



Greater Lyttonsville Sector Plan, Work Session #5

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Greater Lyttonsville Sector Plan, Work Session #5

Work session #5 will focus on revised language requested by the Planning Board at prior work sessions. These revisions both text and graphics will pertain to general recommendations and site specific recommendations in the Greater Lyttonsville Sector Plan. The memo will also clarify the request for zoning changes to the Public Hearing Draft by EYA.

Staff was instructed at the June 9th work session to review the request for zoning changes to Sites 7 and 11 in the Public Hearing Draft. This request by EYA was accompanied by letters of support from WSSC (owner of Site 7) and also from the Housing Opportunities Commission (HOC). An additional

letter of support was received from Leonor Chaves (on behalf of the Brookville Road Industrial District). A community meeting is to be held on June 21st where EYA will present a comprehensive overview of their proposed redevelopment to area residents and other stakeholders. Staff has also received a briefing from EYA and will be in attendance at the community meeting.

Staff will be prepared to present language addressing the EYA request at the coming worksession.

REVISED/NEW LANGUAGE

The Planning Board asked for either new language to address certain issues pertaining to specific properties or revised language that clarifies recommendations made in the Sector Plan. The following are those changes, according to Chapter (changes to text correction typos, error or omissions are included in the full errata found in the attachments):

Table of Contents – p. IV

insert new title - 2.3.1 Community History

1.1 Introduction – page 2

Enhance. Greater Lyttonsville is home to one of the few industrial districts in Montgomery County. The Sector Plan recommends enhancing this area by creating [a distinct commercial corridor] improvements to advance local business interests and attract new, emerging companies.

1.3 Summary of Recommendations – table – page 6

Description – Page 6

Category

[Expand neighborhood-serving retail opportunities and allow some residential development following construction of the Purple Line to activate the Lyttonsville Station area through a Commercial Residential Town (CRT) floating zone in a limited area along Brookville Road.]

Land Use

Description – Page 7

Require a civic [green]-plaza /gathering space adjacent to the future 16th St/Woodside Purple Line Station when redevelopment of the Spring Center site occurs.

Parks

1.4 Concept Framework Plan – page 8

The Concept Framework Plan for Greater Lyttonsville was developed in 2014 through a collaborative effort among residents, business owners, landowners, County agencies and Planning Department staff. The majority of this effort occurred during a series of community meetings held during the summer and fall of 2014. This collaboration was essential and provided the groundwork for [to] the development of the Sector Plan.

A Concept Framework Plan defines the basic organization, structure and evolution of Greater Lyttonsville over the next 20 years. This Plan emphasize[s] d the goals to “preserve, enhance and expand,” as expressed in the Sector Plan vision. Planning staff used the Concept Framework Plan as a guide when developing numerous details and recommendations in the Sector Plan document. This diagrammatic plan illustrate[s]d the logical placement of community elements, such as:

- Commercial activity centers.
- Residential areas.
- Industrial areas.
- Institutional areas (Fort Detrick – Forest Glen Annex).
- Parks and open spaces.

In addition, the Concept Framework Plan highlight[s]_d the connections between these community elements. More specifically, pedestrian connections are a primary focus of the Plan, given the two Purple Line stations proposed for the area. The proposed Lyttonsville Station presents a unique opportunity to connect and unite the residential, industrial and institutional areas, and create a locally serving community facility. The proposed 16th St/Woodside Station presents an opportunity for transit-oriented development with new residential units, neighborhood-serving retail and public amenities.

Revise Figure 1.1.2: Concept Framework Plan – page 9

Insert following text onto Graphic

This Concept Framework Plan provided the groundwork for the development of the Sector Plan recommendations, which are further refined throughout the following Chapters

2.1 Sector Plan Area – page 18

Insert- map of neighborhoods.

2.2.2 Recommendations – page 21

- Allow more flexibility for neighborhood-serving retail opportunities along Brookville Road and through any future redevelopment of the Summit Hills residential community.
- Preserve the majority of the industrial area of Greater Lyttonsville, [but allow enhancements through a Commercial Residential Town (CRT) floating zone along Brookville Road to expand retail options for the varied daytime and full-time populations, following the commencement of Purple Line construction for the Lyttonsville Station.]
- Adjust zoning for institutional sites only in limited instances to ensure future compatibility with adjacent neighbors.
- Rezone properties zoned for multi-family housing development within close proximity to future Purple Line stations to allow property owners to enhance the mix of uses to include commercial options or expand through redevelopment.

Revise Figure 2.2.2 Proposed Land Uses – page 23

Revise 2.2.4 Proposed Zoning – Page 25

2.3 History of Greater Lyttonsville - page 26

Insert title 2.3.1 Community History

2.4 Environment – page 33

2.4.1 Water Quality

Greater Lyttonsville has both poor water quality (Lower Rock Creek watershed) and fair water quality (Rock Creek DC watershed). The primary causes of reduced water quality are the lack of stormwater management treatments and the high impervious cover, ranging from 76 percent in the industrial areas to 36 percent in the residential areas. Without treatment, storm water flows over the impervious cover, picking up and transporting hot surface water, debris, solvents and pollutants to receiving streams. The

untreated water has resulted in poor water quality, reduced aquatic life and stream-bank erosion.

A. Goals

- Reduce quantity and improve quality of stormwater runoff.
- Reduce impervious cover to maximize infiltration and/or green space.
- Promote groundwater recharge.
- [Increase sediment and erosion control].
- Improve aquatic biodiversity.

2.4.2 Ecology – page 34

Habitats comprise plants, living organisms and their physical surroundings. Intact habitats provide numerous benefits such as: enhanced quality of life; increase biodiversity; and improved air and water quality. All habitats within Greater Lyttonsville have been degraded over time through habitat loss and fragmentation some more than others [, depending on geography and zoning.]

A. Goals

- Re-establish contiguous green corridors along bicycle networks linking parks, open space, community neighborhoods and destinations.
- Reduce heat island effect in mixed-use and industrial zones through plantings.

B. Recommendations

- Prioritize street tree planting along connecting streets with proposed bicycle lanes, sidewalks and stormwater management facilities.

2.5.2 Recommendations – page 37

A. Schools

[The majority of the Greater Lyttonsville Sector Plan area is within the Bethesda-Chevy Chase High School Cluster. A smaller portion (primarily the Summit Hills community) is located within the Albert Einstein High School Cluster. Rosemary Hills Elementary School is the only Montgomery County public school building located within the Greater Lyttonsville Sector Plan area. It is a primary school serving children in pre-K through second grade. Constructed in 1956 and renovated in 1988 and 2015, the school offers playgrounds and informal recreational space.

The County anticipates that enrollment at the Rosemary Hills Elementary School will soon exceed capacity by close to 100 students. As a result, the construction of a classroom addition was approved in FY 2014 and completed in summer 2015.

Children also attend Woodlin Elementary School, which is located just outside the Sector Plan boundary. The school provides park and outdoor recreation space for the Lyttonsville community.

Local residents are concerned that the Greater Lyttonsville Sector Plan will result in enrollment increases to overcrowd the existing public school system presently serving the Sector Plan area. Montgomery County Public Schools (MCPS) addresses increased student enrollment through the following approaches:

- Build additions to schools capable of expansion.
- Re-open closed school sites.
- Consider minor redistricting.
- Locate a new school site.
- Provide significant additional infrastructure to support MCPS recreation.

The existing Rock Creek Pool site should be considered as a community facilities site that may accommodate a new school if all other options are exhausted by MCPS.

The Donnybrook Tributary is classified as a Use I/I-P stream requiring a greater stream valley buffer than exists on the present site. The intent of a stream buffer is to cool the stream water and improve water quality, create an attractive and accessible green space, provide habitat connectivity, and improve stream ecology. The Donnybrook Tributary runs through the middle of the property which may limit development opportunity. Therefore, stream buffer width may be modified if necessary to achieve the balance described above.]

Insert the following:

The Lyttonsville Sector Plan is within the service areas of schools in the Bethesda-Chevy Chase (B-CC) and Albert Einstein clusters. In the B-CC Cluster, the plan is within the service areas of Rock Creek Forest Elementary School and the paired elementary schools of Rosemary Hills, Chevy Chase, and North Chevy Chase. At the secondary school level, the plan is within the service areas of Westland Middle School and Bethesda-Chevy Chase High School. In the Albert Einstein Cluster, the plan is within the service areas of Woodlin Elementary School, Sligo Middle School, and the base area for Albert Einstein High School in the Downcounty High Schools Consortium. Enrollment increases have been occurring at all these schools, and a variety of strategies would be considered to accommodate additional students resulting from the plan.

The plan provides for a net total of up to 3,749 new multifamily high-rise housing units and 132 townhouse units. The portion of the plan in the Bethesda-Chevy Chase cluster includes 2,164 multi-family high rise housing units and 132 townhouse units. Based on student generation rates for this area of the county, Montgomery County Public Schools (MCPS) estimates at full buildout the new housing in the Bethesda-Chevy Chase cluster portion of the plan would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.

The portion of the plan in the Albert Einstein cluster includes 1,585 multi-family high rise housing units. Based on student generation rates for this area of the county, Montgomery County Public Schools (MCPS) estimates at full build-out the new housing in the Albert Einstein cluster portion of the plan would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.

Build-out of the plan is estimated to take 20 to 30 years. In addition, some of the development requires construction of the Purple Line. Some properties identified for more housing units may not redevelop during the life of the plan. The number of students resulting from the plan would be lower if not all the housing units provided for in the plan are built. Based on past experience, it is unlikely that full build-out will be reached during the life of the plan.

Because the full impact of the plan on school enrollment will not be felt for many years, it is not possible to precisely gauge the impact of the plan on public schools. School enrollment in the area will change over the 20- to 30-year time frame of the plan. In addition, MCPS enrollment forecasts and associated facility plans and capital projects focus on a six-year time frame—not a 20- to 30-year period; therefore, the following options to accommodate additional students from the plan describe current enrollment projections and capital projects. Following these comments, approaches that MCPS may employ to address enrollment increases are provided. All approaches require Board of Education approval.

Elementary Schools

At the elementary school level, a considerable amount of capacity has recently been added to schools, or will be in the next few years. Rock Creek Forest Elementary School was revitalized

and expanded in January 2015 and additions at Bethesda, North Chevy Chase and Rosemary Hills elementary schools were completed in August 2015. In addition to these projects, Chevy Chase and North Chevy Chase elementary schools will reorganize in August 2017 from serving Grades 3–6 to serve Grades 3–5. At Woodlin Elementary School an addition is scheduled for completion in August 2022.

Even with the capital projects described above, current projections indicate that for the next six years there will be little space available at the elementary schools serving the plan area. If there is insufficient surplus capacity at these schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional elementary school students:

- Determine if there is surplus capacity, or the ability to increase the capacity, of elementary schools in the B-CC and Albert Einstein clusters and reassign students to a school(s) with space available. However, at this time it does not appear that there will be enough capacity to serve all students that may result from the plan build-out in either the B-CC Cluster or Albert Einstein Cluster elementary schools. In addition, site constraints at B-CC and Albert Einstein Cluster elementary schools will limit the ability to increase capacity.
- Determine if there is surplus capacity, or the ability to increase the capacity, of elementary schools adjacent to the B-CC and Albert Einstein clusters and reassign students to a school with sufficient capacity. Elementary schools adjacent to the B-CC Cluster service area include, in clockwise order, Wood Acres, Bradley Hills, Wyngate, Kensington-Parkwood, Flora M. Singer, and Woodlin elementary schools. Elementary schools adjacent to the Albert Einstein Cluster include, in clockwise order, Rosemary Hills, Rock Creek Forest, North Chevy Chase, Kensington-Parkwood, Veirs Mill, Sargent Shriver, Weller Road, and Glenallan elementary schools.
- If reassignments and increasing the capacity of existing elementary schools is not sufficient to address increased enrollment, then the opening of a new elementary school would be considered. A new elementary school could be provided in one of two ways:
 - Reopen a former elementary school in the B-CC or Albert Einstein clusters. There are currently two formerly operating elementary schools in the B-CC Cluster that could be considered, including Rollingwood and Lynnbrook elementary schools. Lynnbrook is designated as a future operating school in the Bethesda Downtown Plan.) There currently are three former operating elementary schools in the Albert Einstein Cluster that could be considered, including the former Forest Grove, Pleasant View, and Woodside elementary schools.
 - Construct a new elementary school. There currently are no future elementary school sites identified in the B-CC and Albert Einstein clusters. A site selection process would be conducted for a new elementary school and collocation and/or purchase may be required.

Middle Schools

At the middle school level, Westland and Sligo middle schools serve the plan area. Westland Middle School is projected to be over capacity by more than 600 students in the coming years. A second middle school, referred to as Bethesda-Chevy Chase Middle School #2 is scheduled to open in August 2017. The boundaries for the new middle school, and changes to the Westland Middle School service area, will be acted on in November 2016. It is anticipated that there will

be space available at both middle schools after the new middle school opens. Enrollment at Sligo Middle School is projected to reach the school's capacity in the next six years.

If there is insufficient surplus capacity at the middle schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional middle school students:

- Build an addition at Bethesda-Chevy Chase Middle School #2, Sligo, or Westland middle schools. All three middle schools are capable of supporting additions.
- Determine if there is surplus capacity, or the ability to increase the capacity, of middle schools adjacent to the B-CC and Albert Einstein clusters and reassign students to a school with available space. Middle schools adjacent to the B-CC Cluster include, in clockwise order, Newport Mill, Sligo, North Bethesda, and Thomas W. Pyle middle schools. Middle Schools adjacent to the Albert Einstein Cluster include, in clockwise order, Bethesda-Chevy Chase Middle School #2, North Bethesda Middle School, the Middle Schools Magnet Consortium—Argyle, A. Mario Loiederman, and Parkland middle schools—E. Brooke Lee, Silver Spring International, and Takoma Park middle schools.
- Construct a new middle school. There currently are no future middle school sites identified in the B-CC and Albert Einstein clusters, or adjacent clusters. A site selection process would be conducted for a new middle school in the region and collocation and/or purchase may be required.

High Schools

At the high school level, Bethesda-Chevy Chase and Albert Einstein high schools serve the plan area. Bethesda-Chevy Chase High School is projected to be over capacity by more than 700 students and to enroll up to 2,500 students in the coming years. An addition to the school that will increase the capacity to 2,400 students is scheduled for completion in August 2018. The school will then be at the high end of the desired size for high schools. In addition, site constraints will not enable further expansion of the school. Albert Einstein High School is projected be over capacity by more than 400 students and to enroll up to 2,200 students in the coming years. A feasibility study for an addition is scheduled.

If there is insufficient surplus capacity at Bethesda-Chevy Chase and Albert Einstein high schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional high school students:

- Build an addition at Albert Einstein High School.

2.6.2 Roadways – page 41

Remove graphic - Spring Street Extension

- A. [Spring Street Extension (B-1)

(60-foot right-of-way; 16th Street to East-West Highway):

This proposed street extension would be implemented through redevelopment of the Summit Hills site. Once constructed, this connection would improve east-west connectivity between Silver Spring and Bethesda. Additionally, this street would improve pedestrian and bicycle circulation within the Greater Lyttonsville area, and may help to activate a redeveloped Summit Hills property. This connection may be implemented as a private street and should accommodate two-way vehicular travel. Public/private ownership and specific horizontal alignment should be determined when the redevelopment of Summit Hills is reviewed for regulatory approval.]

Insert - Stewart Avenue Section (graphic) – Page 42

Revise - Figure 2.6.3: Roadway Classifications (graphic) – Page 43

Revise – Table 2.6.1: Master Planned Major Highways and Arterials – Page 46

[Business District

B-1 Spring Street East-West Highway to 16th Street 80 feet 2]

2.6.3 Transit – page 47

[Lyttonsville Maintenance Yard

Limit the maintenance yard to the area of the Lyttonsville Place bridge, with only tail tracks and maintenance facility driveway located to the north of the bridge.]

Lyttonsville Station

- Eliminate the proposed Kiss & Ride area at the Lyttonsville Purple Line Station. As a neighborhood-serving transit station, space along Lyttonsville Place and Brookville Road should be prioritized for enhanced streetscapes and pedestrian and bicycle access to the station.
- Connect Brookville Road and the residential areas to the east of the Purple Line station via a mezzanine and an at grade or aerial walkway above the station platform, provided through developer contributions.

Capital Crescent Trail

- Provide designated on-street bicycle accommodations as part of the new Talbot Avenue bridge over the CSX tracks.

Woodside Station

- [Include “Harry Sanders” as part of the official Woodside/16th Street Station name, as recommended by the Montgomery County Council in the 2010 Purple Line Functional Plan.]

Revise – Lyttonsville Place (looking northwest) graphic – page 51

Revise – Lyttonsville Road graphics - page 52 -53

Revise Table 2.6.2 – Greater Lyttonsville Sector Plan Area Bicycle Recommendations – page 55

[LB-3 Spring Street East-West Highway to 16th Street Proposed]

2.6.5: Other Improvements – page 57

D. Pedestrian Improvements

The character of most streets within the Sector Plan area lends itself to pedestrian activity. Many streets are quiet, lined by mature trees and well-connected across the community. This Plan recommends that enhancements, such as sidewalks and intersection improvements, be made to improve pedestrian accessibility and safety. These improvements are particularly important near future Purple Line stations and along [“community connectors” –] specific streets that provide direct connections for pedestrians and bicyclists to community facilities or across the Sector Plan area. The Montgomery County Department of Transportation should consider the sidewalks and intersection enhancements as priority Capital Improvements Program projects.

1. [Each community connector] The following streets should have a sidewalk on at least one side and wayfinding signs to guide pedestrians to their destinations. [Specific connectors are]:

- Brookville Road
- Kansas Avenue
- Lyttonsville Place
- Lyttonsville Road/ Grubb Road
- Michigan Avenue
- Pennsylvania Avenue
- Porter Avenue
- Richland Place
- Spencer Road
- Stewart Avenue
- Sundale Drive.

2.7 Parks and Open Space – Page 60

Revise Parks Hierarchy Graphic

2.7.3 Goals

- Provide [four] five new parks or open spaces: a civic plaza, a central civic green, a neighborhood green, a community use recreational park and an urban greenway park
- Establish an interconnected system of park facilities to serve the existing and future residents.
- Improve the public realm in tandem with community design and transportation recommendations throughout the Sector Plan area.

2.7.4 Recommendations

- Considering purchasing properties, where feasible and appropriate, that are adjacent to existing parks or meet identified active or passive recreational needs as documented in the current PROS Plan, to reduce active recreation shortages, create better connections, and expand urban green space.

2.8 Community Design

Replace photos on page 62

Remove photo on page 63

Revise Figure 2.8.1: Public Space Network – page 64

2.8.2 Building Form and Compatibility – page 65

B. Recommendations

- Consider low-cost and temporary solutions, such as community events, food trucks, parklets and pop-up parks, on underutilized parcels, [uninviting streets] and parking lots.

[• Encourage community gardens in public spaces for the production of nutritious celebrating cultural diversity and providing opportunities to build community.]

3.1 Woodside/16th Street Station Area – page 68

3.1.1 Land Use and Zoning

Site 1

Recommendations

- Encourage new mixed-use development with active uses lining 16th Street [with a limited footprint, if constructed] [and underground,] structured or [rear] tuck-under parking rather than the current surface parking
- Rezone the site to the Commercial Residential Town (CRT) zone to allow for increased building heights of up to 70 feet or 6 stories, and increased density to leverage the development potential of the site. [while maintaining compatibility with the adjacent Woodside residential neighborhood.]
- Any new development of this site should maintain compatibility with the adjacent Woodside residential neighborhood through articulation of the façade facing the CSX tracks and step-backs from the upper floors.

Site 2[a] – page 69

[This portion of the Summit Hills site is located west of the proposed Spring Street extension.]

Recommendations

- Rezone to the CRT zone to permit mid-rise buildings up to [70] 145 feet [or 6 stories], gradually stepping down to 70 feet along East/West Highway and towards the Barrington development] comparable to the newly constructed Fenwick Station apartment complex at the nearby intersection of Spring Street and 2nd Avenue.
- Prior to sketch plan approval, the applicant or applicants must coordinate with the Department of Housing and Community Affairs (DHCA) to determine affordable housing preservation needs on the site. A rental agreement with DHCA should be required at the time of regulatory approval if preservation is deemed necessary by DHCA.

[Site 2b]

This portion of the [Summit Hills] site is located [east of the proposed Spring Street extension.] closest to the intersection of East/West Highway and 16th Street.

Recommendations

- {Rezone to the CRT zone, with an increased height and density compared to the rest of the Summit Hills site, to align with the zoning of Falkland Chase Apartments across 16th Street. This zoning classification will}
- allow for potential high-rise development to provide a prominent architectural gateway to the Silver Spring Central Business District.

Site 3

Revise Figure 3.1.1: Woodside/16th Street Station Area Proposed Zoning – page 69

Recommendations

- Rezone the site to CRT, to allow for potential infill development on the site or redevelopment in the long term [and] to better relate [the apartment building] to [the density on] 16th Street.

3.1.2 Public Space Improvements – page 70

- [Extend Spring Street to East-West Highway to divide the large blocks on the Summit Hills property into smaller sections and provide more frontage for potential infill development or redevelopment.]

- Future redevelopment on Summit Hills site should seek to consolidate access to points on adjacent major highways and improve internal circulation

Revise Figure 3.1.2: Woodside/16th Street District Station Area Public Space Improvements – page 72

3.1.3 Environment – page 74

Daylight Fenwick Branch

Fenwick Branch begins at a spring just north of Summit Hills. Approximately 400 feet away from where the spring emerges, the stream [is] was channeled into an underground drainpipe and the surface paved for [to allow for] a parking lot.

Recommendations

- Remove 3+ acres of the existing parking lot's impervious cover.
- Daylight the underground stream channel using a sinuous natural channel design. The project should include an extensive reforestation and landscaping plan to provide a riparian buffer, shade trees along with passive and active recreation areas [, and a potential] to link wildlife corridors.

Remove and replace photo of “example of bridge crossing”

A large regional stormwater management pond is proposed by the Maryland Transit Administration (MTA) on the property currently occupied by the Serra Stone Corporation. It lies within the emerging center of Greater Lyttonsville Sector Plan and close to the Purple Line Metro Station.

As proposed MTA, the stormwater pond will be fenced from the community and designed without Environmental Site Design techniques or other progressive stormwater engineering methods that could combine the function of a stormwater management facility with passive recreational and ecological benefits.

Recommendations:

- Design a stormwater management facility utilizing environmental site design methods.
- The facility should be integrated into the fabric of the community where citizens can passively walk and enjoy the beauty of an innovative and well-designed stormwater facility.
- Design the stormwater management facility in a manner that improves the quality of life for the citizens of Lyttonsville..

Insert Photo with this title – “This pond is similar to the one proposed by Maryland Transit Authority for Lyttonsville”.

Insert caption – “This picture is a stormwater management facility at the National Institute of Health, Bethesda campus. It demonstrates how a stormwater management can be a community amenity with passive recreation and bicycling around the circumference.”

3.2 Residential Area

3.2.1: Land Use and Zoning

Revise Figure 3.2.1: Residential Area Proposed Zoning – page 76

Achieve compatibility with adjacent land uses, particularly with surrounding single family homes, by recommending the following for redevelopment on Sites 5a and 5b:

- Building heights must be no greater than 50 feet facing the backside of the site closest to single family homes along Spencer Road.
- If new buildings associated with the redevelopment are not placed directly along Lyttonsville Road, then a maximum height of 65 feet is appropriate and a substantial landscaped buffer zone must be provided between the new buildings and the single-family homes along Spencer Road.
- If new buildings and a new access point associated with the redevelopment are placed directly along Lyttonsville Road as part of a negotiated land swap with the MNCPPC Parks Department – which is the preferred option from an urban design standpoint, then a maximum height of 85 feet is appropriate, provided that the architectural scale of the facades facing Lyttonsville Road provides an appropriate pedestrian scale.

The MNCPPC Parks Department has evaluated a potential land swap and supports such a transaction, only if the land swap results in an equal or greater amount of parkland. Within the swapped parkland, the Parks Department may negotiate with the developer to construct neighborhood amenities. These amenities could include a dog park, community open space, expanded play areas, pedestrian connections or other similar facilities, as approved by the Parks Department.

Site 6

Recommendations

- [Split-zone the site to allow increased density for mixed-income housing near the future Lyttonsville Purple Line station, while also ensuring compatibility with the surrounding single-family residential development.]
- Rezone the site to the Commercial Residential Town (CRT) zone to allow increased density for mixed-income housing near the future Lyttonsville Purple Line station, while also ensuring compatibility with the surrounding single-family residential development.
- On the portion of the Paddington Square site closest to Rosemary Hills-Lyttonsville Local Park, allow for midrise moderate density development of up to 65 feet. Buildings in this area should provide an attractive façade along the Rosemary Hills-Lyttonsville Local Park frontage with articulation, ground floor entries, and upper floor step-backs to limit the visual impact of the building bulk from the park.
- On the portion of the Paddington Square site confronting Lanier Drive and abutting single-family residential homes, require townhouse units up to 40 feet in height to achieve greater compatibility with the surrounding neighborhood.
- To prioritize housing options on this site that are compatible with adjacent single-family neighborhoods, the Plan recommends a zoning category allowing only the minimum amount of commercial density that may be mapped in the CRT Zone. Since commercial use on this site is unlikely to be compatible with adjacent housing, it is discouraged.

Revise language for photos – Page 78

Townhouses[development] fronting onto a primary street with garages accessible from internal streets, as shown here in the Courts of Woodside in Silver Spring, [is] are recommended [in the THD-zoned

portion of Paddington Square]-for new townhouse development in the Residential Area.

Site 9

Recommendations

- Rezone the site from IM-2.5 to Commercial Residential Neighborhood (CRN) to allow residential, office and retail in this location.
- The recommended zoning allows height and density for townhouse [to mid-rise] residential development up to [65] 45 feet. This zoning will follow current code height compatibility requirements where buildings in the zone abut or confront single-family residential properties.

3.2.2 Public Space Improvements – page 80

- Improve visibility into Rosemary Hills-Lyttonsville Local Park by working closely with the landowners of Paddington Square and representatives of the local community to ensure compatibility of land uses during redevelopment.
- Consider [a land swap between] an access easement across parkland for Paddington Square landowners in exchange for parkland dedication to the Department of Parks to expand Rosemary Hills-Lyttonsville Local Park. The [expansion should be large enough] public open space dedicated to Parks at the time of regulatory review should be 0.5 acre and configured to accommodate additional recreational facilities to meet the needs of the growing population in the Sector Plan area. Exact location, type and layout of facilities will be determined at the time of regulatory review.
- Improve bicycle and pedestrian connectivity by renovating and/or widening existing paths.

Revise Figure 3.2.2: Residential Area Public Space Improvements

3.2.3 Environment – Page 81

Move all text from Section 3.2.3 Environment to Section 3.3.3 Brookville Road/Lyttonsville – page 86

3.3 Brookville Road/Lyttonsville Station Area

This area includes properties located within close proximity to the proposed Lyttonsville Purple Line Station. Recommendations for this area reflect this proximity and allow for greater housing and commercial opportunities. In particular, the Sector Plan supports the application of retail/service establishments along the Brookville Road corridor.

It is also important to note that The boundary of this station area overlaps and includes portions of the Historic Lyttonsville neighborhood.

3.3.1 Land Use and Zoning – page 82

Site 7

The Washington Suburban Sanitary Commission (WSSC) site is currently split-zoned with R-60 zoning and IM zoning dividing the property.

Recommendations

- Allow new mixed-use development with a limited footprint, if constructed with structured or tucked-under parking, rather than the current surface parking.

Site 8a

These properties contain existing, multi-family buildings known as Claridge House and Friendly Gardens, as well as landscape contractor storage yards. The properties lack cohesive zoning, and are currently

zoned R-H, IM, RT and R-20.

Recommendations

- Rezone these properties to CRT, to increase density for potential infill and midrise transit-oriented development adjacent to the proposed Lyttonsville Purple Line Station of up to 70 feet or 6 stories.
- The rezoning of these sites will allow for a cohesive multi-family section of Greater Lyttonsville, where redevelopment can occur around existing buildings, with primary access from Lyttonsville Road.
- Ensure compatibility with the single family homes to the northeast of Site 8a through increased landscape buffers, building setbacks, and step-backs of upper floors.

Revise Figure 3.3.1 Brookville Road/Lyttonsville Station Area Propose Zoning – page 83

[Site 10

The Brookville Road corridor in this location includes artisan manufacturing, light industrial uses and retail space. It is currently zoned IM-2.5.

Recommendations

- Retain the existing IM zone and, at the discretion of the property owner with approval of a Local Map Amendment application, implement the floating zone option to CRT to allow for a wider mix of uses.
- Encourage up to four-story, low-to-midrise development through the CRT floating zone requirements; these requirements include the height and density of the current IM zone of 50 feet and 2.5 floor area ratio (FAR) to allow for the low-to-midrise development.]

3.3.2 Public Space Improvements – Page 84

- Widen sidewalks and improve intersections on Lyttonsville Place for enhanced walkability to the proposed Lyttonsville Purple Line Station.
- 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.
- Provide pedestrian and bike connections between the residential area and Brookville Road.
- Create a linear green space, through public and common space for regulatory requirements along the Capital Crescent Trail for expanded activity areas, stormwater management and planting buffers to residential areas.
- Provide pedestrian and bike connections along the closed segment of Stewart Avenue connecting to Brookville Road.
- Consider transforming surface parking lots with temporary uses and events to provide community destinations along Brookville Road.
- The proposed street shown between the Friendly Gardens and Claridge House properties is intended to serve new development located toward the rear od Site 8a. An MTA access driveway from Stewart Avenue is also proposed to serve this area as a part of the Purple Line light rail project. Although the MTS driveway will be installed as an interim measure, this Plan

envisions future access to the undeveloped portions of the site via a proposed street depicted in Figure 3.3.2.

Revise Figure 3.3.2: Brookville Road/Lyttonsville Station Area Public Space Improvements – page 85

Section 3.3.3 Environment

Revise Image headers

1. [Proposed regional stormwater pond by MTA] “Existing WSSC drainage channel”
2. [Similar pond to MTA’s proposal.] “Example of Improved drainage channel”
3. [National Institutes of Health enhanced stormwater management design as public open space amenity”] “Improve trash collection and sediment retention”

3.4.3 Environment

Garfield Avenue Stormwater Management

Garfield Avenue is a linear street that descends into Rock Creek Park. Stormwater sheet-flows from the top of the road to the bottom transporting industrial debris, oils, and sediment into the park causing bank erosion, sediment deposition, [and pollutant waste] pollution, and loss of trees.

Recommendations

- Where feasible provide environmental site design features for stormwater management within the right-of-way. [Stormwater management] [Use] areas may include the existing street panel.

4.1 Zoning – page 96

[4.1.3 Floating Zones

A floating zone is an area that is to be used for a designated purpose, but is not assigned to a specific location and gives property owners the flexibility to change uses on their land in the future. There is one key location in Greater Lyttonsville on Brookville Road (see following description) where a floating zone is recommended in this Sector Plan to provide future flexibility for redevelopment, if desired by the individual property owners.

A. Brookville Road Floating Zone

On the northwest side of Brookville Road (Site 9 in Chapter 3), a Commercial Residential Town (CRT) floating zone is recommended. CRT zoning could be applied for by the owners of these properties, following the commencement of Purple Line construction for the Lyttonsville Station.]

4.2 Capital Improvements Program Table – page 97

Project Name - Fenwick Branch Daylighting

Lead Agency – [Montgomery County Department of Environmental Protection (DEP)]

M-NCPPC, Montgomery County Department of Parks

Coordinating Agency/Group – [M-NCPPC] Montgomery County Department of Environmental Protection (DEP)

4.5 Sustainability – page 104

Revise implementation table

CONCLUSION

Finally Planning Staff requests permission to transmit the approved Greater Lyttonsville Sector Plan to the Montgomery County Council and other County Agencies.

Attachments:

- Complete text errata
- Correspondence

June 7, 2016

By Electronic Mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan

Dear Chair Anderson:

We have been following the Lyttonsville Sector Plan with great interest and are excited about the general direction of the Sector Plan and many of the specific recommendations that the Planning Board has discussed. The Plan provides the County with a unique opportunity to guide development that will capitalize on the significant infrastructure investment being made in connection with the Purple Line, while at the same time, respecting the unique characteristics of the neighborhood.

We are encouraged and supportive of the Planning Board's decision to retain the industrial zoning along Brookeville Road. The continuation of this zoning is critical to the wide array of existing light industrial uses that occupy this area of Lyttonsville. Assuring that there is an adequate amount of industrial zoned land in the down County to serve these uses is vital to their success. Moreover, these uses contribute to the rich fabric of Lyttonsville.

In regard to the residential zoning, the Planning Board's discussions to date have correctly focused on determining the appropriate amount of residential development, including the right balance of affordable and market rate housing. As the population of Montgomery County continues to grow, with projections estimating an increase in population of 25 percent by 2045, it is important for the County to identify where this growth should occur and adopt policies and plans to encourage development in these areas. The existing metro station areas and the __ future Purple Line stations, including the Lyttonsville station, are the most obvious areas to accommodate future growth in Montgomery County. While the ultimate level of future development at each of these Purple Line station areas will differ depending on a number of different factors, the economic realities support increasing the amount of allowable development at each station in order to increase ridership and justify the infrastructure costs. We are encouraged that the Planning Board has recognized this during its deliberations on the Lyttonsville Sector Plan.

To this end, we respectfully suggest additional changes to three Sector Plan parcels. These changes are made in part recognizing that the likely life of this Sector Plan is at least

twenty years. First, we ask the Planning Board to consider the CRT 1.5 Zone instead of the R-20 Zone for the WSSC site, designated as zone 7 in the Sector Plan draft, at the intersection of Lyttonsville Road and Lyttonsville Place (Map - HN63 Parcels - P088 and P145). If the WSSC were to be developed in the future for primarily residential use, we believe that the CRT 1.5 Zone is more in line with the County's overall objectives for the area and allows for increased flexibility in the development standards to achieve the desirable design objectives. Second and third, we ask you to consider the CRT 2.0 zone for the two County owned parcels located in zone 11 of the Sector Plan Draft on the southwest side of Lyttonsville Place fronting on Brookville Road. These two parcels are currently designated to remain industrial and have been slated for MTA improvements. While we believe it is very important to preserve the industrial area to the north and east of these parcels, redevelopment of these specific parcels in concert with the County and MTA would not displace any existing industrial tenants nor encroach on the industrial area. In addition, the CRT zoning could enable these properties to be used to help achieve the overall residential goals for the Sector Plan area. While there is no definitive plan at present to redevelop any of the three parcels described above, they may be of interest, as a means to distribute new affordable and market rate housing more equitably throughout the planning area and as close to transit as possible.

The Lyttonsville Sector Plan provides the County with the opportunity to provide a strategically located area at a future Purple Line station with thoughtful, measured, zoning recommendations. These recommendations will allow for the appropriate balance of affordable and mixed income housing; retain the desirable IM zoning for needed industrial uses; and provide for a sufficient amount of ground floor retail uses to ensure the vibrancy of the area and provide desired community amenities.

We look forward to your consideration.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Evan Goldman", with a long horizontal line extending to the right.

Evan Goldman

Vice President

EYA, LLC



10400 Detrick Avenue
Kensington, MD 20895-2484
(240) 627-9400



June 7, 2016

Via Electronic Mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan

Dear Chair Anderson:

As you know, the Housing Opportunities Commission of Montgomery County ("HOC") has been an active participant in the review of the Lyttonsville Sector Plan ("Sector Plan") as owner of Paddington Square, a 165-unit mixed-income multifamily rental property located at 8800 Lanier Drive. It is HOC's expressed goal to secure development rights through the revision of the Sector Plan that would allow for Paddington Square's eventual redevelopment as a mixed-income property that continues to serve Montgomery County residents of different incomes.

It has come to our attention that EYA, LLC is preparing to suggest three changes to the draft Sector Plan: first, that the site owned by WSSC, Site 7 in the draft Sector Plan, be zoned CRT 1.5 instead of the currently recommended R-20 zoning; second, that the southernmost County-owned parcel to the east of Brookville Road that is to be subject to MTA improvements, one of three properties labeled as Site 11 in the Sector Plan, be zoned CRT 2.0; and, third, that the northernmost County-owned parcel to the east of Brookville Road that is to be subject to MTA improvements, another of the three properties labeled as Site 11 in the Sector Plan, also be zoned CRT 2.0.

While there is no plan in place to develop any of these three parcels, HOC supports transit-oriented mixed-income multifamily development in these locations given the proximity to the future Purple Line station and the thriving industrial sector west of Brookville Road. The arrival

Casey Anderson, Chair
Montgomery County Planning Board

June 7, 2016
Page Two

of the Purple Line in Lyttonsville represents a once-in-a-generation opportunity to provide and expand access to new, well-constructed, energy efficient housing for Montgomery County residents, housing that is affordable across a wide range of incomes.

As in the testimony it has given during the revisions of other County sector and master plans, HOC continues to advocate for preservation and expansion of the number of affordable housing units – replacing units that are unintentionally affordable because of age and often operating without true resident income limits with properly located, new, and legally restricted affordable housing units.

Having spoken at length with EYA, LLC about the nature and intent of its suggested changes, HOC offers its support to those suggested changes and believes that they will lead to a better outcome for the Lyttonsville Sector Plan, one that prioritizes transit oriented development for new density, provides more opportunities through redevelopment to improve access to employment centers via improved pedestrian access to the station, embraces the industrial sector to the west of Brookville Road, and creates significantly greater potential for new mixed-income housing adjacent to transit.

Best regards,

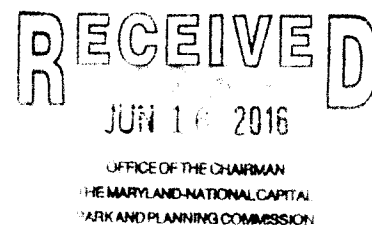


Kayrine V. Brown

Chief Investment and Real Estate Officer,
as authorized designee for Stacy L. Spann, Executive Director

MCP-CTRACK

From: Roger Paden <Rpaden@gmu.edu>
Sent: Thursday, June 16, 2016 2:23 PM
To: MCP-Chair; Wright, Gwen; Anspacher, David
Subject: Accessing the Campanaro Property in Lyttonsville



Casey,

I sent the email copied below to Mike Madden. It concerns a problem that has troubled me concerning access to the Campanaro properties near the Lyttonsville Station and proposes a solution to these problems that I think might benefit all stakeholders.

--Roger

Dear Mike,

I found your all-too-brief briefing to the M-NCPPC on some possible proposed changes to the Purple Line plan in Lyttonsville to be very stimulating. In particular, it allowed some rather inchoate ideas of mine to take form. I spoke to you briefly about them after your presentation, now let me propose them more formally, along with an argument supporting the ideas.

Currently, MTA has proposed building a road immediately south of the Purple Line tracks and the Capital Crescent Trail that would extend from Stewart Avenue to the properties between the Lyttonsville Station and the Claridge House Apartments. This road is necessary to give the owners and tenants of these properties access to public streets. In addition, the sector plan calls for putting mid-rise multi-family apartments, consisting of up to 320 units, on these properties, and these residents will also need access to their property. At that point, traffic on that road will increase substantially. In any case, however, access to this property will have to be provided whether or not those properties are redeveloped.

When the properties are redeveloped, I understand that MCDOT would probably require that a second access route would have to be provided.

One possibility that I have seen sketched in a preliminary proposal made by Evan Goldman of EVA, which may be interested in developing both Friendly Gardens and the land between Claridge House and the station, would provide access to Lyttonsville Road via a road running down the west side of the Friendly Gardens property.

Here is my proposal, if such a road is built from Lyttonsville Road to these properties, I believe that it should continue across the tracks at-grade and on to Brookville Road on land on which I believe the county already owns.

I believe that this proposal would have several advantages:

- (1) It would not increase the number of vehicles using at-grade crossings. The proposal only effects where the crossing would occur, at Stewart Avenue or closer to the station.
- (2) The new crossing would make the proposed road running down the tracks to Stewart Avenue unnecessary. MTA and the Concessionaire could save money by not building that road.
- (3) The area on which that road would be built could be given to the County for a linear park establishing a green way from the station to Stewart Avenue. I believe that Montgomery County Parks has already cited a need for such a park.
- (4) This park could incorporate an improved Storm water management that is to be sited at Albert Stewart Avenue.

(5) In exchange for the parkland, the County would acquire any additional land needed for the access to Brookville Road.

(6) The proposed new crossing could be left relatively undeveloped until the area between Claridge House and the Station is redeveloped. At that point, the developer, who would already be building an access road from Lyttonsville Road could be encouraged to extend it to Brookville Road.

(7) This would provide more direct access to the apartments which would benefit the developer.

(8) When the area between the tracks and Kansas Avenue is redeveloped the at-grade crossing at Stewart Avenue could be permanently closed. (I think that, without the road I am proposing, the crossing at Stewart Avenue will never be closed as the idea of directing traffic produced by the new apartments between the station and Claridge House through the narrow streets of Lyttonsville is simply unacceptable.) As a result, there would be only one permanent at-grade crossing.

(9) Since the concessionaire is already proposing changes to the plan in this area, these changes could be made as part of the larger changes and no 'change fee' would be due.

I hope that you find this idea of interest and the arguments convincing.

—Roger

MCP-CTRACK

RECEIVED

JUN 14 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Leonor Chaves <lmchaves19@gmail.com>
Sent: Tuesday, June 14, 2016 10:30 AM
To: MCP-Chair
Cc: Williams, Melissa; councilmember.hucker@montgomerycountymd.gov;
councilmember.elrich@montgomerycounty.gov
Subject: EYA proposal for the GL Sector Plan C-TRACK

Dear Planning Board:

I am writing in support of the EYA proposal for a comprehensive development plan for the western portion of the Greater Lyttonsville sector plan area. While I realize that the plan is its very early stage, there is much to be excited about with many of the proposals put forth.

The plan would achieve many of the goals set forth by the planners while still respecting and celebrating individual communities. Proposing town homes instead or larger apartments near single family homes will fit much better with the established community while still adding new housing and promoting home ownership. Homeownership promotes community involvement. Placing the denser affordable multifamily housing closer to the PL station also promotes access to transportation for workforce housing. We would love to even see Senior Housing as part of this affordable housing proposal right by the PL station for folks to age within the community even after they must give up their cars as they age out of their driving days. Also placing small scale convenience retail adjacent to the PL station is something the community has repeatedly expressed an interest in having.

Lyttonsville has long asked for residential reclamation on the industrial properties adjacent to their neighborhood. This plan honors that wish by building town homes and multifamily housing next to the existing residential community in a way that respects the scale of the existing homes.

We are also very gratified to have the Brookville Road Business community as an important component of EYA's new plan. Best of all, the IM commercial zone tenants would be able to have additional walk in traffic and business from all the new tenants adding to the economic stability of this vibrant business community.

We see this as a win win for both the business community and the residential community as well.

We look forward to working jointly with EYA as the plan progresses.

Leonor Chaves
GL Business Liaison
Visit the New **Brookville Rd Business District Directory** [HERE](#)
Jobs & Services Where We Need Them



MCP-CTRACK

From: Colin Dobbins <45dobbins@cua.edu>
Sent: Thursday, June 09, 2016 12:16 PM
To: MCP-Chair
Subject: Resident of Greater Lyttonsville



OFFICE OF THE CHAIRMAN
FOR MARYLAND-NATIONAL CAPITAL
PLANNING AND ANNEXATION COMMISSION

Dear Board Members,

My home is on Milford Ave, in Rosemary Hills, which is on the East side of the neighborhood near Summit Hills. I have attended the last two Greater Lyttonsville Sector Plan meetings and I have found the Planning Board to be very receptive to the public's concerns and conscience of the impact these plans could have on a neighborhood. With that said, I'm writing you, as a resident of greater Lyttonsville, to provide my support for the county's efforts to incentivize the redevelopment of Summit Hills.

Summit Hills currently is large barrier, as its boundaries are completely fenced, between the residents of Rosemary Hills and 16th street / downtown Silver Spring – it is also parking lot eyesore. This barrier will become a larger issue when the Purple Line is built. Further, the daylighting of the stream and addition of parks/open space would greatly enhance the area, and would just be wonderful. Your staff did a great job envisioning what Summit Hills could become.

My one concern, however, is allowing a height limit of 140 feet across the property. 140 feet buildings on the west side of the property, which is more than double what is there now, would drastically change the current feel of the neighborhood. Most residents of Rosemary Hills currently cannot see Summit Hills from their homes because there is a large hill blocking their view of it, but at 140 feet, everyone would have large buildings looming over their homes. Again, I want Summit Hills to redevelop, and I do think the height limit for Summit Hills can be raised, but I would request that it be tiered. Buildings closer to 16th street, particular near the intersection of 16th and East West, should be 140 feet or higher, as it is practically downtown Silver Spring. Whereas buildings on the West side of the property near Rosemary Hills should be closer to 70 feet, which is still higher than what is currently there. A tiered approach, which is what I believe your staff recommended, would help the transition from downtown Silver Spring to Rosemary Hills.

Thank you,

Colin Dobbins

Resident of Rosemary Hills



MCP-CTRACK

RECEIVED

JUN 08 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING AND ZONING COMMISSION

From: Sullivan, Cindy <Cindy.Sullivan@wsscwater.com>
Sent: Wednesday, June 08, 2016 4:19 PM
To: MCP-Chair
Cc: Street, Thomas J
Subject: Lyttonsville Sector Plan - WSSC Parcels P088 and P145
Attachments: 2205_001.pdf

Mr. Anderson,

Please see the attached letter from WSSC. Thanks



14501 Sweltzer Lane • Laurel, Maryland 20707-5901

COMMISSIONERS

Chris Lawson, Vice Chair
Fausto Bayonet
Omar M. Boulware
Howard A. Denis
Mary Hopkins-Navies

GENERAL MANAGER
Carla A. Reid

June 8, 2016

Transmitted via E-mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan – WSSC Parcels P088 and P145

Dear Chair Anderson:

It has come to the attention of WSSC that the Planning Board is in the process of completing its review of the Lyttonsville Sector Plan. While we acknowledge that we are very late to the table, we wanted to take this opportunity to briefly comment about the Planning Board's prior discussion regarding the 12 acre WSSC site located at the intersection of Lyttonsville Road and Lyttonsville Place (Parcels P088 and P145) (the "Property").

As you are likely aware, current operations at the WSSC Lyttonsville depot include maintenance, construction inspection, permitting, storage of materials, and gas pumps. Importantly, WSSC has no immediate plans to vacate the Property. Nonetheless, given that the recommendations set forth in the Sector Plan may guide future development in the Lyttonsville area for decades, we believe it is important for the Plan to recommend a zone which reflects the highest and best use of the Property. Accordingly, we request that the Planning Board consider the CRT 1.5 Zone for the Property, instead of the previously identified R-20 Zone. The CRT Zone is most consistent with the zoning recommendations for the surrounding properties and would allow for a wider array of uses to be considered in connection with any future development.

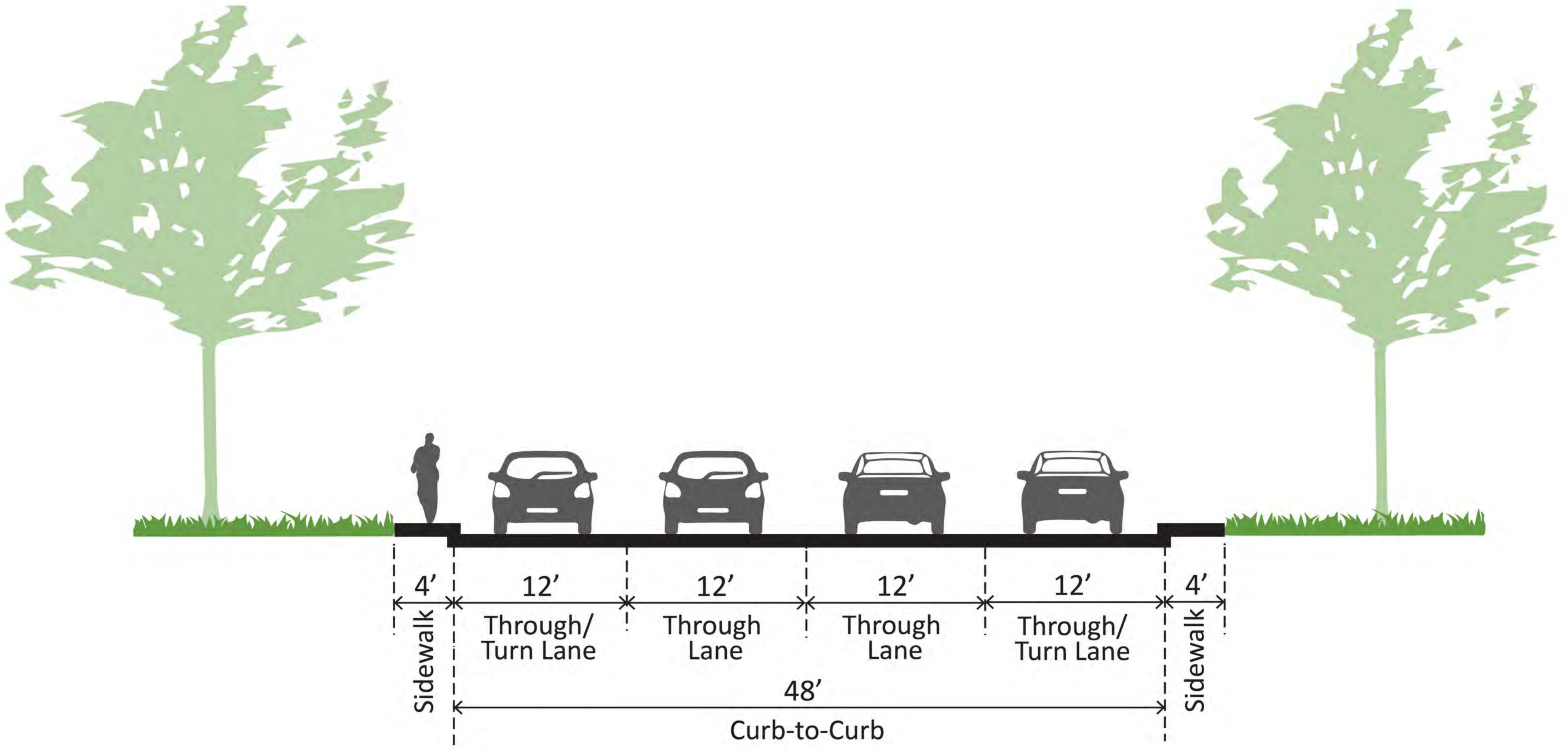
We appreciate your consideration of this matter.

Sincerely,

Carla A. Reid
General Manager/CEO

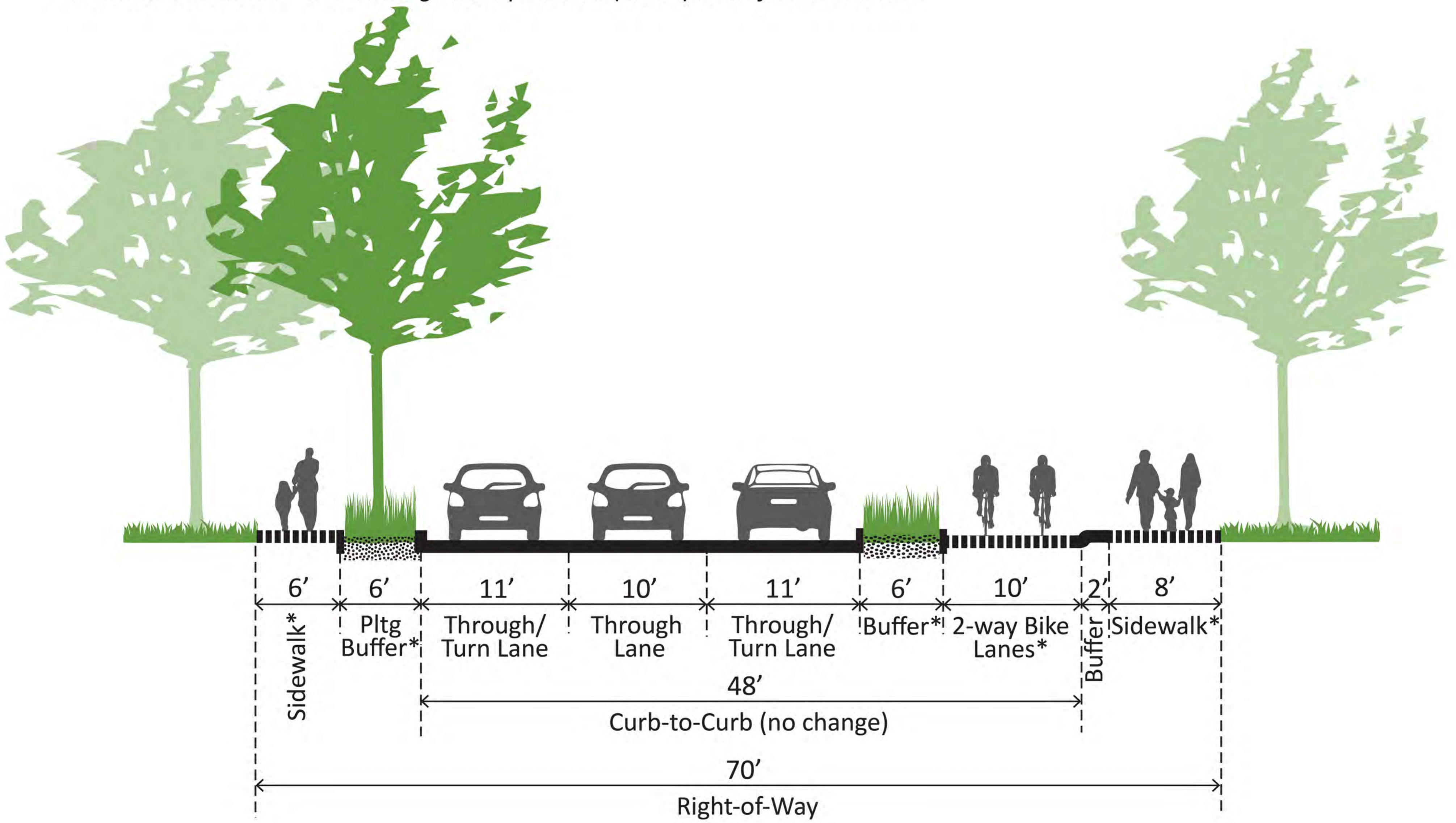
Washington Suburban Sanitary Commission

Lyttonsville Place (Looking Northwest)
Existing Section



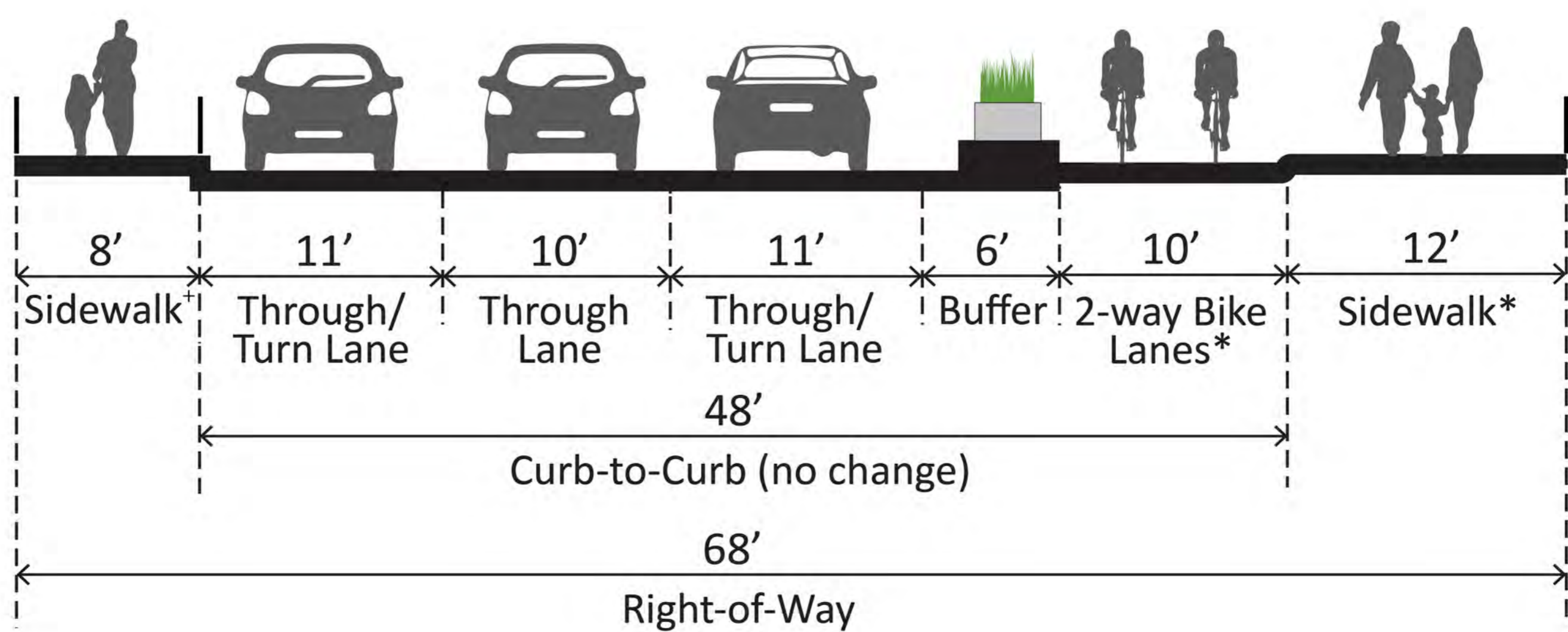
Lyttonsville Place (Looking Northwest)
Proposed Section Non Bridge: Separated Bike Lanes (two-way)

* Potential stormwater best management practices (BMPs) to be further studied

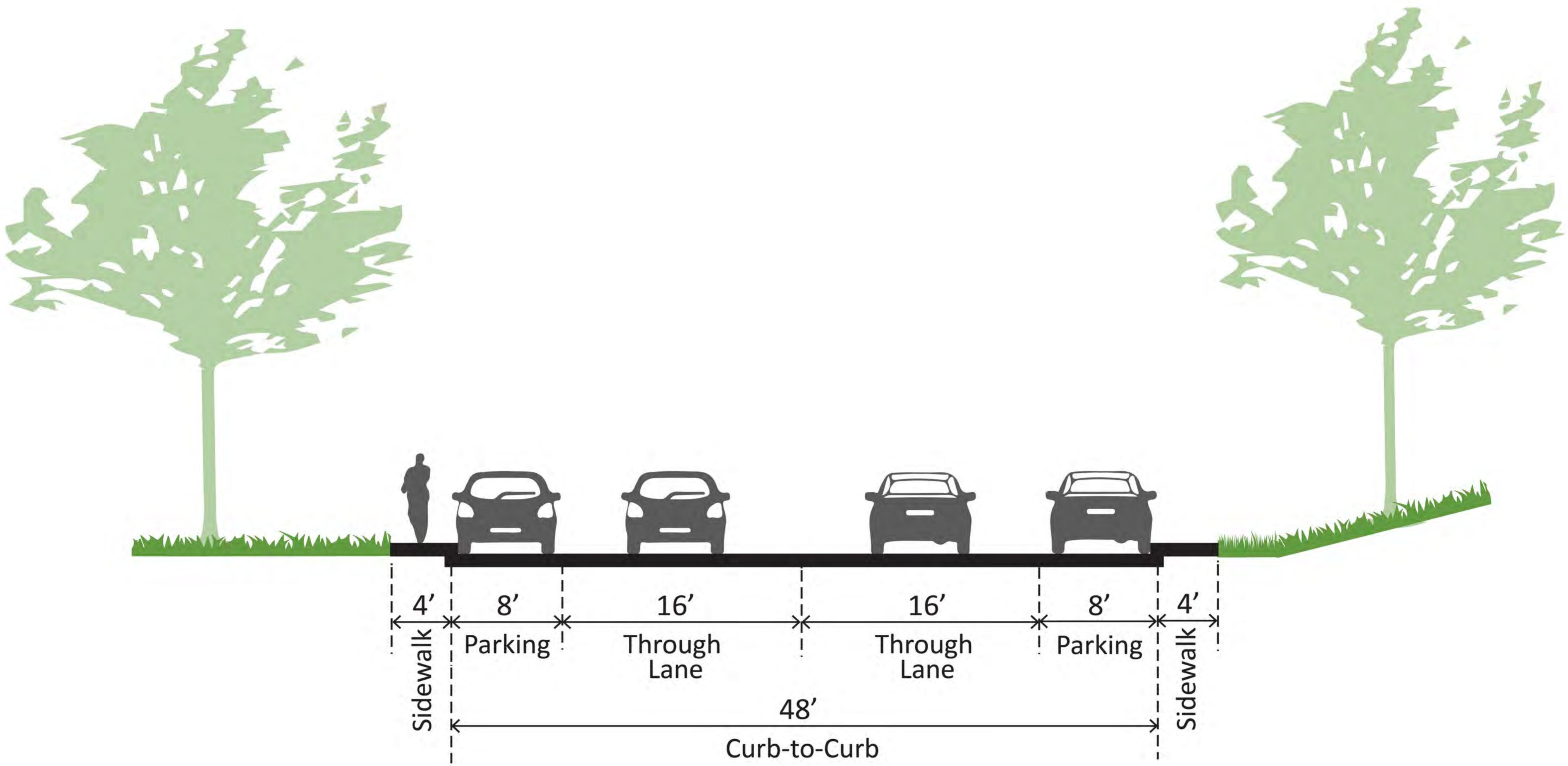


Lyttonsville Place (Looking Northwest)
Proposed Section Bridge: Separated Bike Lanes (two-way)

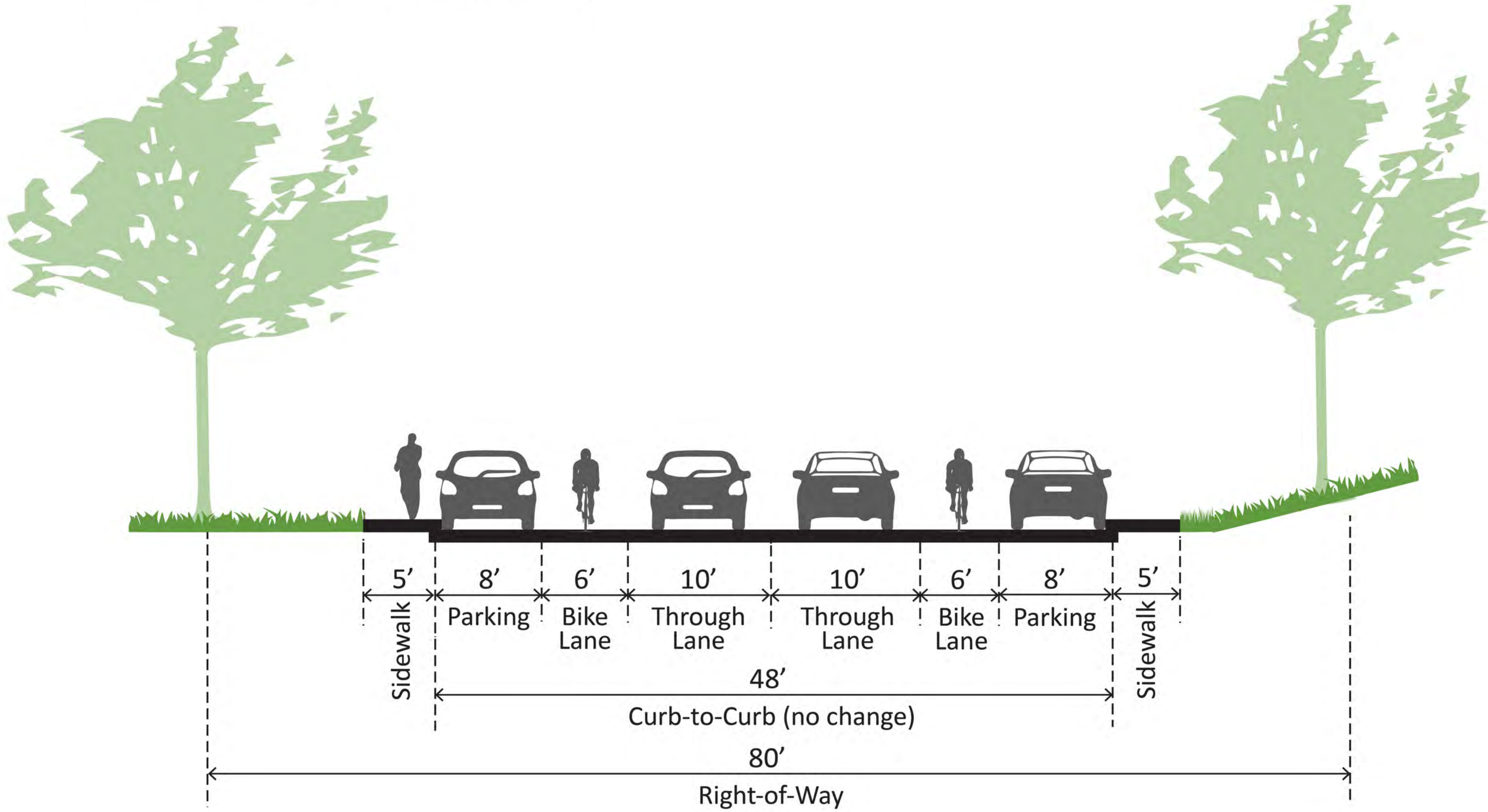
+ Per Purple Line plans sidewalk will be 5.67 ft wide



Lyttonsville Road/Grubb Road (East-West Hwy to Lyttonsville Pl, Looking North)
Existing Section

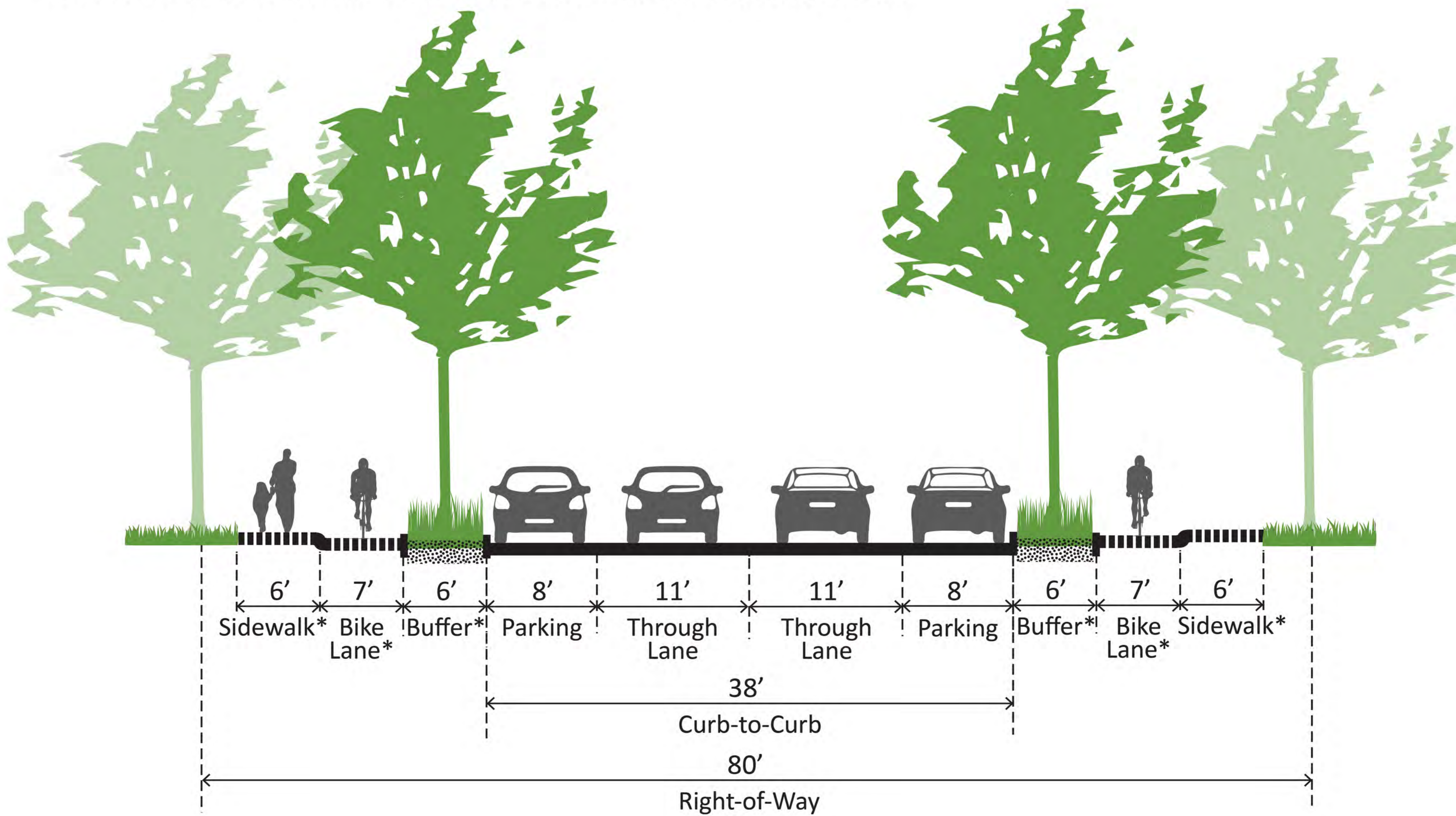


Lyttonsville Road/Grubb Road (East-West Hwy to Lyttonsville Pl, Looking North)
Proposed Section: Bike Lanes (Interim)



Lyttonsville Road/Grubb Road (East-West Hwy to Lyttonsville Pl, Looking North)
Proposed Section: Separated Bike Lanes (Ultimate)

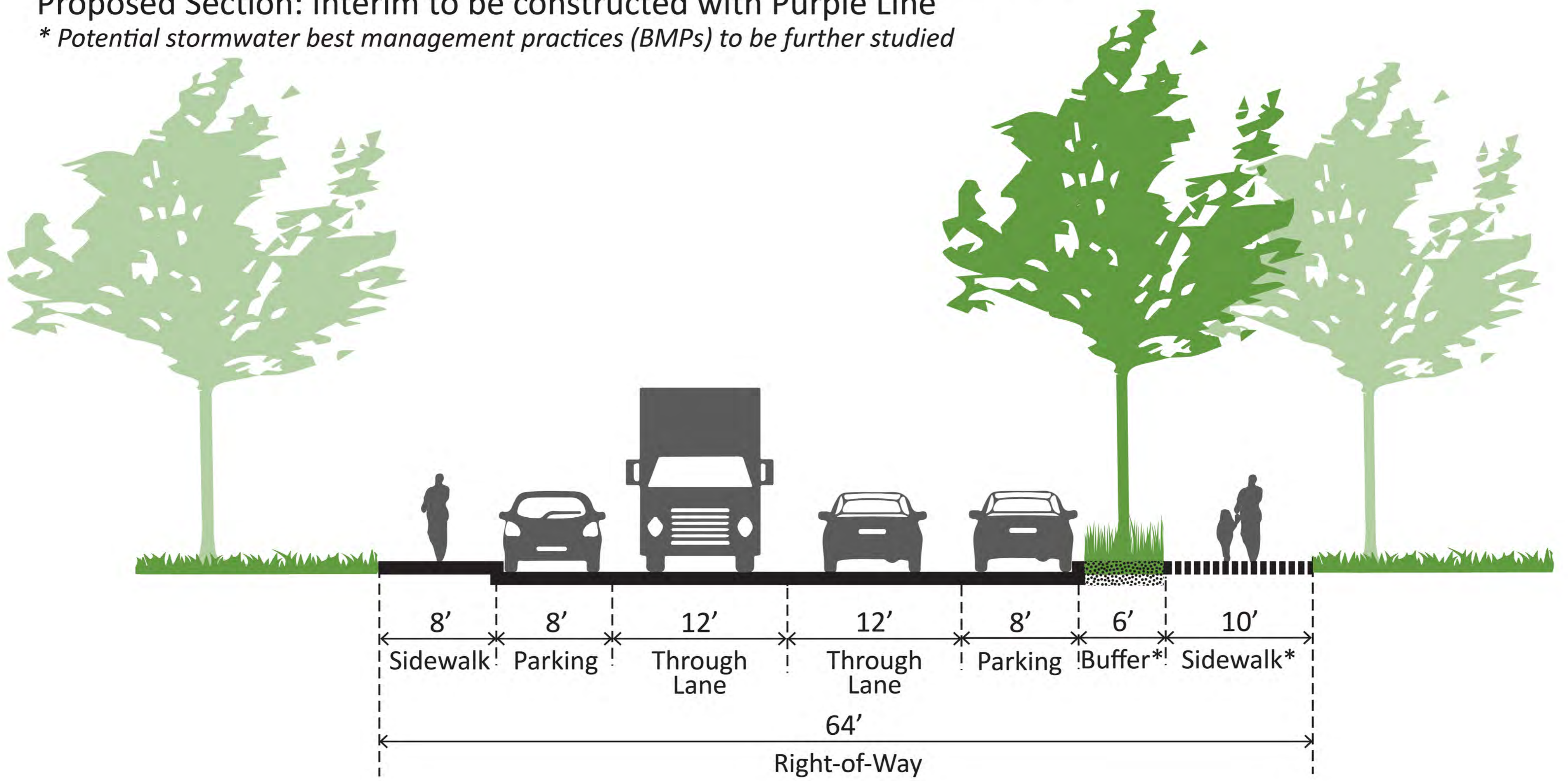
* Potential stormwater best management practices (BMPs) to be further studied



Stewart Avenue (Brookville Road to Capital Crescent Trail, Looking South)

Proposed Section: Interim to be constructed with Purple Line

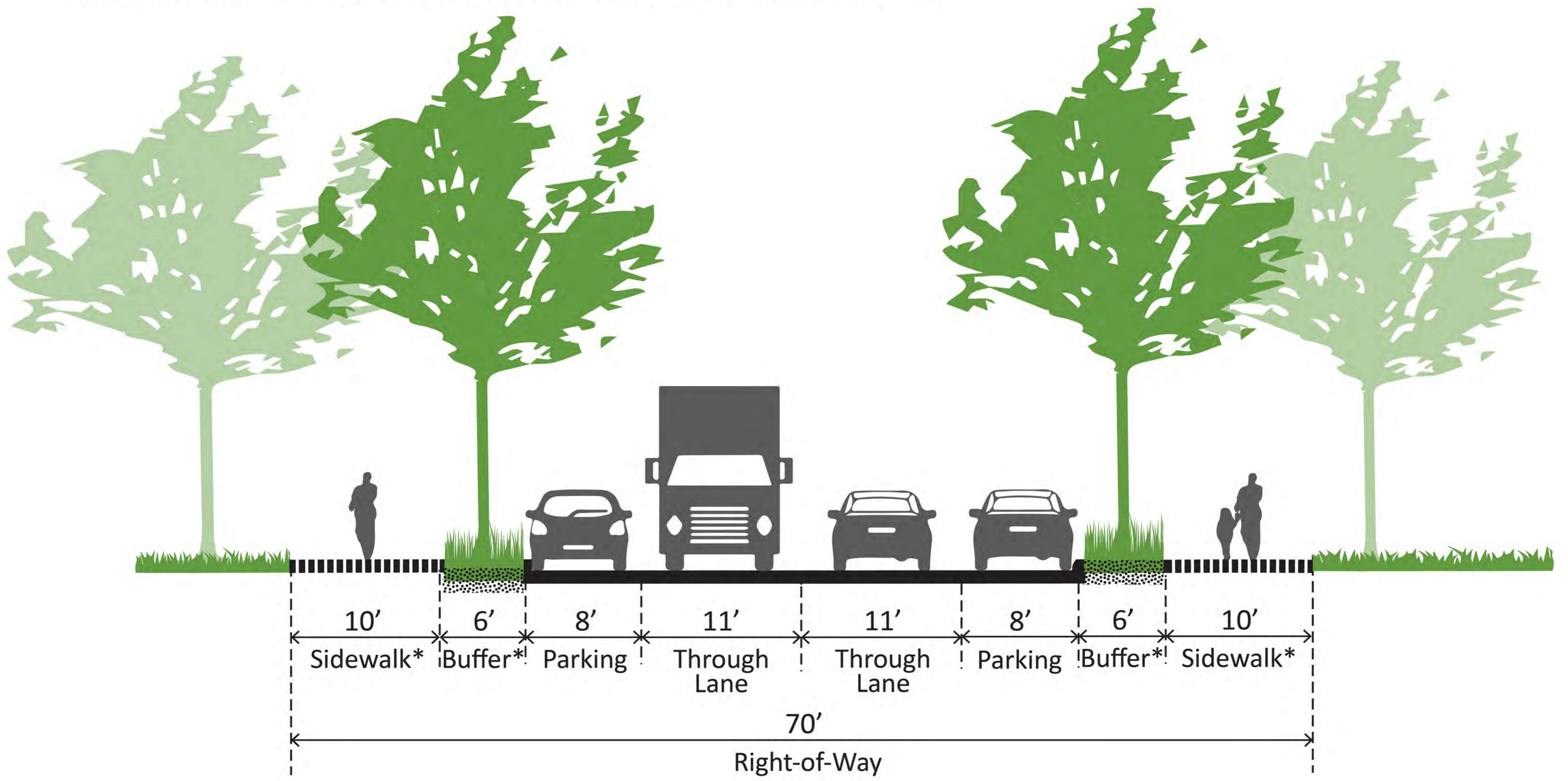
* Potential stormwater best management practices (BMPs) to be further studied



Stewart Avenue (Brookville Road to Capital Crescent Trail, Looking South)

Proposed Section: Ultimate

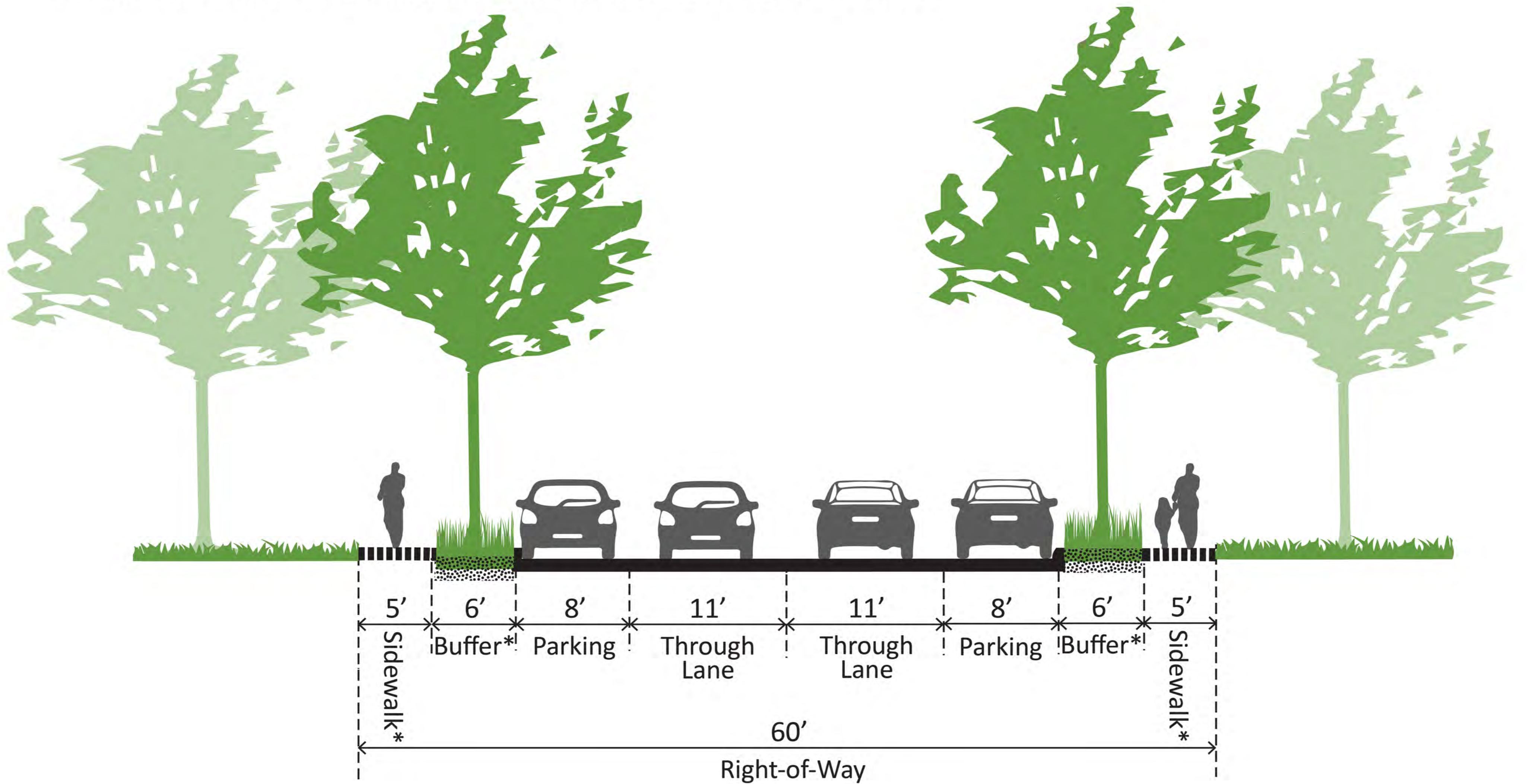
* Potential stormwater best management practices (BMPs) to be further studied

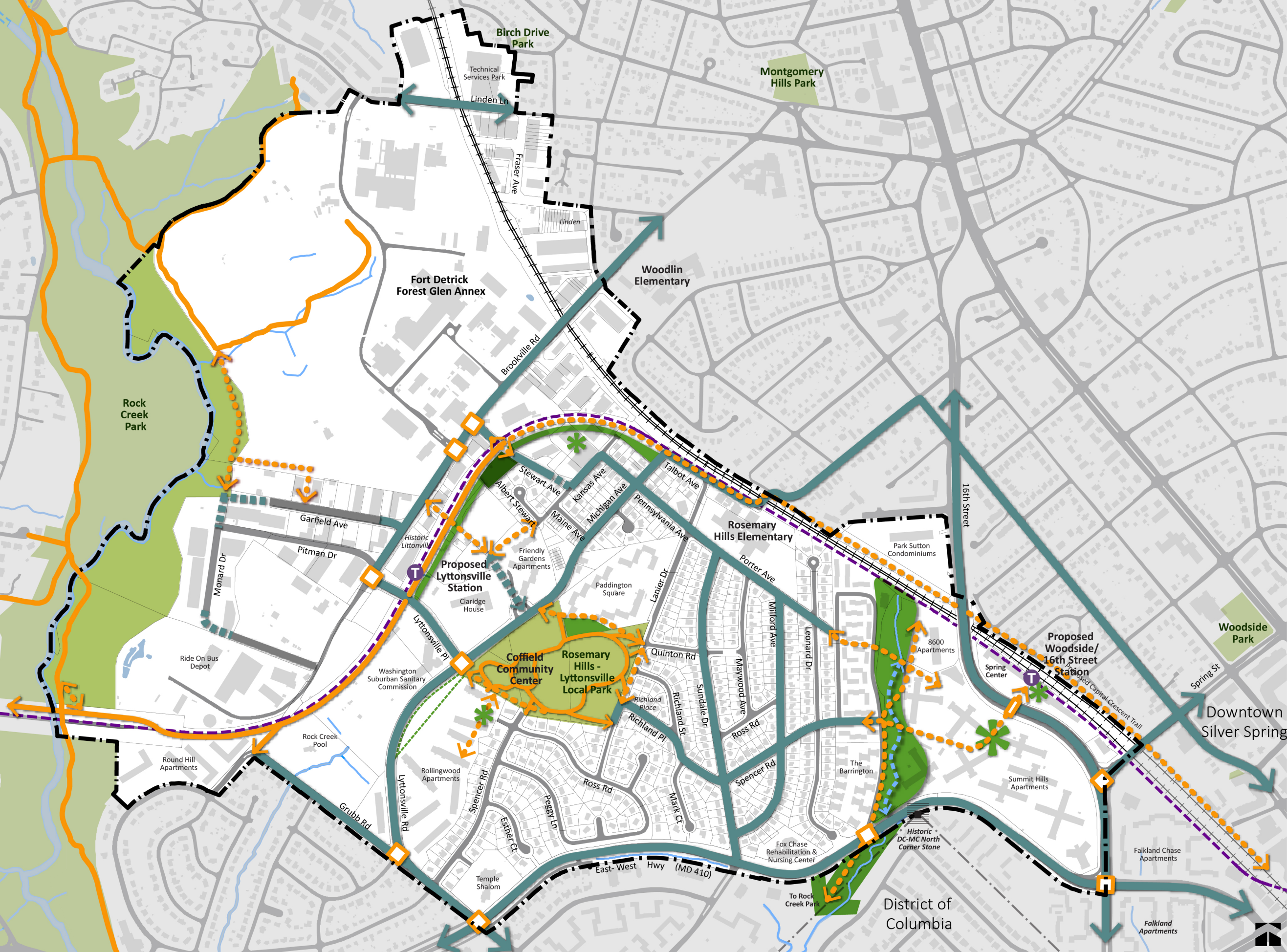


Stewart Avenue (Capital Crescent Trail to Kansas Avenue, Looking South)

Proposed Section: Ultimate

* Potential stormwater best management practices (BMPs) to be further studied





Rock
Creek
Park

Fort Detrick
Forest Glen Annex

Birch Drive
Park

Montgomery
Hills Park

Woodlin
Elementary

Proposed
Lyttonville
Station

Rosemary
Hills Elementary

Historic
Lyttonville

Coffield
Community
Center

Rosemary
Hills -
Lyttonville
Local Park

Proposed
Woodside/
16th Street
Station

Downtown
Silver Spring

District of
Columbia

Falkland
Apartments



Park Sutton
Condominiums

16th Street

8600
Apartments

Proposed
Woodside/
16th Street
Station

Spring
Center

Leonard Drive

The
Barrington

Summit Hills
Apartments

Spring Street

Downtown
Silver Spring

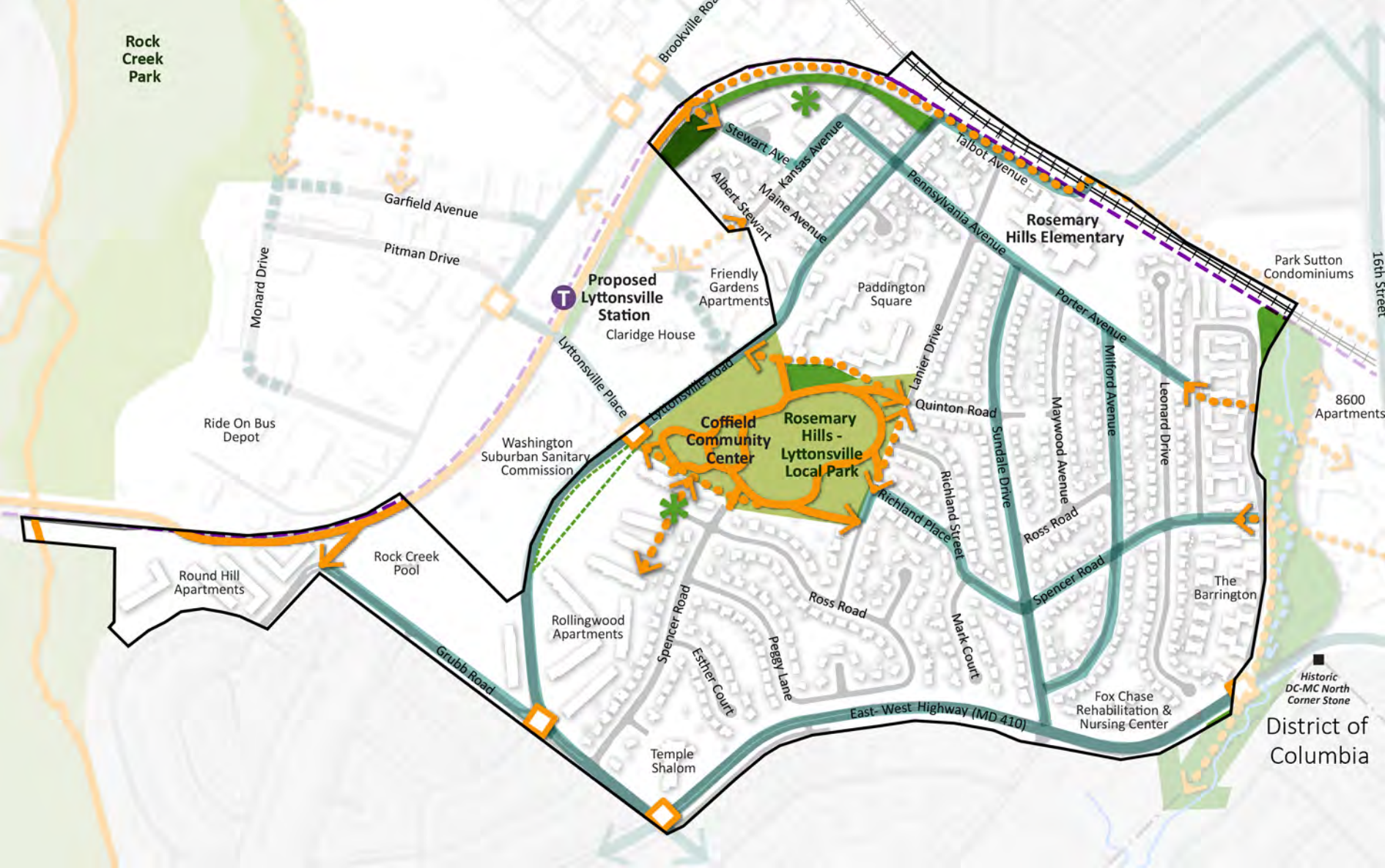
Future Capital Crescent Trail

se
ion &
center

Historic
DC-MC North
Corner Stone

District of
Columbia

Falkland Chase
Apartments



Rock Creek Park

T
Proposed Lyttonsville Station

Rosemary Hills Elementary

Coffield Community Center
Rosemary Hills - Lyttonsville Local Park

District of Columbia



**Proposed
Lyttonsville
Station**

**Coffield
Community
Center**

**Rosemary
Hills -
Lyttonsville
Local Park**

**Friendly
Gardens
Apartments**

**Claridge
House**

**Washington
Suburban
Sanitary
Commission**

**Paddington
Square**

**Rock Creek
Pool**

Garfield Avenue

Pitman Drive

Lyttonsville Road

Lyttonsville Place

Stewart Ave

Kansas Avenue

Maine Avenue

Albert Stewart

Pennsylvania Avenue

Talbot Avenue

Lanier Drive

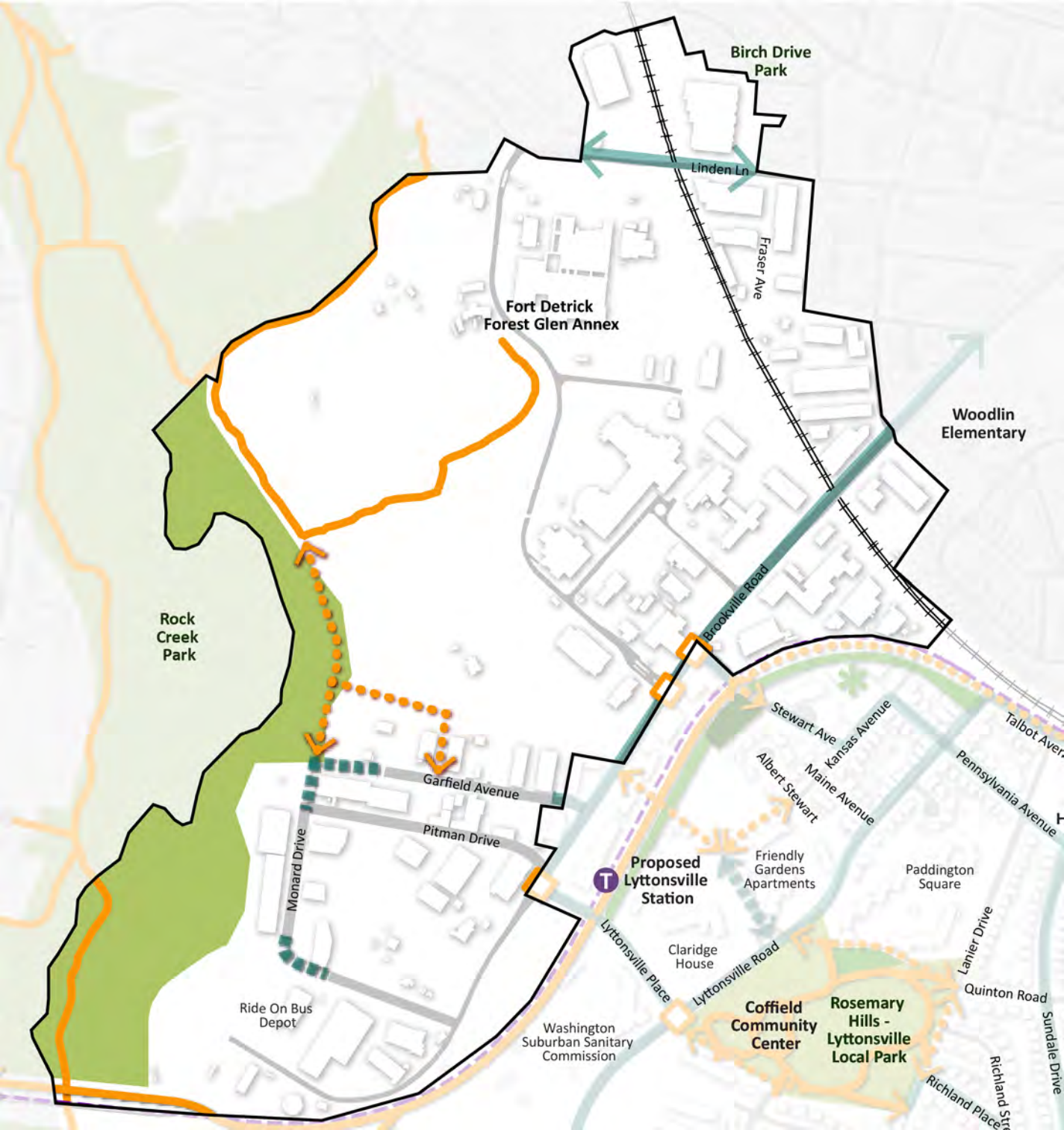
Quinton Road

Richland Street

Sundale Drive

Ross Road

Road



Birch Drive Park

Linden Ln

Fraser Ave

Fort Detrick Forest Glen Annex

Woodlin Elementary

Brookville Road

Rock Creek Park

Stewart Ave

Kansas Avenue

Maine Avenue

Albert Stewart

Talbot Ave

Pennsylvania Avenue

Garfield Avenue

Pitman Drive

Proposed Lyttonville Station

Friendly Gardens Apartments

Paddington Square

Ride On Bus Depot

Washington Suburban Sanitary Commission

Claridge House

Coffield Community Center

Rosemary Hills - Lyttonville Local Park

Lyttonville Place

Lyttonville Road

Lanier Drive

Quinton Road

Sundale Drive

Richland Place

Richardson Street