

MEMORANDUM

November 17, 2016

TO: Planning, Housing, and Economic Development (PHED) Committee

FROM: Glenn Orlin, Deputy Council Administrator ^{GO}

SUBJECT: Greater Lyttonsville Sector Plan—evaluation of public school and transportation adequacy at buildout; transportation elements; fiscal impact statement

Councilmembers: Please bring your copy of the Final Draft Plan to this worksession.

This memorandum addresses public school and transportation adequacy at the time of the buildout, the transportation elements, and the fiscal impact statement. The memo will address issues raised in public hearing testimony, and by agency and Council staff. Some technical corrections will be made to the final document, but they are not identified in this memo.

I. PUBLIC SCHOOL AND TRANSPORTATION ADEQUACY AT BUILDOUT

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

1. Public school adequacy at buildout. Several individuals testified that the housing proposed in the Draft Plan would exacerbate present overcrowding in the public schools in the B-CC and Einstein Clusters. (The current cluster boundary splits the area.) The discussion of the issue is on pp. 36-38.

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, Council staff took the Year 2031 forecasts in the Einstein and B-CC Clusters as representative of the buildout of current master plans, and added to them 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, Council staff examined those schools that could accommodate an addition given the size of the site, and the closed-school sites that could accommodate a new school. The detailed assumptions are shown on the next two pages:

Long-Term Enrollment Forecast in the Einstein Cluster

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

Long-Term Program Capacity Potential in the Einstein Cluster

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

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 assumes 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

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

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

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

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 Lyttonsville Sector Plan, but would be close to capacity at the MS and HS levels. The Superintendent has indicated that there is an urgent space need in all the Downcounty Consortium high schools, and so MCPS is undertaking a capacity study for classroom additions at Blair, Kennedy, Northwood, and/or Einstein. Even with additions the space needs may not be sufficient, so MCPS is also initiating a roundtable discussion among these schools and Walter Johnson HS to study reopening Woodward HS to address space deficits at the Downcounty Consortium high schools and options for alternative programming, career technology education, and other volunteer education through use of non-traditional facilities, including commercial space. The Superintendent plans to make recommendations to address these space deficits—including at Einstein HS—as part of the FY2019-2024 CIP next fall.

For the B-CC Cluster, this analysis reconfirms the conclusion from the Westbard Sector Plan analysis earlier this year: that the cluster would have sufficient capacity at buildout at the ES and MS levels, but that B-CC HS would be well over capacity, even with the its addition that is currently under construction. The Westbard analysis 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.¹

Council staff concludes that there are sufficient opportunities for adding school capacity in the Einstein and B-CC Clusters to accommodate the public school students generated by the housing proposed by the Planning Board in the Lyttonsville Sector Plan—and in the Bethesda CBD Sector Plan—even assuming the unlikely occurrence that all the proposed housing would actually materialize. This does not mean that the Council must approve as much density as the Plan proposes; it only means that school capacity is not a reason to approve less.

2. *Transportation adequacy at buildout.* Every master plan should have a balance between its proposed land use and its proposed transportation network and services. For a quarter century this “balance” has been defined as what would be needed to meet the current adequate public facilities requirements as described in the SSP. Achieving this balance in a plan is not an academic exercise: if a plan is not balanced, then at some point in the future a proposed master-planned development will be unable to proceed because it will have no means to meet the adequate public facility requirements.

According to the newly adopted 2016-2020 SSP, the congestion standard for signalized intersections in the Silver Spring/Takoma policy area (where Lyttonsville sits) is a volume/capacity ratio of 1.00 (using the Highway Capacity Manual method), which translates to an average vehicle delay of 80 seconds/vehicle. The Final Draft evaluated the traffic from existing and proposed development at three signalized intersections at the gateways to the planning area: East-West Highway/Grubb Road, East-West Highway/16th Street, and Seminary Road/Linden Lane/Second Avenue. The Board found that the future congestion at all three were within the standard.

¹ The Westbard analysis showed that there would be MS space shortage in the Whitman Cluster that could be accommodated by surplus MS space in the B-CC Cluster. A “Southwest Consortium” combining the B-CC and Whitman Clusters is one way (among others) that the MS and HS shortages in these two clusters could be accommodated.

Council staff asked Planning staff to also evaluate East-West Highway/Jones Mill Road/Beach Drive, Georgia Avenue/Seminary Road, and Georgia Avenue/Seminary Place, as they would more likely to be a constraint than Seminary Road/Linden Lane/Second Avenue. Examined as stand-alone intersections, these, too, are projected to be within the 80 second/vehicle standard. See the table below:

E-W Road	N-S Road	Existing						2040 with Vision Plan					
		AM			PM			AM			PM		
		CLV	Synchro - HCM		CLV	Synchro - HCM		CLV	Synchro - HCM		CLV	Synchro - HCM	
	Delay (s/veh)	LOS		Delay (s/veh)	LOS		Delay (s/veh)	LOS		Delay (s/veh)	LOS		
Seminary Road/Linden Lane	Second Avenue	687	28.9	C	904	22.7	C	771	28.0	C	1,031	24.3	C
Seminary Road/Columbia Blvd	Georgia Ave	1,311	25.6	C	1,417	40.5	D	1,505	32.6	C	1,610	72.3	E
Seminary Place	Georgia Ave	1,241	8.2	A	1,243	11.2	B	1,280	8.5	A	1,403	13.8	B
East West Highway	16th Street	1,335	45.8	D	1,398	48.7	D	1,287	47.0	D	1,564	62.3	E
East-West Hwy	Grubb Road	1,124	27.0	C	1,052	25.2	C	1,128	33.6	C	1,128	29.9	C
East-West Hwy	Jones Mill Rd/Beach Dr	1,087	43.7	D	1,574	68.6	E	1,079	51.0	D	1,543	73.6	E

However, these latter two intersections are part of a string of Georgia Avenue intersections in the segment between 16th Street and Forest Glen Road; the downstream backups from one or more of the intersections in this segment produce delays well more than 80 vehicles/second. Furthermore, the State Highway Administration (SHA) is studying a potential reconstruction of Georgia Avenue in this segment that would make the Montgomery Hills commercial area more pedestrian and bike-friendly, consistent with the North and West Silver Spring Master Plan (adopted in 2000); the likely “build” scenario would reduce the number of lanes and further increase delay. Therefore, the likelihood is that Georgia Avenue through Montgomery Hills will continue to fail the 80 second/vehicle standard, with or without any new development in Lyttonsville.

Council staff concludes that the proposed development in the Final Draft Plan can be accommodated at most of the planning area’s gateway intersections. Along Georgia Avenue the North and West Silver Spring Plan will produce a traffic condition that fails the SSP standard; the new development proposed in the Final Draft Lyttonsville Plan will make this condition only marginally worse.

II. TRANSPORTATION ELEMENTS

Most of the comments regarding the transportation elements in the Draft Plan come from the Executive, the Department of Transportation (DOT) and other County departments (©1-6). The notable recommended changes are addressed below.

1. 16th Street (see p. 41). The Draft Plan recommends reducing the number of lanes on 16th Street, a State highway, from 6 lanes to 4 between the District boundary and Georgia Avenue. The narrower roadway would match the number of lanes on 16th Street in the District of Columbia, and it would provide space within the right-of-way for separated bike lanes (i.e., cycle tracks). It would shorten the proposed at-grade pedestrian crossing between the Summit Hill apartments and the Woodside Purple Line station. The existing approach and turning lanes at the intersections with Georgia Avenue and East-West Highway would be maintained, so the capacity of the road would not be compromised.

DOT had commented that reducing the through lanes would have an impact on the TPAR calculation for the Silver Spring/Takoma policy area, but the Council has eliminated the TPAR test in the SSP approved on November 15. SHA was asked to review this recommendation, but it responded that it had no comment. **Council staff recommendation: Concur with the Final Draft.**

2. *Stewart Avenue* (p. 42). Currently Stewart Avenue is a short street starting at Brookville Road, crossing the Georgetown Branch right-of-way, and terminating in a cul-de-sac from which several industrial enterprises gain access. It will be the only at-grade street crossing of the Purple Line between the Bethesda and Silver Spring CBDs. The State's Purple Line plan calls for gates and signals to stop traffic when the light rail passes across.

Site 9, south of the Georgetown Branch, is planned to transition from industrial uses to a commercial/residential neighborhood (CRN) zone. Concurrent with that transition, the Final Draft recommends cul-de-sacs on each side of Stewart Avenue and providing access from the CRN area to Kansas Avenue to the south. In this way the residential area would be segregated from the industrial uses north of the Purple Line so cut-through traffic from one to the other would be prevented. Furthermore, it would eliminate the one rail grade crossing and its attendant risks, although pedestrian and bike connectivity to the Capital Crescent Trail (CCT) from both sides of the Purple Line would be maintained. DOT agrees that this configuration should not occur until or unless the land uses south of the Purple Line transitions from industrial to commercial/residential. **Council staff recommendation: Concur with the Final Draft.**

3. *Brookville Road Industrial District* (p. 43). Garfield Avenue is a public street and Pittman Drive is a private street; each are stub streets that serve several industrial and commercial enterprises northwest of Brookville Road. In order to create better circulation, the Final Draft proposes creating a street grid in this area connecting the ends of Garfield, Pittman, and a third (yet unbuilt) street running along the edge of the Silver Spring Depot. DOT concurs, except that the third street should be entirely on the property adjacent to the depot.

Council staff recommendation: Concur with the Final Draft, with DOT's condition.

4. *Road Code Urban Areas* (pp. 43-44). The Draft Plan recommends that the areas nearest the two Purple Line stations be designated as Road Code Urban Areas. This is appropriate, considering the more intensive walking and biking activity that will occur around these stations and the Capital Crescent Trail. **Council staff recommendation: Concur with the Final Draft.**

5. *Street classifications* (pp. 45-46). The proposed residential developments on Sites 6 and 9 (see map on p. 76) would currently be served only by secondary residential streets. The primary residential street network should reach deeper into the neighborhood, even if the streets themselves are not widened.

Council staff recommendation: Designate as 2-lane primary residential streets Lyttonsville Road/Michigan Avenue between Lyttonsville Place and Pennsylvania Avenue, and Pennsylvania Avenue/Porter Road between Michigan Avenue and Sundale Drive, all in their existing 60'-wide rights-of-way. These streets, together with Sundale Drive (already a primary residential street), would be the designated collector streets for the bulk of the single-family portion of the planning area.

Although narrower than standard primaries, the fact that parking is prohibited on one side of these streets gives them the width to have a continuous lane in each direction.

6. Target speeds. Most recent sector plans have established target speeds for the streets and roads. Target speeds are those that are achieved when their final configuration of the road—and their traffic controls—are implemented. Setting target speeds is important, because while master plans cannot dictate specific traffic operations, they become the goal which the State Highway Administration and the County DOT are charged with achieving as the area develops.

Council staff recommendation: Set the target speed for 16th Street and East-West Highway at 35 mph, and all other streets at 25 mph.

7. Lyttonsville Place bridge (pp. 47, 50-51). Lyttonsville Place is a 4-lane road that runs for one block between Lyttonsville and Brookville Roads that bridges over the Georgetown Branch right-of-way. The current Purple Line plans call for the concessionaire to replace the existing bridge (which is structurally insufficient) with a new one with four 12'-wide lanes, a 12'-wide sidewalk on the northeast side—where there will be an elevator and stair connection to the Purple Line station and the CCT, and a 5.67'-wide sidewalk on the southwest side.

The Final Draft proposes eliminating the proposed kiss & ride area for the Lyttonsville Purple Line station, which are the curb lanes on and near the bridge. Instead, the Plan calls for eliminating one of the lanes and creating a two-way cycle track on the northeast side. Planning staff point out that Lyttonsville Place is a truck route, has an average daily traffic of over 9,000 vehicles, and will have a large number of pedestrians and bicyclists headed to the Purple Line station and CCT. The MassDOT Separated Bike Lane Planning & Design Guide, now a leading document for planning and designing separated bikeways, recommends separated bike lanes on roads with more than 6,000 vehicles per day or higher percentages of large vehicles.

Council staff recommendation: Maintain the 4-lane cross section and its kiss & ride capacity on and near the bridge, but implement the Final Draft's recommended cross section from southeast side of the bridge to Lyttonsville Road.

8. Non-auto-driver mode share (NADMS). The Final Draft does not identify a NADMS goal for Lyttonsville. The most recent American Community Survey (2013) shows that 47.3% of the residents in the Silver Spring/Takoma policy area journeys to work by means other than driving. The policy area does not include the Silver Spring CBD, but it does include Long Branch and Takoma/Langley, where a high proportion of residents commute to work by bus. There is no data from Lyttonsville itself.

Council staff recommendation: Assume 50% as the NADMS goal for Lyttonsville residents. While Lyttonsville's NADMS is likely below the policy-wide average of 47.3% now, the addition of the Purple Line and the upgraded Capital Crescent Trail should raise it significantly.

9. Bikeway and pedestrian facilities (pp. 49-57). The Draft Plan recommends a host of improvements to the bikeway and pedestrian network. The most extensive project would be to reconstruct Lyttonsville Road/Grubb Road between Lyttonsville Place and East-West Highway to

provide separate bike lanes, a treed buffer between these bikeways and narrower travel lanes (reduced in width from 16' to 11'), and wider sidewalks. In the short term this section could be re-striped to provide an in-road bike lane between the parking lane and the travel lane in each direction (see pp. 52-53). Among other recommended improvements are: more prevalent bike parking, bikeshare stations, sidewalks where they do not exist, and new path connections to the Purple Line stations at Lyttonsville and Woodside. **Council staff recommendation: Concur with the Final Draft.**

III. FISCAL IMPACT STATEMENT

On September 27 the Office of Management and Budget transmitted the Executive's Fiscal Impact Statement for this plan (©7). Executive staff estimate the cost of new capital improvements associated with this plan to be \$48.1 million. If the kiss & ride area on the Lyttonsville Place bridge is not replaced with separated bike lanes, this cost would be reduced. The fiscal impact statement does not include the costs of improvements and upgrades to the Coffield Community Recreation Center or daylighting Fenwick Branch.

Executive staff also estimates one-time operating costs of about \$1.0 million and an annual added operating cost (once all facilities are implemented) to be about \$8.0 million.



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

September 28, 2016

TO: Nancy Floreen, Council President

FROM: Isiah Leggett, County Executive *Timothy L. Flanigan (Acting)*

SUBJECT: Greater Lyttonsville Sector Plan

Thank you for the opportunity to comment on the Greater Lyttonsville Sector Plan (Plan). As you know, we must carefully consider two future Purple Line stations and their impact on a diverse community and residents who have lived in Lyttonsville for generations. The Planning Board has appropriately highlighted the unique and important history of the Lyttonsville area.

The Plan aptly notes that this area contains considerable market-rate affordable housing, and provides for preserving quality affordable housing in the event that certain properties redevelop. I fully support smart growth development principles and creating opportunities to work and live in proximity to quality transit at a variety of income levels. In addition to the preservation of affordable housing, we must also focus on improving mobility for pedestrians and vehicles, increasing accessibility to transit, and improving our public facilities to strengthen community.

However, in the Greater Lyttonsville Sector Plan, I am concerned about the level of density proposed and how it may impact the existing neighborhoods because the few roads that serve the community are highly congested and the Bethesda-Chevy Chase school cluster is constantly faced with overcapacity concerns. It is imperative that any redevelopment in Lyttonsville first respects the existing neighborhoods, which includes preserving the cohesiveness of this community while also promoting Purple Line accessibility. We cannot let the best intentioned redevelopment plans alienate property owners in the established neighborhoods of Lyttonsville that are not slated for redevelopment. Enhancement and public benefits must be distributable throughout the entire community and not just at redevelopment sites.

The Planning Board's draft contains specific recommendations for including rental agreements with Maryland-National Capital Park and Planning Commission development applications. While I appreciate the Planning Board's efforts

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Nancy Floreen, President
September 28, 2016
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to preserve existing affordable housing, Montgomery County has Tenant Displacement and Right of First Refusal laws that are implemented and enforced by the Department of Housing and Community Affairs. It is important to ensure that the County's role in administering the law, and the financial implications associated with these decisions, be kept separate and distinct from the Planning Board's regulatory review of development applications.

It is also important to note that the Purple Line concessionaire is nearing final design documents. Therefore, it is critical that the Sector Plan and future development remain consistent with final Purple Line design and construction plans, as any future changes to the Purple Line will be at the County's cost. Infrastructure constructed in conjunction with the Purple Line project will likely exceed the lifespan of this Sector Plan.

Executive staff will provide Council staff with more detailed technical comments and will be available to answer questions during the upcoming work sessions.

IL/ad



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

MEMORANDUM

September 29, 2016

TO: Greg Ossont, Deputy Director
Department of General Services

FROM: Al R. Roshdiah, Director
Department of Transportation

SUBJECT: Lyttonsville Sector Plan – MCDOT Comments

Thank you for the opportunity to review the Planning Board Draft of the Lyttonsville Sector Plan. MCDOT largely supports this sector plan and is excited at the direction proposed for Lyttonsville. The enclosed comments are not intended to give any sense of opposition to the plan, but rather to address potential issues and concerns that may limit the plan from fully realizing the vision of Montgomery County. To highlight our most pressing points from the detailed page-by-page comments attached:

- 1) **Purple Line:** We strongly urge that any sector plan proposals for areas affected by the Purple Line reflect what is built by the Purple Line. Any changes made to Purple Line design will be at County cost, to be negotiated with the concessionaire, or may be implemented after the Purple Line is built. In some cases the lifetime of infrastructure built by the Purple Line may be near or even exceed the lifetime of this sector plan.
- 2) **Kiss & Ride:** We do not support elimination of a Kiss & Ride from the Lyttonsville Station. Users will utilize nearby space as impromptu Kiss & Rides even if no formal facility is provided. It is our preference that we seek to safely accommodate such maneuvers.
- 3) **Stewart Ave:** Noting that the Purple Line design for Stewart Avenue is already approved and proceeding to construction, we believe the Purple Line design to be the preferable condition, barring any substantial changes in land use.

Office of the Director

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Mr. Greg Ossont
September 29, 2016
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In particular, we believe that industrial uses are not compatible along the southern portion of Stewart Avenue if it is extended to connect with Kansas Avenue, the latter of which primarily serves residential traffic.

- 4) **Cross-Section Standards:** Provide the nearest cross sections for each non-SHA roadway segment in Table 2.6.1. Where there is not a precise cross section, provide the nearest cross section and append the number with "mod". Ideally, each modification should be accompanied by a note or footnote describing the intent of the modification.
- 5) **Private Roads:** Remove any references to Public / Private Roads, unless it is expressly intended for the roadway to operate as a private street. Note that roads should be Public if they span multiple property lines &/or provide network connectivity. Public streets may require a number of other design elements, as noted in the attached detailed comments.
- 6) **Transportation Demand Management Districts:** We suggest that the Silver Spring TMD be expanded to incorporate the additional higher-density residential and non-residential / commercial development proposed in this Sector Plan.

Should you have any questions regarding our comments on the Lyttonsville Sector Plan, please feel free to contact me or Mr. Andrew Bossi, Senior Engineer, at 240-777-7200.

cc:AB:kcf

Attachments

cc: Chris Conklin, MCDOT
Gary Erenrich, MCDOT
Andrew Bossi, MCDOT
Amy Donin, DGS



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Isiah Leggett
County Executive

MEMORANDUM

Scott E. Goldstein
Fire Chief

September 7, 2016

TO: Greg Ossont, Deputy Director
Department of General Services

FROM: Scott E. Goldstein, Fire Chief *Scott Gold*

SUBJECT: Planning Board Draft Greater Lyttonsville Sector Plan

Thank you for the opportunity to comment on the Planning Board Draft Greater Lyttonsville Sector Plan dated July 2016.

Based upon planning and code compliance staff review of the Planning Board Draft, I have the following technical comments to offer which include several of the previously submitted comments concerning the Public Hearing Draft.

- Section D. Public Safety (pages 38-39):
 - 1st Paragraph, 3rd sentence: Recommended revision: "Fire, rescue and emergency medical services resources from other nearby stations located in Silver Spring and Chevy Chase are also dispatched to the Greater Lyttonsville area when needed."
 - 2nd Paragraph:
 - 1st sentence: Recommended revision: "While no major renovation or expansion is planned for Station 19, periodic replacement of the station's roof, generator, and HVAC system as well as parking lot resurfacing will occur as needed."
 - 2nd sentence: Please remove the 2nd sentence as it lacks accuracy and is unnecessary to include.
 - 3rd sentence: Please replace "pump insert" with "fire suppression equipment."
 - Recommended addition to the end of the paragraph as 4th sentence: "The Fire and Rescue Service has plans to deploy an ambulance at Station 19 to enhance services to the community currently provided by the station's paramedic engine and aerial tower."

Greg Ossont, Deputy Director
September 7, 2016
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- Bullet (plan recommendation) after 2nd paragraph: Recommend replacing the word “facilities” with “resources” for greater accuracy.
- Section 2.6 – Transportation (pages 40-58):
 - Pages 41 and 50: Road “diets” are proposed to reduce the number of vehicular travel lanes on 16th Street and Lyttonsville Place. A decrease of vehicular traffic volume capacity will likely cause increased congestion, resulting in longer response time for fire-rescue vehicles within the Greater Lyttonsville plan area.
 - Page 42: The plan proposes splitting Stewart Avenue into two segments to eliminate the at-grade street crossing of Purple Line tracks, contingent upon future redevelopment of surrounding industrial properties. Splitting the roadway into two unconnected segments would present response challenges by reducing connectivity. The proposed split would cause responding fire-rescue apparatus to seek a longer route of travel to incidents occurring in the vicinity of the proposed Stewart Avenue closure at the Purple Line tracks. This would negatively impact response of apparatus from Fire Station 19, as they are first-due to this area and would typically approach the area from Brookeville Road. Building addressing along Stewart Avenue and fire-rescue preplans and response routes would be impacted and require adjustment as well.
 - Page 43: The plan proposes increased connectivity at Garfield Avenue and Monard Drive. MCFRS supports the proposed changes.
 - Page 46: The plan describes projected critical lane volumes above the accepted threshold at the intersections of East West Highway & 16th Street and East West Highway & Connecticut Avenue; however, no solution is proposed to address the issue. Increased congestion will result in increased fire-rescue response time.

If you need further information or have questions, please contact me on 240-777-2468 or Planning & Accreditation Section Manager Scott Gutschick on 240-777-2417.

SEG/sag/ld

cc: Scott Gutschick, Planning & Accreditation Section Manager, MCFRS
Amy Donin, Planning Specialist, DGS

6

**County Capital and Operating Cost Estimates
Assumed to be Incurred as a Result of the
Greater Lyttonsville Sector Plan
9/26/2016**

Capital Improvement Projects		
Project	Description	Cost Estimate (\$)
Road/Sidewalk/Bike Infrastructure Construction	The following items and costs assume County responsibility: <ul style="list-style-type: none"> • Bike Share Station Installations (\$1,100,000 - may be funded through possible grants) • Linden Lane - Widen road to provide center lane (\$4,700,000) • Ride-On Driveway - Widen road to provide parking lane and sidewalk (\$5,900,000) • Spring Street - Widening of road (\$200,000) • Grubb Road - Narrowing of road with new separated bike lanes (\$6,700,000) • Lyttonsville Road - Narrowing of road with new separated bike lanes (\$13,300,000 - developer participation may be possible) • Lyttonsville Place - Narrowing of road with new separated bike lanes (\$10,600,000 - does not include replacement of the bridge, which is part of the Purple Line project) • Stewart Avenue - New signal during private developer-funded reconstruction (\$500,000) • Sidewalk Connectors - Twelve (12) planned connections assumed in the plan (\$5,100,000) 	48,100,000
Recreation	• Gwendolyn E. Coffield Community Recreation Center improvements and upgrades (\$TBD)	See footnote 6
Parks	• Fenwick Branch Daylighting (\$TBD)	Parks Department does not yet have a cost estimate
Subtotal Capital Improvement Projects:		48,100,000

Potential Future Fiscal Impacts		
Department	Description	Cost Estimate (\$)
Transportation	Annual costs associated with one-time installation of new bike share stations (based on a total of 25 stations) and the acquisition of new and replacement bikes. Station acquisition costs are assumed to be funded through the CIP (see above).	One time costs: 1,008,186 Ongoing Costs: (year one and beyond) 908,526
MCPS	Elementary: 250 students x \$15,006 per student	One time costs: N/A
	Middle: 100 students x \$14,406 per student	Ongoing Costs: (year one and beyond) 7,064,880
	High: 130 students x \$14,406 per student	
Subtotal Operating Budget Impacts (One time costs):		1,008,186
Subtotal Operating Budget Impacts (ongoing costs):		7,971,406
Subtotal Potential Future Fiscal Impacts:		57,079,592

Notes and Assumptions:

1. The following departments reported no fiscal impacts associated with this Master Plan: Permitting Services (DPS), Libraries (MCPL), Police (POL), Fire and Rescue (FRS) - see note #4, #5 and #6 below for impacts on DHCA, DEP, and REC.
2. Transportation fiscal impacts do not include currently programmed/funded County CIP projects, State Highway Administration (SHA) projects that are funded or identified in the Master Plan, and developer contributions/projects that are either assumed or identified in the Master Plan.
3. Per-student cost estimates are based on the MCPS FY17 Approved Operating Budget, Table 6 (page vi-1); includes Local Contribution and State funding sources.
4. Projections for additional affordable and workforce housing are difficult to estimate at this time and is partly dependent on developers' plans for residential development.
5. Projections for environmental improvements and recommendations are difficult to estimate at this time due to undefined scope and is partly dependent on developers' plans for residential development.
6. Future renovations or expansions of recreation facilities in the Sector Plan will be evaluated through future CIP budget cycles.

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