

Greater Lyttonsville Sector Plan Design Guidelines

Stakeholder Meeting with Civic Association Leaders

November 1, 2018

ATTENDANCE:

Laura Shipman, Planning Department
Michael Brown, Planning Department
Melissa Williams, Planning Department
Charles Kines, Parks Department
Cristina Sasaki, Parks Department

Roger Paden, Rosemary Hills Neighborhood Association
Rick LaRue, Woodside Civic Association
Webb Smedley, Woodside Civic Association
Patricia Tyson, Lyttonsville Civic Association
Charlotte Coffield, Lyttonsville Civic Association
Abe Schuchman, RCF Listserv

DISCUSSION:

- **Site 9: Light Industrial Area**
 - There could be a bigger park in this area if it extends from the MTA stormwater Management site across Stewart Avenue onto this site.
 - Is there a way to abandon the Stewart Avenue ROW and make this park space?
 - *Staff Response: This abandonment is not recommended in the Sector Plan and is unlikely because Stewart Avenue will retain its transportation purpose for pedestrians and cyclists even if the portion crossing the tracks is closed to vehicular traffic with redevelopment.*
 - There is a preference for residential rather than commercial frontage on Kansas Avenue if the site redevelops.
 - Provide sidewalks and make the site more walkable and add more trees.
 - *Staff: With any redevelopment of this site it is important to keep in mind that the zone is CRN which allows Standard Method development. In Standard Method development the applicant is not required to achieve public benefit points; however, because the property confronts residential zoned properties, a Site Plan review by the Planning Department will be required.*

- **Site 11: WSSC Site**
 - Historic signage is envisioned at the community center along Lyttonsville Road.



- What type of development is planned, multifamily or townhomes?
 - *Staff Response: Our understanding from the Developer stakeholder meeting is that the current concept includes all multifamily development on this site. This concept may change by the time of regulatory review.*
 - With any townhouse development in the plan area it is important that the quality of materials and architectural style are compatible with the surrounding community. The existing townhomes conform with what the community would want.
 - Ensure that improvements to the Lyttonsville Road/Place intersection be safe for pedestrians crossing to the park, particularly for families.
 - Access to the Purple Line Station and Lyttonsville Place is crucial from this site. Ensure there are multiple convenient ADA access points to and from the site.
 - There is concern about moving families from the nice Paddington Square site adjacent to the park, to a site next to the purple line tracks and tail tracks. We want to ensure an integrated, scattered site approach to affordable units on this site and throughout all sites.
 - Not sure that the light rail is a negative, the Capital Crescent Trail will be there on this site which is an amenity and the rail will not necessarily be noise generating.
 - Ensure that there are larger family units with redevelopment.
- **Site 12: Claridge House/Friendly Gardens/Storage Yards**
 - What will be the unit mix here? All townhouses or multifamily?
 - *Staff Response: We do not know yet what the mix will be, but the zoning allows up to multifamily.*
 - Low-rise development would be an asset particularly if it is replacing the low-rise Friendly Gardens buildings.
 - We've heard that an early concept is for townhomes on the front of the Friendly Gardens Site and multifamily on the back. This may change.
 - Reinforce that there should be a deterrent to trucks cutting through to the residential neighborhood on Lyttonsville Road through streetscape design.
 - The current storage yards are an eyesore and located right at the planned Purple Line Station. This site should become a park.
 - *Staff Response: The Sector Plan does not identify this site for a Park, and it is unlikely the Parks Department will buy the property because there are several other priority sites for Parks and public spaces in the Plan Area. The private developer could assemble the property and provide public open space. Screening and landscaping around the storage yard can be recommended in the short term to improve compatibility with the adjacent residential buildings.*
- **Site 13b: Vacant Site/Ride On Parking Lot**
 - Poor optics if the residents of the Paddington Square site are moved to this industrial area. The business incubator is a better use here.
 - There should be parking restrictions around the Purple Line Station to ensure no parking throughout the neighborhood.
 - *Staff Response: DOT is the implementation agency for parking restrictions.*



- **Rosemary Hills-Lyttonsville Park**

- Renovations of the center are planned in the next 5 years.
- Staff should discuss future opportunities for expansion.
- Should reconfigure the access to the park if the intersection of Lyttonsville Road/Place is redesigned.
- *Staff: The Parks ADA project manager is going to work on improvements of pathways throughout the park to ensure that they are accessible.*
- The configuration of the park expansion is important, and it needs to feel like a significant part of the park.
- Create some smaller play areas rather than just large fields in the expansion of the park.
- Is a pool a possibility in the park?
 - *Staff Response: The Department of Recreation was looking at multiple sites to place the regional pool facility. It was decided to place it in Downtown Silver Spring. There was concern about traffic in the neighborhood if the facility were placed on this site.*

- **Capital Crescent Trail**

- Ensure that there are sufficient access points from the trail to Brookville Road.
- Create an identity along the trail and work with neighboring communities. Lighting and other furnishings should be consistent along the trail.
- There is a tension between pedestrians and cyclists, there should be opportunities for distinct spaces for pedestrians and cyclists.
 - *Staff Response: There may not be sufficient width in this segment to have two distinct paths, but the design should ensure safe crossings for pedestrians.*

NEXT STEPS:

1. This group of civic association leaders will meet again in early 2019 to review the Working Draft of the guidelines.
2. Send any additional comments or questions about the design guidelines to Laura Shipman (laura.shipman@montgomeryplanning.org) or call me at (301) 495-4558.
3. The Planning Board Briefing is tentatively scheduled for December 6, 2018.

