Top Concerns We've Heard
Community Meeting – November 18, 2015
Updated Concept Framework (Nov. 18, 2015)

- A Wider Circle property changed from mixed use back to industrial
- Land swap and park extension recommended as transition to Spencer Road homes
- Proposed connection to Kansas Ave changed to ped/bike
- Stewart Ave connection across tracks to Brookville Rd changed to ped/bike
- Townhouse floating zone removed from 2 properties
- IM zone with mixed-use floating zone recommended rather than rezoning to CRT
- Intersection improvements recommended to discourage truck traffic from entering neighborhood instead of continuing to Brookville Rd
- Lanier Dr shared use path reduced to ADA compliant sidewalk
- Quinton Rd connection removed
- Intersection improvements recommended to discourage truck traffic from entering neighborhood instead of continuing to Brookville Rd
- Proposed connection to Kansas Ave changed to ped/bike
- Street with Bike Sidewalk and SWM Improvements
- Proposed Street
- Existing Ped/Bike Paths
- Proposed Ped/Bike Paths
- Enhanced Crossing/Intersection
- Potential Open Space
- Potential MTA Open Space/SWM
- Potential Daylit Stream

**LAND USE AREAS**
- Commercial
- Residential
- Industrial
- Institutional
- Mixed Use
Top Concerns We’ve Heard

- Urban Road Code clarifications
- Total number of units and effect on schools and transportation
- Zoning classifications: CRN vs. CRT
- Land swaps with Parks Department: how do these benefit the community?
- Community Character-how is it addressed in Working Draft?
- Context and Sensitivity of language used in the Draft
- Next steps and how people can participate
Designation of “urban” roads is intended to improve safety in areas with lots of pedestrian activity.
- defined in Chapter 49 of County Code

This designation is recommended in response to:
- community concern for pedestrian safety, and
- proximity to and anticipated pedestrian activity near Purple Line stations.

This designation is necessary for roads to be eligible for alternative road designs that improve safety, such as:
- narrower travel lanes
- smaller curb radii
- lower target speeds (25 mph)
- more bicycle accommodation
**Density and Schools**

Preliminary Staff Analysis of Public School Student Generation Rates for Einstein Cluster

*Likely Redevelopment in next 5-10 years (Spring Center site) Total net new units: 312*

<table>
<thead>
<tr>
<th>School Level</th>
<th>Elementary School Level</th>
<th>Middle School Level</th>
<th>High School Level</th>
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<tbody>
<tr>
<td>23 new students</td>
<td>10 new students</td>
<td>14 new students</td>
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*Full Build-Out, Including above totals (20 years + time frame) Total net new units: 1635*

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<thead>
<tr>
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<th>Elementary School Level</th>
<th>Middle School Level</th>
<th>High School Level</th>
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<tbody>
<tr>
<td>121 new students</td>
<td>53 new students</td>
<td>71 new students</td>
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![Sector Plan area in Einstein Cluster](image)
Density and Schools

Preliminary Staff Analysis of Public School Student Generation Rates for B-CC Cluster

*Likely Redevelopment in next 5-10 years (Paddington Square site, Friendly Gardens Vacant Site, Rollingwood Apartments site)*  Total net new units: 793

<table>
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<th>Elementary School Level</th>
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<tbody>
<tr>
<td>42 new students</td>
<td>18 new students</td>
<td>24 new students</td>
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*Full Build-Out, Including above totals (20 years + time frame)*  Total net new units: 2,873

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<tbody>
<tr>
<td>129 new students</td>
<td>53 new students</td>
<td>72 new students</td>
</tr>
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</table>

Sector Plan area in B-CC Cluster
Density and Transportation

• Adequate capacity for 2040 Land Use Vision

• Analysis:
  – Master Plan
    • Local
    • Regional
  – Regulatory
    • Local
    • Regional
Zoning classifications: CRN vs. CRT

- CRN: These low-density, mixed-use zones don’t allow enough density to offset requirements for public benefits. Although public review may be required in many cases, additional public benefits are not required to develop in these zones.

- CRT: Allows two tracks for developers.
  - Standard: allows builders to develop at lesser densities
  - Optional: offers a range of incentives in exchange for full density. Optional method projects require an extra public plan review.
Developers who want to build under the optional method of development will present a menu of public benefits that will be graded under a point system and analyzed for their ability to achieve master plan priorities. In return for the public benefits, they will be allowed to build to the density and height shown on the zoning map. Developers earn points based on a list of amenities, such as:

- Major public facilities*
- Transit Proximity
- Connectivity and Mobility*
- Diversity of Uses and Activities
- Quality Building and Site Design
- Protection and Enhancement of the Natural Environment*
- Building Reuse

*Priority Categories in the Greater Lyttonsville Sector Plan
Parks – community concerns

• Concern raised about using the term “urban” in parks/open space recommendations

• Parks, Recreation and Open Space (PROS) Plan is the tool park planners use to evaluate park and open space needs for a community

• PROS identifies two new park types that include the term “urban”
  – Countywide Urban Parks
  – Community Use Urban Parks

• These park types apply to newly proposed parks in Greater Lyttonsville not because the community will become urban, but rather a result of enhanced transit service (Purple Line)
  – Central Civic Green @ Summit Hills
  – Greenway @ Summit Hills
  – Neighborhood Green @ Stewart and Kansas (approx.)

• The park classification for Rosemary Hills-Lyttonsville Local Park is not recommended to change
Public benefits of proposed parkland swaps

Land swaps will:

- *Provide more usable parkland* on which facilities and amenities can be built to better serve the community.

- *Provide opportunities to move/place compatible facilities adjacent to one another* in a way that makes more sense.

- *Serve as a buffer* between existing residences and new development.
Proposed parkland swap – HOC/Paddington Square
Proposed parkland swap – Rollingwood Apts.
Community Character

- Foster community ties through a **range of accessible open space types and sizes** to compliment RH-L Park

- **Ensure compatibility** with surrounding communities

- **Encourage creative placemaking** to activate streets and open spaces
Community Character through History

- Promote *area history*

- Erect *signage, markers, and commemorative art about local history* within the Plan area and Purple Line stations

- Establish a *history and art implementation committee*

- Establish a *Lyttonsville museum/interpretive space* in the Plan area
  
  - *Within Lyttonsville, either at or near the Coffield Center*

- Conduct a *future historic evaluation of the area’s 20th century resources*, including Richland Place
  
  - *Plan no longer recommends rezoning of any Young American Houses*
This is a land use document.

Recognition that Greater Lyttonsville is a suburban community—not an urban community.

Urban references, when not necessary per the County Code, will be edited.

Change to Residential District Boundary as previously discussed.

Edits will be made to better recognize the established neighborhoods within the Sector Plan boundary.
Next Steps – How you can participate

• Watch Staff Presentation to Planning Board on December 17, 2015
  - 8787 Georgia Avenue Auditorium
  - For meeting time or to watch live, visit montgomeryplanningboard.org

• Public Record will open prior to Public Hearing (phone, email, and/or written correspondence)

• Sign up to speak at Public Hearing on February 11, 2016
  - 8787 Georgia Avenue Auditorium
  - For meeting time or to watch live, visit montgomeryplanningboard.org