



Greater Lyttonsville Sector Plan Design Guidelines

Working Draft v2 March 2019

THE MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Abstract

The *Greater Lyttonsville Sector Plan Design Guidelines* will be used to guide the design of buildings and public spaces towards achieving the sector plan's vision. The guidelines are based on an existing conditions analysis, stakeholder input and current best practices in community design from the region and beyond. Design guidelines help provide information about how plan recommendations and zoning code requirements can be met, and the context for individual sites. Design guidelines are approved by the Montgomery County Planning Board for use by public entities and developers in preparing design proposals, as well as for use by planners and the board in reviewing those design proposals. These guidelines may need to be reviewed and updated by the Planning Board as best practices and conditions in the Greater Lyttonsville Area evolve over time.

Sources of Copies

The Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Online at montgomeryplanning.org/greaterlyttonsvilledesign

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Table of Contents

Chapter 1:

Introduction.....1

1.1 How to Use the Guidelines2

1.2 Community Design Principles.....4

Chapter 2:

Areawide Guidelines7

2.1 Streetscape Design.....8

2.2 Parks and Open Space Design20

2.3 Site and Building Design26

Chapter 3:

Site-Specific Guidelines.....39

3.1 Site 1: Spring Center.....40

3.2 Site 2: Summit Hills42

3.3 Site 3: 8600 16th Street.....43

3.4 Site 6: Rollingwood Apartments44

3.5 Site 7: Paddington Square46

3.6 Site 9: Light Industrial/Office Area.....47

3.7 Site 11: WSSC Site.....48

3.8 Site 12: Claridge House/Friendly Gardens/ Storage Yards.....49

3.9 Site 13b: Vacant Site/Ride On Parking Lot50

3.10 Rosemary Hills-Lyttonsville Local Park51

3.11 Capital Crescent Trail52

Definitions of Design Terms

Articulation: Variation in the design of a building including elements such as the push and pull of a facade, material changes, architectural details and other treatments that add visual interest from adjacent sidewalks and as viewed from afar.

Bulk: The mass of a building. This can often be perceived as imposing without articulation or other methods to break up the building scale.

Character: The qualities of design that reflect a sense of place and neighborhood identity.

Compatibility: Design elements that respect the scale and character of surrounding streets, landscaping and buildings.

Context: Surrounding environment including natural features, streets, landscaping, open spaces and buildings.

Evapotranspiration: Loss of water from the soil both by evaporation from the soil surface and by transpiration from the leaves of the plants growing on it.

Environmental Site Design: Methods to distribute small-scale stormwater treatment practices uniformly throughout a site, street, or community to provide treatment close to the source of runoff.

Facade: The face of a building, especially the front that looks onto a street or open space.

Impervious Surface: Artificial or compacted ground cover that does not allow rainwater to penetrate through, such as pavement.

Massing: The general shape, form and size of a building.

Pedestrian Scale: Design that reflects the size and proportion of a human and contributes to a person's feeling of comfort in their surroundings.

Public Realm: Spaces accessible to the public including streets, sidewalks, parks and public open spaces.

Setback: The distance that a building is located back from a lot line or right-of-way.

Step-back: Upper floors of a building that are pushed back from the lower floors or building base. With step-backs, pedestrians often perceive the lower-scale base height as opposed to the full height of the building.

Streetscape: The visual elements of a street, including the roadway, adjoining buildings, sidewalks, street furniture, trees and open spaces that combine to form the street's character.

Street Wall: The boundaries of a street, formed by buildings and landscape that create a sense of enclosure and comfort for pedestrians.

Walkability: A measure of how friendly an area is to walking based on community design, safety and the variety of accessible destinations.

Wayfinding: The ways people orient themselves and navigate from place to place. Though this often refers to signage, it can also include elements such as markers, public art, buildings and natural features.

Chapter 1: **Introduction**

How to Use the Guidelines
Community Design Principles

1.1 How to Use the Guidelines

What are design guidelines?

The *Greater Lyttonsville Sector Plan Design Guidelines* provide a framework for the design of new and improved streetscapes, buildings, parks and public open spaces in the plan area. They build on the recommendations in the *Greater Lyttonsville Sector Plan*, which was approved and adopted in 2017. This document is intended to help ensure that new projects fit well into the unique and vibrant community character in the area today.

What types of projects do the guidelines apply to?

The design guidelines should be used in conjunction with the sector plan recommendations to guide development projects and public improvements within the Greater Lyttonsville Sector Plan Area. In particular, per the *Montgomery County Zoning Ordinance*, all Standard Method and Optional Method projects under site plan review should substantially conform with the sector plan and design guidelines.

Is there flexibility in the guidelines?

The Planning Board may approve alternative design approaches that better meet the intent of the guidelines. This review flexibility will allow room for truly exceptional and unexpected creative solutions that contribute to the area.

Certain guidelines provide a range of recommended dimensions to appropriately meet the sector plan intent. These ranges are not rigid requirements but instead provide more predictability for applicants as to what will be expected during development review. Guidelines also provide staff and the Planning Board with a framework to guide the review process.

Design proposals and alternative solutions will be evaluated during the development review process based on the surrounding context, site conditions, and how the project meets the sector plan goals and design guidelines intent.

Steps for Development Projects:

1. Streetscape Guidelines

See *Section 2.1 Streetscape Design* to determine which street type your property fronts. This section outlines recommended sidewalk zones and building placement by street type.

2. Site and Building Guidelines

See *Section 2.3 Site and Building Design* for general site layout and building form guidelines for development projects.

3. Parks and Open Space Guidelines

If you are considering providing a public open space, see *Section 2.2 Parks and Open Space* for general open space guidelines.

4. Guidelines for Specific Sites

See *Chapter 3: Site-Specific Guidelines* for guidelines organized by site. These guidelines outline recommended pedestrian and bicycle circulation, public open space design and building form for specific sites.

*Note: Graphics, renderings and photos throughout the document show possible ways in which the Greater Lyttonsville Sector Plan recommendations and design guidelines can be achieved. **They are for illustrative purposes only.***

1.2 Community Design Principles

The *Greater Lyttonsville Sector Plan* vision is to preserve the integrity of the area's neighborhoods along with their special heritage and character, while strategically encouraging mixed-use development near transit and expanding parks, trails and open space.

The Greater Lyttonsville community is a thriving place that is home to a diversity of residents and local businesses. There are, however, several design issues impacting daily life in the area, including barriers to walkability and bikeability; the need for expanded parks and open space as the community grows; development that is out of scale with surrounding neighborhoods; poor transitions between industrial and residential uses; and poor to fair water quality with high impervious cover.

The following community design principles aim to build on local assets, address these issues and move closer to the sector plan vision to enhance the quality of life for all people in the Greater Lyttonsville area.

Maintain compatibility
with existing
neighborhood
character and
identity.



**Promote diversity
and enhance
social connections**
between community
members.



**Improve
walkability
and bikeability**
throughout the
community and to
transit stations.



**Expand the open
space network** with
a range of types,
uses and sizes.



**Increase
ecological health,**
water quality and
energy conservation.





Aerial view of Greater Lyttonsville

Chapter 2: **Areawide Guidelines**

Streetscape Design
Parks and Open Space Design
Site and Building Design

2.1 Streetscape Design

Sidewalks and Streetscape Character

Well-designed sidewalks create an inviting environment for people to walk, gather and experience their neighborhoods. In the Greater Lyttonsville area, streetscape guidelines are particularly important as more people will need to be able to easily walk to and from the Purple Line stations. The guidelines help to ensure that streets not only have sufficient sidewalk widths but are also comfortable to walk along.

The street types outlined in these guidelines do not replace the Montgomery County Code roadway functional classifications identified in the *Greater Lyttonsville Sector Plan*. Functional classifications generally guide the configuration of the roadway, while the street types defined in the design guidelines provide a finer-grained designation of streetscape character outside the curb. Street types are based on existing conditions and the sector plan vision for sidewalks, building frontages and adjacent land uses.

Street type guidelines should be used to guide future development review and streetscape improvements, emphasizing adequate sidewalk zones and guiding building placement.

Sidewalk Zones

The sidewalk is divided into three zones: Planting/Furnishing Zone, Pedestrian Through Zone and Frontage Zone. These zones are flexible and can serve multiple functions depending on the street type. Utilities should be undergrounded so that poles will not interfere with the sidewalk environment.

A. Planting/Furnishing Zone: This zone is the buffer from vehicular traffic. It contains street lighting, street trees and planting strips which may include stormwater management treatments. Though adequate Pedestrian Through Zone width should always be prioritized, streets should be lined with healthy, well-maintained trees to increase pedestrian safety, comfort and canopy cover.

B. Pedestrian Through Zone: This zone provides unobstructed passage and should be designed to be accessible for people of all abilities. This zone should be continuous and there should be no encroachments from the other two zones.

C. Frontage Zone: This zone is adjacent to the building and can accommodate elements such as retail display, café seating and plantings for ground-floor residential uses. On streets where a wider clear pedestrian pathway is needed, this zone can also serve as additional space for the Pedestrian Through Zone.

Building Placement

An important purpose of buildings is to frame streets and open spaces. Creating a consistent building edge with visual interest and active ground floors helps to define the sidewalk environment and encourage use.

D. Build-to Line: Build-to lines establish how close the building should be placed to the curb. In most cases, the facade of the building base should meet the build-to line to create a continuous building edge.

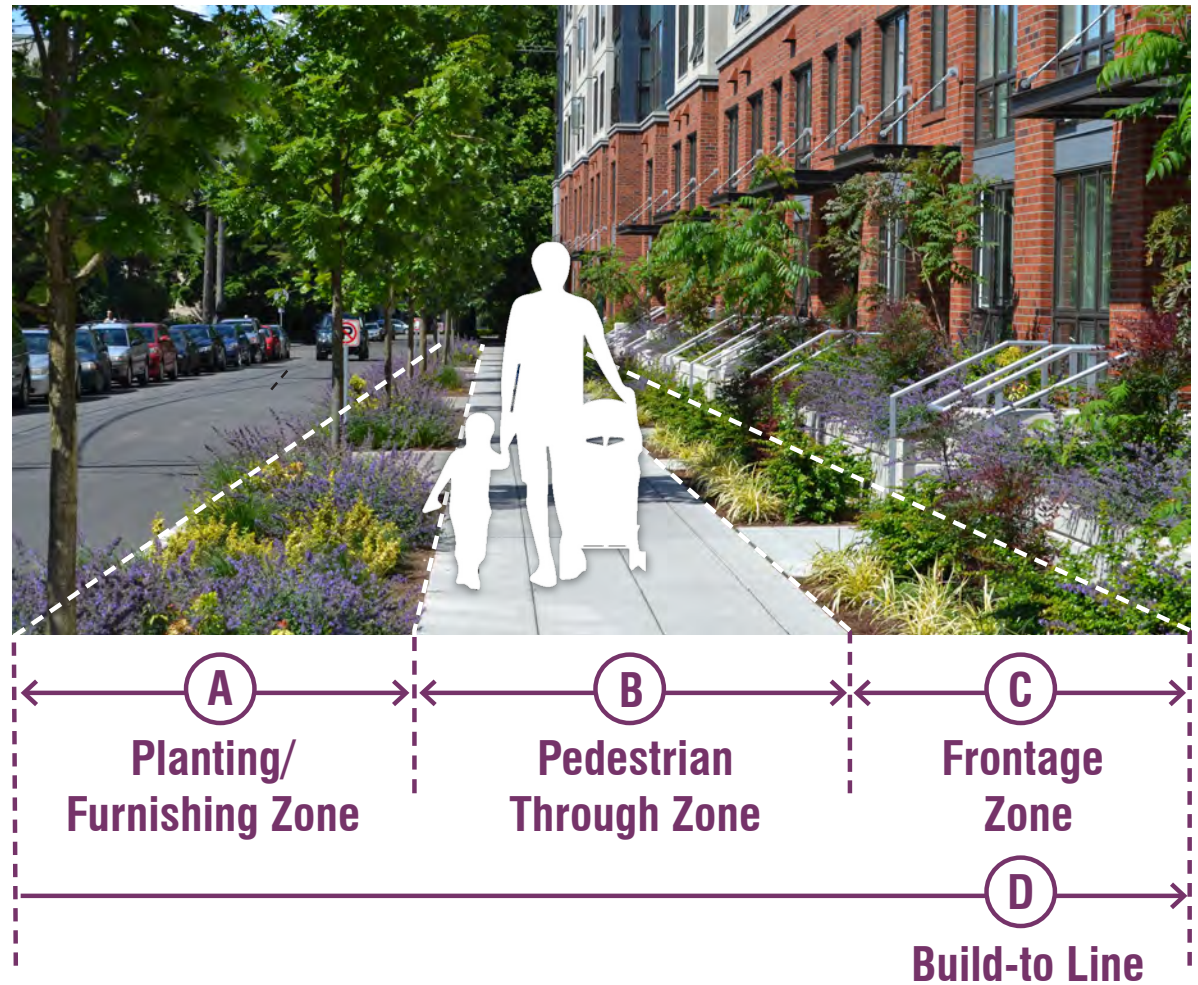
Building placement guidelines may be adjusted to accommodate separated bike lanes, through-block connections and open spaces recommended in the sector plan. Long facades should also have articulation through individual entries, bays or courtyards to create a less-imposing building wall.

In all cases, surface parking lots should be placed behind the building or set back from any sidewalk frontage.

Private Streets

All private streets should provide comfortable pedestrian access and meet the corresponding street type guidelines. Reduced build-to line dimension may be considered for internal streets. Introduction of alternative designs, such as shared streets, should be coordinated at the time of regulatory review.

Sidewalk Zones



Street Types



Street Types

Neighborhood Connector

Neighborhood Connectors are important streets for commuters using all modes of travel. In this area Neighborhood Connectors typically accommodate heavy vehicular through traffic and are often uninviting for pedestrians. These streets also lead to bus stops, downtown Silver Spring and the Purple Line stations, requiring people to walk along uncomfortable sidewalks to get to work or other area destinations.

Intent: Provide continuous and comfortable sidewalks separated from through traffic that encourage safe use by pedestrians.

Guidelines

- A. Planting/Furnishing Zone: 6-8 feet
- B. Pedestrian Through Zone: 6-10 feet
- C. Frontage Zone: 5-8 feet
- D. Build-to Line: 20-25 feet from street curb
 - Place buildings to line the street edge where feasible to activate the sidewalk.
 - Provide continuous planting strips in the Planting/Furnishing Zone on segments where there is no on-street parking to buffer sidewalks.



*Separated bike lanes, street trees and planting strips provide additional buffering for pedestrians.
Source: NACTO (above), Joe Linton/Streetsblog L.A. (below)*

Neighborhood Retail Street

Neighborhood Retail Streets typically have high levels of pedestrian activity around local shops and restaurants. These streets are not identified on the street types map because they do not yet exist in the area, but may occur in the future on a segment of a Neighborhood Connector or Industrial Mixed-Use Street where ground floor retail is introduced. Once established, this Street Type should be continued with new development.

Intent: Accommodate activities, vending and seating, while also ensuring a clear passageway for pedestrians.

Guidelines

- A. Planting/Furnishing Zone: 5-8 feet
- B. Pedestrian Through Zone: 6-12 feet*
- C. Frontage Zone: 0-7 feet
- D. Build-to Line: 15-20 feet from street curb
 - Recess doorways where needed to prevent door swings from blocking travel.
 - Transitions between street types should ensure a continuous Pedestrian Through Zone.
 - 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.”

** 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 gathering outside of stores. The wide through zone helps to ensure that there is ample space for pedestrians and those in wheelchairs to pass.*



This street invites strolling and street-side activities with a wide sidewalk, planting, benches and space for outdoor dining. Source: M-NCPPC

Neighborhood Residential Street

Neighborhood Residential Streets in the Greater Lyttonsville area are narrow, low-volume streets. Many are tree-lined and pleasant to walk along, though some lack continuous sidewalks. Any streetscape improvements or new development should respond to the character of well-planted setbacks and individual residential entries typical along these streets.

Intent: Create a pleasant walking experience for residents and visitors in a garden environment.

Guidelines

- A. Planting/Furnishing Zone: 6-8 feet
- B. Pedestrian Through Zone: 6-8 feet*
- C. Frontage Zone: 5-8 feet
- D. Build-to Line: 20-25 feet from street curb
 - Provide planting in the Frontage Zone to respond to existing residential neighborhood character.

** 5 feet is the recommended width for the Pedestrian Through Zone along the frontage of existing single-unit detached homes.*



*A residential street lined with townhouses, planted Frontage Zone and Planting/Furnishing Zone with continuous street trees.
Source: movingtonova.com*

Industrial Mixed-Use Street

Industrial Mixed-use Streets are primarily lined by low-rise industrial buildings with a mix of other commercial and institutional uses and should be designed to accommodate efficient truck travel and loading.

Brookville Road is an Industrial Mixed-use Street where most buildings are envisioned to be retained in the long term, constraining opportunities for streetscape improvements. While the sidewalks are continuous, they have frequent curb cuts, insufficient width and segments with no separation from through traffic. Once the Purple Line is built, more people will walk along Brookville Road to area businesses and the Forest Glen Annex requiring streetscape improvements.

Intent: Provide continuous passageways for pedestrians separated from truck traffic to allow people to comfortably and efficiently walk to work and other services.

Guidelines

- A. Planting/Furnishing Zone: 5-8 feet
- B. Pedestrian Through Zone: 5-8 feet
- C. Frontage Zone: 0-4 feet
- D. Build-to Line: 10-15 feet from street curb

- Utilize available land between the existing curb and buildings to widen sidewalks to at least the minimum Pedestrian Through Zone dimensions recommended.
- Provide additional street canopy trees in existing planting strips in the Planting/Furnishing Zone to buffer pedestrians from through traffic. Study opportunities for the integration of stormwater best management practices.
- Provide a Planting/Furnishing Zone along sidewalk segments where it does not currently exist for separation between pedestrians and vehicular traffic.
- Provide landscape buffering in the Frontage Zone where existing surface parking is in front of buildings along the sidewalk.
- Observe minimum driveway widths and consolidate driveways with redevelopment where feasible to minimize the number of curb cuts.
- Design any required fencing along the sidewalk to be visually appealing to passersby.
- 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.



On many segments of Brookville Road, sufficient space is available for wider sidewalks, improved tree canopy and planting. Source: M-NCPPC



New development can reinforce the character of Industrial Mixed-Use Streets and provide enhanced streetscape, crossings and stormwater management. Source: NACTO

Industrial Street

Efficient truck access along Industrial Streets is crucial for the functionality of industrial properties. However, many industrial streets in the area either lack sidewalks or the sidewalks are narrow and overgrown. For people walking to work or to area businesses, it is critically important to design safe sidewalks and passageways.

Intent: Balance efficient truck travel and loading with safe and sufficient areas for people to walk to work and other services.

Guidelines

- A. Planting/Furnishing Zone: 2-6 feet
- B. Pedestrian Through Zone: 5 feet
- C. Frontage Zone: 0-4 feet
- D. Build-to Line: 10-15 feet from street curb
- Consider interim measures such as “protected walking lanes” buffered and lined with bollards or concrete bumpers where no sidewalks or inadequate sidewalks exist. Separation could be temporary or later implemented as a full curb sidewalk.



*Inadequate and overgrown sidewalks on a portion of Garfield Avenue.
Source: M-NCPPC*



*A “protected walking lane” provides a short-term solution for incomplete or insufficient sidewalks.
Source: Dongho Chang/Streetsblog USA*

Connectivity Improvements

Public Through-Block Connections

The area has several large blocks without public pathways that are a barrier to easily walking through the community. The introduction of more public through-block connections is important to provide an efficient pedestrian network for people to get to their destinations. These connections should be high-quality, open to the sky and wide enough to allow pedestrians and cyclists to pass through comfortably, and others to pause and sit or access building entrances.

Intent: Improve connectivity for people to walk and bike throughout the area and create additional outdoor public spaces to enjoy.

Guidelines

- A. Provide a clear pathway of at least six feet with adequate lighting for pedestrians and cyclists. (note: The overall width of the through-block connection should follow requirements outlined in the *Montgomery County Zoning Ordinance*.)
- B. Orient entries, balconies, patios and outdoor common areas to the through-block connection.
- C. Design building massing surrounding through-block connections to be sensitive in scale and allow sunlight into the space using elements such as articulation and upper floor step-backs. Avoid narrow, alley-like designs.



Well-planted and inviting through-block connections allow residents to easily walk and bike throughout the neighborhood.

Source: Mithun (above and below)

Canopy Corridors

The canopy corridors outlined in the sector plan *Section 2.4.2 Ecology* align with recommended bike priority streets where continuous streetscape improvements are most likely. Though bicycle and pedestrian facilities are the priorities on these streets, tree canopy is also a crucial element to enhance shade, attractiveness and comfort to encourage people to walk and bike throughout the area.

Intent: Re-establish continuous green corridors along bicycle networks linking parks, open space, neighborhoods and destinations.

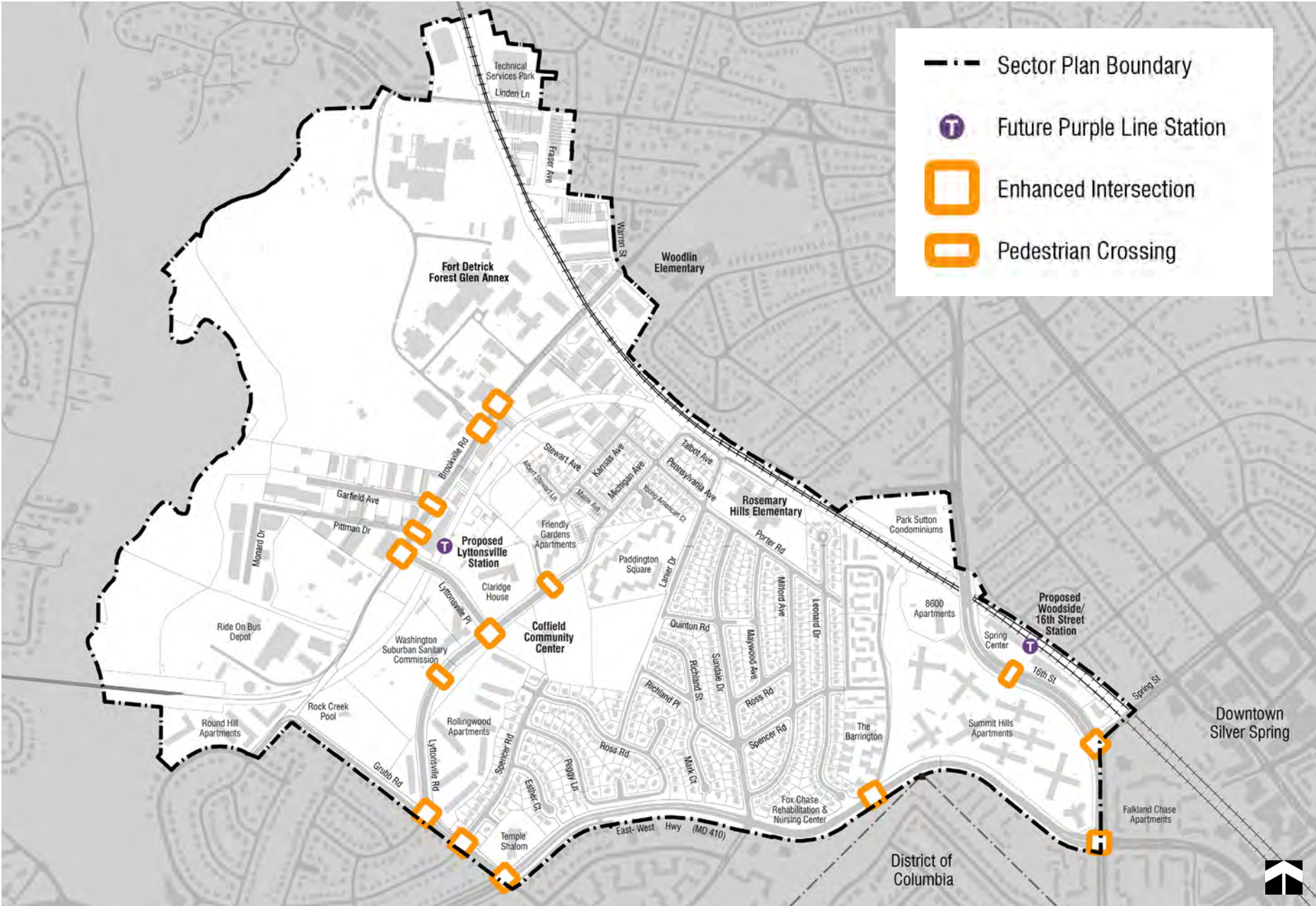
Guidelines

- A. Prioritize street tree planting along streets with proposed bicycle lanes, sidewalks and stormwater management treatments.
- B. Use appropriate plant species that will thrive in various site conditions and climates. Species should be a combination of native and locally adaptive species lessening water demand while providing biological benefits.
- C. Provide soil volumes for canopy trees of no less than 600 cubic feet. This volume may be achieved through amended soil panels, and where feasible, utilize street tree panels for greater soil volumes.
- D. Design buildings to allow streets to receive sufficient sunlight to maintain healthy trees along these corridors.
- E. Provide the maximum sidewalk width feasible to allow for larger canopy, and consider opportunities for double rows of trees.
- F. Include additional locations for trees on both private and public property, right-of-way and medians wherever feasible.



*Continuous tree canopy in the right-of-way and on private property creates a comfortable environment for pedestrians.
Sources: SCAPE studio (above), Northwest MLS (below)*

Enhanced Crossings/Intersections



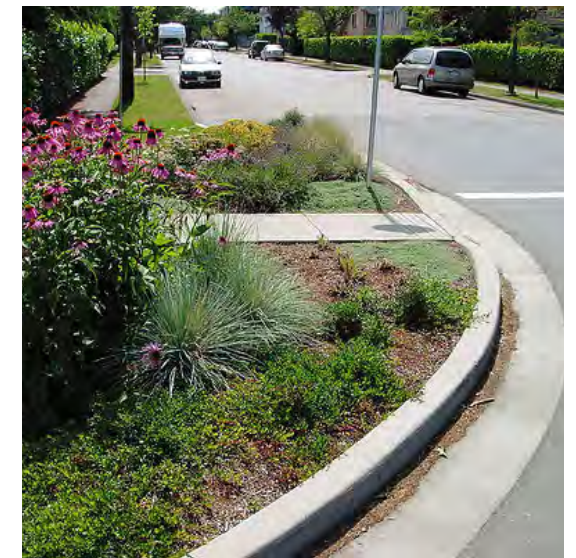
Enhanced Crossings/Intersections

While improved sidewalks are critical to enhance walkability throughout the area, safe, short and comfortable crossings are also a crucial component to creating a complete and well-connected pedestrian network.

Intent: Improve existing intersections and provide additional crossings to make it easier for pedestrians to comfortably cross area streets.

Guidelines

- A. Design major intersections as gateways into neighborhoods with landscape and signage, or as thresholds between different street types.
- B. Decrease intersection widths where feasible through the addition of curb extensions and pedestrian refuges to minimize crossing distances.
- C. Improve pedestrian access to bus stops and transit stations through safe and comfortable crossings.
- D. Provide planted pedestrian safety islands to shorten crossings for pedestrians on streets such as Brookville Road where a full median is infeasible.
- E. Study the feasibility of 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 Purple Line station.
 - Improvements to the intersection of Spencer Road and Grubb Road for pedestrians.
 - Mid-block crosswalk on Lyttonsville Road if ground-floor retail is provided on both sides of the street.
 - Mid-block crosswalk from the Rosemary Hills Lyttonsville Park to the entrance to Friendly Gardens.



Pedestrian refuges, pedestrian safety islands and curb extensions reduce crossing distances making it easier, safer and more comfortable for people to walk across the street.

Sources: NACTO (above), Transportation Research Board (below left), Salida Daily Post (below right)

2.2 Parks and Open Space Design

Parks and public spaces have always played an important role in the quality of life and public activities in Montgomery County. They have been the places where our natural environment and cultural attractions are emphasized and preserved, where we learn about and enjoy nature, where we recreate, and where we can just relax. Our parks are inclusive and enjoyed by all county residents and visitors, no matter one's economic standing, ethnicity or physical ability.

Delivering design excellence in parks and public spaces within greater Lyttonsville establishes a platform for a diversity of community experiences with direct and indirect benefits to the lifestyle and health of current and future residents, employees, and visitors. Parks and public spaces support social, mental and physical health for everyone.

An integrated, welcoming, safe, comfortable, inviting and easily-accessible network of parks and public spaces promotes a sense of community and stewardship of cultural and natural resources, and well-designed parks and public spaces generate community identity, pride, and advocacy. Well-designed parks and public spaces will promote community livability and attractiveness, and increase the desire to live, work, recreate and visit here.

Park Types Hierarchy

The *Greater Lyttonsville Sector Plan Section 2.7 Parks and Open Space* includes a system of open spaces based on the roles of each type of park space. For more information on park types design elements, please refer to Chapter 3 of the *Energized Public Spaces Design Guidelines* document. The following hierarchy has been applied to greater Lyttonsville. It is important to note that the word “urban” is part of the official nomenclature of park types, which are applied to all master plans and sector plans in areas with existing or future transit service in order to foster walkable, livable communities.

Within the Sector Plan Area:

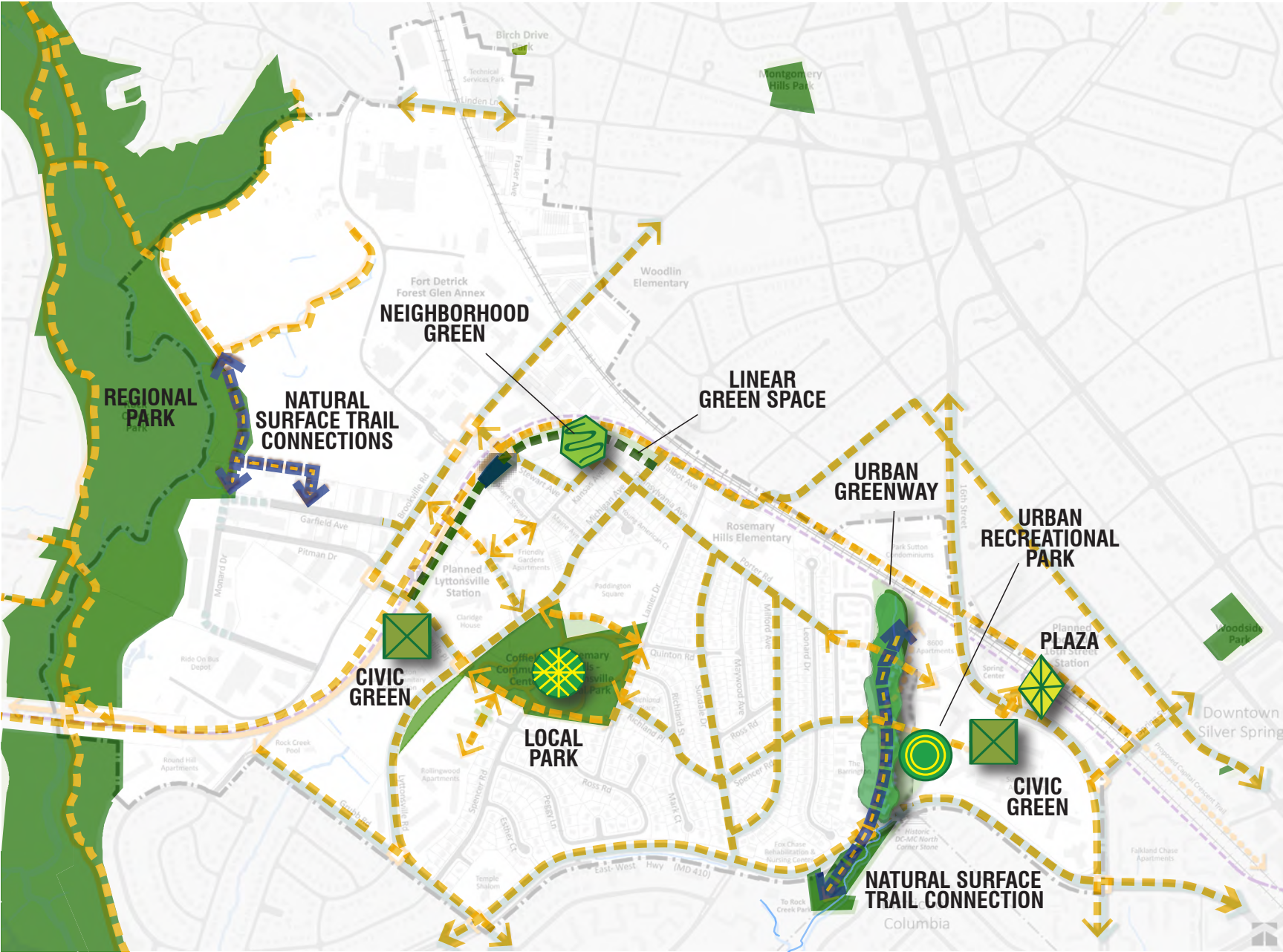
- Social gathering spaces (Civic Green, Plaza)
- Active recreation destinations (Local Park, Urban Recreational Park)
- Contemplative spaces (Urban Greenway)
- An interconnected network of sidewalks, trails, parks and public spaces

Within Neighborhoods: Neighborhood Parks or Neighborhood Greens

Within Blocks: Pocket Greens, or Urban Recreational Parklets

For Buildings and Residences: Private or communal outdoor spaces

Park Types Hierarchy



Design Principles

The design principles outlined here support the vision and goals of the *Greater Lyttonsville Sector Plan*. These design principles are applicable to all parks and public spaces within Greater Lyttonsville, whether small or large, or whether more urban or suburban in character. The following design principles are aligned with the *Energized Public Spaces (EPS) Design Guidelines* document that gives overall design guidance to all parks and public spaces within the EPS Study Area, which includes the Greater Lyttonsville area. The principles include the following:



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.



Sense of Community

Public spaces are the physical, social, cultural and environmental heart of communities. They are the places of community identity, pride and social interaction. They must be attractive, safe and engaging with a range of experiences for social gatherings, relaxation and active recreation or play.



Urban Ecology

Vegetated parks, public spaces, and even shaded streets clean air and water, keep places cooler, contribute to community resilience, support biodiversity, and provide other environmental services associated with green infrastructure. In addition, public spaces encourage greater environmental stewardship, education and responsible interaction with nature.

Areawide Design Guidelines

These design guidelines will assist the county in creating a vibrant public realm for Greater Lyttonsville that is linked to other parks, streets and public spaces. For more information on each of the design guidelines listed below and respective case studies, please refer to Chapter 2 of the *Energized Public Spaces Design Guidelines* document. The following table summarizes the design intent and description of each proposed design guideline. The guidelines were organized to respond to major questions when designing public spaces: “What do we have?” A. Context; “What do we want?” B. Place, C. Comfort, D. Variety; “How do we get there, and how do we navigate?” E. Connections.

	Guideline	Design Intent	Topic
A.	CONTEXT	Incorporate Site Context in the Design of Public Spaces	Adjacencies Existing Conditions Planned Conditions
B.	PLACE	Celebrate and Incorporate Community Identity	Identity Features Community-Driven Process
C.	COMFORT	Make Public Spaces Comfortable and Inviting	Enclosure Amenity Design and Location Safety
D.	VARIETY	Provide Flexible Spaces for a Diversity of Activities and Experiences	Space Flexibility Diverse Programming
E.	CONNECTIONS	Enhance Community Connections	Access Multiple Choices Wayfinding

Design Guidelines for Each Urban Park and Open Space Type

The design elements are described generally for each urban park type. Following is an overall summary taken from the sector plan. The new *Energized Public Spaces (EPS) Design Guidelines* document provides additional design guidance for each park type and should be consulted in conjunction with this document. 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. For more information, please refer to Chapter 2 of the *EPS Design Guidelines* for areawide design guidance, and Chapter 3 for design guidance appropriate for specific park types.

Civic Greens

Summit Hills (Site 2)

- A. Service Area: Sector Plan
- B. Main Program: Accommodate social gatherings and casual play elements.
- C. Key Features: Large central lawn as focal point, trees or shade structures
- D. Site Placement: Locate in area of highest

concentration of commercial and civic uses. Locate between urban greenway and 16th Street along walkway leading to Woodside Purple Line station.

- E. Design as inclusive space for all ages.
- F. Size: ½ acre minimum

WSSC Property (Site 7)

- A. Service Area: Sector Plan
- B. Main Program: Accommodate social gatherings and special events.
- C. Key Features: Large central lawn as focal point, trees or shade structures
- D. Site Placement: Locate adjacent to Capital Crescent Trail.
- E. Design as inclusive space for all ages.
- F. Size: ½ acre minimum

Plaza

Woodside Station (Site 1)

- A. Service Area: Sector Plan
- B. Main Program: Intended primarily for social gatherings and community events.
- C. Key Features: central hardscape as focal point, trees and shade structures
- D. Site Placement: Locate adjacent to Woodside/16th Street Purple Line station.
- E. Size: ½ acre minimum

Urban Greenway

Summit Hills (Site 2)

- A. Service Area: Sector Plan
- B. Main Program: Active programming and exposure to nature.
- C. Key Features: Include shaded paved trail parallel to daylight stream. Crossings should be designed environmentally sensitive that do not adversely affect the natural ecological processes of the stream below. Construction of these crossings should be done concurrently with proposed stream restoration. Include benches at regular intervals along paved trails.
- D. Site Placement: Daylight/restore Fenwick Branch of Rock Creek, with environmental buffer on each side of new stream.

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 feasible.

Community Use Recreational Park

Summit Hills (Site 2)

- A. Service Area: Sector Plan
- B. Main Program: Design with community-oriented facilities.
- C. Key Features: Primarily recreational program such as a playground, a basketball court, a dog park/spot or a skate park/spot.
- D. Site Placement: Locate immediately adjacent to the proposed urban greenway.

Neighborhood Green

Residential Area (Site 9)

- A. Service Area: Neighborhood
- B. Main Program: Mix of social gathering, active recreation and contemplative areas
- C. Key Features: Park may include a play area, skate spot or community garden, or other similar neighborhood serving recreational facilities.
- D. Site Placement: Part of the redevelopment adjacent to the Purple Line on the east side of Stewart Avenue.
- E. Size: 1/4 acre minimum

Paddington Square, expansion of Rosemary Hills-Lyttonsville Local Park (Site 7)

- A. Service Area: Sector Plan
- B. Main Program: Expansion of activities within

Rosemary Hills-Lyttonsville Local Park

- C. Key Features/ Site Placement: Final configuration and design to be negotiated at the time of regulatory review.
- D. Size to be proportional to size of easement needed to accommodate new access to Michigan Avenue, as well as large enough to accommodate additional recreational amenities to serve the growing population.

Rollingwood Apartments, land swap (Site 5a)

- A. Service Area: Sector Plan
- B. Main Program: Expansion of activities within Rosemary Hills-Lyttonsville Local Park
- C. Key Features/ Site Placement: Final configuration and design to be negotiated at the time of regulatory review.
- D. Size to be at least equal in size to land being swapped.

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.



Neighborhood Greens with flexible lawns and play areas.
Sources: M-NCPPC (above), Michael van Valkenburgh, Inc. (below)

2.3 Site and Building Design

Compatibility

It is a priority of the sector plan that site and building design in the greater Lyttonsville area sensitively respond to existing neighborhood context. While all new development projects must meet the compatibility requirements in the *Montgomery County Zoning Ordinance*, additional compatibility guidelines are outlined below.

Intent

Ensure that the design of new development respects the existing character, massing and scale of the area's diverse neighborhoods, streetscapes and public open spaces.

Guidelines

- A. Study the impacts of new development on public open spaces, limiting shadows where feasible.
- B. Provide transitions to surrounding neighborhoods by including elements such as:
 - Stepped-down building heights.
 - Individual entries to ground-floor units
 - Increased landscaping in the Frontage Zone and Planting/Furnishing Zone.
 - Fine-grained building articulation.
 - Human scale massing of buildings.



Mid-rise buildings can be stepped-down to transition to adjacent lower-scale uses. Source: M-NCPPC



This development in Fairfax, VA knits the design of new flats, townhouses and duplexes into the surrounding community. Source: Torti Gallas + Partners

Infill Development Opportunities

The sector plan encourages the infill of mid-rise development on large multi-unit housing sites where buildings are often surrounded by surface parking and disconnected from the street.

Intent

Provide infill development on underutilized sites that better relates to surrounding streets and improves compatibility with adjacent low-rise housing.

Guidelines

- A. Build new infill development to the build-to-line outlined by street type in *Section 2.1: Streetscape Design* to frame the sidewalk.
- B. Transition the building heights of infill development to the surrounding context if adjacent to low-rise communities.
- C. Provide ground floor building entries along the sidewalk.
- D. Consider the relationship between infill buildings and existing or proposed public open spaces on and adjacent to the site.



The DelRay Tower Apartments in Alexandria were redeveloped by maintaining and renovating the existing tower structure. Mid-rise development was then infilled to frame the sidewalk and mediate between the existing high-rise on the site and adjacent low-rise residential development.

Source: Google Street View

Relationship Between Buildings and Public Spaces

The public space network of open spaces, streets and trails relies not only on the design of those spaces, but also on how the spaces relate to surrounding development. Buildings designed to activate and frame public spaces help to create inviting places where people truly want to gather and connect.

Intent

Create an inviting environment with ground-floor designs that engage with adjacent sidewalks and public open spaces.

Guidelines

- A. Provide ground floors with entrances, terraces, windows and/or balconies that face public open spaces and sidewalks. Avoid orienting the backs of buildings and service access to these spaces.
- B. 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.
- C. Orient primary building entrances to front public spaces, not parking lots.



*Ground-floor residential entries and retail open onto this public space creating an activated outdoor area.
Source: Design Collective*



*Frequent ground-floor entries, patio spaces and landscaping relate residential buildings to the sidewalk.
Source: David Baker Architects*

Methods to Reduce Bulk

As new development more closely frames sidewalks and open spaces rather than to provide large setbacks, the need to ensure that buildings are not perceived as bulky or imposing becomes increasingly more important.

Intent

Reduce the actual and perceived bulk of new buildings by relating them to the human scale and aligning with the existing neighborhood character and context.

Guidelines

- A. Modulate and articulate long facades using techniques such as shifts in massing, changes in facade planes and varied materials to add depth to the facade.
- B. Vary building heights to reduce the imposing massing of a large structure and respond to small scale character of surrounding neighborhoods.
- C. Break up long facades with elements such as glass walkways, varied facade treatments and courtyards to distinguish portions of the building.
- D. Provide step-backs to respond to the scale of pedestrians and adjacent lower-scale development.
- E. Avoid cantilevering the majority of the building mass over the Frontage Zone, public sidewalk or public open space to prevent interfering with street trees and blocking access to sunlight and sky views for pedestrians.



These buildings illustrate many of the methods to reduce perceived bulk and break up long facades through facade articulation and modulation, varied building heights and step-backs.

Source: M-NCPPC (top left), Apartment Guide (top right), M-NCPPC (bottom left), SK+I (bottom right)

Incremental Improvements to Industrial Sites

Industrial area businesses in greater Lyttonsville are important assets for the community and the region. Because the majority of these sites are unlikely to redevelop, incremental approaches can be taken to improve the area and connections to the Purple Line station.

Intent

Make the industrial business areas identifiable, easier to navigate and more comfortable and accessible for pedestrians.

Guidelines

- A. Improve facades with paint, lighting, new materials and/or mural art.
- B. Consider alternative uses for surface parking lots during evenings and weekends, such as food trucks and other pop-up events, to attract neighbors to the industrial/business area.
- C. Integrate landscaping and stormwater management to decrease impervious surface and line parking lots adjacent to sidewalks.
- D. Provide consistent wayfinding signage for businesses.



Facade improvements and mural art can be low-cost solutions to dramatically enhance the identity of the industrial area. Source: Jesse Cory



Stormwater management and planting in and along parking lots can reduce impervious surface and create more attractive sidewalks. Source: lacreek.wordpress.com



Pop-up events can attract customers and highlight local businesses. Source: M. Fischetti for GPTMC

Historic Signage and Commemorative Art

The sector plan recommends a history and art advisory committee to promote the greater Lyttonsville area's rich history. 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.

Intent

Recognize and preserve the rich history of the area and make the past more evident, particularly the African-American heritage of the Lyttonsville neighborhood.

Guidelines

- A. 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.
- B. Use the historical background described by community members and in the sector plan as a preliminary basis for the content of the signage, markers and art.
- C. 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.



African-American Heritage Trail marker in Washington, D.C.

Source: *Rebuilding Place in the Urban Space*



The Talbot Avenue Bridge Lantern Walk is a commemorative arts and community building event.

Source: [sourceofthespring.com/David Rotenstein](http://sourceofthespring.com/David_Rotenstein)



Mural celebrating the local community in the Roxbury neighborhood of Boston.

Source: *Jesse Costa*

Servicing, Access and Parking

The greater Lyttonsville area has many sites with large surface parking areas adjacent to sidewalks and frequent driveways, creating uncomfortable sidewalk environments to walk along. While servicing and access are important to the function of area businesses and residences, the pedestrian experience should be prioritized in new developments to encourage walking throughout the community.

Intent

Minimize servicing and parking conflicts between vehicles, pedestrians and cyclists and reduce visual impacts. Site design should prioritize the public sidewalk and bikeways over private vehicular crossings.

Guidelines

- A. Provide a continuous, level and clearly delineated Pedestrian Through Zone across driveways to encourage drivers to yield to pedestrians. Consider applying the same material across these vehicle access points as the sidewalk.
- B. Minimize the width and height of driveways and vehicular entrances. Where feasible, combine loading dock and garage access.

- C. Design the exterior of the garage portion of the building to be compatible with the rest of the building facade to enhance the overall architectural quality of the building.
- D. Screen vehicle and servicing access areas and trash storage with landscaping or other vertical elements, and design vehicle access doors to incorporate high-quality materials and finishes that are consistent with the building.
- E. Locate surface parking lots on the back or to the side of the building, with the building fronting the primary streets and sidewalks.



*Townhouse garages accessed from internal alleys to allow entries and frontage on the primary sidewalks.
Source: M-NCPPC*



*A well-designed parking garage with solar panels and artwork.
Source: Google Street View*



*On streets like Brookville Road with frequent driveways, paint can help to indicate the continuous sidewalk Pedestrian Through Zone and encourage drivers to yield.
Source: M-NCPPC*

Environmental Site Design

Managing stormwater, which may otherwise wash pollutants into our waterways or overwhelm our streams, is critical to protecting public health, water quality, the environment and specifically the Chesapeake Bay. Montgomery County's stormwater management regulations require new developments, redevelopments, and retrofits disturbing over 5,000 square feet to integrate environmental site design (ESD) treatments on-site. ESDs are methods to distribute micro-scale stormwater treatment practices uniformly throughout a site, street, or community to provide treatment close to the source of runoff. The goal is to mimic natural hydrologic characteristics simulating woods in good condition through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater.

Generally, environmental site design incorporates the most suitable techniques, or combination of techniques to contain, treat, and release stormwater slowly. The objectives of ESDs are to:

- **Encourage Groundwater Recharge:** Increase in infiltration and natural groundwater recharge to protect groundwater supplies and stream baseflows;
- **Reduce Stormwater Peak Flows:** Reduce the volume of stormwater discharged at outfall points,

along with managing and releasing stormwater as close to the runoff source as possible;

- **Improve Water Quality:** Reduce stormwater pollutant loads to protect the quality of ground and surface water;
- **Reduce Impervious Surfaces:** Minimize impervious surfaces, promote groundwater infiltration, and reduction of the volume and impact of stormwater runoff;
- **Reduce Flooding:** Reduce the quantity and velocity of runoff to decrease potential flooding, preserve, and restore the natural flood-carrying capacity of streams and floodplains;
- **Protect Stream Channels:** Prevent erosion, scour, and sedimentation of stream channels; and
- **Protect Natural Resources:** Protect aquatic habitats and the species within them.

ESD Tool Box

There are many types of ESD tools that can be used to treat stormwater runoff. The toolbox includes a range of treatment systems that can be tailored to the needs and constraints of a site. Factors for selecting the right ESD for the site must incorporate existing soils, grades, quantity of runoff, treatment objectives, site location, and space availability. In many instances, the ESD selected are solely for meeting the requirements of the stormwater regulations. Alternatively, the ESDs can concurrently provide multiple benefits including:

- Improved and increased attractive green open space;
- Better connectivity between buildings, streets, or transition areas;
- Artful landscape elements; and
- Increased property value.

The following pages outlines frequently used ESDs that could be considered in Lyttonsville. It is not a complete ESD list and design variations and technology continually evolve.

Bioretention

Bioretention is the process in which contaminants and sediments are removed from stormwater runoff in small drainage areas using a sandy soil mix and plant materials (“bio”) to maximize filtration and pollutant removal.

Design Factors: Designers are encouraged to be creative and maximize stormwater treatment while simultaneously improving the visual and green aesthetics of the landscape.

Vegetated Swales (Bioswales)

Vegetated swales are drainage channels intended to treat runoff from impervious surfaces. They are excellent alternatives to conventional curb and gutter systems because they provide pretreatment, allowing coarser sediments to settle out.

Design Factors: There are two vegetated swale variations: dry and wet. Wet swales are not commonly found in developed areas.



Bioretention Cells (raingarden):

Bioretention cells are landscaped depressions that capture and treat stormwater runoff. The size of the bioretention cell depends on the area it treats, the quantity of stormwater to be treated, and the visual intent.

Most often, they collect and absorb runoff from rooftops, sidewalks, driveways, courtyards, and streets. The chosen plants must include species adapted to both wet and dry conditions.



Vegetated Planter Box: Planter boxes are rain gardens with structural vertical walls. They collect and absorb runoff from rooftops, sidewalks, parking lots, and streets, and are ideal for space-limited sites and as a streetscaping element.

Boxes can simultaneously serve as visual buffers around buildings and structures, provide seat walls, define sidewalks, patios, terraces, driveways and courtyards.



Dry Swale: Dry swales are shallow, gently sloping channels with vegetation and low-velocity flows. They contain highly permeable soils and an underdrain to allow the stormwater conveyance or infiltration to move away from the surface of the swale shortly after a storm event.

Permeable Pavement

Permeable pavements are specific types of surfaces that allow rainwater to pass through the ground and into the water table or into an underdrain conveyance system. They significantly reduce the amount of impervious cover, trap sediment and pollutants to improve water quality, and mitigate hot surface temperatures. While there are many different materials commercially available, permeable pavements may be divided into three basic types: porous asphalt, pervious concrete, and permeable interlocking pavers.

Design Factors: Each type of pavement provides a stable, load-bearing surface that can support parking lots, parking spaces, driveways, plazas, playgrounds, walkways, seating areas, crosswalks, and lower volume access roads.



Porous Asphalt: These pavements allow water to drain through the pavement into a stone recharge bed and infiltrate into the soils below the pavement. The stone bed and depth depend on the treatment intentions.



Pervious Concrete: Pervious concrete contains a system of highly permeable, interconnected voids that drains quickly. It is used in parking areas with light traffic, residential streets, pedestrian walkways, and crosswalks.



Interlocking Pervious Pavers: Most often, interlocking pavers are made of concrete with small, stone-filled joints that allow water to flow through the surface and into the soil substrate.

Vegetated Roofs

Green roofs or living roofs are alternative roof surfaces that replace conventional materials with a planting media and vegetation. They treat stormwater by mimicking natural soil hydrology, lessen heat island effect, decrease demand for heating and cooling and provide beneficial habitat.

Design Factors: Green roofs with six inches of media minimum are recommended.



Extensive Vegetated Roof: A lightweight system in which the media layer is less than six inches.



Semi-Intensive Vegetated Roof: A roof with system with a deeper soil media layer between five and seven inches.



Intensive Vegetated Roof: Intensive green roofs have a soil media of eight inches or greater.

Rainwater Harvesting

Rainwater harvesting is the practice of intercepting and storing rainfall for future use. The capture and reuse of rainwater promotes water conservation through reuse as well as reduces stormwater runoff volumes and the discharge of pollutants into waterways.

Design Factors: The rainwater catchment devices or cisterns can be underground, aboveground, within buildings, or outside of buildings.



Above Ground Cisterns: These are less expensive but are subject to weather conditions that may affect the system and limit use.



Below Ground Cisterns: In commercial areas, modular cisterns are becoming more common as they can be installed under parking areas, courtyards, building, and playgrounds.



Indoor Cisterns: Where there is room, indoor cisterns are less expensive to install and maintain, and are protected from the elements which increases the lifespan of a cistern.

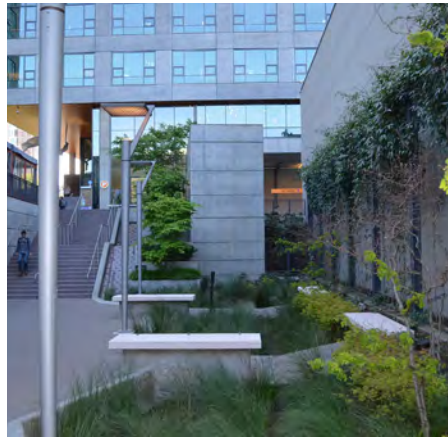
Treatment Trains and Artful Environmental Site Design

A stormwater treatment train is the combination of sequential devices to maximize treatment. Stormwater passes through one device into another prior to discharge, furthering the filtration process. For example, surplus runoff from a green roof might be directed into a raingarden which then is discharged into a bioswale.

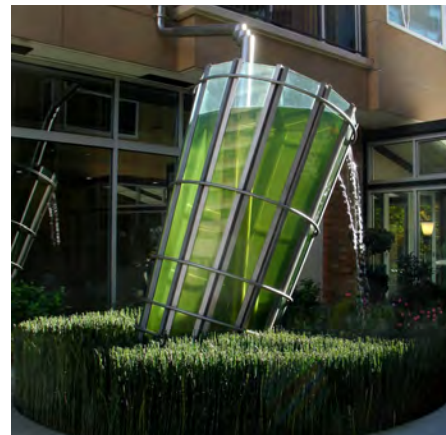
Artful environmental site design effectively manages stormwater while creating inviting, attractive landscapes to enhance a site's open space and aesthetic value, and create fun, appealing places to be. This approach celebrates the treatment of stormwater in an artful, environmentally responsible way.

Design Factors: The best treatment trains and artful ESD requires a collaboration between engineers, landscape architects, designers, artists, and architects who work together to improve site amenities while complying with stormwater regulations.

Treatment Trains: The images below illustrate treatment trains where stormwater cascades from one system to another to meet regulatory requirements.



Artful ESD: The images below illustrate artful ESD resulting in inspirational and aesthetically appealing open space for people to enjoy and learn from.





Chapter 3:

Site-Specific Guidelines

Site 1: Spring Center

Site 2: Summit Hills

Site 3: 8600 16th Street

Site 6: Rollingwood Apartments

Site 7: Paddington Square

Site 9: Light Industrial/Office Area

Site 11: WSSC Site

Site 12: Claridge House/Friendly Gardens/Storage Yards

Site 13b: Vacant Site/Ride On Parking Lot

Rosemary Hills-Lyttonsville Local Park

Capital Crescent Trail

3.1 Site 1: Spring Center

Intent: Encourage new vibrant mixed-use development surrounding the Purple Line station that is compatible and well-connected to adjacent communities.



Site Conditions

Spring Center is a constrained site with shallow lot depth that will be further reduced by the light rail tracks and Purple Line station. The site is also bordered by 16th Street, which is difficult to cross for pedestrians. The Woodside neighborhood is located across the CSX rail tracks.

Guidelines

Pedestrian and Bicycle Circulation

- Increase sidewalk width along 16th Street and provide separated bike lanes and a planting buffer. *(see the guidelines for Neighborhood Connectors)*
- Provide a prominent pedestrian crossing across 16th Street connecting to the 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.
- 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.

Public Open Space

- Locate a civic open space adjacent to the Purple Line station with shading, seating and inclusive design for all ages.
- Provide a commemoration to transit advocate Harry Sanders at the Purple Line station through art and signage.

Building Design

- Provide active and transparent ground floors lining 16th Street to encourage walkability.
- 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.
- Design and locate buildings to address vehicle noise from 16th Street and train traffic from the CSX corridor.
- 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.



View of 16th Street today.



Illustrative view of the envisioned design of 16th Street at the Purple Line station with infill development, widened sidewalks, an improved crossing, new planting and separated bike lanes.

3.2 Site 2: Summit Hills

Intent: Retrofit the site into a truly walkable part of the community with a variety of new pathways, building infill and open spaces.



Site Conditions

Summit Hills is an approximately 30-acre site with buildings that are disconnected from surrounding streets by fencing and large areas of surface parking. There is also steep topography throughout the site and the Fenwick Branch is piped under the rear parking lot.

Guidelines

Pedestrian and Bicycle Circulation

- Provide pedestrian and bicycle pathways, stairs and ramps through the site to improve connectivity to the Purple Line station and recommended open spaces. (see the guidelines for Neighborhood Connectors)

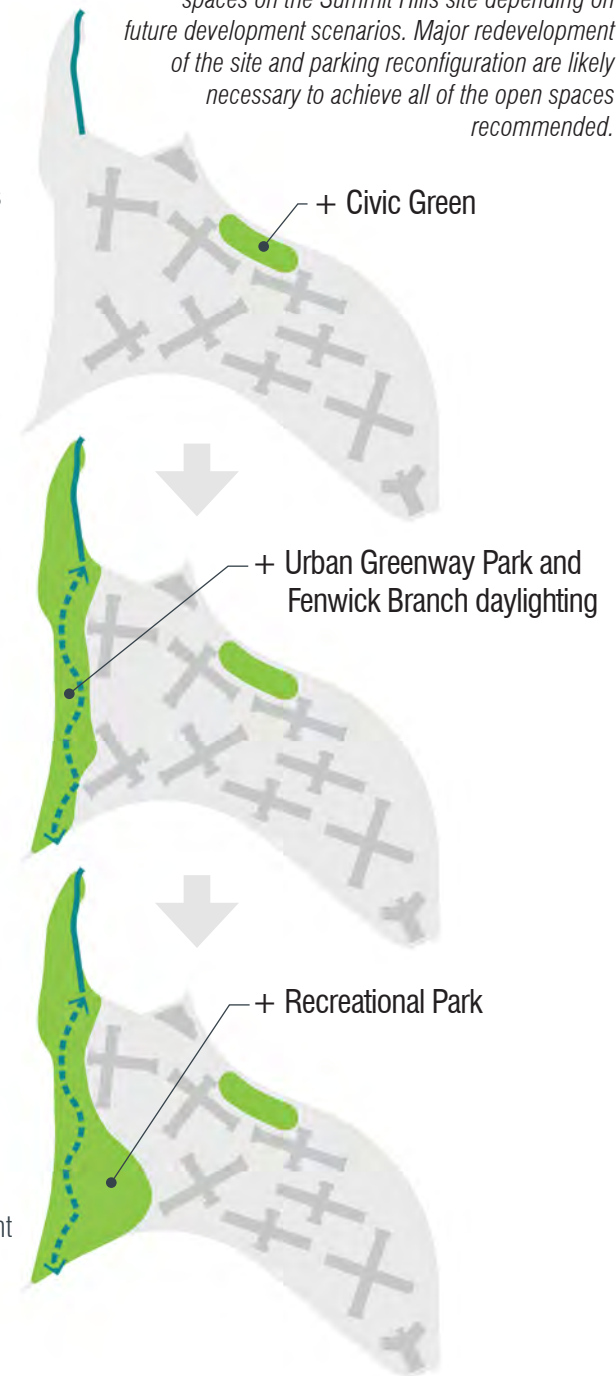
Public Open Space

- Provide a central Civic Green Urban Park with a large lawn area that is designed to feel public, visible and accessible from 16th Street.
- Establish an Urban Greenway Park with daylighting and naturalization of the Fenwick Branch and an adjacent Recreational Park.
- Connect the recommended public open spaces with the recommended trail network.

Building Design

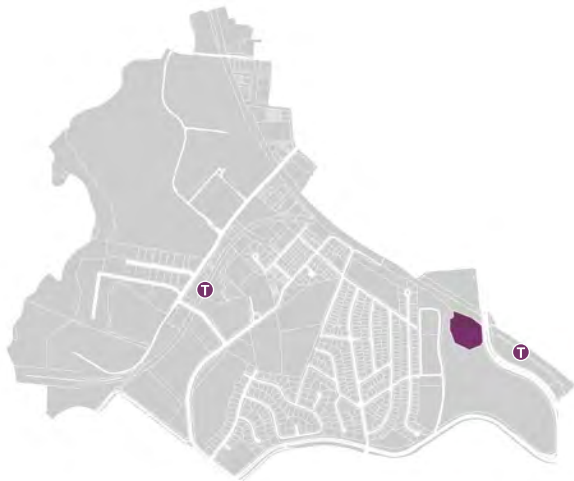
- Explore opportunities to provide partial redevelopment of the site or infill development to better relate to the street and contribute to the pedestrian environment.

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.



3.3 Site 3: 8600 16th Street

Intent: Improve pedestrian comfort around and through the site, with improved sidewalks, trails and development that better relates to 16th Street.



Site Conditions

The existing apartment building is disconnected from 16th Street by a deep setback and surface parking. The Fenwick Branch surface stream also flows through the rear of the site.

Guidelines

Pedestrian and Bicycle Circulation

- Connect discontinuous sidewalks and install a planted buffer along the sidewalk to improve pedestrian comfort from through traffic.
- 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.

Public Open Space

- Provide a continuation of the Urban Greenway Park from the Summit Hills site to include daylighting and naturalization of the Fenwick Branch, and also a paved trail.

Building Design

- Consider infill development or redevelopment in the long term to better relate to 16th Street.
- Provide a building base with elements such as individual unit entries to frame the street, and use methods to reduce building bulk along 16th Street such as step-backs and articulation.



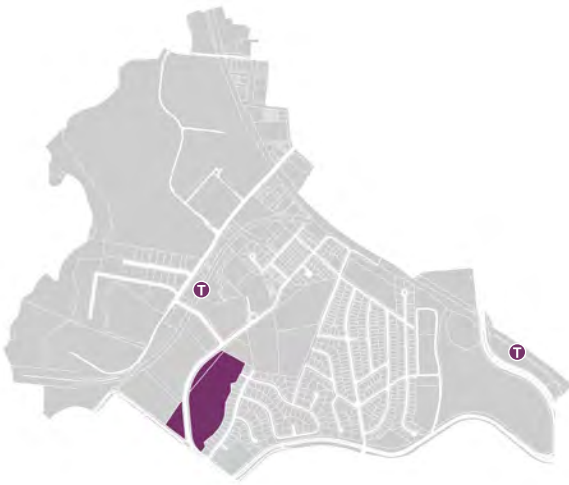
View of 16th Street and 8600 Apartments today.



Illustrative view of 16th Street and 8600 Apartments tomorrow showing continuous sidewalks and infill development with multiple entries lining the street edge.

3.4 Site 6: Rollingwood Apartments

Intent: Provide a mix of housing preservation and partial redevelopment close to the Purple Line station that incorporates improved streetscape and public open space design.



Site Conditions

The Rollingwood Apartments site is lined by steep topography along Lyttonsville Road on what is now underutilized parkland. This topography is a barrier to residents trying to walk to and from the site. In addition, there is poor connectivity to Rosemary Hills-Lyttonsville Park. The site abuts single-unit homes along Spencer Road.

Guidelines

Pedestrian and Bicycle Circulation

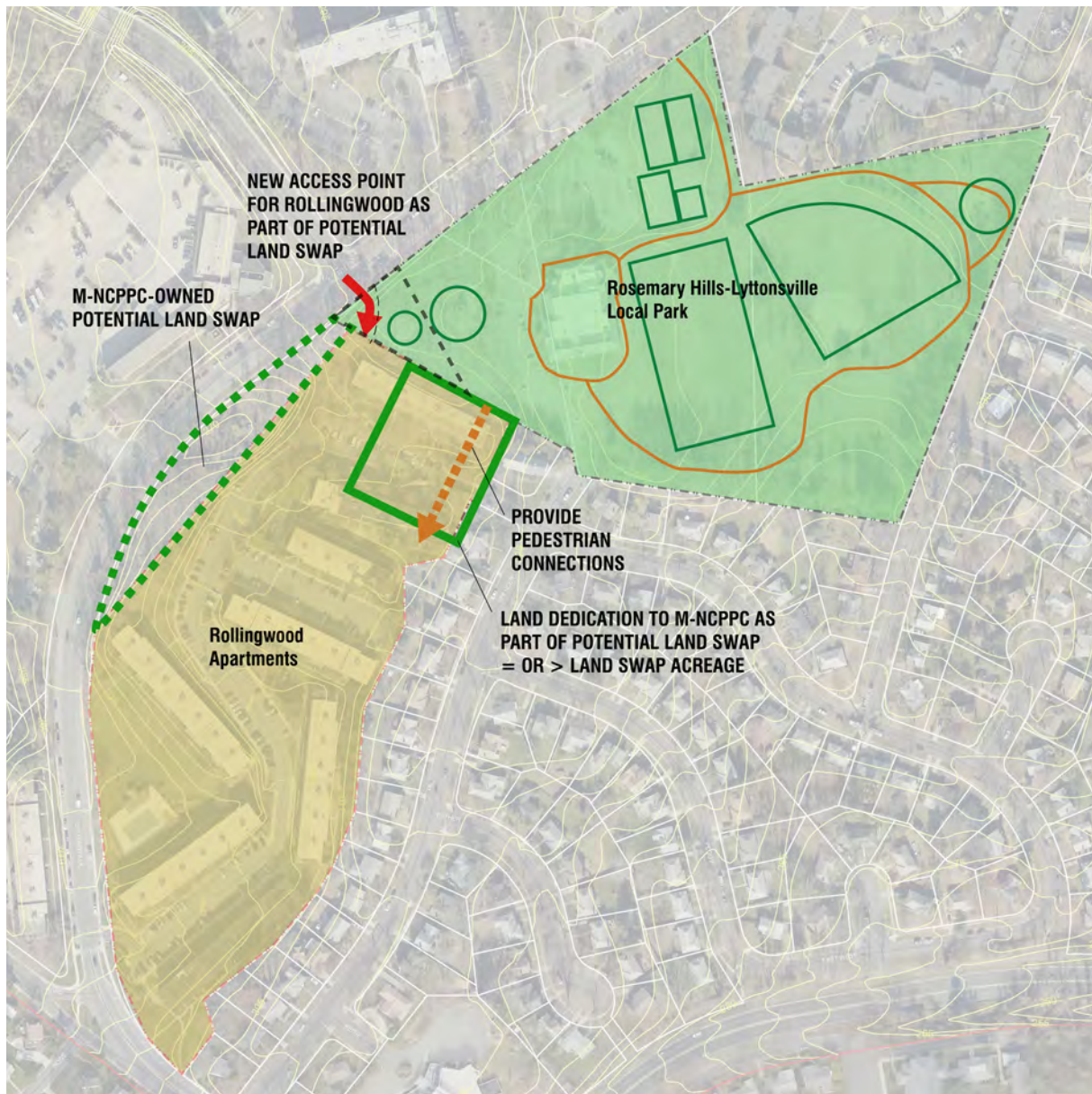
- Create pedestrian connections, stairs and ramps through the site to connect to the Rosemary Hills-Lyttonsville Park, Coffield Center and the Purple Line station.
- Provide improvements to the intersection of Lyttonsville Road and Lyttonsville Place to discourage cut-through traffic and help prevent 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 Lyttonsville Place.

Public Open Space

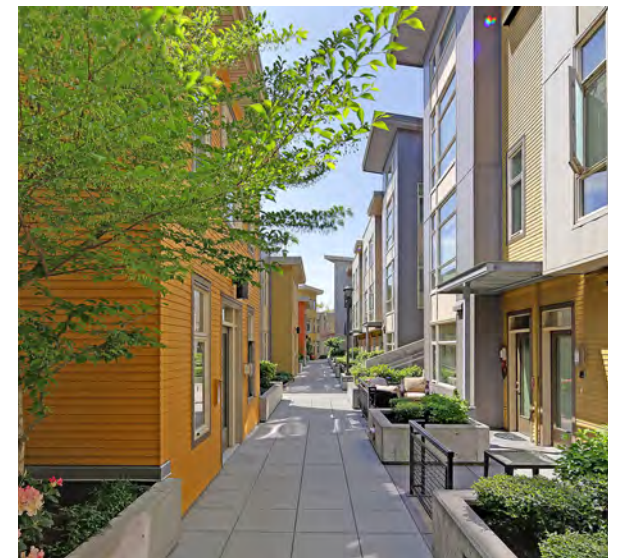
- Consider a potential land swap to provide expanded usable parkland.
- Potential amenities on new parkland may include: dog park, community open space, expanded play areas and/or other similar facilities.

Building Design

- Encourage redevelopment to occur only on the north side of the property near the Purple Line station.
- Bring new buildings up towards Lyttonsville Road to create a stronger street wall and design massing to relate to pedestrian scale.
- Maintain compatibility with abutting single-unit homes along Spencer Road by limiting height and density at the rear of the site.
- The unit mix should reflect the current mix in terms of number of bedrooms or provide a higher percentage of three-bedroom units.
- Consider 'Missing Middle' housing types, multi-unit or clustered housing types compatible in scale with single-unit homes, at this site for greater housing diversity.



The potential configuration of a land swap between M-NCPPC and the Rollingwood Apartments property owner to expand and enhance park space.



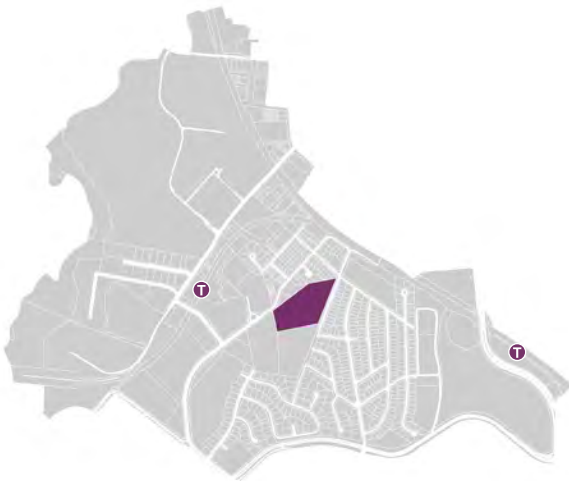
Pedestrian connections lined with residential entries and planting can help to make this large site easier and more inviting to navigate through. Source: Thornton Place



Mid-rise development with frequent entries and facade articulation. Source: SK+I

3.5 Site 7: Paddington Square

Intent: Integrate new development compatibly into the surrounding single-unit residential community and adjacent park.



Site Conditions

The Paddington Square site is surrounded by single-unit homes and abuts the Rosemary Hills-Lyttonsville Park. The existing buildings are low-rise garden apartments surrounded by dense vegetation and tree canopy.

Guidelines

Pedestrian and Bicycle Circulation

- Improve pedestrian connections through the site to the park, Purple Line station and surrounding neighborhoods.
- 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.
- Deter trucks from cutting through to the residential neighborhood on Lyttonsville Road through residential scale streetscape design. (*see the guidelines for Neighborhood Residential Streets*)

Public Open Space

- Expand park space onto the site to accommodate additional recreation facilities.
- Pay close attention to preserving large trees with any redesign of the site.

Building Design

- Allow mid-rise development closest to park with attractive frontage, articulation, ground-floor entries and upper-floor step-backs to limit visual impact of building bulk from the park.
- 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.



Low- to mid-rise buildings frame an active neighborhood green space.

Source: M-NCPPC

3.6 Site 9: Light Industrial/Office Area

Intent: Respect the scale and character of the Lyttonsville neighborhood. Improve pedestrian connectivity and open space opportunities connected to the Capital Crescent Trail.



Site Conditions

Site 9 contains light industrial buildings that house commercial and industrial businesses. Currently there are no sidewalks around the site. In the future the site will abut the Purple line tracks and Capital Crescent Trail.

Guidelines

Pedestrian and Bicycle Circulation

- Improve pedestrian connections through the site and to the Capital Crescent Trail.
- Provide continuous sidewalks with street trees around the entire site. (see the guidelines for Neighborhood Residential Streets)

Public Open Space

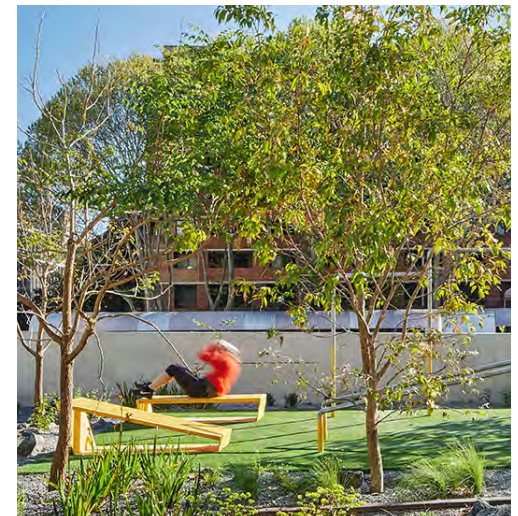
- Provide a Neighborhood Green to include neighborhood amenities such as play structures, shaded seating and a flexible lawn area.
- Continue the linear green space from Site 12 along the Capital Crescent Trail going northeast.

Building Design

- Maintain compatibility with surrounding single-unit residential properties through low-rise development.
- Continue the character of entries along Kansas Avenue. Residential rather than commercial frontage is preferred if the site redevelops for compatibility with confronting homes. Retail, if any, should be at the north west corner of site near the trail, businesses and Forest Glen Annex.



The existing commercial buildings provide a compatible scale with the confronting single-unit homes along Kansas Avenue. Source: M-NCPPC



The recommended linear green space connector can accommodate activity spaces such as adult exercise equipment. Source: ASPECT Studios

3.7 Site 11: WSSC Site

Intent: Create a vibrant and walkable development close to the Purple Line station, with amenities for residents and the broader community.



Site Conditions

The WSSC facility and large surface parking lot primarily comprise Site 11. Steep topography separates the site from Lyttonsville Place. The Donnybrook Stream is also piped on the site into an in-line stormwater management pond.

Guidelines

Pedestrian and Bicycle Circulation

- 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.
- Provide wayfinding and public art that incorporates and celebrates the history of the Lyttonsville community.
- 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.

Public Open Space

- 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.

- Consider daylighting piped underground stream and incorporate it into proposed open space as a public amenity.

Building Design

- Place multi-unit/mixed-use buildings closest to the Purple Line station. Consider providing a diversity of other housing types on the remainder of the site such as townhouses and clustered housing
- 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.



Central civic green space with a flexible lawn for a variety of community activities.

Source: Federal Realty Investment Trust

3.8 Site 12: Claridge House/Friendly Gardens/ Storage Yards

Intent: Create inviting site design that strongly connects the Purple Line station to the surrounding community.



Site Conditions

Site 12 accommodates a range of uses including low- and high-rise apartments, storage yards and a large vacant parcel all adjacent to the Purple Line station. The Claridge House tower is out of scale with surrounding low-rise development.

Guidelines

Pedestrian and Bicycle Circulation

- Provide pedestrian connections through the site to the Capital Crescent Trail, Purple Line station, surrounding neighborhoods and across to Brookville Road.
- 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.
- Deter trucks from cutting through to the residential neighborhood north of Lyttonsville Place on Lyttonsville Road through residential scale streetscape design along the site frontage. (*see the guidelines for Neighborhood Residential Streets*)

Public Open Space

- 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.

- Protect existing hydrological features such as wetlands, streams and their associated habitats. Consider mitigation, restoration and daylighting stream.

Building Design

- Ensure compatibility with single-unit homes through increased landscape edges, varied building heights, setbacks and step-backs of upper floors.
- Explore partial redevelopment or infill development of the Claridge House site to better relate to the street and contribute to the pedestrian environment.
- Provide a transition and increased screening between the Claridge House site and the abutting storage yard.



Activity platforms and spaces for relaxation along a linear public open space. Source: ASPECT Studios

3.9 Site 13b: Vacant Site/ Ride On Parking Lot

Intent: Provide mixed-use development adjacent to the Purple Line station that blends with the industrial area and improves the streetscape environment along Brookville Road.



Site Conditions

Currently Site 13b contains a surface parking lot for Ride On operations and a vacant parcel. In the short term, a portion of the site is the proposed location for the Lyttonsville Station maintenance facility, leaving the opportunity for redevelopment of the remaining surface parking lot along Brookville Road in the future.

Guidelines

Pedestrian and Bicycle Circulation

- Provide on and off-site streetscape improvements to sidewalks and bike lanes along Brookville Road and Lyttonsville Place. *(see the guidelines for Industrial Mixed-use Streets)*
- Introduce wayfinding and public art to improve Brookville Road as a business destination.

Building Design

- Reflect the surrounding industrial character in the design of mixed-use buildings.



Buildings with a low-rise scale and industrial character similar to the mixed-use buildings envisioned for a portion of Brookville Road.

Source: M-NCPPC (above), Mithun (below)

3.10 Rosemary Hills-Lyttonsville Local Park

Intent: Improve the pedestrian accessibility of the park to the Greater Lyttonsville community, and explore opportunities to expand public facilities as the community grows.



Site Conditions

Rosemary Hills-Lyttonsville Local Park was built by M-NCPPC Parks in 1962 and includes the Gwendolyn E. Coffield Community Center. Together these public amenities serve as a community focal point and are surrounded by low-rise and single-unit residential development.

Guidelines

Pedestrian and Bicycle Circulation

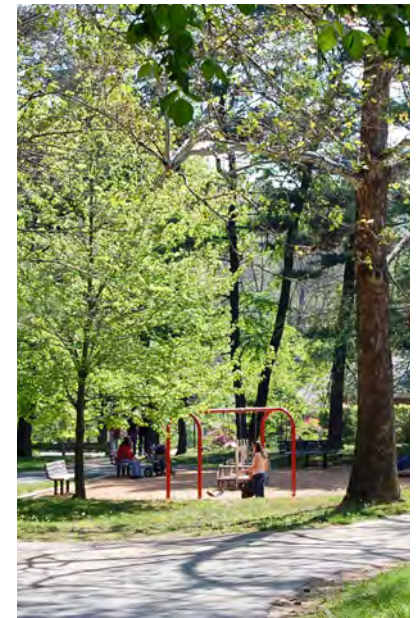
- Improve bicycle and pedestrian connectivity from the park to neighborhoods. Consider reconfiguring the access to the park if the intersection of Lyttonsville Road/Place is redesigned and adding additional lighting along trails.
- Deter trucks from cutting through to the neighborhood on Lyttonsville Road through residential scale streetscape design along the park frontage.

Public Open Space

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

Building Design

- Renovate and/or expand the center to meet the recreational and program needs as the community grows.
- Create a synergy between interior ground floor building uses and exterior park functions and programs.



Views of the Gwendolyn E. Coffield Community Center and Rosemary Hills-Lyttonsville Local Park. Source: M-NCPPC

3.11 Capital Crescent Trail

Intent: Ensure the trail serves as an asset to the greater Lyttonsville community with pedestrian connections to surrounding neighborhoods, as well as public open spaces and development oriented to the trail.



Site Conditions

The Capital Crescent Trail is a shared-use path that stretches from Georgetown to Silver Spring in the rail ROW. The paved portion of the trail will be extended from Bethesda to Silver Spring as part of the Purple Line project.

Guidelines

Pedestrian and Bicycle Circulation

- 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.

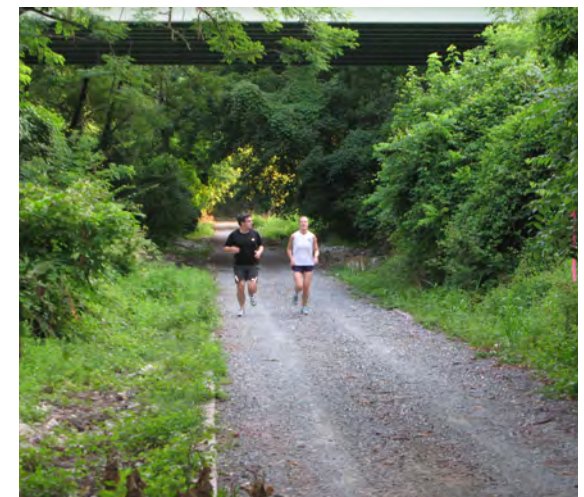
Public Open Space

- Provide landscape edges including native trees, canopy trees and active public open spaces that are connected to the trail.

Building Design

- Orient building entries, balconies and transparent ground floors to the trail to activate the trail and adjacent open spaces.

- 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.



Views of the Georgetown Branch Trail, the site of the Capital Crescent Trail and Purple Line tracks.

Source: M-NCPPC

Greater Lyttonsville Sector Plan Design Guidelines

Working Draft v2 March 2019

THE MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

