



Rock Spring Master Plan

Community Meeting #6: Land Use + Transportation Forecasts

M-NCPPC

Montgomery County Planning Department

montgomeryplanning.org



May 23, 2016 | Walter Johnson High School

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Meeting Agenda

- Where we've been and where we're going
- Plan Concepts (drafts)
- Land Use Scenarios
 - 2040 long-range assumptions
 - School Cluster yield forecast
- Transportation Modeling Analysis and Initial Results
- Q & A

Where We've Been

Previous Meetings

- Sept. 1 Kick-off
- Sept. 17 Schools
- Oct. 28 Pipeline Projects
- Dec. 14 Placemaking
- Feb. 25 Parks, Open Spaces, and Transportation

What We've Heard (big picture)

- Safer connections to/from neighborhoods
- Schools are overcrowded
- Better connections to parks and trails
- Safer streets/crossings for peds and bicyclists
- More transit options
- More bike lanes
- More open spaces/community gathering areas/pedestrian oriented streets
- Congested roads
- Protect surrounding neighborhoods
- More amenities and diverse uses
- Greater sense of place



Area Studies/Analysis

Lead Agency	Study/Analysis	Consultant	Timeframe
Planning Department	Transportation Modeling and Potential Land Use Scenarios Analysis	n/a	Initial run complete. Fine tuning June-July 2016.
Planning Department	Office Adaptive Reuse / Redevelopment Study Rock Spring / Executive Blvd	Bolan Smart Assoc., Inc	In process. Draft prepared April 2016.
Montgomery County Public Schools	Walter Johnson Roundtable Discussion Group	n/a	In process. Group meets through May 2016.
County Executive	Office Market Working Group	n/a	Report issued in Feb 2016.
Planning Department	What's Next of Office Parks in Montgomery County?	Urban Land Institute	Report issued in March 2016.

Where We're Going

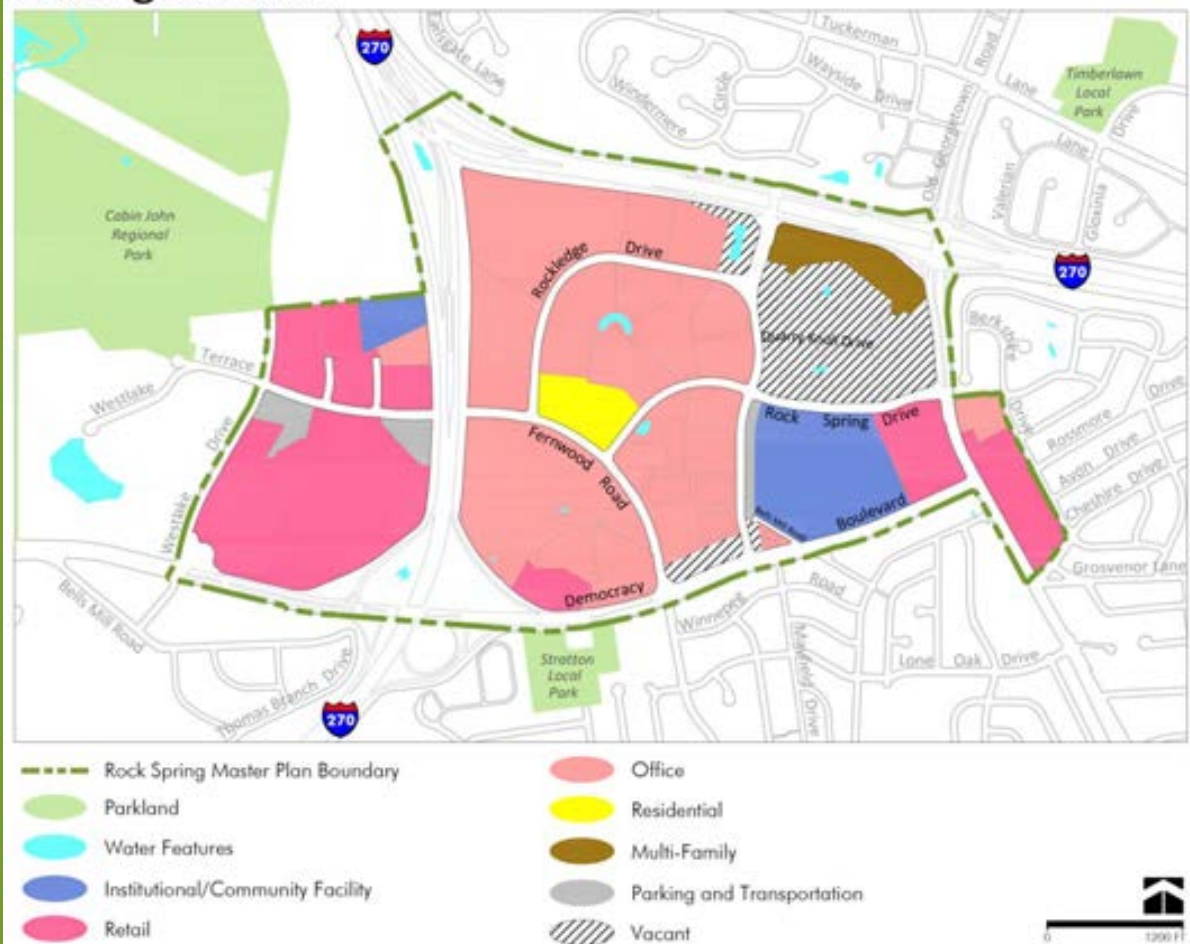
May 2016	Transportation Modeling and Land Use Scenarios Analysis
May 26, 2016	Planning Board Briefing
June-July 2016	Develop Preliminary Draft Plan Recommendations
July 2016	Community Meeting: Discuss Preliminary Draft Plan Recommendations
July 28, 2016	Preliminary Draft Plan Recommendations to Planning Board
September 2016	Staff Working Draft Plan to Planning Board
October 2016	Planning Board Public Hearing
October-December 2016	Planning Board Worksessions
January/February 2017	Transmit Plan to County Executive and County Council

Rock Spring Master Plan Area



Existing Land Use

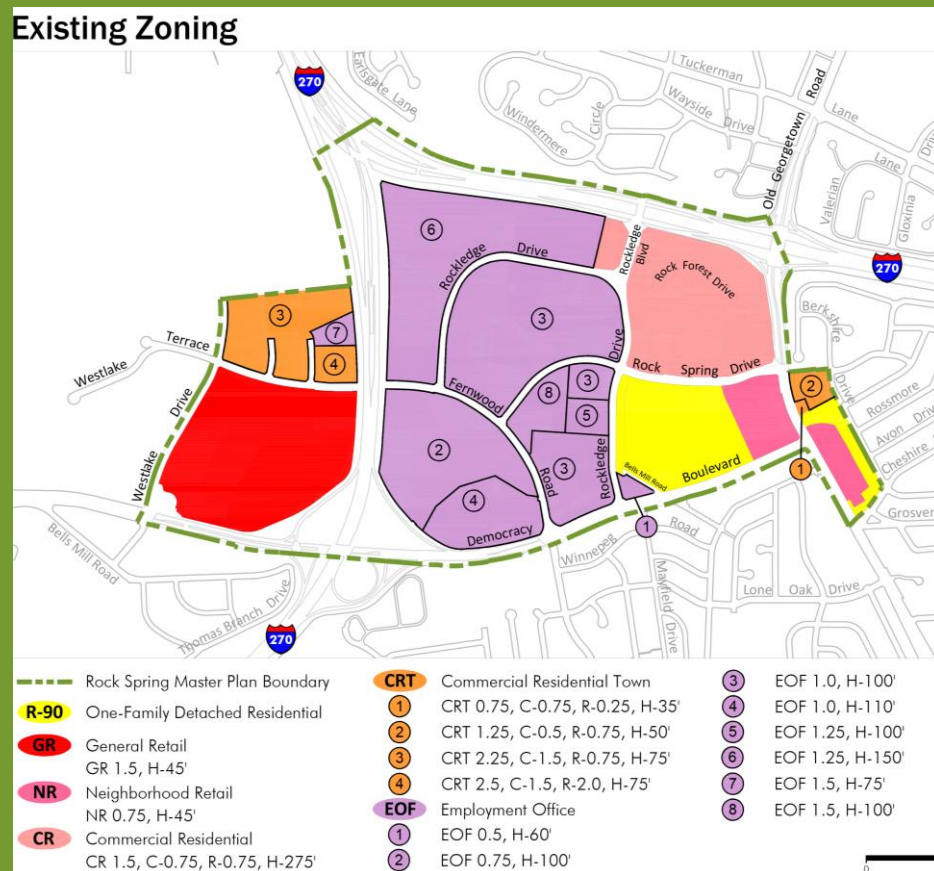
Existing Land Use



Rock Spring Snap Shot

- 566 Employers
- 386 existing dwelling units
- 168 pipeline dwelling units under construction
- 1262 dwelling units approved in pipeline
- 5.5 million office SF
- ~22% office vacancy rate compared to ~15% in County

Existing Zoning



Intent of the Zones

- **Commercial-Residential Zone (CR):** larger downtown, mixed-use and ped-oriented areas with proximity to transit options
- **Commercial Residential Town (CRT):** small downtown, mixed-use, ped-oriented centers & edges of larger, more intense downtowns
- **Employment Office (EOF):** office and employment activity combined with limited residential & neighborhood commercial uses
- **General Retail (GR):** general commercial areas, incl. regional shopping centers & clusters of commercial development
- **Neighborhood Retail (NR):** neighborhood oriented commercial areas that supply necessities requiring frequent purchase & convenient auto access
- **Residential Detached (R-90):** moderate density residential uses

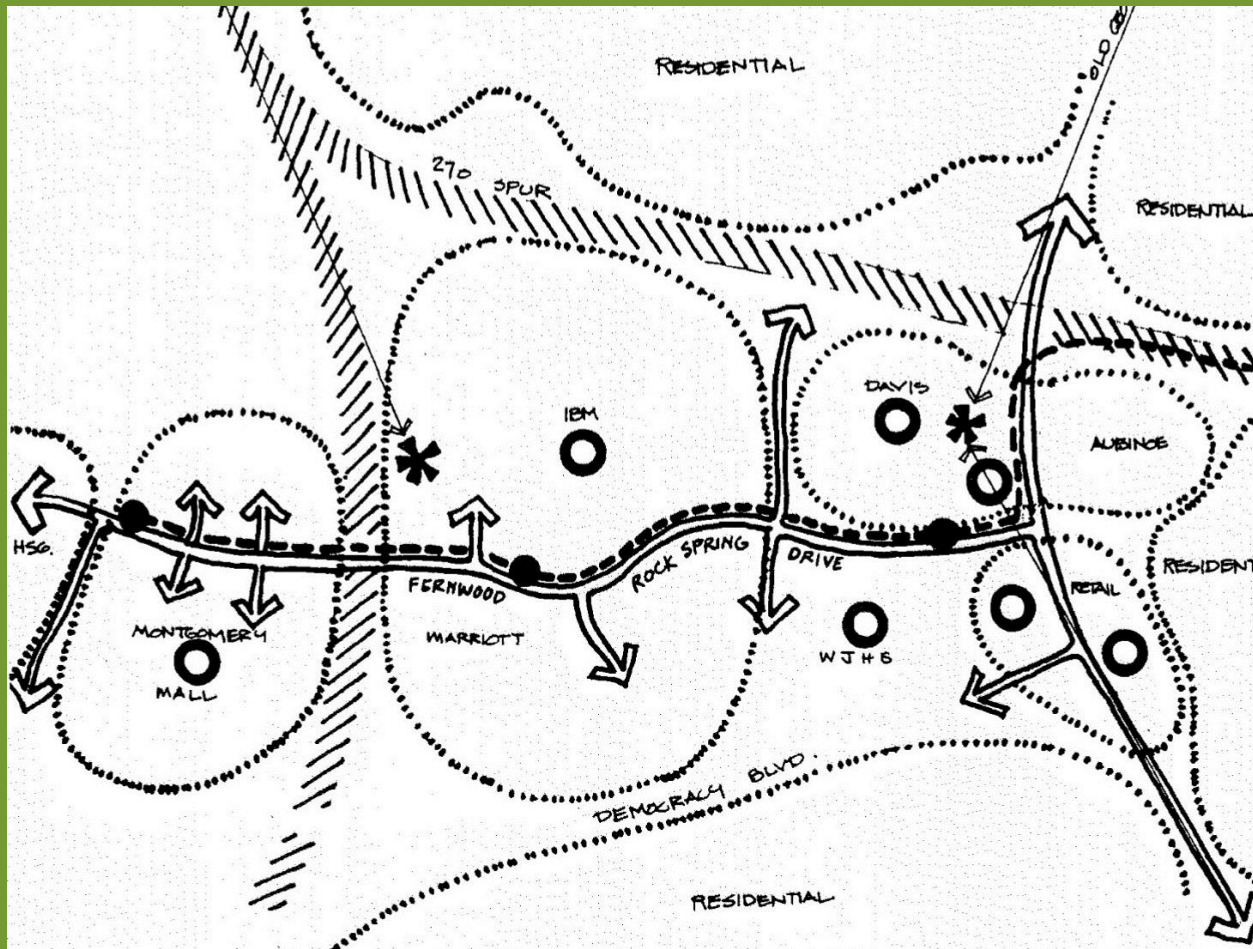
How Zones are Applied

- **Euclidean/Base Zone:** applied via the Sectional Map Amendment (SMA) process after a Master Plan is approved. Based on the zoning recommendations in an approved Master Plan
- **Floating Zone:** A Master/Sector Plan can recommend floating zones or a property owner can seek a floating zone without a master/sector plan recommendation
 - Applied for as a separate process via a Local Map Amendment (LMA)
 - Initiated by a property owner and reviewed by the Planning Board and Hearing Examiner
 - Approved by the County Council
 - The 2014 Zoning Ordinance permits several floating zones: Commercial Residential, Residential, Employment, and Industrial



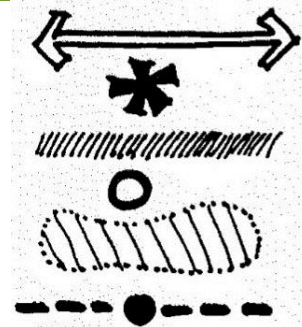
Building on Previous Plans

1992 North Bethesda/Garrett Park Sector Plan: Rock Spring Park Concept Diagram



- Transitway system along Rock Spring Dr/Fernwood “axis”, connecting Grosvenor Metro & Mall
- Redesign the “axis” as the main visual organizing element
- Improve sidewalks, bikeways, linkages, station stops

Path
Landmark
Edge
Node
District
Transit Path



Central Axis / Spine Today



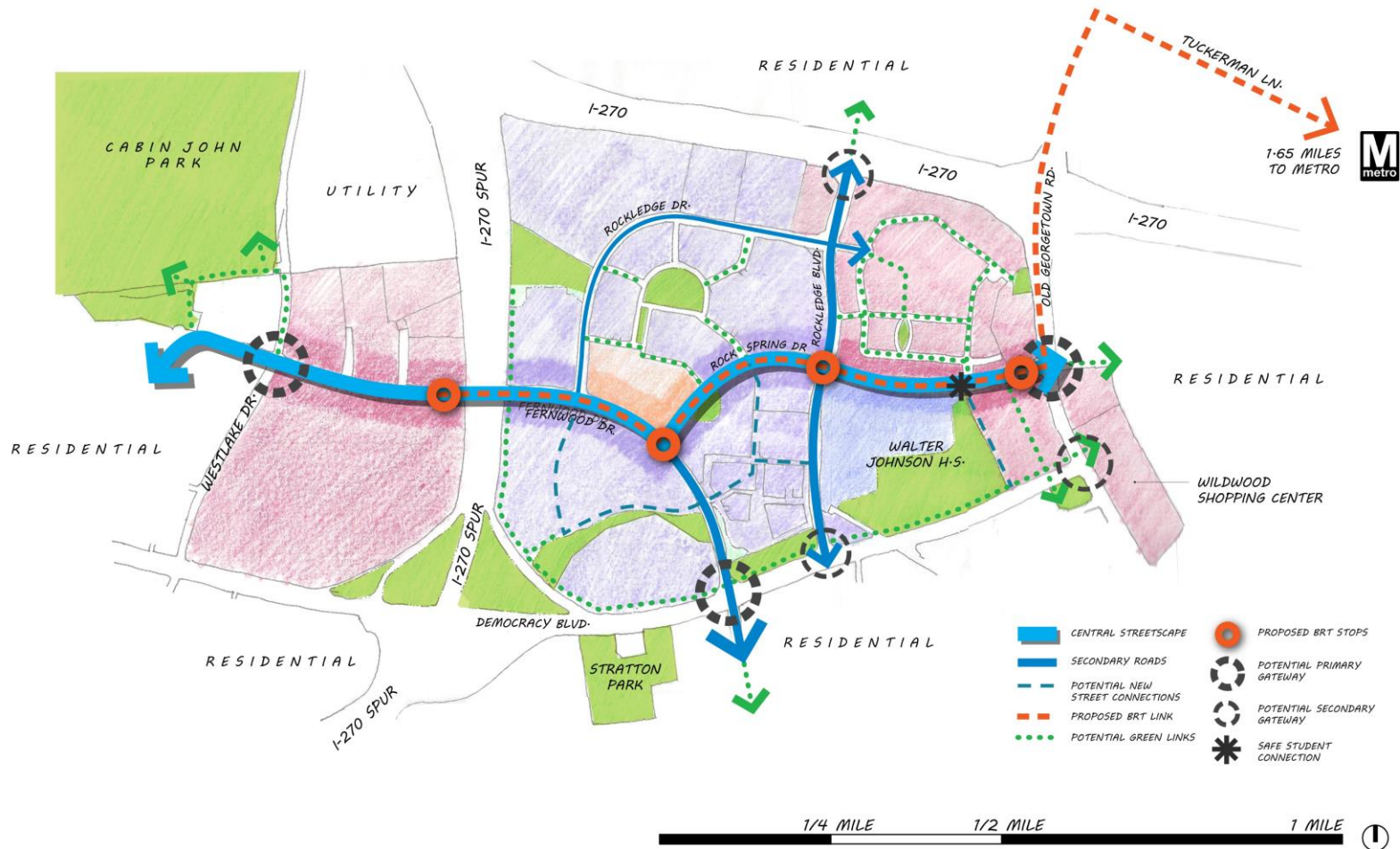
Proposed Transitway

- ➔ Proposed Line
- ✕ Proposed Station Locations

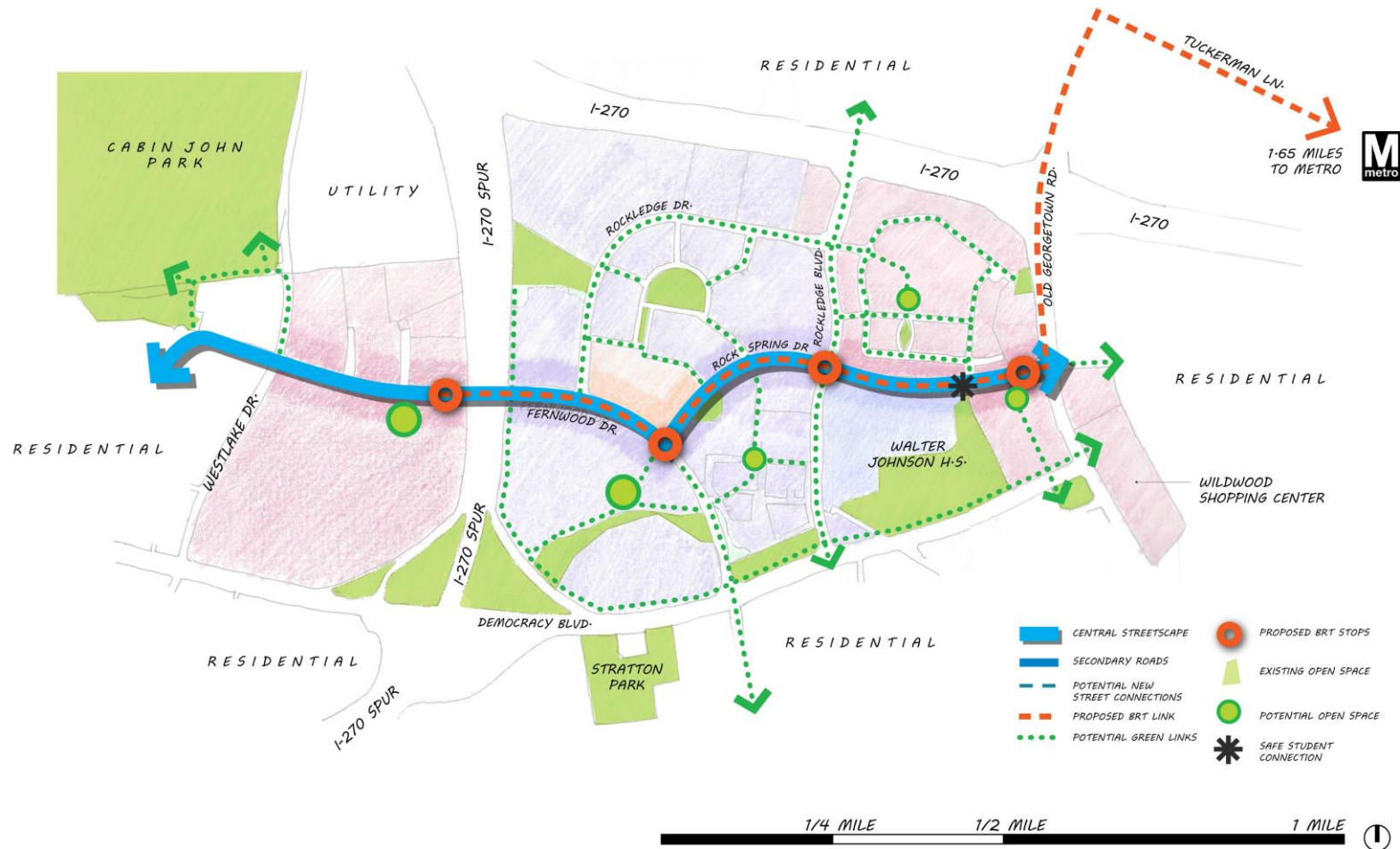
Pipeline Projects

- 1 Ourisman Ford
- 2 EYA-Montgomery Row
(under construction)
- 3 Rock Spring Center
- 4 Aubinoe Residential Building

Concept Framework

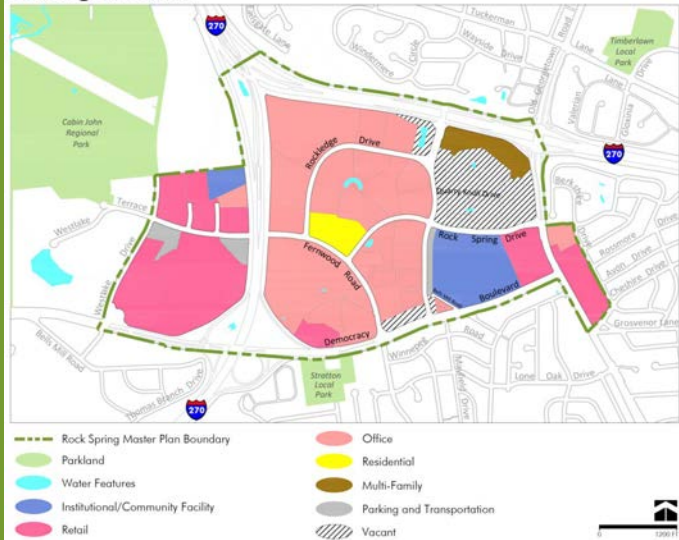


Open Space and Green Links Concept

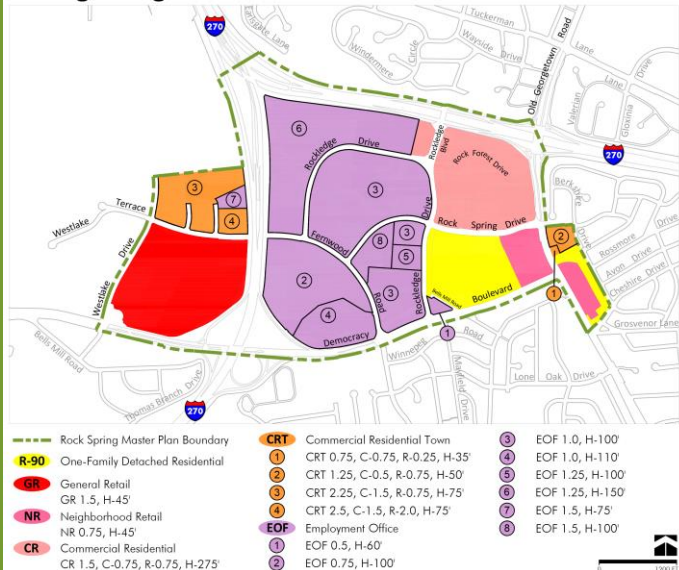


Land Use Scenarios

Existing Land Use



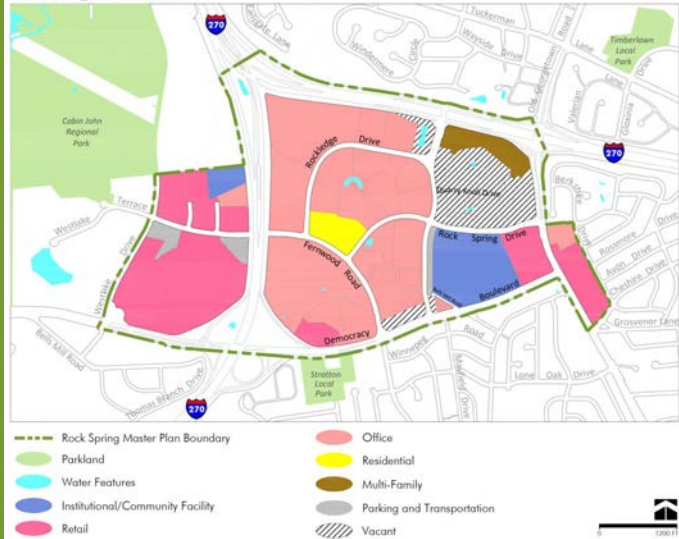
Existing Zoning



- **Purpose:** determine the capacities for the transportation network and public schools impact. Seek land use / transportation balance at time of build-out.
- Long-term in nature (2040)
- **Analysis**
 - Block-by-block; district by district
 - Existing zoning--- new zoning code introduced some mix of uses to traditionally single-use zones (ex. EOF)
 - Approved / pipeline development
 - Introducing new zones; retaining other zones
- **Results**
 - Estimates/forecasts; not recommendations

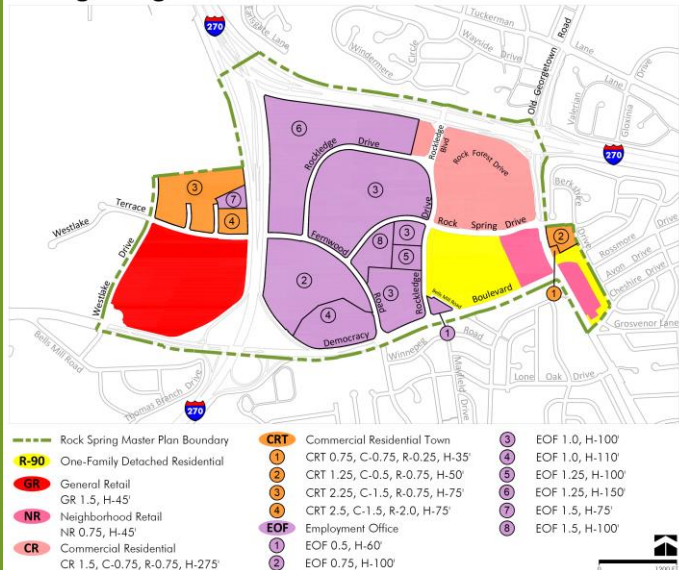
Land Use Scenarios: Alternative 1

Existing Land Use



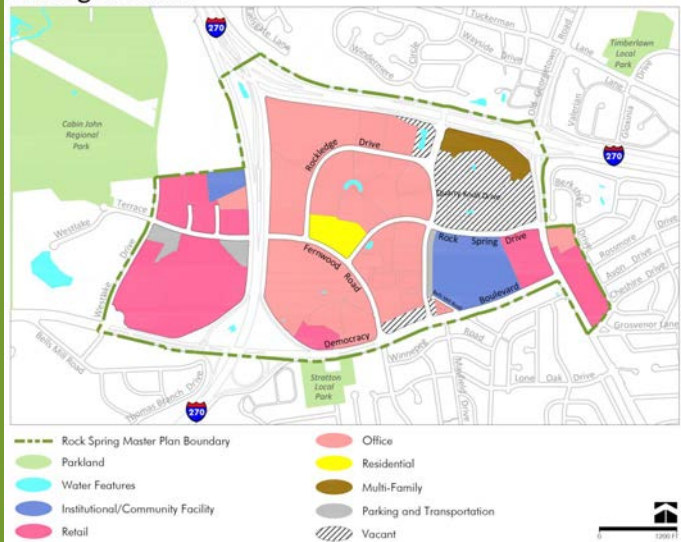
- **Assumption:** existing development + approved pipeline development
- A lot of already approved development in the pipeline
 - 1,430 residential dwelling units
 - 1.1 million sq. ft. non-residential

Existing Zoning

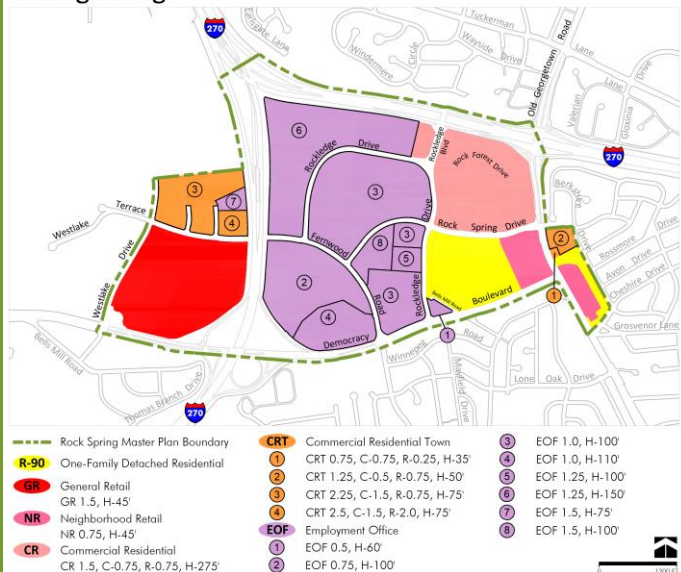


Land Use Scenarios: Alternative 2

Existing Land Use



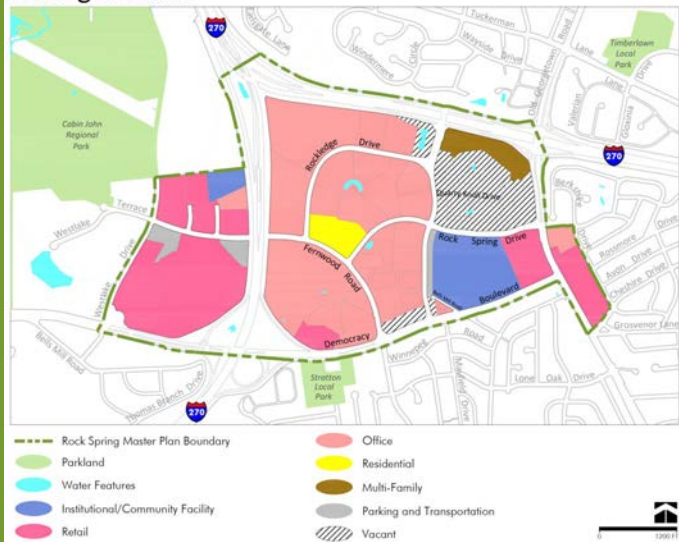
Existing Zoning



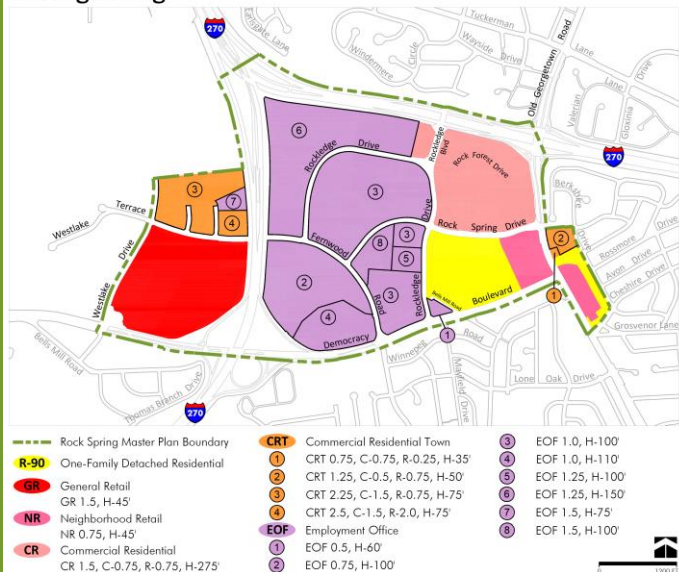
- **Assumptions:** retention of existing base zones, with some additional residential development from properties in the EOF, GR, NR zones located near the “central spine road”
 - EOF, GR, and NR zones currently allow up to 30% of a project’s total development to be residential
- **Caveats**
 - Not all properties assumed to redevelop
 - Assumed mix of new development (residential, retail, office) varies by block
 - Utilizes the 30% residential in EOF-new zone which is untested for mixed development
- **2040 Forecast**
 - Residential: up to ~1,203 new residential dwelling units
 - Non-residential: up to ~630,000 sq. ft. new non-residential

Land Use Scenarios: Alternative 3

Existing Land Use



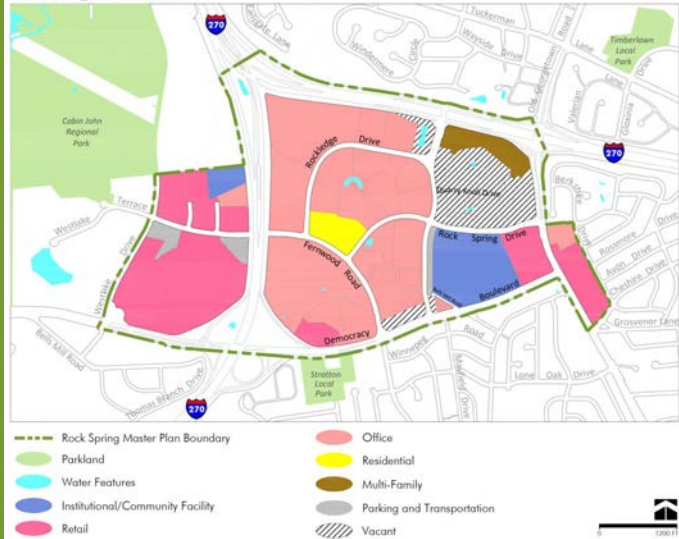
Existing Zoning



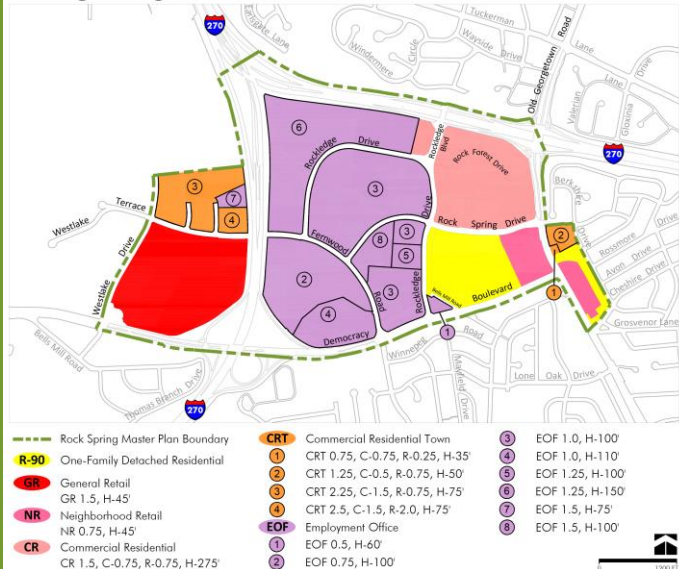
- **Assumptions:** some properties with access to the “central spine road” fully redevelop through mixed commercial / residential zoning
 - Assumed CR and CRT density is in line with existing CR and CRT zoning
- **Caveats**
 - Not all properties assumed to redevelop
 - Assumed mix of new development (residential, retail, office) varies by block
- **2040 Forecast**
 - Residential: up to ~2,388 new residential dwelling units
 - Non-residential: up to ~612,000 sq. ft. new non-residential

Land Use Alternatives

Existing Land Use

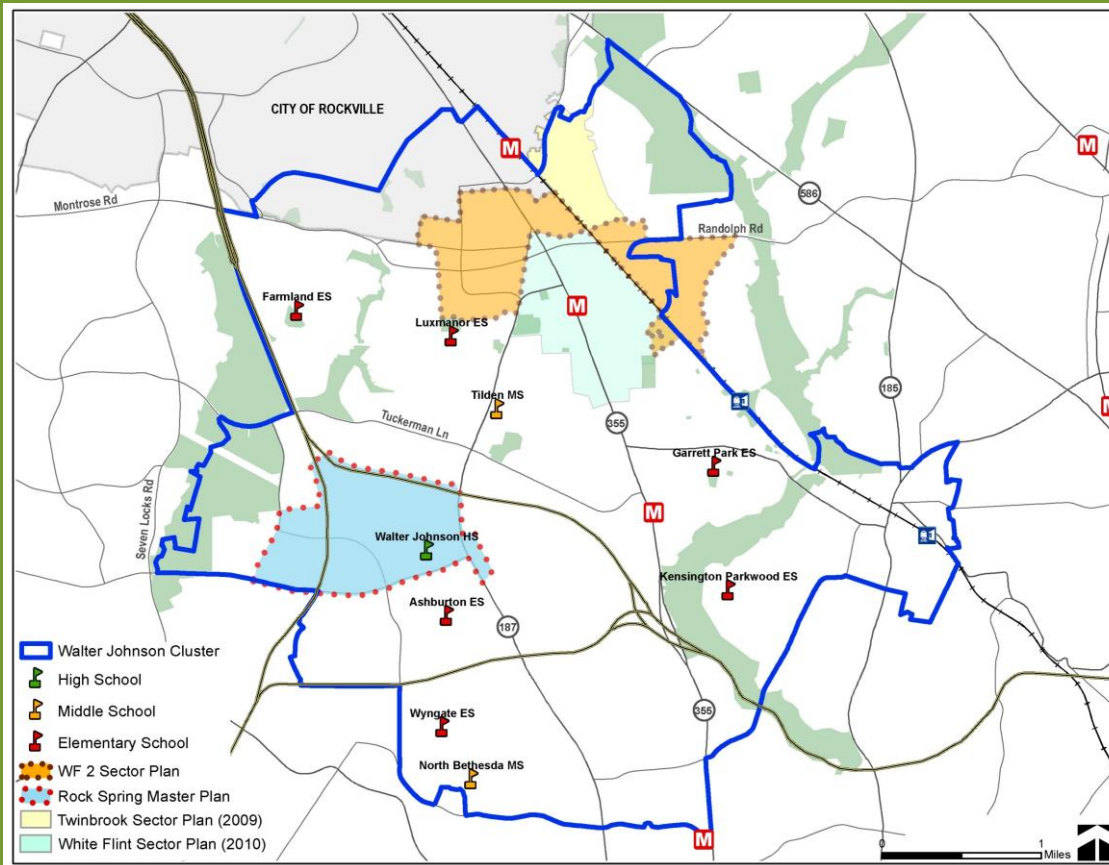


Existing Zoning



Scenarios	Residential Units	Non-Residential Sq. Ft.
Existing Conditions	386	8.2 million
Pipeline	1,430	1.1 million
Alternative 1 (pipeline)	1,430	9.3 million
Alternative 2 (pipeline + new)	2,633 (new = 1,203)	10 million (new = 630,000)
Alternative 3 (pipeline + new)	3,818 (new = 2,388)	9.9 million (new = 610,000)

Land Use Scenarios and School Yields



Calculation Assumptions:

- Southwest Area student generation rates
- 10% of total new dwelling units are townhouses for Alternatives 2 & 3; remaining units, Multifamily High-Rise
- Numbers are rounded up

SCENARIOS	Total New Units	Unit Type	Elementary	Middle	High
Alternative 1	1,430	Total Pipeline	85	36	45
Alternative 2	1,203	Total New	69	29	37
Alternative 3	2,387	Total New	137	58	73



Community Meeting
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Relmagine Rock Spring!

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Transportation Analysis

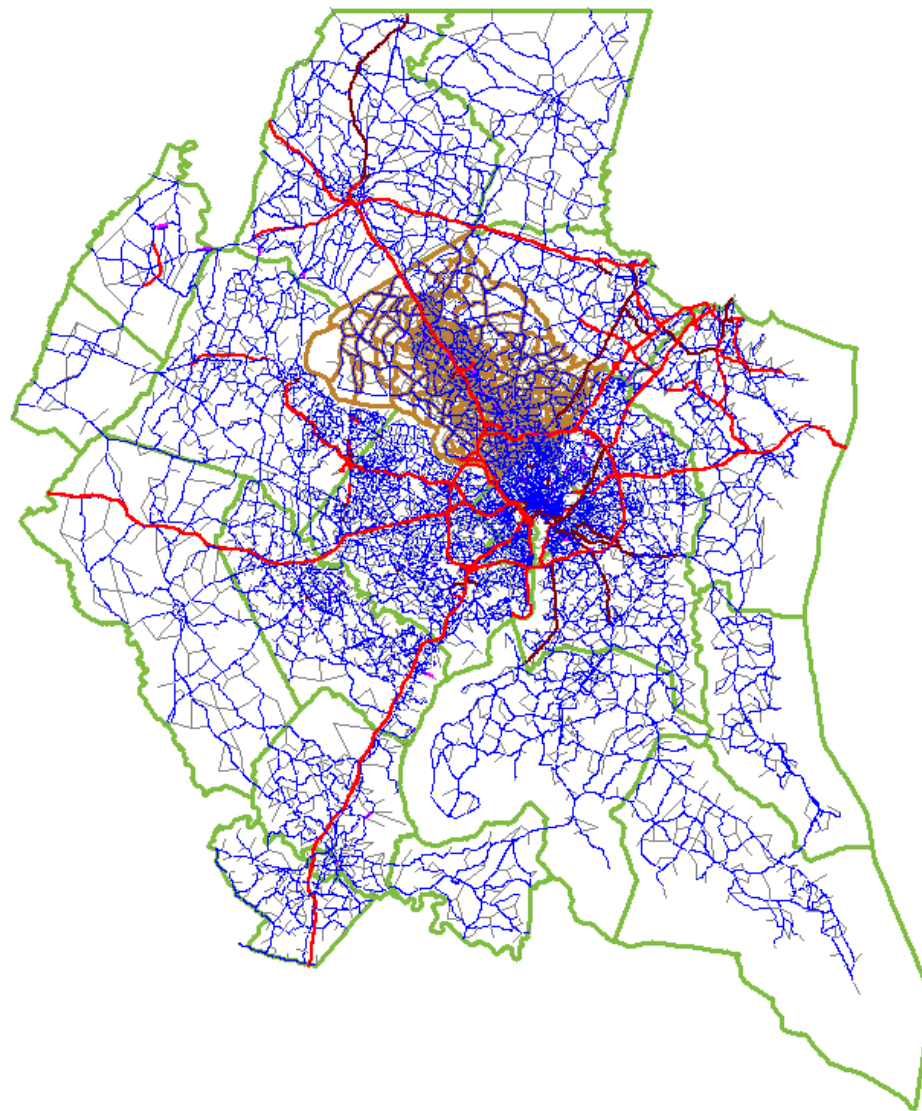
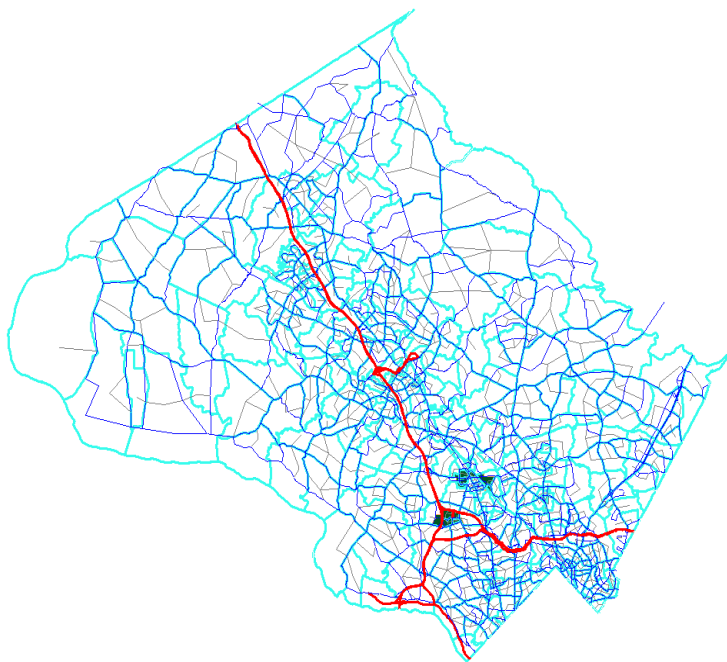
Discussion Outline:

- Transportation Analysis Focus and Context
- Background Assumptions (Land Use & Transportation Network)
- Local Intersection Analysis

Transportation Analysis Focus and Context

- **Preliminary** Intersection Analysis
- Key Assumptions
 - No geometric/operational intersection improvements
 - No Bus Rapid Transit (BRT)
 - No Non-Auto Driver Mode Share (NADMS) goal/target
- Informs the evaluation of alternative land use scenarios (year 2040 planning horizon)
- White Flint 2 and Rock Spring Scenarios evaluated concurrently
- Additional traffic analyses will follow this preliminary assessment

Montgomery County & MWCOG/TPB Model Region



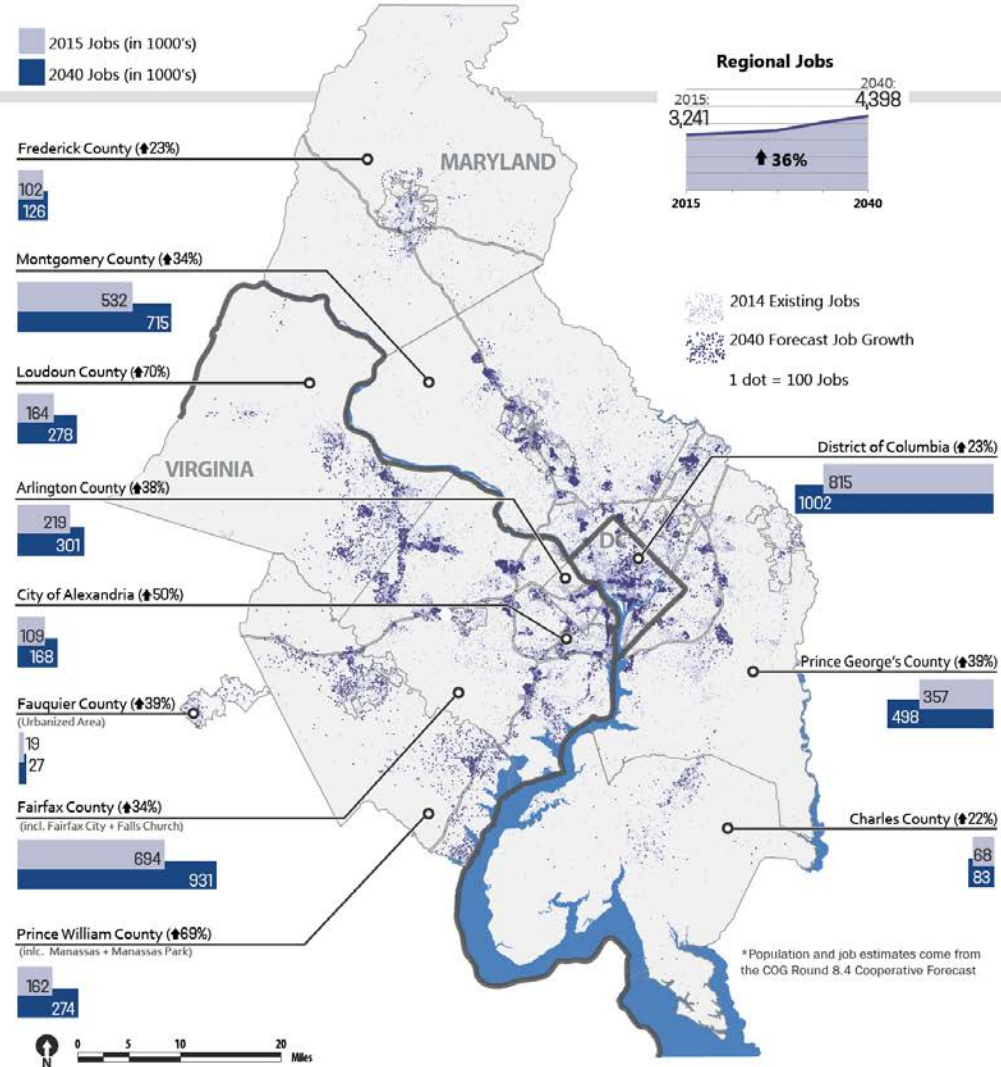
Background

Regional Land Use Assumptions

Job Growth

- By 2040, the regional jobs are expected to grow by 36% to over 4.3 million jobs. This is an increase of 1.1 million new jobs.
- The fastest rates of job growth are expected in the outer jurisdictions of Virginia, while the inner suburban jurisdictions and regional core will continue to be home to the greater number of jobs.
- More new jobs will locate on the western side of the region, and the majority of all new jobs are expected to be in denser population centers throughout the region.

Regional Core:	Outer Suburbs:
District of Columbia	Charles Co.
Arlington Co.	Frederick Co.
Alexandria	Loudoun Co.
	Prince William Co.
Inner Suburbs:	Manassas
Montgomery Co.	Manassas Park
Prince George's Co.	Fauquier Co.
Fairfax Co.	(Urbanized Area)
Falls Church	
Fairfax City	



National Capital Region
Transportation Planning Board

Regional Land Use Assumptions

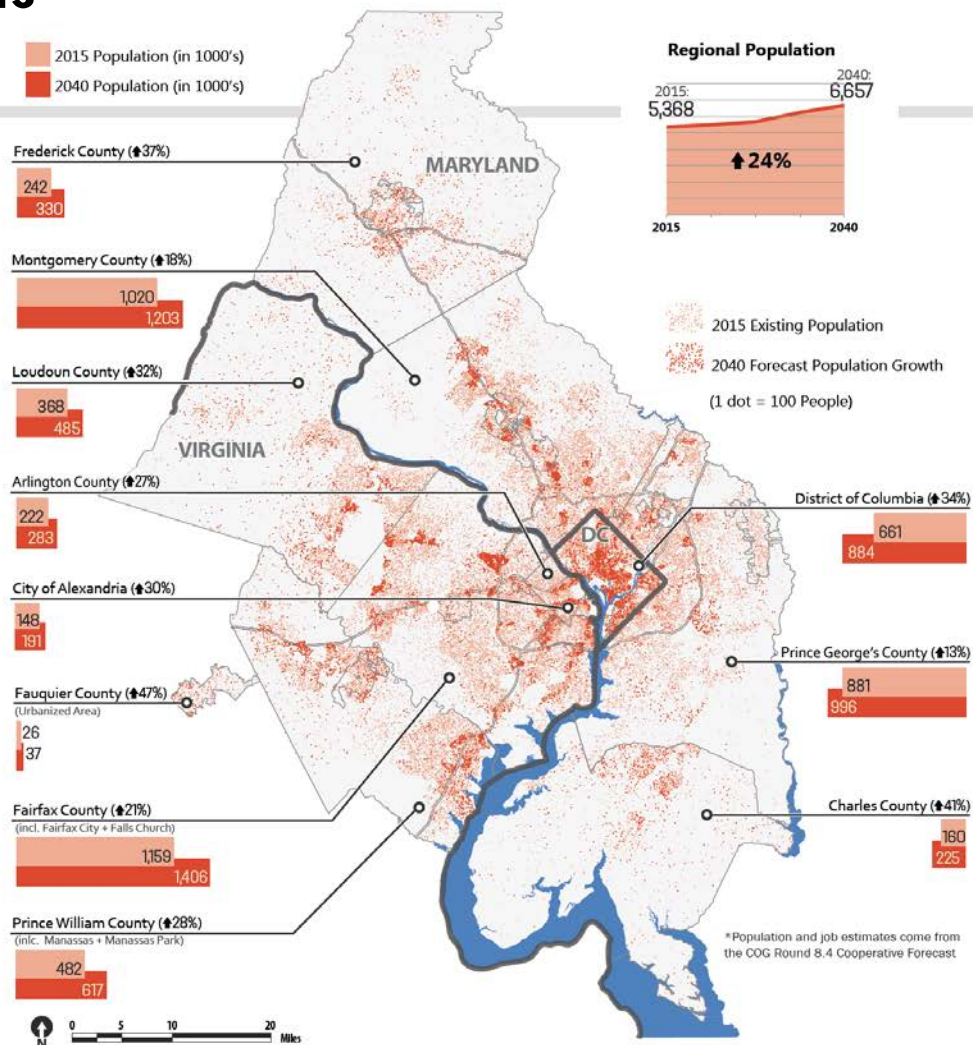
Population Growth

- By 2040, the region is expected to grow by 24% to over 6.6 million people, an increase of 1.3 million people.
- The region's outer suburban jurisdictions are expected to see the highest rates of growth, while the inner suburban jurisdictions and regional core will continue to be home to the most population.
- The majority of new residents are expected to live in denser population centers throughout the region.

Regional Core:
District of Columbia
Arlington Co.
Alexandria

Inner Suburbs:
Montgomery Co.
Prince George's Co.
Fairfax Co.
Falls Church
Fairfax City

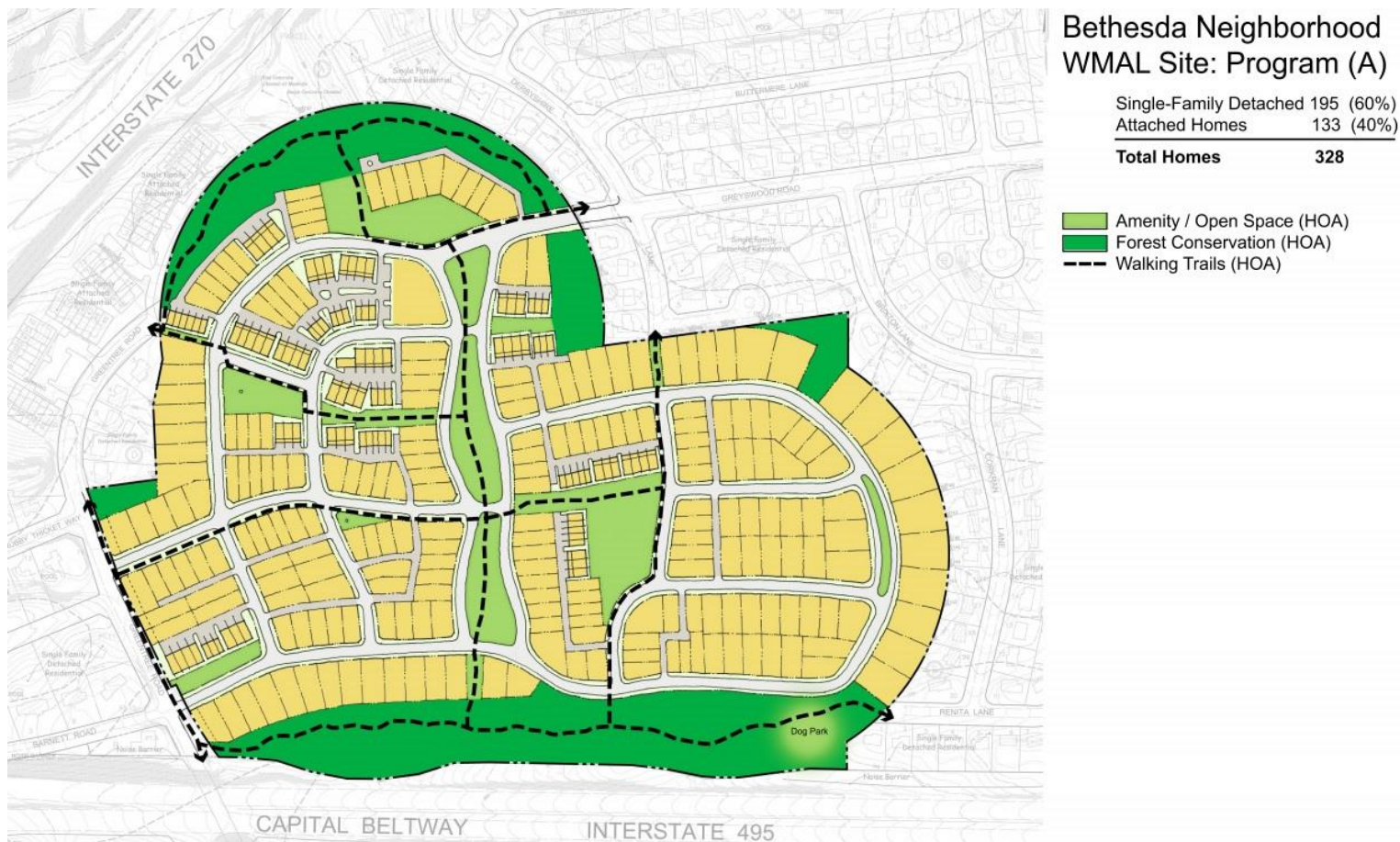
Outer Suburbs:
Charles Co.
Frederick Co.
Loudoun Co.
Prince William Co.
Manassas
Manassas Park
Fauquier Co.
(Urbanized Area)



National Capital Region
Transportation Planning Board

Local Land Use Assumptions

Proposed WMAL Site Development

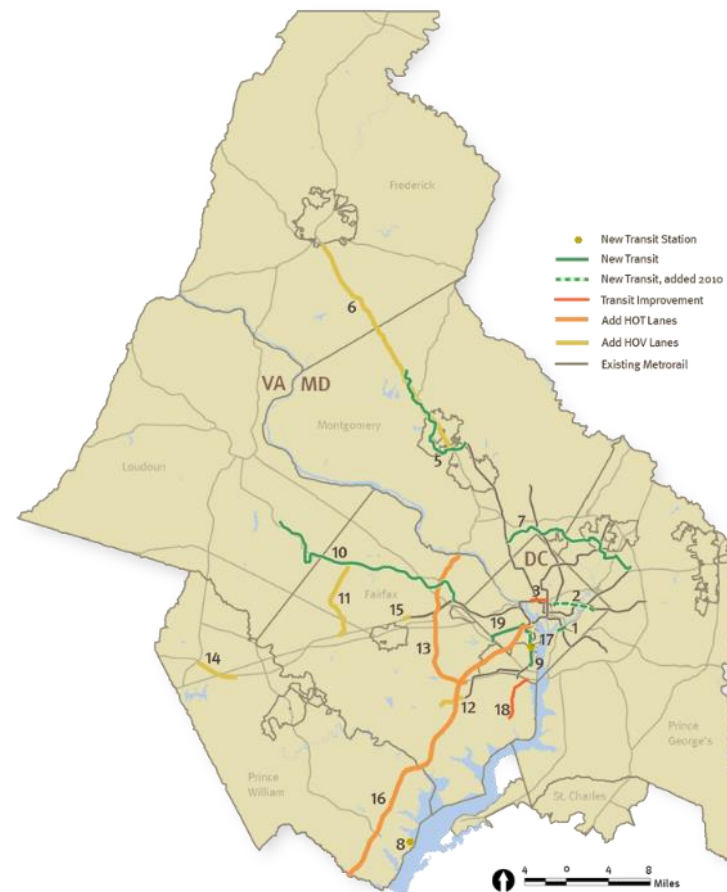


Regional Transportation Network Assumptions: Constrained Long Range Transportation Plan (CLRP)

Highways



Transit





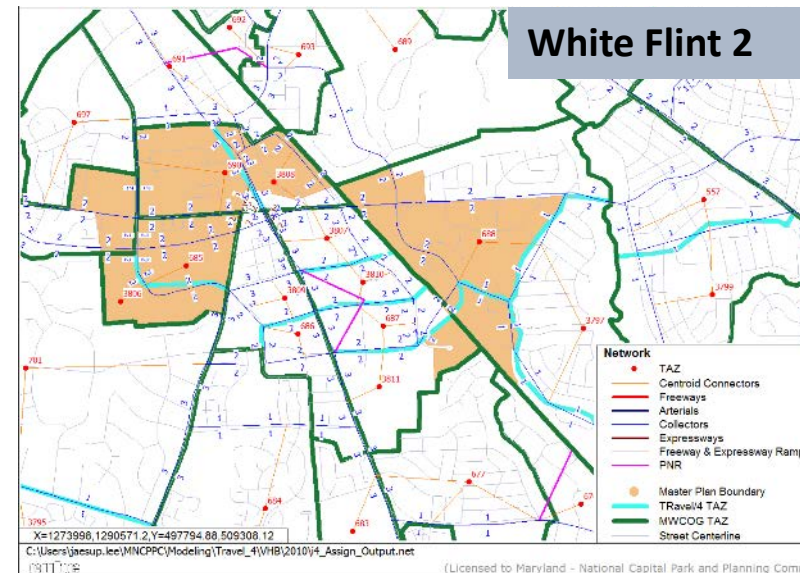
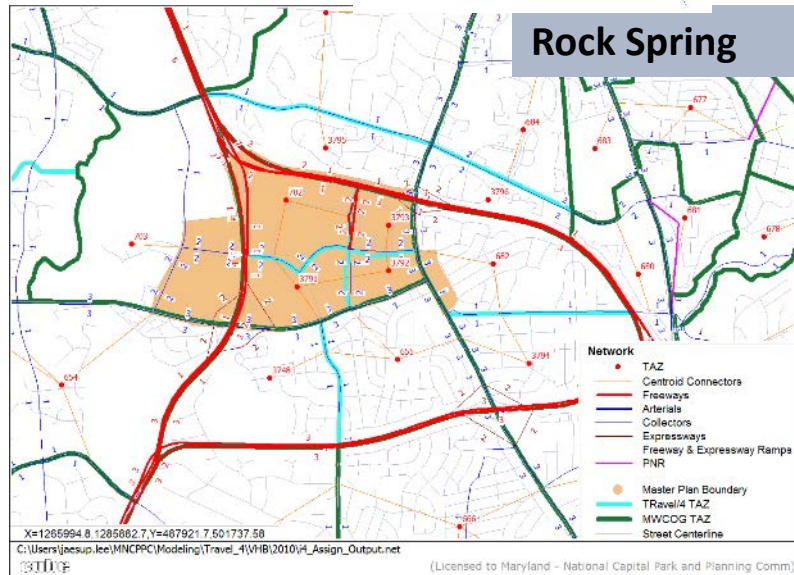
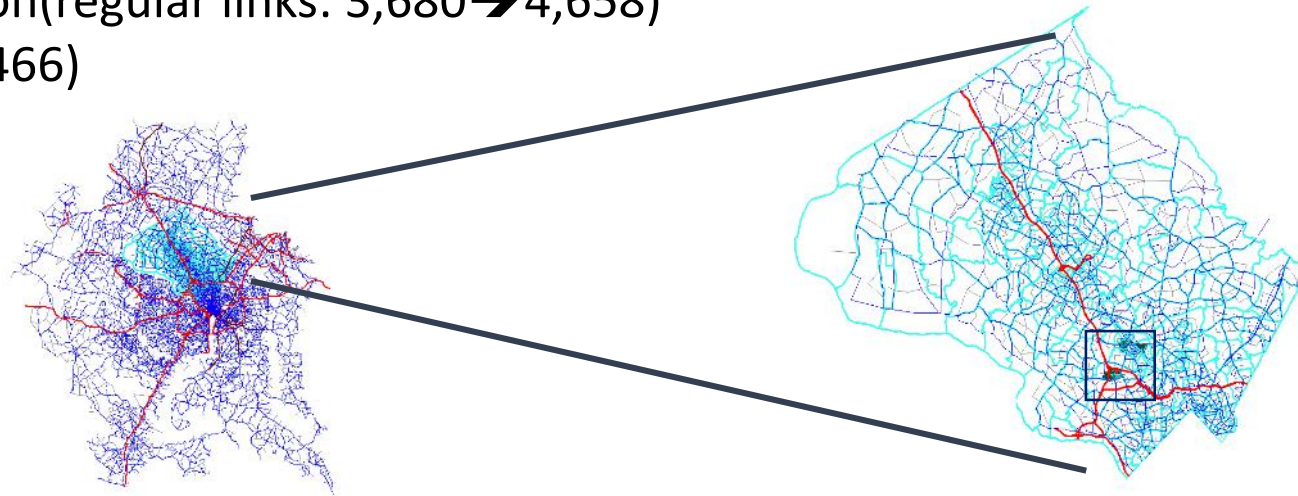
- White Flint District West Workaround (No.501506)
- White Flint West: Transportation (No.501116)
- White Flint District East: Transportation (No.501204)
- White Flint Traffic Analysis and Mitigation (No.501202)

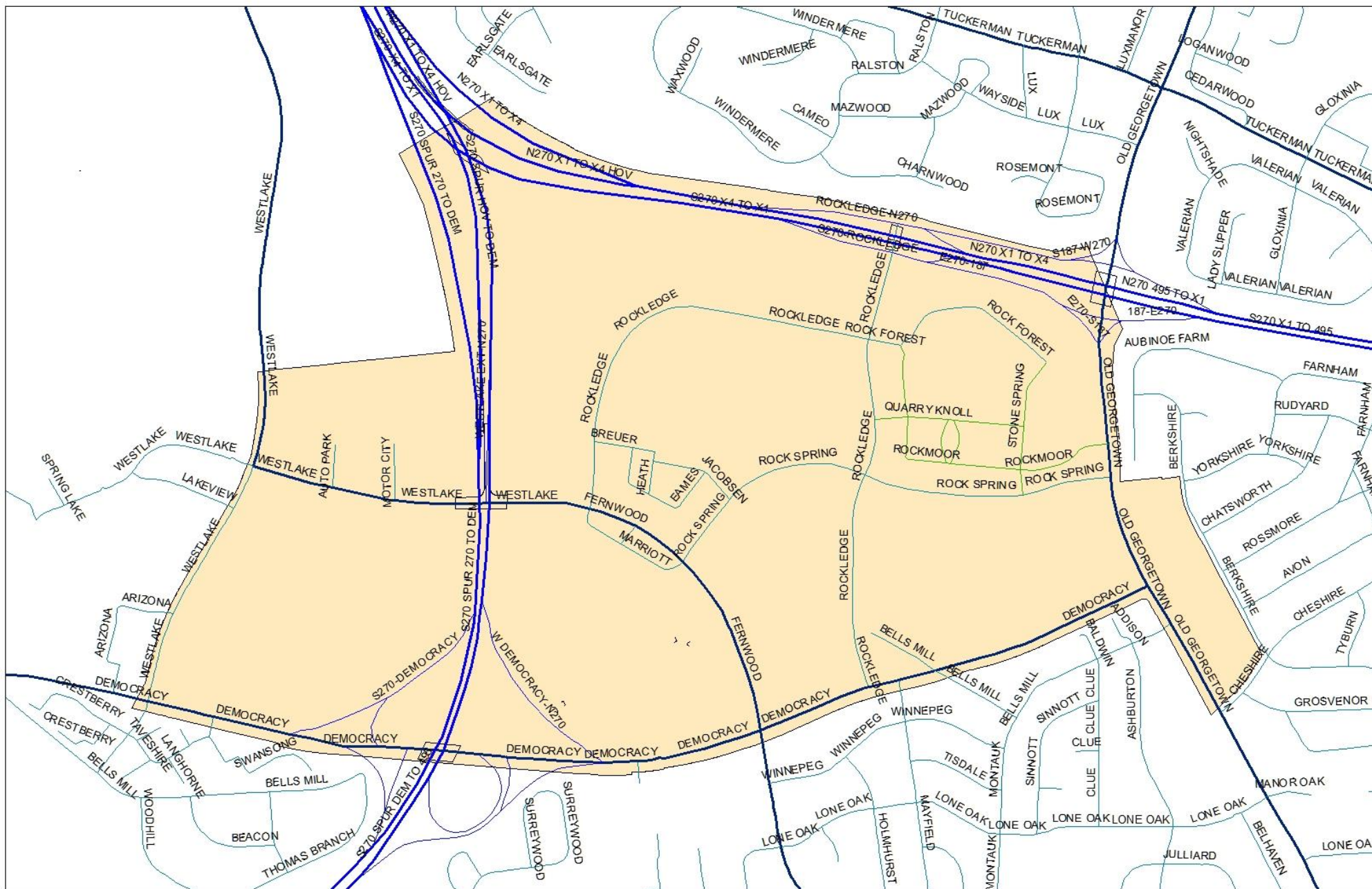
Montrose Parkway East

Model Revision for Subarea Traffic Analysis

□ Windowing and Focusing Approach

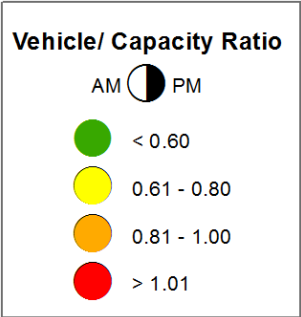
- Network expansion(regular links: 3,680 → 4,658)
- TAZ Split (376 → 466)





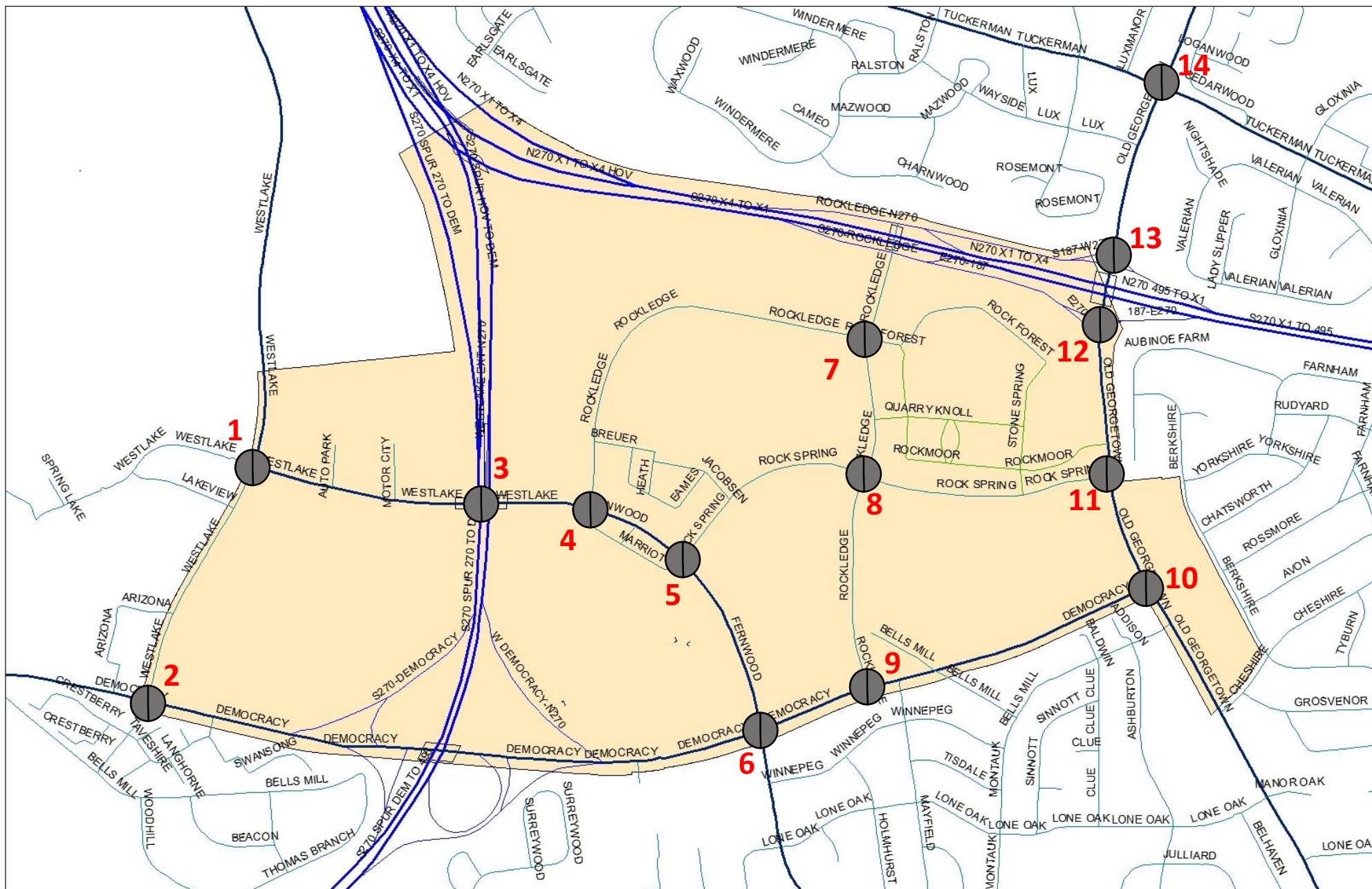
Local Area Transportation Review (LATR) Analysis

- Critical Lane Volume (CLV) is a measurement of intersection capacity used in the LATR process
- CLV values converted to V/C ratios by dividing current or forecasted CLV by the applicable congestion standard
- Congestion standards vary by area
 - North Bethesda – 1550 CLV
 - White Flint MSPA – 1800 CLV
 - Rockville – 1600 CLV
- Sample V/C ratio calculation:



Policy Area	CLV Congestion Standard	CLV	V/C Ratio	LOS
	1,550	1,295	0.84	E

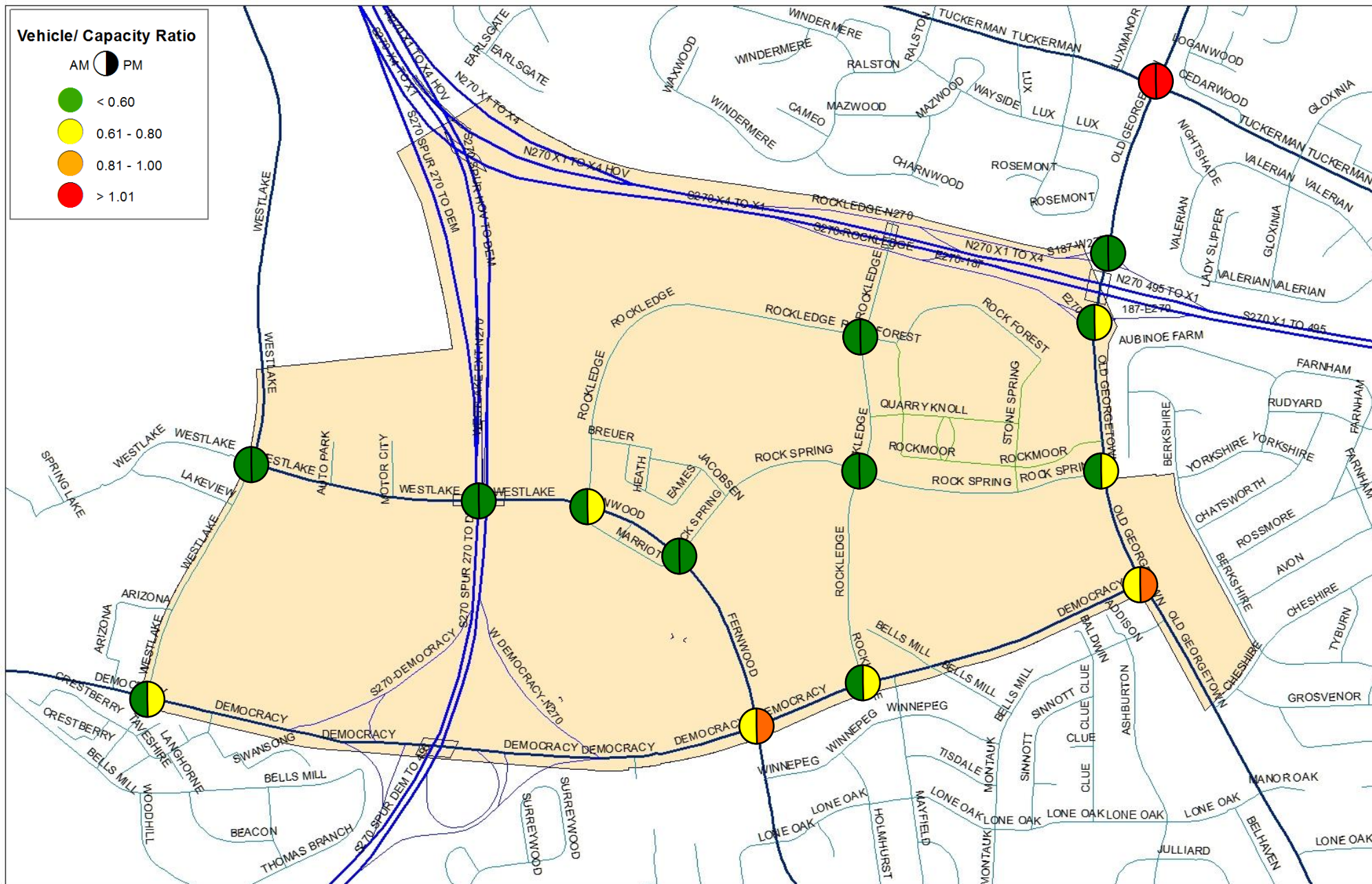
Intersections for CLV Analysis



Analysis

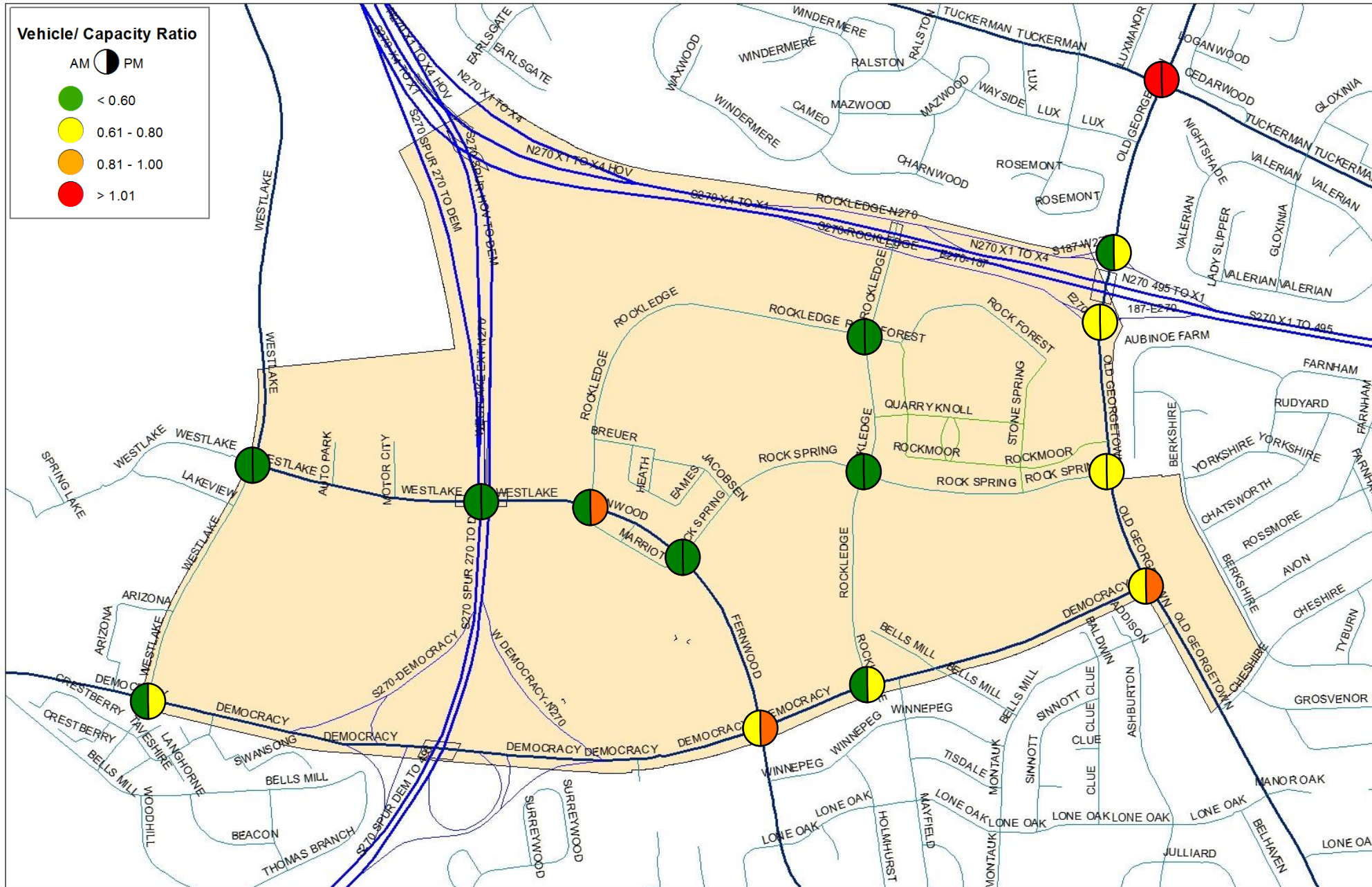
Existing Conditions Traffic Congestion (2015)

Analysis



2040 Land Use Vision Traffic Congestion (Alt 1: pipeline)

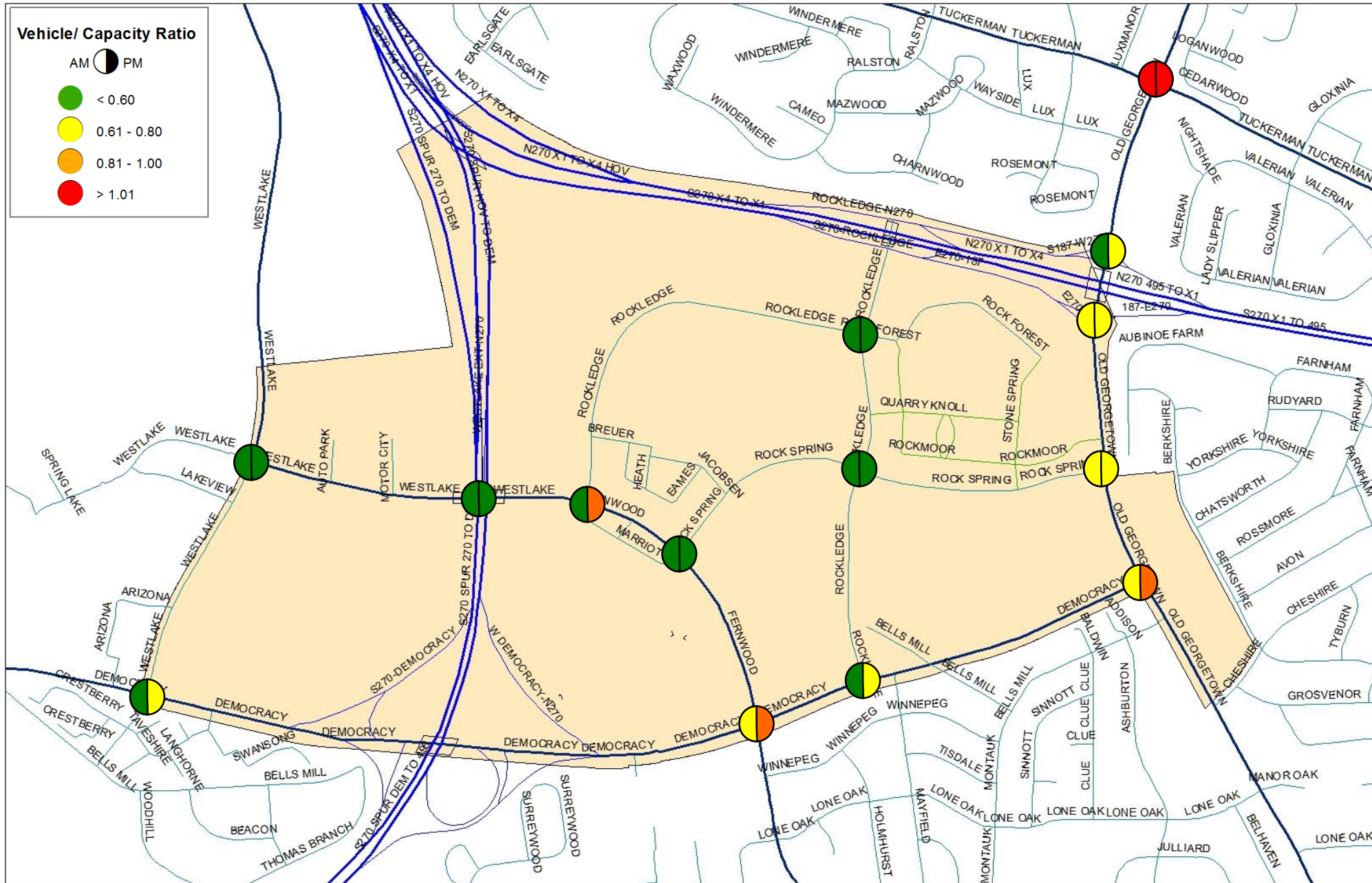
Analysis



AM: 6am-9 am
PM: 3pm-7pm

2040 Land Use Vision Traffic Congestion (Alt 2: pipeline + new)

Analysis



AM: 6am-9 am
PM: 3pm-7pm

2040 Land Use Vision Traffic Congestion (Alt 3: pipeline + new)

Analysis

