuring access to transit facilities meets County standards for improved mobility and handicapped accessibility.

### *C. Protection and Enhancement of the Natural Environment*

Protecting and enhancing natural systems, and decreasing energy consumption help mitigate or reverse negative environmental impacts. These adverse consequences include heat island effects from the built environment, inadequate carbon sequestration, habitat and agricultural land loss, and air and water pollution caused by reliance on the automobile. Natural remedies to such negative effects are eligible for incentive density through the following:

- Tree canopy: At 15 years of growth, tree canopy covers at least 25 percent of an onsite open space.
- Habitat preservation and restoration: Natural habitats are protected, restored or enhanced on site or within the same local watershed.

### *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.

### **4.1.3 Development Review Process**

#### *A. Compatibility*

Compatibility findings for proposed development projects will be made by the Montgomery County Planning Board. The Board will consult the accompanying Greater Lyttonsville Sector Plan Urban Design Guidelines, which establish design criteria for developments, to determine compatibility with existing structures and neighborhood context.

#### *B. New Public Parks and Open Space*

The Sector Plan makes a number of recommendations for both public and private open space. New publicly owned parks will require the purchase of land by the Montgomery County Department of Parks or the dedication of land by property owners during the development process. Plan recommendations and applicable zoning designations will govern the development of privately owned open space. The development review process will provide oversight for all of the above.

#### *C. Transportation*

The development review process can result in transportation-related improvements associated with new construction. Ideally, transportation networks should have capacity to absorb traffic generated by new private development. If not, they may require improvements, such as roadway or transit enhancements, or payments from developers

in order to facilitate construction. Public agencies may make improvements as well.

#### *D. Natural Environment*

Fenwick Branch, a stream located on the Summit Hills tract, is in private ownership. Facilitating the rehabilitation of the stream through the development review process will require a public-private partnership and the cooperation of a variety of County agencies. Substantial improvements could be achieved by addressing forest conservation, stormwater and other environmental concerns through the review process.



## 4.2 Capital Improvements Program

### Proposed Capital Improvements Program

Project Name	Category	Lead Agency	Coordinating Agency/Group	Cost Estimate
16th Street Road Diet	Transportation	MD State Highway Administration (SHA)		TBD
16th Street Separated Bike Lanes	Transportation	MD SHA	Montgomery County Department of Transportation (MCDOT)	TBD
16th Street/ Woodside Station Pedestrian Crossing	Transportation	MD SHA/ MD Transit Administration (MTA)	MCDOT	TBD
Purple Line Construction	Transportation	MTA		TBD
Lyttonsville Station Brookville Road Entrance	Transportation	MTA/ Montgomery County Department of Transportation (MCDOT)		TBD
Sidewalk Construction on Community Connector Streets	Transportation	MCDOT		TBD
Capital Crescent Trail	Transportation	MTA	MCDOT	TBD
Lyttonsville Place Bike Lanes	Transportation	MCDOT		TBD
Lyttonsville Road/ Grubb Road Bike Lanes	Transportation	MCDOT		TBD
Brookville Road Shared Roadway	Transportation	MCDOT		TBD
Bicycle Parking Improvements	Transportation	MCDOT	M-NCPPC	TBD
Bike Share Station Installation	Transportation	MCDOT		TBD
Fenwick Branch Daylighting	Environment and M-NCPPC Parks	M-NCPPC, Montgomery County Department of Parks	Montgomery County Department of Environmental Protection (DEP)	TBD
Lyttonsville Museum	Civic		Private	TBD
Community Meeting Space	Civic		Private	TBD
Gwendolyn E. Coffield Community Recreation Center improvements/upgrades	Civic	Montgomery County Department of Recreation		TBD

## 4.3 Partnerships

The Greater Lyttonsville Sector Plan recommendations are comprehensive in nature and their implementation will require the ongoing participation of federal, state and local governments, along with a host of countywide organizations and local civic associations.

### **4.3.1 Federal and State Partnerships**

United States Army, Fort Detrick Forest Glen Annex  
Maryland Transit Administration  
Washington Suburban Sanitary Commission  
University of Maryland Urban Studies and Planning Program

### **4.3.2 Countywide Partnerships**

United States Army, Fort Detrick Forest Glen Annex  
Maryland Transit Administration  
Washington Suburban Sanitary Commission  
University of Maryland Urban Studies and Planning Program

### **4.3.3 Community and Civic Associations**

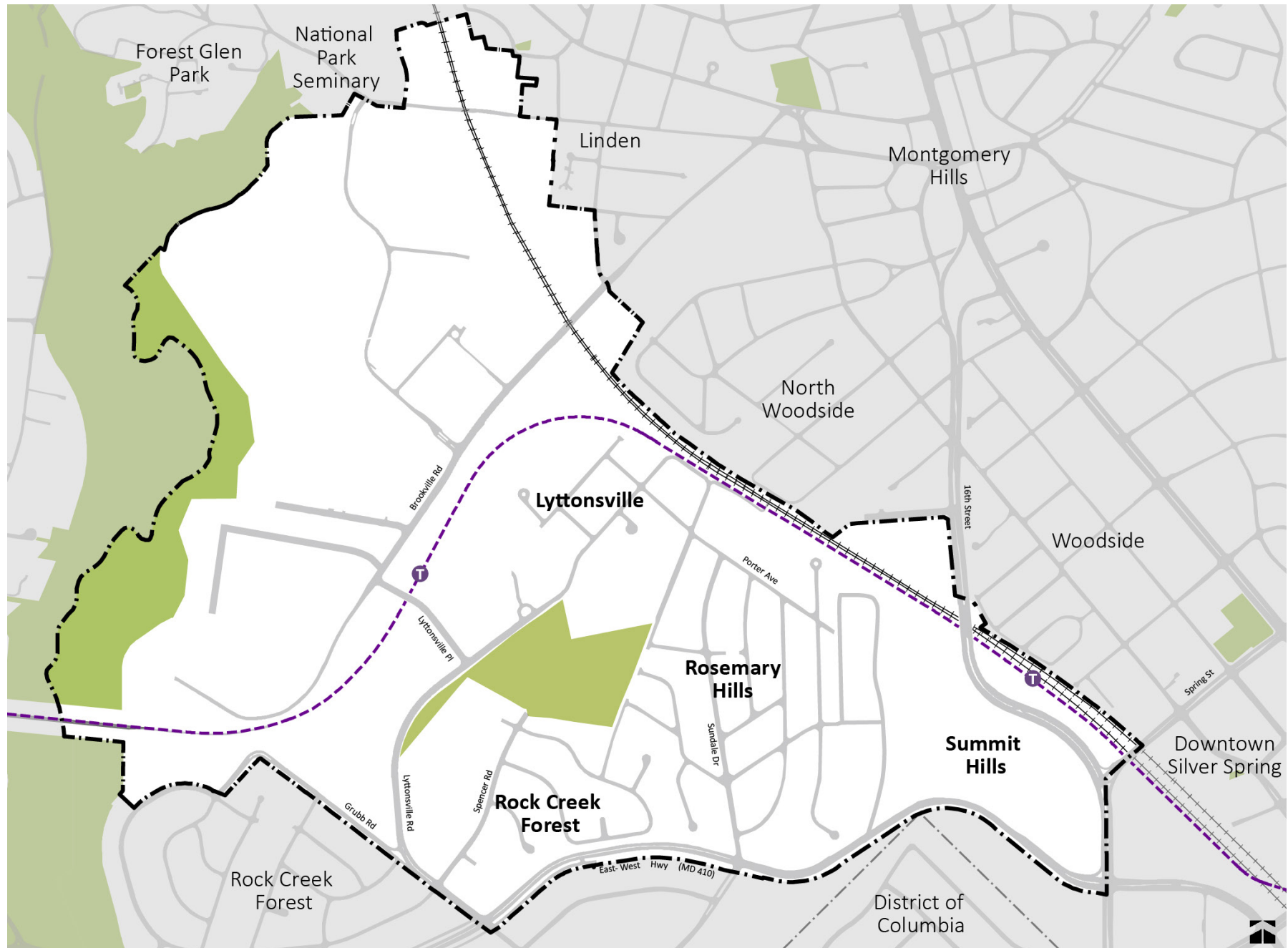
Rock Creek Conservancy  
Brookville Road Business District  
Greater Silver Spring Chamber of Commerce  
Lyttonsville Community Civic Association  
Rosemary Hills Neighbors Association  
Linden Civic Association  
North Woodside – Montgomery Hills Civic Association  
Woodside Civic Association

### **4.3.4 History and Arts Organizations**

Silver Spring Historical Society  
Montgomery Historical Society  
Heritage Montgomery  
Arts and Humanities Council  
Maryland Historical Trust



Figure 4.3.1: Residential Neighborhoods



[illegible]



## 4.4 Retention of Industrial Businesses

The Brookville Road Industrial District is home to a diverse mix of businesses involved in production, distribution and repair (PDR). Like other industrial districts within Montgomery County, such as those in Westbard, Kensington and White Flint, these businesses provide critical services needed to support non-industrial customers located inside the Beltway and the District of Columbia, and are thus important to the regional economy. Due to the diminishing amount of down-County industrial space, vacancy rates and tenant turnover have been particularly low.

The Brookville Road Industrial District shares similar challenges to other down-County industrial districts. As the economic market potential of down-County land continues to increase, industrial property owners may consider raising rents or redevelop their properties, thus exacerbating the industrial space shortage. Thus, this Sector Plan offers goals and strategies to help preserve, promote and enhance the industrial district along Brookville Road.

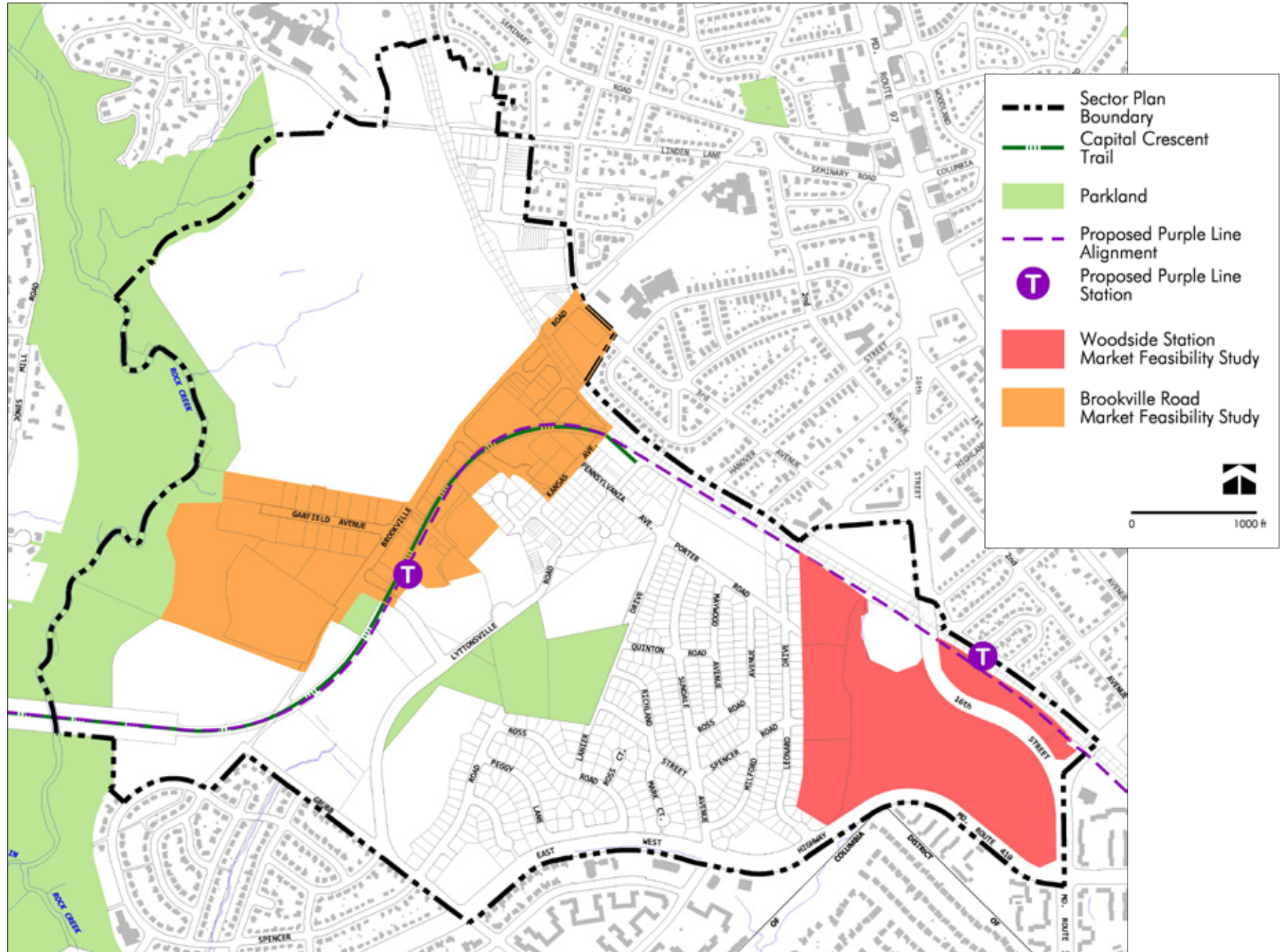


*Industrial-related, small spaces for existing and new businesses to emerge.*



*Example of a former business selling kitchen countertops, with a “showroom” in the front, and storage and delivery in the back.*

Figure 4.4.1: Market Study





#### **4.4.1 Brookville Road Industrial District – Economic Profile**

Currently, the majority of the businesses in the Brookville Road Industrial District help sustain the regional building and maintenance industry, involved in providing parts, equipment and professional services to the construction industry. Many of these businesses have customer-serving spaces and those selling bathroom products, tile or carpet have dedicated frontage for showrooms, while keeping production and storage functions in the back. Thus, what is emerging in the district is a hybrid use of the industrial space that includes elements of retail.

Additionally, the district has also been particularly attractive for emerging, innovative enterprises that seek small, inexpensive office spaces. Many of these businesses are not traditionally industrial, providing services in computer design, architecture and market research. Most of these companies are headquartered in community-operated workspaces where people can come together and share resources and knowledge. These firms are highly entrepreneurial; while they are estimated to employ about 2,500 people in total, the average company size is about seven employees. As such, they represent a homegrown engine for economic growth in the region because small businesses tend to be highly innovative.

Greater Lyttonsville's industrial space should continue to be highly competitive, given the nation's rebirth in production and manufacturing, growth of entrepreneurs with

limited capital and the "sharing" economy that is shrinking traditional office space needs. Furthermore, in accordance with the 2011 Base Realignment and Closing (BRAC) activities, the nearby Fort Detrick Forest Glen Annex has become a home to the Joint Pathology Center as well as a Joint Center of Excellence in Infectious Disease Research, run by the US government, so the industrial district may have more opportunities to support and complement these functions. Recognizing these advantages is important in ensuring the district can continue to operate and succeed.

#### **4.4.2 Goals and Objectives**

The goals and objectives in the Brookville Road Industrial District are as follows:

- Continue to make the industrial district affordable, accessible and practical for traditionally industrial enterprises (such as those in the construction industry).
- Sustain the conditions that attract entrepreneurs to the district and enable it to be a business incubator.
- Manage and serve the needs of future industrial space as it converts to hybrid uses.

#### **4.4.3 Strategies**

The Brookville Road Industrial District could benefit from the following strategies to achieve its stated goals and objectives:

- Preserve zoning that allow retail-industrial hybrid uses.
- Establish parking and wayfinding systems to

promote ease-of-use for visitors.

- Help businesses identify resources that offer financial and technical assistance.
- Attract prospective businesses to Greater Lyttonsville, with particular attention to:
  - Entrepreneurs and small businesses that strengthen the district's function as a business incubator.
  - Businesses that complement and support Forest Glen Annex, such as those that produce parts for medical or laboratory equipment.
- Coordinate marketing, branding and promotional efforts for the industrial district.
- Share and consolidate local market information, such as a list of tenants interested in relocating to the district.
- Identify County staff to manage industrial district relations with the residential community and neighboring institutions.

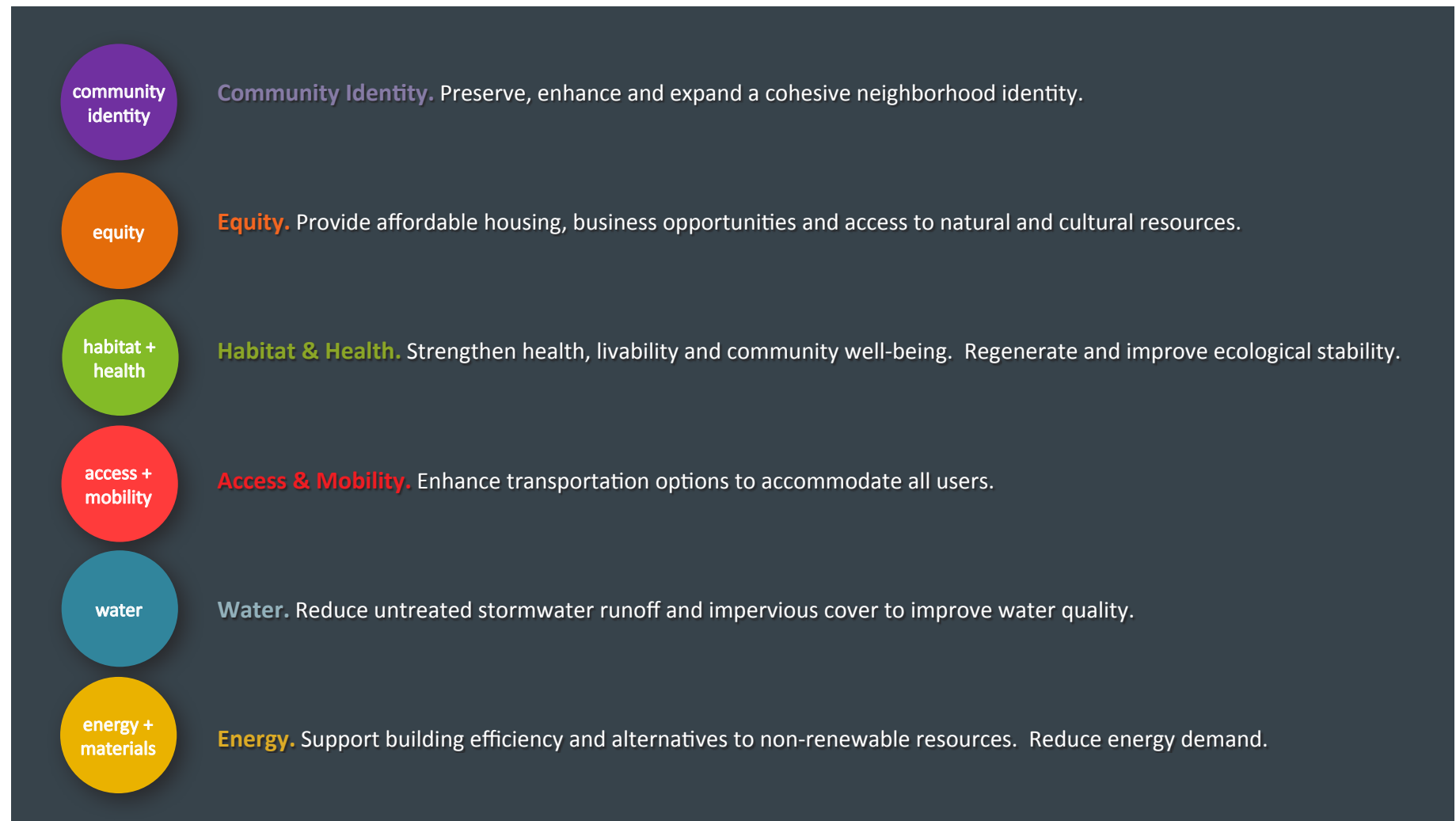
## 4.5 Sustainability

Sustainable planning requires a long-term perspective to address the needs of the present without compromising the needs of the future. It supports economic well-being, community equity and environmental health. These guiding principles of comprehensive sustainability aim

to create a more livable community with a high quality of life for its residents, resulting in strong economic activity, enjoyable social experiences and a healthy ecosystem.

Creating this vision requires a framework for planning in six performance areas: community identity, equity, habitat and health, access and mobility, water and energy.

Each performance area is an element of community sustainability that can be measured over the life of this Sector Plan. Collectively, these elements strengthen the overall plan vision of how Greater Lyttonsville will become healthier, more inclusive and more prosperous.





Implementation of the Greater Lyttonsville Sector Plan goals and recommendations will make Greater Lyttonsville a more sustainable place to live, work and play. Performance areas are addressed within the goals and recommendations outlined in the Plan, as demonstrated in their chart.

#### Community Identity

- Support neighborhood retail.
- Allow mixed-use development.
- Create civic greens.
- Continue industrial uses.
- Create a community destination near the Purple Line.
- Highlight community history through signage, artwork, and future evaluation of historic resources.
- Revitalize Paddington Square.
- Improve Lyttonsville Community Park.
- Foster social networks through an increase in open spaces, parks, and trail connections.

#### Mobility

- Increase bicycle and pedestrian mobility, safety and networks.
- Support complete streets.
- Provide multiple points of access to the Purple Line.
- Provide multi-modal transportation options.

#### Equity

- Preserve affordable retail and commercial space for small businesses.
- Increase mixed-income housing.
- Retain and increase a wide range of housing and work choices.
- Enhance livability and accessibility for seniors and the disabled.
- Provide live/work opportunities.

#### Water

- Daylight Fenwick Branch.
- Increase buffers along streams and tributary.
- Increase stormwater management.
- Encourage use of native plants to reduce water demand.

#### Habitat and Health

- Connect canopy corridors and greenways.
- Increase open space, parkland and trail networks.
- Create linear green spaces.
- Improve pedestrian and bikeway safety.
- Improve water quality and stream buffers.
- Increase habitat opportunities through plantings.
- Improve air quality through plantings, increased pedestrian mobility and reduced demand for cars.
- Reduce heat island effect.
- Plant native plant communities that support local birds, pollinators, insects, other species.

#### Energy

- Encourage LEED-rated and green building construction through Commercial Residential (CR) zoning incentives.
- Upgrade energy inefficient building systems with higher efficiency building systems.
- Reduce dependency on vehicles through access to alternative modes of transportation, such as bikes and mass transit.
- Allow infill development to reduce suburban sprawl and vehicle miles travelled.
- Maximize access to clean, low carbon transportation options.







# Greater Lyttonsville Sector Plan

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