Community Meeting | April 27th | 2017
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
July 7, 2016: Grosvenor-Strathmore Metro Area Minor Master Plan Kickoff

September 14, 2016: FiveSquares Development Workshop

September 27, 2016: Grosvenor Park | Condo Meeting

June 20, 2016: Strathmore Park | COA Meeting

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

<table>
<thead>
<tr>
<th>Scenarios**</th>
<th>Residential***</th>
<th>Approximate Number of Dwelling Units based on 1,250 gross sq. ft.**</th>
</tr>
</thead>
<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>
</tr>
<tr>
<td>Alternative 3 (FAR 3.0)</td>
<td>1,746,250 sf</td>
<td>1,400</td>
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<tr>
<td>Alternative 4 (FAR 3.5)</td>
<td>2,061,250 sf</td>
<td>1,650</td>
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</tbody>
</table>

*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

LEGEND
- R60
- R30
- R20
- TMD
- CR

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

Metro Site Zoning
- 2.5 FAR
- Commercial Residential
- C-0.25, R-2.5, H-260
Height Recommendations

- 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

**LEGEND**
- **Light Blue**: No Change From Existing Heights
- **Orange**: Transition Zone: Max. 85' height with setbacks
- **Red**: Max. 160' height
- **Purple Circle**: Potential Signature Building
  - Location Zone With Height Upto 260'. Max. 2 buildings permitted.
- **Black Horizontal Stripes**: Build-To-Zone along Tuckerman Ln
- **Black Diagonal Stripes**: Potential Future Air Rights
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

- Limit tower floor plate size
- Vary geometry and articulate facades to reduce bulk
- For signature buildings, create a special top that contributes to the skyline
- Step back upper floors to distinctly differentiate the tower from the building base
- Provide a low rise building base that frames the street with fine-grain articulation
- Allow sufficient setback from the curb for a clear pedestrian walkway, landscaping and street furnishings such as lighting, outdoor seating, bike parking etc.

Massing broken down into smaller volumes to reduce bulk

Tower Separation Diagrams
Illustrative View Looking East

- WMATA Garage
- Arts Plaza
- Civic Green
- Retail Plaza
- Rockville Pike
Parks and Open Space
Metro Site Open Space Recommendations

**Legend**
- **Green** - Potential Open Space
- **Red** - Potential Open Space With Retail
- **Dark Green** - Potential Open Space Over Existing Garage / Extension
- **Orange** - Recommended Civic Green
- **Pink** - Recommended Arts Plaza
- **Purple** - Recommended Shared Street
- **Purple** - Recommended Enhanced Stairs
- **Purple** - Potential Future Building Zones
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
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
- Human scaled architecture
- Generous sidewalks
- Active ground floors
- Safe and inviting public spaces
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
Tuckerman Lane Bike Recommendations

Tuckerman Lane Long Term Proposed Section 02

- Property Line: Varies
- Sidewalk + Landscape: Min. 16', 10'
- 2 Way Separated Bike Lane: 4' Buffer, 7'
- Parking: 11', 10', 11', 7'
- Travel Lane: 9'
- Turn Lane: 5'
- Parking: Varies
- Existing Planting Strip
- Existing Sidewalk
- Setback

Typical Proposed 48' Curb-to-Curb
Typical Proposed 80' Right-of-Way

Existing Building
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

Intersection 1
Intersection 2
Intersection 3
Intersection 4
Key Intersections

Intersection 1
Intersection 2
Intersection 3
Intersection 4
Average Intersection Delay Analysis

2016 Existing

2040 No Build

Policy Area Standard: 120 Seconds

<table>
<thead>
<tr>
<th>Avg. Vehicle Delay</th>
<th>AM</th>
<th>PM</th>
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<tbody>
<tr>
<td>0 – 30.0 Sec</td>
<td></td>
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<tr>
<td>30.1 – 82.5 Sec</td>
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<tr>
<td>120.1 – 150.0 Sec</td>
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</table>
Average Intersection Delay Analysis

Policy Area
Standard: 120 Seconds

2.5 FAR Scenario with Mitigation Strategies

Redistribute Left Turn of SB Traffic
Redistribute Right Turn of WB Traffic
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**

- Add 100 ft. right turn pocket
- Provide a dedicated left turn lane, Longer through-right lanes
- Modify right turn curvature for pedestrian
Intersection 2: MD355 at Tuckerman Lane North

2016 Existing

60% Left Turn traffic only, Redistribute 40% LT to next intersection: Tuckerman(S)

2040 Alt

60% Right Turn traffic only, Redistribute 40% RT to next intersection: Tuckerman(S)

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

2040 Alts

NO Change
2.5 FAR Scenario with Mitigation Strategies

Average Intersection Delay Analysis

Policy Area
Standard: 120 Seconds

- Redistribute Left Turn of SB Traffic
- Redistribute Right Turn of WB Traffic
- Redistribute Left Turn of SB Traffic

Avg. Vehicle Delay
- 0 – 30.0 Sec
- 30.1 – 82.5 Sec
- 82.6 – 120.0 Sec
- 120.1 – Sec
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/