



IMPLEMENTATION

10.1 ZONING

The Sector Plan proposes using several zoning categories to achieve the stated goals and objectives. During the Sector Plan process, amendments to certain existing zones or the creation of new zones also occurred. CBD Housing Incentives are described below along with other recommendations.

A. CBD HOUSING INCENTIVES

The County Council approved a text amendment to the CBD zones. It was developed in connection with the Silver Spring Sector Plan and closely coordinated with the Bethesda Sector Plan process as part of an effort to encourage housing in CBD's. (See Table 10.1 for a summary of the approved amendments.)

The text amendment redesignated the existing CBD-R Zone as the CBD-R1 Zone to provide consistent terminology. It amended the CBD-R Zone to add language allowing existing uses to remain as legal nonconforming uses. The Sector Plan recommends that the CBD-R1 Zone be applied to selected sites currently zoned CBD-1 where predominantly residential development is appropriate.

The text amendment also created the CBD-R2 Zone, intended to accommodate high-density residential development. It encourages housing by providing 5 FAR of optional residential development versus 1 FAR of standard commercial use. The Sector Plan recommends that the CBD-R2 Zone be applied to selected sites within the CBD.

The County Council also approved amendments to both standard and optional method development provisions in the CBD-0.5, -1, -2, and -3 Zones to create greater incentives to provide housing in mixed-use projects. The Sector Plan land use recommendations rely on the CBD Zone incentives to achieve the build-out of 2,700 dwelling units.

B. CBD STANDARD METHOD: SITE PLAN REVIEW

The Sector Plan recommends amending the CBD Zones to require site plan review for standard method development, including those projects that use the housing bonus. A project's site plan should conform with the streetscape and design guidelines of the Sector Plan.

C. CBD OPTIONAL METHOD: PUBLIC BENEFITS AND AMENITIES

The Plan proposes that a range of public benefits be considered for optional method projects in addition to the traditional open space and amenities provided in previous projects.

Table 10.1

HOUSING INCENTIVES IN CBD ZONES												
ZONE	Previous Zoning Standards						Approved Zoning Standards					
	Maximum Commercial FAR	Commercial as a % of Total FAR	Minimum Required Housing FAR	Housing as a % of Total FAR	Total Maximum FAR		Maximum Commercial FAR	Commercial as a % of Total FAR	Minimum Required Housing FAR	Housing as a % of Total FAR	Total Maximum FAR	
CBD 0.5 Standard Standard	0.5	100%	---	---	0.5		0.5	100%	---	---	0.5	---
	0.5	100%	---	---	0.5		0.5	50%	0.5	50%	1.0**	---
Optional Optional	1.0	100%	---	---	1.0		1.0	100%	---	---	1.0	---
	0.3	20%	1.2	80%	1.5		1.0	67%	0.5	33%	1.5	---
CBD 1.0 Standard Standard	1.0	100%	---	---	1.0		1.0	100%	---	---	1.0	---
	1.0	100%	---	---	1.0		1.0	50%	1.0	50%	2.0**	---
Optional Optional	2.0	100%	---	---	2.0		2.0	100%	---	---	2.0	---
	0.6	20%	2.4	80%	3.0		2.0	67%	1.0	33%	3.0	---
CBD 2.0 Standard Standard	2.0	100%	---	---	2.0		2.0	100%	---	---	2.0	---
	2.0	100%	---	---	2.0		2.0	67%	1.0	33%	3.0**	---
Optional Optional	4.0	100%	4.0	80%	4.0		4.0	100%	---	---	4.0	---
	1.0	20%	---	---	5.0		3.0	60%	2.0	40%	5.0	---
CBD 3.0 Standard Standard	3.0	100%	---	---	3.0		3.0	100%	---	---	3.0	---
	3.0	100%	---	---	3.0		3.0	75%	1.0	25%	4.0**	---
Optional Optional	6.0	100%	---	---	6.0		6.0	100%	---	---	6.0	---
	7.0	87.5%	1.0	12.5%	8.0		5.0	62.5%	3.0	37.5%	8.0	---
CBD-R1* Standard Optional	1.0	100%	---	---	1.0		1.0	100%	---	---	1.0	---
	0.6	20%	2.4	80%	3.0		0.6	20%	2.4	80%	3.0	---
CBD-R2 Standard Optional	1.0	100%	---	---	1.0		1.0	100%	---	---	1.0	---
	1.0	100%	---	---	1.0		1.0	20%	4.0	80%	5.0	---

* No Changes to densities. Grandfather existing retail.

** With site plan review

The following uses would be appropriate in the Bethesda CBD Sector Plan area if there is a future study of the public benefits in the CBD Zones, and if the proposed uses are consistent with CBD Zone amendments proposed by the study:

1. An increased amount of affordable housing beyond the minimum MPDU requirement (perhaps double the minimum), including possible off-site provision of such housing).
2. Subsidized or rent-free space for educational, government, child, or adult day-care, or other public use, including possible acquisition and renovation of off-site space for public use.
3. Subsidized or rent-free space designed for visual or performing arts, including:
 - a. a professional theater,
 - b. a community theater, or
 - c. other cultural and arts related facilities.

The Plan recommends continuing to provide off-site streetscape improvements, open space acquisition and site development, or outdoor public use space. It also recommends providing underground utilities where specified in the Streetscape Plan.

The Plan endorses the management of cultural activities through the Bethesda Urban Partnership. Such activities could include enhanced use of outdoor and indoor public use spaces.

D. TS-R AND PD ZONES: INCENTIVES AND FLEXIBILITY TO ENCOURAGE HOUSING

The TS-R Zone has been amended to provide greater flexibility and incentives to build low-rise, high-density residential projects, forming an urban neighborhood. (See Section 4.2, Transit Station Residential District.)

The Plan recommends use of the PD Zone to create a compatible transition between commercial and single-family areas, such as on the Beta Corporation lot behind the Bethesda Theatre Cafe. Amendments to the PD Zone allow development at urban densities within portions of CBD and transit station areas, for example, on the corner of Battery Lane and Woodmont Avenue. The PD Zone standards provide flexibility that allows townhouses on small sites across the street from single-family houses. The standards also allow flexibility for developing projects at higher urban densities of 60 to 100 units per acre on small sites.

E. ARLINGTON ROAD DISTRICT OVERLAY ZONE: RETENTION OF COMMUNITY RETAIL

The Plan land use and zoning recommendations for the Arlington Road District use a new overlay zone. The overlay zone encourages the retention of existing community-serving commercial uses along Arlington Road near Bradley Boulevard by restricting density in the C-2 Zone to approximately existing densities. (See Section 4.12, Arlington Road District and Figure 4.37.)

**F. R-10/TDR ZONE: HIGHER DENSITY HOUSING**

A text amendment to the multiple family residential zones created three new multi-family TDR zones: R-30/TDR, R-20/TDR, and R-10/TDR. Development is permitted at the rate of two multi-family dwelling units for each TDR used. The allowable density is controlled by the recommendations of the sector or master plan. The Bethesda CBD Sector Plan recommends use of the R-10/TDR Zone at 100 dwelling units to the acre for two sites on Battery Lane.

G. CORRECTION TO BETHESDA CHEVY CHASE SECTIONAL MAP

Certain lots in the Town of Chevy Chase, part of the Bethesda-Chevy Chase Planning Area, have been incorrectly shown on the Zoning Map as in the C-2 rather than the R-60 Zone. These properties lie between the south line of the B & O railroad right-of-way and the north line of Lots 6, 7, 8, and part of Lot 9, Block L, shown on the Montgomery County Zoning Map, page 209-NW4 left. A review of the records indicates that a drafting error led to the incorrect zoning designation. The Sector Plan recommends that R-60 zoning be applied in the Sectional Map Amendment to correct the error and confirm the R-60 Zone. Upon approval of the Sectional Map Amendment, the Montgomery County Zoning Map, page 209-NW4 left will be revised to show these properties in the R-60 Zone.

10.2 STAGING AND THE ANNUAL GROWTH POLICY**A. BACKGROUND**

The Sector Plan addresses the “end state” of development, the point at which, in theory, land will be built out to the limits allowed by the Plan’s zoning recommendations and all planned transportation improvements will be available. In reality, all capital facilities and programs needed to support the end state development are not provided simultaneously. To account for this, the amount of development that can be accommodated by existing and programmed public facilities in any given year is established through the Annual Growth Policy (AGP). The Sector Plan provides guidance concerning how much additional development can be accommodated at this time by programs and facilities that exist or are recommended for the near-term. However, the Plan defers to the AGP regarding when and how much additional growth can be accommodated beyond Stage I. (See Appendix E for a Description of the Annual Growth Policy and the Adequate Public Facilities Review Process.)

The Sector Plan should guide future AGP decisions for several reasons. First, the Plan identifies some priority public improvements needed to support anticipated development. Second, the Sector Plan and the Bethesda-Chevy Chase Master Plan guide the expansion of major federal facilities, including the National Institutes of Health. These federal facilities have significant growth potential and are not controlled by the AGP. Third, the Plan establishes transportation management goals needed to maintain a balance between future development levels and transportation system capacity.

The Sector Plan envisions long-term growth above the 1993 base level of about 16,400 jobs for the Bethesda Central Business District. The transportation analysis for Stage I tested about 5,000 additional jobs in the Bethesda CBD Sector Plan area. This level of growth still allows the area-wide average LOS standard of D/E to be achieved in the B-CC policy area. The long-term potential for about 2,700 additional housing units can also be accommodated within the Sector Plan area. The transportation studies constitute a local area transportation review analysis of the impacts of short-term development within the Bethesda CBD. (See Appendix D for the Transportation Analysis.)

B. GUIDING PRINCIPLES

Staging seeks to balance new development and the transportation system in support of the growth and fiscal needs of the County. The following principles guide the preparation of the staging recommendations of the Sector Plan:

AGP-Related Principles

1. Rely on the AGP to determine the timing and amount of new development, considering Sector Plan guidance.

The AGP provides guidance from a County-wide perspective and the Sector Plan provides guidance from a local area perspective.

2. Remove geographic priorities within the CBD.

Since the character of the Metro Core District is well established, there is no need to provide geographic guidance for new development.

3. Transfer some AGP ceiling capacity for jobs from the Bethesda-Chevy Chase policy area to the Bethesda CBD policy area, following adoption of the Sector Plan. Further increase CBD staging ceiling, based on proximity to Metro and assuming a future increase in non-auto-driver mode share for employees. The ceiling capacity will be available for both standard and optional method development.

The Sector Plan recommends that the Bethesda CBD receive priority for new development over Friendship Heights, Westbard, the Naval Medical Command, and the remainder of the B-CC policy area. While it is recognized that federal facilities, such as the National Institutes of Health, cannot be controlled by the County AGP, the policy of this Plan is to emphasize CBD over NIH growth. In general, the Plan intent is to facilitate new development near Metro stations.

4. Give priority to housing in allocating Stage I ceiling capacity.

During Stage I, the ceiling capacity for housing should allow a major portion of the potential build-out of housing within the Sector Plan area. This is to ensure that the AGP does not constrain provision of additional housing in the CBD.



Program-Related Principles

5. Require creation of a Transportation Management Organization.

The Plan recommends managing transportation demand to accommodate future development and control congestion. The Plan endorses effective transportation measures to balance congestion and growth. Transportation Management Organization (TMO) is a general term encompassing districts as well as other possible structures. TMO's are essential elements of effective transportation management programs.

6. Maintain a policy that constrains the amount of long-term parking available to employees in the Sector Plan area.

The policy supports provision of a portion of the parking needed for employees, but avoids an excessive parking supply that might encourage single-occupant auto use. The policy is discussed in the Parking text, Section 5.6.

7. Establish a mode-share goal of 32 percent, to be achieved during Stage I.

The Silver Spring CBD experience shows that quality programs with adequate staff and regulatory support should allow the Bethesda CBD to increase from the present 27 percent to a 32 percent mode share for employees during Stage I development. The Bethesda CBD should ultimately be able to achieve the overall Sector Plan goal of a 37 percent non-auto-driver mode share, if transportation demand management is effective.

8. Accept the Sector Plan Stage I traffic analysis as the local area transportation review for new development in Stage I.

The Planning Department has conducted an area-wide local area transportation review (LATR) for the entire Bethesda CBD Sector Plan area and so an individual LATR should not be required at the time of development review.

Facilities-Related Principles

9. Program transportation facilities that give priority to non-auto drivers, such as transit riders, bicyclists, and pedestrians.

The Transportation Plan, Chapter 5.0, emphasizes non-auto driver modes of travel for commuting. Therefore, improvements to transit, bikeways, and sidewalks, are emphasized in the recommended facilities for each stage.

10. Program improvements for Stage I to some congested intersections outside the CBD but affected by its growth. Use a Critical Lane Volume

standard of 1,800 when identifying these improvements. In this and subsequent stages, exempt intersections from improvement if the Montgomery County Council finds that impacts of improvements on the surrounding community are too negative.

The Plan recognizes that it may be better to accept some continued congestion, rather than provide improvements which would negatively impact near-by communities. This analysis indicates greater intersection congestion at several locations unless improvements are made, even if the non-auto-driver mode shares are increased significantly.

This intersection analysis includes only one-half of the approved pipeline of development outside the B-CC area, since this reflects the expected growth that would occur in the Stage I time period. Subsequent stages would account for growth expected at that time.

C. STAGE I (SHORT-TERM)

Stage I begins when the Sector Plan is adopted and the AGP allocates additional jobs and housing units to the staging ceiling in the Bethesda CBD policy area. The work to provide the programs and facilities needed to support Stage I development should begin when the Sector Plan is approved. Sector Plan recommendations for each stage are summarized on Table 10.2, Staging of Sector Plan Development in the Bethesda CBD.

The Plan recommends that the AGP transfer some staging ceiling capacity from the Bethesda-Chevy Chase policy area to the Bethesda CBD policy area to further increase the ceiling for jobs and housing units in proximity to Metro. This follows guiding principle number three above. By allocating some of the remaining staging ceiling capacity to the CBD, instituting a TMO, limiting parking, and thereby achieving a better mode share, some additional staging ceiling capacity can be created. The Plan recommends that the AGP allow the approval of approximately 5,000 additional jobs for the Bethesda CBD over 1993 base levels. It also recommends that the AGP set a policy area ceiling that would allow the approval of approximately 2,150 housing units over 1993 base levels. These are growth level targets which may be adjusted through the AGP process.

The Sector Plan recommends that specific programs and facilities be provided for the Bethesda CBD during Stage I, including:

1. Establish a Transportation Management Organization (TMO) in the Sector Plan area that requires all employers with over 25 employees to participate in the TMO during Stage I. Appropriate staff and funding levels should be provided for the organization.
2. Maintain a policy that constrains the amount of long-term parking available to employees in the Sector Plan area. (The policy is discussed in Section 5.6, Parking.)

Table 10.2

**STAGING OF SECTOR PLAN DEVELOPMENT
IN THE BETHESDA CBD**

STAGE	POLICIES AND PROGRAMS	RECOMMENDED TRANSPORTATION FACILITIES EACH STAGE
STAGE I (SHORT-TERM)	<p>BEGIN WHEN:</p> <ol style="list-style-type: none"> 1. Sector Plan is adopted 2. AGP approves a target level job ceiling of approximately 5,000 jobs and approximately 2,150 housing units in the Bethesda CBD over the 1993 base. <p>POLICIES AND PROGRAMS:</p> <ol style="list-style-type: none"> 1. Establish Transportation Management Organization (TMO) 2. Maintain a constrained long-term parking policy. 3. Increase non-auto-driver mode share for employees to 32 percent (now at 27 percent). 	<p>PROVIDE IN STAGE I (SHORT TERM)</p> <ol style="list-style-type: none"> 1. Bicycle network Route A2 along Bethesda Avenue, Willow Lane, and Elm Street Park, including pedestrian improvements at Woodmont and Bethesda Avenues. 2. Bicycle network Route C along Woodmont Avenue, Hampden Lane, and East Lane. 3. Pedestrian system improvements at several intersections, including: <ol style="list-style-type: none"> a. Woodmont Avenue and Montgomery Lane; b. Wisconsin Avenue and East-West Highway; c. Wisconsin Avenue and Middleton Lane; and d. Old Georgetown Road and Woodmont Avenue. 4. Streetscape improvements in the Metro Core District, including: <ol style="list-style-type: none"> a. Woodmont Avenue, from Old Georgetown Road to Cheltenham Drive; and b. East-West Highway, from Waverly to Pearl Streets. 5. Bicycle network Route H along Wilson Lane, Clarendon Road, and Edgemoor Lane. 6. Streetscape improvements along northern Wisconsin Avenue from Cheltenham Drive to the northern gateway. 7. Other bicycle network routes, including: <ol style="list-style-type: none"> a. Route I from Woodmont Avenue to Maryland Avenue/Pearl Street; b. Biker Friendly Area and improvements in the Woodmont Triangle; and c. Route D crossing of Battery Lane.

Table 10.2 (Cont'd.)

STAGE	POLICIES AND PROGRAMS	RECOMMENDED TRANSPORTATION FACILITIES EACH STAGE
STAGE II (MID-TERM)	<p>BEGIN WHEN:</p> <ol style="list-style-type: none"> 1. A Transportation Management Organization is in operation and other improvements needed to support Stage I have been programmed. 2. An analysis of traffic congestion and transportation management program effectiveness is completed. The new area-wide transportation level of service must meet an acceptable AGP standard. 3. Bethesda CBD Stage I ceiling capacity has been reached. As new facilities are provided, the AGP ceiling capacity may be increased several times during Stage II. <p>POLICIES AND PROGRAMS:</p> <ol style="list-style-type: none"> 1. Increase the effectiveness of transportation demand management programs. 2. Maintain a constrained long-term parking policy. 3. Increase non-auto-driver mode share for employees to 37 percent. 	<ol style="list-style-type: none"> 8. Intersection improvement at Connecticut Avenue and East-West Highway. 9. If significant growth occurs at NIH, then provide intersection improvements at Cedar Lane and Jones Bridge Road on Rockville Pike. <hr/> <p>PROVIDE IN STAGE II (MID-TERM)</p> <p>The facilities required during Stage II will be defined as a result of the transportation analysis that precedes AGP approval of increased ceiling capacity. Possible improvements could include:</p> <ol style="list-style-type: none"> 1. Additions to the bicycle network and pedestrian improvements. 2. Programming of the Silver Spring-Bethesda Trolley. 3. Increased transit service. 4. Intersection and roadway improvements inside and outside the CBD. 5. Improvements to Arlington Road, if redevelopment occurs on the Euro Motorcars site.

Table 10.2 (Cont'd.)

STAGE	POLICIES AND PROGRAMS	RECOMMENDED TRANSPORTATION FACILITIES EACH STAGE
STAGE III (LONG-TERM)	<p>BEGIN WHEN:</p> <ol style="list-style-type: none"> 1. A Bethesda CBD Sector Plan Amendment will be prepared in about 10 to 15 years. At that time, a new comprehensive transportation study will be prepared to determine how transportation capacity conditions can meet AGP standards. 2. Following adoption of the Sector Plan Amendment, a new AGP ceiling capacity can be established. The estimated long-term development potential of the Bethesda CBD is 54,900 jobs and 8,300 dwelling units. 	<p>PROVIDE IN STAGE III (LONG-TERM)</p> <p>The facilities required during Stage III will be defined as a result of the new comprehensive transportation analysis prepared as part of the new Sector Plan. Our analysis for the Sector Plan shows that high traffic volumes and congestion are possible at Sector Plan build-out, both inside and outside the Bethesda CBD. Possible improvements to meet congestion standards include:</p> <ol style="list-style-type: none"> 1. Additions to the bicycle network and pedestrian improvements. 2. Increased transit service. 3. Intersection and roadway improvements inside and outside the CBD.
	<p>POLICIES AND PROGRAMS:</p> <p>New policies and programs will be determined as part of the Sector Plan Amendment and in the context of the AGP policies at that time.</p>	

3. Increase peak hour non-auto-driver mode share for all employees from the current 27 percent to 32 percent in Stage I. As part of the subdivision approval process, require new developments to meet a future goal of 37 percent peak hour non-auto-driver use for their employees.
4. Include in the CIP critical portions of the bicycle and pedestrian network to provide a conducive environment for non-auto use. The priorities for new bicycle and pedestrian routes are:
 - a. Bicycle network Route A2 along Bethesda Avenue, Willow Lane, and Elm Street Park. The route connects two regional bicycle routes, the Capital Crescent Trail, and Route J along Pearl Street and Maryland Avenue. Pedestrian and bicycle improvements at Woodmont and Bethesda Avenues are included.
 - b. Bicycle network Route C along Woodmont Avenue, Hampden Lane, and East Lane. The route connects the Capital Crescent Trail to the Bethesda Metro station.
 - c. Pedestrian improvements at the following intersections:

Woodmont Avenue and Montgomery Lane, Wisconsin Avenue and East-West Highway, Wisconsin Avenue and Middleton Lane, Old Georgetown Road and Woodmont Avenue.
 - d. Pedestrian improvement to complete unfinished streetscapes within the Metro Core District, such as portions of Woodmont Avenue from Old Georgetown Road to Cheltenham Drive, and both sides of East-West Highway from Waverly to Pearl Streets.
 - e. Bicycle network Route H along Wilson Lane, Clarendon Road, and Edgemoor Lane. The route connects the Woodmont Triangle area to the Bethesda Metro station.
 - f. Pedestrian/streetscape improvements to northern Wisconsin Avenue from Cheltenham Drive to the northern gateway, assuming some optional projects contribute to the project.
 - g. Several other bicycle network routes could be considered. These include: Route I from Woodmont Avenue to Maryland Avenue/Pearl Street, improvements to parts of Biker Friendly Area E in the Woodmont Triangle, and the Battery Lane crossing for Route D.
5. Include in the CIP those intersection and roadway improvements that are found to be needed due to Critical Lane Volumes over the applicable standard, have acceptable community impacts, and are otherwise feasible. Key locations recommended for improvement in Stage I include:



- a. Connecticut Avenue at East-West Highway, where the likely improvement is to add turn lanes.
- b. Rockville Pike at Cedar Lane and at Jones Bridge Road, if significant growth occurs at NIH.

D. STAGE II (MID-TERM)

The Plan recommends that the AGP process determine when and by how much to increase staging ceilings for jobs and housing units in the CBD above Stage I. Prior to approving an increase, the five programs and facilities recommended above for Stage I should be programmed. An analysis of the Bethesda CBD and the Bethesda-Chevy Chase policy areas must determine that the area-wide level of service for B-CC resulting from additional development will meet an acceptable AGP standard (currently LOS of D/E). The timing of the analysis will be determined by the County Council as part of the Planning Board annual work program. A Transportation Management Organization must also be in place prior to Stage II.

Possible programs and facilities during Stage II, which may be needed to implement Sector Plan recommendations, could include:

1. Increase the effectiveness of transportation demand management to institute new programs and further reduce auto use to a 37 percent non-auto-driver mode share in the peak hours for all employees.
2. Maintain a constrained long-term parking policy.
3. Provide additions to the bicycle network and pedestrian improvements.
4. Program the Silver Spring-Bethesda Trolley.

The Georgetown Branch Master Plan Amendment states "This Plan recommends that the new staging ceiling created by the programming of the trolley project be allocated to residential use." This guidance must be considered when the AGP sets the staging ceiling for Stage II.

5. Consider increasing transit service in coordination with the trolley.
6. Provide intersection improvements inside and outside the CBD at locations which do not meet the Critical Lane Volume standard. These will be identified at the time of the Stage II analysis.
7. Dedicate land for realignment of Arlington Road when site development is approved on the Euro Motorcars site.

E. STAGE III (LONG-TERM)

In about 10-15 years, an amendment to the Sector Plan will be needed. Prior to the Sector Plan Amendment, the relationship between new development and travel congestion should be monitored through the transportation analysis for the AGP. At the time of the Sector Plan Amendment, a new comprehensive transportation study should be prepared to determine what additional transportation management programs and transportation

facilities are needed. The analysis must also determine that transportation capacity conditions meet AGP standards at that time. The study may address a variety of ways to meet congestion standards.

The Sector Plan recommends completion of the south entrance to the Metro station, near Elm Street and Wisconsin Avenue.

F. STAGING OF B-CC AREA DEVELOPMENT OUTSIDE THE CBD

All planning and staging strategies recognize that the growth allowed in the Bethesda CBD will occur along with growth at the federal facilities just to the north, as well as other parts of the Bethesda-Chevy Chase Master Plan area. Development in these areas will affect the same limited roadway system. Transportation improvements in the B-CC Master Plan area should be provided in accordance with the Master Plan recommendations. The Sector Plan provides staging recommendations that are consistent with the Master Plan guidance for growth in these areas.

The County has only an advisory role, through the National Capital Planning Commission (NCPC) referral process, regarding additional development at NIH and the Naval Medical Command. Coordination of growth in the CBD and the federal areas is essential, and should meet several objectives:

1. Growth in the Bethesda CBD, Friendship Heights CBD, and Westbard Sector Plan areas, and at the federal facilities should be staged so that public facilities can be coordinated to serve new development in safe, efficient, and environmentally sound ways.
2. Guidelines should be established with the National Capital Planning Commission for approving federal expansion that is coordinated with Sector Plan development to avoid exceeding AGP limits and to achieve the goals of the Clean Air Act.

Growth on the NIH campus will be a major factor contributing to congestion at surrounding intersections. The Plan recommends that both NIH and the Naval Medical Command be encouraged to continue planning and implementing strong traffic demand management actions. Greater reliance on transit and carpooling also is needed to achieve air quality standards called for by the Clean Air Act. Employees at building sites that are close to the Medical Center Metro station should be offered enhanced transit or ridesharing options. It may also be necessary to constrain parking availability in these areas.

Monitoring of transportation programs and intersections next to NIH and the Naval Medical Command is important to determine whether excessive congestion is occurring at nearby intersections. If NIH and/or Naval Medical Command add significantly to their employment and if transportation management programs are inadequate, improvements to the following intersections or roads may be needed to alleviate serious roadway congestion:

1. Rockville Pike at Cedar Lane, at South Drive, and at Jones Bridge Road.
2. Old Georgetown Road at Cedar Lane.



10.3 BETHESDA URBAN PARTNERSHIP

The Sector Plan favors cooperation between the public and private sectors to administer and coordinate enhanced public services and private initiatives in the Bethesda CBD.

Montgomery County passed legislation in 1987 which created the Bethesda Urban District, a special assessment district covering much of the Sector Plan area. Legislation passed in 1993 authorized the creation of urban district corporations to provide certain functions in each urban district. These functions include maintaining and enhancing the streetscape and streetscape amenities, promotion, organization, and support of cultural and business activities, specialized transportation, and similar activities.

Pursuant to the 1993 legislation, the County Council approved the creation of the Bethesda Urban Partnership. The organization will be an important instrument for implementing key objectives of the Sector Plan, including retail enhancement, "cultural district," and streetscape objectives.

10.4 CAPITAL IMPROVEMENTS PROGRAM (CIP)

This section identifies a number of projects that are recommended in the Sector Plan. While many of these projects could be implemented by government agencies, other projects could be paid for and included within private sector developments.

Timing of projects is dependent on a variety of factors. County fiscal limits will require selection of only the highest priority projects. The pace of private sector growth will influence the need for some new facilities, such as street improvements and parking facilities. Private sector growth may also contribute financially to some improvements, such as portions of the Streetscape Plan. Facilities which are less costly, such as pedestrian and bikeway improvements, may be able to proceed sooner. Some projects may be eligible for State or federal funding to increase non-auto-driver use and thereby contribute to national air quality objectives. The Plan does not seek to determine a specific timing or sequence, but instead recommends provision of facilities as the need arises and fiscal resources are available.

This section provides a brief description of each capital project recommended in the Plan. The capital projects are located in various districts, and in most cases, more detailed description and justification for the project is included in the body of the text. The County Office of Planning Implementation has prepared a fiscal analysis of recommended capital facilities.

Projects are generally listed in the order they first appear in the Plan text. This section does not attempt to assign specific financial responsibility for public or private sector involvement.

A. LAND USE PLAN (CHAPTER 4.0)

Agencies involved: Department of Housing and Community Development, Housing Opportunities Commission, Division of Parking.

1. Provide mixed-income housing in conjunction with new structured parking on the following public parking sites:

- a. Lot 36, up to 158 dwelling units, CBD-R Zone.
- b. Rebuilt Deck 35, up to 204 dwelling units, CBD-R Zone.
- c. Lot 31, about 100 dwelling units, TS-M Zone.

B. TRANSPORTATION PLAN (CHAPTER 5.0)

Agencies involved: Montgomery County Department of Transportation, Maryland Transit Administration, Division of Parking, Department of Housing and Community Development, Housing Opportunities Commission, Parks Department, State Highway Administration, M-NCPPC, and Bethesda Urban Partnership.

- 1. Expand Ride-On bus service as growth in demand justifies.
- 2. Construct the Silver Spring-Bethesda Trolley and a south entrance to the Metro station, with a trolley terminal near the south entrance.
- 3. Institute a loop bus circulation system which may include private sector financing.
- 4. Install traffic signals to provide safe pedestrian and bicycle crossing at several locations. These recommendations, subject to capacity conditions and operational studies, apply to the following locations:
 - a. Arlington Road at Montgomery Lane.
 - b. Arlington Road at the Bradley Shopping Center (part of road alignment improvement).
 - c. Old Georgetown Road at Fairmont Avenue (long-term and subject to capacity conditions and operational studies).
 - d. Wisconsin Avenue at Middleton Lane.
 - e. Old Georgetown Road and Cordell Avenue.
 - f. Battery Lane: mid-block user-activated signal only.
 - g. Woodmont Avenue and Montgomery Lane.
 - h. Old Georgetown Road and Glenbrook Road.
- 5. Narrow (“neck down”) street pavement widths by expanding sidewalks at the corners of selected intersections to provide safe and convenient pedestrian crossings. These recommendations, subject to capacity conditions and operational studies, apply to the following locations:
 - a. At intersections along Norfolk Avenue.
 - b. Intersections associated with Biker Friendly Areas.



- c. Intersections where the Capital Crescent Trail crosses Woodmont Avenue and Wisconsin Avenue.
6. Complete Capital Crescent Trail Class I bikeway into and through Bethesda, including:
 - a. Southern boundary of Sector Plan to Bethesda Avenue.
 - b. From Bethesda Avenue under Wisconsin Avenue by way of the tunnel (Route A1).
 - c. Class I along Bethesda Avenue and Willow Lane to Elm Street Park (Route A2).
 - d. 46th Street to Pearl Street (Route J + A2) (to be built in conjunction with the trolley).
7. Complete other trails shown on the Bicycle Network Plan:
 - a. North-South Route - west side (Route F) (Class 1 & 3).
 - b. North-South Route - east side (Route J) (Class 2 & 3).
 - c. Links, Woodmont Triangle and Metro (Route H) (Class 1 & 2).
 - d. Bradley Boulevard (Route B) (Class 1 & 2).
 - e. Metro Bradley Bikeway (Route C or C1) (Class 1, 2 & BFA).
 - f. Link: NIH to Woodmont Triangle (Route D) (Class 1).
 - g. Link: Woodmont Triangle to High School and CCT (Route I) (Class 2).
8. Create Biker Friendly Areas (BFA) with sign system, entry features, intersection improvements, maps, and bike racks in the following locations:
 - a. Woodmont Triangle BFA (Area E).
 - b. Metro and Capital Crescent BFA & Links (Area G).
 - c. Pearl Street - two blocks.
9. Provide parking required by the Parking District for up to 3,500 cars. Estimates of possible public parking locations are assigned based on the likely long-term demand for parking within each area of Bethesda. Deck 35, Lot 36, and Lot 31 are suitable for construction of mixed-income housing and possible public open space in combination with parking. The amount of parking estimated for Lot 31 would require the Parking Lot District to pay a larger share of the cost for below grade construction than was assumed in the mixed-income housing feasibility study. The 4,800 total spaces listed below include new and existing spaces. The following locations are recommended for parking:

- a. Joint parking in the Metro Core District, with an estimated 700 spaces.
 - b. Small lot parking on four scattered sites in the Woodmont Triangle District, with an estimated 100 spaces.
 - c. Deck 35, possibly rebuilt, with an estimated 600 spaces.
 - d. Lot 36, expanded and a structure added, with an estimated 600 spaces.
 - e. Lot 25, reserved for a future facility, with an estimated 250 spaces.
 - f. Lot 42, expanded and a structure added, with an estimated 600 spaces.
 - g. Lot 24, reserved for a future facility, with an estimated 350 spaces.
 - h. Lot 31, a structure added, with an estimated 700 spaces.
 - i. Joint parking in the TS-R District with an estimated 100 spaces.
 - j. Joint parking in the Arlington Road District, with an estimated 300 spaces.
 - k. Other properties, not shown in the Sector Plan, which may have to be acquired to meet future parking requirements, providing up to 500 more spaces.
10. Provide roadway system improvements, as follows:
- a. Reconstruct Arlington Road, south of Bethesda Avenue, to remove the curve, improve sight distance, and provide a mid-block signal with a pedestrian crossing.
 - b. Install a reversible lane system on Old Georgetown Road from Woodmont Avenue to Huntington Parkway, as a long-term improvement.
11. Require dedication and developer construction of a two-lane circulator/access drive at the time of redevelopment in the Arlington Road District in the southwest quadrant of Arlington Road and Bethesda Avenue.
12. Provide intersection improvements within the Sector Plan boundary, as follows:
- a. East-West Highway at Wisconsin Avenue may require capacity improvements if future volumes and congestion warrant.
 - b. Arlington Road and Wilson Lane at Old Georgetown Road.
13. Provide intersection improvements beyond the Sector Plan boundary, as follows:
- a. East-West Highway and Connecticut Avenue to provide additional turn lanes.
 - b. Rockville Pike and Cedar Lane to provide additional capacity on



Rockville Pike and also to retain possible grade separation as a future improvement.

- c. Wisconsin Avenue and Jones Bridge Road to add capacity as NIH expands.
- d. Connecticut Avenue and Bradley Lane to relieve present and future congestion.
- e. Old Georgetown Road and Cedar Lane to provide additional through lanes.
- f. Wisconsin Avenue at Woodmont Avenue to provide additional capacity in the long-term.
- g. Bradley Boulevard at Huntington Parkway to be redesigned when safety and congestion warrant.

C. STREETScape PLAN (CHAPTER 6.0)

The Streetscape Plan contains a detailed discussion and maps of the different levels of recommended streetscape improvements. Agencies involved: Department of Housing and Community Development, Department of Transportation, PEPCO, C & P Telephone, and Bethesda Urban Partnership.

1. Provide Level One Streetscape along Wisconsin Avenue, Old Georgetown Road, portions of East-West Highway, and portions of Woodmont Avenue.

Level One Streetscape is the same level as the approved 1984 Bethesda Streetscape Plan for the Metro Core District. This includes undergrounding utilities, Bethesda brick pavers, Bethesda Lanterns and trash receptacles, tightly spaced street trees, 30 feet on center, and street furnishings such as benches and planters.

2. Provide Level Two Streetscape along portions of East-West Highway, portions of Montgomery Avenue, and portions of Woodmont Avenue.

Level Two Streetscape includes undergrounding utilities and tightly spaced street trees, 30 feet on center, but does not require special pavements. Bethesda Lanterns would be used along East-West Highway. Washington Globe street lighting would be used along Woodmont and Montgomery Avenues.

3. Provide Level Three Streetscape along Norfolk Avenue, Bethesda Avenue, Cheltenham Drive, and Arlington Road.

Level Three Streetscape includes undergrounding utilities, Bethesda brick paving, Washington Globe street lighting, tightly spaced street trees, 30 feet on center, and street furnishings such as benches and planters.

4. Provide Level Four Streetscape along Montgomery Lane and Fairmont Avenue.

Level Four Streetscape includes undergrounding utilities, Bethesda brick paving on sidewalks and within the street, Washington Globe street lighting, tightly spaced street trees, 30 feet on center, and street furnishings such as benches and planters.

5. Provide Level Five Streetscape along all other streets within the Sector Plan area.

Level Five Streetscape includes concrete sidewalks, tightly spaced street trees, and Washington Globe street lighting. It does not require undergrounding utilities.

6. Place public utilities underground as the recommended policy for all Sector Plan area streets. This should be accomplished whenever possible, but is primarily dependent on a change in policy by local public utilities.

D. COMMUNITY FACILITIES PLAN (CHAPTER 8.0)

Agencies involved: Department of Parks, Division of Elder Affairs, Bethesda Evergreen, Department of Housing and Community Development, Housing Opportunities Commission, Bethesda-Chevy Chase Services Center, Department of Transportation, Bethesda Urban Partnership, Police Department.

1. Provide additional urban green space, public parks, and open space as follows:

- a. Expand the Battery Lane Urban Park to Rugby Avenue (feasibility depends on providing parking for existing residents).
- b. Provide a small urban green space on the northwest corner of Woodmont Avenue and Montgomery Lane, which may be acquired by new private TS-R development.
- c. Provide a small open space and connection to the Capital Crescent Trail on a portion of Lot 31, which will also be used for below-grade public parking and mixed-income housing.
- d. Provide a small urban open space on portions of Lots 36 and 42 if more below-grade public parking is provided.

2. Provide for future police station needs, which may include:

- a. Option #1: retain and renovate the current police station facility.
- b. Option #2: construct a new police station at some location within the police service area.
- c. If the current police station is closed, the priority recommendation is to retain and renovate the existing building for government, non-profit functions, and other community oriented services to Bethesda and other down-County areas.



Mixed-income housing, possibly elderly housing, could be placed on the police station parking lot. This could be an optional method residential project with adjacent properties.

3. Retain the Walsh Street Center for a community service or non-profit use.
4. Provide a long-term location for an expanded Bethesda-Chevy Chase Government Services Center, which could house a variety of consolidated services, offices for the Bethesda Urban Partnership, and community meeting rooms. Current plans are to move the center and provide community services at the Garage 49 mixed-use project site.

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