

Community Meeting | April 27th | 2017



M Metro Stations  Plan Boundary  Parkland



Agenda for Tonight

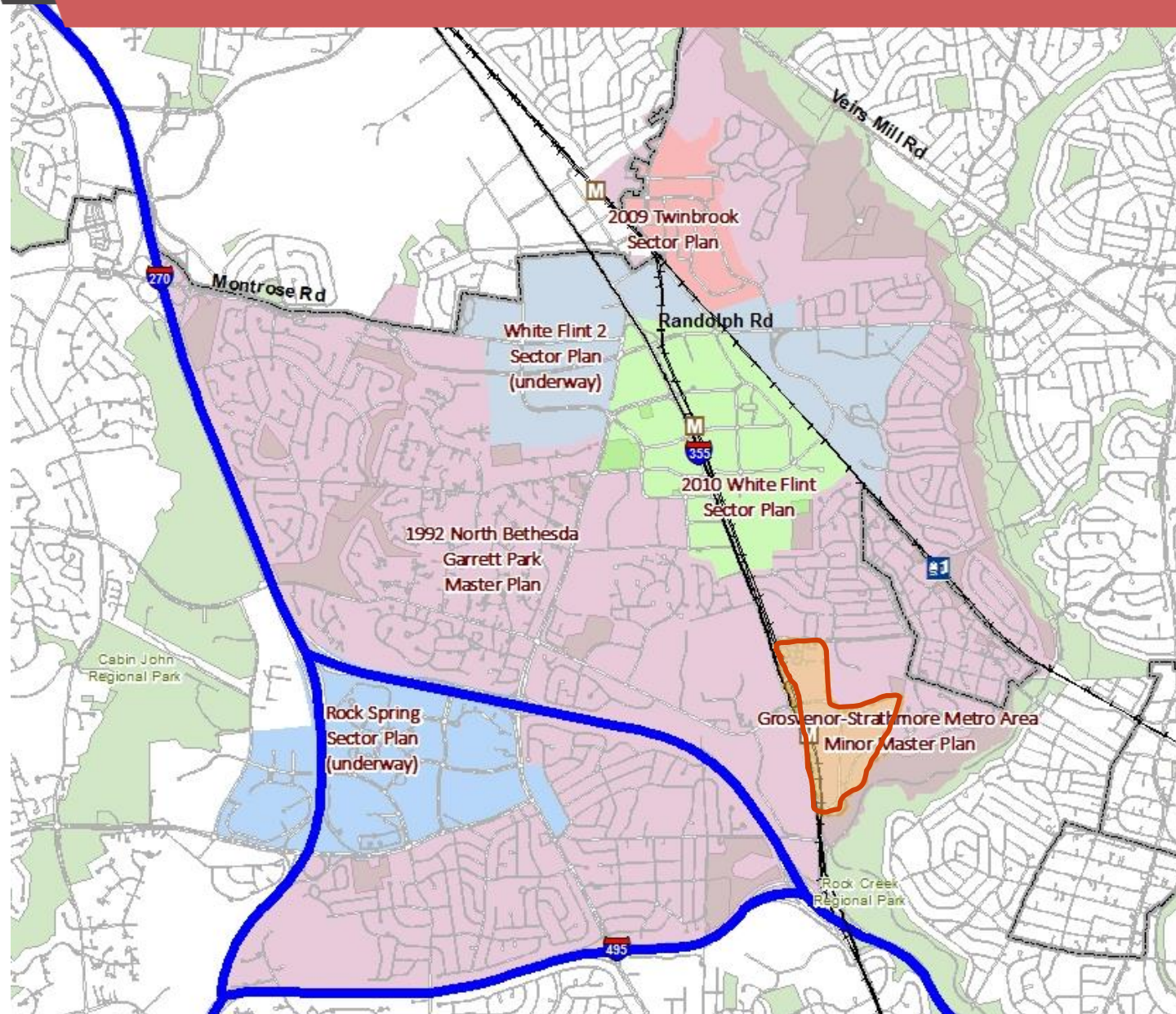
Grosvenor-Strathmore Metro Area Minor Master Plan Preliminary Recommendations

- ❖ Zoning
- ❖ Urban Design
- ❖ Sustainability
- ❖ Parks and Open Space
- ❖ Connectivity
- ❖ Traffic Analysis
- ❖ Next Steps
- ❖ Q&A with Planning Staff

Regional Context



1992 North Bethesda/Garrett Park Master Plan



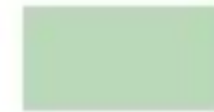
Minor Master Plan Area



Metro Station

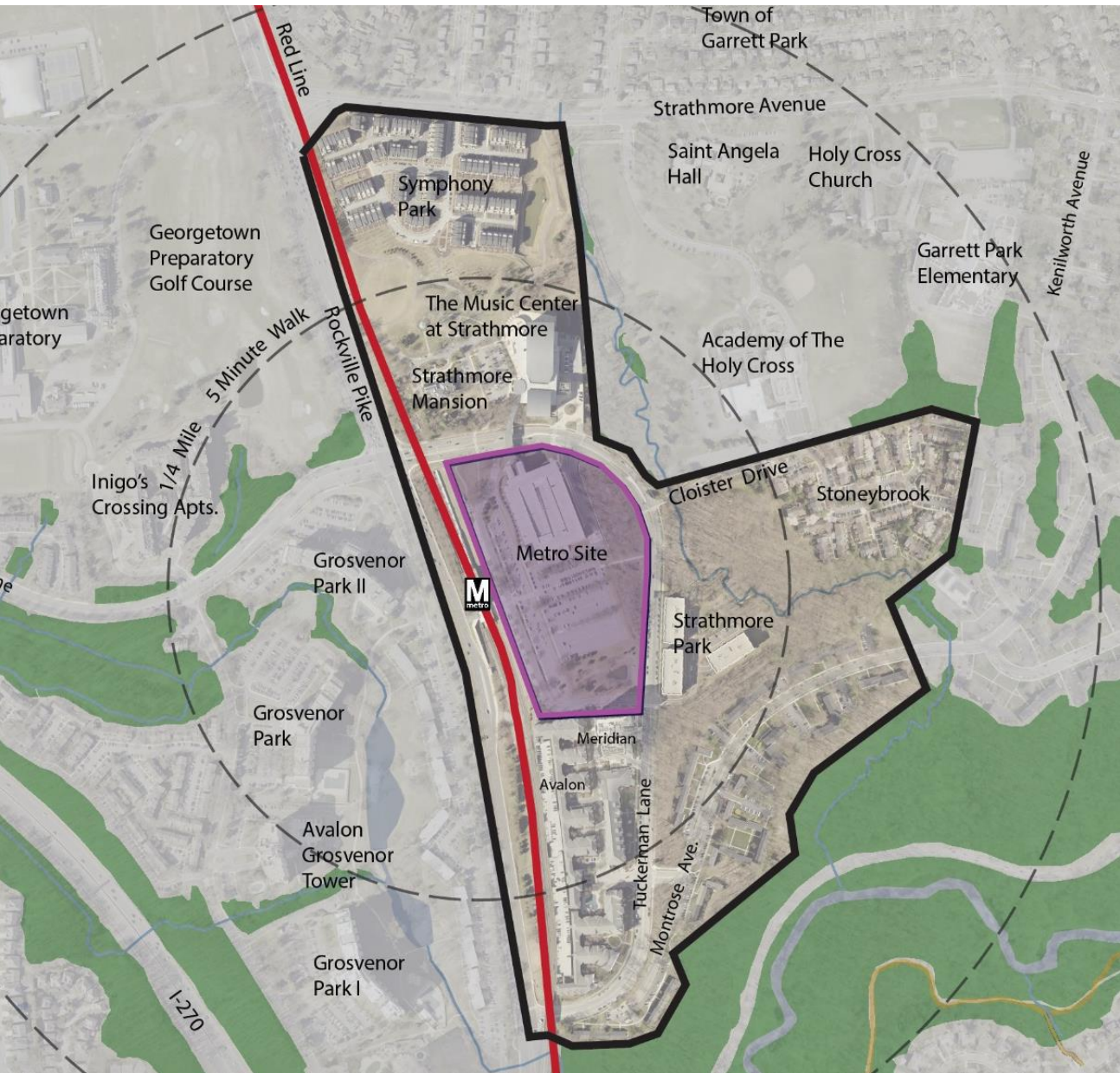


Plan Boundary



Park Land and
Open Space

Minor Master Plan Area



LEGEND

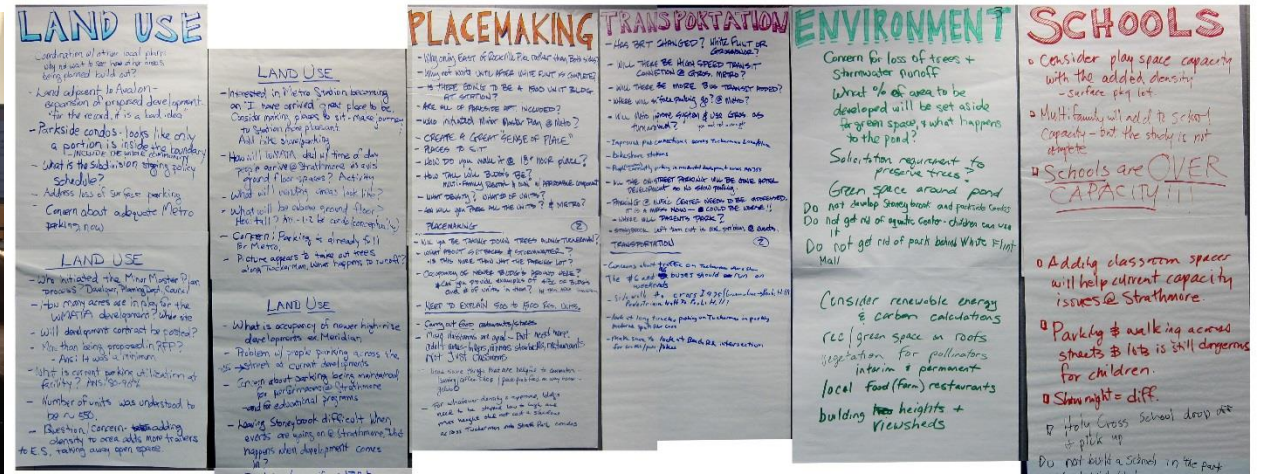
-  Minor Master Plan Area
-  Metro Site

Community Input | Public Meetings

July 7, 2016: Grosvenor-Strathmore Metro Area Minor Master Plan Kickoff



December 13, 2016: Existing Conditions, Guiding Principles Community Meeting



June 20, 2016: Strathmore Park | COA Meeting



Sept. 27, 2016: Grosvenor Park | Condo Meeting

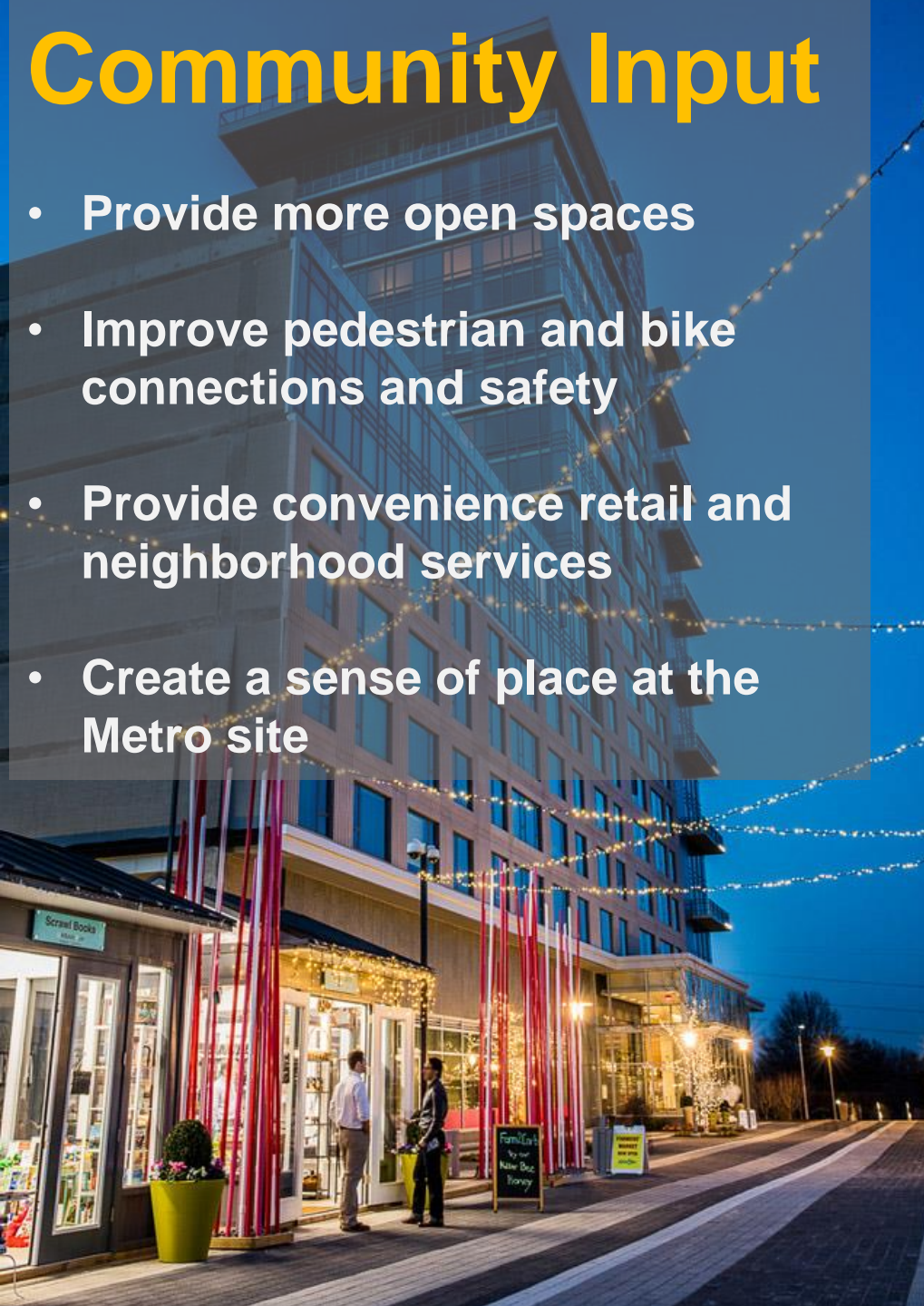


Sept. 14, 2016: FiveSquares Development Workshop



Community Input

- Provide more open spaces
- Improve pedestrian and bike connections and safety
- Provide convenience retail and neighborhood services
- Create a sense of place at the Metro site



Community Input

- 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



Land Use Scenarios*

Scenarios**	Residential***	Approximate Number of Dwelling Units based on 1,250 gross sq. ft.**
Alternative 1 (FAR 2.0)	1,111,250 sf	890
Alternative 2 (FAR 2.5)	1,431,250 sf	1,145
Alternative 3 (FAR 3.0)	1,746,250 sf	1,400
Alternative 4 (FAR 3.5)	2,061,250 sf	1,650

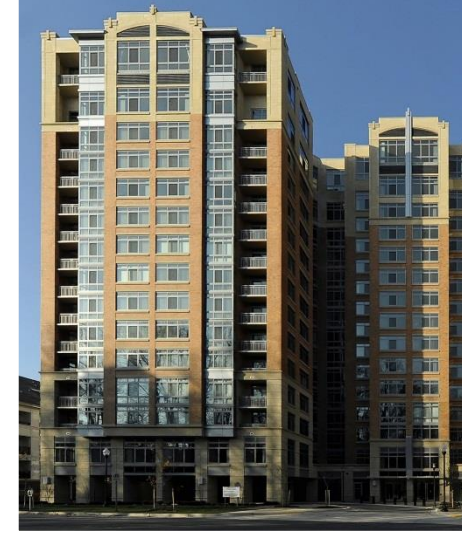
*These scenarios were examined to determine appropriate density.

**Assumes maximum .25 Commercial FAR 158,776 Square Feet. Less commercial may be built.

***The approximate number of units is based on a assumption of 1,250 Square Feet per dwelling unit. The units in the actual development may be smaller or larger leading to more or less total units The total number of units will not be determined until Site Plan application is submitted.

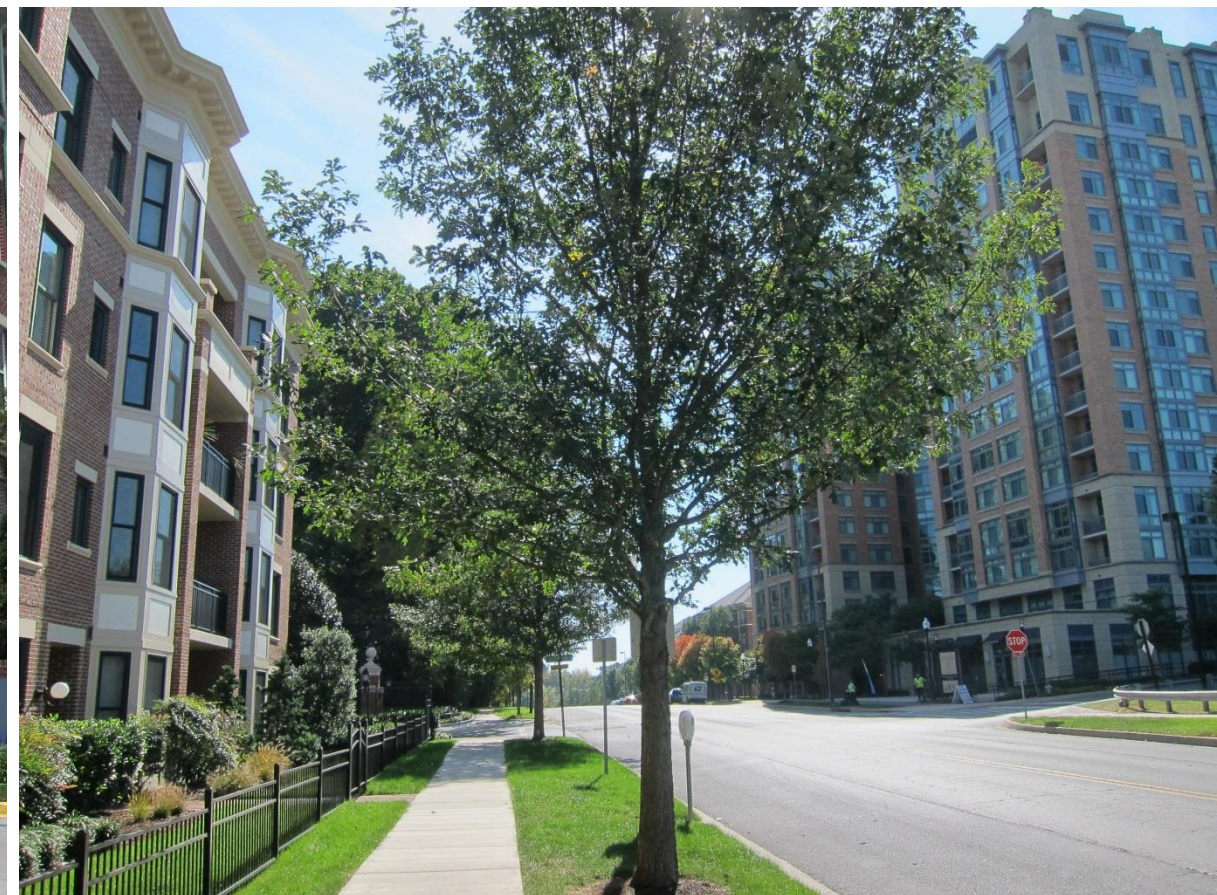
Context: Suburban Metro Station

- Density of 2 – 4 Floor Area Ratio
- Mix of towers and mid-rise
- Can support more amenities



Compatibility: Mix of low and high rise buildings

- Allow for space and sunlight
- Taper buildings down to low-rise communities
- Support transit oriented development goals



Quality Open Space:

Diverse network of parks and open space

- Open spaces
- Forested areas
- Trails
- Plazas
- Active recreation areas

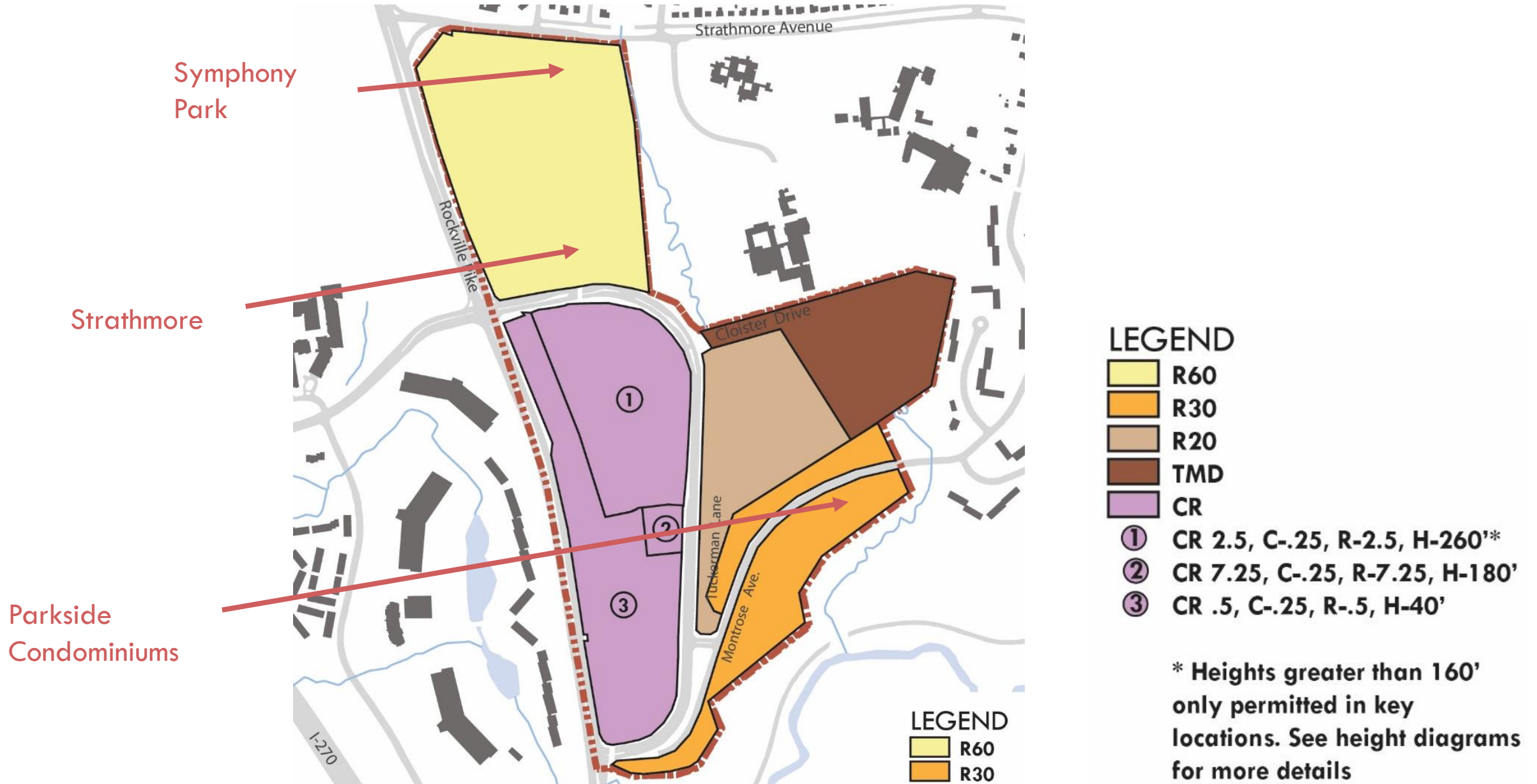


Infrastructure Capacity:

- Schools
- Road Capacity
- Metrorail and Transit

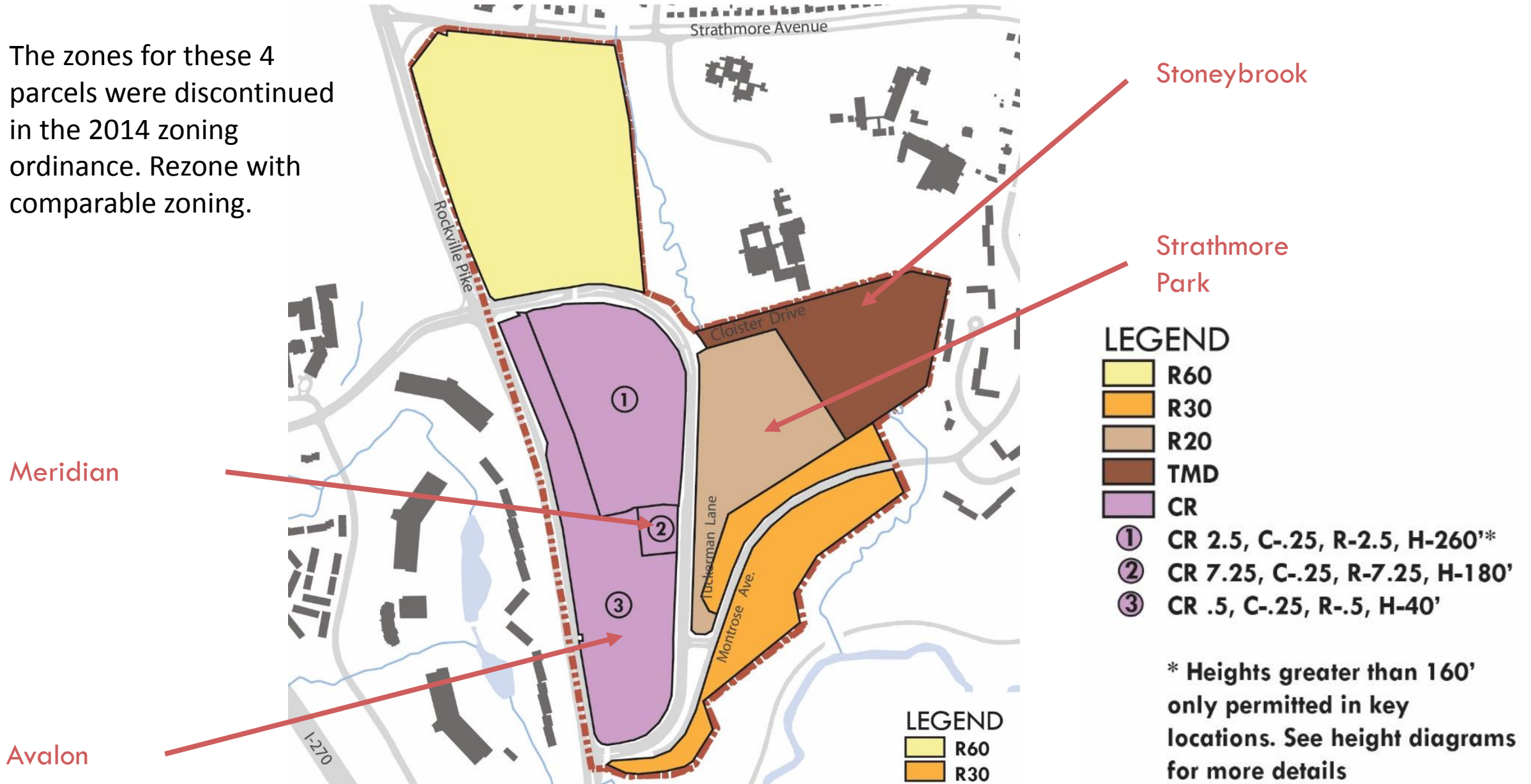


Recommendations: Retain Current Zoning



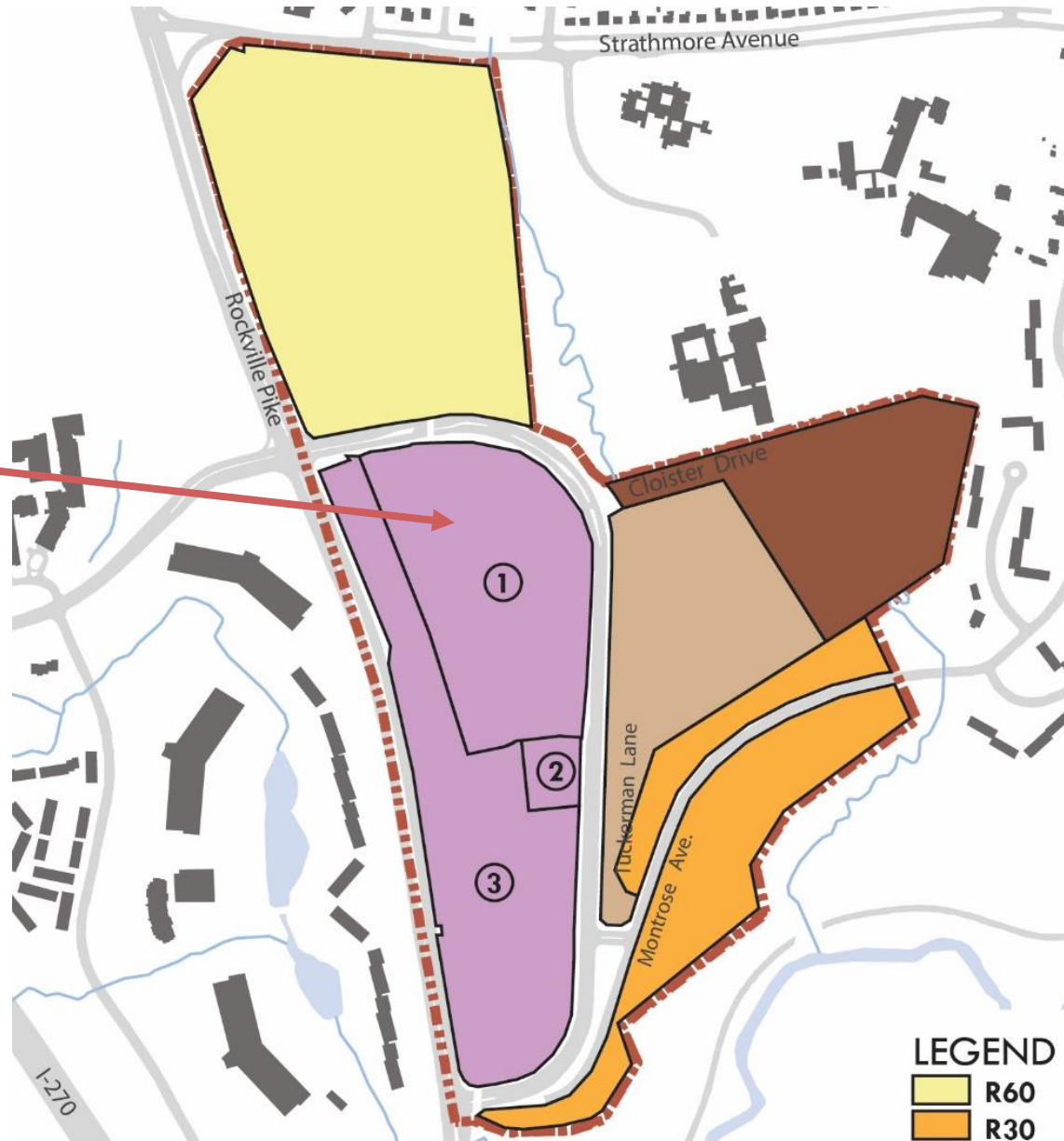
Recommendations: Rezone with Comparable Zoning

The zones for these 4 parcels were discontinued in the 2014 zoning ordinance. Rezone with comparable zoning.



Rezone to Commercial Residential

Metro site



Metro Site Zoning

- 2.5 FAR
- Commercial Residential
- C-0.25, R-2.5, H-260

LEGEND



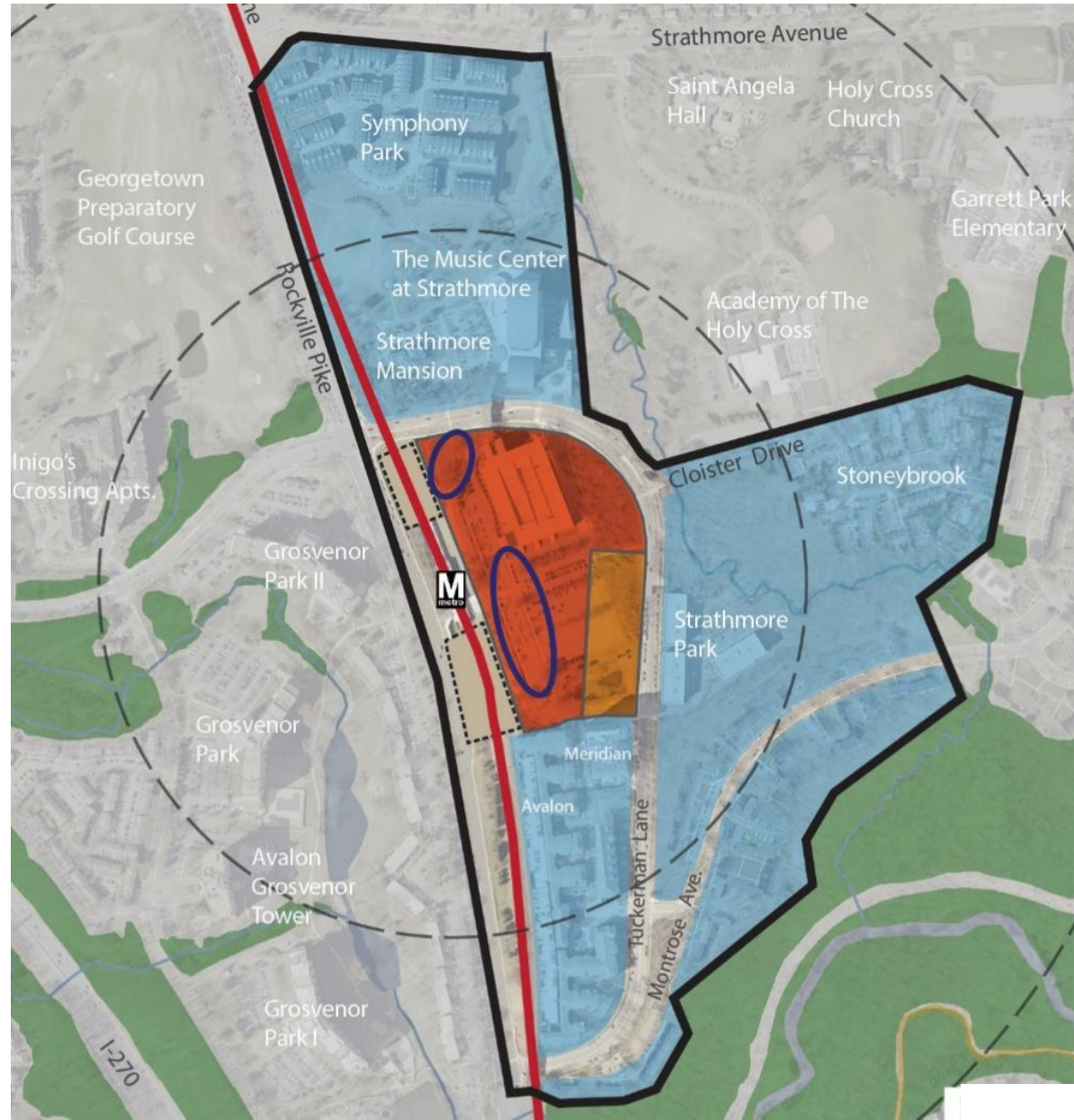
- ① CR 2.5, C-.25, R-2.5, H-260*
- ② CR 7.25, C-.25, R-7.25, H-180'
- ③ CR .5, C-.25, R-.5, H-40'

* Heights greater than 160'
only permitted in key
locations. See height diagrams
for more details

LEGEND



Height Recommendations

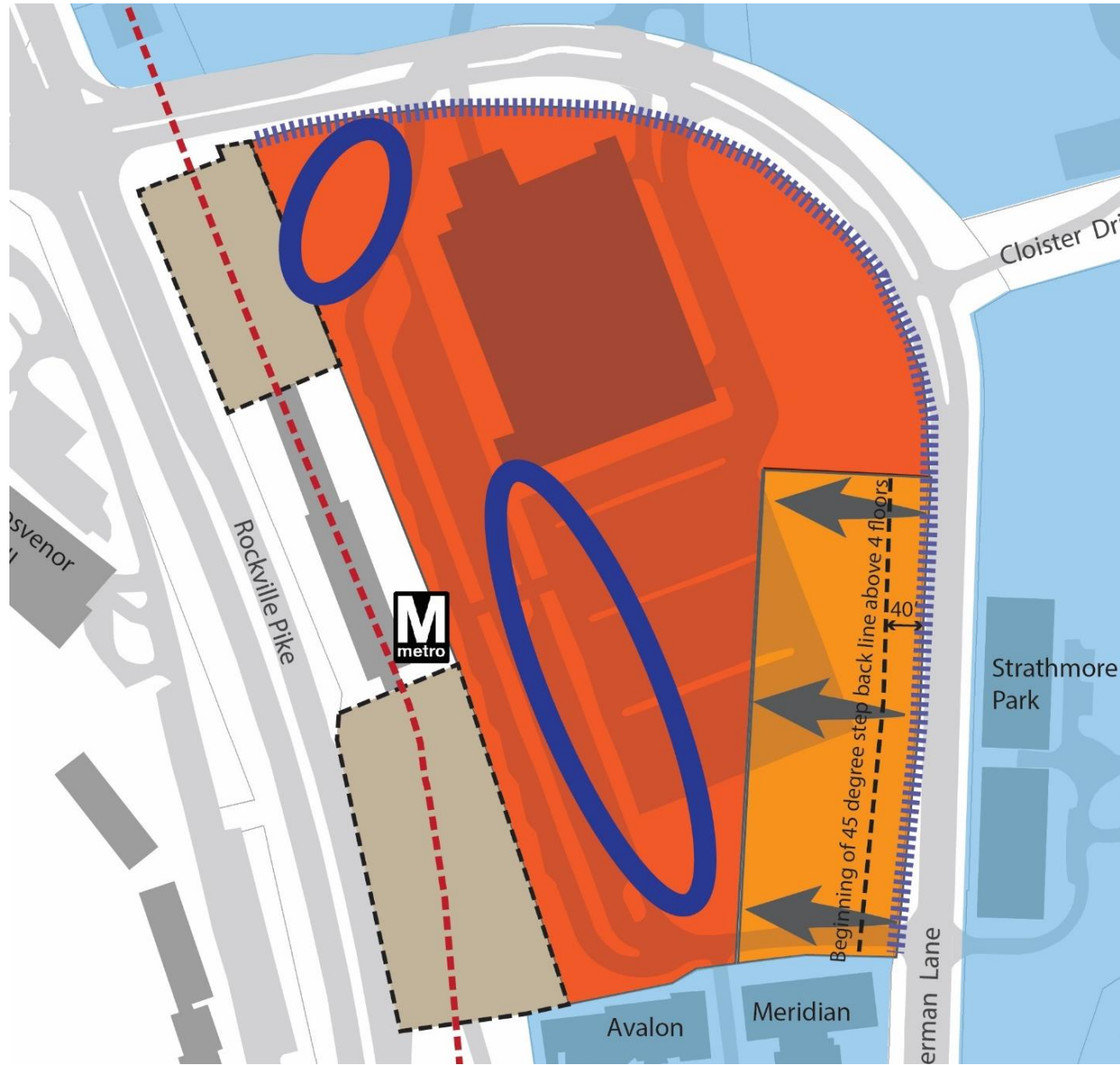


LEGEND

- No Change From Existing Heights
- Transition Zone: Max. 85' height with setbacks
- Max. 160' height
- Potential Signature Building
Location Zone With Height Up to 260'. Max. 2 buildings permitted.
- Build-To-Zone along Tuckerman Ln
- Potential Future Air Rights

- Retain existing heights for areas surrounding the Metro site.
- Locate taller buildings along Rockville Pike at the Metro Site.
- Create a transition zone along Tuckerman Lane where buildings step down.
- Ensure light and air between existing and proposed structures and within open spaces.

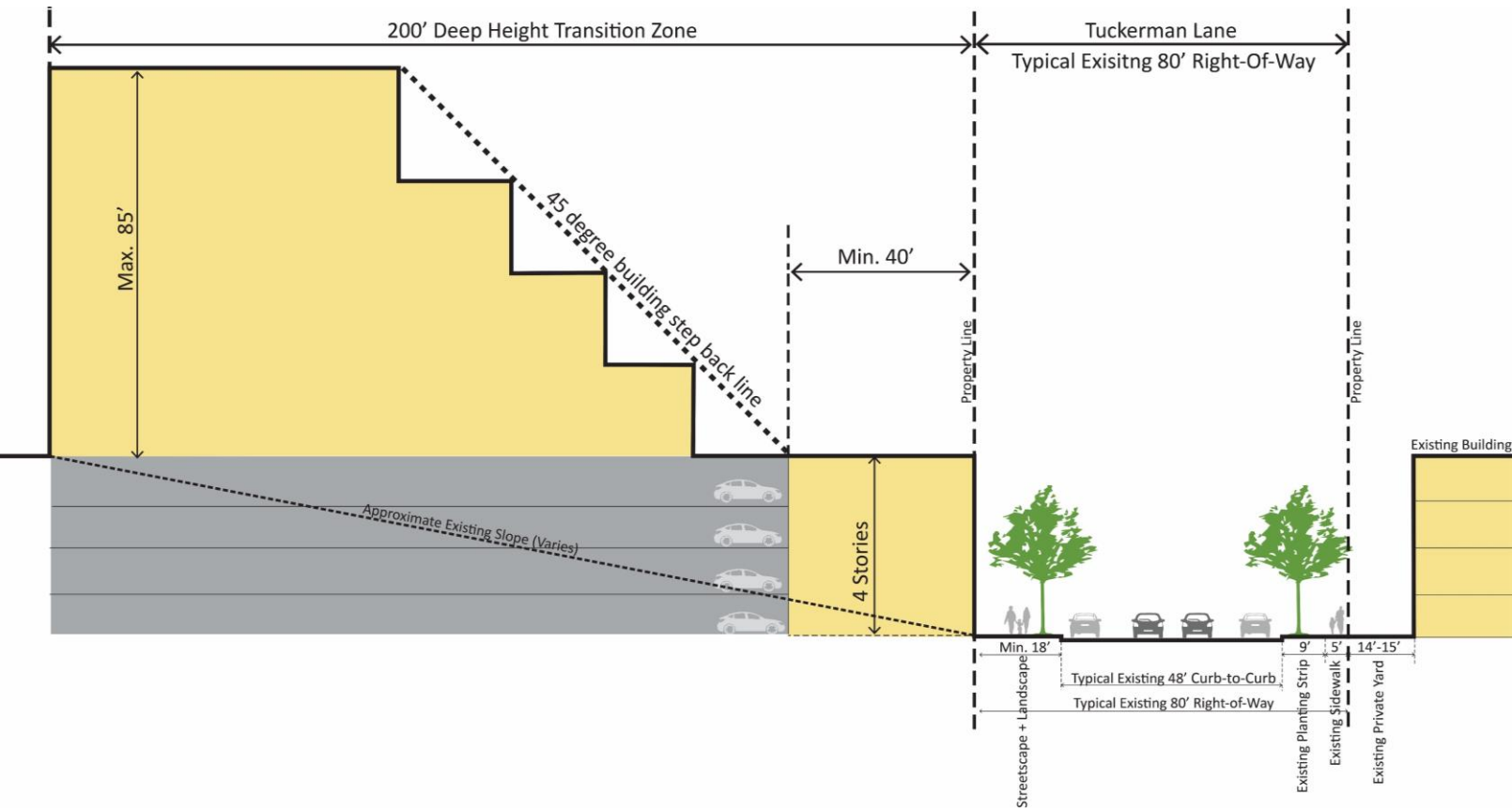
Metro Site Height Recommendations



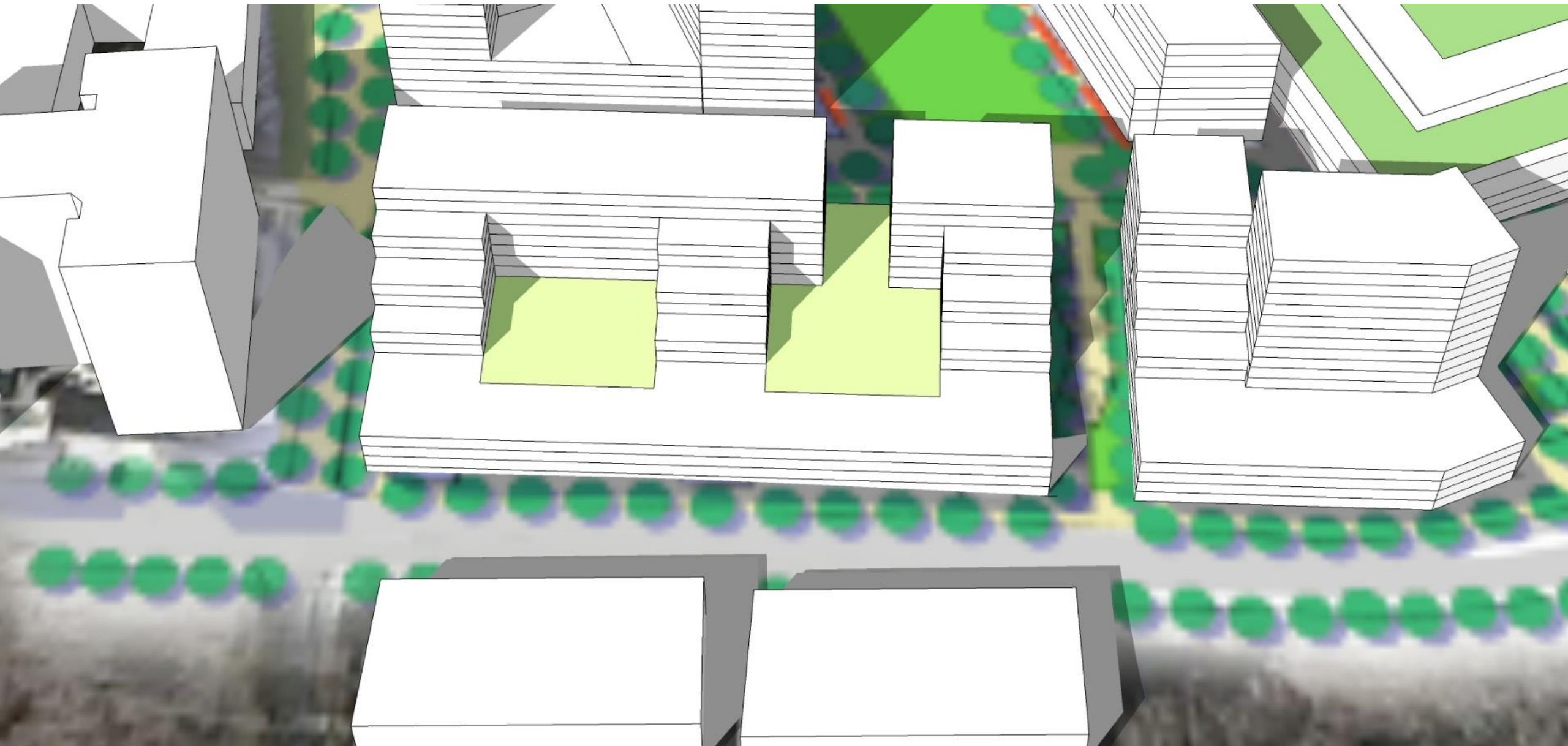
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- Build-To-Zone along Tuckerman Ln
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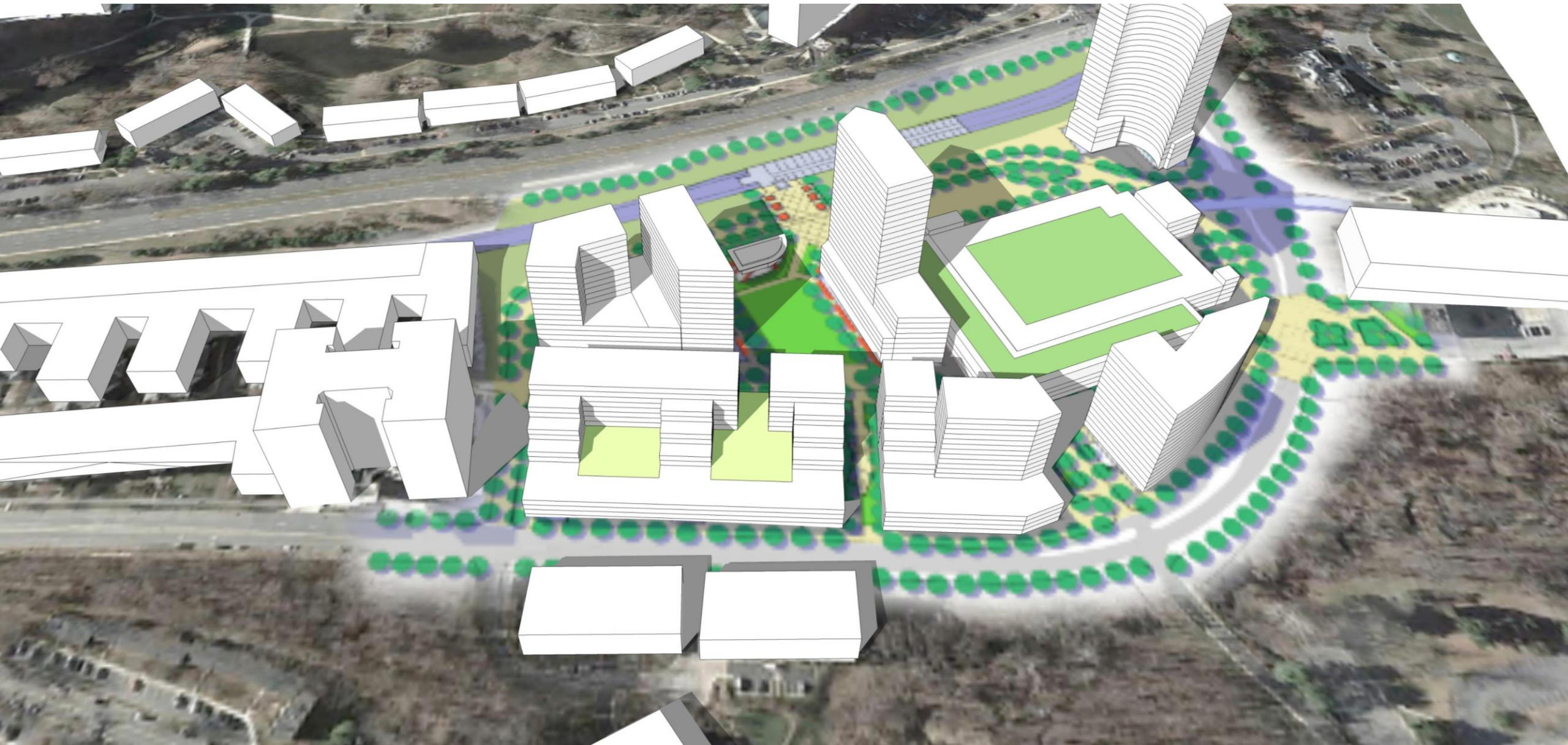
Transition Zone Step-Back Recommendations



Illustrative View of Transition Zone

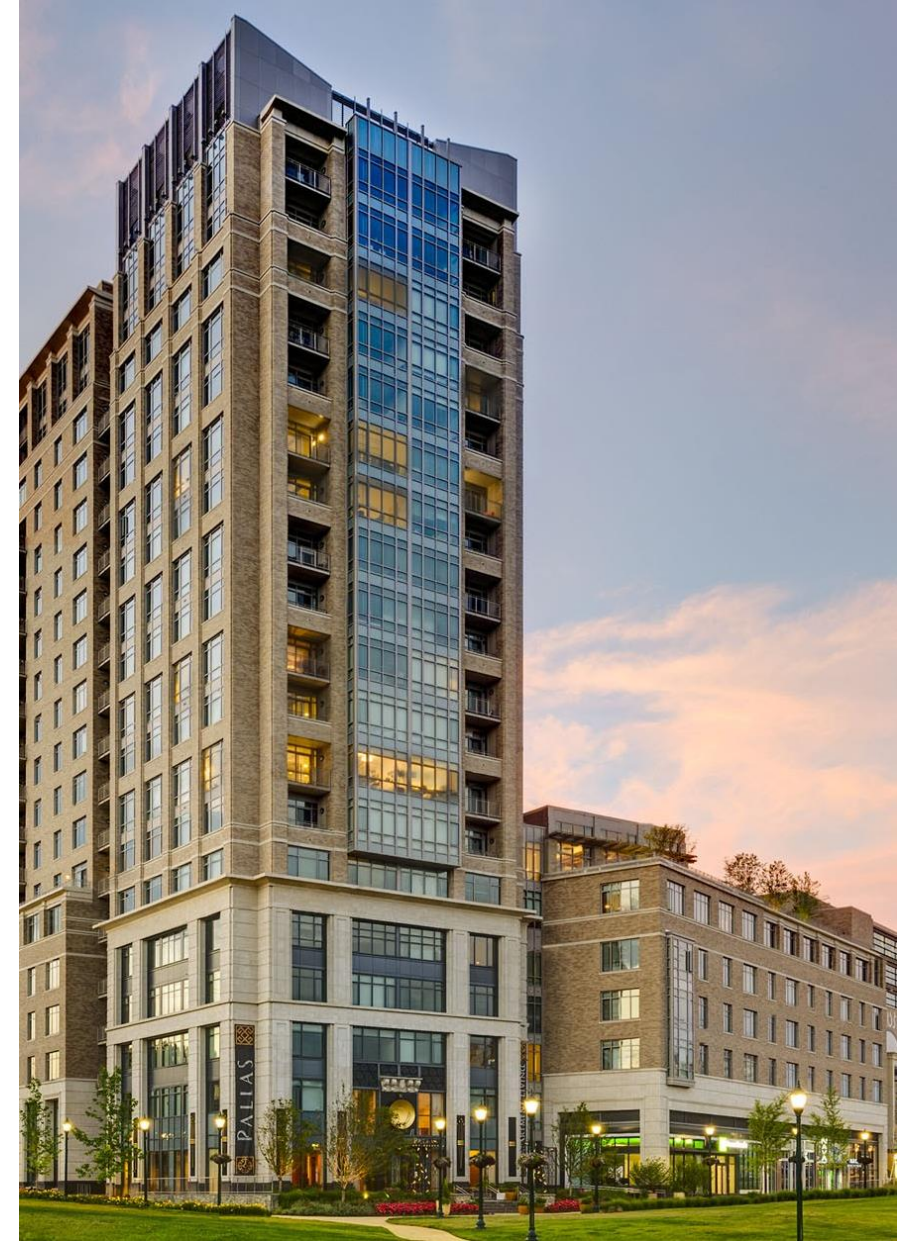


Illustrative View of Transition Zone



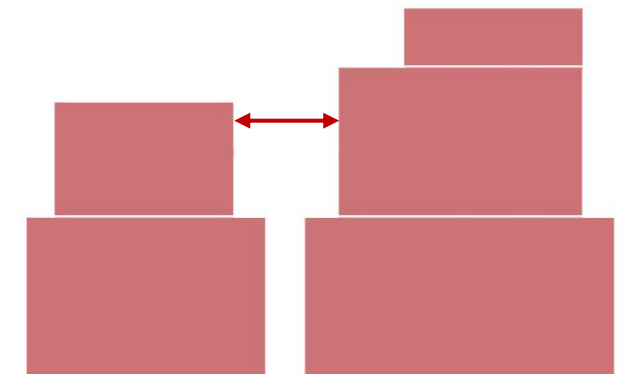
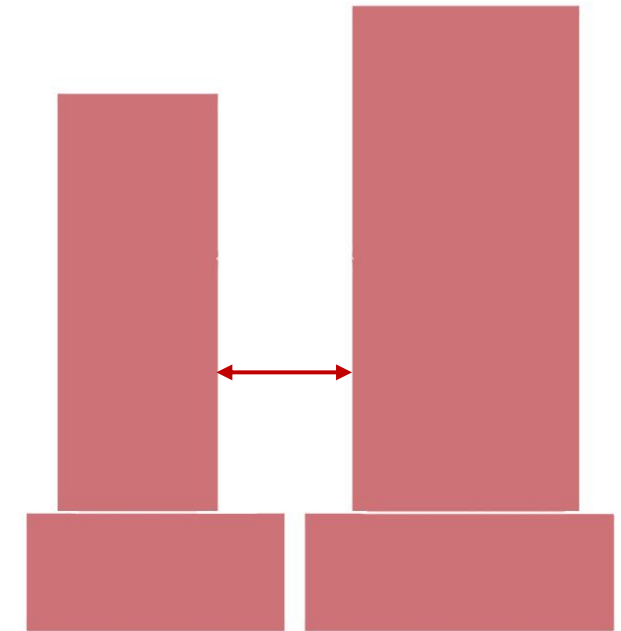
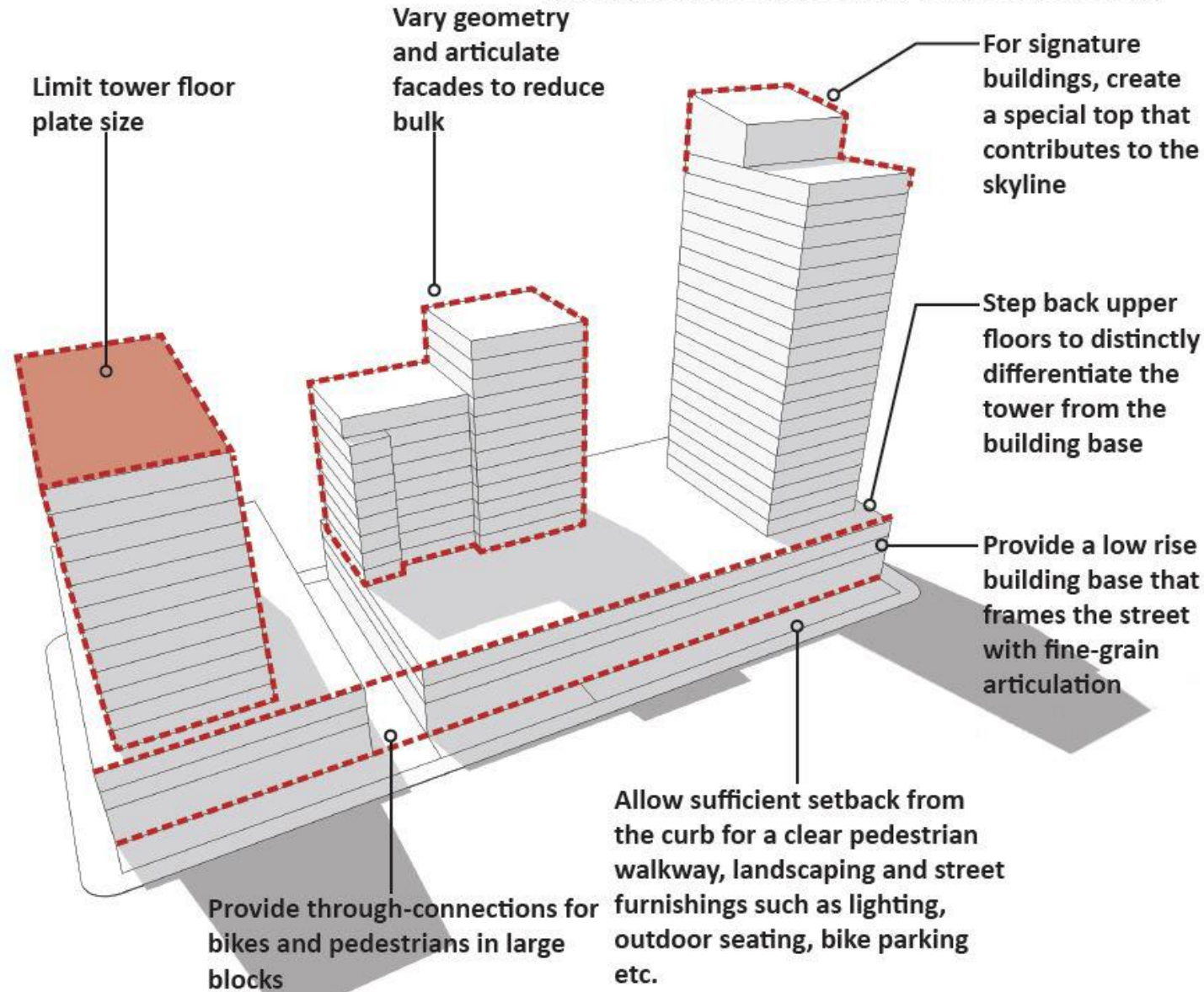
Signature Buildings

- Taller buildings along Rockville Pike.
- Exemplary architecture.
- Beacons for the Metro site.
- Sculpted tops that contribute to the skyline.



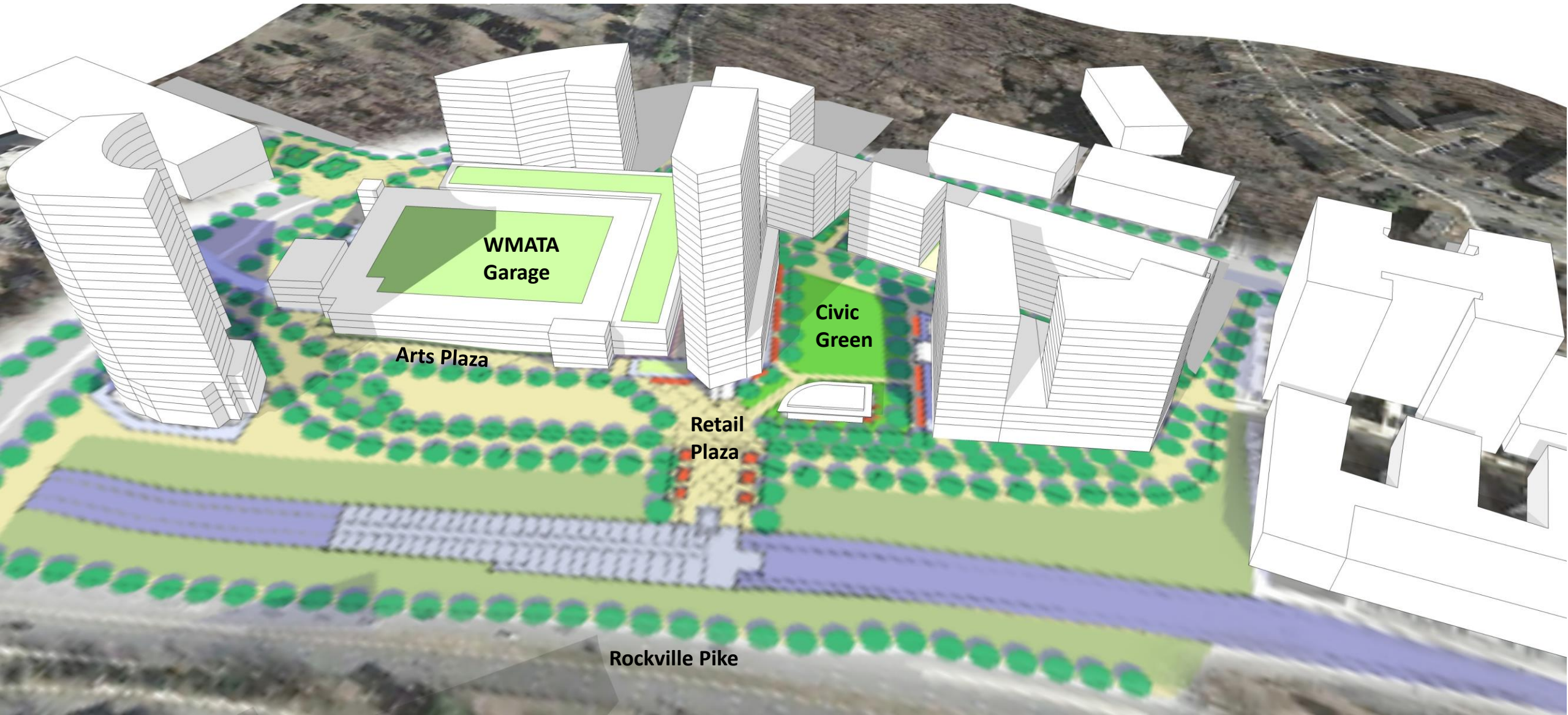
Building Massing Recommendations

Massing broken down into smaller volumes to reduce bulk

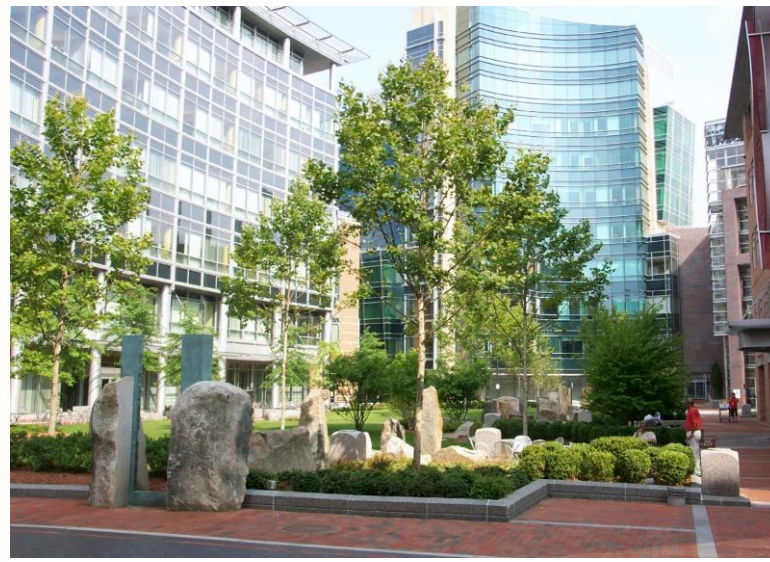
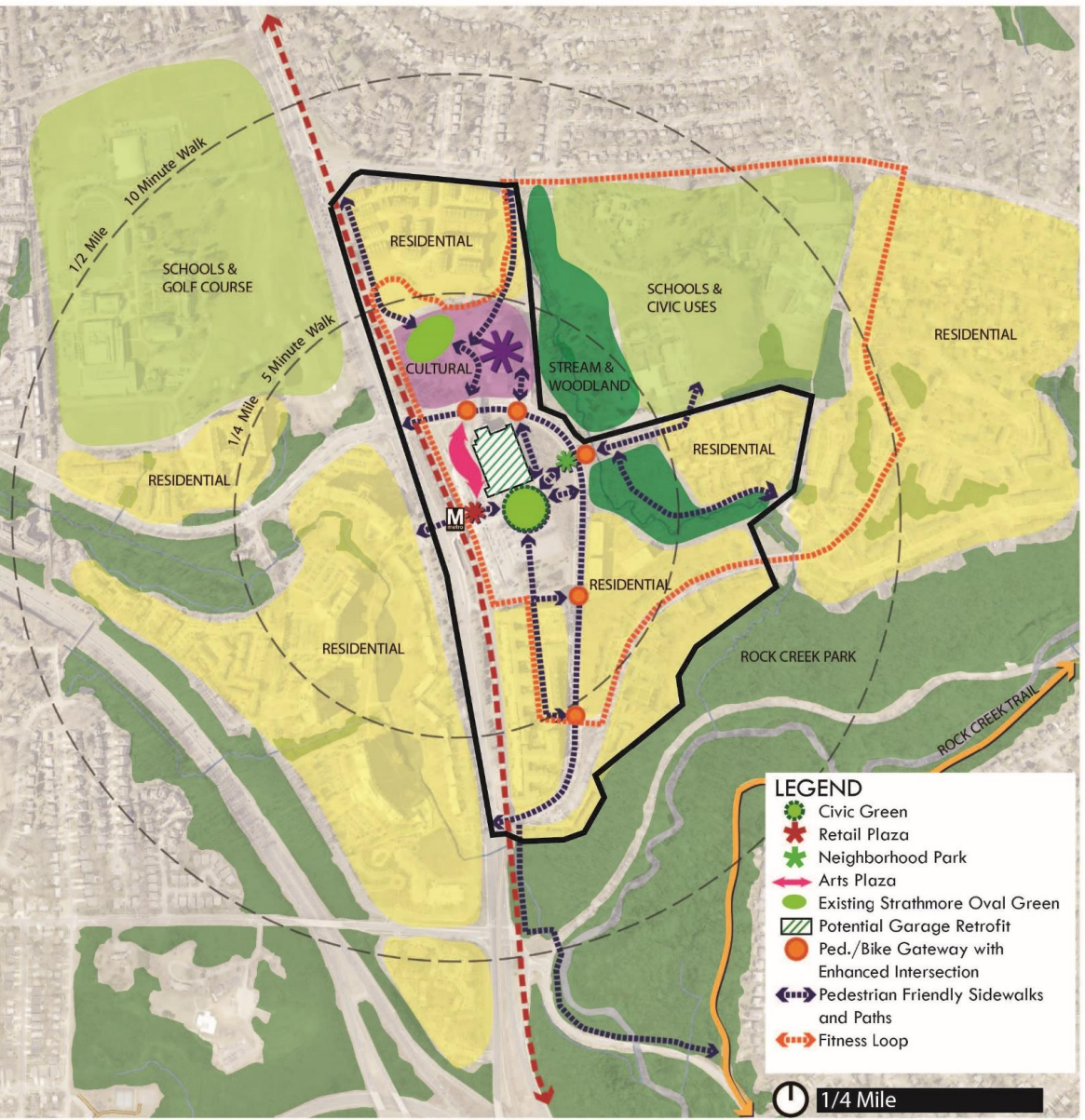


Tower Separation Diagrams

Illustrative View Looking East



Parks and Open Space







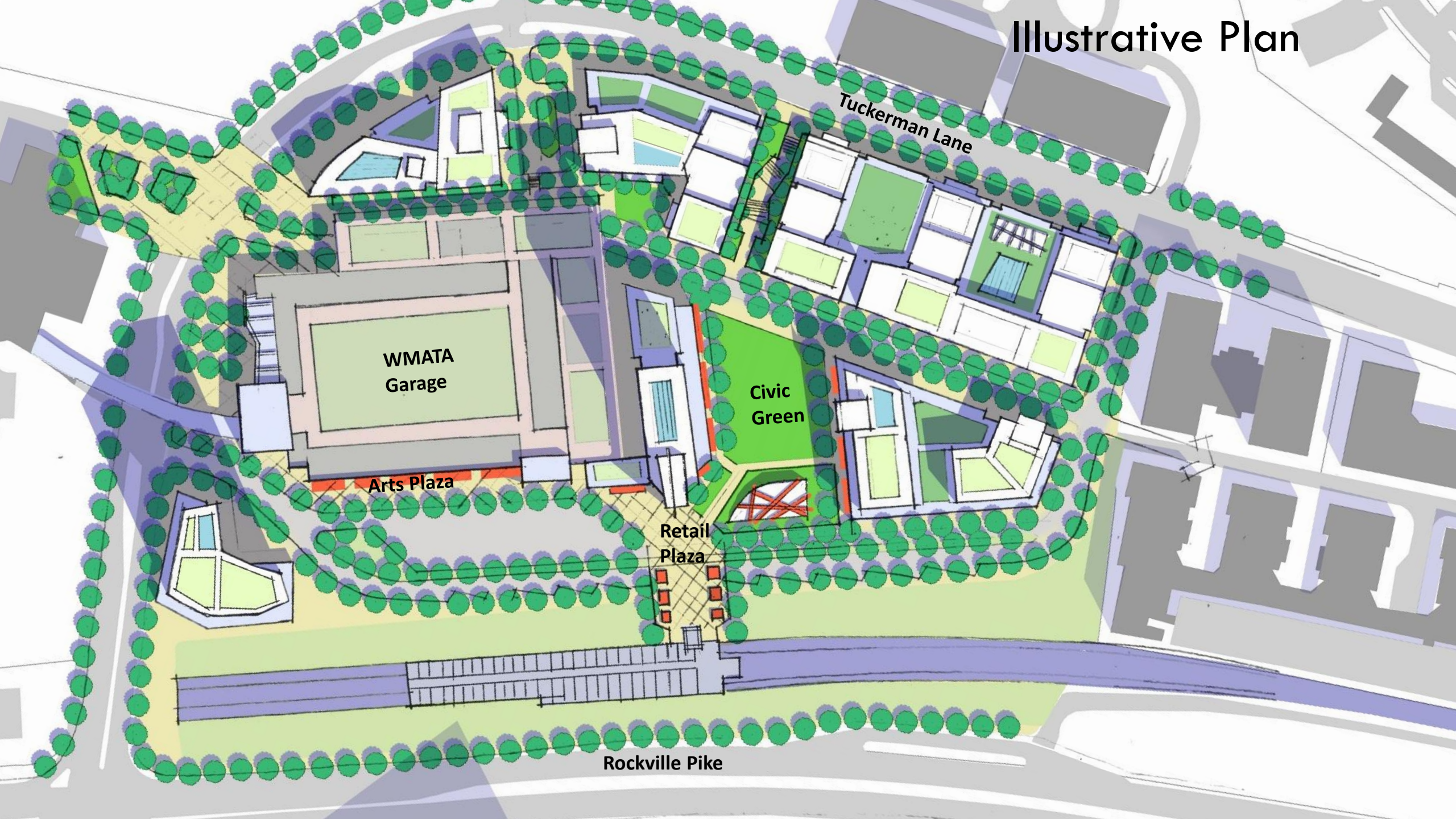
Metro Site Open Space Recommendations



LEGEND

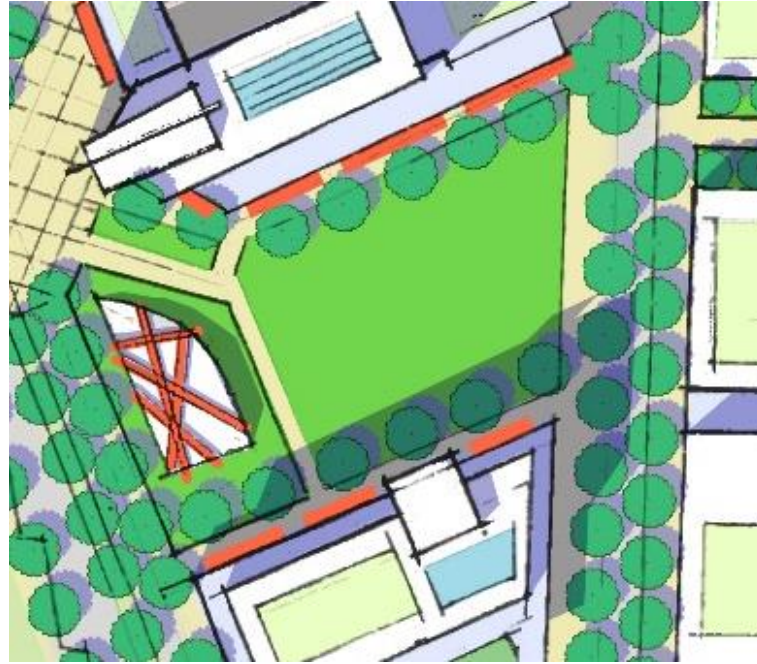
-  Potential Open Space
-  Potential Open Space With Retail
-  Potential Open Space Over Existing Garage / Extension
-  Recommended Civic Green
-  Recommended Arts Plaza
-  Recommended Shared Street
-  Recommended Enhanced Stairs
-  Potential Future Building Zones

Illustrative Plan



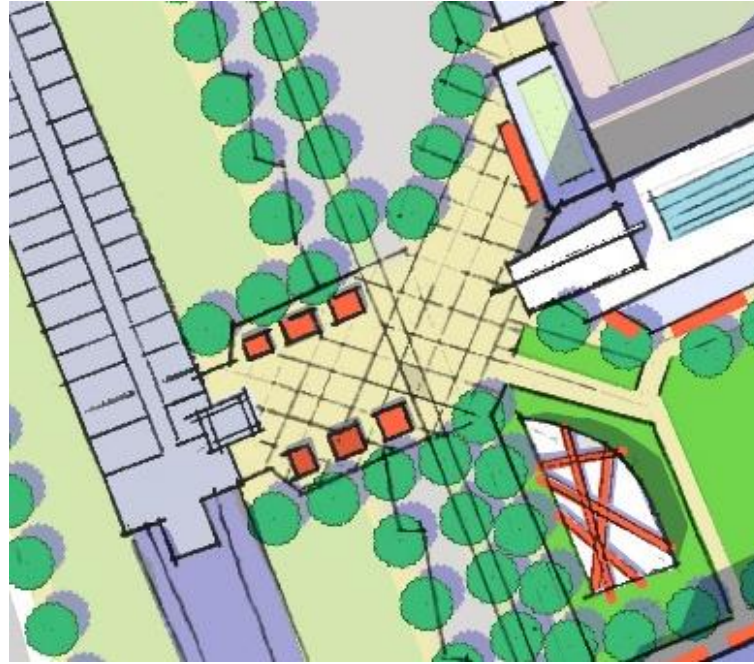
Civic Green

- In direct proximity to the Metro Station entrance.
- Minimum size of 1.25 acres.



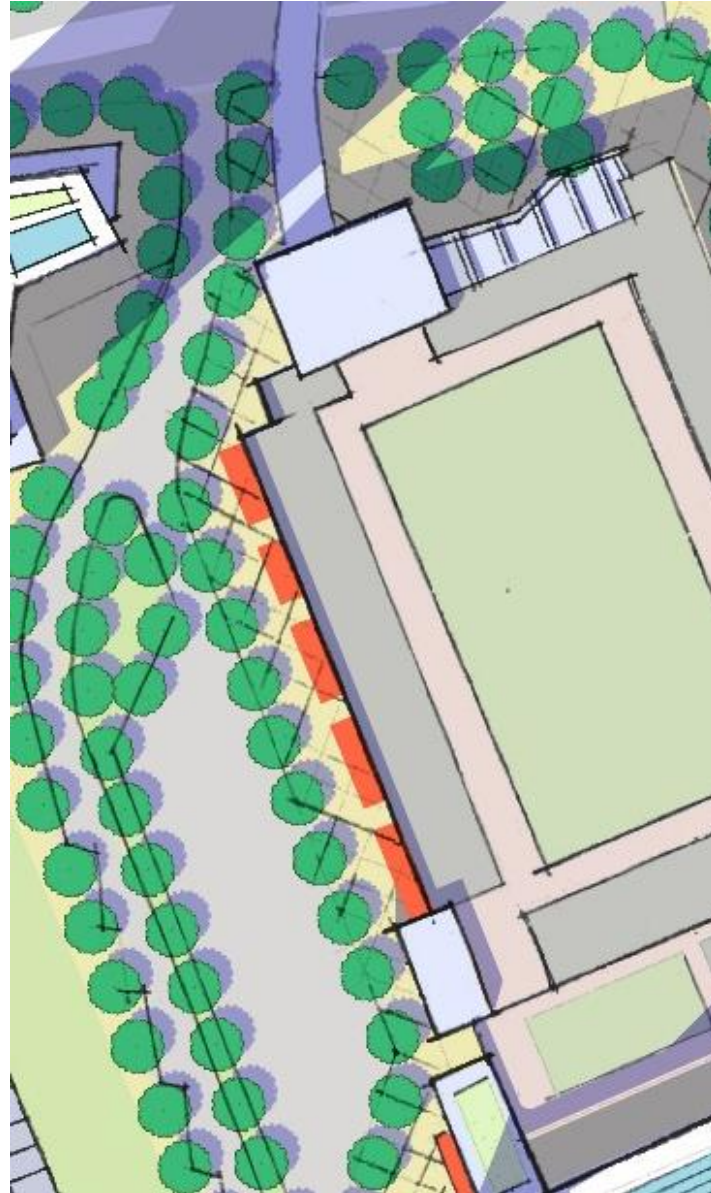
Retail Plaza

- At the Station entrance
- Hardscaped, with trees
- Movable seating
- Interesting lighting
- Transparent ground floor uses like retail, classroom space etc.



Linear Arts Plaza

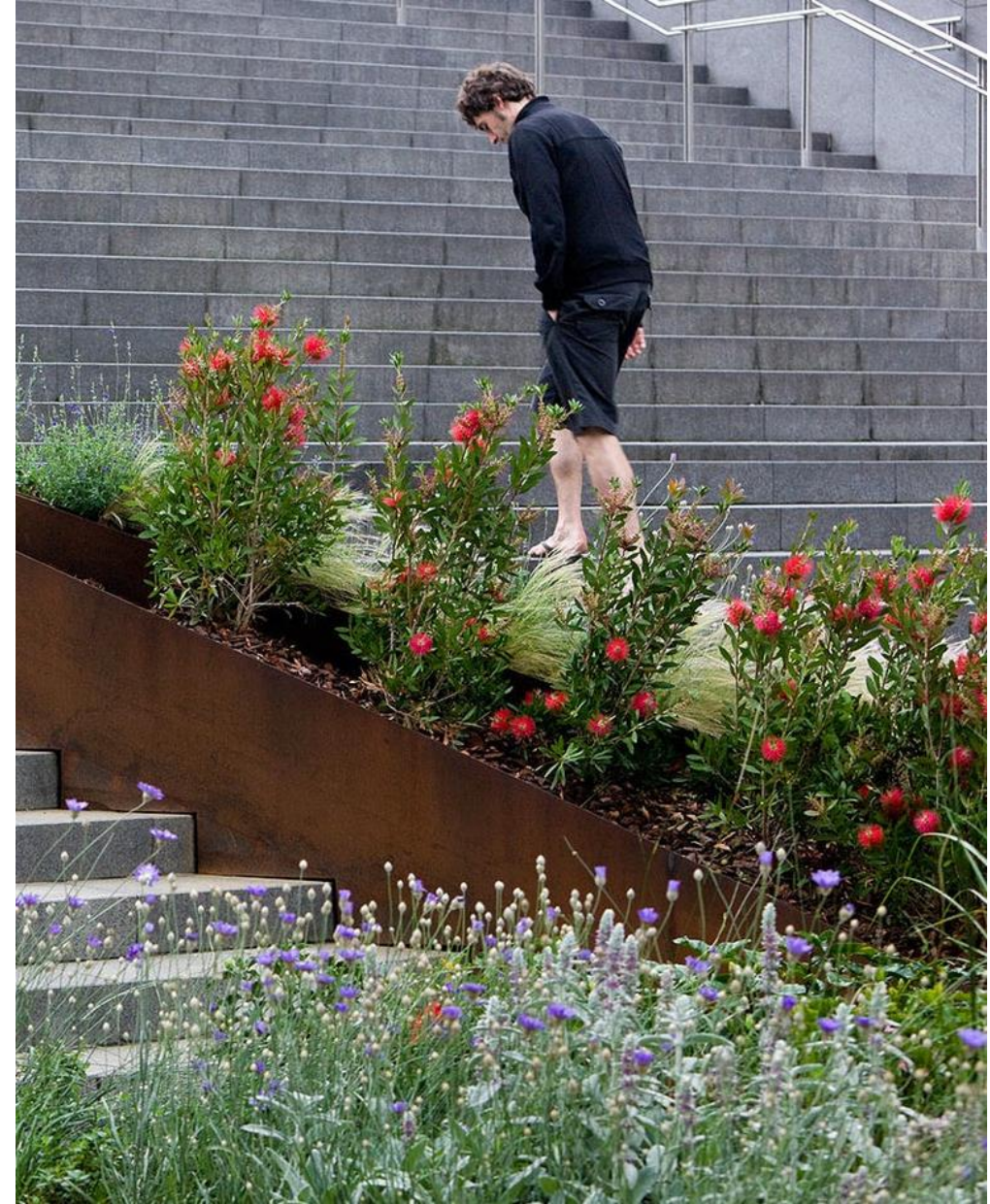
- Expand the existing Arts Walk
 - Public art
 - Hardscaped
 - Movable seating
 - Interesting lighting



Tuckerman Stairs

Use the topography along Tuckerman Lane:

- Adequate width
- Active building frontages
- Public Art



Neighborhood Open Space

Create a passive public open space along Tuckerman Lane.

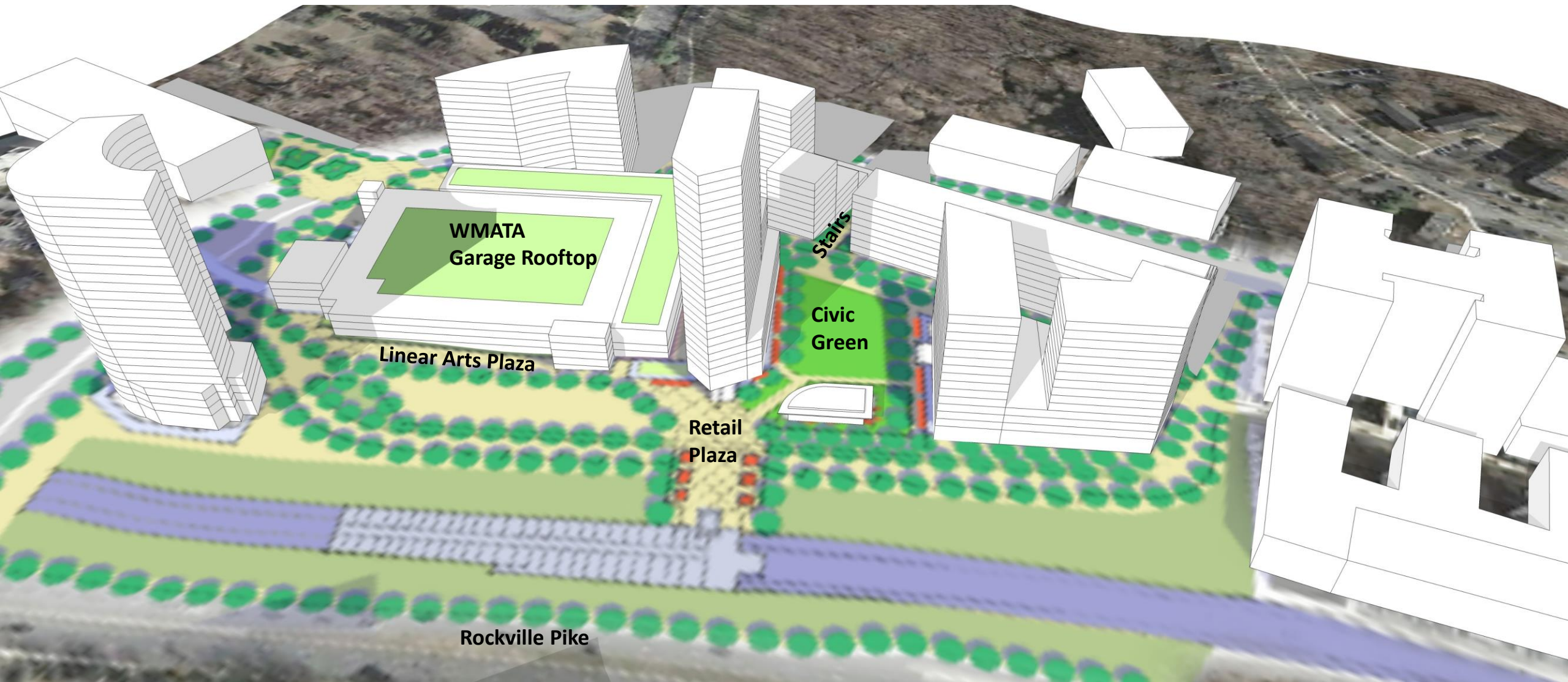


WMATA Garage Retrofit

- Temporary events
- Civic gathering space
- Green Roofs & Community Gardens
- Public recreational amenities



Illustrative View Looking East



Pedestrian Realm Recommendations

- Walkable grid of streets
- Human scaled architecture
- Generous sidewalks
- Active ground floors
- Safe and inviting public spaces

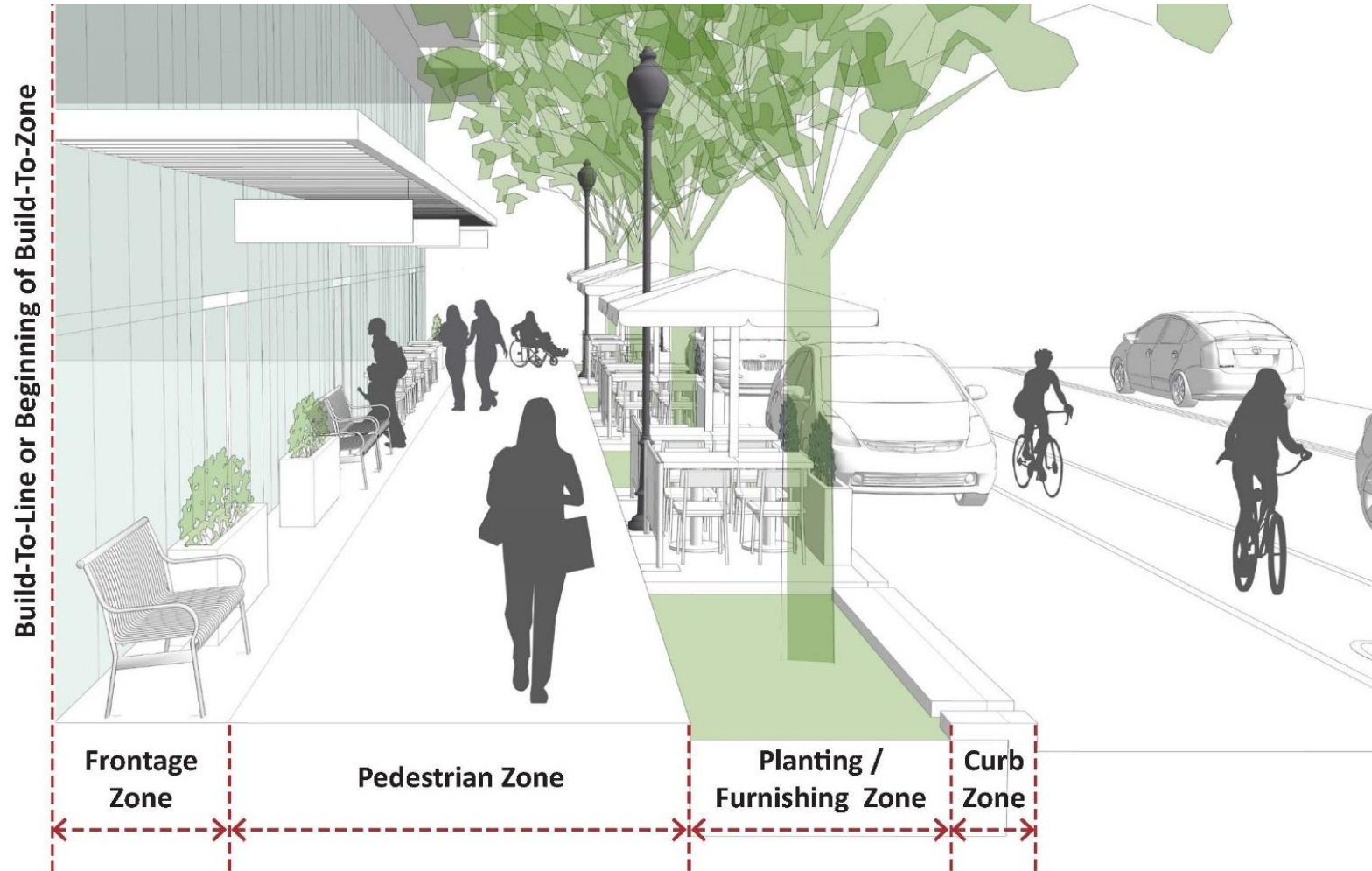
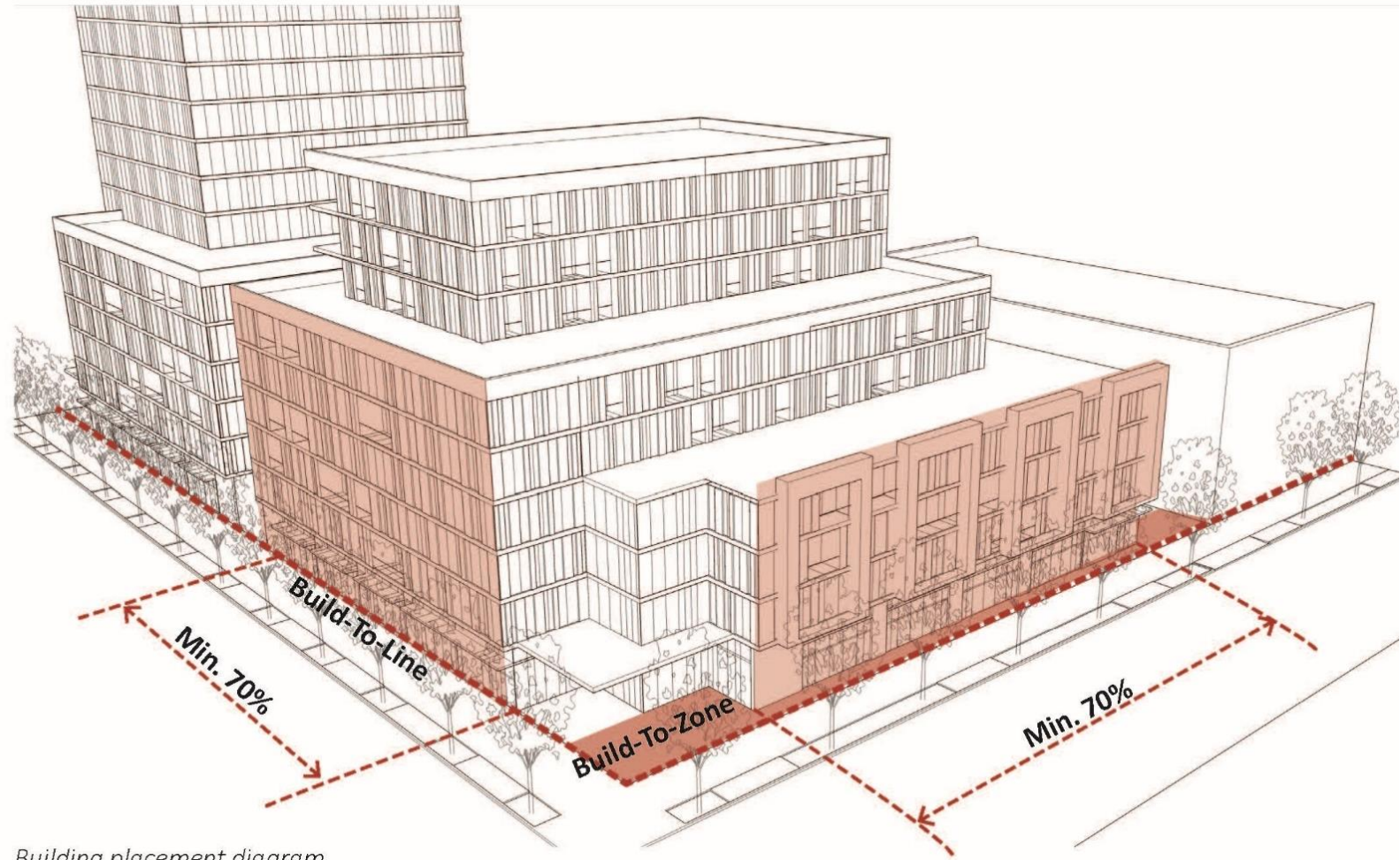


Diagram showing the various zones within a typical sidewalk

Pedestrian Realm Recommendations

- Walkable grid of streets
- Human scaled architecture
- Generous sidewalks
- Active ground floors
- Safe and inviting public spaces



Building placement diagram

Pedestrian Realm Recommendations

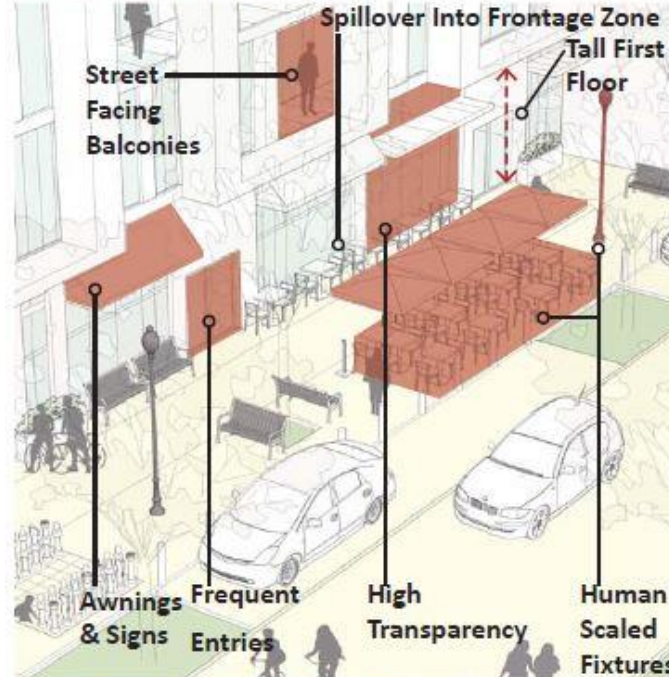
- Walkable grid of streets
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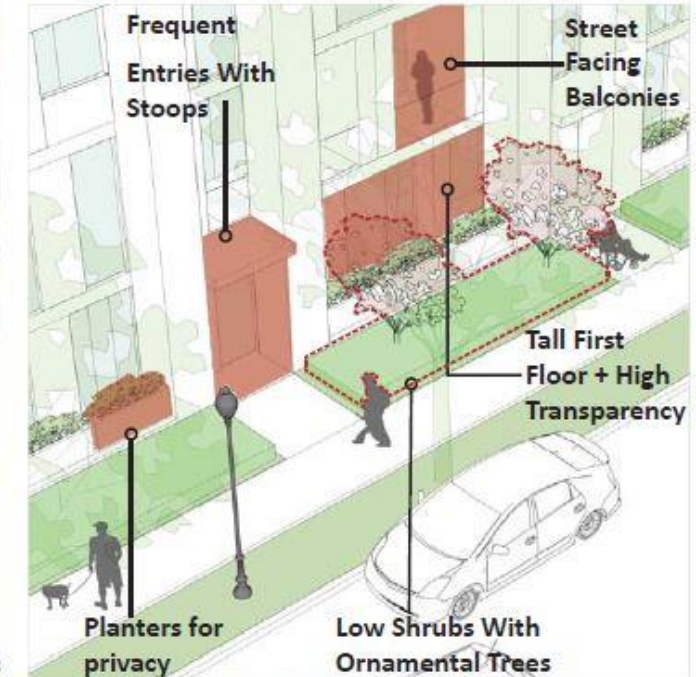
Commercial ground floor precedent



Residential ground floor precedent



Commercial ground floor activation diagram



Residential ground floor articulation diagram

Placemaking

- Pop up retail activities
- Temporary “Green Space”
- Weekend programming of the WMATA surface lot.
- Public art
- Gateways

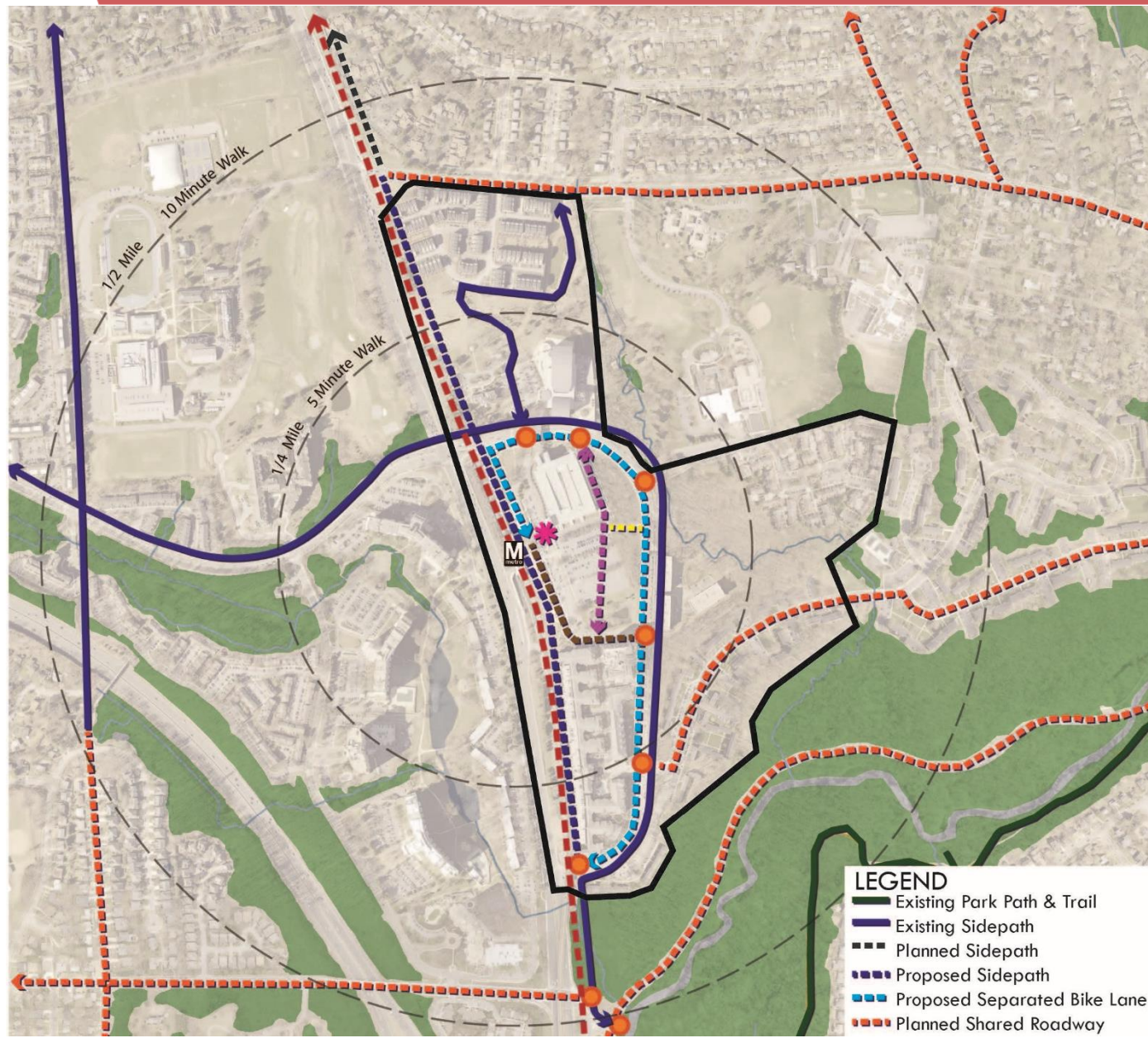


Connectivity Recommendations

- Identify a location for Bikeshare
- Provide a full-service bicycle storage facility
- Create a new shared street
- Create pedestrian and bike friendly intersections



Connectivity Recommendations

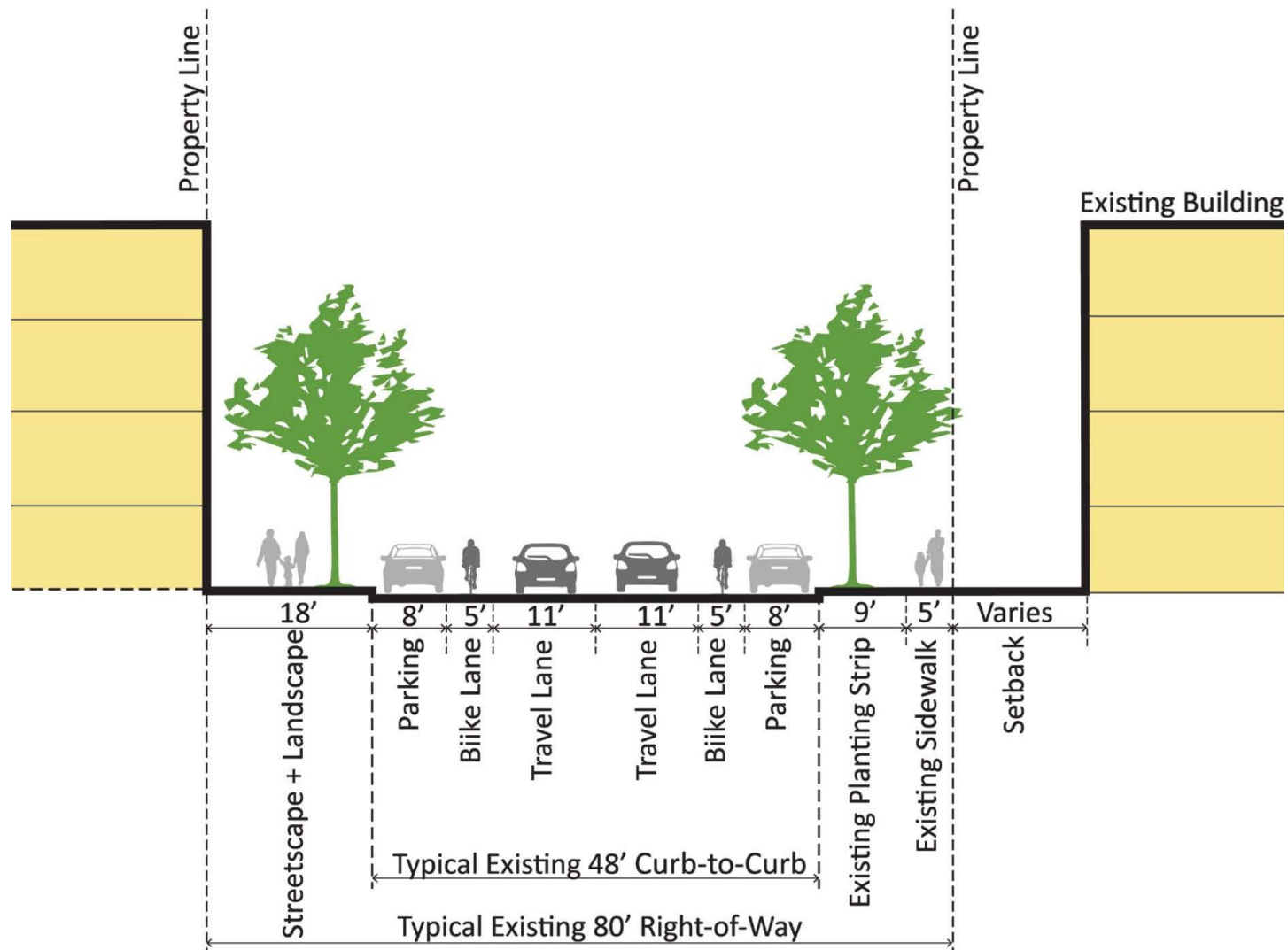


- LEGEND**
- Existing Park Path & Trail
 - Existing Sidepath
 - Planned Sidepath
 - Proposed Sidepath
 - Proposed Separated Bike Lane
 - Planned Shared Roadway
 - Proposed Shared Roadway
 - Proposed Shared Street
 - Proposed Bike Friendly Stairs
 - Proposed Bike Friendly Intersection
 - Proposed Bikeshare Station

- LEGEND**
- Existing Park Path & Trail
 - Existing Sidepath
 - Planned Sidepath
 - Proposed Sidepath
 - Proposed Separated Bike Lane
 - Planned Shared Roadway

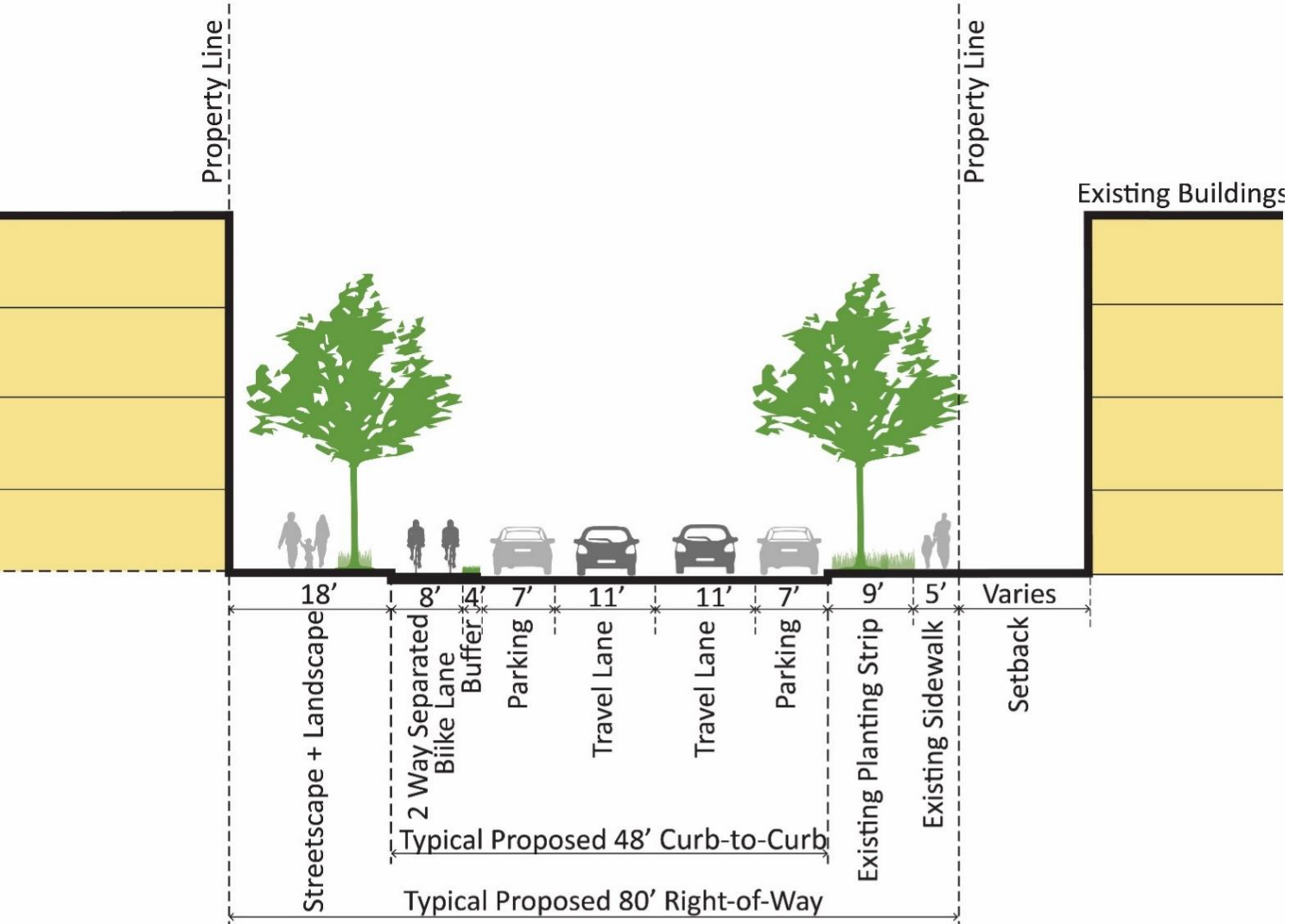
Tuckerman Lane Bike Recommendations

Tuckerman Lane MCDOT Restriping Project



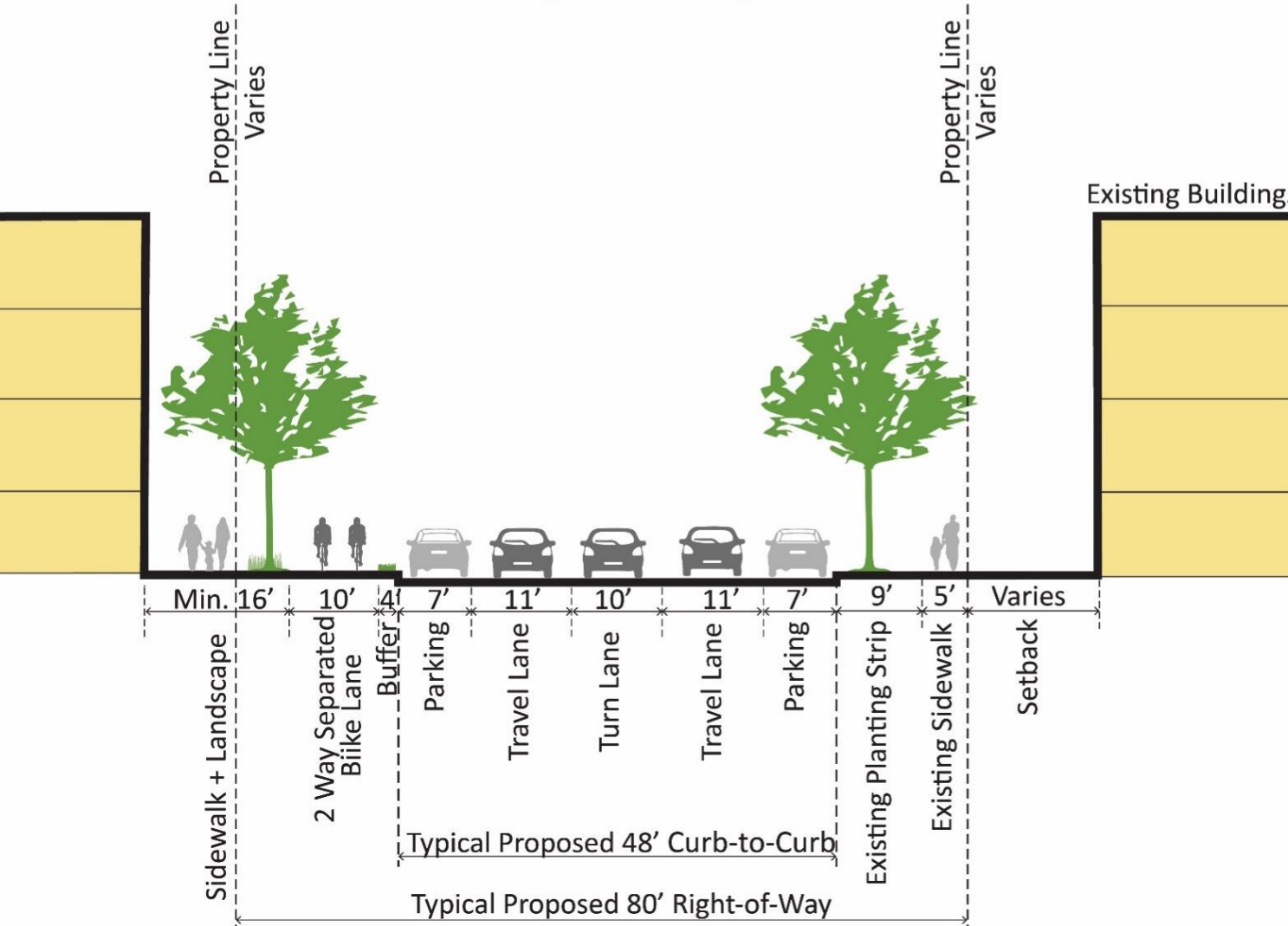
Tuckerman Lane Bike Recommendations

Tuckerman Lane Long Term Proposed Section 01



Tuckerman Lane Bike Recommendations

Tuckerman Lane Long Term Proposed Section 02



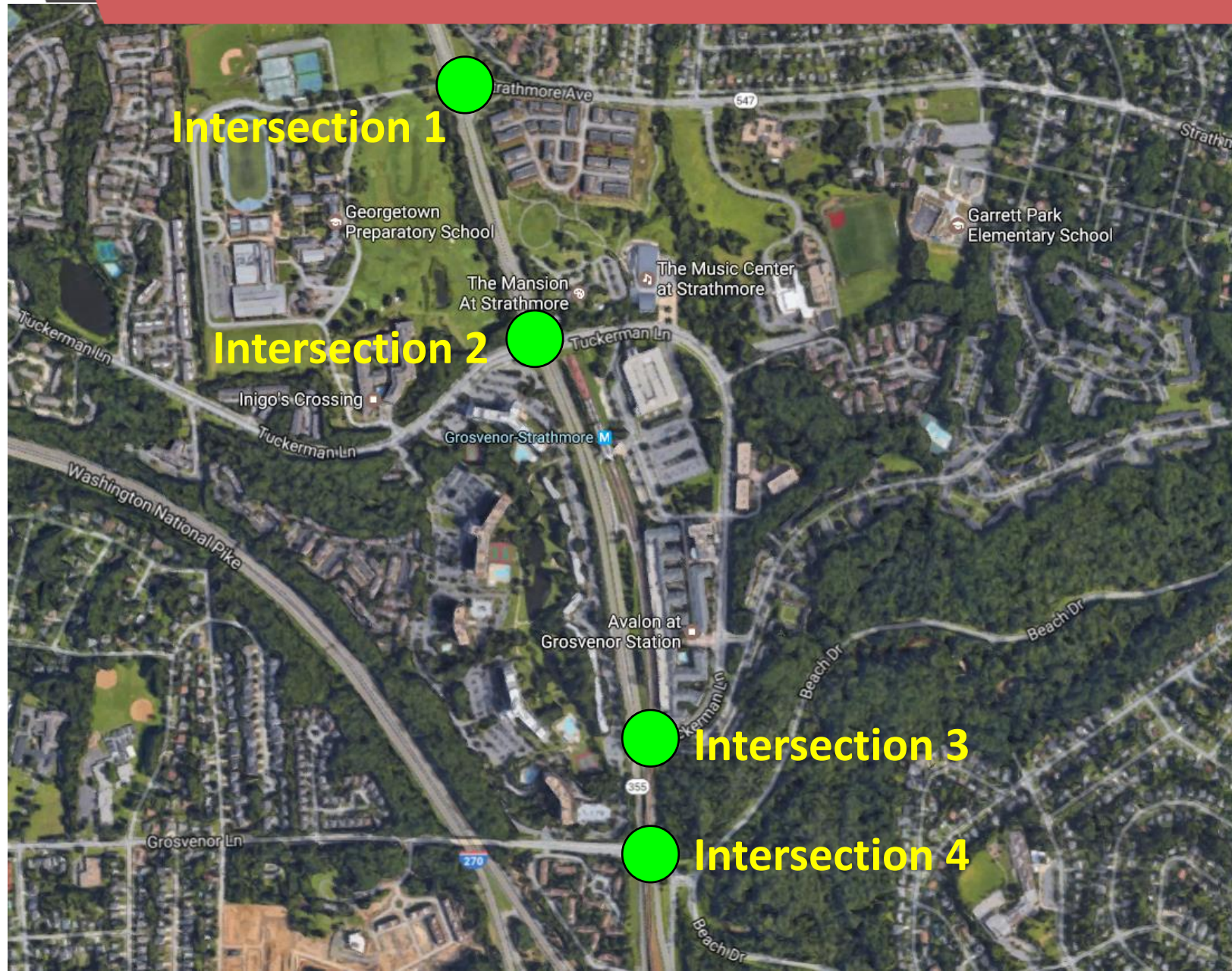
Sustainability Recommendations



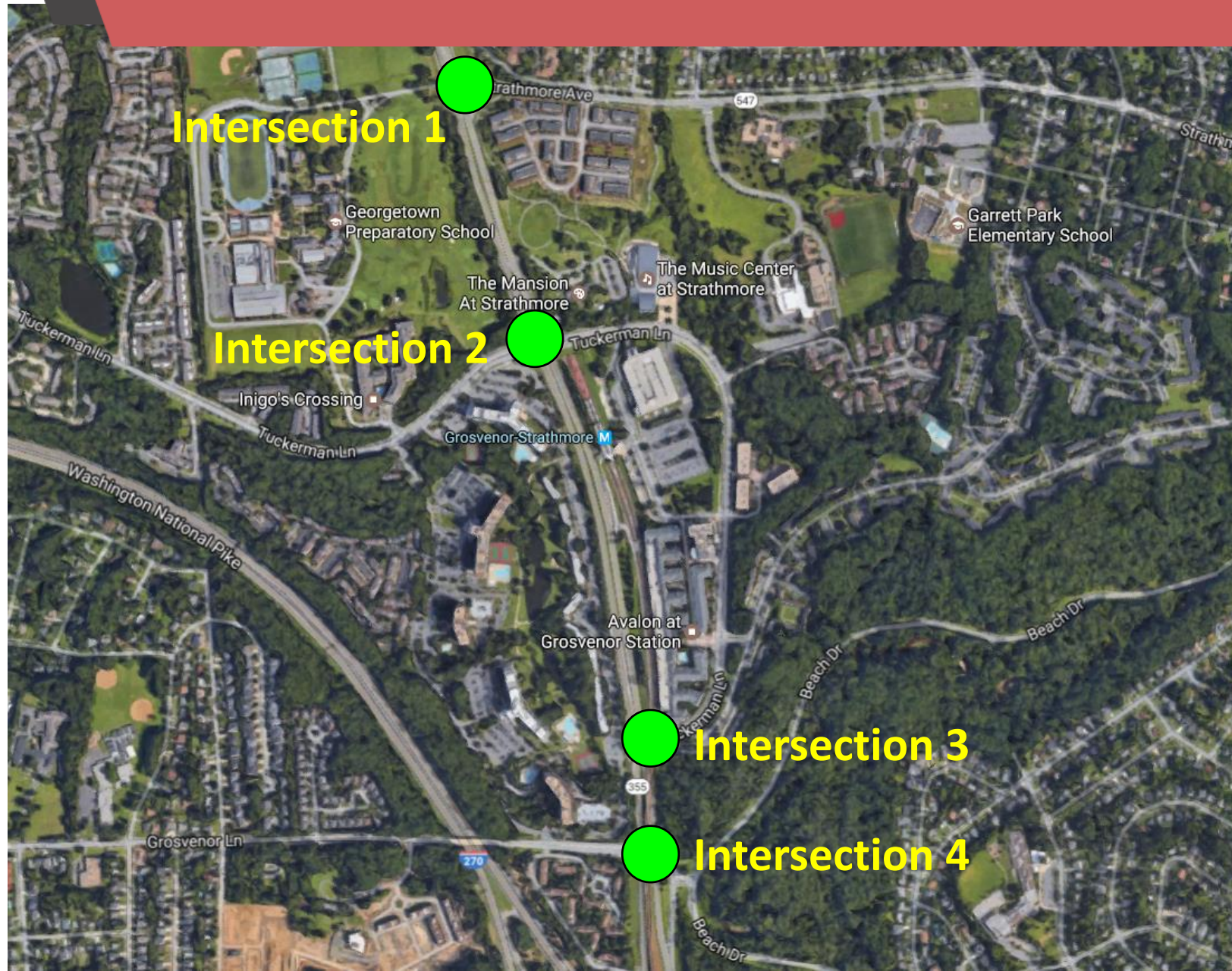
Transportation analysis

- Tested the four development scenarios (2, 2.5, 3, 3.5 FAR) for their projected impacts on area traffic.
- Tested four key intersections.
- Analyzed existing conditions.
- Analyzed 2040 scenario which includes traffic projections for all projects currently underway as well as development from other Master Plans such as White Flint 2 and Rock Spring.
- Delay is measured in seconds; because it is a Metro station 120 seconds average delay and above is considered a failing intersection.

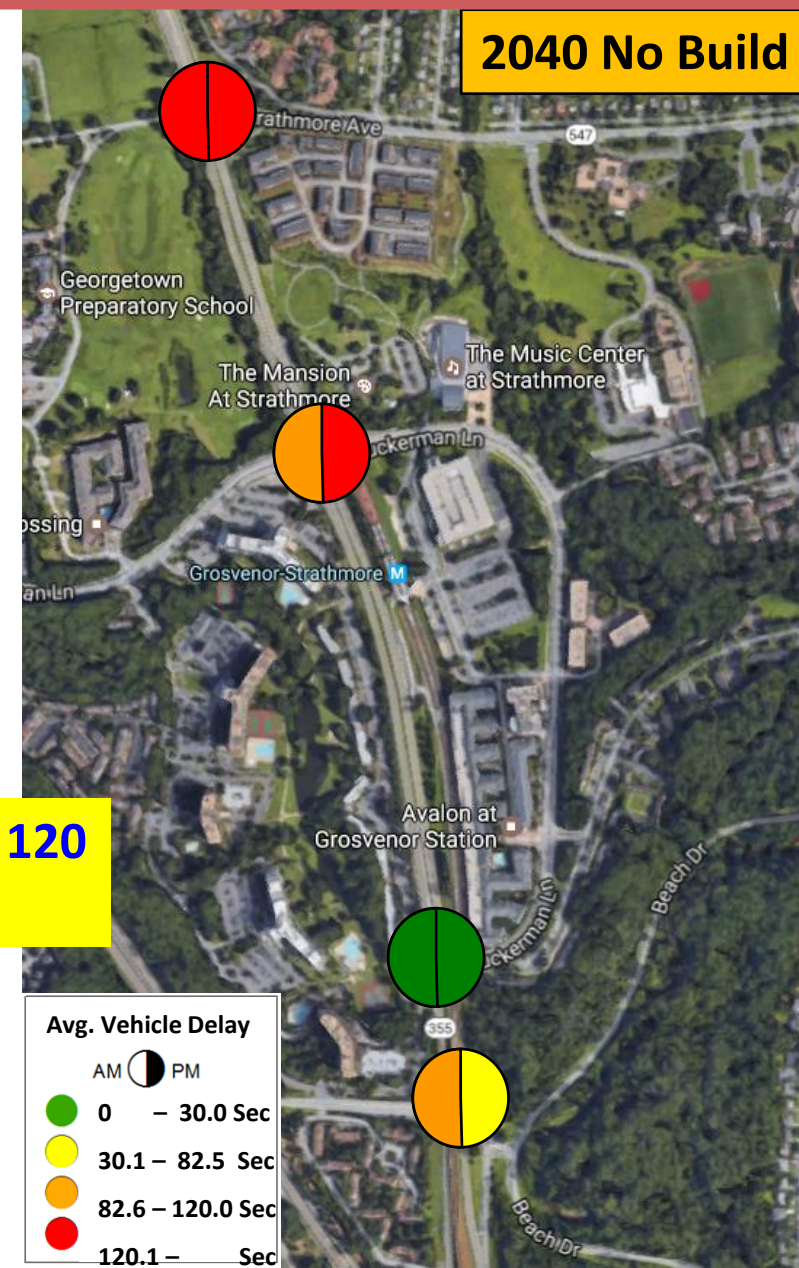
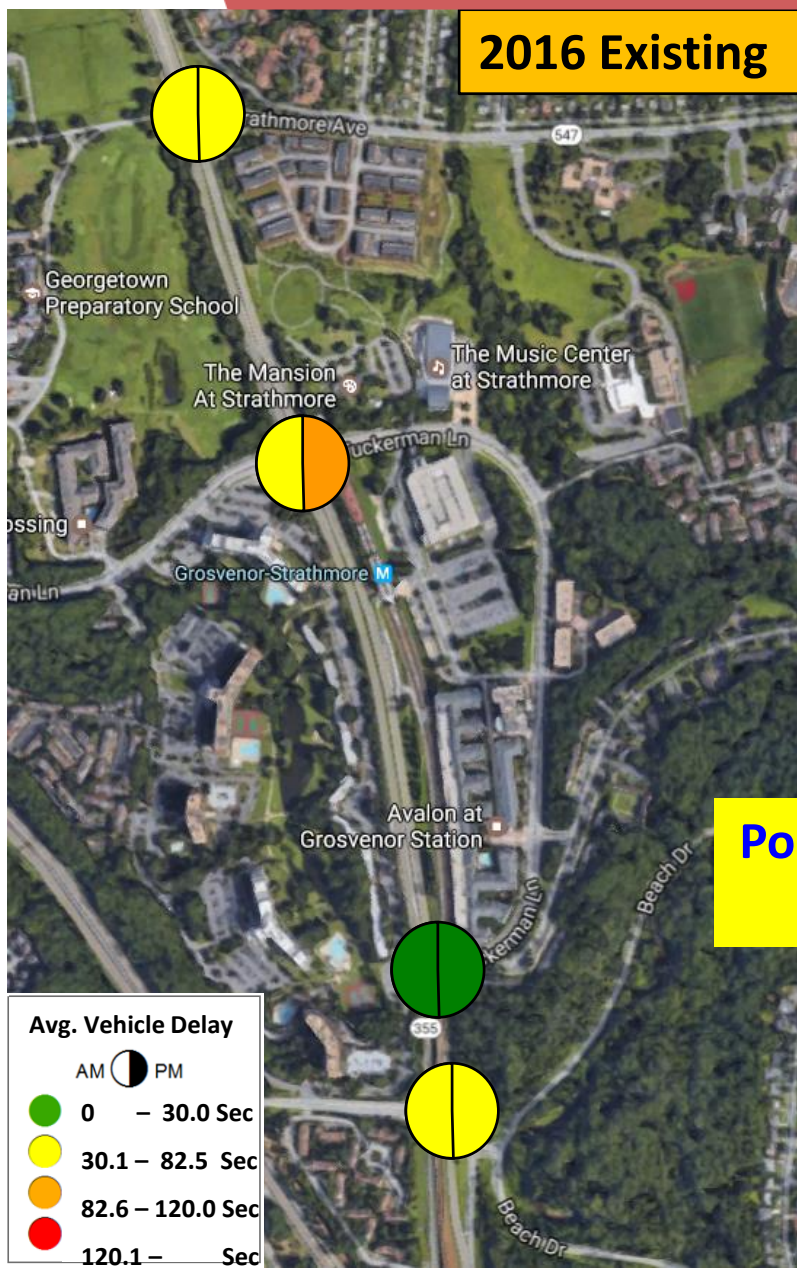
Key Intersections



Key Intersections



Average Intersection Delay Analysis

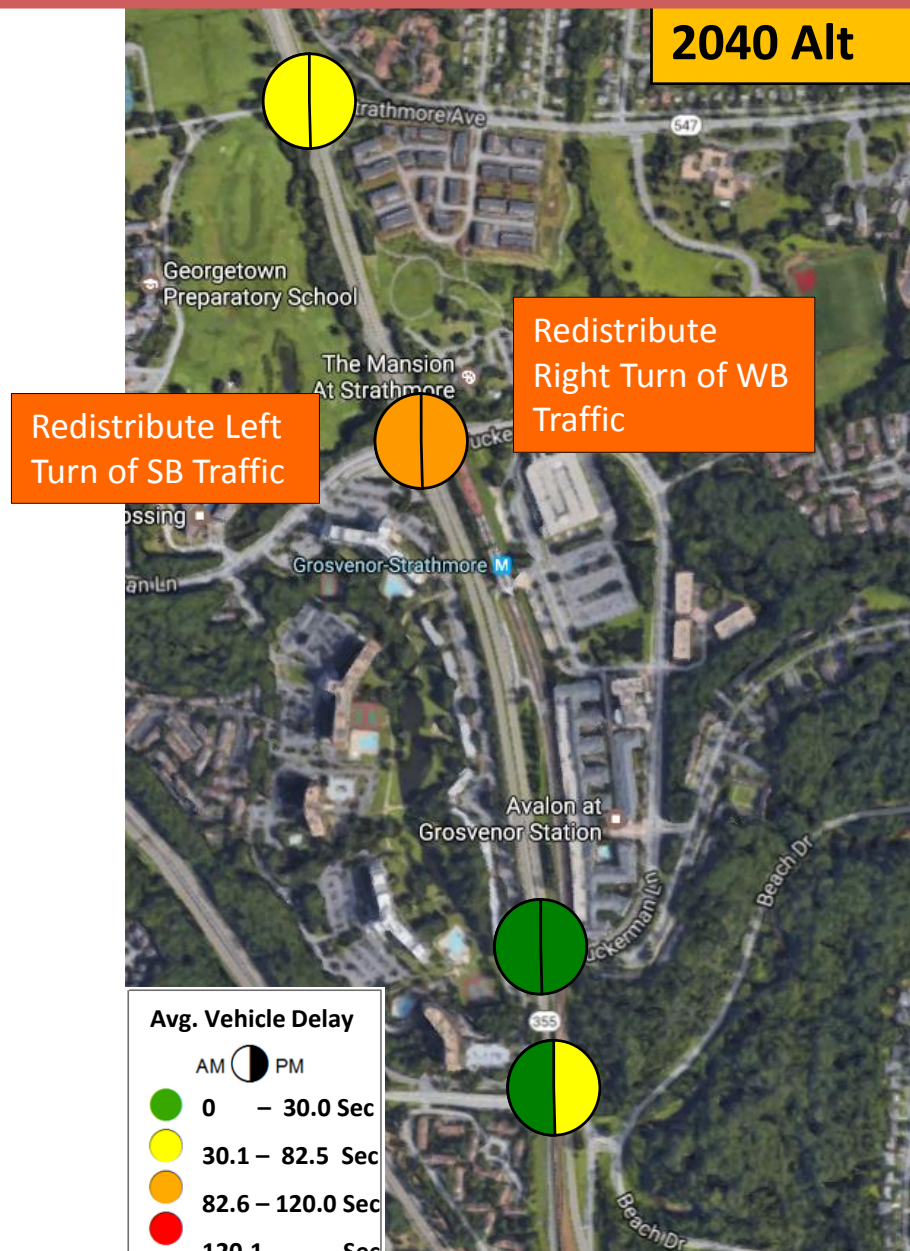


**Policy Area Standard: 120
Seconds**

2.5 FAR Scenario with Mitigation Strategies

Average Intersection Delay Analysis

Policy Area
Standard: 120 Seconds



Mitigation Strategy Menu

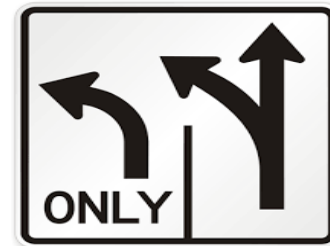
1. Mode Shift



2. Traffic Redistribution/ Balancing



3. Traffic operations/ management

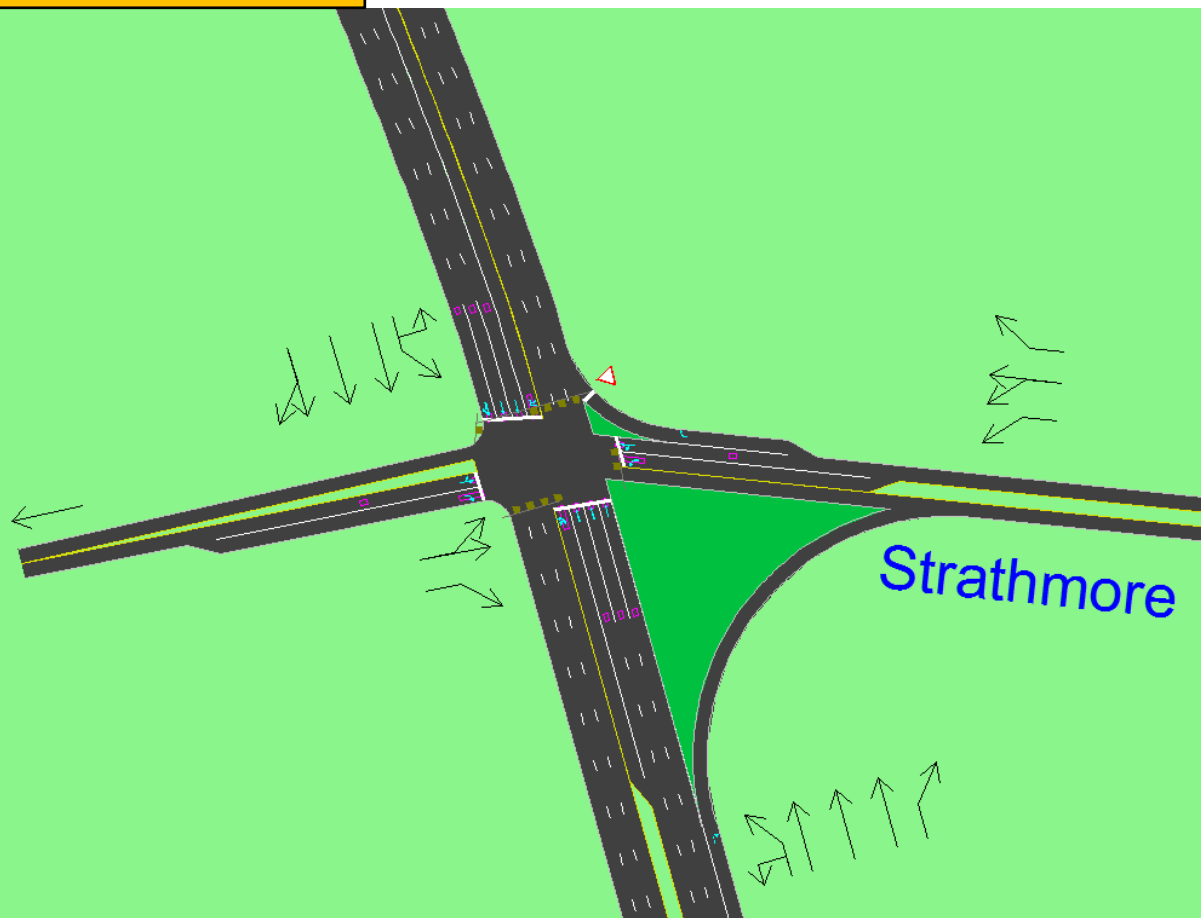


4. Geometric Improvements

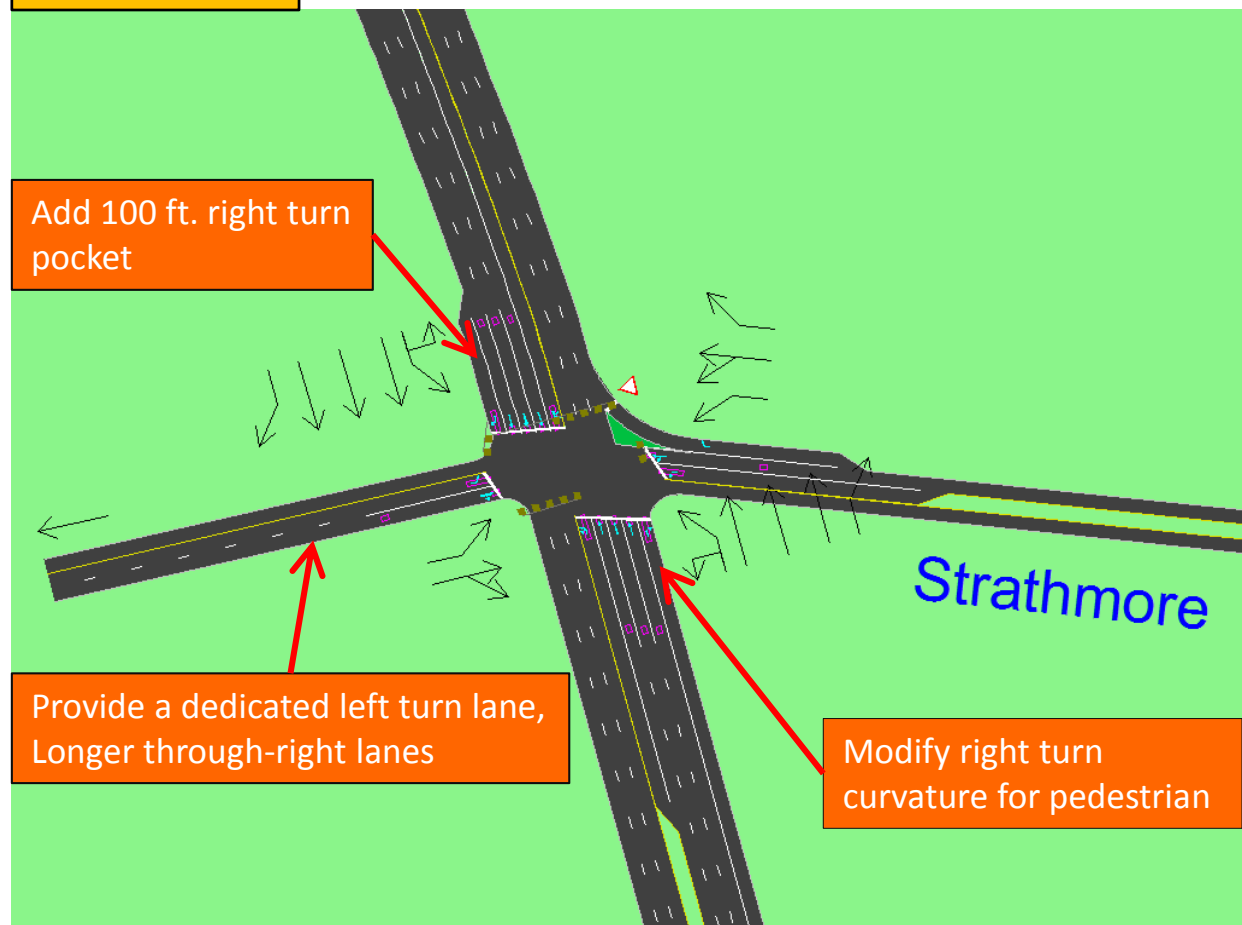


Intersection 1: MD355 at Strathmore Avenue

2016 Existing

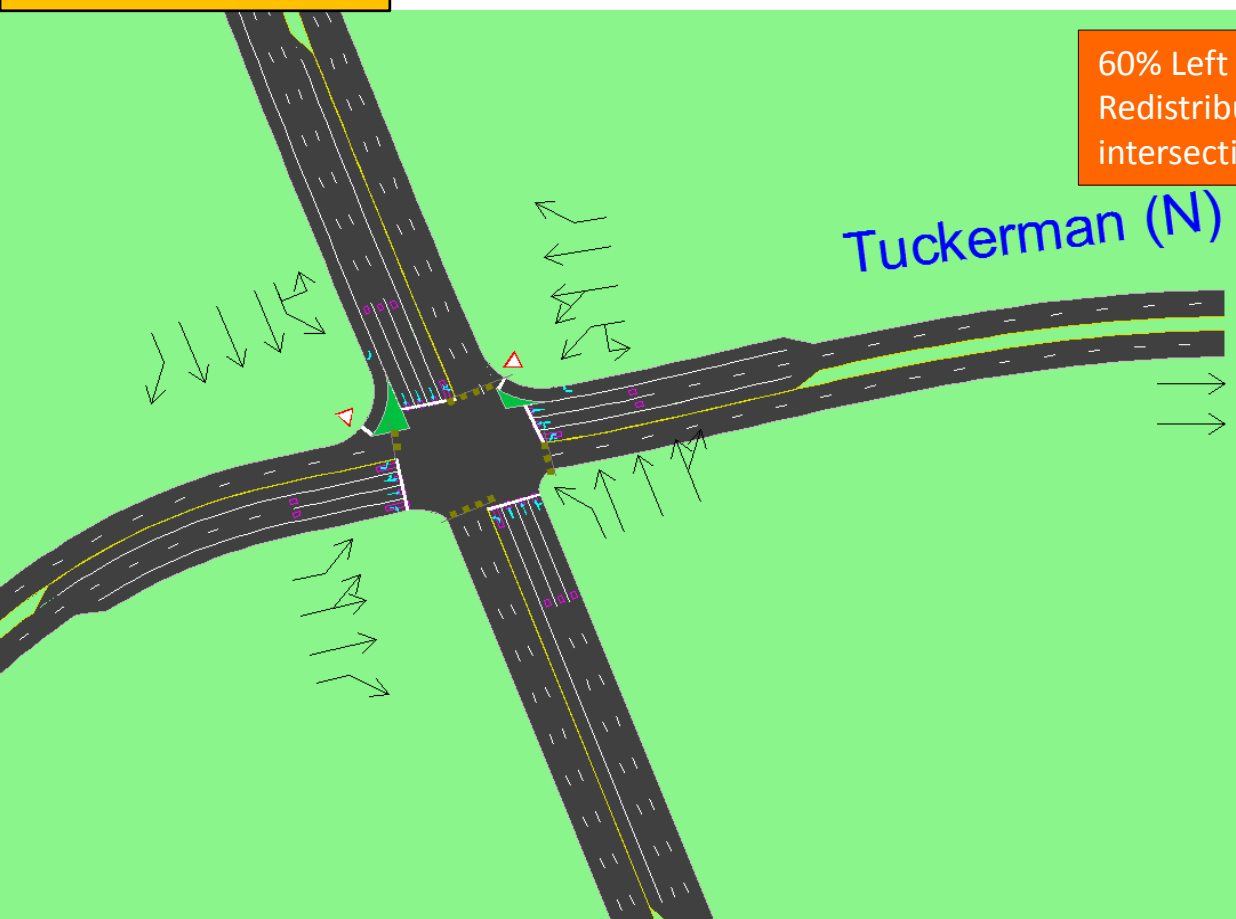


2040 Alts

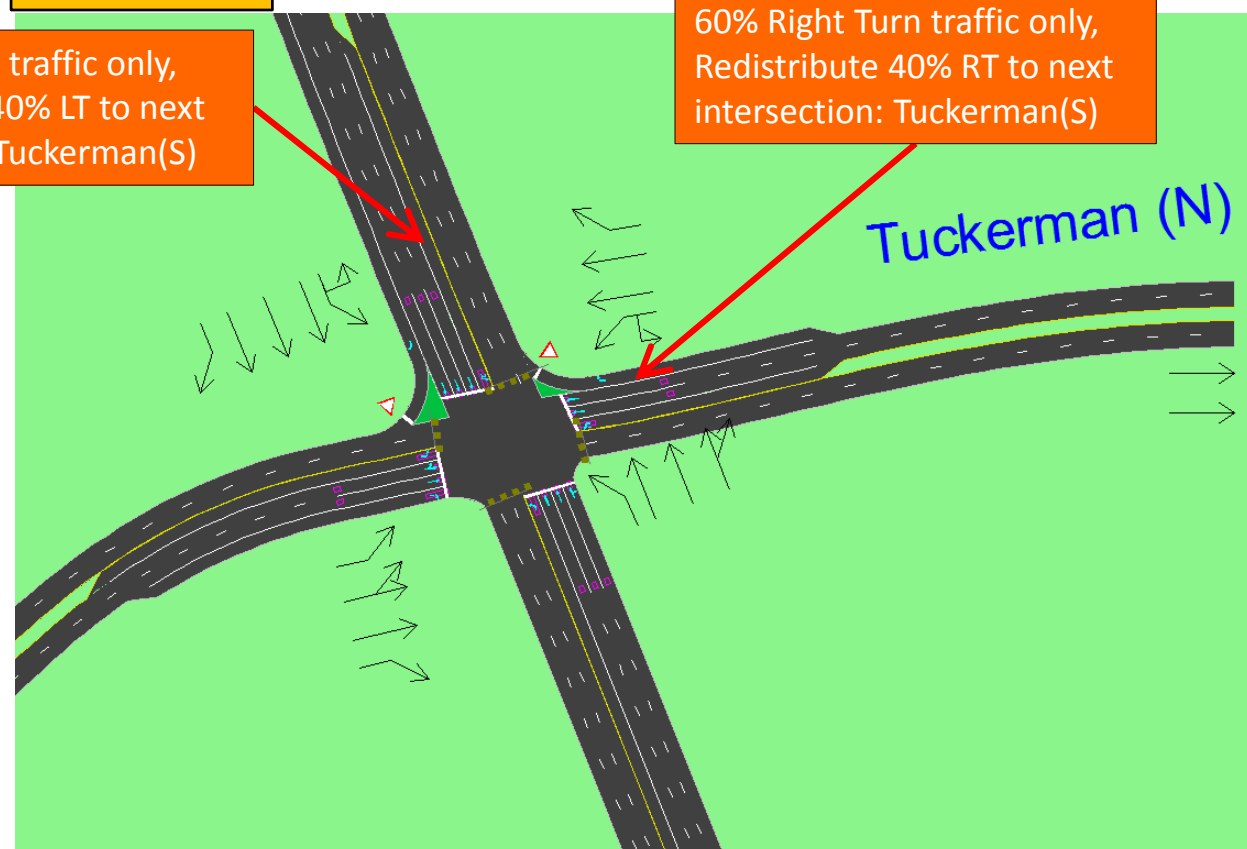


Intersection 2: MD355 at Tuckerman Lane North

2016 Existing



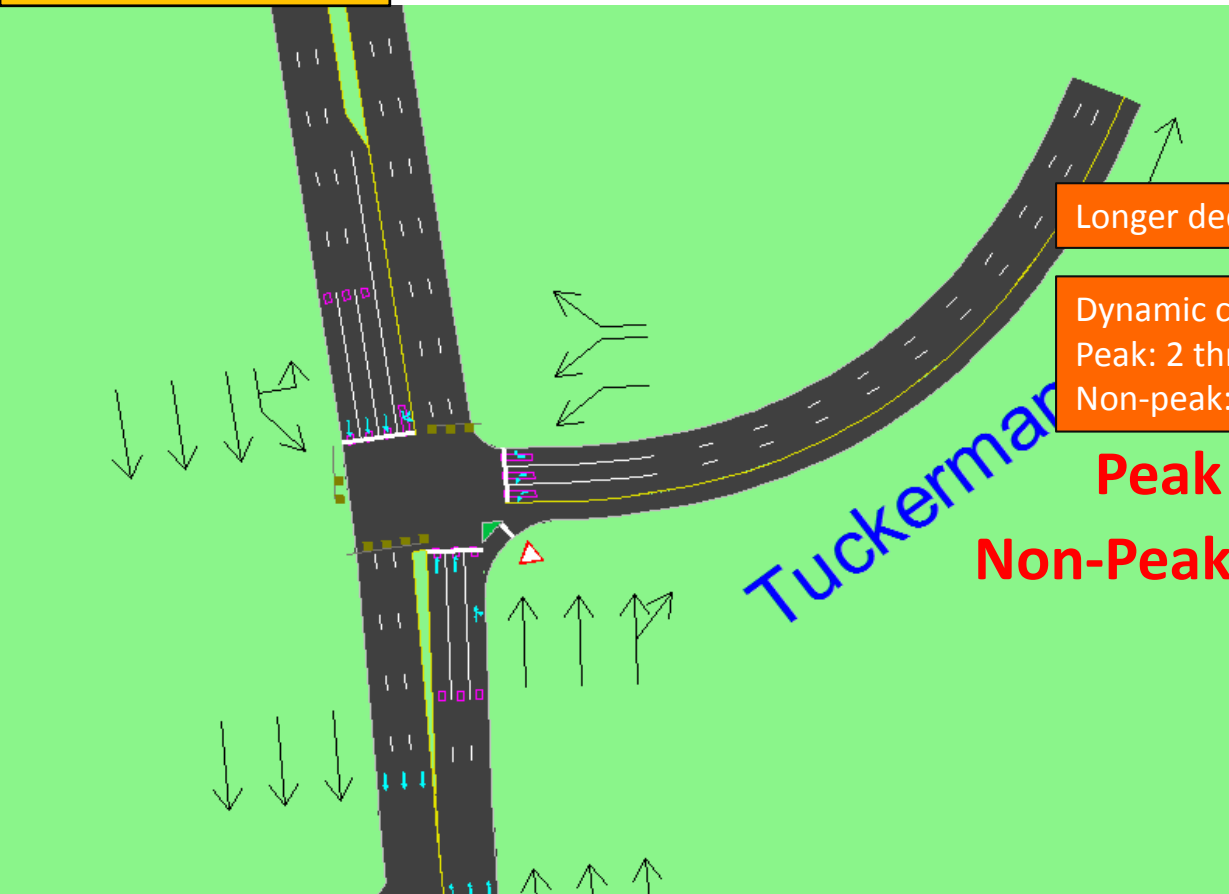
2040 Alt



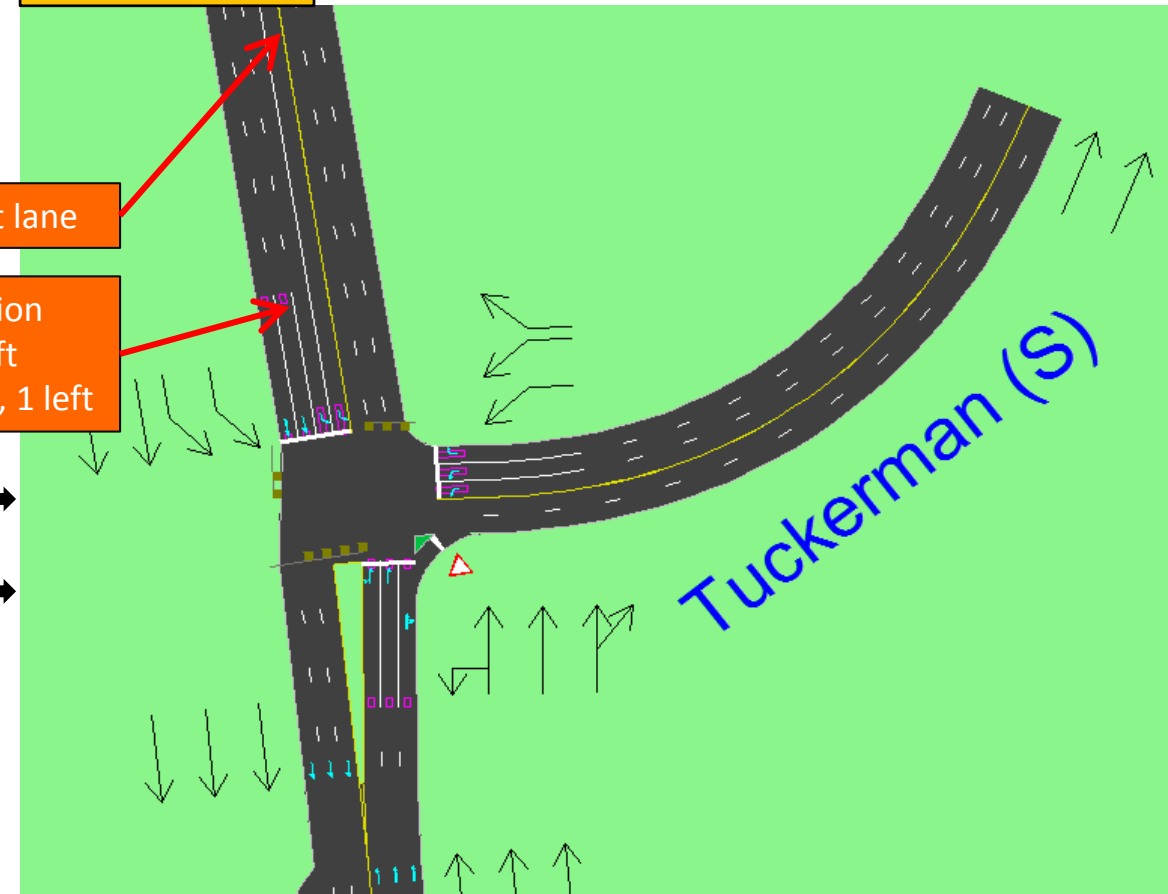
Considers an assumption that the left turns into the complex and right turns out of the complex will reach a rough equilibrium due to congestion experience at the intersection

Intersection 3: MD355 at Tuckerman Lane South (Alternative 1)

2016 Existing



2040 Alt1



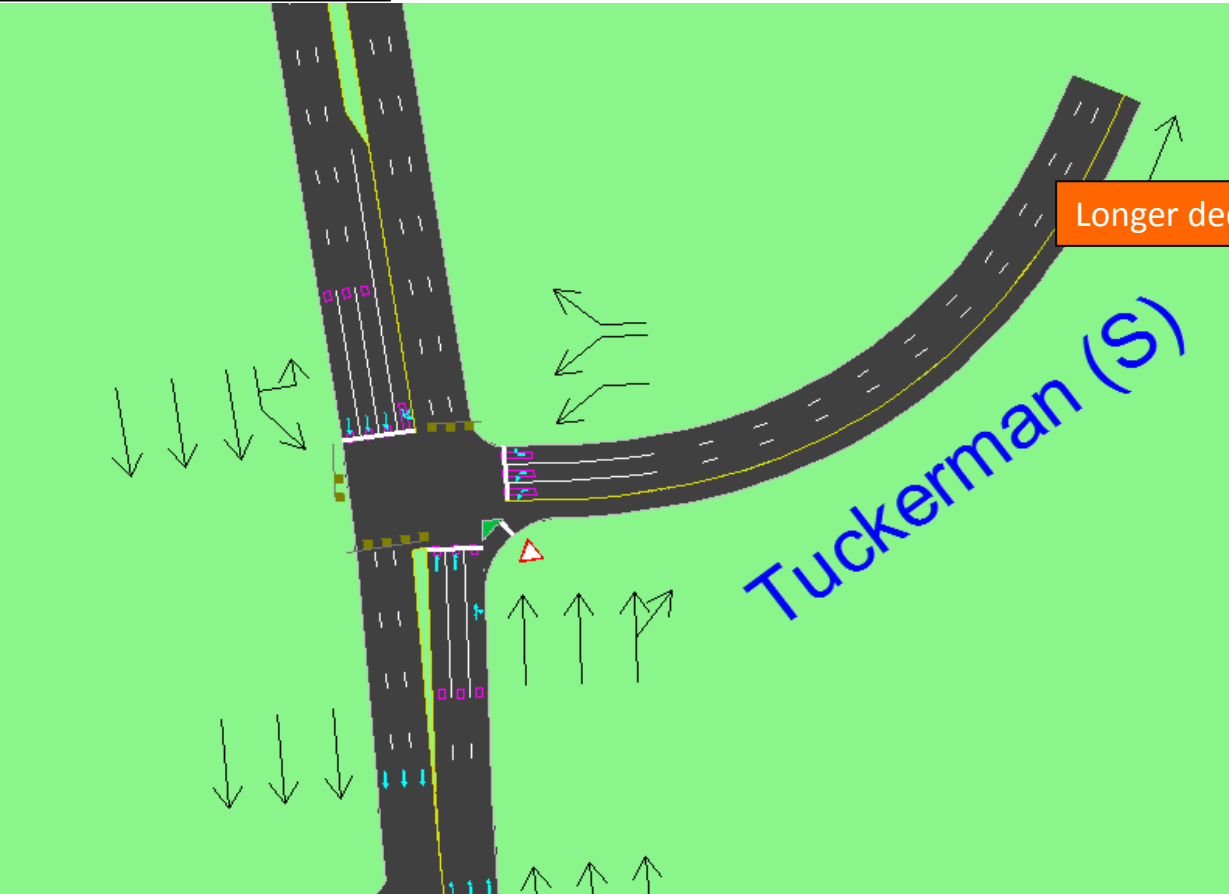
Longer dedicated left lane

Dynamic channelization
Peak: 2 through, 2 left
Non-peak: 3 through, 1 left

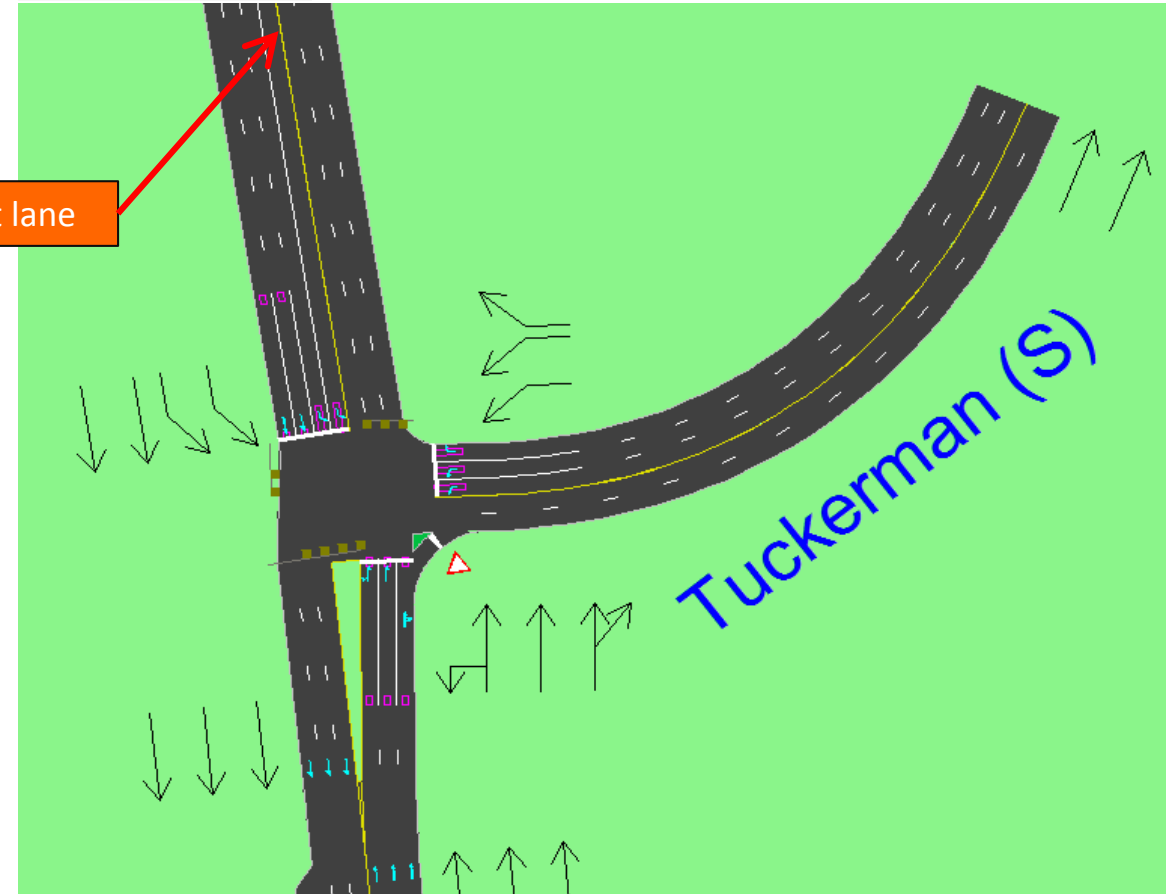
Peak ↓↓↓↵↵
Non-Peak ↓↓↓↵↵

Intersection 3: MD355 at Tuckerman Lane South (Alternative 2)

2016 Existing



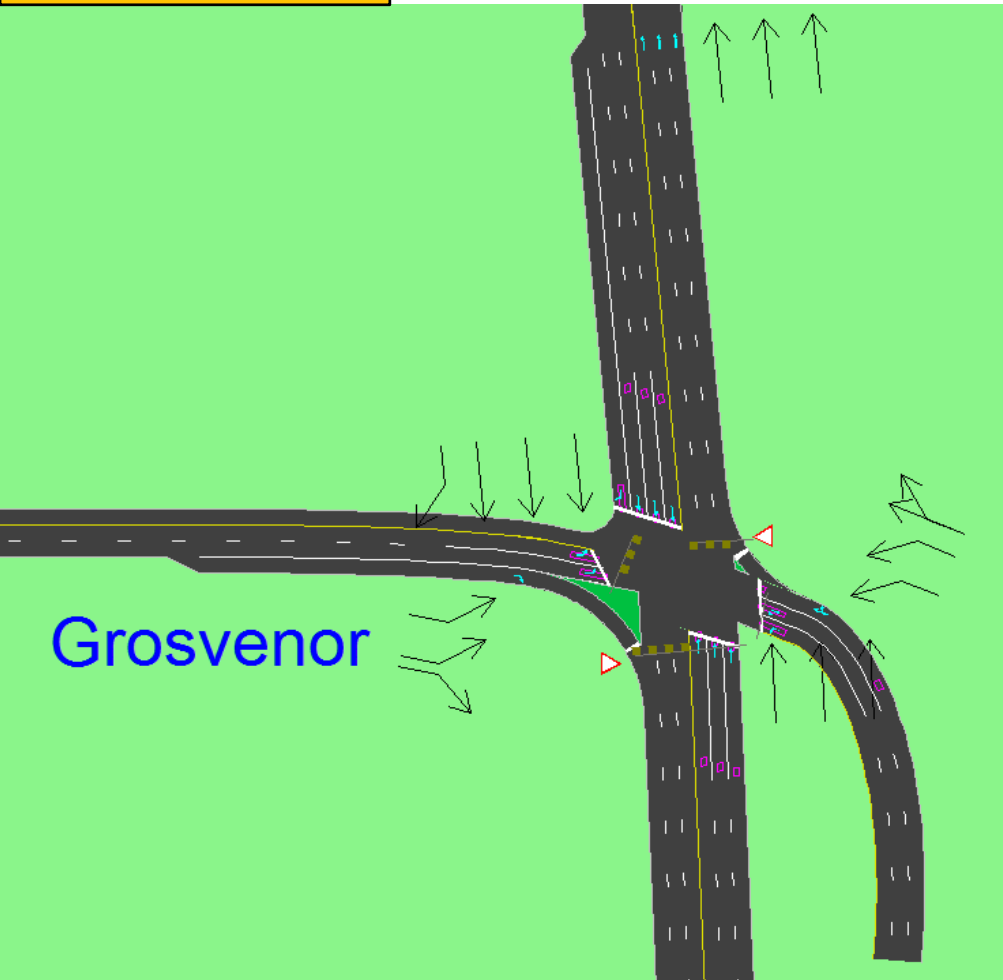
2040 Alt2



Longer dedicated left lane

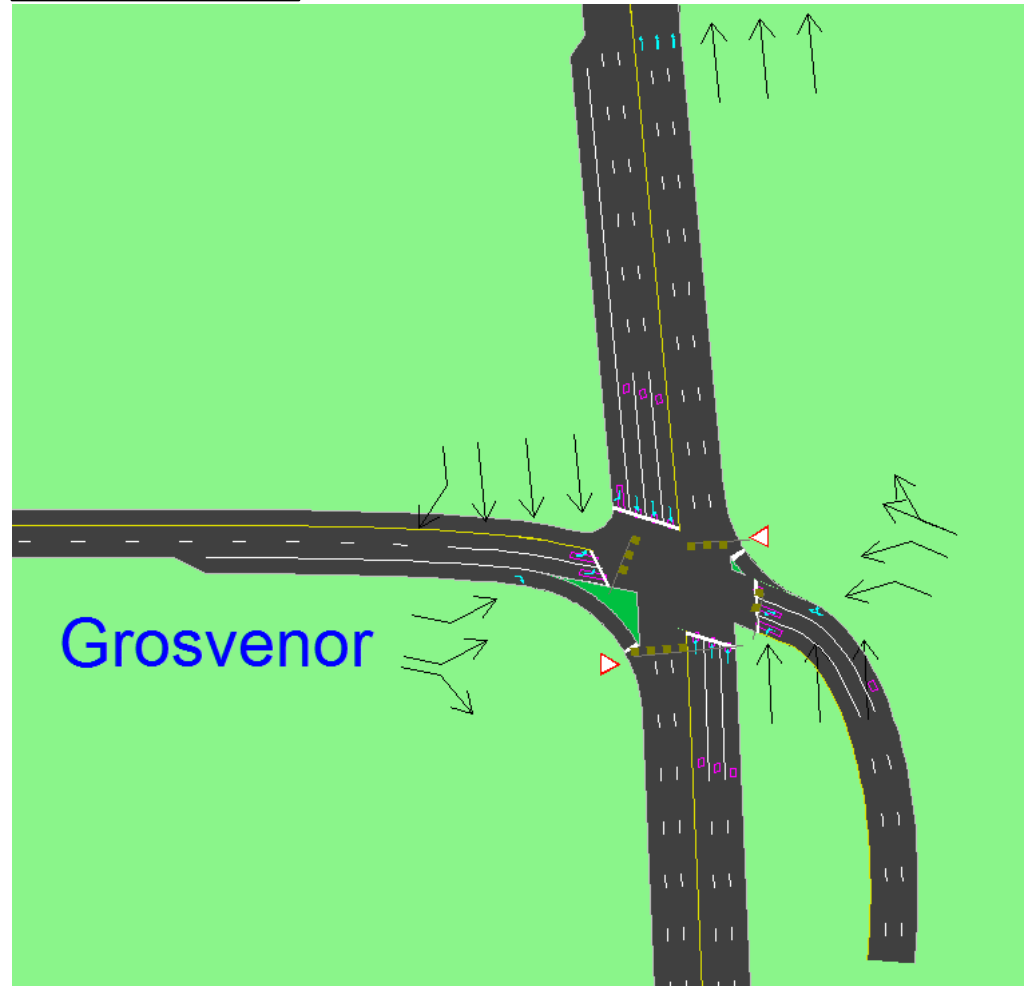
Intersection 4: MD355 at Grosvenor Lane

2016 Existing



NO Change

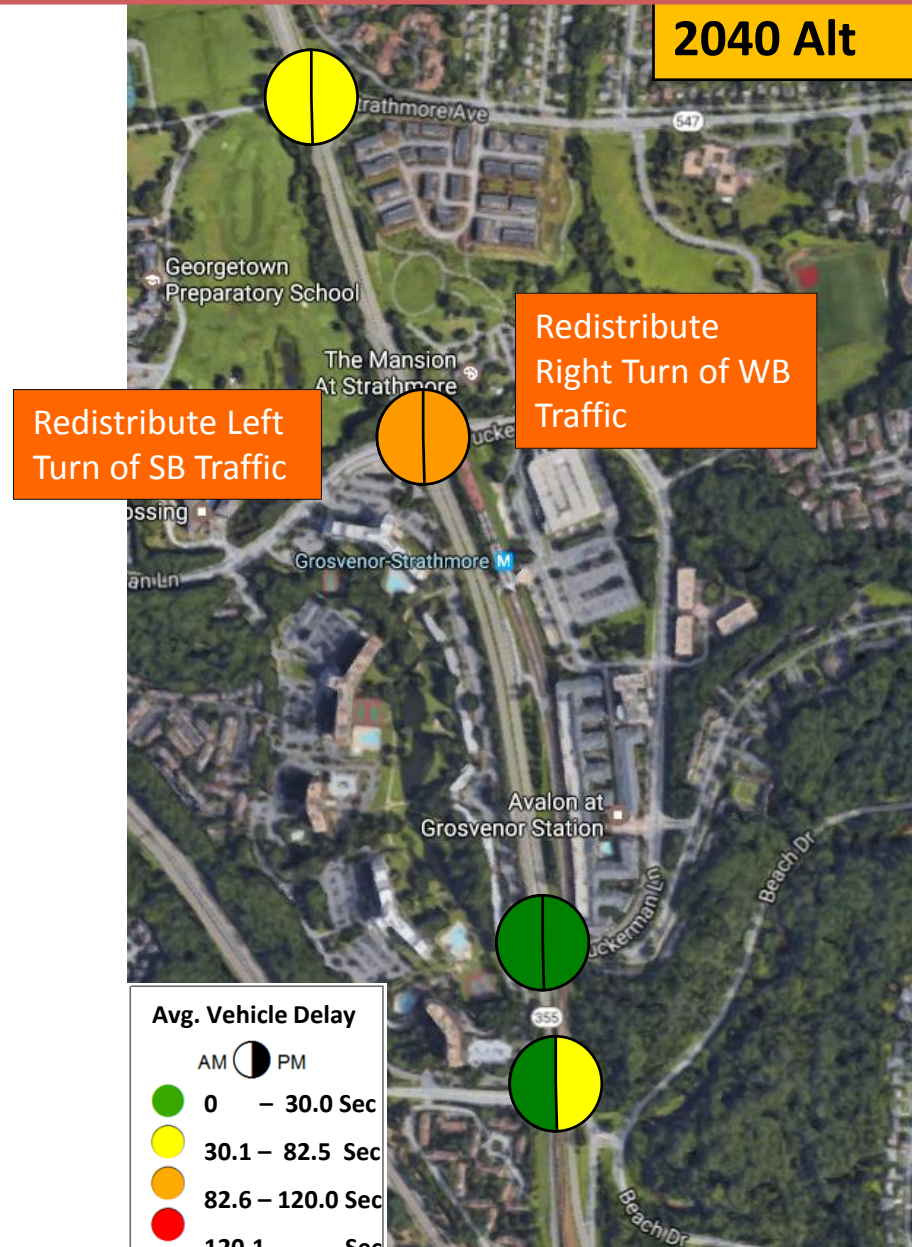
2040 Alts



2.5 FAR Scenario with Mitigation Strategies

Average Intersection Delay Analysis

Policy Area
Standard: 120 Seconds



Next Steps

May 4th: Present preliminary recommendations
to the Planning Board

May 18th: Present Plan Working Draft to the
Planning Board

June 29th (tentative): Public Hearing

July – September: Planning Board Work Sessions



Maren Hill, AICP

Senior Planner, 301-650-5613

Maren.Hill@montgomeryplanning.org

Atul Sharma, AICP

Planner Coordinator, 301-498-4658

Atul.Sharma@montgomeryplanning.org

Eric Graye, AICP, PTP

Senior Planner, 301-495-4632

Eric.Graye@montgomeryplanning.org

<http://www.montgomeryplanning.org/community/grosvenor-strathmore/>

