

Planning Board Work Session | July 13th | 2017



M Metro Stations
 Plan Boundary
 Parkland



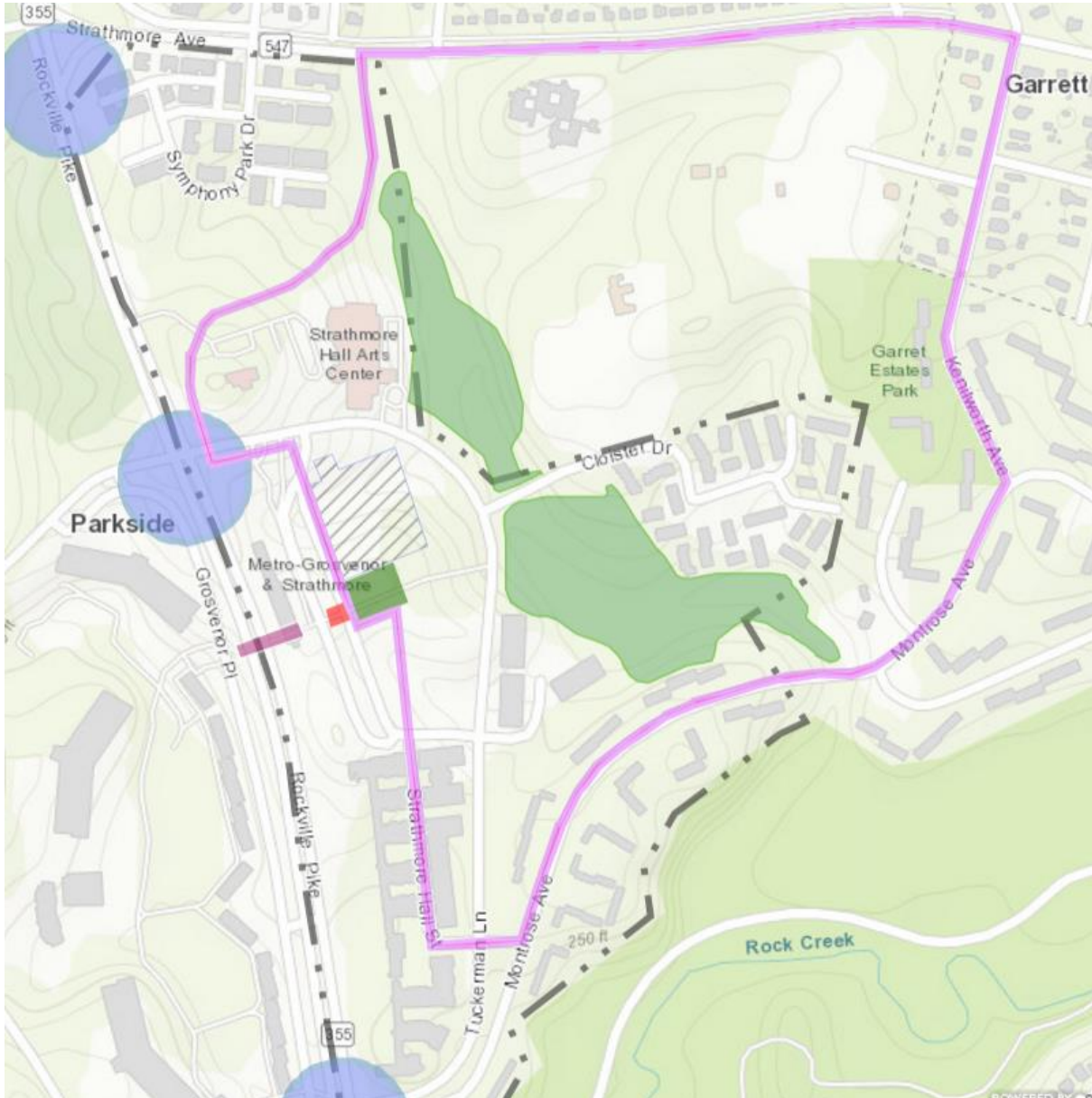
Project Timeline

- ❖ July 7, 2016: Kickoff Meeting
- ❖ September 15, 2016: Scope of Work
- ❖ May 4, 2017: Preliminary Recommendations
- ❖ May 18, 2017: Working Draft
- ❖ June 29, 2017: Public Hearing
- ❖ July 13: Work Session
- ❖ July 27: Approval to Transmit to Council

Public Participation in Plan

- ❖ July 7, 2016: Community Meeting
- ❖ August – October: HOA and COA meetings
- ❖ December 13, 2017: Community Meeting
- ❖ April 27, 2017: Community Meeting
- ❖ May - July 2017: Community Feedback Map
- ❖ June 22, 2017: Staff tabling at Metro
- ❖ 85 emails, 400 form letters

Public Participation in Plan



Open Space & Placemaking	
Fitness Loop	11 ♥
Potential Open Space with Retail	15 ♥
Enhanced Lighting & Public Art at Metr...	9 ♥
Civic Green	9 ♥
Potential Park on Garage	6 ♥
Preserve Existing Woodlands & Trails	7 ♥
Preserve Existing Woodlands & Trails	8 ♥
Enhanced Gateways	4 ♥
Enhanced Gateways	3 ♥
Enhanced Gateways	3 ♥

Summary of Public Comment

Height and Density at Metro Site

	Plan Recommendation	Public Comment	Fivesquares Development Request
Zoning	<ul style="list-style-type: none"> 2.5 CR (C .25 R 2.5 H 260) 	<ul style="list-style-type: none"> Lower proposed density Increase proposed density 	<ul style="list-style-type: none"> 3.0 CR (C .5 R 3.0 H 260)
Density	<ul style="list-style-type: none"> 1.7 Million Sq. Ft. 	<ul style="list-style-type: none"> Density too high 	<ul style="list-style-type: none"> 2 Million Sq. Ft.
Height	<ul style="list-style-type: none"> Allow up to 2 towers of 260' Cap other heights at 160' 	<ul style="list-style-type: none"> Lower allowable height Towers are incompatible with existing neighborhood Heights will affect light, air, views Topography exacerbates height 	<ul style="list-style-type: none"> Allow up to 3 towers of 260' Allow 1 tower of 220' Cap other heights at 160'
Transition Zone	<ul style="list-style-type: none"> 40' setback for 45° step back line Permit up to 85' heights 	<ul style="list-style-type: none"> Important to keep heights low on Tuckerman Lane 	<ul style="list-style-type: none"> Eliminate 40' setback for stepback Permit up to 120' heights Reduce transition zone

Summary of Public Comment

Neighborhood Compatibility + Traffic

	Plan Recommendation	Public Comment	Fivesquares Development Request
Open Space	<ul style="list-style-type: none"> 1.25 acre Civic Green Explore garage roof recreation opportunities 	<ul style="list-style-type: none"> Support Civic Green Recommended green space is insufficient Too much green space will be removed Garage top should not be counted as green space Garage recreation space will remove parking spaces 	<ul style="list-style-type: none"> Reduce Civic green to 1 acre Tuckerman Lane north of WMATA Garage as green space Improved stairs as open space
Traffic		<ul style="list-style-type: none"> Traffic Analysis methodology used is new and untested Traffic analysis suggests traffic will go down in future, inaccurate New development will create gridlock on Tuckerman Lane 	

Summary of Public Comment

Neighborhood Compatibility + Traffic

	Plan Recommendation	Public Comment	Fivesquares Development Request
Metrorail		<ul style="list-style-type: none">• WMATA does not have electrical capacity to accommodate ridership growth	
Land use		<ul style="list-style-type: none">• Support service & retail opportunities• Senior center• Increase affordable housing requirements	
Schools		<ul style="list-style-type: none">• Any new development should consider school capacity and future growth	

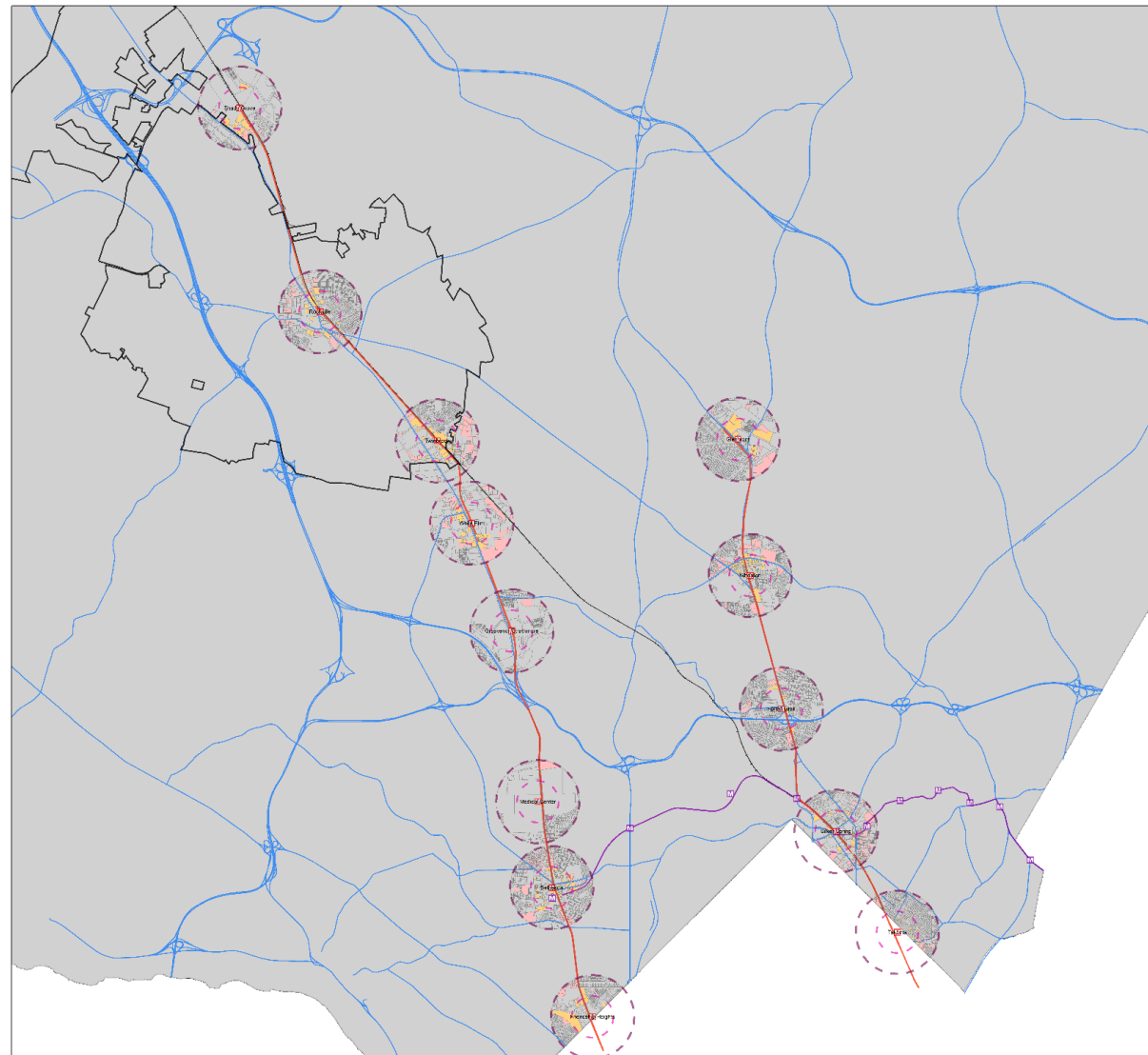
Work Session Agenda













Key Points For Discussion and Planning Board Guidance:

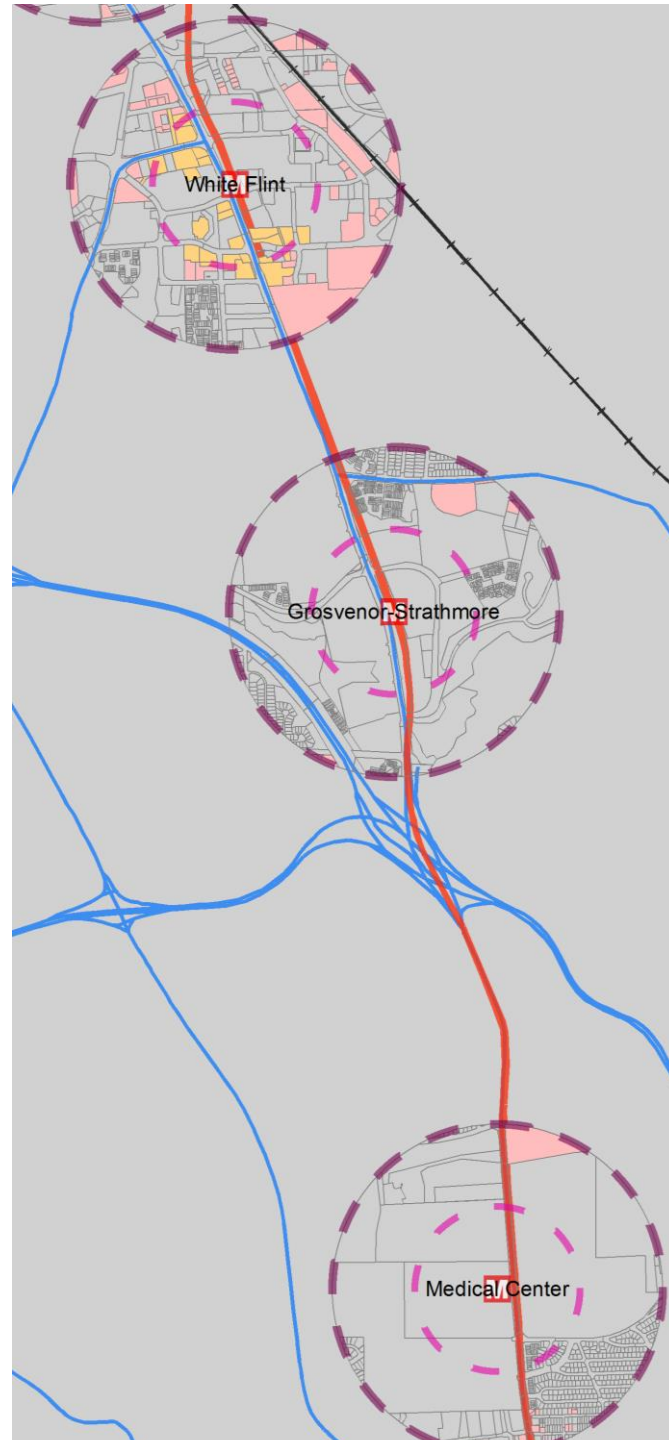
- Metro Site Density
 - Traffic
 - Height
 - Neighborhood Compatibility
 - Public Open Space













Metro Site Density & Height

Considerations

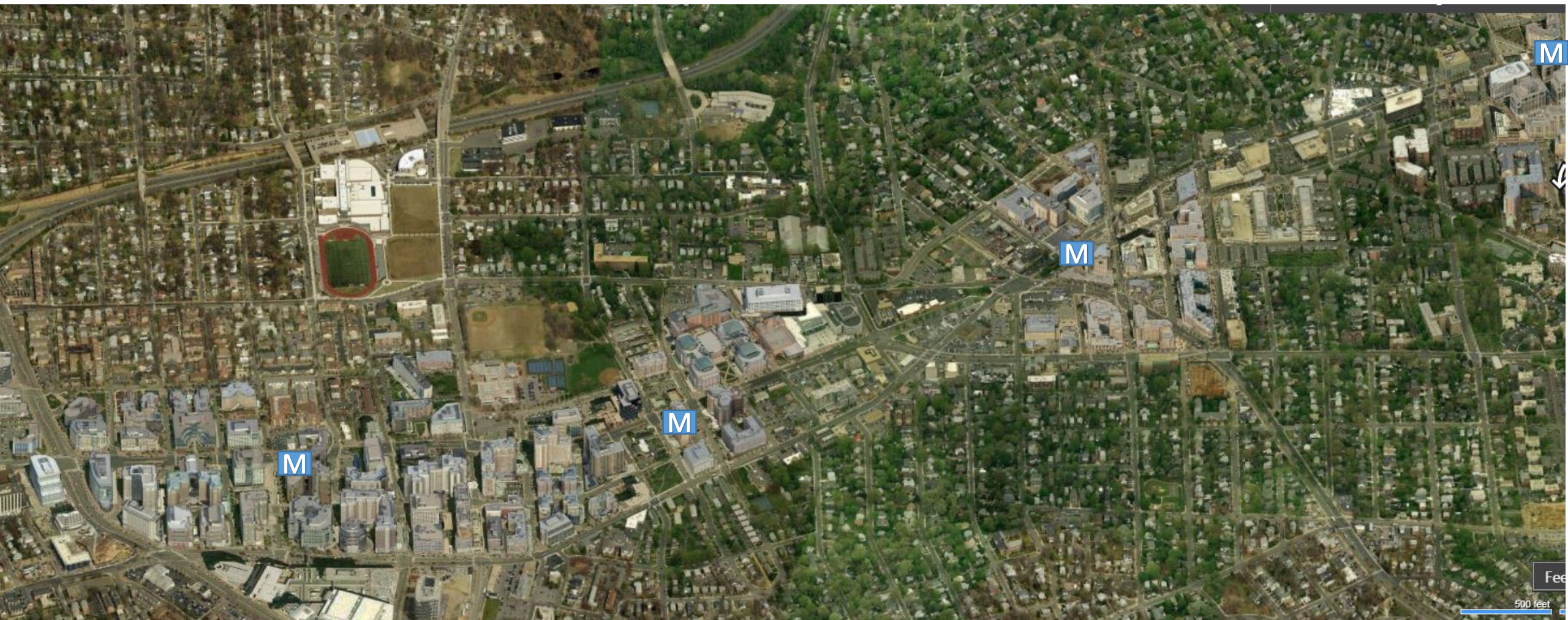


-  WMATA Metro Stations
-  Proposed Purple Line Stations
-  WMATA Metrorail
-  Proposed Purple Line Route
-  Railroad
-  Major Roads
-  1/2 Mile Metro Station Buffer
-  1/4 Mile Metro Station Buffer
-  Developable Parcels Within 1/2 mi.
-  Developable Parcels Within 1 mi.
-  Rockville / Gaithersburg
-  Montgomery County



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Regional Precedent: Rosslyn-Ballston Corridor



Rosslyn-Ballston Corridor: Density and Height

- Former Zoning allowed 1.5 FAR and 35-45 foot building heights
- The Rezoning around Metro Stations allowed for 2.5 – 10 FAR and 100 – 300 foot building heights
 - Virginia Square, primarily residential, allows 4.8 residential FAR
- Between 2,200 and 4,800 units within $\frac{1}{4}$ mile of Metro stations
- Vacancy is 2.7%

Rosslyn-Ballston Corridor: Traffic

- Lower car ownership per household, 18% have 0 cars, over 43% own 1 car, 25% own 2 + cars
- Less than 50% of people commute to work by car
- Metro ridership has continued to increase

Rosslyn-Ballston Corridor: Traffic

Street Segment	Street Type	1996	2011/2012	% Change 1996-2012
Lee Hwy - Rosslyn	EW 6-lane arterial	37,770	31,951	-15.4%
Wash. Blvd. - VA Square	EW 4-lane arterial	20,469	17,500	-14.5%
Clarendon Blvd.	EW 2-lane 1-way arterial	13,980	13,292	-5.0%
Wilson Blvd. - Clarendon	EW 2-lane 1-way arterial	16,368	12,603	-23.0%
Arlington Blvd.	EW 6-lane arterial	55,865	65,259	16.8%
Glebe Road - Ballston	NS 6-lane arterial	35,230	31,000	-12.0%
Glebe Road - S. of Col. Pike	NS 4-lane arterial	29,000	27,000	-6.0%
George Mason Drive	NS 4-lane arterial	20,002	20,518	2.3%
Jefferson Davis Hwy - N. of Glebe	NS 6-lane arterial	52,000	44,000	-15.4%

Traffic Analysis

- Traffic Counts in October
- Metro capacity at Grosvenor-Strathmore Station
- Critical Lane Volume analysis at four intersections
- Highway Capacity Manual analysis of four intersections

Traffic Counts



- Two weekday peak hour counts
- Two counts during Strathmore events
- No intersections were at or near capacity

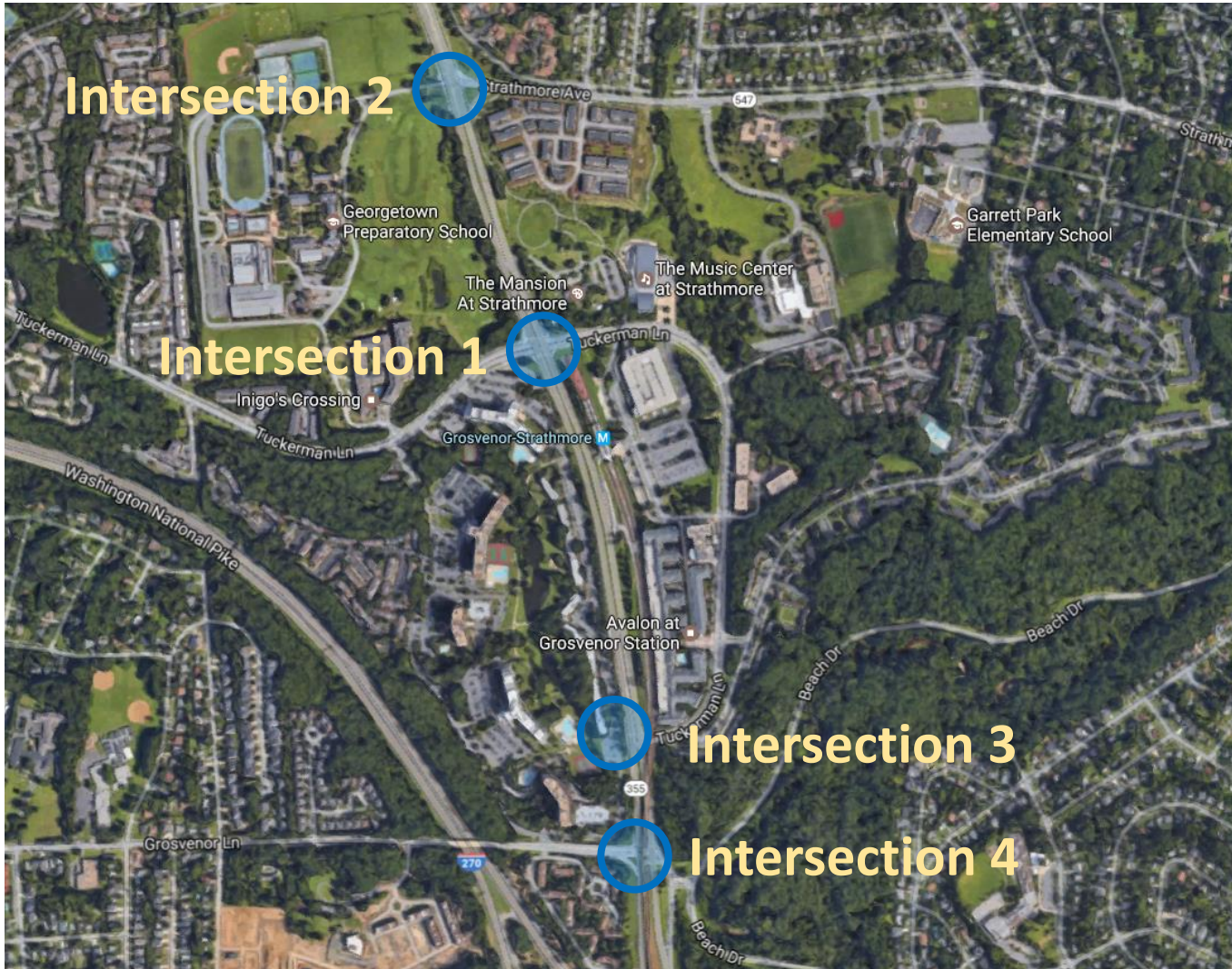
Metro Capacity

- There is Ridership capacity at Grosvenor Strathmore Station

Station	Boardings/average week day
Shady Grove	12,609
White Flint	3,855
Grosvenor-Strathmore	5,557
Medical Center	5,663
Bethesda	10,708

- There is electrical capacity at Grosvenor-Strathmore Station to meet new ridership demands

Critical Lane Volume (CLV) Analysis



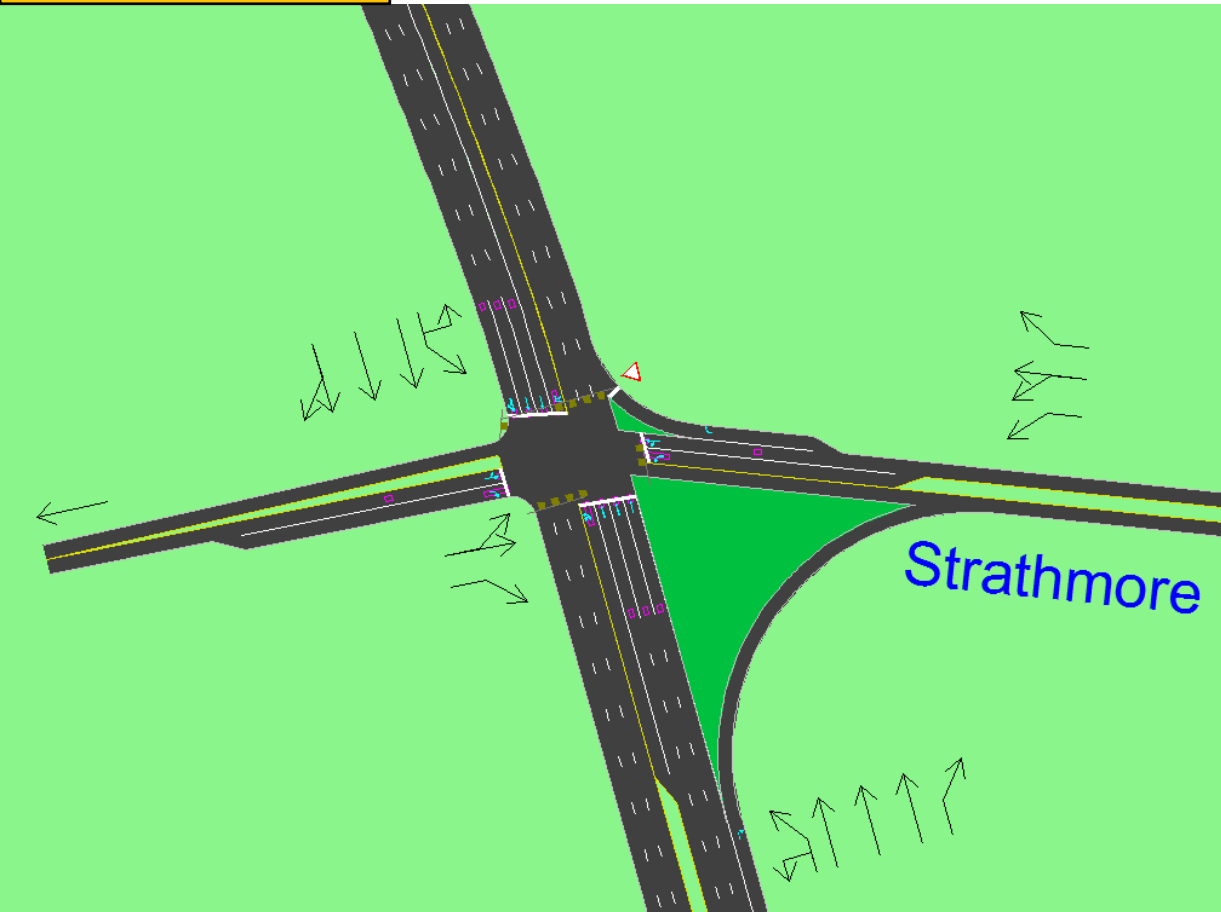
- Performed Critical Lane Volume Analysis for 2.0-3.5 FAR scenarios
- Intersections 2,3,4 maintained an adequate level of service in each scenario
- Intersection 1 (Tuckerman Lane and MD355) did not maintain an adequate level of service in the 3.0 and 3.5 FAR Scenarios

Highway Capacity Manual (HCM) Analysis

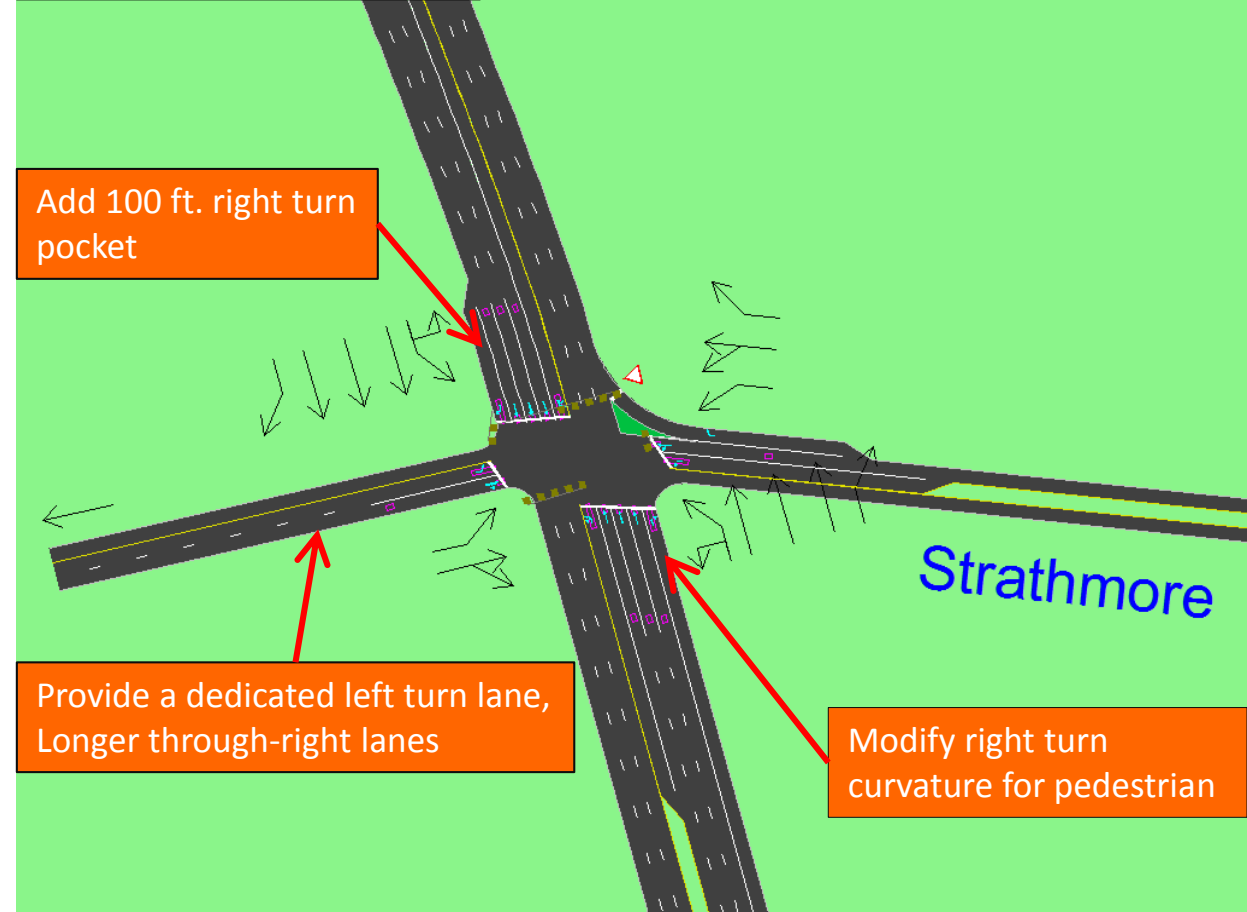
AM	2016 Existing	2040 No Build	2040 2.5 with Mitigation
Intersection	Delay in Seconds		
Strathmore & MD355	73.4	136.8	67.5
Tuckerman Lane (north) & MD 355	51.7	93.0	86.6
Tuckerman Lane (south) & MD 355	8.4	10.9	20.0
Grosvenor Lane & MD355	79.2	119.6	57.1
PM			
Strathmore & MD355	76.9	161.8	73.6
Tuckerman Lane (north) & MD 355	96.7	162.7	116
Tuckerman Lane (south) & MD 355	10.5	16.2	22.2
Grosvenor Lane & MD355	57.3	63.8	29.1

Intersection 2: MD355 at Strathmore Avenue

2016 Existing

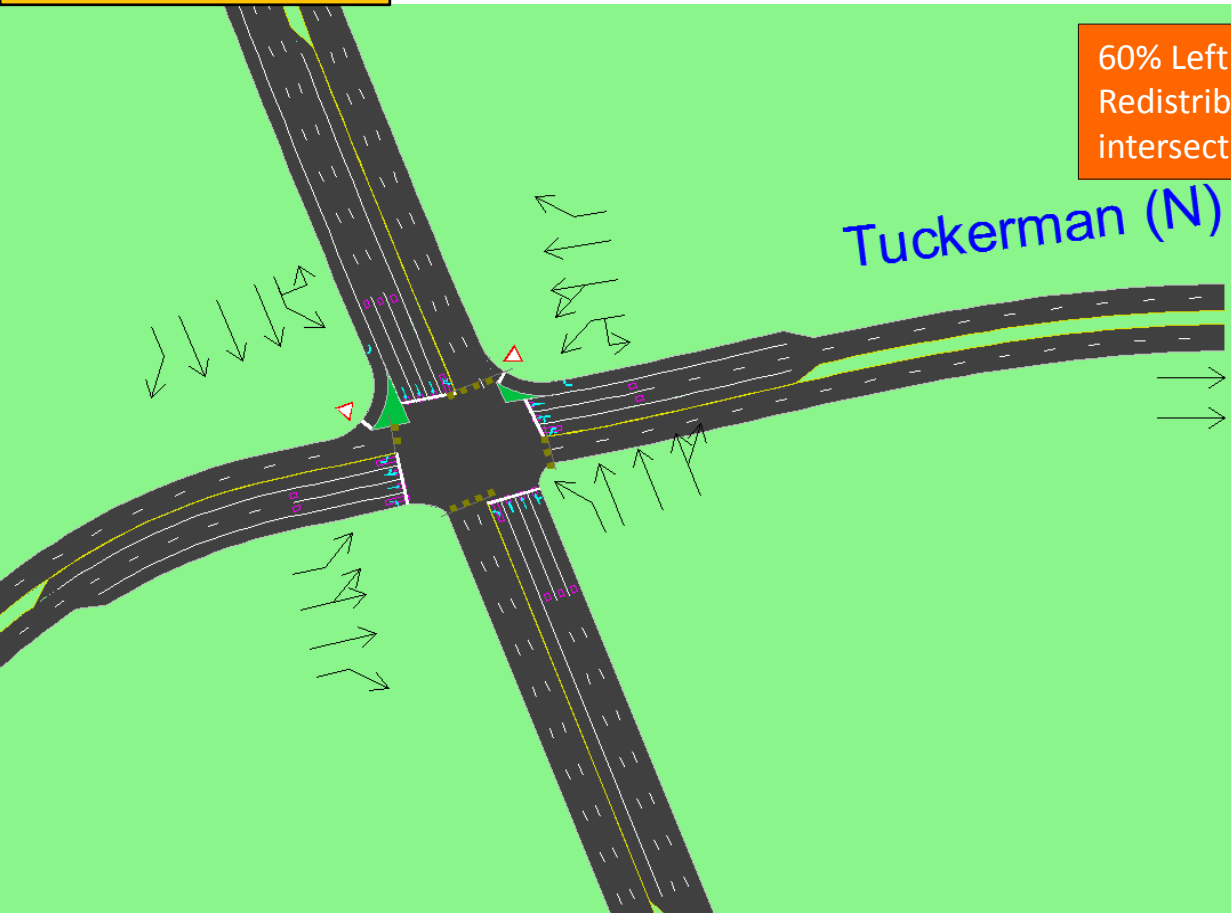


2040 Mitigation

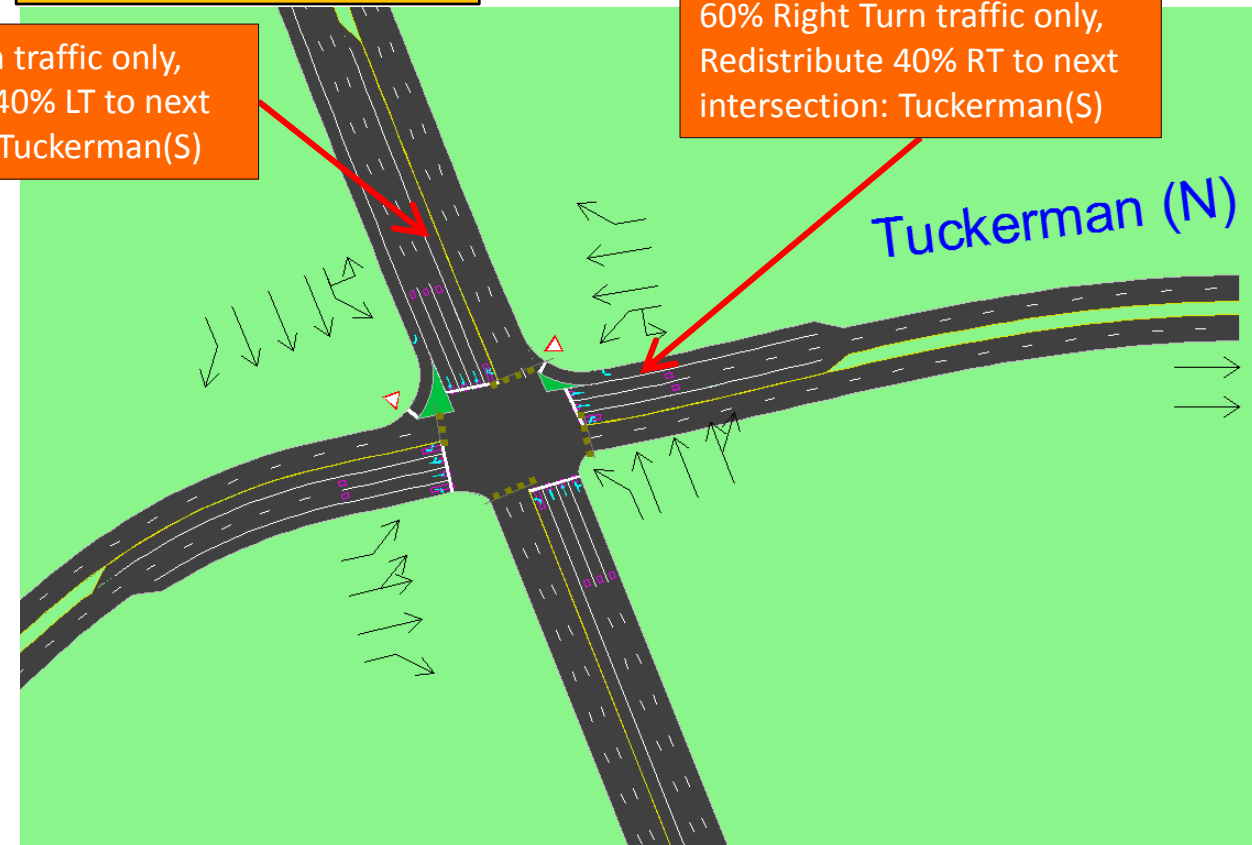


Intersection 1: MD355 at Tuckerman Lane North

2016 Existing

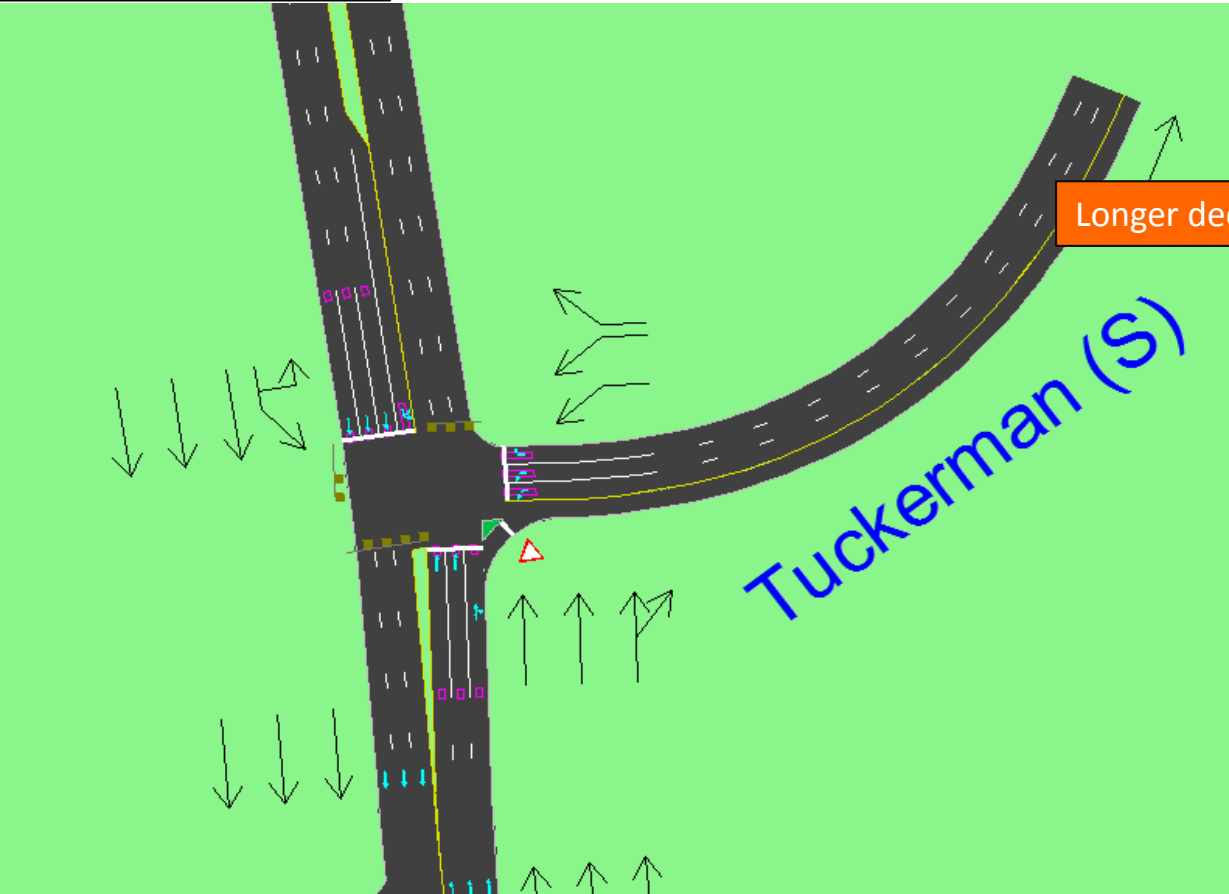


2040 Mitigation

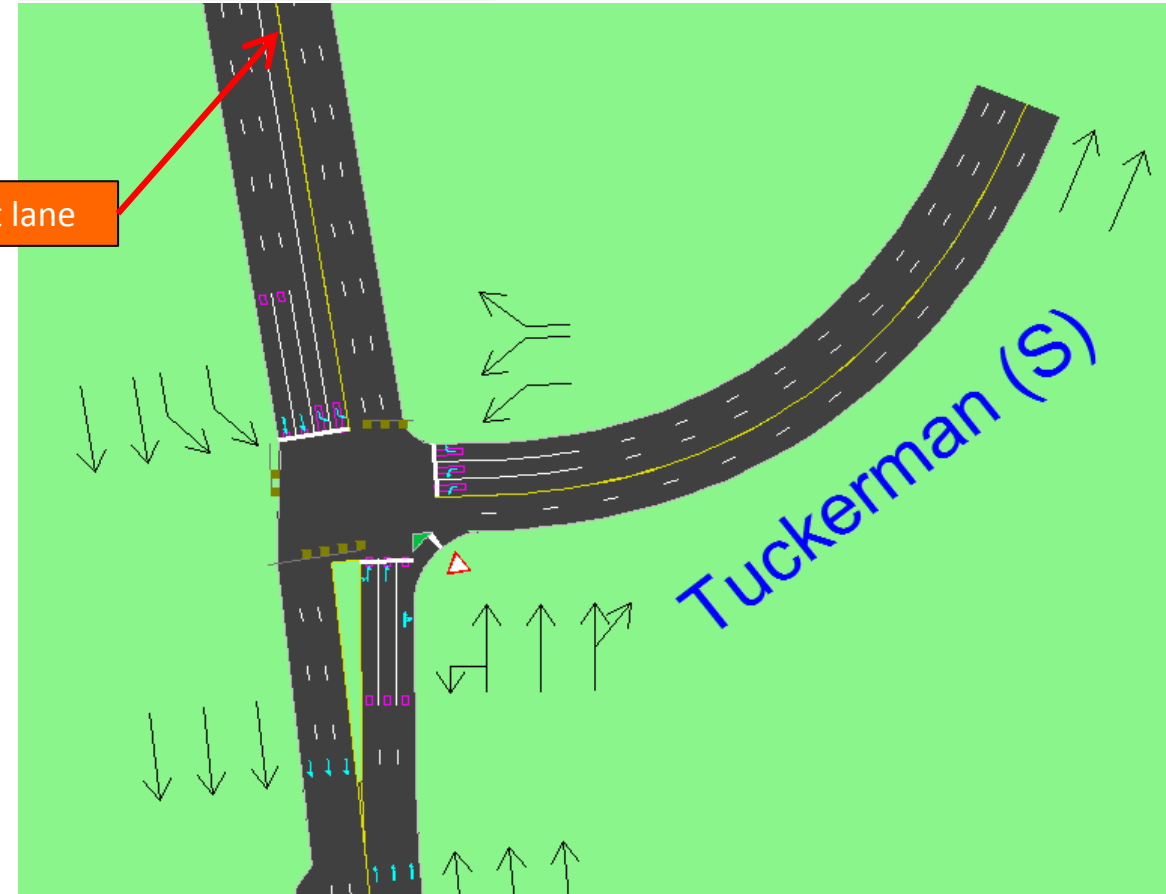


Considers an assumption that the left turns into the complex and right turns out of the complex will reach a rough equilibrium due to congestion experience at the intersection

2016 Existing



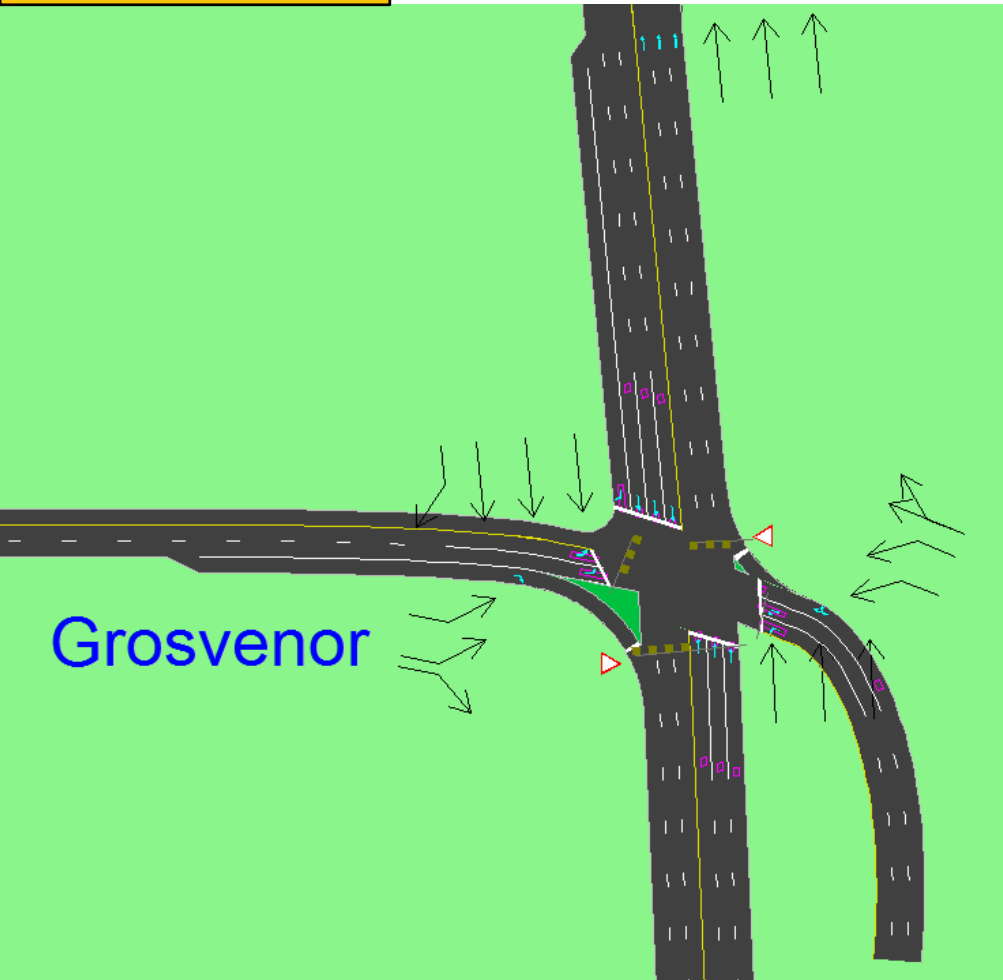
2040 Mitigation



Longer dedicated left lane

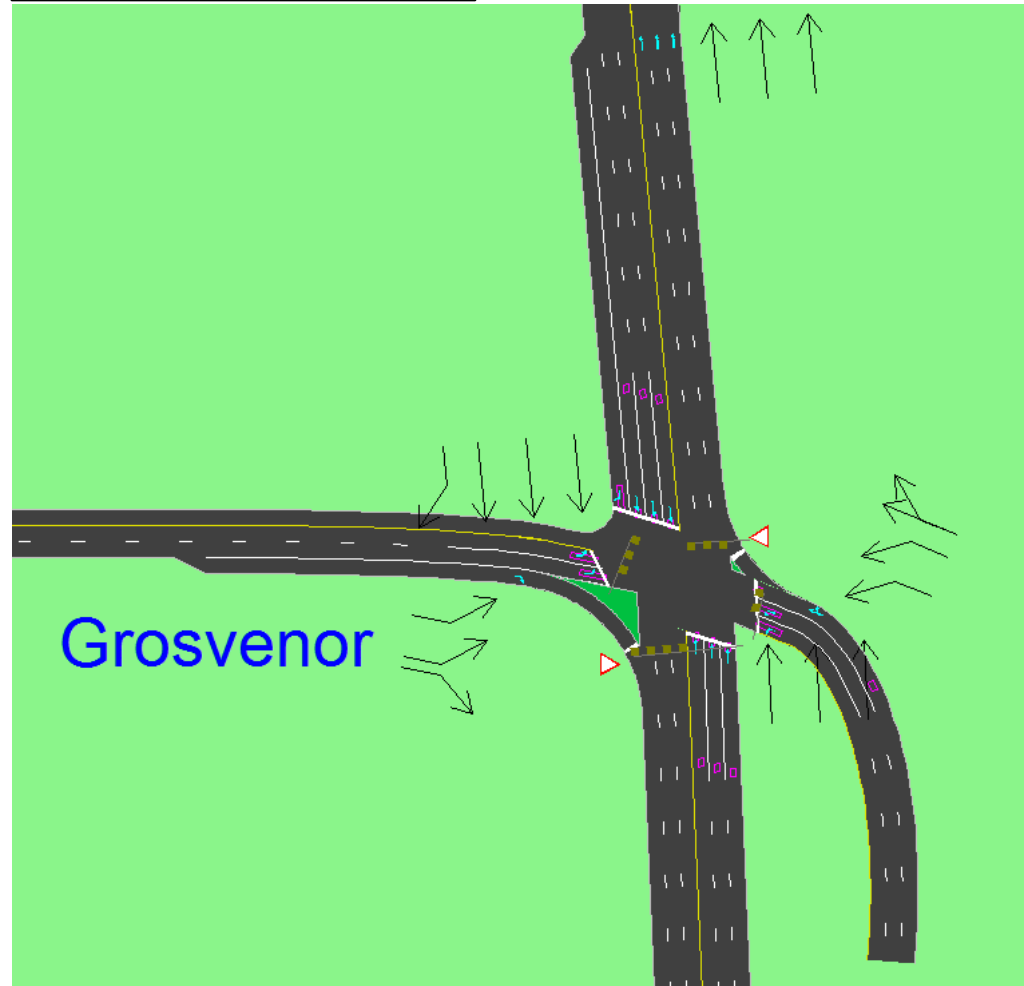
Intersection 4: MD355 at Grosvenor Lane

2016 Existing



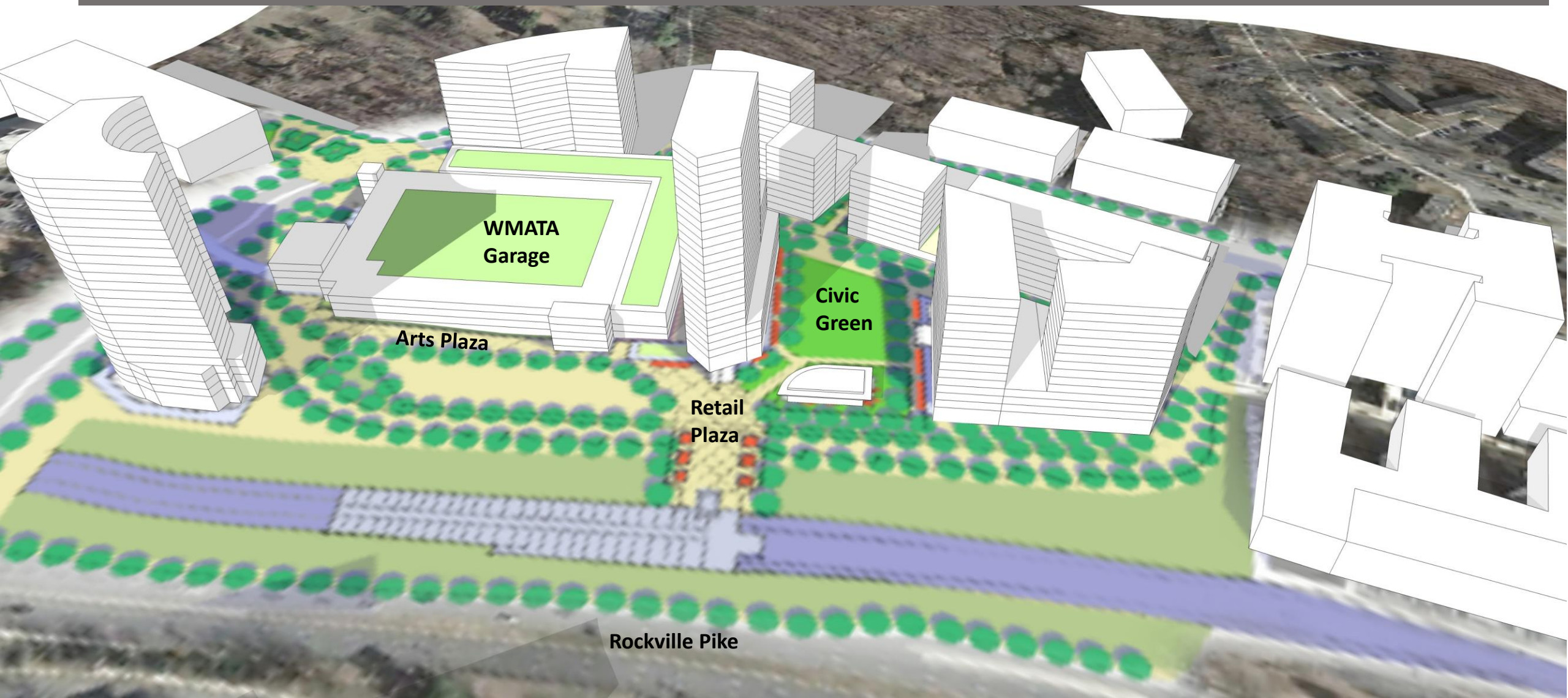
NO Change

2040 Mitigation



Metro Site Density & Height

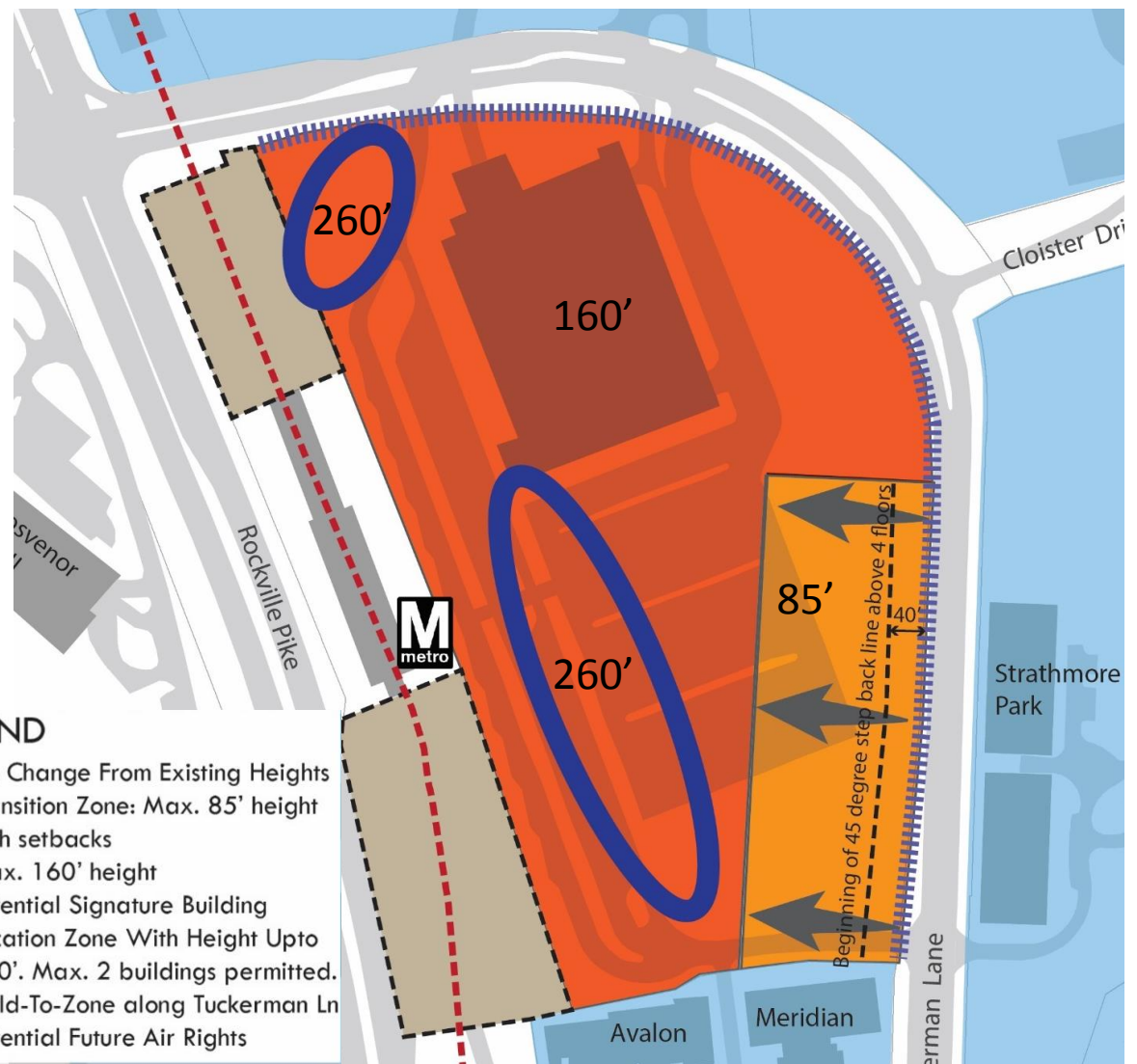
Plan Recommended 2.5 FAR: Illustrative View From Rockville Pike



Metro Site Density & Height

Plan Recommended 2.5 FAR

Five Squares Request 3.0 FAR



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

Metro Site Density & Height

Plan Recommended 2.5 FAR



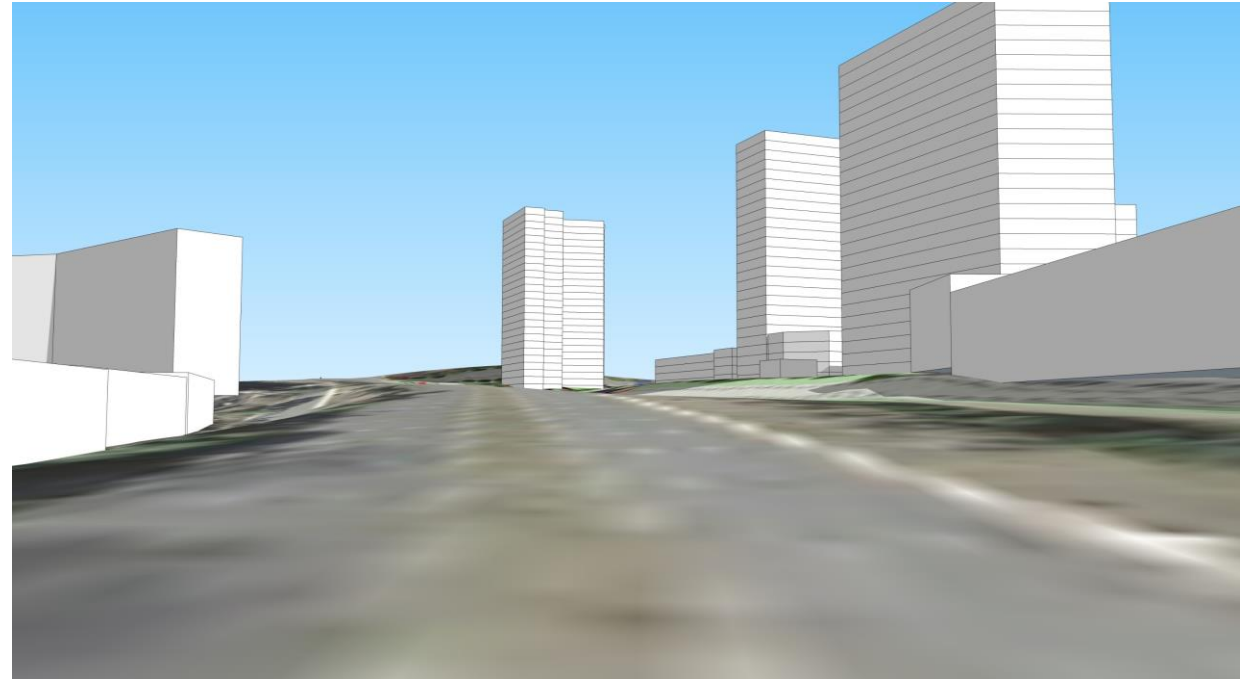
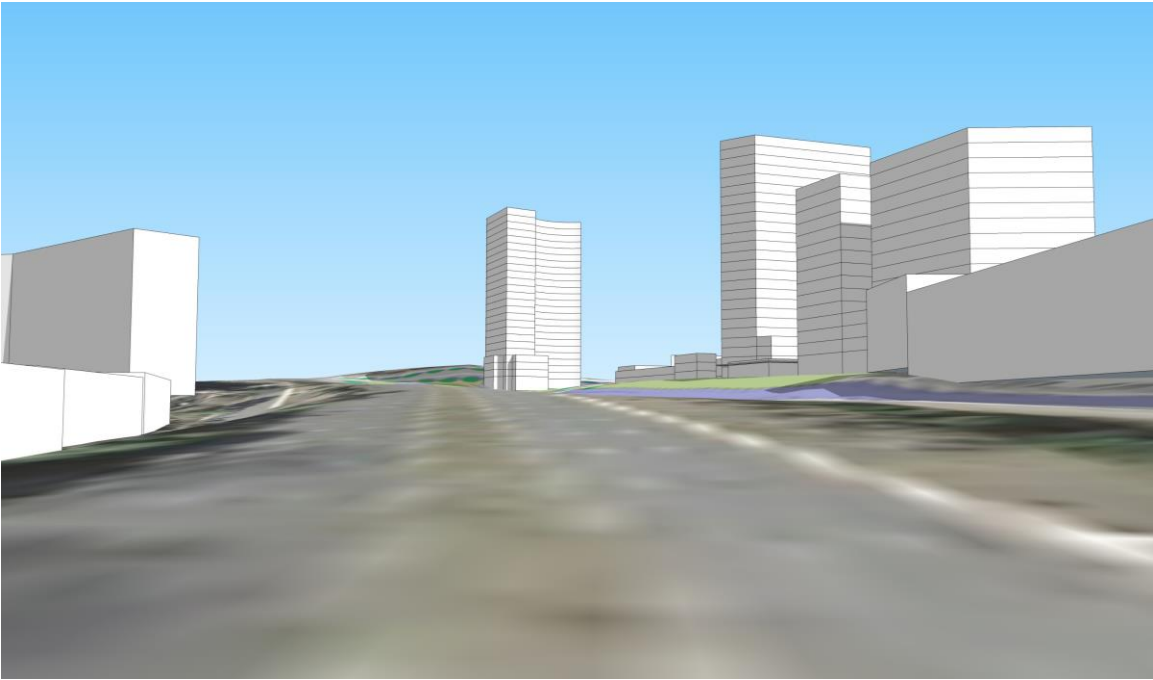
Five Squares Request 3.0 FAR



Metro Site Density & Height

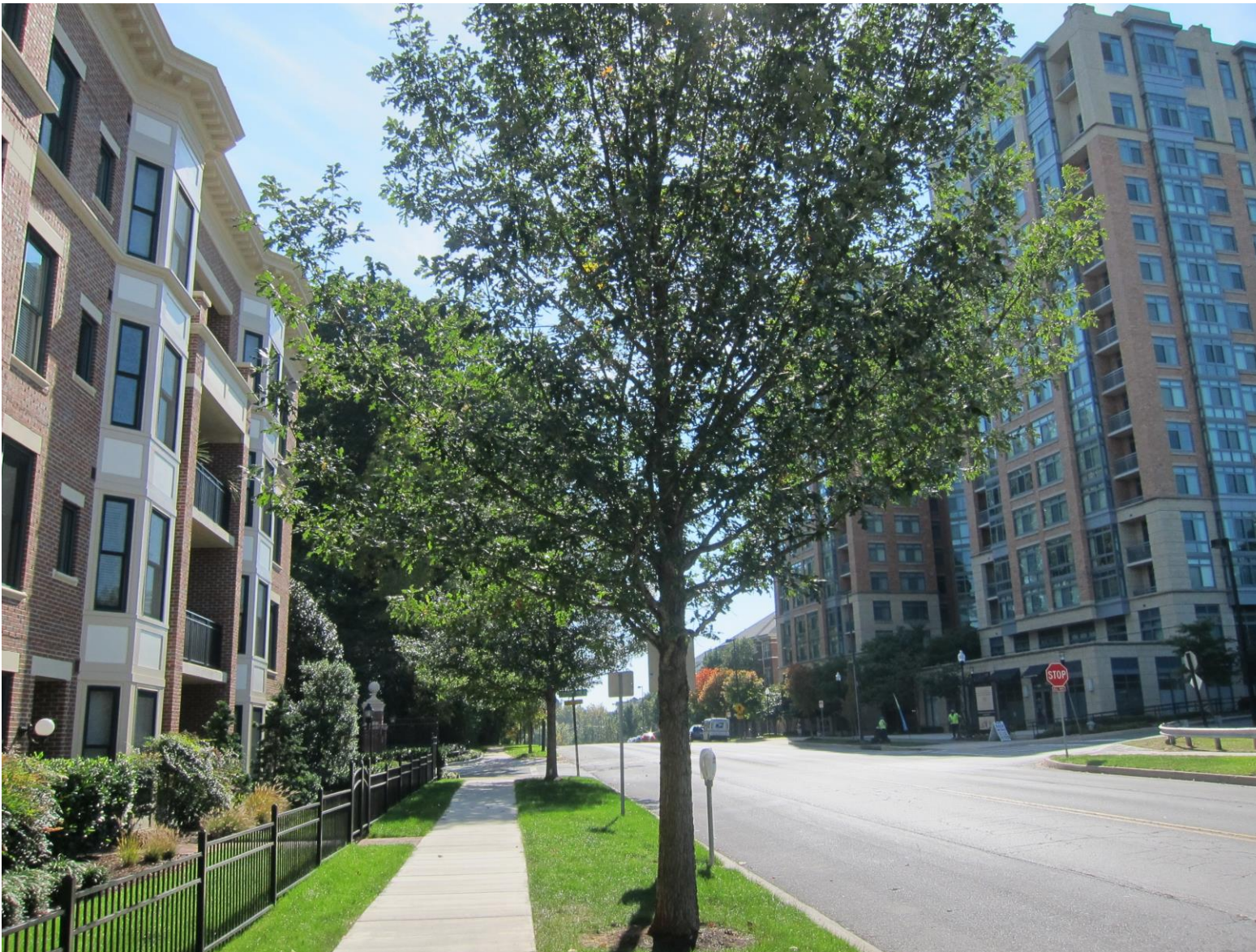
Plan Recommended 2.5 FAR

Five Squares Request 3.0 FAR



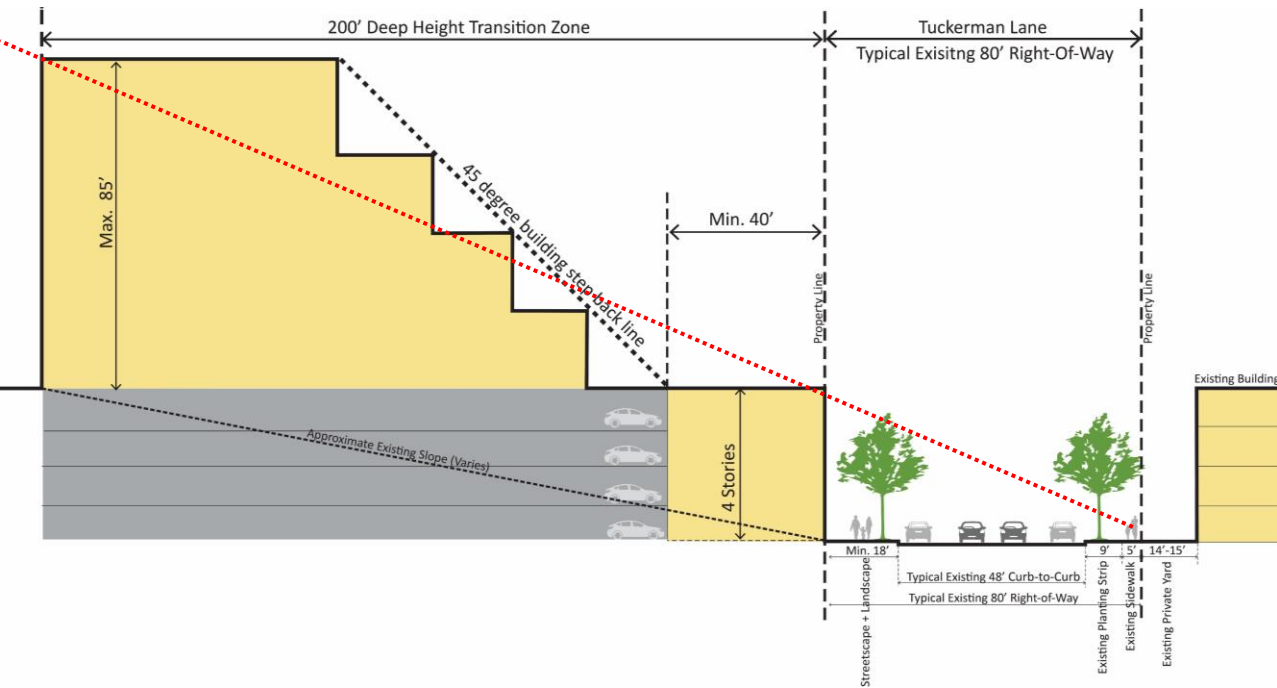
Compatibility With Neighborhood

- Step down heights from Metro site
- Create transition zone between Metro site and low-rise buildings along Tuckerman
- Create walkable, pedestrian friendly street

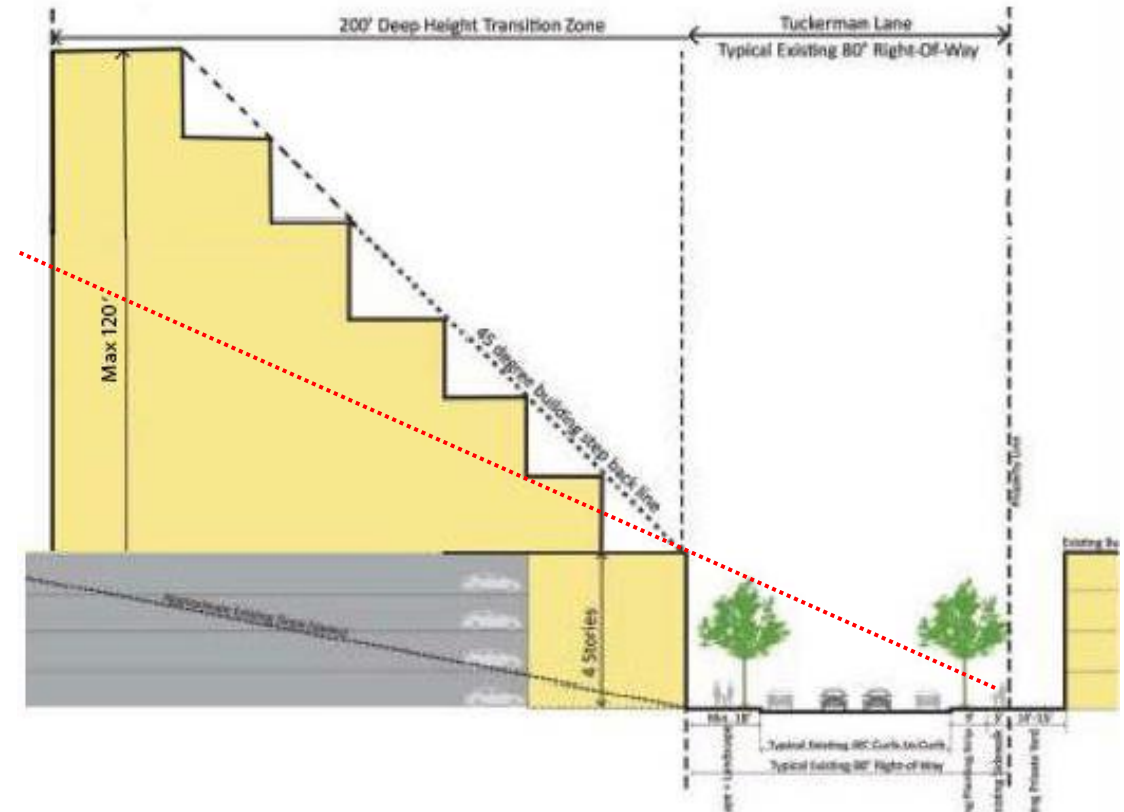


Compatibility With Neighbors

Plan Recommended Transition Zone

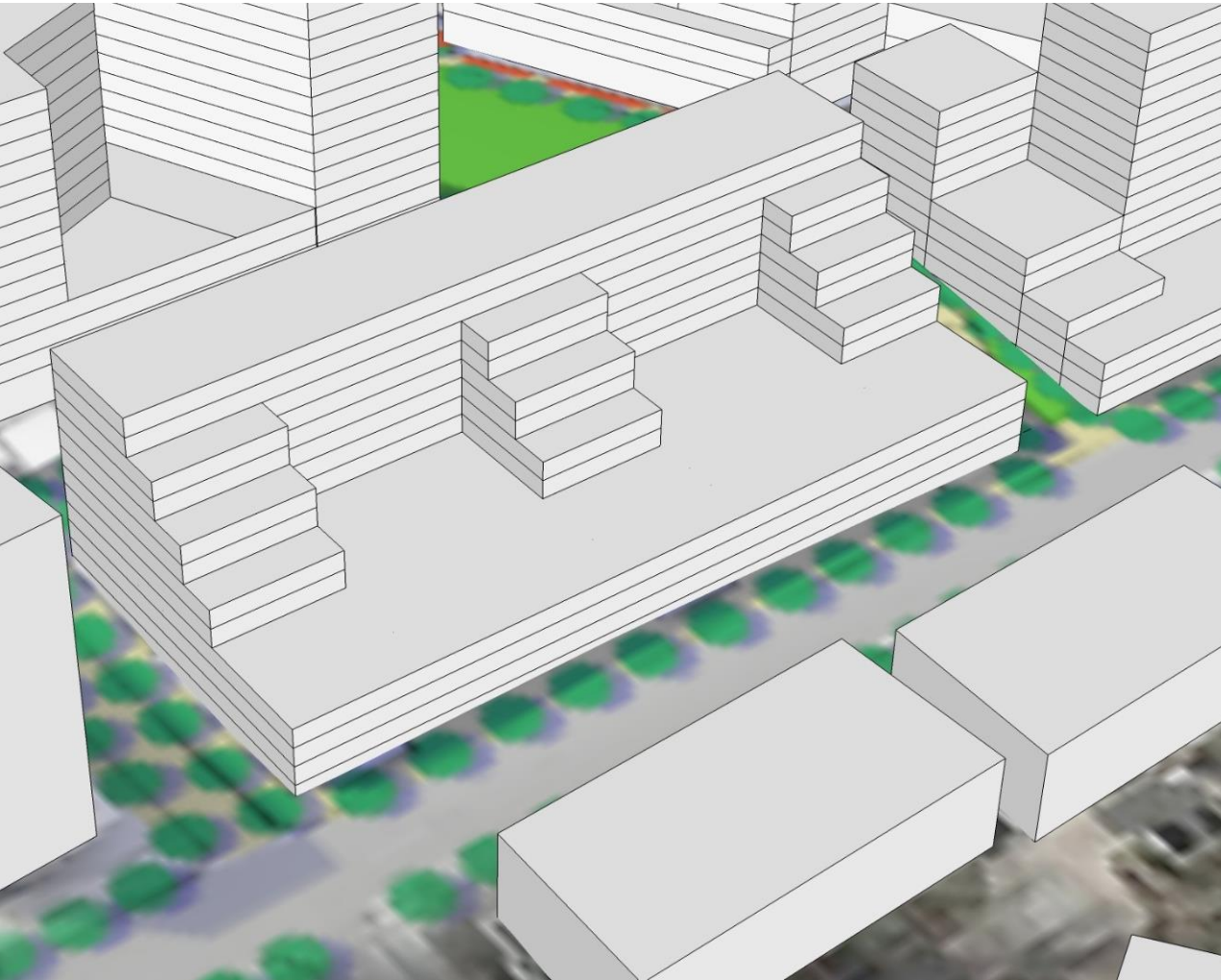


Five Squares Request Transition Zone



Compatibility With Neighbors

Plan Recommended Transition

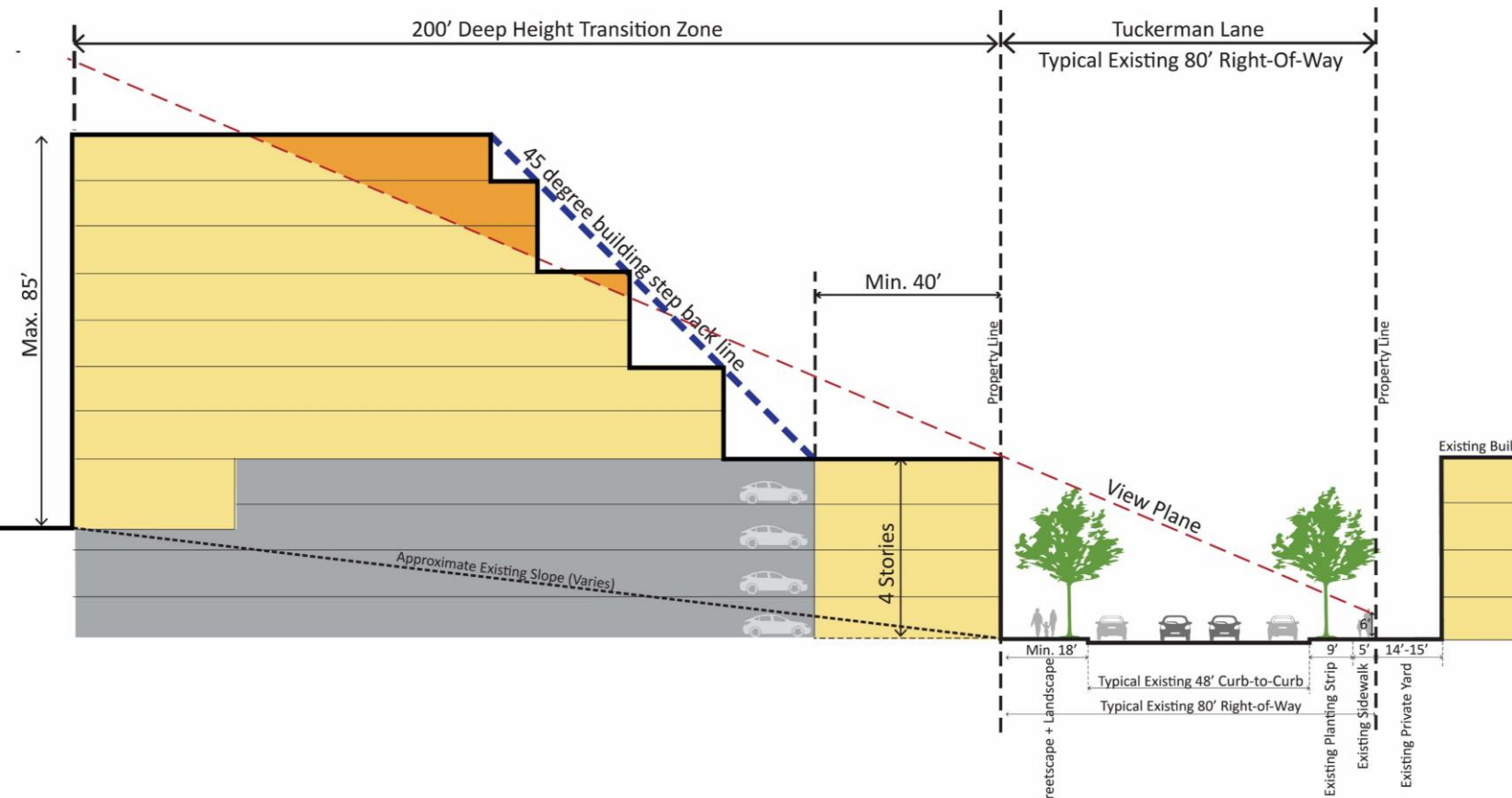


Five Squares Requested Transition Zone



Staff Recommendation

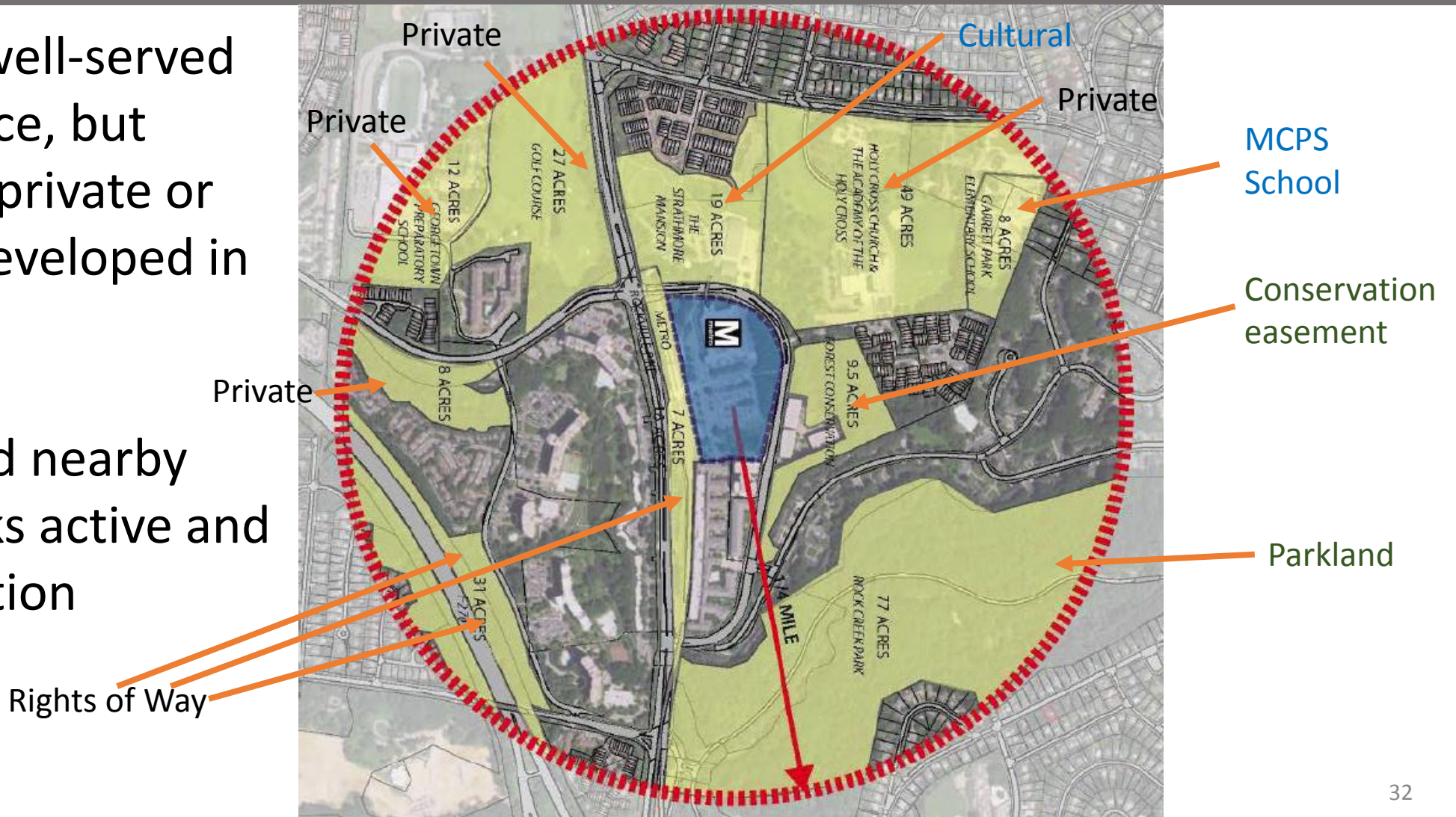
- Retain Transition Zone Max. Height of 85' per Public Hearing Draft Recommendation.
- Reduce northern extent of Transition Zone as requested by Five Squares.



Open Space

Considerations:

- Plan area is well-served by green space, but much of it is private or could be redeveloped in the future
- Adjoining and nearby parkland lacks active and social recreation elements



Public Open Space

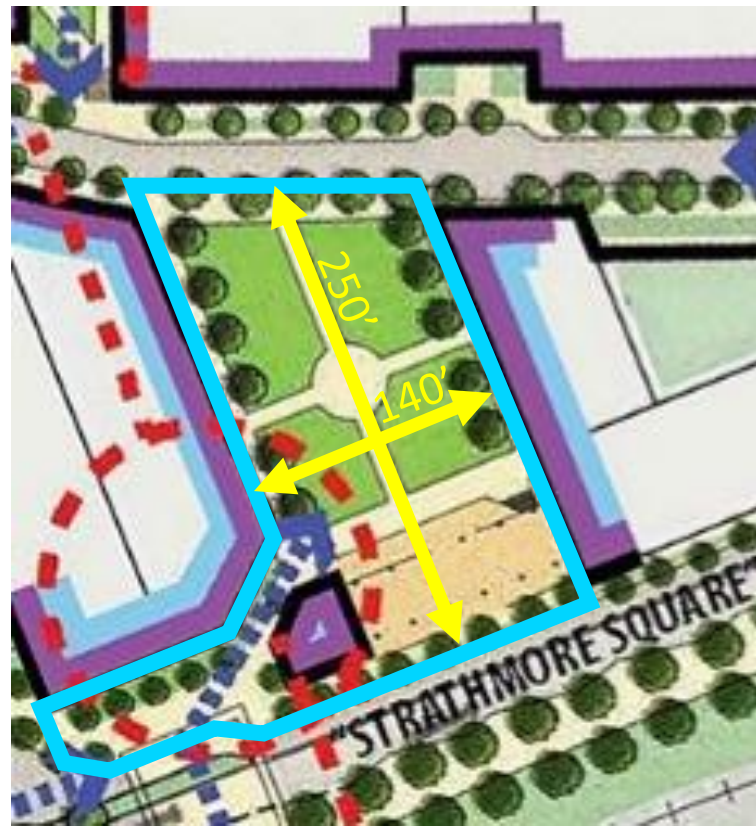
Considerations:





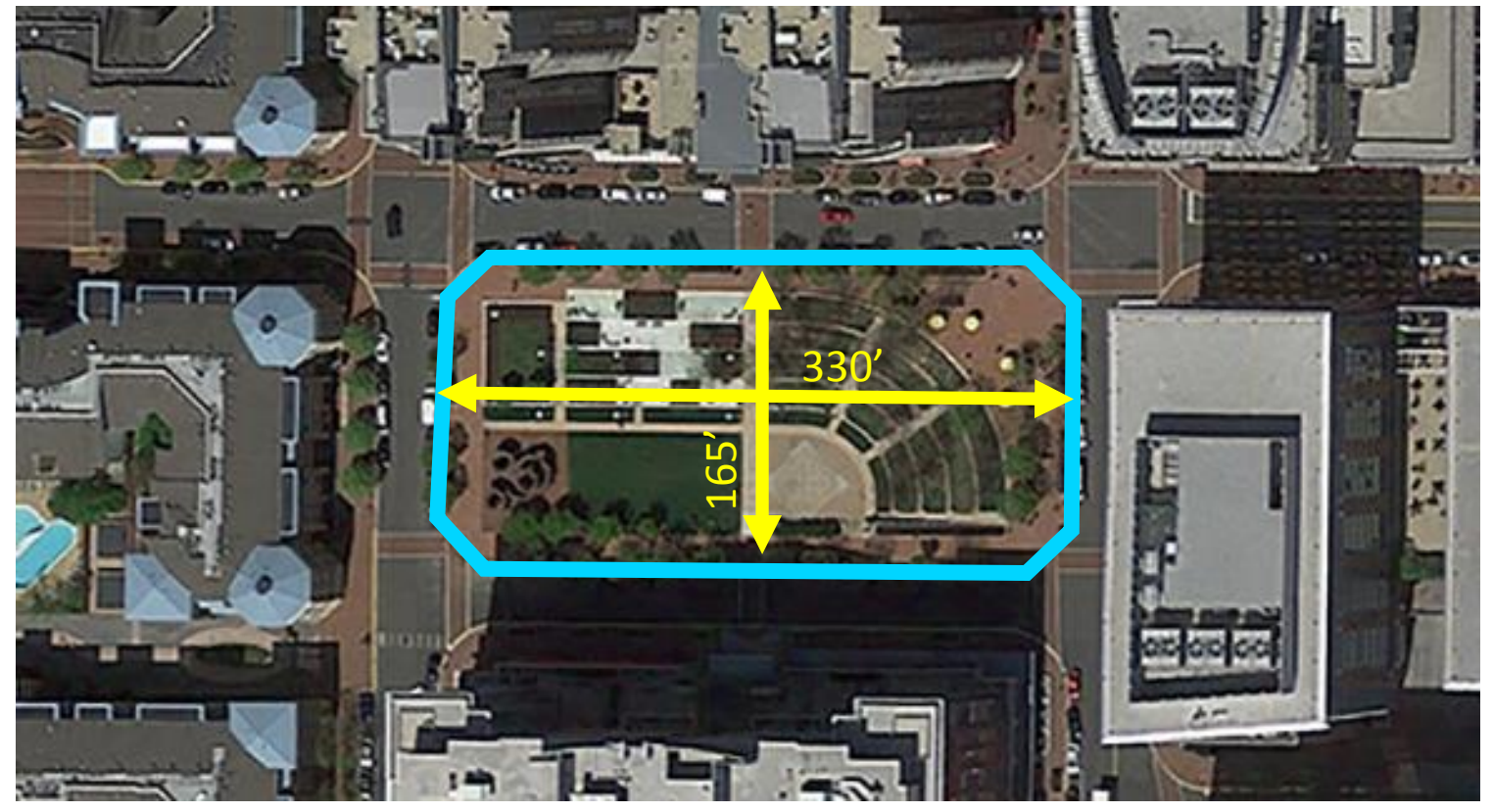
Public Open Space

Five Squares Civic Green +/- 1 Ac



140' x 250'

Reston Town Square +/- 1.25 Ac



165' x 330'



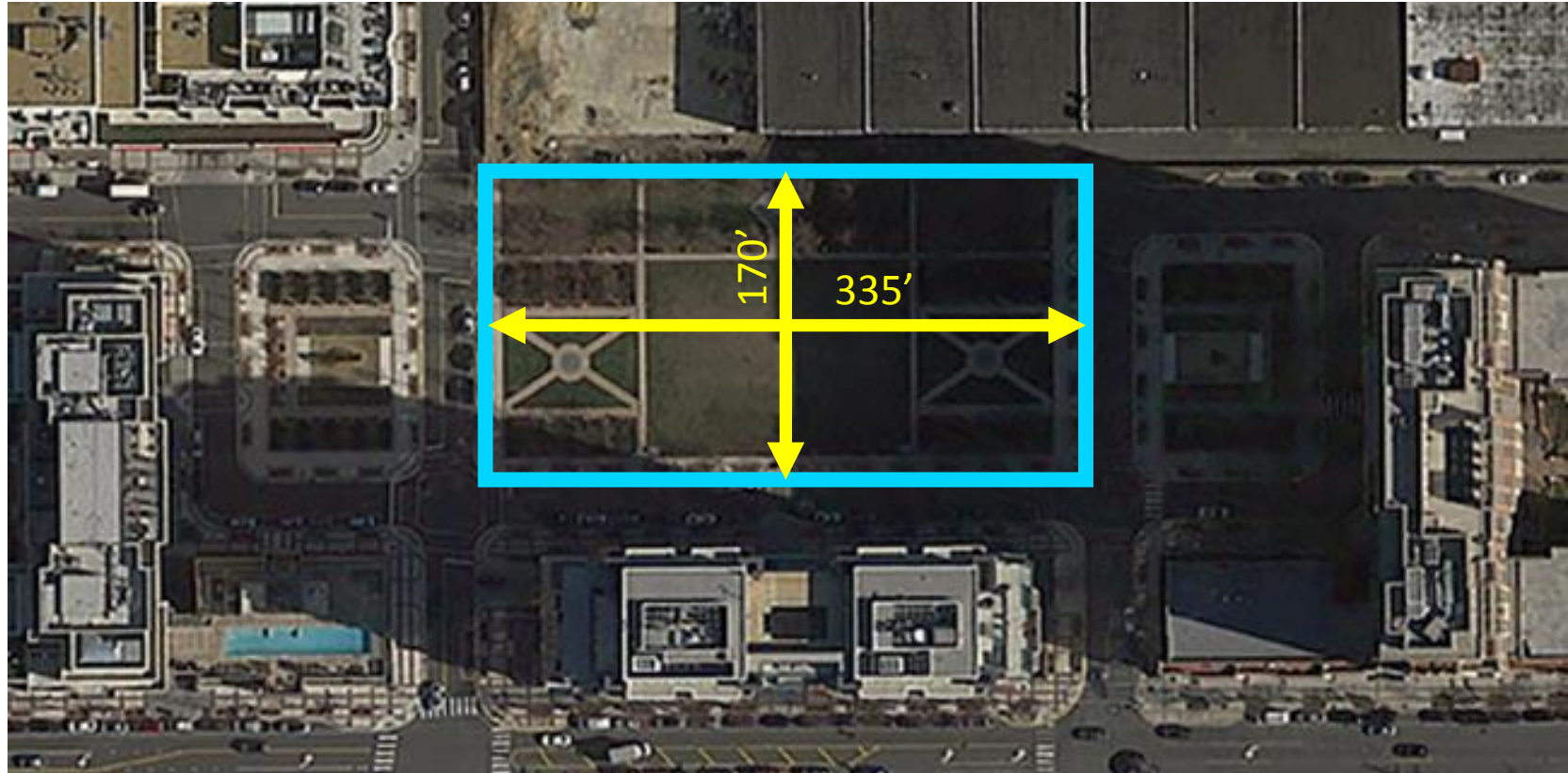
Discussion Item #4

Five Squares Civic Green +/- 1 Ac



140' x 250'

Metropolitan Park, Arlington +/- 1.3 Ac



165' x 330'

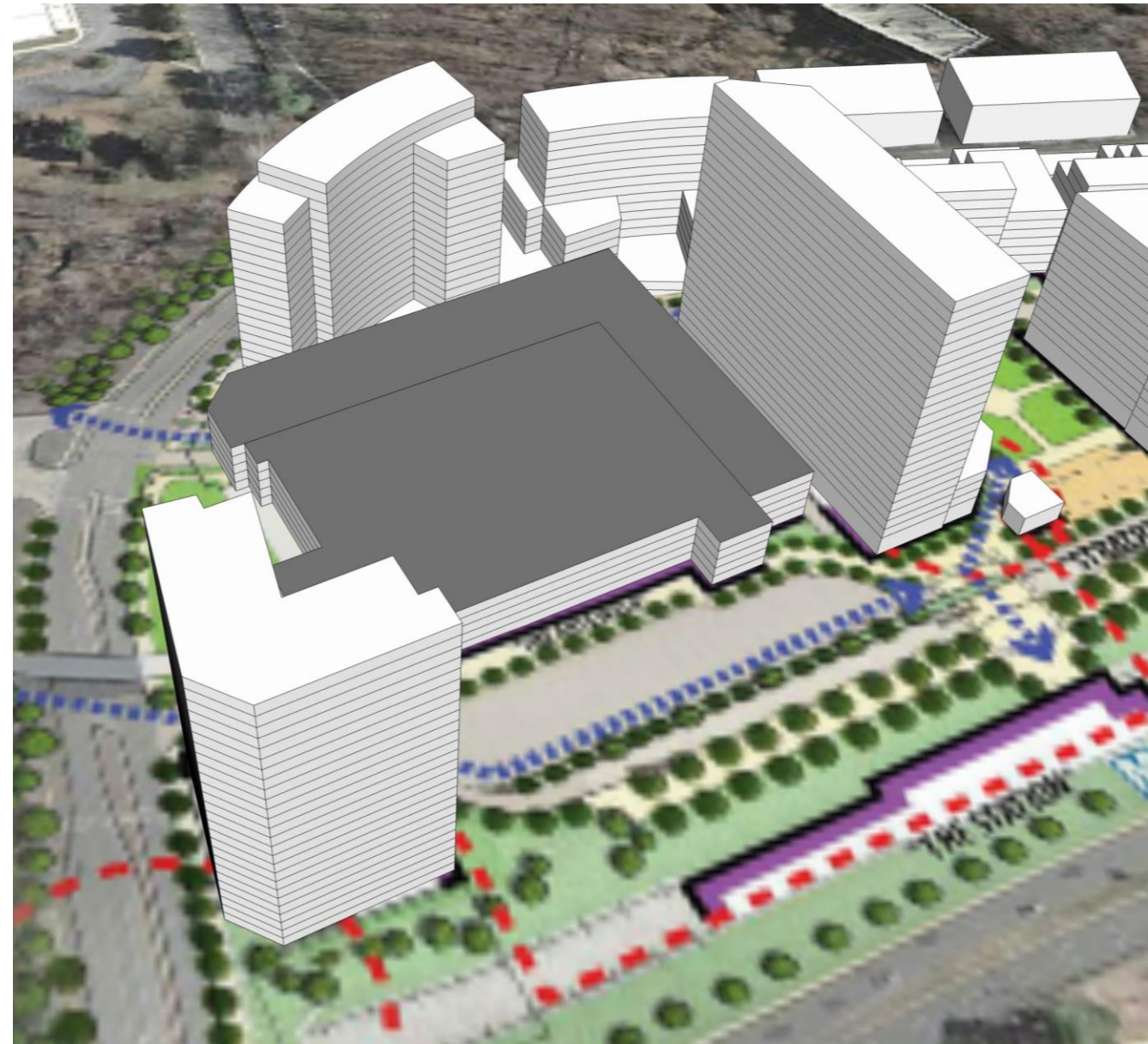
Public Open Space

Five Squares Requested Public Open Space



Public Open Space

Garage Rooftop Opportunities



Staff Recommendation: Density & Height

- Retain Zoning recommendation: 2.5 CR (C-.25 R-2.5 H-260)
- Retain Height Recommendation of 260 feet
- Retain Recommendation to limit to two towers
- Retain Transition Zone Max. Height to 85'
- Modify boundary of the Transition Zone to the north as requested by Five Squares

120'

Staff Recommendation

- Civic Green should be a minimum 1.25 Acre
- Space along Tuckerman should not be included in the open space calculations unless lined with active uses and significantly improved through landscape design and public art.
- Garage rooftop should be explored to meet public space needs for the Metro Site and surrounding neighborhoods.

Staff Option for Achieving 3.0 FAR

- 2 Signature buildings up to 300' tall
- One Building along Tuckerman Lane up to 220' tall
- Remaining buildings capped at 160'.
- Retain maximum transition zone height to 85'.
- Reduce transition zone northern boundary.



Amenities for Increased Density

- If density is increased to CR 3.0, C should be set at 0.5 FAR and R at 2.75 which requires commercial to reach maximum FAR
- Affordable Housing
 - Mandate 10% Work Force Housing (in addition to required 12.5%)
- Open Space
 - Require a minimum of 1.25 Acres for Civic Green
 - Explore garage rooftop opportunities in partnership with Parks Dept. and WMATA

Metro Site Density & Height

	Plan Recommended 2.5 FAR	Fivesquares Development Request 3.0 FAR	Staff Option for 3.0 FAR
Zoning	2.5 CR (C-0.25 R-2.5 H-260)	3 CR (C-0.5 R-3.0 H-260)	3 CR (C-0.5 R-2.75 H-300)
Max Height	260 feet	260 feet	300 feet
Towers	2 towers 260 feet Remaining Bldgs. 160' outside Transition Zone	3 towers 260 feet, 1 tower 220 Remaining Bldgs. 160' outside Transition Zone	2 towers 300 feet, 1 tower 220 Remaining Bldgs. 160' outside Transition Zone
Transition Zone	<ul style="list-style-type: none"> Max height 85 feet 40 foot setback with 45° stepback 	<ul style="list-style-type: none"> Max height 120 feet Reduced zone area No setback with 45° stepback 	<ul style="list-style-type: none"> Max height 85 feet Reduced zone area 40 foot setback with 45° stepback
Total Square Feet	1.7 Million	1.9 Million	1.9 Million
Approximate Dwelling Units***	1,145	1,397	1,397