

**Clerk's Note:** See Resolution #18-757 adopted March 28, 2017, for corrected version.

Resolution No.: 18-714  
Introduced: February 7, 2017  
Adopted: February 7, 2017

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: County Council

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**SUBJECT:** Approval of July 2016 Planning Board Draft Greater Lyttonsville Sector Plan

1. On July 29, 2016, the Montgomery County Planning Board transmitted to the County Executive and the County Council the July 2016 Planning Board Draft Greater Lyttonsville Sector Plan.
2. The July 2016 Planning Board Draft Greater Lyttonsville Sector Plan contains the text and supporting maps for an amendment to the approved and adopted 2000 North and West Silver Spring Master Plan. It also amends the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland Washington Regional District in Montgomery County and Prince George's Counties, as amended; the Master Plan of Highways and Transitways within Montgomery County, as amended; the Countywide Bikeways Functional Master Plan, as amended; the Master Plan for Historic Preservation, as amended; the Purple Line Functional Plan, as amended; and the Legacy Open Space Functional Master Plan.
3. On September 27 and 29, 2016, the County Council held a public hearing on the July 2016 Planning Board Draft Greater Lyttonsville Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
4. On September 29, 2016, the Director of the Montgomery County Office of Management and Budget transmitted to the County Council the Fiscal Impact Statement for the July 2016 Planning Board Draft Greater Lyttonsville Sector Plan.
5. On November 21 and 28 and December 6, 2016, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the July 2016 Planning Board Draft Greater Lyttonsville Sector Plan.
6. On January 17, 2017, the County Council reviewed the Planning Board Draft Greater Lyttonsville Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

### Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Greater Lyttonsville Sector Plan, dated July 2016, is approved with revisions. County Council revisions to the Planning Board Draft Greater Lyttonsville Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the July 2016 Planning Board Draft Plan.

Page 3: Revise the first sentence of the first paragraph under Section 1.2.2 Housing Affordability and add a second sentence as follows:

The housing stock in Greater Lyttonsville currently includes more than 2,600 apartments that are affordable (as defined in the Plan appendices) for low or moderate income households. Additionally, the potential redevelopment of public land (including land owned by the County, the Washington Suburban Sanitary Commission, and the State) may provide opportunities for a greater amount of income-restricted affordable housing than the minimum required by law.

Page 12: Revise the first sentence of the third paragraph as follows:

The Average household income in Greater Lyttonsville is \$81,800, [62] 38% lower than the County's average of \$132,200 in 2013.

Page 25: Revise title of Figure 2.2.4 as follows:

Figure 2.2.4: [Proposed] Recommended Zoning

Page 25: Revise map to be consistent with Council-recommended zoning changes.

Page 33: Revise the first sub-bullet under B. Recommendations as follows:

- Intensive green roofs ([6 inches or greater] with the maximum depth supportable based on the type of construction to maximize water treatment and species diversity).

Page 33: Revise the last bullet under B. Recommendations as follows:

- [Stormwater management waivers are often sought by developers during the redevelopment process. Since waivers limit stormwater benefits in already impaired watersheds, redevelopment projects must] The area is home to a high number of industrial uses and is in close proximity to many natural resources, with existing poor water quality in receiving streams. As such, the Sector Plan discourages stormwater management waivers and encourages a multitude of site and building design measures to maximize

treatment of stormwater run-off and meet or exceed [all] County stormwater management requirements wherever possible.

Page 36: Revise the language under Section 2.5.2 Recommendations - A. Schools as follows:

[The Sector Plan provides for a net total of up to 3,749 new multifamily high-rise housing units and 132 townhouse units. The portion in the Bethesda-Chevy Chase cluster includes 2,164 multi-unit 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 would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.

The portion 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 Sector 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 Sector Plan would be lower if not all the housing units provided for are built. Based on past experience, it is unlikely that full buildout will be reached during the life of the plan. Because the full impact on school enrollment will not be felt for many years, it is not possible to precisely gauge the impact 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.]

### **[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 Sector 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. Rosemary Hills Elementary School
- 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 Sector 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 to 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.]

The Sector Plan addresses what Lyttonsville should become when it is built out. The measure of public school adequacy, therefore, examines whether or not there can be sufficient school capacity at buildout to meet the need generated by existing and future development at buildout. Public school adequacy at intermediate points between now and buildout is monitored and regulated by the Subdivision Staging Policy (SSP).

The following analysis compares the future enrollment by level to the total capacity that could be created by additions and school re-openings. Regarding enrollment, the Year 2031 forecasts in the Einstein and B-CC Clusters are representative of the buildout of current master plans, and added to them are the new students estimated in Final Draft Lyttonsville and Bethesda CBD Sector Plans. The Final Draft anticipates 3,076 more units in Lyttonsville, assuming an average of 1,450sf for a new multi-family unit; however, this analysis assumes that new multi-family units will average only 1,250sf, which translates to a conservatively high 4,093 added units. Regarding capacity, this analysis examines those schools that could accommodate an addition given the size of the site, and the closed-school sites that could accommodate a new school.

Long-Term Enrollment Forecast in the Einstein Cluster

	<u>ES Enrollment</u>	<u>MS Enrollment</u>	<u>HS Enrollment</u>
<u>Einstein Cluster in 2031 without new plans</u>	<u>3,697</u>	<u>1,487</u>	<u>2,300</u>
<u>Greater Lyttonsville Plan</u>	<u>+164</u>	<u>+65</u>	<u>+85</u>
<b><u>Total Enrollment</u></b>	<b><u>3,861</u></b>	<b><u>1,552</u></b>	<b><u>2,385</u></b>

Long-Term Program Capacity Potential in the Einstein Cluster

	<u>ES Enrollment</u>	<u>MS Enrollment</u>	<u>HS Enrollment</u>
<u>Einstein Cluster in 2016</u>	<u>3,424</u>	<u>1,432</u>	<u>1,604</u>
<u>Potential addition to Einstein HS</u>			<u>+800</u>
<u>Increase capacity at Newport Mills MS</u>		<u>+128</u>	
<u>Woodlin ES, planned addition</u>	<u>+159</u>		
<u>Increase capacity at 3 ESs to about 750 each</u>	<u>+644</u>		
<u>Use 3 closed Einstein Cluster ES sites for new ESs</u>	<u>+2,220</u>		
<b><u>Total Program Capacity</u></b>	<b><u>6,447</u></b>	<b><u>1,560</u></b>	<b><u>2,404</u></b>

Assumptions:

- Eastern Region student generation rates for Lyttonsville.
- 1,250sf/unit for multi-family units in Lyttonsville.
- Sligo MS is split-articulated between Einstein HS (65%) and Northwood HS (35%). For this analysis, it is assumed that 65% of both its future enrollment and program capacity are associated with the Einstein Cluster.
- Although MCPS has forecasted enrollment at the ES and MS levels in the Downcounty Consortium to 2031, the forecasts for individual schools in the Consortium only project to the 2022-23 school year. The estimates in this table assume the same growth rate for ESs and MSs in the Einstein Cluster between the 2022-23 school year and 2031 as for the

Consortium as a whole. Therefore, the “existing” ES enrollment for 2031 is assumed to be 4.3% higher than in 2022-23, and the “existing” MS enrollment for 2031 is assumed to be 6.2% higher than in 2022-23.

- Expand Einstein HS to about 2,400-seat program capacity. Einstein has a program capacity of 1,604 on a 26.67-acre site. Wootton HS, on a similarly-sized site, is being expanded to a program capacity of 2,420.
- Expand Newport Mill MS, +6 rooms (+128 capacity), bringing the school to a program capacity of 965. Its site is virtually the same size as Wood MS, which has a capacity of 952.
- The former Montgomery Hills JHS is leased to a tenant through 2053, with options to extend to as long as 2093, so its site is assumed not to be reclaimed.
- Expand Oakland Terrace ES, +10 rooms (+230 capacity); Glen Haven ES, +8 rooms (+184 capacity); and Highland ES, +10 rooms (+230 capacity). These additions would bring each of these schools to about 740 program capacity.
- Reclaim the Forest Grove, Macdonald Knolls, and Pleasant View sites for new, 740-seat capacity ESs. These sites currently have tenants that hold leases that expire between now and 2026. The Woodside site would not be reclaimed, as it is only 2.7 acres.

Long-Term Enrollment Forecast in the B-CC Cluster

	<u>ES Enrollment</u>	<u>MS Enrollment</u>	<u>HS Enrollment</u>
<u>B-CC Cluster in 2031 without new plans</u>	<u>3,600</u>	<u>1,900</u>	<u>2,500</u>
<u>Draft Bethesda Downtown Plan</u>	<u>+431</u>	<u>+178</u>	<u>+237</u>
<u>Greater Lyttonsville Plan</u>	<u>+272</u>	<u>+111</u>	<u>+149</u>
<b><u>Total</u></b>	<b><u>4,303</u></b>	<b><u>2,189</u></b>	<b><u>2,886</u></b>

Long-Term Program Capacity Potential in the B-CC Cluster

	<u>ES Enrollment</u>	<u>MS Enrollment</u>	<u>HS Enrollment</u>
<u>B-CC Cluster in 2016</u>	<u>3,826</u>	<u>1,097</u>	<u>1,683</u>
<u>B-CC HS, planned addition</u>			<u>+725</u>
<u>B-CC MS #2, planned new school</u>		<u>+935</u>	
<u>B-CC MS #2, add 12 more rooms</u>		<u>+255</u>	
<u>Westland MS, add 6 more rooms</u>		<u>+128</u>	
<u>Expand Westbrook ES</u>	<u>+184</u>		
<u>New ESs at Lynbrook and Rollingwood</u>	<u>+1,290</u>		
<b><u>Total</u></b>	<b><u>5,300</u></b>	<b><u>2,415</u></b>	<b><u>2,408</u></b>

Assumptions:

- Southwest Region student generation rates for Bethesda CBD.

- Eastern Region student generation rates for Lyttonsville.
- 1,250sf/unit for multi-family low-rise units in Lyttonsville.
- Expand Westbrook ES +8 rooms (+184 capacity), bringing its capacity to 734.
- Lynnbrook ES with a 740-student capacity and Rollingwood ES (only 4.07 acres) with a 550-student capacity.

The analysis shows that the Einstein Cluster will have sufficient capacity at the ES level with the full buildout of the Greater Lyttonsville Sector Plan, but would be close to capacity at the MS and HS levels.

For the B-CC Cluster, this analysis shows that the cluster will have sufficient capacity at buildout at the ES and MS levels, but that B-CC HS will be well over capacity. The analysis for the Westbard Sector Plan examined both the Whitman and B-CC Clusters and concluded that Whitman HS could have a second addition beyond the additional already programmed in the CIP, and with that second addition there would be sufficient capacity at the HS level across the Whitman and B-CC Clusters.

Page 38: Revise the first and second paragraph under C. Recreation Center as follows:

The Gwendolyn E. Coffield Community Center was constructed in 2000 and is the primary community facility within Greater Lyttonsville. Located within the Rosemary Hills Local Park, it provides a wide range of recreational and civic uses through its variety of ball fields and tennis courts, and other opportunities for active recreation. It is centrally located within the planning area and serves as an important destination and gathering place, in addition to offering recreational opportunities.

[At present, neither renovations nor expansions are recommended for the Gwendolyn E. Coffield Community Center; however,] As redevelopment occurs within the plan area, it is likely that the Center will require renovation and/or expansion. The Montgomery County Recreation Department should assess, on an annual basis, the ongoing recreational and program needs of the community and the ability of the center to meet those needs, [are assessed by the Montgomery County Department of Recreation on an annual basis and there may be a need for] with the goal of providing timely additional programming and/or a larger facility [as redevelopment occurs within the Plan area] to meet the needs of a growing population.

Page 38: Revise the third sentence under D. Public Safety as follows:

Fire, rescue and emergency medical services resources from other nearby stations located in Silver Spring and Chevy Chase are [trucks and apparatus from additional stations] also dispatched to Greater Lyttonsville when needed.

Page 39: Revise the first paragraph on the page as follows:

While no major renovations or expansions are planned for Station 19, periodic replacement of the station's roofs, generators, and HVAC [systems and] system, as well as parking lot resurfacing, will occur as needed. [As these improvements occur, the deployment of

additional vehicles/units from all nearby fire stations to Lyttonsville is an on-going possibility.] It is likely that one or more all-terrain vehicles (ATV) with emergency medical services (EMS) and [pump inserts] fire suppression equipment will be strategically placed at certain stations near the Purple Line route to serve the fire, rescue and EMS needs of the Purple Line and parallel trail system.

Page 39: Revise the first bullet on the page as follows:

- At this time, there are no plans to build new fire stations in the Silver Spring/Takoma Park area, but additional fire-rescue [facilities] resources may be needed, depending on the risks related to the design and operation of the Purple Line.

Page 43: Revise second paragraph under C. Brookville Road Industrial District and add a third paragraph as follows:

One such concept for these road improvements would extend Garfield Road, a public street, to the following private streets: Monard Drive and Pittman Drive. In turn, Monard Drive should be extended to Brookville Road by widening and dedicating to public use the existing Ride[-] On Bus Depot driveway when redevelopment of the adjacent parcel to the north of the Ride On Bus Depot occurs; this change is contingent upon written consent from the Montgomery County Department of General Services. These new right-of-way improvements should be located solely on properties adjacent to the existing Ride On Bus Depot. [This circulation system could be implemented as either a series of public or private roadways, the determination of which should be made at the time of regulatory approval.]

Designation of new roadways as ‘private’ should be evaluated at the time of regulatory approval. Development applications requesting private road(s) must meet the justification criteria as outlined in the Subdivision Regulation. This guidance is intended to promote efficient site development, but is subsidiary to the public interest of providing new public streets as a means of providing adequate connectivity and mobility.

Page 45: Edit Figure 2.6.3 Roadway Classifications to include new primary residential streets as follows:

P-5 Lyttonsville Road/Michigan Avenue (between Lyttonsville Place and Pennsylvania Avenue)

P-6 Pennsylvania Avenue/Porter Road (between Michigan Avenue and Sundale Drive)

Page 46: Revise Table 2.6.1 Master Planned Major Highways and Arterials to designate the following as 2-lane primary residential streets within existing 60’ right-of-way:

P-5 Lyttonsville Road/Michigan Avenue (between Lyttonsville Place and Pennsylvania Avenue)

P-6 Pennsylvania Avenue/Porter Road (between Michigan Avenue and Sundale Drive)

\*Set target speed for East-West Highway at 35 mph, and all other streets at 25 mph.

Page 47: Revise the first bullet under B. Future Purple Line – Lyttonsville Station as follows:

- [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. The cross-section of Lyttonsville Place should have three lanes and a two-way separated bike lane from Lyttonsville Road to just south of the bridge over the Purple Line. In the long term, an off-street kiss-and-ride location is preferred for this location.

Page 50: Under 2. Lyttonsville Place (LB-1), revise language as follows:

Two-way, Separated Bike Lanes; [Brookville Road] Lyttonsville Place Bridge to Lyttonsville Road

Page 51: Revise Lyttonsville Place cross-sections.

Page 58: Revise first paragraph as follows:

[A specific non-auto mode share (NADMS) goal is not being recommended for the Greater Lyttonsville Sector Plan area; however,] The Sector Plan recommends a goal of 50% as the non-auto-driver mode share for residents of the greater Lyttonsville Plan area. To assist in achieving this goal, the Plan recommends that new development [should strive to] minimize negative effects on the transportation network by encouraging the use of travel modes other than single occupancy vehicles.

Page 60: Revise second bullet under “For the Sector Plan Area” as follows:

- [A] One or more central “civic green” urban [park] parks (Chapter 3), [ranging in size from ½ to 2 acres, depending on projected densities,] located in close proximity to a public transit facility, next to activating uses, with a mixture of hard and soft surfaces, including a central lawn area for events. (The Lyttonsville Sector Plan recommends two new central civic green urban parks, one near each Purple Line transit station, at the time each of the following sites redevelops: 1) the WSSC property; and 2) Summit Hills.

Page 65: Modify fifth bullet under B. Recommendations as follows:

- [Study solar travel and limit] Limit shadows where possible on public spaces.

Page 68: Revise the second bullet under Site 2 – Recommendations as follows:

- Increase the allowable density to encourage future infill development or redevelopment of portions of the site to better relate to surrounding streets and internal pathways, and provide

a more walkable environment. Redevelopment is unlikely to occur in the short term, given the condition and occupancy of the existing buildings.

Page 68: Revise the fourth bullet under Site 2 – Recommendations as follows:

- [Prior to] Before the Board may approve a sketch plan [approval] application, the applicant or applicants must coordinate with the Department of Housing and Community Affairs (DHCA) to determine affordable housing preservation needs on the site. Consistent with the goals of this Plan, the Board may approve a sketch plan application for the Optional Method of Development of Site 2 only if the applicant has entered into a [A] rental agreement with DHCA [should be required at the time of regulatory approval if preservation is deemed necessary by DHCA] to address preservation of rent-restricted affordable units.

Page 69: Add a second bullet under Site 3 – Recommendations as follows:

- The height of new development may be restricted to less than 100 feet to meet the objectives of the Sector Plan. The design guidelines will provide strategies to ensure compatibility with other buildings and a comfortable pedestrian experience.

Page 69: Add language for a new Site 5 as follows:

#### Site 5

The Barrington Apartments is a Low-Income Housing Tax Credit project located on the East side of the Plan area. It is a significant provider of affordable housing serving a variety of different income levels. The garden style development also acts as an appropriate transition between the higher density of Summit Hills and the Rosemary Hills community. There is still considerable development potential on the site under its existing R-10 zoning.

Page 69: Revise title of Figure 3.1.1 as follows and mark the location of the fifth site (Barrington Apartments):

Figure 3.1.1 Woodside/16<sup>th</sup> Street Station Area [Proposed] Recommended Zoning

Page 76: Revise title of Figure 3.2.1 as follows:

Figure 3.2.1 Residential Area [Proposed] Recommended Zoning

Page 76: Revise map to be consistent with Council-recommended zoning changes.

Page 77: Revise first bullet as follows:

- In the event of a redevelopment proposal, [retain an affordable housing stock and unit mix (a minimum of 176 existing units) for up to 20 years and continue operating those units in a manner consistent with current operations in terms of quality maintenance, relatively

moderate rents, and provision of larger than typical units] retain a minimum of 176 existing Market Rate Affordable Housing units. The Board may approve a sketch plan application for Rollingwood if, in addition to meeting Moderately Priced Dwelling Unit requirements, there is an agreement to maintain at least 176 units as Rent-Restricted, Market Rate Affordable Housing units for at least 20 years. The unit mix should reflect the current mix in terms of number of bedrooms or provide a higher percentage of three bedroom units. This commitment should be incorporated into the [Sketch Plan approval] appropriate regulatory approvals (sketch plan, site plan, and/or record plat) at the time of Planning Board review.

Page 77: Revise the third sub-bullet under the third bullet as follows:

- 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 M-NCPPC Parks Department [– which is the preferred option from an urban design standpoint], then a maximum height of 85 feet is appropriate given the steep topography on Site 5b. This is the preferred building placement from an urban design standpoint, provided that the [architectural scale of] facades facing Lyttonsville Road [provides an appropriate] relate to the pedestrian scale, and building heights of 85 feet only extend to a maximum depth of 90 feet as measured from the property line along Lyttonsville Road, stepping down to a maximum height of 65 feet (this measurement is derived from the maximum depth of Site 5b).

Page 77: Under Site 6, revise the first paragraph and add additional language as follows:

Paddington Square is a garden-style apartment development located on the west side of the Plan area operated by the Housing Opportunities Commission (HOC). It presently has 164 units, of which 67 are subsidized. The [Paddington Square] property is situated on the north side of Rosemary Hills – Lyttonsville Local Park and is surrounded by single-unit residential properties. The site is currently zoned R-20.

HOC is exploring options to redevelop Paddington Square and two other properties in the Sector Plan area in partnership with a private developer (Site 7 – which is owned by Washington Suburban Sanitary Commission (WSSC) and Site 11b, which is currently owned by the County). Should that occur, approximately 25 to 30 percent of total units should be income-restricted affordable housing. The percentage may vary by site, but should not be less than 12.5 percent on any one site. If a homeowners' association fee or condominium fee is applicable to an MPDU, the fee should be set to ensure long-term affordability for households at MPDU incomes.

If HOC decides to redevelop only Paddington Square, their intent is to retain 30 percent income-restricted affordable housing.

Page 77: Revise first bullet under Site 6 – Recommendations as follows:

Rezone the site to the Commercial Residential Town (CRT) zone to allow increased density for mixed-income housing near the future [Lyttonsville] Brookville Road Purple Line station, while also ensuring compatibility with the surrounding single-[family] unit residential development.

Page 78: Revise the first bullet under Site 9 – Recommendations as follows:

- Rezone the site from IM-2.5 to Commercial Residential Neighborhood (CRN-1) to allow residential, office and retail in this location.

Page 78: Add a third bullet under Site 9 – Recommendations as follows:

- Until the vision of the Sector Plan is realized, existing uses and structures that do not support the vision or conform to new zoning can continue with limited expansion as allowed by Division 7.7 of the Montgomery County Zoning Ordinance.

Page 82: Revise the first paragraph under Site 7 as follows:

The Washington Suburban Sanitary Commission (WSSC) site is currently split-zoned with R-60 zoning and IM zoning dividing the property. If WSSC can relocate and dispose of its property for mixed-use development, it may provide an opportunity for HOC, together with a private developer, to develop a significant amount of income-restricted affordable housing at this site (resulting in 25% to 30% income-restricted affordable housing on HOC joint development properties combined). The Plan recommends the following: CRT[-] 1.5, C 0.25, R[-] 1.25, H[-] 65

Page 82: Remove the second sub-bullet under Recommendations as follows:

- [Provide for 12.5% to 25% affordability on site]

Page 82: Under Recommendations, insert a second sub-bullet under the fourth bullet as follows:

- The County will study the possibility of a public/private partnership to support a more coordinated approach to redevelopment of Site 8a in general, to create better access to the new transit station, to provide for meaningful open space and public assets for the community, and to further the goals of the Greater Lyttonsville Sector Plan. This may include working with private land owners to foster assemblage of parcels.

Page 83: Revise title of Figure 3.3.1 as follows:

Figure 3.3.1: Brookville Road/Lyttonsville Station Area [Proposed] Recommended Zoning

Page 83: Revise map to be consistent with Council-recommended zoning changes, delete Site 10, and change the numbering to reflect that Site 8a should be Site 6.

Page 84: Add second and third paragraphs under Site 8a as follows:

Friendly Gardens (Site 8aiii) is a garden style apartment community located on the west side of the Plan area. It is owned by Friends Nonprofit Housing, whose sole purpose is to provide affordable housing to qualifying individuals and families in close proximity to Washington, DC. The vacant parcel behind Friendly Gardens (8aii) is owned by Lyttonville Land Company, LLC, which is controlled by Friends Housing Trust, a nonprofit which shares the same mission as Friends Nonprofit Housing.

These nonprofit organizations have indicated that their intent is to either retain the existing 84 income-restricted affordable units or replace them with an equal number of affordable units. If they are able to redevelop the property and increase the number of units, their goal is for additional development to be 25% income-restricted affordable. If the ownership changes and the property is redeveloped, a minimum of 15% income-restricted affordable housing should be provided as a priority public benefit under the optional method of development.

Page 84: Revise the first and third bullets under Recommendations as follows:

#### Recommendations

- Rezone these properties to CRT, to increase density for potential infill and midrise transit-oriented development adjacent to the [proposed Lyttonville] planned Brookville Road Purple Line Station of up to 70 feet or 6 stories. Site 8aiv has a maximum height of 150 feet in order to accommodate existing development. If site 8aiv redevelops, the height should be limited to be compatible with surrounding development. Although the proposed zoning limits capacity, additional mid-rise density could be accommodated in the future using density averaging with other properties or with a rezoning via a local map amendment.
- Ensure compatibility with the single [family] -unit homes to the northeast of Site 8a through increased landscape buffers, building setbacks, and step-backs of upper floors.

Page 84: Revise the first sentence of the seventh bullet under 3.3.2 Public Space Improvements as follows:

The [proposed] recommended street shown between the Friendly Gardens and Claridge House properties is intended to serve new development located toward the rear of Site 8a.

Page 87: Revise the first sentence of the first paragraph as follows:

Within the industrial/institutional area are [institutional] landowners with significant operations, such as the Forest Glen Annex (a 136 acre U.S. Army installation) and the Montgomery County Ride[-]On facilities.

Page 88: Add a sub-bullet to the second bullet under Recommendations as follows:

- If it is possible to accommodate the existing State and County uses and also allow for some new development, this site may provide an opportunity for HOC, together with a private developer, to develop some income-restricted affordable housing at this site (resulting in 25% to 30% income-restricted affordable housing on HOC joint development properties combined).

Page 88: Delete the third bullet under Recommendations as follows:

- [Provide for 12.5% to 25% affordability on site.]

Page 88: Revise title of Figure 3.4.1 as follows:

Figure 3.4.1 Industrial/Institutional Area [Proposed] Recommended Zoning

Page 96: Add the following text after the D. Natural Environment paragraph:

E. Diversity of Uses and Activities

Retaining the affordability of this community and encouraging diverse housing is a key component of the Greater Lyttonsville Plan. Provided that affordable housing continues to be a public benefit under the CRT zone, it should be the highest priority benefit. This Plan recommends that optional method development in the Plan area should be allowed only if it delivers affordable housing benefits consistent with the specific recommendations presented in the property specific recommendations presented in this Sector Plan. Goals include an increased number of MPDUs, preservation of existing market-rate affordable housing, and/or a range of unit sizes, including larger, family-sized units.

Page 96: Add language as 4.2 Staging as follows:

4.2 STAGING

Staging is recommended for residential development in the Greater Lyttonsville Sector Plan area to ensure that infrastructure, specifically the Purple Line, is under construction before significant development can proceed. Staging is applied to the entire Sector Plan area. New commercial and industrial development is exempted from staging and may proceed at any time. Before Stage 1 begins, the following must occur:

- Approval of the Sectional Map Amendment.
- Approval of the Greater Lyttonsville Design Guidelines.

Stage 1 – The following is allowed:

- New commercial and industrial development.

- Residential properties with development plans approved prior to the adoption of the Sector Plan.
- Two hundred additional units that:
  - are developed by or in partnership with an affordable housing provider recognized by the Department of Housing and Community Affairs (DHCA), such as, but not limited to, the Housing Opportunities Commission, Montgomery Housing Partnership, and Friends Nonprofit Housing; and
  - provide 25% of the total residential units as income-restricted units (MPDUs or workforce housing), or an appropriate percentage as determined through negotiation with DHCA.

Before Stage 2 begins, the following must occur:

- Segment 1 (between Bethesda and Silver Spring) of the Purple Line must be funded and under construction.

Stage 2

- All development is allowed.

Page 98: Amend title of “Federal and State Partnerships”; remove “Countywide Partnerships” and add “Affordable Housing Providers”; and add an organization to “History and Arts Organizations” as follows:

4.3.1 [Federal and State Partnerships] Governmental and Institutional Partners

[4.3.2 Countywide Partnerships

United States Army, Fort Detrick Forest Glen Annex

Maryland Transit Administration

Washington Suburban Sanitary Commission

University of Maryland, Urban Studies and Planning Program]

4.3.2 Affordable Housing Providers

Housing Opportunities Commission

Friends Nonprofit Housing

Maryland Housing Partnership

4.3.4 History and Arts Organizations

Silver Spring Historical Society

Montgomery Historical Society

Heritage Montgomery

Arts and Humanities Council

Maryland Historical Trust

Montgomery Preservation Inc.

### General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft Greater Lyttonsville Sector Plan (July 2016). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised to be consistent with the text, and titles should be renumbered where appropriate.

Montgomery County DOT should work with the community on a Safe Routes to School review of the Plan area and make recommended changes from that review.

The County Government should explore means for relocating the Talbot Avenue bridge to an appropriate site within the Lyttonsville Sector Plan Area.

Although the Council does not take action on master plan appendices when it approves a master plan, the Council recommends that the definitions of different types of affordable housing, endorsed by the Council during its review of the Sector Plan, be included in the appendix for this Sector Plan. The definitions are as follows:

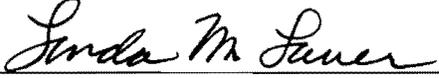
**Income-Restricted Affordable Housing:** A Moderately Priced Dwelling Unit (MPDU) as defined in Chapter 25B, or a dwelling unit built under government regulation or binding agreement requiring the unit be affordable to households at or below the income eligibility for the MPDU program. Occupants must meet income requirements.

**Income-Restricted Workforce Housing:** Defined in Chapter 25B as housing that is affordable to households at or below 120% area-wide median income (AMI). Occupants must meet income requirements. When a master plan refers to Workforce Housing as a part of its affordable housing goals or requirements, incomes are limited to 100% of AMI.

**Market Rate Affordable Housing.** Market rate affordable dwelling units have rents that are not subject to government rules or requirements (and therefore not income-restricted). They are affordable to households earning no more than 80% of area-wide median income, adjusted as MPDUs for household and unit size, and rents must not exceed the median rent for the planning area.

**Rent-Restricted Affordable Housing:** Housing for which there is no income test for the tenant, but rents will be limited via an agreement with the Department of Housing and Community Affairs (DHCA). Rent-restricted affordable housing may require an agreement that both establishes the baseline rent (priced to be affordable at 80% or less of AMI) and restrictions on rent increases (such as requiring that rents increase by only the Voluntary Rent Guideline).

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council