

Bethesda Downtown Sector Plan Implementation Advisory Committee (IAC)

Agenda

Friday, December 6, 2019

Notes to be Taken by: Michael Fetchko

- I. **POLICIES AND PROCEDURES OF IAC** (Leslye Howerton/Emily Vaias)(10 minutes)
 - Member Selection Process
 - Distribute Proposal for Specific Assignments (Steve Long) – to be discussed in January (Discuss at the end if time allows)
 - Chairs for 2020
- II. **SUBDIVISION STAGING POLICY UPDATE** (Jason Sartori/Eric Graye)(20 minutes)
- III. **STREETScape STANDARDS** (Leslye Howerton/Robert Kronenberg)(20 minutes)
- IV. **APPLICATION/PROJECT PRESENTATION**
None
- V. **NEW BUSINESS**
- VI. **NEXT MEETING – Friday, January 10, 2020 (delayed one week due to New Year’s holiday)**
 - Agenda Item – Welcome and Review of Policies and Procedures for New Members (Leslye Howerton and Chairs); Specific Assignments Discussion
 - Agenda Item - General Plan Briefing
 - Agenda Item – 7000 Wisconsin

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

Meeting Notes and Attendees:

(Note: Agenda items were reordered at the time of the meeting)

I. Subdivision Staging Policy Update

Sartori reviewed the staging policy process, definitions, and measures. The policy is updated every four years and will go through the Montgomery County Council PHED Committee before Council vote to adopt by November 2020. The policy looks at housing units permitted and forecast; an additional 2500 units/year are predicted to be needed through 2030 to reach goals. Schools review each June affects possible Planning Board development moratorium (with some exceptions - for example, for senior housing or renewal of blighted areas). Sartori explained that this year, all aspects of the policy are being reviewed, including estimating enrollment impacts, development queue impact, neighborhood turnover, impact taxes, and school facility payments. The policy review is open to all new/innovative solutions, and they are working with a school advisory team. He reviewed multiple graphs showing relationships between student generation and: housing growth; dwelling unit type (single family vs multi-family); average price/square foot of unit; average size of unit; number of bedrooms per unit; unit turnover rates; date that unit was built; and resale dates.

Graye explained that transportation policy recognizes four areas: (1) at Metro, (2) around Metro, (3) other residential, and (4) agricultural reserve. The policy must be context sensitive; for example, more traffic is expected/allowed in areas immediate to Metro. Graye explained that in the Local Area Transit Review (LATR) all existing, pipeline, and proposed development is aggregated. The Bethesda Unified Mobility Program is an area-wide analysis of all transportation improvements. If results show that transportation mitigation is needed, then developer must provide. Two primary tasks are involved: better incorporate the county's Vision Zero travel safety objectives and apply LATR results to approved Master Plans.

Sartori said he can return at a future IAC meeting when the plan is further along and can be more Bethesda-specific in that discussion. He added that multiple constituencies are involved: public, county, PTAs, Economic Development Corporation, other agencies, etc.

See: <https://montgomeryplanning.org/planning/functional-planning/subdivision-staging-policy/> for information and for an opportunity to provide feedback.

III. Streetscape Standards

Howerton reminded the committee that the streetscape standard proposal was distributed to the IAC previously and asked that we provide comments. Streetscape design was last updated in 1992; existing conditions from the 2016 inventory are used as the starting point. The new Bethesda Downtown Plan has design guidelines, so the streetscape plan should be updated, in coordination with other agencies, especially Bethesda Urban Partnership (BUP). Issues that contribute to or are considered in developing the design plan – character, mobility, best management practices for plants/sidewalks/street type, furnishings, lights. Howerton discussed the 'Bethesda Brick' design and said that variances are allowed when needed and that new brick cut method makes them less slippery when wet. Burton added that BUP replaces or repairs more concrete than the bricks, especially when the bricks are laid with asphalt mastic. More native trees are being chosen to be planted, instead of trees previously chosen just for viability, and minimum spacing of approximately 30' for trees is coordinated with street light spacing to avoid interference. Both outward and upward growth are taken into account (heights are estimated to top at 30' – 40'). Undergrounding utility vaults is ideal, but many are already set above ground and cannot be moved, so the plan must work around/with them. The plan also included best practices on stormwater management, such as planter boxes and swales. Street furnishings include standards for benches, aluminum lightposts, planters, bike racks, and trash/recycling receptacles. E-scooter and E-bike parking was discussed, and the idea of using an on-street vehicle parking spot for them was raised. After installation following a redevelopment project, BUP is responsible for maintenance.

IV. IAC Policies/Procedures

The Planning Board approves IAC members after reviewing recommendations from Planning Board Staff. New and re-appointed members will be announced before the next meeting on Friday, January 10, 2020. Discussion of new language for the IAC Rules of Procedure and administrative proposals was postponed to the next meeting.

V. Aldon Redevelopment on Battery Lane

Two issues of interest to the IAC were raised by Planning Board Staff in their response to Aldon's Sketch Plan for Battery Lane: (1) At 4949 Battery Lane/Site D, the size of greenspace around the improved Trolley Trail section (the BDP recommended 0.9 acres, but Aldon has proposed 0.58 acres) and the extent of the buffer zone around the daylighted stream; and (2) placement of the bike track on the north vs south side of Battery

Lane. The IAC agreed to support Staff's concern about the size of the greenspace and requested that Farber and Fetchko draft a letter for the committee to send to the Planning Board before their meeting on Thursday, December 12, 2019. The IAC also agreed that we do not need to take any position on the bike track placement. The link for staff's response to the committee will be emailed to members for those who have not yet read it.

Meeting Attendees:

IAC Members: Naomi Spinrad, Dedun Ingram, Amanda Farber, Jon Weintraub, Michael Fetchko, Stephen Long, Emily Vaias, Jad Donohoe, Matt Gordon, Patrick O'Neil, Greg Rooney, Jack Alexander

Montgomery Planning Department: Jason Sartori, Eric Graye, Robert Kronenberg, Leslye Howerton

Montgomery Parks: Hyojung Garland

Bethesda Urban Partnership: Jeff Burton

BCC Regional Services Center: Ken Hartman, Derrick Harrigan

Public: Allan Glass, Terry Long (residents).