

Resolution No.: 12-878  
Introduced: November 9, 1992  
Adopted: November 9, 1992

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

---

By: District Council

---

Subject: Approval of Final Draft North Bethesda-Garrett Park Master Plan

Background

1. On March 19, 1992, the Montgomery County Planning Board transmitted to the County Executive the Final Draft North Bethesda-Garrett Park Master Plan. The Plan recommends greater development at transit accessible locations with an emphasis on increasing housing opportunities. The land use, urban design, and transportation elements of the Plan all emphasize increasing transit ridership. Significant roadway improvements are also recommended to provide for a balanced transportation system.
2. The Final Draft Master Plan amends the 1970 Master Plan for North Bethesda-Garrett Park, as amended; the 1970 Aspen Hill and Vicinity Planning Area, as amended; the 1978 Sector Plans for Twinbrook, Nicholson Lane/White Flint, and Grosvenor as amended; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the 1969 General Plan for the Physical Development of the Maryland-Washington Regional District; and the Master Plan of Highways within Montgomery County, Maryland as amended.
3. On May 12, 1992, the County Executive transmitted to the District Council the Final Draft North Bethesda-Garrett Park Master Plan, as prepared by the Montgomery County Planning Board, with a supplemental implementation report and comments concerning plan recommendations.
4. On June 25 and June 30, 1992, the County Council held a public hearing regarding the Final Draft North Bethesda-Garrett Park Master Plan. The Master Plan was referred to the Planning, Housing and Economic Development Committee for review and recommendation.

5. On July 15, July 23, September 21, October 6, and November 4, 1992, the Planning, Housing and Economic Development Committee held worksessions to review the issues raised in connection with the Final Draft Master Plan. Several revisions to the Master Plan were recommended by the committee.
6. On September 22, October 13, October 20, and November 9, 1992, the County Council reviewed the Final Draft North Bethesda-Garrett Park Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

#### Action

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

The Final Draft North Bethesda-Garrett Park Master Plan, dated March 1992, is approved with revisions. Council revisions to the Final Draft North Bethesda-Garrett Park Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

#### **WHITE FLINT SECTOR PLAN AREA**

Page 78 and 79, revise as follows:

#### **AREA 11**

This area is bounded by Nicholson Lane, Nebel Street, Marinelli Road, the proposed extension to [Huff Court] Chapman Avenue and the general commercial area described in 9 above.

The area includes the Metrobus facility, a door supplier, racquetball courts, and the Nebel Office Center in the I-1 (Light Industrial) Zone and a car dealership in the C-2 (General Commercial) Zone.

In order to preserve land for light industrial purposes, this Plan recommends retaining the existing I-1 zoning in this area.

[The Plan also recommends retaining the existing C-2 zoning on the 3.58-acre property in the northwest quadrant of the intersection of Nicholson Lane and Nebel Street. Currently the location of a car dealership, this property may be appropriate for the consolidation of automobile-related services—such as auto repair, new and used car sales, part sales and similar services combined with other automobile-related office and retail uses—for a full service "urban automobile mall." It may be necessary to review the development standards for the C-2 Zone at the time that this property is developed to determine if the standards are sufficient to accommodate the use.]

The Plan also recommends retaining the existing C-2 zoning as a base zone on the 3.58-acre property in the northwest quadrant of the intersection of Nicholson Lane and Nebel Street, with a floating zone of C-3. Currently the location of a car dealership, this property may be appropriate for the consolidation of automobile-related services—such as auto repair, new and used car sales, part sales and similar services combined with other automobile-related office and retail uses—for a full service urban automobile mall. The Plan recommends a Zoning Text Amendment to permit a height limit waiver for a specific use (auto-mall) within the C-3 zone.

#### **GROSVENOR SECTOR PLAN AREA**

Page 88 - 89, revise as follows:

[The Plan recommends retaining the existing R-60 zoning as a base zone with TS-R as a floating zone (Subject to the property owner's request and approval by the County Council). The total number of residential units to be developed under the TS-R Zone should be limited to a maximum of 1400 including MPDU's with building heights stepping down from the north to the south and east towards the existing Parkside and Stoneybrook communities.]

[Although the TS-R Zone allows a maximum density of 150 units per acre, the Plan recommends a maximum average density of 30 units per acre. For comparison purposes, Grosvenor Apartments, zoned R-10, has a density of 43.5 units per acre. This restriction is necessary given the site's topography and the need for compatibility with the surrounding community. Development under the TS-R Zone may include ancillary retail, to serve both local residents and commuters.]

The land use and zoning recommendations are based on the premise that relatively high density residential development, compatible with existing development in the Grosvenor Sector Plan area, will encourage use of the Metro system, as well as provide a suitable living environment for people in the down-County area. Therefore, the most intensive development is recommended at the center of the Sector Plan area, in close proximity to the Metro station itself. The least intensive development is recommended for the part of the property lying to the east of Tuckerman Lane because it is at a greater distance from the Metro station entrance and has environmental and compatibility constraints.

The purpose of the Plan's recommendations is two-fold; to provide additional housing in the Planning Area and to expand potential Metro ridership.

The Plan recommends retaining the existing R-60 zoning as a base zone with PD-25 as a floating zone. The total number of residential units to be developed under the PD-25 zone should be limited to a maximum of 1403 units including MPDU's. The maximum number of units on the east side of Tuckerman Lane should be limited to 100, and these units should be situated in the southwest corner of this portion of the site, south of the stream. No units should be built north of the stream. At the time of zoning and site plan review, some or all the units may be shifted from the east to the west side of Tuckerman in order to satisfy environmental or compatibility constraints. The Plan recommends waiving the percentage requirements for single and multi-family units for development in the PD zone for this property in order to respond to the constraints on the environmentally sensitive portion of the property located on the east side of Tuckerman Lane.

Potential noise and vibration impacts on future development on these parcels must be addressed at the time of zoning (development plan) and site plan review because of their proximity to Rockville Pike, the Metro station, and the elevated section of the subway tracks. Proposed development on these parcels should incorporate noise reduction and vibration control measures in both site and building design so that acceptable noise and vibration levels are achieved in interior living spaces and any outdoor use areas.

[Future development of the east side of Tuckerman Lane must achieve compatibility with the existing Parkside and Stoneybrook communities. Measures should be taken to protect all residential communities in this area, both existing and new, from commuter parking overflow. The maximum number of large, mature trees should be preserved. In particular, the panhandle area

east of TUCKERMAN Lane and north of Montrose Avenue, should be maintained in its present wooded condition.]

Future development of the east side of Tuckerman Lane should include buffering and screening between this parcel and the existing Parkside and Stoneybrook communities, with a minimum building setback of 100 feet, and with building heights stepping down from the north to the south and east towards the existing Parkside and Stoneybrook communities. Building height should be limited to four stories and factors such as shadow effect, area coverage, amenity open space, buffering and screening should be reviewed in the site plan approval process for compatibility with adjacent neighborhoods. Garden apartments and similar configurations are the appropriate housing type. Standard townhouses will not achieve the density with the environmental constraints and are unlikely to be approved for the parcel. Measures should be taken to protect all residential communities in this area, both existing and new, from commuter parking overflow. The maximum number of trees and understory should be preserved, particularly in the buffer areas, the stream valley and the panhandle area east of Tuckerman Lane and north of Montrose Avenue. The stream valley buffer should have a minimum width of 200 feet. Responsibility for maintenance of the major open spaces should be shared with the residential units west of Tuckerman unless dedicated for public use.

The development plan for this area should include an urban amenity open space, possibly incorporating an existing tree stand. The location and design of this amenity open space should be determined as part of the development process. [Consideration should also be given to incorporating a segment of the regional greenway system proposed by this Plan (see Transportation chapter) into the development plan for this site.]

[In order to achieve the Plan's objectives for this site, the development standards of the TS-R Zone may have to be amended through a zoning text amendment.]

## AREA 2

Strathmore Hall and American Speech, Language and Hearing Association

Page 89 - 90 revise as follows:

[This Plan supports the expansion of the Strathmore Hall complex, and the establishment of a cultural arts campus at this location that would

incorporate part of the ASHA parcel. The Plan recommends that the existing base zone of R-60 be confirmed for the entire area and a floating PCC (Planned Cultural Center) Zone for the existing Strathmore Hall and that part of the ASHA property depicted in the 1978 Sector Plan as the area for a Performing Arts/Civic Center].

The Plan recommends that the existing base zone of R-60 be confirmed for the entire area. The Strathmore Hall property is suitable for an application for the PCC (Planned Cultural Center) Zone, and any portion of the ASHA property eventually acquired by Strathmore Hall would also be appropriate for the PCC Zone.

#### **KEY VACANT OR REDEVELOPABLE PARCELS**

Page 95 - 98, revise as follows:

##### **1. I-1 (LIGHT INDUSTRIAL) ZONE OUTSIDE SECTOR PLAN AREAS**

The Plan recommends that the area zoned I-1 (Light Industrial) with the exception of the area north of Bou Avenue, be rezoned to I-4 (Low Intensity, Light Industrial). This would have the effect of excluding general offices, except by special exception. The Plan recommends a zoning text amendment that will permit pre-existing uses to continue, through a grandfather clause provision, on property rezoned from I-1 to I-4.

##### **2. MONTROSE CROSSING**

All buildings on the site, with the exception of a small structure on a pad, are within the I-1 (Light Industrial) Zone. The gross square footage of the largest building is 174,920 square feet, of which 157,320 square feet is leased space. Tenants include Marshall's, two clothing stores, a restaurant, liquor store, hair salon, computer store and tire store.

The Levitz furniture store, in the southeast quadrant of the site, comprises 158,000 square feet of gross floor area. This structure was originally serviced by a railroad siding, and the original tracks are still apparent contiguous to the east side of the building.

Four other small structures have been constructed on parking lot pads. They consist of a restaurant, florist and two banks at 10,860, 9,650, 4,640 and 3,200 square feet respectively. The total gross floor area on the property extends to 361,320 square feet, with an FAR of 0.21.

Several transportation recommendations pertain to the Montrose Crossing property. A new MARC station is proposed for the east boundary, [a] two local circulation routes (Nebel Street [[Avenue] Extended and Chapman Avenue Extended) [is] are proposed to traverse the site, and the Montrose Parkway is proposed to form the south boundary. The proposed extension of Nebel Street would connect this property with the Twinbrook and White Flint employment areas, the Washington Science Center, the City of Rockville's Twinbrook Performance District, and would connect the proposed MARC station with two Metro stations. (See Figure 61.) The precise location of the station will be determined by subsequent engineering studies. Redevelopment of the Montrose Crossing property should not preclude the optimal siting of the station.

### 3. ARMSTRONG AND MERVIS

Page 98 - 99, revise as follows:.

In 1986, a zoning application was filed for four acres of the Mervis property, requesting RT-10 or RT-12.5. Although the hearing examiner's report found that townhouse zoning would be compatible in terms of land use and density, the rezoning was remanded because of adverse traffic impacts. This Plan recommends R-200/TDR-11 zoning on the Mervis property and on that part of the Armstrong property east of Old Farm Creek. Much of the land east of Old Farm Creek is in a floodplain and undevelopable. Extensive buffering will be necessary on both properties [this property] at the time of development in order to visually separate residential uses from the proposed Montrose Parkway.

The proposed Montrose Parkway alignment would diagonally bisect the Armstrong property (see Figure 60). This Plan recommends that the Armstrong property be acquired in connection with the Montrose Parkway proposal and maintained as far as possible in its natural wooded state to buffer the adjacent single-family land uses. [and the proposed residential development on the Mervis property. The Plan recommends that the existing zoning on the Armstrong property be confirmed.]

### 5. WILGUS

Page 99 - 100, revise as follows:

Accordingly, this Plan recommends a base zone of R-20 on eight acres and C-4 on the two acres where the existing gas station is located. An optional

floating PD-[35] 44 Zone is recommended on ten acres, subject to a maximum of [341] 429 dwelling units, including the maximum percent of MPDUs and 40,000 square feet of retail space. It is more likely that full density may be achieved with a higher proportion of smaller units. The Plan recommends that a unit type percentage waiver be granted at time of rezoning to maintain the maximum number of trees on the property. [Further, 4.3 acres are recommended for a floating O-M Zone, subject to a maximum FAR of 1.0 for 187,308 square feet of development, and subject to the property owner's consent to incorporate the O-M zoning at the time of Sectional Map Amendment (SMA). Absent the owner's concurrence to apply the O-M zoning at the time of SMA, the Plan recommends the C-5 Zone, with a maximum FAR of 0.25 on the 4.3-acre property.] Further, the base C-5 Zone is recommended for 4.3 acres, with an optional O-M zone designation. The Plan supports development of the property in the O-M zone with an FAR limitation of 1.0.

9. AND 10. EDSON LANE NORTH AND SOUTH

Page 103, revise as follows:

[This Plan recommends that the existing R-90 zoning on the south side of Edson Lane be confirmed (Parcel 10). The Plan further recommends that these parcels be designated suitable for the C-T Zone (Commercial Transition). This will provide a transition between residential and commercial areas on land no longer considered suitable for single-family residential use. Any redevelopment at this location must achieve compatibility with the adjacent Wickford subdivision.]

[For the north side of Edson Lane (Parcel 9), the Plan recommends that the existing R-90 be confirmed as a base zone, with a floating PD-28 Zone.] This Plan encourages the assembly and unified development of the properties presently zoned R-90 north of Edson Lane. The Plan also recommends that [Any] redevelopment at this location [should] have a transition in height descending from the north and east towards the south and west in order to be compatible with existing development in the area.

For the 3.7 acre property on the north side of Edson Lane (Parcel 9), the Plan recommends retaining the existing R-90 zone as a base zone. If the County Council approves a pending text amendment allowing higher densities in the TDR zone, this Plan recommends R-90/TDR-28 zoning for this property; otherwise this Plan recommends PD-28 as a floating zone for the 1.9 acres comprising the



west portion of area 9, and PD-35 for the 1.8 acres comprising the east portion of area 9.

For Parcel 10 on the south side of Edson Lane, this Plan recommends retaining the existing R-90 zone. The Plan further recommends that these parcels be designated suitable for the C-T Zone (Commercial Transition) on a parcel by parcel basis in order to provide a transition between residential and commercial areas. The Plan recommends that the site plan approval process for the C-T zone give particular attention to achieving compatibility with the adjacent Wickford subdivision. The Plan recommends against assemblage or resubdivision of these parcels.

17. AUBINOE

Page 105, 107, revise as follows:

An alternative method of development that would save a far greater proportion of the woodlands and provide a wooded buffer for the existing homes would be to cluster more intensive development in the western portion [northwest quadrant] of the site. This Plan recommends the R-90/TDR-7 Zone for the property with a maximum of 160 dwelling units, including 72 TDRs. [At an overall density of 9 units per acre, up to 200 dwelling units could be clustered in the northwest portion of the site. (See Figure 26.)] This pattern of development would preserve 50 percent of the existing woodland and provide a permanent wooded buffer with a minimum width of 250 feet for the Wildwood Manor community. [ranging in width from 400 to 700 feet] [This cluster alternative is illustrated in the following section.]

[Accordingly, this Plan recommends that the existing R-90 zoning be confirmed as a base zone, with a floating PD-9 Zone. It is recommended that granting of the floating zone be contingent on a development plan that restricts development to the northwest quadrant of the site, preserves 60 percent of the existing trees, permanently restricts any future development in the remaining wooded area and does not have access from the Wildwood Manor subdivision.]

Development at densities greater than R-90 must conform to the following guidelines:

- (i) A maximum of 160 dwelling units, the number to be reduced rather than prejudice any other guideline;
- (ii) No single family detached units;

- (iii) development to be restricted to the west of the property;
- (iv) 50 percent of existing woodland to be preserved;
- (v) a permanent restriction on future development in the remaining wooded area;
- (vi) a minimum setback of 250 feet to the property line facing the Wildwood Manor subdivision;
- (vii) any required stormwater management pond to be located at the west end of the wetland currently classified "intermittent."  
and;
- (viii) no vehicular access from the Wildwood Manor subdivision.

R-90 cluster development would also be appropriate on this site. Development in the R-90 zone would require access from the existing Wildwood Manor subdivision.

#### 21. TRI-ROCK

Page 110, revise as follows:

This Plan reiterates the recommendation of the 1970 Master Plan. It recommends the R-90 Zone as a base zone for the property, and [PD-22] PD-35 as a floating zone. This recommendation is consistent with the Plan's goal to provide additional housing in the planning area. At present, this site does not meet the criteria of areas best served by transportation infrastructure, and its current O-M zoning is inconsistent with the Plan's philosophy to limit development outside of the Metro sectors.

#### 22. LOEHMANN'S PLAZA

Page 112, revise as follows:

This Plan recommends that both the C-1 and RT-12.5 zoned portions of Loehmann's Plaza be rezoned to C-4 (Limited Commercial). [It is further

recommended that standard method development (below FAR 0.25) be subject to Planning Board approval, as per the recommendations of the Task Force on Non-CBD Commercial Zones. This Plan also recommends that any future development on this site be subject to rigorous landscaping and screening conditions, particularly along Putnam Drive, to buffer the residential community to the east.] This Plan also recommends that any future development on this site be subject to rigorous landscaping and screening conditions during the site plan approval process, particularly along Putnam Road. The existing planted buffer strip on the parcel should be retained along the west side of Putnam Road, and supplemented with additional screening, particularly at the west end of Macon Road.

#### ROCK SPRING PARK

Page 125, revise as follows:

#### PLAN RECOMMENDATIONS

- o Endorse a planned mixed use [residential] development under the MXPD [PD-44] Zone on the Davis parcel. Future development should adhere to development guidelines designed to meet Master Plan objectives.

#### DAVIS PARCEL

Page 134 - 141, revise as follows:

The major undeveloped site in Rock Spring Park is the 54-acre Davis parcel. The existing zoning is R-H (multiple family, high-rise residential). This Plan recommends [rezoning the parcel to the floating PD-44 Zone (also residential, but with different development standards), using the existing] retaining R-H as the base zone, and MXPD (Mixed Use Planned Development) as a floating zone, subject to the following Development Guidelines:

[Earlier Plan drafts analyzed the advantages and disadvantages of three alternative land uses for the parcel: (1) office use, comparable to the rest of Rock Spring Park; (2) mixed-use, combining residential, retail and office; and (3) residential use. Within these major land use categories, several zones and possible densities were considered: C-P and I-3 for office; two

mixed-use combinations of uses and densities under the MXPB Zone (MXPB #1 and MXPB #2); and PD-44 or R-H for residential use. The complete analysis is in Appendix E.]

**RATIONALE FOR RECOMMENDED PD-44 RESIDENTIAL USE**

Delete this section in its entirety.

**DEVELOPMENT GUIDELINES**

Page 138 - 141, Substitute existing language with the following:

Under the MXPB option, careful design will ensure that the 54-acre parcel becomes the urban village center for this area of North Bethesda, creating a more pedestrian friendly, transit serviceable environment with the housing and retail on the Davis parcel linked to the offices in the remainder of the Park.

In order to ensure the realization of the land uses, transportation, environmental and urban design objectives of the Plan in a comprehensive vision for the site, development should adhere to the following guidelines:

**Phasing**

1. Defer subdivision approval until County adequate public facilities requirements have been met.
2. Provide significant residential development in the first phase of construction.
3. Prior to the issuance of the building permit for the second office building, a community center must be operational or its construction must have started.
4. Upon rezoning of the property to the MXPB Zone for the development provided for in this Plan, the landowners will agree to lease the existing estate house to the County for use as an interim community center. Subsequently, as part of the development of the site, the Davis estate house would be used for some purpose such as a day-care center, conference center, meeting place, or other uses to serve residents and/or employees consistent with the covenant upon this land.

5. Dedicate land that is adequate for the following facilities:
  - a. Direct access ramp(s) from I-270 near Old Georgetown Road and the roadway connection from the ramp to Rockledge Drive.
  - b. The North Bethesda Transitway. (See #18)
  - c. A community center, generally on the southern edge of the central woods or other appropriate location. The site should be adequate to accommodate a 23,000 square foot structure.
  - d. Streets leading to the community recreation center and to major open spaces in order to ensure public access to these facilities and amenities.

#### Affordable Housing

6. Develop a proposal for a creative, employer-sponsored or supported employee housing program, to serve employees of the Park and nearby locations. Implementation of a program devised in conjunction with agencies such as the Housing Opportunities Commission, the Housing and Community Development Departments of Montgomery County or the State of Maryland is strongly encouraged.
7. Require the construction of 226 MPDUs (22% of the base housing component of 1,024 units) as part of the Development Plan approval for the MXPD Zone.

#### Office and Retail Uses

8. Provide approximately 150,000 square feet of retail space designed to serve not only the residents in the development but also the employees and residents of the surrounding communities. This amount may be increased up to a maximum of 220,000 square feet provided any increase above 150,000 square feet would require an equal reduction in the office floor area. The public community recreation center is not counted as retail or office space.
9. Provide a maximum 900,000 square feet of office space. Incorporate site amenities and design features which will ensure compatibility with the remainder of Rock Spring Park and with on-site, residential and retail uses.

Environmental Features and Site Amenities

10. Preserve a significant portion of the woods in the center of the site for public use and enjoyment. The woods may be modified and enhanced but may not be removed. The Plan encourages location of the public community recreation center on the southern side of the woods or in another appropriate location.
11. Retain the open space around the estate house (subject to an existing covenant) and utilize the house for an accessory use such as a day care center, conference center or meeting space. Recreation uses on the site are also encouraged. Provide for use of the existing estate house as an interim community center.
12. Incorporate the stream corridor into the urban design. Use the land in the northwest corner of the site for stormwater management.
13. Develop and maintain a visual buffer of woodlands along I-270, appropriate to screen the new development.
14. Create a linked open space system, subject to a public use easement, including the stormwater management area, central woods and estate house grounds, along the northwest to southeast diagonal axis of the site.
15. Provide pedestrian/bicycle paths through the site, linking the central woods and community center with Walter Johnson High School, Georgetown Square Shopping center, the Davis Library and Ashburton neighborhood on the south and the Luxmanor neighborhood on the north and include a connection to a pedestrian/bicycle bridge over I-270 to be constructed as part of State Highway Administration interchange improvements proposed for that area. Provide adequate right-of-way on streets internal to the site to accommodate bicycle routes.
16. Organize the site plan around the two diagonal axes through the site which intersect in the central park. Take advantage of the potential to locate landmark buildings where the view axes of north and southbound Old Georgetown Road intersect. (See Figure 48).
17. Provide an open space and park system on a minimum of 40% of the site area.

Circulation and Parking

18. Accommodate the North Bethesda transitway and station in development of the site. The preferred alignment of the transitway is on the southern edge of the site (along the north right-of-way line of Fernwood/Rock Spring Drive). Flexibility should be retained for the precise alignment along the eastern edge of the property, but the final design should be compatible with the estate house and grounds. The station should be sited north of the Georgetown Square Shopping Center, to serve the new development, existing shopping centers, and high school. The alignment must be shown on the Development Plan. The final alignment will be determined at Site Plan review, and must be coordinated with the easement provided by IBM on the parcel to the west.
19. Coordinate major access points with existing development, and ensure safe ingress and egress to Walter Johnson High School.
20. Create a fine-grained grid of streets open to the public at a size that will result in urban-scale blocks. Locate parking garage entrances and loading docks in a manner to minimize interruptions to the retail frontage along the streets.
21. Provide most of the parking in structures. (Some surface parking will be required for residential and retail uses.) Also provide some parking on-street in order to ensure streets with an urban character.

Building Location, Height, and Use

22. To ensure a lively pedestrian environment, provide public spaces adjacent to the streets. For the most part, locate buildings adjacent to both sides of the street (except those on the central park).
23. Provide a mix of building heights. Locate the high buildings on the central park or at the southwest corner of the site, with the highest buildings on the northeast-southwest axis. Reduce heights and visibility of structures to Luxmanor by stepping down building heights towards Luxmanor and by including appropriate screening and architectural treatment to break up massing.

24. Locate a significant portion of the retail along the southern portion of the site to relate to Georgetown Square Shopping Center.
25. The bulk of the retail should be sited in the southeast segment of the site with visibility to Rock Spring Drive. This retail siting is designed to enhance the pedestrian connection along Rock Spring Drive between the offices to the west and the shops and apartments to the east and to reinforce the role of Rock Spring Drive as the main spine of Rock Spring Park. The location of retail is intended to attract the pedestrian to the central park and recreational facilities.

#### TRANSPORTATION

Page 203, revise as follows:

Provide a MARC station [in the northeast corner of the B.F. Saul site] between Bou Avenue and the Montrose Parkway right-of-way. The precise location of the station will be determined by subsequent engineering studies. Care should be taken so that redevelopment in the vicinity does not preclude the optimal siting of the station. The selected site should accommodate auto, bus, bicycle, and pedestrian access, and an appropriate amount of parking should also be provided.

Add to the end of the second paragraph:

The final alignment of this transit connection should be designed so that pedestrian access from Wildwood to the Davis Tract is not precluded.

[The I-270 High Occupancy Vehicles (HOV, including bus and/or carpools) lane planned by the Maryland Department of Transportation would be supportive of the objectives of the North Bethesda Master Plan. Since the recent widening of I-270, there has been frequent morning congestion in North Bethesda from the point where the freeway splits to the east and west spurs. The lesser number of lanes on each spur acts as a bottleneck, causing these backups on normal work days. At some point after those bottlenecks are eliminated, congestion would begin to recur. Bus and carpool lanes should be implemented before the renewed congestion occurs. Bus service on this lane could be limited-stop from Frederick County or upper Montgomery County, perhaps



stopping at Shady Grove, Tower Oaks, then to the transit center at Montgomery Mall and into Rock Spring park. The high speed nature of I-270 would make this a very attractive service for many North Bethesda workers.]

[It may also be appropriate to continue the routing of such express bus service along the Capital Beltway to Northern Virginia. In that case, transfer facilities at the Fernwood Road Bridge and ramps would be a desired feature. That could provide a high quality connection with the proposed transitway or other transit service through Rock Spring park to Grosvenor, increasing the attractiveness of both the HOV lane and these locations to carpoolers and bus riders.]

o The Maryland Department of Transportation has announced its intent to add a High-Occupancy-Vehicle (HOV) lane in each direction on both the I-270 East Spur and the I-270 West Spur, and to designate an existing lane in each direction on the I-270 mainline for HOV use as well. The subsequent staging amendment to this Plan will evaluate the impact of this decision on the planning area's level of service for transportation, and it will determine the amount of development that can be associated with implementation of this HOV system.

Page 204, revise as follows:

Create one or more Transportation System Management Districts (TMD) around, at the least, the Metrorail stations and Rock Spring Park[, with approximate boundaries as shown on Figure 59]. These TMDs would have mandatory participation by all existing and future employers, similar to the current Silver Spring TMD. The TMDs should build upon, and not supplant, existing traffic mitigation programs in the area. TMDs [would] could mandate the following four types of general activities:

Page 205        Delete Figure 59.

Page 206, revise as follows:

Construct the Montrose Parkway from Montrose Road to Veirs Mill Road and maintain the remainder of the right-of-way to the west side of the connection to Montrose Road for a possible future transitway. This Master Plan envisions a divided four-lane parkway with a wide landscaped median in a portion of the former Rockville Facility right-of-way, from east of Tildenwood Lane to Veirs

Mill Road. The precise alignment near the western terminus of the parkway will be determined in a future engineering study which will take into account the potential access to affected properties, environmental constraints, and appropriate road design, among other factors. [It would go under MD 355, then over the railroad tracks to connect with Veirs Mill Road using the old right-of-way for Gaynor Road.] It would have points of access to Rockville Pike and/or Old Georgetown Road, be grade-separated at Rockville Pike, Randolph Road, and the CSX Railroad, and would connect with Veirs Mill Road using the old alignment of Gaynor Road. This recommendation also includes a configuration at Veirs Mill Road that would not allow any through movement to Parkland Drive from this new road. This Plan does not recommend any elevated structure at the intersection of the proposed Montrose Parkway and Veirs Mill Road. This intersection will be further addressed during the preparation of the Aspen Hill Master Plan.

Add a new paragraph after the first full paragraph:

In the segment of the Montrose Parkway east of Parklawn Drive, this Master Plan also endorses as an equivalent option a three-lane undivided roadway cross-section. Under this option the center lane would be reversible, operating westbound in the morning peak hours and eastbound during the evening peak hours. The lane may be for general use, or it could be reserved for high-occupancy vehicles or for buses only. Both the four-lane divided and three-lane undivided options should be evaluated, and the final selection should be made by resolution of the County Council.

[Bus use may be appropriate, but should be limited for noise control purposes.]

Page 211, revise as follows (middle of the fifth sentence in the last paragraph):

Recommended restrictions on traffic include no trucks on Edson Lane, no through movement to or from White Flint Mall and turn restrictions at Woodglen Drive at some times of the day.

Page 212, revise as follows (first sentence in the second paragraph):

This Plan recommends deleting currently unbuilt sections of roadways at [four] five locations, as shown on Figure 63.

Pages 213-14 Replace Table 11 with following:

TABLE 11  
 NORTH BETHESDA-GARRETT PARK PLANNING AREA  
 HIGHWAY AND STREET CLASSIFICATIONS

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES*	MINIMUM RIGHT-OF-WAY
<u>Freeways</u>				
F-8	Capital Beltway (I-495)	I-270 Spur to Rockville Pike	6, divided	300 feet
F-1	I-270	Rockville Pike to Rockville City Limits	12, divided	300 feet
F-1a	I-270 Spur	Capital Beltway to I-270	6, divided	300 feet
<u>Major Highways</u>				
M-6	Rockville Pike (MD 355)	Capital Beltway to Grosvenor Lane	6, divided	200 feet
		Grosvenor Lane to Nicholson Lane	6, divided	150 feet
		Nicholson Lane to Rockville City Limits	6, divided	134 feet
M-4	Old Georgetown Road (MD 187)	Capital Beltway to Rockville Pike	6, divided	120 feet
M-5	Democracy Blvd.	I-270 Spur to Bells Mill Road	6, divided	150 feet
		Bells Mill Road to Old Georgetown Road	6, divided	120 feet
<u>Arterials</u>				
A-37	Twinbrook Parkway	Rockville City Limits to Ardennes Avenue	6	104 feet
		Ardennes Avenue to Veirs Mill Road	4	80 feet
A-64	Parklawn Drive	Randolph Road to cul-de-sac 600' west of Twinbrook Parkway	4	80 feet
A-69	Nicholson Lane Parklawn Drive Randolph Road	Old Georgetown Road to Nebel Street	4	80 feet
		Nebel Street to Randolph Road	4	80 feet
		Parklawn Drive to Rock Creek	4	100 feet
A-71	Tuckerman Lane	I-270 to Old Georgetown Road	2	80 feet
		Old Georgetown Road to Rockville Pike	4, divided	80 feet
A-81	Rock Spring Drive	Fernwood Road to Old Georgetown Road	4	80 feet
A-85	Fernwood Road	Democracy Boulevard to I-270 Spur	4	80 feet
A-90	Montrose Road Randolph Road	I-270 to Old Bridge Road	4	300 feet
		Old Bridge Road to Rockville Pike	4	80 feet
		Rockville Pike to Parklawn Drive	4	100 feet

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES*	MINIMUM RIGHT-OF-WAY
A-270	Montrose Parkway	Montrose Road to Parklawn Drive	4, divided	300 feet
		Parklawn Drive to Rock Creek Park	3 or 4, div**	300 feet
		Rock Creek Park to Veirs Mill Road***	3 or 4, div**	80 feet
A-271	East Jefferson Street	Executive Boulevard to Rockville City Limits	4	80 feet
A-272	Strathmore Avenue (MD 547)	Rockville Pike to Beach Drive	2	80 feet

Industrial  
& Business  
Streets

B-1	Fisher's Lane	Twinbrook Metrorail Station to Parklawn Cemetery	4	80 feet
B-2	Old Georgetown Rd.	Rockville Pike to Nebel Street	4	80 feet
B-3	Woodglen Drive	Nicholson Lane to Edson Lane	4	80 feet
B-4	Chapman Avenue	Rockville City Limit to Marinelli Road	4	70 feet
	Huff Court	Marinelli Road to Nicholson Lane	4	60 feet
		Nicholson Lane to Executive Boulevard	4	80 feet
B-5	Nebel Street	Nicholson Lane to Chapman Avenue	4	80 feet
B-6	Marinelli Road	Executive Boulevard to Nebel Street	4	80 feet
B-7	Executive Blvd.	East Jefferson Street to Old Georgetown Road	4, divided	120 feet
		Old Georgetown Road to Huff Court	4	80 feet
B-8	Boiling Brook Pkwy	Schuylkill Road to Nicholson Lane	4	80 feet
B-9	Wicomico Avenue Connector	Parklawn Drive to Wicomico Avenue	4	80 feet

Primary  
Residential  
Streets

P-1	Montrose Avenue	Tuckerman Lane to Weymouth Street	2	60 feet
	Weymouth Street	Montrose Avenue to Garrett Park Town Limits	2	60 feet
P-2	Greentree Road	Capital Beltway to Greyswood Road	2	70 feet
P-3	Greyswood Road	Greentree Road to Fernwood Road	2	70 feet

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES*	MINIMUM RIGHT-OF-WAY
P-4	Lone Oak Drive	Old Georgetown Road to Fernwood Road	2	70 feet
P-5	Cheshire Drive Grosvenor Lane	Old Georgetown Road to Grosvenor Lane Cheshire Drive to Rockville Pike	2 2	70 feet 70 feet
P-6	Edson Lane	Old Georgetown Road to Rockville Pike	2	70 feet
P-7	Tilden Lane	200' east of I-270 to Old Georgetown Road	2	70 feet
P-8	Fernwood Road	Capital Beltway to Democracy Boulevard	2	70 feet
P-9	Old Stage Road	Dinwiddie Drive to Tilden Lane	2	70 feet
P-10	Farmland Drive Old Club Road	Old Stage Road to Old Club Road Farmland Drive to Tilden Woods Park	2 2	70 feet 70 feet
P-11	Tildenwood Drive	Montrose Road to Old Stage Road	2	70 feet
P-12	Danville Drive	Ibsen Drive to Tilden Lane	2	70 feet
P-13	Marcliff Road	Tuckerman Lane to Tilden Lane	2	70 feet
P-14	Flanders Avenue	Rockville Pike to Strathmore Avenue	2	60 feet
P-15	Rocking Horse Road Schuylkill Road	Randolph Road to Boiling Brook Parkway Boiling Brook Parkway to CSXT Railroad	2 2	70 feet 70 feet

\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

\*\* The number of lanes will be determined pending further detailed engineering study.

\*\*\* A portion of this segment is within the Aspen Hill Planning Area.

Page 217      Add a new section at the end of the "Overview and Recommendations" section:

STAGING AMENDMENT

A staging amendment will be prepared which will determine the priority and sequence of the development and the transportation elements in this plan. For each stage, a level of development will be linked to the implementation of a set of transportation projects, programs, and policies. Prior to action on the staging amendment, the projects, programs, and policies—and the assumptions behind them—will be evaluated as to: (1) effectiveness in providing capacity and increasing the non-auto-driver mode share; (2) cost; and (3) likelihood of implementation.

Page 218      Revise Figure 65 to show a Class II Bikeway on Beach Drive from Knowles Avenue south to Kensington.

Page 226, revise as follows:

[One conceptual idea for Rockville Pike would be to depress it below grade from around Montrose Road to south of Nicholson Lane. Although costly, this concept has many desirable features. It eliminates problematic at-grade crossing and provides an excellent pedestrian environment since walkways can be built on grade level. It could be done in place of the configurations identified for the individual intersections on Montrose Parkway, Marinelli Road, and Nicholson Lane. Further analysis of the engineering and cost feasibility and of noise and other impacts would be necessary. Until this analysis is accomplished and other recommendations developed, the following improvements are recommended:]

Grade separation of Nicholson Lane at Rockville Pike. Rockville Pike is expected to maintain its position as a significant north-south roadway in North Bethesda. Significant new development is anticipated at Grosvenor, White Flint, and Rockville and through trips will increase as regional growth continues. The continued growth of east-west movement which is expected will make movements on Nicholson Lane important to traffic circulation. Unconstrained demand estimates for peak hour trips are well beyond the capacity of the current intersection of what could be built at-grade. Providing for grade separation here[, perhaps with Rockville Pike going under Nicholson Lane,] would reduce a potentially serious traffic constraint to the area.

Page 227, revise as follows:

Montrose Parkway with Rockville Pike: A grade separation of Rockville Pike with Montrose/Randolph Road has been identified as desirable for many years and has been in previous Master Plans. This Plan recommends that this be accomplished through the construction of a new roadway in the available right-of-way which would cross [under] Rockville Pike [,] [then span over] and the railroad tracks at separate grade. [Further work is necessary to examine the implications of this profile for north-south roadway and pedestrian/bikeway movement crossing the parkway.]

Page 228, revise as follows:

Chapman Avenue Extended is recommended as a [40 feet wide street within a 70-foot right-of-way] 40-foot-wide street with a 60-to-70-foot right-of-way (not a current standard in the Road Code), for two moving lanes with parking on each side. This would provide a route for shorter distance, local access trips, needed in addition to Nebel Street. Chapman Avenue Extended in this configuration would have two phases. The first phase, from Nicholson Lane to [Marinelli] Randolph Road, would be accomplished as part of the anticipated development of adjacent parcels. The second phase, north of Randolph Road, is envisaged as very long term, possibly beyond the time frame of the Master Plan, only being constructed if and when the Montrose Crossing site is comprehensively redeveloped. The precise alignment for the segment north of Randolph Road should be determined at the time of this redevelopment, and also whether the segment should be a public or private street.

Page 229, revise as follows:

- [No through traffic to White Flint Mall (currently restricted)]
- No through traffic to or from White Flint Mall. Prior to removal of the existing barrier, the intersection of Edson Lane and Rockville Pike should be channelized and signalized so these through movements are both legally prohibited and physically precluded to the extent possible.

Page 230, revise as follows:

[STREET CLASSIFICATIONS

This Plan does not recommend a change in the functional classification of any of the streets in the Planning Area. Arguments have been made to reclassify Flanders Avenue between Strathmore Avenue and Rockville Pike from a primary to a secondary residential street. Because of the number of homes served by Flanders Avenue, and its function as a connector between a major highway and an arterial road, reclassification as a secondary street would be inappropriate. However, this Plan recognizes a need for large numbers of commuter vehicles from Flanders Avenue, and such actions are recommended regardless of the classification of the street. Further investigation into means of reducing delays on Strathmore Avenue to eliminate the desirability of using Flanders Avenue as a bypass is also recommended.]

RESIDENTIAL STREETS

This Plan recognizes a need for effective actions to control speeding and to discourage large numbers of commuter vehicles from residential streets. Such actions are recommended regardless of the particular classification of the residential street: primary, secondary, or tertiary.

Page 232, revise as follows:

Provide a MARC station [in the northeast corner of the B.F. Saul site near Randolph Road] near Montrose Crossing and increase train frequencies. MARC service provides an alternative for long-distance commuter trips which, when made by automobile, have a very negative impact on the road system. MARC ridership has increased 90% over the past three years and these actions would continue and add to these trends for North Bethesda.

Page 234, revise as follows:

Create one or more Transportation System Management Districts (TMDs) around, at the least, the Metrorail stations and Rock Spring Park. This recommendation forms the basis for many of the other actions, by creating an entity that can both encourage demand management and mandate compliance with certain programs and even accomplishment of some mode share goals. The



current TMD in the Silver Spring CBD was the model for this recommendation. It was anticipated that each of the District[s would] (s) could have these basic activities:

Page 239 Start the page with an additional bullet:

o Add bike lanes along Beach Drive from Knowles Avenue to Kensington.

Projects which enhance access to Metrorail stations should be given first priority as they are usually less costly to implement and benefit commuters the most. In the residential areas, where slow-moving vehicles can coexist with bicycles, circulation can be enhanced through such cost effective measures as proper maintenance of residential streets and directional signs. All Class II and Class III bikeways[, regardless of class designation,] should have signs warning motorists of shared use. Consideration for bike use must be carried through to the point of destination. Secure areas for bike parking, which are far less expensive to construct than parking for automobiles, could be incorporated into the design of any private or public lot or garage.

#### OTHER REVISIONS

Page 151 Revise Figure 34 by moving the pedestrian route/greenway between Grosvenor and Rock Creek Park to a southerly alignment following alongside Tuckerman Lane to Grosvenor Lane and Beach Drive.

Page 176 Revise Figure 46 by removing the major pedestrian path from Strathmore Hall southeast to Rock Creek Park.

#### HISTORIC RESOURCES

Page 244, revise as follows:

The site of the former Veirs Mill will be analyzed in the Aspen Hill Master Plan. The Higgins Cemetery, a small family burial plot located south of Twinbrook Parkway near Parklawn Drive, is another resource located in this

planning area. This plan does not recommend historic designation for this cemetery, but does strongly urge that the County - which owns the property - make a concerted effort to maintain and protect the burial site.

Page 251, revise as follows:

**Montrose School (Atlas #30/2)**

ADDRESS: 5721 Randolph Road

HISTORY/DESCRIPTION: Built in 1909, this two-room frame structure covered with pebble dash is a vestige of the communities of Montrose and Randolph and is illustrative of early rural educational buildings. It is the best preserved of the few remaining schools of this type, which replaced the one-room school house as the need developed for more space to serve the growing communities. With later additions of brick and cinder block, the building was used as a community school through 1960, and continued in school system use until 1970.

In 1979, Peerless Rockville Historic Preservation Ltd. purchased the Montrose School structure. Peerless Rockville raised money to rehabilitate the abandoned building, successfully nominated it for placement on the National Register of Historic Places, negotiated a lease with the State Highway Administration, and located a sympathetic tenant. Cash donations to renovate the Montrose School were supplemented by hundreds of workhours from volunteers, former students, and community organizations. Through these public and private efforts, with limited financial resources, this endangered piece of local history has been successfully restored and sympathetically reused.

CURRENT USE: Land owned by State of Maryland; structure owned by Peerless Rockville Historic Preservation Ltd., and used as the offices of History Associates Incorporated.

[PLANNING ISSUES: The school setting would be severely compromised by a grade separated interchange at Rockville Pike and Randolph Road and/or use of the Rockville Facility Reservation for transportation purposes. As this private property is on the National Register of Historic Places, consultations on relocation would involve a number of parties, including the owners.]

PLANNING ISSUES: The Montrose School, with its friendly scale and mature trees, is a green oasis for drivers, pedestrians, and wildlife. In the future, it may be appropriate to integrate the Montrose School into an open space or greenway plan. It may also be appropriate to continue its current desirable and viable commercial use. In either case, all efforts must be made to retain the structure in its present location, with an acceptable setting, even as future development occurs around it. In particular, it is important to note that the school's setting would be severely compromised by a grade separated interchange at Rockville Pike and Randolph Road and/or by use of the Rockville Facility Reservation for transportation purposes. Thus, concerted efforts must be made in the planning and design of proposed public projects to mitigate negative impacts on the resource. All appropriate parties, including the County Historic Preservation Commission and the Maryland Historical Trust - as well as the owner and the community, should be consulted on projects that may affect the Montrose School.

**Garrett Park Historic District (Atlas #30/13)**

Page 273, revise as follows:

[PLAN RECOMMENDATION: Although Garrett Park is on the Locational Atlas and on the National Register of Historic Places, the Planning Board is not forwarding a recommendation on the designation of a Garrett Park Historic District. The Board was evenly split on two options for designation: 1.) creation of a smaller historic district in Garrett Park centered on Montrose, Waverly and Kenilworth north of Strathmore, along with six individual historic sites - see Figure 73: and 2.) no designation of any historic districts or sites in Garrett Park.]

PLAN RECOMMENDATION: Designate as a historic district, the portion of the Town of Garrett Park generally bounded by the railroad tracks on the North, Strathmore Avenue on the South, Waverly Avenue to the West, and Montrose Avenue to the East and more specifically delineated on the map on page \_\_\_\_\_. Also designate the following six individual resources:

10701 Keswick St.

Built in 1894, the house is a transitional design, late Victorian and early Colonial Revival in its character. It was built by Owen K. & E. V. Truitt and

was later owned by architect Alexander Richter. Richter was responsible for subdividing the farm; the new area along Weymouth St. is known as "Richterville." Richter designed several homes in this subdivision early in the 1950s.

10806 Keswick St.

The Queen Anne/Shingle Style design of this house has been well preserved since its construction c. 1892. The original owner was Garrett Park Town Council member Eppa P. Norris, who served on the Council from 1902-1905; later it was the home of David Bissett (Town Council, 1906-1912, 1919-1921).

Garrett Park Town Hall

This structure was originally the St. James Episcopal Chapel, built in 1897. Its construction was funded by subscription by town residents and from the beginning served more than one religious denomination. The building was purchased by the Town and has served continuously through its history as a community meeting place.

10811 Kenilworth Avenue

This house is an excellent Montgomery County example of Stick Style residential design, constructed around 1894. It was the home of W. Scott Macgill who was Mayor of Garrett Park from 1920-1924.

11018 Kenilworth Avenue

Built by 1892, this was the home of Eugene Brady, who was Mayor of Garrett Park from 1898-1902. The structure is also significant as one of Garrett Park's most intact late 19th century suburban dwellings, distinguished by its fine Italianate and Queen Anne architectural detailing.

11210 Kenilworth Avenue

Garrett Park's first telephone was located here, and this was the home of H. Hollerith, inventor of the Hollerith code/key punch system. This system was

used for the U.S. Census in 1890 and 1900. In addition to its historic associations, the house is an excellent, well-preserved example of the Queen Anne style design, in fashion at the time of Garrett Park's beginnings. This house was built in 1897.

#### **HISTORIC DISTRICT DATA**

Data was collected on the date of construction for each building - noting structures from the late 19th century, early 20th century, mid-20th century, and late 20th century (those less than 50 years old). Buildings which were outstanding from an architectural or historical perspective, regardless of their specific construction date, were then noted.

Using this information, buildings were placed in categories identical to those approved for the Takoma Park Historic District:

OUTSTANDING RESOURCE: A resource which is of outstanding significance due to its architectural and/or historical features. An outstanding resource may date from any historical period and may be representative of any architectural style. However, it must have special features, architectural details, and/or historical associations that make the resource especially representative of an architectural style, it must be especially important to the history of the district, and/or it must be especially unique within the context of the district.

CONTRIBUTING RESOURCE: A resource which contributes to the overall character of the district and its streetscape, but which is of secondary architectural and historical significance. A resource may be classified as contributing if it is a common or ubiquitous example of an architectural style that is important to the historic district, or if it was an outstanding resource that, while still identifiable as a specific architectural style, has lost some degree of its architectural integrity due to alterations. Contributing resources add to the overall streetscape due to their size, scale, and architectural character.

NON-CONTRIBUTING OR OUT-OF-PERIOD RESOURCE: A resource which is an intrusion in the district because of its lack of architectural and historical significance and/or because of major alterations that have eliminated most of the resource's original architectural integrity. Or a resource that is a

newer building, which possibly contributes to the overall streetscape, but is out of the district's primary historical and architectural context.

Using these categories, the forty structures in the Garrett Park Historic District that the Council approved are identified as follows:

<u>ADDRESS</u>	<u>DATE</u>	<u>CATEGORY</u>
10903 Kenilworth	1926	Outstanding
10909 Kenilworth	1891	Outstanding
10911 Kenilworth	1964	Non-Contributing/Out-of-Period
10913 Kenilworth	1964	Non-Contributing/Out-of-Period
10915 Kenilworth	1964	Non-Contributing/Out-of-Period
10925 Kenilworth	1892	Outstanding
10904 Montrose	1963	Non-Contributing/Out-of-Period
10905 Montrose	1925	Contributing
10910 Montrose	1928	Outstanding
10912 Montrose	1927	Outstanding
10914 Montrose	1990	Non-Contributing/Out-of-Period
10915 Montrose	1925	Contributing
10918 Montrose	1936	Contributing
10919 Montrose	1925	Contributing
10922 Montrose	1908	Outstanding
10923 Montrose	1892	Outstanding
10926 Montrose	1903	Contributing
10933 Montrose	1926	Contributing
10934 Montrose	1894	Contributing
10935 Montrose	1926	Contributing
10937 Montrose	1926	Outstanding
10938 Montrose	1952	Non-Contributing/Out-of-Period
10941 Montrose	1926	Contributing
11005 Montrose	1890s	Outstanding
— Rokeby	1930s	Contributing (train shed; moved here in 1980s)
11010 Rokeby	1926	Contributing
4705 Strathmore	1936	Outstanding
4709 Strathmore	1926	Contributing
4600 Waverly	1894	Outstanding
4601 Waverly	1922	Contributing

<u>ADDRESS</u>	<u>DATE</u>	<u>CATEGORY</u>
4605 Waverly	1911	Contributing
4609 Waverly	1892	Outstanding
4700 Waverly	1962	Non-Contributing/Out-of-Period
4701 Waverly	1890	Outstanding
4702 Waverly	1890	Outstanding
4709 Waverly	1972	Non-Contributing/Out-of-Period
4710 Waverly	1889	Outstanding
4711 Waverly	1889	Outstanding
4716 Waverly	1892	Outstanding

The categorizations as shown above would result in 45% Outstanding resources in the Garrett Park Historic District, 35% Contributing resources, and 20% Non-Contributing/Out-of-Period.

The six individual historic sites in Garrett Park are not included in this list. They are each designated on the Master Plan for Historic Preservation as individual landmarks and have a high level of review, as is appropriate with an individually-designated site.

This Plan recommends the future development, in conjunction with the citizens of Garrett Park, of specific Historic Preservation Review Guidelines (similar to those developed for Takoma Park).

ENVIRONMENTAL SETTING: See Figure for delineation of the [smaller] district/individual sites [option] in the Town of Garrett Park [considered by the Planning Board].

**Mt. Zion Church and Cemetery (Atlas #30/18)**

Page 277, revise as follows:

[PLAN RECOMMENDATION: On Locational Atlas. The Planning Board recommends the Mt. Zion Cemetery only for designation on the Master Plan. The Board recommends that the Mt. Zion Church structure should not be designated and should be removed from the Atlas.]

PLAN RECOMMENDATION: Designate only the Mt. Zion Cemetery on the Master Plan for Historic Preservation. Remove the Mt. Zion Church structure and other related buildings located on the site from the Locational Atlas.

URBAN AMENITY OPEN SPACES

Page 292 Revise as follows:

Consideration should be given to the following guidelines in locating and developing urban amenity open spaces.

1. They should be within five to ten minutes walking time of users.
2. They should include sitting areas, walkways, and landscaping.
3. Playground equipment and other small-scale active recreation facilities, such as multi-purpose courts, should be considered in areas serving a significant number of children.
4. Special consideration should be given to the needs of the elderly and the handicapped.
5. Urban amenity open spaces located on the periphery of high intensity non-residential areas should include facilities to serve nearby residents.
6. Design should address minimizing maintenance costs.
7. Amenity open spaces should be of a sufficient size to support appropriate use by residents or workers and the public.
8. Consideration should be given to the appropriate amount of development necessary to support both the initial cost of the development and the long-term maintenance of the amenity space.

PUBLIC SAFETY

Page 298, revise as follows:

Bethesda Fire/Rescue Station #26 is located at 6700 Democracy Boulevard. Other facilities serving the planning area are located on Rollins Avenue in



Rockville and on Veirs Mill Road in Kensington. Fire station service areas are dictated by service response times. The Bethesda-Chevy Chase Rescue Squad, located outside the planning area, provides rescue and emergency service to part of the planning area.

According to the Department of Figure and Rescue Services' Draft Fire Defense, Rescue and Emergency Medical Services Plan (May 1991), no new fire and rescue stations are planned for this area at this time. An increased need for emergency medical services is expected in the future, and future traffic conditions may cause delays in response time. These problems may be solved by deploying rescue vehicles to strategic locations during hours of high demand so that travel distances will be reduced. [Modifications to fire and rescue district boundaries may require other changes in operational procedures to assure that area residents are adequately served.]

[Police service in the North Bethesda-Garrett Park area is provided by stations located outside the planning area, in Bethesda and the City of Rockville. The Bethesda District Station is located at 7359 Wisconsin Avenue; the Rockville City Police station is located at 111 Maryland Avenue. The County's Bethesda Station responds to calls originating from the area south of Tuckerman Lane, while the City of Rockville responds to the area lying to the north of Tuckerman Lane.]

Police service in the North Bethesda-Garrett Park area is provided by the Bethesda and Rockville Police Districts. The Bethesda District Station is located at 7359 Wisconsin Avenue. The Rockville District Station is located at 1451 Seven Locks Road. The County's Bethesda Station currently covers calls and incidents originating in the area south of Tuckerman Lane, while the Rockville Station covers the area lying north of Tuckerman Lane.

#### ELDERLY HOUSING FACILITIES

Page 301, revise as follows:

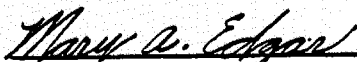
[This Plan supports the provision of adult day-care facilities and affordable elderly housing through the special exception process, and the consideration of land in public ownership for affordable elderly housing. It should be noted, however, that the possibilities are very limited for providing land in public ownership for this use. The Plan encourages the location of elderly housing and elderly support services along designated bus routes.]

This Plan supports the provision of adult day-care facilities and affordable elderly housing through the special exception process, and the consideration of land in public ownership for affordable elderly housing. It should be noted, however, that the possibilities are very limited for providing land in public ownership for this use, other than at the Grosvenor Metrorail Station. The Plan encourages the location of elderly housing and elderly support services along designated bus routes or near Metrorail.

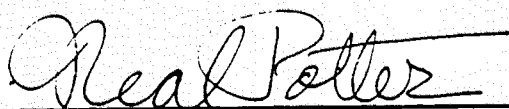
**GENERAL**

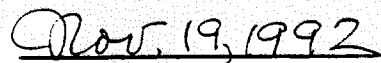
All figures and tables are to be revised where appropriate to reflect County Council changes to the Final Draft North Bethesda-Garrett Park Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Final Draft Comprehensive Amendment to the North Bethesda-Garrett Park Master Plan, dated March 1992.

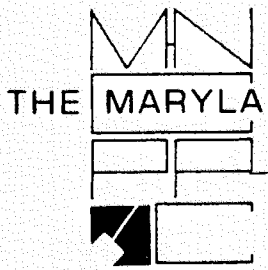
This is a correct copy of Council action.

  
\_\_\_\_\_  
Mary A. Edgar, CMC  
Acting Secretary of the Council

Approved:

  
\_\_\_\_\_  
Neal Potter, County Executive

  
\_\_\_\_\_  
Date



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 92-26  
M-NCPPC NO. 92-25

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 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 July 22, 1991, and August 1, 1991, on the Preliminary Draft North Bethesda-Garrett Park Master Plan, being also an amendment to the 1970 Master Plan for North Bethesda-Garrett Park, as amended; the 1978 Sector Plans for Twinbrook, Nicholson Lane/White Flint, and Grosvenor, as amended; the Master Plan of Bikeways, 1978, as amended, being also an amendment to the 1969 General Plan for the Physical Development of 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 March 19, 1992, approved the Final Draft of the proposed Plan, and recommended that it be approved by the Montgomery County Executive to forward to the District Council for its approval; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Final Draft North Bethesda-Garrett Park Master Plan and forwarded those recommendations to the District Council on May 12, 1992; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on June 25, 1992, and June 30, 1992, wherein testimony was received concerning the Final Draft North Bethesda-Garrett Park Master Plan; and

WHEREAS, the District Council, on November 9, 1992, approved the Final Draft North Bethesda-Garrett Park Master Plan subject to the modifications and revisions set forth in Resolution 12-878; and


WHEREAS, the Montgomery County Executive approved the North Bethesda-Garrett Park Master Plan on November 19, 1992.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said North Bethesda-Garrett Park Master Plan, together with the General Plan, for the Physical Development of the Maryland-Washington Regional District and Master Plan of Highways within Montgomery County as approved by the Montgomery County District Council in the attached Resolution 12-878; 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.

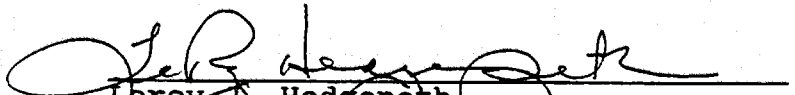
\* \* \* \* \*

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 Richardson, with Commissioners Aron, Baptiste, Bauman, Floreen and Richardson voting in favor of the motion at its regular meeting held on Thursday, December 3, 1992, in Silver Spring, Maryland.

  
Leroy J. Hedgepeth  
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 Floreen, seconded by Commissioner McNeill, with Commissioners Aron, Baptiste, Bauman, Brown, Floreen, McNeill, Rhoads, Stone and Sydnor voting in favor of the motion, with Commissioner Richardson being absent, at its regular meeting held on Wednesday, December 16, 1992, in Silver Spring, Maryland.

  
Leroy J. Hedgepeth  
Executive Director

Resolution: 12-1788  
Introduced: July 26, 1994  
Adopted: July 26, 1994

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: Approval of the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan

Background

1. On December 17, 1993, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan.
2. The Final Draft Staging Amendment amends the 1992 Master Plan for North Bethesda-Garrett Park; the Master Plan of Bikeways, 1978, as amended; and the Master Plan of Highways within Montgomery County, as amended.
3. On March 7, 1994, the County Executive transmitted to the District Council comments regarding the Planning Board (Final) Draft Staging Amendment together with a fiscal analysis.
4. On May 3, 1994, the County Council held a public hearing regarding the Planning Board (Final) Draft Staging Amendment. The Staging Amendment was referred to the Planning, Housing and Economic Development Committee for review and recommendation.
5. On June 20 and July 25, 1994, the Planning, Housing and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Staging Amendment. Several revisions to the Staging Amendment were recommended by the Committee.
6. On July 12 and July 26, 1994, the County Council reviewed the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan and the recommendations of the Planning, Housing and Economic Development Committee.

Action

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

The Planning Board (Final) Draft Staging Amendment, dated December 1993, to the 1992 Master Plan for North Bethesda-Garrett Park, is approved with revisions. Council revisions to the Planning Board (Final) Draft Staging Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

**NORTH BETHESDA-GARRETT PARK MASTER PLAN  
PLANNING BOARD (FINAL) DRAFT STAGING AMENDMENT**

Page 2, first heading:

**C. The Effect of the [FY 94] AGP**

Page 2, add a new first paragraph:

The County's Annual Growth Policy sets ceilings on the amount of development that can be approved based on the availability of public facilities and analyzes policy issues related to growth management. The growth management standards set by the County Council continually evolve. Therefore, any change in prevailing standards or policies of the AGP that have a bearing on the Staging Amendment should be examined as part of the growth policy process.

Page 2, bullet 2:

- o Metro station policy areas are created for the Grosvenor, Twinbrook and White Flint Sector Plan areas. Peak hour levels of service exceeding critical lane volumes (CLV) of 1,800 vehicles per hour are deemed unacceptable for Local Area Transportation Review (LATR) within these areas.

Page 3, add a new paragraph as the last paragraph under the title "C.":

The resolution adopting the FY 95 AGP adjusted the standard for intersection critical lane volume for North Bethesda outside of Metro station policy areas. The standard is now 1,600 vehicles per hour and future subdivision review will take account of the new standard.

The County Council also adopted a set of staging ceilings based on a "total transportation level of service." This measure takes explicit account of transit usage, and accessibility to the region by transit in the calculation of area-wide levels of service. In this new measure, freeways are considered differently than previously. Neither of these changes has affected staging ceilings in any of the North Bethesda policy areas.

Page 3, paragraph 1, item 3:

**D. Key Principles**

3. The desire to facilitate the location of large employers in close proximity to the White Flint or Twinbrook Metrorail stations where the zoning or proposed zoning is appropriate. Staging ceilings may be transferred between the Metrorail policy areas by the County Council to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, changing market conditions, revised levels of public service and other relevant criteria.

Page 3, paragraph 2, item 2:

**E. Staging Guidelines**

2. Give priority in allocating ceiling capacity to geographic areas in proximity to existing and planned transit centers. Expansion of the Twinbrook Metro Station Policy Area to the south should be considered when the proposed Montrose Crossing MARC station is programmed and within four years of completion.

**PROGRAM-RELATED GUIDELINES**

Page 5, Guideline 9:

9. Establish a single occupant vehicle (SOV) mode-share goal of 74%, or [4%] 4 percentage points less than present, to be achieved during Stage I as a precursor to Stage II. This represents an increase in non-SOV commuting (carpools and transit) from 22 to 26 percent.

Page 5, Guideline 11:

11. All facilities and programs intended to reduce the auto-driver mode share shall be periodically evaluated to determine actual results achieved and to form the basis for modifications to the facilities and programs offered and/or adjustments to staging ceilings.

County, State and national experience indicates that many of the programs and facilities contemplated in this Master Plan to reduce the auto-driver mode share are difficult to model. Results actually achieved with a program in one area may prove to be very different in another due to local conditions.

Page 5, Guideline 12:

12. Counting of the initial capacity of the North Bethesda Transitway will not occur until, (1) the County Executive has determined that construction will begin in two years, (2) 100% of the expenditures have been appropriated and (3) the County Council has approved the projected ridership. On completion of the first full year of operation, and in all subsequent years for which staging analyses are made, the staging ceiling calculations shall reflect actual ridership achieved.



Because of the unique nature of the North Bethesda Transitway, it is prudent to take a conservative approach in recognizing the capacity which may result from this facility.

Table 1, STAGING OF MASTER PLAN DEVELOPMENT

Page 6, under 2nd column, items 3 and 5:

3. A Transportation Management Organization is to be established (FY 94 AGP);
5. Decrease single occupant vehicle mode share for employees by 4 [percent] percentage points (now estimated at 78 percent);

Page 6, under 3rd column, item 1, paragraph 2:

Chapman Avenue - Nicholson Lane to Old Georgetown Road (60' to 70' ROW)

Page 6, under 3rd column, item 2, 1st, 2nd and new 4th paragraph:

Chapman Avenue/Huff Court - [Nicholson Lane]Executive Boulevard to Old Georgetown Road - Class III

Woodglen Drive E[extended (B-3)] - Nicholson Lane to Marinelli Road - Class I

B-10 - Nebel Street to Rockville Pike - Class I

Executive Boulevard - Woodglen Drive to Huff Court - Class I

Page 7, STAGE II (MID-TERM), under 2nd column, last paragraph:

- One or more [both] direct access ramps to Rock Spring Park from I-270/I-270 spur, or

Page 7, under 3rd column, paragraph 1:

Aspen Hill Connector - Rock Creek Trail to [Besley Court]Twinbrook Parkway - Class I

Page 7, under 3rd column, item 3, last paragraph:

Montrose Road and East Jefferson Street

Page 7, under 3rd column, item 4, last two paragraphs:

Montrose Road and East Jefferson Street

[Randolph Road and Rocking Horse Road]

5. TRANSIT SERVICE

Re-establish express bus service along future HOV lane to and from Rock Spring Park

Increase transit and shuttle services.

Page 7, under 3rd column, item 1:

1. ROADWAYS

One or more direct [Direct] access ramps from I-270/I-270 Spur to Rock Spring Park

Montrose Parkway  
Nebel Street Extended

Page 8, STAGE II (MID-TERM), under 2nd column, item 1:

- The Montrose Parkway, or
- [A high quality transit connection] The North Bethesda Transitway from Montgomery Mall to Grosvenor Metro Station via Rock Spring Park

Page 8, under 3rd column, after item 4:

5. TRANSIT SERVICES

The North Bethesda Transitway

A commuter rail station (MARC) at Montrose Crossing

Increased frequency of commuter rail and metrorail service

Increased feeder bus service

**STREET SYSTEM**

Page 10, bullets and the note under paragraph 2:

- a. Chapman Avenue, from Nicholson Lane to Old Georgetown Road (60' to 70' ROW)
- b. Woodglen Drive Extended (B-3), from Nicholson Lane to Marinelli Road (80' ROW). May be reduced to 70' if approved as part of the Road Code (see Figures [4 and 5]6 and 7).
- c. B-11, from Marinelli Road to Old Georgetown Road (70' ROW) (Figure [6]7)
- d. White Flint Avenue (B-10), from Nebel Street to B-11 (80' ROW).
- e. Executive Boulevard, from Woodglen Drive to Huff Court (80' ROW).

Note: The streets outlined in b, c, and d are additional streets to those already included in the 1992 Master Plan. They happen to fall within the boundaries of the White Flint Sector Plan Area because the largest tracts of undeveloped land occur there. The precise alignments of c and d (B-10 and B-11) are to be determined at the time of development approval.

**BIKEWAY AND PEDESTRIAN SYSTEM**

Page 10, bullet a:

- a. Chapman Avenue/Huff Court, from [Huff Court]Executive Boulevard to Old Georgetown Road (Class III)

Page 12, Figure 2, line 5:

Proposed in Staging Amendment (Precise alignments of B-10 and B-11 to be determined at the time of development approval)

Page 15, Figure 5, line 1 and 2:

[Recommended]Illustrative Business Street with Class I Bikeway - 80' R.O.W.  
[Development standards are subject to final approval by MCDOT]

Page 16, Figure 6, line 1 and 2:

[Recommended] Illustrative Reduced Width Business Street with Class I Bikeway - 70' R.O.W.  
[Development standards are subject to final approval by MCDOT]

Page 17, Figure 7, line 1 and 2:

[Recommended]Illustrative Business Street - 70' R.O.W.  
[Development standards are subject to final approval by MCDOT]

Page 18, Figure 8, line 1:

[Recommended]Illustrative Pedestrian/Bicycle Street or Easement

Page 19, bullet d and e:

- d. Aspen Hill connector, from Rock Creek Trail to [Besley Court]Twinbrook Parkway (Class I)
- e. Strathmore Avenue, from Rockville Pike to [Rock Creek Park]Weymouth Street (Class II)

Page 19, paragraph 1:

Include in the CIP wide, clearly demarcated pedestrian crossings at intersections listed in Table 1, [by using s]Special paving treatment, such as pavers or colored asphalt and, wherever feasible, median islands for pedestrian refuge should be considered for crosswalks. Include wide sidewalks screened by street trees in the design of all new streets (see Figures 5-8).

**MODE SHARE**

Page 19, paragraph 3, first sentence:

Decrease peak hour single occupant vehicle mode share for employees from the current estimated 78 percent to 74 percent in Stage I, reflecting a decrease of 4 [percent]percentage points.

Page 21, Table 2:

Table 2

## RECOMMENDED STAGE I CIP INTERSECTION PROJECTS

INTERSECTION	RECOMMENDED	COMMENT
Rockville Pike & Nicholson Lane	[Prohibit NB & SB Left Turns on weekdays between 4:30 p.m. and 6:30 p.m. once intersection exceeds 1800 CLV.] <u>Aggressive signing program to encourage NB and SB left turns before Nicholson Lane.</u>	[NB left uses Security and Woodglen SB left uses Marinelli and Nebel. A short-term solution.]
Rockville Pike & Twinbrook Parkway	Add Right to North, South, and West approaches Add EB Through Add WB Through	An effective CLV solution; however, ROW constraints costly to overcome. Also, this intersection falls within Rockville's city limits.
Old Georgetown Rd & Tuckerman Lane	Add NB left turn lane	Some ROW Acquisition necessary; Sixth lane poses potential negative community impact.
Montrose Road & East Jefferson Street	Add NB through lane Add SB right lane Add EB through lane	Some ROW constraints; Construction of Montrose Parkway will provide substantial relief to this intersection.
Rockville Pike & Randolph Road	Add 2 EB through lanes	Some ROW constraints; Construction of Montrose Parkway will provide substantial relief to this intersection.
[Randolph Road & Rocking Horse Road]	[Add NB right lane]	[Rocking Horse is classified as a primary residential street. Community impact may be unacceptable]
Rockville Pike & Tuckerman Lane  Rockville Pike & Grosvenor Lane	CLV meets new Metro Station Policy Area standard adopted in FY 94 AGP for both intersections. No additional lanes recommended	

Page 22, Table 3:

Table 3

**NORTH BETHESDA-GARRETT PARK PLANNING AREA  
PROPOSED REVISIONS TO MASTER PLAN OF HIGHWAYS**

Streets to be added:

	NAME	LIMITS	LANES**	ROW
Industrial & Business Streets				
B-3	Woodglen Drive Extended	B-10 to Nicholson Lane	[4]2	80 ft
B-10*	White Flint Avenue	Nebel Street to B-11 B-11 to Woodglen Drive	[4]2 pedestrian only	80 ft 35 ft
		Woodglen Drive to Executive Boulevard	[4]2	80 ft
B-11*	New Street	Marinelli Road to Old Georgetown Road	[4]2	70 ft
B-12*	New Street	B-10 to Old Georgetown Road	4	80 ft

Footnotes:

- \* Precise alignments of B-10, B-11 and B-12 to be determined at the time of development approval.
- \*\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

Page 25, bullets 4, 7 and 8:

- o Funding: Funding should be derived from a variety of sources such as mandatory participation in the TMO, the Share-Ride District, Development Approval Payments (DAP), and direct contributions from County government. The Office of Planning Implementation should be directed to estimate the costs of TMO implementation in North Bethesda and further refine the funding sources and formulas.
- o Membership: Membership in the TMO should be mandatory for all new development during Stage I and voluntary for all existing employers. New development approved before the creation of the TMO should meet prescribed trip reduction goals. Existing transportation demand management programs would be allowed the option of continuing their operations, or merging with the TMO.
- o Trip reduction goals: A four [percent] percentage point decrease in SOV mode share is recommended for the entire Master Plan area at the work end (for North Bethesda workers).

Page 27, bullet 3:

- o [A high-quality transit connection] The North Bethesda Transitway from Montgomery Mall to the Grosvenor Metro Station via Rock Spring Park, or

Page 28, continuation of last bullet from page 27:

- o Intersection improvements determined by the comprehensive local area transportation review, and other business district streets recommended in this staging amendment. Construction of direct access ramps from I-270/I-270 Spur to Rock Spring Park and construction of the Montrose Parkway are considered to be of paramount importance and the highest priority.

#### White Flint

Page 28, item 2:

2. Other business district streets and bikeways recommended as part of the Staging Amendment (see Figures [6 and 7]10 and 11).

#### Rock Spring Park

Page 28 and 31, items 1, 2 and 3:

1. Direct access ramps from the east spur of I-270 (west of Old Georgetown Road)
2. Direct access ramps from the west spur of I-270 (at Fernwood Road Bridge)
3. [High quality transit connection] The North Bethesda Transitway to Grosvenor Metrorail station

Page 29, Figure 10, line 5:

Proposed in Staging Amendment (Precise alignments of B-10, B-11 and B-12 to be determined at the time of development approval)

Page 33, first subheading:

MD 355 & NICHOLSON LANE (CLV STANDARD - 1,800)

	STAGE I No TDM 100%	STAGE I w/TDM 100%	STAGE I w/TDM 50%	
	<u>1990 PIPELINE</u>	<u>PIPELINE</u>	<u>PIPELINE</u>	<u>IMPROVEMENT</u>
1934	2056	[1953] <u>1953</u>	1855	[Existing Configuration] <u>Existing Configuration</u> <u>with signing program**</u>
	1746 [1736	1659 1649	1513 1535	A: Add NB through B: Prohibit NB & SB lefts (weekday P.M. peakhours)]
	2031	1929	1716	[C]E: Nicholson & Marinelli to one-way pairs
	[1426 1746	1355 1659	1267 1460	A & B] A & [C]E

Page 33, bottom of the page, second footnote:

**\*\* Recommended improvements Effect of signing program not tested.**

Page 34 and 35, change the CLV Standard in the subheads:

(CLV STANDARD - [1525]1600)

Page 35, change the last subhead and text under it:

ROCKING HORSE ROAD & RANDOLPH ROAD (CLV STANDARD-[1525]1600)

	STAGE I No TDM 100%	STAGE I w/TDM 100%	STAGE I w/TDM 50%	
	<u>1990 PIPELINE</u>	<u>PIPELINE</u>	<u>PIPELINE</u>	<u>IMPROVEMENT</u>
1630	1825	[1772] <u>1772</u>	1712	[Existing Configuration] <u>Existing Configuration</u>
	1635	[1559] <u>1559</u>	1537	[ A: Add NB Right**] A: <u>Add NB Right**</u>
	1828 1604	1741 1528	1699 1484	B: Add EB Right A & B

**GENERAL**

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Staging Amendment, dated December 1993, to the 1992 North Bethesda-Garrett Park Master Plan.

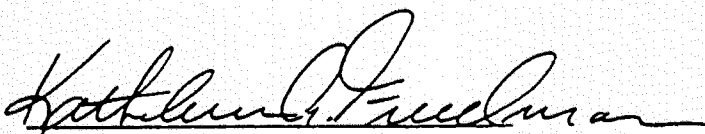
**AMENDMENT TO THE NORTH BETHESDA-GARRETT PARK MASTER PLAN**

Amend page 60 of the Interim Reference Edition of the Approved and Adopted North Bethesda-Garrett Park Master Plan (December 1992) to add the following language after the second paragraph:

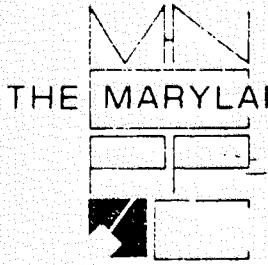
In order to provide flexibility to meet other County-wide goals, the County Council may permit, in its decision approving a local map amendment application, up to a 2.0 commercial FAR for TS-M properties in the White Flint Sector Plan area. In order for the Council to approve over a 1.0 FAR, an applicant must establish that the following criteria are met.

1. That the parcel is a greater than 6 acres;
2. That between a 1.0 and a 2.0 commercial FAR is necessary for an identified employment user;
3. That 1.0 FAR of residential development must be provided on-site;
4. That the employer shall provide and fund a traffic mitigation plan to mitigate all generated trips above a 1.0 commercial FAR.

This is a correct copy of Council action.

  
Kathleen A. Freedman, CMC  
Secretary of the Council





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB No. 94-27  
M-NCPPC 94-19

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 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 October 7, 1993, on the Public Hearing (Preliminary) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan, being also an amendment to the Master Plan of Bikeways, 1978, as amended, being also an amendment to the 1969 General Plan for the Physical Development of 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 December 9, 1993, approved the Planning Board (Final) Draft of the proposed Staging Amendment, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan and forwarded those recommendations to the District Council on March 7, 1994; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on May 3, 1994, wherein testimony was received concerning the Planning Board (Final) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan; and


WHEREAS, the District Council, on July 26, 1994, approved the Planning Board (Final) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan subject to the modifications and revisions set forth in Resolution 12-1788; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt (nunc pro tunc) said Staging Amendment to the North Bethesda-Garrett Park Master Plan, together with the General Plan, for the Physical Development of the Maryland-Washington Regional District by the Montgomery County District Council in the attached Resolution 12-1788; 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.

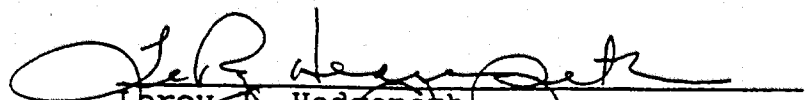
\* \* \* \* \*

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 Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Richardson, with Commissioners Baptiste, Richardson, Aron, Holmes, and Hussmann voting in favor of the motion at its regular meeting held on Thursday, September 29, 1994, in Silver Spring, Maryland.

  
Leroy J. Hedgepeth  
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 Aron, seconded by Commissioner McNeill, with Commissioners Hussmann, Aron, McNeill, Boone, Brown and Richardson voting in favor of the motion, with commissioners Baptiste, Dabney and Holmes being absent, and with there being one vacancy on the Commission at that time, at its regular meeting held on Wednesday, November 16, 1994, in Riverdale, Maryland.

  
Leroy J. Hedgepeth  
Executive Director

Resolution No: 13-839  
Introduced: April 1, 1997  
Adopted: April 1, 1997

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

---

By: District Council

---

Subject: Planning Board (Final) Draft North Bethesda-Garrett Park Master Plan  
Amendment for a Conference Center/Hotel Complex

Background

1. On October 18, 1996, the Montgomery County Planning Board transmitted to the District Council and County Executive, the Planning Board (Final) Draft North Bethesda Garrett Park Master Plan Amendment for a conference center/hotel complex. The master plan amendment recommends Area 14, the WMATA-owned site of the Metro station on the east side of Rockville Pike be designated an appropriate location for a conference center/hotel complex. In a November 7, 1996 letter to the District Council, the County Executive recommended that the Planning Board (Final) Draft Master Plan Amendment be amended to locate the conference center/hotel complex at the existing WMATA-owned parking lot on the west side of Rockville Pike.
2. The Planning Board (Final) Draft Master Plan Amendment for a conference center/hotel complex is an amendment to the 1992 North Bethesda-Garrett Park Master Plan, and to the General Plan (on wedges and corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties.
3. On November 7, 1996, the County Executive transmitted to the District Council: 1) a statement opposing the Planning Board (Final) Draft Master Plan Amendment recommended WMATA-owned site on the east side of Rockville Pike and endorsing the WMATA-owned parking lot on the west side of Rockville Pike as the preferred location for the conference center/hotel complex; and 2) a fiscal impact analysis comparing the infrastructure costs for east site and the west site conference center sites.

4. On January 14 and 16, 1997, the District Council held public hearings regarding the Planning Board (Final) Draft North Bethesda-Garrett Park Master Plan Amendment for a conference center/hotel complex. Extensive testimony was presented at the two evenings of public hearings.

5. On February 6, March 18, and March 25, 1996, the District Council held worksessions to review the Planning Board (Final) Draft Master Plan Amendment and the issues raised at the public hearing. The Council thoroughly examined with participation by Executive Staff, the consultants on the conference center, and Planning Board members, the fiscal, traffic, parking, operational, design, neighborhood compatibility, and other issues related to the conference center/hotel complex. The potential for integrating the conference center/hotel complex into a private mixed-use joint development on the east side of Rockville Pike was also carefully examined at the worksession.

#### Action

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

The October 6, 1996 Planning Board (Final) Draft North Bethesda-Garrett Park Master Plan Amendment for a conference center/hotel complex on the WMATA-owned site east of Rockville Pike, is revised to recommend the WMATA-owned parking lot west of Rockville Pike as the preferred location for a conference center/hotel complex:

[[ ]] indicate text deleted from the Planning Board (Final ) Master Plan Amendment. Double underlining indicates text added to the Planning Board (Final ) Master Plan Amendment.

- [[Page 66, land use and Zoning Plan, White Flint Sector Plan Area, Area 14, after full paragraph one:]]

[[The Plan recommends that Area 14, the WMATA-owned site of the Metro station, be designated an appropriate location for a conference center/hotel complex. Under this alternative, factors such as coverage, building height and amenity open space should be reviewed in the site plan approval and mandatory referral processes for compatibility with adjacent existing and future commercial and residential development. It is anticipated that the proposed conference center will be publicly-owned and approximately 100,000 gross square feet in size, expandable to around 190,000 gsf, and that the associated hotel will be privately-owned and will consist of approximately 225 rooms with the possibility of expansion to 450 rooms.]]

- [[Page 55, White Flint Sector Plan Area, Plan Recommendations, add:]]

[[Locate a publicly-owned conference center with integral, privately-owned hotel on the east WMATA-owned parcel (Area 14) as part of a mixed-use joint development.]]

- [[Page 60, Land Use and Zoning Recommendations, correct a typographical error in line 4, as follows:]]

[[of 2.[0] 4 FAR]]

- [[Page 2, Land Use and Urban Design recommendations, add after the fifth recommendation:]]

[[Locate a publicly-owned conference center with integral, privately-owned hotel on the east WMATA-owned parcel as part of a mixed-use joint development; ]]

- Page 2, Land Use and Urban Design recommendations, add after the fifth recommendation.

Locate a publicly-owned conference center with integral, privately-owned hotel on the WMATA parking lot.

- Page 62, Land Use and Zoning Plan, White Flint Sector Plan Area, Area 2, after paragraph two:

The existing WMATA parking lot is an appropriate location for a conference center/hotel complex. Factors such as coverage, building height and amenity open space should be reviewed in the zoning, mandatory referral, and site plan review processes for compatibility with adjacent existing and future residential development. It is anticipated that the proposed conference center will be publicly-owned and will be approximately 100,000 gross square feet in size, expandable to around 190,000 gsf; and that the associated hotel will be privately-owned and will consist of approximately 225 rooms with possibility of expansion to around 450.

- Page 301, Table 3, "Master Plan of Highways", North Bethesda-Garrett Park Master Plan, is revised as follows:

Table 3  
*Master Plan of Highways*

Streets to be added:

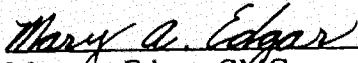
	Name	Limits	Lanes**	ROW
<b>Industrial &amp; Business Streets</b>				
B-3	Woodglen Drive Extended	[[B-10 to]] Nicholson Lane <u>to</u> <u>Marinelli Road</u>	2	80 ft
B-10*	White Flint Avenue	Nebel Street to B-11 [[B-11 to Woodglen Drive]]	2 [[pedestrian only]]	80 ft [[35 ft]]
		[[Woodglen Drive to Executive Boulevard]]	[[2]]	[[80 ft]]
B-11*	New Street	Marinelli Road to Old Georgetown Road	2	70 ft
[[B-12*]]	[[New Street]]	[[B-10 to Old Georgetown Road]]	[[4]]	[[80 ft]]

Footnotes:

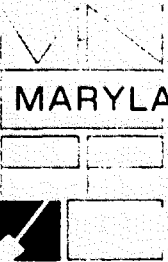
- \* Precise alignments of B-10 [[,]] and B-11 [[and B-12]] to be determined at the time of development approval.
- \*\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

The text and maps of the North Bethesda-Garrett Park Master Plan are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council.

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Mary A. Edgar". The signature is written in black ink and is positioned above a horizontal line.

Mary A. Edgar, CMC  
Secretary of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB No.97-12

M-NCPPC No. 97-14

**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 *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*; 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 July 11, 1996, on the Public Hearing (Preliminary) Draft North Bethesda-Garrett Park Master Plan Amendment, being also an amendment to the *North Bethesda-Garrett Park Master Plan, 1992, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties, 1964, 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 October 17, 1996, approved the Planning Board (Final) Draft North Bethesda-Garrett Park Master Plan Amendment, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft North Bethesda/Garrett Park Master Plan Amendment and forwarded those recommendations with a fiscal analysis to the District Council on November 7, 1996, and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held public hearings on January 14 and 16, 1997, wherein testimony was received concerning the Planning Board (Final) Draft North Bethesda-Garrett Park Master Plan Amendment; and

WHEREAS, the District Council, on April 1, 1997, revised the Planning Board (Final) Draft North Bethesda-Garrett Park Master Plan Amendment with the modifications and revisions set forth in Resolution No.13-839.

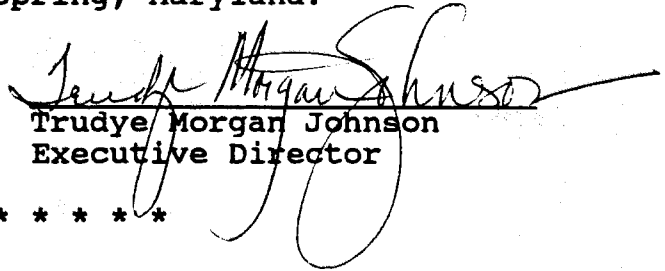


NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said North Bethesda-Garrett Park Master Plan Amendment, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and as approved by the District Council in the attached Resolution No.13-839 and

BE IT FURTHER RESOLVED, that copies of said Amendment should 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.

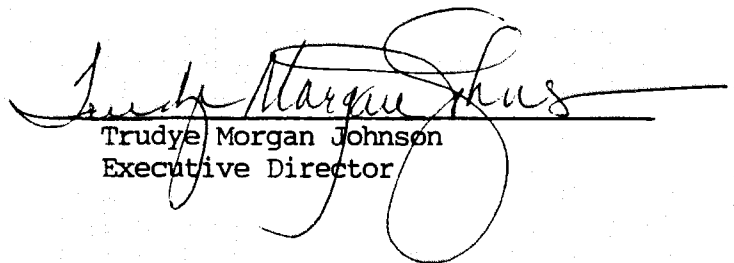
\* \* \* \* \*

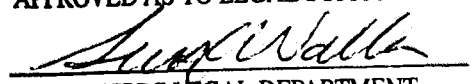
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner Richardson, with Commissioners Aron, Holmes, Richardson, and Hussmann voting in favor of the motion, and Commissioner Baptiste abstaining, at its regular meeting held on Thursday, May 8, 1997, in Silver Spring, Maryland.

  
Trudye Morgan Johnson  
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 of Commissioner Richardson, seconded by Commissioner Brown, with Commissioners Baptiste, Boone, Brown, Dabney, Hewlett, Holmes, Hussmann, and Richardson voting in favor of the motion, and with Commissioners Aron and McNeill being absent, at its regular meeting held on Wednesday, June 18, 1997, in Silver Spring, Maryland.

  
Trudye Morgan Johnson  
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC LEGAL DEPARTMENT