

# Appendix



**1.0 POPULATION AGE DISTRIBUTION IN B-CC OVER TIME, 1970-2010, PERCENT**

	1970	1980	1987	1990	1995	2000	2005	2010
0-4	5.8%	3.9%	5.5%	5.4%	5.5%	5.5%	5.5%	5.77%
5-9	8.4%	4.9%	5.5%	4.9%	5.5%	5.7%	5.7%	8.38%
10-14	10.4%	7.1%	4.2%	4.6%	5.2%	5.7%	5.8%	10.36%
15-19	9.8%	7.6%	5.6%	5.1%	4.4%	4.9%	5.2%	9.77%
20-24	6.0%	6.4%	4.6%	6.4%	5.6%	5.2%	5.6%	6.03%
25-34	10.2%	14.1%	12.6%	14.2%	14.8%	15.0%	14.7%	10.20%
35-44	12.8%	13.5%	17.8%	14.6%	15.9%	15.7%	15.9%	12.79%
45-54	15.9%	13.5%	13.2%	13.6%	13.5%	13.3%	13.6%	15.94%
55-64	12.0%	14.6%	13.1%	11.7%	10.3%	10.4%	10.5%	12.03%
65-74	5.7%	9.4%	11.4%	11.8%	10.7%	9.4%	8.5%	5.69%
75 & over	3.0%	5.0%	6.5%	7.7%	8.6%	9.1%	8.9%	3.04%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.00%</b>

Source: Research Division, Montgomery County Planning Department, Demographic Model, Intermediate Forecast, Fall 1988, 1987 Census Update Survey, and the U.S. Bureau of the Census, 1970 and 1980 Census of Population and Housing

## ***2.0 Maps of Each Parcel Analyzed (200-Foot Scale)***

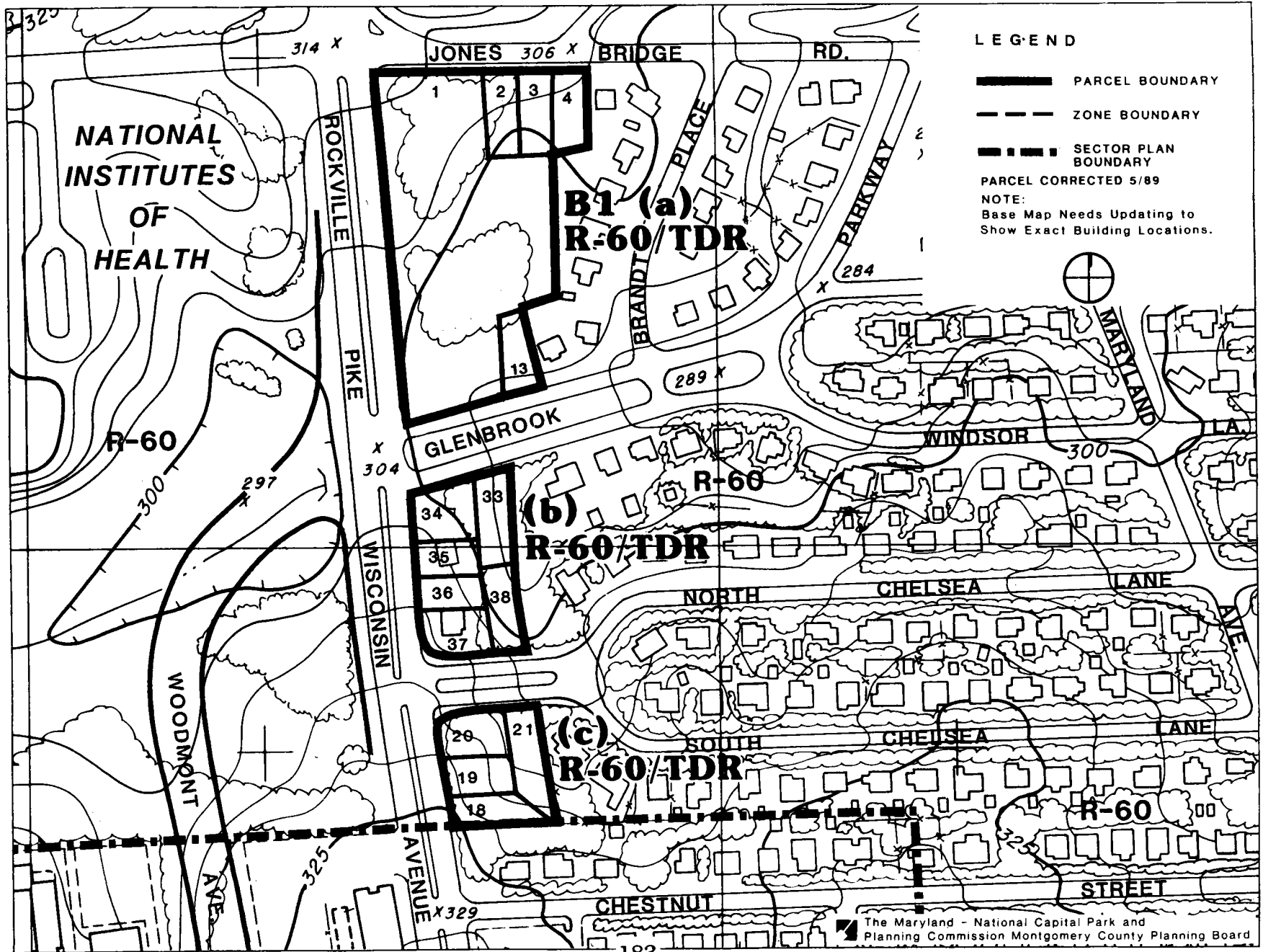
The following maps show the locations of key vacant and redevelopable parcels for which recommendations have been made. They have been arranged alphabetically by the letter preceding the parcel number. All of the parcels addressed in the text are shown on the 1,000-foot scale map accompanying the Plan. Tables in the Plan give specific recommendations regarding each parcel.

As explained in Section 3.1 of the Plan, our analysis dealt primarily with parcels of three acres or more. However, in the special study areas and in other selected locations, parcels under three acres were addressed. On redevelopable parcels, the Plan does not generally recommend that existing uses be replaced.

# BETHESDA BUSINESS DISTRICT PARCELS OUTSIDE SMA BOUNDARY

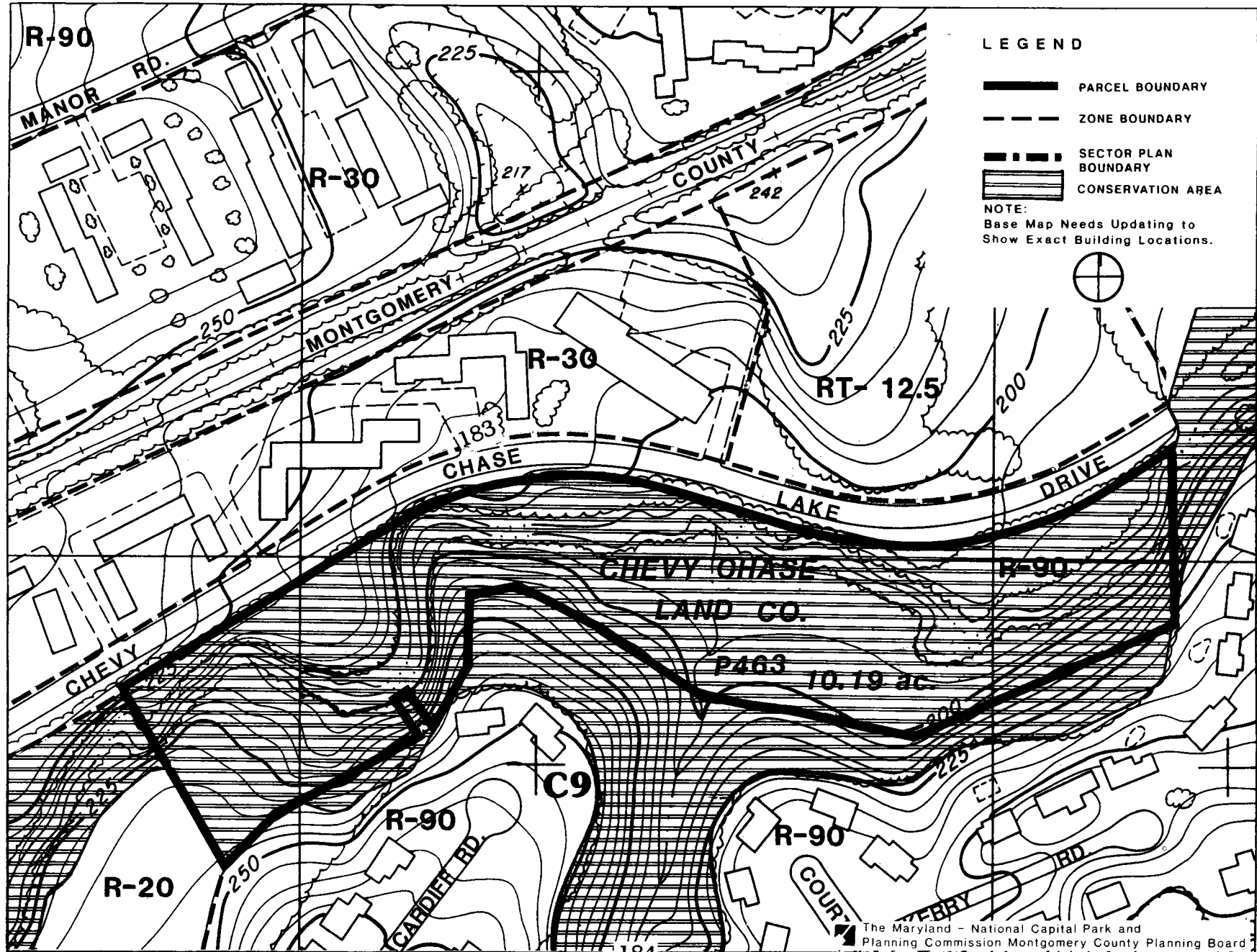
PARCEL

**B1**



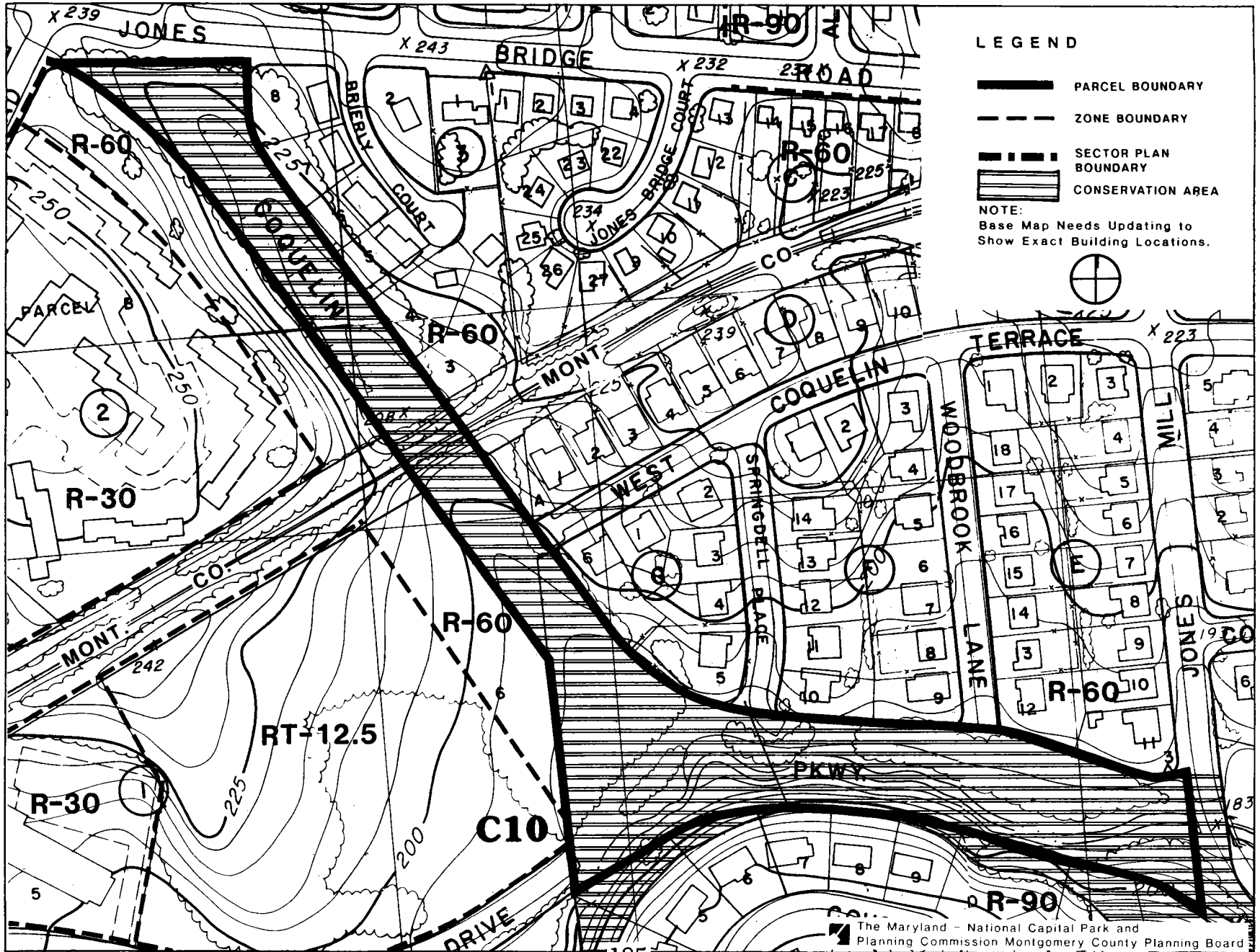
# CHEVY CHASE LAKE PARCELS

PARCEL  
**C9**



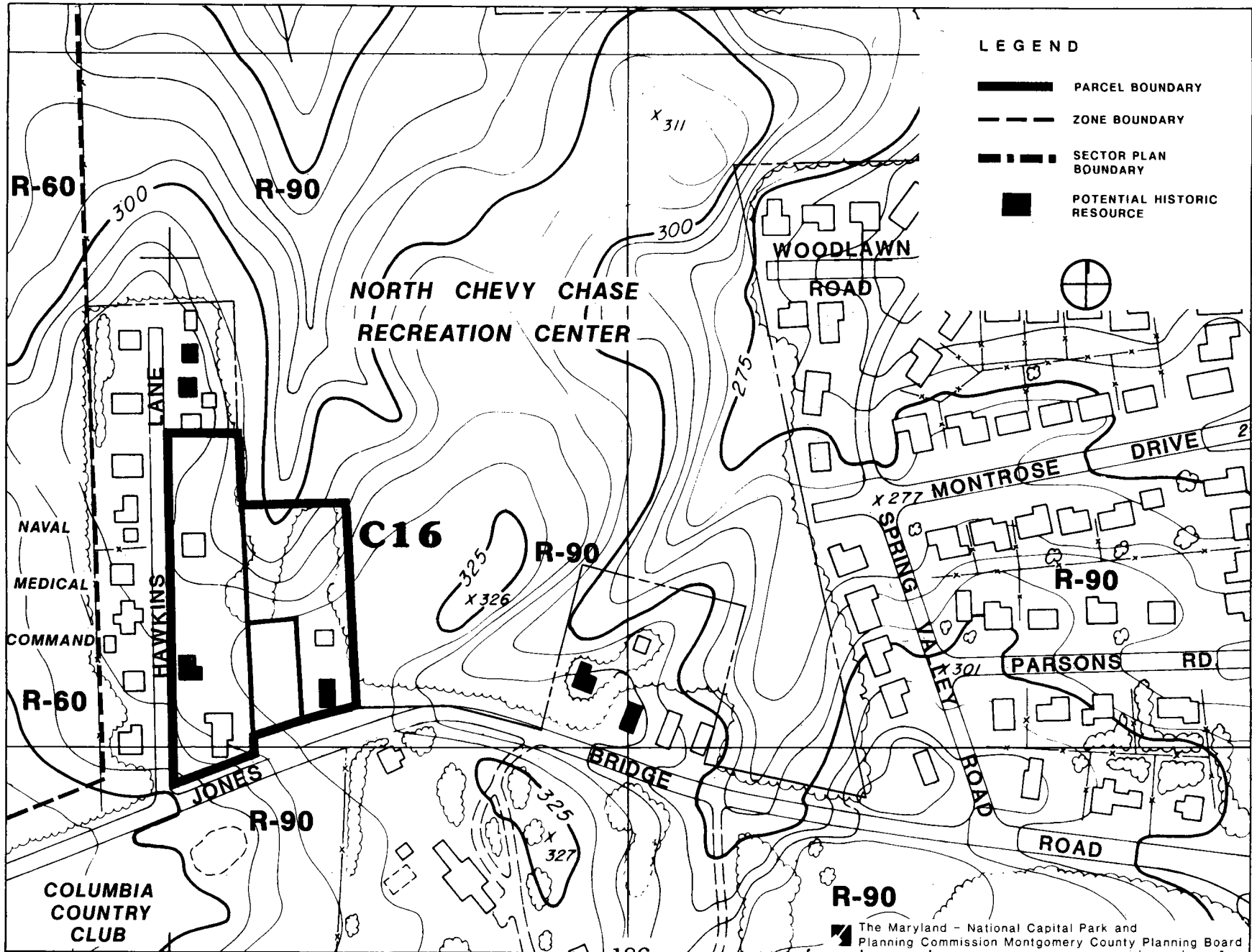
# CHEVY CHASE LAKE PARCELS

PARCEL  
**C10**



# CHEVY CHASE LAKE PARCELS

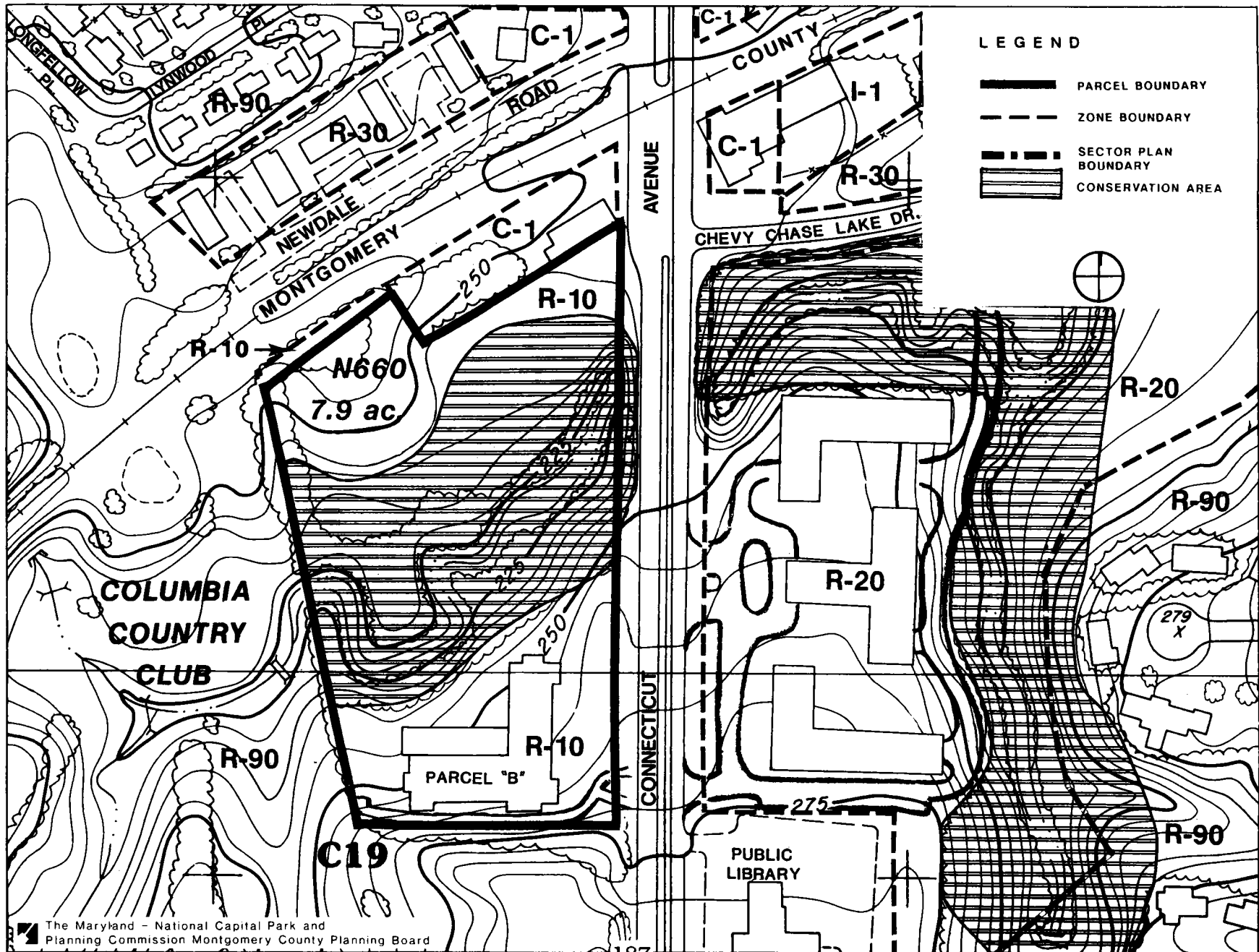
**PARCEL  
 C16**



# CHEVY CHASE LAKE PARCELS

PARCEL

**C19**

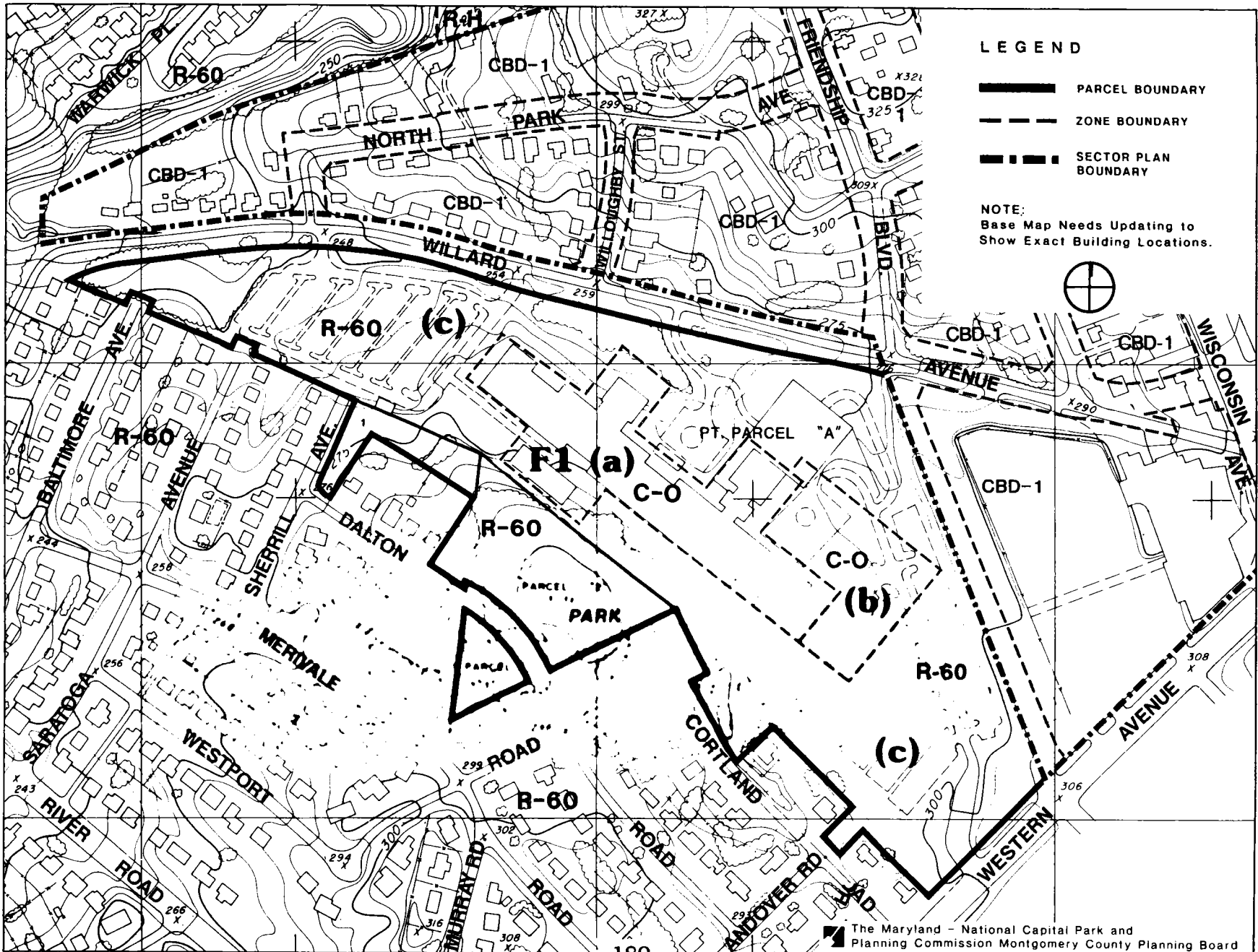






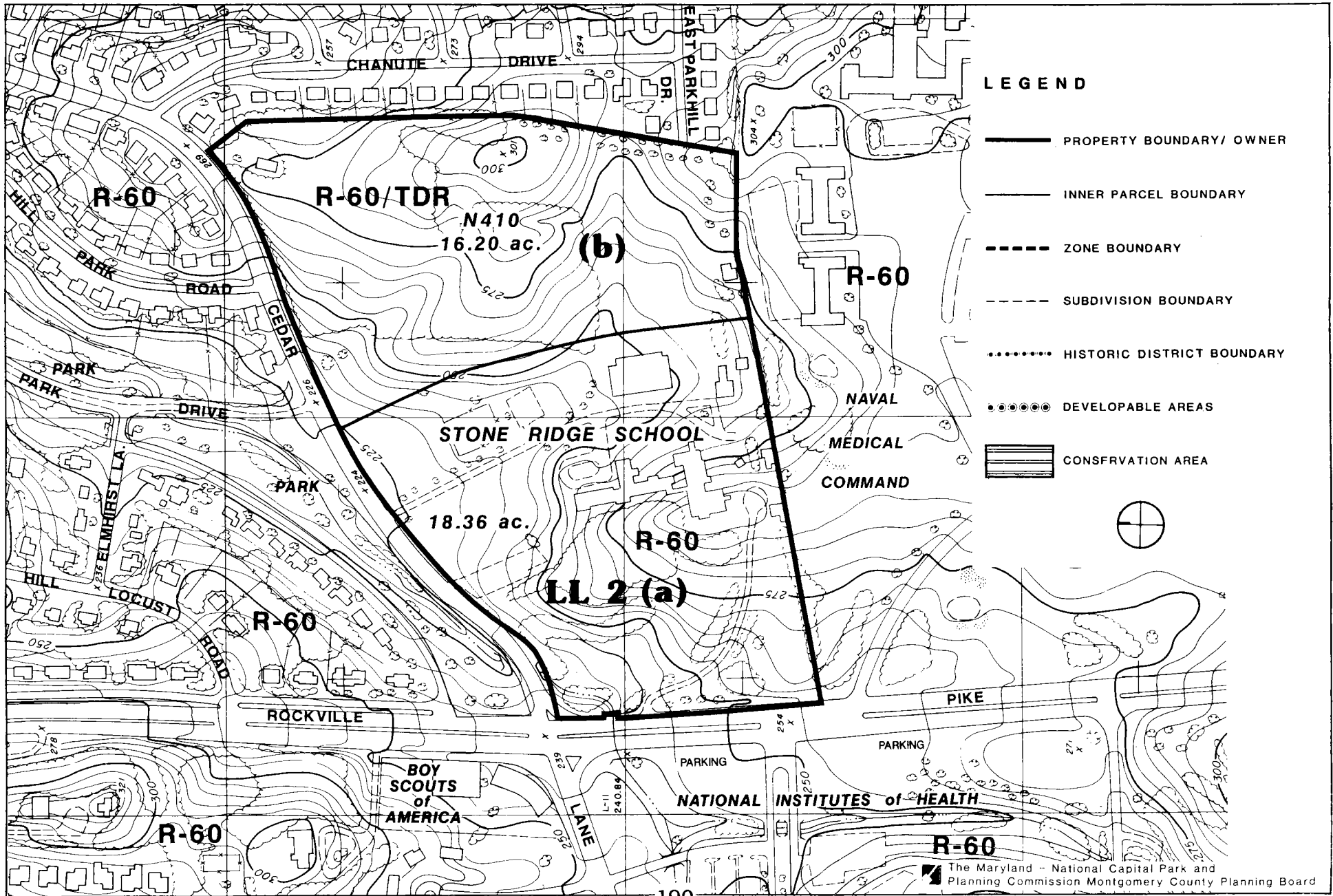
# FRIENDSHIP HEIGHTS PARCELS OUTSIDE CBD AREA

**PARCEL  
 F1**



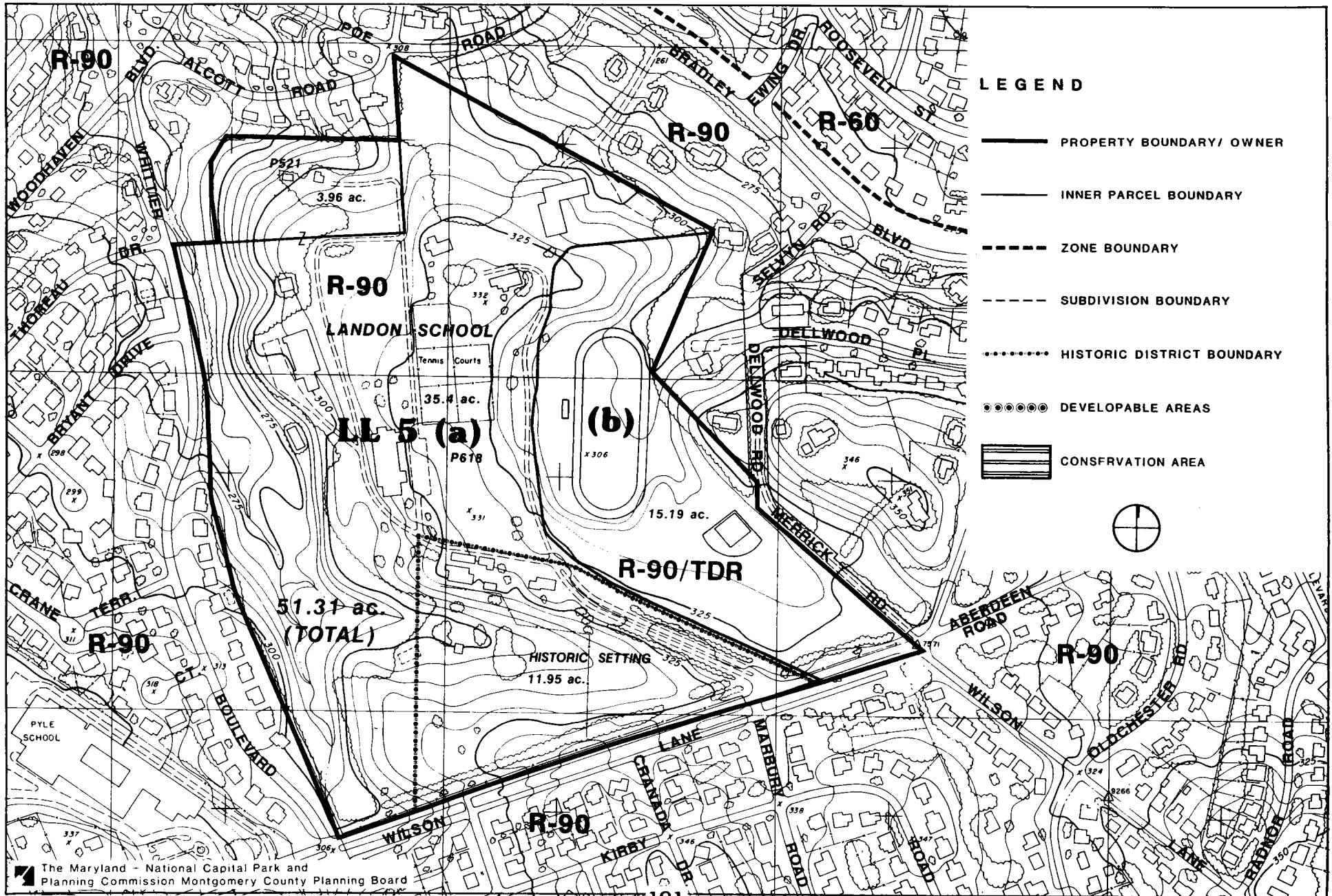
# LARGE LAND USERS

**LL2**



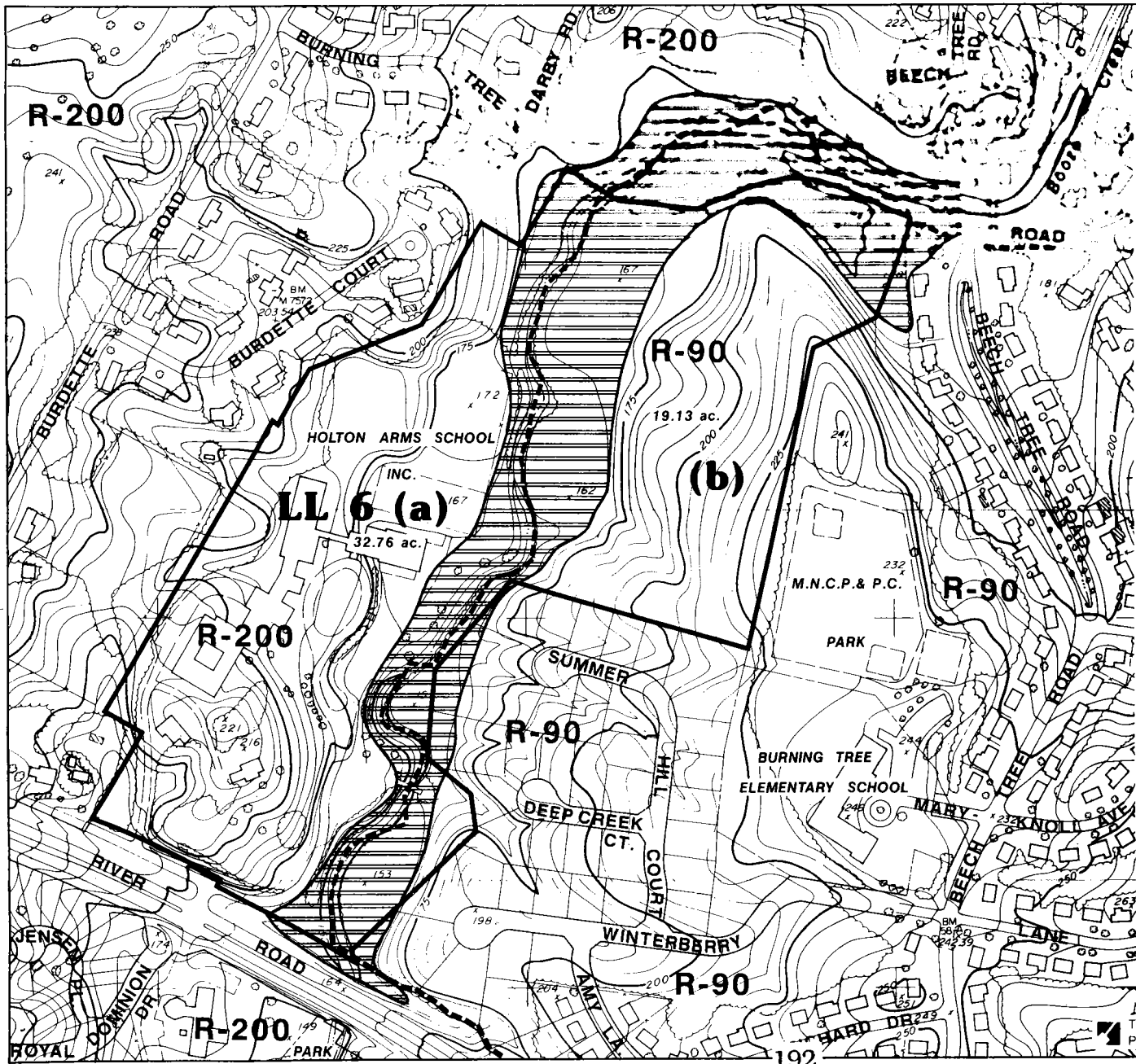
# LARGE LAND USERS

**LL5**











# LARGE LAND USERS

**LL6**

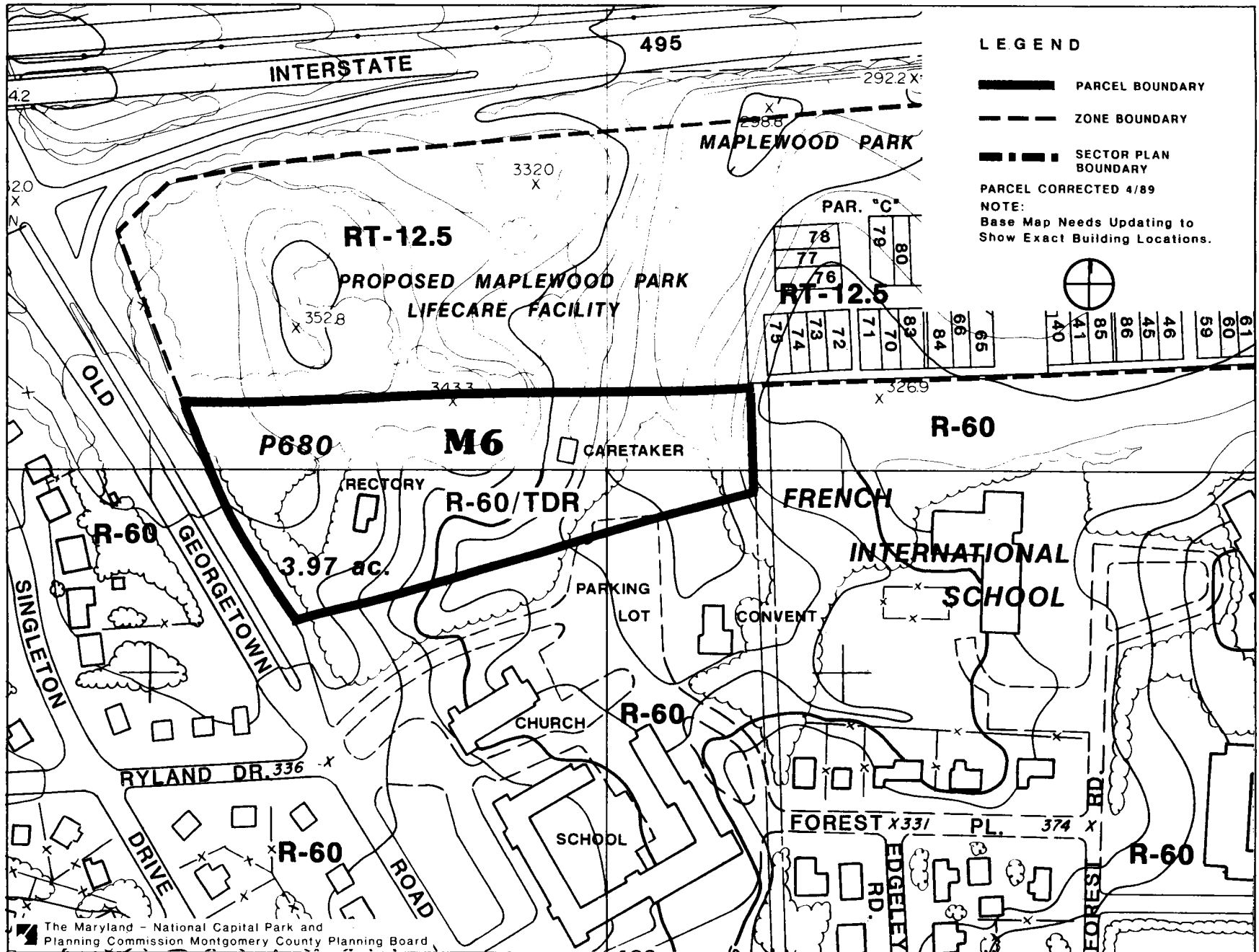


**LEGEND**

-  PROPERTY BOUNDARY/ OWNER
-  INNER PARCEL BOUNDARY
-  ZONE BOUNDARY
-  SUBDIVISION BOUNDARY
-  HISTORIC DISTRICT BOUNDARY
-  DEVELOPABLE AREAS
-  CONSRVATION AREA
- 

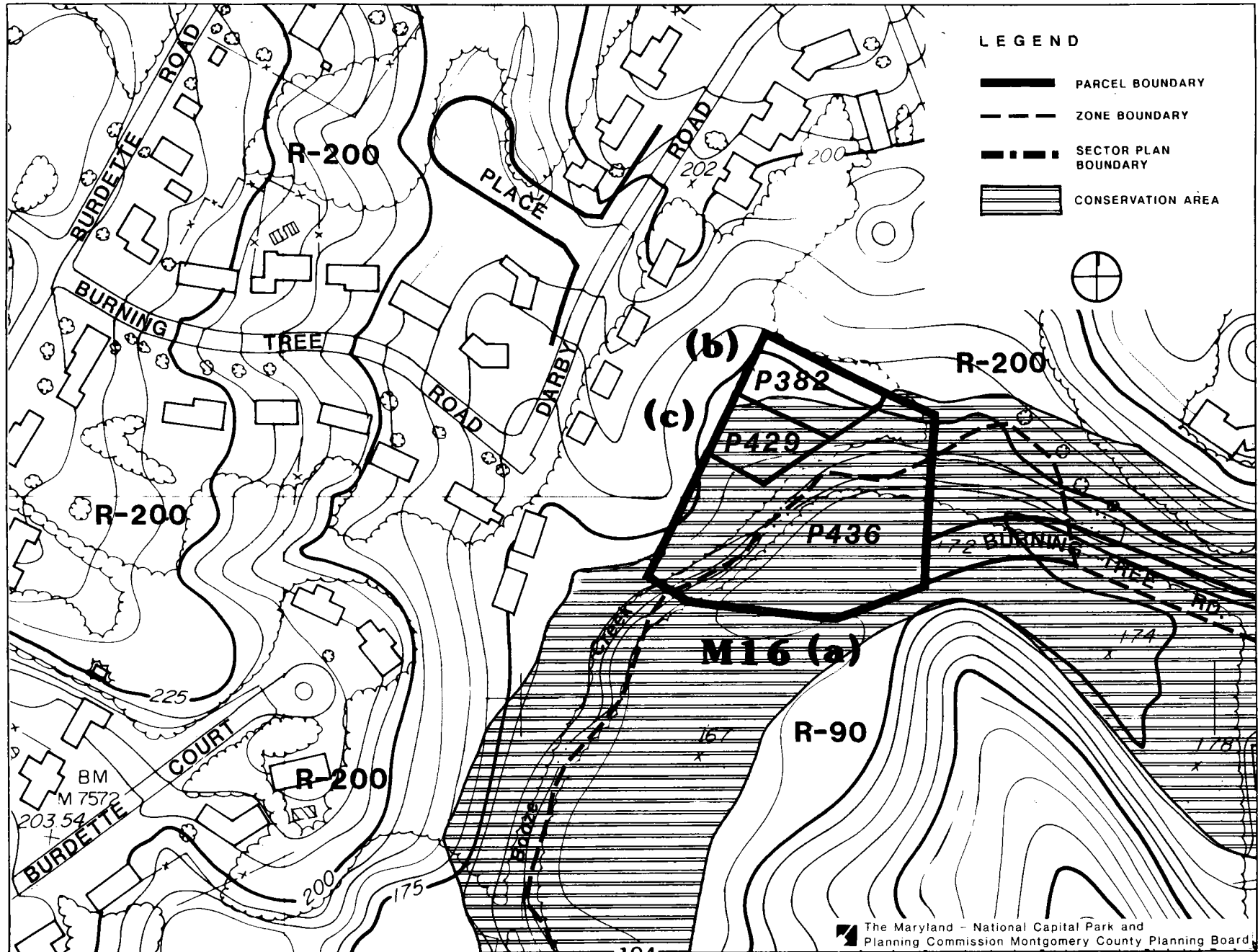
# MID-BETHESDA NORTHERN B-CC PARCELS

PARCEL  
**M6**



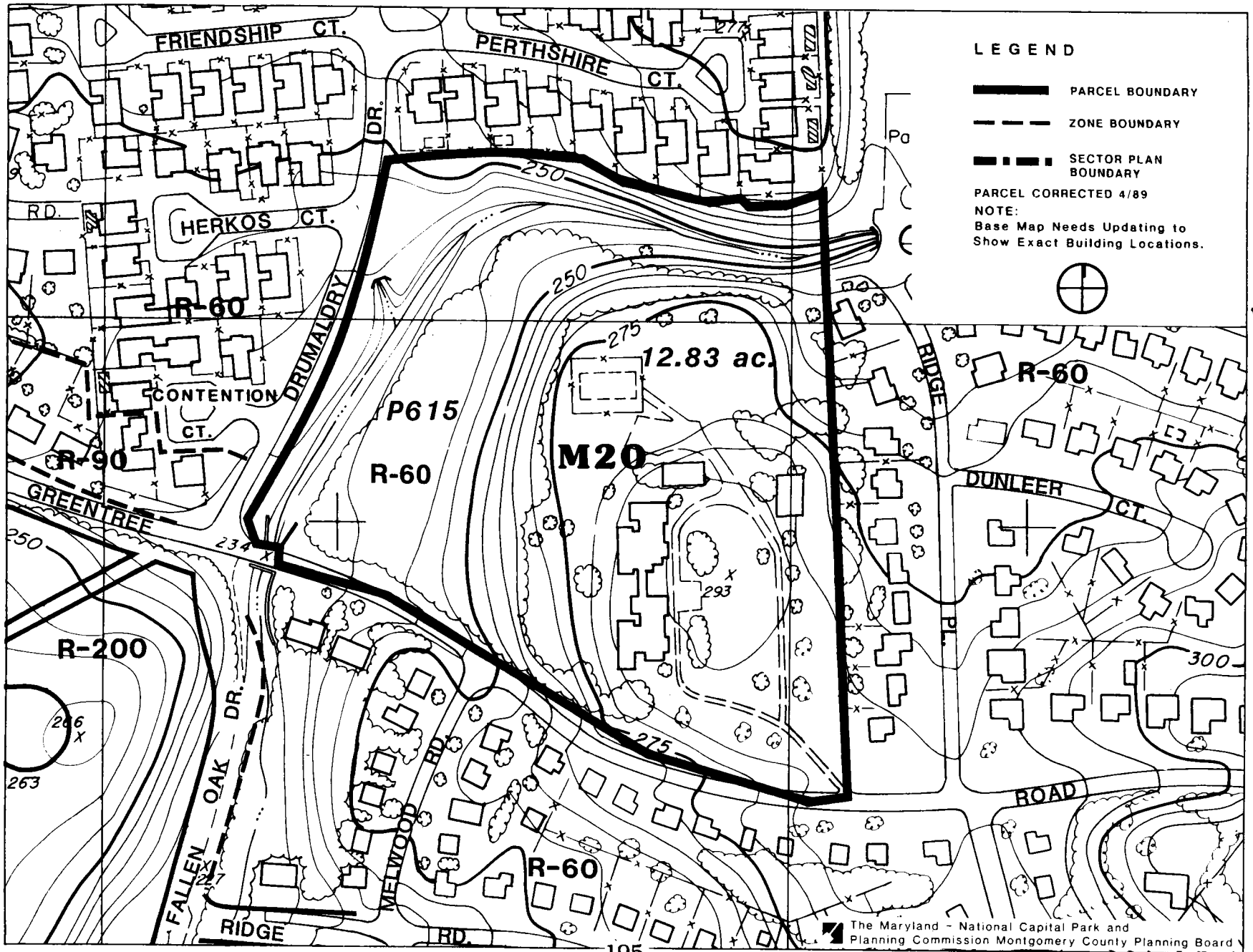
**MID-BETHESDA  
 NORTHERN B-CC PARCELS**

**PARCEL  
 M16**



# MID-BETHESDA NORTHERN B-CC PARCELS

PARCEL  
**M20**



**LEGEND**

- PARCEL BOUNDARY
- - -** ZONE BOUNDARY
- ■ ■** SECTOR PLAN BOUNDARY

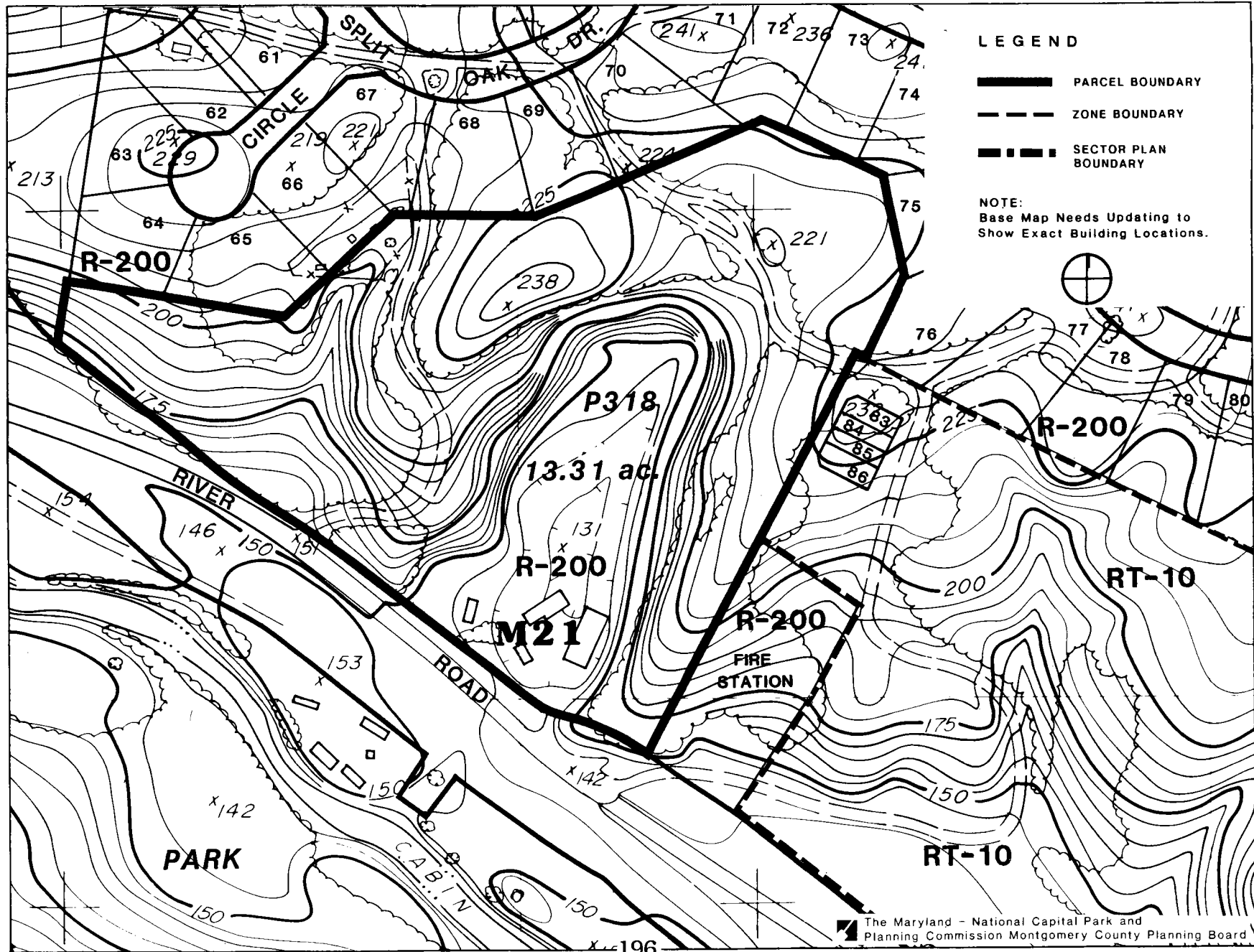
PARCEL CORRECTED 4/89  
 NOTE:  
 Base Map Needs Updating to  
 Show Exact Building Locations.





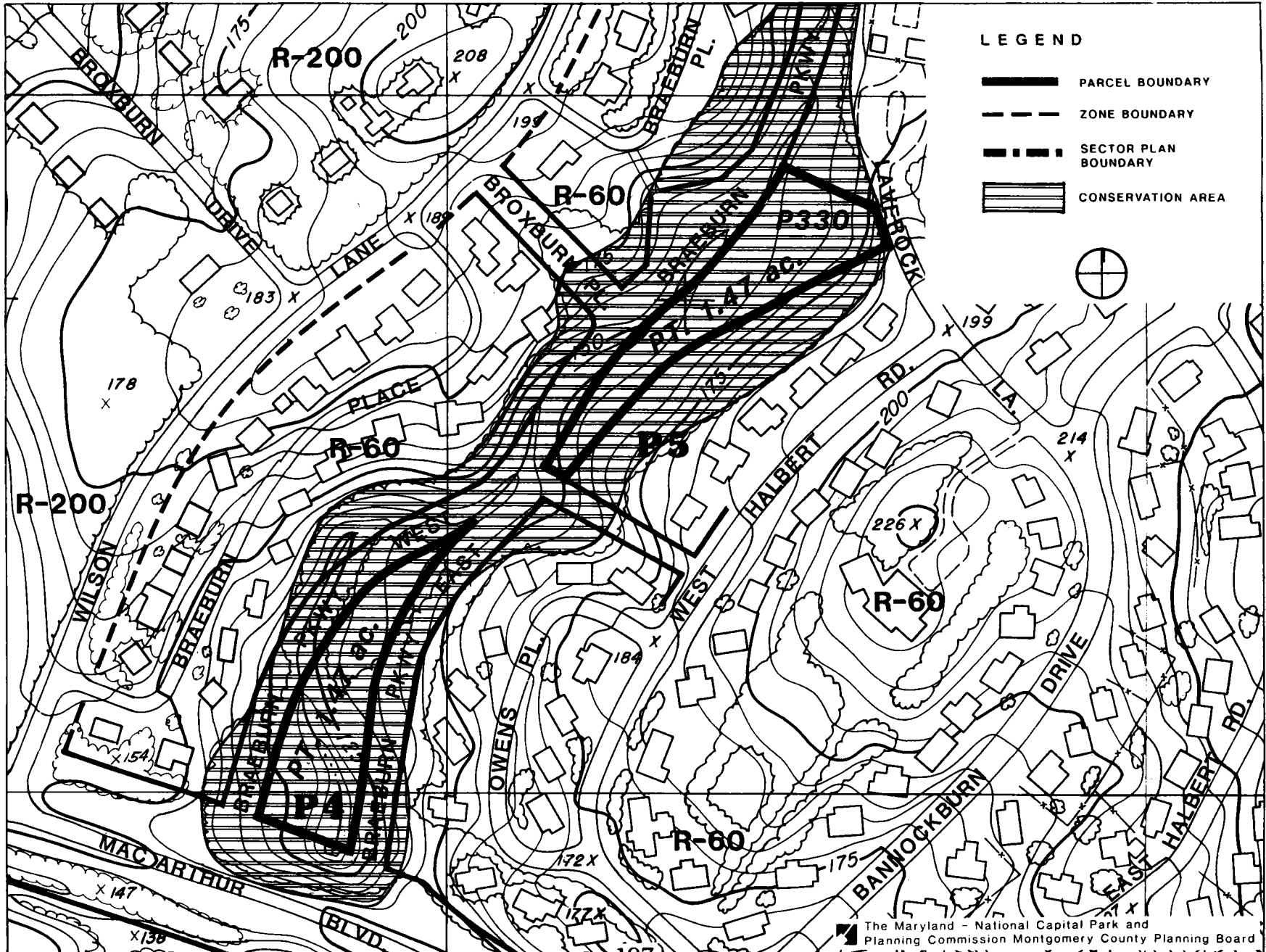
# MID-BETHESDA NORTHERN B-CC PARCELS

PARCEL  
**M21**



# PALISADES - WESTERN B-CC PARCELS

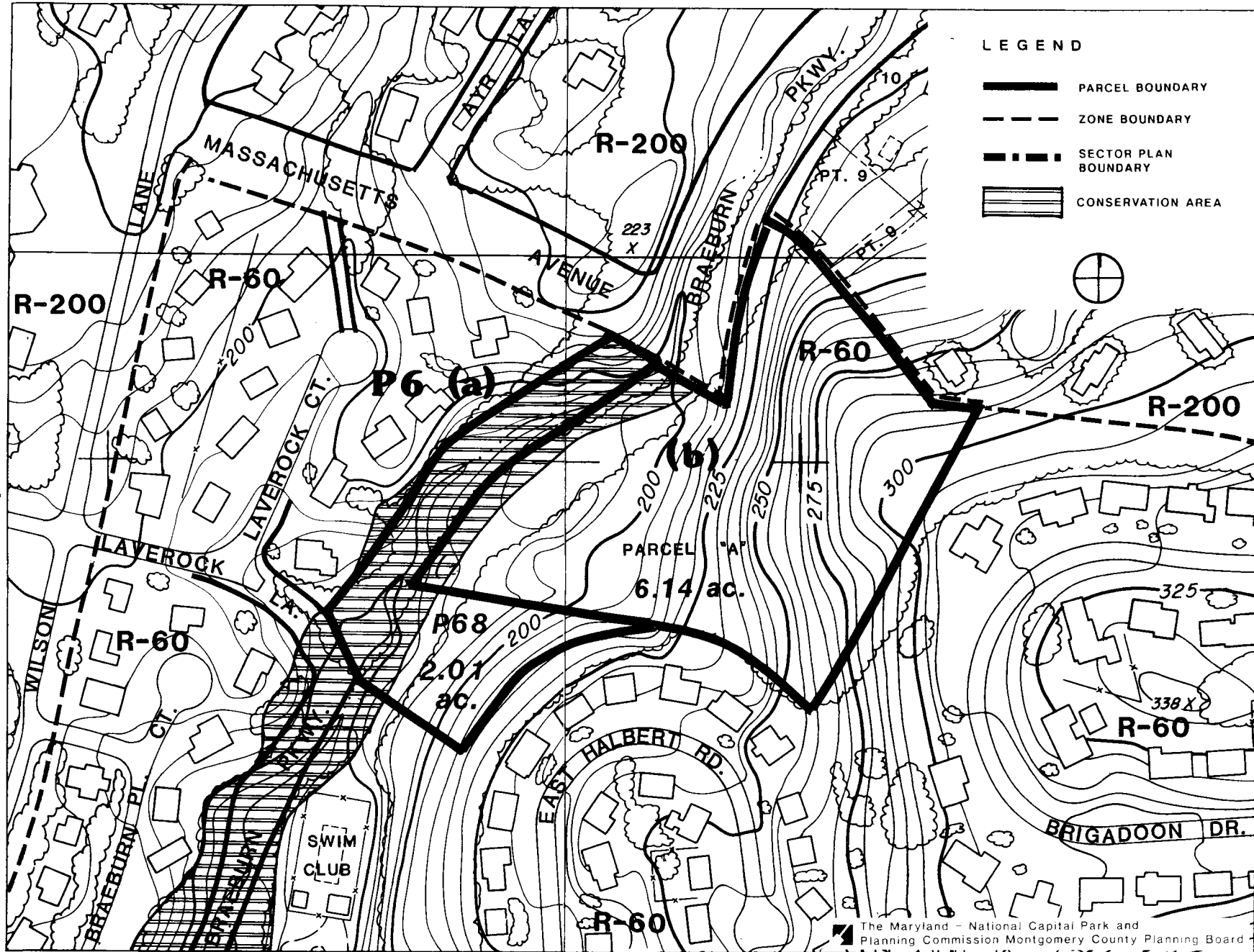
PARCEL  
**P4**  
**P5**



**PALISADES -  
 WESTERN B-CC PARCELS**

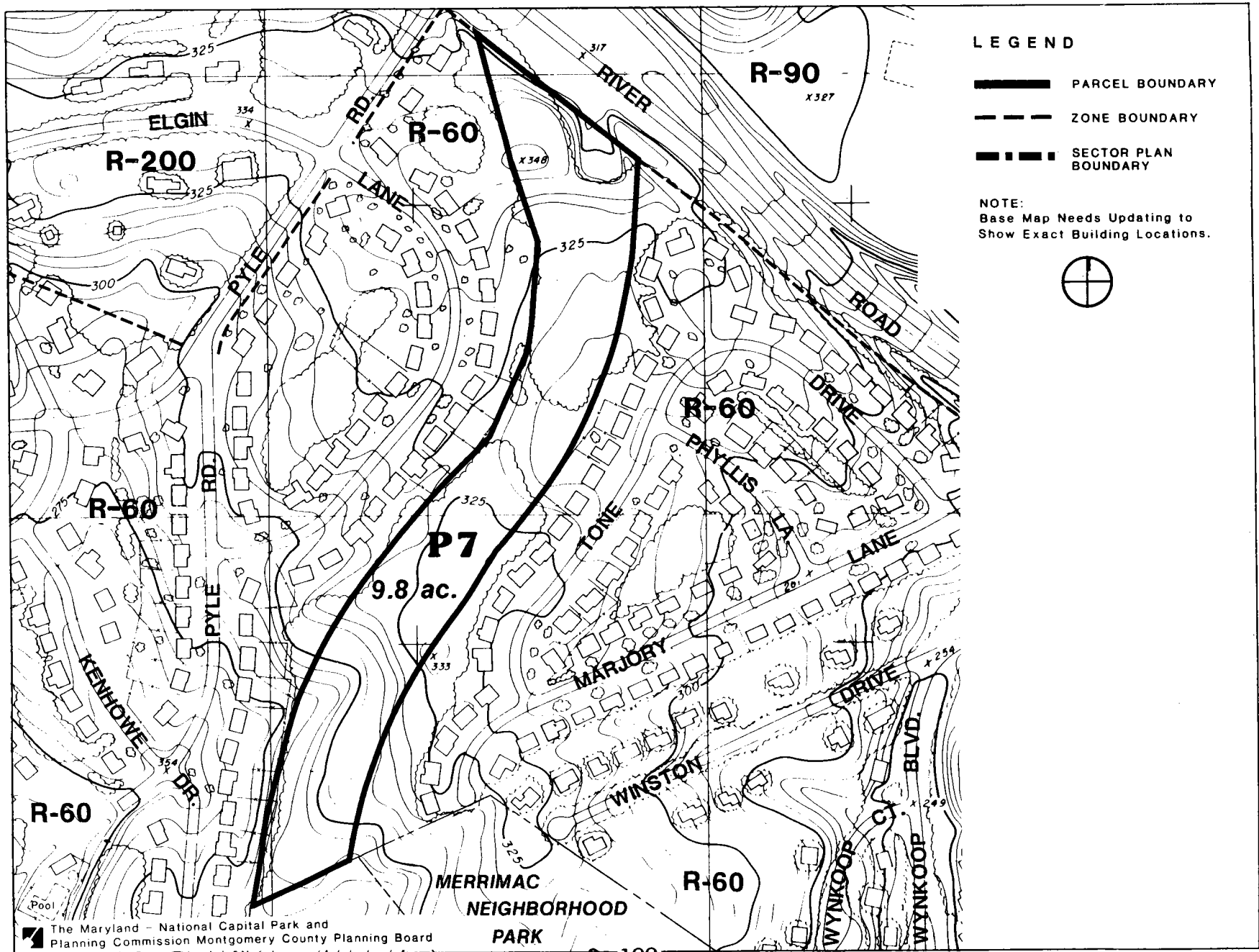
PARCEL

**P6**



# PALISADES - WESTERN B-CC PARCELS

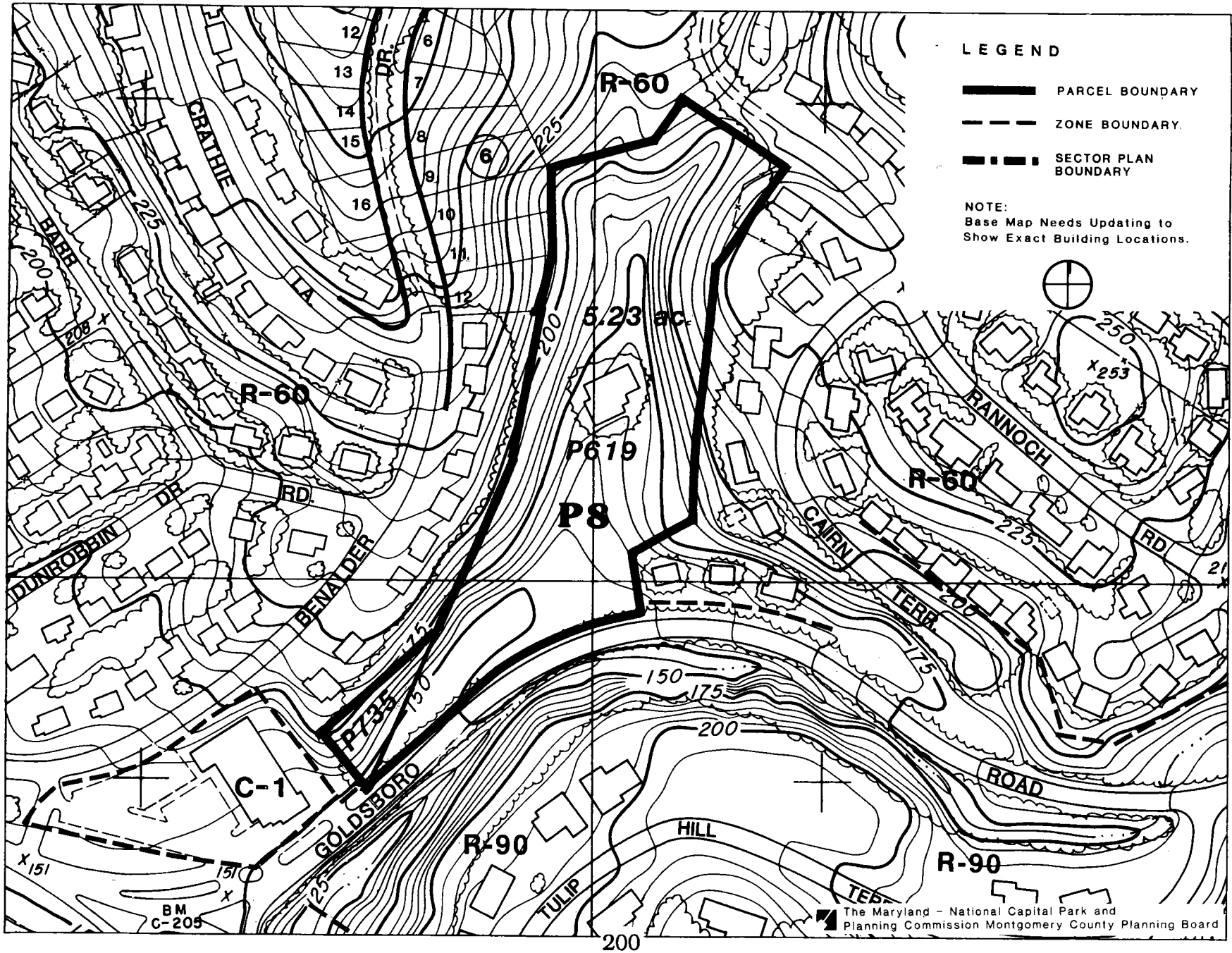
PARCEL  
**P7**



# PALISADES - WESTERN B-CC PARCELS

PARCEL

**P8**

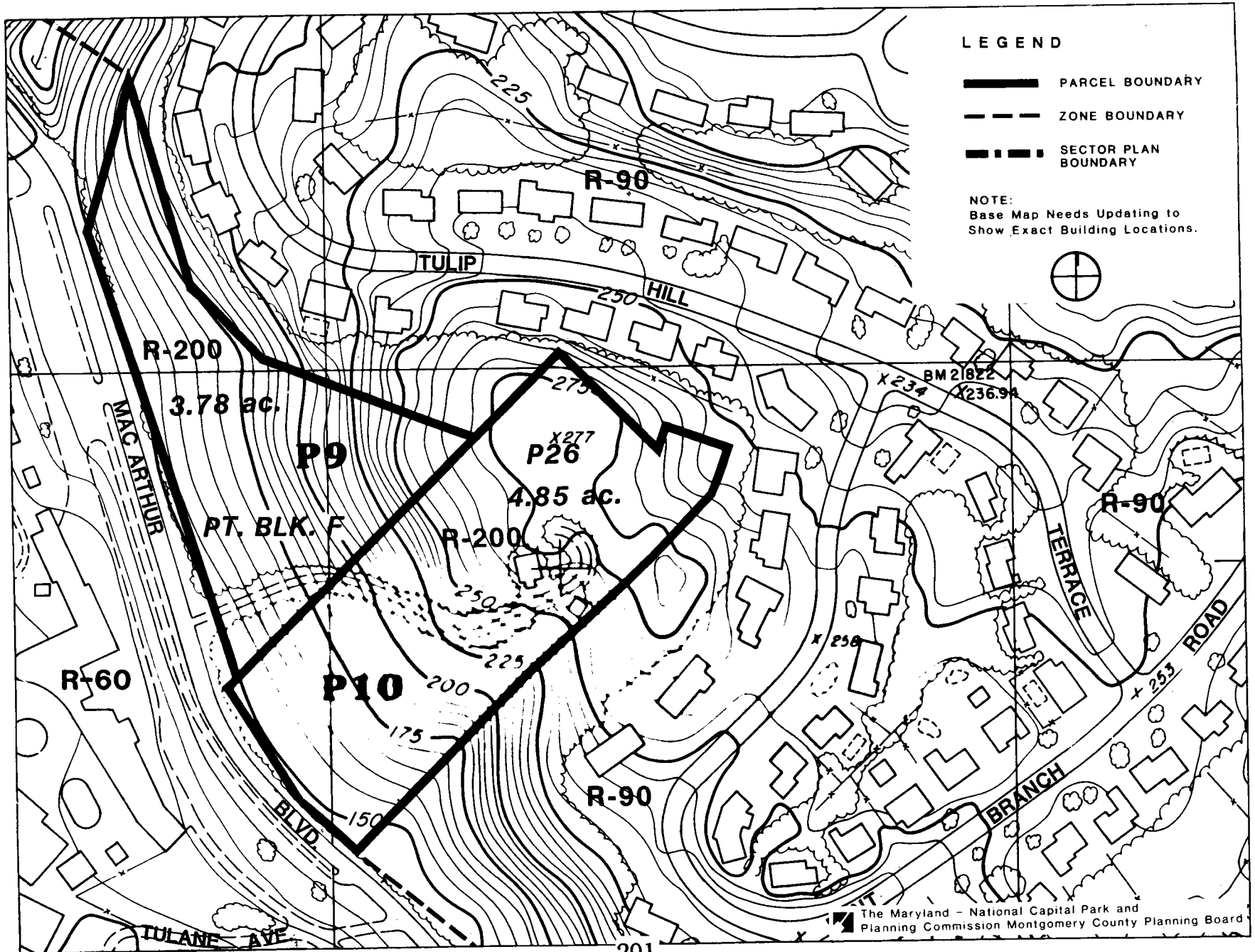


# PALISADES - WESTERN B-CC PARCELS

PARCEL

**P9**

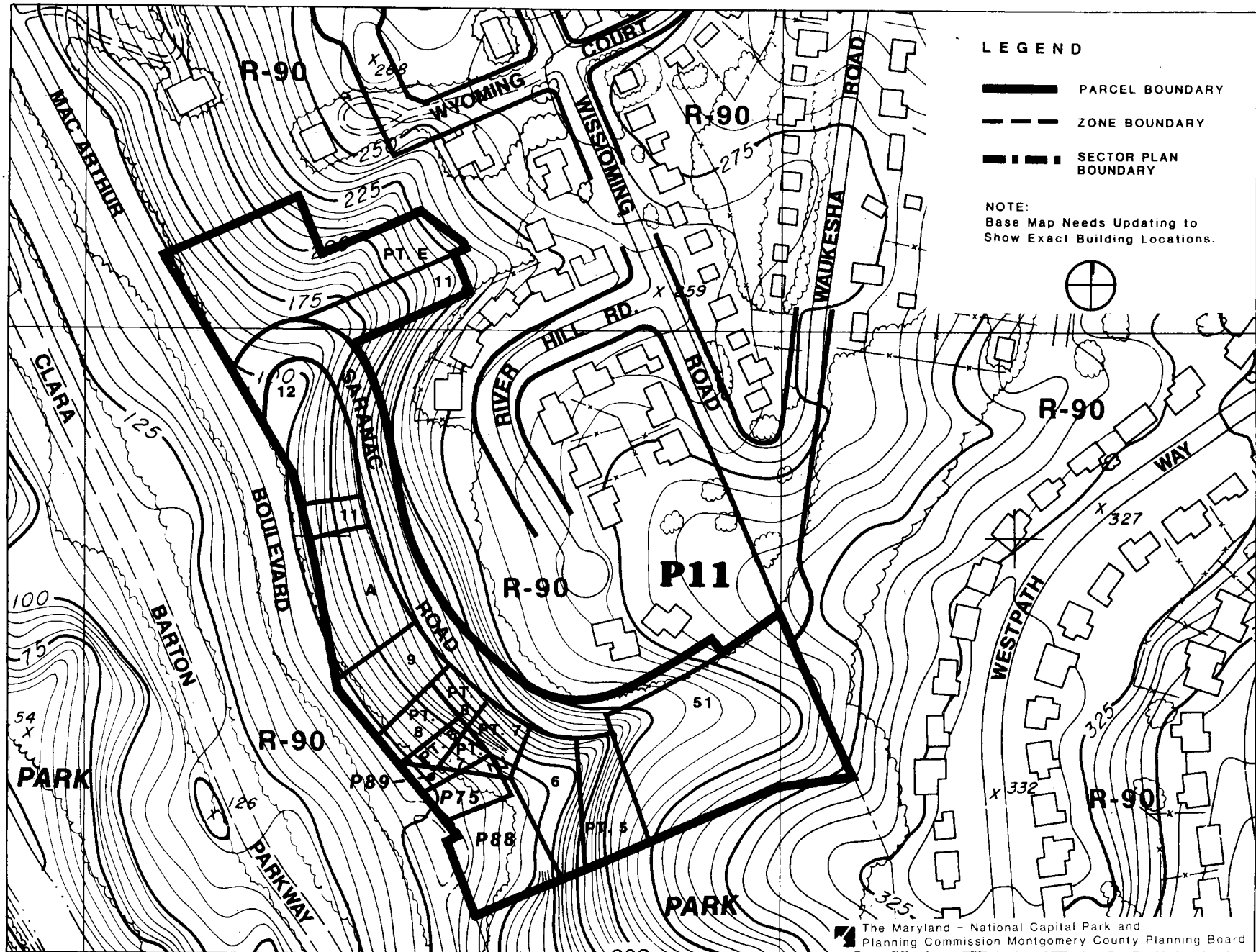
**P10**



# PALISADES - WESTERN B-CC PARCELS

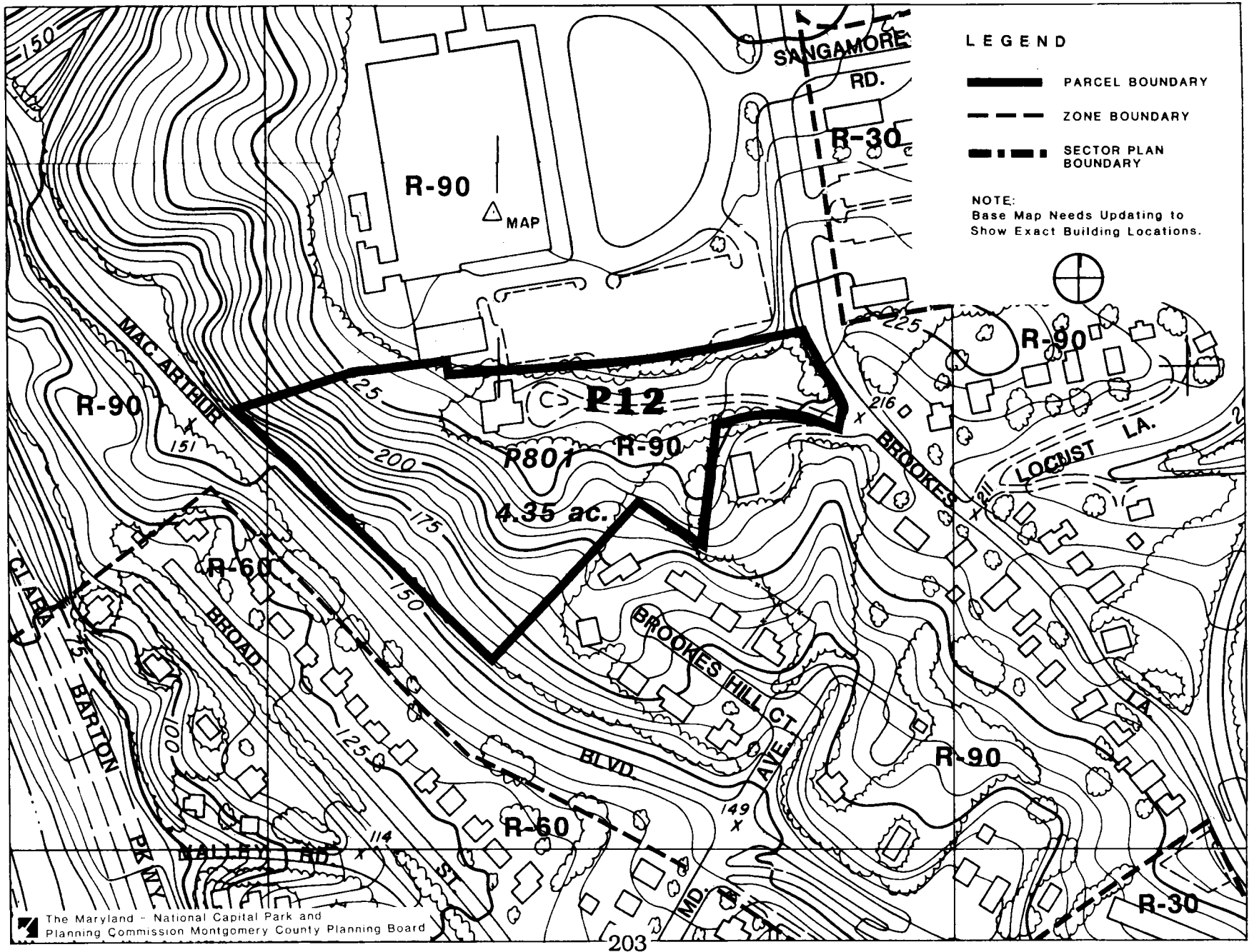
PARCEL

**P11**



# PALISADES - WESTERN B-CC PARCELS

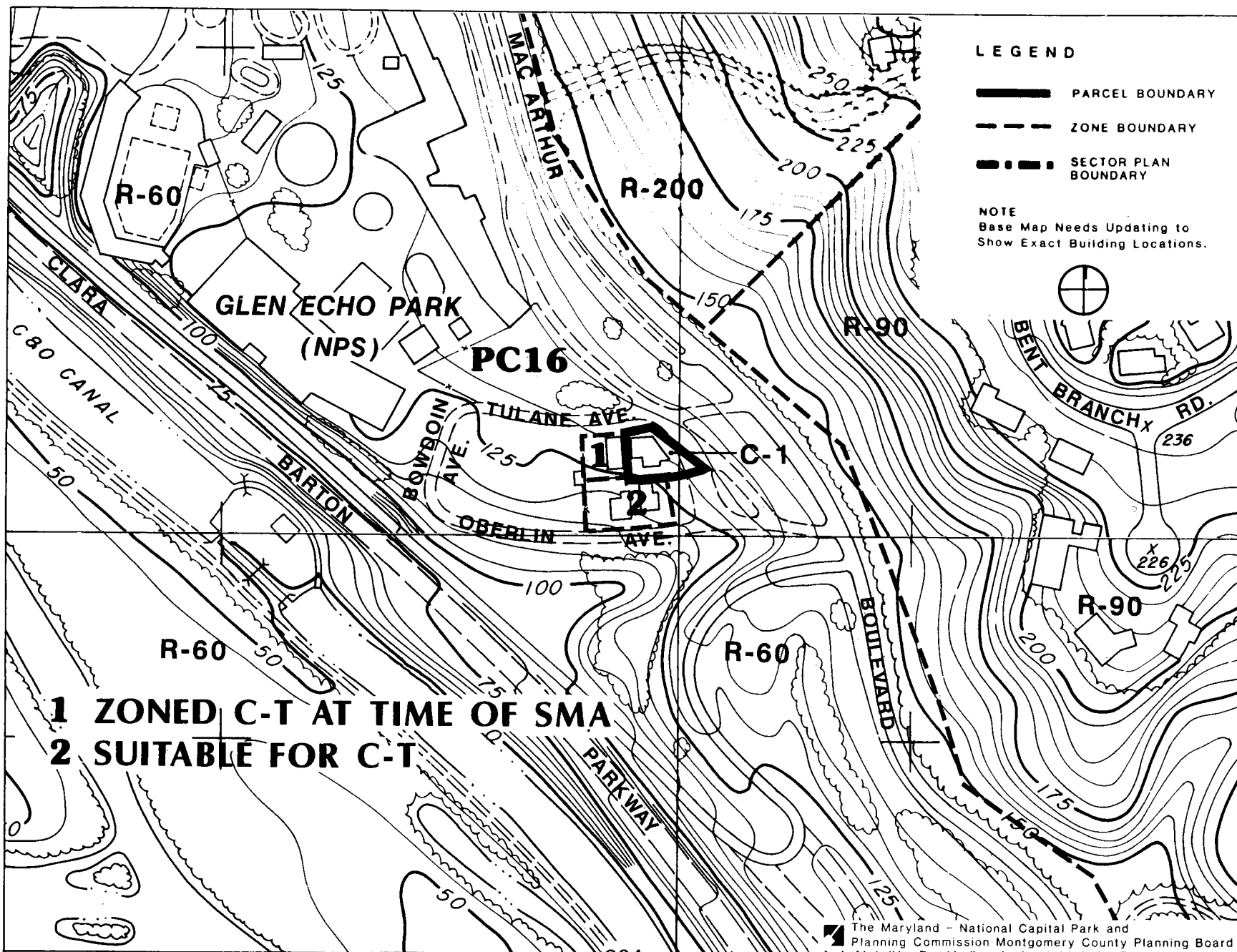
PARCEL  
**P12**





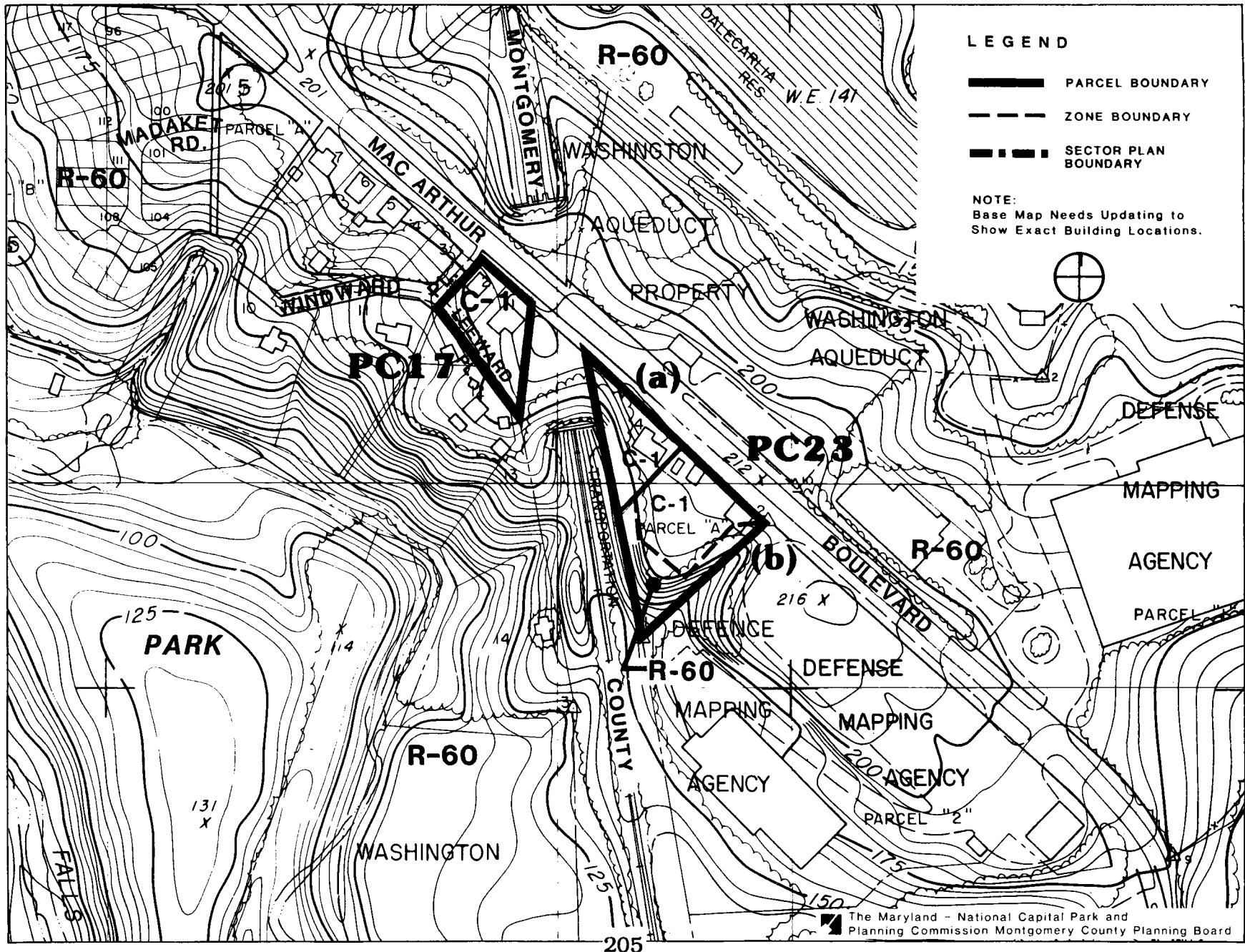
# PALISADES COMMUNITY RETAIL CENTERS PARCELS

PARCEL  
**PC16**



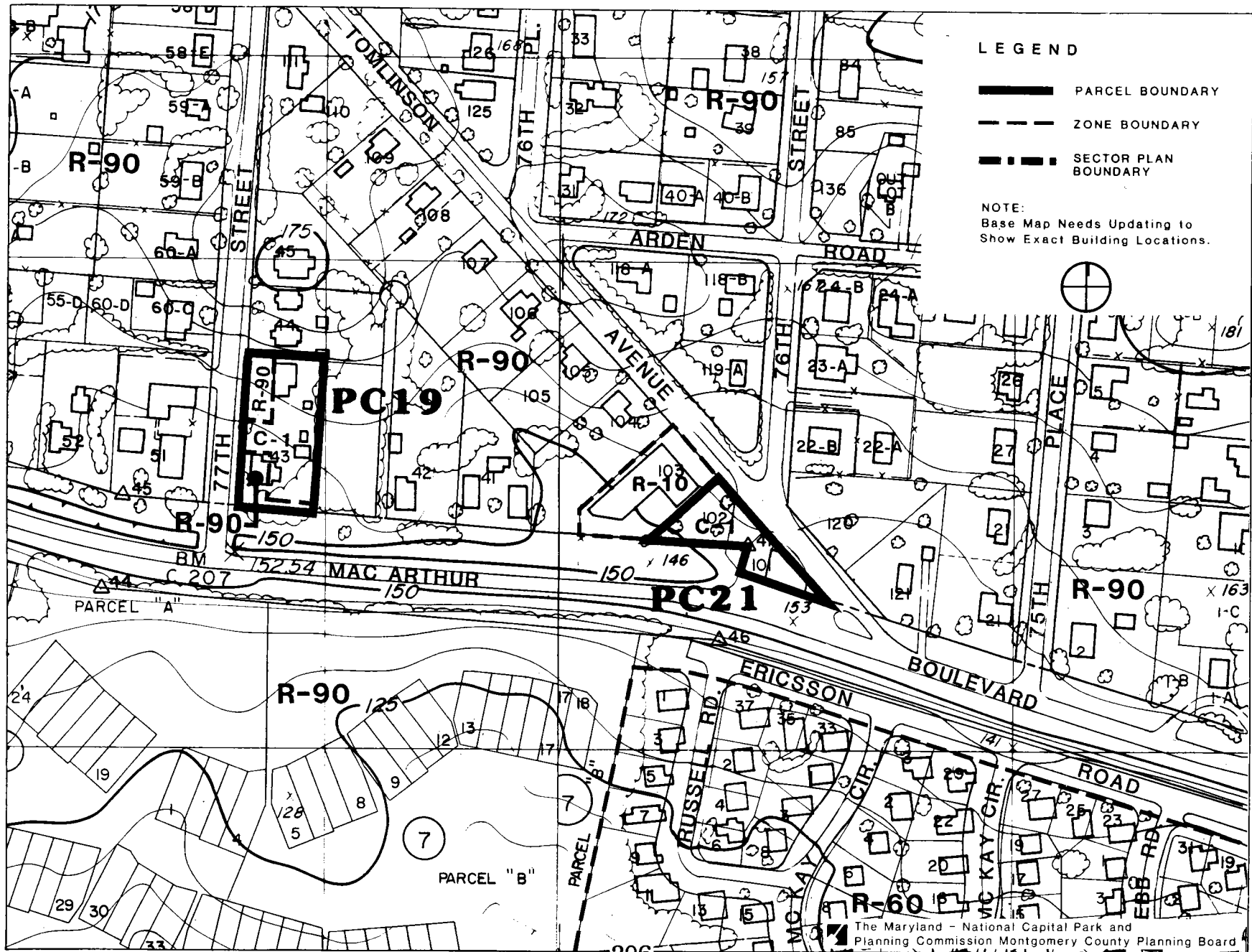
# PALISADES COMMUNITY RETAIL CENTERS PARCELS

**PARCEL  
 PC17  
 PC23**



# PALISADES COMMUNITY RETAIL CENTERS PARCELS

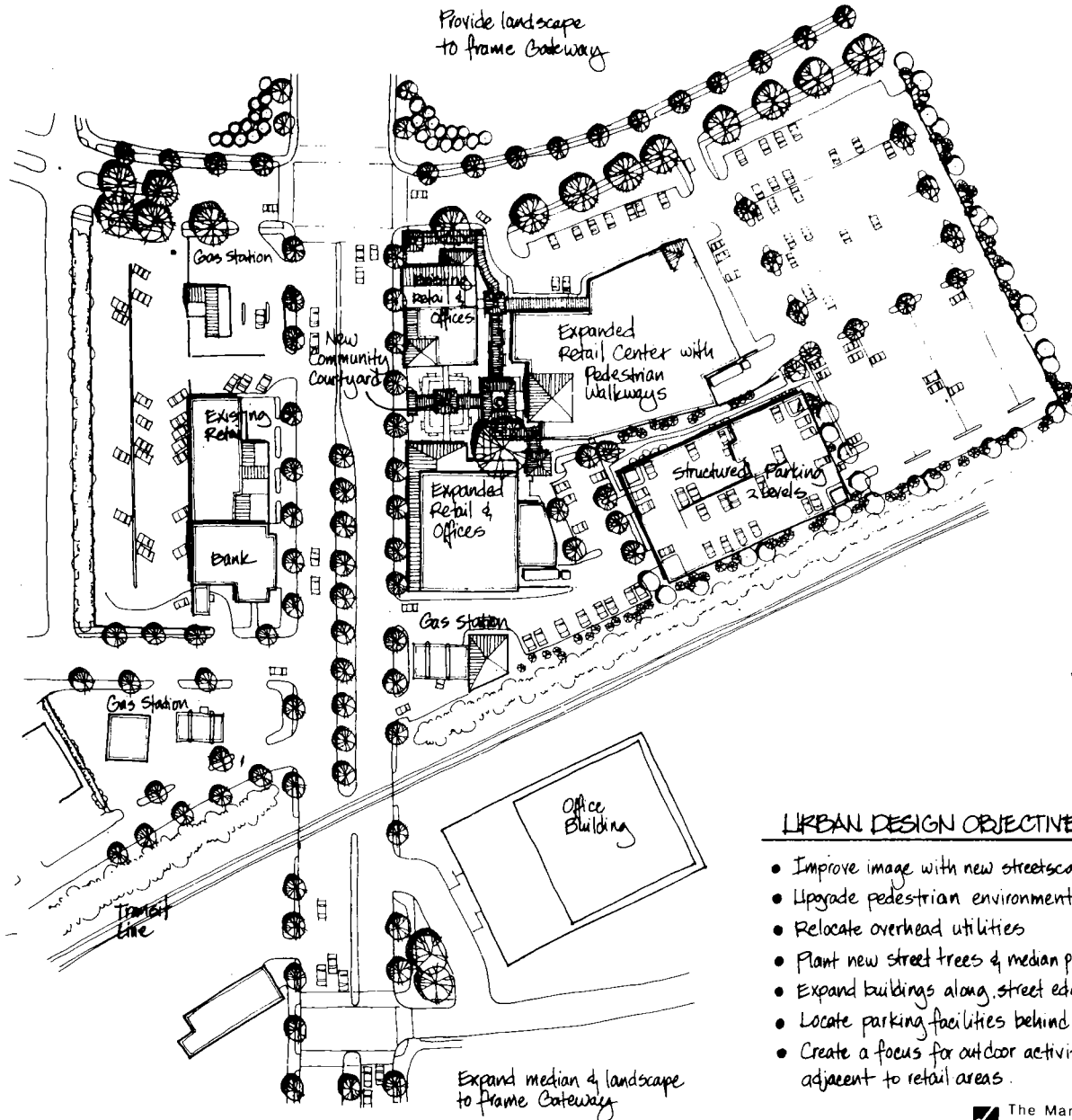
PARCEL  
**PC19**  
**PC21**



### ***3.0 Illustrations and Concept Plan Figures***

# CHEVY CHASE LAKE COMMUNITY RETAIL CENTER CONCEPT PLAN

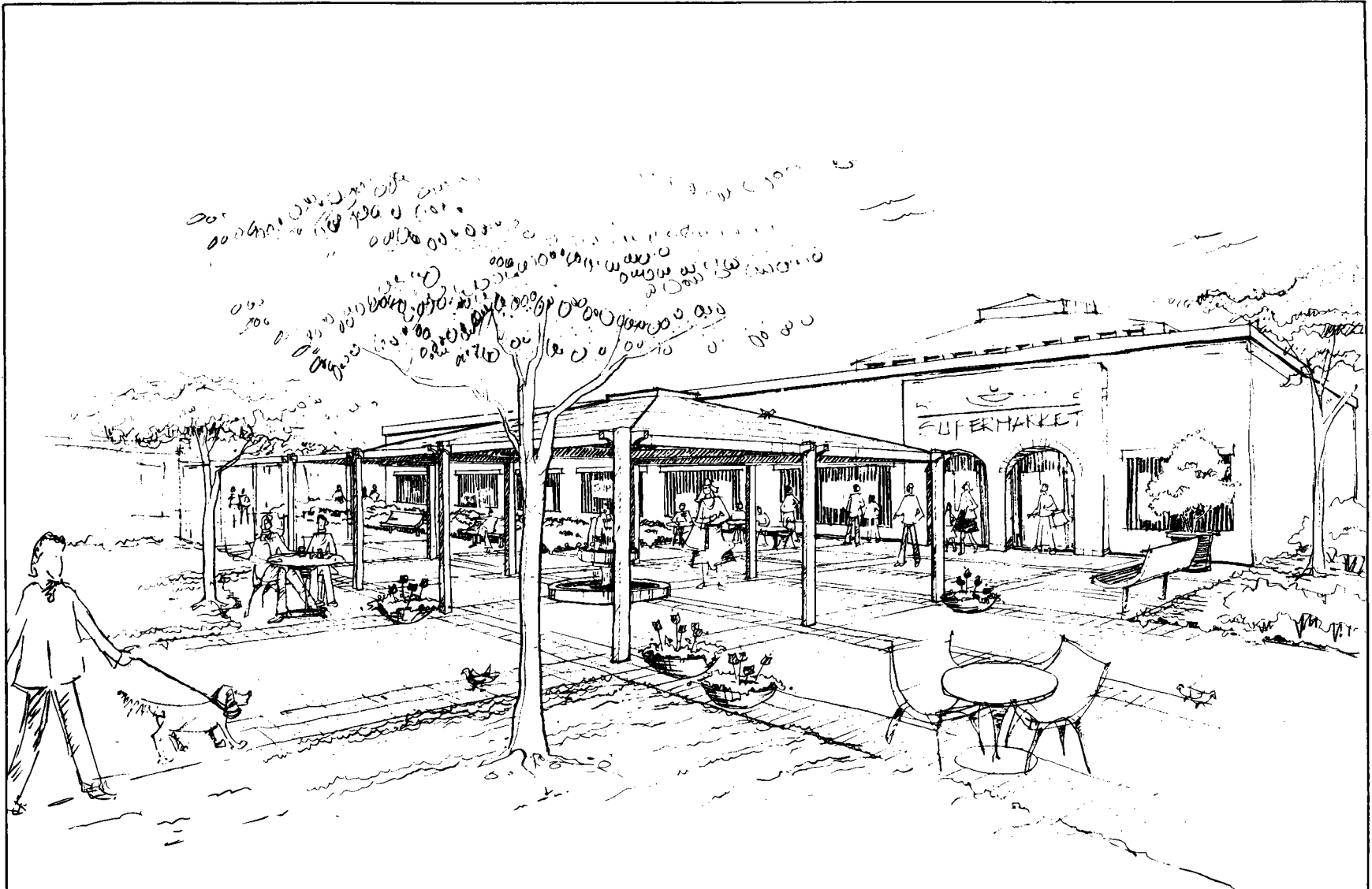
A potential light rail transit station in this area, currently under study by M.C. will not change the design and land use concepts for this area.



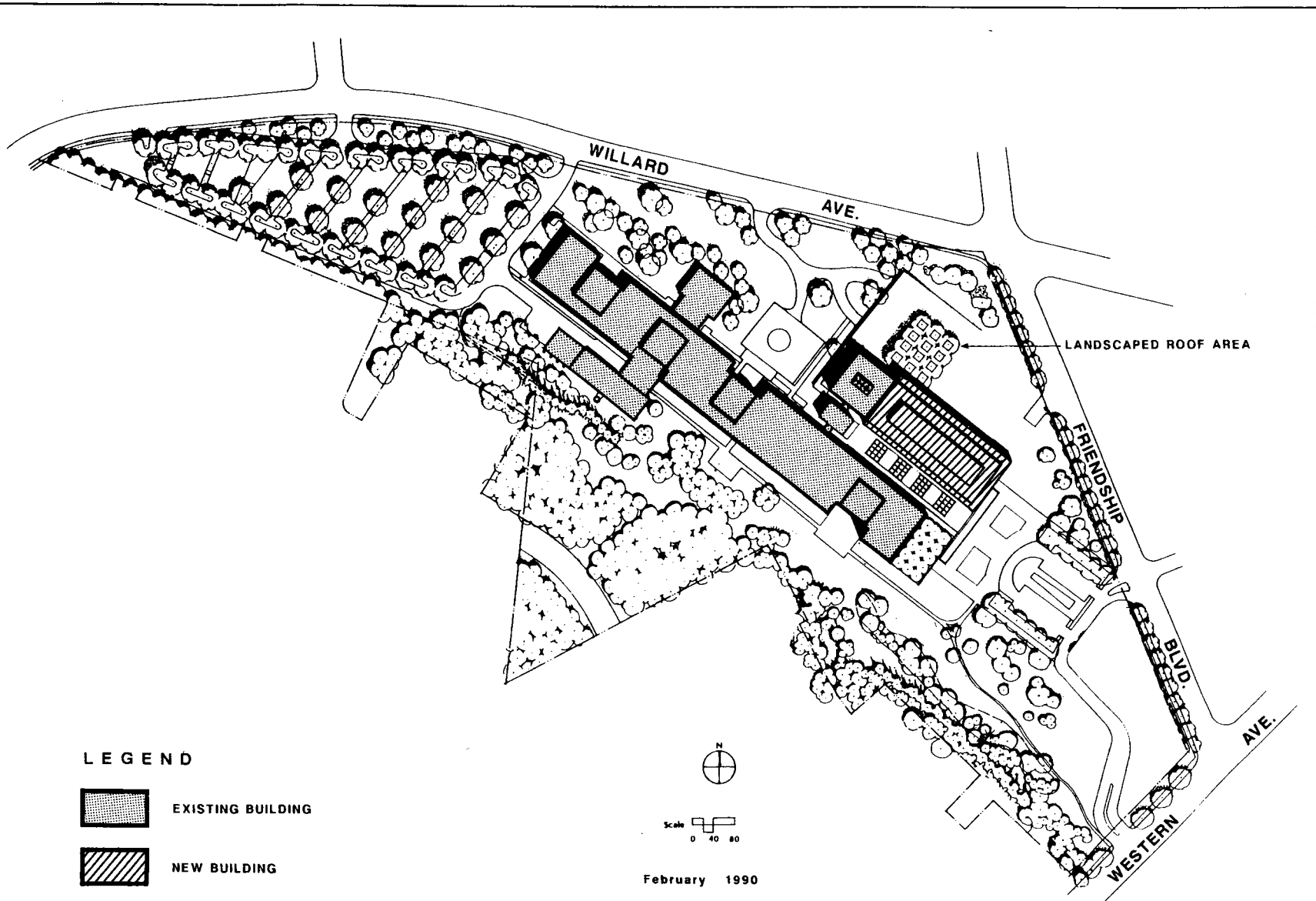
## URBAN DESIGN OBJECTIVES

- Improve image with new streetscape
- Upgrade pedestrian environment
- Relocate overhead utilities
- Plant new street trees & median plantings
- Expand buildings along street edge
- Locate parking facilities behind buildings
- Create a focus for outdoor activities adjacent to retail areas.

# COMMUNITY RETAIL CENTER COMMUNITY COURTYARD



# GEICO'S ILLUSTRATIVE SITE PLAN



## **4.0 Transferable Development Rights**

This Master Plan designates several parcels of land as suitable for transferable development rights (TDR) receiving areas. Receiving areas are permitted to develop to a density greater than that designated by the base zoning density.

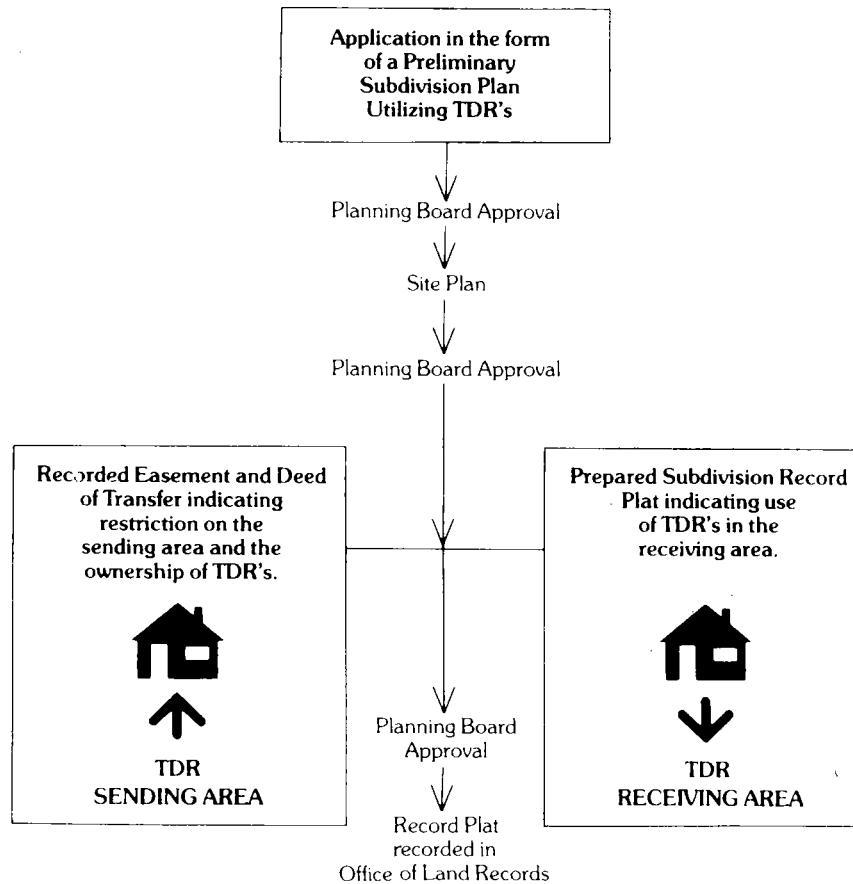
The zoning density of a development in any residential zone within a designated TDR receiving area may be increased (subject to Planning Board approval and in conformance with an approved and adopted master plan) by one dwelling unit for each development right received from a rural property designated a "sending area". Development rights are transferred by easement, in a recordable form, and the transfer of development rights is recorded in the land records of Montgomery County.

The zoning density in a receiving area may not be increased by transfer of development rights beyond the density recommended by the land use plan. A request to utilize development rights on a property within a receiving area is submitted in the form of a preliminary plan of subdivision. The preliminary plan of subdivision must normally include at least two-thirds of the maximum number of development rights permitted to be transferred to the property.

A property development with TDR's must provide moderately priced dwelling units (MPDU's) in accord with the Montgomery County Code. the MPDU requirements is calculated on the total dwelling unit count, including TDR units. (Additional TDR's do not have to be purchased to exercise the MPDU bonus.) Development with TDR's must conform to the standards of the PD Zone nearest (but not higher) in density to the TDR density shown on the master plan. The TDR program process is described in the following figure.



# TRANSFERABLE DEVELOPMENT RIGHTS PROCESS



This illustration depicts first, the ownership or contract to purchase development rights from a farmer in the sending area by a developer. The developer files with the Montgomery County Planning Board a preliminary plan of subdivision for property in the receiving area using at least two-thirds of the possible development rights transferable to the property. This represents the application for transfer. Once the preliminary plan of subdivision is approved by the Planning Board, the developer then files a detailed site plan for the receiving property for approval by the Planning Board. Following site plan approval, the developer would prepare a record plat. An easement document limiting future residential development in the sending area is prepared, conveying the easement to the county. Upon approval of the easement document and record plat by the Planning Board, the easement and the record plat are recorded in the land records and the transfer of development rights is complete.

## 5.0 ZONING CHART

### Bethesda-Chevy Chase Zoning Table

Zones	Major Use	Minimum Lot Size	Maximum Density/Units Per Acre	Maximum Building Height
R-200	Single-Family Detached	20,000 sq.ft	1.5 du/acre (w/MPDU—2.44 du/acre)	50'
R-90	Single-Family	9,000 sq.ft.	2.9 du/acre (w/MPDU—4.39 du/acre)	2.5 stories or 35'
R-60	Single-Family	6,000 sq.ft.	4.2 du/acre (w/MPDU—6.1 du/acre)	2.5 stories
RT	Residential Townhouse	20,000 sq.ft.	Varies from 6 to 15.25 du/acre	35'
R-30	Multi-Family, Low Rise	3,000 sq.ft.	14.5 du/acre (w/MPDU—17.69 du/acre)	35'
R-20	Multi-Family, Mid Rise	2,000 sq.ft.	21.7 du/acre (w/MPDU—26.7 du/acre)	30' but 80' w/5 or more acres
R-10	Single-Family Attached	1,000 sq.ft.	43.5 du/acre (w/MPDU—53.07 du/acre)	Not specified, need more setback w/over 30'
RH	Multi-Family, Hi Rise	1,000 sq.ft.	43.5 du/acre (w/MPDU—22% increase)	Not specified, need more setback w/over 30'
H-M	Hotel-Motel	2 acres	FAR 1.0	15 stories
C-O	Commercial Office	Not Specified	FAR 1.5 (FAR 3 with site plan approval)	3 stories or 45', up to 5 additional stories w/site plan approval
CT	Low Intensity Commercial	Not Specified	FAR 0.5	35'
C-1	Convenience Commercial	Not Specified	Not Specified	30'
C-2	General Commercial	Not Specified	FAR 1.5	3 stories or 42' except for expansion of existing use
I-1	Light Industrial	Not Specified	Not Specified	3 stories or 42' up to 10 stories 120' w/site plan approval

**6.0 County Council Resolution of Approval  
No.11-1884**

Resolution No. 11-1884  
Introduced: February 27, 1990  
Adopted: February 27, 1990

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Final Draft Master Plan for Bethesda-Chevy Chase

Background

1. On July 17, 1989, the Montgomery County Planning Board transmitted to the County Executive the Final Draft Master Plan for Bethesda-Chevy Chase.
2. On September 18, 1989, the Montgomery County Executive transmitted to the Council a revised Final Draft Master Plan for Bethesda-Chevy Chase indicating Executive modifications to the Final Draft Plan.
3. On October 30 and 31, 1989, the Montgomery County Council held a public hearing regarding the Final Draft Master Plan for Bethesda-Chevy Chase.
4. On November 6, 20, and 27, and December 11, 1989, the Planning Housing and Economic Development (PHED) Committee conducted worksessions on the Final Draft Master Plan for Bethesda-Chevy Chase, at which time, careful consideration was given to the public hearing testimony and correspondence, and the recommendations of the Montgomery County Planning Board and the County Executive.
5. On January 11, 23, and 30, and February 27, 1990, the District Council conducted worksessions on the Final Draft Master Plan for Bethesda-Chevy Chase. The Council reviewed the recommendations of the PHED Committee regarding the Final Draft Master Plan for Bethesda-Chevy Chase and also discussed issues not previously considered by the PHED Committee.
6. This Plan is an Amendment to the Master Plan for Bethesda-Chevy Chase, Planning Area 35, 1970, as amended; the Sector Plan for the Central Business District of Friendship Heights, 1974, as amended; the Sector Plan for the Bethesda Central Business District, 1976, as amended; the Approved and Adopted Westbard Sector Plan, 1982, as amended; the Master Plan for Historic Preservation, 1979, as amended; the Approved and Adopted Functional Master Plan for Conservation and Management in the Rock Creek Basin, 1980; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Development Regional District in Montgomery County, Maryland, approves the following resolution:

The Final Draft Master Plan for Bethesda-Chevy Chase prepared by the Montgomery County Planning Board and revised by the County Executive, is approved with the modifications listed below:

General Changes

1. All figures, tables, appendixes, and maps are to be revised where appropriate to reflect District Council revisions to the Final Draft Master Plan for Bethesda-Chevy Chase. The text is to be edited as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council.
2. Delete cover letters which precede the Master Plan.
3. Wherever the term "bio-medical" appears, change it to "biomedical and medically oriented".
4. Clarify and/or update estimates of parcel acreage and calculations of estimated dwelling units wherever necessary.
5. Check all references in the Plan to the "Chevy Chase Center" and the "Chevy Chase Lake Center" and make any necessary corrections where the wrong center name is used.

Specific Changes

Page iii Delete the third sentence on the page which reads:

"This document is recommended for adoption as the Master Plan for Bethesda-Chevy Chase."

Page iv Item #4, delete the words "special exception".

Page viii Item #2; modify as follows:

"Provide park-and-ride lots for about 750 [1,000] vehicles near the periphery of the Planning Area."

Page xii Combine second and third sentences as indicated below:

"[Recommendations t] To support provision of community and neighborhood retail services, [include: 1. E] encourage the renovation of community-scale shopping areas to include public use spaces, better pedestrian access, and improved design guidelines."

Page 4 Replace map with improved quality, more legible map and use as base map in Plan.

Page 6 In the underscored portion of the middle of the page, change "100-foot" "1,000-foot".

Page 7 Second paragraph. Change the first two sentences as indicated below:

- "The Maryland-National Capital Park and Planning Commission [Planning Board has recently] approved and adopted the [a "Final Draft,] Georgetown Branch Master Plan Amendment, [" July, 1989] in January, 1990. The Amendment [addresses the potential use of] designates the Georgetown Branch right-of-way as suitable for trail and trolley use between the Silver Spring and Bethesda CBDs."
- Page 10 Third paragraph. Revise statistics in the first sentence as indicated below:
- "The number of jobs (77,200 [77,000] in 1988) in Bethesda-Chevy Chase exceeds the number of households (34,060 [34,060] in 1988)."
- Fourth paragraph. Change first sentence as indicated below:
- "The Montgomery County Planning Board has approved future development of space which could potentially accommodate another 8,800 [10,000] jobs in the Bethesda-Chevy Chase Planning Area, with almost all new jobs to be located in office buildings in the Bethesda CBD."
- Page 14 Items "b." and "c." at the top of the page: add the word "Areas" after the words "Sector Plan" in each sentence.
- Page 21 Second full paragraph. Modify as indicated below:
- "The recommended level of development for jobs could result in an estimated 18,800 more jobs within the Planning Area by the year 2010, including about [10,000] 8,800 jobs already approved.\* This is a preliminary estimate of the total job potential which will be considered more carefully and potentially revised during consideration of the Friendship Heights and Bethesda CBD Sector Plans. In 1988, 77,200 [77,000] jobs existed in all of the Bethesda-Chevy Chase area."
- Add accompanying footnote at bottom of page:
- "\* From Final Draft, FY90 Annual Growth Policy, December, 1988. (Pipeline data as of September 29, 1988)."
- Last paragraph on the page, modify as follows:
- "The recommended level of development for housing could result in about 4,100 [3,950] more units within the Planning Area by the year 2010, including about 2,675 [1,550] units already approved. In 1988, about 34,060 [34,060] units existed in all of the Bethesda-Chevy Chase Planning Area. This moderate level of housing (about 38,150 [38,000] ..."
- Page 22 First full sentence; modify as follows:
- "While this Plan assumes a moderate level of housing, policies are endorsed by this Plan which would lead to a larger increase in housing, particularly in Sector Plan Areas."
- Page 23 Second item #2; modify as indicated below:
- "2. Recognize the importance of employment [related to] in the bio[~~-~~medical, medically related, and high technology areas [and medical functions]."
- Page 26 Last sentence on page (continues on page 27); modify as indicated below:
- If a [Although] change in use for the large land users [is not encouraged, if it] occurs, it would provide a unique opportunity for a mix of housing types which could be well buffered from adjacent single-family homes.
- Page 30 Item #2 at the top of the page; modify as follows:
- "2. Discourage [large-scale] special exception approvals along Old Georgetown Road, except those that are community-serving."
- Page 34 Second paragraph, modify the fourth sentence as follows:
- The Zoning Ordinance provides that special exceptions may be denied by the Board of Appeals where there is an excessive concentration in residential areas or where they are inconsistent with Master Plan recommendations.
- Third paragraph; modify as follows:
- "To achieve these objectives, it is recommended that the following guidelines [, which are based on the Zoning Ordinance,] be used for review of special exceptions:"
- Page 35 Item #3.b.; modify the second sentence as follows:
- Front yard parking should be avoided because of its commercial appearance, however, in situations where side or rear yard parking is not available, front yard parking should only be allowed if [unless] it can be landscaped and screened adequately."
- Page 44 Third paragraph, delete the last sentence which reads:
- "Amendments to County ordinances are being considered to provide for tree protection."
- Page 47 For Parcel C-1, under the column titled "Conditions, Constraints, Comments" change the second bullet as follows:
- "- The [E] existing market, which preceded the current zoning, is allowed to continue as a nonconforming use [is grandfathered by the Zoning Ordinance]."
- Page 53 For Parcel C-16, under the column titled "Parcel Identification (#, Location), delete "P863".
- For Parcel C-16, under the column titled "Conditions, Constraints, Comments" change the first bullet as follows:
- Support cluster of single-family detached units on all or part of [whole] site, if would help preserve the single-family detached character of the Hawkins Lane area."
- For Parcel C-17, under the column titled "Recommended Use", change "Houses" to "Townhouses".

Page 54 For Parcel C-19 under the column titled "Conditions, Constraints, Comments" add back all of the deleted text and move the last bullet to precede all other bullets.

Page 55 Delete the third sentence inserted by the Executive which reads:

"Guidelines for protection of the environment include retaining large stands of trees on Parcels C 12 and C 14 and protecting the wooded character of Parcels C 9 and C 10."

Retain portion of language deleted by the Executive which reads:

"Guidelines for protection of the environment include:

"1. Retain large stands of trees on Parcels C 12 and C14; protect wooded character of Parcels C 9 and C 10.

"2. Protect new residential projects on Parcel C 12 from highway noise by setbacks, building orientation, and earth berms."

Page 57 Second paragraph, last sentence; modify as follows:

"The Chevy Chase Lake retail area represents a [the most] significant amount of nonresidentially zoned land [in the eastern B-CC area].

Fourth paragraph, second and third sentences, modify as follows:

"For example, the lot size of Parcel C 23 (see Figure 7) is 80,952 [80,592] square feet. Under the current C-1/I-1 split zoning on the site, the development on the site could be increased from the current 38,400 square feet to approximately 120,000 [more than 150,000] square feet."

Fifth paragraph, second sentence; modify as follows:

"This Plan presents design guidelines that should [could] be considered when any property is expanded or redeveloped."

Sixth paragraph:

1. Add closing bracket (]) after the words "[such as a community court yard or village square.]".
2. Change the first word of the third sentence from "The" to "Outdoor" and add an "s" to the end of the word "space".
3. In the fourth sentence, change the word "should" to "could".

Page 58 First line; add opening bracket ([) to indicate that the following sentence should be deleted.

"[The best potential for achieving a coordinated retail development is on properties associated with the T.W. Perry Company and the Chevy Chase Land Company retail properties at the southeast corner of Manor Road and Connecticut Avenue.]"

Last paragraph; retain and modify the second sentence as follows:

"A Concept Plan and an illustration of a community courtyard are shown in the Appendix [Figures 8 and 9 respectively]." (Add reference to location.)

Page 59 Delete first four lines on the page beginning with the words "[for sites C 23 and C 24."

Page 60 Retain the sentence which currently appears as Item #7; move to the end of the text in Item #5; change the word "should" to "could".

Page 65 For Parcel C 24, under the column titled "Conditions, Constraints, Comments", change the second sentence of the last bullet as follows:

"Potential floor area is 75,000 sf. to 115,000 sf. [64,150 sf. to 96,200 sf.]"

Pages 68-69

Move figures on pages 68 and 69 to the Appendix.

Page 74 For Parcel M 7:

1. Under the column titled "Recommended Use" delete "Townhouse and" and change du potential from "13" to "10".
2. Under the column titled "Recommended Zone", modify text as follows:

"R-60/TDR, suitable for 6 [8] units per acre."

3. Under the column titled "Conditions, Constraints, Comments", delete existing text and replace with the following:

"- Site is appropriate for nine single-family detached houses.

- Recognize Oakmont Special Taxing District (STD) boundary and Oakmont Ordinances approved by the Montgomery County Council.

- Sites in Oakmont STD should exit onto Oak Place wherever possible.

- Use existing curb cuts and consolidate driveways on Old Georgetown Road and Oak Place wherever possible.

- Mitigate noise through design, construction, landscaping.

- Preserve mature trees."

4. Under the column titled "Rationale", delete the existing text and replace with the following:

"- Compatibility with adjacent neighborhood.

- Maintain residential use and scale along Old Georgetown Road.

- No additional curb cuts on Old Georgetown Road."

Page 75 For Parcel M 8:

1. Under the column titled "Recommended Use," delete all existing text, except "Single-family (5 du potential)."
2. Under the column titled "Recommended Zone", delete all existing text except "R-60".
3. Under the column titled "Conditions, Constraints, Comments", delete the first, third and sixth bullet and move the first bullet from the column titled "Rationale" to the end of this column. Add as final bullet:

"Use existing curb cuts on Old Georgetown Road, wherever possible."

4. Under column titled "Rationale", move the first bullet as described above and delete the second, fourth and fifth bullets.

Page 76 For Parcel M 15:

1. Under the column titled "Recommended Use" change "Single-family" to "Townhouse". Add du potential.
2. Under the column titled "Recommended Zone", change from "R-200" to "R-200/TDR suitable for 6 units per acre."

Page 82 Last sentence on the page, delete the words "for large office-type uses".

Page 83 Revise figure to correctly indicate location of special exceptions and new sidewalks (e.g., Huntington Parkway) and make any other necessary corrections.

Page 84 Fourth paragraph; modify as follows:

"The pattern of existing uses indicates that the area of Old Georgetown Road from McKinley Street to Beech Avenue has experienced the greatest amount of special exception activity, [including] which includes institutional uses [and designated non-resident professional offices uses]. There are also a number of permitted office uses such as residential professional offices which are used by not more than one member of a recognized profession, such as doctors, dentists, lawyers, accountants, engineers, and veterinarians."

Page 84 Fifth paragraph; modify as follows:

"As Figure 10 shows, this section of Old Georgetown Road is lined with special exceptions, institutional uses, and non-resident professional offices. [Of the 54 properties located between McKinley Street and Beech Avenue, 42 have existing special exception approvals or are the site of a public installation or facility, and only 12 are solely residential. These figures show that t] This area already is over-concentrated with special exceptions, many of which are in buildings that do not maintain the character of the surrounding residential community."

Page 85 Second paragraph, modify as follows:

"There are certain special exception uses which do serve the needs of the local community and these petitions [as such] should [be encouraged to] proceed on a case-by-case basis. In addition, their impacts on the residential character of the area are relatively minimal. These include, for example, [but are not limited to,] such uses as child day care, elderly care and housing, group homes, accessory apartments, home occupations, and hospice care. Further, special exceptions which require that a resident dwell in the home, will help to maintain the residential character along Old Georgetown Road, as compared to special exceptions which would produce vacant offices on evenings and weekends." (Remainder of paragraph is unchanged.)

Third paragraph, replace this paragraph with the following text:

"As a further means of preserving the residential scale and character of the Old Georgetown Road area, this Master Plan discourages the assemblages of both improved and unimproved [several] lots [occupied by residential structures] and discourages the demolition of existing residential structures for the purpose of constructing a large structure that is not in keeping with the residential character of the area. Wherever possible, special exception [These] uses should be in existing residential structures [, wherever possible]."

Bolded sentence after third paragraph; modify as follows:

"Rezone ~~three~~ [four] sites along Old Georgetown Road from R-60 to R-60/TDR ..."

Page 86 First paragraph, first line; modify as follows:

"This proposal to rezone ~~three~~ [four] sites to R-60/TDR ..."

Second paragraph, modify as follows:

"This Plan recommends R-60/TDR zoning from Oak Place south to 9010 Old Georgetown Road (M 7) with development in single-family detached housing for residential use. The boundaries of the Oakmont Special Taxing District and Oakmont Ordinances approved by the Montgomery County Council should be recognized when the placement of units is determined. [and from the intersection of Greentree and Old Georgetown Roads north to the Woman's Club of Bethesda (M 8). TDR zoning on M 8 would require assemblage of all parcels listed in the table; otherwise the standard R-60 Zone would apply. Ingress and egress from this site would be from Greentree Road.] Access to M 7 should be at the existing curb cuts on Oak Place and Old Georgetown Road wherever feasible and driveways should be consolidated to minimize the number of curb cuts." (Remainder of paragraph is unchanged.)

Fourth paragraph; modify as follows:

"There are other sites along Old Georgetown Road that were analyzed for their appropriateness for single-family attached housing, specifically M 8, M 9 and M 10. This Plan recommends reconfirmation of the R-60 zoning for single-family detached housing on these three [two] sites."

Page 87 Item #3, second bullet; modify as follows:

"o Limitation of special exceptions to existing structures; if minor additions are made, they are strongly encouraged to [should] add no more than 50 percent of the square footage of the existing building;"

Page 88 First bullet at the top of the page, add back the deleted text so that the sentence reads as follows:

"o Where possible, consolidation of driveways into a single drive to serve two property owners and/or access from a side street is encouraged to reduce the number of curb cuts along Old Georgetown Road."

Third paragraph, first sentence; modify as follows:

"To prevent the sprawl of commercial uses beyond the CBD, a visually well-defined transition [has been established] separating the residential use from the commercial zoning is encouraged when the Business District Sector Plan is reviewed."

Page 90 Fifth paragraph; modify as follows:

"This Plan recommends the reconfirmation and the containment of the existing zoning on Pooks Hill, thereby maintaining the boundary between higher and lower density zoning and recommending against [and the delineation of a density boundary to relieve the concern about] encroachment of higher density housing into the adjacent single-family neighborhood."

Page 94 Fourth paragraph; modify as follows:

"Cluster development in the form of townhouses and single-family detached units is recommended on specific vacant and redevelopable parcels of three acres and larger [which]. These parcels are considered environmentally sensitive due [in order] to the presence of [preserve] mature trees, steep slopes, and/or stream valleys. Cluster development is recommended only on [These p] Parcels [include] P 2, P 7, P 8, P 9, P 10, and P 12.

Page 98 For Parcel P 7:

1. Under the column titled "Conditions, Constraints, Comments":
  - Add to the end of the first bullet: "or other affordable housing alternative"

- On the second bullet, substitute "optional method of development" for "for cluster".
- Modify the fifth bullet to read "Concentrate higher density (townhouses) near River Rd. and maintain open space on southern portion of site."

- Modify the sixth bullet as follows: "Preserve as much of the existing tree cover as possible and provide buffer for adjoining neighborhoods."

Add the following two bullets:

- "- Limit number of dwelling units to 25 (exact number to be determined at site plan)."
- "- Hiking and/or biking trail should be provided by the developer through the site to connect to Merrimac Neighborhood Park, provided that it would not require a reduction in units below 25."

Page 99 For Parcel P 11:

1. Under the column titled "Parcel Identification (#, Location)" modify as follows:

"MacArthur Blvd and Wissoming Rd [Saranac Rd (unbuilt right-of-way)]"

2. Under the column titled "Conditions, Constraints, Comments", add the following bullets:

"- Should not expect to receive full density due to severe environmental constraints."

"- Provide Scenic Overlook Area to the Potomac River."

Page 100 Delete entire description of P 13 (proposed site for park-and-ride lot).

Page 104 Fifth paragraph; delete existing text which reads:

"[The Plan recommends designation of the three lots as suitable for non-resident professional offices]."

Replace with the following:

"The Plan recommends designating the three houses immediately adjacent to the Inn along with their adjoining property as suitable for the Commercial Transition Zone. The Plan does not recommend assemblage of these and the C-1 property for purposes of redevelopment."

Sixth paragraph; modify first sentence as follows:

"This can be supported on the grounds that the site is [not conducive to residential use] appropriate for commercial use because of the proximity to the restaurant."



Page 109 For Parcel PC 16, description of "3 Residences":

1. Under the column titled "Recommended Use", modify as follows:  
"Residential/[Nonresident professional] office."
2. Under the column titled "Recommended Zone", modify as follows:  
"[SE to] R-60; suitable for C-T"
3. Under the column titled "Conditions, Constraints, Comments", delete the comment:  
"Approved for nonresident professional office."
4. Under the column titled "Rationale" add second bullet as follows:  
"- Suitable for commercial use due to proximity to restaurant."

Pages 113-116 Delete the Section entitled "Land Use Analysis" which begins on page 113 and continues through to the bottom of page 116 and replace with the following text:

"Land Use Analysis

The B-CC Master Plan addresses only those areas that lie outside the Friendship Heights CBD boundary. This includes all of the GEICO and Somerset House properties, as well as the parking for Saks and the Chevy Chase Shopping Center (see Table 8).

Bethesda-Chevy Chase Plan recommendations for these properties are summarized as follows:

1. Change the zoning for the park at the southwest corner of Dorset Avenue and Wisconsin Avenue from R-R to R-60 to reflect the park use and the nearby residential properties.
2. Confirm zoning on these properties that were addressed in Sectional Map Amendment F-947 (Sector Plan Parcel 3A at R-60, and Parcel 3B at R-R).
3. Confirm the R-60 zoning for parking lots for Saks and the Chevy Chase Center and in the surrounding residential area.
4. Increase the area of C-0 zoning to allow for expansion of office space on the GEICO property up to 220,000 square feet and confirm the R-60 zoning for the remainder of the property (Parcel N).

The confirmation of other existing zoning outside the CBD boundary is necessary to achieve the policies of the Friendship Heights Sector Plan and this Master Plan. Any subsequent changes must address complete transportation and land use issues in a future Sector Plan Review. The future Friendship Heights Sector Plan should review and designate a clear boundary for the Sector Plan. This Sector Plan should also consider the zoning and additional features of potential GEICO expansion.

"GEICO Expansion

This Master Plan recommends expansion of the C-0 zoned area to allow 220,000 square feet of additional office space on the GEICO property. Underground parking will serve the new development and replace the existing Western Avenue surface parking lot. (See Figure 9.)

GEICO has proposed that a total of 500,000 square feet of office space be built in three phases over the next 15 to 20 years. Possible subsequent phases of development would be reviewed and evaluated within the framework of the Friendship Heights Sector Plan scheduled for study following this Master Plan.

GEICO is a major and stable corporate resident of the County. This Master Plan endorses the objectives of the 1974 Sector Plan concerning the functioning of the GEICO property. The parking on the property functions as a transition use between the CBD and the residential community. The property also contains landscaped buffer areas adjacent to the residential community.

The GEICO proposals are based on a desire to achieve anticipated, long and short-term expansion at the existing corporate headquarters location. GEICO will locate jobs within walking distance of Metro and other public transportation and will expand its successful transportation management and incentive program to minimize peak-hour vehicle trips. The proposed development would maintain a campus atmosphere by the careful location of new office space, by replacing existing surface parking with landscaped open space, by provisions for park land and conservation areas and by including other features designed to ensure compatibility of the development with existing and proposed land uses. The site design will continue the transition uses and the buffering features of the property.

The Master Plan makes the following findings concerning approval of C-0 zoning for an expansion of up to 220,000 square feet:

1. The size, topography, and existing nature of development on the site provide opportunities to minimize the impact of future development on surrounding land uses.
2. Careful location, height, and design of the proposed structure minimizes visibility and maximizes compatibility with surrounding properties.
3. The placement of the additional development adjacent to the existing GEICO building will maintain the character of the Willard Avenue frontage for residents of the high-rise buildings in the CBD.
4. The parking lots were established in the Sector Plan as transition areas between the residential area and the CBD. Changes are proposed to the area between the existing buildings and Western Avenue. Extensive areas of surface parking will be replaced by conservation buffer areas, below-grade parking, roof top landscaping and provision of park land. The development will be compatible with existing and proposed adjacent land uses.
5. These features, which minimize visibility and continue an open-space campus environment, will provide an appropriate land use between the Central Business District and the Brookdale residential areas and will help maintain the stability of adjoining single-family, detached home residential areas.
6. This Master Plan recognizes that GEICO intends to sell those houses which they own in Brookdale and which are not contiguous to the buffer strip. Such a sale would stabilize and protect the adjacent residential area and would be a good faith assurance of their intent to remain within current Sector Plan boundaries. During the time that any houses are retained in GEICO ownership, they should be maintained to a standard comparable to the surrounding area.
7. The proposed GEICO development is required to continue to operate a transportation management program (TMP) that insures maintenance of peak hour trip generation which remains within the trip capacity limits of the 1974 Friendship Heights Sector Plan. The GEICO expansion is not limited by the specific trip generation rates for office development, but is required to meet the same standards for participation in a TMP as other projects in the County. Section 4.12 of this Master Plan supports such a requirement for all new development in Bethesda-Chevy Chase. The project will not remove any trip capacity allocated to any other property owner under the 1974 Friendship Heights Sector Plan.
8. Because of the above features, additional C-0 development of up to 220,000 square feet and not exceeding the height of the existing building on the site, is in accordance with the policies and recommendations stated in this Master Plan. The development will be compatible with existing and proposed land uses including the high-rise residential, CBD commercial and single-family, detached home residential development in the area.

Based on these findings, this Master Plan endorses an increase in the C-0 zoned area to allow an expansion of up to 220,000 square feet in floor area. The expansion will be compatible with nearby residential areas, if the land use and design recommendations are met. The expansion will be accommodated within the transportation capacity, if the

"recommendations concerning transportation capacity are met. To insure land use compatibility and remain within transportation capacity limits, the Master Plan includes the following recommendations.

#### Land Use Recommendations

1. Approve C-0 zoning for enough area to allow development of 220,000 square feet of additional office space, to be located adjacent to the existing GEICO tower and extending from there towards Western Avenue. The building placement shall be in general conformance with this Master Plan's design guidelines.
2. Any rezoning to C-0 should be limited in land area to permit the development of 220,000 square feet and to require Site Plan Review based upon the floor area ratio requirements of the Zoning Ordinance. (See Figure 9.)
3. Modifications to the off-street parking special exception will be required. Conditions for such modifications should include limitation of the total amount of parking on the site to the minimum zoning ordinance requirement, relocation of the existing Western Avenue parking lot below-grade, its replacement by landscaping and up to 60 above-grade visitor spaces adjacent to the building, and incorporation of the principals shown in this Master Plan's illustrative site design.
4. To allow for completion of the features of the site design and to minimize future disruption of the site, allow for construction of underground space that would accommodate the minimum parking that would be required for the future GEICO requested development. Access to such space shall be prevented by locked doors or gates and shall not be marked or used for parking unless further development is approved on the site. The existence of this space does not prejudice for or against the future GEICO requested development.
5. This Master Plan reconfirms the R-60 zoning in the adjacent Brookdale community, between the GEICO property and River Road.
6. This Master Plan reconfirms the R-60 zoning on the GEICO property (Parcel N), which is not included in the expanded area to be zoned C-0.
7. This Master Plan recommends that commercial service or office type special exception uses be strongly discouraged in the Brookdale community to maintain the single-family character of the area. Such uses include medical or dental offices and other uses as listed in Master Plan Section 3.12, Special Exceptions, under guideline number 2. This recommendation is not intended to discourage approval of home occupations.

"Design Guidelines

The proposed concept for expansion of GEICO's corporate headquarters is a campus-like plan with buildings in close proximity to each other allowing for a pedestrian environment between buildings and maintenance of substantial green space around the perimeter of the site. The Master Plan includes illustrative design guidelines to be used at Site Plan Review as a guide for the development of the property. (See the figure in the Appendix.) The following recommendations are illustrated.

1. Any expansion of GEICO's facilities should locate the new building on the northeast side of the existing building to minimize incompatibility with nearby residential areas and to ensure pedestrian connections between buildings.
2. The building height shall be limited to the height of the existing GEICO tower to ensure visual compatibility with nearby residential areas.
3. All required parking for the new building should be located underground except for limited visitor parking. Provide adequate landscaping on top of any new parking structures to buffer views and achieve a park-like character as seen from surrounding streets and residential areas. The underground parking structure can be located in the southeastern portion of the site.
4. The new building should be designed to reduce one's perception of its mass and bulk by the manner in which the facade is designed. An articulated facade which visually breaks up the horizontal length of the buildings is desirable. The roof top should be designed with consideration of residential views from the Village of Friendship Heights.
5. To establish a campus-like setting for the development, open spaces should be intensely landscaped to enhance the pedestrian environment, buffer views of the buildings and create a park-like character distinctly different from the more urban environment across Friendship Boulevard. Such landscaping to the roof of underground parking areas should minimize the impact on views from high-rise buildings in the Village of Friendship Heights and adjacent single-family residential areas.
6. Intensify the buffer zone along GEICO's boundary with the Brookdale community by landscaping and berming, creation of conservation easements and extending the lease of the Brookdale Neighborhood Park to the County to guarantee permanent preservation of a significant buffer between single-family, detached home residential and non-residential uses. (See illustrative design in figure in the Appendix.
7. Adequate pedestrian connections to surrounding areas and streets should be provided to promote transit serviceability. Adequate pedestrian pathway connections from Willard Avenue through the GEICO campus to the Brookdale Neighborhood Park and on to Wisconsin Avenue shall be provided.

8. Driveway entrances from Friendship Boulevard shall be consistent with MCDOT approved street plans. Driveway entrances from Western Avenue shall be limited to one point of access.
2. Streetscaping along all streets will be required at site plan review. Streetscaping along Friendship Boulevard shall be consistent with approved streetscape plans and will result in a common theme along both sides of Friendship Boulevard.

Transportation Recommendations

1. Trip generation for the proposed development and for existing GEICO facilities shall be limited to 762 peak hour trips, which is the total trip generation assigned to this parcel in the 1974 Friendship Heights Sector Plan.
2. A condition of site plan approval shall be commitment to a long term transportation management program which is similar to others in the County. The program must include sufficient documentation, reporting of program effectiveness, and signing of a Traffic Mitigation Agreement. Such a program is needed to insure that the current low rate of trip generation during peak traffic periods is maintained.

Future Development

The Master Plan framework for levels of development (Section 2.2) endorses a moderate level of job development but does not establish specific development limits for each employment center. The moderate level of job development will not accommodate all plans by each of the property owners for major new development. Therefore, a moderate level of new job development must be shared with other employment centers, including the Bethesda CBD and the National Institutes of Health.

Any further development of the GEICO Tract should be studied within the context of the Friendship Heights Sector Plan. Any future expansion must consider the potential interests of other property owners including: some whose standard method development may exceed Sector Plan assumptions (Friendship Heights Sector Plan Parcels 5, 6, 8, and 9), and larger owners such as the Barlow interests (Parcels 5, 8, 9, and 14) and Woodward and Lothrop (Parcel 2) who may seek additional density under the optional method. The role of

"development in the District of Columbia must also be considered in the next Sector Plan review. Subsequent development should, however, be limited to no more than 280,000 additional square feet, with a portion to be located below-grade and no portion visible above ground taller than four stories."

Pages 113-116 Insert figures where appropriate.

Page 117 For Parcel F 1a, under the column titled "Conditions, Constraints, Comments", modify as follows:

- "- Recommend [Assess] rezoning of GEICO tract to allow [first phase of] expansion [plan() up to 220,000 s.f.]."
- "- Any possible expansion will be considered during [Later phases of expansion to be included in] Friendship Heights Sector Plan Amendment [boundary]."

Delete all existing text on Parcel F 1b and replace with the following text for Parcels F 1b and F 1c:

For Parcel F 1b, under the column titled "Estimated Area", insert "72,000 s.f. (1.65 ac.)"; under the column titled "Existing Use" insert "Parking"; under the column titled "Existing Zone", insert "R-60/Special Exception"; under the column titled "Recommended Use", insert "Office"; under the column titled "Recommended Zone", insert "C-0"; under the column titled "Conditions, Constraints, Comments" insert:

- "- Recommend rezoning of GEICO tract to allow expansion up to 220,000 s.f.
- Endorse land use design, and transportation capacity recommendations.
- Any additional expansion will be considered during the Friendship Heights Sector Plan Amendment."

Under the column titled "Rationale", insert:

- "- Allows for expansion of a major, stable corporate resident of Montgomery County.
- Will be compatible with nearby residential areas.
- Can be accommodated within the transportation capacity of the Sector Plan."

For Parcel F 1c, under the column titled "Estimated Area" insert "898,830 s.f. (20.6 ac.); under the column titled "Existing Use", insert "Parking"; under the column titled "Existing Zone", insert "R-60/Special Exception"; under the column titled "Recommended Use", insert "Parking"; under the column titled "Recommended Zone", insert "R-60/Special Exception"; under the column titled "Conditions, Constraints, Comments", insert:

- "- Consider zoning change for an additional 230,000 s.f. when the Sector Plan is re-analyzed to address complex traffic and land use issues involving many properties and the nearby residential communities."

Under the column titled "Rationale", insert:

- "- Reconfirm existing zone and special exception use."

Page 118a On row which discusses "Surrounding Residential Area", under the column titled "Conditions, Constraints, Comments", delete the second bullet which reads:

"To be included in Friendship Heights Sector Plan Study."

Page 140 Third paragraph; modify as follows:

"It is recommended that park-and-ride spaces for about 250 [1,000] vehicles be provided near or beyond the periphery of the Bethesda-Chevy Chase Planning Area."

Page 141 Delete description of Parcel P 13 as a potential site of a park-and-ride lot (appears in the middle of the page).

Page 143 Replace the deleted language at the end of the page with the following sentence:

"This plan endorses the provision of increased financial resources to allow for expansion of pedestrian paths and bikeways."

Page 144 Fourth paragraph, third sentence; modify as follows:

"Where necessary [pedestrian volumes are low], certain sidewalks can be designated as bicycle paths, if appropriate width can be provided."

Page 145 Under Section 4.14 (Georgetown Branch) modify the first paragraph as follows:

"The Georgetown Branch right-of-way is designated [being considered] for light rail, [transit, bikeway] and trail use between Silver Spring and Bethesda by the Georgetown Branch Master Plan Amendment, 1990. The designation of transit use on the Georgetown Branch has not changed [T] the land use and zoning recommendation of this Plan, [will not change, even if transit use is provided on the Georgetown Branch. This Plan contains no endorsement of either the proposed transit or trail use.]"

Third paragraph; modify as follows:

"Following CSX Transportation, Inc.'s (CSX) [Corporation] decision to file for an abandonment of the Georgetown Branch railroad spur with the Interstate Commerce Commission, the Planning staff prepared a Master Plan Amendment to protect the right-of-way for the public interest. The Georgetown Branch Master Plan Amendment (November 1986) designates the right-of-way a public right-of-way intended to be used for public purposes such as conservation, recreation, transportation, and utilities. It states that a 'transit facility could be an important element of the County's long-term transportation system.'"

Delete fourth and fifth paragraphs and replace with the following:

"After the CSX officially abandoned the right-of-way through the Interstate Commerce Commission, the Montgomery County Government purchased the Georgetown Branch pursuant to Section 8 (d) of the National Trails System Act for \$10.5 million in December 1988. The November 1986 Amendment noted that 'any use of the right-of-way for a transitway between Silver Spring and Bethesda will require a future master plan amendment.' The 1986 Master Plan Amendment refers to transit use without specifying what type of technology it would be."

"The Georgetown Branch Master Plan Amendment (1990) designates the trolley/trail as a suitable use for the 4.4 mile portion of the Georgetown Branch right-of-way between Bethesda and Silver Spring. It provides guidelines and recommendations regarding the location of trolley/trail facilities to minimize potential environmental and community impacts of such a facility upon abutting neighborhoods. The Plan addresses the impacts on traffic and development and project costs. The Plan supports the findings associated with the trolley/trail alternative of the Georgetown Branch Corridor Study prepared by the firms of Delaw Gather/Parsons Brinckerhoff for the Montgomery County Department of Transportation, with specific modifications concerning its implementation. The Georgetown Branch Master Plan Amendment (1990) concludes that the use of the right-of-way for a trolley/trail meets both community and County-wide transportation and recreational goals."

Page 146 Second and third sentences on page; modify as follows:

"A bikeway and trail, in combination with transit use, will [could] be provided. The trail will provide an important opportunity to link local and regional trails which traverse the Rock Creek and Potomac basins [would expand local hiking options].

Third paragraph; modify as follows:

"The remainder of the Georgetown Branch, from Bethesda Avenue to the District of Columbia boundary, should be used primarily as a recreational trail for hiking and bicycling to be known as the Capital Crescent Trail. Another option for this segment of the former right-of-way is for an excursion train use." (Remainder of paragraph remains unchanged.)

Page 147 Item #2; delete fourth sentence which reads:

"[This Plan prefers that a continuous trail be developed that does not deviate from the right-of-way.]"

Page 148 Retain Item #2 which was deleted by the Executive (discusses the potential to use the existing trail in Little Falls Stream Valley Park).

Page 149 Replace the second and third paragraphs which were deleted by the County Executive and replace with the following language:

"Excursion Train

This Plan recommends continued consideration of a historic excursion train between the Bethesda CBD (or Westhard) and Georgetown in the District of Columbia, subject to the determination that an excursion train could be compatible with the hiker-biker trail, without excessive additional cost to the County. An excursion train deserves further consideration as a recreational use of the right-of-way. Some users of an excursion train would not be likely to use an extended bicycle route. These include non-bicyclists, the physically handicapped, and some elderly.

The Department of Parks should further study this issue to determine whether excursion railroad use in the right-of-way is compatible with the hiking-biking trail and can be accommodated at reasonable costs to the County. This Study (and/or any subsequent study regarding design issues) should address the issue of accessibility to businesses which are located south of River Road and are currently only accessible via the CSX right-of-way. If the excursion rail cannot be accommodated without negatively affecting the hiking-biking trail or would add unreasonable costs for the County, then the right-of-way should be limited to a hiking-biking trail (or other compatible activities).

Page 154 Replace the deleted language in the first paragraph with the following:

"and (4) continued efforts to improve traffic signalization."

Page 161 First paragraph, add back the text regarding Table 13 and move Table 13 to proceed the discussion of "Major Highway Needs".

Page 167 Last sentence on page; modify as follows:

"The improvement of Wilson Lane should include consideration of the following: (1) a continuous bicycle path from MacArthur Blvd. [River Road] to downtown Bethesda ..."

Page 168 Last paragraph, first sentence; modify as follows:

"To maintain the scenic [this] function ..."

Page 169 First full sentence; modify as follows:

"Two lanes should be sufficient for providing a moderate level of land service and a medium level of traffic service, and this Plan recommends against widening MacArthur Boulevard."

Second paragraph; substitute "Clara Barton Parkway" for "George Washington Parkway".

Page 170 In the section of the chart which references East-West Highway, under column titled "Possible Long-Term Changes" delete the following text:

"A grade-separated intersection may be needed to meet future traffic needs:"

Page 174 In the section of the chart which references Goldsboro Road:

1. Under the column titled "Recommendation", on row "b) Mass. Ave. to River Road", replace "arterial" with "roadway".
2. Under the column titled "Conditions, Guidelines, Other Recommendations" for "a) MacArthur Blvd. to Mass. Ave." add:

"Retain right-of-way"

3. Under the column titled "Possible Long-Term Changes", delete the statement in the row for "a) MacArthur Blvd. to Mass. Ave." which reads:

"Retain right-of-way for possible long-term need for four lanes."

4. In the rows for "b) Mass. Ave. to River Rd." and "c) River Road to Bradley Blvd.", change text as follows:

"Consider long-term need for four lanes, subject to environmental constraints."

- Page 175 In the section of the chart which references Wilson Lane, under the column titled "Conditions, Guidelines, Other Recommendations" and the row marked "a) MacArthur Blvd. to River Rd." modify as follows:

"[No change expected.] Endorse improvements related to pedestrian safety, a bike path, and speed controls."

In the section of the chart which references Burdette Road, under the names of the road replace "(Primary Street)" with "(Principal Secondary)". Under the column titled "Recommendation" delete the sentence "Change to principal secondary classification."

Delete all references to Seven Locks Road.

In the section of the chart which describes MacArthur Boulevard add "(Arterial)" under the name. Under the column titled "Recommendation", on the row which reads "a) I-495 to Sangamore Rd.", modify the first line as follows:

"Recommend arterial road classification and retain two-lane roadway."

On the row which reads "b) Sangamore Rd. to D.C. line", modify as follows:

"Retain classification as an arterial road and retain two-lane roadway."

- Page 178 Delete from the list of newly designated primaries at the bottom of the page: Beech Avenue, Ewing Drive, Springfield Drive and Cromwell Drive.

- Page 181 Under the column titled "Limits", on the row for M 2 modify as follows:

"a) Capital Beltway to Ridgefield Road  
b) Little Falls Parkway to Western Avenue"

Under the column titled "Minimum Right-of-Way Width", on the row for M 2 a), change entry from "120'" to "150'". On the row for M 2 b) insert "100'".

- Page 183 On the row for A-83:

1. Under the column titled "Minimum Right-of-Way Width", change from "80'" to "varies".
2. Under the column titled "Ultimate Pavement Width or number of Lanes", change "48'" to "2 Lanes\*"

On the row for A-84 from MacArthur Blvd. to Massachusetts Ave., under the column titled "Ultimate Pavement Width or Number of Lanes", change "48'" to "2 Lanes\*"

- Page 184 Delete all references to P 10 (Cromwell Drive).

- Page 185 Delete all reference to P 11 (Springfield Drive), P 12 (Beech Avenue), and P-13 (Ewing Drive).

- Page 186 Modify first footnote as follows:

"\* This Plan recognizes that MacArthur Boulevard and Wilson Lane function[s] as [an] arterial road[s], but recommends that they [it] not be widened to urban standards. This also applies to Goldsboro Road from MacArthur Boulevard to Massachusetts Avenue."

Delete the third footnote regarding Ewing Drive.

- Page 201 Sixth paragraph; modify as follows:

"Development on infill parcels where streams are present must maintain undisturbed, vegetated buffers around the streams, based on [Montgomery County's] the Planning Board's guidelines and any other County guidelines, policies or regulations designed to protect steep slopes and stream valleys [buffer guidelines]."

- Page 204 Retain language in last sentence which mentions an excursion train option.

- Page 210 Delete entire page except last paragraph.

- Page 212 On the row for Rollingwood Elementary School, under the column titled "Current or Proposed Use"; modify as follows:

"Currently [0] occupied by a private school; may be converted to Board of Education Office Use."

- Page 213 Update table with new data if available.

- Page 217 Delete second paragraph which reads:

"Renovation has been scheduled for both community libraries with completion planned in FY 1990 for Little Falls Library and FY 1991 for Chevy Chase Library."

- Page 223 Fourth paragraph, first sentence; modify as follows:

"The FY 1989-1994 Capital Improvements Program contains two [three] proposals for new parks in the Bethesda-Chevy Chase area."

Fourth paragraph, delete second sentence which reads:

"The Leland Local Park, to be constructed in FY 88-89, will contain a community center, outdoor recreation facilities, and offices for the Town of Chevy Chase."

Page 226 Delete the last paragraph on this page.

Page 230 Item #1, delete the word "or" in this sentence.

Item #2, add back the deleted language which reads:

"Design guidelines may be provided by the Planning Department for each area."

Last paragraph, first sentence; modify as follows:

"This Plan endorses continuation of existing [and establishment of new] neighborhood retail stores and centers."

Page 234 Last paragraph, second sentence; modify as follows:

"Twenty [Seventeen] additional resources have been recommended for designation on the Master Plan (12 [16] individual properties and one district) and 8 resources for removal from the Locational Atlas."

Pages 239-240 Delete the first two paragraphs under Section 8.3, however, retain the last sentence in the first paragraph on page 240.

Page 242 Section 8.3.2, after the sentence which reads: "This Plan defers to the County Council to determine the timing for construction of needed CIP projects based on recommendations from the County Executive." add the following sentence: "Each CIP project will be submitted to the Planning Board through the mandatory referral process. The Board will comment on its consistency with this Master Plan and other County policies."

Page 244 Item #10, retain deleted language with the following changes:

[10.]4. Section 3.41. Develop a scenic overlook on Parcel [C] P 11 to highlight vistas of the Potomac. (Montgomery County Planning and Parks Departments and National Park Service.)

Page 252 Section 8.5 (Fiscal Considerations); modify first sentence as follows:

"In 1988, the total number of jobs in all of Bethesda-Chevy Chase, including the Bethesda CBD was estimated to be 77,200 [47,500] and the number of households was estimated to be approximately 34,050 [29,000]."

Last paragraph on page, first sentence; modify as follows:

"For the B-CC area, excluding the Bethesda CBD, the existing jobs ..."

Page 253 First sentence on page; modify as follows:

"By the end of the life of this plan, it is estimated [envisioned] that there will be approximately 8,800 [10,300] additional jobs [, 80% office and 20% retail,] and approximately 1,400 additional [2,500] household for the whole Planning Area. [of which 75% will be single-family detached, 20% townhouse, and 5% garden apartments.]"

First paragraph, last sentence; modify as follows:

"This result indicates that in a mostly built-out area such as B-CC with high valued property and relatively few school children, a [some] moderate staged increase in development in both housing and employment may be fiscally beneficial to the County."

First footnote, add to the end of the first sentence ", excluding the Bethesda CBD."

Appendices:

Pages 259-306 Add missing Parcel maps.

Page 314 Change HPC Recommendation and Planning Board Recommendation on Site Nos. 35/18 (W. Lynch House) and 35/22 (Rammed Earth House) to "Positive"; delete existing language which begins "Special Issue: ..."

Page 315 Change HPC Recommendation and Planning Board Recommendation on Site No. 35/24 (Reading House) to "Positive"; delete existing language which begins "Special Issue: ..."

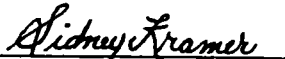
In addition to the changes noted above, the Council directs the Department of Environmental Protection (DEP) to review and report back to the Council on potential flooding problems in the Palisades area noted by citizens during the Council's consideration of the Bethesda-Chevy Chase Master Plan (specifically during discussions of Parcels P 8, P 7, and P 13 and Goldsboro Road and vicinity). DEP's reports should (1) specifically identify the nature of the problem in this area and (2) recommend strategies which could be implemented if necessary by the County, the State, and/or private property owners to remedy the problems which are identified.

This is a correct copy of Council action:



Kathleen A. Freedman, CMC  
Secretary of the Council

APPROVED:



Sidney Krzyber  
County Executive

MLM:ckm  
BU0821/31-56



**7.0 M-NCPPC Resolution of Adoption  
No.90-13**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 90-10  
M-NCPPC NO. 90-13

RESOLUTION

WHEREAS, the Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend, and add to a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on January 30 and 31, 1989, on the Preliminary Draft of a proposed amendment to the Master Plan for Bethesda-Chevy Chase, Planning Area 35, 1970, as amended, being also an amendment to the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 6, 1989, approved the Final Draft of the proposed amendment, and forwarded it to the Montgomery County Executive and to the Montgomery County Council for its information; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Final Draft of the proposed amendment to the Master Plan for Bethesda-Chevy Chase, Planning Area 35, 1970, as amended, and forwarded those recommendations to the Montgomery County Council on September 18, 1989; and

WHEREAS, the Montgomery County Council, siting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on October 30 and 31, 1989, wherein testimony was received concerning the Final Draft of the proposed amendment; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County on February 27, 1990, approved modifications and revisions to the Final Draft of the proposed amendment by Resolution 11-1884; and

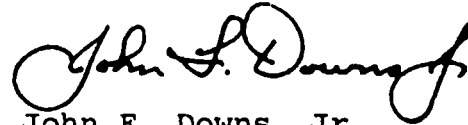
WHEREAS, the Montgomery County Executive approved the Amendment to the Master Plan for Bethesda-Chevy Chase, Planning Area 35, 1970, as amended, on March 12, 1990.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the Master Plan for Bethesda-Chevy Chase, Planning Area 35, 1970, as amended, together with the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended; and as approved by the Montgomery County Council in the attached Resolution 11-1884; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall be certified by the Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Floreen, seconded by Commissioner Hewitt, with Commissioners Floreen, Hewitt, and Bauman voting in favor of the motion, with Commissioner Keeney being absent and with Commissioner Henry being temporarily absent at its regular meeting held on Thursday, March 22, 1990, in Silver Spring, Maryland.



John F. Downs, Jr.  
Executive Director

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion by Commissioner Henry, seconded by Commissioner Yewell, with Commissioners Botts, Rhoads, Dabney, Bauman, Henry, Wootten, Yewell, and Hewitt voting in favor of the motion, with Commissioners Keeney being absent, and with Commissioner Floreen being temporarily absent at its regular meeting held on Wednesday, April 11, 1990, in Silver Spring, Maryland.



John F. Downs, Jr.  
Executive Director