



# Planning Board Work Session 2 | July 27<sup>th</sup> | 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 1
- ❖ July 27: Work Session 2, Approval to Transmit to Council



# Planning Board Modifications

1. Change recommended zoning for the Metro site from CR2.5 C0.25 R2.5 H260 to CR 3.0 C0.5 R2.75 H300.
2. Increase the maximum height of two towers to 300 feet and allow a third tower of up to 220 feet
3. Require 15% MPDUs.
4. Reduce the length of the “Transition Zone” boundary.
5. Require traffic study before approval final tower construction.
6. Explore bus layover area on the west side of Rockville Pike
7. Create publicly accessible open space north of WMATA garage

# Additional Modifications

- Final size and configuration of the civic green to be determined during regulatory review.
- Refine Transition Zone diagram.
- Minor changes in response to public testimony

# Zoning Changes

## Executive Summary – page 8

- This Plan recommends rezoning the Metro site from Residential R-60 to Commercial Residential ~~CR2.5, C0.25, R2.5, H260~~ CR3.0, C0.5, R2.75, H300, which would allow the unbuilt portion of the WMATA land (the Metro site) to generate more housing units.

## Chapter 2: Land Use and Zoning – page 22

- Recommendations within this Plan are based on a ~~moderate density~~ mid-range scenario of ~~2.5~~ 3.0 FAR (approximately ~~1,431,250~~ 1,905,315 square feet) because it provided additional density, met WMATA's requirements of retaining existing Metro functions, and created a walkable place with open spaces, retail and improved connections to the existing amenities in a variety of buildings with appropriate heights compatible with the adjacent existing developments.
- ~~A 0.25 FAR is the minimum non-residential floor area that must be allowed under the CR Zone mechanism.~~ However, given the Metro site's isolated location and low visibility from Rockville Pike, it is unlikely that the full ~~.25-0.5~~ FAR of floor area for retail will be built on-site.

# Zoning Changes

## Chapter 2: Land Use and Zoning – page 22 (continued)

- **Metro Site Recommendations**

Rezone Metro site from R-60 to Commercial Residential – ~~CR2.5, C0.25, R2.5, H260~~ CR 3.0 C0.5 R2.75 H300.

## Chapter 2: Land Use and Zoning – page 23

- Changed *Recommended Zoning* map to reflect new Metro site recommendations

## Chapter 7: Community Facilities – page 75

- The Plan estimates approximately ~~1,145~~ 1,397 new high-rise multifamily housing units ~~will be built as part of~~ for the Metro site ~~redevelopment~~. Based on average student generation rates for this area of the county, MCPS estimates that at full build-out, the new housing would result in approximately ~~58~~ 76 elementary school students, ~~24~~ 30 middle school students, and ~~32~~ 43 high school students.

# Tower Heights

## Chapter 2: Land Use and Zoning – page 22

- Allow two signature buildings up to ~~260~~300 feet high along Rockville Pike.
- Allow one building of up to 220 feet high on Tuckerman Lane.

## Chapter 3: Urban Design and Design Guidelines – page 41

- Change Heights diagram to reflect 300' heights for signature tower, and 220' tower on Tuckerman Lane

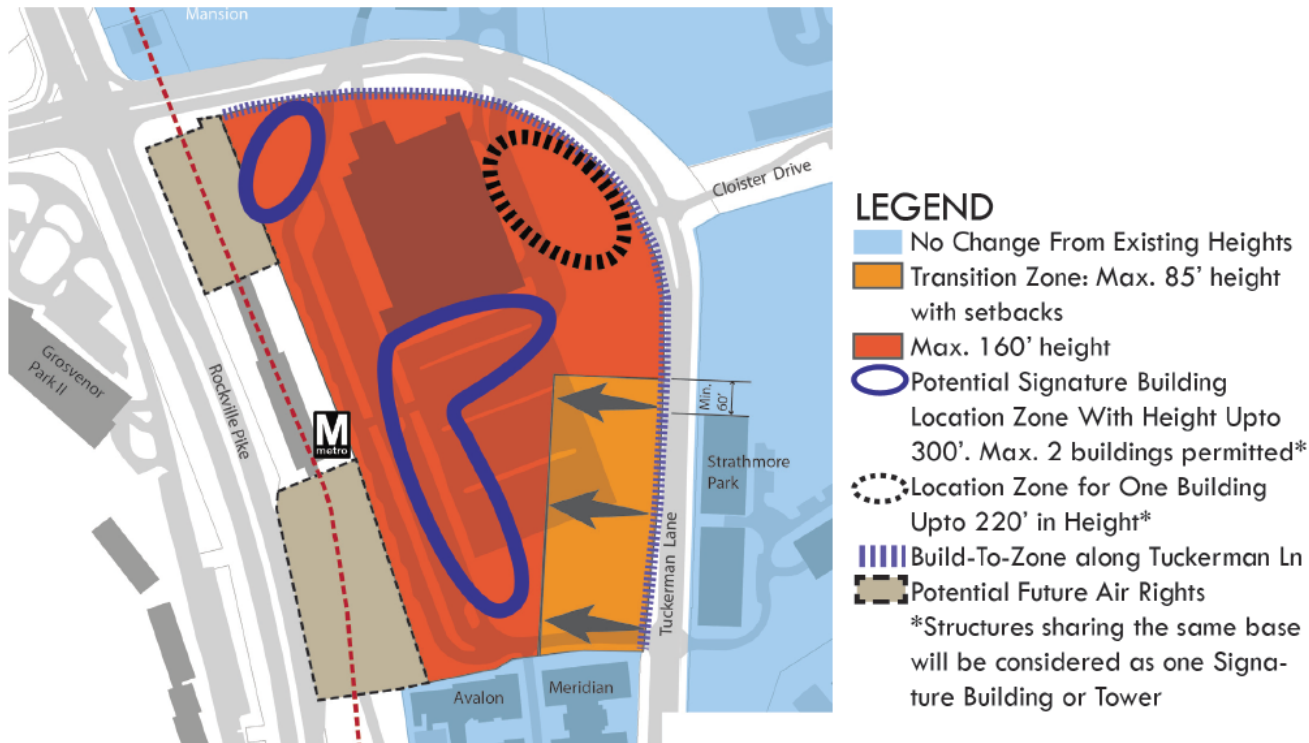


Figure 19: Recommended height diagram

# Affordable Housing

## Chapter 2: Land Use and Zoning – page 22

- ~~• Explore opportunities to provide affordable and moderately priced units at the Metro station beyond the minimum required 12.5 percent MPDUs.~~
- Provide fifteen percent MPDUs at the Metro station.

## Chapter 8: Implementation – page 81

- **Affordable Housing**  
~~15 percent Moderately Priced Dwelling Units (MPDUs) on site as the highest priority public amenity for any optional method development that includes residential dwelling units.~~



# Transition Zone - Boundary

Chapter 2: Land Use and Zoning – page 24

Chapter 3: Urban Design and Design Guidelines – page 41

- Change heights diagram to show a reduced transition zone boundary

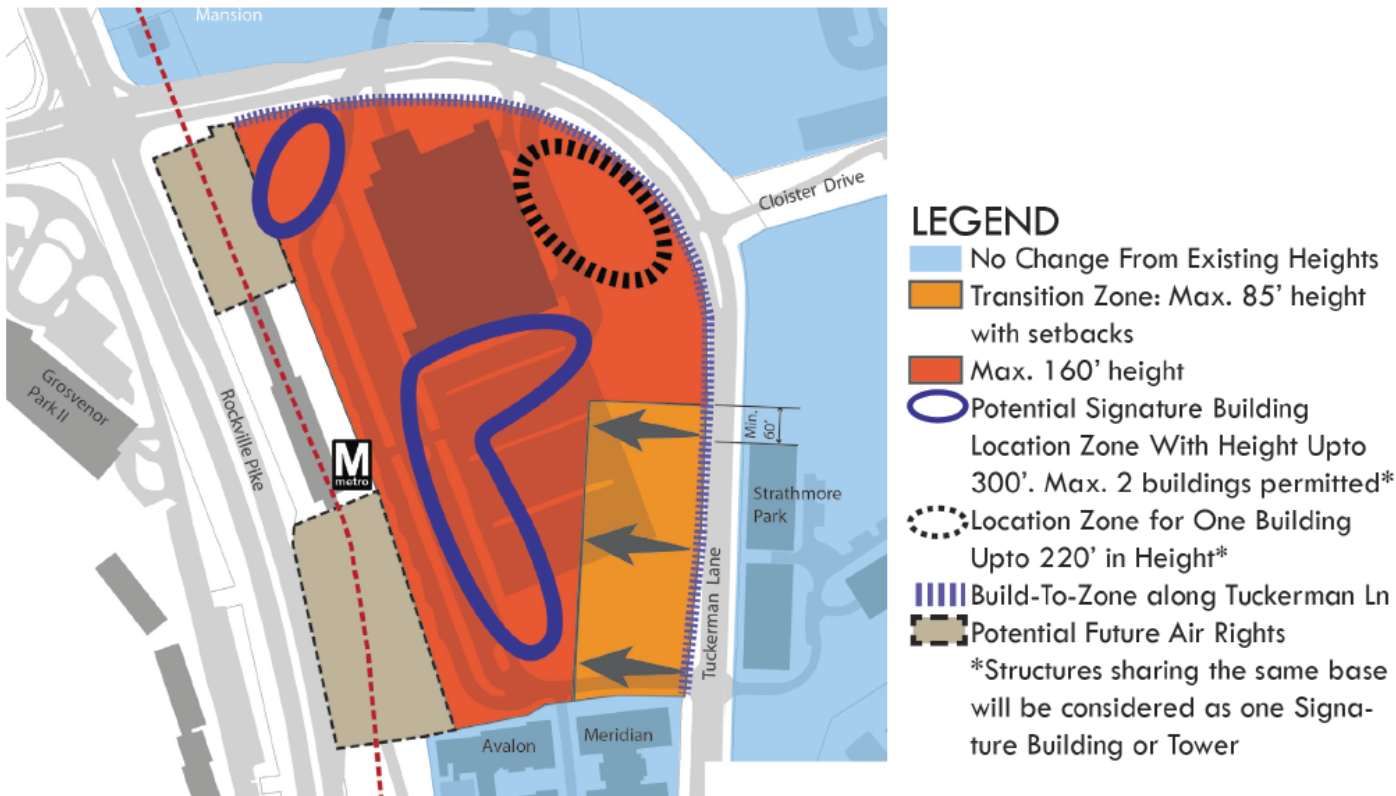


Figure 19: Recommended height diagram

# Staging – Traffic Study

## Chapter 8: Implementation – page 81

### Staging

It is anticipated that full buildout of the Metro site will occur in phases over a long time. And although the Staff's traffic modeling analyses demonstrated that, with some mitigation improvements, the road network would be able to adequately support the estimated traffic increase, especially at the nearby intersection of Tuckerman Lane and Rockville Pike (the intersection most impacted by the projected increase in traffic), this Plan recommends that a traffic study should analyze the adequacy of the area road network before the full build out of the recommended growth in this Plan. Therefore, construction of any development in excess of 1.6 million square feet on the Metro site must submit an additional traffic study to assess the capacity and adequacy of the road network to support the full buildout of the Plan.

# Bus Layover

## Chapter 4: Mobility – page 55

Added:

- Explore the possibility of creating a layover area for buses on the west side of Rockville Pike to unload passengers who would take the existing below grade passage to reach the Metro station.

# Open Space

Chapter 3: Urban Design and Design Guidelines – page 34 &  
Chapter 6: Parks and Open Space – page 69

Added:

- Locate a dog park or other active recreation amenity for the community at the open space between the northern edge of the existing Metro garage and Tuckerman Lane.

Replace with:

- *Provide a neighborhood green suitable for community-serving public amenities such as a dog park or community garden between the WMATA garage and Tuckerman Lane.*

Chapter 3: Urban Design and Design Guidelines – page 30 & 35  
Chapter 6: Parks and Open Space – page 71

- Updated maps to show neighborhood green

Chapter 6: Parks and Open Space – page 69

Removed:

- ~~Encourage creation of a public open space or pocket park of .25 acres along Tuckerman Lane. This park should include the following:  
Lawn area; and stormwater management without compromising the usability of the space.~~

# Civic Green

## Chapter 3: Urban Design and Design Guidelines – page 34

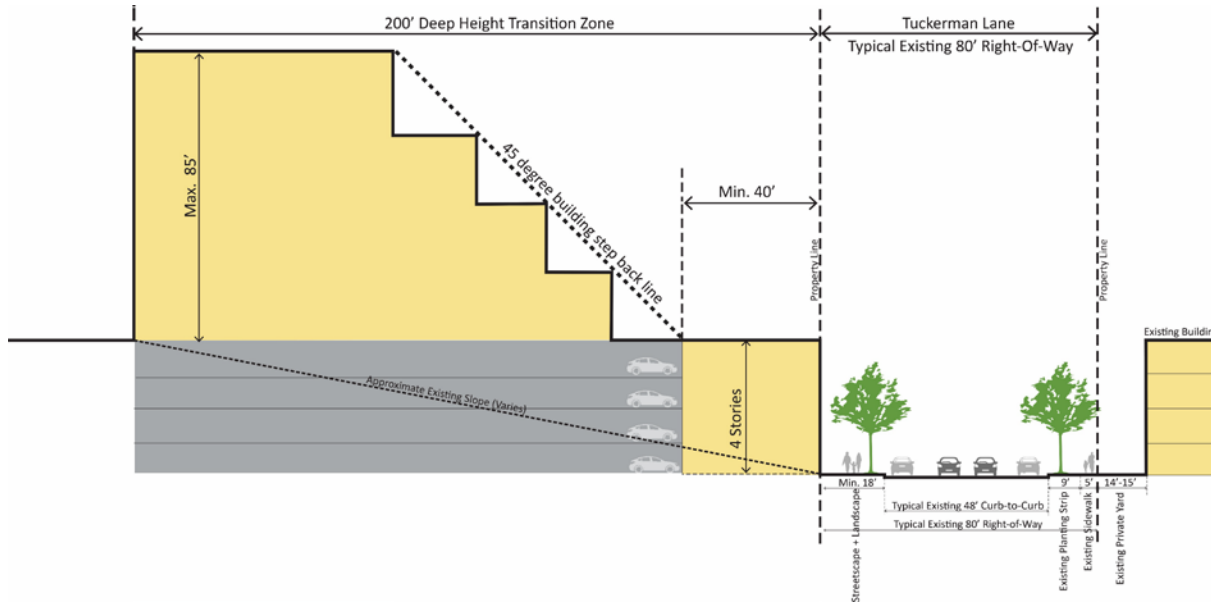
- Create a Civic Green of ~~minimum~~ 1.25 acres at the Metro site. The exact size and configuration of the civic green will be determined during the regulatory review of the project.
- Create a plaza at the station entrance with retail and other active uses. Include features such as hardscape, tree plantings for shade, movable seating, interesting lighting for nighttime use, and highly transparent ground floor facades. Retail Plaza could be designed as a part of the Civic Green.



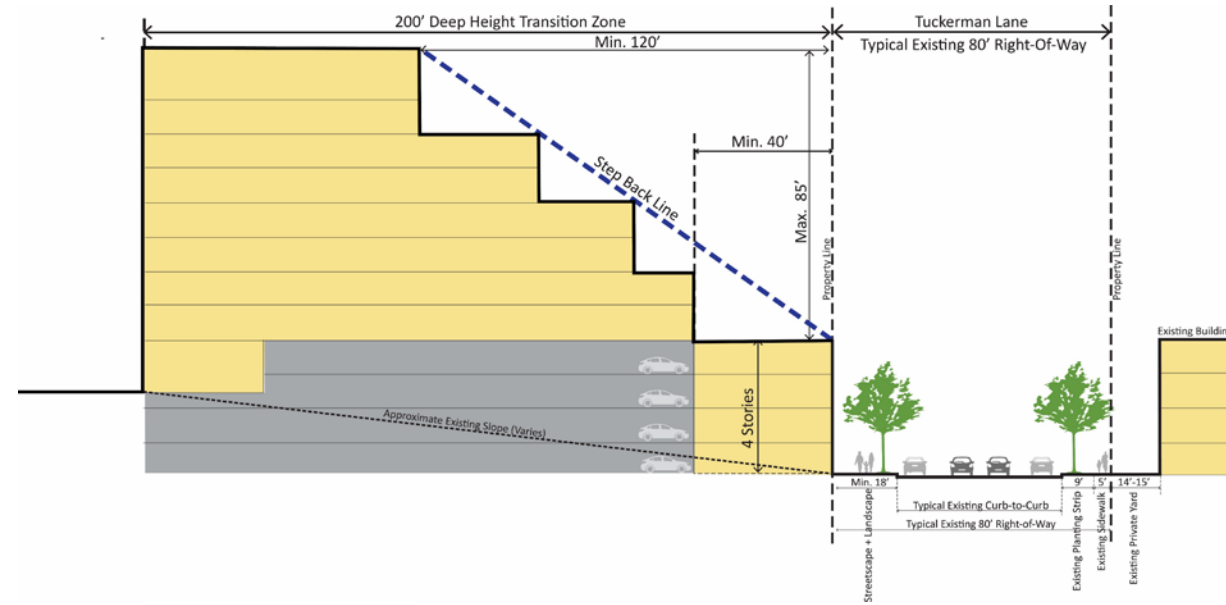
# Transition Zone Diagram

## Chapter 3: Urban Design and Design Guidelines – page 34

Transition Zone Diagram from the Public Hearing Draft



Revised Transition Zone Diagram



# Edits to the Planning Board Draft

## Chapter 2: Land Use and Zoning – page 18

- ~~The Plan area has lower densities—12 to 84 dwelling units per acre—than other communities surrounding Metro stations. The 1992 Master Plan recommended of a maximum of 1,403 units on the original, 45-acre Metro parcel, of which 858 units have been built on three properties: Meridian; Avalon; and Strathmore Park Condominiums, leaving 545 units for the remainder of the 15-acre Metro site.~~

## Chapter 2: Land Use and Zoning – page 21

- updated Figure 4: Existing Land Use removing green area

# Edits to the Planning Board Draft

## Chapter 3: Urban Design and Design Guidelines – page 38

- Allow a sufficient setback from the curb for adequate Planting/Furnishing Zone with seating and additional planting along non-residential frontages, (approximately 8 feet) and a Pedestrian Zone of approximately 10 feet for all users and spillover activities, and a Frontage Zone of approximate depth to provide privacy for ground floor units. ~~; and spillover activities, seating and additional planting along non-residential frontages.~~

## Chapter 3: Urban Design and Design Guidelines – page 45

- Custom and functional bike racks

## Chapter 3: Urban Design and Design Guidelines – page 30 & 35

## Chapter 6: Parks and Open Space – page 71

- Update maps to show correct boundaries of the conservation easement

# Edits to the Planning Board Draft

## Chapter 4: Mobility – page 50

- Improve pedestrian crossing at Strathmore Avenue and Stillwater Avenue.

## Chapter 4: Mobility – page 45

- Create a two-way, separated bike lane along Tuckerman Lane within the Plan area. Figure 26 represents the preferred long-term option for Tuckerman Lane. Closer to the intersections with Rockville Pike, the configuration shown in Figure 27 may be utilized.

## Chapter 4: Mobility – page 50

Added:

- Explore the feasibility of providing covered bike parking on the west side of MD 355 at the pedestrian tunnel entrance.

# Edits to the Planning Board Draft

## Chapter 4: Mobility – page 55

Street/Road	From	To	ID	Status
<b>Sidepath</b>				
Rockville Pike (MD-355)	Edson Lane	Beach Drive	SP-40	Proposed (East Side. Note: A portion of this sidepath exists between Tuckerman Lane and Beach Drive)
Grosvenor Lane	Old Georgetown Road (MD-187)	Rockville Pike (MD-355)	SP-46	Proposed (Side TBD)
Tuckerman Lane	Old Georgetown Road (MD 187)	Rockville Pike (MD-355)	SP-42	Existing
Strathmore Hall	Strathmore Avenue (MD-547)	Tuckerman Lane	SP-11	Existing
Strathmore Avenue (MD-547)	Rockville Pike (MD-355)	Kenilworth Avenue	SP-45	Proposed (South Side)
<b>Separated Bike Lanes</b>				
Tuckerman Lane	Rockville Pike (MD-355) at Tuckerman Lane (North)	Rockville Pike (MD-355) at Tuckerman Lane (South)	SP-43	Proposed
<b>Shared Roadway</b>				
Grosvenor Lane	Cheshire Drive	Rockville Pike (MD-355)	SR-36	Planned
Strathmore Avenue (MD-547)	Rockville Pike (MD-355)	Beach Drive	SR-18	Planned
Montrose Avenue	Tuckerman Lane	Weymouth Street	SR-57	Planned
Beach Drive	Grosvenor Lane	Town of Kensington	SR-16	Planned
Flanders Avenue	Rockville Pike (MD-355)	Strathmore Avenue (MD-547)	PB-41	Planned



# Edits to the Planning Board Draft

## Chapter 4: Mobility – page 55

Street	From	To	Road Number	ROW Minimum (feet)	Travel Through Lanes*
<b>Major Highway</b>					
Rockville Pike (MD-355)	Strathmore Avenue	Grosvenor Lane	M-6	150 (162**)	6, divided
Rockville Pike (MD-355)	Grosvenor Lane	I-495	M-6	200	6, divided
<b>Arterial</b>					
Tuckerman Lane	Old Georgetown Road	Rockville Pike (MD-355)	A-71	80	4
Strathmore Avenue (MD-547)	Rockville Pike (MD-355)	Beach Drive	A-272	80	2
<b>Minor Arterial</b>					
Grosvenor Lane	Cheshire Drive	Rockville Pike (MD-355)	MA-5	70	2
<b>Business District</b>					
Tuckerman Lane	Rockville Pike (MD-355)	Rockville Pike (MD-355)	B-1	80	2
<b>Primary</b>					
Montrose Avenue	Tuckerman Lane	Weymouth Street	P-1	60	2

# Edits to the Planning Board Draft

## Chapter 6: Parks and Open Space – page 70

- Explore public recreation space atop the existing WMATA garage or on the garage expansion with cantilevered deck over the existing garage. Beautify the garage rooftop with landscaping and public art for residents of the proposed residential buildings. Provision of a rooftop amenity is not meant to reduce parking spaces needed for Metro users as determined by WMATA.

# Edits to the Planning Board Draft

## Chapter 7: Community Facilities – page 74

- Bethesda Fire Department – Fire Station 20, and Kensington Volunteer Fire Department – Fire Station 5 serve the Plan area. Fire-rescue resources from other stations respond into the Plan area as needed. These include Rockville Volunteer Fire Department – Fire Station 23, Bethesda Fire Department – Fire Station 26, Bethesda-Chevy Chase Rescue Squad – Fire/Rescue Station 41, and occasionally others depending upon the incident type and availability of resources within the North Bethesda area.