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 Metro Center: 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
## Summary of Public Comment

### Height and Density at Metro Site

<table>
<thead>
<tr>
<th>Plan Recommendation</th>
<th>Public Comment</th>
<th>Fivesquares Development Request</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zoning</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.5 CR (C .25 R 2.5 H 260)</td>
<td>Lower proposed density • Increase proposed density</td>
<td>3.0 CR (C .5 R 3.0 H 260)</td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.7 Million Sq. Ft.</td>
<td>Density too high</td>
<td>2 Million Sq. Ft.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allow up to 2 towers of 260’ • Cap other heights at 160’</td>
<td>Lower allowable height • Towers are incompatible with existing neighborhood • Heights will affect light, air, views • Topography exacerbates height</td>
<td>Allow up to 3 towers of 260’ • Allow 1 tower of 220’ • Cap other heights at 160’</td>
</tr>
<tr>
<td><strong>Transition Zone</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40’ setback for 45º step back line • Permit up to 85’ heights</td>
<td>Important to keep heights low on Tuckerman Lane</td>
<td>Eliminate 40’ setback for stepback • Permit up to 120’ heights • Reduce transition zone area</td>
</tr>
</tbody>
</table>
## Summary of Public Comment

### Neighborhood Compatibility + Traffic

<table>
<thead>
<tr>
<th></th>
<th>Plan Recommendation</th>
<th>Public Comment</th>
<th>Fivesquares Development Request</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Open Space</strong></td>
<td>• 1.25 acre Civic Green</td>
<td>• Support Civic Green</td>
<td>• Reduce Civic green to 1 acre</td>
</tr>
<tr>
<td></td>
<td>• Explore garage roof recreation opportunities</td>
<td>• Recommended green space is insufficient</td>
<td>• Tuckerman Lane north of WMATA Garage as green space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Too much green space will be removed</td>
<td>• Improved stairs as open space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Garage top should not be counted as green space</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Garage recreation space will remove parking spaces</td>
<td></td>
</tr>
<tr>
<td><strong>Traffic</strong></td>
<td></td>
<td>• Traffic Analysis methodology used is new and untested</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Traffic analysis suggests traffic will go down in future, inaccurate</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• New development will create gridlock on Tuckerman Lane</td>
<td></td>
</tr>
<tr>
<td>Plan Recommendation</td>
<td>Public Comment</td>
<td>Fivesquares Development Request</td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
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<td>---------------------------------</td>
<td></td>
</tr>
<tr>
<td>Metrorail</td>
<td>• WMATA does not have electrical capacity to accommodate ridership growth</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Land use            | • Support service & retail opportunities  
                      • Senior center  
                      • Increase affordable housing requirements |                                |
| Schools             | • Any new development should consider school capacity and future growth |                                |
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
Regional Precedent: Rosslyn-Ballston Corridor
• 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 ¼ 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

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

<table>
<thead>
<tr>
<th>Station</th>
<th>Boardings/average week day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shady Grove</td>
<td>12,609</td>
</tr>
<tr>
<td>White Flint</td>
<td>3,855</td>
</tr>
<tr>
<td>Grosvenor-Strathmore</td>
<td>5,557</td>
</tr>
<tr>
<td>Medical Center</td>
<td>5,663</td>
</tr>
<tr>
<td>Bethesda</td>
<td>10,708</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM</th>
<th>2016 Existing</th>
<th>2040 No Build</th>
<th>2040 2.5 with Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strathmore &amp; MD355</td>
<td>73.4</td>
<td>136.8</td>
<td>67.5</td>
<td></td>
</tr>
<tr>
<td>Tuckerman Lane (north) &amp; MD 355</td>
<td>51.7</td>
<td>93.0</td>
<td>86.6</td>
<td></td>
</tr>
<tr>
<td>Tuckerman Lane (south) &amp; MD 355</td>
<td>8.4</td>
<td>10.9</td>
<td>20.0</td>
<td></td>
</tr>
<tr>
<td>Grosvenor Lane &amp; MD355</td>
<td>79.2</td>
<td>119.6</td>
<td>57.1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection</th>
<th>PM</th>
<th>2016 Existing</th>
<th>2040 No Build</th>
<th>2040 2.5 with Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strathmore &amp; MD355</td>
<td>76.9</td>
<td>161.8</td>
<td>73.6</td>
<td></td>
</tr>
<tr>
<td>Tuckerman Lane (north) &amp; MD 355</td>
<td>96.7</td>
<td>162.7</td>
<td>116</td>
<td></td>
</tr>
<tr>
<td>Tuckerman Lane (south) &amp; MD 355</td>
<td>10.5</td>
<td>16.2</td>
<td>22.2</td>
<td></td>
</tr>
<tr>
<td>Grosvenor Lane &amp; MD355</td>
<td>57.3</td>
<td>63.8</td>
<td>29.1</td>
<td></td>
</tr>
</tbody>
</table>
Intersection 2: MD355 at Strathmore Avenue

2016 Existing

2040 Mitigation

Add 100 ft. right turn pocket

Provide a dedicated left turn lane, Longer through-right lanes

Modify right turn curvature for pedestrian
2016 Existing

2040 Mitigation

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

2016 Existing

2040 Mitigation

Longer dedicated left lane
Intersection 4: MD355 at Grosvenor Lane

2016 Existing

2040 Mitigation

NO Change
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
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.
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’
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
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

<table>
<thead>
<tr>
<th></th>
<th>Plan Recommended 2.5 FAR</th>
<th>Fivesquares Development Request 3.0 FAR</th>
<th>Staff Option for 3.0 FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zoning</strong></td>
<td>2.5 CR (C-0.25 R-2.5 H-260)</td>
<td>3 CR (C-0.5 R-3.0 H-260)</td>
<td>3 CR (C-0.5 R-2.75 H-300)</td>
</tr>
<tr>
<td><strong>Max Height</strong></td>
<td>260 feet</td>
<td>260 feet</td>
<td>300 feet</td>
</tr>
<tr>
<td><strong>Towers</strong></td>
<td>2 towers 260 feet Remaining Bldgs. 160’ outside Transition Zone</td>
<td>3 towers 260 feet, 1 tower 220 Remaining Bldgs. 160’ outside Transition Zone</td>
<td>2 towers 300 feet, 1 tower 220 Remaining Bldgs. 160’ outside Transition Zone</td>
</tr>
<tr>
<td><strong>Transition Zone</strong></td>
<td>• Max height 85 feet • 40 foot setback with 45° stepback</td>
<td>• Max height 120 feet • Reduced zone area • No setback with 45° stepback</td>
<td>• Max height 85 feet • Reduced zone area • 40 foot setback with 45° stepback</td>
</tr>
<tr>
<td><strong>Total Square Feet</strong></td>
<td>1.7 Million</td>
<td>1.9 Million</td>
<td>1.9 Million</td>
</tr>
<tr>
<td><strong>Approximate Dwelling Units</strong>*</td>
<td>1,145</td>
<td>1,397</td>
<td>1,397</td>
</tr>
</tbody>
</table>