



Greater Lyttonsville Sector Plan Design Guidelines, Work Session

LS

Laura Shipman, Senior Planner, Urban Designer, Area 1, laura.shipman@montgomeryplanning.org, 301.495.4558

MB

Michael Brown, Master Planning Supervisor, Area 1, michael.brown@montgomeryplanning.org, 301.495.4566

MP

Mark Pfefferle, Interim Chief, Area 1, Mark.Pfefferle@montgomeryplanning.org, 301.495.4730

Melissa Williams, Area 1, Melissa.Williams@montgomeryplanning.org, 301.495.4642

Cristina Sasaki, Park Planner, Parks Department, Cristina.Sasaki@montgomeryparks.org, 301.650.4382

Charles Kines, Park Planner, Parks Department, Charles.Kines@montgomeryparks.org, 301.650.2184

Description

SUMMARY

This work session will provide an overview of the Greater Lyttonsville Sector Plan Design Guidelines Working Draft. Input from the Planning Board, community members and stakeholders has informed the development of the document and has been incorporated into the working draft revisions. These revisions will be presented to the board, and any outstanding issues will be discussed prior to the Planning Board vote.

SCHEDULE

Building on design input received throughout the Sector Plan process, staff began conducting stakeholder working groups in October 2018 with civic association leaders, small business leaders, large property owners and developers. After a Planning Board briefing in December 2018, staff released a working draft of the guidelines in January 2019 for community input through continued stakeholder meetings and drop-in hours at the Coffield Community Center.

- **October 2018-Ongoing:** Stakeholder Working Groups
- **December 2018:** Planning Board Briefing
- **January 2019:** Release of the Working Draft
- **February 25, 2019:** Community Drop-in hours at the Coffield Center
- **March 21, 2019:** Planning Board Work Session

DISCUSSION

The Greater Lyttonsville community is a thriving place that is home to a diversity of residents and local businesses. The Greater Lyttonsville Sector Plan Design Guidelines provide a framework for the design of new and improved streetscapes, buildings, parks and open spaces in the plan area while helping to ensure compatibility with established area neighborhoods. They build on the recommendations in the Greater Lyttonsville Sector Plan, which was approved and adopted in 2017. The Design Guidelines are organized into areawide guidelines, applicable to all properties and public spaces within the sector plan area, and site-specific guidelines for key sites.

Working Draft Revisions Process

The following revisions are the result of discussions with area residents and stakeholders including civic association leaders, small business leaders, large property owners and developers to determine the right balance of design guidance for the future of greater Lyttonsville. Staff incorporated this input as well as the comments from County agencies to develop the revised Working Draft document. The major topics raised during the guidelines review process included: the importance of expanding opportunities for public open spaces that are designed to feel open and inviting to all members of the public; improving the pedestrian network through frequent and safe pedestrian crossings; providing comfortable pedestrian and bike connections to the Capital Crescent Trail and Purple Line Stations from surrounding neighborhoods; limiting sidewalk widths on Neighborhood Residential Streets to a dimension appropriate to existing character and property feasibility in front of single-unit homes; maintaining compatibility of new development with adjacent properties; highlighting and celebrating the area history particularly the Talbot Avenue Bridge; and ensuring with all future changes to the area that community members are informed and consulted, because this is a highly civically engaged community.

The revisions outlined below are all incorporated into the Greater Lyttonsville Sector Plan Design Guidelines Working Draft Version 2 distributed with the Planning Board packet.

Stakeholder Comments and Revisions:

Comment: Stress more the idea of developing third places by “expanding parks, open spaces, and civic/community structures”

Text Revision p.5: Expand the open space network with a range of types, uses and sizes.

Comment: Reduce the build-to line dimension for internal streets that do not need to align with existing streetscape character and context.

Text Revision p.9: Reduced build-to line dimension may be considered for internal streets.

Comment: The Planting/Furnishing Zone should allow for café seating between tree pits.

Text Revision p.12: The Planting/Furnishing Zone should allow for café seating between tree pits. See the Montgomery County Department of Permitting Services “Requirements for Outdoor Café Seating.”

Comment: On Neighborhood Retail Streets revise (B) Pedestrian Through Zone from 8–12 feet to 6–12 feet.

Text Revision p.12: B. Pedestrian Through Zone: 8-12 feet* (*While 6 feet is the minimum recommended Pedestrian Through Zone dimension at least 8 feet width is preferred, if feasible, because retail streets see a high level of pedestrian traffic and people gathering outside of stores. The wide through zone helps to ensure that there is ample space for pedestrians and those in wheelchairs to pass.)

Comment: The recommended Neighborhood Residential Street Pedestrian Through Zone dimension should be reduced to 6-8 feet, noting 5 feet is recommended along the frontage of existing single-unit detached homes.

Text Revision p.13: B. Pedestrian Through Zone: 6-10 8 feet* (*5 feet is the recommended width for the Pedestrian Through Zone along the frontage of existing single-unit detached homes.)

Comment: Suggest allowing for painted center turn lane as well as bike lanes to reduce traffic speeds.

Text Revision p.14: Study the feasibility of a flush median along Brookville Road using paint or stamped concrete. This median would be intended to provide aesthetic and calming benefits to the streetscape, while aiming not to interfere with truck movements.

Comment: Add intersection of Brookville Road and Pittman Drive as recommended enhanced crossings to be studied for pedestrian safety. The improvements listed in the guidelines are not all located on the map. Add an enhanced crossing at the entrance to Friendly Gardens. Concerned that the intersection of Sundale and East/West not identified has an enhanced crossing.

Text Revision p.19: Study the feasibility of ~~a mid-block crosswalk~~ additional enhanced pedestrian crossings and intersections at the following locations not identified in the Sector Plan:

- Mid-block crosswalks on Brookville Road at Garfield Avenue and Pittman Drive to improve access to area businesses and the planned Purple Line station.
- Improvements to the intersection of Spencer Road and Grubb Road for pedestrians.
- ~~Study the feasibility of a m~~Mid-block crosswalk on Lyttonville Road if ground-floor retail is provided on both sides of the street.
- Mid-block crosswalk from the Rosemary Hills Lyttonville Park to the entrance to Friendly Gardens
- Improvements to the intersection of Sundale and East/West Highway for pedestrians.

Enhanced Crossings/Intersections Map Revised p.18

Comment: Page 20 “postcards”? Please, this is not Disneyland, people live here. How about, “increasingly valued places”?

Text Revision p.20: Well-designed parks and public spaces will ~~become the “postcards” of greater Lyttonville by promoting~~ promote community livability and attractiveness, and ~~by increasing~~ increase the desire to live, work, recreate and visit here.

Comment: Page 24: After Urban Greenways, I would add a section describing the “Linear Green Space” that is marked on the map on page 21, but nowhere described.

Text Revision p.24:
Linear Green Space (Sites 2, 8 and 12)
A. Service Area: Sector Plan
B. Main Program: Primary network connector to proposed and existing public spaces exposing user to nature and contemplative experience along wide landscaped linear green space.
C. Key Features: trail lined by vegetative ground cover and trees and benches and potential play structures
D. Site Placement: Parallel to the Capital Crescent Trail.
E. Size: This linear green space should be as wide and continuous as possible.

Comment: The natural surface connections to the Ireland Trail are not described in any detail.

Text Revision p.25:
Natural Surface Trail Connection

- Provide short-term and long-term trail access to Rock Stream Valley Park and the Ireland Drive Trail from Garfield Road.
- Establish a sanctioned natural surface trail connector to the Rock Creek Trail, passing through 2749 Garfield Avenue as a condition of the project approval when this property is redeveloped.

Comment: Add the Talbot Avenue Bridge memorial to the history section. Language should note that bridge girders should be placed on each side of the trail to reflect the experience of crossing a bridge.

Text Revision p.31: Provide a commemoration of the Talbot Avenue Bridge. Place girders from the bridge along each side of the Capital Crescent Trail to reflect the experience of crossing a bridge.

Comment: Ensure that the ramp connection to 16th Street bridge from the CCT is sufficiently wide to accommodate pedestrian and bike connections to the Woodside neighborhood.

Text Revision p.40: Ensure that the ramp connection to 16th Street bridge from the Capital Crescent Trail is sufficiently wide to accommodate pedestrian and bike connections to the Woodside neighborhood.

Comment: Revise to Sector Plan language.

Text Revision p.44: Encourage redevelopment to occur ~~New development should be~~ only on the north side of the property near the ~~planned~~ Purple Line station.

Comment: The map shown on page 21, and more detailed on page 45, shows the "M-NCPPC-Owned Potential Land Swap" area a green color similar to the future park areas. Visually it makes one believe that it will be green space in the future when in fact it would be development area. Is there a better way to visually capture the future vision for this area - maybe by using a color other than green?

Map Revised p.45

Comment: Site 9: Retail, if any, should be at the north west corner of site, near the trail, the businesses, and the Annex.

Text Revision p.47: Retail, if any, should be at the north west corner of site near the trail, businesses and Forest Glen Annex.

Comment: A Plaza within the retail area near Lyttonsville Place and the station would be good.

Text Revision p.48: Provide a civic green with flexible lawn, shading, fitness equipment and seating. Consider providing a small plaza near Lyttonsville Place as part of the Civic Green.

Comment: Site 11 Delete last bullet regarding "Missing Middle" housing types because this property is not surrounded by single-family homes.

Text Revision p.48: Place multi-unit/mixed-use buildings closest to the future Purple Line station. Consider providing a diversity of other housing types on the remainder of the site such as townhomes and clustered housing. Encourage 'Missing-Middle' housing types, multiunit or clustered housing types compatible in scale with single-family homes, at this site for greater housing diversity.

Comment: Use Sector Plan language on limiting height and density on the northeastern portion of the site.

Text Revision p.49: 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.~~

Comment: Rosemary Hills-Lyttonsville Park: Coordinate with adjacent property owners including single-family home owners if the park is expanded

Text Revision p.51: ~~Coordinate with the adjacent property owners of Paddington Square and Rollingwood Apartments to expand the park and add new facilities. Expand the park and study opportunities to add new facilities with the redevelopment of Paddington Square and Rollingwood Apartments in consultation with surrounding community members.~~

Comment: Rosemary Hills-Lyttonsville Park: reword bullet to eliminate large fields and just include small play areas in park expansions.

Text Revision p.51: Include small play areas ~~in addition to large fields~~ in the expansion of the park.

Comment: Rosemary Hills-Lyttonsville Park: add wifi, charging stations and lighting.

Text Revision p.51: 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 and adding additional lighting along trails.

Include small play areas in the expansion of the park. Consider providing wifi and charging stations (or the latest technology).

Comment: Rosemary Hills-Lyttonsville Park: remove acreage of the park because this does not indicate the portion of the parkland that is useable space.

Text Revision p.51: Rosemary Hills-Lyttonsville Local Park was acquired and built by M-NCPPC Parks in 1962 is a 17-acre park that and includes the Gwendolyn E. Coffield Community Center.

Comment: The Capital Crescent Trail is not designated as a Canopy Corridor. It should be added as a place for this kind of treatment in the Guidelines.

Text Revision p.52: Provide landscape edges including native trees, canopy trees and active public open spaces that are connected to the trail.

MCDOT Comments and Revisions:

Comment: How are the bike lanes or bikepaths per the Bicycle Master plan incorporated into the Street types mentioned? Along Lyttonsville Road/Place separated bike lanes are proposed that will, at bus stops, shift into the area behind the curb, and there is Sidpath either existing or proposed along East-West Hwy, Brookville Rd, and Linden Lane.

Text Revision p.9: ~~Exceptions to the b~~uilding placement guidelines may be adjusted to accommodate include separated bike lanes, through-block connections and open spaces recommended in the sector plan.

Comment: What is the significance of the rectangular icon by the 16th Street Purple Line station?

Enhanced Crossings/Intersections Map Revision p.18: Pedestrian midblock crossing added to the legend.

Comment: Guideline E & F are not reflected in the map on p18

Enhanced Crossings/Intersections Map Revised p.18

Comment: Guideline B appears to prioritize access from any other street apart from Neighborhood Residential. Consider altering this to establish a clearer prioritization, as it would be our preference that Neighborhood Connectors have the least frequency of access points in order to reduce conflicts with the higher volumes of bicyclists and pedestrians. It would be preferable, if choosing between a Residential vs Connector, that a development access onto the Residential rather than the Connector.

Text Revision p.32: ~~Avoid placing entries to loading docks, service areas and parking garages on Neighborhood Residential streets when alternative access is feasible.~~

Comment: Recognizing this isn't particularly within DOT's purview, but consider including some images to highlight what is envisioned by Guideline D. Aesthetically appealing garages are a rarity (though I've certainly seen some!) and it'd probably be helpful to provide some examples for various types of land uses.

Image Revision p.32: Image of Pike and Rose Garage added.

Comment: Given the site constraints and ped/bike/transit interest at the rear of the site (the Purple Line station) - consider whether guidance might be desired regarding site access (passenger and freight) and placement of parking + loading bays.

Text Revision p.40: Design parking and servicing access to reduce conflicts with pedestrians walking along 16th street and through the site to the Purple Line Station. Parking and loading bays should be attractively designed if facing sidewalks, the recommended plaza or the transit station entrance.

Comment: Consider replacing "16th Street tomorrow" with something along the lines of "envisioned 16th Street"

Caption Revision p.41: Illustrative view of the envisioned design of 16th Street ~~tomorrow~~ at the ~~future~~ Purple Line station with infill development, widened sidewalks, an improved crossing, new planting and separated bike lanes.

Comment: Consider evaluation of a potential ped/bike connection between the 16th Street bridge into the 8600 16th St site. Consider seeking a ped/bike connection between the south end of the 16th Street bridge and Rosemary Hills Dr, perhaps with the potential for an eventual connection beneath the 16th Street bridge into the Spring Center site.

Text Revision p.43: Study the feasibility of a pedestrian and bicycle connection between the 16th Street bridge through the 8600 16th Street site to Rosemary Hills Drive to provide a connection to the Capital Crescent Trail and Purple Line Station.

Comment: Lyttonsville Road/Place is a Minor Arterial linking an important, rare, and community-desired industrial center in Montgomery County with an important (and eponymous) east-west highway. Consider whether discouraging truck traffic is an appropriate action along this portion of Lyttonsville Road, as opposed to a policy of safely accommodating truck traffic.

Text Revision p.44, 48, 49: Make streetscape and intersection improvements along Lyttonsville Road to discourage truck traffic from entering the Lyttonsville community. (see the guidelines for Neighborhood Connectors and Neighborhood Residential Streets). Provide improvements to the intersection of Lyttonsville Road and Lyttonsville Place to discourage cut-through traffic and help prevent trucks from accidentally entering the residential neighborhood instead of continuing to Brookville Road. These improvements could include a prominent gateway to the Lyttonsville neighborhood, clear wayfinding signage directing trucks to Brookville Road and streetscape enhancements, such as curb extensions, to signal Lyttonsville Road becoming a residential street north of Lyttonville Place.

Comment: Consider noting that any building access points onto the trail include an area separate and adjacent to the trail to allow for door-swings, congregation, and perhaps also including a bike repair station.

Text Revision p.52: Design building access points onto the trail to include a separate and adjacent area to allow for door-swings and congregation. Consider including a bike repair station.

Additional Staff Revisions and Minor Edits:

General: Replace all uses of the word "possible" with "feasible"

General: Remove all "planned" and "future" references to the Purple Line stations because they are under construction.

p.9: In all cases, surface parking lots should be placed behind the building ~~and not along or set back from~~ any sidewalk frontage.

p.10: Add Industrial Street type to Pittman Drive on Street Types map.

p.24: The recommended sizes are consistent with the sector plan recommendations, but designers should consult case studies in the EPS Design Guidelines for creative ideas that may allow for diverse sizes for parks and public open spaces.

p.25: revise “shall” to “to”

p.32: Locate surface parking lots on the back or to the side of the building, with the building fronting the primary streets and sidewalks.

p.44: Consider ‘Missing Middle’ housing types, multiunit or clustered housing types compatible in scale with single-unit homes, at this site for greater housing diversity.

p.46: Maintain compatibility with surrounding single-unit homes with townhouse units or other ‘Missing Middle’ housing types compatible in scale with single-unit homes at a lower height.

ATTACHMENTS

- A. Greater Lyttonsville Sector Plan Design Guidelines Working Draft Version 2
- B. Working Draft Responses to Comments
- C. Stakeholder Meeting and Drop-in Hours Notes