

Monday Matters- Land Use & Development



GREATER
LYTTONSVILLE

June 2, 2014
Erin Banks, Project
Manager



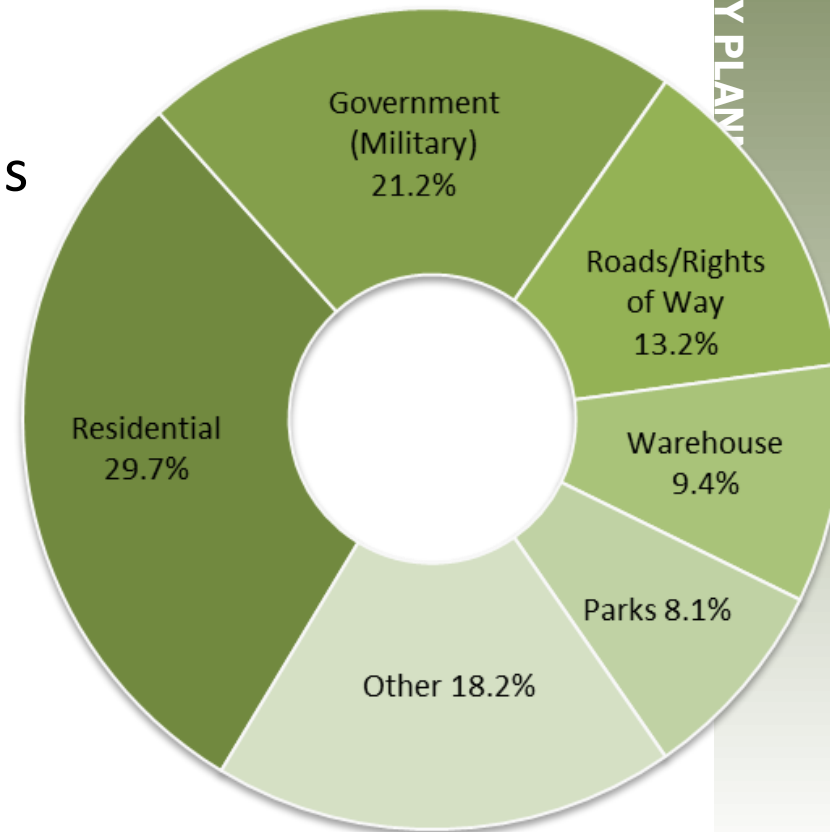
What is land use planning?

An attempt to...

- order and regulate land use in an efficient and ethical way, thus preventing land-use conflicts.
- assist land users in selecting options that increase their productivity, are sustainable and meet the needs of the community.



- The Greater Lyttonsville Sector Plan area's 584.3 acres make up 0.2 percent of land in Montgomery County.
- Residential uses, with a mix of single-family and multifamily housing, comprise the largest share of land in Greater Lyttonsville.
- The Forest Glen Annex to Fort Detrick is the largest single land user.
- There are 47 acres of parks, making up 8 percent of land in the plan area.
- Other primarily includes commercial/industrial uses.

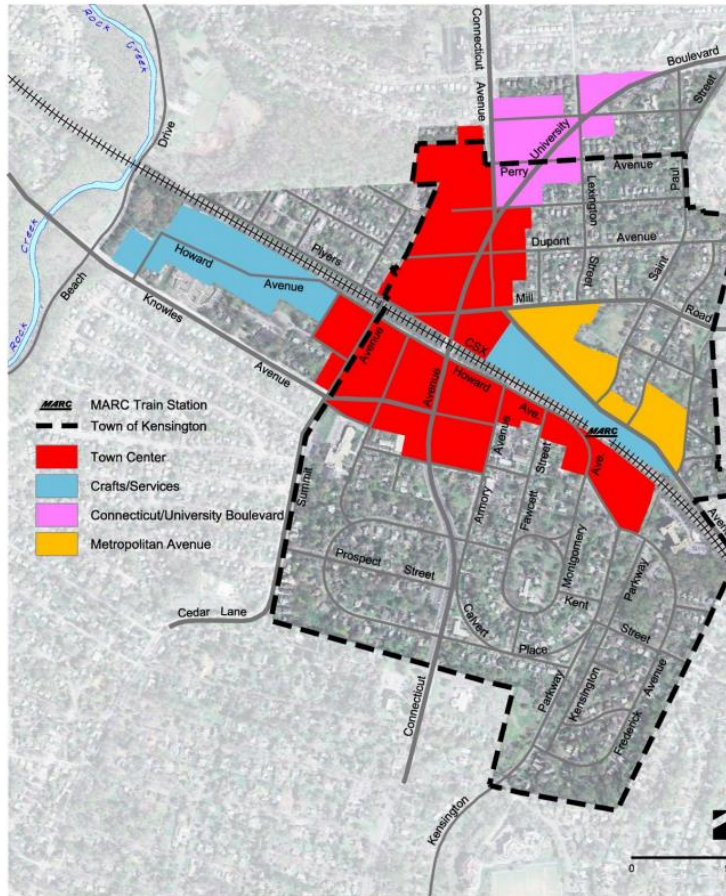


Sector Plan Analysis covers:

- Current land use classifications
- Different zones
- Identify transition areas
- Areas where potential change could occur
- Recommendations - zoning



Map 7 Districts



districts and properties

Town Center

In 2009, Kensington's business district was exclusively commercial, with properties in the Neighborhood Commercial (C-1), General Commercial (C-2), Commercial Transition (C-T), Commercial Office (C-O) and Commercial Office-Moderate (O-M) zones. The auto-oriented retail centers largely consisted of one- and two-story structures, with adjacent surface parking. There are scattered four-to-six story office buildings with adjacent surface parking in the business area. Floor area ratios (FARs) are relatively low, with most buildings having FARs in the vicinity of 0.5.

The Town Center is envisioned as a walkable attractive place with local convenience retail, housing, dining and entertainment, offices, and neighborhood services in a compact development pattern with a variety of buildings along Connecticut Avenue. Properties with the potential to support mixed-use developments with parking structures could have five- to six-story buildings, while most other properties that do not mix uses would have street activating retail and services in one- or two-story buildings with surface parking. Buildings along Town Center streets should be set back 15 to 25 feet from the curb to provide adequate space for sidewalks separated from traffic by a green panel or trees. This Plan encourages the retention of existing businesses.



This Plan recommends taller buildings in the "core" of the Town Center—Connecticut Avenue, Knowles Avenue, and Plyers Mill Road. Buildings at the edges of the Town Center are recommended for lower height, to ensure gradual transitions to the adjoining residential neighborhoods. Design guidelines will help ensure that new development steps down toward residential and historic neighborhoods, and that new buildings adjacent to these neighborhoods are compatible and are of appropriate height, scale, and mass.

The CRT and CRN Zones enable mixing of uses at a range of allowable floor area ratios. This Plan recommends total maximum mixed-use FARs of up to 2.5 for the Town Center core; 2.0 for the eastern portion of Howard Avenue, Metropolitan Avenue, and the triangle bounded by Connecticut Avenue, University Boulevard, and Decatur Avenue; and 1.0 to 1.5 for other properties in the Town Center (map 13, page 48).

Revitalization in the Town Center is likely to take one of two forms: an optional method of development on larger parcels in the CRT Zones and a standard method of development for smaller CRT properties and the CRN Zones. For all optional method projects and standard method projects with site plan, the Planning Board must carefully analyze the proposal's building height, bulk, scale,

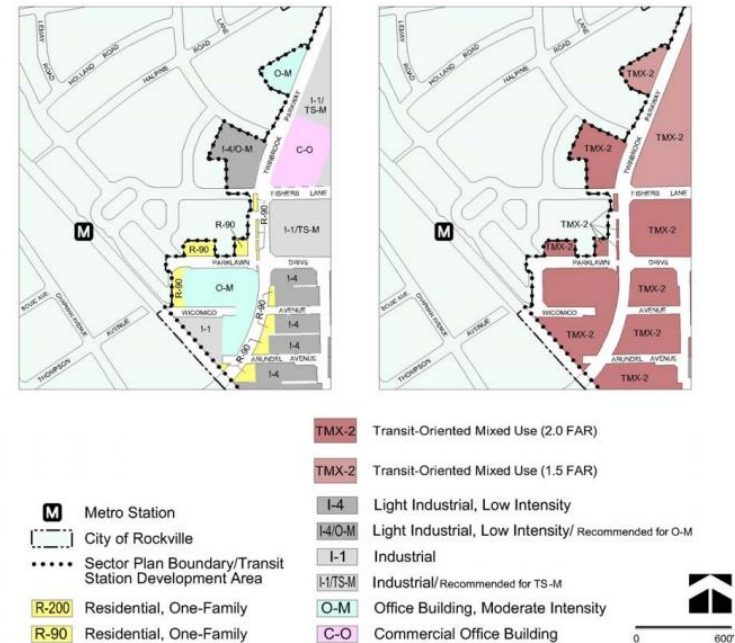
Twinbrook Zones—Existing and Proposed

Zone	Description	FAR	Minimum Lot Size/Height	Comments
existing				
I-1	Industrial	none	none/42 ft, up to 120 ft	Allows office uses
I-4	Low Intensity, Light Industrial	1	1 acre/42 ft	No office uses
R-90	Residential, One-family	n.a.	9,000 sf/35 ft	Suburban single-family
R-200	Residential, One-family	n.a.	20,000 sf/50 ft	
C-O	Commercial Office	1.5 – 3.0	none/42 ft	No mixed uses
O-M	Office, Moderate Intensity	1.5	none/42 ft	No mixed uses
TS-M	Transit Station Mixed-Use	3.0	40,000 sf/master plan	Density capped by master plan
TS-R	Transit Station Residential	2.5	18,000sf/master plan	
proposed				
TMX-2	Transit Mixed-Use	1.5-2.0	18,000 sf	Height and density capped by master plan
I-4 (amended)	Light Industrial in TSDAs	1	1 acre unless waived by Planning Board	Lot size and dimension waivers, and accessory residential with Planning Board approval

The TMX-2 Zone allows the transfer of public use space, density, and uses between lots within the same Transit Station Development Area. In Twinbrook, transfers would be most appropriate where they can create substantial public open spaces. Transfers can also distribute density between sites to achieve the desired urban pattern and character.

Redevelopment in the Technology Employment Area will require new building types to serve advanced technology and biotechnology uses that require a changing mix of uses including conference spaces, offices, laboratories, limited manufacturing of prototypical products, and high quality interior and exterior spaces that can support collaborative efforts that drive innovation. The TMX-2 Zone supports these uses that encourage innovative design, flexibility, and a streamlined development process that all support mixed-use including biotechnology industries.

Metro Core Area Existing and Proposed Zoning



Recommendations

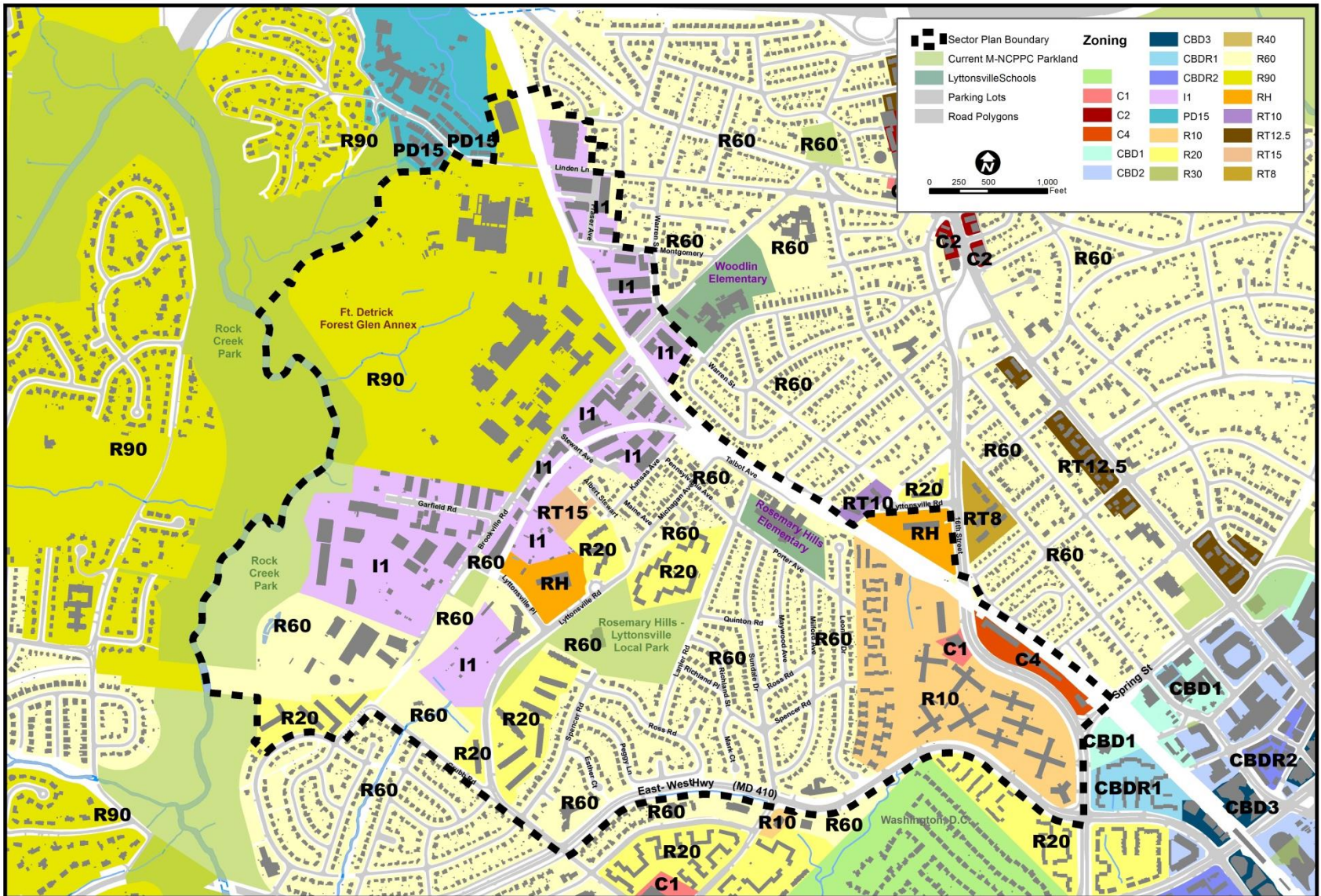
- Rezone sites from R-90, O-M, and I-1 to TMX-2.
- Limit development to 2.0 FAR with a requirement that at least 25 percent of any optional method development is residential.
- Wherever possible, locate structured parking adjacent to Metro/MARC tracks to mitigate noise.
- Redevelopment should complete a pedestrian link from the Light Industrial Area, underneath Twinbrook Parkway to the Metro station.
- Abutting railroad tracks, Twinbrook Parkway, and adjacent redevelopment in the City of Rockville, building heights may go no higher in feet than the tallest buildings at Twinbrook Station.











Greater Lyttonsville Sector Plan
Zoning Map

Introduction

Urban Designers: John Marcolin
Laura Shipman



Urban Design focuses on the physical form and character of the city, referred to by architects and urban designers as the “Built Form”.

Built Form is often broken up into three categories:

- Streets
- Buildings
- Open Spaces

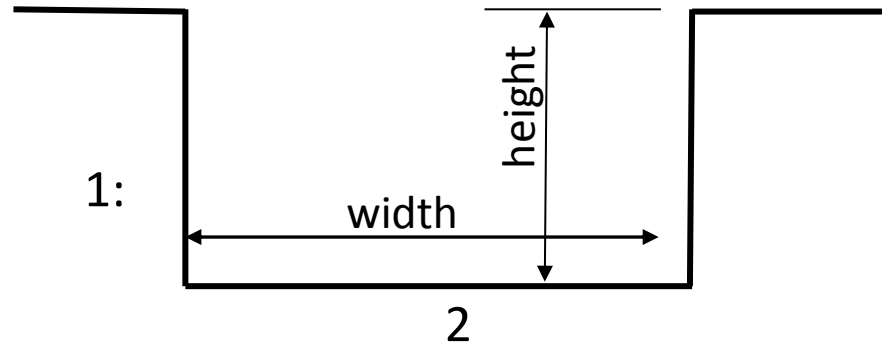


Streets usually refer to:

- Ratio of building height to street width
- Number of auto lanes
- Street wall
- Width and character of sidewalks



WHAT IS THE HEIGHT TO WIDTH RATIO?



The relationship between the width of the street and the height of the buildings that line the street:

- Streets that feel like “rooms” are more comfortable to be in
- Wide streets and low buildings (Greater than 4:1) have poor spatial definition and are less comfortable
- A height to width ratio of 1:2 begins to feel comfortable



Streets

- Number of travel lanes
- Sidewalks

Sidewalks
Parking
Lanes



Sidewalks

Parking Lanes



Streets

- Street walls



Buildings

- Height
- Density - FAR
- Size, location and number of doors and windows



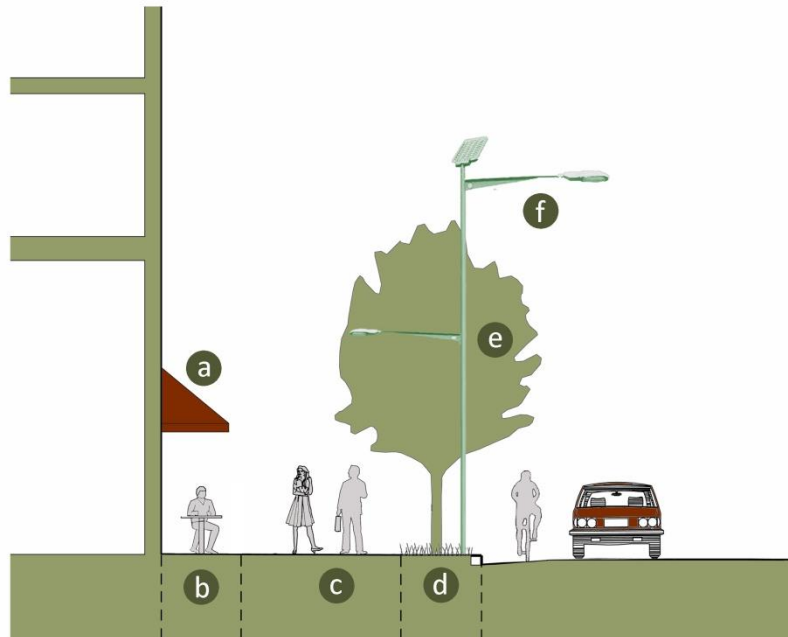
Open Spaces

- Size
- Location
- Type



* The resulting built form determines the pedestrian realm

Streetscape Section - The Pedestrian Realm



- a** Awning
-Vibrant colors
-may include signage

- b** Cafe Seating Zone
- Make distinct from sidewalk



- c** Sidewalk
- Make distance from cafe zone

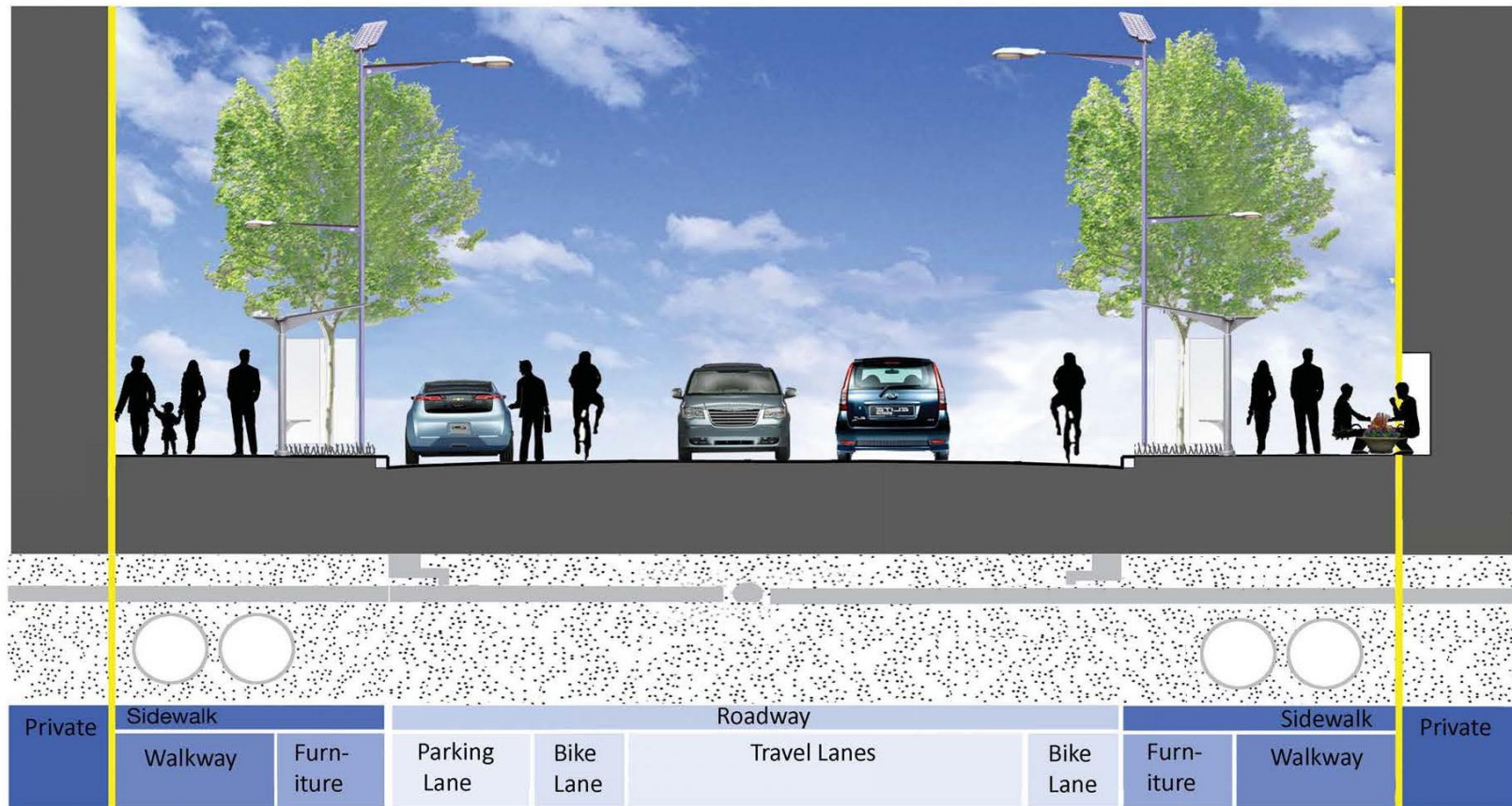


- d** Tree Panel
-Pervious
-Shrubs and perennials

- e** Shade Tree
- Elm Species
- Oaks Species
- London Plane trees
- One species per major street
- One species per business/private street

- f** Pedestrian scale street lamp
- Major Streets to have combinations street/ pedestrian scale lamps
- Business/minor arterial/private streets to have single pole pedestrian scale lamp

* The resulting built form determines the pedestrian realm



* The resulting built form determines the pedestrian realm



Final Product

The Urban Design recommendations will:

- Be reflected in the Sector Plan
- Result in the Design Guidelines for Lyttonsville



Historic Preservation Presentation Forthcoming

