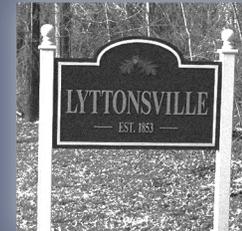
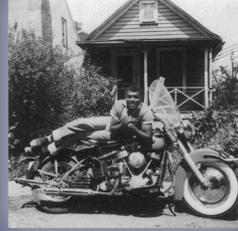


P L A N N I N G F O R T O M O R R O W



H O N O R I N G Y E S T E R D A Y



# Greater Lyttonsville Sector Plan

## **Greater Lyttonsville Sector Plan**

scope of work

### **ABSTRACT**

This Scope of Work describes the proposed sector plan area; states the issues that will be addressed in the Plan; describes the methodology, tasks, and resources to be used in this effort; and addresses how the community will be involved in the process.

### **Source of copies**

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

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

# Greater Lyttonsville Sector Plan

scope of work

July 2012



Montgomery County Planning Department



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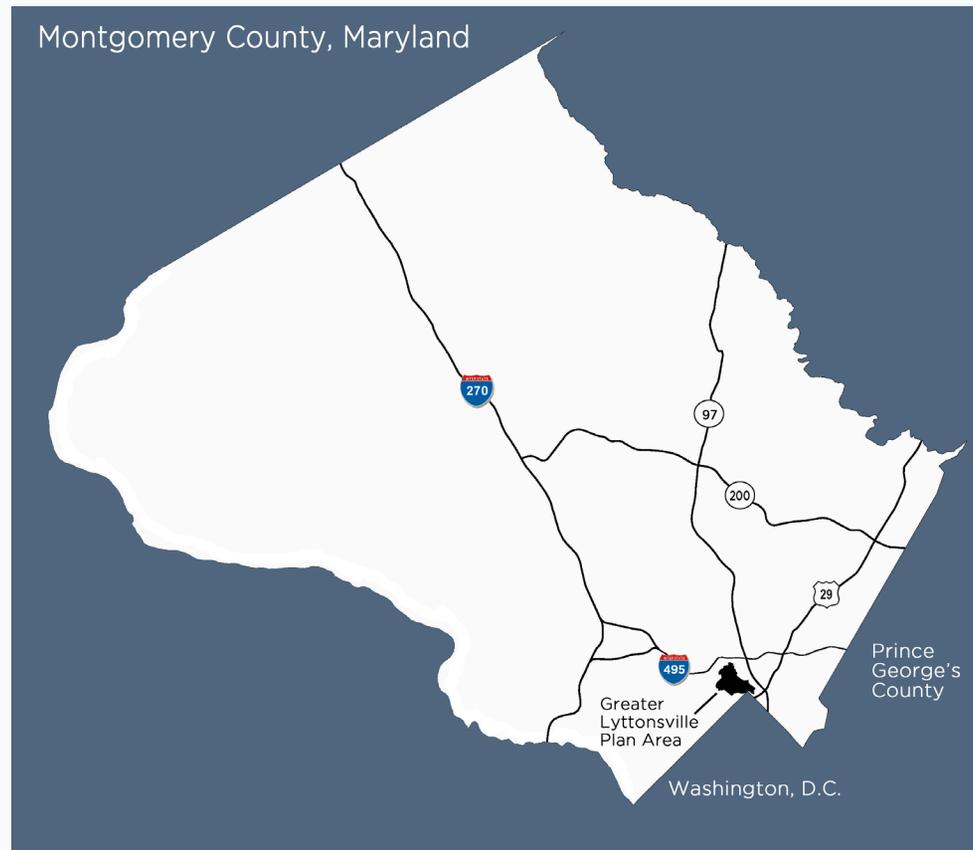
# introduction

Greater Lyttonsville is well positioned, within close commuting distance of not only Silver Spring, but also Washington, D.C. and the Bethesda Central Business District. Likewise, the Silver Spring and Forest Glen Metro stations are approximately two miles away. The community is often referred to as West Silver Spring because it is just west of the Silver Spring Central Business District.

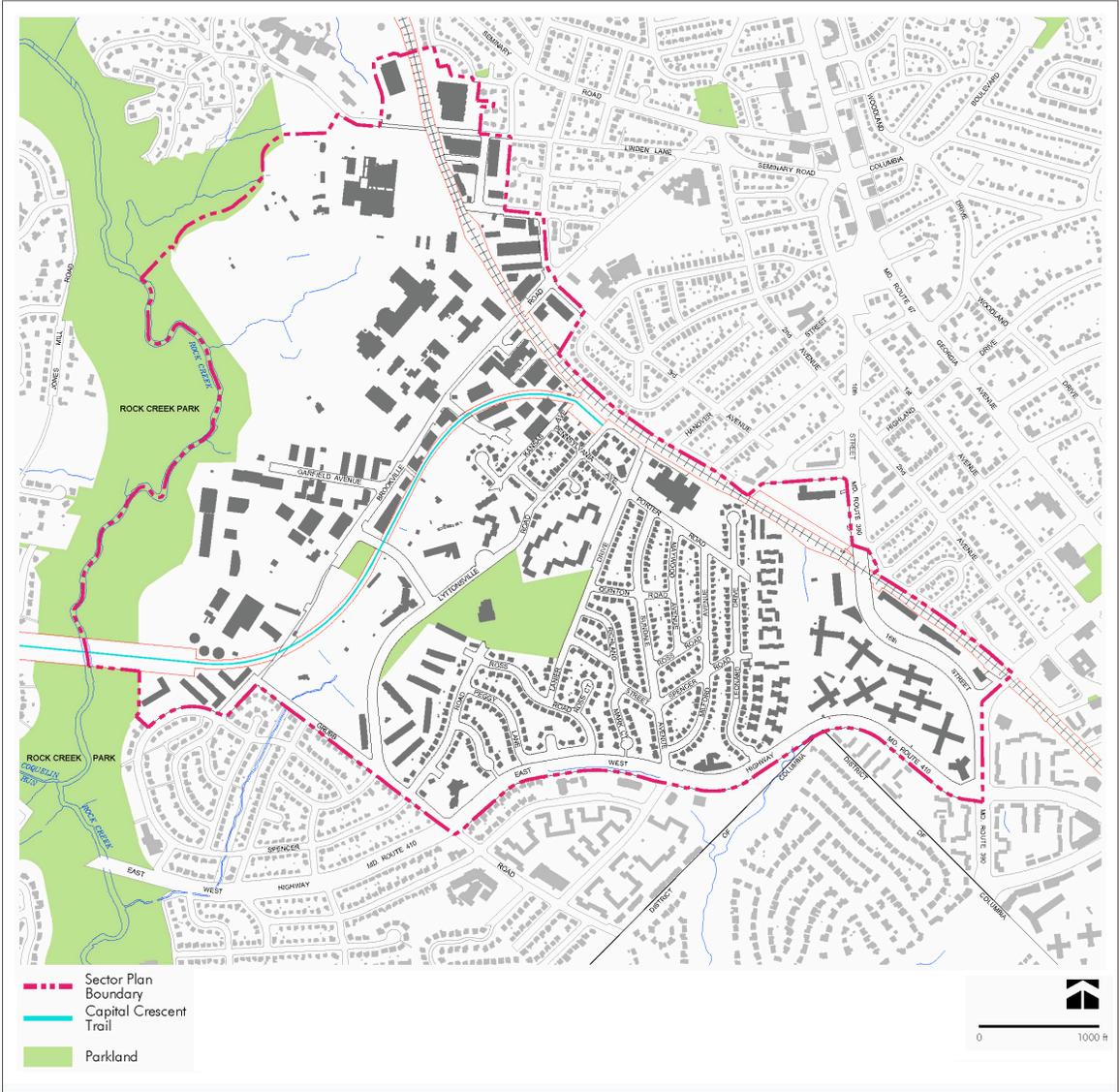
The origins of Lyttonsville date back to January 3, 1853, when Leonard Johnson, a white landowner, gave a parcel of land to Samuel Lytton, a freed slave, for whom the community was later named. The area was rural in the 1800s, with many houses built by the inhabitants themselves. Initially, there was a railroad stop called Linden, which led to the area being referred to by the same name. In fact, the first community school was named the Linden School.

Lyttonsville is a historically African-American community with a storied past. Over time, its residents have successfully brought important community assets to their neighborhood, such as schools, infrastructure, and community gathering places. While Greater Lyttonsville is now home to a more diverse population, its residents are keenly aware of their history as a welcoming and open place. This fact has helped make the community's fabric so strong today.

In recent years, planning staff has not recommended significant changes within the Greater Lyttonsville area. Upon federal and State funding approval, however, the proposed Purple Line light rail system will serve the community with two stations; one at the intersection of Lyttonsville Place and Brookville Road and the other along 16th Street north of the intersection of 16th and Spring Streets. A maintenance facility and a rail yard are to be located in the Brookville Road industrial area. The development of two stations offers new opportunities to promote mixed-use, transit oriented development, preserve the rich cultural history of the area, identify connectivity and mobility gaps, and enhance important environmental resources.



Map 1: Plan Area Boundary



The Greater Lyttonsville area is generally defined as follows: on the north, by the northern boundary of the United States Army Forest Glen Annex; on the south, by East West Highway and Grubb Road; on the east, by 16th Street and the CSX railroad tracks; and on the west, by the western boundary line of the Forest Glen Annex and Rock Creek. While the Army may be responsible for planning its property, staff believes the military base should be included in the Sector Plan. This will help emphasize the importance of better integrating community plans with the needs of base employees.

Today, Greater Lyttonsville is compactly developed with established residential neighborhoods, large institutional sites, and a robust light industrial district along Brookville Road. The community has a broad range of housing types, including single-family homes, townhouses, and high-rise apartments. In fact, residential uses cover 174 acres of the 585-acre Plan area. Institutional properties make up 150 acres, which includes the Army's 124-acre Forest Glen Annex. Many public agencies have also located their offices or maintenance facilities in the neighborhood, including the Ride On Bus depot and a Washington Suburban Sanitary Commission (WSSC) facility. Light industrial uses cover 68 acres and many of the businesses serve the greater Washington region.

## planning framework

All of the Greater Lyttonsville Sector Plan area was included in the 2000 North and West Silver Spring Master Plan. To maintain West Silver Spring as a desirable place to live, the Plan emphasized that infrastructure and housing must be regularly maintained and improved. It further sought “to preserve and maintain the integrity of the neighborhoods as a foundation of the community” (page 24) and reconfirmed the vast majority of existing residential zoning. The Plan described in great detail the strengths and weaknesses of the Brookville Road industrial area, including its strategic Downcounty location (which has a limited inventory of warehouse space), the lack of sufficient parking, crowding and road congestion, and some deteriorated buildings. The Plan did not anticipate substantial redevelopment there.

The 2000 Plan aptly defined the primary challenge for West Silver Spring in the future: “to preserve those livable qualities—stability, cohesiveness, scale, convenience, nearby natural resources—while addressing deficiencies and planning for change that is harmonious and beneficial to the community” (pages 15-16). This challenge remains. However, within the confines of a smaller plan area, staff will be able to focus more closely on strengths and opportunities and answer the important questions of what and why certain elements should be preserved, enhanced, or transformed.

To answer such questions, staff will work closely with a number of public agencies, including the Maryland Transit Administration, Montgomery County Department of Transportation, the Montgomery County Department of Permitting Services, the Maryland Department of the Environment, utility providers such as Pepco and Verizon, and the Army.

Map 2: Community Context



**Table 1: Population by Race (2010)**

	Greater Lyttonsville Area (race by percentage)	Montgomery County (race by percentage)
White	47%	49%
Black	27.5%	17%
Hispanic or Latino	15%	17%
Asian or Pacific Islander	7%	14%
Others	4%	3%
Total Population	8,063	971,777

Source: Center for Research and Information Services, Montgomery County Planning Department

**Table 2: Household Income (2010)**

	Greater Lyttonsville Area (population by percentage)	Montgomery County (population by percentage)
Less than \$15,000	9.5%	5.2 %
\$15,000 to \$24,999	5.3%	4.4%
\$25,000 to \$34,999	7.1%	5.5%
\$35,000 to \$49,999	12.2%	9.4%
\$50,000 to \$74,999	20.3%	15.5%
\$75,000 to \$99,999	15.7%	13.0%
\$100,000 to \$149,000	15.5%	20.0%
\$150,000 to \$199,000	7%	11.6%
\$200,000 or more	7.3%	15.3%

Source: Center for Research and Information Services, Montgomery County Planning Department

**Table 3: Land Use Percentages (2010)**

Primary Land Uses	Greater Lyttonsville Area		Montgomery County	
	Area (Acres)	Percentage	Area (Acres)	Percentage
Residential	174	29.70	88,354	27.70
Office	11	1.80	3,551	1.10
Retail	5	.80	3,154	1.00
Industrial	14	2.30	827	.30
Warehouse	55	9.40	950	.30
Institutional/ Community Facility	150	25.60	10,852	3.40
Open Space/ Recreation	8	1.30	11,266	3.50
Parks	47	8.10	38,235	12.00
Utility	13	2.20	2,602	.80
Rights-of-way	77	13.20	25,443	8.00
Parking and Transportation	20	3.40	854	.30
Vacant	12	2.10	14,991	4.70

Source: Center for Research and Information Services, Montgomery County Planning Department

## community snapshot

Greater Lyttonsville has a population of 8,063 persons. The largest part (25.7 percent) is made up of 25-to 34-year-olds, followed by 35-to 44-year-olds (15.3 percent). The annual median income is \$71,056, which likely reflects the large number of younger adults who have not yet reached their peak earning years. The community's diverse population is indicative of the area's history of tolerance and openness. It is approximately 47 percent white, 27.5 percent black, 15 percent Hispanic or Latino, 7 percent Asian or Pacific Islander, and 3.5 percent classified as other. In the Plan area, the number of people commuting to work by public transit, or who walk or bike, is approximately 32 percent and 6 percent, respectively.

# outreach



To better understand the community and define a scope, planners have already contacted neighborhood residents and met with the community on multiple occasions to discuss related issues and opportunities.

Meeting	When	Where
Planning director walkabout	Saturday, October 22, 2011	Lyttonsville
Meeting to discuss zoning and CR Zones	Friday, November 11, 2011	private home
Lyttonsville Civic meeting	Thursday, December 8, 2011	Coffield Community Center
MTA presentation of Purple Line yard and shop concept	Wednesday, March 14, 2012	Coffield Community Center
Open house	Wednesday, March 28, 2012	Coffield Community Center
Community meeting	Monday, May 14, 2012	Coffield Community Center

Additional internal meetings, between staff and other public agencies, include the following.

Meeting	When	Where
Purple Line yard and shop alternatives w/ MTA	Thursday January 12, 2012	Planning Department internal meeting
Meeting with County Executive Leggett and Congressman Van Hollen	Tuesday, February 14, 2012	County Executive offices, Rockville
Coordination between new staff members and MTA purple line team	May 15, 2012	Planning Department internal meeting

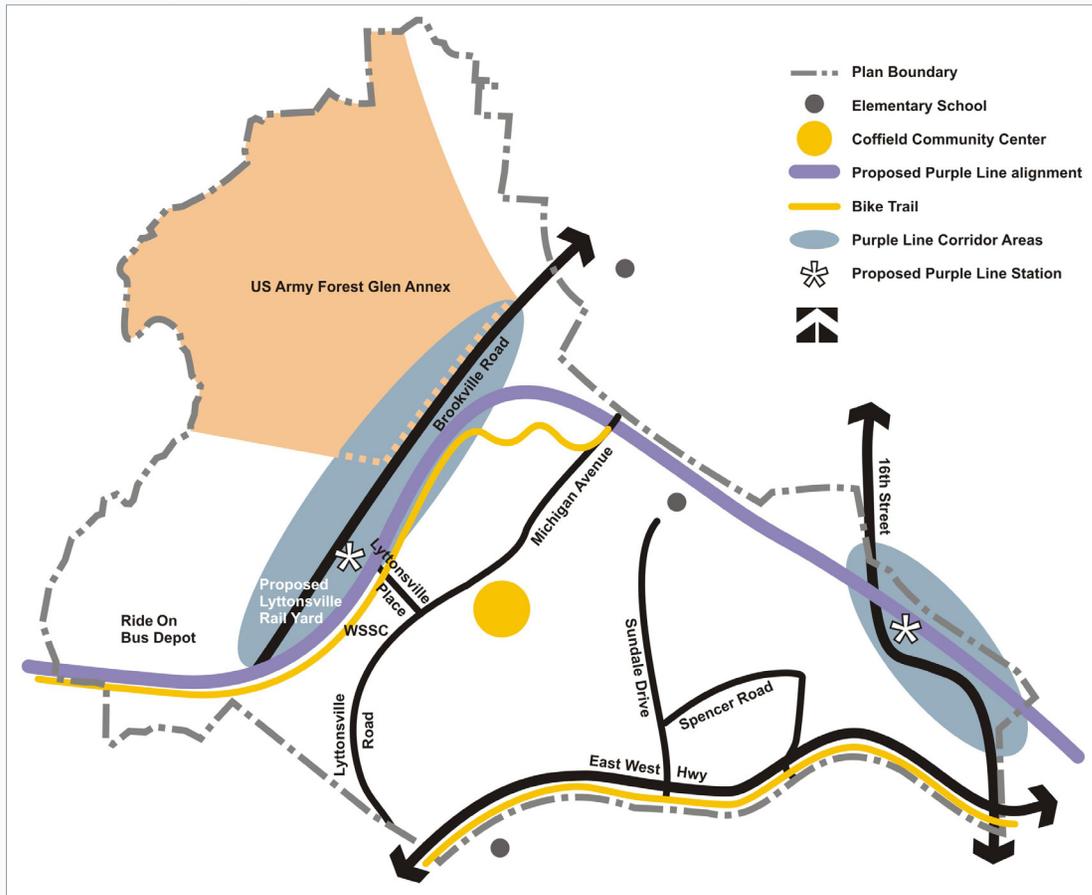
The following public meetings to elicit community feedback are tentatively scheduled.

Meeting	When	Where
Community visioning	August/September 2012	Discuss land use scenarios
Community meeting	October/November 2012	Review preliminary recommendations
Community meeting	January 2013	Review staff draft

Staff inquired about strengths and weaknesses, problems and potential solutions in the meetings held thus far. These outreach efforts afforded staff excellent direction to define key topic areas for the sector plan, which are outlined in the Purpose section that follows.

# purpose

Map 3: Community Concept



The development of the Purple Line presents a unique opportunity to generate a fresh vision for Greater Lyttonsville. The Plan will help facilitate new mixed-use development near stations, examine important employment centers, seek to preserve and enhance existing single-family neighborhood character where appropriate, and strive to maintain affordable housing and support cultural diversity. It will also address physical and mobility connections between the existing residential neighborhoods and employment areas along Brookville Road.



## purple line corridor

- Analyze the potential for mixed-use development near proposed Purple Line stations.
- Explore approaches to balance new infill development with the existing light industrial uses.
- Assess the potential to develop small retail businesses along Brookville Road.
- Identify ways to enhance the character of the Brookville Road corridor streetscape.
- Study ways to provide adequate buffers between the proposed Purple Line and the residential community.
- Improve pedestrian safety throughout the Plan area.
- Prepare urban design guidelines to address overall development character.



## housing

- Assess housing opportunities in mixed-use, transit-oriented developments near the proposed Purple Line stations.
- Study and recommend approaches to preserve housing affordability, especially after the development of the light rail stations.
- Evaluate ways to preserve (or enhance) the character of existing, single-family neighborhoods.
- Identify opportunities for improved and expanded public spaces.

## mobility and connections

- Explore pedestrian and bicycle connections linking residential areas with the proposed Purple Line stations, the Capital Crescent Trail, and the Forest Glen Annex.
- Seek ways to improve pedestrian safety.
- Assess ways to accommodate multi-modal transportation along major transportation corridors.



## culture and environment

- Explore approaches to preserve the community's existing cultural diversity and character.
- Identify potential historic resources that may be eligible for national or local designation.
- Address environmentally sensitive resources and areas.
- Identify goals that seek to promote environmental sustainability.
- Promote additional parks and trails.
- Explore ways to mitigate noise impacts and air pollution.

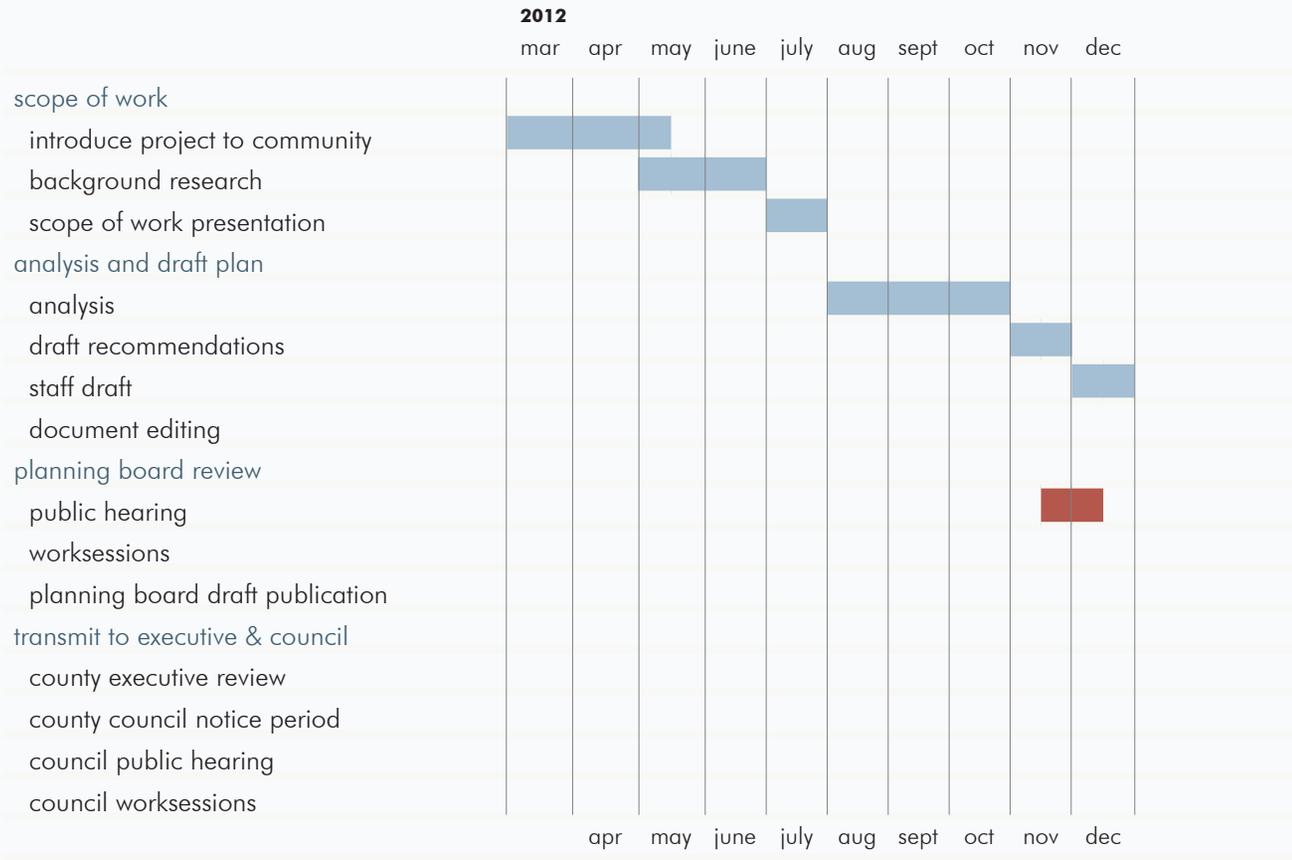


# project timeline

Staff will continue to consult with citizens, civic leaders, property owners, and public agencies in the coming months. Such meetings are essential to ensure that all stakeholders are adequately heard and their ideas tested during the development of preliminary recommendations and the Plan itself. In future community meetings, staff will present various planning options to elicit further community feedback. Staff anticipates completing the draft prior to the close of 2012.

In addition to the project timeline chart, staff will create a more detailed scope of services for internal use to assign tasks and responsibilities and identify milestones to ensure timely delivery of project documents. This detailed scope of services will serve as an important aid for project management.

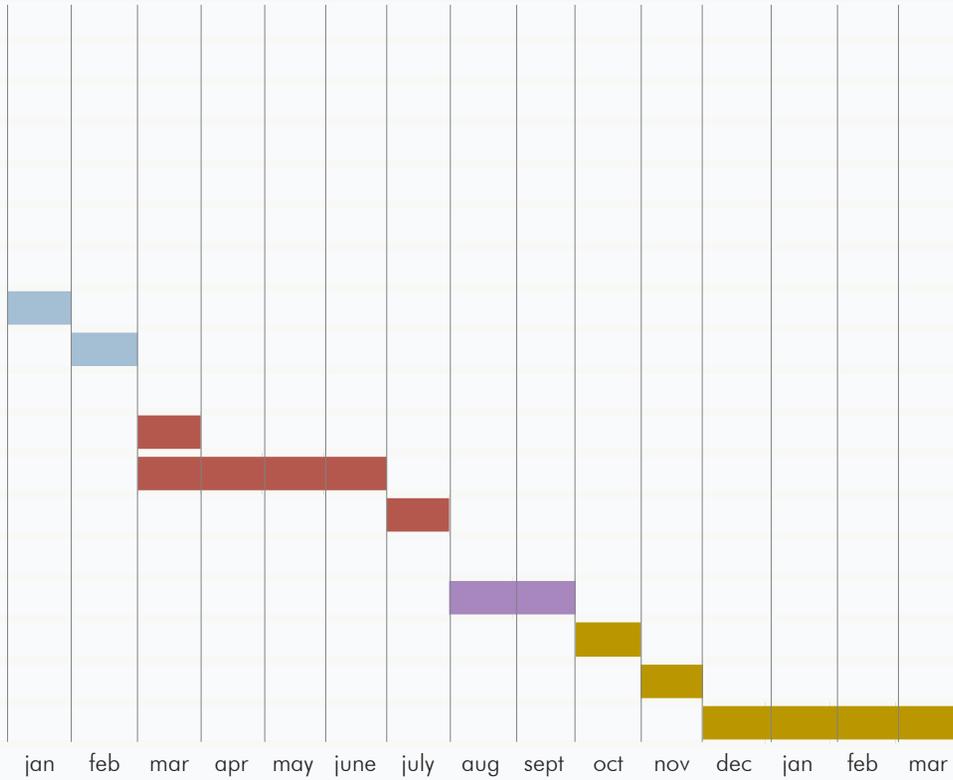
Table 4: Project Timeline



2013

2014

jan feb mar apr may june july aug sept oct nov dec jan feb mar



- staff work
- planning board
- county executive
- county council

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