

GREATER LYTTONSVILLE Community Open House - Jan 21, 2015

🔏 Maryland - National Capital Park and Planning Commission

Tonight's Agenda

1. Presentation

- Planning Process and Outreach
- Market Feasibility Studies
- Concept Framework
- Next Steps
- 2. Breakout for Q&A with Staff





Planning Process + Outreach

Sector Plan Boundary



- East West Hwy
- 16th Street
- CSX Tracks
- Warren Street, Hale Pl
- Smith Dr
- Rock Creek
- 585 Acres



Purple Line

- 16 mile light rail line between Bethesda and New Carrollton
- 21 stations
- Connections to:
 - Red Line at Bethesda and Silver Spring
 - Green Line at College Park
 - Orange Line at New Carrollton







Purple Line Coordination



Planning Board approved Mandatory Referral March 20, 2014

- Changes Agreed to:
 - Elevator from Lyttonsville Place Bridge to platform
 - Relocate traction power substation
- Changes Not Yet Agreed to:
 - Pedestrian walkway from Brookville Rd
 - Pedestrian-actuated traffic signal on 16th Street across from station
 - SWM facility design



Community Outreach

M-NCPPC

Learn, Engage, Connect

- Community Meetings
- Neighborhood Tour
- Social Media
- Information Packets
- Mailers and Questionnaires
- Hotline







University of Maryland Studio Report



Connectivity

- Complete Streets
- Pedestrian Pathways
- Parking and Circulation
- Environment
 - Green Infrastructure
 - Environmental Stewardship
- Placemaking
 - Streetscape Improvements
 - Industrial Improvements
 - Public Plaza
 - Civic Green
 - Branding
 - Heritage Trail

JNIVERSITY OF MARYLAND RBAN STUDIES AND PLANNING PROGRAM Lyttonsville and the Proposed Purple Line Station Honoring the Past and Planning for the Future

COMMUNITY PLANNING STUDIO, SUMMER 2014

Paulo Couto, Jenna Dublin, Lyneisha Jackson, Matthew Jones, Thomas Leonard, Angela Martinez, Chelsie Miller, Alexandra Nassau-Brownstone, John Salzman, Ashley Sampson, Terra Versilas, Stacy Weisfeld

Plan Vision



Making Greater Lyttonsville *Greater!*

Vision

Preserve.

History + Culture Unique Character Diversity + Inclusiveness Affordability Jobs + Industrial Businesses Ecological Features Civic Pride

Enhance.

Placemaking Connectivity Market Flexibility Environmental Quality Places to Play + Recreate Existing Assets

Expand.

Mobility Options Responsible Redevelopment Retail Opportunities Network of Open Spaces

Market Feasibility Studies Woodside Station Brookville Road

Woodside Station

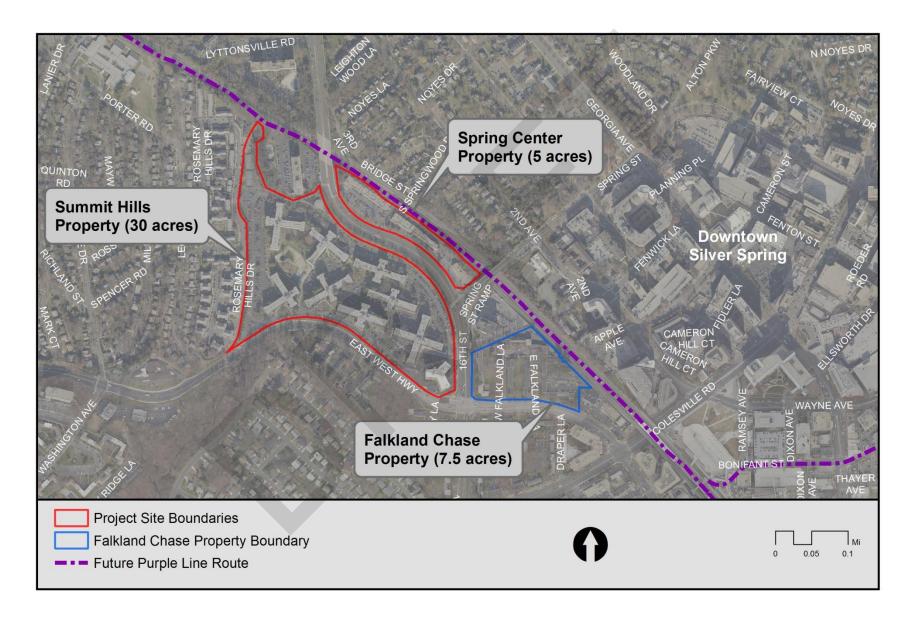
Woodside/16th Street Feasibility Study



- Research & Special Projects Division
- Objectives
 - Economic feasibility of:
 - Zoning
 - Density
 - Building Heights

Study Area





Market Context

- Close to Downtown Silver Spring
 - Cultural, employment, retail center
 - Existing Metro Station (0.5 miles)
- Auto-oriented retail in Spring Center
- Mid-to-high rise apartments on Summit Hills
- Higher traffic volumes on 16th Street
- Large demand vs. large competition



Approach and Analysis

- Analyzed surrounding market area in the following industries
 - Residential
 - Retail
 - Office



Development implications for Study Area



Residential Market

- Near-term support for multifamily units
 - Well represented by millennials, empty nesters
 - High median income (\$100,000) and growth expected in high income groups
 - Highly marketable
 - Access to transit, shopping/dining, community services
 - Housing could include townhomes or apartments







Retail Market

- Robust retail market in Downtown Silver Spring
- Lots of "uncaptured" spending
 - However, lots of future projects (e.g. the Blairs, Falkland Chase)
- Strong support for neighborhood retail
 - Convenience Goods (e.g. Spring Center)
- Possible support for mixed-use development
 - Summit Hills property is critical
 - Large enough to create "critical mass"
 - Mix of neighborhood and destination retail







Office Market

- Limited near term support for office space
 - High vacancy rates (~15%)
 - Slower than expected job growth
 - Future office projects on hold; many being converted to residential



Key Observations

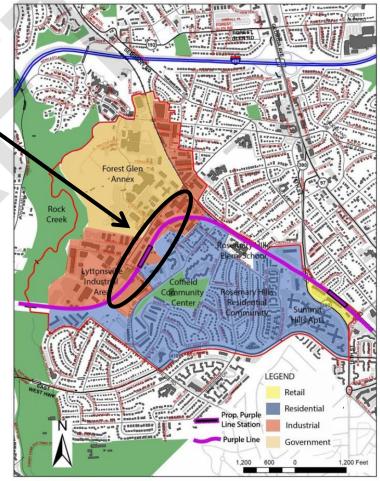
- M-NCPPC
- Flexible zoning (e.g. Commercial-Residential) recommended in order to leverage different markets
 - Consistent with surrounding environment and character
 - Adequate developer return to fund community amenities (e.g. parks, roads, etc.)
- Moderate densities (>3 FAR) and heights (>70') are...
 - Economically feasible
 - Supported by near-term market conditions
- However, redevelopment may not occur in short-term
 - Current uses are profitable; existing property values may exceed redevelopment value

Brookville Road

Brookville Rd Market / Feasibility Study



- Engaged by MoCo Planning 9/2014
- Focused on Brookville Road
 - Industrial preservation
 - Retail opportunities
 - Residential impacts
 - Continued institutional uses
- Primary Tasks
 - Market conditions
 - Redevelopment land use scenarios
 - Planning implications



Greater Lyttonsville Sector Plan Area

Industrial / Flex Market

- Critically located for regional service industry
- Sustaining land use for Montgomery County
- Access / parking constrained
- Some underdeveloped sites
- Continued viable market for variety of users







Retail / Hybrid Retail (showrooms)

M-NCPPC

- Convenience / Neighborhood Retail
 - Limited existing uses
 - Secondary access routes
 - Surrounded by other retail
 - Mixed-market patronage
 - Unmet demand for additional SF
 - Limited boost from Purple Line
- Hybrid Retail
 - Sub-regional services / showrooms
 - Continued demand





Residential

- Mix of units 50/50 multifamily and single-family (excludes S. Hills)
- Significant affordable component
- Base of schools, parks & recreation
- Older properties renovations
- Some vacant sites
- Some upward valuations, not market transforming







Institutional

- National / regional serving land uses
 - Fort Detrick Forest Glen Annex
 - Montgomery County Service Park
 - Washington Sanitary Sewer Commission
 - Future Maryland Transit Administration
- Unique down-county serving sites
- Largely self-contained
- Major traffic impact
- Homeland Security issues







Redevelopment Considerations

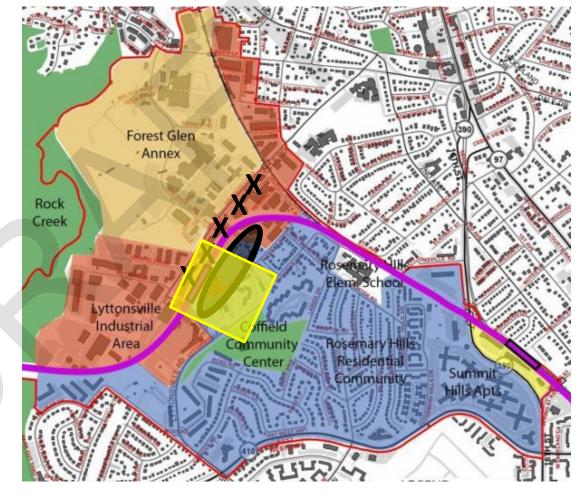


- Economic Factors
 - Existing property values can exceed redevelopment value
 - Future densification, but not high-rise (cost constraints)
 - Limited market support for structured parking
 - Some soil and topography hurdles
- Regulatory Impacts
 - Some zoning constraints for retail and residential
- Market Upside
 - Potential for diversification of residential types
 - Purple Line station contributes, but not transforming
 - Infrastructure improvements for better connectivity

Potential Redevelopment Overview



- 1. Minimal Planning
- 2. Targeted Planning
- 3. Major Infrastructure



Potential Redevelopment Scenarios

- 1. Minimal Planning Changes (5-10 years)
 - Continued industrial uses and some infill
 - Some convenience retail added along Brookville Rd
 - Residential infill &

redevelopment east of tracks

 General preservation of existing affordable multifamily residential





Potential Redevelopment Scenarios



- 1. Minimal Planning Changes
- 2. Targeted Planning Changes (10+ year s)
 - Industrial to medium density residential zoning east of tracks
 - Pedestrian / bikeway / open space improvements
 - Brookville Road enhancements



Potential Redevelopment Scenarios



- 1. Minimal Planning + 2. Targeted Planning Changes
- 2. Major Infrastructure Changes (10-20 years)
 - Improved neighborhood connections and road networks
 - Some additional retail
 - Residential mixed-use west of tracks
 - No major density changes (existing FAR / heights)
 - Preservation of existing industrial / flex land uses (80%)



Design Excellence

Great Streets...



- Are pedestrian friendly
- Define the Form of Public Space
- Are Safe and Attractive
- Provide for multiple modes of transportation
- Act as <u>Public Spaces</u> and Generate Social Interaction
- Provide Multiple Points of Access
- Should be Designed for Low Speeds











Great Spaces...

- Are Physically Defined and Framed
- Encourage Social Use and Interaction
- Encourage Walking and other forms of active use
- Often form the Heart of a Neighborhood or Community
- Increase Neighborhood Social and Economic Value















Great Buildings...

- Provide a frame for **Great Spaces and Streets**
- Are integrated into and link to their surroundings
- Are architecturally stylish and significant
- **Provide a Mix of Uses** and Types
- **Contain Great Public** and Private Spaces
- **Promote Street use** and Activity
- **Provide for** inconspicuous parking

















Great Neighborhoods...



- Contain the Essential Elements of a Community
- Are Compact, Pedestrian Friendly and Have a Mix of Uses
- Should Allow Independence to Those Who Do Not Drive
- Have Diversity and Provide a Range of Housing Price Points
- Are Organized Around a Strong Public Realm of Streets and Spaces
- Are within Walking Distance to Transit and other Services
- Have a Range of Public Spaces











Great Environmental Stewardship



- Provides efficient stormwater management
- Protects natural resources
- Provides for increased and improved tree canopy and native landscaping
- Maximizes use of local materials, renewable energy and encourages energy efficient construction and design
- Promotes walkability, cycling and transit usage
- Reduces pollution (air, noise, light and water)









Concept Framework



Existing Conditions, Opportunities and Constraints



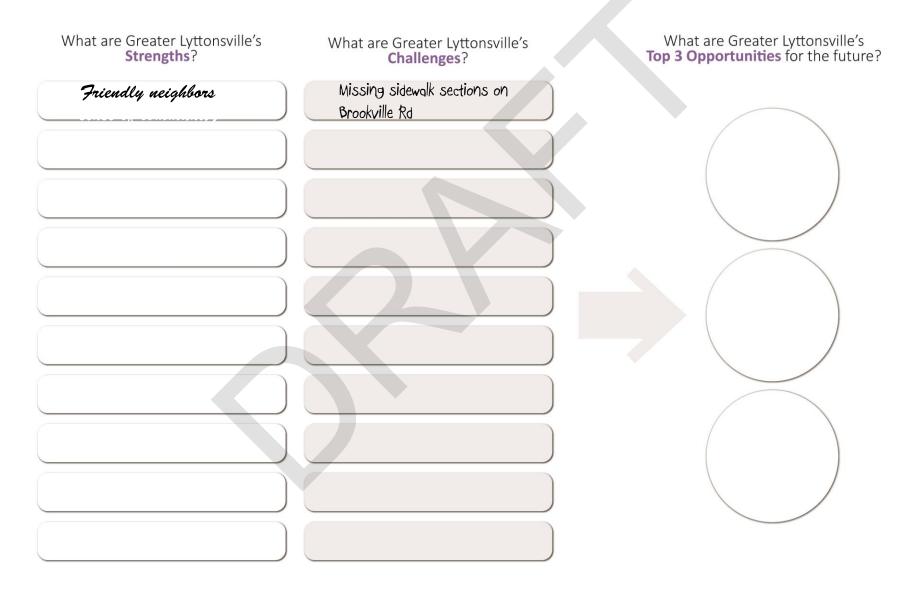


Goal:

Understand the issues that exist today in order to make informed decisions about the future.

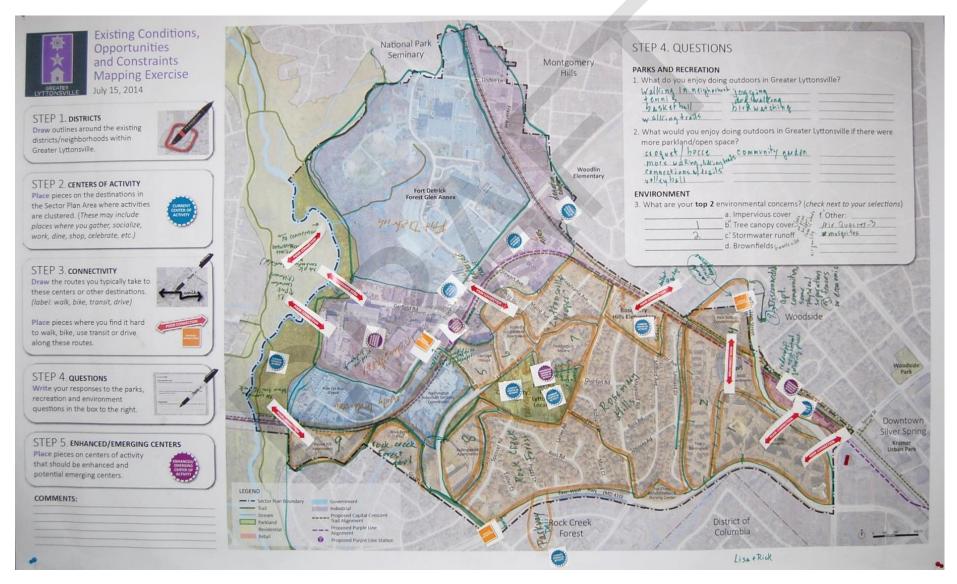


Strengths, Challenges, and Opportunities Exercise



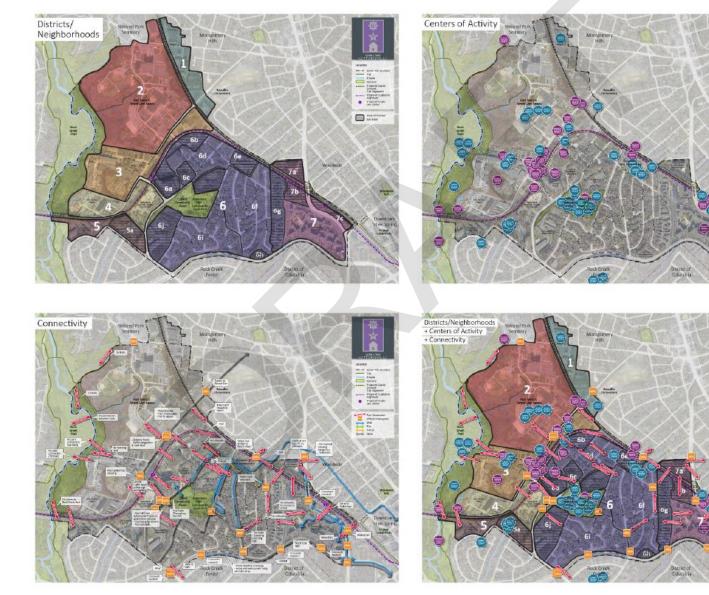


Interactive Mapping Exercise





What We Heard



Community Workshop #2 (Sept. 29)



Envisioning Community Character





Goals:

- Further refine the issues identified by the community.
- Gather ideas for the future character of the distinct areas within Greater
 Lyttonsville.

Community Workshop #2 (Sept. 29)



Workshop Activities



BROOKVILLE ROAD ENHANCED/EMERGING CENTER OF ACTIVITY

Existing Conditions





Strengths:

- Large number of businesses, business diversity
- Street widths and turning radii advantageous for bus and truck maneuverability
- Strategic location inside beltway. close to customer base
- Affordable and competitive lease . rates
- Proximity to future Purple Line station
- Presence of a large employer for potential customers

Challenges:

- Limited restaurants/cafes within walking distance Limited wayfinding signs for
- commercial vehicle
- Cut through traffic from E-W Highway to 495 Beltway

Increase walkability

- Lack of support businesses if residential growth occurs Lack of good pedestrian
- connections to surrounding uses (Rock Creek Park, industrial areas)
 - Opportunities to improve water
 - quality habitat

Opportunities:

for new uses

RideOn, WMATA Bus)

options

Environmental degradation

Additional Comments:

Revitalize Brookville Road to be more walkable and inviting (Brookville Rd as a "Main Street") Creative use of warehouse space Unique retail and residentia Increased access to public transportation (Purple Line, Opportunities to green corridor

BROOKVILLE ROAD ENHANCED/EMERGING CENTER OF ACTIVITY

Vision: What would you like to see here in the future?

1. Z Place a check mark next to the character elements you would most like to see in this area (check up to 3 per category). 2. Write in any other elements you think appropriate to the area not shown in the photos provided.

Streetscape Elements:







Open Space Elements:



















Environmental Elements:







Land Use:







Placemaking Elements + Community Facilities:



Office

Community Workshop #2 (Sept. 29)



What We Heard

BROOKVILLE ROAD ENHANCED/EMERGING CENTER OF ACTIVITY

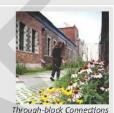
Streetscape Elements:







Wider Sidewalks and Street Trees





Other: Too industrial to incent. public to come to area

Planting Buffer Along Surface Parking



Open Space Elements:











Places for Community Celebrations

Environmental Elements:



Bioretention in Impervious Areas



Sustainable Buildings

2

Median



Electric Vehicle Charging Stations



Solar Panels and Green Roofs

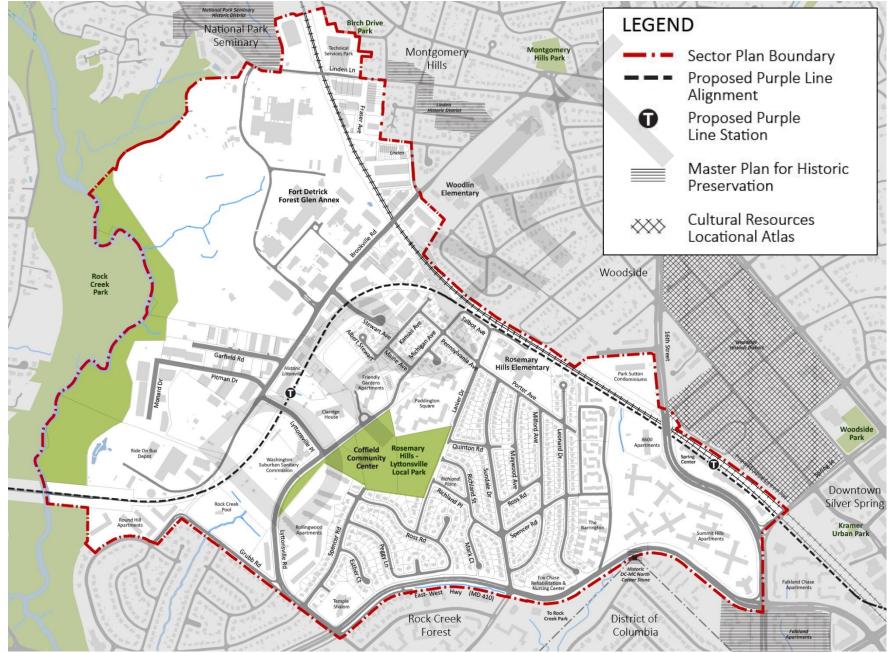


Other: Mandate use of raingarden for storm water control with tax incentive

Community and Rooftop Gardens

Draft Concept Framework





Draft Concept Framework - Streetscape













Main Street

- Enhance pedestrian activity and sidewalk environment
- Encourage active ground floor uses

Gateway Street

- Increase ped/bike comfort along wide and busy streets
- Improve pedestrian crossings and widen sidewalks
- Provide planting buffers from traffic and stormwater mgmt

Community Connector

- Improve pedestrian and bike connectivity
- Prioritize for improvements such as continuous tree canopy, street lighting, sidewalks, and stormwater mgmt

Local Street

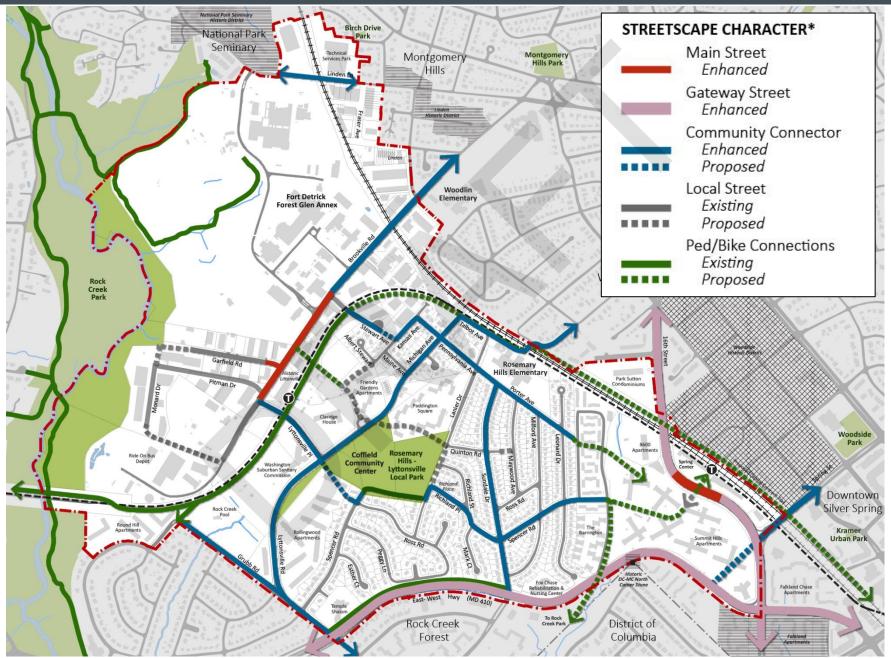
- Enhance network of low volume neighborhood streets
- Improve access and visibility along park

Ped/Bike Connection

- Provide midblock connections and trails
- Improve area walkability/bikeability where new streets are not feasible or desirable

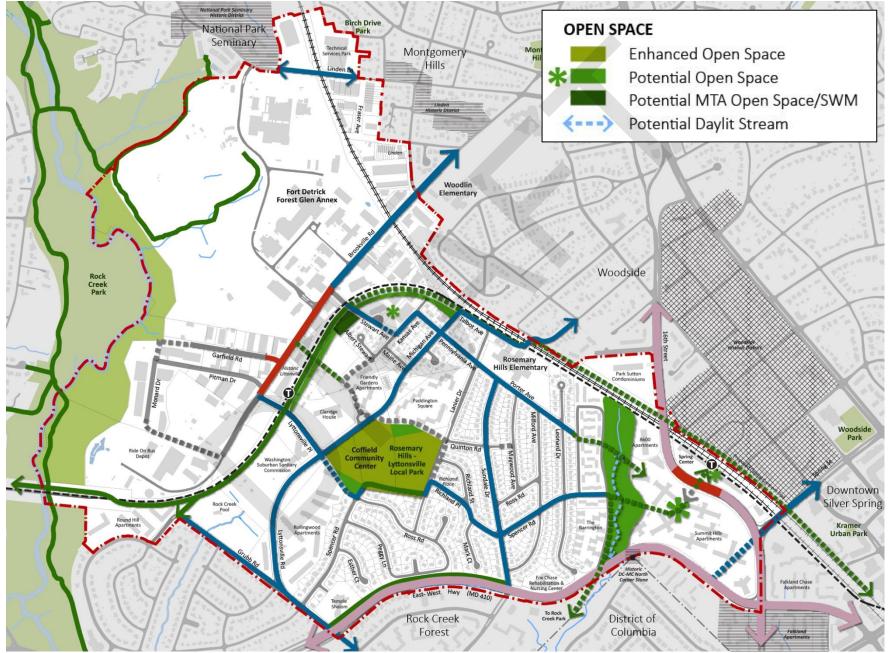
Draft Concept Framework - Streetscape





Draft Concept Framework - Open Space

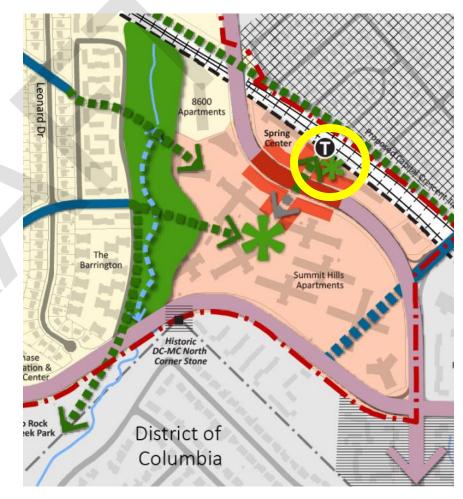






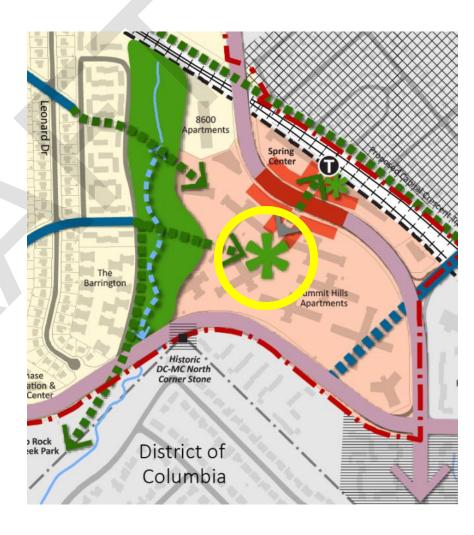
CREATE NEW PARKS AND OPEN SPACES

When Spring Center redevelops, establish a new civic plaza adjacent to Woodside/16th Street Station of the Purple Line.



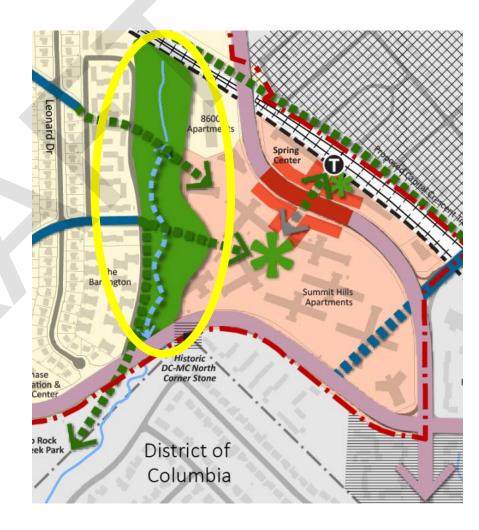


- When Spring Center redevelops, establish a new civic plaza adjacent to Woodside/16th Street Station of the Purple Line.
- When Summit Hills redevelops
 - Establish a new central civic green urban park



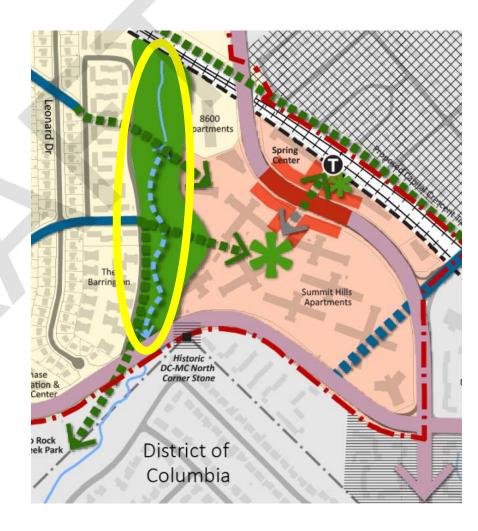


- When Spring Center redevelops, establish a new civic plaza adjacent to Woodside/16th Street Station of the Purple Line.
- When Summit Hills redevelops
 - Establish a new central civic green urban park
 - Establish a new urban greenway park



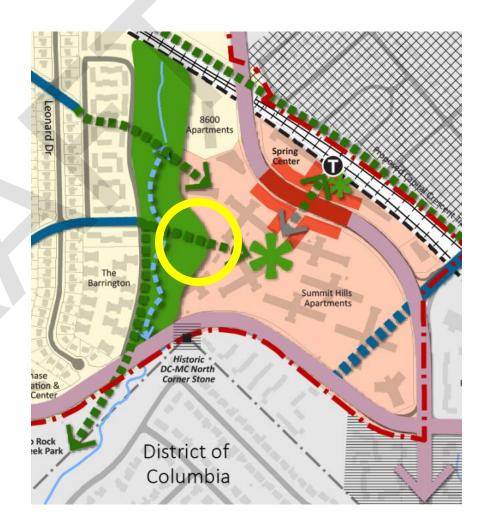


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- When Summit Hills redevelops
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 - Establish a new urban greenway park
 - Within new greenway, study feasibility of daylighting piped stream



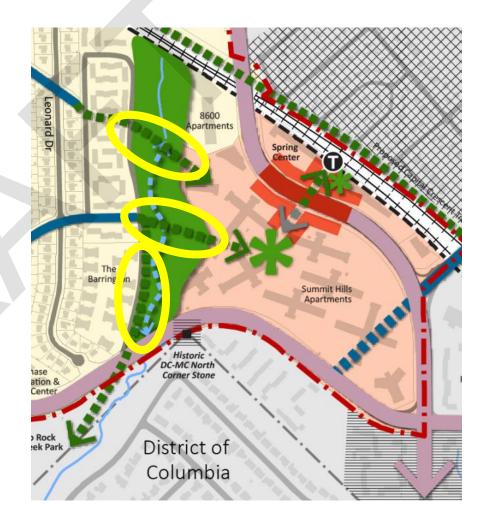


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- When Summit Hills redevelops
 - Establish a new central civic green urban park
 - Establish a new urban greenway park
 - Within new greenway, study feasibility of daylighting piped stream AND include an area to accommodate neighborhoodserving recreational facilities



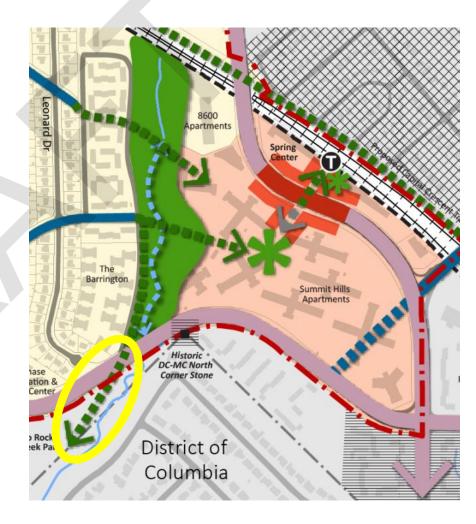


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 - Establish a new central civic green urban park
 - Establish a new urban greenway park
 - Within new greenway, study feasibility of daylighting piped stream and include an area to accommodate neighborhoodserving recreational facilities
 - Create new paved park trails through new urban greenway park





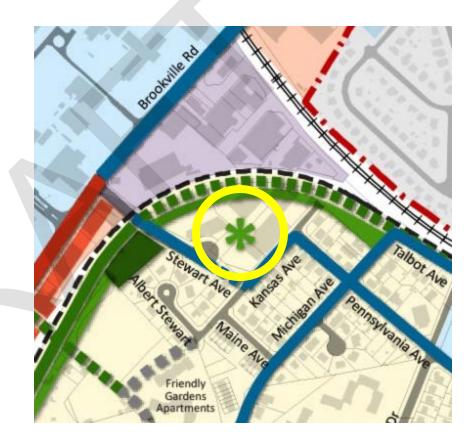
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- When Summit Hills redevelops
 - Establish a new central civic green urban park
 - Establish a new urban greenway park
 - Within new greenway, study feasibility of daylighting piped stream and include an area to accommodate neighborhoodserving recreational facilities
 - Create new paved park trails through new urban greenway park
 - Provide natural surface trail link to Rock Creek Park, crossing East-West Highway atgrade at existing traffic signal for The Barrington and passing through future county parkland (North Corner Stone Park)





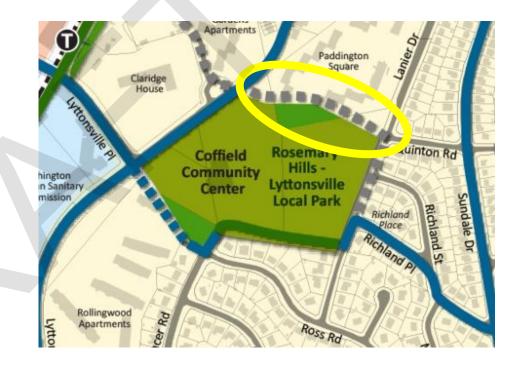
CREATE NEW PARKS AND OPEN SPACES

• When land assembles and/or redevelops, create a new neighborhood green park





- When Quinton Road is extended between Lanier Drive and Michigan Avenue:
 - Align road to minimize impacts to existing park facilities





- When Quinton Road is extended between Lanier Drive and Michigan Avenue:
 - Align road to minimize impacts to existing facilities
 - Swap land with Paddington Square with no net loss of parkland



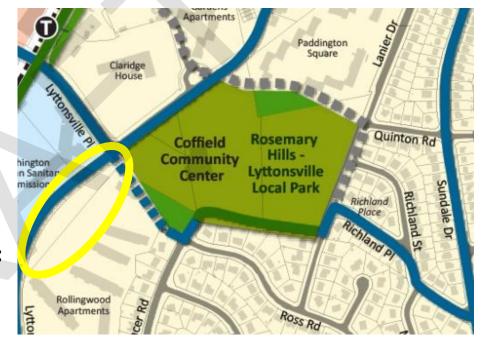


- When Quinton Road is extended between Lanier Drive and Michigan Avenue:
 - Align road to minimize impacts to existing park facilities
 - Swap land with Paddington Square with no net loss of parkland
- When Lyttonsville Place is extended to connect to Ross Road as part of Rollingwood Apartments redevelopment:



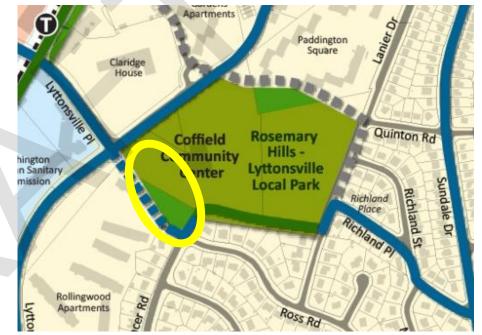


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 - Align road to minimize impacts to existing park facilities
 - Swap land with Paddington Square with no net loss of parkland
- When Lyttonsville Place is extended to connect to Ross Road as part of Rollingwood Apartments redevelopment :
 - Swap existing parkland



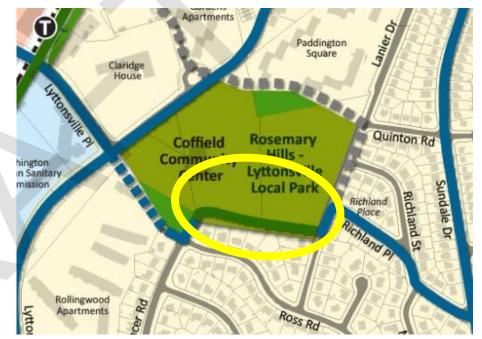


- When Quinton Road is extended between Lanier Drive and Michigan Avenue:
 - Align road to minimize impacts to existing park facilities
 - Swap land with Paddington Square with no net loss of parkland
- When Lyttonsville Place is extended to connect to Ross Road as part of Rollingwood Apartments redevelopment:
 - Swap existing parkland with land from Rollingwood Apartments
 - Acquire additional parkland as it becomes available east of Spencer Road





- When Quinton Road is extended between Lanier Drive and Michigan Avenue:
 - Align road to minimize impacts to existing park facilities
 - Swap land with Paddington Square with no net loss of parkland
- When Lyttonsville Place is extended to connect to Ross Road as part of Rollingwood Apartments redevelopment:
 - Swap existing parkland with land from Rollingwood Apartments
- Improve paved trail connection through the park



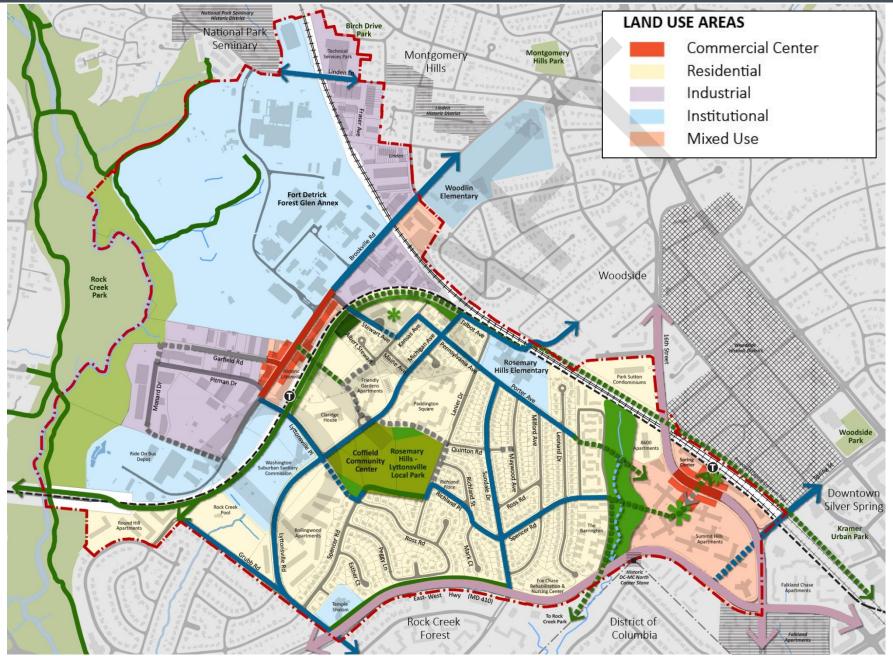
Draft Concept Framework - Environment



Now: 43% Impervious Reduce Impervious Cover: Increase green space Reduce impervious cover on new development sites Replace impervious cover with tree panels Now: Fair & Poor Improve Water Quality & Habitat: Nater Quality ✓ Integrate Environmental Site Design into streetscapes ✓ Integrate Environmental Site Design into all new developments Daylight Fenwick Branch Reduce volume to stormdrain inlets Now: Canopy Cover Increase Tree & Canopy Cover: Residential: 31% Industrial: 3% Increase street tree cover \checkmark Increase tree cover on all new developments

Draft Concept Framework - Land Use





Draft Concept Framework - New Streets



• Purpose:

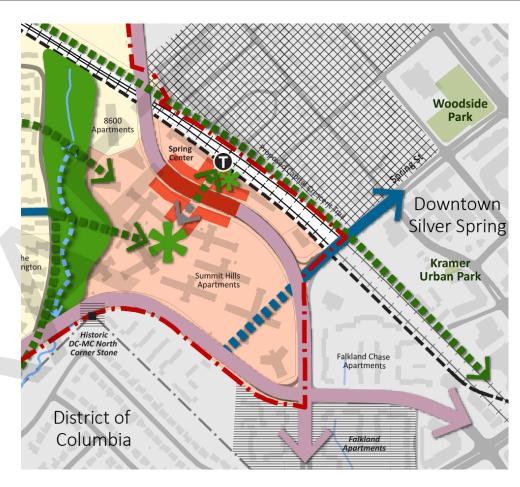
- Improve connectivity within community
- Improve connections to Purple Line
- Improve connections to Silver Spring
- Refine future development pattern to a pedestrian scale

• New Streets and Connections:

- Spring Street Extended
- Pedestrian Connectors
- Woodside Station Connector

• Constraints:

- Requires redevelopment
- Difficult topography



Summit Hills Apartments

Draft Concept Framework - New Streets



• Purpose:

- Improve connectivity within local community
- Improve connections to Purple Line
- Activate and improve access to Rosemary Hills-Lyttonsville Park
- Low volume streets

• Specific Streets:

- Stewart Avenue Extended
- Kansas Avenue Extended
- Quinton Road Extended
- Lyttonsville Place Extended
- Richland Place Extended

• Constraints:

- Parkland impact
- Preservation of neighborhood context
- Difficult topography



Rosemary Hills - Lyttonsville Park and Vicinity

Draft Concept Framework - New Streets







Sector Plan Schedule



Spring 2015 Preliminary Recommendations

Summer/Fall 2015 Staff Draft

Fall 2015 Planning Board Worksessions

Fall/Winter 2015Transmit Planning Board Draftto County Executive

Winter/Spring 2015 Council Hearing

Spring/Summer 2016 Council Review

Fall 2016Commission Adoption, SMA

Additional Studies and Analysis

M-NCPPC

- Continued Market Evaluations
- Environmental Review
- Transportation Modeling
- Historical Analysis







Historical Analysis

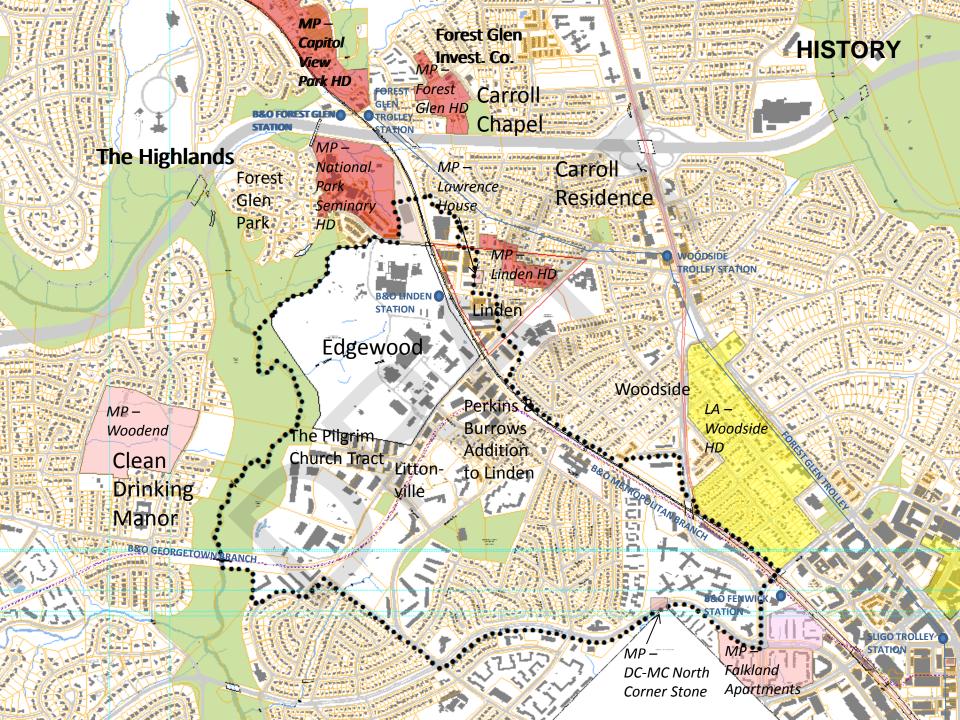
• Area History

- Community meetings, Briefing Book

- Historic Resource Survey
 - Designated resources
 - Resources for future evaluation Richland
 Place
- Historic Placemaking Opportunities
 Purple Line Station Art and Narratives









GREATER LYTTONSVILLE

🜠 Maryland - National Capital Park and Planning Commission