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

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Study/Analysis</th>
<th>Consultant</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Department</td>
<td>Office Adaptive Reuse / Redevelopment Study Rock Spring / Executive Blvd</td>
<td>Bolan Smart Assoc., Inc</td>
<td>In process. Draft prepared April 2016.</td>
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<tr>
<td>Montgomery County Public Schools</td>
<td>Walter Johnson Roundtable Discussion Group</td>
<td>n/a</td>
<td>In process. Group meets through May 2016.</td>
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<tr>
<td>County Executive</td>
<td>Office Market Working Group</td>
<td>n/a</td>
<td>Report issued in Feb 2016.</td>
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## Where We’re Going

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

• **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**

- **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
**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**

- **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 Land Use Map]

### Existing Zoning

![Existing Zoning Map]

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Residential Units</th>
<th>Non-Residential Sq. Ft.</th>
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<tbody>
<tr>
<td><strong>Existing Conditions</strong></td>
<td>386</td>
<td>8.2 million</td>
</tr>
<tr>
<td><strong>Pipeline</strong></td>
<td>1,430</td>
<td>1.1 million</td>
</tr>
<tr>
<td><strong>Alternative 1</strong></td>
<td>1,430</td>
<td>9.3 million</td>
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<tr>
<td>(pipeline)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Alternative 2</strong></td>
<td>2,633</td>
<td>10 million</td>
</tr>
<tr>
<td>(pipeline + new)</td>
<td>(new = 1,203)</td>
<td>(new = 630,000)</td>
</tr>
<tr>
<td><strong>Alternative 3</strong></td>
<td>3,818</td>
<td>9.9 million</td>
</tr>
<tr>
<td>(pipeline + new)</td>
<td>(new = 2,388)</td>
<td>(new = 610,000)</td>
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</table>
## 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

<table>
<thead>
<tr>
<th>SCENARIOS</th>
<th>Total New Units</th>
<th>Unit Type</th>
<th>Elementary</th>
<th>Middle</th>
<th>High</th>
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<tr>
<td>Alternative 1</td>
<td>1,430</td>
<td>Total Pipeline</td>
<td>85</td>
<td>36</td>
<td>45</td>
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<tr>
<td>Alternative 2</td>
<td>1,203</td>
<td>Total New</td>
<td>69</td>
<td>29</td>
<td>37</td>
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<tr>
<td>Alternative 3</td>
<td>2,387</td>
<td>Total New</td>
<td>137</td>
<td>58</td>
<td>73</td>
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Community Meeting
May 23, 2016
Walter Johnson High School

RelImagine Rock Spring!

montgomeryplanning.org/rockspring
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
  o No geometric/operational intersection improvements
  o No Bus Rapid Transit (BRT)
  o 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 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.
- Prince William Co.
- Manassas
- Manassas Park
- Fauquier Co.
- Loudoun Co.
- Fredericksburg

*Population and job estimates come from the ODQ Round B 4 Cooperative Forecast.
Local Land Use Assumptions

Proposed WMAL Site Development
Regional Transportation Network Assumptions:
Constrained Long Range Transportation Plan (CLRP)
Local Background Network

White Flint Transportation Projects
- 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)
Roadway System
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
  o North Bethesda – 1550 CLV
  o White Flint MSPA – 1800 CLV
  o Rockville – 1600 CLV

• Sample V/C ratio calculation:

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>CLV Congestion Standard</th>
<th>CLV</th>
<th>V/C Ratio</th>
<th>LOS</th>
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<tbody>
<tr>
<td></td>
<td>1,550</td>
<td>1,295</td>
<td>0.84</td>
<td>E</td>
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Intersections for CLV Analysis
Existing Conditions Traffic Congestion (2015)

Vehicle/Capacity Ratio
AM PM
< 0.60
0.61 - 0.80
0.81 - 1.00
> 1.01

Analysis

AM: 6am-9 am
PM: 3pm-7pm
2040 Land Use Vision Traffic Congestion (Alt 1: pipeline)

Vehicle/Capacity Ratio

<table>
<thead>
<tr>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 0.60</td>
<td></td>
</tr>
<tr>
<td>0.61 - 0.80</td>
<td></td>
</tr>
<tr>
<td>0.81 - 1.00</td>
<td></td>
</tr>
<tr>
<td>&gt; 1.01</td>
<td></td>
</tr>
</tbody>
</table>

AM: 6am - 9am
PM: 3pm - 7pm
2040 Land Use Vision Traffic Congestion (Alt 2: pipeline + new)

Vehicle/Capacity Ratio

AM • PM

- < 0.60
- 0.61 - 0.80
- 0.81 - 1.00
- > 1.01

AM: 6am-9am
PM: 3pm-7pm
2040 Land Use Vision Traffic Congestion (Alt 3: pipeline + new)

Vehicle/Capacity Ratio

- < 0.60
- 0.61 - 0.80
- 0.81 - 1.00
- > 1.01

Analysis

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