

### Appendix H-3: Coordination of Area Master Plans

The BRAC Implementation Committee (BIC) has discussed means by which the BRAC actions are being coordinated with longer range planning and implementation activities in Bethesda and North Bethesda. The February 16 meeting included a presentation of current planning initiatives summarized in the referenced presentation.

<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-meeting-parkandplanningvision-presentation-021610.pdf>

The presentation identifies the need to integrate the guidance in the 1990 Bethesda/Chevy Chase Master Plan with the master plans for both NNMC and NIH, particularly in terms of transportation system adequacy and design. The presentation notes that the focus of recent master plan efforts in Twinbrook and White Flint has included guidance to increase the jobs-to-housing balance in these Metrorail station area plans. Increasing the housing opportunities at these Metrorail stations improves the ability for employees at secure campuses like NNMC and NIH to live near work along the Metrorail Red Line. It also contributes to placemaking by creating “24/7” communities that are active during evenings and weekends. The degree to which the 1990 Bethesda/Chevy Chase plan continues to provide long-range transportation system adequacy is evaluated by the County Council in the adoption of new master plans. Most recently, the White Flint Sector Plan adoption process noted that the proposed land uses in White Flint, combined with regional growth through the year 2030, would maintain transportation system adequacy in the Bethesda/Chevy Chase Policy Area.

Pages 16 and 17 of the presentation suggest alternative typical section treatments that could be considered for introducing transit or carpool priority treatments along MD 355. The guidance from the Bethesda/Chevy Chase Master Plan, combined with environmental, historic, and security constraints in the NIH and NNMC campus plans, could support the addition of an additional travel lane in each direction, whether that lane is limited to transit vehicles, transit and carpools (a “diamond lane”), or open to general traffic. The County is examining the addition of Bus Rapid Transit along this corridor, although the establishment of a transit guideway physically separated from the existing roadway would require greater right-of-way than deemed supportable during BRAC implementation committee discussions.