

Strathmore Square, Sketch Plan 320190010

- ET** Emily Tettelbaum, Planner Coordinator, Area 2 Division, Emily.Tettelbaum@montgomeryplanning.org, 301.495.4569
P.B. Patrick Butler, Supervisor, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301.495.4561
CS Carrie Sanders, Chief, Area 2 Division, Carrie.Sanders@montgomeryplanning.org, 301.495.4653

Completed: 10/29/18

Description

Proposed mixed-use project with up to 1,905,219 square feet of total development, with up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses.

Location: Grosvenor-Strathmore Metro Station, 10300 Rockville Pike, North Bethesda, MD.

Master Plan: 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan*.

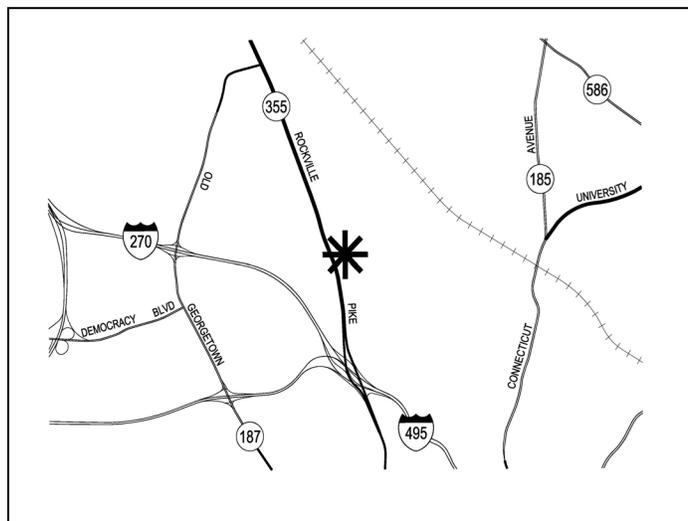
Zone: CR-3.0, C-0.5, R-2.75, H-300 and CR-0.5, C-0.25, R-0.5, H-300.

Property Size: 14.72 acres.

Applicant: Fivesquares Development, LLC

Application Accepted: August 3, 2018.

Review Basis: Chapter 59, Zoning Ordinance.



Summary

- Staff recommends approval with conditions.
- The Planning Board reviewed Mandatory Referral Application No. MR2018026 on July 19, 2018 for improvements to the public infrastructure on the Property and the adjacent Grosvenor-Strathmore Metro Station site including the expansion of the existing WMATA garage.
- Public benefits are proposed in the following categories: Major Public Facilities, Transit Proximity, Connectivity and Mobility, Diversity of Uses and Activities, Quality Building and Site Design, Protection and Enhancement of the Natural Environment.
- The project is expected to build out in multiple phases; thus, the Applicant requests a seven-year (84 month) validity period for the Sketch Plan in lieu of the standard three-year (36 month) validity.

TABLE OF CONTENTS

SECTION 1: RECOMMENDATION AND CONDITIONS.....	3
SECTION 2: SITE DESCRIPTION.....	6
SECTION 3: PROJECT DESCRIPTION.....	8
SECTION 4: PROJECT ANALYSIS AND FINDINGS.....	22
SECTION 5: CONCLUSION.....	32

SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Strathmore Square, Sketch Plan No. 320190010, a mixed-use development on approximately 14.72 acres, zoned CR-3.0, C-0.5, R-2.75, H-300 and CR-0.5, C-0.25, R-0.5, H-300. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate locations of lots and public dedications;
3. General type, location, and extent of open spaces;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 1,905,219 square feet of total development on the Subject Property, for up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses (excluding 15% or greater MPDUs). The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum height of 300 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan (not including additional height that may be allowed under Section 59-4.7.3.D.6.c.i for exceeding 12.5% MPDUs). Building height and step backs within the "Transition Zone" along Tuckerman Lane must conform with the section on page 41 (Figure 20) of the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Major Public Facility achieved through a bike share station and other major public facility/facilities to be determined prior to the approval of the first Site Plan;
- b. Transit Proximity achieved through Property's location adjacent to the Grosvenor-Strathmore metro station (level 1);
- c. Connectivity and mobility, achieved by providing less than the maximum number of parking spaces and wayfinding;
- d. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- e. Quality of Building and Site Design, achieved through public open space, public art and structured parking; and
- f. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Building and Site Design

- a. All above-ground parking, except for the façade abutting the WMATA garage, must be lined with uses and mechanically ventilated, or screened to be artistically significant or indistinguishable from the remainder of the building.
- b. On Tuckerman Lane, buildings should be located a sufficient distance from the street curb to accommodate adequate Curb Zone, Planting/Furnishing Zone, Pedestrian Zone and Frontage Zone as shown in Figures 26 and 27 (on pages 53 and 54) of the *Grosvenor-Strathmore Metro Area Minor Master Plan*. Around Building 4 and Building 6 (where the building faces the WMATA Kiss and Ride), there should be a minimum of 16-20 feet between the face of the building and the curb. The design of the shared street along the Private Road might be unique and may require a different approach.
- c. At the time of the first Site Plan, the Applicant must develop an interim placemaking plan and refine the overall placemaking plan with Staff's approval as the project continues to develop.

5. Transportation

Subsequent Preliminary Plans and/or Site Plans must address the following, subject to MCDOT, MSHA, and/or WMATA approval:

- a. Improve the access to Building 6.
- b. Design a protected pedestrian intersection at the intersection of the private spine road and Tuckerman Lane that may include the following elements: striped crosswalks, pedestrian timing signals, curb extensions, ADA compliant curb ramps, reduced curb radii, clearly marked bike lane transitions through the intersection, and textured or colored pavement within the intersection.
- c. Improve the pedestrian crossing from the central park to the Metro station, potentially including a wider striped crosswalk, flashing beacons/signal, and/or textural pavement.
- d. A plan for removal of the channelized right-turn lane at the northeast corner of the intersection of Tuckerman Lane and MD-355.
- e. Vehicular access points from Tuckerman Lane are consolidated to the greatest degree possible (e.g. co-locate loading docks and parking entrances).
- f. Where adjacent to travel lanes, the bike buffer on Tuckerman Lane should be at least four feet wide but may be reduced to three feet wide in constrained areas.
- g. The two-way separated bike lanes on Tuckerman Lane between Cloister Drive and Strathmore Park Court should be between 8 and 10 feet wide.
- h. The bike lanes and buffers should be grade separated from travel lanes and parking.
- i. Provide a protected bicycle transition across Strathmore Park Court, including a motorist yield zone, pedestrian/bicycle refuge island, and painted pavement demarcating bicycle lanes crossing the intersection.
- j. Ensure that where the separated bike lane cross driveways, the bike lanes will bend back toward the sidewalk to provide a protected corner island that is a minimum of six-feet wide where feasible. Driveways should ramp up to and ramp down from the separated bike lane. The separated bike lane should not be ramped down to driveway-level.
- k. Provide a phasing plan for the full implementation of the 350-space secure bicycle parking station recommended in the Bicycle Master Plan, including identification of occupancy levels or other factors that will trigger facility expansion.

- I. The treatment of the shared street must be extended to the south, up to the edge of the drive lane for WMATA buses. The crosswalks should be redesigned so pedestrians are not forced to cross the Private Street via the median. Work with Planning and Department of Permitting Services staff to reduce the 30-foot turning radius since the curbs will be mountable in the Shared Street for fire trucks and emergency vehicles.

6. Sketch Plan Validity

The Sketch Plan is valid for seven years from Planning Board resolution mailing date within which the initial Site Plan for a portion of the multi-phase Project must be submitted, to validate and vest the entire Sketch Plan.

7. Future Coordination for Preliminary Plan(s) and Site Plan(s)

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary Plan or Site Plan:

- a. Fire and Rescue access and facility details;
- b. Streetscape details;
- c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- d. Draft Traffic Mitigation Agreement (TMAg);
- e. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15);
- f. Location of bike sharing station(s);
- g. Address phasing and ultimate heights of signature building(s);
- h. Sustainability elements recommended in the Master Plan, including considering block and building orientation to maximize passive solar heating, cooling, and lighting, and to offer optimal siting for solar energy generation;
- i. Potential for recreation on top of the WMATA garage; and
- j. Prior to approval of a Site Plan, the Applicant must come to an agreement with Staff about a major public facility (or facilities) that will be provided pursuant to page 81 of the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

SECTION 2: SITE DESCRIPTION

Vicinity

The subject of the Sketch Plan application is part of the Washington Metropolitan Area Transit Authority ("WMATA") Grosvenor-Strathmore Metro Station located to the east of the intersection of Rockville Pike (MD 355) and Tuckerman Lane. To the north of the WMATA property is the Music Center at Strathmore; to the east are Holy Cross Academy, townhouses and low-rise condominiums; to the south are low- and high-rise apartment buildings; and to the west is Rockville Pike (MD 355).

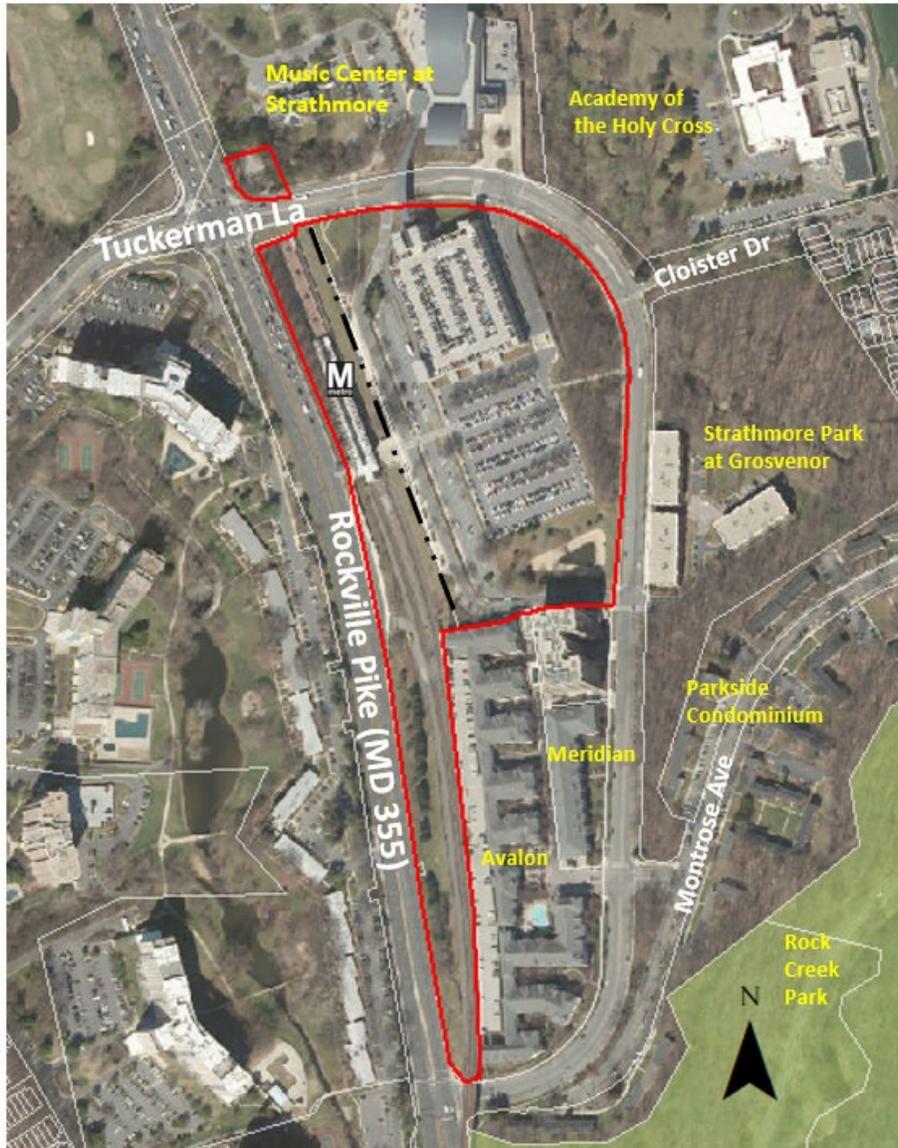


Figure 1: Vicinity Map (WMATA property outlined in red)

Site Analysis

The WMATA property is known as Parcel 428 in the "Grosvenor Metro Station" subdivision and Parcel C in the "Grosvenor Village" subdivision (Figure 2). The property subject to this Sketch Plan application

("Property" or "Subject Property") consists of the 14.58-acre part of Parcel 428 located south of Tuckerman Lane and a 6,346 square foot part of Parcel C (Figure 3).

Parcel 428 is 14.88 acres and bisected by Tuckerman Lane. The portion of Parcel 428 south of Tuckerman Lane is 14.58 acres zoned CR-3.0, C-0.5, R-2.75, H-300'. It is improved with a six-story WMATA garage, a surface parking lot, bus facilities, a Kiss & Ride, a covered Arts Walk, and a stormwater pond. Approximately 2.47 acres of forest is located along the eastern side. The portion of Parcel 428 located on the north side of Tuckerman Lane is approximately 0.3 acres zoned R-60 and improved with a WMATA traction power substation (TPSS) that provides power to the rail system. Parcel C is 7.21 acres zoned CR-0.5, C-0.25, R-0.5, H-300' and improved with the Grosvenor-Strathmore Metro Station and Metro train tracks.



Figure 2: Aerial view of WMATA Property (outlined in red)

SECTION 3: PROJECT DESCRIPTION

Background

WMATA has selected the Applicant, Fivesquares Development, as its Joint Development partner to redevelop the Property with a mixed-use project. WMATA, through Fivesquares, recently submitted Mandatory Referral Application No. MR2018026 for improvements to the public infrastructure on the Property and adjacent Metro Station site, which are necessary to accommodate the proposed redevelopment. On July 19, 2018, the Planning Board voted to approve the transmission of comments to WMATA on the Mandatory Referral. The Mandatory Referral includes an expansion of the existing parking garage to accommodate the parking spaces that will be displaced by the removal of the surface parking lot over time, in connection with this Project. This garage expansion will ensure adequate commuter parking remains available on-site both during and after construction. The Mandatory Referral also includes improvements to on-site circulation; reconfiguration of the Kiss & Ride spaces; enhancements to the existing public Arts Walk; construction of a covered bike station; and associated improvements to the existing storm drain and stormwater management facilities.

Proposal

The Applicant envisions Strathmore Square as “an exemplary transit-oriented, walkable and dynamic community that will be well connected through streets, blocks, and open spaces to surrounding neighborhoods. It will integrate the arts (given its proximity to the Music Center at Strathmore), residences, affordable housing, beautiful open spaces, and vibrant places with neighborhood amenities. Well-designed place-making that features arts, culture, a generous open space, and beautifully designed buildings will transform the current asphalt parking lot into a walkable and distinctive community in Montgomery County and enhance the larger neighborhood.”

The Applicant proposes to redevelop the Property with a mixed-use project consisting of up to 1,905,219 square feet of total development including up to 1,746,451 square feet of residential use (approximately 2,008 units) and up to 317,537 square feet of non-residential development (Figure 3). The Project will include at least 15%, or 261,967 square feet, of MPDUs. Pursuant to Section 4.7.3.D.6.c.iii, the MPDUS are exempted from the calculation of FAR and thus not included in the 1,746,451 square feet of residential density proposed. The Project may contain senior housing, possibly including assisted living, memory care, and/or age-restricted units.

The first step in the redevelopment process is the expansion of the existing WMATA garage per Mandatory Referral No. MR2018026. The existing surface parking lot will be used on an interim basis for parking and construction staging. The surface parking lot, existing forested area, and stormwater management pond will be redeveloped in phases as the Project progresses.

The Project design is focused around an approximately 1.2-acre park framed by buildings and active ground-floor uses. The proposed park is located close to the center of the Property and will serve as the heart of the Project. Approximately 10,000 square feet of neighborhood focused retail will front on the central park. The Project is designed to be context sensitive, with proposed building heights transitioning from a maximum of 300 feet close to Rockville Pike down to four stories where the Property confronts the existing four-story Strathmore Park at Grosvenor development across Tuckerman Lane.

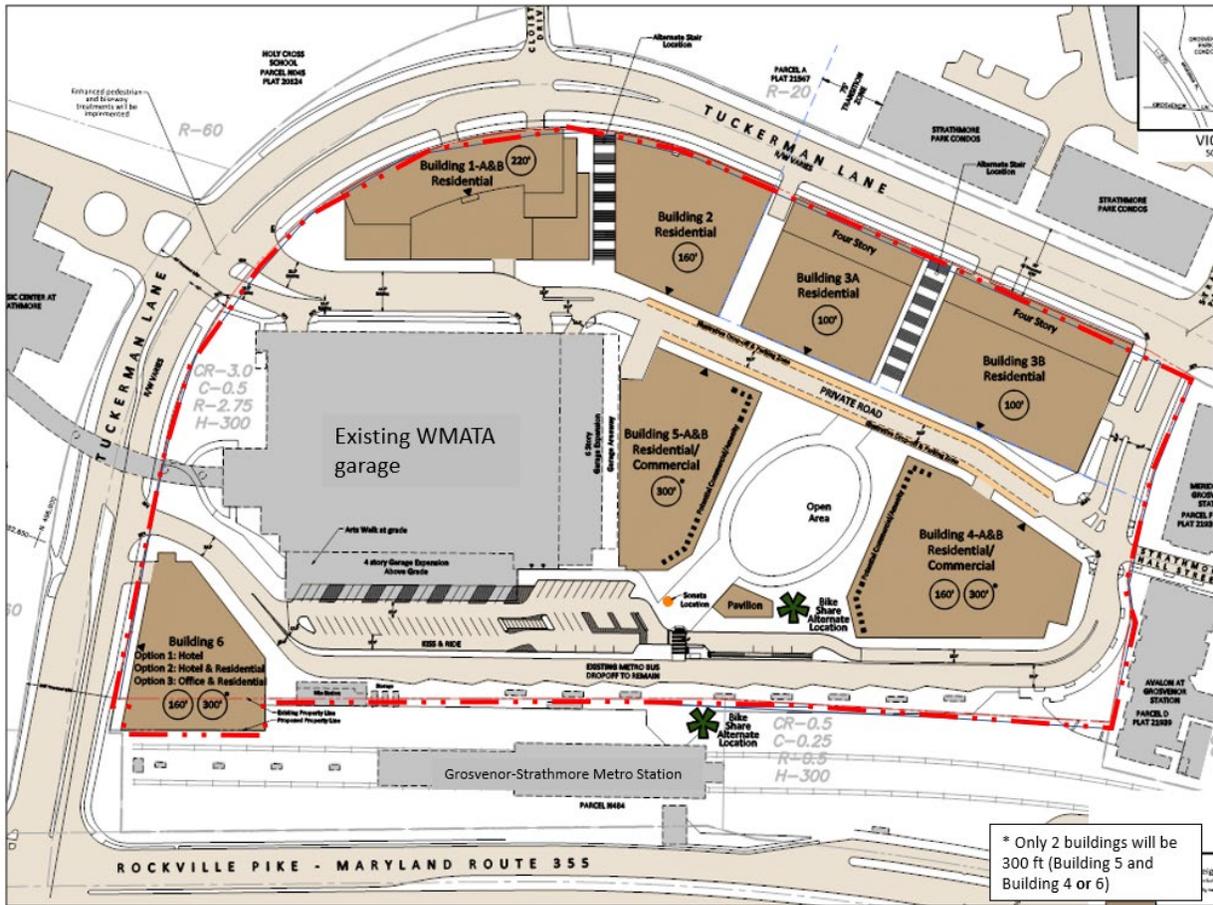


Figure 3: Sketch Plan (project area outlined in red)

The Sketch Plan includes enhanced pedestrian, bicycle and vehicular connections, and streetscape improvements. A proposed private road will serve as a spine road (“Private Road” or “Spine Road”) within the Project, connecting the entrance to the WMATA garage with Strathmore Hall Street. Most of the Private Road will be designed as a curbsless shared street that promotes all modes of travel.

The Applicant requests flexibility within the Sketch Plan approval to respond to changes in market demands that will shape the character and quality of the residential and commercial opportunities on-site. The proposal accommodates three different development scenarios that include a hotel or an office building. The Applicant will likely seek Preliminary Plan approval for the entire Property and phased Site Plan approvals when the respective development is ready to proceed.

Buildings

Proposed Buildings 1- A&B, 2, and 3- A&B will be exclusively residential, with primary pedestrian entrances on the Private Road and vehicular access from new driveways on Tuckerman Lane. Building 3B also has one proposed driveway from the Metro Bus/Kiss & Ride lane. A pedestrian stairway will be provided between either Buildings 1 and 2 or between Buildings 3A and 3B to connect Tuckerman Lane with the Private Road.

Building 1- A&B confronts the WMATA parking garage across the Private Road in the northeastern portion of the Property. The proposed building will contain approximately 456 residential units with a maximum height of 220 feet.¹ It consists of two 18-20 story towers, connected by a five- to six-story building, and located on top of a platform containing a shared five-story, architecturally-screened structured parking garage.

Building 2 will contain approximately 370 residential units with a maximum height of 160 feet. The building uses stepped volumes and provides a gradual transition to the adjacent four-story Strathmore Park Condominium that confronts the Property across Tuckerman Lane. The southeast corner of the building will have a maximum height of four stories along Tuckerman Lane, before stepping back to a height of 100 feet along the internal Private Road. The northern portion of the building will achieve 160 feet.

Buildings 3A and 3B provide a gradual transition to the four-story Strathmore Park Condominium, located across Tuckerman Lane from the Property. Along Tuckerman Lane, the buildings will be no more than four-stories tall, and they may be constructed as townhomes. Building 3A includes approximately 190 residential units, and Building 3B contains approximately 176 units. Both buildings will transition to a maximum height of 100 feet along the Private Road.

Subject to further review at subsequent Preliminary Plan and Site Plan(s), the Applicant requests flexibility for the height and massing of proposed Buildings 4 and 6 for flexibility to respond to future market demand. The Sketch Plan shows that one of these two buildings will be up to 160 feet tall and the other will be up to 300 feet tall, based on one of three development scenarios described below. Regardless of the building height, Building 4 fronts on the central park, with vehicular access from the Private Road. This building is primarily residential, with approximately 5,000 square feet of retail/restaurant uses facing the central park. Building 6 is adjacent to the metro tracks, with frontage on Tuckerman Lane and the metrobus drop-off road. A new driveway from Tuckerman Lane provides vehicle access to the garage. The Applicant anticipates a yet to be determined commercial use that will occupy at least part of Building 6, according to one of the following proposed development scenarios:

- Option 1

Building 4 contains approximately 387 residential units and approximately 5,000 square feet of ground floor retail/restaurant uses with a maximum building height of 300 feet. In this scenario, the building would be designed in a C-shape, with a signature tower in the center and two shorter building components on either side. The building steps down to a height of six to eight stories along the central park. Parking will be provided through a combination of below-grade and above-grade structures.

Building 6 is an 11-story, 150-room hotel above a four-story architecturally screened parking structure, with a maximum height of 160 feet.

¹ The maximum building heights shown on the sketch plan do not reflect additional height that may be allowed under Section 4.7.3.D.6.c.i.

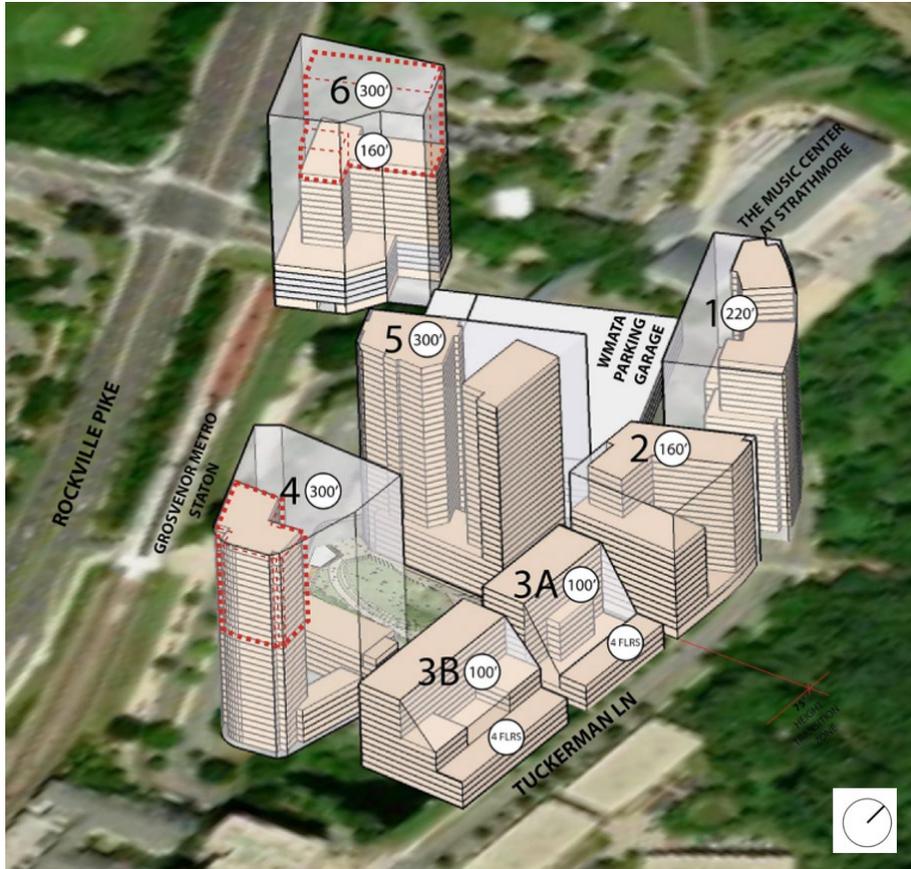


Figure 4: 3D Perspective View of eastern side of Property

- Option 2

Building 4 will contain approximately 265 residential units and approximately 5,000 square feet of ground floor retail/residential uses with a maximum building height of 160 feet. The H-shaped building includes 11 stories above a five-story architecturally screened parking garage.

Building 6 will be developed into a 31-story (300 foot) building with a 150-room hotel and approximately 125 residential units. Parking will be provided in an above-grade, architecturally-screened parking structure.

- Option 3

Building 4 would develop under the same scenario as Option 2, with approximately 265 square feet of residential units and approximately 5,000 square feet of ground floor retail/residential uses with a maximum building height of 160 feet.

Building 6 will contain approximately 148,768 square feet of office uses and approximately 125 residential units in a 300-foot building.

Building 5 is adjacent to the WMATA garage, with frontage on the central park and Private Road. It is one of two signature buildings on the Property containing approximately 430 residential units and 5,000 square feet of ground floor retail/residential uses. The building is composed of one or two towers on top

of a shared two- to six-story podium with a maximum height of 300 feet. Parking will be provided below- and above-grade, with all above-grade parking architecturally screened from view from the Central Park.

Per Section 59.4.5.4.B.3 of the Zoning Ordinance, setbacks for principal buildings, accessory structures, and parking are established by the Site Plan approval process. Per Section 59.4.5.4.B.4 of the Zoning Ordinance, form standards are established by the Site Plan approval process and must address, at a minimum, transparency, blank walls, and active entrances. Therefore, building placement and form, including parking placement, as shown on the Sketch Plan drawings, are conceptual, and must demonstrate compliance with the Zoning Ordinance and the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

Architecture, Design and Placemaking

The Applicant plans to continue as the master developer of the entire site, to ensure that the design of multiple buildings is coordinated to complement one another, and that the public realm is designed and implemented comprehensively. The Project has been designed to be compatible with the surrounding residential developments. The proposed lower-scale buildings along Tuckerman Lane, across from Strathmore Park Condominiums, respond to the height of the existing buildings confronting the Property.

The Project will incorporate two signature 300-foot-tall buildings. The signature buildings are designed to differentiate the tower(s) from the building base. Additionally, the buildings are designed to provide ample distance between the towers (either tower(s) on the same base or separate buildings within the Project) to maximize sunlight within the central park and the public realm. The buildings incorporate a series of step-backs, setbacks, and varied building heights and geometry to break down the perceived mass and enhance the pedestrian environment.

The buildings have been located to frame the streets and open spaces. The buildings fronting Tuckerman Lane on Parcel 3 have been oriented so that some of the units may have individual entries from Tuckerman Lane. The internal Private Road will be designed to be a shared street that encourages street activity for all modes- pedestrians, bicyclists, and vehicles. The travel way will consist of two travel lanes with a mixture of parallel parking, pick-up and drop-off zones, green design features, and pedestrian areas bordering it on both sides. The Applicant plans to integrate "green design" into the Project by incorporating stormwater management through green roofs and will be oriented to maximize solar exposure.

The Applicant is planning interim improvements on the Project, subject to WMATA approval, that are intended to create an early impression of the eventual Placemaking amenities at the Strathmore Square community. Potential plans involve creating a small temporary park near the future central park, activating the space with landscaping and lawn, using moveable furniture, outdoor large-scale games, and temporary pop-up structures. The Applicant is also exploring programmed events in coordination with M-NCPPC Parks (Movie night, Pop-Up Park, Yappee Hour) and with Strathmore Music (pre-concert vendors and entertainment).

Open Space and Recreation

The proposed open space elements of the Project include the central park, the pedestrian connection between Tuckerman Lane and the Private Road, a dog park that incorporates bioretention facilities along Tuckerman Lane, the Arts Walk adjacent to the WMATA garage, and other small plazas dispersed across the development (Figure 5). The urban design of the Project focuses buildings around the approximately 1.2-acre central park. The park is designed to provide space for informal community gathering,

programmed events and activities, such as pop-up markets, performances, special events and community art. The Applicant plans to incorporate movable and fixed seating, shaded and sunny spaces, open lawn and colorful plantings, in addition to other amenities. The adjacent buildings that frame the façade will provide spaces for ground floor retail and food uses, and other community spaces such as classroom space for Strathmore Music Center, which will be designed with transparency at the pedestrian level to further activate this space (Figure 6).

As part of the central park, the Applicant proposes to create "The Plaza at Strathmore Square." In the Statement of Justification, the Applicant explains that the Plaza "will transform the current Metro Plaza from a concrete square and parking lot into an active public square. The Plaza at Strathmore Square will be an integral part of the central park, so there is visual and pedestrian continuity between the Metro station and the residential development and surrounding neighborhoods." The Applicant has partnered with Strathmore Music Center to feature spaces in Strathmore Square for public art and programming. The proposed Plaza incorporates a retail pavilion, a large raised planter/seat wall, public art, a series of wayfinding signs, and a Music Center at Strathmore information kiosk.

The Applicant also proposes a stairway connection between Tuckerman Lane to Strathmore Square in one of two alternate locations. The connection will feature terraced levels to help with grade, bold geometric patterns, plantings, and seating areas (Figure 7).

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. Each phase of the Project will provide recreational components for future residents, including amenities such as a pool, roof top decks, interior courtyards and shared fitness centers. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan(s).

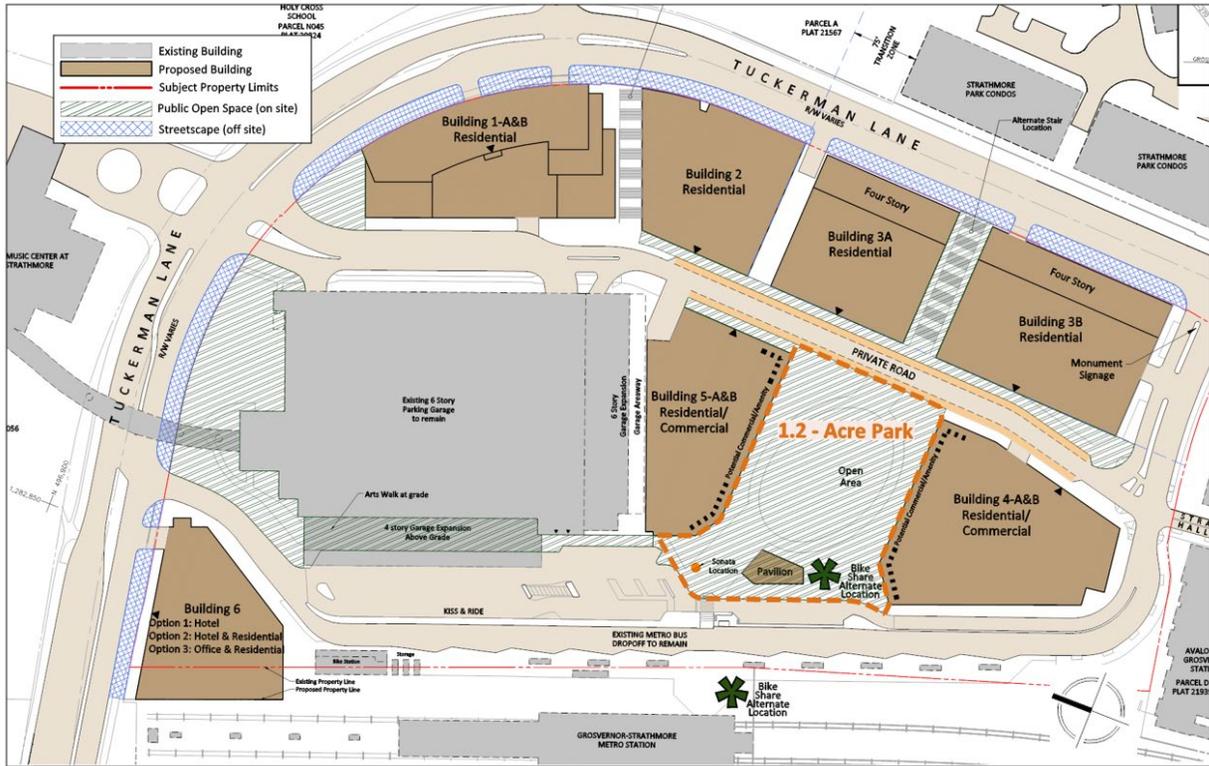


Figure 5: Open Space Plan

Open Area

- Central gathering place for community and broader neighborhood.
- Directly accessible from surrounding community, Metro and bike share stations.
- Large open lawn areas useable for a variety of activities, including special events (concerts, movies, etc.).

Figure 6: Precedent Concepts and Images of the central park



Figure 7: Precedent Images of the pedestrian connection between the Private Road and Tuckerman Lane

Phasing

The Applicant proposes a conceptual phasing plan that will provide public benefits and amenities within each phase of development, although phases and individual buildings from various phases may be completed in any order and may be sub-phased or combined (Figure 8). The Neighborhood Park would be delivered at the time of phases I and II. In phases I, II, III or IV, one of the two alternative stair locations will be completed and delivered, depending on the final selected location. Areas III, IV, (VI and VII), and (VIII and IX) will each contribute and deliver 25% of the central park. The Arts Walk will be provided with the WMATA garage expansion and with phases III, IV, VI, VII, VIII, and IX, portions of the Project’s Public Art would be delivered. Phases IV, V, VI, VII would provide a cul de sac stub road for fire access, and the full completion and connection of the spine road for the project would occur with phases III, VIII and IX. Frontage improvements will be completed with each applicable site plan.

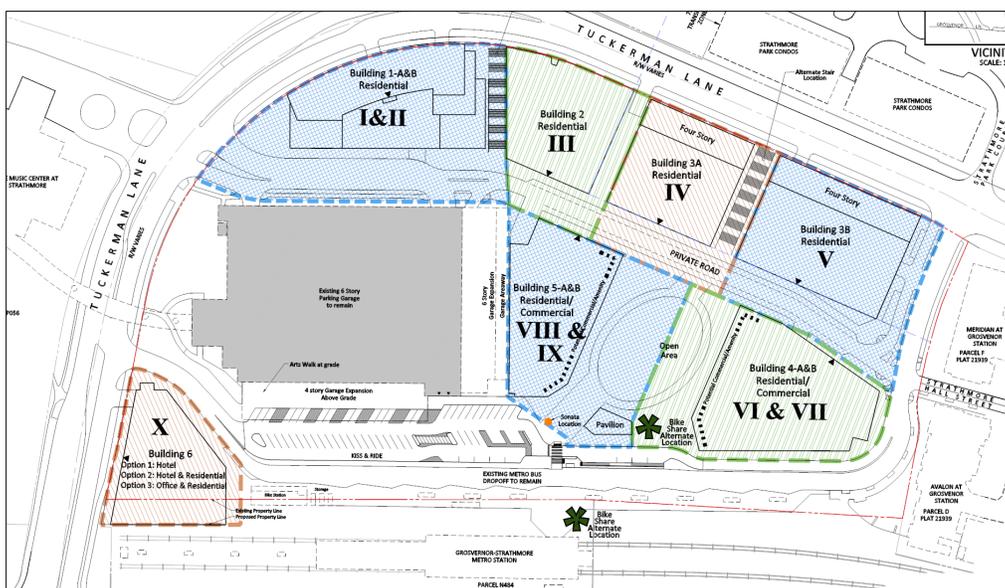


Figure 8: Conceptual Phasing Plan

Vehicular Circulation and Access Points

Vehicular access to Strathmore Square is proposed from Tuckerman Lane, with entrance points at the WMATA garage (transitioning into a private shared street) and Strathmore Park Court, which will be redesigned to accommodate bi-directional travel lanes. Each building has vehicular access from Tuckerman Lane or the Private Road (Figure 9). Staff recommends the consolidation of these access points to the extent possible. MCDOT has concerns with the proposed access to Building 6 from Tuckerman Lane and the Applicant must explore alternatives to improve access in coordination with MCDOT, WMATA and Staff.

The right-of-way on Tuckerman Lane between MD 355 is 80-feet, per the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan*. The Applicant is expected to provide the required right-of-way for roadway improvements and to accommodate adequate pedestrian and bicycle facilities. Planning Department Staff also recommend removing the channelized right-turn lane from Tuckerman Lane onto MD 355, and strongly encourages the Applicant to discuss this with the Maryland Department of Transportation State Highway Administration (SHA).

A private shared street is proposed to traverse the site south of the garage and form a through connection to Strathmore Hall Street. The shared street will be modeled on the Montgomery County Department of Transportation's (MCDOT) Business District Street (MC-2005.02), featuring two travel lanes with parking on both sides. The intent of the shared street is to safely integrate personal vehicles, pedestrians, and bicyclists within an activated streetscape. The shared street will be flush with no raised curbs, and pedestrians will not be confined to defined sidewalks. It will feature a 20-foot wide travel way, eight-foot wide zones on both sides of the street that will include parallel parking and designated zones for pick-up and drop offs, and additional space for pedestrians, street furniture, and plantings. Both entrances to the shared street should be heavily emphasized through physical treatments (textured or colored pavement, tactile warning strips) and signage alerting drivers to slower speeds and to respect other road users (Figure 10). Future right turn movements exiting the shared street to the south will be prohibited due to the Metro station's existing circulation configuration. The design of the shared street will continue to be refined at Preliminary and Site Plan.

Minimal circulation impacts are proposed for the Grosvenor-Strathmore Metro Station. Personal vehicles, cabs and transportation network companies, and shuttles will continue to access the Metro Station Kiss & Ride from the existing entrance off Tuckerman Lane; Metrobus and Ride On buses will continue to use the existing bus drive aisle parallel to the Metro station platform. However, whereas two drive aisles currently serve the Kiss & Ride and traverse the length of the Metro Station site, the two drive aisles will converge to form a single exit aisle just north of the primary pedestrian crosswalk between the garage and the Metro Station entrance.

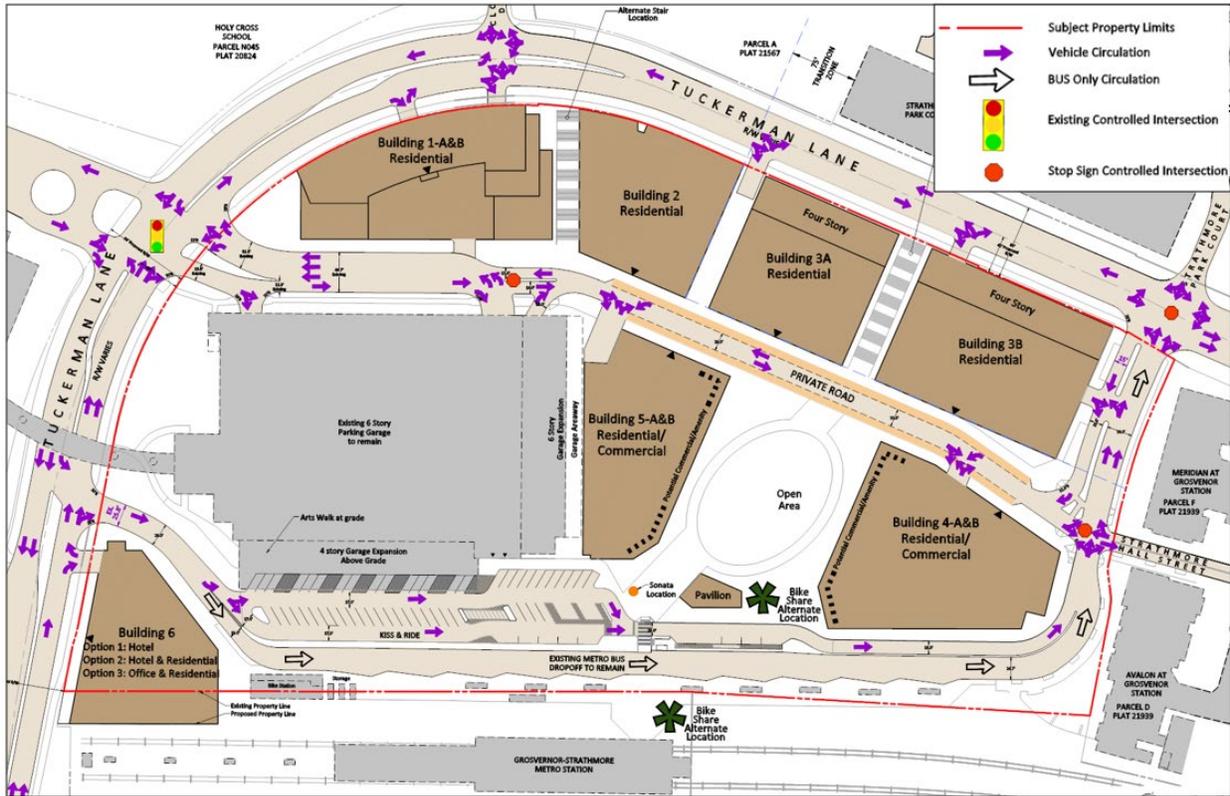


Figure 9: Vehicle Circulation Plan

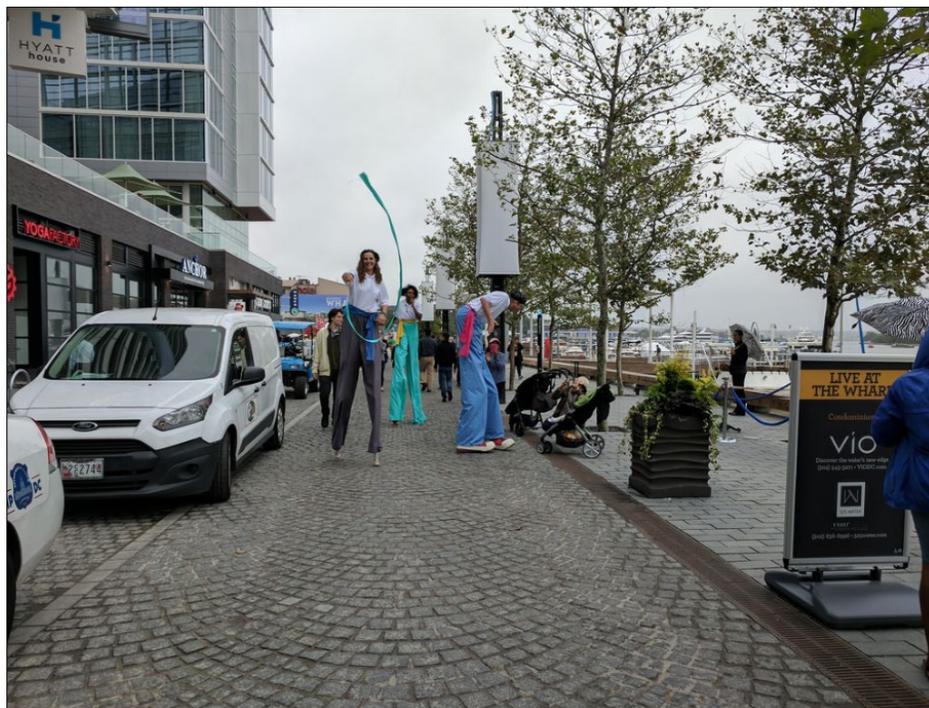


Figure 10: The Wharf, DC

Pedestrian and Bicycle Facilities

Ensuring safe and comfortable pedestrian and bicycle access to Strathmore Square is paramount. All sidewalks should conform to dimensions and specifications defined in the *Grosvenor-Strathmore Metro Area Minor Master Plan* "Master Plan." As a condition of Sketch Plan approval, Staff recommends redesigning the intersection on Tuckerman Lane that currently provides access to the WMATA garage and will eventually serve the shared street. This intersection should be fully protected for both pedestrians and bicyclists. Pedestrian treatments at this intersection should include striped crosswalks, pedestrian timing signals, curb extensions, ADA compliant curb ramps, reduced curb radii, clearly marked bike lane transitions through the intersection, and textured or colored pavement within the intersection. The separated bike lanes should bend back toward the sidewalk at the intersection to provide a protected corner island that is, ideally, a minimum of six-feet wide. Bicycle crosswalks should be marked adjacent to pedestrian crosswalks. Additionally, to create a welcoming and pedestrian-friendly entrance to Strathmore Square from the Metro station, the Planning Department requests that the Applicant continue conversations with WMATA to provide a more protected pedestrian crossing from the public open space to the Metro station, including a wider striped crosswalk and flashing beacons/signal, such as the Vienna/Fairfax-GMU Metro station).

The draft *Bicycle Master Plan* recommends one-way separated bicycle lanes on each side of Tuckerman Lane between MD 355. To promote access to Strathmore Square, Planning Department staff and the Applicant updated the bicycle recommendations to feature two-way separated lanes on the western side of Tuckerman Lane between MD 355. The two-way separated bicycle lanes will be 8 to 10-foot wide and grade separated from travel lanes by a three to six-foot wide buffer (depending on proximity to the travel lane and placement of on-street parking).

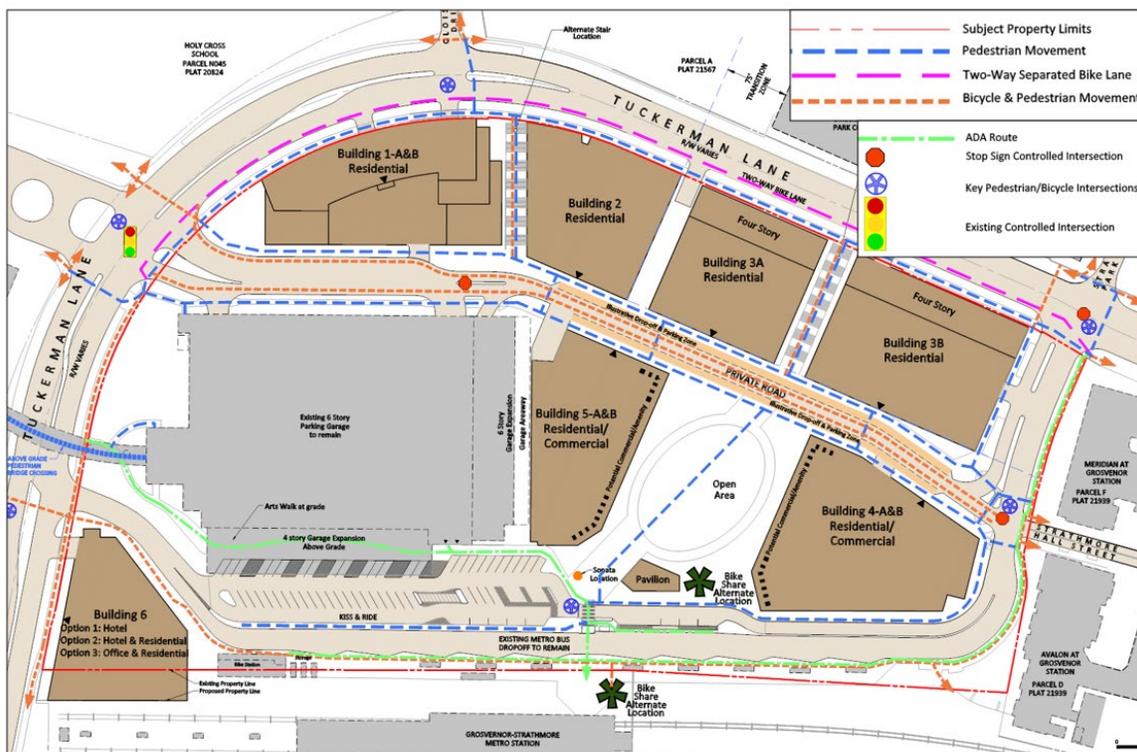


Figure 11: Bike and Pedestrian Circulation Plan

A stairway runnel is proposed as part of the pedestrian connection between the buildings on Tuckerman Lane and the Private Road to facilitate bicycle access from Tuckerman Lane to Strathmore Square and the Metro Station. Stairway runnels allow bicyclists to move up and down stairs without carrying their bikes (Figure 12).



Figure 12: Stairway runnel in Cincinnati

Existing Transit Service

The Property is adjacent to the Grosvenor-Strathmore Metro Station and is served directly by Metrorail's Red Line. The Red Line provides inbound service to NIH, Bethesda, downtown Washington, D.C., Union Station, and Silver Spring, and to Rockville and Shady Grove in the outbound direction. Metrorail service operates from 5:00 a.m. to 11:30 p.m. Monday-Thursday, from 5:00 a.m. to 1:00 a.m. on Friday, from 7:00 a.m. to 1:00 a.m. on Saturday, and from 8:00 a.m. to 11:00 p.m. on Sunday.

The following Ride On bus routes serve the station or operate along the Property's adjacent roadways:

1. **Route 6:** Operates service from Parkside to the Montgomery Mall Transit Center, with a stop at Grosvenor-Strathmore. On weekdays, Route 6 operates service from 6:01 a.m. to 8:36 p.m., with approximately 30-minute frequencies. Service does not operate on Saturday or Sunday.
2. **Route 37:** Operates service from Potomac Community Center to Wheaton, with a stop at Grosvenor-Strathmore. On weekdays, Route 37 operates service from 6:17 a.m. to 7:55 p.m., with approximately 30-minute frequencies. Service does not operate on Saturday or Sunday.
3. **Route 46:** Operates service from Montgomery College to Medical Center, with a stop at Grosvenor-Strathmore. On weekdays, Route 46 operates service from 4:59 a.m. to 1:41 a.m. On Saturday, Route 46 operates service from 5:15 a.m. to 1:08 a.m. On Sunday, Route 46 operates services from 5:11 a.m. to 12:42 a.m.
4. **Route 96:** Operates circulator service from Grosvenor-Strathmore to Rock Spring during the morning and evening peak periods (5:50-9:07 a.m. and 3:51-8:55 p.m.) and operates service from Grosvenor-Strathmore to the Montgomery Mall Transit Center during non-peak periods (9:00 a.m. to 3:40 p.m.). Service does not operate on Saturday or Sunday.
5. **Route 101 (extRa):** Operates limited stop service from Lakeforest Transit Center in Gaithersburg to Medical Center, with a stop at Grosvenor-Strathmore (located on MD-355). On weekdays, Route 101 operates service only during the morning and evening peak periods (5:30-9:30 a.m. and 3:30-7:30 p.m.), with 10-minute frequency. Service does not operate on Saturday or Sunday.

Master-Planned Roadways, Bikeways, and Transitways

In accordance with the 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* and the draft *Bicycle Master Plan*, sector-planned roadways and bikeways are listed below:

- An internal shared street is proposed connecting from Tuckerman Lane and the existing garage to the Metro busway southeast of the Metro station.
- One-way separated bike lanes are proposed on each side of Tuckerman Lane between the north and south intersections with MD-355.
- Bike-friendly stairs are recommended connecting Tuckerman Lane and the proposed internal shared street.
- Pedestrian and bicycle improvements are recommended on Tuckerman Lane at the following intersections: Metro Kiss & Ride entrance, Strathmore Hall entrance, Metro garage entrance, Strathmore Park Court, Strathmore Hall Street, and MD-355 (south intersection).
- A bikeshare station is proposed at the Metro station.
- Four hundred and fifty bicycle parking spaces are recommended at the Metro station (350 long-term and 100 short-term). Ninety covered bicycle parking spaces are proposed to be constructed in conjunction with the garage expansion, with full build-out completed when demand for bicycle parking is warranted.

The 2013 *Countywide Transit Corridors Functional Master Plan* proposes bus rapid transit (BRT) on MD-355 (Corridor 4), with a stop at Grosvenor-Strathmore. A preferred alignment for BRT on MD-355 will be released in the fall of 2018. Additionally, the North Bethesda Transitway (Corridor 6) may also terminate at Grosvenor-Strathmore (providing service to Montgomery Mall).

Transportation Adequate Public Facilities (AFP) Review

The proposed development is expected to generate 1,656 morning peak hour trips and 1,521 evening peak hour trips. As the total number of peak-hour vehicle and pedestrian trips serving the site exceeds 50 for each mode, the Applicant is required to complete the Motor Vehicle System Adequacy test (including a Traffic Impact Study) and the Pedestrian System Adequacy test at Preliminary Plan.

Transportation Management District

The Property is within the boundary of the North Bethesda Transportation Management District (TMD). As such, the Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to participate in the North Bethesda Transportation Management District and assist in achieving and maintaining non-auto driver mode share goals for residents and for employees within the TMD. The Agreement must include funding for one or more bikeshare stations.

Environment

NRI/FSD No. 41999061 was approved for the Property on November 20, 1998. The Property contains no streams, wetlands, 100-year floodplains, or known occurrences of Rare, Threatened, or Endangered species. As submitted, the Sketch Plan is in conformance with the Planning Department's *Environmental Guidelines*.

A Final Forest Conservation Plan (FFCP No. MR2000201) was approved for the construction of the Grosvenor Metro Parking Garage on May 22, 2002. This FFCP was amended during the review of Mandatory Referral MR2018026, for the expansion of the parking garage. A further amendment of the

FFCP will be required when the Preliminary Plan and Site Plan for this project are submitted for review and approval.

The approved and adopted *Grosvenor-Strathmore Metro Area Minor Master Plan* includes several recommendations for the creation of an environmentally sustainable development on the Property. While most of these recommendations are more appropriately considered at the Site Plan review stage, some recommendations are most effectively addressed at the Sketch Plan stage, including the recommendation to “consider block and building orientation to maximize passive solar heating, cooling, and lighting, and to offer optimal siting for solar energy generation.” The submitted Sketch Plan responds to this recommendation through the proposed building locations, orientations, and varying heights on the site, and as noted in the Statement of Justification, which says that the buildings “will be oriented to maximize solar exposure.” Staff expects that the future Preliminary and Site Plans will address additional Master Plan sustainability recommendations.

Community Outreach

The Applicant hosted a pre-submission outreach meeting at the Strathmore Mansion on the evening of July 10, 2018. The Applicant has complied with all submittal and noticing requirements.

Staff has received correspondence from two residents concerned about the following aspects of the Project (Attachment 2):

- the proposed hotel since much of the Master Plan discussion focused on additional height and density for residential development;
- the lack of green space; and
- overcrowding in the Walter Johnson cluster.

Staff finds that the Sketch Plan’s proposed uses and green spaces are consistent with the Master Plan and the Zoning Ordinance. School capacity will be evaluated as part of the adequate public facilities test when the Preliminary Plan is reviewed.

Staff has received over 20 letters in support of the project.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips, and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Per Section 59-7.3.3.E of the Zoning Ordinance, to approve the Sketch Plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan, and the Sketch Plan must:

1. *meet the objectives, general requirements, and standards of this Chapter;*

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CR-3.0, C-0.5, R-2.75, H-300 Zone. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CR Zone, with the exact figures to be determined at the time of Site Plan.

Table 1- Development Standards and Parking Requirements

Section	Description	Required/Permitted	Provided
	Tract Area	n/a	635,073 sf/14.56 ac ¹
4.5.4.B.2.b	Maximum Density		
	Total	1,905,219 sf/3.0 FAR	1,905,219 sf/3.0 FAR
	Commercial	317,537 sf/0.5 FAR	Up to 317,537 sf/0.5 FAR
	Residential (excluding MPDUs)	1,746,451 sf/2.75 FAR	Up to 1,746,451 sf/2.75 FAR
4.7.3.D.6.c.iii	15% MPDU Density²	n/a	261,967 sf/0.41 FAR
	Total residential density (including MPDUs)	n/a	2,008,418 sf/3.16 FAR
4.5.4.B.2.b	Maximum Height	300 ft.	300 ft.
4.5.4.B.1	Minimum Public Open Space	10%/64,142 sf	Minimum 10%/64, 142 sf to be provided; Sketch Plan anticipates up to 15%/96,000 sf
6.2.4.B	Vehicle Parking Spaces	Varies based on different development scenarios	Estimated 2,008

¹ Does not include 6,346 sf part of Parcel C that is being used for land area only; no density is generated from this parcel. The total project area to 641,149 sf/14.72 ac.

² Under Section 4.7.3.D.6.c.iii, when providing at least 15% MDPUs, the gross floor area of all MPDUs are exempt from the calculation of FAR.

The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in Table 1 above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the square footage of non-residential uses, and number and type of residential dwelling units.

The Sketch Plan conforms to the intent of the CR Zone as described below.

a) *Implement the recommendations of applicable master plans.*

The Property is located within the Approved and Adopted 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan* (“Master Plan”) area. The Master Plan envisions transforming the Property from a surface parking lot adjacent to Metro into a transit-oriented development with neighborhood retail for current and future residents.

Density and Building Height

The Master Plan allows building heights up to 300 feet and includes specifications about how building height should be distributed around the Property. The Master Plan allows two signature buildings with heights of 300 feet, one building at 220 feet, and limits other buildings on the site to 160 feet (p. 22). Additionally, the Master Plan calls for a 200-foot-wide transition zone on Tuckerman Lane, across from the Strathmore Park Condominiums (p. 41). Within the transition zone, the building height along Tuckerman Lane across from the Strathmore Park Condominiums is limited to four stories within 40 feet of the property line, with a gradual step back to 85 feet (Figure 13). Buildings 3A (100 feet) and 3B (100 feet) are in the transition zone. The Applicant has submitted a building section demonstrating that Buildings 3 A&B will comply with the Master Plan’s recommendation. There are variations in other application drawings, but Staff is using this building section and the Applicant’s statement of justification as a guide and has conditioned this approval on conformance with Figure 13.

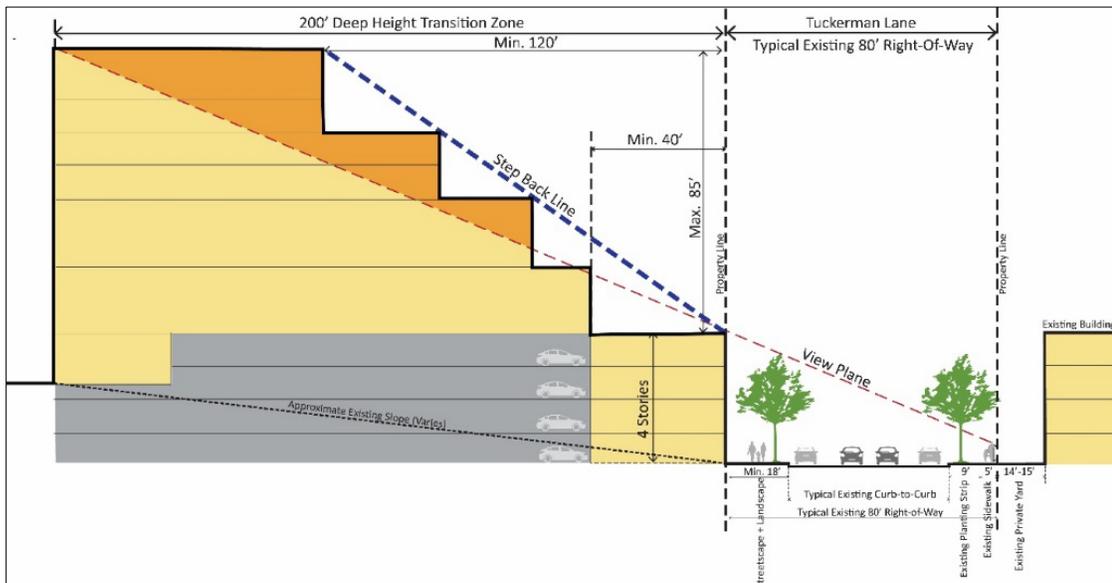


Figure 13: Transition Zone Diagram from Master Plan (pg. 41)

The proposed development is consistent with the Master Plan's recommendations for the Commercial Residential (CR-3.0, C-0.5, R-2.75, H-300' and CR-0.5, C-0.25, R-0.5, H-300') Zones. Buildings 1-A&B (220 feet) and 2 (160 feet) are consistent with the Master Plan height recommendations for this Property. Building 5-A&B (300 feet) will be one of the signature buildings. Buildings 4-A&B (160 feet or 300 feet) or Building 6 (160 feet or 300 feet) will be the second signature building. The Applicant has asked to maintain flexibility and designate the signature building at a later review stage. However, the proposed heights are consistent with the Master Plan's height recommendations.

The total allowable density for the Property is 3.0 FAR (1,905,219 square feet). The Applicant is proposing to build 15% MPDUs, and per Section 59.4.7.3.D.6.c.iii., the MPDUs will not count towards the maximum FAR allowed. The Applicant proposes to maximize the allowable residential density and build an additional .41 FAR (261,967 GFA), as allowed by the Zoning Ordinance. The Application is considered in substantial conformance with the Master Plan's density recommendation.

Urban Design

The Master Plan's design recommendations for the Property are to:

- Place maximum building heights towards Rockville Pike and away from adjacent neighborhoods.
- Locate buildings to frame streets and open space.
- Provide a safe and attractive environment for pedestrians through building and open space placement and design.
- Create human-scale architecture.
- Create building massing that limits shadows on the public realm and allows sky views.
- Complement public open space with private open spaces.

The Sketch Plan achieves these recommendations. Buildings 4-A&B, 5-A&B, and 6, the potential contenders for the highest heights, are located towards Rockville Pike, away from existing neighborhoods across Tuckerman Lane. The buildings frame the open spaces and sidewalks, and individual entrances have been placed along Tuckerman Lane to help activate the street and create an urban residential character. The step backs on the building and shorter bases with thinner towers support a human scale and provide access to air and light. The Sketch Plan shows numerous private pocket and linear parks to complement the larger central open space.

Mobility

The Sketch Plan's mobility recommendations for the Property are to:

- Improve pedestrian and bicycle connections.
- Enhance bicycle amenities at the Metro site.
- Improve stairway connection from Tuckerman Lane to the Property.
- Create two-way separated bike lane along Tuckerman Lane.
- Install wayfinding signs.
- Create a new shared street that extends from Strathmore Park Court to Tuckerman Lane.
- Create shared parking facilities.
- Provide a full-movement, raised intersection with special paving, or comparable intersection improvements at the intersection of Tuckerman Lane and the access road to

the WMATA garage to improve pedestrian and bicycle accessibility to the site and to the Music Center at Strathmore across the street.

- Enhance at-grade mid-block crossing to ramp leading to Strathmore Hall.
- Provide adequate crosswalks.

The Sketch Plan includes various improvements for walkers and bicyclists. The proposed two-way separated bike lanes on Tuckerman Lane and access through the shared street provide improved connections for bicyclists. The addition of a bikeshare station and bicycle parking enhance access to Metro. The Sketch Plan adds a new staircase from Tuckerman Lane to continue to provide and encourage pedestrian connections from existing neighborhoods to Metro. The shared street and central park will provide safer, more pleasant pedestrian experiences to and from Metro.

The project provides more than the required amount of parking, but well under the maximum allowed. The Sketch Plan does not show shared parking facilities.

In future regulatory reviews, additional detail is needed to demonstrate consistency with the Master Plan for the intersection improvements on Tuckerman Lane and the crossing between the central park and the Metro station.

Environmental

The Master Plan's environmental recommendations for the Property are to:

- Incorporate native vegetation into landscaping.
- Minimize impervious cover.
- Encourage trees, plants, and other green features in open space and the public realm.
- Maintain tree cover.
- Encourage green roofs or solar panels.

The Application fulfills several of the Master Plan's environmental goals. The proposed project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space and buildings have been oriented for solar exposure. At the Site Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as landscaping with native species, green roofs, and minimizing impervious cover.

Parks and Open Space

The Master Plan's parks and open space recommendations for the Property are to:

- Expand the Arts Walk.
- Include public art in public realm.
- Develop a 1.25-acre civic green.
- Locate a dog park or active recreation amenity at the northern edge of the Property.
- Create a plaza at the Metro station entrance.

The Sketch Plan shows a robust network of public and private open space. The Mandatory Referral for the WMATA garage on the Property sought improvements to the Arts Walk. The Applicant has agreed to provide additional art pieces and artistic elements throughout the Property to help emphasize art as an important component of the new development and the larger Grosvenor-

Strathmore area. As recommended by the Master Plan, the Applicant proposes to create a vibrant 1.25-acre central park that the development will be centered around.

The Master Plan proposes to “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” (page 69). The Sketch Plan application shows two large stormwater facilities (MBF-3 and MBF-4) in this area. As a result, the majority of the usable space will be reserved for stormwater management. Additional concept drawings shared with Staff show a potential dog park, sidewalks, and seating area on a third of the proposed neighborhood green; a bioretention area with a bridge across it to an embankment on the middle third of the area; and a fenced-off bioretention pond on the final third of the neighborhood green area. As stated during review of the Mandatory Referral, Staff requests further review of the design of the proposed neighborhood green and the proportion of space dedicated to stormwater management through future phases of the development. Since this neighborhood green will likely factor into the minimum open space requirements for the Property, the Applicant should ensure that the layout of the stormwater management areas will not hinder the access and usability of the space as recommended within the Master Plan.

Community Facilities

The Master Plan does not recommend any new public facilities on the Property. However, the Garrett Park Elementary school does not currently have capacity to absorb all 110 students that the project would generate per the anticipated number of units. Further analysis will be required at the time of APF review with the subsequent Preliminary Plan to determine school capacity.

The Master Plan requires that “*each and every* development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans.” The Master Plan does acknowledge, however, that “it is highly unlikely that a school site will be found on the limited area likely to develop/redevelop in the Grosvenor-Strathmore Metro Area Minor Master Plan area” (p.76).

The Subject Property is approximately 14.6 acres with an existing WMATA parking garage, kiss & ride and bus facilities. An urban format elementary school site would require at least four to five acres of the Property and a middle or high school require would require a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing WMATA facilities, and the potential to provide a significant amount of housing with direct access to a Metro station.

Affordable Housing

The Master Plan requires “15% Moderately Priced Dwelling Units (MPDUs) as the highest priority public benefit for all new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park” (p. 81). The development is proposing 15% MPDUs for the development; therefore, it is consistent with the Master Plan recommendations for affordable housing.

Public Benefits

The Master Plan indicates that the following public benefit categories are priorities for the Plan area:

- Dedication of land for needed school sites is the highest priority public benefit for development in North Bethesda. The Master Plan recognizes, however, that land dedication may not be feasible within the Plan area.
- Fifteen (15) % MPDUs is the highest priority public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than a school site, including but not limited to: land for parks and school athletic fields, a library, recreation center, County service center, public transportation or utility upgrade.

Other public benefits categories recommended in the Master Plan include:

- Quality open space.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.81).

This Application supports the top priority Master Plan public benefit goals by providing 15% MPDUs, and a bike share station as a major public facility. However, because the Applicant is not able to dedicate land for a school site or athletic fields, Staff recommends that the Applicant be required to provide at least one more major public facility commensurate with the scale of the project proposed in this Sketch Plan.

The Application includes other recommended public benefits including additional and high quality public open space, streetscape improvements and minimum parking.

Staging

The Master Plan states that the full buildout of the Property is likely to occur in phases over time. The Master Plan requires that an additional traffic study to assess capacity must be submitted for any development in excess of 1.6 million square feet. A traffic study will be required at the time of Preliminary Plan.

- b) *Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.*

This Application proposes redevelopment of a large existing surface parking lot with a significant transit-oriented development that will include a mix of residential, commercial, and retail uses.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The proposed residential component includes 15% MPDUs (potentially up to 300 units), so it will facilitate economic diversity at a location with many mobility options, including Metro, bus, and improved bicycle and pedestrian opportunities. Additionally, the Project proposes commercial services and public amenities for future residents and users, and for existing residents who live within walking distance of the proposed development. The proposed 1.2-acre central park will serve as an identifiable feature in the Master Plan area and will provide various opportunities for community gatherings and interaction. All new on-site parking (except for the on-street parking along the Spine Road) will be located below-grade or in architecturally-screened parking structures.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The proposed development capitalizes on the Property's prime location at a Metro station by providing opportunities for future residents, employees, and visitors to take advantage of many mobility options. The Project design proposes an adequate transition between the proposed development and low-density residential condominiums confronting the Property, by locating the taller buildings on the western end of the site, closest to Rockville Pike, and stepping down to lower building heights along Tuckerman Lane.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

The Project, although predominately residential, incorporates ground floor commercial to support the needs of existing and future residents and Metro commuters, and the potential for a hotel or office building. The residential development will also support the existing institutional uses located in close proximity to the site, including the National Institutes of Health, National Navy Medical Center, and Uniformed Services Universities of the Health Sciences.

- f) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

2. *substantially conform with the recommendations of the applicable master plan;*

As discussed in the previous finding, the Project substantially conforms to recommendations of the *Grosvenor-Strathmore Metro Area Minor Master Plan*.

3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014;*

any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

The Project has been designed to provide an appropriate transition to the residential condominiums confronting the Property on Tuckerman Lane. The lower-scale buildings are located along Tuckerman Lane, across from the Strathmore Park Condominiums, to respond to the height of the existing buildings. The taller, signature buildings are located on the western side of the Property closest to Rockville Pike. The Project design incorporates gradual transitions from the signature buildings through building step-backs and massing to achieve compatibility with the lower-scale existing buildings on the opposite side of Tuckerman Lane.

6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

As described in the Transportation section of this report, the Project proposes a number of improvements to pedestrian/cyclist and vehicular circulation on-site, including the construction of the internal Private Road which will improve internal circulation and promote connectivity within the larger Grosvenor-Strathmore community. A substantial amount of long-term and short-term bicycle storage will be provided on-site (both through the proposed development and the large bike station, proposed by the Mandatory Referral, adjacent to the Metro Station entrance), to facilitate bicyclist access to the site. Given the Property's proximity to transit and nearby public parking garages, adequate parking will be provided on-site to accommodate all users of the Property. Access to parking and loading will be located internal to the site and will be safe, adequate and efficient.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Master Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For a development of this size in the CR Zone, the Zoning Ordinance requires 100 points in at least four categories. Although at the time of Sketch Plan review, only the categories need to be approved, the following table shows both the categories and points for public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient public benefit points. The final calculations and benefit points earned will be further refined and ultimately determined at subsequent Site Plan(s). Table 2 shows the Applicant's proposed public benefits in the following six categories: Major Public Facilities, Transit Proximity, Connectivity and Mobility, Diversity of Uses and Activities, Quality Building and Site Design, and Protection and Enhancement of the

Natural Environment. Staff supports the proposed public benefits at this time, with a more detailed review and the final number of points to be determined at Site Plan (s).

Table 2 – Proposed Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
59.4.7.3.A: Major Public Facility		
Bike Share	70	5
59.4.7.3.B: Transit Proximity		
Full Site adjacent to Level 1 Transit Station	50	50
59.4.7.3.C: Connectivity and Mobility		
Minimum Parking	10	9
Wayfinding	10	5
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Public Open Space	20	8
Public Art	15	7
Structured Parking	20	10
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)*	30	30
Total		154

*Required for optional method CR projects

Major Public Facility

Bike Share: The Applicant proposes to provide a 15-dock Bikeshare station near the entrance to the Metro Station. Based on prior established precedent, the provision of a bike-share station is not subject to the standard formula and instead, is awarded 5 points.

Transit Proximity

The entire Property is located adjacent to the Grosvenor-Strathmore Metrorail (level 1) Station and the Applicant requests 50 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

Connectivity and Mobility

Minimum Parking: The Applicant is requesting 9 points for minimum parking using the following preliminary calculation:

$$[(A-P)/(A-R)] * 10$$

A (maximum allowed spaces) = 3,046

R (minimum required spaces) = 1,968

P (proposed spaces) = 2,008

$$[(3,046-2,008)/(3,046-1,968)] * 10 = 9.63 \text{ points}$$

Wayfinding: The Applicant requests 5 points for wayfinding. Proposed wayfinding will be provided through a series of signs and maps that indicate the locations of nearby amenities, such as the Arts Walk, the Mansion and Music Center at Strathmore, transit facilities, Rock Creek Park, and the locally-provided open spaces and services.

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, one of the highest priority Master Plan goals. The project will provide 15% MPDUs, 2.5% above the minimum required. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$$[15\% (\text{percentage MPDUs provided}) - 12.5\% (\text{percentage MPDUs required})] * 12 = 30 \text{ points}$$

Quality of Building and Site Design

Public Open Space: The Applicant seeks approval for 8 out of a possible 20 points for this category for providing public open space in excess of the Zoning Ordinance requirements. The proposed 8 points are based on the proposed provision of 15% of high-quality, actively programmed public open space.

Public Art: The Applicant seeks seven points for public art. The Project will incorporate public art through enhancements to the Arts Walk, which is located along the western perimeter of the WMATA parking garage, and the Sonata sculpture in the Plaza. The public art will be submitted to the Art Review Panel for review and will meet at least five of the following goals:

- Achieve aesthetic excellence.
- Ensure an appropriate interaction between the art and the architectural setting in terms of scale, materials and context.
- Ensure public access and invite public participation.
- Encourage collaboration between the artist(s) and other project designers early in the design phases.
- Ensure long-term durability of permanent works through material selection and/or a documented maintenance program.

Structured Parking: The Applicant seeks 10 points out of a possible 20 for providing the vast majority of on-site parking in structured garages (a small number of on-street spaces will be provided on the Private Road). Staff supports the request based on the following preliminary calculation:

$$[(2008 \text{ above grade spaces} / 2008 \text{ total spaces}) * 10] + [(0 \text{ below-grade spaces} / 2008 \text{ total spaces})] * 20 = 10$$

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 30 points permitted for the purchase of approximately 3.78 BLTs. Staff supports the Applicant's request for 30 points at this time based on the following calculation:

$$(1,905,219 \text{ (optional method density in square feet)} - 317,537 \text{ (standard method density in square feet)})$$

x

7.5% (percentage of incentive density floor area) / 31,500 (square feet of gross floor area required per BLT) x 9 (points per BLT purchased) = 3.78 BLTs worth 34 points

8. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Applicant intends to follow this Sketch Plan application with a preliminary plan, likely covering the entire Property. The development will occur in phases, with conceptual Phases 1-10 identified previously in this report; however, phases may occur in any order or may be combined. The elements of the project that are proposed to be included in each phase are shown in the Project Description section of this report.

Public Benefits will be phased by percentage of density planned for each phase of the development as follows:

Table 3: Proposed Phasing of Public Benefits

		I & II	III	IV	V	VI & VII	VIII & IX	X
		456,000	370,000	190,000	175,000	392,000	435,000	148,768
Phased Public Benefits Summary		21%	17%	9%	8%	17%	20%	8%
<i>Proposed GFA percentages</i>								
59-4.7.3.A: Major Public Facility	5							
(1) Bike Share	5	5.0	-	-	-	-	-	-
59-4.7.3.B: Transit Proximity	50							
(1b) Full Site within 1/2 mile of Metro Entrance	50	11.0	9.0	4.0	4.0	8.0	10.0	4.0
59-4.7.3.C: Connectivity & Mobility	14							
(2) Minimum Parking	9	1.0	1.0	1.0	1.0	2.0	2.0	1.0
(9) Wayfinding	5	1.0	1.0	0.5	0.5	0.5	1.0	0.5
59-4.7.3.D: Diversity of Uses & Activities	30							
(6) Moderately Priced Dwelling Units	30	6.0	5.0	3.0	3.0	5.0	5.0	3.0
59-4.7.3.E: Quality Building & Site Design	25							
(4) Public Open Space	8	1.3	1.3	1.3	1.3	1.3	1.3	-
(5) Public Art	7	1.0	1.0	1.0	1.0	1.0	1.0	1.0
(6) Structured Parking	10	2.0	2.0	1.0	1.0	2.0	1.0	1.0
59-4.7.3.F: Protection & Enhancement of the Natural Environment	30							
(1) Building Lot Termination (BLT)	30	5.0	5.0	3.0	3.0	5.0	6.0	3.0
Total Public Benefit Points Requested	154	33.3	25.3	14.8	14.8	24.8	27.3	13.5
		22%	16%	10%	10%	16%	18%	9% % by phase

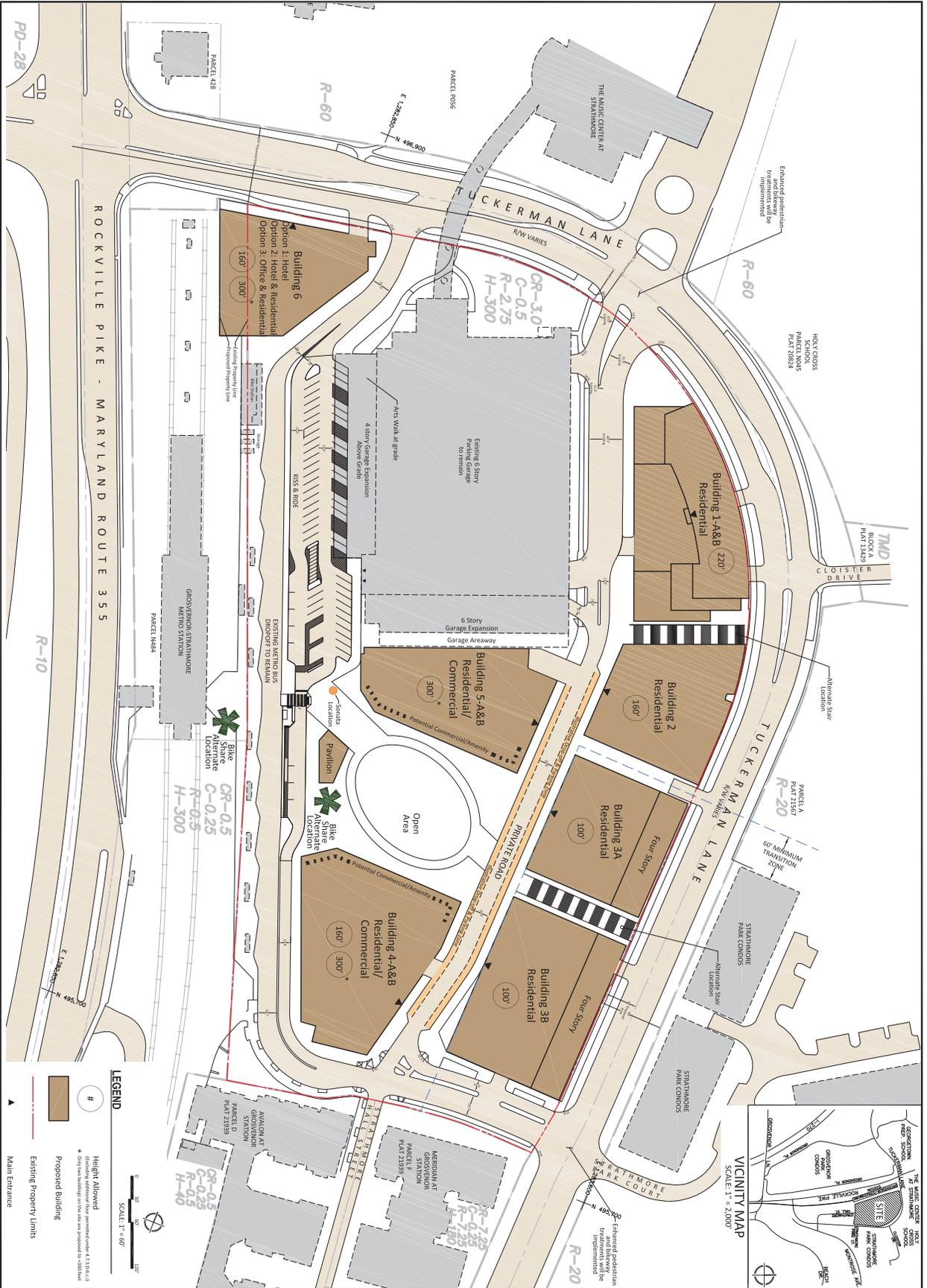
SECTION 5: CONCLUSION

The Sketch Plan application satisfies the findings under Section 59-7.3.3.E of the Zoning Ordinance and substantially conforms to the recommendations of the *Grosvenor-Strathmore Metro Area Minor Master Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

1. Sketch Plan
2. Correspondence
3. MCDOT Letter

ATTACHMENT 1



LEGEND

- Height Allowed
- Existing Property Limits
- Proposed Building
- Main Entrance

SCALE: 1" = 60'

VICINITY MAP
SCALE: 1" = 2000'

SKETCH PLAN

SK1-001
320190010

Prepared for:
FIVESQUARES DEVELOPMENT @ GROSVENOR METRO, LLC
1500 WASHINGTON, DC 20005
ANDREW ALTMAN

ARCHITECT
PERKINS EASTMAN DC
SUITE 2500
2025 AVENUE M
2025 AVENUE M
WASHINGTON, DC 20005
DREW BELL

LANDSCAPE ARCHITECT
LANDSCAPE ARCHITECTS
2025 EASTERN BOULEVARD
GROSVENOR, MD 20834
301.592.4100

ATTORNEY
ETTER EARLY BREWER
2000 WASHINGTON AVENUE
BETHESDA, MD 20814
301.592.4100

TRAFFIC ENGINEER
WELLS ASSOCIATES
SUITE 100
7025 WYOMING AVENUE
GROSVENOR, MD 20834
301.592.4100

PLANNING/CIVIL ENGINEERING
PERKINS EASTMAN DC
2025 EASTERN BOULEVARD
GROSVENOR, MD 20834
301.592.4100

DATE: 2018-07-20
REVISION: Initial Submission
2018-09-12 Rev per Agency Comments
2018-10-10 Rev per Agency Comments
2018-10-25 Rev per Agency Comments

Note: This sketch plan drawings are conceptual and represent proposed final building location, dimensions, development standards and programs and parking shall all be determined at a later date. The location of the building tower, even if lower construction is proposed.

ATTACHMENT 2

Tettelbaum, Emily

From: Jane Lewin <jane.parksideCC@verizon.net>
Sent: Thursday, August 30, 2018 12:32 PM
To: Ron Kaplan
Cc: Marilyn Block; karinsam@verizon.net; 10407wcris@verizon.net; Tettelbaum, Emily; Hill, Maren
Subject: Re: comment on sketch plan submission for Strathmore Square

Dear Ron,

Thank you for your response to my message expressing concern about the prospect of a hotel at the Grosvenor site.

Your explanation alleviates one worry: I now realize that the limit set for commercial use is fixed and that the only thing in question (in this regard) is how that allowable space will be carved up. The space allowed for residential use will not be affected---rather, will not be diminished---by the particular form that the allowable commercial space may take.

So far, so good. The letter of the minor master plan has not, as I had (mis)understood, been violated, and thank you for making that particular outcome clear. But that still leaves us with the spirit of the minor master plan and with what we thought had been promises made---promises made a long time ago and never, to our understanding, revoked until now, and not yet decisively but, for sure, potentially.

We had always been told, in your public presentations, that the allotment of commercial space would be used to enhance the Strathmore Square community, to help create the bonds of neighborliness and the sense of place that you have always emphasized as a central element in your vision. In addition, the local focus and local relevance of the commercial establishments to be implanted at the site would help create what I think of as the "Greater Grosvenor-Strathmore Neighborhood": participating and sharing in the commercial enhancements associated with Strathmore Square would be the residents of Meridian, Avalon, Strathmore Park, Stoneybrook, Parkside, and Grosvenor Park. And, of course, just as with the pop-ups earlier, Metro users would partake. The Grosvenor-Strathmore station would be a special place on the red line, and Parkside residents would be among the beneficiaries.

I understand that nothing you said in your presentations was meant as a promise; everything was too preliminary and prospective to constitute more than a firm statement of intention. But the planning authorities, the County Council, and WMATA did make a promise, in writing and orally, and to my knowledge they have never gone back on the promise to keep the Grosvenor site free of destination retail. This is the fundamental red flag raised by the mention of a hotel. A hotel would have no connection to the community, yet its clientele would further clog the surrounding roads while adding nothing to the residential neighborhood in which the hotel was located.

You can see, therefore, that even though the possibility is very far from firm and very far from imminent, our concern has not diminished.

As this exchange illustrates, we do indeed share your commitment to an open line of communication. (To be clear, "we" and "our" wherever they appear refer to the representatives of the three communities of Strathmore Park, Stoneybrook, and Parkside.)

--Jane

At 04:02 PM 8/24/2018, Ron Kaplan wrote:

>Dear Jane,
>

>Thank you very much for taking the time to review the Strathmore Square
>Sketch Plan application and to provide us with your comments. It is
>this open line of communication that we truly value. The purpose of
>this email is to attempt to alleviate your concern regarding a hotel as
>one possible commercial use in the development.

>
> From the inception of the Minor Master Plan to its final approval, the
> CR zone always was contemplated for the Grosvenor Metro property.
> As part of the CR zone, commercial uses are allowed up to the density
> amount permitted by the zone (in this case, a .5 FAR). This includes
> our plans to bring neighborhood serving commercial uses to the site,
> in response to many comments that we received from our neighbors
> throughout the process.

>
>It is true that the CR zone also allows a hotel but at this point in
>time, we have done little to explore that possibility on Parcel 6,
>which is the land closest to Rockville Pike and Tuckerman Lane. If a
>hotel were to occur, it would be planned for a later phase of the
>development.

>
>You very well may be correct that we did not mention a hotel
>specifically as it is only one of the options that would be allowed (we
>have not made any commitments to a particular commercial use). You are
>absolutely correct that the overriding consideration for development at
>the Grosvenor Metro Station is to maximize residential opportunities
>(as you put it, not to miss this golden opportunity). In fact, the plan
>shown in the Sketch Plan does exactly this by including the maximum
>amount of residential permitted.

>
>Having said that, if a hotel were to be contemplated, it would likely
>not reduce the amount of residential provided at Strathmore.
>The Planning Board and the County Council were very specific in their
>zoning approvals for a CR
>3.0 zoning designation with up to 2.75 FAR permitted for residential
>and up to .5 FAR permitted for commercial. If our plan achieves a full
>3.0 FAR, then 0.25 FAR of commercial uses including possibly a hotel
>could be added to the site without any reduction in the residential
>component of the project.

>
>I would stress that there is nothing proposed in our Sketch Plan
>application that is inconsistent with the Minor Master Plan or the CR
>zone. Let me reiterate that this is the Sketch Plan process – the
>initial process in one of many entitlements. The many details of the
>plans, including commercial uses, will evolve over the coming years as
>we seek further approvals.

>
>I hope this email addresses your concern. The last thing we would want
>to do is to create an uneasiness with our plan. I am happy to schedule
>a call with you if you like so we can talk. Just let me know. We look
>forward to continuing to work with you on Strathmore Square.

>
>Thank you.

>

>Ron Kaplan

>

>On Sat, Aug 18, 2018 at 8:56 AM, Jane Lewin

><<mailto:jane.parksideCC@verizon.net>jane.parksideCC@verizon.net> wrote:

>Dear Andy and Ron,

>Thank you for your "update" e-mail.

>I have now read the Sketch Plan submission for Strathmore Square as

>well as the write-ups at various Internet sites. There is one thing

>that surprised me and greatly concerns me.

>

>Having attended your presentation at the Mansion on July 10, 2018, as

>well as many (if not all) of your previous discussions with the public,

>and having attended the open meetings before the Planning Board that

>culminated in that board's approval of what is now the minor master

>plan, I was not expecting to see the word "hotel" in the Sketch Plan.

>Nowhere in your previous public presentations, and nowhere in the

>Planning Board's discussions, was the possibility of a hotel mentioned.

>The reason for my certainty is that use of that word would certainly

>have set alarm bells ringing in my mind and in the minds of other

>community representatives with whom I am regularly in touch, and it is

>on that basis that I assert "nowhere." If you believe that my memory

>(our joint memory) is at fault, if you believe that you had previously

>mentioned in public the possibility of putting a hotel at the

>Grosvenor-Strathmore property and that the Planning Board had

>acknowledged the possibility in public session, I would appreciate

>correction.

>That is the reason for my surprise. The reason for my concern is that

>all the discussions, and I refer here particularly to the discussions

>before the Planning Board, emphasized two

>things: (1) the Planning Board's overriding policy reason for approving

>a FAR greater than that recommended by staff was to take advantage of

>this sole surviving development site at a red line station by placing

>as many dwelling units as possible (without sacrificing quality) on top

>of a Metro station; (2) you made repeated assurances that the limited

>amount of retail you were contemplating would be at street level and

>would provide amenities for the entire Strathmore Square community.

>(1) The policy justification for the minor master plan was to maximize

>the availability of RESIDENTIAL UNITS at this Metro station, taking

>advantage of the station's special status as a golden opportunity not

>to be lost. And you now propose to divert some of the FAR that was

>granted to you on that basis into a . . . a hotel?

>(2) The Sketch Plan gives lip service to the idea of Strathmore Square

>as a livable community with a sense of place, with amenities that

>enhance communal life. Street-level retail establishments can certainly

>be integral to such a vision. But a hotel?

>The Sketch Plan is eloquent in delineating the vision of the kind of

>community you pledge to create at Grosvenor-Strathmore. Yet the very

>few mentions of "hotel" are strictly factual (in the development

>scenarios for Parcel 6 and in the section on Parking and Loading) and

>stand apart from everything else that is said in support of your vision

>of the community to come. Those mentions of hotel are not integrated

>into explanations of the vision. They are not an organic part of it.
>There is the vision---and then, walled off in a few separate factual
>sentences, appears the word "hotel." That discordance itself
>illustrates how completely a hotel would violate both the letter and
>the spirit of the minor master plan.
>Sincerely,
>Jane Lewin
>Resident of Parkside Condominium
>
>
>

Email

Strathmore Square

Email

From  bensyoung@gmail.com

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Strathmore Square

Date Sent **Date Received** 10/24/2018 3:16 PM

I do not support the current plans for the Strathmore Square project. As currently contemplated, the plan calls for too much housing, especially in light of the current overcrowding in the Walter Johnson cluster, and not enough green space.

Thanks for your consideration,
Ben

Attachments

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Email**FW: I Support the Visi...****Email**

From  MCP-Chair #

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject FW: I Support the Vision for Strathmore Square

Date Sent **Date Received** 10/10/2018 11:04 AM

-----Original Message-----

From: Fernando Bretas <fernando.bretas62@gmail.com>
Sent: Wednesday, October 10, 2018 10:49 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: I Support the Vision for Strathmore Square

Dear Mr. Anderson,

This project is very important for the Grosvenor area. We are in Between Bethesda and North Bethesda developments and this development will galvanize ideas for community living. I sincerely hope the Planning Board fully support this great idea. Furthermore, the project will generate resources for the county.

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Fernando Bretas
10304 Thornbush Ln
Bethesda, MD 20814
fernando.bretas62@gmail.com

Attachments

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Email

I Support the Vision f...

Email

From  mcp-crm-tracker@mncppc-mc.org

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject I Support the Vision for Strathmore Square

Date Sent **Date Received** 10/10/2018 2:27 PM

-----Original Message-----

From: Mr. & Mrs. Bryant Cloud <kbellecloud@gmail.com>
Sent: Wednesday, October 10, 2018 11:09 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: I Support the Vision for Strathmore Square

Dear Mr. Anderson,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Karina Cloud
4014 Halsey Ct
Kensington, MD 20895
kbellecloud@gmail.com

Attachments

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Email

Please Support Fives...

Email

From  jane@janefairweather.com

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  [Gwen Wright](mailto:Gwen.Wright@montgomeryplanning.org);  [Gwen Wright](mailto:Gwen.Wright@montgomeryplanning.org);  [Gwen Wright](mailto:Gwen.Wright@montgomeryplanning.org);  [Khalid Afzal](mailto:Khalid.Afzal@montgomeryplanning.org);  [Maren Hill](mailto:Maren.Hill@montgomeryplanning.org);  maren.hill@montgomeryplanning.org;  [Stephanie Dickel](mailto:Stephanie.Dickel@montgomeryplanning.org);  Stephanie.Dickel@montgomeryplanning.org

Subject Please Support Fivesquare's Vision for Strathmore Square

Date Sent **Date Received** 10/23/2018 2:37 PM

Dear Chairman Anderson,

I am getting in touch with you as a Bethesda resident and small business owner to express my support of Fivesquares' vision for Strathmore Square, as you prepare to vote on their Sketch Plan Application.

It is my belief that the forward-thinking concept of transit-oriented development, which the plans for Strathmore Square employ, is essential to the future of Montgomery County. As such, the idea of concentrating high-density here on top of Metro is a smart approach. This is the ideal place for new residential units, since people want to live close to public transit options. With both daily commuters regularly passing through the Metro and nearby residents craving a common gathering space, Strathmore Square will be an active and thriving site.

I look forward to the enhancements brought forth by these plans, including a variety of small local retail in the public square and a civic space that will provide the nearby community with a place to gather – something that the area currently lacks. There is also a major need for improved connectivity between the Metro Station and surrounding neighborhoods, something that Fivesquares' proposal has correctly addressed.

Thank you for your consideration of my comments. I urge you to approve these much-needed improvements to the Grosvenor-Strathmore Metro Station site.

Sincerely,

Jane Fairweather
4709 Maple Avenue
Bethesda, MD 20814

Jane Fairweather

Licensed Realtor in MD & DC

The Jane Fairweather Team | Long and Foster Real Estate
4709 Maple Ave. | Bethesda, MD 20814

Direct: 240-223-4000 | Fax: 240-223-0044 | Cell: 240-476-8800



 please consider the environment before printing this email.

Attachments

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Email

I Support the Vision f...

Email

From  mcp-crm-tracker@mncppc-mc.org

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject I Support the Vision for Strathmore Square

Date Sent **Date Received** 10/10/2018 2:37 PM

-----Original Message-----

From: Suzanne Fine <suzanne.fine@gmail.com>
Sent: Wednesday, October 10, 2018 1:34 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: I Support the Vision for Strathmore Square

Dear Mr. Anderson,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Suzanne Fine
5230 Tuckerman Ln Apt 811
Rockville, MD 20852
suzanne.fine@gmail.com

Attachments

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Tettelbaum, Emily

From: Tettelbaum, Emily
Sent: Wednesday, October 10, 2018 1:41 PM
To: Tettelbaum, Emily
Subject: FW: I Support the Vision for Strathmore Square

-----Original Message-----

From: Scott Hicks <user@votervoice.net>
Sent: Wednesday, October 10, 2018 1:19 PM
To: Wright, Gwen <gwen.wright@montgomeryplanning.org>
Subject: I Support the Vision for Strathmore Square

Dear Mrs. Wright,

At a recent meeting with FiveSquares at the Meridian I entered the room as a skeptic. I have changed my mind. I am impressed with the thought that has gone into the design. I like the green space, the potential for music and art space, and rush hour food stores. As a life long Bethesda resident I am excited about the new Strathmore design.

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Scott Hicks
5230 Tuckerman Ln
Rockville, MD 20852
scotthicks2@verizon.net

Email

I Support the Plans fo...

Email

From  natinagy@yahoo.com

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  Maren Hill;  maren.hill@montgomeryplanning.org

Subject I Support the Plans for Strathmore Square

Date Sent **Date Received** 10/19/2018 11:22 PM

Dear Chairman Anderson,

I am in full support of the plans put forward for Strathmore Square.

I urge you to approve the

increased density and heights at Grosvenor-Strathmore.

Having grown up in a very high-density neighborhood in Budapest, Hungary, I have experienced

the benefits of this type of environment first-hand. For that reason, I was very excited to

hear about the vision for Strathmore Square. The plans would provide us with

a unique

market square set-up – similar to that of many European cities – as opposed to the

cookie-cutter retailers that are common throughout Montgomery County. This vision for

supporting amenities and the manner in which these structures will be built is crucial, and

will bring a sense of community to the surrounding area.

As a theater director, I am also very excited about what the project can contribute to arts

education and look forward to it serving as a great venue for small local businesses to

showcase their goods and products. This is an area that I would like to retire in, and it

would be great to have all of these conveniences and

amenities in such close proximity to

our neighborhoods.

Lastly, I strongly support Fivesquares' vision to improve pedestrian access and

walkability around the Metro station area. In the two years that I spent living directly

across the street, I found that it was extremely dangerous to walk to and from the station.

Please allow these thoughtful plans to continue moving through the approval process.

Best Regards,

Natalia Gleason

9407 Bulls Run Parkway

Bethesda, MD 20817

Natália Gleason

Theatre Director

Cell: 3015690612

Office: 3015303581

www.nataliagleason.com

Attachments

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Dear Chairman Anderson,

I am writing in reference to the redevelopment of the Grosvenor-Strathmore Metro station. I was recently informed about Fivesquares Development's plans and I am very excited. My family and I have lived in the area for many years and the Grosvenor-Strathmore Metro is the closest station to us. We are very familiar with how dull and dead the area is. It's unfortunate this site lacks culture and vibrancy, especially being so close to one of the County's most artistic and iconic music centers. I am confident that Fivesquares' addition will enhance the character of the community and improve the aesthetics of the station.

Secondly, my children will soon be out of college and like any other parent, I am hoping they will live close by. I'm sure they would enjoy living in a community like Strathmore Square and have access to amenities such as transit, open spaces, small local retail pop-ups and Strathmore.

I fully support the proposed Strathmore Square and I respectfully urge you to support it as well.

Thank you,

Nelson Cooney
4034 Glenridge Street
Kensington, MD 20895



cid:CE8B65FE-B6BD-4295-8156-642586D3FBEA@home

[Legal Disclosures, Please Read Carefully](#)

Attachments

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image002.jpg	1,617	
image003.png	27,648	

Email**FW: I Support the Visi...****Email**

From  MCP-Chair #

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject FW: I Support the Vision for Strathmore Square

Date Sent **Date Received** 10/10/2018 11:04 AM

-----Original Message-----

From: Meagan Sexton <sexton.meagan.m@gmail.com>
Sent: Wednesday, October 10, 2018 10:24 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: I Support the Vision for Strathmore Square

Dear Mr. Anderson,

This is a wonderful plan being executed by a very capable team. As a local resident I am thrilled the space will be renovated in this way!

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Meagan Sexton
10215 Summit Ave
Kensington, MD 20895
sexton.meagan.m@gmail.com

Attachments

File Name	File Size (Bytes)	↻
There are no Attachments to show in this view. To get started, create one or more Attachments.		
0 - 0 of 0 (0 selected)		Page 1

Email**FW: I Support the Visi...****Email**

From  MCP-Chair #

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject FW: I Support the Vision for Strathmore Square

Date Sent **Date Received** 10/10/2018 1:21 PM

-----Original Message-----

From: Kathryn Simons <kthy.simons@gmail.com>
Sent: Wednesday, October 10, 2018 11:53 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: I Support the Vision for Strathmore Square

Dear Mr. Anderson,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Kathryn Simons
5230 Tuckerman Ln Apt 1504
Rockville, MD 20852
kthy.simons@gmail.com

Attachments

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0 - 0 of 0 (0 selected)		Page 1

Email**Support Strathmore S...****Email**

From  mcp-crm-tracker@mncppc-mc.org

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support Strathmore Square

Date Sent **Date Received** 10/23/2018 10:20 AM

Dear Chairman Anderson,

I am a millennial living and working in Bethesda. I am always looking for entertainment and activity opportunities located above and near public transit in our area.

I support the sketch plans for Strathmore Square because I like the community-focused art spaces and the community amenities that the plan proposes. These will all be easily accessible via the Red Line Metro and various local buses.

Please approve the current sketch plans for Strathmore Square. It will provide new entertainment and activity opportunities that are easily accessible via public transit.

Thank you.

Sincerely,

Amelia Sirianni
4157 Wetherill Road
Bethesda, MD 20816

Marketing Manager, Palmetto Bridge



Email

Strathmore Square

Email

From  cs8850a@student.american.edu

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  Gwen Wright;  Gwen Wright;  Gwen Wright;  Khalid Afzal;  Maren Hill;  maren.hill@montgomeryplanning.org

Subject Strathmore Square

Date Sent **Date Received** 10/23/2018 4:43 PM

Dear Chairman Anderson,

I support Fivesquares Development's plans for the Grosvenor-Strathmore Metro station. I currently live in Bethesda and commute to American University, where I am finishing up my Bachelor's Degree. Living near transit would be extremely beneficial for me and I would love to live in Strathmore Square. After learning about Fivesquares Development's plans, I immediately thought to myself how great it would be to live there. The proposed development will feature open space, gathering spaces, art, transit options, retail and most importantly it would be a quiet neighborhood community.

Like so many young people, I am looking for a place outside of the city-life, where I can enjoy being close to local shops, neighborhoods, walking trails and green space. Strathmore Square would be the perfect neighborhood to live in because it features all of this and more. And Strathmore Square will right on top of Metro, so I can get rid of my car and use Metro.

I also really like the connection to the arts and how Fivesquares is planning to incorporate it throughout Strathmore Square. At AU, I get to see sculptures almost every day while walking from class to class. They add beauty and uniqueness to the community, which I'm sure Fivesquares will successfully do for Strathmore Square.

That said, I hope you will support Fivesquares' plans for the Grosvenor-Strathmore Metro station.

Thank you,

Caroline Sirianni
4158 Wetherill Road
Bethesda, MD 20816

Attachments

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0 - 0 of 0 (0 selected)		Page 1

Email

Strathmore Square at...

Email

From  Tyler@BlueSand.com

To  <MCP-Chair MCP-Chair>;  [MCP-Chair #](#);  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  [Gwen Wright](#);  [Gwen Wright](#);  [Gwen Wright](#);  [Khalid Afzal](#);  [Maren Hill](#);  maren.hill@montgomeryplanning.org

Subject Strathmore Square at Grosvenor-Strathmore Metro

Date Sent **Date Received** 10/23/2018 9:34 AM

Dear Chairman Anderson,

My name is Tyler Reeves and I am 22 years old. I am writing to you today to show my support for Strathmore Square. I live in Olney with my parents and work in Downtown Bethesda. As you can imagine, the commute is long and for this reason, it would be incredibly nice to move somewhere closer to where I work. I learned about Strathmore Square from a friend and I think this community would be a great fit for me.

The development proposal includes exciting features, many of which I know I would take advantage of if I lived there. My favorite part of all of this is the idea of living near transit and having a variety of amenities within walking distance from me. I could easily take the metro to my work and on my way back pick up a quick bite from one of the local shops. On the weekends, I could go hang out at the Civic Green and enjoy some fresh air. The possibilities are endless.

I really like the idea of Strathmore Square and I think it would be a great addition to the Grosvenor-Strathmore Metro area. It's the right combination of transit, culture, leisure activities and amenities and open space. Please support Strathmore Square as you move forward with your deliberations.

Thank you,

Tyler Reeves
17824 Tree Lawn Drive
Olney, MD, 20832

Email**Support for Strathmo...****Email**

From  vinnie7092@comcast.net

To  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  Gwen Wright;  Gwen Wright;  Gwen Wright;  Khalid Afzal;  Maren Hill;  maren.hill@montgomeryplanning.org

Subject Support for Strathmore Square

Date Sent **Date Received** 10/23/2018 9:34 AM

Dear Chairman Anderson,

My name is Vincent Russell. I'm 28 years old and I was born and raised in Montgomery County. I'm writing to express my support for Fivesquares Development's vision for the Grosvenor-Strathmore Metro station. I'm an Uber driver and last year I had to drop someone off at the station. The pop-ups were going on and I decided to check them out. That's where I learned about Strathmore Square and I think it's a fantastic idea.

I live with my parents in Bethesda and they're planning to retire in 3 to 4 years. I am hoping that Strathmore Square will be up and running by then, just in time for me to move out. I would love to live in a community that's close to transit, food, retail, nature and open gathering spaces. I think what Fivesquares has come up with is exactly what young people like myself are looking for. I'm sure my friends and girlfriend would love to move into a community like Strathmore Square.

I think what they did with the metro railcar was ingenious and I'm sure they will include that creativity into their development. I'm really looking forward to Strathmore Square and I hope you allow them to move forward with their plans.

Thank you,

Vincent Russell

3906 Blackthorn Street

Bethesda, MD 20815

Attachments

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0 - 0 of 0 (0 selected)		Page 1

Email

I Support the Vision f...

Email

From  pegstarr.zin@gmail.com

To  <MCP-Chair MCP-Chair>;  [MCP-Chair #](#);  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject I Support the Vision for Strathmore Square

Date Sent **Date Received** 10/10/2018 12:05 PM

Dear Mr. Anderson,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station. I greatly appreciate the community involvement and the fact that Fivesquares took the time to inform me about their vision.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Sekai Zinatsa
5230 Tuckerman Ln Apt 1516
Rockville, MD 20852
pegstarr.zin@gmail.com

Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Thursday, October 25, 2018 8:19 AM
To: Butler, Patrick; Tettelbaum, Emily; Sanders, Carrie
Subject: FW: I Support the Vision for Strathmore Square

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

-----Original Message-----

From: Mary Englert <maryjenglert@gmail.com>
Sent: Wednesday, October 24, 2018 10:16 PM
To: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Subject: I Support the Vision for Strathmore Square

Dear Mrs. Dickel,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Mary Englert
10101 Grosvenor Pl Apt 1218
Rockville, MD 20852
maryjenglert@gmail.com

Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Thursday, October 25, 2018 8:19 AM
To: Butler, Patrick; Sanders, Carrie; Tettelbaum, Emily
Subject: FW: I Support the Vision for Strathmore Square

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

-----Original Message-----

From: H. Pham <hangp169@gmail.com>
Sent: Wednesday, October 24, 2018 5:24 PM
To: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Subject: I Support the Vision for Strathmore Square

Dear Mrs. Dickel,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

H. Pham
10500 Rockville Pike
Rockville, MD 20852
hangp169@gmail.com

Tettelbaum, Emily

From: Michael Kay <mrk858@gmail.com>
Sent: Thursday, October 25, 2018 8:13 AM
To: Dickel, Stephanie
Cc: Butler, Patrick; Sanders, Carrie; Tettelbaum, Emily
Subject: Re: Support for Strathmore Square

Thank You Stephanie

Michael Kay, Realtor
The Fleisher Group

TTR Sotheby's International Real Estate

www.thefleishergroup.com

Mobile: (301)728-8858

Office: (301)967-3344

#1 Real Estate Team DC/Metro Region

thefleishergroup

On Oct 25, 2018, at 8:10 AM, Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org> wrote:

Michael,

I am forwarding your email to the Area 2 Planning team. Thank you.

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

From: Michael Kay <mrk858@gmail.com>
Sent: Wednesday, October 24, 2018 3:53 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Cc: Hill, Maren <maren.hill@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Afzal, Khalid <khalid.afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>

Subject: Support for Strathmore Square

Dear Mr. Anderson,

I'm writing to you in my capacity as President of the Symphony Park Homeowners Association.

We support the Sketch Plan Application for the Strathmore Square development and believe that it will add significant appeal to both current and prospective residents.

Fivesquares was involved in the development of Symphony Park. I've worked with them to make it the success it is today. With Symphony Park they've demonstrated their commitment to a level of excellence, and I have no doubt they'll do the same with the implementation of Strathmore Square.

The current Sketch Plan for Strathmore Square shows Fivesquares' commitment to bringing arts into our community. It proposes numerous art spaces for both artists and students.

Putting in greater density around the Grosvenor-Strathmore Metro Station also makes sense. There is so little undeveloped land in this area that it is important to increase density on underutilized land surrounding a public transit hub. Our community believes that the plans for Strathmore Square, with its focus on greater density, will be developed with great sensitivity and respect for the surrounding neighborhoods like ours.

On behalf of the Symphony Park Board of Directors, we'd like you to support the Sketch Plan Application for Strathmore Square.

Thank you.

Sincerely,

Michael Kay

10844 Symphony Park Drive

North Bethesda, MD 20852

Email

RE: Grosvenor Park II...

Email

From  [Emily Tettelbaum](#)

To  [<Carrie Sanders>](#);  [Carrie Sanders](#);  [carrie.sanders@montgomeryplanning.org](#);  [Patrick Butler](#);  [patrick.butler@montgomeryplanning.org](#);  [Stephanie Dickel](#);  [Stephanie.Dickel@montgomeryplanning.org](#)

Cc

Subject RE: Grosvenor Park II Resident in Support of Strathmore Square

Date Sent **Date Received** 10/24/2018 3:50 PM

Thanks Stephanie and sorry that you are receiving these!

Emily Tettelbaum
Area 2 | Montgomery County Planning Department
8787 Georgia Ave | Silver Spring, MD 20910
301-495-4569 | emily.tettelbaum@montgomeryplanning.org

From: Dickel, Stephanie
Sent: Wednesday, October 24, 2018 3:37 PM
To: Butler, Patrick <patrick.butler@montgomeryplanning.org>; Sanders, Carrie <carrie.sanders@montgomeryplanning.org>; Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: FW: Grosvenor Park II Resident in Support of Strathmore Square
Importance: High

I am forwarding your email to the Area 2 Planning team, thank you.

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

From: O'Konski, Al <al.okonski@aecom.com>
Sent: Wednesday, October 24, 2018 3:31 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Hill, Maren <maren.hill@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Afzal, Khalid <khalid.afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Subject: Grosvenor Park II Resident in Support of Strathmore Square
Importance: High

Dear Mr. Anderson,

We own and live in Grosvenor Park II across Rockville Pike from the Grosvenor/Strathmore Metro station. We have followed the progress of the zoning adjustment and the development. We support both, and have taken the time to attend meetings and presentations, review available materials, and ask questions. We both practice as architects, and that helps us to understand the program and discuss it with neighbors, which we do frequently. We support the sketch plan for the Strathmore Square development.

We look forward to this project proceeding because it will fulfill some of the promise of our Metro station and our neighborhood. It establishes a better sense of place, including the community focal point which is missing. We appreciate that it is concentrated at a station along our transit corridor. This makes community development sense to residents like us, and it makes economic sense too.

The sketch plan leverages our community's Strathmore Arts Center asset by offering a locally oriented, scaled, and accessible version, providing small ground floor space for Strathmore classes, and providing potential for a local amphitheater. All this will enliven the community atmosphere, especially around the station. And Fivesquares' plans for incorporating small local incubator retail around the village square promises badly needed local business activity to our community, in a suitably scaled, economically sustainable way. This is the kind of creative approach we need and want, our Grosvenor Park II neighbors need and want, and our other community neighbors need and want. It improves the Metro station in a tangible, practical way.

We believe that the sketch plan works well within the zoning envelope, including proposed street alignments, building massing, building height, and setbacks from the street – all of which show thought, sensitivity and care to neighboring properties, especially the ones that are immediately adjacent.

We support the current sketch plan for Strathmore Square. It establishes a focal point for the community along a transit corridor, and will provide many new and exciting amenities and conveniences for our neighborhood.

Please approve the current sketch plans for Strathmore Square, as proposed by Fivesquares.

Thank you.

Sincerely,

Al O'Konski & Roseanne O'Konski

Al O'Konski AIA

Roseanne Beattie O'Konski AIA

10500 Rockville Pike, Unit 802, Rockville, MD 20852
H 1-301-897-3169 AL 1-202-491-0122 Roseanne 1-202-255-6860
al.okonski@aecom.com

Attachments

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Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Wednesday, October 24, 2018 3:27 PM
To: Butler, Patrick; Sanders, Carrie; Tettelbaum, Emily
Subject: FW: I'm Excited About the Plans for Strathmore Square

Christian,
I am forwarding your email to the Area 2 Planning Staff. Thank you.

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

From: Christian Funicelli <cfunicelli@amrcommercial.com>
Sent: Wednesday, October 24, 2018 1:53 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Hill, Maren <maren.hill@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Afzal, Khalid <khalid.afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Subject: I'm Excited About the Plans for Strathmore Square

Dear Mr. Anderson,

As a native and resident of Montgomery County, I would like to offer my support for the Strathmore Square proposal.

I recently learned about these plans and am excited about the potential it has to be a fantastic hub in our region. I currently live in Potomac but like many young professionals, would love to move to an area like Strathmore Square in the future – as it is an ideal site with its neighborhood amenities and convenient location on top of public transit.

Montgomery County needs new development. In the past 20 years, we've had very little new projects to attract people. Where I live in Potomac, I've seen nothing change other than the recently renovated mall and Cabin John, which just added two restaurants. I would like to see Strathmore Square come to fruition because Rockville Pike really needs some modernization. The entire Pike is just so old and unchanged, but seeing it start to get revitalized with Strathmore Square following Pike and Rose will hopefully entice development to start going north, as well as east with Nicholson and going down Veirs Mill Road into Wheaton.

I urge you to approve Strathmore Square's Sketch Plan Application and look forward to the implementation of this vision in the coming years. Thank you for your consideration of my comments.

Respectfully yours,

Christian J. Funicelli
Associate

4849 Rugby Avenue | Suite 200 | Bethesda, Maryland 20814

(301) 961-9696 main | (240) 753-2067 cell | (301) 656-7551 fax

www.amrcommercial.com



From: Eve Granatosky <eve.granatosky@gmail.com>
Sent: Wednesday, October 10, 2018 1:34 PM
To: Hill, Maren
Subject: I Support the Vision for Strathmore Square

Dear Mrs. Hill,

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Eve Granatosky
5230 Tuckerman Ln Apt 922
Rockville, MD 20852
eve.granatosky@gmail.com

Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Thursday, October 25, 2018 3:48 PM
To: Ginanne Italiano; Tettelbaum, Emily; Butler, Patrick; Sanders, Carrie
Subject: RE: Memo to Casey Anderson Re: Support of Strathmore Square Vision

I am forwarding your email to the Area 2 Planning team. Thank you.

Stephanie Marsnick Dickel

Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

From: Ginanne Italiano <gitaliano@bccchamber.org>
Sent: Thursday, October 25, 2018 3:45 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Hill, Maren <maren.hill@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Afzal, Khalid <khalid.afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; jrusssel@rodgers.com; mgordon@linowes-law.com
Subject: Memo to Casey Anderson Re: Support of Strathmore Square Vision

October 25, 2018

TO: Casey Anderson, Chair, Montgomery County Planning Board

FROM: Ginanne M. Italiano, IOM, President & CEO, The Greater Bethesda Chamber of Commerce

RE: Support of Strathmore Square Vision

On behalf of The Greater Bethesda Chamber of Commerce and our more than 550 members throughout the greater Bethesda area and Montgomery County, I am writing in strong support of Fivesquares' vision for Strathmore Square, as you prepare to vote on their Sketch Plan Application.

As an organization that represents businesses throughout Greater Bethesda, we are strong advocates of Fivesquare's vision for smart growth and transit-oriented development. One of the most important aspects of Strathmore Square is the addition of density and building heights directly on top of the Metro station. This reflects the basic tenets of transit-oriented development and is particularly critical given the scarcity of developable space in Montgomery County. Even with the plans for increased density, Fivesquares is committed to keeping the neighborhood feel intact by lowering building heights closer to Tuckerman Lane and creating pedestrian paths to improve connectivity to and from the Grosvenor-Strathmore Metro Station.

The plan for small local retail and Strathmore classes open to the public will provide the nearby community with a place they can spend time, rather than just walk to Metro. These features, in addition to the Village Green and Village Square, will ensure that there is a multitude of opportunities for enjoyable community engagement. Additionally, with a focus on the arts, the Metro area will be transformed into a more visually appealing space for commuters and nearby residents alike.

For all of these reasons, we urge the Planning Board to approve the Sketch Plan Application for Strathmore Square.

Thank you for your consideration of this request.

cc: Maren Hill
Gwen Wright
Khalid Afzal
Stephanie Dickel

Ginanne M. Italiano, IOM
President & CEO
The Greater Bethesda Chamber of Commerce
Smart Business, Bright Future
7910 Woodmont Ave., Suite 1204, Bethesda, MD 20814
P: (301) 652-4900; C: (240) 508-7233
F: (301) 657-1973
gitaliano@greaterbethesdachamber.org
www.greaterbethesdachamber.org

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Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Monday, October 29, 2018 8:27 AM
To: Bonny Dieterich; Butler, Patrick; Sanders, Carrie; Tettelbaum, Emily
Subject: RE: Meridian Resident Excited for Strathmore Square

Bonny,
I am forwarding your email to the Area 2 Planning team. Thank you.

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

From: Bonny Dieterich <bonnydieterich@yahoo.com>
Sent: Friday, October 26, 2018 5:13 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Hill, Maren <maren.hill@montgomeryplanning.org>; Afzal, Khalid <khalid.afzal@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>
Subject: Meridian Resident Excited for Strathmore Square

Dear Chairman Anderson,

My husband and I moved to the area from Atlanta, Georgia in 2015. We moved to our home here in the Meridian because it's close to Metro and I-495. We enjoy the neighborhood feel and the proximity to Rock Creek Park.

I like the Sketch Plan Application for Strathmore Square because the proposed development will create accessible community spaces that support small local retailers providing community conveniences. We will be able to enjoy these conveniences as well as neighborhood community activities close to our home.

As someone who uses a wheelchair, mobility to and from the redeveloped site for people with physical disabilities is also extremely important. Thus, I appreciate Fivesquares' thoughtful plan to create a linear pedestrian path that does not have many turns and curves, making it much easier to maneuver across.

Please approve the Sketch Plan Application for Strathmore Square during your upcoming discussions.

Thank you for your consideration of my comments.

Sincerely,

Bonny Dieterich
5230 Tuckerman Lane
North Bethesda, MD 20852

Tettelbaum, Emily

From: Dickel, Stephanie
Sent: Monday, October 29, 2018 8:27 AM
To: chrisvrabic@yahoo.com; Butler, Patrick; Sanders, Carrie; Tettelbaum, Emily
Subject: RE: I Support the Vision for Strathmore Square

Chris,
I am forwarding your email to the Area 2 Planning team. Thank you.

Stephanie Marsnick Dickel
Planner Coordinator . Area 1
Montgomery County Planning Department
8787 Georgia Avenue . Silver Spring MD . 20910
301.495.4527
stephanie.dickel@montgomeryplanning.org

-----Original Message-----

From: Joseph Vrablic <user@votervoice.net>
Sent: Friday, October 26, 2018 4:52 PM
To: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Subject: I Support the Vision for Strathmore Square

Dear Mrs. Dickel,

I am a resident of Grosvenor Park and I would love some additional retail/ coffee/ food walking distance from my condo.

I am writing to express my support for Fivesquares' vision for Strathmore Square at the Grosvenor-Strathmore Metro Station.

Strathmore Square will provide a vibrant gathering place for both local residents and commuters at this valuable public transit site. The plan includes a programmable civic green space, local retail options, and enhancements to the arts. I also look forward to the improved connections between the Metro station and surrounding neighborhoods, which will provide a pleasant and safe pedestrian experience.

Overall, it makes sense to concentrate new development and neighborhood retail here at Metro, as this site will be transformed into an active public-serving asset for the community.

Please approve Fivesquares' Sketch Plan Application so that their plans to improve the area around Grosvenor-Strathmore Metro Station can be allowed to move forward.

Thank you for your consideration.

Sincerely,

Chris Vrablic
10300 Rockville Pike Apt 401
Rockville, MD 20852
chrisvrabic@yahoo.com

ATTACHMENT 3



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

October 24, 2018

Ms. Emily Tettelbaum, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320190010
Strathmore Square

Dear Ms. Tettelbaum:

We have completed our review of the above-referenced, revised sketch plan uploaded to eplans on October 15, 2018. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on August 28, 2018. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. We defer to MSHA for access and improvements to Rockville Pike (MD 355).
2. MCDOT does not object to the applicant submitting a preliminary plan for this site.
3. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

ATTACHMENT 3

Ms. Emily Tettelbaum
320190010 Strathmore Square
October 24, 2018
Page 2

4. *At the preliminary plan stage:*

- A. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
 - B. Submit storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
 - C. Provide roadway cross sections for Tuckerman Lane.
 - D. Access and improvements along Tuckerman Lane are to be determined at the preliminary plan stage.
 - E. Submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
 - F. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
 - G. Coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Mr. Miller may be contacted at 240-777-5800 or wayne.miller@montgomerycountymd.gov.
 - H. Submit a Traffic Impact Study (TIS) if required by the Planning Department.
 - I. Provide design exceptions for all non-standard public streets.
 - J. Submit a private streets justification in accordance with Section 4.3.E.4 (b) of the County Code.
 - K. Private streets are to be built to business district structural standards.
 - L. Submit a signal warrant analysis for the intersection of Tuckerman Lane and Cloister Drive.
5. Coordinate with Ms. Beth Dennard (beth.dennard@montgomerycountymd.gov or 240-777-8384)

ATTACHMENT 3

Ms. Emily Tettelbaum
320190010 Strathmore Square
October 24, 2018
Page 3

of MCDOT – Commuter Services Section regarding the following TDM comments:

A. Traffic Mitigation Agreement: With the preliminary plan application, submit a draft Traffic Mitigation Agreement (TMAg) to MCDOT based on the most recent template for residential development with mixed use. Prior to the issuance of any building permits by MCDPS, the Applicant will need to work with this Department and MNCPPC to finalize the draft TMAg. Coordinate with Ms. Sandra Brecher, Chief, Commuter Services Section. Ms. Brecher may be contacted at 240-777-8383. The TMAg will include but not be limited to the following:

- i. Bicycle Facilities: Provide bike racks in weather-protected, highly visible/active locations. Consider providing secure bicycle storage for planned bike parking area for resident use (e.g., bike cage). Include a small bicycle repair station for resident use.
- ii. Display and Real Time Transit Information: See comment below.
- iii. Electric Car Charging: Provide two EV-ready spaces or the number required by law, whichever is greater.

B. Parking:

- i. Minimize Parking: This development is located in the North Bethesda Transportation Management District (TMD), at a Metrorail station, and is intended to be a “Transit Oriented Development.” If there is any place where no more than the minimum number of parking spaces required should be provided it should be in this type of location. The Traffic Statement submitted with the Sketch Plan notes “since this development will be situated at the Metro Station, it is likely that a higher transit mode share will be realized” than the mode split assumptions in the Grosvenor-Strathmore Policy Area LATR Guidelines. Parking should be kept to the minimum level possible. The Statement of Justification indicates a maximum of 2,008 spaces are planned vs. the minimum of 1,882, or a total of 126 more parking spaces than the minimum.

It is unclear how many parking spaces are being provided for the ground-floor retail component of the project – or for the potential 150 room hotel – apparently a total of 317,537 sf of non-residential use. These quantities and their locations should be clarified in subsequent submissions.

ATTACHMENT 3

Ms. Emily Tettelbaum
320190010 Strathmore Square
October 24, 2018
Page 4

As occupancy and use occurs over build-out of the Project, opportunity should be retained to reduce the amount of parking provided in total on-site. This may best be done by reducing the amount of parking provided in future buildings, consonant with demand. Creation of shared parking structures would probably enable such reductions to be made more readily than if each building has its own individual, dedicated parking structure.

- ii. No Bundling of Parking: No bundling of parking should be permitted – i.e., no requirement that those renting or purchasing in a building in the Project likewise rent or purchase a certain number of parking spaces as part of the rental or purchase agreement.
- iii. Take advantage of Shared Parking Provisions of Zoning Ordinance: Developers are encouraged to take advantage of the Shared Parking provisions of the Zoning Ordinance to reduce the total amount of parking.
- iv. Flexibility in design of parking critical: Provide flexibility in design of parking areas to enable mixed uses to share parking areas so as to make most efficient use of them. This also strengthens the incentive to reduce drive-alone commuting and parking among on-site employees. Doing this can free up spaces for other uses including retail customers. That approach will only work if the unused parking areas for employees can be made available once a decrease in demand is realized.

As noted above, over build-out of the Project opportunity should be retained to reduce the amount of parking provided in total on-site, by reducing the amount provided in future buildings, consonant with demand. Creation of shared parking structures may enable such reductions to be made more readily than if each building has its own individual, dedicated parking structure.

- v. Carpool/ Vanpool Parking for On-Site Employees: Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots to encourage employees on-site to car/vanpool.
- vi. Car Sharing Parking: Provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots available to the public. Given the large number of residential units planned for this project, the developer should pursue an arrangement with a car sharing company for dedicated car share

ATTACHMENT 3

Ms. Emily Tettelbaum
320190010 Strathmore Square
October 24, 2018
Page 5

vehicles to serve the complex. Availability of this type of service can reduce the demand from residents for personal vehicle parking.

- vii. Electric Car Charging: Provide two electric car charging stations, or the number required by law, whichever is greater, for each residential building on site.

C. Real Time Transit Information and Display: Provide opportunity and connections for an electronic (LCD) display screen providing Real Time Transit Information Signs in the residential lobby, to enable information to be readily accessed by building residents, employees, visitors, etc. Real Time Transit Information display can be incorporated into planned lobby display monitors/software system for the building. Provide space in lobby for a small standing display for printed materials.

D. Pedestrian and Bike Circulation: Provide excellent pedestrian & bike circulation, amenities & accommodations throughout the development.

- i. Circulation paths in locations w/ high activity to provide “eyes on the street” to enhance the experience of biking or walking and to enhance safety.
- ii. Countdown pedestrian signals at major crossing points both on-site and at intersections leading from the site to surrounding areas.
- iii. Bike racks shall be weather protected, highly visible and in active locations.
- iv. Bike rooms in each residential building for residents to securely store personal bikes. A small bike repair station is also a good amenity to provide to encourage residents to use bicycles for daily travel.
- v. Also include: paths, benches, trash and recycling containers, lighting, attention to landscaping that enhances safety

E. Design Elements: We recommend the following design elements intended to facilitate the use of non-auto modes of transportation be incorporated in the building design:

- i. The design of the majority of the Project at Sketch Plan seems to rely on structured above-grade parking with hi-rise towers built on top. Attention should be paid during further design to ensuring this large amount of structured parking at the ground-floor level, coupled with the hi-rise towers, does not create “urban canyons” or “dead areas” along street frontages, which could impact the experience of non-auto drivers (pedestrians and cyclists) as they circulate to and

ATTACHMENT 3

Ms. Emily Tettelbaum
320190010 Strathmore Square
October 24, 2018
Page 6

from the Metro station and access other uses on- and off-site. These types of street frontages can result in a reduced willingness by residents and visitors to use non-auto modes.

The Sketch Plan submission itself notes this issue under its discussion of Architecture and Design on page 8, but does not indicate how it will overcome it:

“Accordingly, primary attention must be given to the design of the ground floor where people will experience the buildings. Blank street walls devoid of activity or parking garages fronting onto sidewalks will have a more deleterious impact than the height of buildings. Streetscapes – the landscaping of the sidewalks and public realm – are vital to the experience of a place.”

From the standpoint of a project designed to encourage use of non-auto modes, an indication of how this issue will be addressed should be a key component of future submissions.

- ii. Design streets in front of major buildings to accommodate both shuttles and transit buses
 - iii. Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, as well as taxis, etc. To compete with the private auto it is important that passengers can wait comfortably inside climate-controlled, lighted lobbies and can still get to their bus, shuttle, taxi, etc. Providing design that enables those passengers to see the vehicle coming and to enable the vehicle driver to see them will facilitate that.
 - iv. Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate transit and paratransit vehicles (including transport vehicles for disabled residents and vanpools).
6. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat. The permit may include, but not necessarily be limited to the following improvements:
- A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
 - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
 - C. Underground utility lines.
 - D. Street lights.

ATTACHMENT 3

Ms. Emily Tettelbaum
320190010 Strathmore Square
October 24, 2018
Page 7

- E. Street trees.
- F. Permanent monuments and property line markers.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact William Whelan, our Development Review Area Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,



Rebecca Torma, Manager
Development Review Team

cc: Andrew Altman WMATA
Ian Duke VIKA
Steven Robbins Lerch, Early & Brewer
Plan letters notebook

cc-e: Kwesi Woodroffe MSHA District 3
Sandra Brecher MCDOT CSS
Beth Dennard MCDOT CSS
Wayne Miller MCDOT DTS
Sam Farhadi MCDPS RWPR
Marie LaBaw MCFRS
Vince Subramaniam MCDOT DTEO