long branch

sector plan • november 2013

Design Guidelines

montgomery county planning department

the maryland-national capital park and planning commission ▪ MontgomeryPlanning.org

long branch sector plan
Design Guidelines

ABSTRACT

This document contains design guidelines that should be used by property owners, community members, the City of Takoma Park, and planners to implement the vision and recommendations of the approved and adopted *Long Branch Sector Plan* (2013).

Source of Copies

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

Online at montgomeryplanning.org/community/longbranch

long branch sector plan

Design Guidelines

November 2013

Prepared by the Montgomery County Planning Department
July 2013

Approved by the Montgomery County Planning Board
Date TK

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introduction

The draft Long Branch Design Guidelines illustrate how Sector Plan recommendations could be achieved through design. They represent the County's, the City of Takoma Park's, and the community's design aspirations for Long Branch.

Urban design is concerned with the physical characteristics of an area, and these Guidelines consider the design implications of planning decisions in the public realm. An urban design strategy should serve as an integrating tool to coordinate how various development proposals will affect a community physically, with a principal focus on the public realm: the public faces of buildings, spaces for public use, and the streets, sidewalks, parks and plazas that provide the outdoor public venue for everyday activities.

The guidelines assist in implementing recommendations in approved and adopted master plans or sector plans by encouraging urban building attitudes on properties being considered for redevelopment, and by promoting the creation of safe pedestrian environments and attractive gathering places defined by buildings

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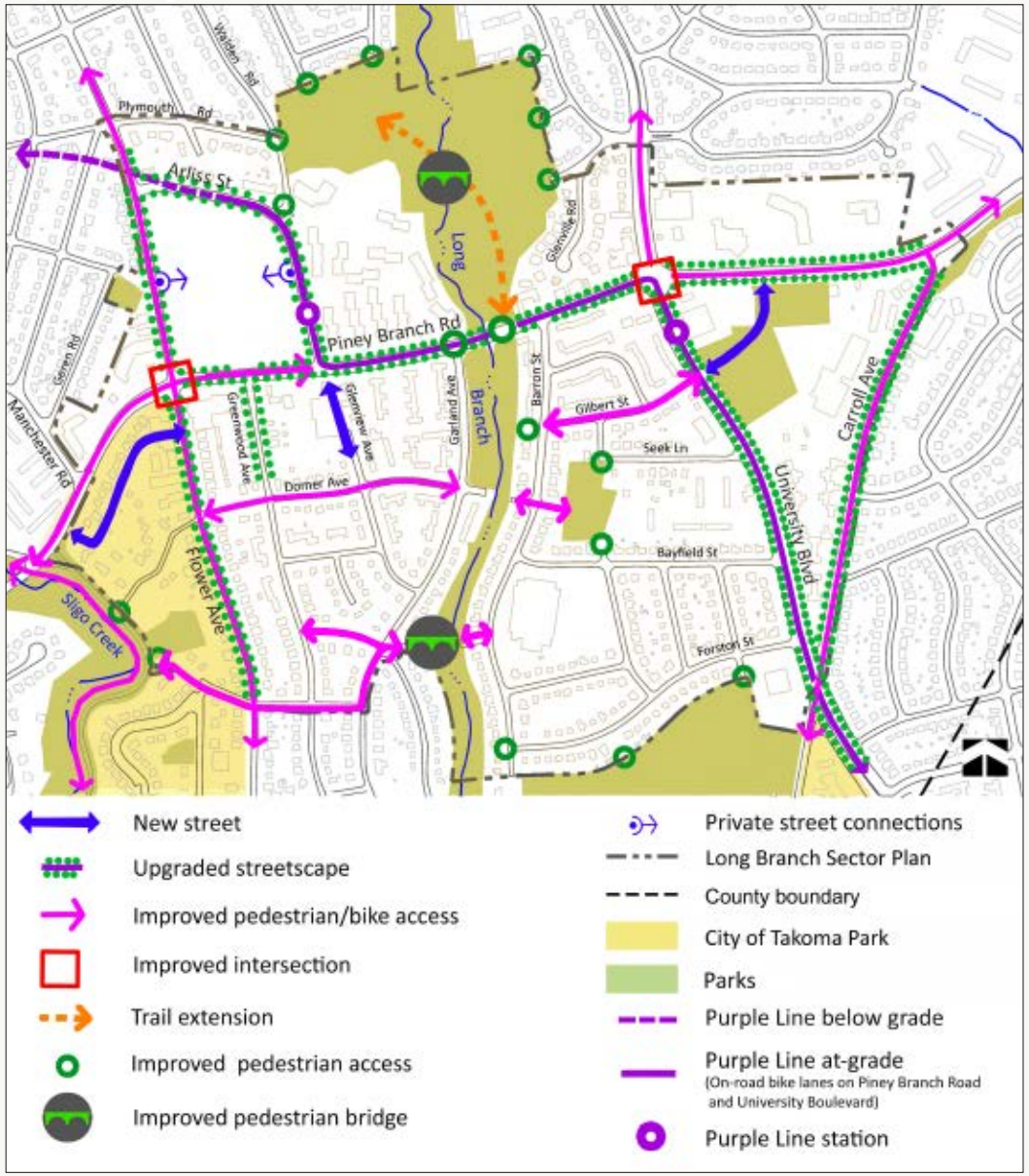
connections

Map 1: Mobility



Map 7 (page 18) in the Long Branch Sector Plan illustrates the gaps and opportunities for connection in the current street and path system

The circulation pattern in Long Branch is disjointed and lacks alternatives. The major roads in the Plan area—Piney Branch Road and University Boulevard—serve regional as well as local traffic. Ninety percent of the traffic using these roads is commuter traffic passing through the Plan area. Without alternatives, local traffic, including pedestrians, are forced to use these roads for short trips within the Plan area.

The existing streets are characterized by narrow sidewalks (six feet wide in many cases) directly adjacent to the travel lanes. On Piney Branch Road and University Boulevard this arrangement is extremely pedestrian unfriendly. In addition, the sidewalks lack the shade provided by street trees. Existing crosswalks are few and inadequate—painted lines on asphalt.

The Sector Plan proposes to enhance connectivity by providing a more balanced transportation system with improved connections, wider sidewalks, safer intersections, new or improved streets, and better access to transit (Plan, page 18).

The Plan recommends upgrading existing streets and building new streets with the elements described below.

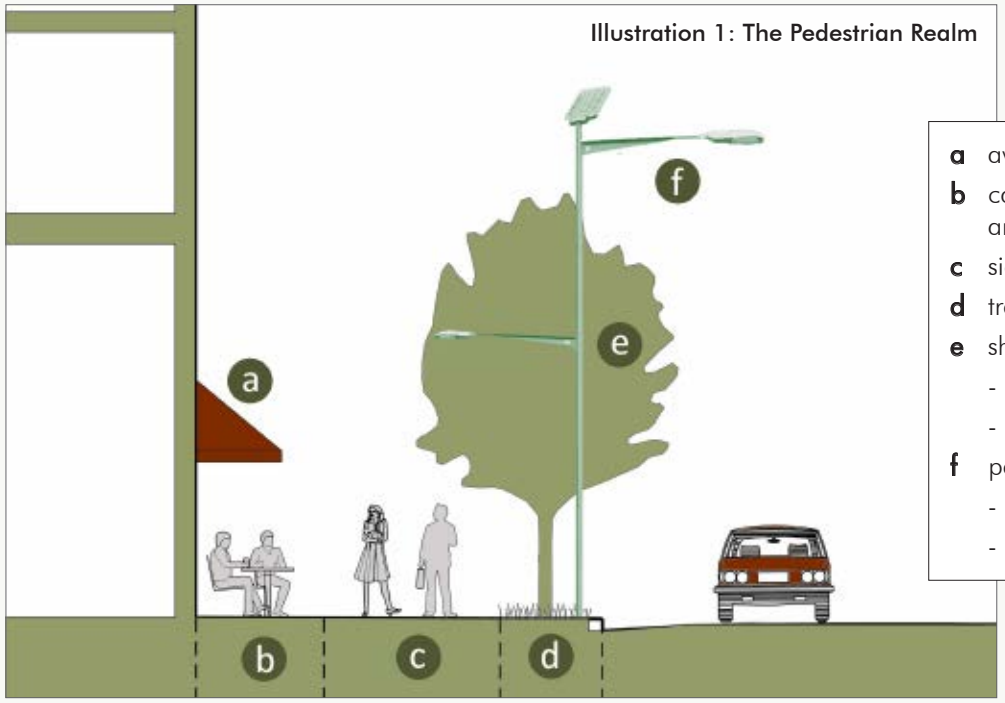
Universal Principles

Wide Sidewalks

Sidewalks on all the streets in *Long Branch Sector Plan* area will be at least 15 feet wide, and should include:

- specialty paving such as brick, concrete pavers, or scored concrete with special banding
- tree grates flush with the sidewalk where café seating is desirable or where sidewalks are reduced by existing conditions to 10 feet wide to provide extra walking area
- shade trees planted 30 feet on center
- street furnishings that include:
  - pedestrian scale lighting either separate from or integrated with street lighting
  - benches at least four feet wide, though size can vary according to location. Locate benches adjacent to building entrances and wherever adequate sidewalk space and an appropriate setting exist to increase the overall amount of seating on the block
  - waste receptacles large enough to provide adequate storage and located at street intersections, in open spaces, and at building entrances.

Illustration 1: The Pedestrian Realm



a awnings: add color and signage

b café seating zone: distinct from walking areas

c sidewalk: distinct from seating areas

d tree panel: pervious, shrubs and perennials

e shade trees:
- elms, oaks, London Planes
- one species per street

f pedestrian-scale lighting:
- major streets: combination poles
- business and private streets: single pole

Illustration 2: Crosswalks and Medians

- **a** minimum 10-foot wide crosswalk
- **b** minimum 6-foot wide pedestrian refuge median
- **c** 12-inch wide concrete band
- **d** specialty paving in crosswalk
- **e** stormwater bioretention in median
- **f** bioretention in tree panels

Crosswalks and Medians

All crosswalks will include the following features:

- 10 to 12 feet wide
- separated from the roadway asphalt by concrete bands
- specialty paving such as bricks, cobbles, or concrete pavers

Where medians are proposed, include:

- an at least six-foot wide pedestrian refuge
- shade trees planted 30 feet on center between intersections, where medians are at least 12 feet wide
- low plantings such as perennials and ornamental grasses where medians are less than 12 feet wide
- stormwater management according to Best Management Practices, where practicable.

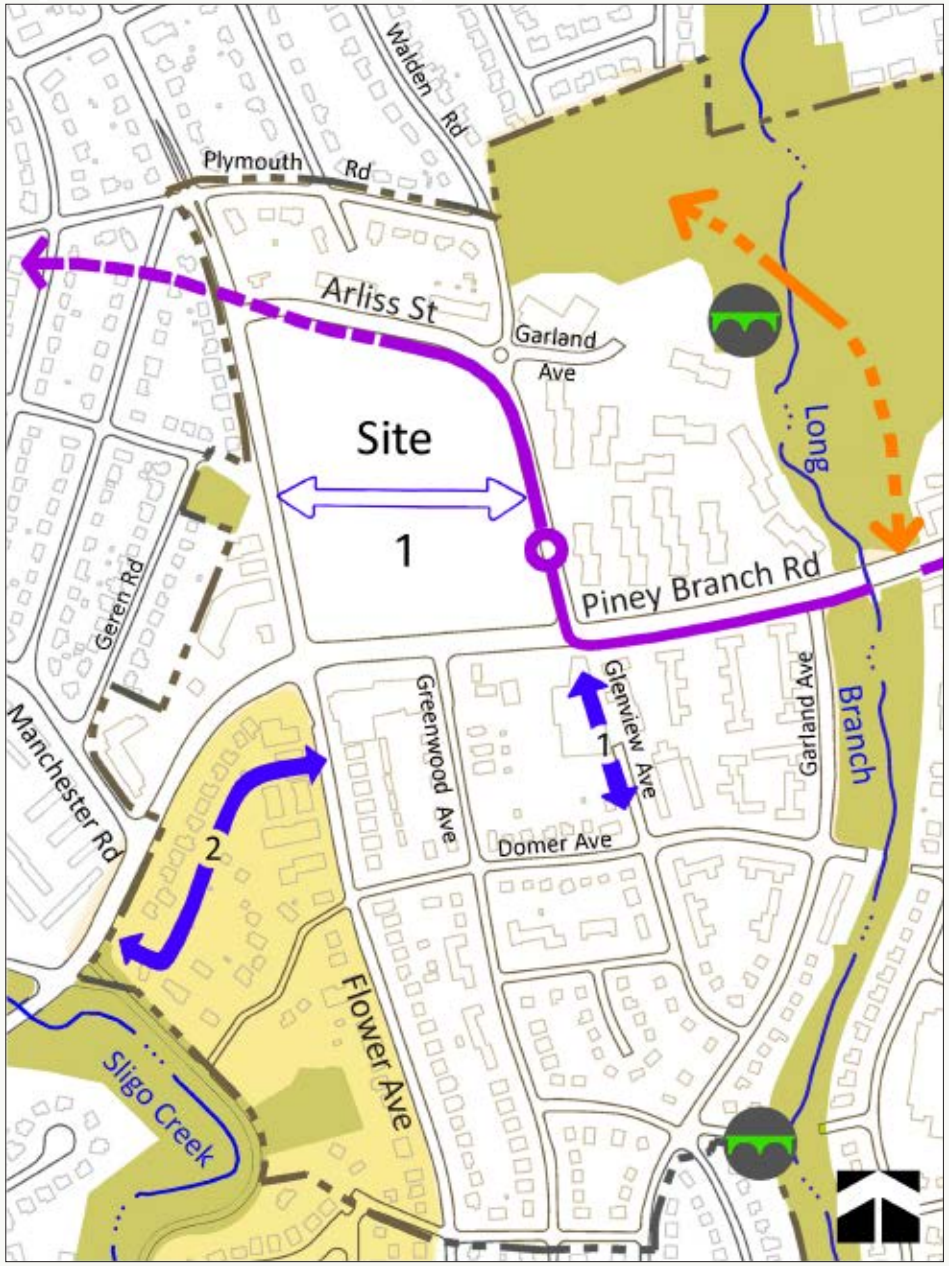
Vehicle Lanes

- Vehicle lanes will be clearly marked and will include separate on-street bike lanes that are a minimum of 5 feet wide.
- 70-foot rights-of-way on public streets and 60-foot rights-of way on private streets, which can accommodate on-street bike routes and left turn lanes where appropriate.

Illustration 3: Vehicle Lanes

a stormwater median
b 11-foot travel lanes
c 5-foot bike lane
d planted tree panel
e 15-foot wide sidewalk
f cafe zone

Map 2: Long Branch Town Center Proposed Streets



Variations

Long Branch Town Center

In the Long Branch Town Center Area, the Plan proposes extending two public streets and a number of new private streets and connections to provide route options (Plan, page 62), specifically, Glenview Avenue and Garland Avenue Extended. These Guidelines cover the proposed crossing of Long Branch by a vehicular/pedestrian bridge. The Plan recommends that Winding Hill Way become a public alley connected to Flower Avenue.

Private Street at Site 1

This Plan-recommended private green street from Flower Avenue to Arliss Street would create two smaller blocks, allowing more direct pedestrian and vehicular connections between Flower Avenue and the planned Arliss Street Purple Line station. Its new street frontage and access will create new commercial opportunities.

This street should be a green street that can also serve as part of a larger public open space. It should have a 60-foot right-of-way with 10-foot wide travel lanes instead of the standard 11 feet. Narrowed travel lanes help limit the speed of cars. An eight-foot wide parking lane on at least one side of the street will buffer sidewalks that should be at least 16-feet wide.

These standards should help the street function as public space, treating it as a wide pedestrian mews that can be closed to automobile traffic for special events. The standards communicate to drivers that the street is part of the pedestrian realm, encouraging them to slow down. They will allow the private street to be used as a pedestrian area that can be closed to automobile traffic on special occasions.

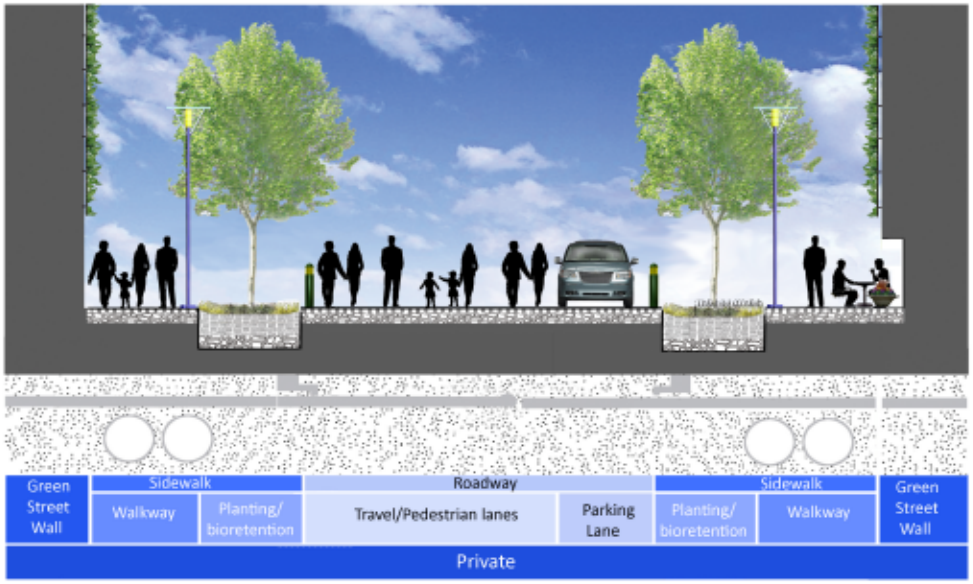
The street and sidewalk should be designed as a single space and should include:

- travel lanes and sidewalks of the same material, and should be brick, cobble or other special paving
- travel lanes flush with the sidewalks, and separated with bollards.

The private street's green features should include:

- pervious paving
- biorention planters designed to avoid conflicts with pedestrian traffic
- trees planted 25 feet on-center instead of the standard 30 feet on-center
- street trees will be planted in continuous green panels
- building walls that define the street space should support climbing plants using structures integrated into facade design.

Illustration 4: Private Street Cross Section, Site 1

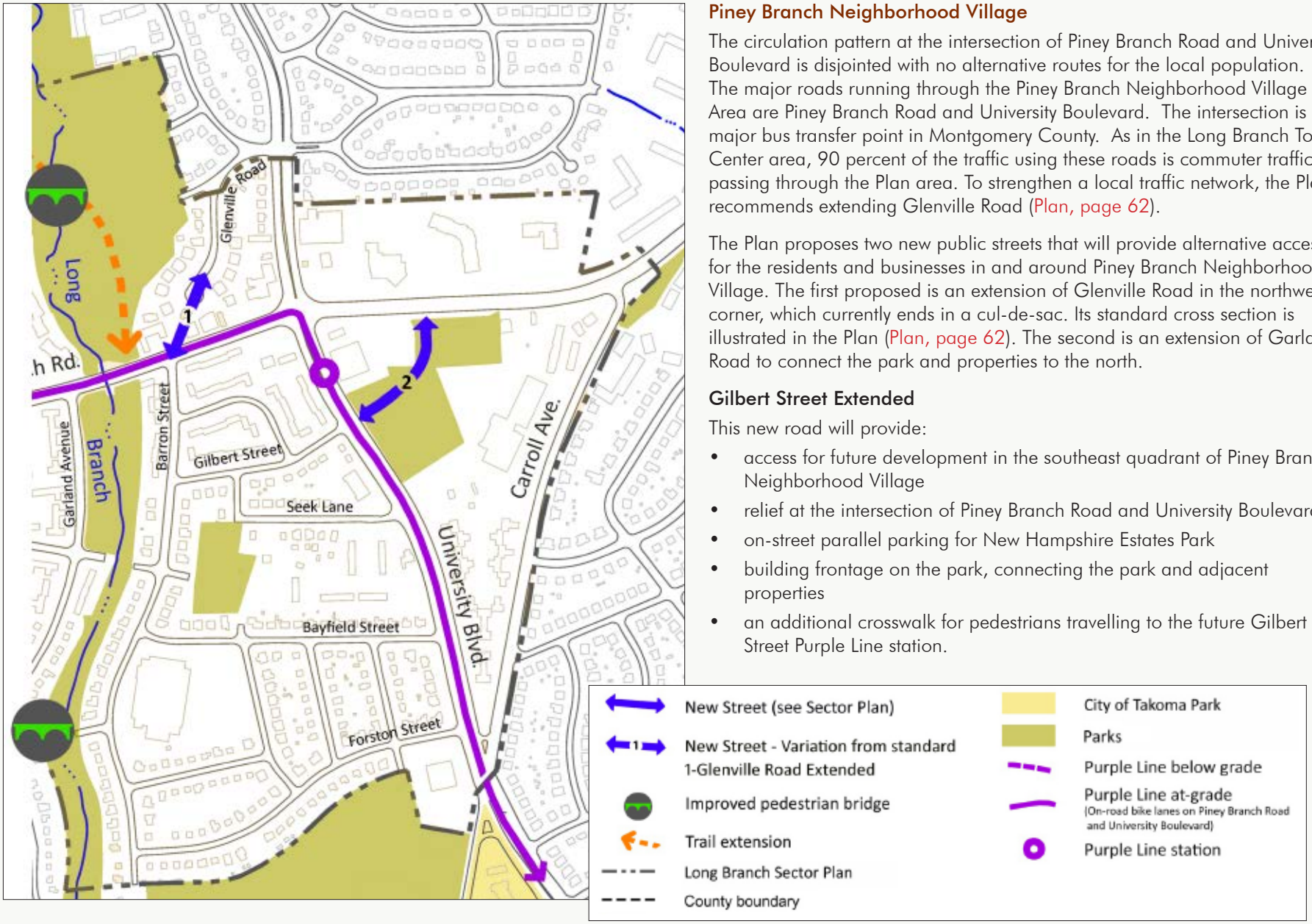


The private street will run through Site 1, creating a vehicular and pedestrian connection between Flower Avenue and Arliss Street. Streetscape improvements include wider sidewalks, at-grade travel lanes with special paving, on-street parking, street furnishings, and sustainable features that should include pervious paving, stormwater recharge, and green walls along street facades.

Plan Recommendations

Right-of-way:	60 feet. Accomodate stormwater management within the right-of-way using Best Management Practices, where practicable
Lanes:	Two lanes with an on-street parking lane to one side. Acommodate stormwater management within the right-of-way using Best Management Practices, where practicable
Pedestrian/Bike Access:	16-foot wide sidewalks separated from travel lanes by decorative bollards
Streetscape:	Street trees planted 25 feet on center within grates and/or green panels, pedestrian-scale street lighting, benches, bus shelters, bike racks, and trash cans

Map 3: Piney Branch Neighborhood Village Proposed Streets



Piney Branch Neighborhood Village

The circulation pattern at the intersection of Piney Branch Road and University Boulevard is disjointed with no alternative routes for the local population. The major roads running through the Piney Branch Neighborhood Village Area are Piney Branch Road and University Boulevard. The intersection is a major bus transfer point in Montgomery County. As in the Long Branch Town Center area, 90 percent of the traffic using these roads is commuter traffic passing through the Plan area. To strengthen a local traffic network, the Plan recommends extending Glenville Road (Plan, page 62).

The Plan proposes two new public streets that will provide alternative access for the residents and businesses in and around Piney Branch Neighborhood Village. The first proposed is an extension of Glenville Road in the northwest corner, which currently ends in a cul-de-sac. Its standard cross section is illustrated in the Plan (Plan, page 62). The second is an extension of Garland Road to connect the park and properties to the north.

Gilbert Street Extended

This new road will provide:

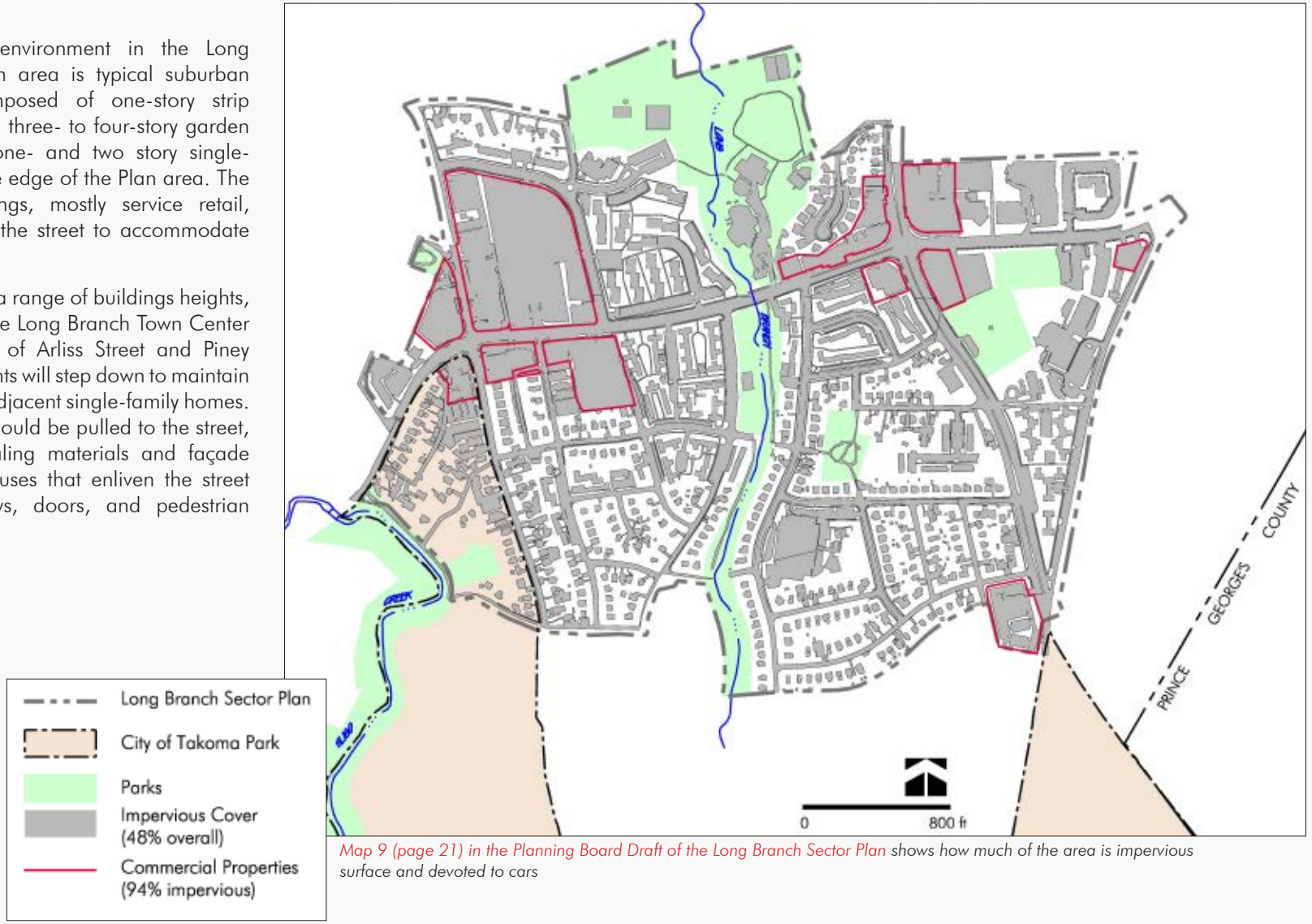
- access for future development in the southeast quadrant of Piney Branch Neighborhood Village
- relief at the intersection of Piney Branch Road and University Boulevard
- on-street parallel parking for New Hampshire Estates Park
- building frontage on the park, connecting the park and adjacent properties
- an additional crosswalk for pedestrians travelling to the future Gilbert Street Purple Line station.

buildings

Today, the built environment in the Long Branch Sector Plan area is typical suburban development, composed of one-story strip retail buildings and three- to four-story garden apartments, with one- and two story single-family homes at the edge of the Plan area. The commercial buildings, mostly service retail, are set back from the street to accommodate surface parking.

The Plan proposes a range of buildings heights, with the tallest in the Long Branch Town Center at the intersection of Arliss Street and Piney Branch Road. Heights will step down to maintain compatibility with adjacent single-family homes. Building facades should be pulled to the street, use visually appealing materials and façade design, and have uses that enliven the street with store windows, doors, and pedestrian activity.

Map 4: Long Branch Town Center and Piney Branch Neighborhood Village Impervious Surface



Map 9 (page 21) in the Planning Board Draft of the Long Branch Sector Plan shows how much of the area is impervious surface and devoted to cars

Universal Principles

Building Heights and Setbacks

- Locate maximum building heights of 120 feet at the northwest and northeast quadrants of the intersection of Arliss Street and Piney Branch Road to focus the greatest densities at the planned Purple Line station.
- Build other Town Center buildings to step-down height toward adjacent single-family neighborhoods.
- Step-down building heights to a 45-foot maximum next to single-family houses.
- Locate structured parking on the site's interior and shielded from streets by liner buildings, with activating uses such as retail and sidewalk cafes.
- Use build-to lines to create a consistent building façade along the street.
- Vary from the build-to lines only in special circumstances, such as:
  - five-foot setbacks to accommodate café seating
  - public open spaces and pocket parks that serve the public.
- Do not pull building facade back from the street to create entry forecourts or front yards.



Façade Features and Street Activation

- Create eyes on the street with strategically located windows and doors.
- Use balconies where appropriate.
- Use signage to create character and set a tone. Signs should:
  - be artistic and distinctive
  - be integrated into the building façade
  - complement the architecture.
- Locate main entries to residential buildings on the primary street where practicable.
- Ground floor commercial facades should be designed with at least 60 percent glazing.
- Allow café seating in front of retail establishments.
- Use distinctive materials that will lend a unique character Plan area.
- Vary building heights to achieve visual interest where practicable.

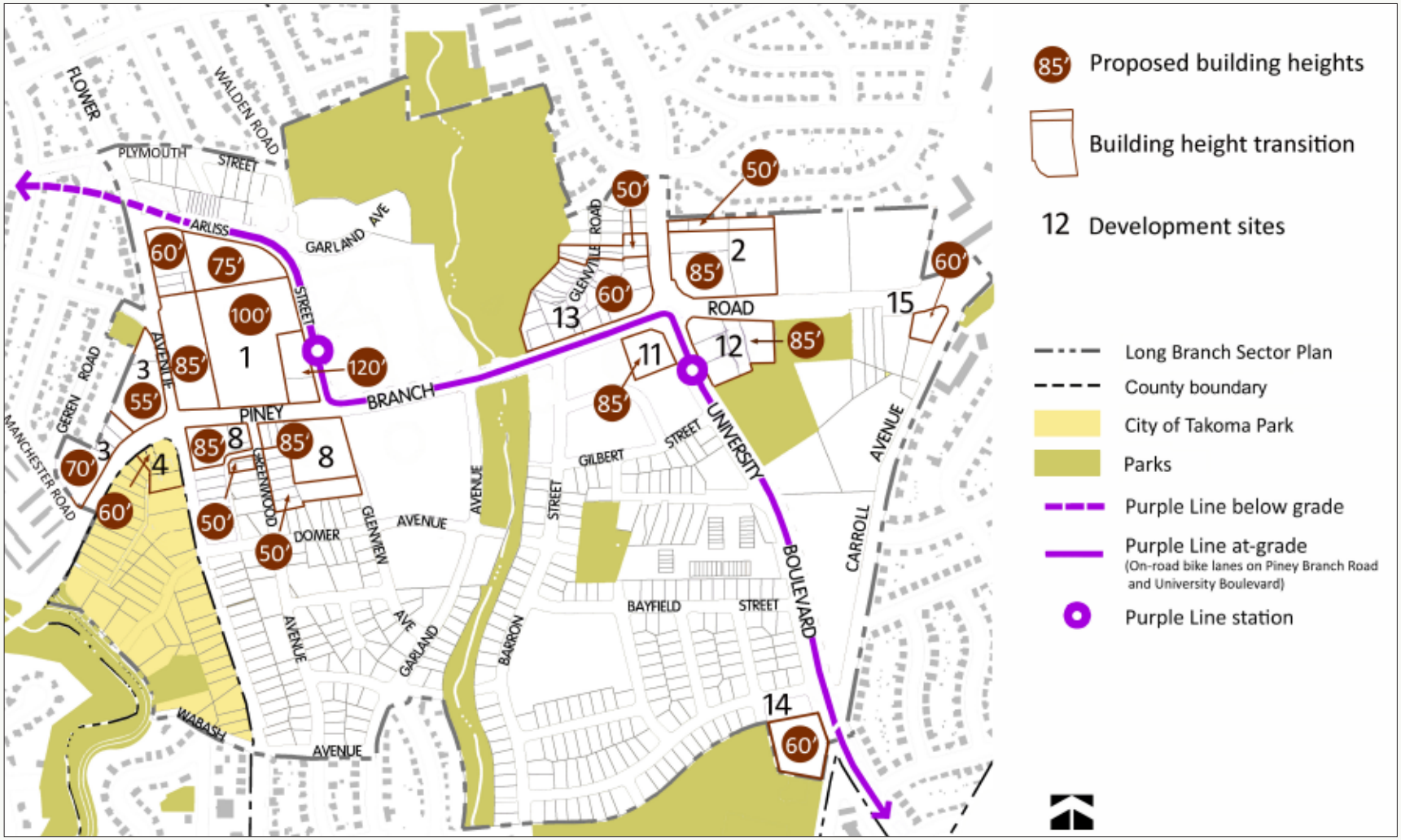
Transitions

- Step buildings down to a maximum height of 45-feet at the edges of CR zoned properties.
- Screen off-street parking located behind CR zoned properties from adjacent single-family residential properties with fencing or evergreen hedges at least six feet tall.
- Avoid blank walls facing residential communities; use windows and balconies to create a human scale.
- Building walls facing residential neighborhoods should avoid bright colors or shiny finishes.

Illustration 5: Building Transitions

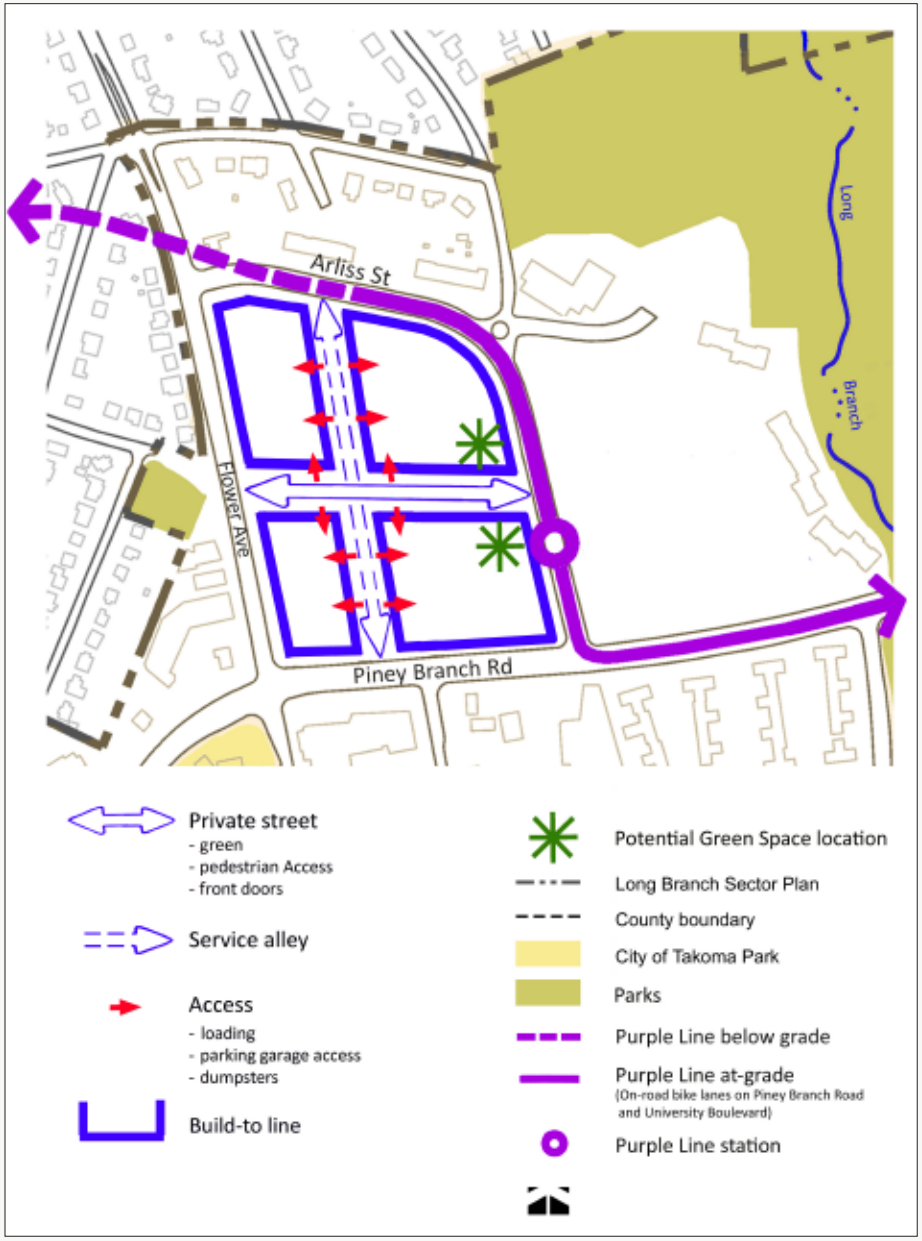
Step buildings down to 45 foot heights at edge

Map 5: Proposed Building Heights



The Plan proposes on Site 1: CRT 3.5 zoning, 60- to 120-foot building heights and on Site 9: CRT 2.5 zoning, 85- to 120-foot building heights

Illustration 6: Long Branch Town Center Proposed Development Pattern



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The Plan recommends that the Town Center be redeveloped as a "distinct node;" a place with a human scale, that is pedestrian-friendly, and has a local design character (Plan, page 28). To that end, these guidelines address integrating new development, historic preservation, and placemaking in the Town Center.

Integrating New Development

Site 1 is the focal point of the Town Center. Currently, it is developed in an auto-oriented pattern, with two one-story grocery stores and a gas station facing Arliss Street, and a one-story commercial building, a single-family home operating as a business, and the Flower Theatre and Shopping Center facing Flower Avenue. There is no inner block connectivity on Site 1.

Redevelopment on Site 1 should be coordinated and designed as a whole that incorporates connections, public parks and space, and mixed uses. The proposed private street between Flower Avenue and Arliss Street should act as a central spine along which new development can be organized, pulling activity into and through the center of the block. New development should also make appropriate transitions to surrounding residential neighborhoods, paying attention to building height and ensuring lively edge streets.

New development should:

- be focused on Flower Avenue, the Arliss Street Purple Line station, and on the proposed private street
- locate service, loading, and parking entrances of off alleys, where feasible
- locate service entries internal to the site, not on Arliss Street, Flower Avenue, or Piney Branch Road
- intersect the private street with the proposed civic space.

Historic Preservation

The Plan recommends designating the Flower Theater (limited to the theater façade, two adjoining shoulders, and second wall plane to a depth of 40 feet from the theater building line) in the Master Plan for Historic Preservation and incorporating it into redevelopment (Plan Page XX). The Plan also recommends uses that serve the immediate neighborhood and meet community-wide planning and redevelopment goals, including housing near mass transit.

The theater façade should retain its prominence along the Flower Avenue frontage, the original building fabric preserved with no substantial alteration. Along Flower Avenue, any new building must not be closer to the street than the current front building line of the Flower Theater. To preserve the theater façade as the dominant focal point on the block, new buildings should not be taller than the theater along the Flower Avenue facades for a depth of 40 feet. Additionally, to retain the theater element as the focal point along Flower Avenue, adjacent construction for a length of 20 feet and a depth of 40 feet should not be taller than one story. Behind the theater's rear wall plane (approximately 40 feet behind the theater's front façade) new development may be as high as 85 feet.

Illustration 7: Flower Theater Historic Re-Use

a Heights may step up to 85-feet behind 2nd wall plane (40-feet) of theater

b Preserve main facade

c As measured for the ouside wall of the theater shoulders, building heights should be limited to a maximum of 25' at the building line for a distance of 80' in each direction

d Preserve shoulders

e Facade of theater to become build-to line

If Site 1's proposed private street is located adjacent to the Flower Theater, new development behind the preserved entry and flanks should face directly onto the private street to give the theater new prominence as a corner building. To make best use of this prominence and to support community goals, new development should:

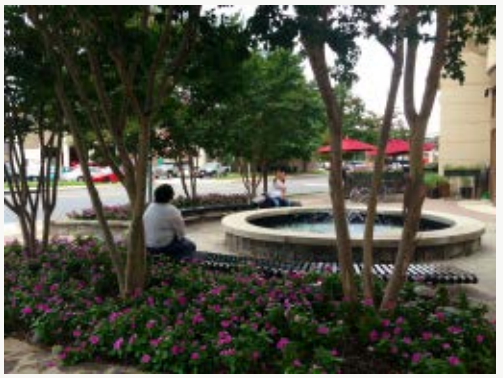
- locate entries directly on the private street
- include retail uses
- accommodate café seating
- provide service and parking areas that can serve mixed uses and support market viability
- locate parking and loading entries on secondary streets.

Redevelopment of the theater should also ensure that historic features are preserved and enhanced. Its Art Deco design motifs and color palette should form the basis for exterior architectural finishes in the new construction to complement the existing theater building.

Placemaking

The Flower Theatre is a focal point in the Long Branch Town Center and could be the basis for placemaking elements in the Town Center and along the Flower Avenue corridor. For example, the theater's marquee could be lit or its poster boxes could contain illustrated interpretive panels on the area's past.

Additional placemaking efforts should include street furniture, wayfinding and interpretive signage, and public art incorporated into new development.



Piney Branch Neighborhood Village

Long Branch's smaller commercial area is a transit transfer point and should be redeveloped as a distinct community node, with a public space and pedestrian-friendly street connections to surrounding uses.

The New Hampshire Estates Neighborhood Park, which is to be renovated after the Purple Line Station is built, is presently cut off from existing commercial establishments to the north. The Plan proposes extending Gilbert Street to become the northern edge of the park and will provide parking that will be lost to Purple Line construction.

The renovated park should be connected to new development so that the two function together, supporting and adding life to each other with:

- buildings facing Gilbert Street Extended sited to create and define the street space, and facing across the street to the park
- buildings on Gilbert Street Extended that have ground floor entries, and windows and balconies facing the park
- building façades that incorporate elements or themes related to the park
- at least 12-foot wide crosswalks from the park across Gilbert Street
- at least 12-foot wide crosswalks across University Boulevard to the Gilbert Street Purple Line station
- street and park furnishings of a shared vocabulary and distinct from street furnishings in the rest of Piney Branch Neighborhood Village.

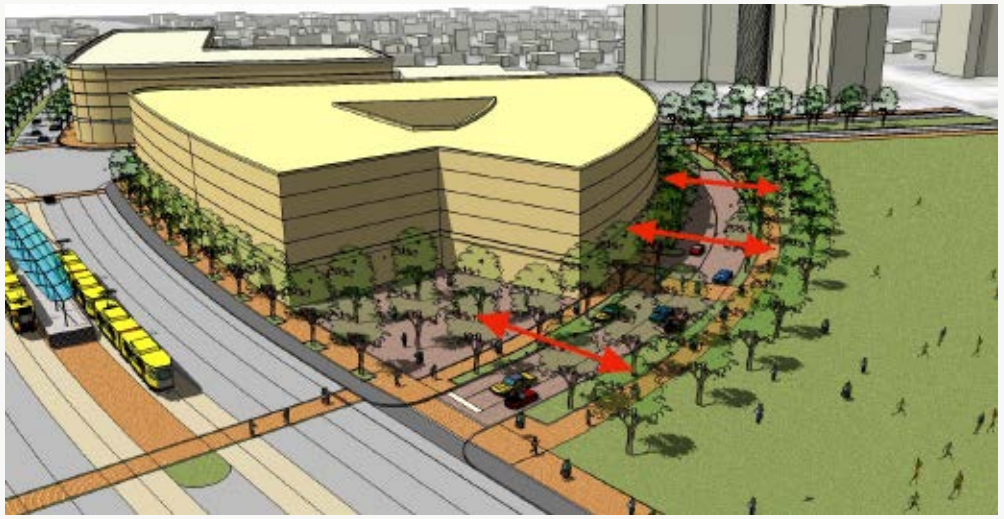
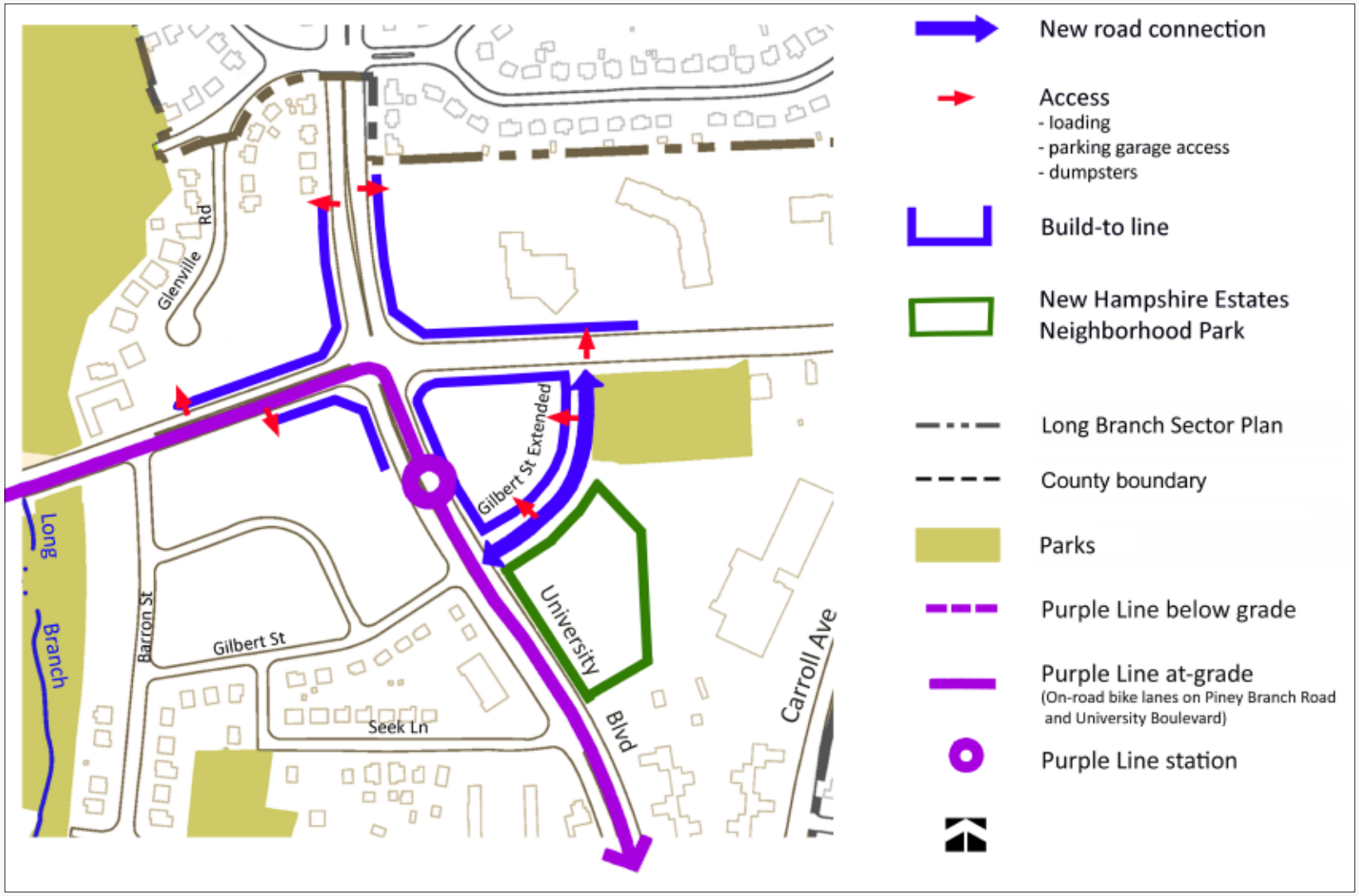


Illustration 8: Piney Branch Neighborhood Village Proposed Redevelopment Pattern



parks and open spaces

The Plan area is already well served by large public parks that include play grounds, baseball and soccer fields. However, the Plan's recommended densities call for a series of smaller urban open spaces to serve residents and employees in the Town Center and Neighborhood Village.

Further, the 2012 Parks, Recreation and Open Space (PROS) Plan recommends a park hierarchy for all master and sector plans.

In the Long Branch Plan area, public and private open spaces will include:

- a central civic green of at least ½ acre
- smaller neighborhood parks
- small urban parks at the block level.

These spaces will be a major part of the public realm in the Plan area. The open spaces that are intended to serve as focal points of community life should be located where a variety of activities and uses intersect. These places are typically at the highest concentrations of density and are near transit stations, libraries, community centers, or places of worship.

Universal Principles

Configuration and Location

- Locate parks and open space in areas where two or more pedestrian paths converge.
- Locate near retail, office, and residential uses.
- The space should open onto at least one street—it should feel like an extension of the sidewalk and not a separate space.
- If separated from the street by a grade change, walls, or plant material, there should be several, easily accessible points of entry into and out of the open space.
- Views into and out of the open space from the surrounding streets and sidewalks should be clear and unobstructed.
- The open space should be a "positive" space with the character of a room with a floor, ceiling, and walls.
- Enliven the walls of the open space with entries at ground floor level, and with windows and balconies that look directly onto the space.
- Design with CPTED principals to ensure a space that will feel safe for all users.

Site Details

- Locate entries directly on the private street.
- Include retail uses.
- Accommodate café seating.
- Provide service and parking areas that can serve mixed uses and support market viability.
- Locate parking and loading entries on secondary streets.

Trail Connections

- Establish sidewalks and bikeways that connect to the Long Branch Trail, as well as other Long Branch area parks and open spaces.
- Design pavement markings, signage, bike racks, seating, landscaping, and art along the trail to reflect local character.
- Include mileage markers similar to heart-smart trail medallions.

Variations

Long Branch Town Center

Civic Green

As Long Branch Town Center redevelops its owners should provide a centrally located Civic Green Urban Park. It will serve existing and future employees, residents, and shoppers using the Town Center.

Civic Green Urban Park should be:

- at least ½ acre
- centrally located within Site 1
- mostly lawn with hardscape surfaces where appropriate
- in a visible location and integrated with the proposed east-west private street
- near the future Purple Line station on Arliss Street
- activated with commercial and retail uses on at least two sides
- enlivened with public amenities, such as a fountain
- shaded with trees
- fitted with electricity, lighting, Wi-Fi, tent structures, etc.
- designed with an event space.

Because of a short-term need for a central event space in Long Branch, the Department of Parks is encouraged to work with landowners to establish an interim Civic Green on any available land that is within or near Site 1. The interim park should be a simple design with seating and open areas for gathering.

Long Branch Local Park

- Redesign and relocate the playground to be more visible from the adjacent neighborhood, streets, and recreation center.
- When the pool and recreation center is relocated, establish a community open space that can accommodate a variety of informal activities.

Flower Avenue Urban Park

Through redevelopment, consider a redesign that:

- activates the commercial edge with an outdoor plaza with seating and tables
- improves the playground area with a new natural play design element
- improves landscaping to add green elements but keep visibility unobstructed
- updates and adds artwork to the existing sculptures.

Illustration 9: Civic Green Configurations

New Hampshire Estates Neighborhood Park

New development in the Piney Branch Neighborhood Village should include renovation of New Hampshire Avenue Neighborhood Park. This public park and new development in the southeast quadrant of the Piney Branch/University Boulevard intersection should be viewed as two parts of a whole. As outlined under the buildings section of these guidelines, the new development on the access road should form a wall or face for the park. The park should also be connected to the proposed Purple Line Station to be located on University Boulevard just south of Piney Branch Road visually as well as physically. Gilbert Street Extended will provide parking and will have three wide crosswalks to encourage pedestrian movement between the redevelopment at University Boulevard/Piney Branch Road and the park. The park should act as the "front yard" of new development at this corner.




The open space should be:

- mostly green—today the existing lawn is the scene of pick up soccer games. This lawn area can be continue to function in this capacity in the re-configured park.
- activated with commercial and retail uses on Gilbert Street Extended
- integrated into the wide, tree-lined sidewalks on Gilbert Street and University Boulevard
- connected to the future Purple Line station at University Boulevard and Piney Branch Road through new crosswalk at Gilbert Street and University Boulevard
- enlivened with a bandstand or other facility for public performances.

Specific uses and design features could include:

- spaces that meet urban residential recreational and social needs such as community gardens, picnic shelters, skateboarding, and grass volleyball courts
- a healing garden as additional way to provide community medical services and education.

Seek Lane Neighborhood Park

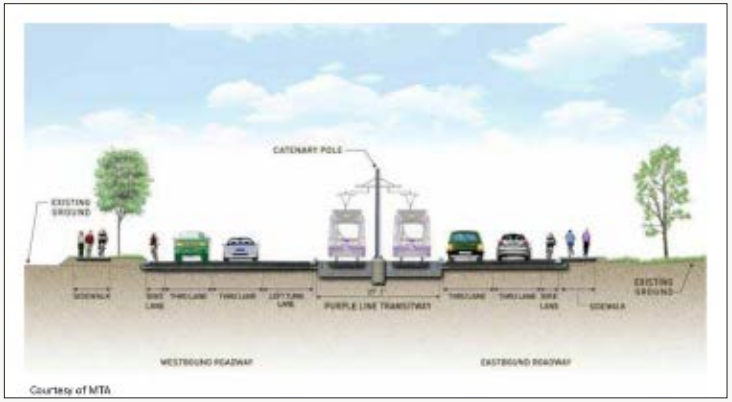
Through redevelopment, consider a redesign that:

- creates a natural play and environmental learning area adjacent to the existing playground
- creates a safe crossing area on Bayfield Street from the school to the park
- improves park infrastructure with electrical service and amphitheater seating to create an outdoor classroom.

Universal Principles

The 2010 Purple Line Functional Plan identifies two stations in the Long Branch Plan area at Arliss Street in the Long Branch Town Center and at Gilbert Street in the Piney Branch Neighborhood Village. The Functional Plan calls for walk-up access and adjacent six-foot sidewalks at both stations.

The guidelines build on those recommendations, and recognize that the design of the route and stations is ongoing.



Variations

Route

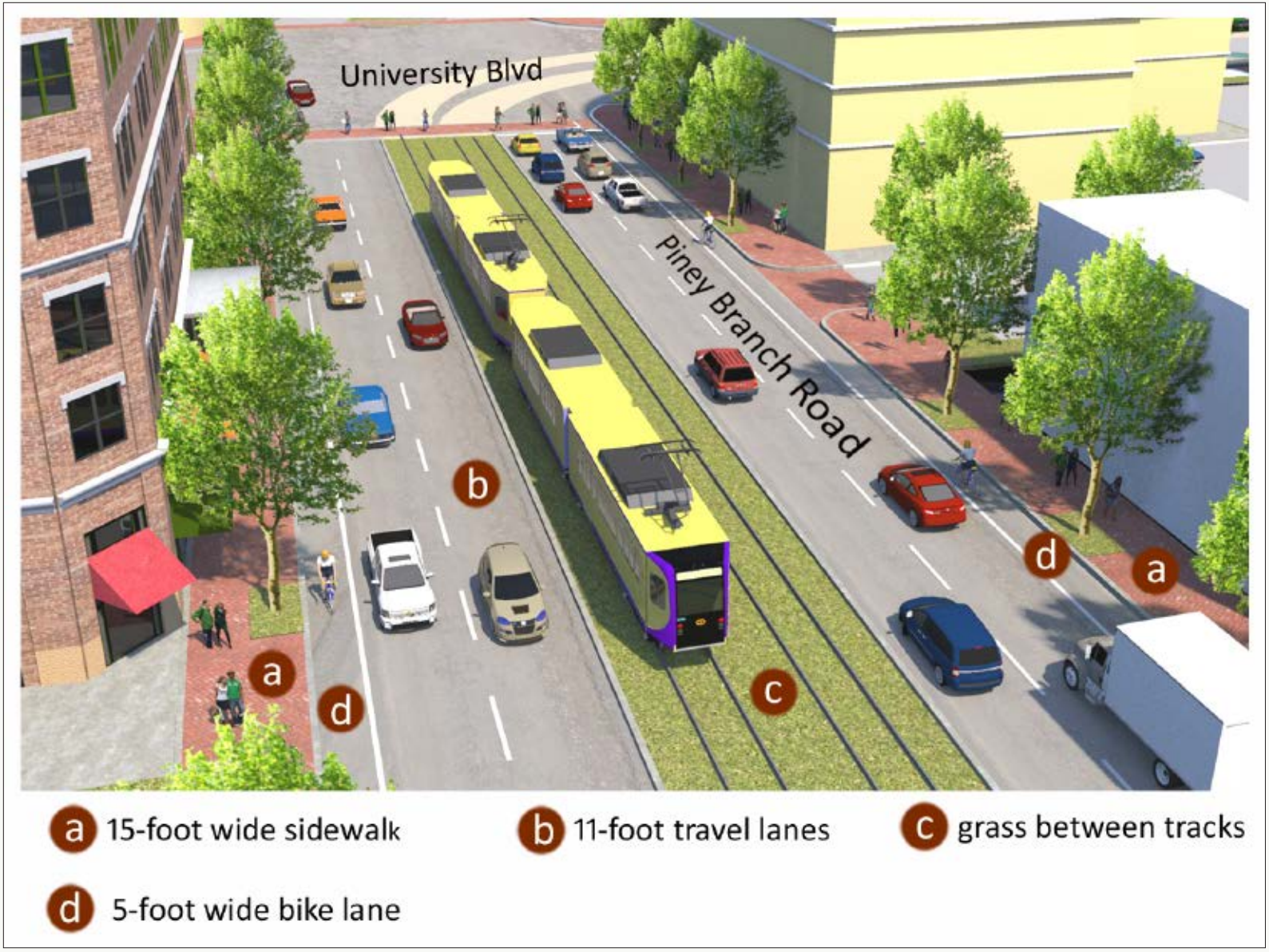
In the Long Branch Town Center, Purple Line light rail will run adjacent to Site 1, along Arliss Street. On Piney Branch Road and University Boulevard, the Purple Line will run in the median. MTA standards will expand the right-of-way and, in places, require a curb and fencing to keep cars and pedestrian out of the travel way.

The Purple Line will add up to 30 feet to accommodate the light rail tracks in the cross sections of Arliss Street, Piney Branch Road, and University Boulevard, creating long crosswalk conditions. Further, where fencing is required, it can be unattractive, and visually and physically divide the street.

The following strategies could be employed to lessen the impact of the Purple Line on the public realm.

- Limit fencing to block sections far from crosswalks.
- Consider using decorative fencing material.
- Consider planting grass or other ground cover in between the tracks to lessen the impact of the widened cross section.

Illustration 10: Purple Line on Piney Branch Road



Stations

The two Purple Line stations in the Long Branch Sector Plan area should be designed to:

- integrate with the urban fabric by:
  - using similar paving material in the station platforms and adjacent sidewalks
  - creating a seamless flow from sidewalks to the station platform
  - designing station canopies and furnishings in similar materials to the surrounding built environment
- give priority to pedestrian access. Vehicular drop off areas or kiss-and-rides should be a secondary consideration only after pedestrian access has been prioritized.

These stations provide an excellent opportunity to create a sense of place and arrival for these two different parts of the Plan area. Stations should:

- use art to create a unique sense of arrival at each station:
  - embedded art, such as murals or decorative paving
  - canopies, railings, kiosks may incorporate art works or be part of the artwork itself
  - iconic art that marks arrival and creates individuality related to place.

Tunnel

The Purple line will descend underground at a tunnel entrance on Arliss Street. Its design will have an effect on the surrounding urban fabric.

Use the following strategies to lessen its negative impact

- Use artwork on the walls and railings surrounding the tunnel entrance.
- Use decorative concrete designs in the portal walls to lessen the impact of large surfaces of concrete.
- Use a crossing arm and lighting to prevent accidental entry by car or pedestrian traffic.

specific sites

Long Branch Town Center

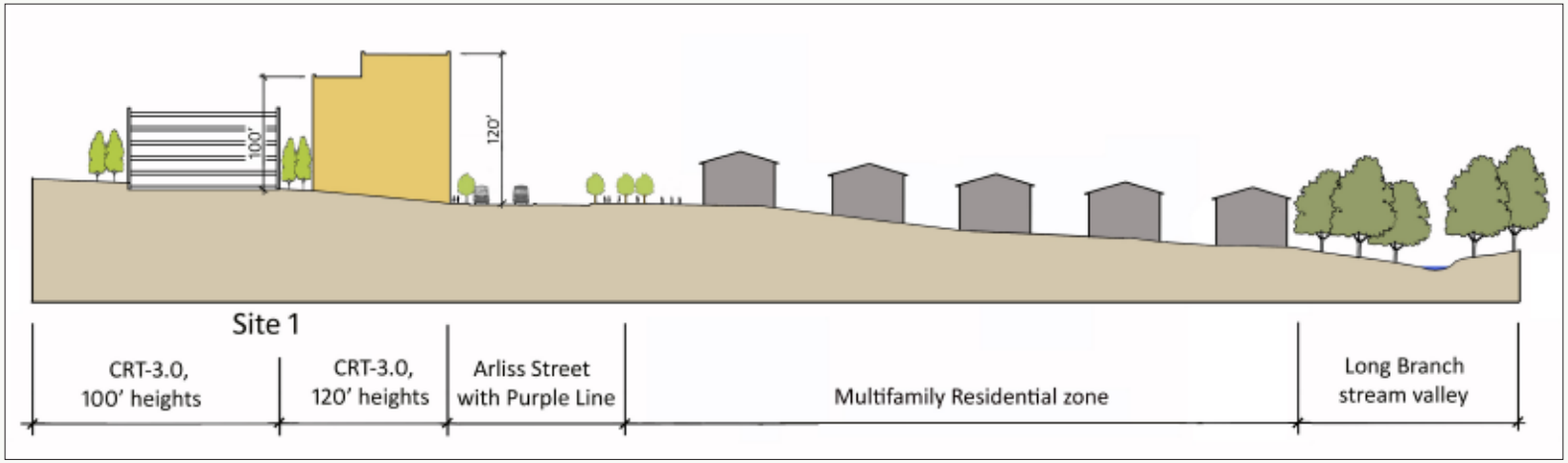
Sites in the Long Branch Town Center will have the most density, need to accommodate the Purple Line, and are envisioned for mixed uses. Redevelopment should create active pedestrian streets, connections to public spaces, and should incorporate the historic Flower Theater.

Site 1: Flower Theater and Shopping Center, 8805-8809 Flower Avenue, 8750 Arliss Street, 8528 Piney Branch Road, and 8850 Piney Branch Road in Long Branch Town Center

(does not include Flower Theater and Shopping Center Property)

- Locate the tallest buildings at southeast corner of Site 1 at intersection of Arliss Street and Piney Branch Road with a maximum height of 120 feet, stepping down to a maximum height of 60 feet at the southeast corner of Arliss Street and Flower Avenue.
- Along Piney Branch Road, step down building heights from 120 feet at intersection of Arliss Street and Piney Branch Road to 100 feet (at the Bestway property), and to 85 feet at intersection of Piney Branch Road and Flower Avenue.
- Create a private street connecting Flower Avenue to Arliss Street that:
  - links communities to the west and north along Flower Avenue to Arliss Street
  - provides a visual connection to the Purple Line station.
- Create a private service alley that provides for loading, parking garage access, and dumpster locations.

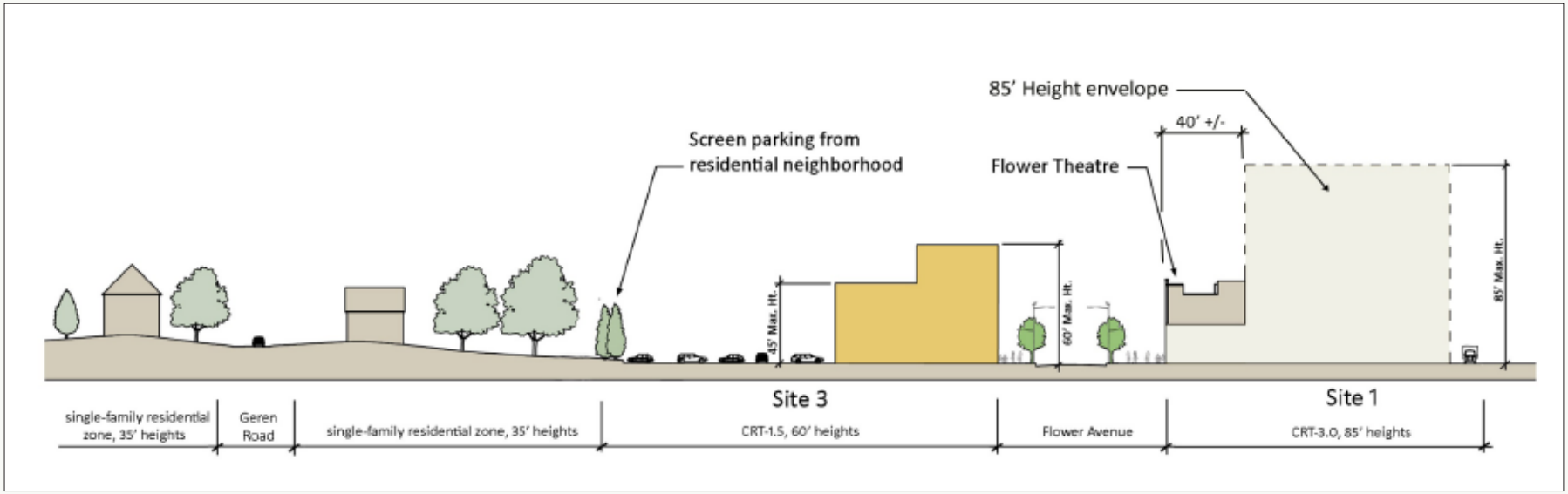
Illustration 11: Site 1 Cross Section



Site 3: Piney Branch Road/Flower Avenue (northwest)

- Maximum 60-foot building heights at the intersection of Piney Branch Road and Flower Avenue.
- Maximum 70-foot building heights at corner of Manchester Road and Piney Branch Road, stepping down to a 45-foot maximum adjacent to single-family homes on Geren Road.
- Orient commercial uses toward Piney Branch Road.
- Incorporate a gateway feature at corner of Piney Branch Road and Flower Avenue that marks the gateway with an architecturally significant building or iconic art.
- At Piney Branch Road and Flower Avenue, building setbacks should allow a landscape strip that emphasizes the residential character of this section of Piney Branch Road.

Illustration 12: Sites 3 and 1 Cross Section



Site 7: Arliss Street Townhouses

- Maximum 60-foot building height, stepping down to a 45-foot maximum at the rear, adjacent to single-family homes.
- Incorporate an evergreen screen along the rear property line with an aesthetically attractive, opaque eight-foot tall fencing to screen from single-family homes on Plymouth Street.
- Incorporate evergreen screening trees adjacent to single-family neighborhood.

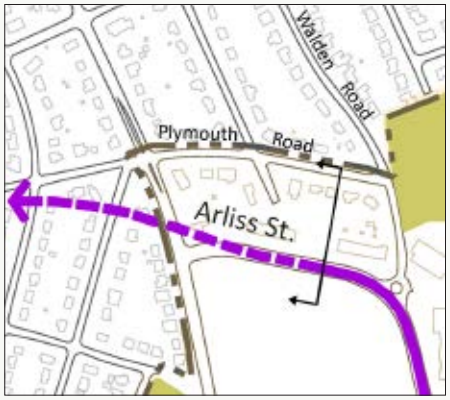
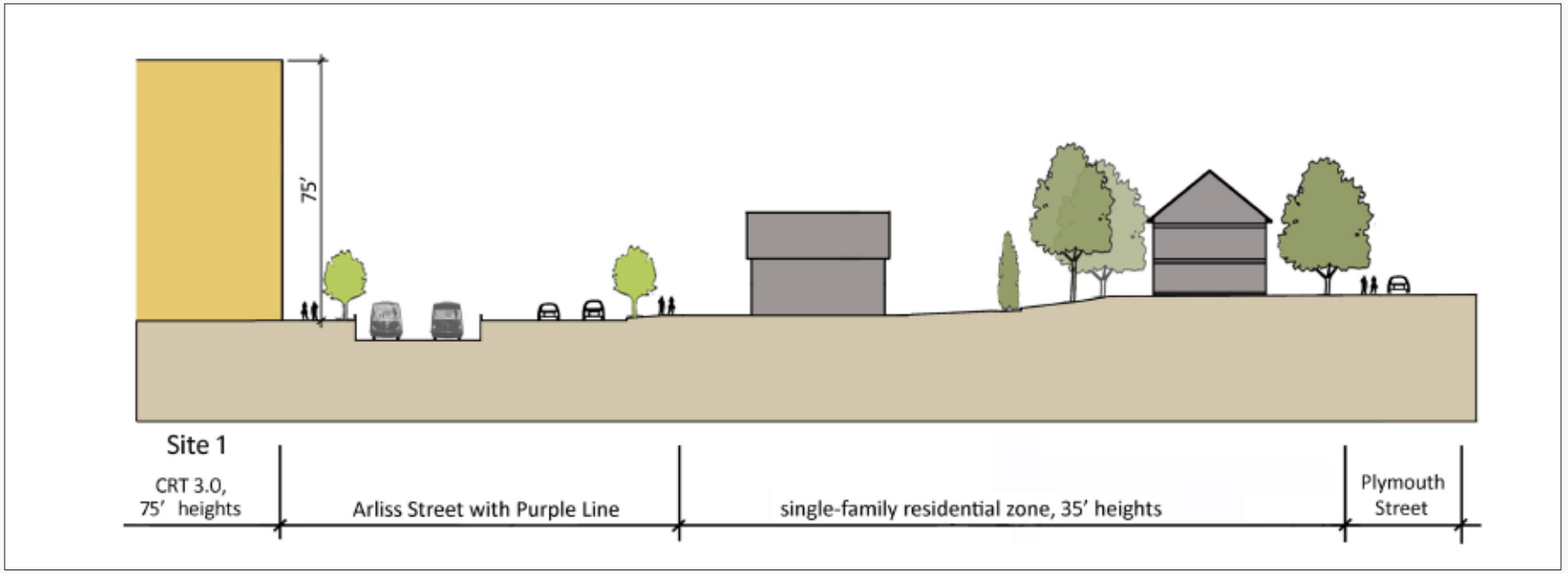


Illustration 13: Sites 1 and 7 Cross Section



Site 4: Piney Branch Road/Flower Avenue (southwest)

- Maximum 70-foot building height, stepping down to a 45-foot maximum adjacent to single-family homes.
- Incorporate a gateway feature at corner of Piney Branch Road and Flower Avenue.

Site 8: South Piney Branch Avenue

- Maximum 70-foot building height, stepping down to a 45-foot maximum adjacent to single-family homes.
- Incorporate a gateway feature at corner of Piney Branch Road and Flower Avenue.

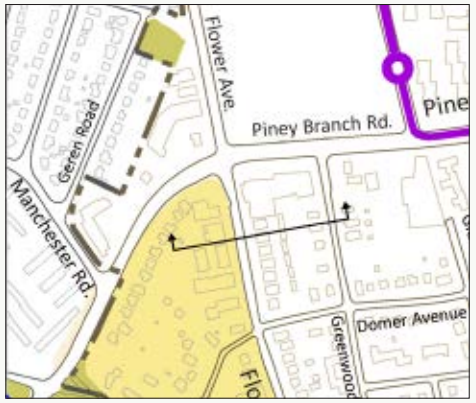
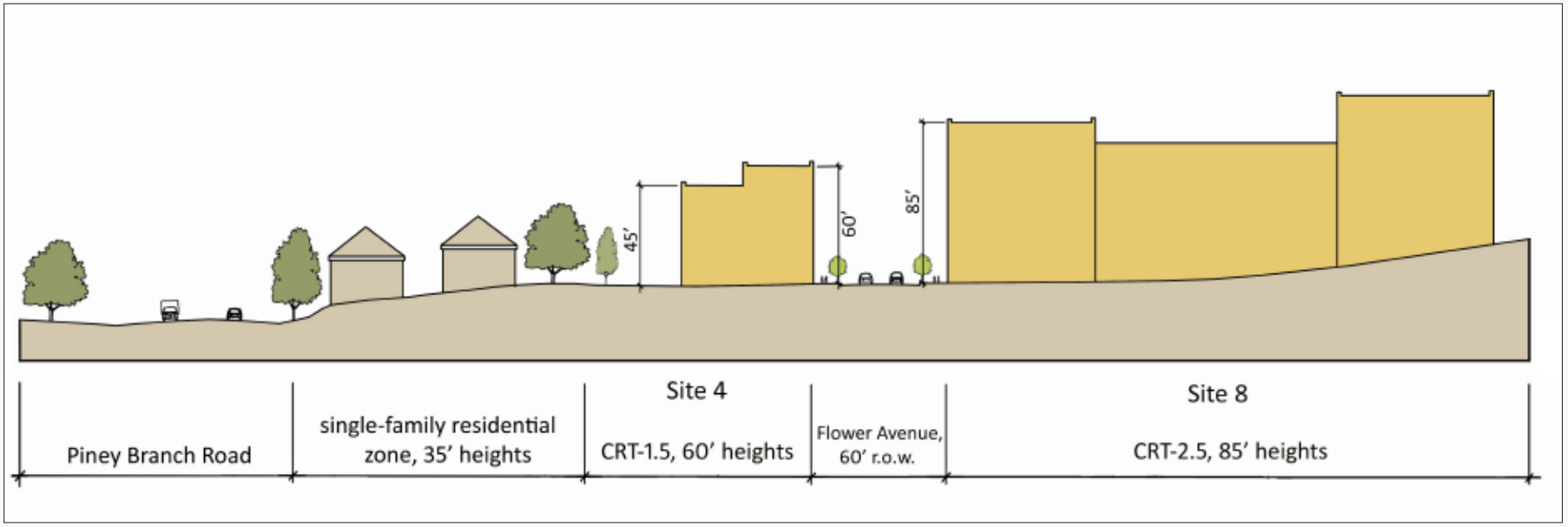


Illustration 14: Sites 4 and 8 Cross Section



Site 5: West Flower Avenue

- Maximum 60-foot building height, stepping down to a 45-foot maximum adjacent to single-family homes.
- Incorporate a gateway feature at corner of Piney Branch Road and Flower Avenue.

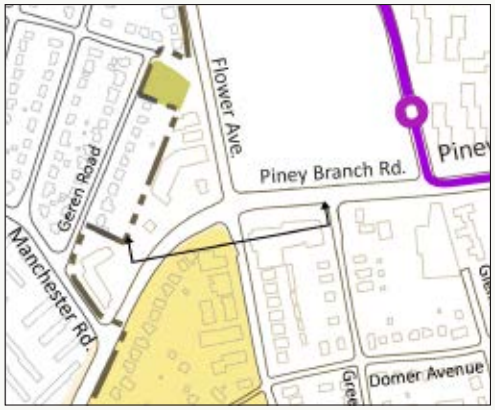
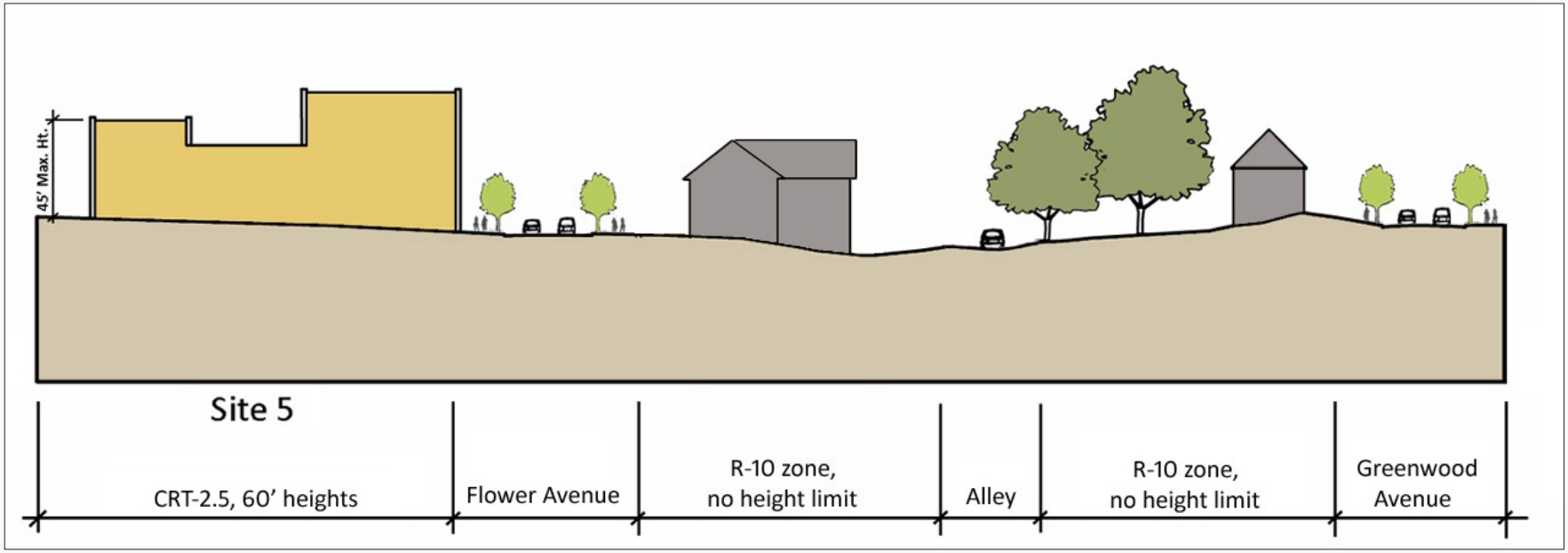


Illustration 15: Site 5 and Greenwood Avenue Cross Section



Site 8: South Piney Brach Road

- Maximum 85-foot building heights on Piney Branch Road, stepping down to maximum 45-foot building heights adjacent to single-family zoned properties on Domer Avenue.
- Incorporate evergreen screening trees adjacent to single-family neighborhoods.

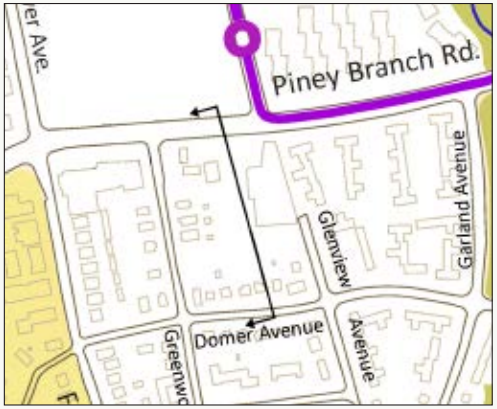
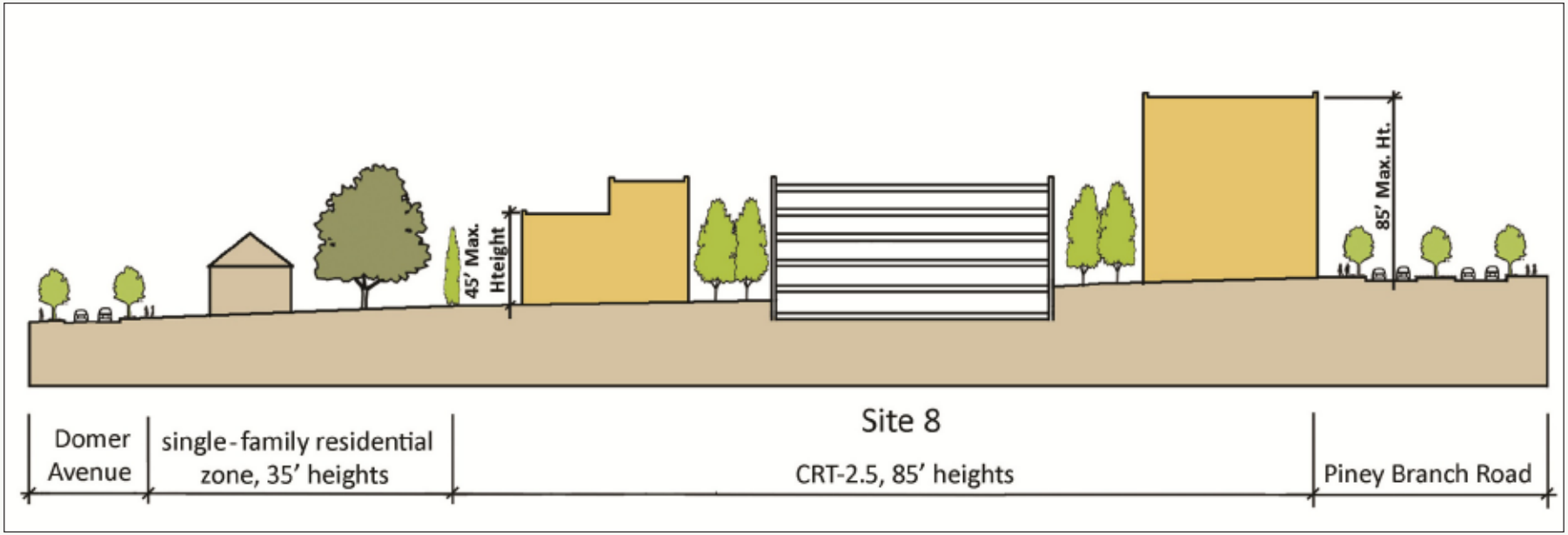


Illustration 16: Site 8 and Domer Avenue Cross Section



Piney Branch Neighborhood Village

Sites in the Piney Branch Neighborhood Village should create a distinct place at the intersection of Piney Branch Road and University Boulevard, and accommodate the Purple Line route and station.

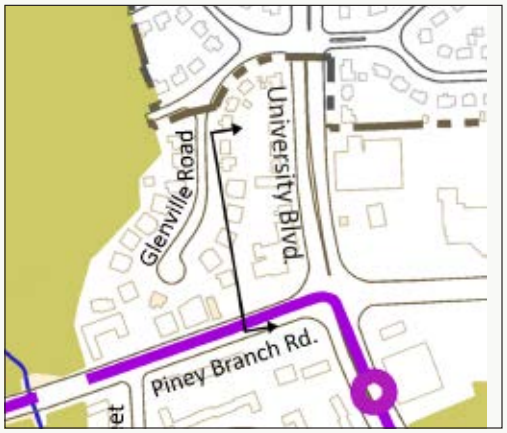
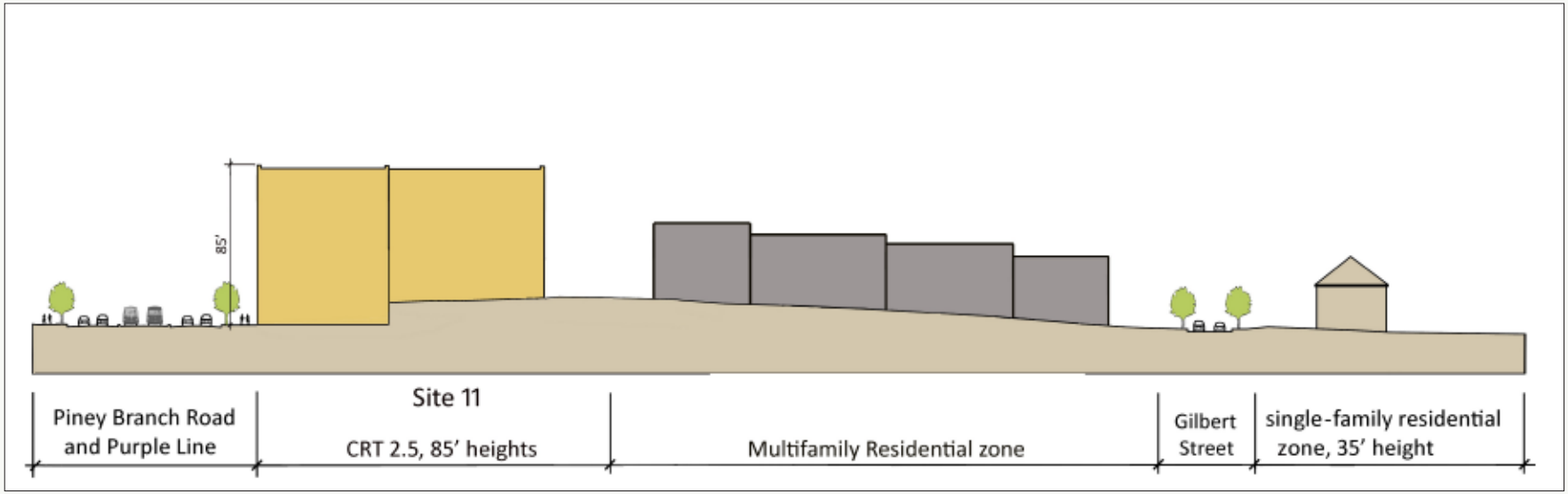


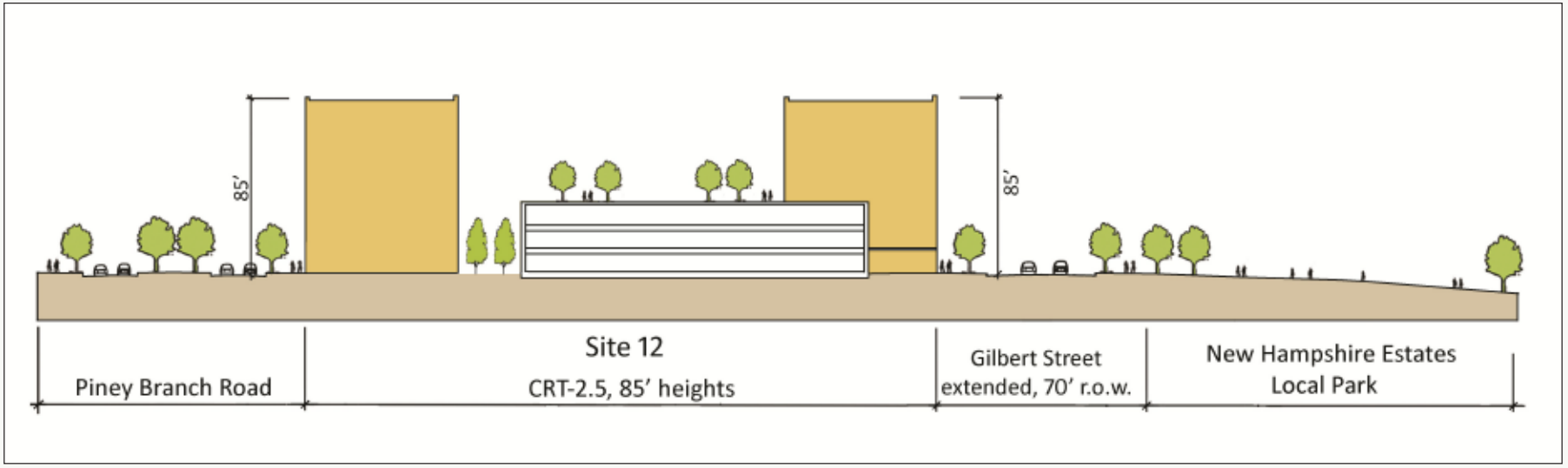
Illustration 17: Site 11 and Gilbert Street Cross Section



Site 13: Piney Branch Road/University Boulevard (northwest)

- Maximum 85-foot building heights stepping down to a 45-foot maximum next to single-family homes on Glenville Road.
- Extend Glenville Road to Piney Branch Road as a part of redeveloping this quadrant.
- Incorporate evergreen screening trees adjacent to single-family neighborhoods.

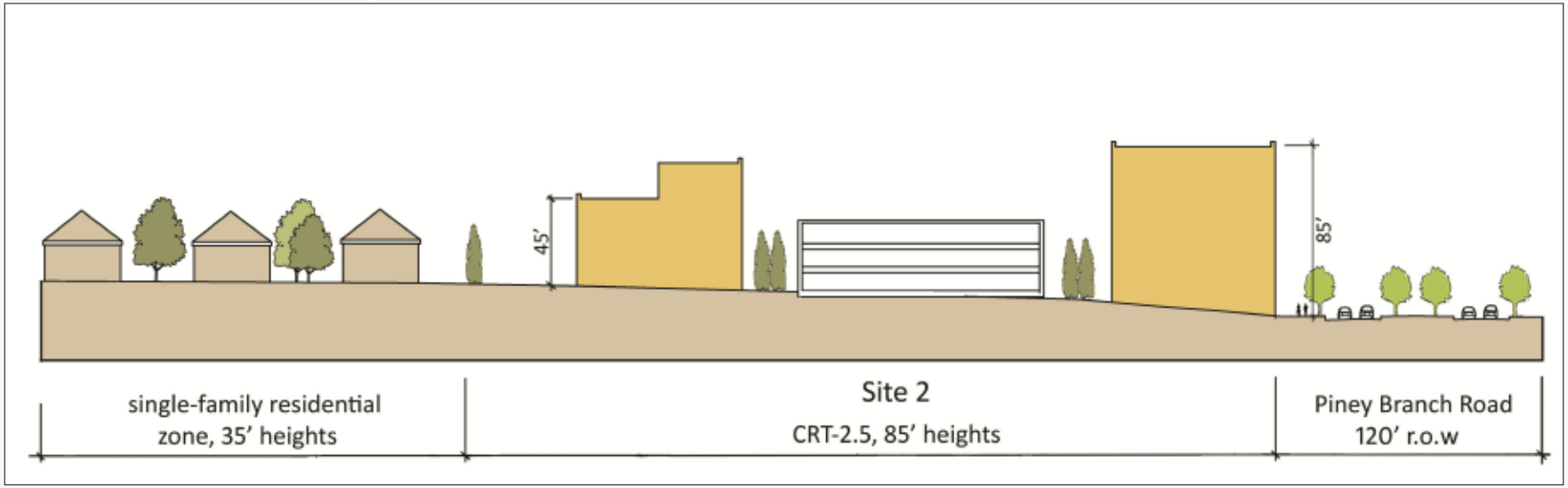
Illustration 19: Site 13 Cross Section



Site 12: Piney Branch Road/University Boulevard (northeast)

- Maximum 85-foot building heights
- Incorporate the CRT Zone-required 10 percent public use space either at the intersection of Piney Branch Road and University Boulevard or at the corner of the access road and University Boulevard.

Illustration 20: Site 12 and New Hampshire Estates Local Park Cross Section



Site 2: Piney Branch Road/University Boulevard (northeast)

- Maximum 85-foot building heights, stepping down to a 45-foot maximum next to the single-family homes to the north on Heron Drive.
- Incorporate evergreen screening trees adjacent to single-family neighborhood.

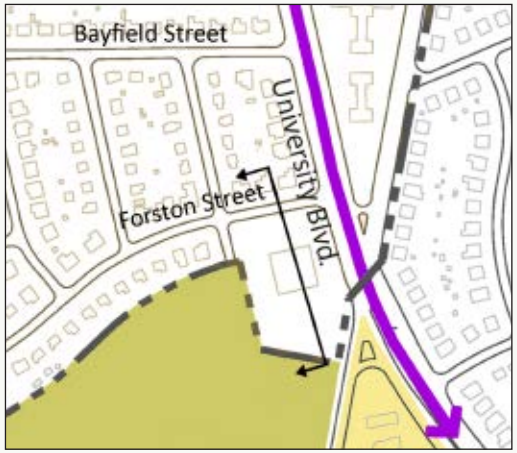
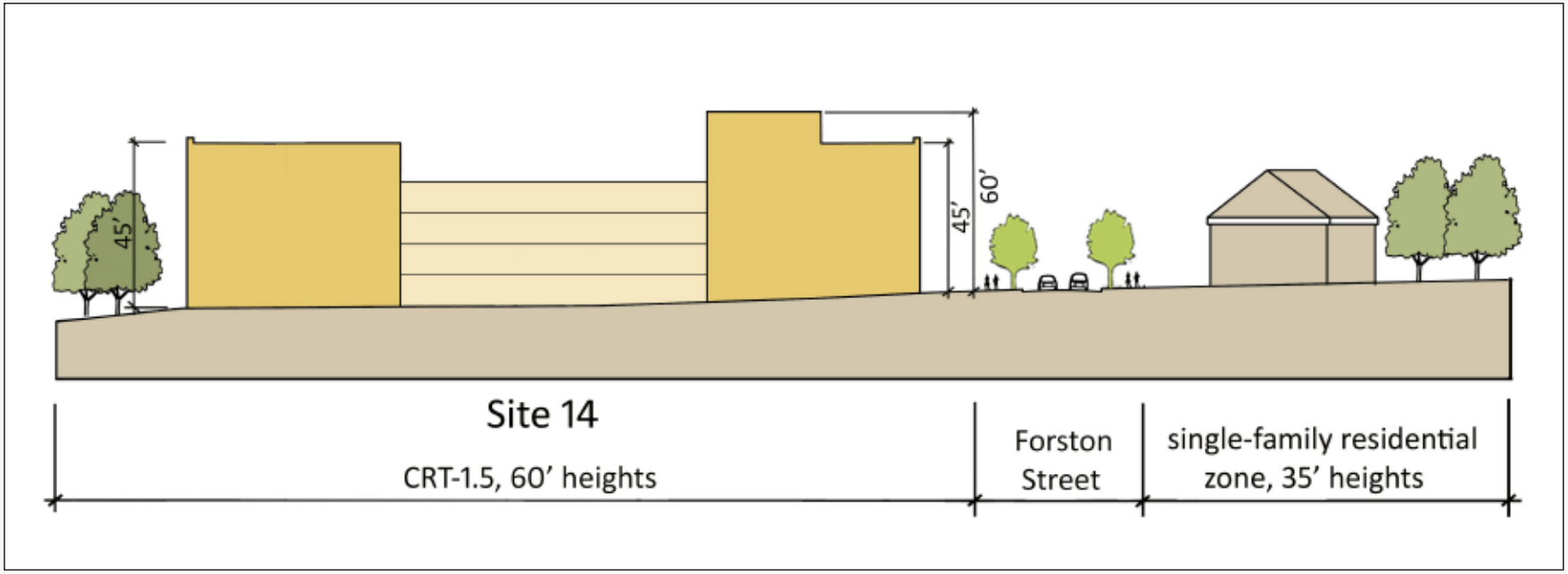


Illustration 21: Site 2 Cross Section



Site 14: Forston Street and University Boulevard East

- Maximum 60-foot building heights at the intersection of Carroll Avenue and University Boulevard, stepping down to a 45-foot maximum next to single-family houses on Forston Street.

Illustration 22: Site 14 Cross Section

Site 15: Carroll Avenue and Piney Branch Road)

- Maximum 60-foot building at the intersection of Piney Branch Road and University Boulevard, stepping down to a 45-foot maximum next to townhouses on Carroll Avenue.

Illustration 23: Site 15 Cross Section

long branch sector plan

Design Guidelines

November 2013

Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

MontgomeryPlanning.org