

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: _____

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

By: County Council

SUBJECT: Approval of July 2016 Planning Board Draft Bethesda Downtown Sector Plan

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

Action

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 17: Modify the second full bullet as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 32: Modify footnote 4 as follows:

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

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

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

[B. Strathmore Street Extended (B-2)]

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

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

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

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

[D. Arlington Road Realignment]

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

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

[E] C. Further Evaluation

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

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

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

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

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

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

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

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

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

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

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

[1. Battery Lane:

- Battery Lane Urban Park
- Old Georgetown Road
- Woodmont Avenue

2. Pearl District:

- Waverly Street Parking Garage

3. Bethesda South

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

4. Auburn Avenue at:

- Old Georgetown Road
- Norfolk Avenue

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

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

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

1. Reclassify the portion of LB-6, "Strathmore Street Extended," south of Bradley Boulevard, to a proposed shared use path.
2. Add a proposed separated bike lane, "CT-8" to Old Georgetown Road, between Woodmont and Wisconsin Avenue, and East-West Highway, between Wisconsin Avenue and Montgomery Avenue.
3. Add a proposed separated bike lane, "CT-9" to Montgomery Avenue, between Wisconsin Avenue and East-West Highway.
4. Add separated bike lanes to Edgemoor Lane, between Arlington Road and Bethesda Metrorail Station
 - a. Add "SR-7" label to the section of Edgemoor Lane between Exeter Road and Arlington Road
5. Delete "LB-4" label and revise to reflect an extension of bike lane "BL-44," Norfolk Avenue/Cheltenham Drive, to Tilbury Street.
6. Revise Pearl Street, "LB-7," to bike lane, "LB-3" (blue line)
7. Add bike lane "LB-7" to Chelton Road, between Sleaford Road and East-West Highway.
8. Add bike lane "LB-4" to Waverly Street, between East-West Highway and Montgomery Avenue.

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

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

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

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

A. New Bikeway Proposals

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

1. Woodmont Avenue (CT-4)

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

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

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

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

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

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

6-foot wide bike lanes and two 10-foot wide travel lanes can be implemented without any additional reallocation of the existing roadway or loss of parking.

- b. Shared Street Alternative: This alternative reflects the Sector Plan recommendation that a portion of Norfolk Avenue, within the Woodmont Triangle, be improved as a shared street with alternative paving materials and flush curbs. Once implemented, the shared street concept is anticipated to have a traffic calming effect and will support relatively low-speed mixed traffic. Under such a scenario, separated bike lanes are unnecessary for bicyclists' comfort.

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

4. Arlington Road (LB-2)

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

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

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

5. [Cheltenham Drive (LB-4)]

Shared Roadway; Wisconsin Avenue to Tilbury Street

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

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

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

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

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

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

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

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

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

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

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

Page 57: Revise heading as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 76: Modify the third bullet as follows:

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

Page 80: Modify the second bullet as follows:

- One or more [A] central “civic green” urban [park] parks (Chapter 3), ranging in size from ½ to 2 acres, depending on projected densities, located in close proximity to a public transit hub, next to activating uses, with a mixture of hard and soft surfaces, including a central lawn area for events.

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

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

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

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

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

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

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

[1. Fire Station 6 Urban Buffer Park

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

Recommended size: 0.85 acres.

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

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

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

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

4. Eastern Greenway Neighborhood Greens

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

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

[2. Chase Avenue Neighborhood Green Expansion

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

Recommended size: 0.8 acres

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

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

A. Fire and Rescue Stations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

D. New Recreation Center

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

Recommendation

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

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

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

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

b. Zoning

- See Figure 2.20: Recommended Maximum Building Heights for maximum building heights in the Wisconsin Avenue District and Figure 3.01: Wisconsin Avenue District Zoning for the following recommendations.
- [Establish nine Priority Sending Sites for density averaging (Farm Women's Cooperative Market, Union Hardware site, the old post office, Brooks Photographer's Building at 7349 Wisconsin Avenue, St. John's Episcopal Church, lots 14, 15, 16 on the south side of Avondale Street and the Metropolitan Apartments) to create, enhance and/or preserve key parks and historic and community resources (see figure 3.01 Recommended Zoning and 4.01 Proposed Priority Sending Sites).]
- Rezone Map #53 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #54 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and increase height to 120 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #55 and #59 from their current zones to increase the commercial FAR from 1.0 to 3.0 FAR and increase the maximum allowable building heights to 145 feet.
- Rezone Map #56 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and height to 110 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #57 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and height to 145 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #58 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and height to 110 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #60 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and height to 175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.

- Rezone Map #61 from its current zone to increase the commercial density from 1.0 FAR to 5.0 FAR and height to 175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #62 from its current zone to increase the commercial density from 1.0 FAR to 5.0 FAR and increase the maximum allowed building height from 145T to 200 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #63 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building height from 120T [[feet]] to 290 feet if the project includes 25 percent MPDUs. If only 15 percent MPDUs are included in the project, then the height is limited to 225 feet.
- Rezone Map #64 from its current zone to increase the commercial density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building height from 120T [[feet]] to 290 feet if the project includes 25 percent MPDUs. If only 15 percent MPDUs are included in the project, then the height is limited to 225 feet.
- Rezone Map #65 and #66 from their current zones to increase the commercial density from a 1.0 FAR to a 3.0 FAR to provide flexible development opportunities and allow future development to better adapt to market conditions and increase the maximum allowable building height from 120T to 225 feet.
- Rezone Map #67 from its current zone to increase maximum allowable building height from 145T [[feet]] to 300 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #68 from its current zone to increase maximum allowable building height from 145T [[feet]] to 165 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #69 from its current zone to increase the commercial density from 4.0 FAR to 5.0 FAR to provide flexible development opportunities and allow future development to better adapt to market conditions and increase the maximum allowable building height from 145T [[feet]] to 175 feet.
- Rezone Map #70 from its current zone to increase the commercial density from 4.0 FAR to 5.0 FAR to provide flexible development opportunities and allow future development to better adapt to market conditions and increase the maximum allowable building height from 145T [[feet]] to 225 feet.
- Rezone Map #71 from its current zone to increase the maximum allowable building height from 145T [[feet]] to 175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #72 to increase the commercial density from 1.0 FAR to 5.0 FAR and increase the maximum allowable building height to 225 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #73 from its current zone to increase the commercial density from 6.0 FAR to 8.0 FAR and increase the maximum allowable building height from 200T [[feet]] to 290 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #74 from its current zone to increase the commercial density from 4.0 FAR to 5.0 FAR and increase the maximum allowable building height from 145T to

175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.

- Rezone Map #75 from its current zone to increase the commercial density from 4.0 FAR to 5.0 FAR 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 #76 from its current zone to increase the maximum allowable building height from 200T to 290 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #77 from its current zone to increase the maximum allowable building height from 200T to 240 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #78 and #79 from their current R-10 zone to CR 1.5, C-0.25, R-1.5, H-70 to provide flexible development opportunities near the core of Downtown Bethesda and still maintain compatibility with its surrounding neighborhood.
- Rezone Map #80, #82, #83 and #86 from their current zones to increase the maximum allowable building height from 90T to 110 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #81 from its current zone of R-10 to a CRN zone to reflect the existing development and ensure compatibility with adjacent single family detached units. Rezone to CRN 0.75, C-0, R-0.75, H-45.
- Rezone Map #84 and #85 from their current zones to increase the maximum allowable building height from 60T to 70 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #87 from its current zone to increase the commercial density from 4.0 FAR to 5.0 FAR and increase the maximum allowable building height from 90T to 145 feet to provide flexible development opportunities and to address the proximity to both the commercial core on Wisconsin Avenue and the adjacent single family unit neighborhood of East Bethesda.
- Rezone Map #88, #89, #90, #91, #92, #93, #94, and #95 to increase the maximum allowable building heights to 90 feet to provide for an appropriate transition to the adjacent single family unit neighborhoods of East Bethesda.
- Rezone Map #96 to reduce the maximum allowable building height to 70 feet to provide for an appropriate transition to the adjacent single family unit neighborhoods of East Bethesda and Glenbrook Village.
- Rezone Map #97 to increase the maximum allowable building heights to 70 feet to provide for an appropriate transition to the adjacent single family unit neighborhoods of East Bethesda.
- Rezone Map #98 from its current zone to increase the commercial density from 6.0 FAR to 8.0 FAR and increase the maximum allowable building height from 175T to 210 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #99 from its current zone to increase the commercial density from 6.0 FAR to 8.0 FAR and increase the maximum allowable height from 175T to 290 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.

- 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.

- Rezone Map #112 from its current zone to a uniform zone of CR 2.25, C-2.25, R-2.25, H-90 across the entire property from Wisconsin Avenue to West Avenue, increasing 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 [[and remove the priority sending site designation]]. If neighboring properties redevelop, consider compatibility with the St. John's Episcopal Church property, and specifically the unique use made of the northern edge of that property as a columbarium, through the site design process.
- Rezone Map #113 and #114 from their current zones to increase the commercial density from 2.0 FAR to 3.0 FAR and 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.
- Rezone Map #115 and Map #116 from their current zones to increase the commercial density from 2.0 FAR to 3.0 FAR and increase the maximum allowable building heights to 90 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Revise Map #117 to increase the commercial FAR from 2.0 to 3.0 and correct the maximum allowable building height from [[90 feet]] 75T to 145 feet to prevent the building from becoming non-conforming.
- Rezone Map #118 from its current zone to increase the commercial density from 2.0 FAR to 3.0 FAR and increase the maximum allowable building height from 75T [[feet]] to 150 feet and allow an increase in the maximum allowable building height to 175 feet if the property redevelops as a joint development with the Farm Women's Cooperative Market to the north.
- Rezone Map #119 from its current zone to increase the commercial density from 2.0 FAR to 3.0 FAR to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #120 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 250 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #121, #122 and #124 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 #123 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 290 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #125 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 175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.

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 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.

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

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

a. Land Use

Create a new civic gathering space in the form of a civic green across from the [Barnes and Noble store] plaza at the intersection of Bethesda Avenue and Woodmont Avenue.

b. Zoning

- See Figure 2.20: Recommended Maximum Building Heights for maximum building heights in the Bethesda Row District and Figure 3.03 Bethesda Row District Recommended Zoning for the following recommendations.
- [Designate the empty lot owned by Federal Realty Investment Trust across from the Barnes and Noble plaza as a Priority Sending Site for density averaging to create a new central gathering space for the Bethesda Row district (*see Figure 3.03 Recommended Zoning and Figure 4.01 Proposed Priority Sending Sites*).]
- [Designate Lot 10, 4913 Hampden Lane as a Priority Sending Site for density averaging to preserve existing market-rate affordable housing (*See Figure 3.03 Recommended Zoning and Figure 4.01 Proposed Priority Sending Sites*).]
- Rezone Map #146 to increase maximum allowable building height to 60 feet, as all previously “T” designated heights are being increased by 20 percent to provide flexible development opportunities, and increase the FAR from 1.75 to 2.75 so that the existing building does not become non-conforming. Rezone the property to CR 2.75, C-0.25, R-2.75, H-60 so that the existing building does not become non-conforming.
- Rezone Map #147 to increase maximum allowable building height to 90 feet, as all previously “T” designated heights are being increased by 20 percent to provide flexible development opportunities.
- Rezone Map #149 to increase maximum allowable building height to 70 feet to provide flexible development opportunities.
- Rezone Map #151 to increase maximum allowable building height to 175 feet, as all previously “T” designated heights are being increased by 20 percent to provide flexible development opportunities.
- Rezone Map #152 to increase maximum allowable building height to 250 feet closest to the Purple Line Station and retain maximum allowable building height of 145 feet along Woodmont Avenue.
- Rezone Map #154 to increase maximum allowable building height to 170 feet to provide flexible development opportunities.
- Rezone Map #155 from its current zone to increase the commercial density from 1.5 FAR to 2.25 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 #156 from its current zone to increase the commercial density from 1.5 FAR to 2.25 FAR to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Modify Map #160 to include Map #160a to allow maximum allowable building heights of 90 feet at the corner of Bethesda and Arlington Road and on the interior of the block to accommodate potential housing behind the existing retail, transitioning to a maximum height of 70 feet along Bethesda Avenue, and increase the commercial and residential FAR to 2.25.
- Rezone Map #161 to increase maximum allowable building height to 65 feet, as all previously "T" designated heights are being increased by 20 percent to provide flexible development opportunities.
- Rezone Map #162 to increase maximum allowable building height to 110 feet as all previously "T" designated heights are being increased by 20 percent to provide flexible development opportunities.
- Rezone Map #163 from its current zone to increase the commercial FAR from 2.0 to 3.0 FAR and increase maximum allowable building height to 200 feet, to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #164 to increase maximum allowable building height to 90 feet, as all previously "T" designated heights are being increased by 20 percent to provide flexible development opportunities.

Page 106: Modify second bullet under 1. Public Realm, Recommendations as follows:

- Reconfigure the intersection of Woodmont Avenue/Bethesda Avenue to shorten or otherwise improve the pedestrian crossing distance and expand the plaza located on the northwest side of the intersection. Future evaluation of this intersection should specifically evaluate a concurrent exclusive pedestrian phase (i.e., a pedestrian scramble or Barnes Dance) for all crossings during periods of peak pedestrian demand. [[Reduce the size of the intersection of Woodmont Avenue and Bethesda Avenue to enhance the pedestrian experience by extending the [Barnes and Noble] plaza at the intersection of Bethesda Avenue and Woodmont Avenue.]]

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

a. Zoning

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

feet to provide flexible development opportunities and allow future development to better adapt to market conditions.

- Rezone Map #37 from its current zone to increase the commercial density from 1.0 FAR to 5.0 FAR and increase the maximum allowable building height to 225 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #39 from its current zone to increase the commercial density from 1.0 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 #40, #41 and #42 from their current zones to increase the commercial density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building heights to 110 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #43 from its current zone to increase the commercial density from 0.75 FAR to 3.0 FAR and increase the maximum allowable building height to 175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #44, #45, #46 and #47 from their current zones to increase the commercial density from 1.0 FAR to 3.0 FAR and increase the maximum allowable building heights to 110 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #48 from its current zone to increase the commercial and residential density from 0.5 FAR to 1.0 FAR and increase the maximum allowable building heights to 50 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.

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

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

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

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

create a new recreational park (*see figure 3.07: Pearl District Recommended Zoning and Figure 4.01 Proposed Priority Sending Sites*).]

- [Designate the Waverly House apartments as a Priority Sending Site for density averaging to preserve existing affordable housing (*see figure 3.07: Pearl District Recommended Zoning and Figure 4.01 Proposed Priority Sending Sites*).]
- Rezone [the 4400, 4340 and 4338 Montgomery Avenue properties] Map #203 from [their] its current CRN zone to a comparable CR zone, CR 1.5, C-1.5, R-1.5, H-120, reflective of the surrounding density east of Pearl Street and to provide flexible development opportunities in the future.
- [Rezone 4425 and 4343 Montgomery Avenue properties from their current CRN zone to a comparable CR zone reflective of the surrounding density east of Pearl Street (*see Figure 3.07 Pearl District Recommended Zoning and Figure 2.20 Recommended Maximum Building Heights for maximum building heights*).]
- Rezone Map #189 to increase the maximum allowable building height to 175 feet, as all previously "T" designated heights are being increased by 20 percent to provide flexible development opportunities.
- Rezone Map #190 from its current zone to increase the commercial and residential FAR to 5.0 FAR and increase the maximum allowable building height to 175 feet to provide flexible development opportunities and allow future development to better adapt to market conditions.
- Rezone Map #191 from its current zone to increase the commercial and residential FAR to 5.0 FAR and increase the maximum allowable building height from 100T [[feet]] to 125 feet to provide compatibility with the surrounding area.
- Rezone Map #192 from its current zone to increase the commercial and residential density from 3.0 FAR to 4.0 FAR and height from 145T to 175 feet to make sure the [[project]] existing development is not made non-conforming [[with the existing development]].
- Rezone Map #194 from its current zone to CRT 0.25, C-0.25, R-0.25, H-50 to provide opportunities for shared parking and/or potential open space.
- Rezone Map #195 from its current zone to CR 1.5, C-1.5, R-1.5, H-100, increasing the maximum allowable building height from 50 feet to 100 feet to promote infill redevelopment with a mix of uses.
- Rezone Map #196 from its current EOF zone to CR 1.5, C-1.5, R-1.5, H-145, increasing the maximum allowable building height to 145 feet to promote infill redevelopment with a mix of uses.
- Revise Map #197 into three separate zoned areas designated as Map #197, Map #197a and Map #197b so that existing structures do not become non-conforming as follows: Map #197 (East West Towers) – CR 6.25, C-6.25, R-6.25, H-145, Map #197a (Topaz House) – CR 5.25, C-5.25, R-5.25, H-120 and Map #197b (East West Garage) – CR 3.0, C-3.0, R-3.0, H-120.
- Rezone Map #198 and #199 from their current EOF zone to CR 1.5, C-1.5, R-1.5, H-120, increasing the maximum allowable building height to 120 feet to promote infill redevelopment with a mix of uses.
- Rezone Map #200 from its current zone to an equivalent CR zone with the same density and building height (CR 3.0, C-3.0, R-3.0, H-100) to promote infill redevelopment with a mix of uses.

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

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

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

Recommendation:

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

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

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

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

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

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

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

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

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

Page 122: Revise the first and third bullets as follows:

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

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

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

combined with park dedication, or redevelopment. Rezone Map #12 from its current CR and CRN split zoning to CR 3.0, C-3.0, R-3.0, H-120. Any redevelopment should be accessed from Rugby Avenue in order to facilitate park expansion with land from both the lot and the Glenbrook Road right-of-way and maximize visibility of the park from Woodmont Triangle. [Additionally, designate Lot 633 as a Priority Sending Site for density averaging to facilitate park expansion (*see Figure 3.11: Recommended Zoning and Figure 4.01 Proposed Priority Sending Sites*)].

- Rezone the townhouse development on North Brook Lane from its current RT-12.5 zone to the Townhouse High Density (THD) zone. With the adoption of the new County Zoning Ordinance in October 2014, RT zones are being phased out and the new townhouse zones implemented through the master planning process.
- Rezone Map #16 [Lot 56], the Chevy Chase Rescue Squad site located at Old Georgetown Road and Battery Lane currently zoned R-60, to [a comparable CR zone] CR 2.5, C-2.5, R-2.5, H-90 to [redevelop the Rescue Squad facility so the new construction includes high density residential uses] provide flexible redevelopment opportunities for the rescue squad that would preserve its ability to provide services while also allowing for some residential development.
- Rezone Map #4 and #6 from their current zones to CR 1.5, C-0.5, R-1.5, H-120 to promote enhanced redevelopment opportunities to foster a quality mix of housing options.
- Rezone Map #10 from its current zone to increase the maximum allowable building height to 120 feet to promote enhanced redevelopment opportunities to foster a quality mix of housing options.
- Rezone Map #11 and #14 from their current zones to CR 1.5, C-0.5, R-1.5, H-120 to promote enhanced redevelopment opportunities to foster a quality mix of housing options.

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

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

Recommendations:

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

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

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

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

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.

- Rezone Map #218 to increase the maximum allowable building height from 35T [[feet]] to 70 feet to provide an appropriate step up transition from Elm Street Park to Wisconsin Avenue.
- Rezone Map #219 (PLD Lot 24) from its current R-60 zone to CRT 0.5, C-0.25, R-0.5, H-70 to facilitate the eastern greenway and additional parkland [[if the property redevelops in the future]].
- Rezone Map #220 to increase the maximum allowable building height from 35T [[feet]] to 90 feet [[to provide an appropriate step up transition from 46th Street to Wisconsin Avenue]] to provide flexibility with the goal of converting this parking lot to parkland.
- Rezone Map #221 to increase the maximum allowable building height from 75T [[feet]] to 90 feet to provide an appropriate step up transition from 46th Street to Wisconsin Avenue.
- Rezone Map #222 (PLD Lot 10) from its current R-60 zone to CRT 0.5, C-0.25, R-0.5, H-70 to facilitate the eastern greenway and additional parkland.
- Rezone Map #223 from its current R-60 zone to CR 1.5, C-1.5, R-0.5, H-70 to allow for flexible development opportunities and allow future development to better adapt to market conditions. This is currently a County owned property and is being used as the Writer's Center for the downtown Bethesda area.
- Rezone Map #224 to increase the maximum allowable building height from 45 feet to 70 feet to provide an appropriate step up transition from West Avenue to Wisconsin Avenue.
- Rezone Map #225 from its current R-60 zone to CRT 0.5, C-0.25, R-0.5, H-70 to facilitate the eastern greenway if the property redevelops in the future.
- Rezone Map #226 to increase the maximum allowable building height from 35 feet to 70 feet to provide an appropriate step up transition from West Avenue to Wisconsin Avenue.
- Rezone Map #227 to increase the maximum allowable building height from 35T [[feet]] to 70 feet to provide an appropriate step up transition from West Avenue to Wisconsin Avenue.
- Rezone Map #228 and #229 from their current R-60 zone to CRT 1.5, C-0.25, R-1.5, H-70 to facilitate the eastern greenway if the property redevelops in the future.
- Rezone Map #230 to increase the maximum allowable building height from 35 feet to 45 feet to provide compatibility with the surrounding single family unit neighborhood.

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

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

- The greenway should be designed to accommodate elements such as tree canopy and vegetation; wide pathways; seating; stormwater management; and activity space, such as small play areas, exercise stations and community gardens.
- In order to enhance compatibility with the adjacent residential neighborhood, 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.
- Activate ground floors of buildings facing onto the greenway, provide entries, articulate/step back upper floors and encourage balconies to ensure that the greenway-facing façade is compatible with adjacent neighborhoods and is not designed as the back of the building.
- Encourage [provision of a Tier 3 Neighborhood Green or] a larger destination park adjacent to the Farm Women's Cooperative Market on Parking Lot 24 to provide green space and programming within a short walk of the future Metrorail station entrance and Purple Line station.
- Allow structured parking to be built underneath the greenway or neighborhood green with sufficient soil depth for tree planting.
- [On blocks with existing single-unit homes, the greenway only occurs if the entire block is redeveloped.]

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

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

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

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

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

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

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

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

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

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

facilitate several possible scenarios, including park acquisition and partial redevelopment combined with park dedication.]

- Rezone Map #172 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.25, R-1.5, H-70 to allow the Condominium ownership the ability to redevelop in the future. Any redevelopment should be compatible with the surrounding Sacks Neighborhood and heights may be limited to less than 70 feet to ensure compatibility.
- Rezone Map #174 and #175 from their current zones of R-10 to a comparable CR zone, CR 1.5, C-0.5, R-1.5, H-70 to promote infill redevelopment of residential apartments and increased lot coverage.
- Rezone Map #176 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.5, R-1.5, H-90 to promote infill redevelopment of residential apartments and increased lot coverage.
- Rezone Map #177 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.25, R-1.5, H-70 to promote infill redevelopment of residential apartments and increased lot coverage.
- Rezone Map #178 from its current zone of R-10 to a comparable CR zone, CR 1.5, C-0.25, R-1.5, H-90 to promote infill redevelopment of residential apartments and increased lot coverage.
- Rezone Map #179 from its current zone R-10 to a comparable CR zone, CR 1.5, C-0.25, R-1.5, H-70 to promote infill redevelopment of residential apartments and increased lot coverage.
- Rezone Map #180 from its current zone of R-10 to a comparable CR zone, CR 1.75, C-0.25, R-1.75, H-70 to promote infill redevelopment of residential apartments and increased lot coverage.
- Rezone Map #185 and #187 from their current zones R-10 to a comparable CR zone, CR 1.5, C-0.25, R-1.5, H-70 to promote infill redevelopment of residential apartments and increased lot coverage.

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

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

- Rezone Map #129 from its current R-60 zone to CR 2.0, C-0.25, R-2.0, H-60, reflective of the density and building heights in the surrounding area.
- Rezone Map #130 to increase the maximum allowable building height from 40T [[feet]] to 60 feet, reflective of the building heights in the surrounding area.
- Rezone Map #131 to increase the maximum allowable building height from 75T [[feet]] to 90 feet, reflective of the building heights in the surrounding area.
- Rezone Map #132 from its current R-60 zone to CR 2.5, C-0.5, R-2.5, H-150, reflective of the density and building heights near the core of downtown along Woodmont Avenue.
- Rezone Map #133 from its current R-60 zone to CR 2.5, C-0.5, R-2.5, H-120, reflective of the density and building heights near the core of downtown along Woodmont Avenue.
- Rezone Map #134 to increase the maximum allowable building height to 155 feet, reflective of the building heights along Woodmont Avenue.
- Rezone Map #135 from its current R-60 zone to CR 2.5, C-0.25, R-2.5, H-70, reflective of the density and building heights in the surrounding area.
- Rezone Map #136 to increase the maximum allowable building height from 40T [[feet]] to 50 feet, reflective of the building heights in the surrounding area.
- Rezone Map #137 to increase the maximum allowable building height from 50T [[feet]] to 60 feet, reflective of the building heights in the surrounding area.
- Rezone Map #138 to increase the maximum allowable building height from 70T [[feet]] to 85 feet, reflective of the building heights in the surrounding area.
- Rezone Map #139 from its current R-60 zone to CR 2.5, C-0.25, R-2.5, H-70, reflective of the density and building heights in the surrounding area.
- Rezone Map #140 to increase the maximum allowable building height from 70T [[feet]] to 85 feet, reflective of the building heights in the surrounding area.
- Rezone Map #141 to increase the maximum allowable building height from 50T [[feet]] to 60 feet, reflective of the building heights in the surrounding area.
- Rezone Map #142 to increase the maximum allowable building height from 45T [[feet]] to 55 feet, reflective of the building heights in the surrounding area.
- Rezone Map #143 to increase the maximum allowable building height from 40T [[feet]] to 50 feet, reflective of the building heights in the surrounding area.
- Rezone Map #144 to increase the maximum allowable building height from 75T [[feet]] to 90 feet, reflective of the building heights in the surrounding area.

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

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

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

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

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

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

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

More specifically, the Bethesda Overlay Zone will:

- Cover all properties within the Sector Plan boundary.
- Set a cap on development to ensure that total density in the Plan Area, including mapped CR density, does not exceed [approximately] 32.4 million square feet of gross floor area.
- Allow development to exceed the mapped CR density limit on a property [if overlay zone density is available and the proposed development meets certain requirements] under certain circumstances.
- Establish the requirements for additional density received through the Bethesda Overlay Zone, including a requirement to [[proportionally]] provide [a Park Impact Payment, provide 15 percent MPDUs and participate in a Design Review Advisory Panel at the Concept Plan and/or Sketch Plan application phase] for park needs.
- [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.
- Establish the ability for projects that provide 25% MPDUs to exceed the CR density limit on such properties without additional payments or proportionate costs.
- Establish [the] a process for obtaining approval of a development [with overlay zone density and using it in a timely manner] so that building design is given enhanced consideration, the provision of market rate affordable housing is rewarded, and unused density is not hoarded.
- Modify the density averaging rules [to encourage transfers of density from the Priority Sending Sites identified in this Sector Plan].

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

4.1.3 Annual Monitoring and Reporting

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

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

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

Page 145: Change section numbering as follows:

[4.1.3] 4.1.4 Public Amenities and Benefits

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

[4.1.4] 4.1.5 Public Benefits in the CR Zone

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

A. Top Priority Benefits

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

1. Affordable Housing

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

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

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

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

Page 147: Add Section 4.2 Density Averaging as follows:

4.2 Density Averaging

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

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

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

Recommendation

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

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

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

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.

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

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

4.6.2 New Financing Mechanisms

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

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

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

General

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

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

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

2003
2004
2005

ATTACHMENT A

Attached are maps referred to in the resolution.

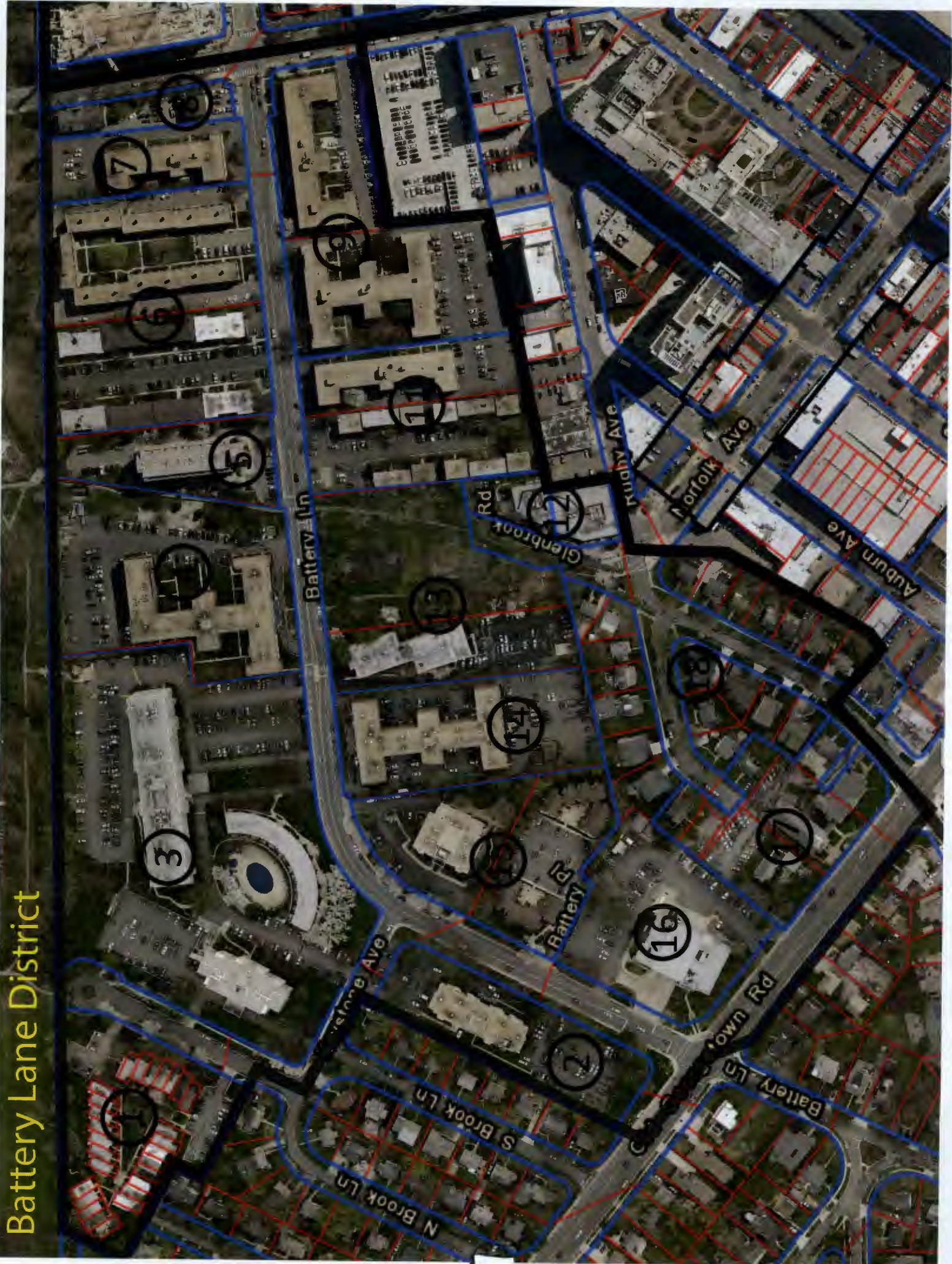
Arlington North District



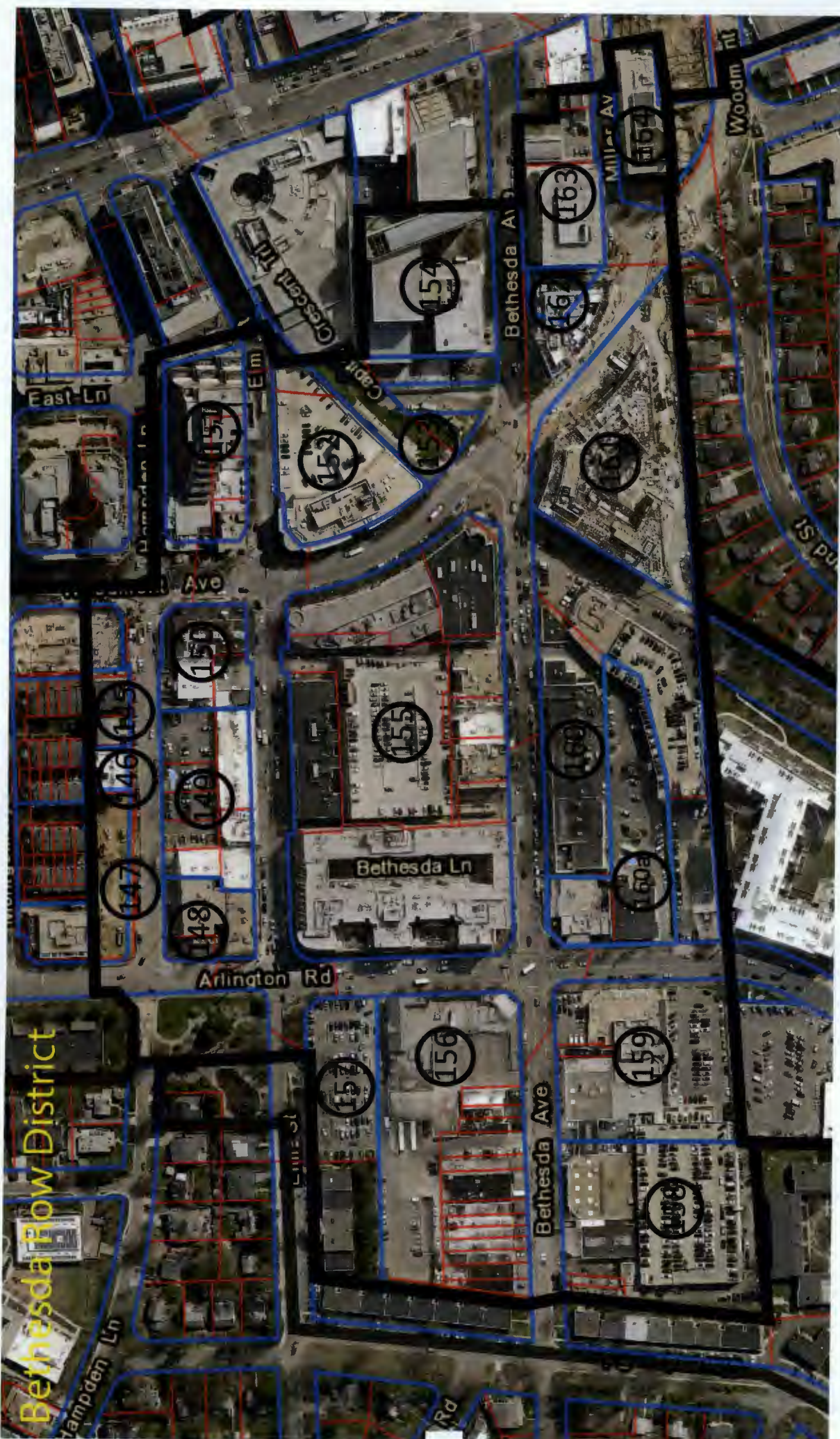
Arlington South District



Battery Lane District



Bethesda Row District





Eastern Greenway St South

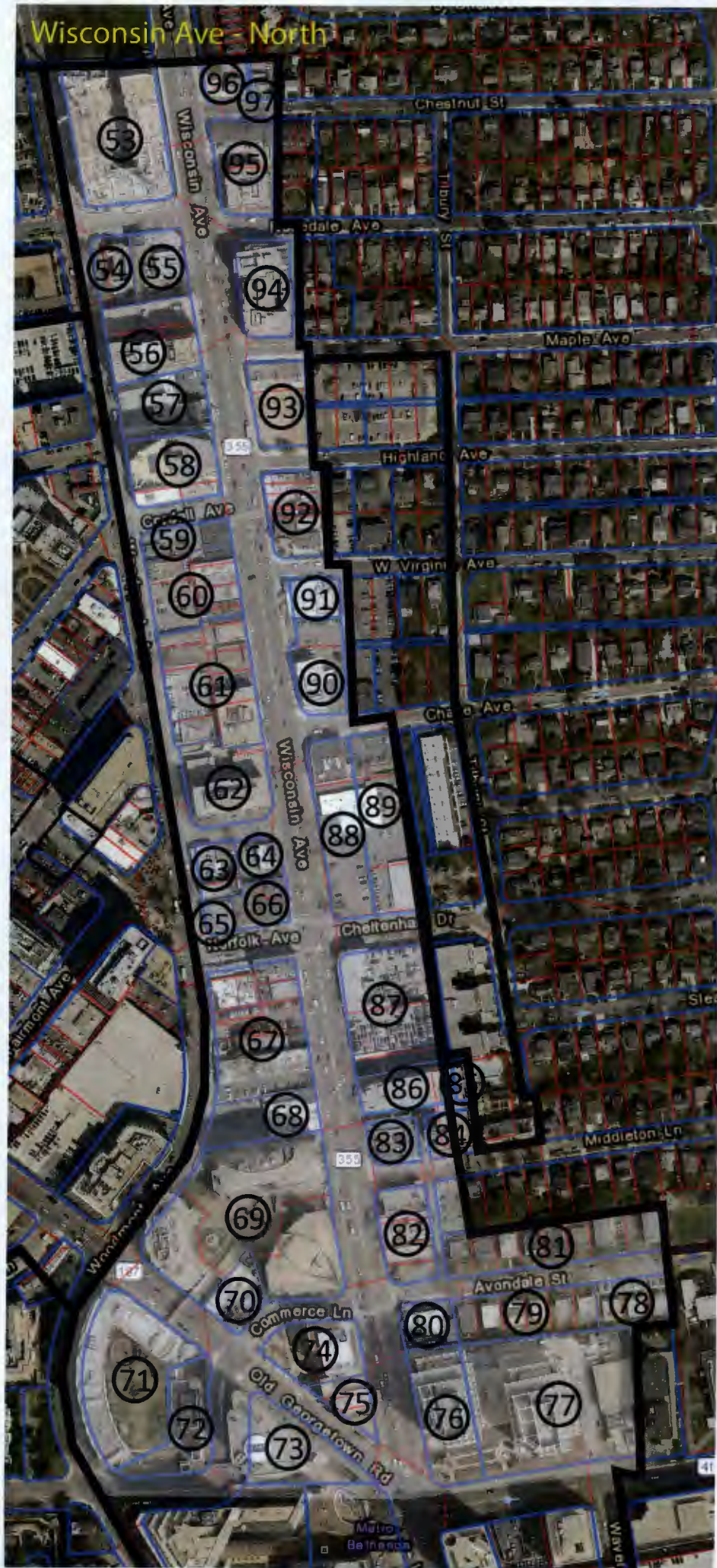


Pearl District





Wisconsin Ave - North





Woodmont Triangle District

