Tonight’s Agenda

- Grosvenor-Strathmore Metro Area Minor Master Plan
- Community Input
- Planning and Design Strategies
- Transportation Existing Conditions
- Land Use Scenarios
- Update from FiveSquares Development
- Timeline and Next Steps
- Q&A with Planning Staff
State and County Growth Policy

Twinbrook
White Flint
Grosvenor/Strathmore
Medical Center
Bethesda
Friendship Heights
1992 North Bethesda/Garrett Park Master Plan
July 7, 2016: Grosvenor-Strathmore Metro Area Minor Master Plan Kickoff

June 20, 2016: Strathmore Park | COA Meeting

Sept. 27, 2016: Grosvenor Park | Condo Meeting

Sept. 14, 2016: FiveSquares Development Workshop
Community Input | What We Heard

- Provide more open spaces
- Improve pedestrian connections and safety
- Provide convenience retail and neighborhood services
- Create a sense of place at the Metro site
Community Input | What We Heard

- Protect the residential character of the community
- Maintain views and access to sunlight
- Plan for parking and traffic impacts of any new developments
- Uphold the high quality of our schools and plan to meet needs

Legend
- Existing Landscape
- Existing Residential Development
- Streams & Water bodies
Planning & Design Strategies
Concentrate Growth

- Reduce sprawl
- Support local amenities
- Leverage transit infrastructure
Embrace a Unique Identity

- Residential neighborhood
- Cultural arts destination
- Recreation location
Provide Amenities

• Local neighborhood businesses
• Space for local programming
• More Strathmore classroom space
Preserve Integrity of Neighborhoods Adjacent to Metro

- Taper buildings scale and height
- Allow for space and sunlight
- Minimize cut vehicular through traffic
- Create multiple pedestrian connections
Encourage Walking, Biking

- Clearer and safer connections for pedestrians
- Improvements to paths and bikeways
- Expanded access to Metro, Strathmore, parks
Encourage a Great Pedestrian Experience
Promote Pedestrian-scaled Experiences

With Wider Sidewalks
With an Abundance of Trees
With Interesting Landscapes
With Community Gathering Spaces
Promote Environmental Sustainability

- Energy efficient buildings
- Native landscapes
- Tree canopy coverage
- Water-efficiency and reuse
Plan for the Future

• Improved transit mode split
• Shared cars, Uber, Lyft, etc.
• Flexible building space
• Bus Rapid Transit
Plan Context

- Large Commercial, Industrial, Residential
- Residential, Recreation, & Cultural
- Institution
- Mixed Use Central Business District
- High-end Commercial
Transportation
- Visioning and Feedback
- Transportation Themes
- Work Program
- Existing Conditions
- Pedestrian & Bicycle Planning
- Transit Projects
- Subdivision Staging Policy
1992 North Bethesda Garrett Park Master Plan

• Transportation issues are particularly important.
• Pedestrian-scaled development is encouraged.
• Emphasis on urban design features and traffic management to create an inviting, safe, and pleasing atmosphere.
• Develop a transitway connection from the Metro station to Montgomery Mall via Rock Spring Park.
Visioning and Feedback
Transportation Themes

• Need for high quality pedestrian and bicycle access and connectivity features throughout the plan area, with enhanced connectivity to Metro.

• Pedestrian and bicycle safety must be considered, especially on local roads, Rockville Pike, and for park/trail access.
Transportation Themes

• Reduce the impact of new development on the roadway network and local streets.

• Need efficient parking for new development:
  Note: Metro parking is at full capacity (currently 98%) – source Metro.

• Bus or shuttle service is needed on weekends.
Minor Master Plan Transportation Work Program

• Evaluate the proposed development density impacts to intersections within the plan area.

• Create new goals and strategies for improving the public domain by promoting streets which encourage pedestrian and bicycle activity and are safe.
Minor Master Plan Transportation Work Program

- Recommend strategies for active frontage to all public spaces and routes.
- Coordinate pedestrian and bicycle infrastructure projects with MDOT and SHA during the planning process.
- Support local transit studies - *MD 355 Bus Rapid Transit Study.*
Roadway Level Of Service (LOS)

**LOS A:** Represents free flow

**LOS B:** Stable flow, but the presence of other users in the traffic stream begins to be noticeable

**LOS C:** Stable flow, however, the operation of individual vehicles is affected by the movement of others in the traffic stream

**LOS D:** Represents high density but stable flow

**LOS E:** Volume of traffic is at or near the capacity of the roadway

**LOS F:** Forced or breakdown (stop-and-go) flow
Existing Traffic Level of Service

Highest CLV 1337
Rockville Pike/Grosvenor Lane

Policy Area Threshold 1800

Strathmore Avenue at Rockville Pike
Tuckerman Lane at Rockville Pike
Tuckerman Lane at Rockville Pike
Rockville Pike at Grosvenor lane
Bike Stress

- Transportation - Bicycle Level of Traffic Stress
  - Level of Traffic Stress:
    - None
    - Very Low
    - Moderate Low
    - Low
    - Moderate High
    - High
    - Very High
Bicycle Master Plan Update

• Add separated bike lanes on additional roads

• Upgrade existing bike lanes to separated bike lanes

• Upgrade master-planned bike lanes to separated bike lanes

Nebel Street Separated Bike Lane
Grosvenor-Strathmore Bicycle and Pedestrian Priority Area (BiPPA)

- Bikeways
- Sidewalks
- Pathways
- Intersection Improvements for Pedestrians and Bicyclists
MD 355 BRT Study
South Section
Transit – MD 355 BRT Study

- Southbound:
  - Down arrows indicating traffic flow.
  - BRT in mixed traffic (varies based on existing number of lanes).
  - Thru lanes (typical section based on a northbound PM peak direction).

- Northbound:
  - Up arrows indicating traffic flow.
  - AM peak
  - PM peak

Lane repurposing - Curb BRT lane
New Subdivision Staging Policy Considerations

- **Grosvenor Metro Station Policy Area**
  - Motor Vehicle Adequacy
  - Pedestrian System Adequacy
  - Bicycle System Adequacy
  - Transit Adequacy
Plan Context

- **Commercial**
  - Large Commercial, Industrial, Residential
  - Residential, Recreation, & Cultural
  - Institution
  - Mixed Use Central Business District
  - High-end Commercial
Downtown Central Business Districts at Metro = 5 - 8 FAR (Floor Area Ratio)

- Most dense
- Highly mixed-use and many amenities
Non-Metro Station Centers

\( = 1 - 1.5 \text{ FAR} \) (Floor Area Ratio)

- Low- and Mid-rise buildings
- Fewer amenities (parks, parking structures, neighborhood retail and services)
Suburban Metro Stations = 2 – 4 FAR (Floor Area Ratio)

• Mix of towers and mid-rise
• Can support more amenities
<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Residential</th>
<th>Approximate Number of Dwelling Units based on 1,250 gross sq. ft.</th>
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<tbody>
<tr>
<td>Alternative 1 (FAR 2.0)</td>
<td>1,111,250 sf</td>
<td>890</td>
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<tr>
<td>Alternative 2 (FAR 2.5)</td>
<td>1,431,250 sf</td>
<td>1,145</td>
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<td>Alternative 3 (FAR 3.0)</td>
<td>1,746,250 sf</td>
<td>1,400</td>
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<td>Alternative 4 (FAR 3.5)</td>
<td>2,061,250 sf</td>
<td>1,650</td>
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Update from FiveSquares Development
## Minor Master Plan Timeline

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Timeline</th>
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<tbody>
<tr>
<td>Community Workshops</td>
<td>July 2016 – January 2017</td>
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<tr>
<td>Analysis and Draft Plan</td>
<td>July 2016 – February 2017</td>
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<tr>
<td>Planning Board Review</td>
<td>February – April 2017</td>
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<tr>
<td>Planning Board Draft</td>
<td>May 2017</td>
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<tr>
<td>County Council Review</td>
<td>September – November 2017</td>
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Next Steps

• Run transportation model and analyze results

• Complete schools analysis

• Hold community meeting January 17th

• Present preliminary recommendations to the Planning Board
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http://www.montgomeryplanning.org/community/grosvenor-strathmore/
Floor Area Ratio

0.5 FAR

1.0 FAR

2.0 FAR

Entire Lot Area

Half Lot Area

Quarter Lot Area