

# Bethesda Downtown Sector Plan Implementation Advisory Committee (IAC)

## Agenda

Friday, July 12, 2019

- I. Decide whether to meet in August (August 2)
- II. Amenity Fund - presentation by Elza Hisel-McCoy, Planning Department
- III. BUMP, an element of Bethesda's Transportation Infrastructure Development - presentation by Andrew Fossi, MCDOT Senior Engineer
- IV. Farm Women's Market - presentation by McLean Quinn, EYA
- V. New Business

<http://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/bethesda-downtown-implementation-advisory-committee/>

### **Meeting Notes and Attendees:**

Attendees:

Committee Members: Naomi Spinrad, Anna Fierst, Dedun Ingram, Michael Fetchko, Stephen Long, Emily Vaias, Patrick O'Neil, Greg Rooney, Mark Hendrickson.

Andrew Bossi (MCDOT); Elza Hisel-McCoy (MNCPPC); Jeff Burton (BethesdaUP); Ken Hartman (BCC Regional Service Center); Derrick Harrigan (BCC Regional Service Center); Cindy Gibson (Councilmember Friedson's office); Hyojung Garland (MC Parks); McLean Quinn (EYA); Jason Sereno (EYA); Allan Glass (Resident).

### **August Meeting**

The Committee determined that there would be no meeting in August (previously scheduled for August 2).

**Amenity Fund** – Elza Hisel-McCoy



1. Elza-Hisel-McCoy gave an overview of the Bethesda Amenity Fund, which has been in place at least 13 years. The Fund is financed by developers who choose to address their off-site public open space requirements via a fee-in-lieu payment. The formula for calculating the payment is based upon a percentage of the assessed land value of the project and tends to be quite high. Once established, the payment is made for a defined purpose.

2. Two date, there have been no Fund payments and only two developments have committed to the payment option: 8008 Wisconsin Avenue and ZOM. 8008 Wisconsin is to pay \$694,000.00 for Battery Lane Park improvements. ZOM will contribute \$785,000.00 for offsite public improvements. The payments are expected to be made at the time of building permit. A question was asked about how Battery Lane Park funds would be used in light of the improvements that are already underway with public funds. Hisel-McCoy said that any excess 8008 Wisconsin Avenue money would go back to the Planning Board for re-allocation.

3. In response to additional questions, Hisel-McCoy said that Amenity Fund dollars could be combined with PIP money, but no PIP money has been collected yet. In the event money were available in the Fund, the Sector Plan identifies the priorities on which the funds should be spent. A copy of the priority list was requested and Hisel-McCoy invited feedback from the Committee on which priorities should be pursued first.

#### **Bethesda Unified Mobility Program (BUMP) – Andrew Bossi (MCOT)**

1. Andrew Bossi described the BUMP program that is currently underway. In essence, the program is a per-square-foot fee paid by new development to fund transportation related projects in the Sector Plan area. The projects come from the Sector Plan (especially Non-Auto-Driver-Mode-Share priorities) and the Subdivision Staging Policy.

2. At this time 3 intersection projects have been identified (Connecticut/East-West, Connecticut/Bradley, and MD 355/Jones Bridge), along with ADA upgrades, Master Planned bike improvements, and transit improvements.

3. In total, the improvements are estimated to cost \$126 million, which would require a BUMP per-sf-fee of \$14.30. Bossi relayed that it would cost \$6.43 per sf to fund priority projects and he believes that the BUMP requirement will start here. The County Council will take up the BUMP fees in the fall.

#### **Farm Women’s Market (Update) - McLean Quinn (EYA)**

1. McLean Quinn first gave an overview of the evolution of the project. The current plan has been revised to address Sketch Plan and other comments. Notably, the building footprint on Lot 24 has been reduced to allow for an expanded park. The retail pavilion has also been reduced and moved away from the park. At the urging of the County Executive (and others), townhouses have been removed from Lot 10.



2. The retail pavilion is now attached to the back of the historic FWM structure and reduced to one story so that it does not detract from the street view of the FWM structure. Underground parking has been reshaped to lessen impacts on the historic setting. The parking entrances have also been revised to better activate the park. Overall, there is now more greenspace at the FWM

3. The design changes necessarily reduce the value of the parking lot development rights. It is believed that there is sufficient Parking Lot District bonding to address the delta.

### **New Business**

1. None
2. The next IAC meeting is on Friday, September 6, 2019.

