

Greater Lyttonsville Sector Plan Design Guidelines

Working Draft Responses to Comments

January 31, 2019

	Comment	Response and How Comments Incorporated in the Working Draft
Civic Association Leaders 10/03/18	Development Review Process: How does the community participate in the regulatory review process, and how does that relate to the design guidelines?	The Sector Plan and Design Guidelines outline the priorities for the regulatory review process. Optional Method projects will be reviewed at several stages, including Concept Plan (optional), Sketch Plan, Preliminary Plan and Site Plan. The Montgomery County Planning Department website provides an overview of how community members can participate throughout the regulatory review process: montgomeryplanning.org/development/get-involved/
Civic Association Leaders 10/03/18	Community Design Principles: Add language about maintaining economic diversity throughout the area, avoiding concentrating the bulk of affordable housing on one or two sites. Also, enhance the social connections between people living in different kinds of housing and between generations. Design elements that ensure socialization among residents between the older neighborhoods and new developments.	See <i>Section 1.2 Community Design Principles</i> . New principle added: "Promote diversity and enhance social connections between community members." In addition, throughout the document recommended improvements to streetscape and open space design provide opportunities for formal and informal gathering and socializing.
Civic Association Leaders 10/03/18	Public Space: Ensure that public open spaces and public streets on private property are designed to feel open and inviting to all members of the public and not just for the residents of those developments. This is through both design and signage that clearly identifies these as public.	See <i>Section 2.2 Parks and Open Space Design</i> , "Access and Connectivity: Public spaces are open and inviting to everyone. Centrally located and easily accessible public spaces (within a 10-minute walking distance) are framed and faced by streets and buildings and are often the focal point of a neighborhood. They are connected by sidewalks or bicycle paths so that residents can easily travel to parks and open spaces on foot or by bicycle." Also See <i>Section 2.3 Site and Building Design: Relationship Between Buildings and Public Spaces</i> , "Ensure that public open spaces on private property are

		designed to feel open and inviting to all members of the public through placement at highly visible and accessible locations and not tucked behind buildings.”
Civic Association Leaders 10/03/18	History: Ensure that the historic Lyttonsville neighborhood is highlighted and celebrated. Facilitate opportunities for existing members of the community to adjust to the changes brought by new and younger community members and ensure these new residents are made aware of the unique and thriving communities here today and their history.	See <i>Section 2.3: Historic Signage and Commemorative Art</i> , “As the community grows it is vital that new residents are made aware of the unique and thriving communities of greater Lyttonsville, past and present. Along with educational signage and art, facilitated opportunities for existing and new community members to connect and build a future rooted in this history will be important.”
Civic Association Leaders 10/03/18	Streetscape and traffic calming: Prevent truck traffic from cutting through the Lyttonsville neighborhood through traffic calming measures and signage.	This recommendation is noted on the sites fronting Lyttonsville Road in <i>Chapter 3: Site-Specific Guidelines</i> .
Civic Association Leaders 10/03/18	Transportation: Consider traffic feasibility of the recommendation to reduce lanes along 16th street and how people will get out of their cars at the planned Purple Line Station.	The design guidelines will not revise transportation recommendations included in the Sector Plan. However, MCDOT and SHA will further study these recommendations before implementation and will include community input in that process.
Civic Association Leaders 10/03/18	Children and Schools Projections: How many children are projected for this area and did we underestimate the number of children in the Sector Plan area? Many schools are overcrowded because of these projections.	The school projections for the Greater Lyttonsville area were adjusted up several times during the Sector Plan process and evaluated and adjusted at the end of the County Council review. Also, an-other avenue for community participation in the school projections will be in 2 years with the ad-justments to the countywide Subdivision Staging Policy (SSP).
Civic Association Leaders 10/03/18	Unit Sizes: Recommend that new developments include larger units, similar to what exists in the area today.	This recommendation is included in the Sector Plan and also reinforced in the guidelines: See <i>Chapter 3: Site-Specific Guidelines</i> for building design recommendations for Site 6 and Site 11 in particular.
Civic Association Leaders 10/03/18	Site-Specific Guidelines: Add the Rosemary Hills-Lyttonsville Local Park and Capital Crescent Trail as Key Sites.	Added.
Civic Association Leaders 10/03/18	Site 1: Spring Center: Include height and shadow guidelines related to	See the following building form guidelines under <i>Section 3.1 Site 1: Spring Center:</i>

	<p>compatibility of new development with the Woodside neighborhood. Concerned about the direction of lighting from the Spring Center into the Woodside Neighborhood across the tracks.</p>	<ul style="list-style-type: none"> • “Maintain compatibility with the Woodside neighborhood through façade articulation and step-backs of the upper floors facing the CSX tracks. • Study shadow and lighting impacts of new development on the Woodside neighborhood.”
<p>Civic Association Leaders 10/03/18</p>	<p>Site 1: Spring Center: Provide a commemoration of Harry Sanders at the planned purple line station through art and signage.</p>	<p>See the following public open space guideline under <i>Section 3.1 Site 1: Spring Center</i>: “Provide a commemoration to transit advocate Harry Sanders at the planned Purple Line station through art and signage.”</p>
<p>Civic Association Leaders 10/03/18</p>	<p>Site 1: Spring Center: Include recommendations about connections and access to the station from the neighborhood and Capital Crescent Trail. Provide improvements to the Spring Street bridge that increase pedestrian comfort.</p>	<p>See the following pedestrian and bicycle circulation guidelines under <i>Section 3.1 Site 1: Spring Center</i>:</p> <ul style="list-style-type: none"> • “Provide a prominent pedestrian crossing across 16th Street connecting to the future station. • Create accessible connections to the Purple Line station from the Capital Crescent Trail and adjacent neighborhoods. • Improve the Spring Street bridge for pedestrian comfort with wider sidewalks and buffers from vehicular traffic.”
<p>Civic Association Leaders 10/03/18</p>	<p>Site 6: Rollingwood Apartments Move density closer to Lyttonsville Road and away from the single-family homes on Spencer Road. Reinforce limiting truck traffic in the neighborhood. Limit the pavement width in the segment of Lyttonsville Road leading into the neighborhood.</p>	<p>See the following guidelines under <i>Section 3.4 Site 6: Rollingwood Apartments</i>:</p> <ul style="list-style-type: none"> • “New development should be only on the north side of the property near the planned Purple Line station. • Make streetscape and intersection improvements along Lyttonsville Road to discourage truck traffic from entering the Lyttonsville community.”
<p>Civic Association Leaders 10/03/18</p>	<p>The intersection of Spencer and Grubb feels dangerous for pedestrians</p>	<p>See guideline in <i>Section 2.1 Streetscape Design: Enhanced Crossings/Intersections</i>, “Improve the intersection of Spencer Road and Grubb Road for pedestrians.”</p>

<p>Civic Association Leaders 10/03/18</p>	<p>Site 7: Paddington Square Two access points may be necessary to the site but avoid a through street. Provide more social connections to the Paddington square site and less separation. Pay close attention to preserving champion trees.</p>	<p>See the following guidelines under <i>Section 3.5 Site 7: Paddington Square</i>:</p> <ul style="list-style-type: none"> • “If two access points are necessary to the site, a through street should be avoided to limit use of these access driveways to residents and visitors of Paddington Square, pedestrians and bicyclists and not to cut-through traffic. • Pay close attention to preserving large trees with any redesign of the site.”
<p>Valarie Barr 10/03/18</p>	<p>There is a desire to enhance the social connections between people living in different kinds of housing and to integrate the residents of new developments into the existing community of Greater Lyttonsville. Design elements that insure socialization among residents could aid in achieving these goals. The design elements should include inviting sidewalks linking old and new housing to encourage those in the new developments to visit the older neighborhoods and vice versa. The new developments should not contain any private access roads, limited to those who reside in the development, as this sends a strong message that others are not welcome. Old and new residents should also be encouraged to share the new open spaces. These spaces should be set on the perimeter of new developments where they are clearly visible and easily accessible to all. Furthermore, signs should be posted stating that the areas are public and available for use by the public.</p>	<p>See <i>Section 1.2 Community Design Principles</i>. New principle added: “Promote diversity and enhance social connections between community members.” In addition, throughout the document recommended improvements to streetscape and open space design provide opportunities for formal and informal gathering and socializing.</p>
<p>Valarie Barr 10/03/18</p>	<p>Residents of Greater Lyttonsville often expressed a desire to maintain the ethnic and economic diversity of the community. Design elements related to how affordable housing is placed into the new developments</p>	<p>The sector plan <i>Section 1.2.2 Housing Affordability</i> outlines the following:</p> <ul style="list-style-type: none"> • Expand the housing opportunities for low- and moderate-income households in transit convenient locations.

	<p>will play an important part in maintaining this diversity. These guidelines should call for affordable housing to be spread equally throughout the new developments. Care should be taken to avoid developing some sites with minimal affordable housing (12.5%), while concentrating the bulk of new affordable housing in only one or two sites. This area has already experienced the problems that result from high concentrations of affordable housing which then become isolated from the rest of the community such as has happened in the Barrington Apartments.</p>	<ul style="list-style-type: none"> • Provide a range of housing options, which would allow residents to age in their community. • Preserve and protect the character of existing single-unit residential neighborhoods. • Increase densities in appropriate locations to accommodate new housing for a range of incomes. <p>The guidelines reinforce these sector plan goals in <i>Chapter 3</i> guidelines for specific sites: Site 2,6,7, and 11.</p>
<p>Valarie Barr 10/03/18</p>	<p>Many residents also expressed a desire that development take place in a manner that does not disadvantage those in affordable housing. While the sector plan has guidelines for the overall amount of affordable housing, the design guidelines should also seek to maintain the quality of this housing. For example, it should be specified that affordable units that are large enough for a family should not be replaced with smaller units. Affordable units should not be lost in desirable locations such as those in Paddington Square adjacent to the Lyttonville-Rosemary Hills Park and replaced with units in the least desirable locations such as the former industrial sites next to the railroad tracks. Finally, because of the history of industrial uses of several sites, these sites should be carefully tested of environmental safety. Affordable housing should not be built on questionable sites.</p>	<p>DHCA will work with Developers to ensure that required Moderately Priced Dwelling Units (MPDUs) meet their standards and requirements.</p> <p>See the following guidelines in <i>Section 3.7: Site 11: WSSC Site</i>:</p> <ul style="list-style-type: none"> • Integrate affordable units throughout the site ensuring access to amenities. • Encourage building design that incorporates a mix of unit sizes and provide larger residential units in order to accommodate families.
<p>Valarie Barr 10/03/18</p>	<p>Finally, there is a great desire to see the history and community of Lyttonville proper maintained in the face of a major increase in population. The design guidelines should be sensitive to these concerns</p>	<p>See <i>Section 2.3: Historic Signage and Commemorative Art</i>, "As the community grows it is vital that new residents are made aware of the unique and thriving communities of greater Lyttonville, past and present. Along with educational</p>

	and to the desires of current Lyttonsville residents. Design elements related to place-making should respect and enhance the place that already exists.	signage and art, facilitated opportunities for existing and new community members to connect and build a future rooted in this history will be important.”
Small Business Leaders 10/11/18	Vehicular Traffic and Pedestrian Crossings: Shouldn't there be language about traffic speed and vehicles in the principles if you would like to increase connectivity for pedestrians? On Brookville Road in particular, the speed of vehicles and lack of crossings makes it hard for pedestrians who have to run across the street. Nice sidewalks alone will not create a complete network.	<p>The Sector Plan identifies locations for enhanced crossings and the design guidelines illustrate examples of ways that these crossings can be designed <i>to be easier to use for pedestrians (see Section 2.1 Streetscape Design: Enhanced Crossings/Intersections)</i>. The guidelines include the following language “Study the feasibility of a mid-block crosswalk on Brookville Road at Garfield Avenue to improve access to area businesses and the planned Purple Line station.”</p> <p>The guidelines do not specifically address vehicular transportation improvements or changes to the travel-way as these are included in the Sector Plan. In addition, the Sector Plan recommends the entire Sector Plan Area be identified as a Bicycle-Pedestrian Priority Area (BPPA). This will allow Montgomery County Department of Transportation to study and implement pedestrian and bicycle improvements particularly to and from the planned Purple Line Stations.</p>
Small Business Leaders 10/11/18	Site 9: Light Industrial/Office Area If this property does not redevelop, would there be sidewalk improvements on Stewart Avenue?	If redevelopment does not occur, the Sector Plan recommends the sidewalk improvements along Stewart Avenue be considered by The Montgomery County Department of Transportation as priority Capital Improvements Program projects.
Small Business Leaders 10/11/18	Site 9: Light Industrial/Office Area What is the potential linear open space along the back of the site going to be like, and what will the other asterisk open space be like if the site redevelops?	See <i>Section 3.6 Site 9: Light Industrial Area</i> open space guidelines. The linear open space will be a green area along the Capital Crescent Trail with landscape and activity areas. The configuration of the open space if the site redevelops will be guided by the <i>Energized Public Spaces (EPS) Design Guidelines</i> document referenced in <i>Section 2.2 Parks and Open Space Design</i> .
Small Business Leaders 10/11/18	Site 12: Claridge House, Friendly Gardens, Storage Yards	See the following public open space and circulation guidelines under <i>Section 3.8</i>

	<p>What will the size of the linear green space be on this site? It would be nice to have seating, a fountain and/or other activities to attract people there as well as spaces for contemplation and trees. If a street connects through site 12, create a streetscape design that works with the linear green space and is inviting with trees and potentially special paving.</p>	<p><i>Site 12: Claridge House/Friendly Gardens/Storage Yards:</i></p> <ul style="list-style-type: none"> • “Create a linear green space along the Capital Crescent Trail for expanded activity areas, seating, stormwater management, shade trees and landscaping adjacent to new residential development. • If a street connects through Site 12, create a streetscape design that works with the linear green space and is inviting with trees and potentially special paving.”
<p>Small Business Leaders 10/11/18</p>	<p>Trail Connection from Garfield: Will this connection really happen?</p>	<p>The area on Fort Detrick property will need to be capped per Maryland Department of the Environment requirements, and there are steep slopes. These landfill, slopes and ownership issues are a barrier, so we cannot say for certain that the trail connection will be implemented. The preferred access point would be the one at the end of Garfield Avenue because it does not have property ownership constraints, but it does have topographic constraints.</p>
<p>Small Business Leaders 10/11/18</p>	<p>Site 7: Paddington Square There should be a street that goes through the site if it redevelops to improve connectivity and relieve potentially increased traffic as the number of residents increases.</p>	<p>During the sector plan outreach process community members strongly opposed a through street along the park. The following language is incorporated in <i>Section 3.5: Site 7: Paddington Square</i>, “If two access points are necessary to the site, a through street should be avoided to limit use of these access driveways to residents and visitors of Paddington Square, pedestrians and bicyclists and not to cut-through traffic.”</p>
<p>Developers/Large Property Owners 10/22/18</p>	<p>Ownership of Civic Greens: Are Civic Greens envisioned to be owned by the property owner or M-NCPPC</p>	<p>What is most important is that these spaces be for public use. The preference is for Parks Department ownership of civic greens but this will be determined at the time of regulatory review.</p>
<p>Developers/Large Property Owners 10/22/18</p>	<p>Site 6: Rollingwood Apartments There should potentially be a midblock crossing on Lyttonsville Road if both sides of the street develop with ground floor retail.</p>	<p>See <i>Section 2.1 Streetscape Design: Enhanced Crossings/Intersections</i>, “Study the feasibility of a mid-block crosswalk on Lyttonsville Road if ground-floor retail is provided on both sides of the street.”</p>

<p>Developers/Large Property Owners 10/22/18</p>	<p>Brookville Road: Murals could help increase the vibrancy of this street and could relate to the branding for local retailers. The signage standards from the sign board are restrictive, consider working with the board to allow murals that relate to the local businesses and allow them to be larger and more impactful than typical signs. For example, a building covered in a mural of flowers for the flower shop. Art can serve as wayfinding and advertisement for local businesses and provide branding and identity.</p>	<p>See <i>Section 2.3: Site and Building Design</i> “Improve facades with paint, lighting, new materials and/or mural art.”</p>
<p>Joel Teitelbaum 10/29/18</p>	<p>Will M-NCPPC planners offer Community-wide and/or Neighborhood meeting(s) on these Design Guidelines before any resultant recommendations go before the Planning Board?</p>	<p>On Wednesday, February 20, the public is invited to learn more about the guidelines through informal discussions with planners during drop-in hours at the Gwendolyn E. Coffield Community Center (2450 Lyttonsville Road, Silver Spring, MD) from 2:30 to 7:30 p.m. (RSVP to laura.shipman@montgomeryplanning.org with the time you plan to attend).</p>
<p>Civic Association Leaders 11/1/18</p>	<p>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?</p>	<p>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.</p>
<p>Civic Association Leaders 11/1/18</p>	<p>Site 9: Light Industrial Area: 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.</p>	<p>See the following guidelines in <i>Section 3.6: Site 9: Light Industrial/Office Area:</i></p> <ul style="list-style-type: none"> • “Continue the character of entries along Kansas Avenue. Residential rather than commercial frontage is preferred if the site redevelops for compatibility with confronting homes. • Provide continuous sidewalks with street trees around the entire site.” <p>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,</p>

		because the property confronts residential zoned properties, a Site Plan review by the Planning Department will be required.
Civic Association Leaders 11/1/18	Historic signage is envisioned at the community center along Lyttonsville Road.	See <i>Section 2.3 Site and Building Design: Historic Signage and Commemorative Art</i> , “Integrate signage and commemorative art into the network of existing and proposed public spaces and trails throughout the community to make the history visible to residents and visitors.”
Civic Association Leaders 11/1/18	Site 11: WSSC Site: Ensure that improvements to the Lyttonsville Road/Place intersection are 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.	See the following guidelines in <i>Section 3.7: Site 11: WSSC Site</i> : <ul style="list-style-type: none"> • “Provide streetscape improvements to Lyttonsville Road and Place ensuring that the intersection of these two streets is designed to be safe for pedestrians crossing to the park and Purple Line station. (see the guidelines for Neighborhood Connectors) • Access to the Purple Line station, Capital Crescent Trail and Lyttonsville Place is crucial from this site. Ensure there are multiple convenient ADA access points to and from the site.”
Civic Association Leaders 11/1/18	Site 11: WSSC 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. Ensure that there are larger family units with redevelopment.	See the following guidelines in <i>Section 3.7: Site 11: WSSC Site</i> : <ul style="list-style-type: none"> • “Integrate affordable units throughout the site ensuring access to amenities. • Encourage building design that incorporates a mix of unit sizes and provide larger residential units in order to accommodate families.”
Civic Association Leaders 11/1/18	Site 12: Claridge House/Friendly Gardens/Storage Yards: What will be the unit mix here? All townhouses or multifamily? Low-rise development would be an asset particularly if it is replacing the low-rise Friendly Gardens buildings.	We do not know yet what the mix will be, but the zoning allows up to multifamily. See the following guideline in <i>Section 3.8: Site 12: Claridge House/Friendly Gardens/Storage Yards</i> , “Ensure compatibility with single-unit homes through increased landscape edges, varied building heights, setbacks and step-backs of upper floors. Limit height and density on the northeastern portion of the site.”

<p>Civic Association Leaders 11/1/18</p>	<p>Site 12: Claridge House/Friendly Gardens/Storage Yards: Reinforce that there should be a deterrent to trucks cutting through to the residential neighborhood on Lyttonsville Road through streetscape design.</p>	<p>See the following guideline in <i>Section 3.8: Site 12: Claridge House/Friendly Gardens/Storage Yards</i>, “Deter trucks from cutting through to the residential neighborhood on Lyttonsville Road through residential scale streetscape design along the site frontage.”</p>
<p>Civic Association Leaders 11/1/18</p>	<p>Site 12: Claridge House/Friendly Gardens/Storage Yards: The current storage yards are an eyesore and located right at the planned Purple Line Station. This site should become a park.</p>	<p>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.</p> <p>Screening and landscaping around the storage yard is recommended in the guidelines in the short term to improve compatibility with the adjacent residential buildings. See the guideline in <i>Section 3.8: Site 12: Claridge House/Friendly Gardens/Storage Yards</i>, “Provide a transition and increased screening between the Claridge House site and the abutting storage yard.”</p>
<p>Civic Association Leaders 11/1/18</p>	<p>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.</p>	<p>The sector plan allows flexibility for mixed-use development and includes a recommendation to “Encourage artisan manufacturing on-site and provide for small business incubator spaces.”</p>
<p>Civic Association Leaders 11/1/18</p>	<p>Site 13b: Vacant Site/Ride On Parking Lot: There should be parking restrictions around the Purple Line Station to ensure no parking throughout the neighborhood.</p>	<p>DOT is the implementation agency for parking restrictions.</p>
<p>Civic Association Leaders 11/1/18</p>	<p>Rosemary Hills-Lyttonsville Local Park: Renovations of the center are planned in the next 5 years. Staff should discuss future opportunities for expansion.</p>	<p>See the guideline in <i>Section 3.10: Rosemary Hills-Lyttonsville Local Park</i>, “Renovate and/or expand the center to meet the recreational and program needs as the community grows.”</p>
<p>Civic Association Leaders 11/1/18</p>	<p>Rosemary Hills-Lyttonsville Local Park: Should reconfigure the access to the park if the intersection of Lyttonsville Road/Place is redesigned.</p>	<p>See the guideline in <i>Section 3.10: Rosemary Hills-Lyttonsville Local Park</i>, “Improve bicycle and pedestrian connectivity from the park to neighborhoods. Consider reconfiguring the access to the park if the intersection of Lyttonsville Road/Place is redesigned.”</p>

<p>Civic Association Leaders 11/1/18</p>	<p>Rosemary Hills-Lyttonsville Local Park: 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.</p>	<p>See the following guidelines in <i>Section 3.10: Rosemary Hills-Lyttonsville Local Park</i>:</p> <ul style="list-style-type: none"> • “Coordinate with the adjacent property owners of Paddington Square and Rollingwood Apartments to expand the park and add new facilities. • Include small play areas in addition to large fields in the expansion of the park.”
<p>Civic Association Leaders 11/1/18</p>	<p>Rosemary Hills-Lyttonsville Local Park: Is a pool a possibility in the park?</p>	<p>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.</p>
<p>Civic Association Leaders 11/1/18</p>	<p>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.</p>	<p>See the following guidelines in <i>Section 3.11: Capital Crescent Trail</i>:</p> <ul style="list-style-type: none"> • “Improve connections from the trail to nearby streets and bikeways, particularly Brookville Road. • Create an identity along the trail with wayfinding and public art reflecting surrounding neighborhoods. • Provide consistent lighting and other furnishings. • Explore opportunities for distinct spaces for pedestrians and cyclists where feasible to increase safety of all users.”
<p>Southern Management 11/27/18</p>	<p>Site 1: Summit Hills Apartments: If the stream daylighting project happens a parking garage would be needed to replace the lost parking spaces.</p>	<p>The need for parking reconfiguration in order to achieve the recommended open spaces is noted in <i>Section 3.2: Site 2: Summit Hills</i>, “There are many options to introduce new open spaces on the Summit Hills site depending on future development scenarios. Major redevelopment of the site and parking reconfiguration are likely necessary to achieve all of the open spaces recommended.”</p>
<p>Southern Management 11/27/18</p>	<p>There is concern about crime and the removal of the fence between properties for pedestrian pathways.</p>	<p>Improved pedestrian connectivity is a priority of the sector plan and design guidelines. However, these concerns are important and require further coordination with law enforcement.</p>

<p>Southern Management 11/27/18</p>	<p>The pedestrian connection across Lyttonsville Road to get to the park is important because this is also a location of a bus stop. Need improved lighting for pedestrians. Important to have a buffer along the sidewalks because when they are plowed the snow is piled on the sidewalk and people have to walk in the road.</p>	<p>An improved intersection at Lyttonsville Road and Lyttonsville Place is recommended in the sector plan and guidelines to improve pedestrian crossings. Improved lighting and buffers are recommended for all street types, see <i>Section 2.1: Streetscape Design</i> description of the Planting/Furnishing Zone.</p>
<p>Southern Management 11/27/18</p>	<p>Site 12: Claridge House/Friendly Gardens/Storage Yards: Some sort of transition between the Claridge House site and the storage yard is needed. Currently there is fencing and Trees. Above 7 floors the residents will always be looking down into the storage yard.</p>	<p>Screening and landscaping around the storage yard is recommended in the guidelines in the short term to improve compatibility with the adjacent residential buildings. See the guideline in <i>Section 3.8: Site 12: Claridge House/Friendly Gardens/Storage Yards</i>, "Provide a transition and increased screening between the Claridge House site and the abutting storage yard."</p>
<p>Southern Management 11/27/18</p>	<p>A grocery store at the corner of Lyttonsville Road and Lyttonsville Place is concerning because of potential traffic congestion.</p>	<p>Traffic congestion will be studied at the time of regulatory review, when a project applies for review by the Planning Department.</p>
<p>Southern Management 11/27/18</p>	<p>There are parking and loading issues particularly along Brookville Road. Often trucks are blocking the sidewalk and vehicle lanes.</p>	<p>DOT is the implementation agency for parking and loading restrictions.</p>