



GREATER LYTTONSVILLE

BRIEFING BOOK

MAY 2014



The Greater Lyttonsville Briefing Book summarizes the existing conditions within the Greater Lyttonsville Sector Plan area as of April 2014. It is intended to be used as a reference for the Sector Plan community. The Plan was relaunched in Spring of 2014.

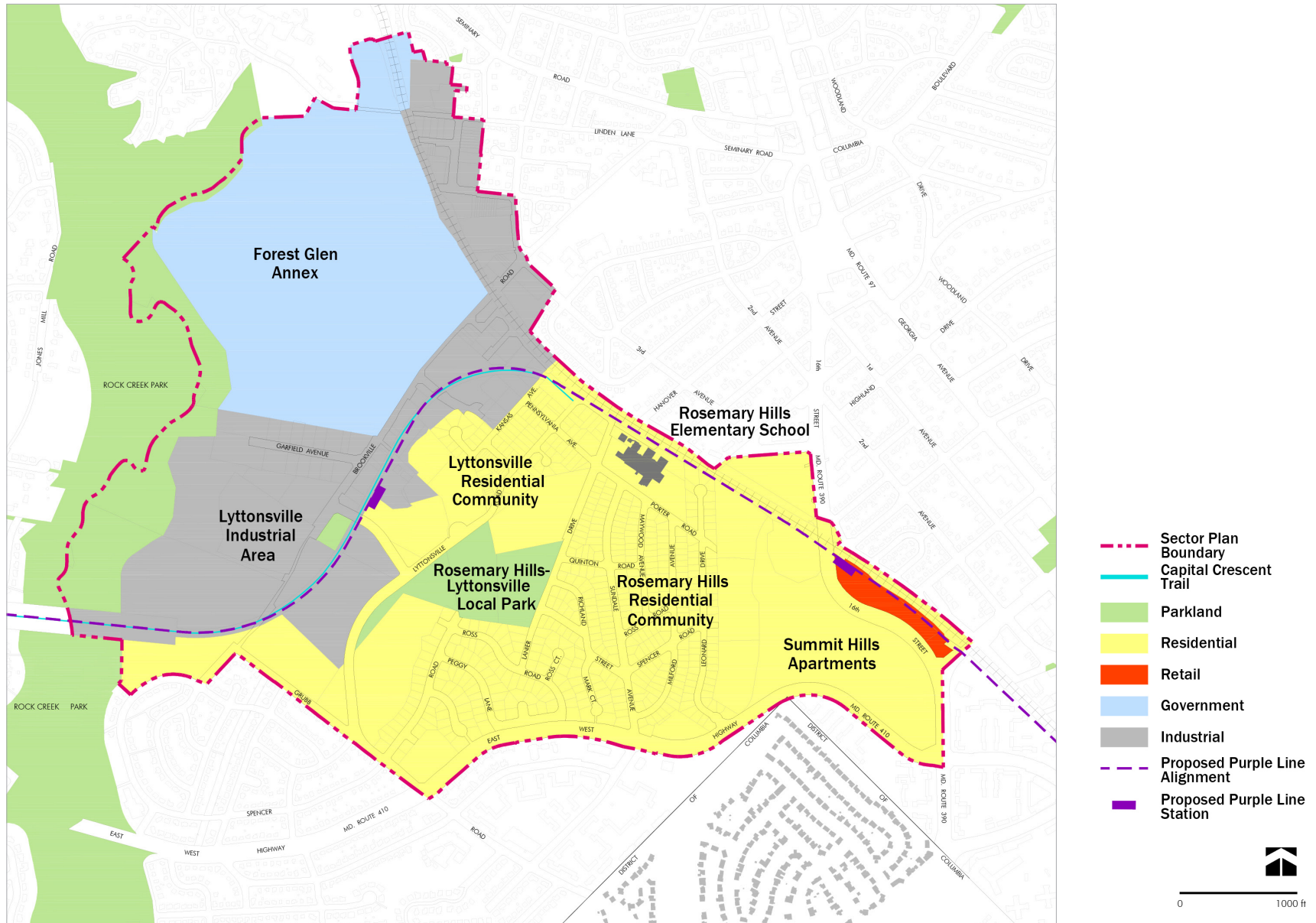
Montgomery County Planning Department

 Maryland - National Capital Park and Planning Commission



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Greater Lyttonville Sector Plan boundary, as previously determined in the July 2012 Scope of Work document

INTRODUCTION

Greater Lyttonsville is a diverse community, in terms of land use, demographics, and resources. The broader plan area is comprised of the Rosemary Hills and Lyttonsville communities, mid-rise to high-rise apartments near East-West Highway and 16th Street, the Lyttonsville Industrial Area, and the Fort Detrick Forest Glen Annex. The current development pattern in Greater Lyttonsville has been guided by a series of Master Plans since 1972, however, this area of southern Montgomery County has not undergone a detailed planning review since 2000.

Master and Sector Plans, each created through a public process, identify general goals, intents, and priorities for development throughout the defined Plan Area (about 585 acres for Greater Lyttonsville). The Sector Plan will include specific recommendations within the Plan Area for individual properties regarding land use and zoning, historic preservation, urban design, transportation, the environment, and open space.

Significant public and private investment for the Purple Line light rail line from Bethesda to New Carrollton will transform the Greater Lyttonsville area in the coming years. Two stations are located within the boundaries of the Plan Area - Lyttonsville and 16th St/Woodside. Given this effort, a new planning effort for this area at this time is very appropriate and necessary.

This Briefing Book summarizes the existing conditions within the Greater Lyttonsville Sector Plan boundary from a variety of perspectives, and is intended to offer a concise and legible context to inform the discussions that will help create the Greater Lyttonsville Sector Plan. However, there are limitations to the extent of analysis provided in this briefing book. Further historical information and environmental research, for example, is necessary for the final Sector Plan. This document lays out the base information available and will provide a framework for future discussions with the community.

EXISTING CONDITIONS

HISTORIC CONTEXT

Various settlement and development forces have shaped Greater Lyttonsville, resulting in a plan area with a rich history and a wide variety of land uses and neighborhoods. The prominent Carroll family purchased a portion of a 1689 land grant, establishing a homesite in Forest Glen and two tobacco plantations, introducing an African-American population to the area as slave labor for the plantations. The plantations changed hands in the mid-19th century, as tobacco lands became depleted. An African-American settlement was initiated in the area when, in 1853, Leonard Johnson sold over four acres of land on the east side of Brookeville Road to Samuel Litton, whom tradition holds was a freed slave. The land, to the southeast of Edgewood and opposite today's Garfield Avenue, forms the genesis of the historically African-American and now diverse community now known as Lyttonsville. An 1879 map places Samuel Litton's home along Brookville Road.

The opening of the Metropolitan Branch of the Baltimore and Ohio Railroad in 1873 ushered in the era of railroad suburbs into Montgomery County and substantially changed the Plan Area. Residential subdivisions were platted, including Linden, the county's first suburban subdivision (1873), located north of the railroad tracks. The Master Plan for Historic Preservation-designated Linden Historic District (#36/2) and the Center and Annie Lawrence House (#36/2-1) are just outside the Plan Area. The subdivision introduced new architectural styles to the Plan Area and a new culture, as northern federal workers took up residence in an area that had been distinctly agrarian. The subdivision, accessed by the new Linden Railroad Station at the end of Montgomery Avenue, made country living possible for workers from D.C. A portion of the subdivision, now mainly developed with industrial uses, is within the Plan Area north of the railroad tracks.

South of the railroad tracks, "Perkins and Burrows Addition to Linden" was platted in 1890, with streets named Pennsylvania, Kansas, Michigan, and Maine Avenues. In 1892, "Perkins and Burrows, Near Linden Station on Metropolitan Railroad" was platted, eventually becoming known as the "Pilgrim Church Tract." This plat is along today's Garfield Avenue. Pilgrim Church was erected at the corner of Garfield and Brookville Roads, and the Linden School was located several lots down on Garfield. In 1901, Samuel



Historic home in Lyttonsville

Litton subdivided his land into numerous lots, naming his plat Littonville. These three plats became centers for the expanding African-American settlement.

The railroad also opened the vicinity to commercial ventures. To the northwest of the Plan Area, the new Forest Glen station provided access for a new resort hotel, Ye Forest Inn, which opened in 1887. The hotel was not a commercial success, reopening in 1894 under new ownership as a girls' finishing school, National Park Seminary, which eventually becoming a two-year junior college renamed National Park College. National Park Seminary became a National Register Historic District in 1972 and the county's first locally designated historic district (#36-2) in 1979. The local historic district adjoins the plan area to the west along Linden Lane.

Suburbanization was given an additional push when trolleys started plying county streets in the early 1890s. In 1897, the Washington, Woodside and Forest Glen Railway opened its Forest Glen Trolley line, which ran near the Linden neighborhood. Twentieth century road construction, including the Bethesda-Silver Spring Highway (today's East-West Highway) (1928-29) and 16th Street extended and Lyttons ville Road (1960s) opened up previously inaccessible land to development. Single-family housing subdivisions were erected from the late 1930s through the 1950s, including the colonial-revival Rosemary Knolls and Rosemary Hills. Richland Place, a 1951 resubdivision of a portion of Rosemary Hills, was developed by Bert M. Tracy and designed by Joseph Miller as a small enclave of twenty modernist homes with wood panels and large glass expanses. The homes were advertised as "expansibles," designed to be easily partitioned and expandable for growing families in booming post-war times. Parents Magazine gave them a regional best homes merit award in 1952. The homes retain a high degree of architectural integrity.

Following the success of the county's first garden-style apartment complex, the nearby Falkland Apartments (1937-38), listed in the Master Plan for Historic Preservation (#36/12), developers constructed the Barrington and Rosemary Village Apartments (1954), the innovative two-story duplex Round Hill Apartments (ca. 1960), built by Saul Ritzenberger and designed by Collins and Kronstadt, and Friendly Gardens (1970s).

Mid-rise and high-rise apartment buildings were introduced into the Plan Area in the 1960s, after 16th Street had been extended. The mid-rise

Summit Hills opened in 1964. Park Sutton (1964) and Suburban Towers (1962) were high-rise buildings designed by Donald Drayer. The Park Sutton advertised itself as an adult building, in contrast to nearby child-oriented garden apartments. Claridge House (1965) was part of the wave of luxurious "apartment hotels" developed for affluent suburbanites who preferred the conveniences of apartment living. The Claridge House was built by developers Stanley Reines and Sidney Teplin, and designed by architect Edmund Dreyfuss in conjunction with interior designer Edward Plyer.

As the Plan Area suburbanized, auto and pedestrian connections over the railroad tracks between neighborhoods became more important. The Talbot Avenue Bridge (M: 36-30) was built in 1918 as a replacement for an earlier bridge over the CSXT Railroad tracks (formerly the B&O Metropolitan Branch), and is an example of a 3-span, single-lane, combination metal plate and rolled girder bridge. In the last decades of the 20th century, the Talbot Avenue Bridge was slated for closure, but resident petitions resulted in its repair. The bridge was found eligible for listing in the National Register on April 3, 2001. It is slated for removal in the proposed Purple Line project.

In 1942, the United States Army took over the National Park College. 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 houses various research facilities and a medical museum.



Joseph Miller modernist home on Richland Place.

Lyttonsville's industrialization began in 1873, with the coming of the railroad. By 1956, there were scattered industrial areas along Brookville Road and within Linden, mixed with residential. A 1957 M-NCPPC plan, "Looking Ahead – A General Plan for the Maryland-Washington Regional District," recommended increasing industrial zoning in the vicinity substantially. A 1958 rezoning increased industrial zoning in the area, though less than recommended. Lyttonsville Road and Lyttonsville Place were built as a result of a 1958 M-NCPPC plan that recommended new roads to divert industrial traffic from residential neighborhoods. The Council rezoned additional land for industrial uses along Brookville in the late 1950s. Industrial rezoning had a strong impact on the African-American community on Brookville Road and Garfield Avenue. Population diminished, and the center of the African-American settlement in the area eventually shifted east, toward Kansas and Maine Streets (Perkins and Burrows Addition to Linden).

The 1957 General Plan also encouraged construction of industrial parks. In 1964, Technical Services Park was built along the north side of Linden Lane east of the railroad tracks, and housed offices, showrooms, workshops, and warehouse facilities under its cantilevered roof. The pristinely modernist building still stands, with high architectural integrity, and newspaper articles of the day noted its beautiful design and its resemblance to "a fancy country motel." The primary owner was Tom G. Oyster, and the architect was Hartley-Davis Associates.

Urban renewal in Lyttonsville began in 1965 and was completed about 15 years later, after various delays due to title issues, sewer moratoria, and changes in federal programs that provided funding. New townhomes and 25 single-family homes were built, sub-standard housing torn down, roads paved, and water and sewer provided.

The proposed Purple Line project will bring two new stations to the plan area, undoubtedly influencing its future development. One of the stations is slated for location on 16th Street, not far from what was once the Fenwick Station of the Metropolitan Branch. The other station is slated for location near Brookville Road and Lyttonsville Place, near and on land once owned by Samuel Litton.

TRANSPORTATION AND ACCESS

The Greater Lyttonsville Sector Plan area is located in close proximity to the Capital Beltway (I-495) and easily accessible to numerous regional transportation corridors such as East-West Highway (MD 410), Georgia Avenue (MD 97), and Colesville Road (US 29). Since access to the Sector Plan area is limited to the north by the Fort Detrick Forest Glen Annex, CSX rail line to the east, to the west by Rock Creek Park, and to the south by East-West Highway, the community has several distinct gateways: Brookville Road, Lyttonsville Road, Spencer Road, and Sundale Road.



1950s era homes in Rosemary Hills

Transit

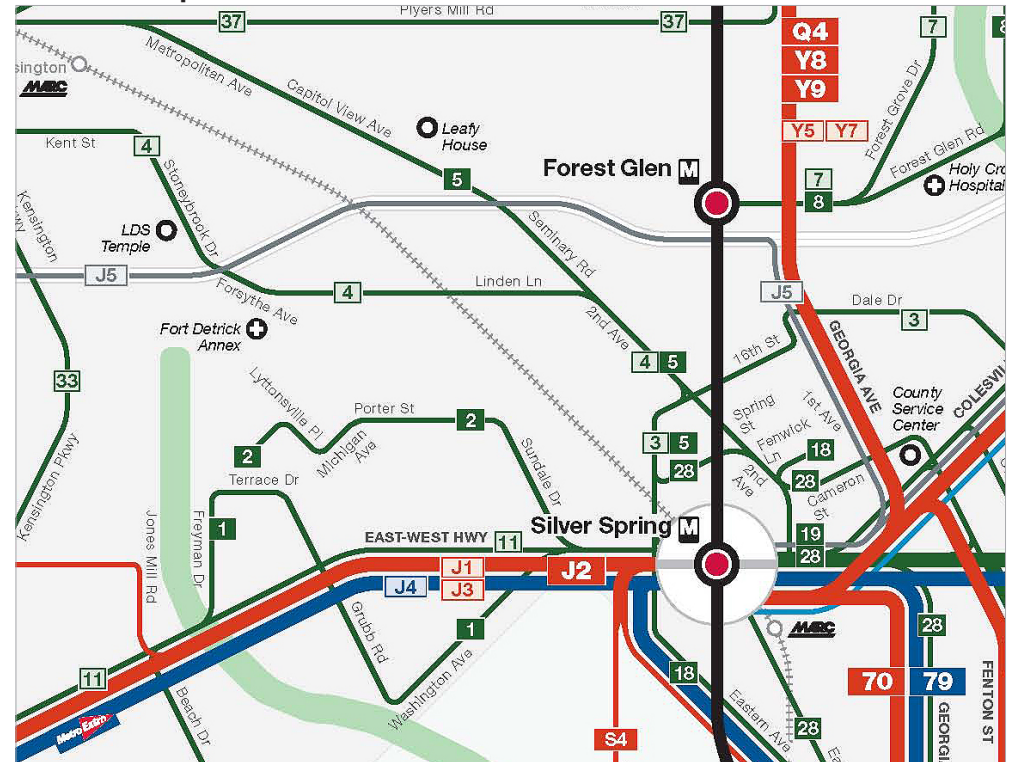
- WMATA Metrobus and Montgomery County Ride On provide regional and local bus service to the community. These two agencies operate 12 bus lines in the Greater Lyttonsville Sector Plan vicinity.
- Purple Line Light Rail Service is anticipated to begin operations in the year 2020, which is during the lifecycle of the Lyttonsville Sector Plan. This Sector Plan area will be the site of two Purple Line stations, Lyttonsville and 16th St./Woodside, as well as the Maryland Transit Administration (MTA) Maintenance Yard Facility.

Bus Routes

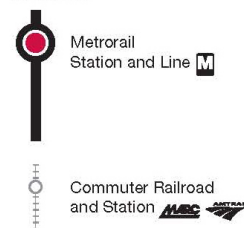
Within the Sector Plan Area: Within the Sector Plan Vicinity:

- | | |
|---------------------|--------------------|
| - Ride On Route 1 | - Ride On Route 3 |
| - Ride On Route 2 | - Ride On Route 5 |
| - Ride On Route 4 | - Ride On Route 18 |
| - Ride On Route 11 | - Ride On Route 28 |
| - MetroBus Route J1 | |
| - MetroBus Route J2 | |
| - MetroBus Route J3 | |
| - MetroBus Route J4 | |

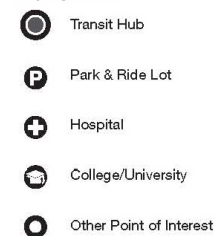
Public Transportation



Rail Lines



Map Symbols



Metrobus Routes

- Y9** Metrobus Major Route
Frequent, seven-day service on the core route. On branches, service levels vary.
- T2** Metrobus Local Route
Less frequent service, with some evening and weekend service available.
- D5** Metrobus Commuter Route
Weekday peak-hour service linking residential areas to Metrorail stations and employment centers.
- J4** MetroExtra Route
Limited stops for a faster ride. Days, times and service levels vary by route.

Bus Routes



- Major Route**
For all service providers, frequent, seven-day service on the core route. On branches, service levels vary.
- On all route types, a lowlighted badge indicates a route segment with limited or peak-only service hours.

Bus Routes Operated by City/County Systems

- 43** Montgomery County - Ride On
- 18** Prince George's County - The Bus

Traffic

- Historic traffic count data collected at intersections around the Sector Plan area perimeter indicate that major intersections are within the congestion standards established by the Local Area Transportation Review/ Transportation Policy Area Review (LATR/ TPAR) Guidelines.
- Additional traffic count data will be collected for analysis as part of the Sector Plan process.

Gateways:

- Brookville Road
- Grubb Road
- Sundale Road

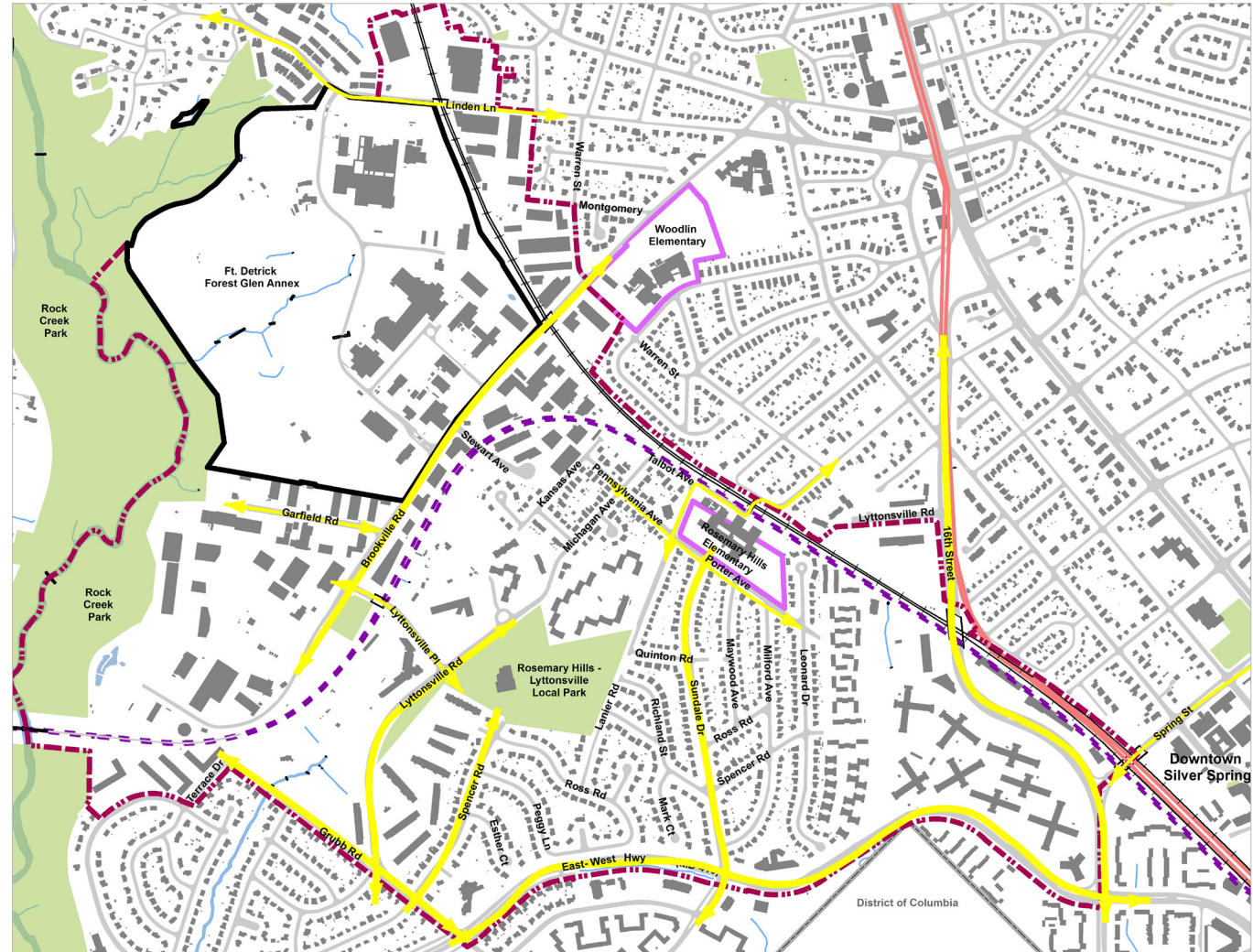
Internal Circulation

- Lyttonsville Place
- Porter Avenue

Regional Connections

- 16th Street
- East-West Highway

Community Access and Circulation



- Sector Plan Boundary
- +— Railroad
- Metrorail
- Bridge Outlines
- - - Proposed Purple Line

- School
- Federal Property
- Parkland
- Vehicular Access and Circulation

0 250 500 1,000 1,500 Feet

Pedestrian and Bicycle Travel

- Although most roadways within the community are suited for pedestrian and bicycle travel, barriers do exist to non-auto travel. Examples of these barriers include the CSX rail facility, the fence to the west of the Summit Hills development, and missing sidewalks.

PB – 4: Terrace Drive Bike Lanes
 PB – 20: Brookville Road Bike Lanes
 PB – 22: Stephen Sitter Avenue Signed/ Shared Roadway
 PB – 60: Linden Lane Shared Use Path

SP – 6: Georgetown Branch Interim Trail Shared Use Path (Future Capital Crescent Trail)
 SP – 9: East-West Highway Shared Use Path

SR – 63: Interim Capital Crescent Trail Signed/Shared Roadway

Bikeway Network



- Sector Plan Boundary
- Railroad
- Metrorail
- Bridge Outlines
- Proposed Purple Line

- School
- Federal Property
- Parkland

Master Planned Bikeways

Existing Proposed

- Shared Use Path
- Signed Shared Roadway
- Bike Lanes
- Hard Surface Park Trails

0 250 500 1,000 1,500 Feet

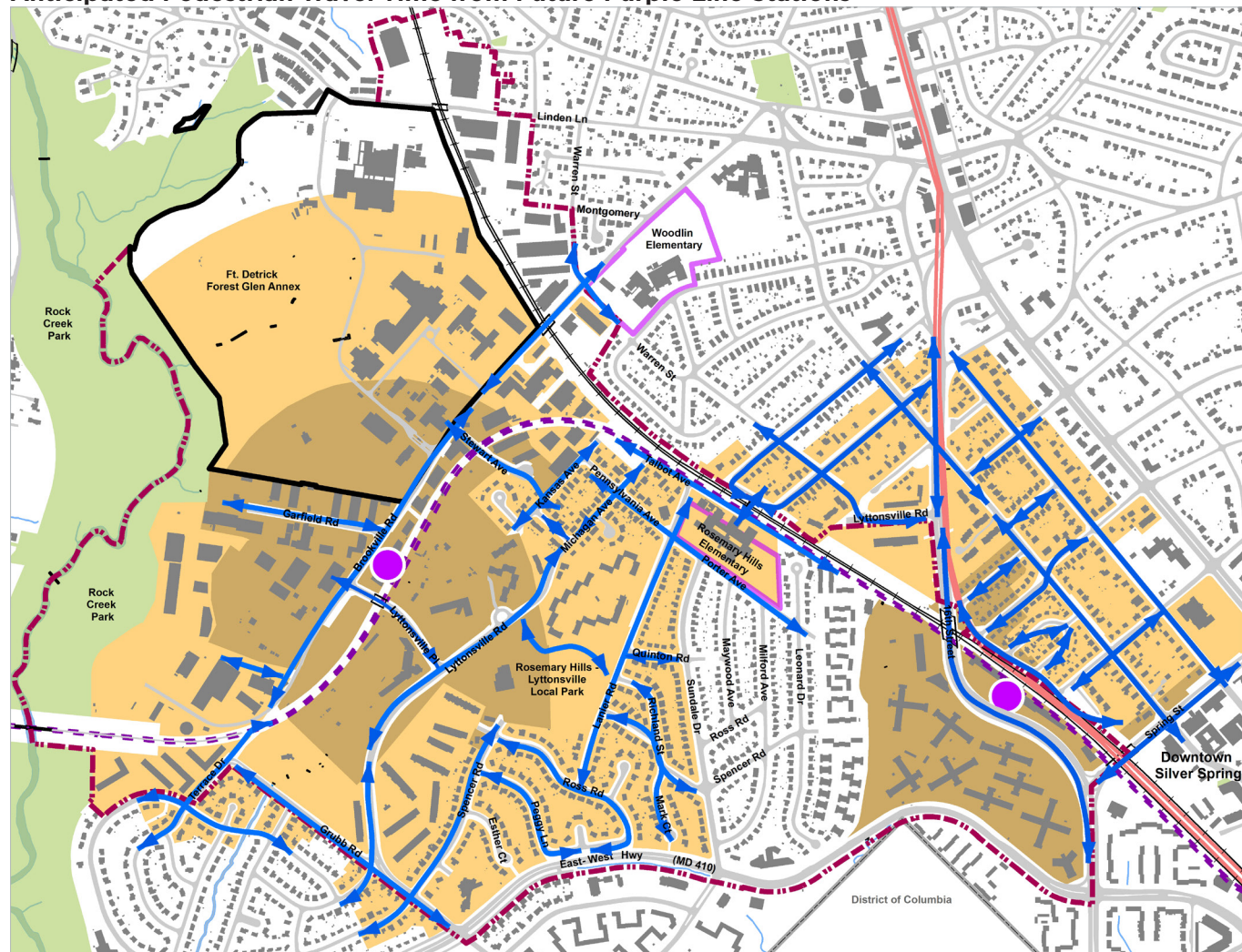
Anticipated Pedestrian Travel Time from Future Purple Line Stations

Purple Line

- A 16-mile light rail line connecting Bethesda to New Carrollton.
- 21 stops, including two within the Greater Lyttonsville Sector Plan area - Lyttonsville and 16th St/Woodside.

- This map shows potential travel routes based on existing roadways/paths and anticipated Capital Crescent Trail improvements associated with the Purple Line.

- Pedestrian and Bicycle Accessibility around the future Purple Line stations is somewhat limited due to existing features within the community.



- Sector Plan Boundary
- +— Railroad
- Metrorail
- Bridge Outlines
- - - Proposed Purple Line
- Pedestrian Route

- School
- Federal Property
- Parkland
- 5 Minute Walk to Purple Line Station
- 10 Minute Walk to Purple Line Station

0 250 500 1,000 1,500 Feet

- View of Lyttonsville Purple Line Station looking west toward Lyttonsville Place.
- The proposed MTA Purple Line Maintenance Facility is visible beyond the Lyttonsville Place bridge.
- Access to the station and Capital Crescent Trail is proposed from Lyttonsville Place via a ramp and a staircase (shown on the left of the image).
- Access to the station and Capital Crescent Trail is also proposed from Stewart Avenue (not shown).



Conceptual Rendering of the Proposed Lyttonsville Station (Source: Maryland Transit Administration)

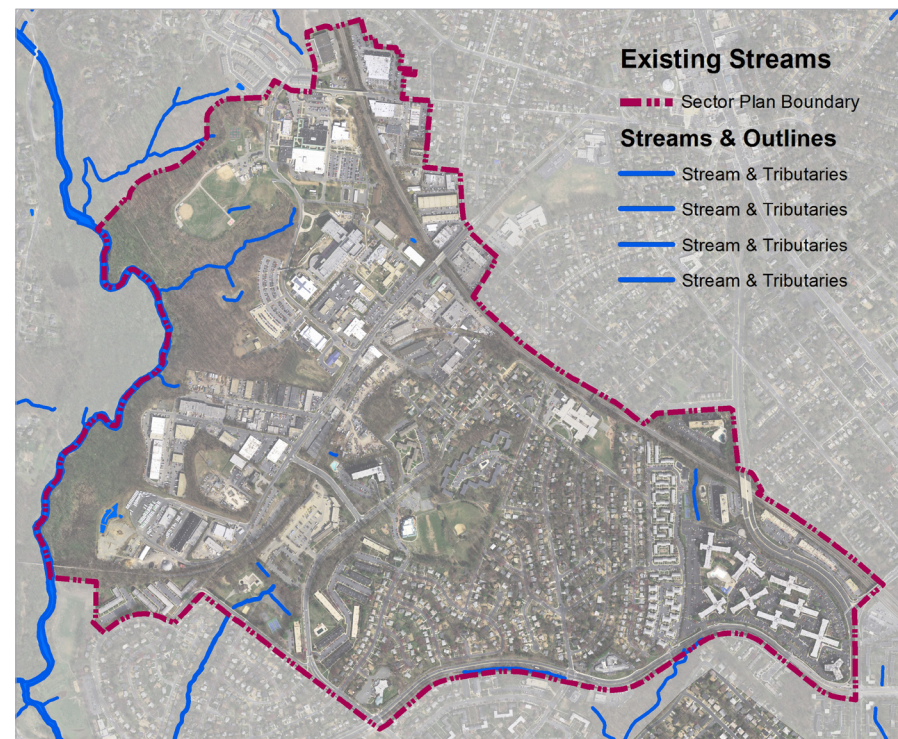
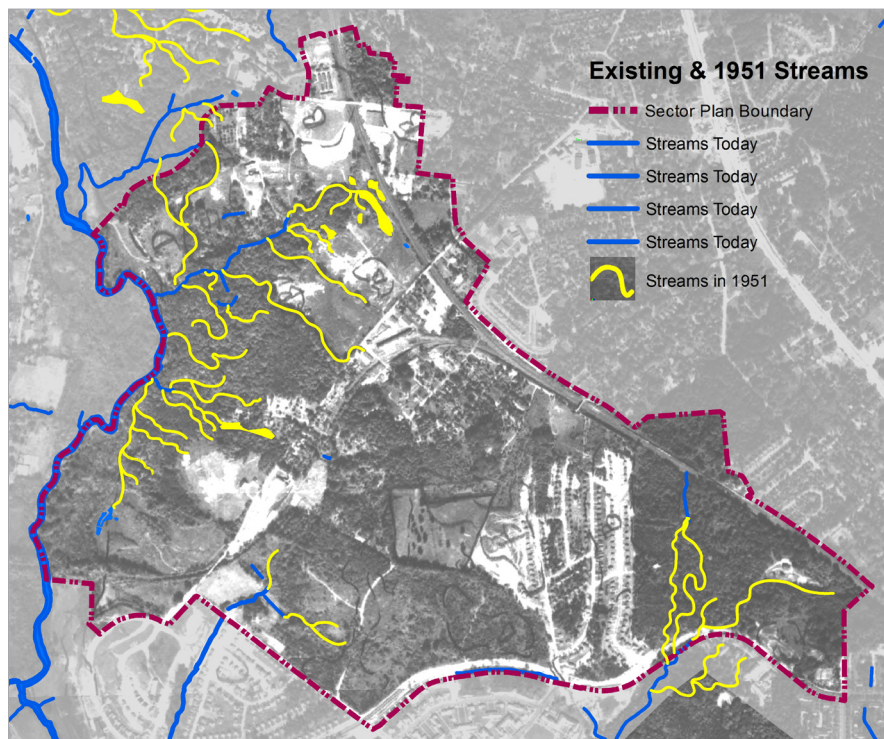


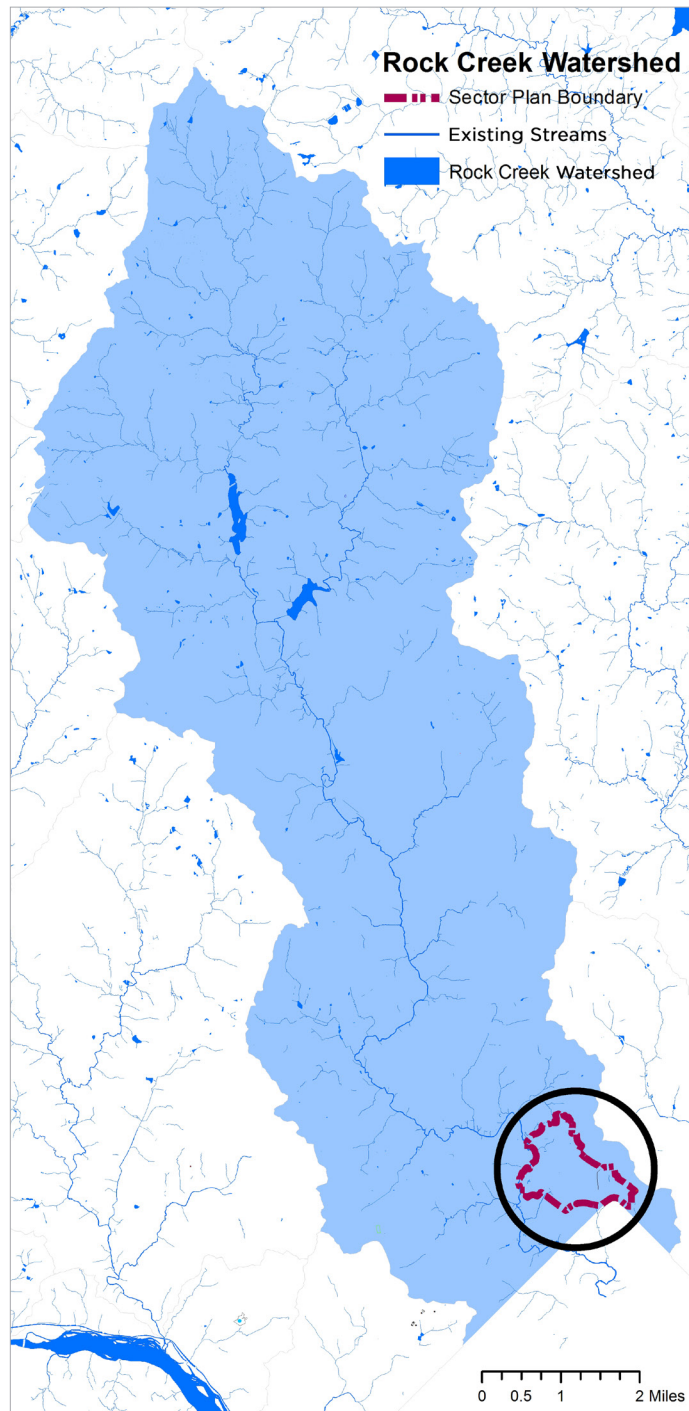
Purple Line Route Map

ENVIRONMENT

Decades ago, Greater Lyttonsville was once part of a large intact ecosystem that provided water filtration, carbon sequestration, wildlife habitat and a plethora of other environmental services associated with Rock Creek, a regional resource bordering the Plan Area. Over the years as development has increased, ecosystems have been altered, forests removed, streams channeled, untreated runoff increased, and land converted to lawns, buildings, streets, parking lots, and other impervious surfaces. The following pages demonstrate some of the existing environmental conditions in the Plan area today.

- The environmental evaluation will be used as a baseline to inform the development of recommendations for the Sector Plan. The objective is to aid in countering the effects of the anthropomorphic impacts noted above.
- Potential and existing brownfield sites are known to be present in the Greater Lyttonsville Sector Plan area. However, due to the extensive amount of research and field work required to confirm these sites, it is premature at this time to publish information that has not yet been field verified. Further analysis will be conducted during the Sector Plan review process to provide a greater understanding of the specific environmental impacts.

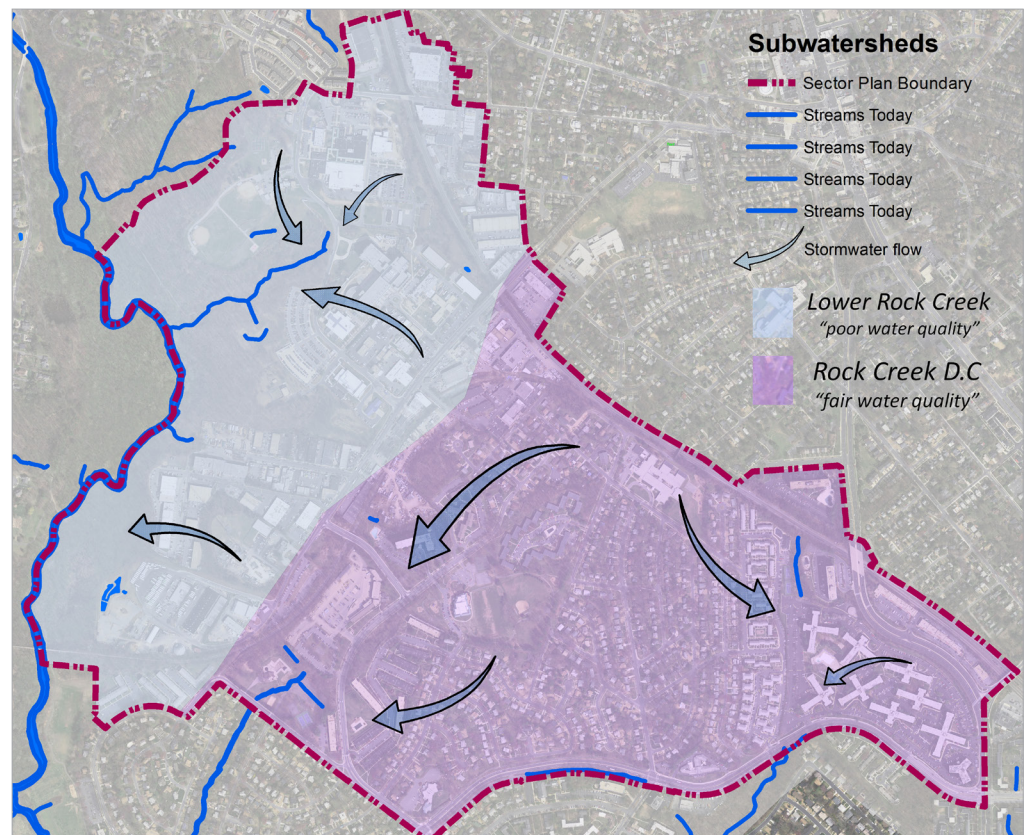




Watersheds & Water Quality

A watershed is the extent of land where precipitation converges to a single point. A subwatershed refers to a smaller drainage area within the larger watershed.

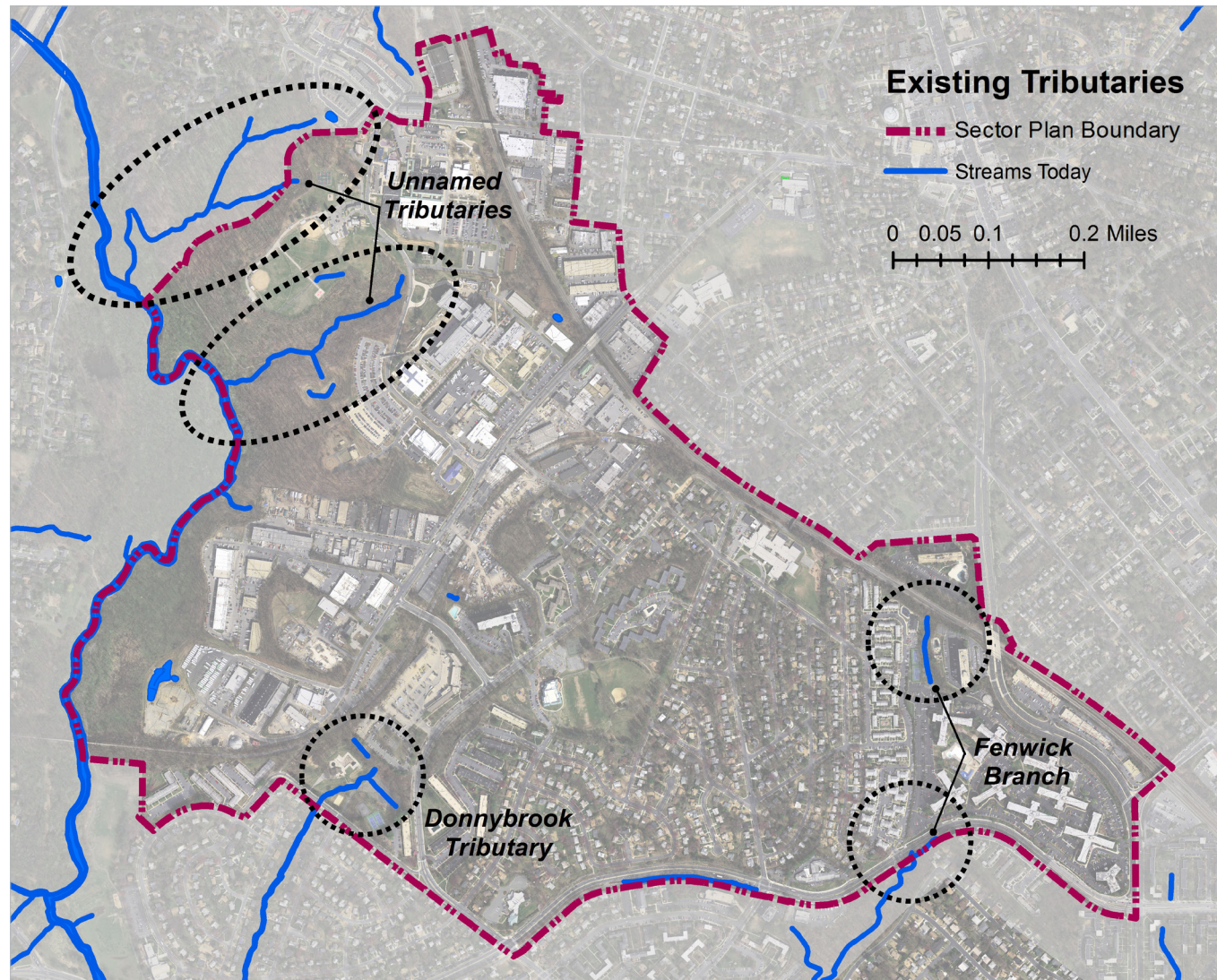
- There are two watersheds in Greater Lyttonsville — Rock Creek D.C and Lower Rock Creek. Both drain into Rock Creek and ultimately the Potomac River.
- The Department of Environmental Protection measures the biological community (fish and bugs) of streams. The results determine if the stream is poor, fair, good, or excellent condition. Lower Rock Creek has poor water quality, and Rock Creek D.C. has fair water quality.
- Poor water quality is most often associated with anthropogenic stressors such as: impervious cover, loss of vegetation, illicit discharge, nutrients, herbicides, etc.

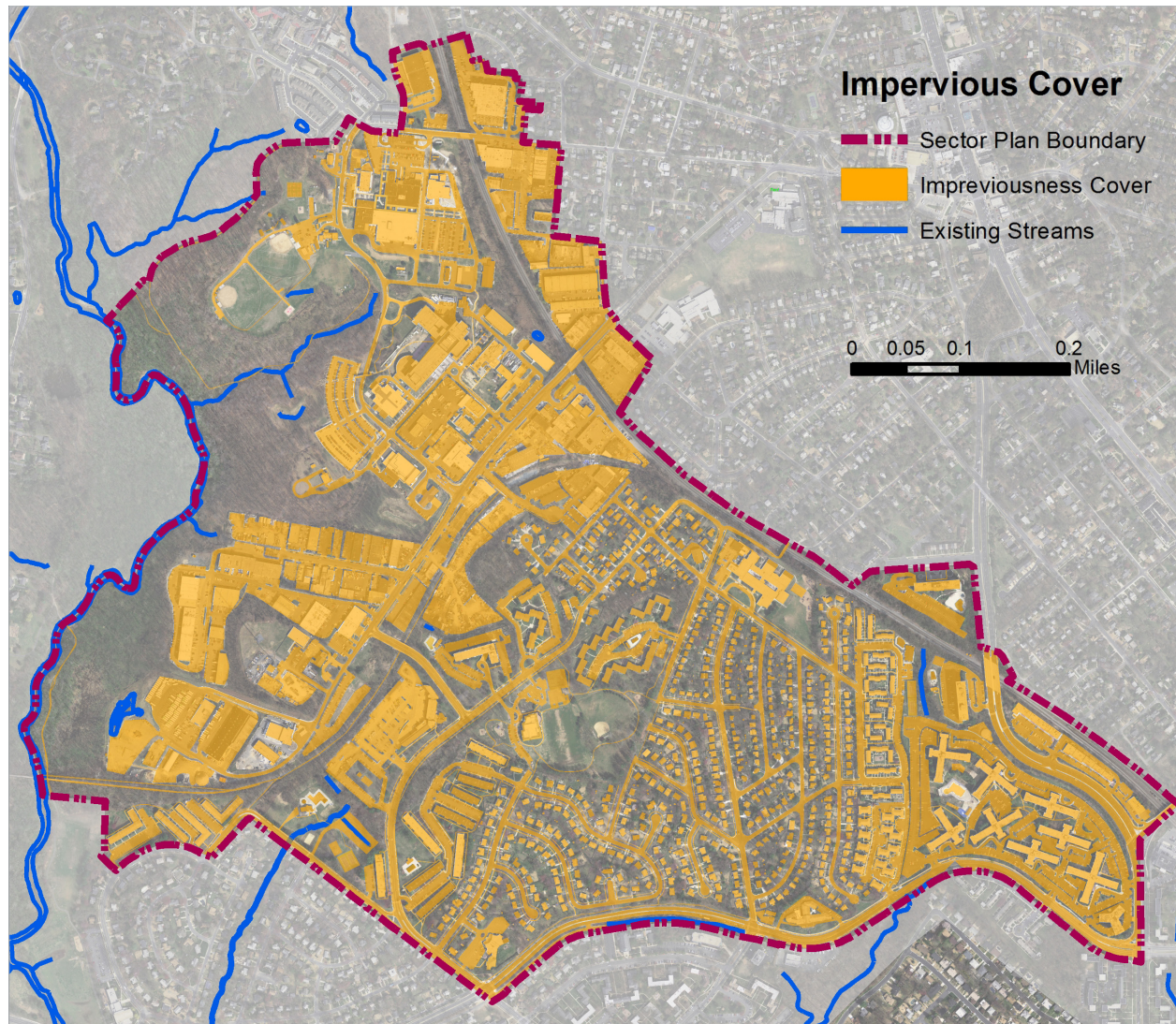


Streams

In Lyttonsville, as with other areas throughout the county, many of Rock Creek tributaries have been piped and channeled reducing water quality, stream availability, function, and habitat.

- At least two streams have been piped, channelized, and significantly altered: Donnybrook Tributary, and Fenwick Branch
- Streams and their associate seeps and habitat are essential in sustaining a healthy hydrologic and biologic aquatic network.





Impervious Cover

Impervious cover refers to anything that prevents water from soaking into the ground. Examples include roofs, driveways, roads, streets, and parking lots. During storm events water flows swiftly across impervious surfaces increasing in temperature and taking with it pollutants found on the surface including sediments, oils, de-icing salts, sand, pet waste, lawn fertilizers, and other pollutants.

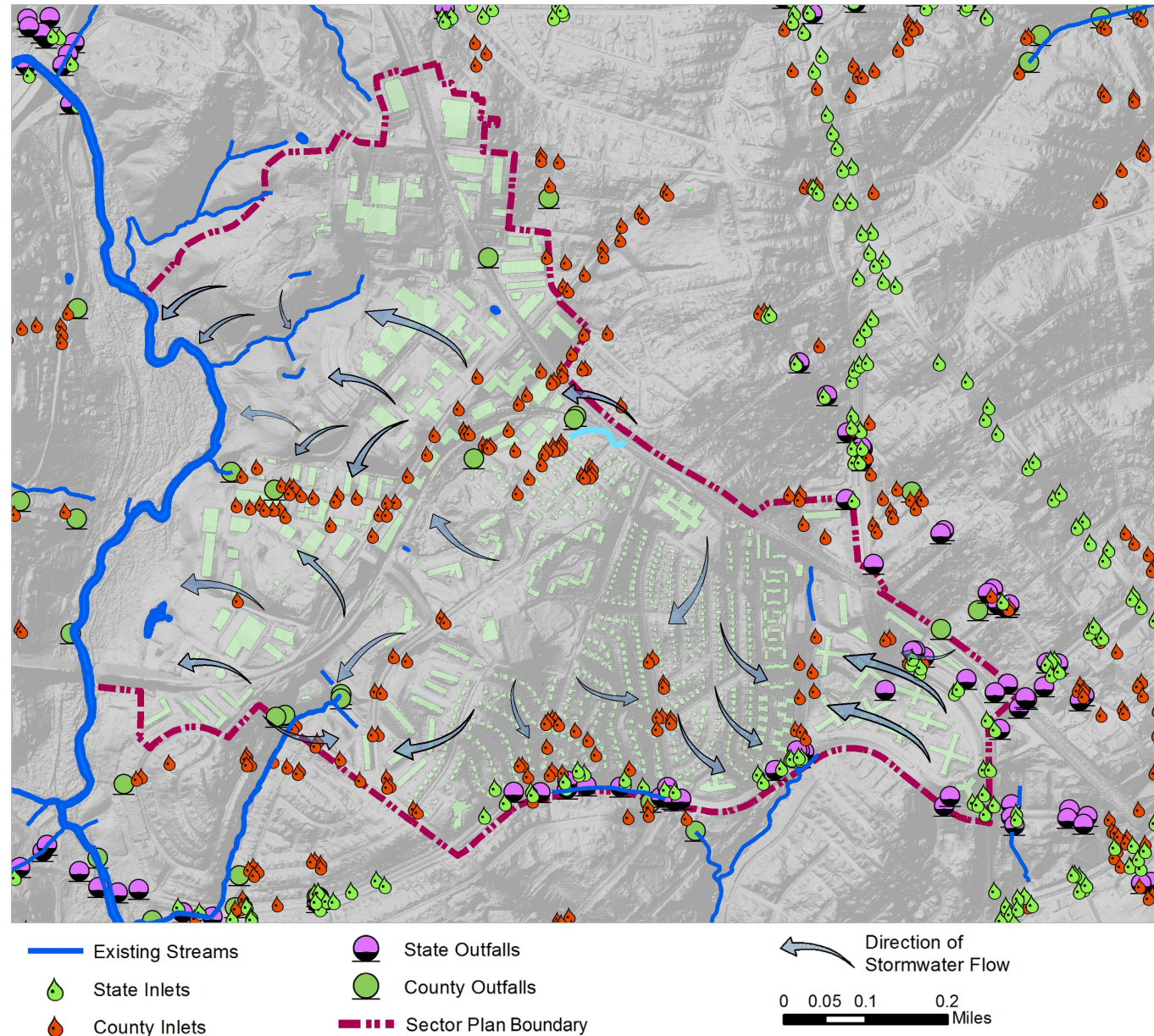
- Within the Plan Area, the total impervious cover is nearly 42.87 percent overall.
- Research has shown that when impervious cover reaches 10-25%, major alterations in stream morphology occurs significantly reducing aquatic habitat. At greater than 25%, streams suffer from loss of species diversity, floodplain connectivity, stream bank erosion, and decreased water quality.
- Reducing impervious cover in Greater Lyttonsville, and implementing Environmental Site Design (ESD) throughout the Plan Area will significantly improve water quality to the receiving watersheds.

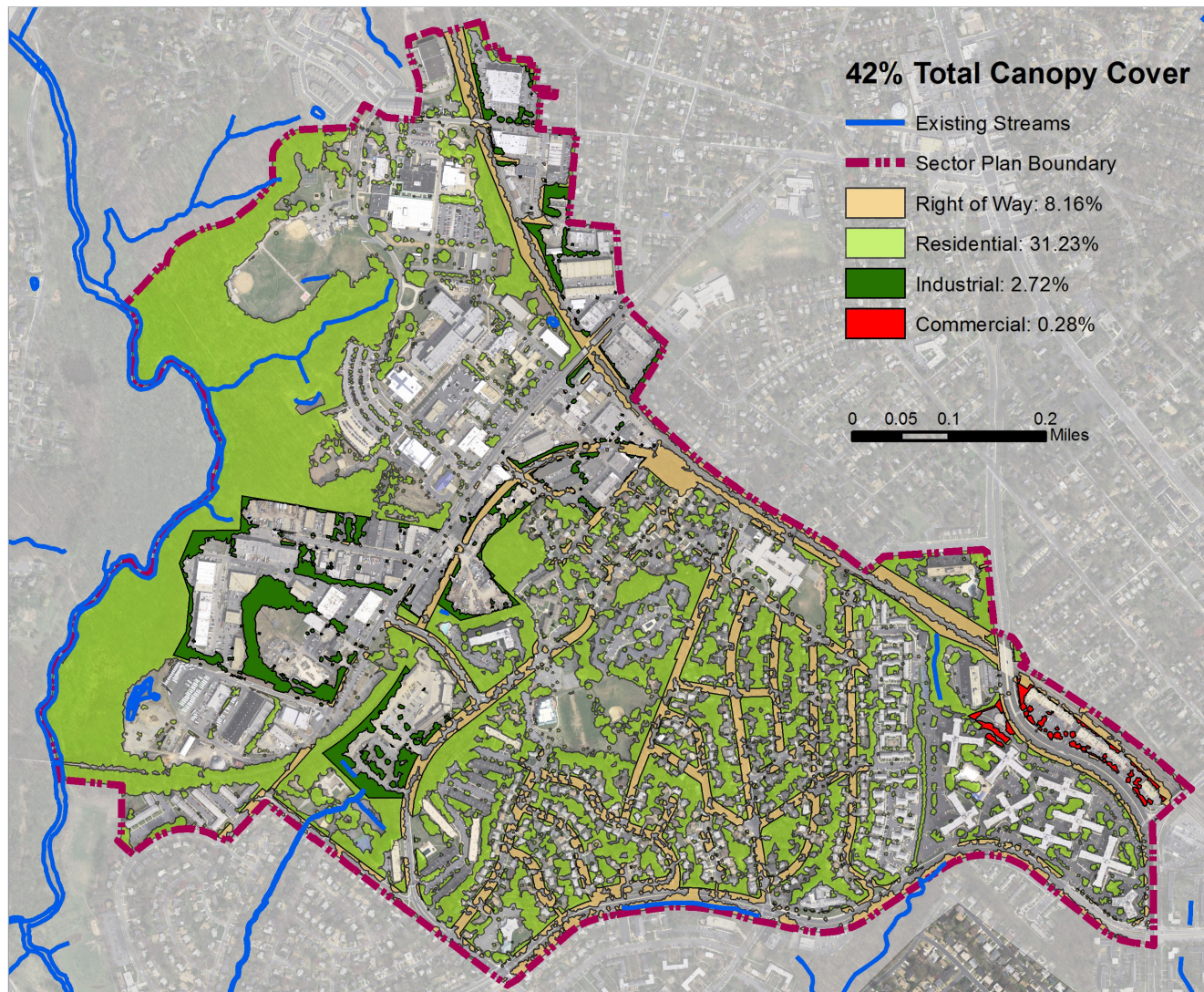
Storm Drainage

Stormwater inlets collect runoff from impervious surfaces where it is transported into receiving streams. Without stormwater treatment, runoff containing debris and pollutants will be conveyed directly into the nearest waterway.

- Water flows from the highest point to the lowest creating a watershed. As rainwater flows across the surface it either soaks into the ground, or flows across the impervious surface discharging into stormdrains and the nearest stream.
- There are many storm drain inlets throughout the Plan Area.
- Employing systems called Environmental Site Design (ESD) that mimic the natural hydrologic cycle prior to entering the storm drain network will significantly improve water quality in the receiving streams.

Stormdrains and Direction of Flow





Tree Canopy Cover

Tree canopy cover includes leaves, branches, and stems of trees that cover the ground when viewed from above. Trees provide multiple benefits including improved air quality, carbon sequestration, stormwater treatment, provides wildlife nesting and foraging areas, and are critical in reducing urban heat island effect. Trees can improve quality of life, buffer pedestrians from vehicle traffic, increase property value, and shade buildings to reduce energy demands.

- The tree canopy cover in Greater Lyttonsville covers approximately 42.4 percent of the study area.
- Increasing tree canopy cover within the Plan Area will provide multiple benefits.

PARKS, OPEN SPACE, AND TRAILS

In areas such as Lyttonsville and Rosemary Hills which are on the periphery of the Silver Spring Central Business District, parks and open spaces serve as important health, social, aesthetic, economic, and environmental amenities for residents and workers alike. 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.

The Greater Lyttonsville Plan area features two public parks, one of which serves as the community focal point. Rosemary Hills-Lyttonsville Local Park is a 17-acre park acquired and built by the M-NCPPC Parks in 1962. This park also includes the Gwendolyn Coffield Community Center which is operated by Montgomery County Department of Recreation. Although Lyttonsville has grown substantially in the last forty years, this park continues to serve the community admirably. Both the park and the community center are very popular with residents. The Coffield Center offers a wide variety of facilities and programs, including sports, fitness, dance, music, art, or the opportunity to join together with friends and neighbors for a special celebration or social gathering.

The Department of Recreation currently has no plans to renovate the community recreation center. Rosemary Hills-Lyttonsville Local Park sits at the heart of the community and features playgrounds, a softball field, two multi-use fields, four tennis courts, a football/soccer field, and a picnic area. The most recent park improvements took place in 2001 and 2004 and included playground upgrades. Improvements are planned during Summer 2014 to enhance accessibility to the park and community recreation center as part of Americans with Disabilities Act (ADA) requirements.

Public Parks

M-NCPPC Parks within a mile of the approximate center of the Sector Plan area include:

- Rosemary Hills-Lyttonsville Local Park
- Rock Creek Stream Valley Park (Units 1 and 2)
- Meadowbrook Maintenance Annex (unimproved land that is needed for future Purple Line station)
- Montgomery Hills Neighborhood Park
- Birch Drive Neighborhood Conservation Area
- Woodside Urban Park
- Royce Hanson Urban Park
- Fairview Urban Park
- Ellsworth Urban Park
- Gene Lynch Urban Park (future as part of the Silver Spring Transit Center; easement)
- Silver Spring Transit Center Plaza (easement)
- Jones Mill Road Neighborhood Park
- Ray's Meadow Local Park
- Meadowbrook Local Park



View of Coffield Center



Rosemary Hills-Lyttonsville Local Park



Entrance to Rosemary Hills-Lyttonsville Local Park

A portion of Rock Creek Stream Valley Park Unit #2 (which covers the area of the larger stream valley park from East-West Highway to Connecticut Avenue) is also within the Sector Plan boundary. A portion of the Rock Creek Trail is likewise within the Sector Plan area. Access to the Rock Creek trail is available through Rays Meadow Local Park at Ohr Kodesh Congregation directly from Freyman Drive. Both the local park and congregation are technically outside the Sector Plan area, but the local park also offers a playground and athletic fields which serve the Greater Lyttonsville community. The Rock Creek Trail is also accessible via the Ireland Drive Trail.

During the Sector Planning process, the roles and functions of the public and private open spaces will be analyzed in light of the changing needs of the community. The challenge will be to create a successful park and open space system for Lyttonsville and Rosemary Hills' future by making existing parks and open spaces as useful and attractive as possible, while also creating the right mix of new amenities and connections. Planning an integrated system of new and renovated public parks and private open spaces is the best way to meet the full array of needs of the existing and future community.

Open Space Owned By Other Public Agencies

The interim Georgetown Branch Trail (GBT) is owned and operated by Montgomery County Department of Transportation. It 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 into D.C. The GBT also connects to downtown Silver Spring via an on-road bike route. The entire trail from downtown Bethesda to downtown Silver Spring will be rebuilt as part of the Purple Line project and related Capital Crescent Trail improvements, projected to be constructed between 2015 and 2020.

The 136-acre Fort Detrick Forest Glen Annex also features some recreational facilities, but with the exception of the Ireland Drive Trail, these facilities are only available to military personnel. The Ireland Drive Trail (IDT) links Linden Lane with the Rock Creek Trail. Technically, the IDT is on federal land, but the U.S. Army keeps the trail open for public use. The IDT is a vital connector to the Rock Creek Trail and is beloved by area residents. The trail has its own advocacy group, Save Our Trail. The IDT and its immediate environs are identified as a Legacy Open Space Program (LOS) resource, per the 2001 Legacy Open Space Master Plan.

School Facilities

Several schools within and just outside the Sector Plan area also offer open space and recreational amenities. Rosemary Hills Elementary School is the only school within the Sector Plan area. It offers playgrounds and an informal grassy area for outdoor play. Woodlin Elementary School is located just outside the plan boundary to the east, but serves the community as well. It offers a playground and shares informal fields with the adjacent Yeshiva School of Greater Washington.

Privately Owned Recreation Facilities

Rock Creek Pool is a member-owned community pool that straddles the Rosemary Hills and Rock Creek Forest neighborhoods. Open late May through early September, the pool offers leisure and competitive swimming as well as amenities such as tennis courts, a beach volleyball court, and a basketball court. These facilities, however, are only available to paying members and their guests. In addition, several large multi-family buildings offer recreational amenities to its tenants/occupants, such as private swimming pools and playgrounds.

Trails and Bikeways

The Georgetown Branch Trail (GBT) is a significant linear open space for the community. As noted above, the shaded, green trail runs directly into the heart of Bethesda, and also into downtown Silver Spring via an on-road bike route. The GBT also links to the Rock Creek Trail, at both Ray's Meadow Local Park and also via the Ireland Drive Trail. These public park trails and bikeways, in addition to the federally-owned IDT, are used year-round by cyclists, runners, walkers, in-line skaters, and are vital corridors for commuters and recreational trail users alike. As noted above, the GBT will be rebuilt with the Purple Line and Capital Crescent Trail projects, and the green, shady character of the trail will change as a result of the extent of construction.

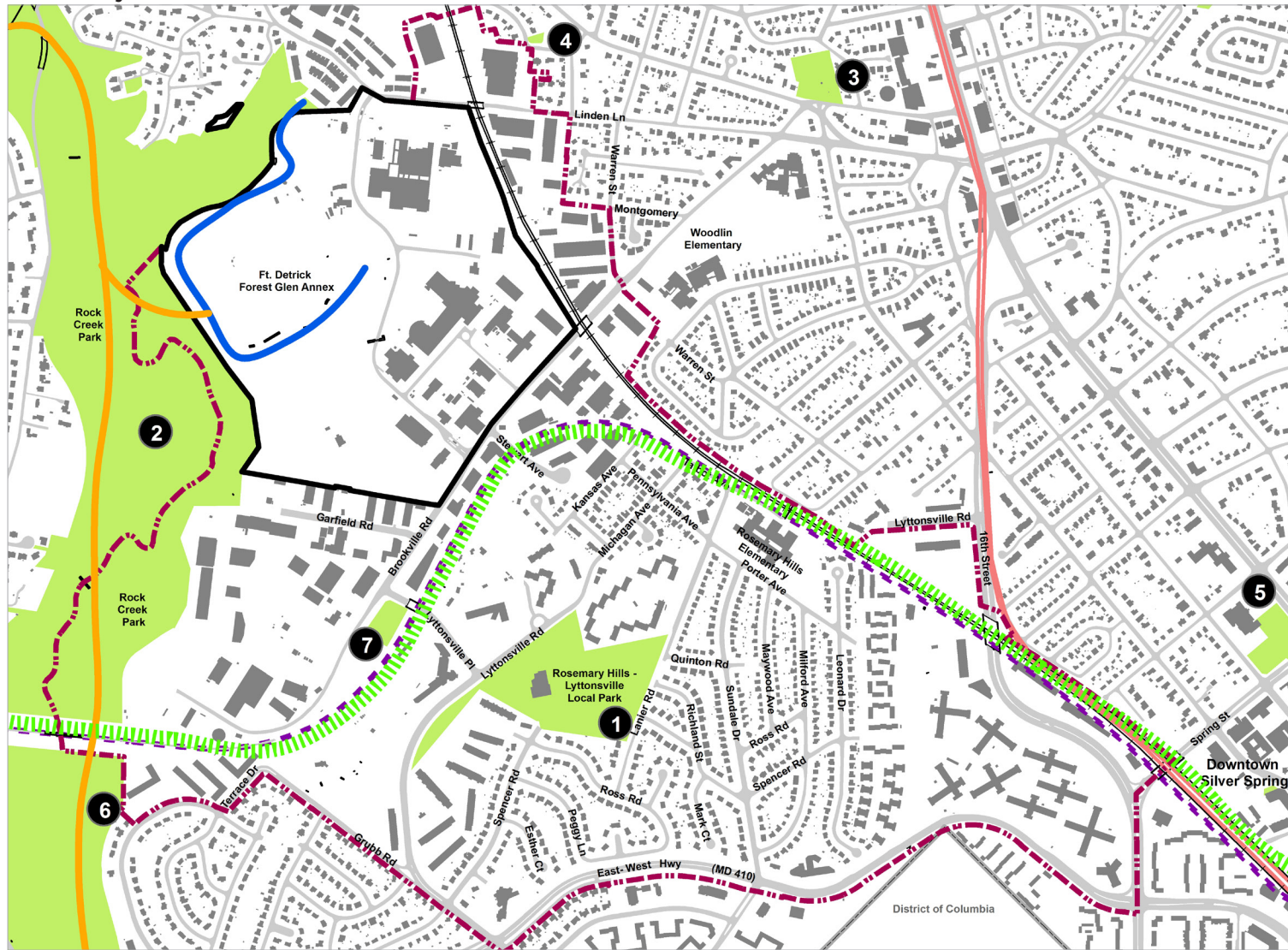


Rosemary Hills Elementary School



Stewart Avenue entrance to Georgetown Branch Trail

Greater Lyttons ville Parks and Trails



- Sector Plan Boundary
- Railroad
- Metrorail
- Bridge Outlines
- Proposed Purple Line
- Hard surface park trail

- U.S. Army Trail (paved)
 - Georgetown Branch Trail (SP-6)
 - Federal Property
 - Parkland
- 0 250 500 1,000 1,500 Feet

1. Rosemary Hills-Lyttons ville Local Park
2. Rock Creek Stream Valley Park
3. Montgomery Hills Neighborhood Park
4. Birch Drive Neighborhood Conservation Area
5. Woodside Urban Park
6. Ray's Meadow Local Park
7. Meadowbrook Maintenance Annex

URBAN DESIGN IN GREATER LYTTONSVILLE

Urban Conditions

Lyttonsville Industrial District

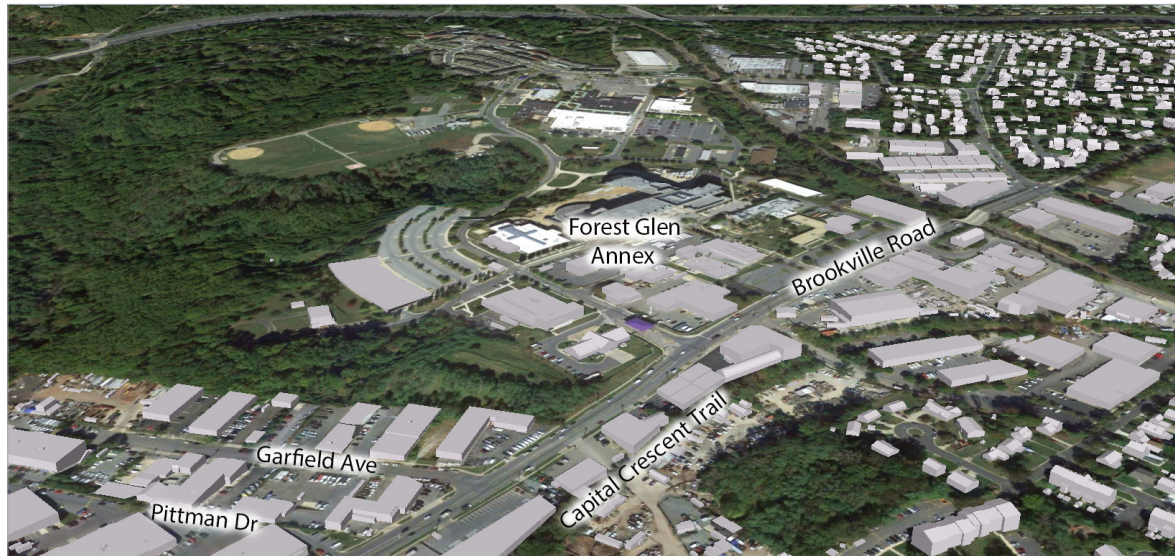
- **Buildings:** This district is composed of one and two story industrial commercial buildings. They house a variety of services from car repair, plumbing supply centers, and hardware stores to food processing and catering services.
- **Streets:** The major streets in this district, Brookville Road and Garfield Avenue, have on street parking and sidewalks along both sides of the street. At the south end of Brookville Road, sidewalks do not exist. Both Brookville Road and Garfield Avenue have on-street parking lanes. Brookville Road accommodates two-way traffic but feels much wider due to a center shared turn lane. The major streets have sidewalks on both sides. Stewart Avenue has no on-street parking and a sidewalk on the south side of the street only.
- **Open Spaces:** There are few open spaces in this district. At the southeast corner of Lyttonsville Place and Brookville Road, there is a partially wooded open space of about one acre in size. It is not served by sidewalks and does not appear to be used by the public as a gathering space.



View of Brookville Road looking northwest



View of Garfield Avenue looking east



Built form of Brookville Road area

Forest Glen Annex District

- This district is characterized by orderly streets, large parking lots and low slung buildings. The Sector Plan effort does not extend to within the boundaries of the Annex, therefore effort will be limited to the boundary and frontage onto public rights-of-way. The boundary between the Forest Glen Annex and industrial district is characterized by decorative black metal fencing that terminates at brick columns with cast stone caps and finials. The main entry on Brookville Road is flanked by eight foot tall brick walls. This base entry way has a guard house and porte cochere constructed of red brick and blue standing-seam metal roofing.



View of Fort Detrick Forest Glen Annex from Brookville Road

Residential District

Lyttonsville Residential District

- **Buildings:** This community is characterized by single-family homes, built on lots originally platted in the 19th century. It is the original residential community of Lyttonsville.
- **Streets:** The street layout is different from the adjacent community of Rosemary Hills in that the layout of Pennsylvania Avenue, Lyttonsville Road, Maine Avenue and Kansas Avenue form an orthogonal block, approximately 310 feet wide by 480 feet long.
- **Open Spaces:** Open spaces consist of a playground behind the town houses on Maine Avenue, the informal spaces that exist in two cul-de-sacs, and an empty lot at the corner of Pennsylvania Avenue and Kansas Avenue. The nearby Coffield Community Center and Rosemary Hills Elementary School provide formal public recreation areas and open spaces.



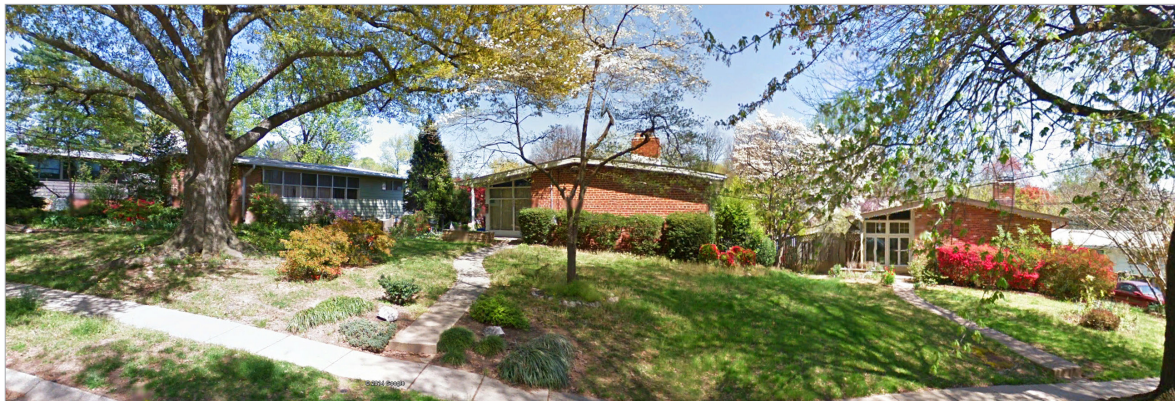
New and older homes in Lyttonsville community



Residential Built Form of Lyttonsville residential area



Homes in Rosemary Hills



Mid-Century Modern Houses located on Richland Place

Rosemary Hills Residential Community

- **Buildings:** The homes located between Lanier Drive and Rosemary Hills Drive are of Georgian, Colonial, and Cape Cod styles. Homes located at Richland Place are mid-century modern in style.
- **Streets:** The streets are wide and allow on-street parking. Many streets do not have sidewalks, including Milford Avenue, Spencer Road, Ross Road, Maywood Avenue. Sundale Drive, Richland Drive, Richland Place, Ross Road, Mark Court, Lanier Drive, Leonard Drive Porter Street, and Quinton Road have sidewalks on both sides.
- **Open Spaces:** The Coffield Community Center and Rosemary Hills Elementary School provide public recreation areas. The seven garden apartment/midrise apartment complexes provide private open spaces that include swimming pools, play courts, or both.

Multi-family Residential

- Buildings: There are five garden style (Rollingwood, Paddington Square, Round Hill, duplexes at Porter Street) and two high-rise apartment complexes (Claridge House and Summit Hills) within the Lyttonsville Sector Plan Boundary.
- Streets: These apartment complexes have their own networks of internal streets and parking lots designed to provide drop-off access. Parking at these sites is provided per the County Ordinances.
- Open Spaces: Open spaces are provided through private, courtyard, or recreation areas that include tot lots, swimming pools, or play courts such as tennis and basketball courts. There is access to public recreation at the Coffield Community Center or the Rosemary Hills Elementary School.



View of The Barrington community and Summit Hills beyond



Residential Built Form



Spring Center Shopping Center

16th Street Retail Area

- **Buildings:** This strip mall is composed of a one story retail building. They are up to date and well maintained.
- **Streets:** The shopping center fronts onto 16th Street with required parking in front of the stores.
- **Open Space:** Consists of a landscape beautification strip between 16th Street and the parking lot.



View of Georgetown Branch Trail from Lyttonville Place bridge

Purple Line Corridor

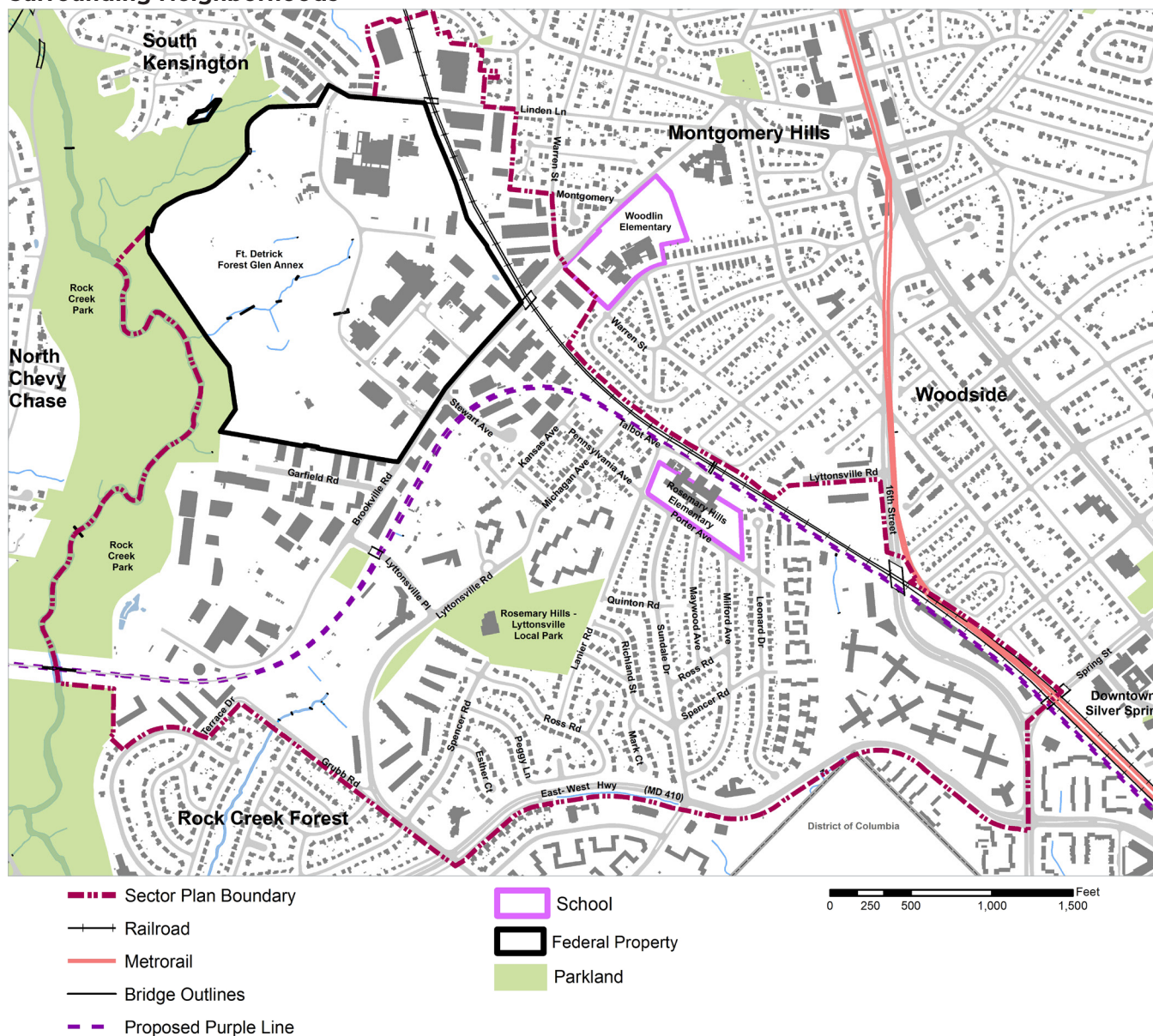
- Today this corridor is home to the Capital Crescent/ Georgetown Branch Trail. This trail is a 10 foot wide (+/-) gravel path flanked on both sides by trees, shrubs and low undergrowth. Along much of its length through the Greater Lyttonville Sector Plan area are rear loading and access areas of the Industrial District. The view from the path during the winter months are of chain link fences, dumpsters, loading docks, rear entry doors, and storage yards.

LAND USE & DEVELOPMENT

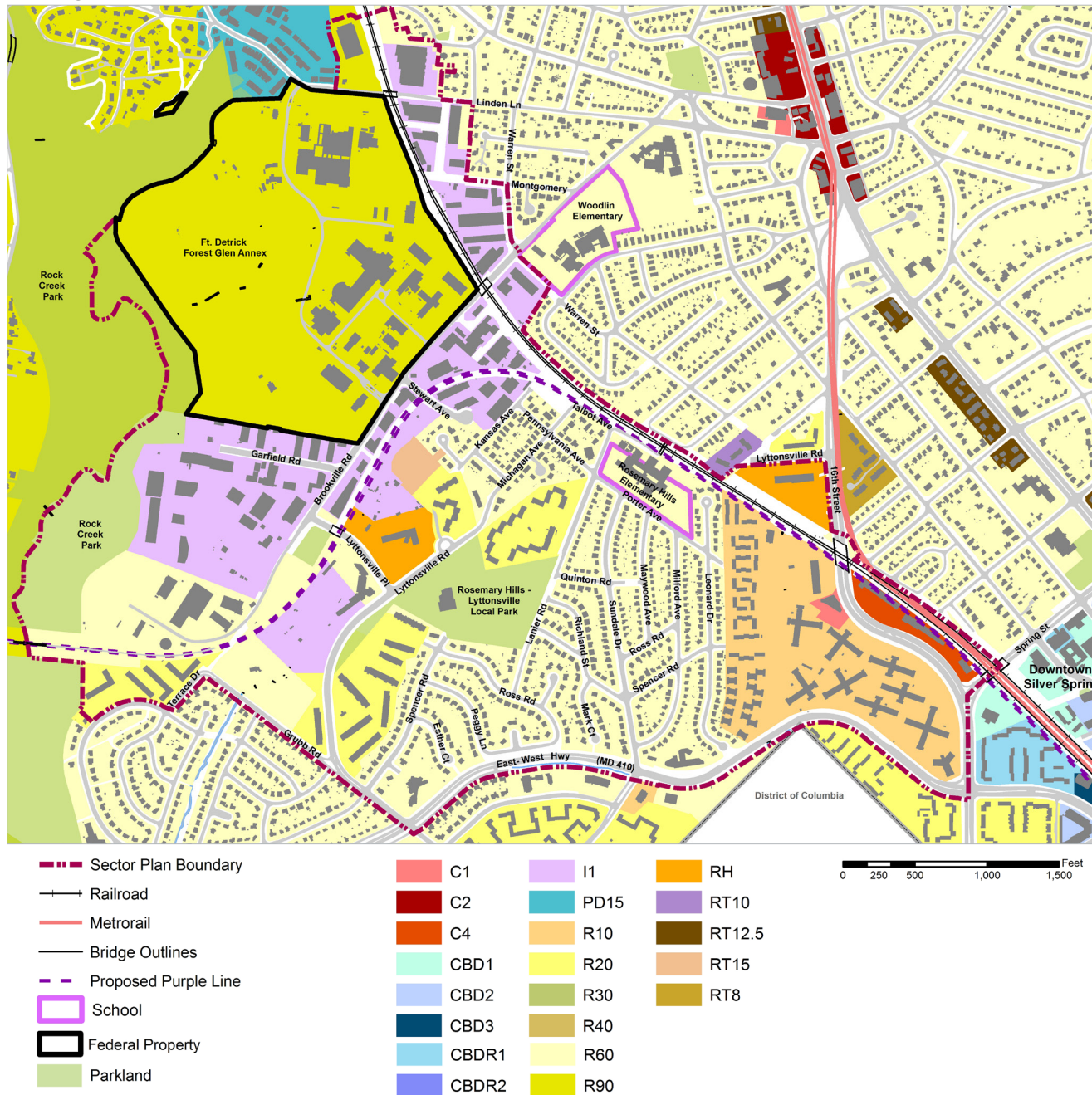
Surrounding Neighborhoods

The Greater Lyttonsville Sector Plan area is surrounded by other established neighborhoods. These neighborhoods include: Forest Glen, Montgomery Hills, National Park Seminary, South Kensington, North Chevy Chase, Chevy Chase, Rock Creek Forest, and downtown Silver Spring. With the exception of downtown Silver Spring, these neighborhoods are primarily residential with some neighborhood-serving commercial development. Downtown Silver Spring provides a variety of employment and arts/entertainment opportunities, with a growing number of multi-family residential dwelling units.

Surrounding Neighborhoods



Zoning



Zoning

The zoning classifications within the Greater Lyttonsville Sector Plan area are primarily industrial and residential with limited commercial zoning. This is evident in the zoning map.

Social And Gathering Places

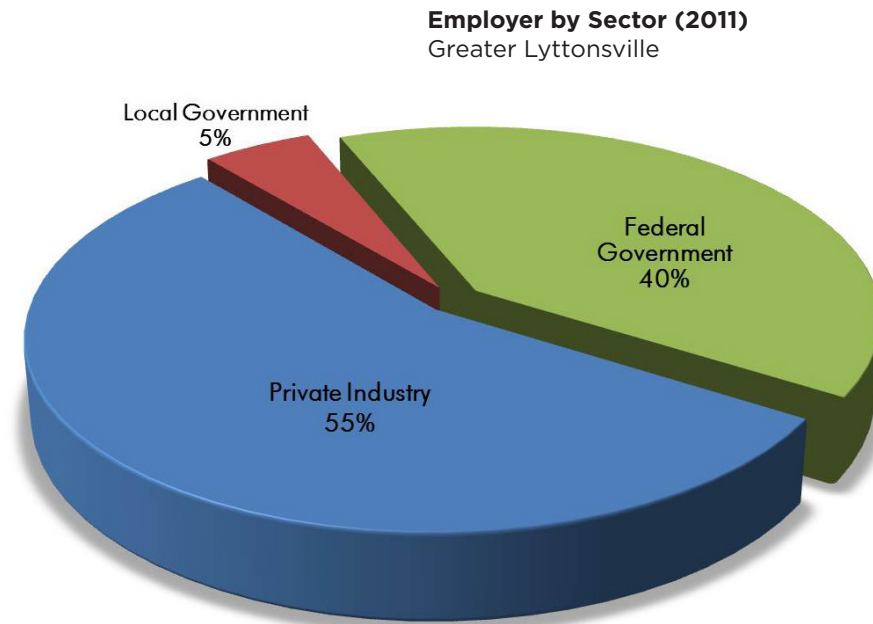
The social and gathering spaces within the Greater Lyttonsville Sector Plan boundary serve as valuable community assets for residents and visitors to the area. The names and locations of these places are as follows:

- Gwendolyn E. Coffield Community Center, 2450 Lyttonsville Road
- Rosemary Hills-Lyttonsville Local Park, 2450 Lyttonsville Road
- Rosemary Hills Elementary School, 2111 Porter Road
- Pilgrim Baptist Church, 8901 Pennsylvania Avenue
- Temple Shalom, 8401 Grubb Road
- Rock Creek Pool, 8619 Grubb Road

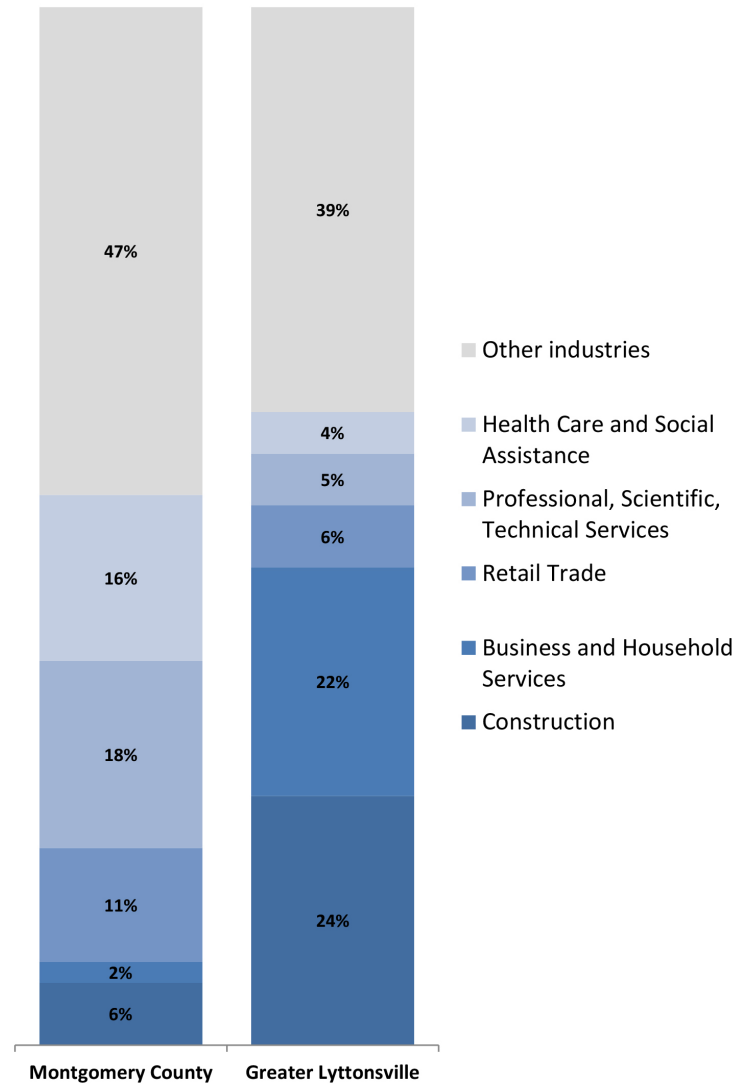
ECONOMIC AND MARKET DATA

At-Place Employment

- An estimated 6,000 people work in the Greater Lyttonsville Sector Plan area.
- Private business establishments employ 3,300 people (55 percent).
- The Walter Reed Army Institute of Research (WRAIR), the Naval Medical Research Center (NMRC), and other smaller research units and support facilities at the Fort Detrick Forest Glen Annex employ a total of 2,430 workers (40 percent).
- Area schools and other local government sites employ 300 people (5 percent).
- Compared to the County as a whole, Greater Lyttonsville jobs are more concentrated in construction (24 percent versus 6 percent Countywide) and business and household services industries (22 percent versus 2 percent Countywide).



Private Employment by Industry (2011)



Business Establishments

- Professional and technical service providers make up the largest share (18 percent) of business establishments in Greater Lyttonsville. Area companies in this category include mostly small to mid-sized legal, architectural, software, computer systems design, landscape architects, interior design, photography, marketing, Research & Development services, management consulting and other services.
- Business and household services (including landscaping, cleaning, recycling, staffing agencies) account for 13 percent of area companies.
- Greater Lyttonsville also has 57 construction companies providing a broad range of building, remodeling, and specialty trade services to commercial and residential markets. These firms are primarily concentrated in the Brookville Road area.

Private Establishments by Industry

Source: ESRI Business Analyst Online

Industry	Number	Percent
Professional & Technical Services	89	18%
Business & Household Services	61	13%
Construction	57	12%
Retail Trade	47	10%
Other Services	46	10%
Wholesale Trade	38	8%
Other sectors	137	29%
	475	100%

Largest employers in Greater Lyttonsville (2013)

Source: ESRI Business Analyst Online

Establishment	Line of Business	Employment Range
Public Sector		
United States Department of Defense	National Security	+2,000
United States Department of the Navy	Research & Development (Social Sciences)	100 to 249
Defense Commissary Agency	Supermarkets	50 to 99
United States Department of the Army	Research & Development (Physical, Engineering, Life Sciences)	50 to 99
Board of Education	Elementary and Secondary Schools	80
Private Sector		
Manders Decorating Company, Inc.	Painting and Wall Covering Contractors	100 to 249
Fox Chase LLC	Skilled Nursing Facilities	100 to 249
Atmosphere, Inc.	Specialized Design Services	50 to 99
Research Systems Group	Ambulatory Health Care Services	50 to 99
Worch Electric, Inc.	Electrical Contractors	50 to 99

Workforce

- Compared to the County as a whole, people who work in Greater Lyttonsville tend to be slightly younger, with relatively more workers under the age of 30 and fewer workers age 55 or older.
- Men make up a substantially larger proportion of the workforce employed in the area (63 percent versus 48 percent countywide).
- Most jobs in Greater Lyttonsville (83 percent) fall in the mid to upper pay ranges. Compared to the County as a whole, area jobs are more concentrated in the mid earnings range (43 percent versus 27 percent).
- The proportion of lower paying jobs in Greater Lyttonsville is close to the countywide share (16 percent versus 15 percent).
- The area employs relatively more African Americans (24 percent versus 20 percent) and fewer Asians (4 percent versus 10 percent).
- Hispanics make up 24 percent of people working in Greater Lyttonsville, compared to 11 percent of people in jobs countywide.
- All levels of educational attainment are represented in Greater Lyttonsville, reflecting the area's diverse industrial, skilled trades and professional services base.

Commuting Patterns

- The majority of area workers (63 percent) live outside Montgomery County, commuting in from Prince George's County (21 percent), Washington, D.C. (7 percent) and Fairfax County (6 percent) and other counties (29 percent).
- Less than two percent of people who work in Greater Lyttonsville also live in the area.

Work Area Profile Report

Greater Lyttonsville vs. Montgomery County

Source: ESRI Business Analyst Online

	Greater Lyttonsville	Montgomery County
Worker Age		
United States Department of Defense	25%	21%
United States Department of the Navy	56%	57%
Defense Commissary Agency	19%	22%
Worker Sex		
Male	63%	48%
Female	37%	52%
Jobs by Earnings		
Manders Decorating Company, Inc.	16%	14%
Fox Chase LLC	43%	27%
Atmosphere, Inc.	41%	58%
Worker Race and Ethnicity		
White Alone	69%	68%
Black or African American Alone	24%	20%
American Indian or Alaska Native Alone	1%	0%
Asian Alone	4%	10%
Native Hawaiian or Other Pacific Islander Alone	0%	0%
Two or More Race Groups	2%	1%
Not Hispanic or Latino	76%	89%
Hispanic or Latino	24%	11%
Worker Educational Attainment		
Less than high school	16%	8%
High school or equivalent, no college	19%	15%
Some college or Associate degree	21%	20%
Bachelor's degree or advanced degree	19%	35%
Not Available	25%	21%

Commercial Space

- Nearly all commercial square footage in the Greater Lyttonsville Sector Plan area is Industrial (73 percent) or flex (17 percent) space.
- The area has nearly 1 million square feet of industrial space, of which 77,000 (8.3 percent) is vacant as of the first quarter of 2014.
- Greater Lyttonsville accounts for 6 percent of industrial space and 2 percent of flex space in Montgomery County.
- Industrial vacancy rates in the area rose to 11.1 percent in 2011, but have declined to 8.3 percent, which is below the 8.8 percent vacancy rate in the same quarter 5 years ago. The current industrial vacancy rate is identical to the countywide rate.
- Flex buildings generally have had higher occupancy rates compared to industrial buildings in the area. The current 3.9 percent flex vacancy rate is well below the countywide rate of 11.8 percent, suggesting that there is strong market demand for this type of space in Greater Lyttonsville.
- Greater Lyttonsville's 113,000 square feet of retail space is fully leased. This includes Spring Center, a 49,000 square foot neighborhood shopping center currently located on the site of the future 16th Street/Woodside Purple Line station.
- The area's limited (24,370 square feet) office inventory also is fully occupied.

Commercial Space Trends Since 2009 (First Quarter)

Greater Lyttonsville Sector Plan Area

Source: Montgomery County Planning Department analysis of CoStar data

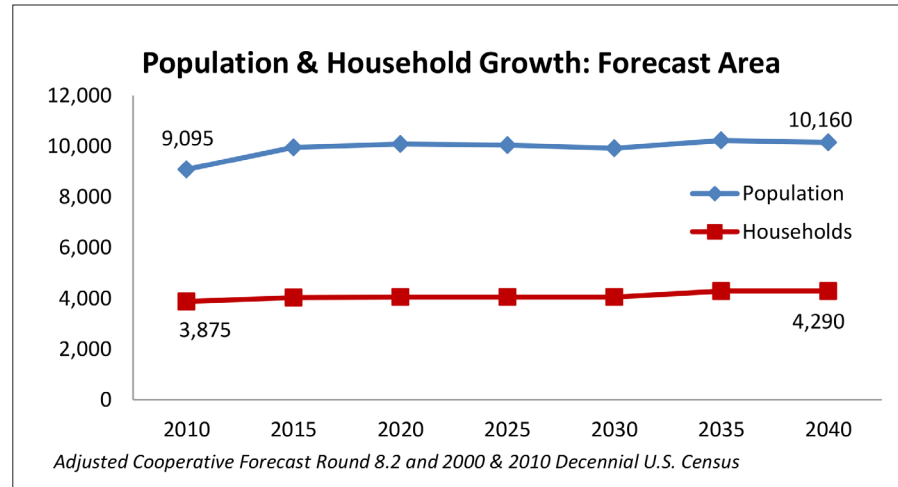
	2009	2010	2011	2012	2013	2014
Buildings						
Flex	6	6	6	6	6	6
Industrial	52	52	52	52	52	52
Office	5	5	5	5	5	5
Retail	9	9	9	9	9	9
Inventory (SF)						
Flex	211,118	211,118	211,118	211,118	211,118	211,118
Industrial	926,665	926,665	926,665	926,665	926,665	926,665
Office	24,370	24,370	24,370	24,370	24,370	24,370
Retail	113,335	113,335	113,335	113,335	113,335	113,335
Occupied (SF)						
Flex	205,297	205,297	199,018	189,418	201,018	202,818
Industrial	844,785	836,260	824,241	842,786	830,351	849,649
Office	22,295	23,570	24,370	24,370	24,370	24,370
Retail	104,835	111,835	111,815	111,815	111,815	113,335
Vacancy Rate (SF)						
Flex	2.8%	2.8%	5.7%	10.3%	4.8%	3.9%
Industrial	8.8%	9.8%	11.1%	9.1%	10.4%	8.3%
Office	8.5%	3.3%	0.0%	0.0%	0.0%	0.0%
Retail	7.5%	1.3%	1.3%	1.3%	1.3%	0.0%
Vacant (SF)						
Flex	5,821	5,821	12,100	21,700	10,100	8,300
Industrial	81,880	90,405	102,424	83,879	96,314	77,016
Office	2,075	800	0	0	0	0
Retail	8,500	1,500	1,520	1,520	1,520	0

DEMOGRAPHICS

Past and Future Growth

U.S. Census & COG Cooperative Forecast Round 8.2

- In 2010, an estimated 8,120 people resided in 3,240 households in the Greater Lyttonsville Sector Plan area.
- A slight drop in Greater Lyttonsville's population and housing, 120 people and 60 households, was reported between 2000 and 2010. The difference across the decade may reflect the boundary changes for reporting Census data and the area's higher housing vacancy rate of 6 percent reported in 2010 compared to four percent in 2000.
- Increases of about 1,065 people, 415 households, and no additional jobs are forecasted for the Plan area between 2010 and 2040.
- The population and households in Greater Lyttonsville are expected to increase at a slower pace than the County's rate during the forecasted years. Between 2010 and 2040, population in the area is expected to increase by 12 percent and its households by 11 percent, while employment is expected to remain unchanged. The County is forecasted to grow 24 percent in population, 28 percent in households, and 40 percent in employment.



Commercial Space Trends Since 2009 (First Quarter)

	2010			2040			2010 to 2040 Growth			Percent Growth		
	Lyttonsville ²			Lyttonsville ²			Lyttonsville ²			Lyttonsville ²		
	Sector Plan	Study Area	County	Sector Plan	Study Area	County	Sector Plan	Study Area	County	Sector Plan	Study Area	County
Population	9,095	14,700	972,600	10,160	16,425	1,203,000	1,065	1,725	230,400	12%	12%	24%
Households	3,875	5,985	361,000	4,290	6,425	460,200	415	440	99,200	11%	7%	28%
Employment	3,915	6,060	510,300	3,915	6,060	715,100	-	-	204,800	0%	0%	40%

¹ The population and household forecasts for the Greater Lyttonsville Sector Plan and Study Area are derived by adding the 5-year growth from the Round 8.2 COG Cooperative Forecast to the 2010 Decennial U.S. Census base numbers compiled for the traffic analysis zones defining the areas. The employment forecast is from the Round 8.2 COG Cooperative Forecast.

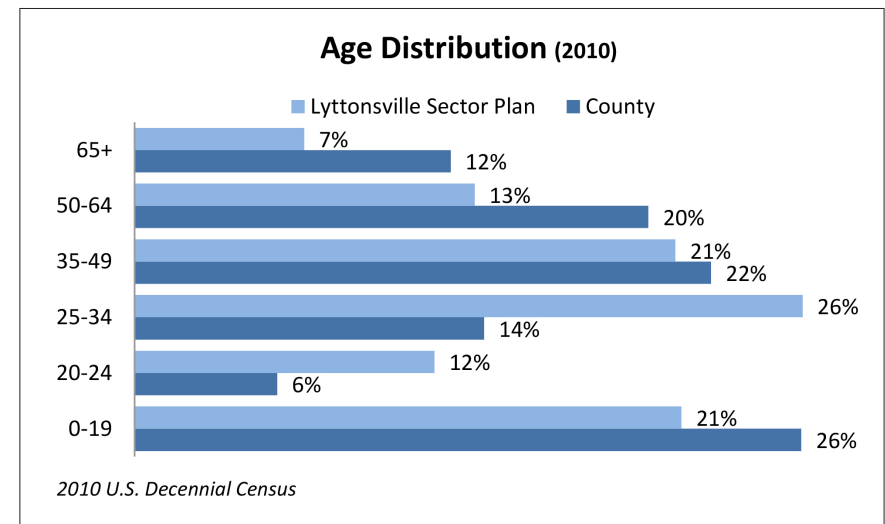
² The forecast is based on traffic analysis zone (TAZ) boundaries, which do not align precisely with the Census geographies used for other demographic and economic analysis in this report. As a result, the total population, household and job counts reported in the forecast will vary from those cited in other sections. The Greater Lyttonsville Sector Plan Area is defined for this analysis as TAZs 630 and 626. The Lyttonsville Forecast Study Area includes TAZs 626, 627, 628, 630, and 631.

Source: Adjusted Metropolitan Washington Council of Governments Cooperative Forecast Round 8.2, 2010 Decennial U.S. Census; Research & Special Projects, Montgomery County Planning Department.

2010 Demographic Summary

2010 U.S. Decennial Census

- A high concentration of young adults live in the Greater Lyttonsville Plan area where one out of three adults were 20 to 34 years old compared to one out of five residents in this age countywide in 2012.
- Greater Lyttonsville is more racially diverse than the County as a whole. In 2012, the population was 35 percent African American, 30 percent non-Hispanic white, and 24 percent Hispanic compared to 17 percent, 49 percent, and 17 percent, respectively, countywide.
- Eighty percent of households in the Greater Lyttonsville Sector Plan area were occupied by renters compared to 32 percent of all County households.
- While families lived in two-thirds of households countywide, in Greater Lyttonsville, family (51 percent) and non-family households (49 percent) are almost evenly split.
- About 60 percent of Greater Lyttonsville's households were occupied by one or two persons. The average household size at 2.49 people is smaller than the County's average of 2.70 in 2012.



Population (2010)	Lyttonsville Sector Plan		Lyttonsville Study Area		Lyttonsville County	
	count	percent	count	percent	count	percent
Total population (% of County)	8,121	0.8	19,881	2.0	971,777	
Age Distribution						
0-4 years	543	6.7	1,254	6.3	63,732	6.6
5-19 years	1,188	14.6	2,474	12.4	188,825	19.4
20-24 years	949	11.7	1,835	9.2	54,031	5.6
25-34 years	2,115	26.0	5,113	25.7	132,393	13.6
35-49 years	1,712	21.1	4,322	21.7	218,387	22.5
50-64 years	1,077	13.3	3,290	16.5	194,640	20.0
65 years and older	537	6.6	1,593	8.0	119,769	12.3
Race and Hispanic Origin Combined						
Not Hispanic:	6,177	76.1	16,916	85.1	640,454	65.9
White	2,412	29.7	9,271	46.6	478,765	49.3
Black	2,847	35.1	5,476	27.5	161,689	16.6
Asian or Pacific Islander	653	8.0	1,466	7.4	135,104	13.9
Other race	265	3.3	703	3.5	30,821	3.2
Hispanic or Latino (may be of any race)	1,944	23.9	2,965	14.9	165,398	17.0

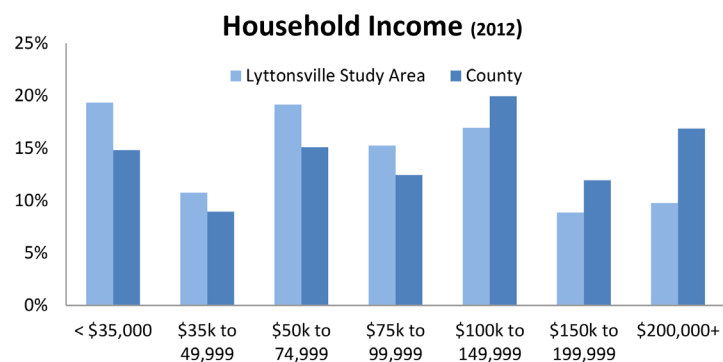
Housing (2010)	Lyttonsville Sector Plan		Lyttonsville Study Area		Lyttonsville County	
	count	percent	count	percent	count	percent
Housing units (% of County)	3,451	0.9	9,897	2.6	375,905	
Households (% of housing units)	3,238	93.8	9,177	92.7	357,086	95.0
Tenure						
Owner-occupied	635	19.6	2,867	31.2	241,465	67.6
Renter-occupied	2,603	80.4	6,310	68.8	115,621	32.4
Households by Type						
Family households	1,654	51.1	4,202	45.8	244,898	68.6
Nonfamily households	1,584	48.9	4,975	54.2	112,188	31.4
Household Size						
1-person	967	29.9	3,549	38.7	89,264	25.0
2-persons	982	30.3	2986	32.5	108,694	30.4
3-persons	597	18.4	1278	13.9	60,216	16.9
4 or more persons	692	21.4	1364	14.9	98,912	27.7
Average household size	2.49		2.15		2.70	
Owner-occupied	n.a.		2.45		2.81	
Renter-occupied	n.a.		2.01		2.47	

The 2010 U.S. Census data is compiled from block level data aggregated within the Lyttonsville Sector Plan boundary and four Census Tracts (26.01, 26.02, 27, 28) comprising the Study Area.
Source: 2010 U.S. Decennial Census, Summary File 1, U.S. Census Bureau; Research & Special Projects, Montgomery County Planning Department.

Education, Occupation & Income

2008-2012 American Community Survey

- The average mean household income in the study area was \$70,623, which is 85 percent lower than the County's \$130,415 in 2012.
- In the study area (block level data aggregated within the Plan boundary and four Census Tracts), two-thirds (68 percent) of the adults age 25 years and older had a bachelor's, graduate, or professional degree compared to half (57 percent) countywide.
- Two out of three (65 percent) employed residents in Greater Lyttonsville held management, business, or service occupations compared to over half (56 percent) countywide.
- The study area, with 12.3 percent of its residents having incomes below the poverty level, had a higher incidence of poverty compared to 6.5 percent found countywide.



2008-2012 American Community Survey, 5-year estimates

Education, Occupation & Income (2012)	Lyttonsville Study Area		Montgomery County	
	estimate	percent	estimate	percent
Educational Attainment				
Persons 25 years and older:	15,204		667,634	
Less than high school diploma	1,009	6.6	59,814	9.0
High school graduate	1,400	9.2	94,335	14.1
Some college or associate degree	2,528	16.6	133,578	20.0
Bachelor's degree	4,600	30.3	177,612	26.6
Graduate or professional degree	5,667	37.3	202,295	30.3
Occupation				
Civilian employed population:	12,996		522,564	
Management, business, science, and arts	8,411	64.7	292,855	56.0
Service	1,566	12.0	79,642	15.2
Sales and office	2,165	16.7	98,390	18.8
Natural resources, construction, and maintenance	296	2.3	30,405	5.8
Production, transportation, and material moving	558	4.3	21,272	4.1
2012 Household Income Distribution				
Households:	9,504		357,579	
Under \$15,000	926	9.7	19,054	5.3
\$15,000 to \$34,999	911	9.6	33,936	9.5
\$35,000 to \$49,999	1,021	10.7	31,921	8.9
\$50,000 to \$74,999	1,821	19.2	53,933	15.1
\$75,000 to \$99,999	1,448	15.2	44,451	12.4
\$100,000 to 149,999	1,608	16.9	71,288	19.9
\$150,000 to 199,999	842	8.9	42,665	11.9
\$200,000+	927	9.8	60,331	16.9
Average 2012 household income	\$70,623		\$130,415	
People whose income is below the poverty level:	2,512	12.3	63,154	6.5
65 years and over	167	10.7	7,599	6.5

¹ Lyttonsville Study Area defined by four U.S. Census tracts: 26.01, 26.02, 27, and 28.

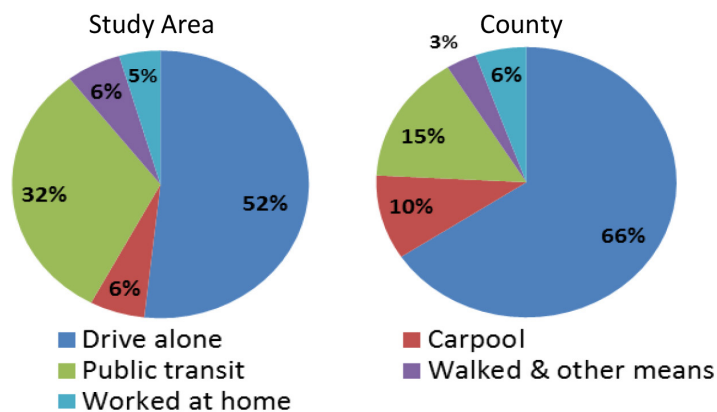
Source: 2008-2012 American Community Survey 5-year estimate, U.S. Census Bureau; Research & Special Projects, Montgomery County Planning Department.

Employed Residents

2008-2012 American Community Survey

- As also found countywide, 71 percent of employed Greater Lyttonsville residents work for private firms and 22 percent are government workers.
- Almost one-third (32 percent) of employed residents in the study area used public transit, twice as likely as any employed County resident (15 percent).
- While two-thirds (76 percent) of employed County residents drive alone, only half (52 percent) of Greater Lyttonsville's employed population did in 2012.
- About 17 percent of households in the study area did not have a vehicle, twice the concentration found countywide (8 percent).
- Forty-four percent of Greater Lyttonsville's employed residents commuted to another state – likely Washington, D.C. or Virginia, given the area's proximity to Metrorail and the Capital Beltway.

Commute Mode (2012)



2008-2012 American Community Survey, 5-year estimates

Employed Residents (2012)	Lyttonsville Study Area		Montgomery County	
	estimate	percent	estimate	percent
Population 16 years and over:	17,524		769,401	
Civilian employed population	12,996	74.2	522,564	67.9
Class of Worker				
Private wage and salary	9,282	71.4	373,042	71.4
Government	2,923	22.5	113,102	21.6
Self-employed in own not incorporated business	791	6.1	35,800	6.9
Work Location				
In County	5,822	44.5	306,357	59.4
Outside County, in Maryland	1,501	11.5	55,769	10.8
In another state	5,767	44.1	153,221	29.7
Work Trip				
Drove	7,562	57.8	390,451	75.8
Alone	6,775	51.8	338,563	65.7
Carpool	787	6.0	51,888	10.1
Public transportation	4,157	31.8	79,308	15.4
Walked and other means	780	6.0	17,127	3.3
Worked at home	591	4.5	28,461	5.5
Average travel time to work (minutes)				
	30.7		33.9	
Households with no available vehicles				
	1,577	16.6	28,586	8.0

¹ Lyttonsville Study Area defined by four U.S. Census tracts: 26.01, 26.02, 27, and 28.

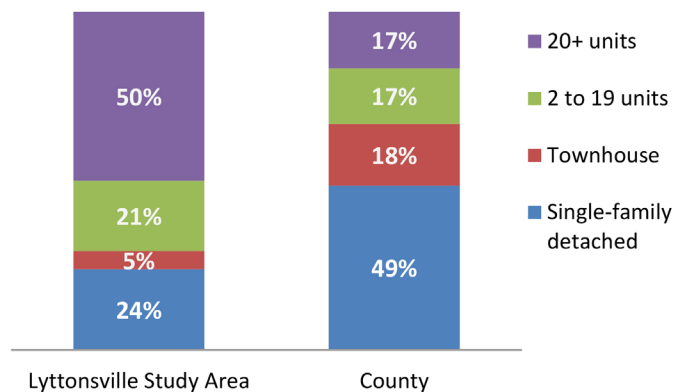
Source: 2008-2012 American Community Survey 5-year estimate, U.S. Census Bureau; Research & Special Projects, Montgomery County Planning Department.

Housing Characteristics

2008-2012 American Community Survey

- Half of Greater Lyttonsville's housing stock was multi-family buildings with 20 or more units, in contrast to single-family detached homes comprising almost half (48 percent) of the County's housing in 2012.
- The area's average monthly owner cost at \$2,638 was nine percent lower than the average for County, \$2,880 in 2012.
- The average rent in the Plan area at \$1,576 was \$30 less per month than the average rent for the County in 2012.
- Typically, the housing cost burden is greater for renters than homeowners, but in the Greater Lyttonsville area 37 percent of mortgaged households spent more than 35 percent of the income on housing costs compared to 21 percent of renters.
- Countywide, the rate of housing cost burden was 27 percent for owners and 41 percent for renters in 2012.

Housing Units by Type (2012)



2008-2012 American Community Survey, 5-year estimates

Housing (2012)	Lyttonsville Study Area		Montgomery County	
	estimate	percent	estimate	percent
Units in Structure	10,013	100.0	375,318	100.0
1-unit, detached	2,389	23.9	182,216	48.5
1-unit, attached	538	5.4	68,403	18.2
2 to 9 units	1,451	14.5	25,432	6.8
10 to 19 units	629	6.3	36,545	9.7
20 or more units	5,006	50.0	62,722	16.7
Selected Monthly Owner Costs				
Housing units with a mortgage:	2,520	100.0	192,382	100.0
Less than \$1,000	118	4.7	5,945	3.1
\$1,000 to \$1,499	296	11.7	18,916	9.8
\$1,500 to \$1,999	368	14.6	32,133	16.7
\$2,000 or more	1,738	69.0	135,388	70.4
Average monthly owner costs	\$2,638		\$2,880	
Gross Rent				
Occupied units paying rent:	6,375	100.0	110,399	100.0
Less than \$500	142	2.2	4,614	4.2
\$500 to \$749	65	1.0	3,186	2.9
\$750 to \$999	363	5.7	6,764	6.1
\$1,000 to \$1,499	2,369	37.2	38,983	35.3
\$1,500 or more	3,436	53.9	56,852	51.5
Average monthly rent	\$1,576		\$1,606	
Households Spending More Than 35% of Income on Housing Costs				
Homeowners with a mortgage	2,304	36.7	52,361	27.3
Renters	517	20.5	44,912	41.1

¹ Lyttonsville Study Area defined by four U.S. Census tracts: 26.01, 26.02, 27, and 28.

Source: 2008-2012 American Community Survey 5-year estimate, U.S. Census Bureau; Research & Special Projects, Montgomery County Planning Department.

PLANS AND POLICIES

RELEVANT PLANNING FRAMEWORK

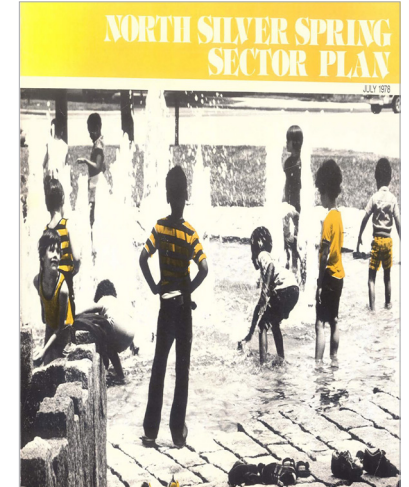


1972 Master Plan for the Western Portion of the Silver Spring Planning Area

- Included the area south of the Walter Reed Hospital Complex (currently known as Fort Detrick Forest Glen Annex) and B&O railroad tracks (currently known as CSX railroad tracks); west of 16th Street and the District of Columbia; east and north of Rock Creek Park.
- Recognized and supported the Lyttonsville Renewal Area, where a prime land use objective was the separation of industrial land uses from residential land uses and increases in the amount of each.
- Encouraged the elimination of industrial uses and industrial zoning south of the B&O Railroad spur.
- Noted employment in the industrial section of the Brookville Road-Linden Lane area as a significant factor in the economy of the planning area, reorganization and improved access as critical to the continued vitality of these industrial areas.
- Discussed the need to improve the single family housing in the Lyttonsville Section of Rosemary Hills.
- Recommended new multi-family housing include a variety of housing types, sizes, and costs as well as be compatible with the surrounding community and close to supporting commercial activities.
- Recommended high density housing be located west of 16th Street to the north and south of East-West Highway and the B&O Railroad as well as along Lyttonsville Road adjacent to the B&O Railroad spur.

1978 North Silver Spring Sector Plan

- Included the Walter Reed Army Medical Center Annex (currently known as Fort Detrick Forest Glen Annex) and the industrial area north of the B&O railroad tracks (currently known as CSX railroad tracks).
- Confirmed the existing zoning for these areas (R-90 for Walter Reed and I-1 for the industrial area).
- Described the efforts to have National Park Seminary listed on the Department of Interior's National Register of Historic Places.



1990 Georgetown Branch Master Plan Amendment

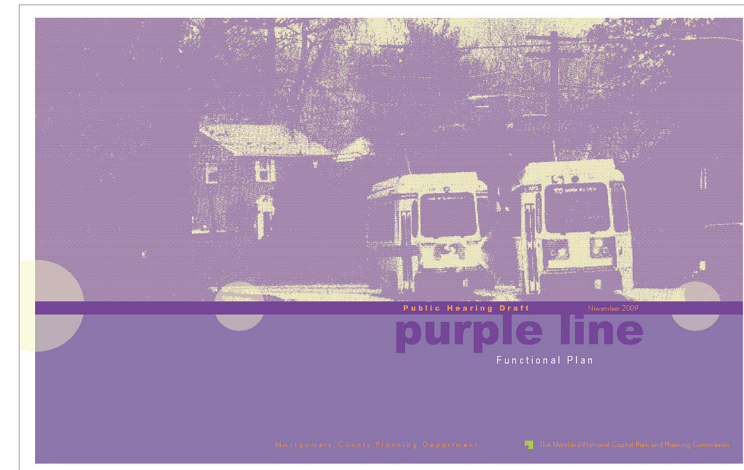
- Identified the Georgetown Branch right-of-way as the location for both the Silver Spring & Bethesda Trolley and the Capital Crescent Trail.
- Recommended that the proposed Lyttonsville Shop/Yard be located at the northwest side of the Lyttonsville Place Bridge on Montgomery County Department of Transportation (MCDOT) property.

2000 North and West Silver Spring Master Plan

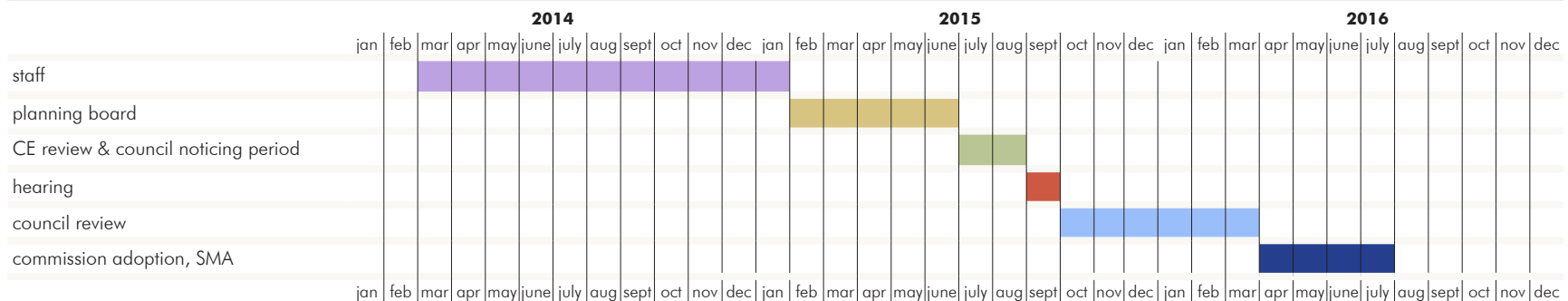
- Included all of the Greater Lyttonsville Sector Plan area.
- Emphasized that infrastructure and housing be regularly maintained and improved.
- Advocated to preserve and maintain the integrity of the neighborhoods as a foundation of the community.
- Reconfirmed the majority of existing residential zoning.
- Did not anticipate substantial redevelopment in the Brookville Road area, but described the strategic downcounty location as the primary strength of the area, with a lack of sufficient parking and road congestion as the primary weaknesses of the area.

2010 Purple Line Functional Plan

- Updated the 1990 Georgetown Branch Master Plan Amendment.
- Identified the alignment, mode, and station locations for the Purple Line within Montgomery County.
- Identified that station access, trail access, and overall connectivity is of primary importance in the section from Lyttonsville to the Silver Spring Transit Center.



Greater Lyttonsville Sector Plan ■ Timeline (Per Fiscal Year 2014 Workplan)





Lyttonsville Briefing Book

May 2014

 M-NCPPC
Montgomery Planning Department

