

MEMORANDUM

May 23, 2017

TO: County Council

FROM: Marlene Michaelson, Senior Legislative Analyst *MM*
Glenn Orlin, Deputy Council Administrator *GO*

SUBJECT: **Final Resolution Approving the Bethesda Downtown Sector Plan**

Attached is a resolution to approve the Downtown Bethesda Sector Plan. A draft of the resolution was previously circulated to the Council and made available on the Council's website. Staff received numerous comments and made all changes that Staff believed were consistent with the decisions made by the Council. In the draft resolution, text to be added to the Planning Board Draft was underlined; text to be deleted was bracketed. This resolution further delineates changes from the draft resolution with double brackets and underlines (except for purely grammatical or formatting changes).

There are a few changes (or requested changes that Staff did not concur with), which Staff has highlighted for the Council's attention.

1. The Bethesda Overlay Zone/Heights

In the Draft Resolution, Staff changed the text regarding the Bethesda Overlay zone to be consistent with Council decisions that could impact the Overlay zone and to be less specific, since Staff is not certain what the Council will decide on each issue. One issue that was the subject of significant comments is whether properties should be allowed additional height for providing more than the required number of Moderately Priced Dwelling Units (MPDUs). There are several questions that will need to be addressed on this topic when the Council considers the Overlay zone, but which cannot be resolved now:

- Whether there should be a height bonus for providing 15% MPDUs. Staff has assumed that the Council did not intend to provide the incentives for what will be a requirement and has indicated this in the resolution.
- Whether there should be a height bonus for providing **over** 15% MPDUs. Staff has drafted the resolution to indicate that this should be considered when the Council reviews the Overlay zone.
- If there is a height bonus for providing more than 15% MPDUs, should the location be limited? The Sector Plan specifically indicated that there should be no height bonus outside the high-performance area. Staff deleted this specific language because the Council has not decided on

this issue and because if the Council decides to limit the height bonus to specific areas, there may be a better way to define that area (e.g., proximity to single-family homes). It was not Staff's intent to imply that a decision had been made on this issue.

The revised language proposed by Staff to address this issue is as follows (and is on lines 1798-1804):

- [No additional building height will be given with MPDUs outside of the High Performance Area] [[Require]] Increase the minimum MPDU requirement from 12.5% to 15% MPDUs for all residential optional method projects [[and adjust the height and FAR benefits of providing MPDUs accordingly]] and remove height and density bonus for providing up to 15% MPDUs. The Overlay zone should determine whether there are circumstances under which additional height should be allowed for properties that provide more than 15% MPDUs.

2. Zoning Recommendations

It was Staff's intent to document each of the changes in zoning supported by the Council; however, there were a few cases in which the new zoning was not clearly specified in the draft resolution. Where there are new recommendations in the zoning section of this resolution, it does not recommend a change from the draft, but instead presents details that were inadvertently left out of the draft resolution.

3. Chevy Chase Drive Park

The Sector Plan recommended a new park on the western portion of Fire Station 6, in conjunction with the recommendation that it be allowed to redevelop with a new fire station and a residential project. The Council removed the recommendation for a floating zone and did not support residential development at this location. The Planning Department does not believe that this property should be designated for a park without the possibility of redevelopment and dedication of the property. It is currently open space and will most likely stay open space without the potential for new residential development. The Council received testimony asking that the park designation remain.

4. Height of Area 109

At the Council worksession, the Council agreed to increase the height of Area 109 to 120 feet to allow a movie theater. The Council further indicated that the height should be limited to 110 feet if the project does not include a movie theater, but Staff inadvertently left this provision out. It has been corrected at lines 1028-1029.

5. Converting Parking Lots to Parks

The resolution amends the text to generally indicate which parking lots the Council indicated should be converted to parks to the maximum extent possible (# 24, 10, 25, and 44); however, not all the specific zoning recommendations for these lots referred to the goal of converting them to parks, and the resolution was updated accordingly (see lines 1507-1515, 1526-1528, and 1547-1549).

6. Financing Mechanisms for Park

The draft resolution did not describe the Council decision to explore alternative financing mechanisms that could be used to fund the acquisition and/or development of parks. New language has been added at lines 1964-1974.

7. PIP Payment for 25% MPDUs

The draft resolution did not reflect the Council's decision to exempt properties that provide more than 25% MPDUs from paying a park impact payment. This has been added at lines 246-247 and 1805-1806.

8. Boundary Changes

The map of the High Performance Area on page 67 appears to have inadvertently included some R-60 properties, which should not be part of the High Performance Area (eastern tip of the area north of East-West Highway). R-60 properties should be excluded from the designation (see line 645).

The Planning Department recommends that the boundary between Map #99 and Map #98 be shifted slightly west in case the new building is set back from Wisconsin Avenue. The Council believed that the Sector Plan should not specify the exact location of the new building, and this change in the boundary line will help provide the flexibility to locate the building at different locations. Staff believes that this boundary change is consistent with the Council decisions on these properties.

9. Veterans Park

At the Council worksession, Councilmember Katz proposed that more than one option be considered for the expansion of Veteran's Park. He believes that the draft's reference to the site identified for a park in the Sector Plan as the "preferred" site was not consistent with his proposal to provide flexibility. Staff agrees and has changed the language accordingly (see line 705).

10. St. John's Church

At an early worksession, the PHED Committee discussed the compatibility of potential new development with St. John's Church and how the Sector Plan could address this. Lines 1043-1045 note the need to consider this issue. This was not reflected in the Committee recommendations to the full Council.

11. Target Speed

The Council generally concurred that all streets have a target speed of 25 mph, but there was discussion that some streets, like Norfolk Avenue, ultimately may be designed for a lower speed after they are reconfigured. Staff has revised the resolution to indicate that all streets in Bethesda will have a target speed *no greater than* 25 mph (see lines 321-322).

12. Deadline for Transportation Demand Management Plan

The Council President's proposal for annual monitoring of NADMS (in lieu of formal staging) also includes a requirement that a transportation demand management plan for Bethesda be prepared and

transmitted within a year. The draft resolution states that the plan would be due within a year of SMA approval, but Staff has revised it to be within a year of this plan's adoption. The reference to this plan has been moved to the General provisions at the end of the resolution (see lines 1993-1995).

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Resolution No.: _____
Introduced: _____
Adopted: _____

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3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**
7

8
9 By: County Council
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11
12 **SUBJECT:** Approval of July 2016 Planning Board Draft Bethesda Downtown Sector Plan
13

- 14
- 15 1. On September 1, 2016, the Montgomery County Planning Board transmitted to the County
16 Executive and the County Council the July 2016 Planning Board Draft Bethesda Downtown
17 Sector Plan.
18
 - 19 2. The July 2016 Planning Board Draft Bethesda Downtown Sector Plan contains the text and
20 supporting maps for a comprehensive amendment to the approved and adopted 1994 Bethesda
21 CBD Sector Plan and the 2006 Woodmont Triangle Amendment to the Sector Plan for the
22 Bethesda CBD. It also amends the General Plan (On Wedges and Corridors) for the Physical
23 Development of the Maryland-Washington Regional District in Montgomery and Prince
24 George’s Counties, as amended; the Master Plan of Highways and Transitways within
25 Montgomery County as amended; the Purple Line Functional Plan, as amended; the Bethesda
26 Purple Line Station Plan Minor Master Plan Amendment, as amended; the Countywide
27 Bikeways Functional Master Plan, as amended; the Master Plan for Historic Preservation, as
28 amended; and the Bethesda-Chevy Chase Master Plan.
29
 - 30 3. On October 18, 19 and 2, 2016, the County Council held a public hearing on the July 2016
31 Planning Board Draft Bethesda Downtown Sector Plan. The Sector Plan was referred to the
32 Planning, Housing, and Economic Development Committee for review and recommendation.
33
 - 34 4. On December 9, 2016, the Director of the Montgomery County Office of Management and
35 Budget transmitted to the County Council the Fiscal Impact Statement for the July 2016
36 Planning Board Draft Bethesda Downtown Sector Plan.
37
 - 38 5. On January 23, February 6, 13, 27, March 2, 13, 20 and 27, 2017, the Planning, Housing, and
39 Economic Development Committee held worksessions to review the issues raised in
40 connection with the July 2016 Planning Board Draft Bethesda Downtown Sector Plan.
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 - 42 6. On April 18 and April 25, 2017, the County Council reviewed the Planning Board Draft
43 Bethesda Downtown Sector Plan and the recommendations of the Planning, Housing, and
44 Economic Development Committee.

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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 Planning Board Draft Bethesda Downtown Sector Plan, dated July 2016, is approved with revisions. County Council revisions to the Planning Board Draft Bethesda Downtown Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the July 2016 Planning Board Draft Plan.

Page 6: Modify language for C. New Approaches, 1. Bethesda Overlay Zone as follows:

1. Bethesda Overlay Zone: This Plan recommends a new overlay zone to provide a planning and zoning strategy that implements the recommendations outlined in the Plan while providing a comprehensive zoning scheme that does not exceed the densities recommended in the land use vision. The Bethesda Overlay Zone is intended to [establish a funding mechanism for] appropriately allocate density within Downtown Bethesda that will protect existing residential neighborhoods, provide additional [[land]] opportunities for parks and open space, expand the County’s affordable housing inventory and ensure high quality design through the use of a Design Review Advisory Panel. Contributions to a park impact fund will help implement the Plan’s recommendation for new parks.

[The overlay zone will modify the density averaging rules for certain priority sites in the Plan area. The Sector Plan designates Open Space Priority Sending Sites, Historic/Community Resources Priority Sending Sites and Affordable Housing Sending Sites. Density transfers from these sites are encouraged to facilitate, respectively, the creation or enlargement of urban parks, protection of significant landmarks and retention of affordable housing.]

The Overlay Zone sets a cap on development to ensure that total density in the Plan Area, including existing, [[mapped CR density]] approved, and new development (including affordable housing), does not exceed 32.4 million square feet of gross floor area. Since heights recommended by this Sector Plan would allow significantly more development than 32.4 million square feet, many properties will be unable to develop to the full amount that may have been allowed by their height.

Page 11: Modify Table 1.01: Sustainability Performance Area Metrics for Bethesda to include the following updated information and corrections:

	Existing	[[Proposed]] <u>Potential Additional*</u>	Percent Change
Multi-Unit Rental Units	<u>5,124</u>	8,456	[81% increase] [[65]] <u>165% increase</u>
Market-Rate Rental Affordable Housing Units	<u>1,915</u>	[7,187] <u>Will depend on market conditions and use of public benefit points</u>	[260% increase] <u>TBD</u>
[Rent] <u>Income Restricted</u>	<u>892</u>	[Minimum 892, Maximum 1269] <u>1269</u>	[54% increase] [[42]] <u>142% increase</u>

87 * Estimate of new units indicates maximum possible residential units if there is no commercial
 88 development.
 89

90 Page 13: Update and Edit Figure 1.01: Concept Framework, removing street classifications from
 91 Legend because they will be included in the Urban Design Guidelines, and update graphic to
 92 remove ~~[[certain]]~~ asterisks ~~[[potential open spaces]]~~ for new parks between Highland and West
 93 Virginia Avenue and on Chevy Chase Drive and for the expansion of Chase Avenue Urban Park.
 94

95 Page 14: Modify the first and third bullets under A. Land Use Recommendations as follows:
 96

- 97 • ~~[Coordinate and align]~~ Explore the potential to achieve the goal of common boundaries by
 98 coordinating and aligning the Central Business District (CBD), Urban District (UD),
 99 Parking Lot District (PLD) and the Transportation Management District (TMD)
 100 boundaries.
- 101 • Preserve and enhance the community’s existing affordable housing throughout the Sector
 102 Plan area by leveraging proximity to transit stations and supporting flexible zoning, density
 103 incentives and expanded economic programs.
- 104 • Make increasing the provision for moderately priced dwelling units (MPDUs) from 12.5
 105 percent to 15 percent a ~~[priority amenity in]~~ requirement for all optional method projects
 106 in Downtown Bethesda.
 107

108 Pages 14-15: Modify bullets under B. Zoning Recommendations as follows:
 109

- 110 • Zone individual properties Commercial Residential (CR) with the currently mapped
 111 density limit and recommended heights as documented in this Plan.
- 112 • Properties rezoned to a CR or CRT from an R-10, R-60, EOF and PD zone will be
 113 translated to an equivalent density specified in the District recommendations that follow.
- 114 • Cover all properties within the Sector Plan boundary with the Bethesda Overlay Zone
 115 (BOZ).
- 116 • ~~[Identify and prioritize key density averaging sending sites to achieve desired parks and~~
 117 ~~open space, facilitate landmark preservation and preservation of existing market-rate~~
 118 ~~affordable housing. Implement through the use of an Overlay Zone. Priority Sending Sites~~
 119 ~~will be mapped CR or CRT with additional density as shown in Chapter Three: Districts.]~~
- 120 • For development sites less than 20,000 square feet, encourage a fee-in-lieu of the required
 121 public open space as part of the property’s public benefits.

- 122 • Update the existing streetscape guidelines and allow for improvements and flexibility
123 within the pavement and public right-of-way.
124 • [Introduce a floating zone designation for the Bethesda Fire Station (Tax Map HN341) at
125 the corner of Bradley Boulevard and Wisconsin Avenue.]
126

127 Page 15: Revise the third bullet under A. Roadway Recommendations as follows:
128

- 129 • Propose [[new streets]] the Pearl District Connector, as discussed in Chapter Two.
130

131 Page 15: Add a fifth bullet under C. Bicycle and Pedestrian Recommendations as follows:
132

- 133 • Evaluate concurrent exclusive pedestrian phase (i.e. a “Barnes Dance”) at the intersection
134 of Woodmont Avenue/ Bethesda Avenue
135

136 Page 15: Modify bullet under D. Transportation Demand Management Recommendations as
137 follows:
138

- 139 • Expand the existing Non-Auto Driver Mode Share (NADMS) to include residents and
140 increase [both goals] the average combined NADMS goal to [50] 55 percent.
141

142 Page 17: Modify the second full bullet as follows:
143

- 144 • Design buildings [with operable windows for cross-ventilation.] to utilize passive means
145 of heating, cooling and ventilation.
146

147 Page 17: Modify the sixth and seventh full bullets as follows:
148

- 149 • Exceed minimum County requirements for energy efficiency [minimum LEED
150 certification or equivalent standards].
151 • [Utilize district energy (central heating/cooling) if two or more buildings are being
152 constructed adjacent to each other.]
153

154 Page 17: Modify the bullet under 1.3.4 High Performance Area as follows:
155

- 156 • In the High Performance Area, buildings must meet the public benefits category for CR
157 Energy Conservation and Generation 59-C-15.856 (b). An optional method building over
158 4 stories must exceed the current ASHRAE 90.1 requirement by at least 15 percent. Should
159 the County approve alternative or additional standards, similar improvements in efficiency
160 should be required [the International Green Construction Code (IgCC), building energy
161 performance must rank two points lower (more efficient) than the Zero Energy
162 Performance Index (zEPI) score listed in the most recent International Green Building
163 Code (IGCC) as locally amended].
164

165 Page 17: Modify the first bullet under B. Urban Form as follows:
166

- 167 • Design signature [tall] buildings that integrate design and sustainability innovation to
168 occupy the symbolic center and surround civic gathering spaces.
169

170 Page 18: Modify the third bullet under C. Placemaking as follows:
171

- 172 • Create gateways at [the] transit [and street] entrances [to the Downtown] that integrate
173 elements such as wayfinding, landscape and building form unique to Bethesda.
174

175 Page 18: Add a fifth bullet under 1.3.6 Parks and Open Space as follows:
176

- 177 • Convert county owned surface parking lots to parkland/neighborhood greens to the
178 maximum extent feasible.
179

180 Page 24: Modify the second sentence of the third paragraph as follows:
181

182 The Plan estimates [an ultimate build-out over the next 20 years of] [[approximately]] a
183 maximum of 8,456 additional multi-unit residential units if limited commercial development
184 occurs [, a 81 percent increase above current levels].
185

186 Page 25: Modify the first bullet under A. General as follows:
187

- 188 • [Coordinate and align] Explore the potential to achieve the goal of common boundaries by
189 coordinating and aligning the Central Business District (CBD), Urban District (UD),
190 Parking Lot District (PLD) and the Transportation Management District (TMD)
191 boundaries.
192

193 Page 25: Modify the second bullet under B. Land Use as follows:
194

- 195 • Make increasing the provision for Moderately Priced Dwelling Units (MPDUs) from 12.5
196 percent to 15 percent a [priority amenity in] requirement for all optional method projects
197 in Downtown Bethesda.
198

199 Page 25: Delete the third bullet under 2.2.2 Recommendations: A. Zoning as follows:
200

- 201 • [Identify and prioritize key density averaging sending sites to achieve desired parks and
202 open space, and to facilitate historic/community resources preservation and implement
203 through the use of an Overlay Zone (see Figure 4.01). Priority Sending Sites will be
204 mapped CR or CRT with additional density as shown in Chapter Three: Districts.]
205

206 Page 27: Edit Figure 2.03: Recommended Land Use to include updated land uses.
207

208 Page 29: Edit Figure 2.05: Recommended Zoning to include updated zoning.
209

210 Page 30: Edit Figure 2.06: Bethesda Boundaries to include the following note:

211

212 This map illustrates one option for aligning the boundaries. Other options may be considered.

213

214 Page 31: Modify language in the third and fourth paragraphs as follows:

215

216 Along with high housing costs, Downtown Bethesda also continues to have a shortage of
 217 committed affordable housing. Of the [4,669] 5,124 multi-unit rental apartments in the
 218 Bethesda Downtown Study Area, only 826 (17.69%) are [rent] income-restricted as defined by
 219 MPDU requirements, Low-Income Housing Tax Credits or public subsidies. The Sector Plan
 220 increases the requirement for MPDUs for all new optional method development.

221

222 There also [exists] exist about [1,992] 1,915 “market-affordable”⁴ rental apartments in
 223 Bethesda-apartments [who] with market rents that fall within affordable income levels due to
 224 their age or limited amenities. [-but given] Given Bethesda’s high land values and overall
 225 desirability, these rents have the potential to increase considerably. This Plan includes new
 226 strategies to encourage the preservation of market-rate affordable units by offering public
 227 benefit points in exchange for a specified amount of preservation [[or]] of rent-restricted units
 228 in existing and/or replacement units within the Sector Plan area. Figure 2.07 illustrates the
 229 current distribution of affordable market-rate and rent-restricted rental units in Downtown
 230 Bethesda. [Thus, absent special efforts, there will be a continuing] Even with these new
 231 strategies, there could still be a shortfall of existing and new units to meet the needs of
 232 moderate-to-lower income households that require the services of, or are employed by retail
 233 establishments in Bethesda.

234

235 Page 32: Under Recommendations, modify the first and third bullets and add three bullets before
 236 the fourth bullet as follows:

237

- 238 • Add more units to the marketplace by [providing] requiring a minimum 15 percent MPDUs
- 239 for optional method residential development within Downtown Bethesda.
- 240 • Provide 15 percent MPDUs on-site as a first priority.
- 241 • [Preserve existing market-rate affordable housing by identifying some sites as Priority
- 242 Sending Sites for density averaging. Affordable Housing Sending Sites that choose to
- 243 transfer their density must enter into a rental agreement to retain 30 percent of their existing
- 244 affordable housing units, defined as 65 percent of area median income (AMI) or below, for
- 245 20 years.]
- 246 • Provide an incentive to encourage 25% or more MPDUs (by allowing an increase in FAR
- 247 without additional payments otherwise required for increases in FAR).
- 248 • Create a new category of public benefit points related to the [[preservation]] retention of
- 249 existing market-rate affordable housing in existing and/or replacement units within the
- 250 Sector Plan area using rental agreements with the Department of Housing and Community
- 251 Affairs (DHCA).
- 252 • In the South Bethesda and Battery Lane Districts, preservation of market-rate affordable
- 253 housing and/or additional MPDUs beyond 15 percent is the top priority for public benefit
- 254 points.

255

256 Page 32: Modify footnote 4 as follows:
257

258 ⁴ *[Market-rate rentals are defined as affordable if their rent price plus expected tenant-paid*
259 *utility costs are not more 30 percent of household income (not rent restricted).] Market-rate*
260 *affordable rental housing is defined as a rental housing unit where the rent plus the expected*
261 *tenant-paid utility costs must not exceed the median rent for the planning area and is*
262 *affordable to a household earning 80% of area median income, adjusted as MPDUs for*
263 *household and unit size. There is no income restriction on a household renting a market-rate*
264 *affordable unit.*
265

266 Page 33: Update Figure 2.07: 2014 Affordable Market-Rate and Rent-Restricted Rental Units to
267 include 2017 data.
268

269 Page 36: Delete sections B. Strathmore Street Extended (B-2) and D. Arlington Road Realignment
270 and revise section C. Woodmont Avenue/Bethesda Avenue Intersection Improvements as follows,
271 and change E. Further Evaluation to C. Further Evaluation:
272

273 **[B. Strathmore Street Extended (B-2)**

274
275 60-foot right-of-way; Bradley Boulevard to Chevy Chase Drive:
276

277 This street would improve connectivity between the residential area north of Bradley
278 Boulevard and Norwood Park by extending the existing Strathmore Street. This
279 improvement could improve access from Downtown Bethesda and activate Norwood Local
280 Park. Public/Private ownership and specific horizontal alignment should be determined at
281 the time adjacent properties are reviewed for regulatory approval.]
282

283 **[C] B. Woodmont Avenue/Bethesda Avenue Intersection Improvements**

284
285 Reconfigure the intersection of Woodmont Avenue/Bethesda Avenue to shorten or
286 otherwise improve the pedestrian crossing distance and expand the plaza located on the
287 northwest side of the intersection. Future evaluation of this intersection should specifically
288 evaluate a concurrent exclusive pedestrian phase (i.e., a pedestrian scramble or Barnes
289 Dance) for all crossings during periods of peak pedestrian demand. This intersection is an
290 important crossing for pedestrians on Woodmont Avenue, Bethesda Avenue and the
291 Capital Crescent Trail. Additional demand is anticipated in the future with the
292 implementation of the Bethesda South Station and future park on the east side of
293 Woodmont Avenue. Further analysis is necessary to determine the extent to which this
294 reconfiguration can occur, given the angle of intersection between Woodmont Avenue and
295 Bethesda Avenue.
296

297 **[D. Arlington Road Realignment**

298
299 This Plan carries forward an element of the 1994 Plan that recommends improving safety
300 on Arlington Road, south of Bethesda Avenue. This segment of Arlington Road combines
301 poor sight distance, caused by a sharp curve, with a number of driveways accessing the
302 road from adjacent development and increasing numbers of pedestrians. The Plan

303 recommends realigning Arlington Road to reduce the curve and provide better sight
 304 distance. This improvement may require more right-of-way than the minimum
 305 recommended in Table 2.01 of this Plan.]
 306

307 **[E] C. Further Evaluation**
 308

309 Page 37: Modify Figure 2.08: Roadway Classification as follows:
 310

- 311 1. Reclassify as minor arterial roadways:
 - 312 a. Hillandale Road, between Bradley Boulevard and the S. Sector Plan Boundary
 - 313 b. Battery Lane, between Wisconsin Avenue and Old Georgetown Road
- 314 2. Reclassify Offutt Lane and Wellington Drive as secondary residential streets.
- 315 3. Remove "B-2" [[from the table. This should be a pedestrian/bicycle connection, as
 316 approved by Council]].
 317

318 Page 38: Modify Table 2.01: Street Classification and Right-of-Way Recommendations as
 319 follows:
 320

- 321 1. Add a new footnote (#1) to the table heading that states, "all streets within the Downtown
 322 Sector Plan Boundary have a target speed no greater than 25 mph [[target speed]]."
 323

324 Page 39: Modify Table 2.01: Street Classification and Right-of-Way Recommendations as
 325 follows:
 326

- 327 1. Reclassify Hillandale Road, between Bradley Boulevard and the S. Sector Plan Boundary,
 328 as a minor arterial.
- 329 2. Reclassify Battery Lane, between Wisconsin Avenue and Old Georgetown Road, as a
 330 minor arterial.
- 331 3. Add primary residential streets shown in Figure 2.08 (p.37) to Table 2.01
- 332 4. Add a footnote for Pearl Street that states, "This Plan anticipates future abandonment of
 333 Pearl Street between Montgomery Avenue and the Capital Crescent Trail (CCT), as long
 334 as there is sufficient width for pedestrian/ bicycle access between the CCT and
 335 Montgomery Avenue and that access for the abutting private properties is provided."
- 336 5. Add a footnote for Hampden Lane that states, "The County should consider a proposed
 337 abandonment of street right-of-way for a development that uses the abandoned right-of-
 338 way to provide a significant public benefit."
- 339 6. Remove "B-2" [[from the table. This should be a pedestrian/ bicycle connection, as
 340 approved by Council]].
- 341 7. Add a Primary Residential Street category, including:
 342 Strathmore Street from Woodmont Avenue to Bradley Boulevard, 60' right-of-way;
 343 Chevy Chase Drive from Hillandale Road to Bradley Boulevard, 60' right-of-way;
 344 Avondale Street, 60' right-of-way;
 345 Tilbury Street, 60' right-of-way;
 346 Chestnut Street, Wisconsin Avenue to Tilbury Street, 60' right-of-way;
 347 Pearl Street, Middleton Lane to Sleaford Road, 60' right-of-way;
 348 Chelton Road, East-West Highway to Sleaford Road, 60' right-of-way;
 349 Keystone Avenue, Battery Lane to North Brook Lane, 60' right-of-way

North Brook Lane, Keystone Avenue to northern terminus, 60' right-of-way.

Page 40: Revise language under F. Capacity as follows, including shifting the last paragraph to below the deleted second paragraph:

[Policy Area] Roadway Network Adequacy Test

In support of the [2012] 2016 Subdivision Staging Policy (SSP), key intersections were evaluated using the Highway Capacity Manual (HCM) methodology, which estimates seconds of delay per vehicle during the morning and evening peak periods. Intersections within the Sector Plan limits were tested against a policy area standard of 120 seconds/vehicle delay while intersections outside the Sector Plan limits were tested against a policy area standard of 80 seconds/vehicle delay. As a result of this analysis, all intersections within the Sector Plan limits were found to be within the policy area standard; however, three intersections immediately outside the Sector Plan limits are estimated to exceed the policy area standard: [a Transportation Policy Area Review (TPAR) analysis was performed for each policy area in the County to test the roadway network’s adequacy in 2040. The year 2040 TPAR analysis took into account build-out of all the adopted County Master Plans by the year 2040 in combination with the implementation of all the unbuilt master planned projects anticipated to be constructed by 2040. It should be noted that this study differs from TPAR analysis for year 2024 that is currently used in the context of the regulatory review process.

In the 2012 SSP year 2040 TPAR analysis, the Bethesda Chevy Chase Policy Area is shown to be adequate for the roadway test. Given that the Bethesda Downtown Sector Plan area is a small subset of a much larger policy area, the transportation network is considered in balance with the land use and densities proposed by the Sector Plan.]

[[Immediately outside the Sector Plan area, [four] three intersections are forecast to exceed the Bethesda/Chevy Chase Policy Area congestion standard of [1,600 CLV] 80 seconds/vehicle of delay. Those intersections are [listed below]:]

- East-West Highway and Connecticut Avenue
- [Rockville Pike and Cedar Lane
- Bradley Boulevard and Huntington Parkway]
- Connecticut Avenue and Bradley Lane
- Rockville Pike and Jones Bridge Road

The Council will consider capacity improvements to resolve or mitigate future congestion at these intersections to be included in the Bethesda Downtown Sector Plan’s Unified Mobility Program (BUMP) [[or]] and in subsequent revisions to the BUMP. For the intersection improvement at Connecticut Avenue and Bradley Lane, the Council will also consider historic preservation, environmental, and other community impacts.

Methodology

Plan Vision with Existing Street Network Scenario: Traffic analysis of the Plan Vision 2040 land use determined that all intersections within the Bethesda Downtown Sector Plan area are

397 projected to operate within the current [1,800 Critical Lane Volume (CLV)] 120
 398 seconds/vehicle delay threshold. That analysis assumed maintenance of the existing street
 399 network, including funded improvements, and traffic flow pattern (without reconfiguration of
 400 any one-way streets). [The most congested intersection within the limits of the sector plan is
 401 at Bradley Boulevard and Wisconsin Avenue, which is projected to operate at 1,533 CLV in
 402 the evening peak hour – an eight percent increase over the existing CLV at this location.]

403
 404 Plan Vision with Two-Way Street Conversion Scenario: When considering the proposed two-
 405 way street conversion scenario, the traffic analysis indicates that [the intersection of
 406 Montgomery Lane and Wisconsin Avenue] Sector Plan intersections would approach, but
 407 remain within, the congestion standard [with a forecast CLV of 1,765 in the evening peak hour.
 408 Under the same scenario, the analysis indicates that the intersection of Wisconsin Avenue and
 409 Old Georgetown Road/East-West Highway would remain within the congestion standard with
 410 a forecast CLV of 1,427 in the evening peak hour].

411
 412 This analysis suggests that the conversion of one-way streets in Bethesda may not significantly
 413 impact traffic circulation within the Sector Plan area; however, the introduction of a two-way
 414 street pattern should be subject to a more detailed examination following this Sector Plan.

415
 416 Page 41: Modify language under A. Bethesda Circulator Expansion as follows:

417
 418 A more robust Circulator Bus route should be considered to serve an expanded Downtown
 419 Bethesda. That route should include service to the Battery Lane and Pearl Districts,[[. Potential
 420 new stops should include the following locations (see Figure 2.10: Proposed Circulator Route
 421 Revisions):]] new Bethesda South Metrorail station/Purple Line station on Elm Street, the Pearl
 422 District, and Medical Center Metrorail station.

423
 424 [1. Battery Lane:

- 425 • Battery Lane Urban Park
- 426 • Old Georgetown Road
- 427 • Woodmont Avenue

428 2. Pearl District:

- 429 • Waverly Street Parking Garage

430 3. Bethesda South

- 431 • Woodmont Avenue at Wisconsin Avenue
- 432 • Bradley Boulevard at Wisconsin Avenue
- 433 • Bradley Boulevard at Leland Street
- 434 • Arlington Road between Bradley Boulevard and Bethesda Avenue The proposed
- 435 expansion would require elimination of service to the following existing stations:
- 436 • Arlington Road north of Elm Street
- 437 • Arlington Road/Montgomery Lane
- 438 • Edgemoor Lane near Woodmont Avenue (two stops)

439 4. Auburn Avenue at:

- 440 • Old Georgetown Road
- 441 • Norfolk Avenue

- 442 • Rugby Avenue Phasing of the proposed Circulator Bus expansion should be considered
 443 at the time of implementation to account for anticipated ridership and impacts on
 444 overall service. At the time this Sector Plan was drafted, the Bethesda South and
 445 Battery Lane districts seemed to be the first logical expansion areas. Expansion into the
 446 Pearl District should be timed to coincide with that district’s development in the future.]
 447

448 Page 45: Delete Figure 2.10: Proposed Circulator Route Revisions.
 449

450 Page 46: Modify Figure 2.11: Bikeway Classification as follows:
 451

- 452 1. Reclassify the portion of LB-6, “Strathmore Street Extended,” south of Bradley Boulevard,
 453 to a proposed shared use path.
- 454 2. Add a proposed separated bike lane, “CT-8” to Old Georgetown Road, between Woodmont
 455 and Wisconsin Avenue, and East-West Highway, between Wisconsin Avenue and
 456 Montgomery Avenue.
- 457 3. Add a proposed separated bike lane, “CT-9” to Montgomery Avenue, between Wisconsin
 458 Avenue and East-West Highway.
- 459 4. Add separated bike lanes to Edgemoor Lane, between Arlington Road and Bethesda
 460 Metrorail Station
 461 a. Add “SR-7” label to the section of Edgemoor Lane between Exeter Road and Arlington
 462 Road
- 463 5. Delete “LB-4” label and revise to reflect an extension of bike lane “BL-44,” Norfolk
 464 Avenue/Cheltenham Drive, to Tilbury Street.
- 465 6. Revise Pearl Street, “LB-7,” to bike lane, “LB-3” (blue line)
- 466 7. Add bike lane “LB-7” to Chelton Road, between Sleaford Road and East-West Highway.
- 467 8. Add bike lane “LB-4” to Waverly Street, between East-West Highway and Montgomery
 468 Avenue.
 469

470 Page 47: Modify Table 2.02: Bicycle Network Recommendations as follows:
 471

- 472 1. Add a proposed separated bike lane, “CT-8,” to Old Georgetown Road between Woodmont
 473 and Wisconsin Avenue, and East-West Highway between Wisconsin Avenue and
 474 Montgomery Avenue.
- 475 2. Add a proposed separated bike lane, “CT-9,” to Montgomery Avenue between Wisconsin
 476 Avenue and East-West Highway.
- 477 3. Add a new line under the “Shared Use Path” subheading to classify the portion of LB-6,
 478 “Strathmore Street Extended,” south of Bradley Boulevard, to a proposed shared use path.
 479 Retain “LB-6” designation.
- 480 4. Add a footnote corresponding to “LB-3,” Pearl Street south of Montgomery Avenue, that
 481 states, “This bikeway may be implemented as a shared use path if the County Council
 482 abandons Pearl Street south of Montgomery Avenue.”
- 483 5. Add separated bike lanes to Edgemoor Lane, between Arlington Road and Bethesda
 484 Metrorail Station.
 485 a. Revise SR-8 to eliminate “Edgemoor Lane” and revise limits to “Edgemoor Lane to
 486 Avondale Street.”
 487 b. Add “SR-7” as the section of Edgemoor Lane between Exeter Road and Arlington
 488 Road.

- 489 6. Delete shared roadway line “LB-4” and revise bike lane “BL-44,” Norfolk Avenue, to
 490 include Cheltenham Drive and extend to Tilbury Street.
 491 7. Delete shared roadway line “LB-7,” and revise Bike Lane “LB-3,” Pearl Street limits to
 492 reflect the following: “Sleaford Road to Montgomery Avenue.”
 493 8. Add bike lane “LB-7” to Chelton Road, between Sleaford Road and East-West Highway.
 494 9. Add bike lane “LB-4” to Waverly Street, between East-West Highway and Montgomery
 495 Avenue.
 496 10. Revise the designation of proposed bike lanes on Arlington Road between Old Georgetown
 497 Road and Bradley Boulevard as separated bike lanes.
 498 11. Revise the limits of the Woodmont Avenue separated bike lanes to between Wisconsin
 499 Avenue and the North Sector Plan boundary.
 500

501 Page 48: Add a sentence under A. New Bikeway Proposals and modify the first full paragraph
 502 under 1. Woodmont Avenue (CT-4) as follows:
 503

504 A. New Bikeway Proposals
 505

506 Any section of bikeway proposed in this plan that requires a road diet will require a more
 507 detailed interagency operational analysis before it is implemented.
 508

509 **1. Woodmont Avenue (CT-4)**
 510

511 Separated Bike Lanes (ultimate); Bike Lanes (interim); Battery Lane to Bethesda
 512 Avenue
 513

514 This bikeway would improve north-south connectivity within the Sector Plan area and
 515 would serve as the primary alternative to Wisconsin Avenue for bicyclists. Due to
 516 potential parking and operational impacts resulting from lane reallocation required as
 517 part of this recommendation, the following alternatives have been identified for further
 518 analysis and the implemented bikeway may contain a combination of configurations;
 519 however, there is a strong preference for separated bike lanes along Woodmont Avenue
 520 (see also Table 2.02: Bicycle Network Recommendations):
 521

522 Pages 48-51: Modify language for section 3. Norfolk Avenue (BL-44) as follows:
 523

524 Bike Lanes/Shared Street; Battery Lane Urban Park to [Wisconsin Avenue] Tilbury Street
 525

526 This bikeway would improve north-south connectivity within the Sector Plan area and would
 527 serve as the primary alternative to Old Georgetown Road for bicyclists. Due to the
 528 recommendation that a portion of Norfolk Avenue be reconfigured as a shared street, the
 529 following alternatives have been identified for further analysis:
 530

- 531 a. Bike Lanes Alternative: This alternative is recommended for the near-term, prior to any
 532 implementation of the shared street concept. The primary advantage to this alternative is
 533 the relative ease with which it can be implemented. Norfolk Avenue is currently 48 feet
 534 wide with two travel (16 feet wide) lanes and two on-street parking lanes. As a result, two

535 6-foot wide bike lanes and two 10-foot wide travel lanes can be implemented without any
 536 additional reallocation of the existing roadway or loss of parking.
 537 b. Shared Street Alternative: This alternative reflects the Sector Plan recommendation that a
 538 portion of Norfolk Avenue, within the Woodmont Triangle, be improved as a shared street
 539 with alternative paving materials and flush curbs. Once implemented, the shared street
 540 concept is anticipated to have a traffic calming effect and will support relatively low-speed
 541 mixed traffic. Under such a scenario, separated bike lanes are unnecessary for bicyclists’
 542 comfort.

543
 544 Page 51: Modify language for sections 4. Arlington Road (LB-2) and 5. Cheltenham Drive (LB-4),
 545 and the first part of section 6. Edgemoor Lane/Commerce Lane/Avondale Street (SR-8) as follows:
 546

547 **4. Arlington Road (LB-2)**

548
 549 [Buffered or] Separated Bike Lanes; Old Georgetown Road to Bradley Boulevard

550
 551 This bikeway would improve north-south connectivity on the west side of the Sector Plan
 552 area and would provide a direct connection between the Woodmont Triangle and proposed
 553 Bradley Boulevard bikeway via Bethesda Row. [The following alternatives have been
 554 identified for further analysis (see also Table 2.02: Bicycle Network Recommendations):
 555

- 556 a. Buffered Bike Lanes: Implementation of this option would require converting
- 557 Arlington Road from a four-lane road to a three-lane road, including a center-turn lane.
- 558 b. Separated Bike Lanes: As with buffered bike lanes, this] This [option] configuration
- 559 would require a road diet that [converting] converts Arlington Road from a four-lane
- 560 road to a three-lane road, including a center-turn lane. [The main difference between
- 561 buffered bike lanes and separated bike lanes is the presence of vertical separation
- 562 between traffic lanes and bike lanes.]

563
 564 **5. [Cheltenham Drive (LB-4)]**

565
 566 Shared Roadway; Wisconsin Avenue to Tilbury Street

567
 568 This bikeway would improve east-west connectivity across Wisconsin Avenue, between
 569 the proposed Norfolk Avenue bike lanes in the Woodmont Triangle, and single-unit
 570 residential neighborhoods east of Wisconsin Avenue. Additionally, this connection would
 571 provide an alternative connection to the Capital Crescent Trail via the existing Sleaford
 572 Road connection. This bikeway should have clear way-finding signs and markings to
 573 encourage its use as an important connection within Downtown Bethesda.]
 574

575 **6. [Edgemoor Lane/]Commerce Lane/Avondale Street (SR-8)**

576
 577 Shared Roadway; [Exeter Road] Edgemoor Lane to Avondale Street

578
 579 Page 54: Modify language for section 9. Pearl Street (LB-7) as follows:
 580

581 **9. Pearl Street (LB-[7] 3)**

582
583 Bike Lane; Montgomery Avenue [and Avondale Street] to Sleaford Road.

584
585 Shared Roadway; North of [Avondale Street] Sleaford Road to Sector Plan Boundary

586
587 This bikeway would improve north-south connectivity on the east side of the Sector Plan
588 and would provide a direct connection between the emerging Pearl District and single-unit
589 residential neighborhood to the north and east of the Sector Plan area. This Plan
590 recommends bike lanes on the block between [East-West Highway] Sleaford Road and
591 Montgomery Avenue, given the anticipated level of activity in that area of the Pearl
592 District. North of [East-West Highway] Sleaford Road, this bikeway should be
593 implemented as a shared roadway. This bikeway should have clear wayfinding signs and
594 markings to encourage its use as an important connection within Downtown Bethesda.

595
596 Pages 54-55: Add a third bullet before the last paragraph of section 4. Intersection Improvements
597 as follows:

- 598
599 • Future evaluation should specifically evaluate a concurrent exclusive pedestrian phase (i.e.
600 a pedestrian scramble or Barnes Dance) for all crossings of the Woodmont Avenue/
601 Bethesda Avenue intersection during periods of peak pedestrian demand, especially
602 weekends when traffic congestion is less of a concern.

603
604 Page 56: In Figure 2.14: Arlington Road Existing and Proposed Street Sections, delete “Proposed
605 Section Opt. 1: Buffered Bike Lanes.”

606
607 Page 57: Revise heading as follows:

608
609 Arlington Rd (Old Georgetown Road to Bradley Boulevard, Looking North)
610 Proposed Section [Opt. 2]: Separated Bike Lanes (one-way)

611
612 Page 59: Modify the third sentence of the second paragraph under 2.3.5 Transportation Demand
613 Management as follows:

614
615 Success in implementing TDM strategies is determined by establishing and monitoring Non-
616 Auto Driver Mode Share (NADMS). The current NADMS in Bethesda indicates that
617 approximately 42 percent of commuters arrive at work by means other than single occupancy
618 vehicles. This Sector Plan recommends that the NADMS goal be expanded to apply to both
619 commuters and residents and increased to a combined average of [50] 55 percent for both
620 groups.

621
622 Pages 64-65: Modify the first bullet under 2.4.3 Energy, Recommendations as follows:

- 623
624 • In the High Performance Area, buildings must meet the public benefit category for CR
625 Energy Conservation and Generation 59-C-15.856 (b). An optional method building over
626 4 stories must exceed the current ASHRAE 90.1 requirement by at least 15 percent. Should
627 the County approve alternative or additional standards, similar improvements in efficiency

628 should be required [the International Green Construction Code (IgCC), building energy
629 performance must rank two points lower (more efficient) than the Zero Energy
630 Performance Index (zEPI) score listed in the most recent International Green Building
631 Code (IGCC) as locally amended].
632

633 Page 65: Modify the fifth full bullet on the page as follows:
634

- 635 • Design buildings [with operable windows for cross-ventilation] to utilize passive means of
636 heating, cooling and ventilation.

637
638 Page 65: Modify the 9th and 10th full bullets as follows:
639

- 640 • Exceed minimum County requirements for energy efficiency [minimum LEED
641 certification or equivalent standards].
- 642 • [Utilize district energy (central heating/cooling) if two or more buildings are being
643 constructed adjacent to each other.]

644
645 Page 67: Revise the map of the High Performance Area to exclude all properties zoned R-60.
646

647 Page 68: Delete the fourth sentence of the bullet under A. Energy as follows:
648

- 649 • [For example, if the County approves the International Green Construction Code (IgCC),
650 building energy performance should rank two points lower (more efficient) than the Zero
651 Energy Performance Index (zEPI) score listed in the most recent International Green
652 Building Code as locally amended.]

653
654 Page 71: Edit Figure 2.19: Public Space Network to remove the potential open space asterisks
655 between Highland and West Virginia Avenues and Chevy Chase Drive, and remove
656 recommended/enhanced open space next to Chase Ave Urban Park.
657

658 Page 72: Modify the first bullet under 2.6.2 Urban Form, Recommendations as follows:
659

- 660 • Symbolic Center and Civic Gathering Spaces: Design signature [tall] buildings that
661 integrate design and sustainability innovation to occupy the symbolic center and surround
662 civic gathering spaces.

663
664 Page 73: Edit Figure 2.20: Recommended Maximum Building Heights to include updated building
665 height decisions.
666

667 Page 75: Modify language for the “Base” in Figure 2.21: Building Form Recommendations as
668 follows:
669

670 **Base:** [Provide a low to mid-rise building base that frames the street with fine grain façade
671 articulation]. Articulate large building bases to ensure that facades are not exceedingly long,
672 uninterrupted and rigidly uniform.
673

674 Page 75: Modify the first paragraph under Intent as follows:
675

676 With the increases to allowable building heights recommended for Downtown Bethesda and
677 the flexibility to transfer and allocate additional density in the overlay zone, building form
678 recommendations are critical to create clear expectations to guide the development review
679 process. Design Guidelines will be developed with specific recommendations to achieve these
680 objectives and elaborate on the general guidance and illustrative diagrams presented on this
681 page.
682

683 Page 76: Modify the third bullet as follows:
684

- 685 • Create gateways at [the] transit [and street] entrances [to the Downtown] that integrate
686 elements such as wayfinding, landscape and building form unique to Bethesda.
687

688 Page 80: Modify the second bullet as follows:
689

- 690 • One or more [A] central “civic green” urban [park] parks (Chapter 3), ranging in size from
691 $\frac{1}{2}$ to 2 acres, depending on projected densities, located in close proximity to a public transit
692 hub, next to activating uses, with a mixture of hard and soft surfaces, including a central
693 lawn area for events.
694

695 Page 81: Edit Figure 2.23: Urban Parks Hierarchy to update and include key to parks
696 recommendations on pages 82-87.
697

698 Page 83: Modify 1. Veteran’s Park Civic Green, Vision to include the following language:
699

700 **Vision:** Veteran’s Park Civic Green is envisioned as a green extension of the existing
701 successful public open space called Veteran’s Park at the intersections of Woodmont Avenue,
702 Wisconsin Avenue and ~~[[Cheltenham Drive]]~~ Norfolk Avenue. This new park would expand
703 the existing limited public space across the street and could serve as a linkage between the
704 established center of the Woodmont Triangle District and Wisconsin Avenue Corridor District.
705 Figure 2.23 on page 81 and Figure 3.02 on page 103 depict the ~~[[preferred]]~~ general location
706 for the ~~[[potential]]~~ expansion of Veteran’s Park as a community benefit under the CR zone.
707 Other potential locations may also be explored through the development process.
708

709 Page 83: Modify 2. The Farm Women’s Market Civic Green, Vision and Recommended Size as
710 follows:
711

712 **Vision:** This Civic Green is envisioned as a green open space next to the Farm Women’s
713 Cooperative Market, which is a longstanding community institution in the historic heart of
714 Bethesda. This space would act as both a destination and a local gathering spot, providing a
715 space for market customers to eat and relax. It serves as an extension of Elm Street Park and
716 the proposed Eastern Greenway. To create a prominent civic space, it is recommended that this
717 new civic green be integrated with the potential new park on Lot 24. The open space at the
718 famous Weaver Street Market in Carrboro, North Carolina, serves as an example of the type
719 of space envisioned here.
720

721 **Recommended size:** [0.6] 1.6 acres (including market building and the proposed park for Lot
722 24).

723

724 Page 85: Remove Fire Station 6 Urban Buffer Park as follows, since it was linked to potential
725 redevelopment of the site, which is no longer recommended.

726

727 **[1. Fire Station 6 Urban Buffer Park**

728

729 **Vision:** A walk to green space for the residents of the South Bethesda and Wisconsin
730 Avenue Districts, this space will also provide a needed trail connection into the Norwood
731 Local Park (*See Section 3.3.3.2.B for zoning recommendations*).

732

733 **Recommended size:** 0.85 acres.

734

735 **Purpose:** Fire Station 6 Urban Buffer Park will allow for needed walk-to facilities, such
736 as community open space, dog parks, skate parks or community gardens.]

737

738 Page 86: Remove the Implementation language under 4. Bethesda-Chevy Chase East
739 Neighborhood Green as follows:

740

741 **[Implementation:** This park space would be acquired through the Montgomery County
742 Department of Parks Capital Improvements Program, developed through private sector
743 contributions and coordinated with Montgomery County Public Schools.]

744

745 Page 86: Modify 5. Eastern Greenway Neighborhood Greens language by adding the following
746 text before a. North End:

747

748 **4. Eastern Greenway Neighborhood Greens**

749

750 Convert county owned surface parking lots 25, 44, 24 and 10 to parkland/neighborhood
751 greens to the maximum extent feasible. The conversion of Lot 24 (adjacent to the Farm
752 Women's Market) to parkland could help create a larger civic green and regional park. The
753 parking needs of neighborhood businesses that rely on these lots should be addressed and
754 parking replaced where necessary.

755

756 Page 87: Remove 2. Chase Avenue Neighborhood Green Expansion as follows:

757

758 **[2. Chase Avenue Neighborhood Green Expansion**

759

760 **Vision:** This extension is envisioned as an addition to the existing small Neighborhood
761 Green (formerly classified as an urban park) and to the proposed Eastern greenway along
762 the eastern edge of the Bethesda Downtown Sector Plan boundary.

763

764 **Recommended size:** 0.8 acres

765

766 Purpose: These parcels will add to the small-scale neighborhood recreational opportunities
767 and act as green buffers for the community on the eastern side of the Bethesda Downtown
768 Sector Plan boundary.]
769

770 Pages 91-92: Modify the fourth paragraph (including bullets) under 2.8.3 Public Security, B. Fire
771 and Rescue Stations as follows:
772

773 **A. Fire and Rescue Stations**
774

775 Fire Station 6 was built in 1969 and has aged considerably. The fire department is
776 determining the best way to provide a modernized fire station that will meet the constantly
777 increasing community needs for the next 40-50 years. [by considering the following
778 options:]
779

- 780 • [Maintain Fire Station 6.
- 781 • Renovate the existing Fire Station 6.
- 782 • Build a new stand-alone Fire Station 6.
- 783 • Work with an outside developer to redevelop the property as a residential building,
784 including a new Fire Station 6.
- 785 • Determine the possibility of obtaining density rights that could be sold to other
786 properties in Bethesda to fund a renovation or a new Fire Station 6.]
787

788 Page 92: Modify 2.8.3 Public Security, B. Fire and Rescue Stations, Recommendations as follows:
789

790 This Plan recommends that the rescue squad site located at the intersection of Battery Lane
791 and Old Georgetown Road change from its current R-60 zone to a Commercial Residential
792 (CR) zone and the Fire Station 6 site at the corner of Bradley Boulevard and Wisconsin Avenue
793 retain its R-10 base zone. The new rescue squad building and any residential development
794 should be located to optimize functionality of the rescue squad building and maximize
795 compatibility with the surrounding residential community [A floating zone is recommended
796 with a Commercial Residential (CR) designation to permit some additional uses consistent
797 with the surrounding neighborhood and renovation of the facilities to improve safety and
798 services] (see *Figure 2.05: Recommended Zoning*).
799

800 Page 92: Revise the first and second sentences of the second paragraph under B. Public Schools
801 as follows:
802

803 In addition, the Sector Plan provides for up to 8,456 new multi-unit high-rise housing units
804 (assuming limited commercial development). Based on student generation for this area of the
805 County, Montgomery County Public Schools (MCPS) estimates at full build-out, the new
806 housing would result in approximately [355] 430 elementary school students, [145] 177 middle
807 school students and [195] 236 high school students.
808

809 Page 92: Revise the first sentence of the fifth paragraph under 2.8.4 Educational Facilities, B.
810 Public Schools as follows:
811

812 At the elementary school level, Bethesda Elementary School completed a [has a] building
813 addition [scheduled for completion] in August 2015 to address increased enrollment.
814

815 Page 93: Update language for the second paragraph from the bottom of the page as follows:
816

817 At the middle school level, Westland Middle School is projected to be over capacity by more
818 than 800 students in the coming years. A second middle school for the B-CC cluster is
819 scheduled to open in August 2017, called Silver Creek Middle School. [The temporary name
820 for this school is Bethesda- Chevy Chase Middle School #2. The boundaries for the new middle
821 school, and changes to the Westland Middle School service area, have been are not yet
822 determined.]
823

824 Page 94: Add bullet at the beginning of the second set of bullets on page to include options for
825 B-CC High School expansion as follows:
826

- 827 • Explore options for expansion of the B-CC High School and/or its fields, including the
828 possibility of acquiring parcels directly adjacent to the school.
829

830 Page 94: Modify the first two sentences under A. Bethesda-Chevy Chase Regional Services Center
831 as follows:
832

833 [Bethesda is not an incorporated municipality, but it provides a local government office to
834 strengthen communication between the community and various agencies of County
835 government.] The Bethesda-Chevy Chase Regional Services Center is one of four regional
836 services centers in the County that [functions] function as [a] local town [hall] halls, offering
837 problem-solving and information, and referral services to residents.
838

839 Page 95: Under the Recommendation for A. Bethesda-Chevy Chase Regional Services Center,
840 modify the text as follows:
841

842 Support the priorities of the Bethesda-Chevy Chase Regional Services Center and rezone the
843 property to allow potential redevelopment with an improved center, additional civic uses, and
844 possibly a recreation center.
845

846 Page 95: Add language to 2.8.5 Other Public Facilities to include a Recreational Facility as
847 follows:
848

849 D. New Recreation Center
850

851 To support the additional growth in the Bethesda-Chevy Chase regional area, downtown
852 Bethesda will need to accommodate recreational services and facilities for all ages and
853 abilities. The Sector Plan calls for the study and implementation of a new County
854 Recreation Center in Downtown Bethesda.
855

856 **Recommendation**

857

858 Explore the viability of providing a new County recreation facility in Downtown Bethesda,
859 taking advantage of under-utilized sites near the Metro Station and/or colocation with the
860 existing B-CC Regional Services Center at 4805 Edgemoor. Other viable sites should also
861 be explored as part of this study.

862

863 Page 99: Modify the first bullet under 1. Goals as follows:

864

- 865 • Encourage infill and reinvestment on underutilized commercial sites and private surface
- 866 parking lots.

867

868 Page 100: Modify and add bullets under b. Zoning as follows:

869

870 b. Zoning

871

- 872 • See Figure 2.20: Recommended Maximum Building Heights for maximum building
- 873 heights in the Wisconsin Avenue District and Figure 3.01: Wisconsin Avenue District
- 874 Zoning for the following recommendations.

- 875 • [Establish nine Priority Sending Sites for density averaging (Farm Women’s
- 876 Cooperative Market, Union Hardware site, the old post office, Brooks Photographer’s
- 877 Building at 7349 Wisconsin Avenue, St. John’s Episcopal Church, lots 14, 15, 16 on
- 878 the south side of Avondale Street and the Metropolitan Apartments) to create, enhance
- 879 and/or preserve key parks and historic and community resources (see figure 3.01
- 880 Recommended Zoning and 4.01 Proposed Priority Sending Sites).]

- 881 • Rezone Map #53 from its current zone to increase the commercial density from 1.0
- 882 FAR to 3.0 FAR to provide flexible development opportunities and allow future
- 883 development to better adapt to market conditions.

- 884 • Rezone Map #54 from its current zone to increase the commercial density from 1.0
- 885 FAR to 3.0 FAR and increase height to 120 feet to provide flexible development
- 886 opportunities and allow future development to better adapt to market conditions.

- 887 • Rezone Map #55 and #59 from their current zones to increase the commercial FAR
- 888 from 1.0 to 3.0 FAR and increase the maximum allowable building heights to 145 feet.

- 889 • Rezone Map #56 from its current zone to increase the commercial density from 1.0
- 890 FAR to 3.0 FAR and height to 110 feet to provide flexible development opportunities
- 891 and allow future development to better adapt to market conditions.

- 892 • Rezone Map #57 from its current zone to increase the commercial density from 1.0
- 893 FAR to 3.0 FAR and height to 145 feet to provide flexible development opportunities
- 894 and allow future development to better adapt to market conditions.

- 895 • Rezone Map #58 from its current zone to increase the commercial density from 1.0
- 896 FAR to 3.0 FAR and height to 110 feet to provide flexible development opportunities
- 897 and allow future development to better adapt to market conditions.

- 898 • Rezone Map #60 from its current zone to increase the commercial density from 1.0
- 899 FAR to 3.0 FAR and height to 175 feet to provide flexible development opportunities
- 900 and allow future development to better adapt to market conditions.

- 901 • Rezone Map #61 from its current zone to increase the commercial density from 1.0
902 FAR to 5.0 FAR and height to 175 feet to provide flexible development opportunities
903 and allow future development to better adapt to market conditions.
- 904 • Rezone Map #62 from its current zone to increase the commercial density from 1.0
905 FAR to 5.0 FAR and increase the maximum allowed building height from 145T to 200
906 feet to provide flexible development opportunities and allow future development to
907 better adapt to market conditions.
- 908 • Rezone Map #63 from its current zone to increase the commercial density from 1.0
909 FAR to 3.0 FAR and increase the maximum allowable building height from 120T
910 [[feet]] to 290 feet if the project includes 25 percent MPDUs. If only 15 percent
911 MPDUs are included in the project, then the height is limited to 225 feet.
- 912 • Rezone Map #64 from its current zone to increase the commercial density from 1.0
913 FAR to 3.0 FAR and increase the maximum allowable building height from 120T
914 [[feet]] to 290 feet if the project includes 25 percent MPDUs. If only 15 percent MPDUs
915 are included in the project, then the height is limited to 225 feet.
- 916 • Rezone Map #65 and #66 from their current zones to increase the commercial density
917 from a 1.0 FAR to a 3.0 FAR to provide flexible development opportunities and allow
918 future development to better adapt to market conditions and increase the maximum
919 allowable building height from 120T to 225 feet.
- 920 • Rezone Map #67 from its current zone to increase maximum allowable building height
921 from 145T [[feet]] to 300 feet to provide flexible development opportunities and allow
922 future development to better adapt to market conditions.
- 923 • Rezone Map #68 from its current zone to increase maximum allowable building height
924 from 145T [[feet]] to 165 feet to provide flexible development opportunities and allow
925 future development to better adapt to market conditions.
- 926 • Rezone Map #69 from its current zone to increase the commercial density from 4.0
927 FAR to 5.0 FAR to provide flexible development opportunities and allow future
928 development to better adapt to market conditions and increase the maximum allowable
929 building height from 145T [[feet]] to 175 feet.
- 930 • Rezone Map #70 from its current zone to increase the commercial density from 4.0
931 FAR to 5.0 FAR to provide flexible development opportunities and allow future
932 development to better adapt to market conditions and increase the maximum allowable
933 building height from 145T [[feet]] to 225 feet.
- 934 • Rezone Map #71 from its current zone to increase the maximum allowable building
935 height from 145T [[feet]] to 175 feet to provide flexible development opportunities and
936 allow future development to better adapt to market conditions.
- 937 • Rezone Map #72 to increase the commercial density from 1.0 FAR to 5.0 FAR and
938 increase the maximum allowable building height to 225 feet to provide flexible
939 development opportunities and allow future development to better adapt to market
940 conditions.
- 941 • Rezone Map #73 from its current zone to increase the commercial density from 6.0
942 FAR to 8.0 FAR and increase the maximum allowable building height from 200T
943 [[feet]] to 290 feet to provide flexible development opportunities and allow future
944 development to better adapt to market conditions.
- 945 • Rezone Map #74 from its current zone to increase the commercial density from 4.0
946 FAR to 5.0 FAR and increase the maximum allowable building height from 145T to

- 947 175 feet to provide flexible development opportunities and allow future development
948 to better adapt to market conditions.
- 949 • Rezone Map #75 from its current zone to increase the commercial density from 4.0
950 FAR to 5.0 FAR and increase the maximum allowable building height from 145T to
951 290 feet to provide flexible development opportunities and allow future development
952 to better adapt to market conditions.
 - 953 • Rezone Map #76 from its current zone to increase the maximum allowable building
954 height from 200T to 290 feet to provide flexible development opportunities and allow
955 future development to better adapt to market conditions.
 - 956 • Rezone Map #77 from its current zone to increase the maximum allowable building
957 height from 200T to 240 feet to provide flexible development opportunities and allow
958 future development to better adapt to market conditions.
 - 959 • Rezone Map #78 and #79 from their current R-10 zone to CR 1.5, C-0.25, R-1.5, H-70
960 to provide flexible development opportunities near the core of Downtown Bethesda
961 and still maintain compatibility with its surrounding neighborhood.
 - 962 • Rezone Map #80, #82, #83 and #86 from their current zones to increase the maximum
963 allowable building height from 90T to 110 feet to provide flexible development
964 opportunities and allow future development to better adapt to market conditions.
 - 965 • Rezone Map #81 from its current zone of R-10 to a CRN zone to reflect the existing
966 development and ensure compatibility with adjacent single family detached units.
967 Rezone to CRN 0.75, C-0, R-0.75, H-45.
 - 968 • Rezone Map #84 and #85 from their current zones to increase the maximum allowable
969 building height from 60T to 70 feet to provide flexible development opportunities and
970 allow future development to better adapt to market conditions.
 - 971 • Rezone Map #87 from its current zone to increase the commercial density from 4.0
972 FAR to 5.0 FAR and increase the maximum allowable building height from 90T to 145
973 feet to provide flexible development opportunities and to address the proximity to both
974 the commercial core on Wisconsin Avenue and the adjacent single family unit
975 neighborhood of East Bethesda.
 - 976 • Rezone Map #88, #89, #90, #91, #92, #93, #94, and #95 to increase the maximum
977 allowable building heights to 90 feet to provide for an appropriate transition to the
978 adjacent single family unit neighborhoods of East Bethesda.
 - 979 • Rezone Map #96 to reduce the maximum allowable building height to 70 feet to
980 provide for an appropriate transition to the adjacent single family unit neighborhoods
981 of East Bethesda and Glenbrook Village.
 - 982 • Rezone Map #97 to increase the maximum allowable building heights to 70 feet to
983 provide for an appropriate transition to the adjacent single family unit neighborhoods
984 of East Bethesda.
 - 985 • Rezone Map #98 from its current zone to increase the commercial density from 6.0
986 FAR to 8.0 FAR and increase the maximum allowable building height from 175T to
987 210 feet to provide flexible development opportunities and allow future development
988 to better adapt to market conditions.
 - 989 • Rezone Map #99 from its current zone to increase the commercial density from 6.0
990 FAR to 8.0 FAR and increase the maximum allowable height from 175T to 290 feet to
991 provide flexible development opportunities and allow future development to better
992 adapt to market conditions.

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- Rezone Map #100 from its current zone to increase the commercial density from 6.0 FAR to 8.0 FAR, increase residential FAR from 7.5 to 7.75, and increase the maximum allowable building height from 145T to 290 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #101 from its current zone to increase the commercial density from 6.0 FAR to 8.0 FAR, the residential density from 7.5 to 7.75, and increase the maximum allowable building height from 200T to 250 to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #102 from its current zone to increase the commercial density from 4.0 FAR to 5.0 FAR and increase the maximum allowable building height to 200 feet on the east side of the property closest to the Bethesda Metro, tapering down to a compatible building height as it gets closer to Woodmont Avenue.
 - Rezone Map #103 and #104 from their current zones to increase the commercial density from 4.0 FAR to 5.0 FAR and increase the maximum allowable building height to 250 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #105 from its current zone to increase the maximum allowable building height to 290 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #106 from its current zone to increase the maximum allowable building height to 250 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #107 from its current zone to increase the commercial density from 2.0 FAR to 3.0 FAR and increase the maximum allowable building height to 200 feet to provide flexible development opportunities and allow future development to better adapt to market conditions. Allow an increase in the maximum allowable building height to 225 feet if the property redevelops in a manner that benefits the Farm Women's Cooperative Market to the east.
 - Rezone Map #108 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building height to 145 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #109 from its current zone to increase the commercial density from 2.0 FAR to 3.0 FAR and increase the maximum allowable building height to 120 feet to provide flexible development opportunities and allow future development, [[to better adapt to market conditions]] including a movie theater. If the project does not include a movie theater, the height should be limited to 110 feet.
 - Rezone Map #110 from its current zone to increase the commercial density from 2.0 FAR to 3.0 FAR and increase the maximum allowable building height to 90 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
 - Rezone Map #111 from its current zone to increase the maximum allowable building height from 75T [[feet]] to 90 feet to be compatible with the surrounding single family neighborhoods to the east and the low to mid-rise commercial along Wisconsin Avenue.

- 1038 • Rezone Map #112 from its current zone to a uniform zone of CR 2.25, C-2.25, R-2.25,
 1039 H-90 across the entire property from Wisconsin Avenue to West Avenue, increasing
 1040 the maximum allowable building height from 75T [[feet]] to 90 feet to be compatible
 1041 with the surrounding single family neighborhoods to the east and the low to mid-rise
 1042 commercial along Wisconsin Avenue [[and remove the priority sending site
 1043 designation]]. If neighboring properties redevelop, consider compatibility with the St.
 1044 John’s Episcopal Church property, and specifically the unique use made of the northern
 1045 edge of that property as a columbarium, through the site design process.
- 1046 • Rezone Map #113 and #114 from their current zones to increase the commercial density
 1047 from 2.0 FAR to 3.0 FAR and increase the maximum allowable building height from
 1048 75T [[feet]] to 90 feet to be compatible with the surrounding single family
 1049 neighborhoods to the east and the low to mid-rise commercial along Wisconsin
 1050 Avenue.
- 1051 • Rezone Map #115 and Map #116 from their current zones to increase the commercial
 1052 density from 2.0 FAR to 3.0 FAR and increase the maximum allowable building
 1053 heights to 90 feet to provide flexible development opportunities and allow future
 1054 development to better adapt to market conditions.
- 1055 • Revise Map #117 to increase the commercial FAR from 2.0 to 3.0 and correct the
 1056 maximum allowable building height from [[90 feet]] 75T to 145 feet to prevent the
 1057 building from becoming non-conforming.
- 1058 • Rezone Map #118 from its current zone to increase the commercial density from 2.0
 1059 FAR to 3.0 FAR and increase the maximum allowable building height from 75T [[feet]]
 1060 to 150 feet and allow an increase in the maximum allowable building height to 175 feet
 1061 if the property redevelops as a joint development with the Farm Women’s Cooperative
 1062 Market to the north.
- 1063 • Rezone Map #119 from its current zone to increase the commercial density from 2.0
 1064 FAR to 3.0 FAR to provide flexible development opportunities and allow future
 1065 development to better adapt to market conditions.
- 1066 • Rezone Map #120 from its current zone to increase the commercial density from 4.0
 1067 FAR to 5.0 FAR and increase the maximum allowable building height to 250 feet to
 1068 provide flexible development opportunities and allow future development to better
 1069 adapt to market conditions.
- 1070 • Rezone Map #121, #122 and #124 from their current zones to increase the commercial
 1071 density from 4.0 FAR to 5.0 FAR and increase the maximum allowable building height
 1072 to 250 feet to provide flexible development opportunities and allow future development
 1073 to better adapt to market conditions.
- 1074 • Rezone Map #123 from its current zone to increase the commercial density from 4.0
 1075 FAR to 5.0 FAR and increase the maximum allowable building height to 290 feet to
 1076 provide flexible development opportunities and allow future development to better
 1077 adapt to market conditions.
- 1078 • Rezone Map #125 from its current zone to increase the commercial density from 4.0
 1079 FAR to 5.0 FAR and increase the maximum allowable building height to 175 feet to
 1080 provide flexible development opportunities and allow future development to better
 1081 adapt to market conditions.

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c. Goal: Retain a significant private open space at Metro Center

Recommendations:

- In conjunction with construction of one or more new buildings at Metro Center, redesign and reconfigure the existing open space to make it more usable, more programmable, and more inviting.
- Accommodate new plaza-level retail to further activate the open space.
- Provide a welcoming and accessible central gathering area, with appropriate surface and design features to accommodate the broader community as well as adjacent employees and residents.
- Improve the connections between the below-grade Metro bus area and the Plaza to encourage Metro riders to use the open space and visit the retail.
- Improve the Metro bus area with lighting, art, and other features to make it a more inviting area.

Page 100: Under 2. Building Form, a. Goal, remove the third bullet as follows:

- [Step down development at the southeast corner of Wisconsin Avenue and Cheltenham Drive on Block 2 lots 2, 7 and 8 from 250 feet along Wisconsin Avenue to 110 feet at the rear of the lots.]

Page 102: Revise bullets under b. Goal, Recommendations as follows:

- Provide increased height at [the gateways at the north and south boundaries of the Sector Plan area, as well as at] the transit gateways to the Metrorail and Purple Line stations.
- Mark the Veteran's Park Civic Green as a major civic gathering space through [[taller]] signature buildings at this location.

Page 102: Revise bullets under c. Goal, Recommendations as follows:

- [Allow a maximum height of up to 200 feet along Wisconsin Avenue on the properties at the northeast corner of Wisconsin Avenue and Chase Avenue on Block 9, including lot 27, PT 4 and PT 5 if lots 21 and 22 are dedicated as an extension of Chase Avenue Urban Park. If the park land is not provided, limit building height to 145 feet.]
- Allow a maximum height of up to 225 [290] feet at the northwest corner of Wisconsin Avenue and Norfolk Avenue on Map #65 and #66 [lots 613 and 621] [if a park is dedicated as an extension of Veterans Park and the block is assembled. If a park is not provided, limit building height to 250 feet].
- Allow a maximum height of up to 290 feet at the southwest corner of Wisconsin Avenue and Fairmont Avenue on Map #63 and #64 [lot 655] if 25 [15] percent MPDUs [and 10 percent workforce housing] are provided and the block is assembled. If the affordable housing is not provided, limit building height to 225 [250] feet.

1129 Page 103: Figure 3.02: Wisconsin Avenue Corridor District Public Realm Improvements, revise
 1130 illustrative graphic by removing the potential development at the Bethesda Metro Center and
 1131 remove Recommended Gateway symbols at the northern and southern ends of the corridor.
 1132

1133 Page 104: Modify language under 2. Recommendations as follows:
 1134

1135 a. *Land Use*
 1136

1137 Create a new civic gathering space in the form of a civic green across from the [Barnes and
 1138 Noble store] plaza at the intersection of Bethesda Avenue and Woodmont Avenue.
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1140 b. *Zoning*
 1141

- 1142 • See Figure 2.20: Recommended Maximum Building Heights for maximum building
 1143 heights in the Bethesda Row District and Figure 3.03 Bethesda Row District
 1144 Recommended Zoning for the following recommendations.
- 1145 • [Designate the empty lot owned by Federal Realty Investment Trust across from the
 1146 Barnes and Noble plaza as a Priority Sending Site for density averaging to create a new
 1147 central gathering space for the Bethesda Row district (*see Figure 3.03 Recommended*
 1148 *Zoning and Figure 4.01 Proposed Priority Sending Sites*).]
- 1149 • [Designate Lot 10, 4913 Hampden Lane as a Priority Sending Site for density averaging
 1150 to preserve existing market-rate affordable housing (*See Figure 3.03 Recommended*
 1151 *Zoning and Figure 4.01 Proposed Priority Sending Sites*).]
- 1152 • Rezone Map #146 to increase maximum allowable building height to 60 feet, as all
 1153 previously “T” designated heights are being increased by 20 percent to provide flexible
 1154 development opportunities, and increase the FAR from 1.75 to 2.75 so that the existing
 1155 building does not become non-conforming. Rezone the property to CR 2.75, C-0.25,
 1156 R-2.75, H-60 so that the existing building does not become non-conforming.
- 1157 • Rezone Map #147 to increase maximum allowable building height to 90 feet, as all
 1158 previously “T” designated heights are being increased by 20 percent to provide flexible
 1159 development opportunities.
- 1160 • Rezone Map #149 to increase maximum allowable building height to 70 feet to provide
 1161 flexible development opportunities.
- 1162 • Rezone Map #151 to increase maximum allowable building height to 175 feet, as all
 1163 previously “T” designated heights are being increased by 20 percent to provide flexible
 1164 development opportunities.
- 1165 • Rezone Map #152 to increase maximum allowable building height to 250 feet closest
 1166 to the Purple Line Station and retain maximum allowable building height of 145 feet
 1167 along Woodmont Avenue.
- 1168 • Rezone Map #154 to increase maximum allowable building height to 170 feet to
 1169 provide flexible development opportunities.
- 1170 • Rezone Map #155 from its current zone to increase the commercial density from 1.5
 1171 FAR to 2.25 FAR and increase the maximum allowable building height to 90 feet to
 1172 provide flexible development opportunities and allow future development to better
 1173 adapt to market conditions.

- 1174 • Rezone Map #156 from its current zone to increase the commercial density from 1.5
1175 FAR to 2.25 FAR to provide flexible development opportunities and allow future
1176 development to better adapt to market conditions.
- 1177 • Modify Map #160 to include Map #160a to allow maximum allowable building heights
1178 of 90 feet at the corner of Bethesda and Arlington Road and on the interior of the block
1179 to accommodate potential housing behind the existing retail, transitioning to a
1180 maximum height of 70 feet along Bethesda Avenue, and increase the commercial and
1181 residential FAR to 2.25.
- 1182 • Rezone Map #161 to increase maximum allowable building height to 65 feet, as all
1183 previously "T" designated heights are being increased by 20 percent to provide flexible
1184 development opportunities.
- 1185 • Rezone Map #162 to increase maximum allowable building height to 110 feet as all
1186 previously "T" designated heights are being increased by 20 percent to provide flexible
1187 development opportunities.
- 1188 • Rezone Map #163 from its current zone to increase the commercial FAR from 2.0 to
1189 3.0 FAR and increase maximum allowable building height to 200 feet, to provide
1190 flexible development opportunities and allow future development to better adapt to
1191 market conditions.
- 1192 • Rezone Map #164 to increase maximum allowable building height to 90 feet, as all
1193 previously "T" designated heights are being increased by 20 percent to provide flexible
1194 development opportunities.

1195
1196 Page 106: Modify second bullet under 1. Public Realm, Recommendations as follows:
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- 1198 • Reconfigure the intersection of Woodmont Avenue/Bethesda Avenue to shorten or
1199 otherwise improve the pedestrian crossing distance and expand the plaza located on the
1200 northwest side of the intersection. Future evaluation of this intersection should specifically
1201 evaluate a concurrent exclusive pedestrian phase (i.e., a pedestrian scramble or Barnes
1202 Dance) for all crossings during periods of peak pedestrian demand. [[Reduce the size of
1203 the intersection of Woodmont Avenue and Bethesda Avenue to enhance the pedestrian
1204 experience by extending the [Barnes and Noble] plaza at the intersection of Bethesda
1205 Avenue and Woodmont Avenue.]]

1206
1207 Pages 108-110: Modify language under 2. Recommendations, a. Zoning as follows:
1208

1209 a. Zoning
1210

- 1211 • See Figure 2.20: Recommended Maximum Building Heights for maximum building
1212 heights in the Woodmont Triangle District and Figure 3.05: Woodmont Triangle
1213 District Recommended Zoning for the following recommendations.
- 1214 • Recommend small-scale standard method infill development along Norfolk Avenue
1215 and the southern portion of the Triangle through step back regulations.
- 1216 • Make existing buildings more useful and attractive with very small additions.
- 1217 • [Designate properties that front Norfolk Avenue as Priority Sending Sites in order to
1218 preserve the pedestrian-scale main street atmosphere (see Figure 3.05 for
1219 Recommended Zoning and Figure 4.01 for Proposed Priority Sending Sites).]

- 1220 • Eliminate the Woodmont Triangle Density Transfer Area to facilitate the CR zone
1221 density averaging initiatives.
- 1222 • Eliminate the 2006 Woodmont Triangle Amendment FAR 1.0 limit on nonresidential
1223 development.
- 1224 • Rezone Map #19 from its current zone to increase the commercial density from 0.75
1225 FAR to 3.0 FAR and increase height to 175 feet to provide flexible development
1226 opportunities and allow future development to better adapt to market conditions.
- 1227 • Rezone Map #20 from its current zone to increase the commercial density from 1.0
1228 FAR to 3.0 FAR and increase height to 120 feet to provide flexible development
1229 opportunities and allow future development to better adapt to market conditions.
- 1230 • Rezone Map #21 from its current zone to increase the commercial density from 1.0
1231 FAR to 3.0 FAR and increase height to 110 feet to provide flexible development
1232 opportunities and allow future development to better adapt to market conditions.
- 1233 • Rezone Map #22 from its current zone to increase the commercial FAR from 1.0 to 3.0
1234 and increase the residential FAR from 2.75 to 3.0 FAR.
- 1235 • Rezone Map #23, #24, #25, #26, and #27 from their current zones to increase the
1236 commercial density from 1.0 FAR to 5.0 FAR and increase the maximum allowable
1237 building heights to 175 feet to provide flexible development opportunities and allow
1238 future development to better adapt to market conditions.
- 1239 • Rezone Map #28 from its current zone to increase the commercial density from 1.0
1240 FAR to 5.0 FAR and reduce the residential density from 5.0 FAR to a 4.75 FAR to
1241 allow for some ground floor retail uses, and increase height to 175 feet to provide
1242 flexible development opportunities and allow future development to better adapt to
1243 market conditions.
- 1244 • Rezone Map #29 from its current zone to reduce the residential density from 5.0 FAR
1245 to 4.75 FAR to allow for some ground floor retail uses and increase commercial FAR
1246 from 1.0 to 5.0 to provide flexible development opportunities and allow future
1247 development to better adapt to market conditions.
- 1248 • Rezone Map #30 from its current zone to increase the commercial density from 1.0
1249 FAR to 5.0 FAR and increase the maximum allowable building heights to 250 feet to
1250 provide flexible development opportunities and allow future development to better
1251 adapt to market conditions.
- 1252 • Rezone Map #31 and #33 from their current zones to increase the commercial density
1253 from 1.0 FAR to 5.0 FAR and increase the maximum allowable building height to 175
1254 feet to provide flexible development opportunities and allow future development to
1255 better adapt to market conditions.
- 1256 • Rezone Map #32 from its current zone to increase the commercial density from 1.0
1257 FAR to 5.0 FAR and increase the residential density from 4.75 to 5.0 FAR and increase
1258 the maximum allowable building height to 250 feet to provide flexible development
1259 opportunities and allow future development to better adapt to market conditions.
- 1260 • Rezone Map #34 and #35 from their current zones to increase the commercial density
1261 from 2.0 FAR to 3.0 FAR and increase the maximum allowable building height to 110
1262 feet to provide flexible development opportunities and allow future development to
1263 better adapt to market conditions.
- 1264 • Rezone Map #36 and #38 from their current zones to increase the commercial density
1265 from 1.0 FAR to 5.0 FAR and increase the maximum allowable building height to 175

- 1266 feet to provide flexible development opportunities and allow future development to
- 1267 better adapt to market conditions.
- 1268 • Rezone Map #37 from its current zone to increase the commercial density from 1.0
- 1269 FAR to 5.0 FAR and increase the maximum allowable building height to 225 feet to
- 1270 provide flexible development opportunities and allow future development to better
- 1271 adapt to market conditions.
- 1272 • Rezone Map #39 from its current zone to increase the commercial density from 1.0
- 1273 FAR to 5.0 FAR and increase the maximum allowable building height to 250 feet to
- 1274 provide flexible development opportunities and allow future development to better
- 1275 adapt to market conditions.
- 1276 • Rezone Map #40, #41 and #42 from their current zones to increase the commercial
- 1277 density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building
- 1278 heights to 110 feet to provide flexible development opportunities and allow future
- 1279 development to better adapt to market conditions.
- 1280 • Rezone Map #43 from its current zone to increase the commercial density from 0.75
- 1281 FAR to 3.0 FAR and increase the maximum allowable building height to 175 feet to
- 1282 provide flexible development opportunities and allow future development to better
- 1283 adapt to market conditions.
- 1284 • Rezone Map #44, #45, #46 and #47 from their current zones to increase the commercial
- 1285 density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building
- 1286 heights to 110 feet to provide flexible development opportunities and allow future
- 1287 development to better adapt to market conditions.
- 1288 • Rezone Map #48 from its current zone to increase the commercial and residential
- 1289 density from 0.5 FAR to 1.0 FAR and increase the maximum allowable building
- 1290 heights to 50 feet to provide flexible development opportunities and allow future
- 1291 development to better adapt to market conditions.

1292
1293 Page 110: Revise the first bullet under 2. Building Form, Recommendations as follows:

- 1294
- 1295 • Consider the effects of sunlight and shadow on Norfolk Avenue and its small retail
- 1296 character by designing new development to step back from Norfolk Avenue. For new
- 1297 development or redevelopment, the recommended step-back is a minimum of 15 feet above
- 1298 a low to mid-rise base of no higher than 50 feet. The upper floor step-back should be
- 1299 retained across at least 70 percent of the building façade.

1300
1301 Page 116: Modify the third through the sixth bullets and add new bullets as follows:

- 1302
- 1303 • See Figure 2.20: Recommended Maximum Building Heights for maximum building heights
- 1304 in the Pearl District and Figure 3.07 Pearl District Recommended Zoning for the following
- 1305 recommendations.
- 1306 • Since the 1976 Bethesda Central Business District Sector Plan, the houses along the south
- 1307 side of Montgomery Avenue have been converted to commercial uses. This Sector Plan
- 1308 recommends redevelopment of [the] Map #202 CRN zoned lots to an equivalent CRT zone
- 1309 to allow for a new recreational park in the future that connects to the Capital Crescent Trail
- 1310 and expands the network of public open spaces in this district. [The Plan recommends
- 1311 designating the CRN zoned lots 4 – 12 as Priority Sending Sites for density averaging to

- 1312 create a new recreational park (*see figure 3.07: Pearl District Recommended Zoning and*
 1313 *Figure 4.01 Proposed Priority Sending Sites*).]
- 1314 • [Designate the Waverly House apartments as a Priority Sending Site for density averaging
 1315 to preserve existing affordable housing (*see figure 3.07: Pearl District Recommended*
 1316 *Zoning and Figure 4.01 Proposed Priority Sending Sites*).]
 - 1317 • Rezone [the 4400, 4340 and 4338 Montgomery Avenue properties] Map #203 from [their]
 1318 its current CRN zone to a comparable CR zone, CR 1.5, C-1.5, R-1.5, H-120, reflective of
 1319 the surrounding density east of Pearl Street and to provide flexible development
 1320 opportunities in the future.
 - 1321 • [Rezone 4425 and 4343 Montgomery Avenue properties from their current CRN zone to a
 1322 comparable CR zone reflective of the surrounding density east of Pearl Street (*see Figure*
 1323 *3.07 Pearl District Recommended Zoning and Figure 2.20 Recommended Maximum*
 1324 *Building Heights for maximum building heights*).]
 - 1325 • Rezone Map #189 to increase the maximum allowable building height to 175 feet, as all
 1326 previously “T” designated heights are being increased by 20 percent to provide flexible
 1327 development opportunities.
 - 1328 • Rezone Map #190 from its current zone to increase the commercial and residential FAR to
 1329 5.0 FAR and increase the maximum allowable building height to 175 feet to provide
 1330 flexible development opportunities and allow future development to better adapt to market
 1331 conditions.
 - 1332 • Rezone Map #191 from its current zone to increase the commercial and residential FAR to
 1333 5.0 FAR and increase the maximum allowable building height from 100T [[feet]] to 125
 1334 feet to provide compatibility with the surrounding area.
 - 1335 • Rezone Map #192 from its current zone to increase the commercial and residential density
 1336 from 3.0 FAR to 4.0 FAR and height from 145T to 175 feet to make sure the [[project]]
 1337 existing development is not made non-conforming [[with the existing development]].
 - 1338 • Rezone Map #194 from its current zone to CRT 0.25, C-0.25, R-0.25, H-50 to provide
 1339 opportunities for shared parking and/or potential open space.
 - 1340 • Rezone Map #195 from its current zone to CR 1.5, C-1.5, R-1.5, H-100, increasing the
 1341 maximum allowable building height from 50 feet to 100 feet to promote infill
 1342 redevelopment with a mix of uses.
 - 1343 • Rezone Map #196 from its current EOF zone to CR 1.5, C-1.5, R-1.5, H-145, increasing
 1344 the maximum allowable building height to 145 feet to promote infill redevelopment with a
 1345 mix of uses.
 - 1346 • Revise Map #197 into three separate zoned areas designated as Map #197, Map #197a and
 1347 Map #197b so that existing structures do not become non-conforming as follows: Map
 1348 #197 (East West Towers) – CR 6.25, C-6.25, R-6.25, H-145, Map #197a (Topaz House) –
 1349 CR 5.25, C-5.25, R-5.25, H-120 and Map #197b (East West Garage) – CR 3.0, C-3.0, R-
 1350 3.0, H-120.
 - 1351 • Rezone Map #198 and #199 from their current EOF zone to CR 1.5, C-1.5, R-1.5, H-120,
 1352 increasing the maximum allowable building height to 120 feet to promote infill
 1353 redevelopment with a mix of uses.
 - 1354 • Rezone Map #200 from its current zone to an equivalent CR zone with the same density
 1355 and building height (CR 3.0, C-3.0, R-3.0, H-100) to promote infill redevelopment with a
 1356 mix of uses.

- 1357 • Rezone Map #201 from its current EOF zone to an equivalent CR zone with the same
 1358 density and building height (CR 1.5, C-1.5, R-1.5, H-60) to promote infill redevelopment
 1359 with a mix of uses.
- 1360 • Rezone Map #204 from its current EOF zone to an equivalent CR zone with the same
 1361 density (CR-1.5) and increase the maximum allowable building height to 145 feet to
 1362 promote infill redevelopment with a mix of uses.
- 1363 • Rezone Map #205 from its current EOF zone to an equivalent CR zone with the same
 1364 density (CR 3.0) and increase the maximum allowable building height to 145 feet to
 1365 promote infill redevelopment with a mix of uses.

1366

1367 Page 118: Under 1. Public Realm, add a new Goal and Recommendation as follows:

1368

1369 d. Goal: Consider opportunities to expand B-CC High School

1370

1371 Recommendation:

- 1372
- 1373 • Montgomery County Public Schools (MCPS) should evaluate the need to expand
 1374 Bethesda-Chevy Chase (B-CC) High School through the expansion or acquisition of
 1375 neighboring properties.

1376

1377 Page 118: Modify second bullet and add a third bullet under 2. Building Form, Recommendation
 1378 as follows:

- 1379
- 1380 • Step down development to the west of B-CC High School on parcel P224 from 100 [120]
 1381 feet along East-West Highway to 50 feet at the rear of the lots.
- 1382 • Development along the Capital Crescent Trail (CCT) should enhance the trail experience
 1383 for users and minimize negative impacts. The façade of new development along the CCT
 1384 should orient towards the trail with ground floor activating uses or provide an appropriate
 1385 transition with setback and landscape buffer.

1386

1387 Page 120: Modify fourth and fifth bullets under 3.2.2 Arlington South District, A. Land Use and
 1388 Zoning, 1. Goals as follows:

- 1389
- 1390 • Promote mixed-use redevelopment along Arlington Road [through increased building
 1391 heights and density].
- 1392 • Create enhanced [gateway,] access and connections for pedestrians and cyclists to Capital
 1393 Crescent Trail.

1394

1395 Page 120: Under 2. Recommendations, a. Zoning, revise the first bullet and add a third bullet as
 1396 follows:

- 1397
- 1398 • The Sector Plan recommends rezoning [the old post office site] Map #165, which is
 1399 currently a Planned Unit Development (PD)-44 zone. The site has been recently
 1400 redeveloped as a mixed-use residential project. Rezoning the property as Commercial
 1401 Residential Town (CRT) zone, CRT 1.75, C-0.5, R-1.75, H-70, would reflect the current
 1402 redevelopment project, while promoting a mixed-use redevelopment compatible with the

1403 land uses in the area and character of Bethesda Row. The addition of the residential use
 1404 will provide a transition from commercial uses to the Sacks subdivision of single-unit
 1405 houses to the east, helping to maintain the vitality of the neighborhood (See *Figure 3.09:*
 1406 *Arlington South District Recommended Zoning* and *Figure 2.20 Recommended Maximum*
 1407 *Building Heights*).

- 1408 • Eliminate the Chevy Chase Neighborhood Retail (CCNR) Overlay Zone.
- 1409 • Rezone Map #166 and #167 from their current zones to increase the commercial and
 1410 residential FAR to 2.25 and increase the maximum allowable building height to 90 feet to
 1411 provide compatibility with the surrounding area (see *Figure 3.09: Arlington South District*
 1412 *Recommended Zoning* and *Figure 2.20 Recommended Maximum Building Heights*).

1413
 1414 Page 122: Revise the first and third bullets as follows:
 1415

- 1416 • Allow increased heights on the east side of Arlington Road in the district to encourage
 1417 retail and mixed-use redevelopment.
- 1418 • Transition heights beyond the Arlington South district down to current allowable zoning
 1419 to provide compatibility with single-unit residential neighborhoods to the east of the Sector
 1420 Plan area.
- 1421 • Step down heights on the property along Bradley Boulevard between Arlington Road and
 1422 the Capital Crescent Trail from 90 [120] feet along Arlington Road to 70 feet on parcel
 1423 P881 along the Capital Crescent Trail.

1424
 1425 Page 124: Under 2. Recommendations, a. Zoning, modify and add zoning recommendations as
 1426 follows:
 1427

- 1428 • See *Figure 2.20: Recommended Maximum Building Heights* for maximum building heights
 1429 in the Battery Lane District and *Figure 3.11: Battery Lane District Recommended Zoning*
 1430 for the following recommendations.
- 1431 • Rezone all PD-zoned properties in the Battery Lane District (Map #7, #8, #9, and #17) to
 1432 a comparable Commercial Residential (CR) zone to promote infill redevelopment with
 1433 high density residential.
- 1434 • [Allow redevelopment of Lot 23, Block 2 and Lot 26, Block 2 currently zoned R-10.
 1435 Rezone these properties to a comparable CR zone, allowing for redevelopment of
 1436 residential apartments at a higher intensity and increased lot coverage.]
- 1437 • [Allow redevelopment of Lot 8, Block 1 and Lot 43 Block 1 on the south side of Battery
 1438 Lane currently zoned R-10. Rezone these properties to a comparable CR zone, allowing
 1439 for redevelopment of residential apartments at a higher density and increased lot coverage.]
- 1440 • Most of the existing market-rate affordable housing in the district should be [[preserved]]
 1441 retained to ensure a variety of housing types and allow retention of lower-cost housing.
 1442 The Sector Plan recommends that the retention of market-rate affordable housing in
 1443 existing or replacement units in the Sector Plan area be the highest priority for public
 1444 benefit points and endorses application of County programs to ensure that housing remains
 1445 affordable.
- 1446 • Facilitate several possible scenarios for [Lot 633] [[the western part of]] Map #12 located
 1447 at 8101 Glenbrook Road, which is identified as an expansion area for Battery Lane Urban
 1448 Park in Chapter 2.7 of this Plan, including park acquisition, partial redevelopment

- 1449 combined with park dedication, or redevelopment. Rezone Map #12 from its current CR
 1450 and CRN split zoning to CR 3.0, C-3.0, R-3.0, H-120. Any redevelopment should be
 1451 accessed from Rugby Avenue in order to facilitate park expansion with land from both the
 1452 lot and the Glenbrook Road right-of-way and maximize visibility of the park from
 1453 Woodmont Triangle. [Additionally, designate Lot 633 as a Priority Sending Site for density
 1454 averaging to facilitate park expansion (see Figure 3.11: Recommended Zoning and Figure
 1455 4.01 Proposed Priority Sending Sites)].
- 1456 • Rezone the townhouse development on North Brook Lane from its current RT-12.5 zone
 1457 to the Townhouse High Density (THD) zone. With the adoption of the new County Zoning
 1458 Ordinance in October 2014, RT zones are being phased out and the new townhouse zones
 1459 implemented through the master planning process.
 - 1460 • Rezone Map #16 [Lot 56], the Chevy Chase Rescue Squad site located at Old Georgetown
 1461 Road and Battery Lane currently zoned R-60, to [a comparable CR zone] CR 2.5, C-2.5,
 1462 R-2.5, H-90 to [redevelop the Rescue Squad facility so the new construction includes high
 1463 density residential uses] provide flexible redevelopment opportunities for the rescue squad
 1464 that would preserve its ability to provide services while also allowing for some residential
 1465 development.
 - 1466 • Rezone Map #4 and #6 from their current zones to CR 1.5, C-0.5, R-1.5, H-120 to promote
 1467 enhanced redevelopment opportunities to foster a quality mix of housing options.
 - 1468 • Rezone Map #10 from its current zone to increase the maximum allowable building height
 1469 to 120 feet to promote enhanced redevelopment opportunities to foster a quality mix of
 1470 housing options.
 - 1471 • Rezone Map #11 and #14 from their current zones to CR 1.5, C-0.5, R-1.5, H-120 to
 1472 promote enhanced redevelopment opportunities to foster a quality mix of housing options.

1473
 1474 Page 126: Under 2. Building Form, remove a. Goal and Recommendations as follows:

1475
 1476 ***[a. Goal: Provide an architectural gateway to Downtown Bethesda along Old Georgetown***
 1477 ***Road.***

1478
 1479 ***Recommendations:***

1480
 1481 Allow increased heights at the two community facilities, Bethesda Rescue Squad and
 1482 Christ Lutheran Church, to provide a gateway to Downtown Bethesda along Old
 1483 Georgetown Road.]

1484
 1485 Page 127: Figure 3.13: Battery Lane District Public Realm Improvements – remove recommended
 1486 gateway symbol from Old Georgetown Road and Battery Lane Intersection.

1487
 1488 Page 128: Under A. Land Use and Zoning, 1. Goals, modify the third bullet identifying that PLD
 1489 lots 10, 24, 25 and 44 should be converted to Parks as follows:

- 1490
 1491 • Make the best use of land near the Bethesda Metrorail Station and future Purple Line station
 1492 by promoting redevelopment of under-utilized properties and [County] private surface
 1493 parking lots. Parking Lot District (PLD) lots 10, 24, 25 and 44 should be converted to parks
 1494 to the maximum extent feasible. The parking needs of neighborhood businesses that rely
 1495 on these lots should be addressed and parking replaced where necessary.

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Page 130: Remove the first bullet and add zoning recommendations as follows:

- See Figure 2.20: Recommended Maximum Building Heights for maximum building heights in the Eastern Greenway Districts and Figure 3.14 Eastern Greenway Districts Recommended Zoning for the following recommendations.
- [Designate PLD Lot 10 as a Priority Sending Site and rezone from R-60 to a CRT zone with additional density to allow density averaging and to facilitate potential expansion of the Eastern Greenway (see Figure 3.14 Recommended Zoning and Figure 2.20 Proposed Building Heights).]
- Eliminate the Transferable Development Rights (TDR) designation.
- Rezone Map #206 to increase the maximum allowable building height from 60T [[feet]] to 70 feet [[to provide an appropriate step up transition from the properties along Tilbury Street to Wisconsin Avenue and to allow for flexible development opportunities and allow future development to better adapt to market conditions]] with the goal of converting this parking lot to parkland.
- Rezone Map #207 to increase the maximum allowable building height from 60 feet to 70 feet [[to provide an appropriate step up transition from the properties along Tilbury Street and to facilitate eastern greenway if the property redevelops]] with the goal of converting this parking lot to parkland.
- Rezone Map #208 to increase the maximum allowable building height from 60T [[feet]] to 90 feet to provide an appropriate step up transition from the properties along Tilbury Street to Wisconsin Avenue and to allow for flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #209 from its current zone to CR 0.5, C-0.5, R-0.5, H-70 to allow for flexible development opportunities and allow future development to better adapt to market conditions and to provide an appropriate step up transition from the properties along Tilbury Street to Wisconsin Avenue.
- Rezone Map #210 from its current zone to CRT 0.5, C-0.25, R-0.5, H-70 to facilitate eastern greenway if the property redevelops.
- Rezone Map #211 to increase the maximum allowable building height from 60T [[feet]] to 70 feet [[to provide an appropriate step up transition from the properties along Tilbury Street to Wisconsin Avenue]] with the goal of converting this parking lot to parkland.
- Rezone Map #212 from its current zone to CRT 0.5, C-0.25, R-0.5, H-70 to facilitate eastern greenway if the property redevelops.
- Rezone Map #213, the portion that is not parkland, from its current zone of R-60 to CRT 0.5, C-0.25, R-0.5, H-70 to allow for flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #214 to increase the maximum allowable building height from 60T [[feet]] to 70 feet to provide an appropriate step up transition from the properties along Tilbury Street to Wisconsin Avenue.
- Rezone Map #215 from its current zone R-10 to a comparable CR zone, CR 1.5, C-0.25, R-1.5, H-70, to facilitate the greenway if the property redevelops in the future.
- Rezone Map #217 from its current zone (PD-35) to a comparable CRT 1.25, C-0.25, R-1.25, H-35 zone to promote infill redevelopment.

- 1541 • Rezone Map #218 to increase the maximum allowable building height from 35T [[feet]] to
1542 70 feet to provide an appropriate step up transition from Elm Street Park to Wisconsin
1543 Avenue.
- 1544 • Rezone Map #219 (PLD Lot 24) from its current R-60 zone to CRT 0.5, C-0.25, R-0.5, H-
1545 70 to facilitate the eastern greenway and additional parkland [[if the property redevelops
1546 in the future]].
- 1547 • Rezone Map #220 to increase the maximum allowable building height from 35T [[feet]] to
1548 90 feet [[to provide an appropriate step up transition from 46th Street to Wisconsin
1549 Avenue]] to provide flexibility with the goal of converting this parking lot to parkland.
- 1550 • Rezone Map #221 to increase the maximum allowable building height from 75T [[feet]] to
1551 90 feet to provide an appropriate step up transition from 46th Street to Wisconsin Avenue.
- 1552 • Rezone Map #222 (PLD Lot 10) from its current R-60 zone to CRT 0.5, C-0.25, R-0.5, H-
1553 70 to facilitate the eastern greenway and additional parkland.
- 1554 • Rezone Map #223 from its current R-60 zone to CR 1.5, C-1.5, R-0.5, H-70 to allow for
1555 flexible development opportunities and allow future development to better adapt to market
1556 conditions. This is currently a County owned property and is being used as the Writer's
1557 Center for the downtown Bethesda area.
- 1558 • Rezone Map #224 to increase the maximum allowable building height from 45 feet to 70
1559 feet to provide an appropriate step up transition from West Avenue to Wisconsin Avenue.
- 1560 • Rezone Map #225 from its current R-60 zone to CRT 0.5, C-0.25, R-0.5, H-70 to facilitate
1561 the eastern greenway if the property redevelops in the future.
- 1562 • Rezone Map #226 to increase the maximum allowable building height from 35 feet to 70
1563 feet to provide an appropriate step up transition from West Avenue to Wisconsin Avenue.
- 1564 • Rezone Map #227 to increase the maximum allowable building height from 35T [[feet]] to
1565 70 feet to provide an appropriate step up transition from West Avenue to Wisconsin
1566 Avenue.
- 1567 • Rezone Map #228 and #229 from their current R-60 zone to CRT 1.5, C-0.25, R-1.5, H-70
1568 to facilitate the eastern greenway if the property redevelops in the future.
- 1569 • Rezone Map #230 to increase the maximum allowable building height from 35 feet to 45
1570 feet to provide compatibility with the surrounding single family unit neighborhood.

1571
1572 Page 130: Modify greenway language in section 1. Public Realm and Building Form,
1573 Recommendations as follows:

- 1574
- 1575 • [Tier building heights based on the amount and type of green space provided (*see Section*
1576 *4.4 Implementation*).
1577 ○ **Tier 1 Green Street:** The green street should be designed to accommodate elements
1578 such as tree canopy, wide sidewalks and stormwater management.
1579 ○ **Tier 2 Greenway:** The greenway should be designed to accommodate elements such
1580 as tree canopy and vegetation; wide pathways; seating; stormwater management; and
1581 activity space, such as small play areas, exercise stations and community gardens.
1582 ○ **Tier 3 Neighborhood Green:** The neighborhood green should be designed to
1583 accommodate space for informal recreation and activities, tree canopy and vegetation,
1584 wide pathways, seating and stormwater management.]

- 1585 • The greenway should be designed to accommodate elements such as tree canopy and
 1586 vegetation; wide pathways; seating; stormwater management; and activity space, such as
 1587 small play areas, exercise stations and community gardens.
- 1588 • In order to enhance compatibility with the adjacent residential neighborhood, the required
 1589 building setback is equal to the amount of building height proposed. For example, a
 1590 building proposed to have a maximum height of 50 feet must provide a minimum 50-foot
 1591 setback from the existing curb. All sites should provide at minimum a 35-foot greenway.
 1592 If this is not feasible because of site constraints, the Planning Board may approve a reduced
 1593 setback of no less than 20 feet, with a maximum height of 35 feet if the proposed
 1594 development otherwise achieves the Eastern Greenway District vision and is compatible
 1595 with the surrounding community.
- 1596 • Activate ground floors of buildings facing onto the greenway, provide entries,
 1597 articulate/step back upper floors and encourage balconies to ensure that the greenway-
 1598 facing façade is compatible with adjacent neighborhoods and is not designed as the back
 1599 of the building.
- 1600 • Encourage [provision of a Tier 3 Neighborhood Green or] a larger destination park adjacent
 1601 to the Farm Women’s Cooperative Market on Parking Lot 24 to provide green space and
 1602 programming within a short walk of the future Metrorail station entrance and Purple Line
 1603 station.
- 1604 • Allow structured parking to be built underneath the greenway or neighborhood green with
 1605 sufficient soil depth for tree planting.
- 1606 • [On blocks with existing single-unit homes, the greenway only occurs if the entire block is
 1607 redeveloped.]
 1608

1609 Page 132: Revise Figure 3.15: Eastern Greenway Districts Public Realm Improvements to
 1610 illustrate the new Greenway language recommended above.
 1611

1612 Page 133: Revise Figure 3.16: Eastern Greenway Districts Tiered Allowable Heights to reflect
 1613 changes to building setbacks and building heights based on amount of park space provided as
 1614 described in the language above.
 1615

1616 Page 134: Under Land Use and Zoning, 1. Goals, remove third and last ~~[[bullet]]~~ bullets and add
 1617 a bullet as follows:
 1618

- 1619 • Retain ~~[[Preserve]]~~ the existing market-rate affordable multi-unit housing.
- 1620 • Promote enhanced redevelopment opportunities to foster a quality mix of housing options.
- 1621 • [Confirm R-60 zoning for the Sacks neighborhood.]
- 1622 • For properties recommended to retain their R-10 and R-30 zoning, confirm ~~[[Confirm]]~~ the
 1623 35-foot height limit ~~[[for all R-10 and R-30 properties]]~~ from the 1994 Bethesda CBD
 1624 Sector Plan.
- 1625 • Enhance pedestrian connectivity to Norwood Local Park.
- 1626 • Improve pedestrian and bike safety along Bradley Boulevard.
- 1627 • ~~[[Extend Strathmore Street to Chevy Chase Drive.]]~~
 1628

1629 Page 134: Under a. Land Use, delete the first bullet as follows:
 1630

1631 [[Extend Strathmore Street south across Bradley Boulevard to Chevy Chase Drive to provide
 1632 additional access and mobility from Downtown Bethesda to south of Bradley and Norwood
 1633 Local Park (*see Transportation Section in Chapter Two*).]]

1634

1635 Page 134: Under b. Zoning, modify the first and third bullets and add a fourth bullet as follows
 1636 (retain the remaining bullets):

1637

- 1638 • Confirm the existing R-60 zoning in the Sacks subdivision to retain the single-unit detached
 1639 houses along Leland Street and Wellington Drive. [The Plan supports efforts to preserve
 1640 the viability and residential integrity of the neighborhood as an alternative to multi-unit
 1641 living in the Sector Plan area.] The Plan also recommends a Residential Floating Zone to
 1642 allow for residential development at higher densities in appropriate circumstances.
 1643 Whether a Townhouse or Apartment Floating zone is appropriate, and maximum allowable
 1644 height and density, should be based on the size of tract and whether only a limited portion
 1645 of the neighborhood requests rezoning or the entire neighborhood is rezoned. Should only
 1646 part of the neighborhood be rezoned, then the compatibility of new development with the
 1647 remaining single-family homes will be important.
- 1648 • Rezone all Employment Office (EOF) properties in the South Bethesda District to a
 1649 comparable Commercial Residential (CR) zone to promote infill redevelopment (*see*
 1650 *Figure 3.17 Recommended Zoning and Figure 2.20 Proposed Building Heights*).
- 1651 • Extend a pedestrian pathway along the east edge of the Cokinos property, Map #186 [Lot
 1652 6, Block 1], to allow for a more formalized public access to Norwood Local Park from
 1653 Downtown Bethesda.
- 1654 • Confirm the R-10 zoning for the Bethesda Fire Station 6.

1655

1656 Page 136: Remove the first and second bullets and add zoning recommendations as follows:

1657

- 1658 • See Figure 2.20: Recommended Maximum Building Heights for maximum building heights
 1659 in the South Bethesda District and Figure 3.17 South Bethesda District Recommended
 1660 Zoning for the following recommendations.
- 1661 • [Provide redevelopment opportunities for the Barclay Apartments (HOC/Chevy Chase
 1662 Development Corporation) located on Bradley Boulevard and Chevy Chase Drive, that are
 1663 currently zoned R-10, by rezoning the property to a CR zone. Designate the property as a
 1664 Priority Sending Site for density transfer to preserve existing market-rate affordable
 1665 housing and to provide opportunities for some redevelopment (*see Figure 3.17*
 1666 *Recommended Zoning, Figure 2.20 Recommended Maximum Building Heights and Figure*
 1667 *4.01 Proposed Priority Sending Sites*).]
- 1668 • [Allow redevelopment potential of the Bethesda Fire Department site located at the corner
 1669 of Bradley Boulevard and Wisconsin Avenue that is currently zoned R-10 by
 1670 recommending a CR floating zone that would allow for replacement of the fire station in
 1671 order to maintain service to the community and to allow additional uses on the property.
 1672 The Bethesda Fire Department property would retain the base zone of R-10 with a
 1673 maximum height of 35 feet until the floating zone of CR 1.5, C-1.5, R-1.5, H-70 is applied
 1674 for and approved by the County Council through the process outlined in the Montgomery
 1675 County Zoning Ordinance (*see Figure 2.20 Recommended Maximum Building Heights*).
 1676 For the undeveloped portion of the property to the west of the Fire Station facility, which
 1677 is identified as a potential open space in Chapter 2.7 and on *Figure 2.19 Public Open Space*,

- 1678 facilitate several possible scenarios, including park acquisition and partial redevelopment
 1679 combined with park dedication.]
- 1680 • Rezone Map #172 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.25,
 1681 R-1.5, H-70 to allow the Condominium ownership the ability to redevelop in the future.
 1682 Any redevelopment should be compatible with the surrounding Sacks Neighborhood and
 1683 heights may be limited to less than 70 feet to ensure compatibility.
 - 1684 • Rezone Map #174 and #175 from their current zones of R-10 to a comparable CR zone,
 1685 CR 1.5, C-0.5, R-1.5, H-70 to promote infill redevelopment of residential apartments and
 1686 increased lot coverage.
 - 1687 • Rezone Map #176 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.5,
 1688 R-1.5, H-90 to promote infill redevelopment of residential apartments and increased lot
 1689 coverage.
 - 1690 • Rezone Map #177 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.25,
 1691 R-1.5, H-70 to promote infill redevelopment of residential apartments and increased lot
 1692 coverage.
 - 1693 • Rezone Map #178 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.25,
 1694 R-1.5, H-90 to promote infill redevelopment of residential apartments and increased lot
 1695 coverage.
 - 1696 • Rezone Map #179 from its current zone R-10 to a comparable CR zone, CR 1.5, C-0.25,
 1697 R-1.5, H-70 to promote infill redevelopment of residential apartments and increased lot
 1698 coverage.
 - 1699 • Rezone Map #180 from its current zone of R-10 to a comparable CR zone, CR 1.75, C-
 1700 0.25, R-1.75, H-70 to promote infill redevelopment of residential apartments and increased
 1701 lot coverage.
 - 1702 • Rezone Map #185 and #187 from their current zones R-10 to a comparable CR zone, CR
 1703 1.5, C-0.25, R-1.5, H-70 to promote infill redevelopment of residential apartments and
 1704 increased lot coverage.

1705
 1706 Page 138: Under b. Zoning, modify second bullet and add zoning recommendations as follows:
 1707

- 1708 • See Figure 2.20: Recommended Maximum Building Heights for maximum building heights
 1709 in the Arlington North District and Figure 3.19 Arlington North District Recommended
 1710 Zoning for the following recommendations.
- 1711 • Rezone the five R-60 properties in this District to a comparable CR zone reflective of the
 1712 surrounding density [(see Figure 3.19 Recommended Zoning and Figure 2.20
 1713 Recommended Maximum Building Heights)].
- 1714 • Rezone [Lot 16] (Map #126) on Moorland Lane currently zoned CRN 0.5, C-0.5, R-0.25,
 1715 H-35 to a [comparable] CR zone [reflective of the surrounding densities] with an increased
 1716 maximum allowable building height of 120 feet, reflective of the building heights in the
 1717 surrounding area.
- 1718 • Limit height of new development along Arlington Road to a maximum of 60 feet.
- 1719 • Rezone Map #127 to increase the maximum allowable building height from 125T [[feet]]
 1720 to 150 feet, reflective of the building heights in the surrounding area.
- 1721 • Rezone Map #128 to increase the maximum allowable building height from 35T [[feet]] to
 1722 60 feet, reflective of the building heights in the surrounding area.

- 1723 • Rezone Map #129 from its current R-60 zone to CR 2.0, C-0.25, R-2.0, H-60, reflective of
1724 the density and building heights in the surrounding area.
- 1725 • Rezone Map #130 to increase the maximum allowable building height from 40T [[feet]] to
1726 60 feet, reflective of the building heights in the surrounding area.
- 1727 • Rezone Map #131 to increase the maximum allowable building height from 75T [[feet]] to
1728 90 feet, reflective of the building heights in the surrounding area.
- 1729 • Rezone Map #132 from its current R-60 zone to CR 2.5, C-0.5, R-2.5, H-150, reflective of
1730 the density and building heights near the core of downtown along Woodmont Avenue.
- 1731 • Rezone Map #133 from its current R-60 zone to CR 2.5, C-0.5, R-2.5, H-120, reflective of
1732 the density and building heights near the core of downtown along Woodmont Avenue.
- 1733 • Rezone Map #134 to increase the maximum allowable building height to 155 feet,
1734 reflective of the building heights along Woodmont Avenue.
- 1735 • Rezone Map #135 from its current R-60 zone to CR 2.5, C-0.25, R-2.5, H-70, reflective of
1736 the density and building heights in the surrounding area.
- 1737 • Rezone Map #136 to increase the maximum allowable building height from 40T [[feet]] to
1738 50 feet, reflective of the building heights in the surrounding area.
- 1739 • Rezone Map #137 to increase the maximum allowable building height from 50T [[feet]] to
1740 60 feet, reflective of the building heights in the surrounding area.
- 1741 • Rezone Map #138 to increase the maximum allowable building height from 70T [[feet]] to
1742 85 feet, reflective of the building heights in the surrounding area.
- 1743 • Rezone Map #139 from its current R-60 zone to CR 2.5, C-0.25, R-2.5, H-70, reflective of
1744 the density and building heights in the surrounding area.
- 1745 • Rezone Map #140 to increase the maximum allowable building height from 70T [[feet]] to
1746 85 feet, reflective of the building heights in the surrounding area.
- 1747 • Rezone Map #141 to increase the maximum allowable building height from 50T [[feet]] to
1748 60 feet, reflective of the building heights in the surrounding area.
- 1749 • Rezone Map #142 to increase the maximum allowable building height from 45T [[feet]] to
1750 55 feet, reflective of the building heights in the surrounding area.
- 1751 • Rezone Map #143 to increase the maximum allowable building height from 40T [[feet]] to
1752 50 feet, reflective of the building heights in the surrounding area.
- 1753 • Rezone Map #144 to increase the maximum allowable building height from 75T [[feet]] to
1754 90 feet, reflective of the building heights in the surrounding area.
1755

1756 Page 144: Modify the first two paragraphs under 4.1.2 Bethesda Overlay Zone (BOZ) as follows:
1757

1758 In general, an overlay zone is a mapped district placed over the standard, underlying zone that
1759 modifies the uses or development requirements of the zone. An overlay zone imposes
1760 requirements or restrictions in addition to, or in place of, those of the underlying zoning
1761 classification. [In theory, an] An overlay zone can be either more restrictive or less restrictive
1762 than the standards and requirements of the underlying zoning classification.
1763

1764 Overlay zones are appropriate where there is a special public policy interest that cannot be met
1765 by either the standards of the underlying zone or by rezoning to a different zone. [The intent
1766 of an overlay zone is to provide requirements and standards that are necessary to achieve the
1767 planning goals and objectives for development or redevelopment of an area.] Overlay zones
1768 are created in areas of critical public interest and provide uniform, comprehensive development

1769 regulations for an area. An overlay zone can only be applied when it has been recommended
 1770 by a Master Plan and must be implemented by a Sectional Map Amendment.

1771

1772 Page 145: Modify the second and fourth paragraphs (including bullets) as follows:

1773

1774 The Bethesda Overlay Zone is also intended to [appropriately allocate density within
 1775 Downtown Bethesda that will protect existing residential neighborhoods, provide additional
 1776 land for parks and open space critical to support additional development, expand the County's
 1777 affordable housing inventory, ensure high quality design through the use of a Design Review
 1778 Advisory Panel and for the purpose of modifying the density averaging rules] implement the
 1779 recommendations of the Bethesda Downtown Plan as it relates to density, building heights,
 1780 affordable housing goals, parks, and design.

1781

1782 In order to accomplish these objectives, this Plan recommends zoning individual properties
 1783 CR with the currently mapped density limit and the building heights recommended in this
 1784 Sector Plan along with the Bethesda Overlay Zone.

1785

1786 More specifically, the Bethesda Overlay Zone will:

1787

- 1788 • Cover all properties within the Sector Plan boundary.
- 1789 • Set a cap on development to ensure that total density in the Plan Area, including mapped
 1790 CR density, does not exceed [approximately] 32.4 million square feet of gross floor area.
- 1791 • Allow development to exceed the mapped CR density limit on a property [if overlay zone
 1792 density is available and the proposed development meets certain requirements] under
 1793 certain circumstances.
- 1794 • Establish the requirements for additional density received through the Bethesda Overlay
 1795 Zone, including a requirement to [[proportionally]] provide [a Park Impact Payment,
 1796 provide 15 percent MPDUs and participate in a Design Review Advisory Panel at the
 1797 Concept Plan and/or Sketch Plan application phase] for park needs.
- 1798 • [No additional building height will be given with MPDUs outside of the High Performance
 1799 Area] [[Require]] Increase the minimum MPDU requirement from 12.5% to 15% MPDUs
 1800 for all residential optional method projects [[and adjust the height and FAR benefits of
 1801 providing MPDUs accordingly]] and remove height and density bonus for providing up to
 1802 15% MPDUs. The Overlay zone should determine whether there are circumstances under
 1803 which additional height should be allowed for properties that provide more than 15%
 1804 MPDUs.
- 1805 • Establish the ability for projects that provide 25% MPDUs to exceed the CR density limit
 1806 on such properties without additional payments or proportionate costs.
- 1807 • Establish [the] a process for obtaining approval of a development [with overlay zone
 1808 density and using it in a timely manner] so that building design is given enhanced
 1809 consideration, the provision of market rate affordable housing is rewarded, and unused
 1810 density is not hoarded.
- 1811 • Modify the density averaging rules [to encourage transfers of density from the Priority
 1812 Sending Sites identified in this Sector Plan].

1813

1814 Page 145: Add new section 4.1.3 Annual Monitoring and Reporting as follows:
 1815

1816 **4.1.3 Annual Monitoring and Reporting**
 1817

1818 The Bethesda Downtown Sector Plan is comprised of many complex elements, each of which
 1819 depends upon the success of other Plan elements. In recognition of this complexity, this Sector
 1820 Plan recommends annual monitoring of schools, parks, and transportation. The annual report
 1821 will be presented to the Planning Board each year and transmitted to the County Council for
 1822 review. If any of the elements included in the annual report demonstrate issues, staff will
 1823 specifically identify issues and potential solutions for discussion during the annual presentation
 1824 to the Board.

1825
 1826 Once total development—including approvals—reaches 30.4 million square feet, the County
 1827 Council may require certain actions before additional development is permitted. Depending
 1828 on the Planning Board’s recommendations, such actions would address needed infrastructure
 1829 and/or achieving of certain NADMS goals as outlined in 2.3.5 Transportation Demand
 1830 Management and progress toward the acquisition of half of the recommended new urban parks
 1831 as discussed in 2.7 Parks and Open Space. This would not apply to projects providing or
 1832 preserving at least 25 percent MPDUs.

1833
 1834 [[Additionally, a Transportation Demand Management Plan (TDM) for Downtown Bethesda
 1835 should be prepared within one year (including parking restrictions) of the adoption of the
 1836 Sectional Map Amendment (SMA).]]

1837
 1838 Page 145: Change section numbering as follows:
 1839

1840 **[4.1.3] 4.1.4 Public Amenities and Benefits**
 1841

1842 Pages 145-146: Change section numbering for 4.1.4 Public Benefits in the CR Zone and modify
 1843 language before 2. Public Open Space as follows:
 1844

1845 **[4.1.4] 4.1.5 Public Benefits in the CR Zone**
 1846

1847 This Sector Plan recommends modifying the public benefits points allowed in Bethesda via
 1848 the Bethesda Overlay Zone. Potential changes include eliminating points for transit proximity
 1849 and points for formerly optional actions that are otherwise required by the Overlay Zone (e.g.,
 1850 15 percent Moderately Priced Dwelling Units (MPDUs)).

1851
 1852 A. Top Priority Benefits
 1853

1854 The following public benefits are of highest priority in all optional method projects:
 1855

1856 1. Affordable Housing
 1857

1858 Since the Overlay Zone requires that all optional method projects provide 15 percent
 1859 MPDUs, public benefit points should not be provided for projects that comply with the
 1860 required 15 percent, but should be allowed [[only be provided]] for projects providing

1861 more than 15 percent MPDUs. [This Plan recommends that optional method
 1862 development in the Sector Plan Area should be allowed only if it delivers certain
 1863 affordable housing benefits. An optional method project that includes residential
 1864 dwellings should provide a minimum of 15 percent Moderately Priced Dwelling Units
 1865 (MPDUs).] See Bethesda Overlay Zone for specific requirements and building heights
 1866 restrictions.

- 1867 • Create a new category of public benefit points related to the [[preservation]]
 1868 retention of existing market-rate affordable housing in existing and/or replacement
 1869 units within the Sector Plan using rental agreements with the Department of
 1870 Housing and Community Affairs (DHCA).
- 1871 • In the South Bethesda and Battery Lane Districts, preservation of market-rate
 1872 affordable housing and/or additional MPDUs beyond 15 percent is the top priority
 1873 for public benefit points.

1874
 1875 Pages 147-149: Remove Section 4.2 Priority Sending Sites.

1876

1877 Page 147: Add Section 4.2 Density Averaging as follows:

1878

1879 **4.2 Density Averaging**

1880

1881 Transfers of density between properties have occurred in Bethesda under existing provisions
 1882 in the Zoning Ordinance and were an important recommendation in the 2006 Woodmont
 1883 Triangle Amendment to the 1994 Bethesda CBD Sector Plan as a means of preserving the
 1884 existing small businesses in the area, to provide more opportunities for multi-unit residential
 1885 development and to retain the eclectic character of the neighborhood that was unique to
 1886 Woodmont Triangle.

1887

1888 In the past there has been no limit on the ability of a future master plan to increase density,
 1889 regardless of whether a transfer occurred in the past.

1890

1891 This Sector Plan recommends providing additional clarity regarding the policy on density
 1892 averaging in Downtown Bethesda.

1893

1894 **Recommendation**

1895

1896 A new master plan can increase height and/or density on a site that has transferred density
 1897 (particularly for properties near transit); however, the transferred density should be deducted
 1898 from the new allowable total development.

1899

1900 Page 152: Under section 4.5 Greenway, modify language in the second and third paragraphs,
 1901 including bullets, as follows:

1902

1903 On a site identified as a greenway, this Plan recommends that building heights be reduced
 1904 below the maximum height allowed in the applicable zone based on the setback from the street
 1905 and the land be dedicated for the greenway. This reduction in height applies to the entire
 1906 [parcel] portion of the property zoned 70 feet (35 feet) in the Eastern Greenway Districts, as
 1907 shown in Figure 2.20 Recommended Maximum Building Heights.

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In order to enhance compatibility with the [abutting] adjacent residential neighborhood, [the greater the setback, the lesser the reduction in the allowed building height, as follows:] the required building setback is equal to the amount of building height proposed. For example, a building proposed to have a maximum height of 50 feet must provide a minimum 50-foot setback from the existing curb. All sites should provide at minimum a 35-foot greenway. If this is not feasible because of site constraints, the Planning Board may approve a reduced setback of no less than 20 feet with a maximum height of 35 feet if the proposed development otherwise achieves the Eastern Greenway District vision and is compatible with the surrounding community.

- **[Tier 1 Green Street:** For a building set back 20 feet to 35 feet from the curb, the maximum building height is 35 feet.
- **Tier 2 Greenway:** For a building set back 36 feet to 75 feet from the curb, the maximum building height is 50 feet.
- **Tier 3 Neighborhood Green:** For a building set back at a distance greater than 75 feet from the curb, the maximum building height is 70 feet.]

Similar to compatibility requirements in the zoning code, the maximum building height measurement [for each tier] is taken from the average grade along the building facing the greenway.

Page 153: Change the heading and add new sub-heading as follows:

4.6 Capital Improvements Program and New Financing Mechanisms

4.6.1 Capital Improvements Program

Page 153: Revise second sentence as follows:

Some projects may be completed using the Amenity Fund and with private sector participation[[, including:]].

Pages 153-154: Revise Table 4.01 as follows:

1. Delete “Strathmore Street Extension.” line.
2. Revise eighth line as follows: “Reconfigure East-West Hwy, Montgomery Lane, Old Georgetown Road and Woodmont Avenue [[into two-way street systems]] with separated bike lanes”.
3. Add “Capital Crescent Trail tunnel/surface route beneath Wisconsin Avenue and Elm Street, via Elm Street Park.” Category: Transportation. Lead Agency: MCDOT. Coordinating Agencies: SHA, M-NCPPC, Town of Chevy Chase.
4. Revise project name for the last project on page 153 as follows: “New separated [[Bikeway]] bikeway lanes on Woodmont Avenue, Bradley Boulevard, [[Norfolk Avenue,]] Arlington Road, and Bethesda Avenue/Willow Lane between Woodmont Avenue and 47th Street. Category: Transportation. Lead Agency: MCDOT. Coordinating Agencies: SHA, M-NCPPC.

- 1955 5. On page 153, add a new line, “New bike lanes on Chelton Road, Pearl Street, Norfolk
 1956 Avenue, Cheltenham Drive, Elm Street, Battery Lane, and Wilson Lane.” Category:
 1957 Transportation. Lead Agencies: MCDOT, SHA. Coordinating Agency: M-NCPPC.
 1958 6. Revise top line on page 154 as follows: “Shared Roadway on [[Cheltenham Road,
 1959 Edgemoor Lane,]] Commerce Lane, Avondale Street, Rosedale Avenue, Tilbury [[street]]
 1960 Street, [[Pearl Street]], St. Elmo Avenue, Cordell Avenue, Bethesda Avenue.
 1961

1962 Page 154: Add the following new section at the end of the page:
 1963

1964 4.6.2 New Financing Mechanisms
 1965

1966 One of the four overarching goals of the Sector Plan is to increase parks and open space in
 1967 Bethesda. The Sector Plan identifies several projects in the Capital Improvements Program
 1968 (CIP) to achieve this goal, but the capacity of the current CIP to fund these projects is limited
 1969 and the cost of acquiring and developing new parks in a developed area will be significant.
 1970 This Plan recommends the exploration of new financing mechanisms that could help pay for
 1971 new parks. This includes the park impact payment recommended for the Overlay zone, as well
 1972 as other potential alternative financing mechanisms (such as a special taxing district) that could
 1973 provide a more stable source of funding not linked to new development and therefore available
 1974 in the near term.
 1975

1976 Page 156: Under **4.7.4 Woodmont Triangle Action Group (WTAG)**, revise the fourth paragraph
 1977 as follows:
 1978

1979 This Sector Plan supports the creation of a standing committee or an advisory group to address
 1980 implementation of this Sector Plan. The formation of any new standing committee or advisory
 1981 group should be staffed [initiated] by the Planning Department in close coordination with the
 1982 Board of the Bethesda Urban Partnership.
 1983

1984
 1985 **General**
 1986

1987 All illustrations and tables included in the Plan will be revised to reflect the District Council
 1988 changes to the Planning Board Draft Bethesda Downtown Sector Plan (July 2016). The text and
 1989 graphics will be revised as necessary to achieve and improve clarity and consistency, to update
 1990 factual information, and to convey the actions of the District Council. Graphics and tables will be
 1991 revised to be consistent with the text.
 1992

1993 Additionally, a Transportation Demand Management Plan (TDM) for Downtown
 1994 Bethesda, including parking restrictions, should be prepared within one year of the adoption of the
 1995 plan.
 1996

1997 This is a correct copy of Council action.
 1998
 1999
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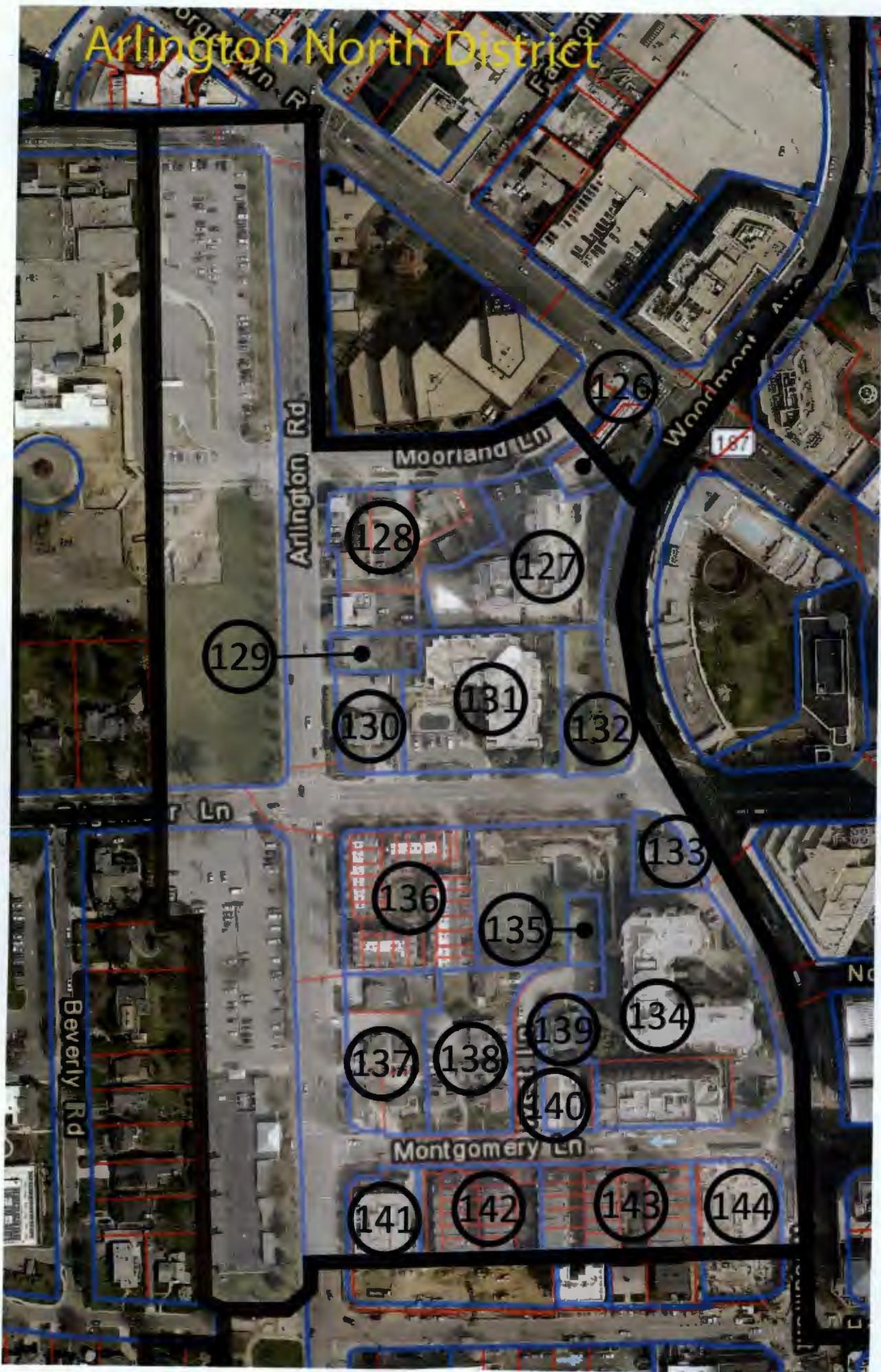
Linda M. Lauer, Clerk of the Council
 2002

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ATTACHMENT A

Attached are maps referred to in the resolution.

Arlington North District



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Arlington South District



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Blvd

Kenwood Forest Ln

Arlington Rd

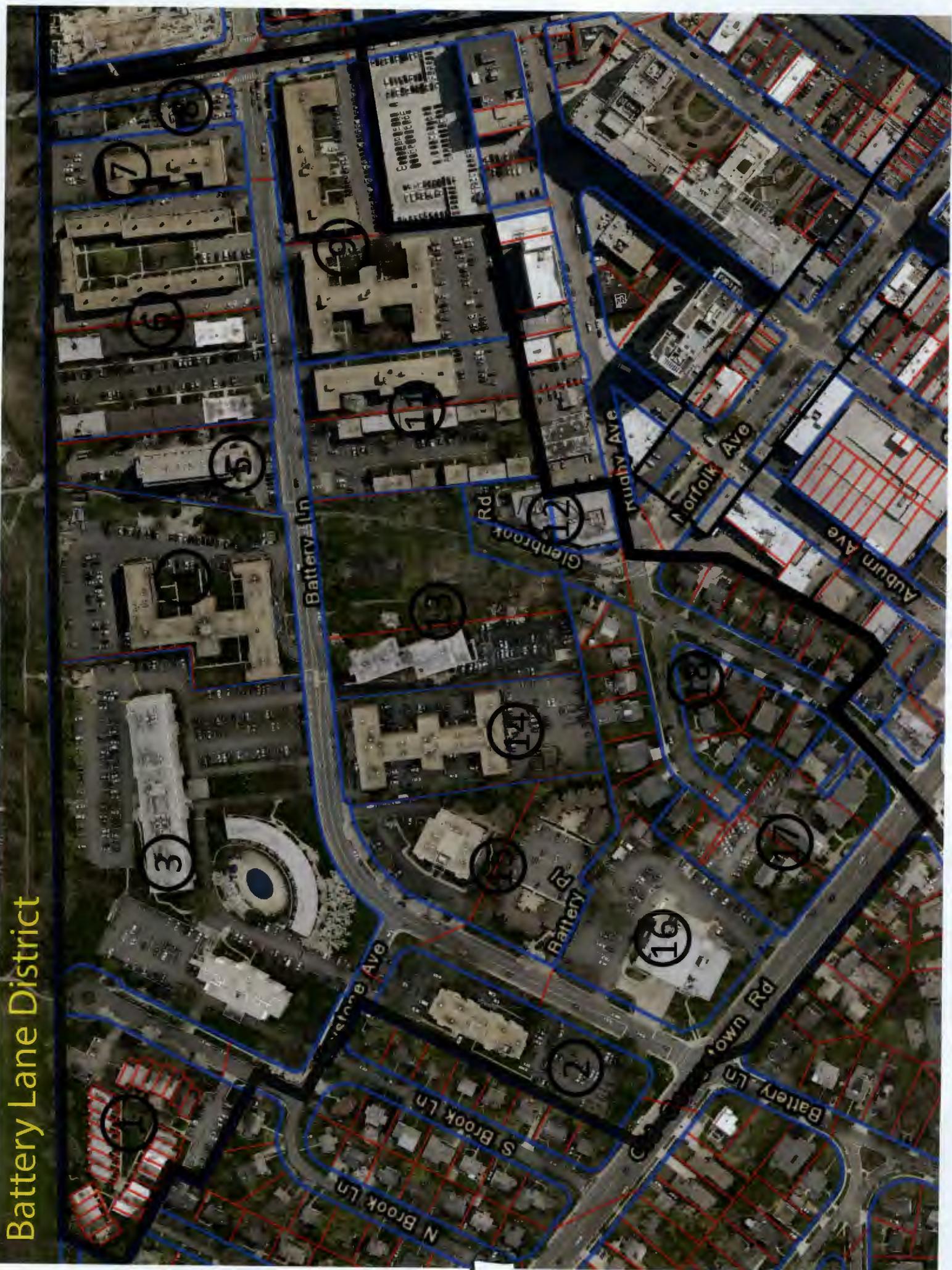
Hillendale Rd

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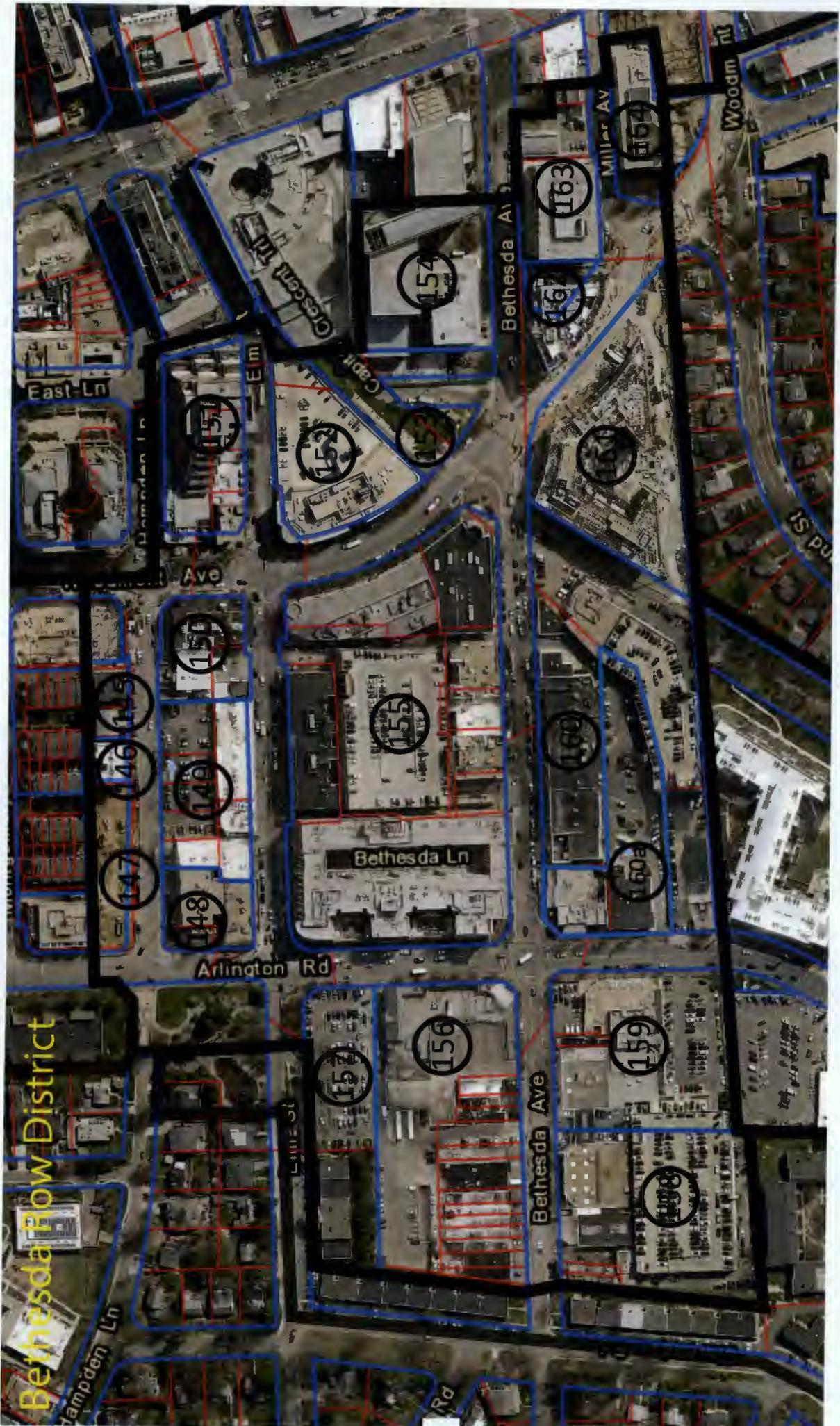
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Battery Lane District



Bethesda Row District



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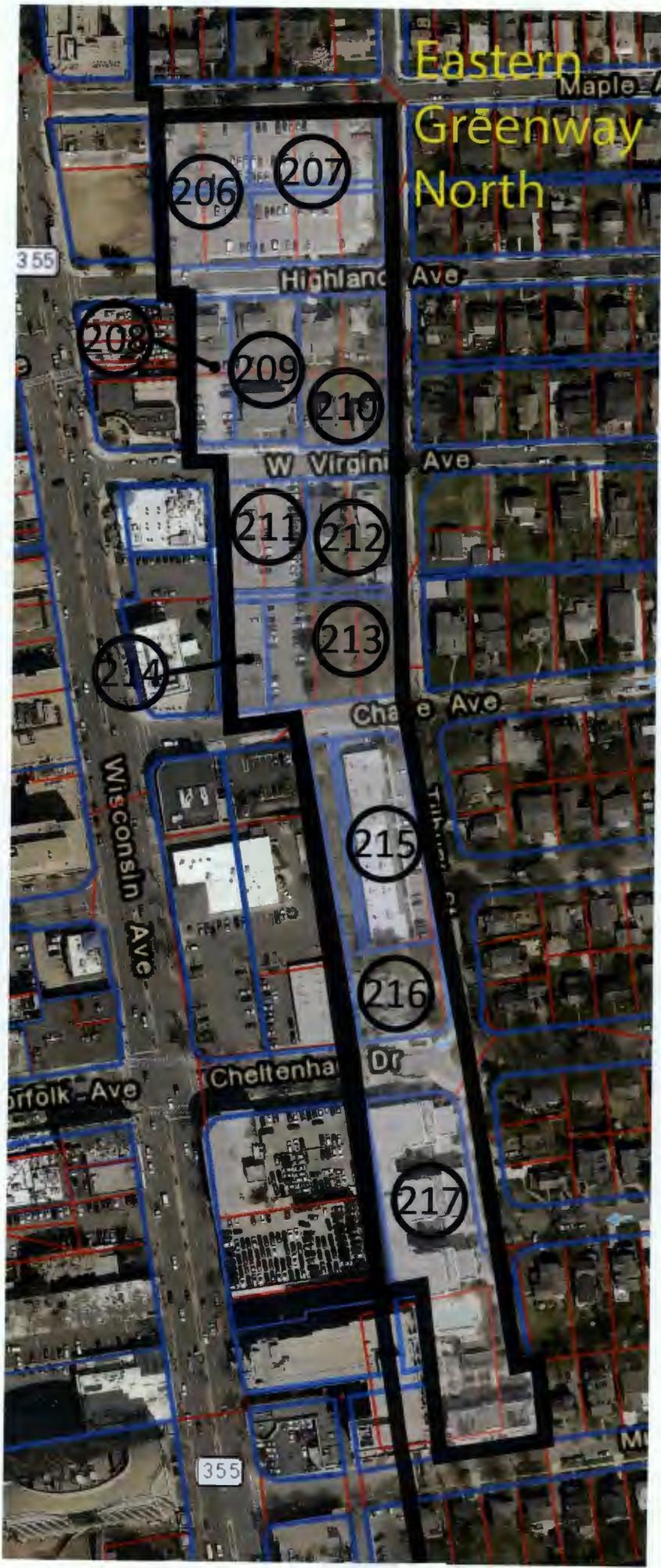
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Eastern
Greenway
North

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Highland Ave

W Virginia Ave

Chae Ave

Wisconsin Ave

Norfolk Ave

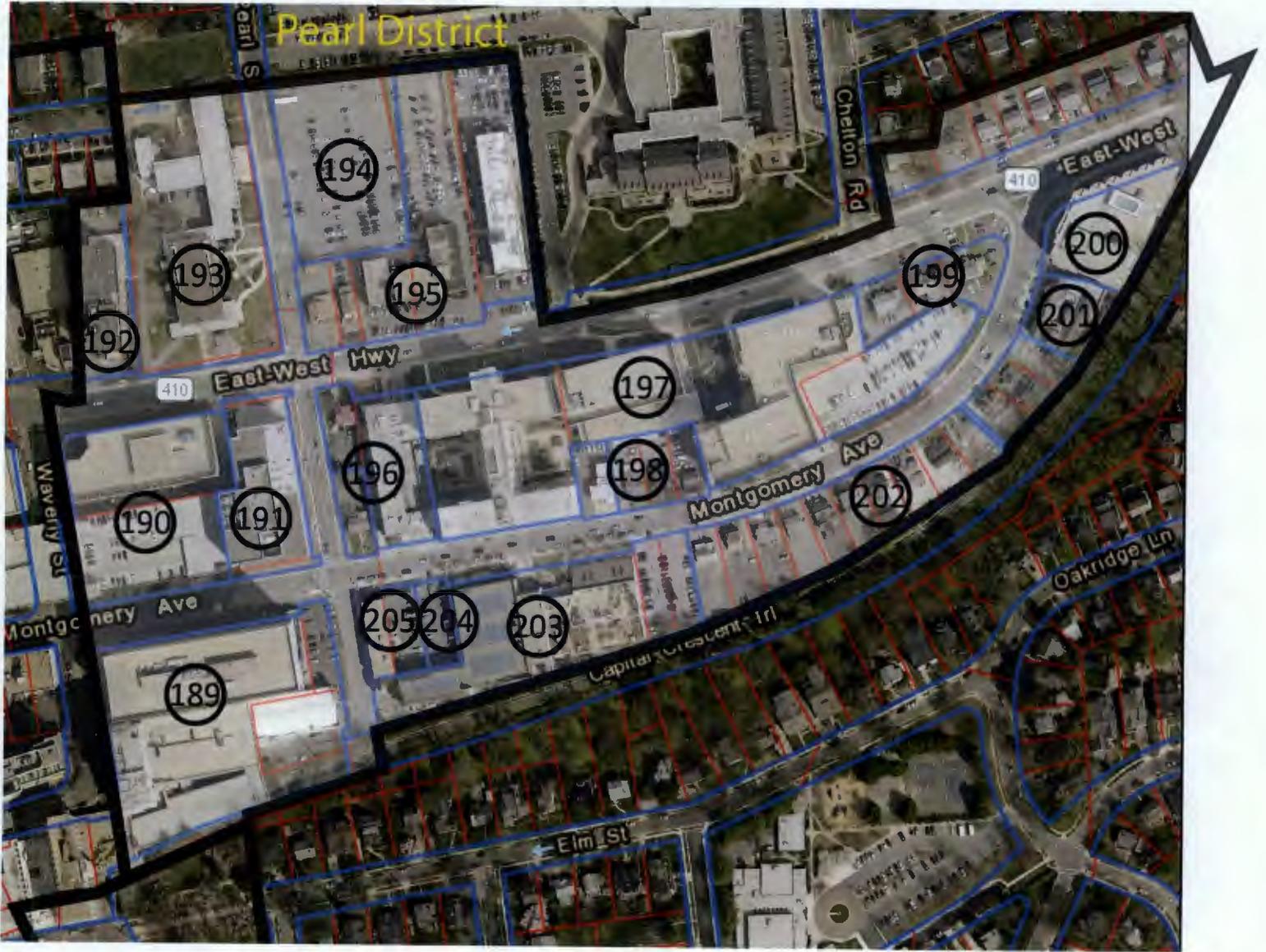
Cheltenham Dr

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Eastern Greenway St South



Pearl District





South Bethesda District

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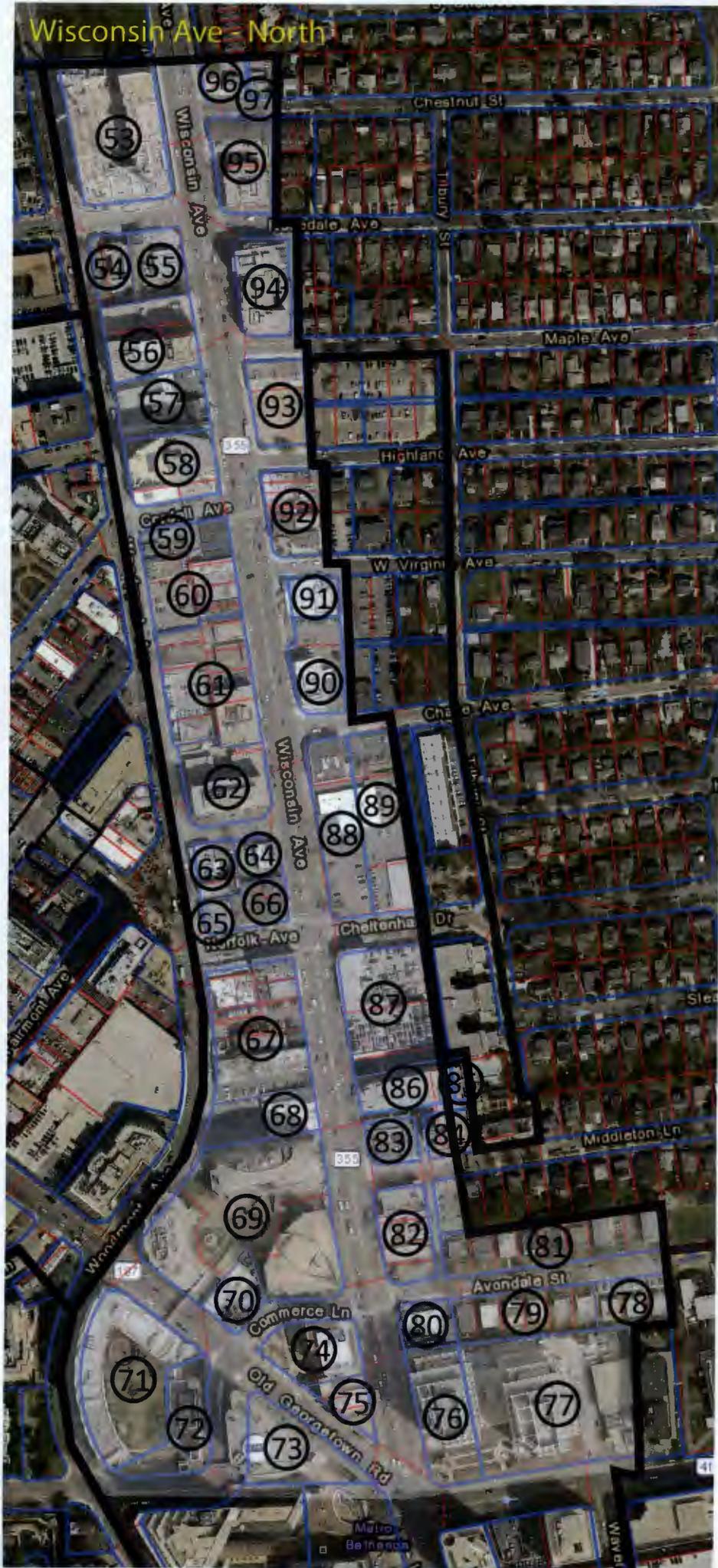
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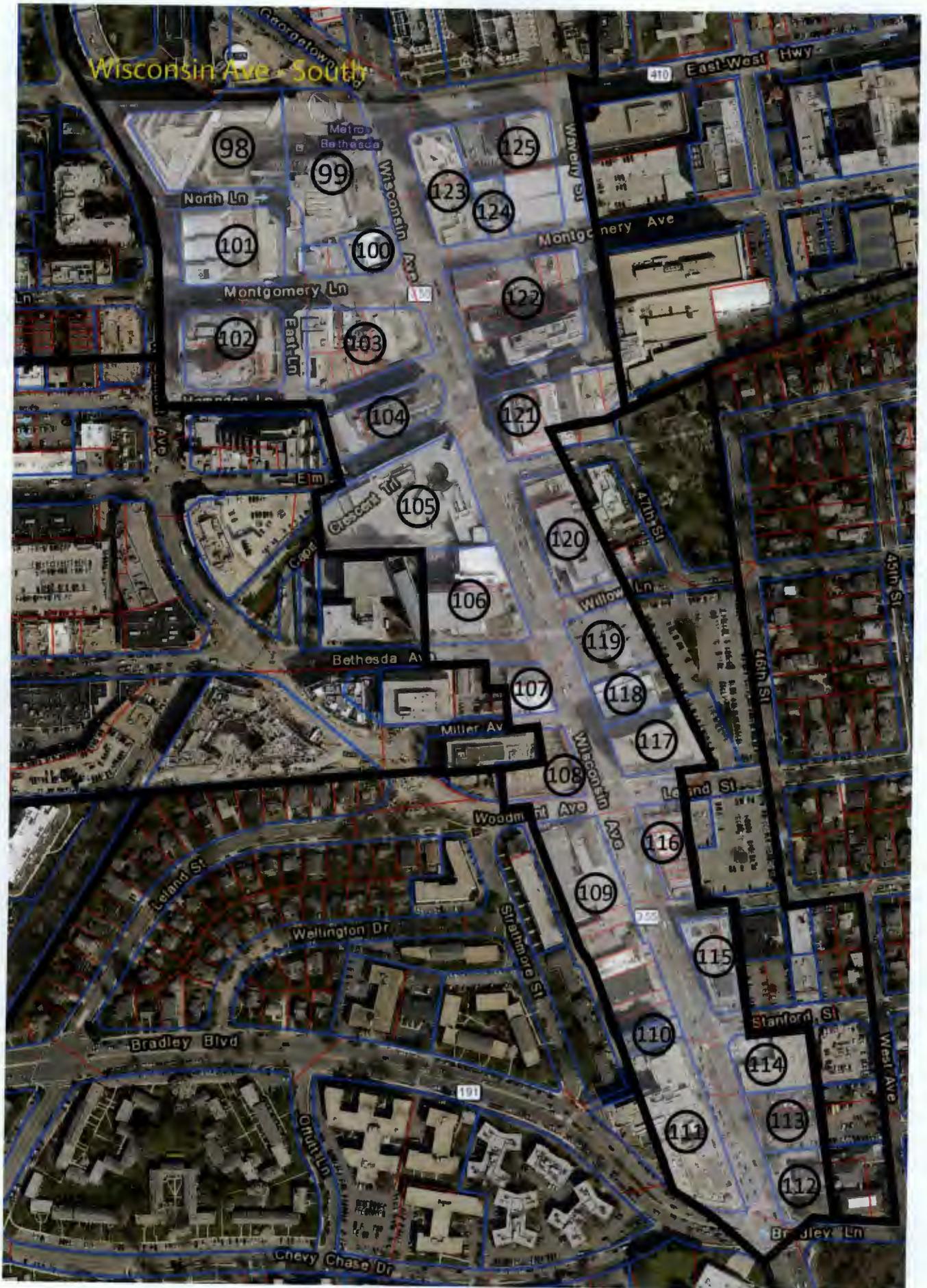
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Wisconsin Ave - North





Woodmont Triangle District

