



GREATER LYTTONSVILLE

Work Session 2 | Planning Board April 14, 2016

Tentative Schedule

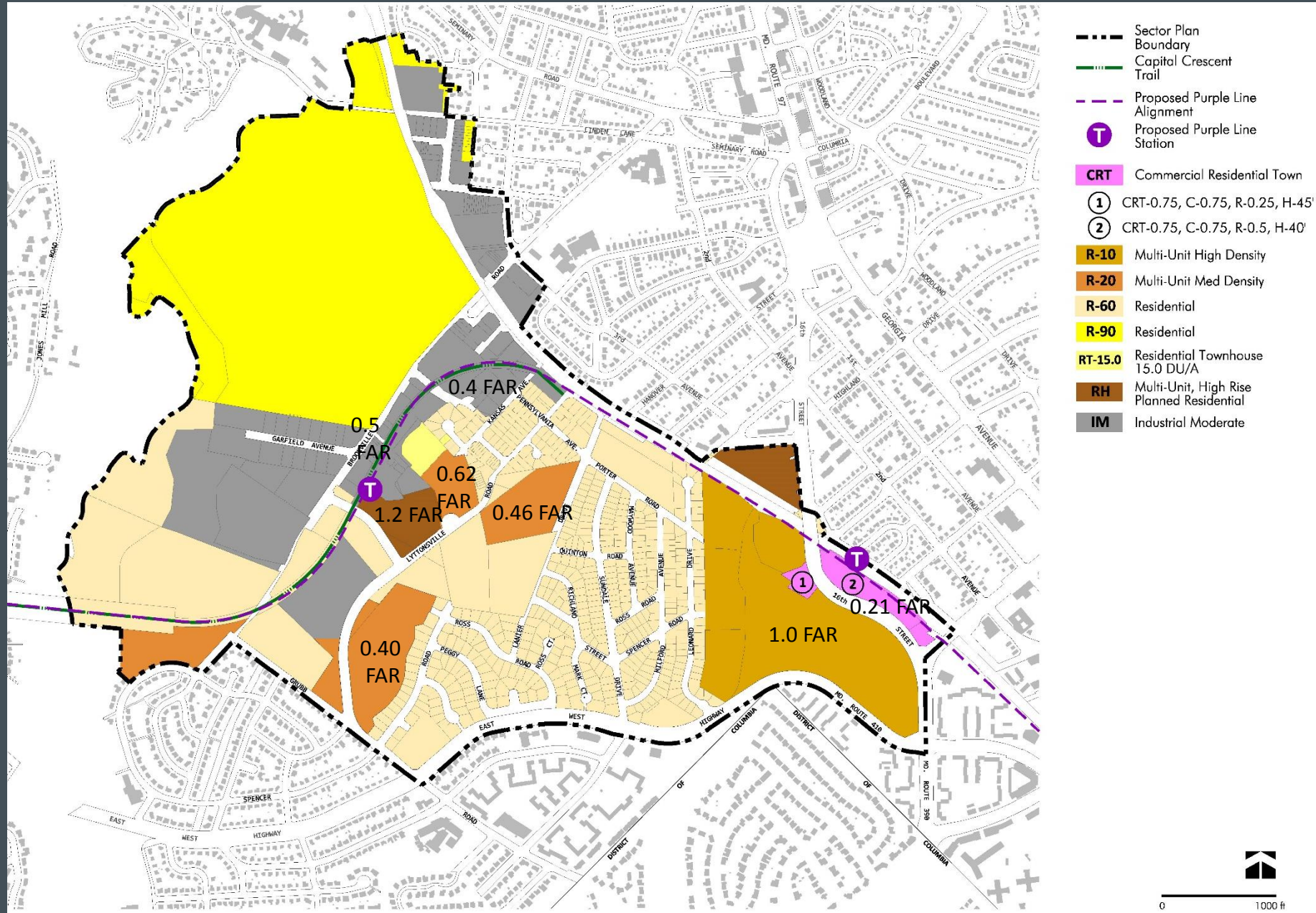
March 24, 2016	Work Session #1: History, Zoning Approach, Affordable Housing
April 14, 2016	Work Session #2: Site by Site Zoning Analysis
May 19, 2016	Work Session #3: Transportation, Schools, Parks & Open Space
June 2016	Final Edits/Planning Board Vote Out



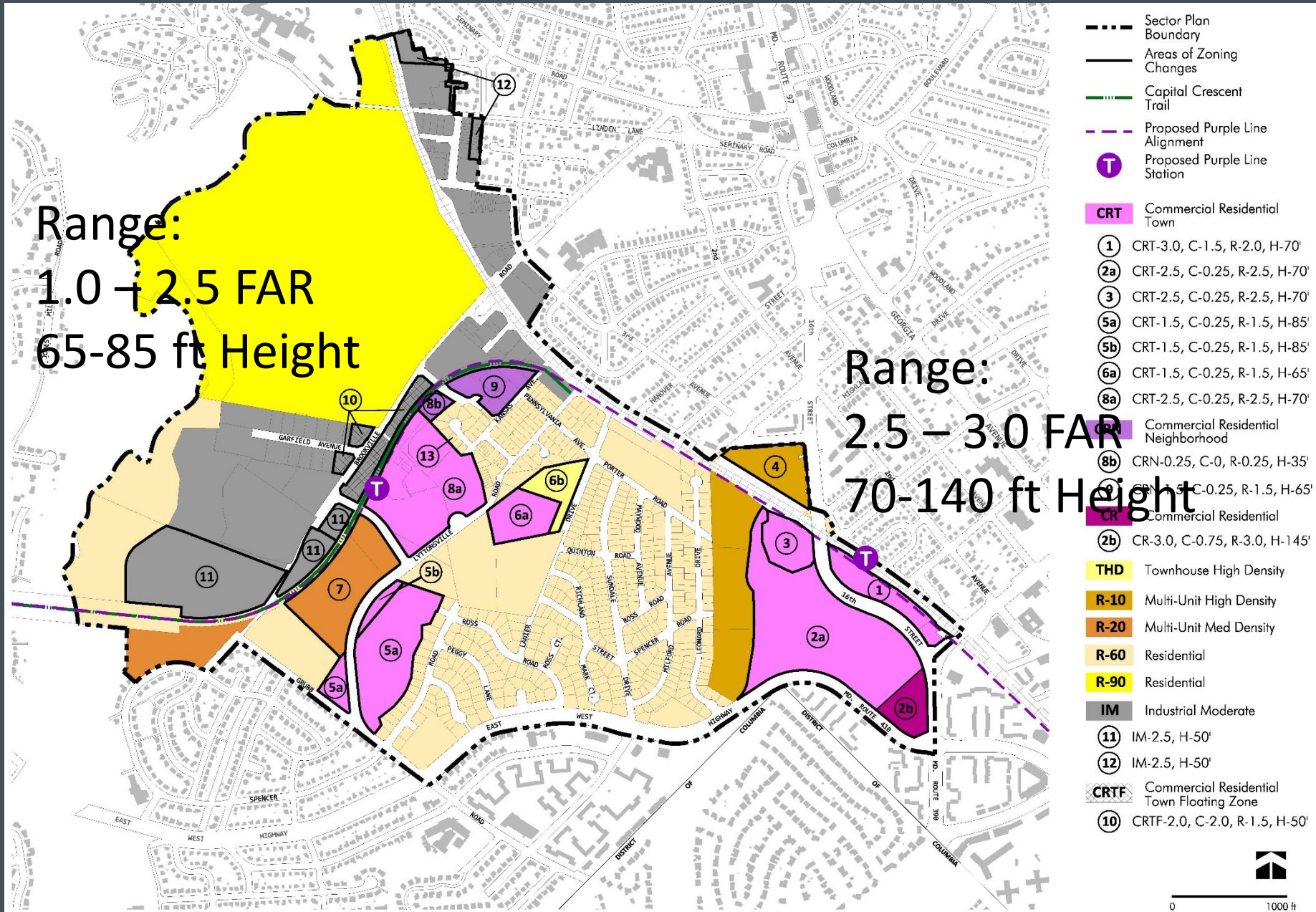
Zoning Recommendations

- Create more logical industrial and residential areas, increase compatibility
- Stability for single family detached zones and institutional sites
- Preserve majority of industrial area, but expand retail options through CRT floating zone
- Zoning changes to CR Zones primarily on sites currently zoned for multi-family residential

Zoning - existing



Zoning - proposed



Density

Total	Existing	Max allowed Today
Residential (units)	3,400	4,700
Commercial retail/office (square feet)	76,800	122,500
Industrial (square feet)	1,419,000	8,781,000

Density

Total	Existing	Max allowed Today	Zoning Vision Yield*
Residential (units)	3,400	4,700	6,400**
Commercial retail/office (square feet)	76,800	122,500	1,041,700
Industrial (square feet)	1,419,000	8,781,000	1,822,500

* The Vision Plan Yield assumes that areas proposed for zoning changes are maxed-out to full capacity, while all other development is held at existing levels. The Vision Plan Yield was used to test traffic capacity.

** Assumes allowable commercial FAR is maximized and average unit size plus common area is 1450 sf. 7,900 units could result if residential FAR is maximized and units are constructed at average unit size plus common area 1250 sf.

Greater Lyttonsville Proposed Zoning

Draft March 22, 2016

--- Sector Plan Boundary

--- Proposed Purple Line Alignment

T Proposed Purple Line Station

Residential (R-90, R-60)

Townhouse High Density (THD)

Multi Unit Residential (R-20, R-10, R-H)

Commercial Residential Neighborhood (CRN)

Commercial Residential Town (CRT)

Commercial Residential Town Floating (CRTF)

Commercial Residential (CR)

Moderate Industrial (IM)

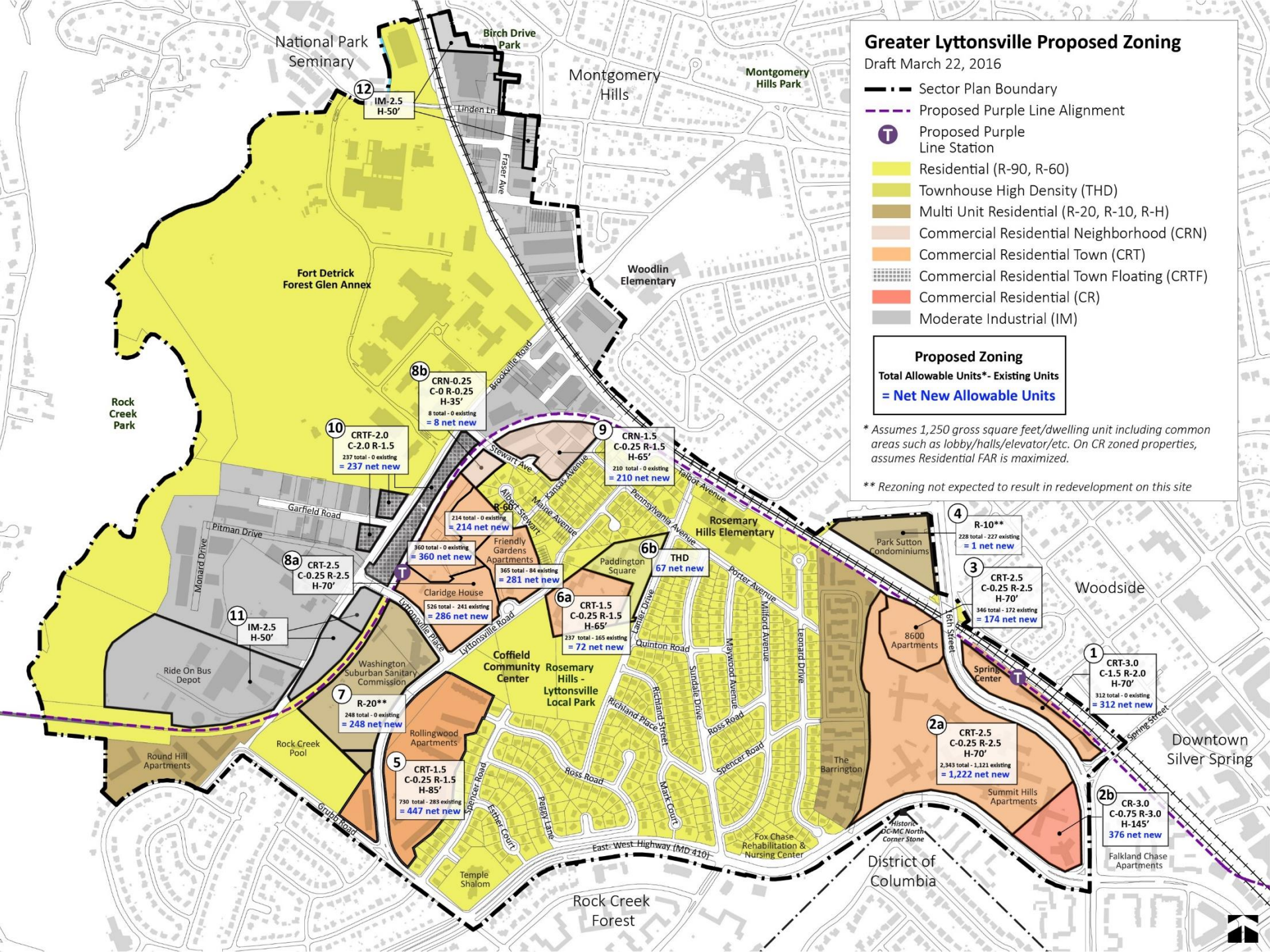
Proposed Zoning

Total Allowable Units* - Existing Units

= Net New Allowable Units

* Assumes 1,250 gross square feet/dwelling unit including common areas such as lobby/halls/elevator/etc. On CR zoned properties, assumes Residential FAR is maximized.

** Rezoning not expected to result in redevelopment on this site



Industrial/Institutional Area



A map showing the boundaries of the Industrial/Institutional Area, which is highlighted in white against a dark grey background. The area is irregularly shaped and includes three sub-labels: 'Brookville Rd/ Lyttonsville Station Area' in the upper left, 'Residential Area' in the center, and 'Woodside/ 16th St Station Area' in the lower right.

Brookville Rd/
Lyttonsville
Station Area

Residential
Area

Woodside/
16th St
Station Area

Industrial/Institutional Area

Site 12

Existing: R-90

Proposed: IM

Reason: New Zoning code addresses compatibility issues between industrial and residential uses

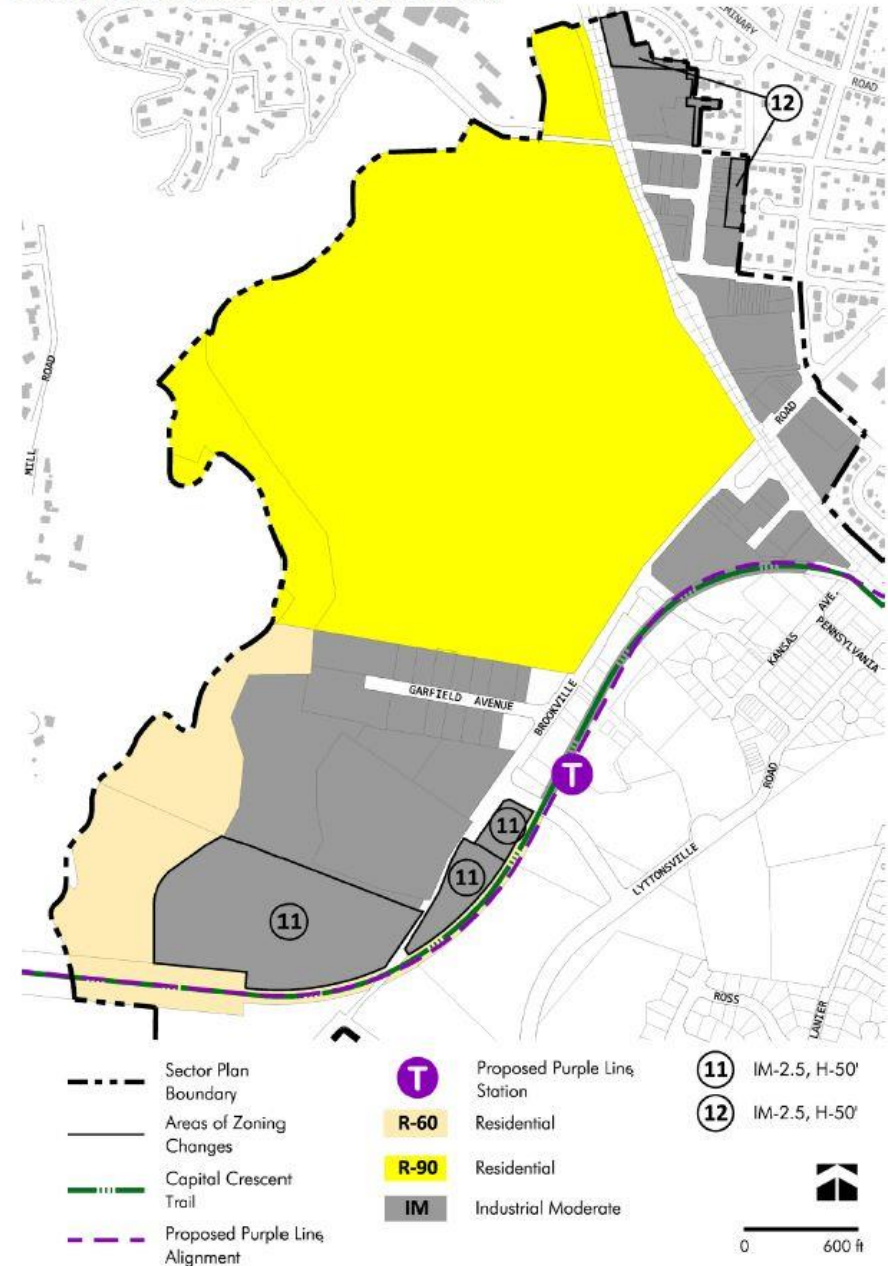
Site 11

Existing: R-60

Proposed: IM

Reason: Establish industrial district

Figure 3.4.1: Industrial/Institutional Area Proposed Zoning



Brookville Road/Lyttonsville Station Area



Industrial/
Institutional
Area

The map shows the Brookville Road/Lyttonsville Station Area, which is a large, irregularly shaped area. It is divided into three main sections: an Industrial/Institutional Area in the northwest, a Residential Area in the center, and a Woodside/16th St Station Area in the southeast. The Industrial/Institutional Area is shaded in a light gray color. The Residential Area is shaded in a light blue color. The Woodside/16th St Station Area is shaded in a light green color. The map is outlined in white and has a dark gray background.

Residential
Area

Woodside/
16th St
Station Area

Brookville Rd/Lyttonsville Station Area

Site 10

Existing: IM

Proposed: CRTF

Reason: Create opportunity for flexible mixed use node near purple line station

Site 8a

Existing: R-10, R-20, R-90, IM

Proposed: CRT-2.5

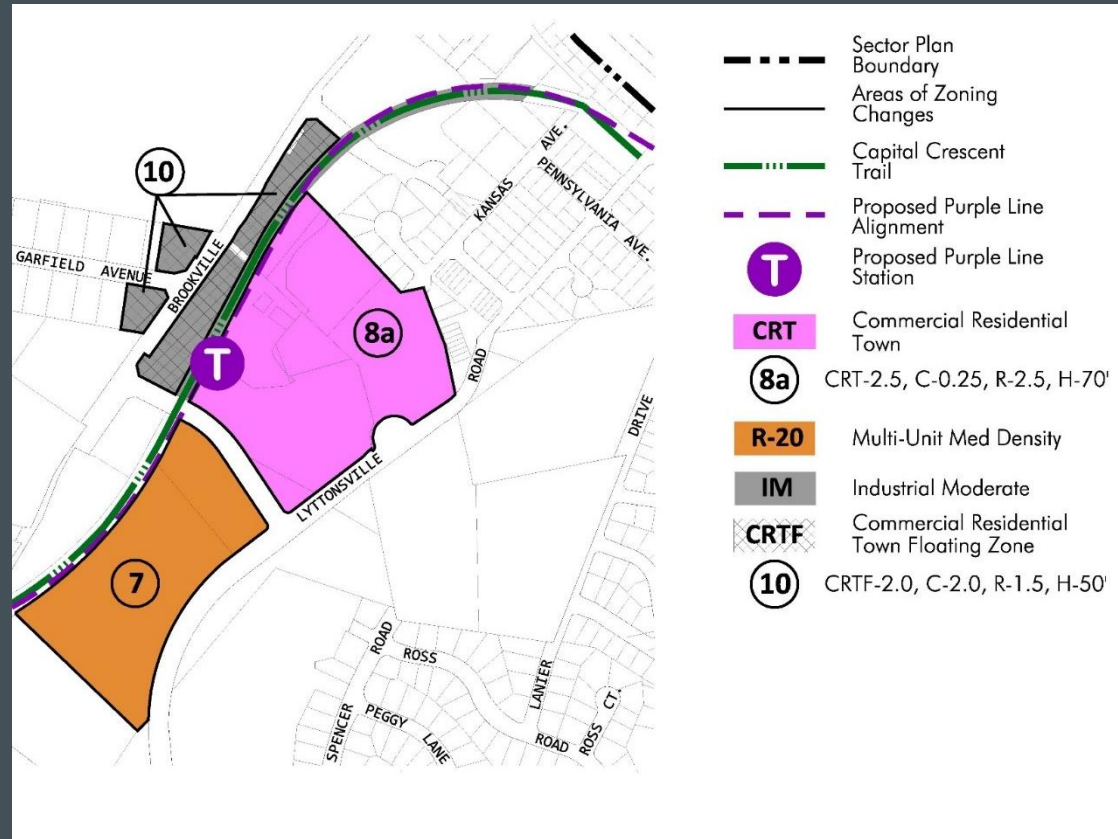
Reason: Allow for infill development around existing buildings, new development next to purple line; affordable housing near transit

Site 7

Existing: IM, R-60

Proposed: R-20

Reason: Provide assurance that should redevelopment occur within Sector Plan lifespan, residential development is appropriate future use

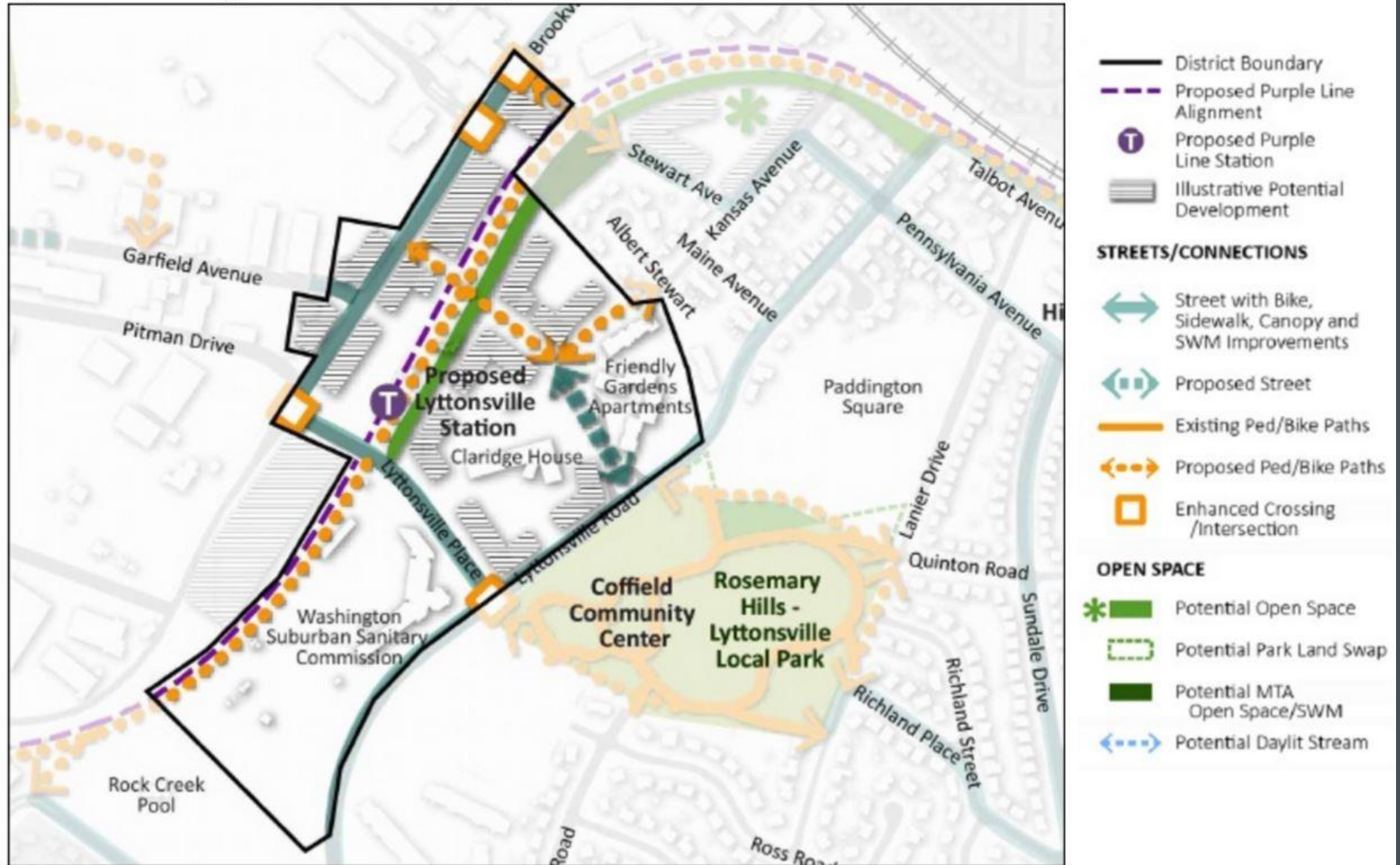


Aerial Image

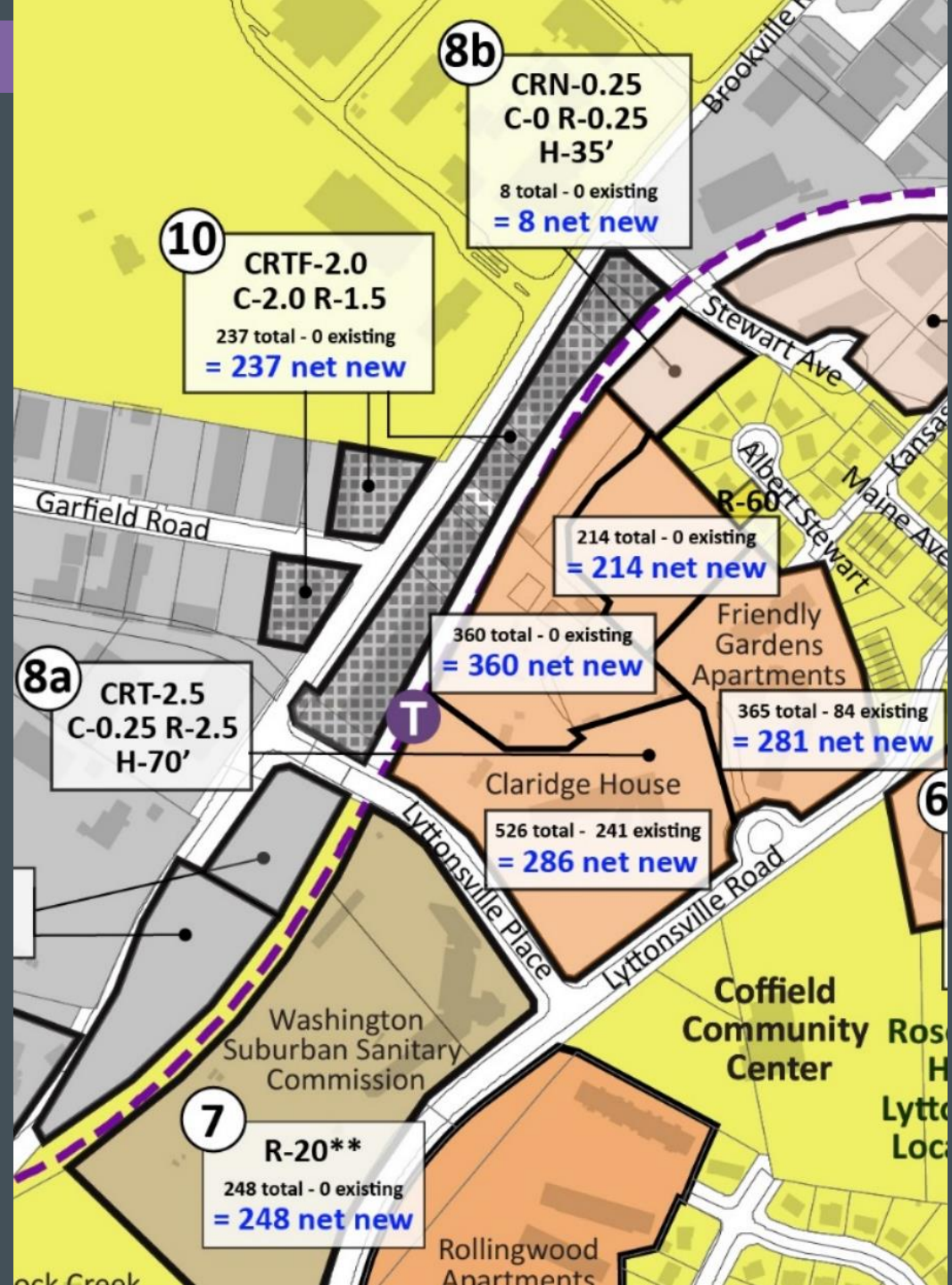


Private Street

Figure 3.3.2: Brookville Road/Lyttonsville Station Area Public Space Improvements



Density



Residential Area

Industrial/
Institutional
Area

Brookville Rd/
Lyttonsville
Station Area

Woodside/
16th St
Station Area

Residential Area

Site 9

Existing: IM

Proposed: CRN-1.5

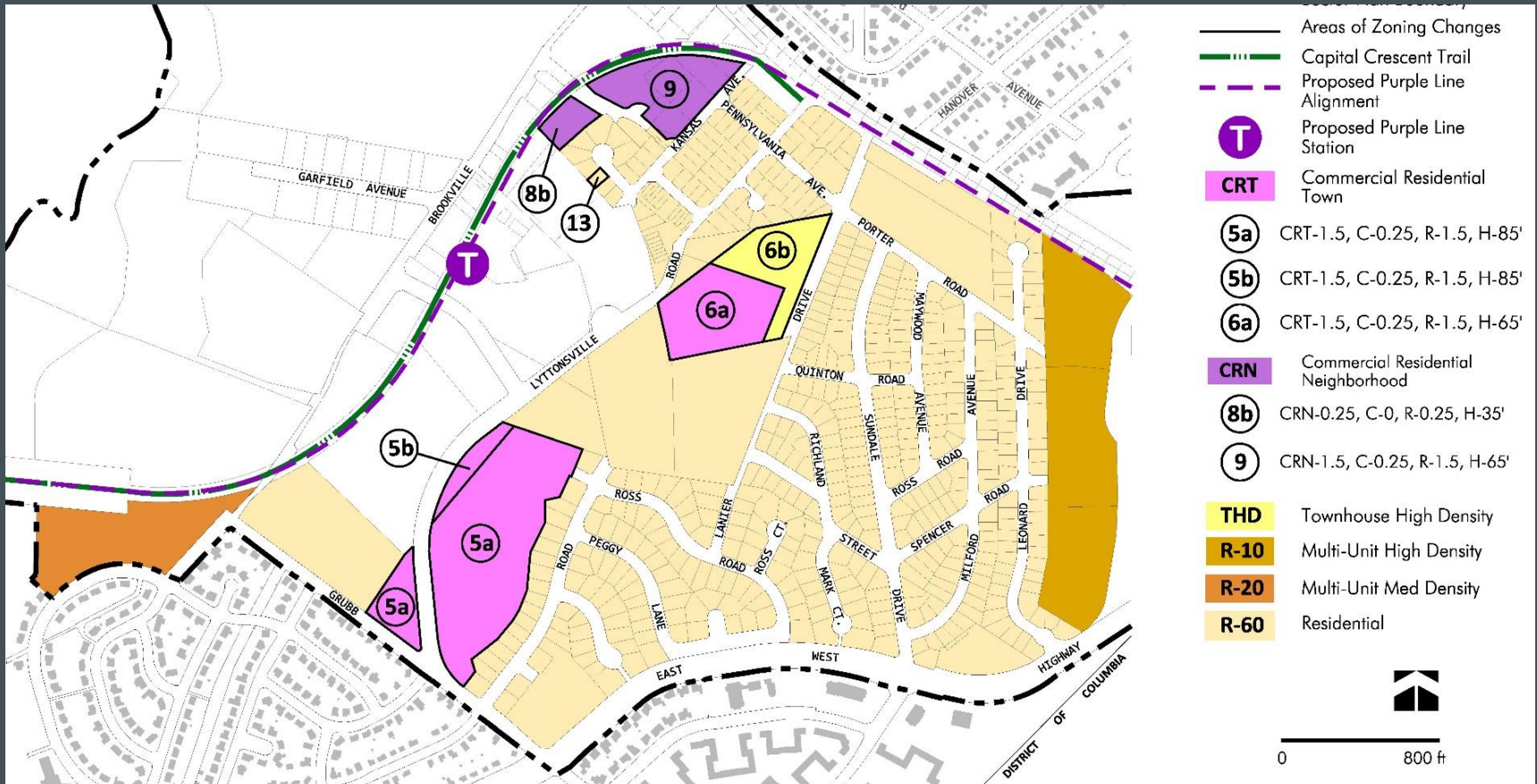
Reason: Flexible zone that could reestablish residential district east of purple line while allowing current uses to continue as permitted uses in CRN zone

Site 8b

Existing: IM

Proposed: CRN-0.25

Reason: Limited height and density allocations for future stormwater facility



Residential Area

Site 13

Existing: RT-15.0

Proposed: R-60

Reason: Match zoning to all other lots on
Albert Stewart Lane



Residential Area

Site 6a

Existing: R-20

Proposed: CRT-1.5

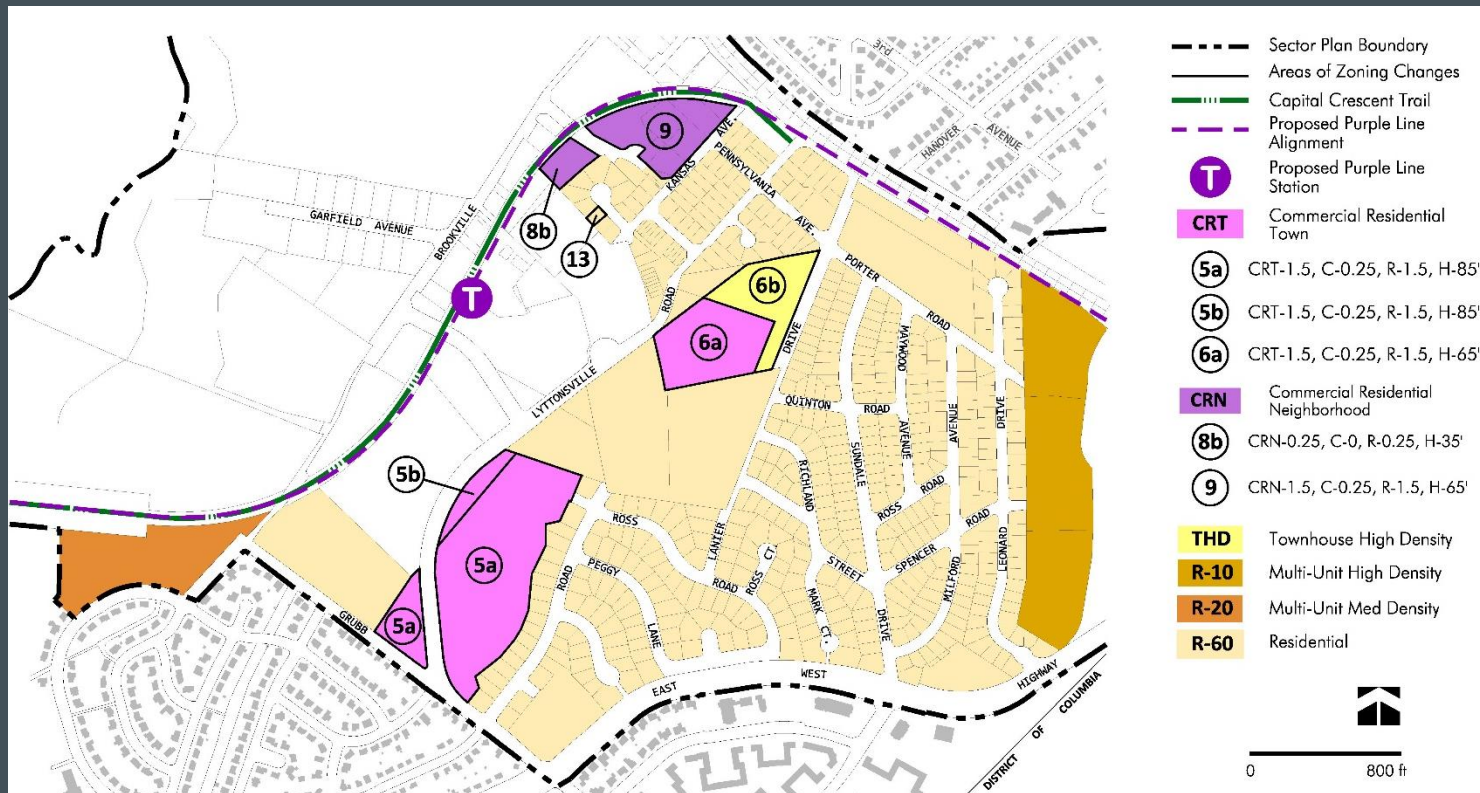
Reason: Allow for increased affordable housing development within close proximity to purple line on lowest topography on site

Site 6b

Existing: R-20

Proposed: THD

Reason: Requires townhouse development as buffer to single family detached homes



Residential Area

Site 5a

Existing: R-20

Proposed: CRT-1.5

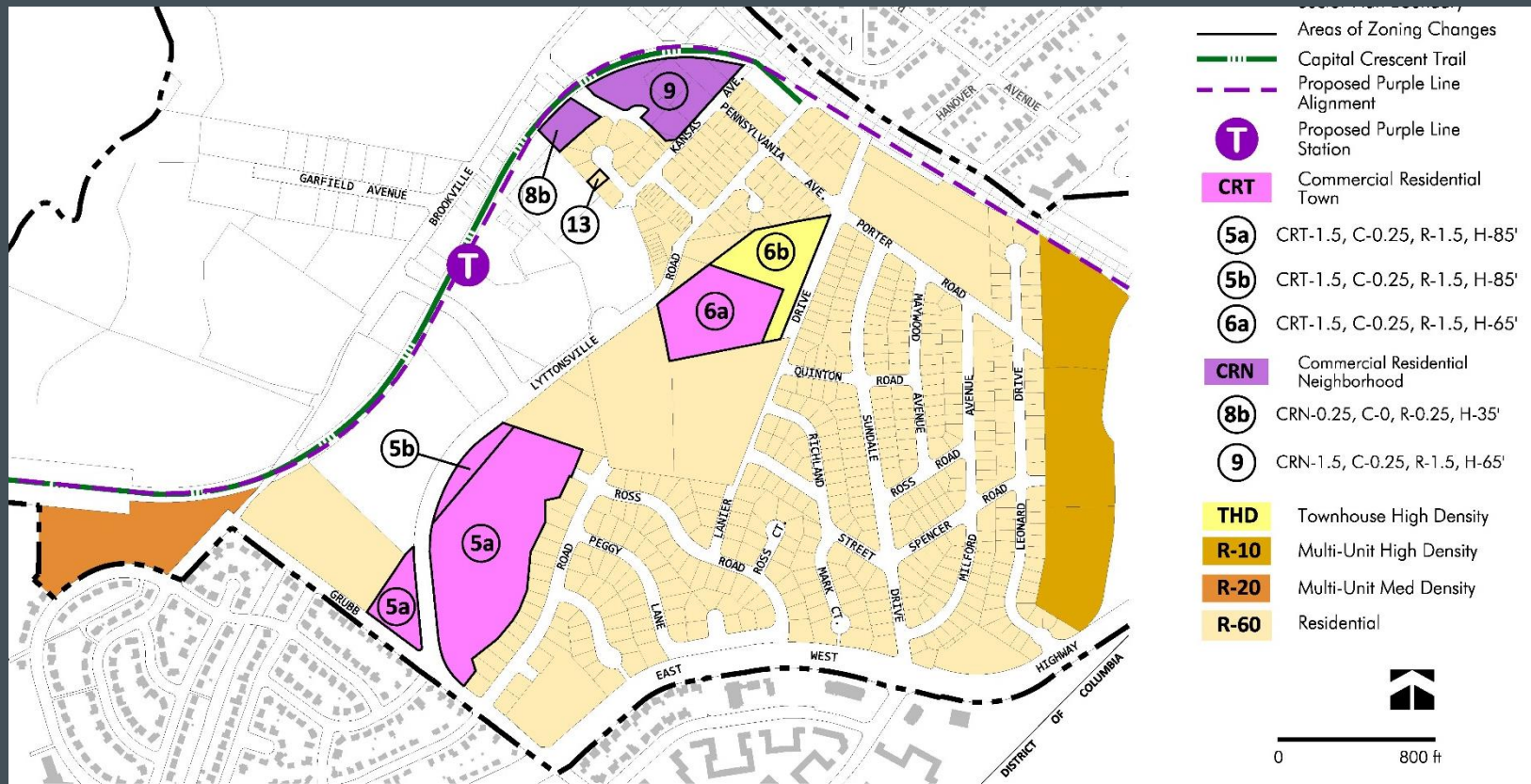
Reason: Allow for residential redevelopment near purple line with limited commercial while preserving portion of existing market rate affordable housing

Site 5b

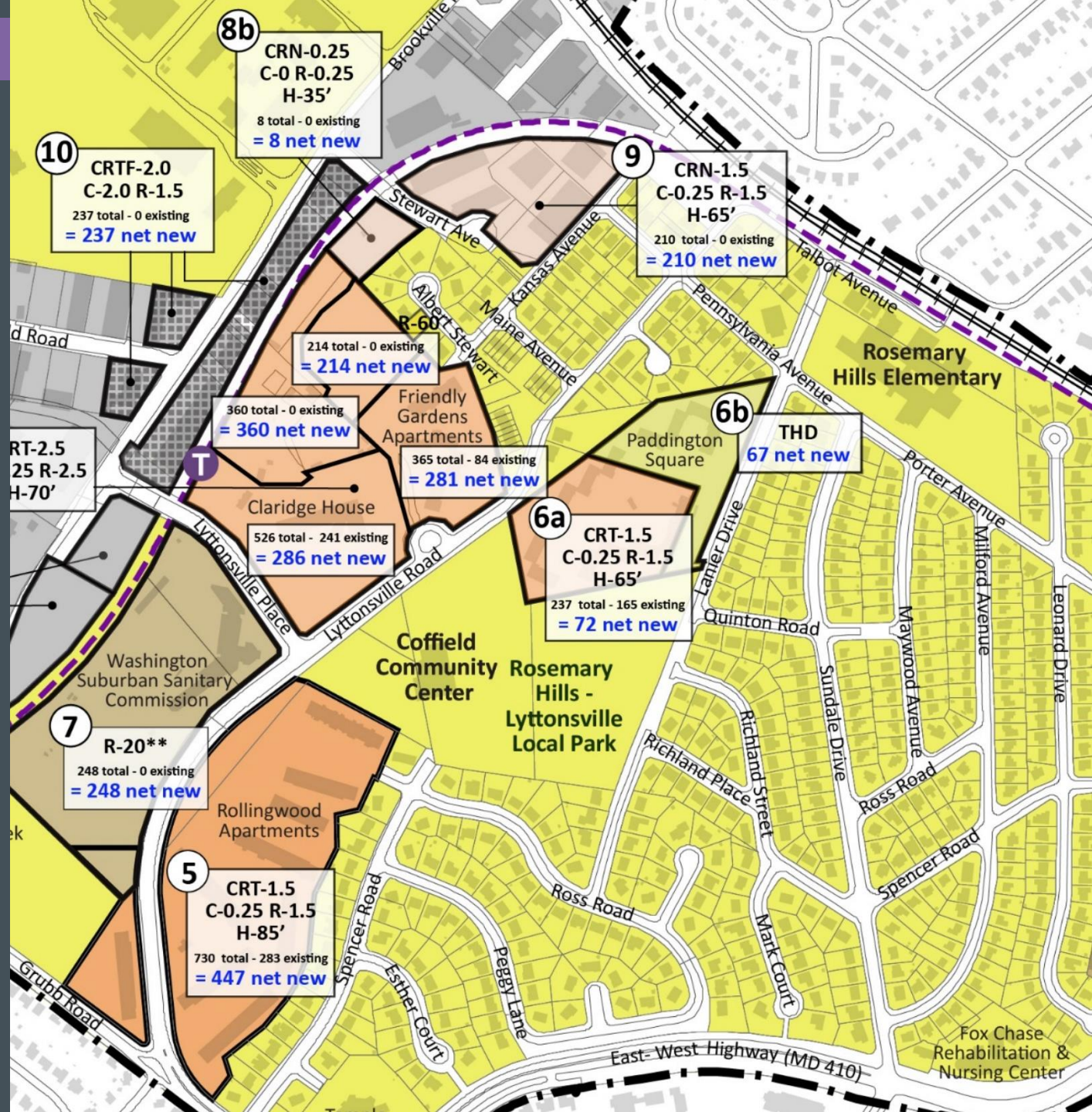
Existing: R-20

Proposed: CRT-1.5

Reason: Currently park land with little recreational value, allow for possible land swap to establish active park land and buffer adjacent to single family homes



Density





Industrial/
Institutional
Area

Brookville Rd/
Lyttonsville
Station Area

Residential
Area

Woodside/16th St Station Area

Woodside/16th St Station Area

Site 4

Existing: RH

Proposed: R-10

Reason: RH zone intended to be phased out through master plan process

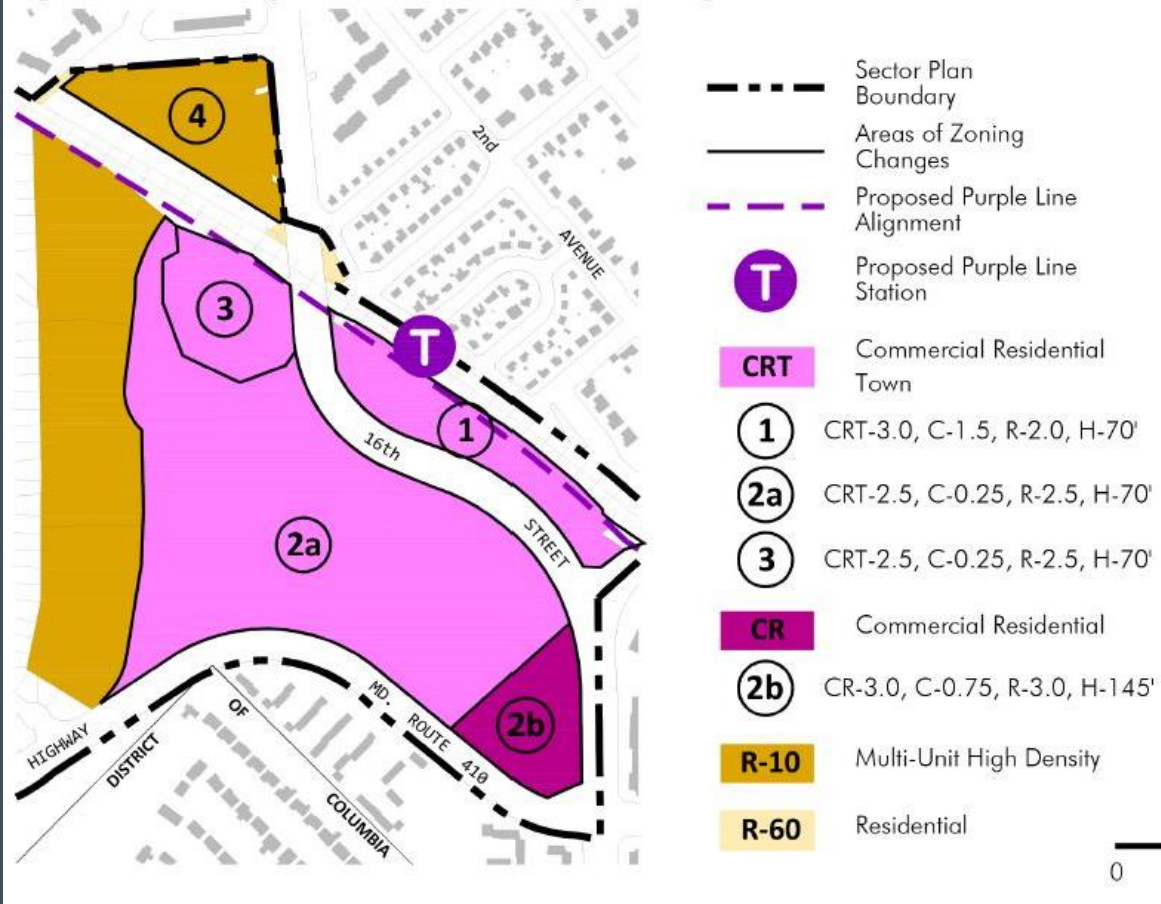
Site 3

Existing: R-10

Proposed: CRT-2.5

Reason: Allow for infill development around existing buildings

Figure 3.1.1: Woodside/16th Street Station Area Proposed Zoning



Woodside/16th St Station Area

Site 2a

Existing: R-10, CRT-0.75

Proposed: CRT-2.5

Reason: Leverage proximity to purple line and metro; improve access and connectivity; expand public open space; provide environmental benefits; introduce rent-restricted affordable housing opportunities

Site 2b

Existing: R-10

Proposed: CRT-3.0

Reason: Proximity to Silver Spring CBD, Metro Red Line

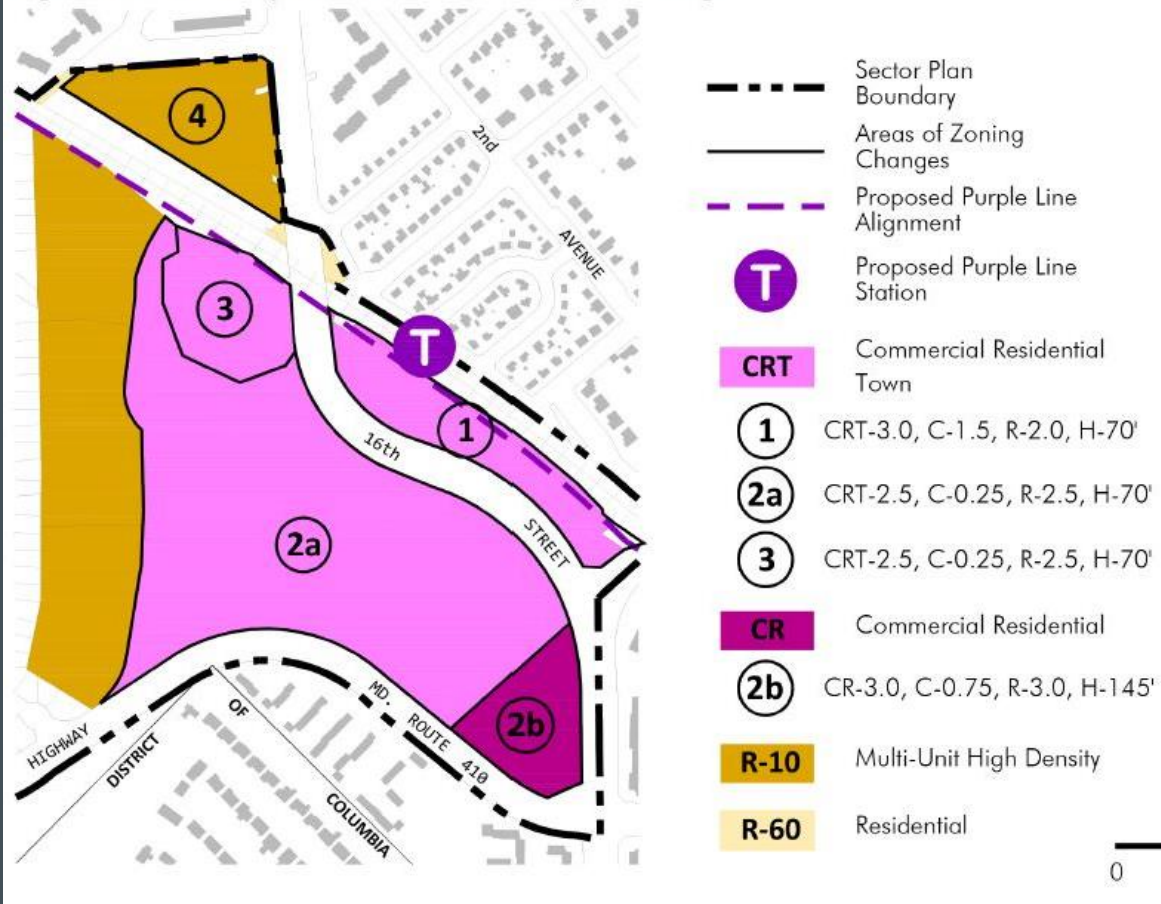
Site 1

Existing: CRT-0.75

Proposed: CRT-3.0

Reason: establish mixed use node near transit

Figure 3.1.1: Woodside/16th Street Station Area Proposed Zoning



Density

