

## Appendix I: Planning Framework

The 1990 Approved and Adopted *Georgetown Branch Master Plan Amendment* identifies the Georgetown Branch right-of-way as the location for both the Silver Spring & Bethesda Trolley and the Capital Crescent Trail, and the Apex Building (nee “Embassy Plaza Building”) site as the location of the Bethesda trolley station. The Plan recommends the connection of the Bethesda trolley station and the Bethesda Metro station south entrance, and includes specific design recommendations for the design and function of the various station elements.

The 1994 Approved and Adopted *Bethesda CBD Sector Plan* includes the Purple Line station within the “Metro Core District”, with Woodmont and Bethesda Avenues forming the western and southern boundaries of the district. The Sector Plan recommends for this district the highest intensity development, focusing primarily on commercial uses and employment, but not precluding residential development. For the station block, the Sector Plan recommends medium- to high-density office development, with retail and service uses along Woodmont Plaza, and CBD-2 zoning. The Plan “recommends optional method employment uses on most CBD-2 sites, at 4 FAR. Optional method residential use is also allowed at 5 FAR.”(p.58) The Sector Plan also makes design recommendations for the portion of the block along Woodmont Avenue. The Sector Plan does not make specific recommendations regarding development of the eastern portion of the block.

The *Bethesda CBD Sector Plan* highlights the need to “integrate the Silver Spring-Bethesda Trolley into the transportation and land use pattern” (p. 143) and supports “connection of a light rail to the Silver Spring CBD using the Georgetown Branch right-of-way, with a terminal located near the south entrance to Metro in the Bethesda CBD Metro Core.” (p. 146). The Sector Plan acknowledges the complexity of the planned connection between the Metro station south entrance and the trolley station and recommends alternative station locations within the Georgetown Branch right-of-way.

The 2010 Approved and Adopted *Purple Line Functional Plan* reconfirms the location of the Bethesda terminal station under the Apex Building and reinforces as key features of the station the pedestrian connections to the Bethesda Metro station south entrance, Elm Street, and Woodmont Plaza.