



Bethesda Downtown Plan Annual Monitoring Report

June 2021

THE MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Abstract

This report meets the 2017 Bethesda Downtown Plan requirements for annual monitoring of schools, parks and transportation and provides the Planning Board and County Council with advance guidance regarding the implementation of the Sector Plan for the year starting May 2020 and ending May 2021. This report also includes a review of development activity and development approvals as it relates to the monitoring and tracking of the cap on development required by the Bethesda Overlay Zone.

Sources of Copies

The Montgomery County Planning Department
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Online at <https://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/>

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Prepared by the Montgomery County Planning Department

MontgomeryPlanning.org

June 2021

THE MONTGOMERY COUNTY PLANNING DEPARTMENT
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May 2020 - May 2021

What has happened in downtown Bethesda over the past year?



Construction

In addition to the Purple Line station, four of the seven construction projects reported on last year are still under construction including Marriott Headquarters, Edgemont II, 7359 Wisconsin Avenue (Avocet Tower) and ZOM Bethesda.



Design

The Design Advisory Panel has reviewed six new projects since May 2020.



Schools

In the current academic year, schools in the Bethesda-Chevy Chase cluster are experiencing the following capacity utilization rates: 90% at the elementary school, 78.5% at the middle school and 92.4% at the high school.



Parks and Open Space

Currently, four Park Impact Payments (PIPs) have been received in the amount of approximately \$9.6 million.



Transportation

NADMS- The FY20 survey shows a combined NADMS-R/E average of approximately 42.3 percent.



Implementation

The Planning Board reappointed six members to new terms and appointed one new member to the Bethesda Downtown Plan Implementation Advisory Committee (IAC).

Executive Summary

This report provides a comprehensive update on the implementation of the May 2017 *Approved and Adopted Bethesda Downtown Sector Plan*. The Bethesda Downtown Plan, along with the Bethesda Overlay Zone is comprised of many complex elements, each of which depends upon the success of other Plan elements. In accordance with the Plan, development projects are monitored and tracked for adherence to plans, density and development cap concerns. School capacity, park funding and implementation and transportation adequacy will also be reviewed and reported annually. This report provides the results of those efforts.

The Plan envisions a Bethesda where residents will have a downtown that is a model for sustainability, accessibility, equity and innovation. Residents will have more affordable choices of housing near jobs, shopping and recreation. They will safely walk and bike to stores and offices, past new energy-efficient buildings and familiar landmarks. New parks and open spaces will provide green, tranquil places for the residents, their families and friends to gather, socialize and relax. Nearby Metrorail and Purple Line stations will be quickly reached from tree-lined streets and sidewalks to meet the needs of both the residents and visitors to downtown Bethesda. This vision stems from the goals and recommendations within the Sector Plan to enhance downtown Bethesda over the next 20 years.

This annual monitoring report will be presented to the Planning Board in the spring/summer of each year and transmitted to the County Council for review. Planning staff is responsible for identifying issues with potential solutions for discussion during the Planning Board's review.

Although this report focuses on the events of the last year, it is important to look at the cumulative change in the area. A total of 29 projects have been received since the plan was approved and adopted in 2017. Of those 29 projects, three projects reported on last year have completed construction, four are still under construction, twelve have received site plan approval but are not yet constructed and ten are currently under staff and Planning Board review. Thirteen development site plans have been approved with Park Impact Payment (PIP) requirements totaling over \$17 million. So far, four PIPs have been submitted totaling \$9,634,380, and the remaining approved PIPs are expected to be paid during the remainder of FY21 through FY23.



- Sector Plan Boundary
- M-NCPPC Park
- County DOT Owned Public Space
- Privately Owned Public Use Space
- Trail
- Metro Station
- Proposed Metro Station Entrance
- Proposed Purple Line
- Proposed BRT
- Proposed Bike Priority Street + Canopy Corridor
- Proposed Public Connection
- Proposed New Street
- Proposed Shared Street
- Proposed/Enhanced Open Space
- Potential Open Space (Location TBD)

Introduction

Downtown Bethesda's diverse, mixed-use and residential districts have created a distinct character and an identity that residents and visitors value. The 2017 Bethesda Downtown Sector Plan creates a framework that maintains Bethesda as a center of economic vitality, as well as promotes all the elements that are fundamental to keeping Bethesda unique and competitive in the years to come. The Plan recommends 13 additional parks and envisions the continuation of downtown Bethesda as a thriving urban center with a regional draw for employment, shopping and entertainment. The Plan estimates an additional 14,200 jobs by 2040, a 38 percent increase above existing levels. In addition, the Plan envisions a continued focus on housing by proposing a diverse mix of residential choices throughout downtown Bethesda to accommodate more workers and reduce commuter traffic congestion. The Plan estimates a maximum of 8,456 additional multi-unit residential units if limited commercial development occurs.

The Sector Plan is being implemented through focused coordination between public and private interests to promote increased parks and open space, affordable housing, environmental innovation, economic competitiveness and design excellence.

The Plan's vision will be implemented through various tools, including zoning, a park impact payment (PIP), design guidelines and annual monitoring. This report is a required tool to monitor and analyze the progress toward implementation for downtown Bethesda.

To ensure an appropriate balance between new development and required public infrastructure, the Plan has established monitoring of schools, parks and open space and transportation as new development occurs. This report provides the status of these infrastructure elements and approved development. The perspective from the Implementation Advisory Committee is included to provide a broader viewpoint on the implementation of the Plan.

This report's sections address the Sector Plan and provide updates since the May 2020 Annual Monitoring Report (AMR). Finally, this report provides an overview of the implementation of the Sector Plan recommendations that achieve the Plan's vision.

Bethesda Downtown Plan



Key Monitoring Updates

Several committees and tools have been created to assist in the implementation of the Sector Plan recommendations, new projects have been approved and land for a key civic gathering space has been acquired by the Parks Department.

Design Advisory Panel

The Design Advisory Panel (DAP) provides advice and recommendations to heighten design excellence and improve the quality of architecture, urban design and landscape architecture in downtown Bethesda. The DAP is guided by the Bethesda Downtown Sector Plan and the related Design Guidelines.

Since May 2020, the DAP has reviewed six projects. The following table illustrates the information associated with the DAP reviews. One new DAP member was appointed to a three-year term.

Implementation Advisory Committee

The Bethesda Implementation Advisory Committee (IAC) coordinates and monitors the progress of development and addresses implementation of the recommendations in the Bethesda Downtown Sector Plan. The 14-member IAC includes seven members representing the interests of local businesses and large property owners and seven members representing the interests of local residents. The IAC meets once a month.

In 2020, the committee appointed two new co-chairs and the Planning Board reappointed six sitting members to new terms. The board also appointed

Table 1: Design Advisory Panel - Projects Reviewed Since May 2020

Project	Application Stage(s)	Date(s) Reviewed	Exceptional Design Points Requested	Exceptional Design Points Approved
Hampden East	Sketch Plan Site Plan	June 24, 2020 March 24, 2021	30	25
The Avondale	Sketch Plan Sketch Plan Site Plan Site Plan	June 24, 2020 July 22, 2020 January 27, 2021 March 24, 2021	20	TBD
4824 Edgemoor Lane	Site Plan	June 24, 2020	15	15
4702 Chevy Chase Drive	Sketch Plan	July 22, 2020 September 23, 2020	30	TBD
7070 Arlington Road	Sketch Plan	February 24, 2021	20	TBD
4725 Cheltenham Drive	Sketch Plan	May 27, 2020	20	TBD

one new member to the committee. Information about the IAC can be found on the IAC website at the following link: <https://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/bethesda-downtown-implementation-advisory-committee/>

Online Monitoring and Tracking Program

The online *Monitoring and Tracking Program* monitors proposed development and tracks the approved square footage (SF) in downtown Bethesda against the overall cap on development of 32.4 million square feet, set forth in the Bethesda Overlay Zone. This online tool provides development data for each project application submitted to the Planning Department. The online tool includes:

- Project base and proposed density
- Amount of Bethesda Overlay Zone (BOZ) Density requested by project
- Amount of Park Impact Payment (PIP) being assessed
- Number and percent of Moderately Priced Dwelling Units (MPDUs) (if applicable)
- Residential Square Footage and number of dwelling units (if applicable)

- Total BOZ Density allocated by the Planning Board at Site Plan
- Remaining BOZ Density available based on Site Plan allocations/approvals

The *Monitoring and Tracking Program* website is located here: <https://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/bethesda-downtown-development-tracking/>

Selected New Projects Reviewed by the Design Advisory Panel

4725 Cheltenham Drive

The property is located near the eastern edge of downtown Bethesda along Cheltenham Drive, approximately 110 feet east of its intersection with Wisconsin Avenue and approximately 0.3 miles of the Bethesda Metro Station. The block from which the property is located includes a one-story CVS Pharmacy, a two-story United Bank, associated commercial surface parking, two-story rowhouses and Cheltenham Drive Urban Park.

The applicant proposes to redevelop the property with a new 90-foot-tall multi-family residential building with a maximum density of up to 80,000 square feet including 15% MPDUs. The applicant proposes to provide below-grade parking, green roof, private amenities and streetscape improvements along all frontages.

The applicant proposes a continuous street edge to enhance the pedestrian experience and promote active street engagement. The project contemplates two ground-floor options to activate the street through either a transparent lobby and ground-floor units or amenity/leasing space. Above the base, the applicant

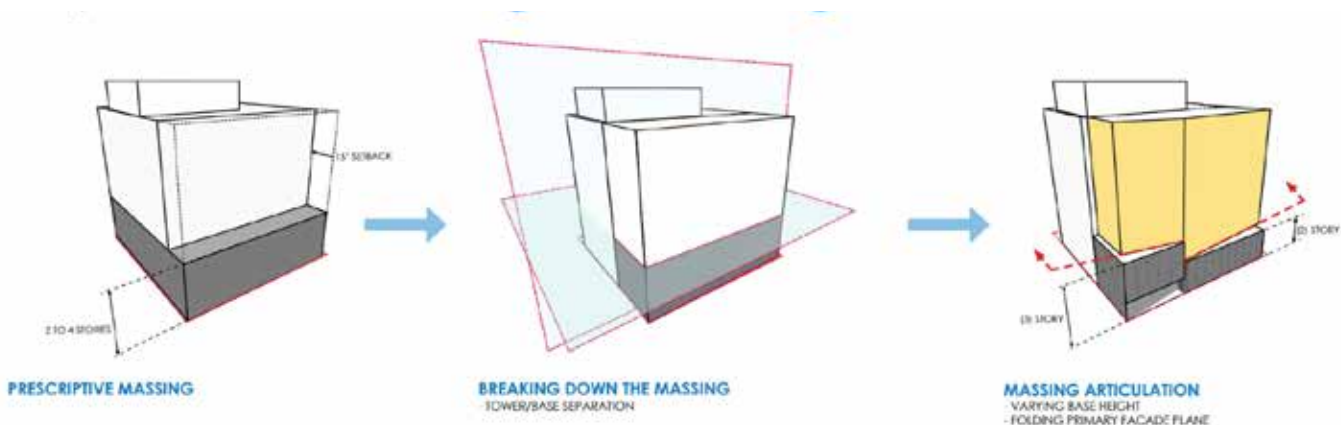
envision alternative treatments to the massing that allow the upper floors of the building to recede. The applicant proposes a folding façade which will create varying setbacks of up to 6 feet and 10 feet along the western and eastern ends of the Cheltenham facade.

The design also features a rooftop terrace allowing residents to enjoy the unique views of the existing downtown Bethesda skyline. The building design incorporates balconies adding visual interest and further breaks in the perceived mass of the building. The balconies on the eastern façade will engage the existing alley and provide ‘eyes on the street’ integrating Crime Prevention Through Environmental Design (CPTED) principles.

Hampden East

The property is located in the core of downtown Bethesda, approximately one block west of the Wisconsin Avenue corridor and two blocks south of the Bethesda Metro Station. The surrounding properties are zoned for high-density mixed-use development.

The applicant proposes to redevelop the property with a new mixed-use building with a maximum density of up to 525,000 square feet and up to 262 feet in height. The building will comprise of up to 10,000 square feet of ground-floor retail, up to 350,000 square feet of office and up to 165,000 square feet of residential for



4725 Cheltenham Drive Massing Study



Hampden East Massing Study at Street-level

up to 150 multi-family dwelling units with a minimum of 17.6% MPDUs. The applicant proposes to provide underground parking, public open space, green roof, private amenities and streetscape improvements along all three road frontages.

The applicant proposes to express the mixed-use nature of the project through the building design. The programming of the building will be vertical with retail on the ground floor, residential in the mid-floors and office on the top floors. The applicant provided three options for conceptual massing, each of which show differentiation of uses through modulation of the building and a variation of floor plates. Each of these conceptual massing options were presented to the Design Advisory Panel at the June 24, 2020 meeting.

With each of the three conceptual massing options, the applicant proposes a sculpted southwest corner at the intersection of Hampden Lane and East Lane, as well as a 'program break' between the residential and office uses, which will allow for an outdoor-terraced amenity area for the residential floors. While the building will provide several entrances on the ground floor for retail, the main lobby, which will be shared by the office and residential, will front on East Lane.

4702 Chevy Chase Drive

The property is located approximately one block west of the Wisconsin Avenue corridor with frontage on Chevy Chase Drive and Nottingham Drive (subject property or property). The Bethesda Fire Department

is located directly to the east of the property, and to the south across Nottingham Drive is the single-family neighborhood, Chevy Chase Terrace. Higher-density residential buildings such as 4720 Chevy Chase Drive Condominiums and several other apartment buildings are located to the west and north along Chevy Chase Drive. To the southwest at the terminus of Nottingham Drive is one of many pedestrian entrances to Norwood Local Park.

The applicant proposes to consolidate two existing parts of lots 3 and 4 into a new lot in the "Bradley Hills Section 1" subdivision. The new lot will be approximately 17,270 square feet (0.40 acres) and will support the redevelopment of the property with a new 70-foot tall multi-family residential building totaling 85,000 square feet with underground parking. The project envisions up to 70 dwelling units within the new building, which will be accessed from both Chevy Chase Drive, for the below-grade garage, and Nottingham Drive, for loading and service, frontages.



4702 Chevy Chase Drive Illustrative Elevation



Development Approvals

The Planning Board approves sketch plans, preliminary plans, site plans and BOZ Density allocation requests for new development in the Bethesda Downtown Sector Plan area. A total of 29 projects have been received since plan approval in 2017. Since May 2020, five projects have received sketch and/or preliminary plan approval and six have received site plan approval as shown in Tables 3a and 3b on page 11.

Status of Available BOZ Density

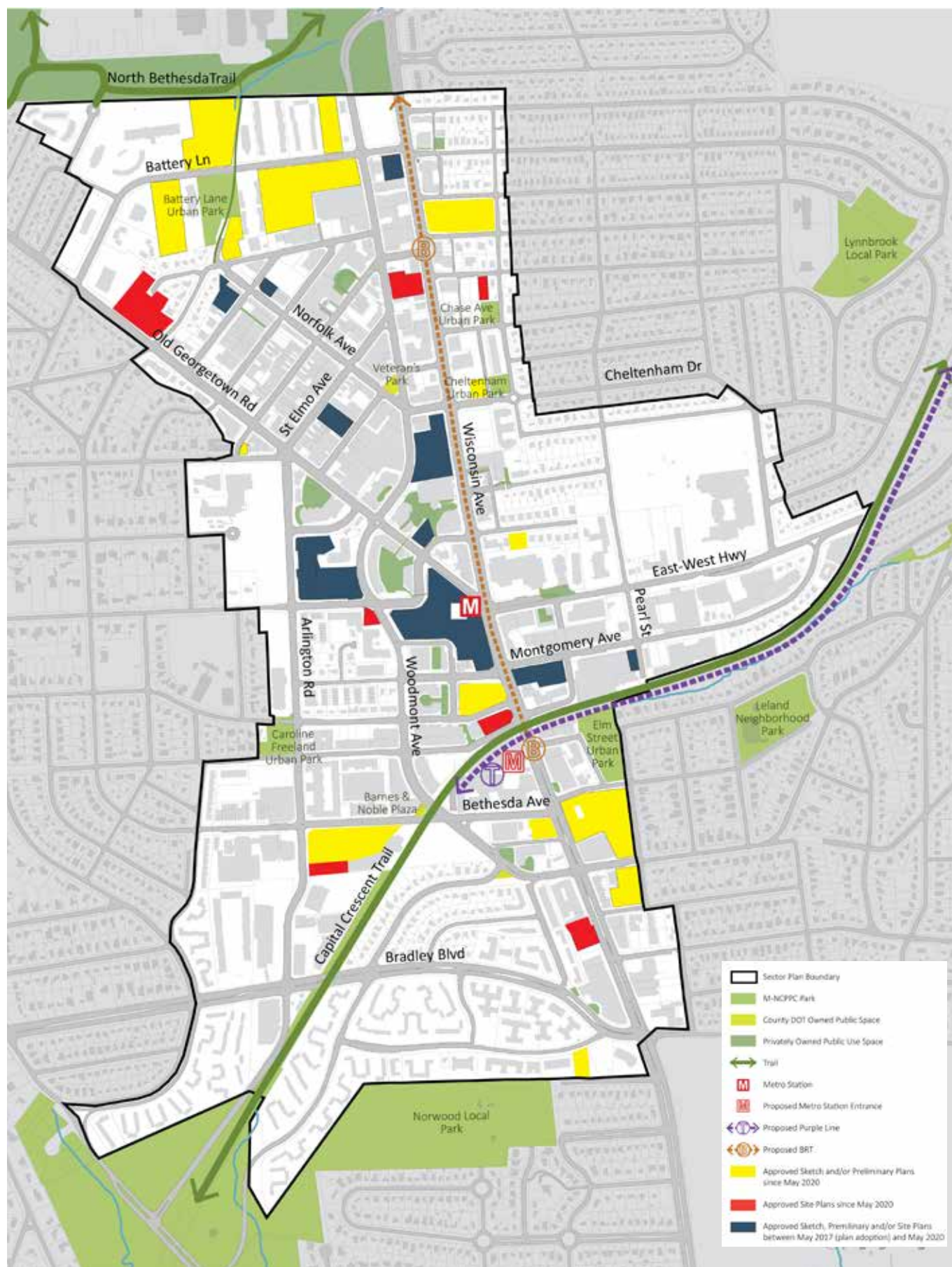
The Bethesda Overlay Zone (BOZ) sets a cap on development limiting the total density of existing, approved and new development to 32.4 million square feet of gross floor area. *The Monitoring and Tracking Program* website identifies the remaining available BOZ Density in downtown Bethesda as of April 2021 as **2,778,654 square feet**. BOZ Density will fluctuate based upon projects submitted and approved as well as projects whose adequate public facilities (APF) expire.

Public Benefit Points

With the increase in density proposed by the Bethesda Downtown Sector Plan, public benefits must be provided that enhance or contribute to the objectives of the zone and the goals of the Plan. The Sector Plan prioritizes specific public benefits that will contribute to the achievement of the Plan's vision, including: affordable housing, public open space, High Performance Area, enhanced vegetated roofs to increase green cover, exceptional design, and minimum parking.

All residential projects reviewed since April 2020 have met 15 percent of MPDUs, as required by the Sector Plan. One of the projects exceeded this minimum and

Figure 1. Sector Plan Approvals (since May 2017)



received affordable housing public benefit points at the time of site plan approval.

Open space is an important element of the public realm and is essential to downtown Bethesda's civic life. Public benefit points are awarded to projects that provide or make a payment for public open space in excess of the minimum requirement of the zone. One of the three projects from Table 2 has received public benefit points for open space.

The Plan delineates a High Performance Area as a place where the greatest densities of development and the tallest building heights are anticipated. Energy

Conservation and Generation is encouraged for buildings within the High Performance Area to deliver energy-efficiency benefits. One of the six projects from Table 3b has received public benefit points for energy conservation and generation.

The Plan prioritizes public benefit points for projects that demonstrate exceptional design that enhances the visual and functional character of a setting. Three of the projects in Table 3b received Exceptional Design public benefit points.

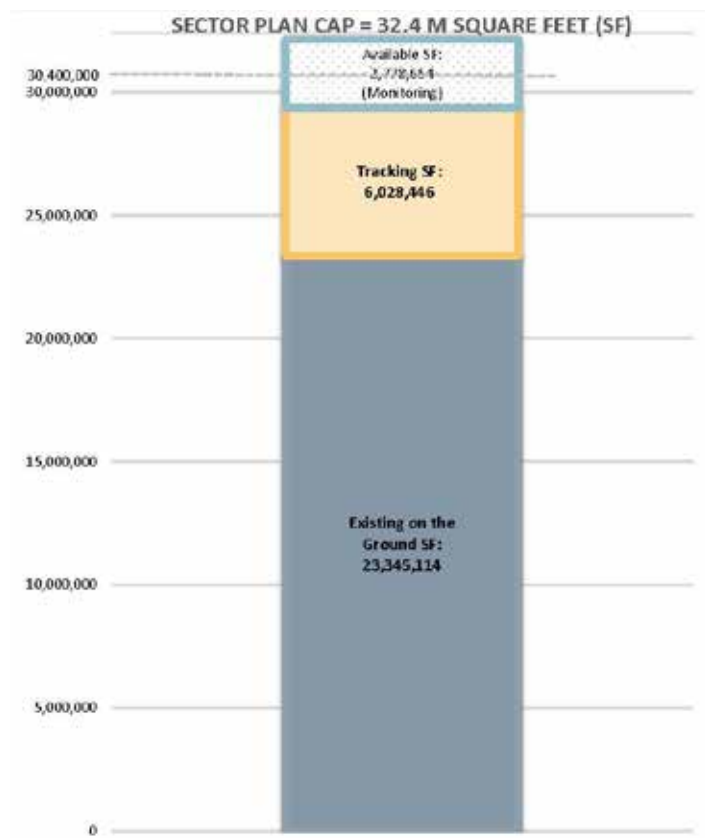
Table 2: Approved Site Plan Public Benefit Points (since April 2020)						
	8015 Old Georgetown Road		7000 Wisconsin Avenue		4824 Edgemoor Lane	
Type of Public Benefit Points	Points Requested	Points Approved	Points Requested	Points Approved	Points Requested	Points Approved
Major Public Facilities						
Park Impact Payment						
Transit Proximity						
Connectivity and Mobility						
Minimum Parking	3.56	3.56	17	17	9	9
Through Block Connections	20	20	20	20		
Transit Access Connections						
Wayfinding						
Diversity of Uses and Activities						
Small Business Opportunities						
Affordable Housing			39	39		
Enhanced Accessibility for the Disabled	5	5				
Quality of Building and Site Design						
Architectural Elevations	30	30			25	25
Exceptional Design	15	15	10	10	15	15
Public Open Space			7.2	7.2		
Tower Step Back						
Structured Parking	20	20	20	20	20	20
Protection and Enhancement of the Natural Environment						
Building Lot Terminations (BLTs)	4.82	4.82	4.2	4.2	1.69	1.69
Cool Roof	10.46	10.46			10	10
Recycling Facility Plan					10	10
Energy Conservation and Generation			15	15		
Vegetated Wall						
Vegetated Roof						
Total	108.84	108.84	132.4	132.4	108	108

To promote a transit-oriented downtown and encourage the use of travel modes other than single-occupancy vehicles, public benefit points are granted to developments that provide fewer than the maximum allowed number of parking spaces. Three projects in Table 3b received public benefit points for Minimum Parking.

Detailed requested and approved public benefits for the three site plan approved projects reviewed since April 2020 can be found in Table 2.

Recommendations

- Once total development reaches 30.4 million square feet, the County Council may require certain actions before additional development is permitted. As of April 2021, total development density is 29,621,346 square feet.
- Continue to monitor and track the development square footage in downtown Bethesda against the cap of 32.4 million square feet and report available and/or remaining BOZ Density to the Planning Board.



BOZ Density Tracking Tool (as of April 2020)

Table 3a: Approvals since April 2020 - Sketch and Preliminary Plans (Monitoring)

Project	Existing SF	Requested SF	Proposed DUs/MPDUs	BOZ Density Requested(SF)	PIP	Max Height
The Avondale	11,132	55,000	60/9	33,121	TBD	70
Hampden East	109,518	525,000	TBD	293,440	TBD	TBD
8001 Wisconsin Avenue	30,717	375,000	TBD	TBD	TBD	TBD
4725 Cheltenham Drive	5,254	80,000	N/A	35,596	TBD	90
4702 Chevy Chase Drive	3,536	85,000	TBD	53,913	TBD	70

Table 3b: Approvals since April 2020 - Site Plans (Tracking)

Project	Existing SF	Approved Un-built SF	DUs/MPDUs	BOZ Density (SF)	PIP	Max Height
7000 Wisconsin Avenue	15,032	194,968	200/36	16,250	180,050	122
8015 Old Georgetown Road	30,459	316,500	297/45	124,536	947,253.32	90
7015 Arlington Road	6,200	6,987	N/A	Std Method	Std Method	N/A
7500 Old Georgetown Road	285,233	34,950	N/A	N/A	N/A	191
4824 Edgemoor Lane	2,474	89,000	76/12	67,355	753,735	119
2 Bethesda Metro (Daycare)	298,708	0	N/A	N/A	N/A	175

Source: Monitoring and Tracking Program, April 2020



Schools

The Bethesda Downtown Plan area is geographically within the Bethesda-Chevy Chase (B-CC) cluster service area, which is served by Bethesda-Chevy Chase High School and its feeder schools. At the elementary school level, it is primarily being served by Bethesda and Somerset elementary schools, which both matriculate to Westland Middle School. A small portion of the Plan area is served by the paired Rosemary Hills (K-2) & Chevy Chase (3-5) elementary schools and Silver Creek Middle School, but the properties there consist mostly of commercial usage and have minimal impact on school enrollment.

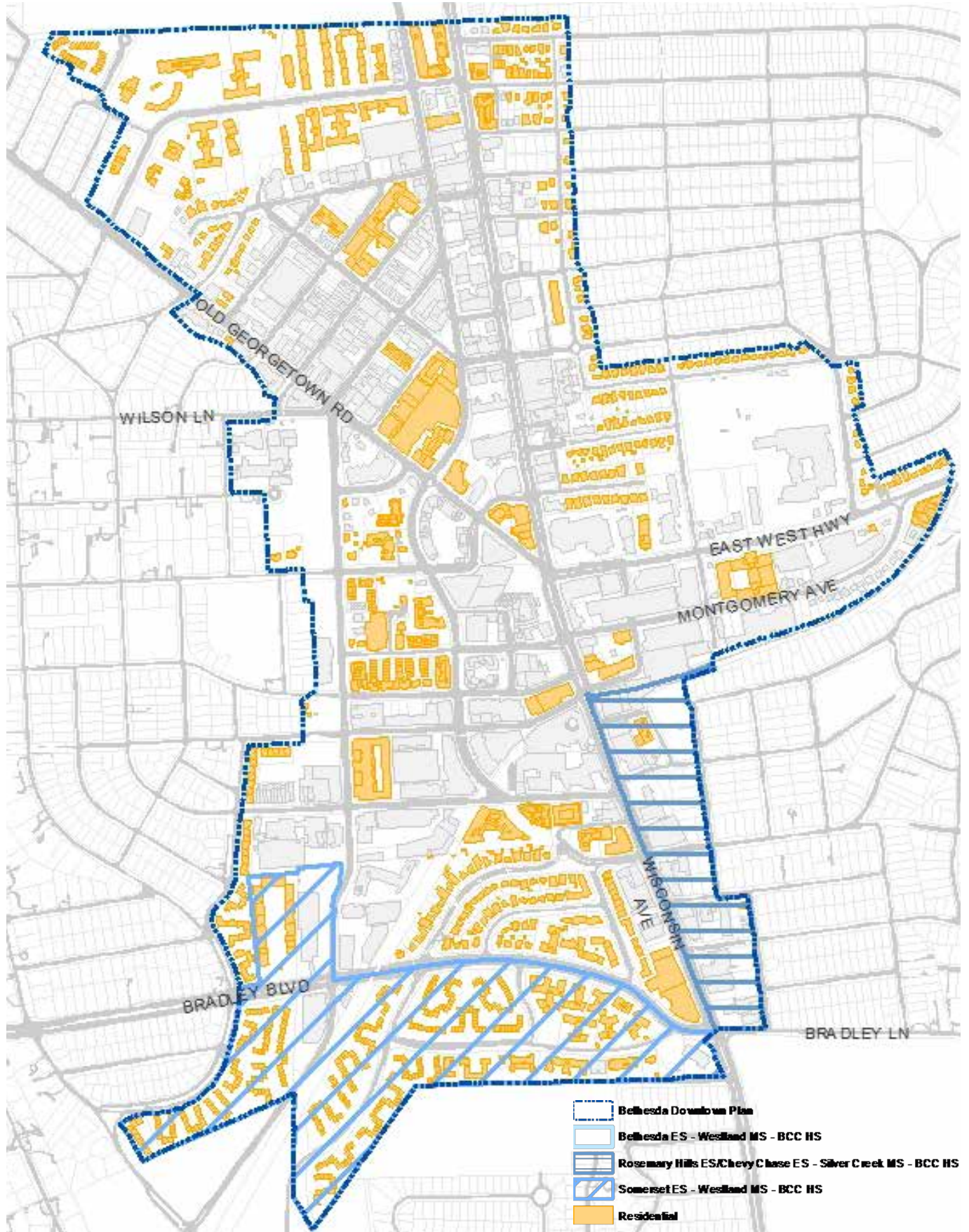
As a process of monitoring the adequacy of school facilities in relation to the Bethesda Downtown Plan, this report reviews the latest enrollment and capacity data of the Bethesda-Chevy Chase cluster schools. The actual enrollment and capacity reported for the current school year (2020-2021) and the projected enrollment and capacity six years into the future (2026-2027) are analyzed collectively across all schools within the cluster by elementary, middle, and high school. The data used in the process is provided by the Montgomery County Public Schools (MCPS) Division of Capital Planning.

Cluster Adequacy Review

Enrollment Trend

Cluster-wide student enrollment has increased slightly at the high school level, but decreased at the middle and elementary schools. According to the official enrollment data of the 2020-2021 school year, actual enrollment at Bethesda-Chevy Chase High School has increased by 13 students, a 0.6% increase compared to the 2019-2020 school year, while decreasing by 93 students (a 5.5% decrease) and 277 students (a 7.6% decrease) respectively at the middle and elementary schools.

Figure 2. Bethesda Downtown Plan School Service Areas by Feeder Pattern



The lower enrollment levels are consistent with a nationwide trend in public school systems that have switched to virtual learning due to the COVID-19 pandemic. MCPS predicts that many students who have left the system will likely return in the coming school years. Projections for the 2026-2027 school year therefore indicate that enrollment in the Bethesda-Chevy Chase cluster will increase across all school levels. At the high school level, this projected increase depicts a true growth in enrollment as seen in previous years. At the middle and elementary school levels, the projected increase is more of a rebound to pre-pandemic enrollment levels and not necessarily a forecast for additional growth. MCPS expects the continuing decline in resident births in the county to have a ripple effect on enrollment as students and school-aged children progress through the system each year.

Capital Projects and Capacity Solutions

The collective capacity of all B-CC cluster elementary schools is expected to be sufficient for the cluster-wide enrollment projected for the next five years. However, the individual projections at Bethesda and Somerset elementary schools indicate that their enrollment will continue to exceed capacity under current circumstances. In FY2021, a classroom addition had been approved for Bethesda Elementary as part of the FY 2021-2026 Capital Improvement Program, and a plan to reassign students from Somerset Elementary School to utilize the surplus capacity at Westbrook

Elementary was also scheduled. Due to the county’s growing FY2022 budgetary constraints, the Board of Education requested amendments to reallocate funds from the Bethesda Elementary School addition project to build-out an existing shell for three additional classrooms at Westbrook Elementary School instead, which is estimated to bring a cost reduction of \$12.3 million. The overutilization at Somerset and Bethesda elementary schools will then be relieved by reassigning students to Westbrook where, in addition to the shell build-out, there is already surplus capacity. The Board of Education is expected to take action on the reassignment of students between the three schools in November 2021.

Facility Utilization Rates

A utilization rate is calculated by dividing enrollment by capacity and is a common method used to measure the adequacy of school facilities.

The 2020-2021 school year cluster-wide utilization rate of elementary and middle schools in the B-CC cluster has decreased as enrollment has declined. If enrollment returns to the pre-pandemic level by the 2026-2027 school year as projected, the cluster-wide utilization rate for middle schools is expected to rebound to 83.2%, similar to the 2019-2020 school year. At the elementary school level, even if the enrollment returns to pre-pandemic level, the utilization rate is expected to remain lower due to the capacity increase at Westbrook Elementary School.

As for the high school, there was an incremental increase in the 2020-2021 utilization rate compared to the previous year, but by the 2026-2027 school year, it is expected to accelerate to 104.3%.

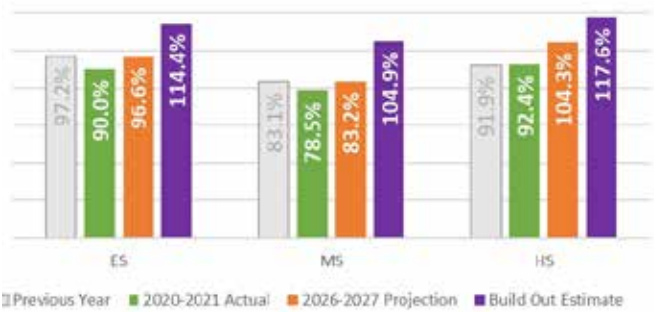


Figure 3: Bethesda-Chevy Chase Cluster Capacity Utilization Rates

Anticipated Build-Out Adequacy

During the Bethesda Downtown Plan development stage, an enrollment estimate of the Bethesda-Chevy Chase cluster was calculated under a hypothetical scenario in which the residential capacity allowed in all recently adopted plans are built out to their maximums. This includes not only impacts of the Bethesda Downtown Plan, but also the Greater Lyttonsville, Chevy Chase Lake and Westbard Sector Plans. In reality, not only is it hard to gauge the possibility of any plan area reaching its maximum build-out stage as hypothesized in this scenario, even if a plan were to be found more likely to reach this stage, it is difficult to predict a pace or timeline of realization. Furthermore, there is a possibility of change in factors other than housing development; for example, a shift in population, demographics, neighborhood turnover, or the economy, that may result in enrollment trends panning out differently than how they were estimated at the time the Bethesda Downtown Plan was adopted. Nevertheless, for annual monitoring purposes, the enrollment estimate of a max build-out scenario provides a tangible standard to measure the current enrollment and projections against.

The following table and graph on the previous page show a comparison of the enrollment and capacity at each school level in the Bethesda-Chevy Chase Cluster for the most current school year, furthest school year projected in the six-year capital budget planning cycle and the estimated enrollment at full build-out stage of all plans impacting the cluster.

During adoption of the Bethesda Downtown Plan, Council staff worked with MCPS to identify possible capacity options that could potentially be explored if overutilization continues to be an issue. At the elementary school level, these options include the addition at Westbrook Elementary School and the reopening of Lynnbrook and/or Rollingwood Elementary School sites. At the middle school level, the existing two schools were found to be able to accommodate additional capacity for up to 383 seats. The high school, however, was deemed inappropriate for any further additions on the existing site. The Sector Plan accordingly discussed the possibility of expanding the current site through acquisition of neighboring properties or looking for capacity solutions outside the cluster. MCPS is also conducting a countywide boundary analysis through a third-party consultant that will provide a comprehensive assessment of current school boundaries using school facility utilization, capacity, school assignment, etc., as data points for analysis.

Recommendations

- Continue to monitor capacity needs of the schools that serve the Bethesda Downtown Plan area and ensure that the potential options discussed to provide capacity are available if necessary. These options may include, but are not limited to, reassigning students to underutilized schools, building additional capacity at existing schools, reopening former schools or seeking opportunities for future school sites.

Table 4 - Current Enrollment and Capacity Compared to Projected Enrollment at Build-out						
	Previous Enrollment 2019-2020	Current Capacity 2020-2021	Actual Enrollment 2020 -2021	Projected Capacity 2026-2027	Projected Enrollment 2026-2027	Estimated Enrollment at Buildout
ES	3643	3742	3366	3809	3681	4,357
MS	1695	2040	1602	2040	1698	2,139
HS	2257	2457	2270	2457	2563	2,889



Parks and Open Space

Plan Recommendations

The Plan recommends new and enhanced parks and open spaces in downtown Bethesda, including new civic greens at Veteran's Park, Montgomery Farm Women's Cooperative Market, and the Capital Crescent Trail, and new urban parks, neighborhood greens, pathways and gateways to major trail systems.

The overarching parks and open space goals of the Bethesda Downtown Sector Plan are to:

- Support the centers with civic gathering spaces.
- Provide linkages and signature gateways to the major trail systems.
- Create livable communities and appropriate transitions by greening and buffering the edges.
- Create green neighborhood parks.
- Add to the existing park, trail, and open space system.

The table on page 18 reflects the status for the specific parks and open space recommendations in the Plan. This section also addresses and summarizes planned improvements to existing parks through the Capital Improvements Program (CIP), Park Impact Payments (PIP) received through the development approval process and privately owned public spaces (POPS) that are being created through the development process.

Parks Inventory Status

Table 5 identifies new status updates to the inventory of existing and proposed parks since last year's report (May 2020). See the Sector Plan Recommended Parks and Open Space map of proposed parks in Figure 4.

Figure 4. Sector Plan Recommended Parks and Open Space

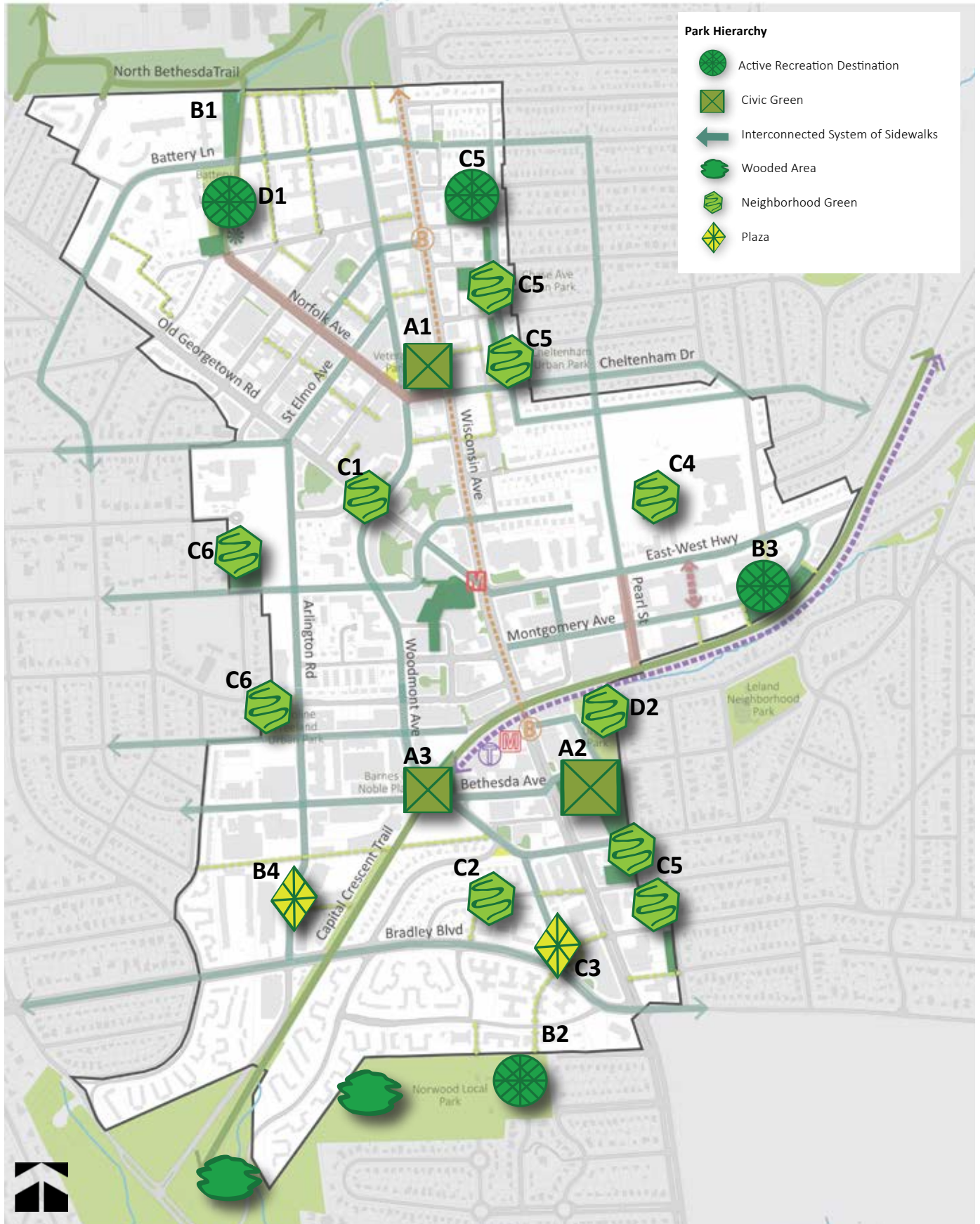


Table 5: Parks Inventory Status

Sector Plan Parks and Open Spaces	Existing Acres	New Acres	Park Type (PROS 2017)	Description	Status
A.1. Veteran's Park Civic Green	0.2	0.3	Civic Green	Expand current park into a full Civic Green to serve as flexible green community open space. Provide space for casual, informal use as well as platform for community events and programming.	One lot has been acquired (0.21 acres) and an additional lot is under contract (0.05 acres to provide for the future Civic Green). Negotiations with adjacent and nearby landowners will determine how and where to create the Civic Green using land exchanges or other real estate transactions.
A.2. Montgomery County Farm Women's Cooperative Market Civic Green	0	1.6	Civic Green	Green open space next to the historic market as a destination and local gathering spot, an activating feature connecting Eastern Greenway and Elm Street Urban Park.	Anticipated to be created as a privately owned public space (POPS) as part of adjacent redevelopment projects. A sketch plan has been approved with two options. Both options include revitalization of the market building and its grounds.
A.3. Capital Crescent Civic Green	0.5	0	Civic Green	Civic Green to serve as gateway to the Capital Crescent Trail (CCT), a meeting spot for cyclists & business patrons, and with a large lawn for community events & programming. Added to Legacy Open Space as an Urban Open Space.	Land for this Civic Green was purchased in December 2017. The site is serving as a staging area for Purple Line construction, which is currently delayed and the schedule uncertain. Facility planning for the project has been delayed at least one year from starting in FY21 to starting in FY22. Final design and construction will be funded from the PIP. The intent is to complete design so that construction can start soon after the land is turned over to Parks.
B.1. North Bethesda Trail Urban Greenway	0	0.9	Urban Greenway	A linear bicycle and pedestrian trail to connect NIH and Woodmont Triangle. This greenway provides a trail through Battery Lane Urban Park and north, providing environmental interpretation and play elements.	The trail through Battery Lane Urban Park was widened (Summer 2018) to 10 feet, matching the width of the existing Bethesda Trolley Trail. The future connecting trail will be created during redevelopment of adjacent properties.
B.2. Gateway into Norwood Local Park	0	0.1	Local Park	15-foot wide pedestrian gateway access from Chevy Chase Drive to Norwood LP, to provide a welcoming, green entrance that improves connectivity to the area north of the park.	This gateway will be created during redevelopment of properties north of Norwood LP.
B.3. Eastern Capital Crescent Urban Greenway	0	1.9	Urban Greenway	Active recreational gateway into the Bethesda CBD along the Capital Crescent Trail. Also designated in Legacy Open Space as Urban Open Space. Facilities could include adult fitness equipment, a dog park, skateboarding, courts and a playground.	This new park will be created primarily through land purchase. Acquisition efforts are pending for several parcels. One parcel has been acquired by MTA for Purple Line construction and will be later transferred to Parks to initiate the creation of this park.
B.4. Arlington South Gateway Plaza	0	0.2	Urban Plaza	Linear urban plaza to link Arlington South District to the Capital Crescent Trail. Could include a wide walkway for pedestrians and cyclists, shade features, and a focal feature that visually draws people to the park.	This plaza and entrance to the CCT will be created during future redevelopment of the adjacent properties.
C.1. Old Georgetown Road Neighborhood Green	0	0.3	Neighborhood Green	Create shady green "living room" on highly visible site at Woodmont Avenue and Old Georgetown Road.	This site was recently developed with a bank building. This park may be implemented on this location in the future if the opportunity arises, or may be provided on a nearby site to meet needs in this area.

Table 5: Parks Inventory Status

Sector Plan Parks and Open Spaces	Existing Acres	New Acres	Park Type (PROS 2017)	Description	Status
C.2. Wellington Drive Neighborhood Green	0	0.5	Neighborhood Green	At Bradley Boulevard and Strathmore Street, provide in-demand, walkable amenities such as community open space, trees, nature-based play area for the immediate community.	This open space may be created through the development process as a public park or privately owned public space (POPS).
C.3. South Bethesda Public Plaza	0	0.2	Urban Plaza	Small shaded open space at corner of Bradley Boulevard and Strathmore Street.	This plaza is likely to be created through development as a POPS.
C.4. Bethesda-Chevy Chase East Neighborhood Green	0	0.3	Neighborhood Green	Create community open space, seating, trees, and art- or nature-based play area to serve future development between Bethesda Chevy Chase High School, Pearl Street, and East-West Highway.	This park may be created through redevelopment projects in this area of the Pearl District either as a public park or a POPS.
C.5.a. Eastern Greenway Neighborhood Greens, North End	0.7	2.0	Neighborhood Green	Create green space along west side of Tilbury Street to provide buffering of the eastern edge of the downtown and provide a variety of walk-to recreational amenities. In North End, create two additional 0.5-acre parks plus greenways to connect to Chase and Cheltenham Parks between Maple Avenue and Cheltenham Drive.	Developments are in the planning stages for several sections of the north end greenway, including a redevelopment RFP for two County parking lots, so portions of the greenway may be implemented in the not-too-distant future.
C.5.b. Eastern Greenway Neighborhood Greens, South End	0	3.0	Neighborhood Green	Create green space along west side of 46th Street and West Avenue to provide buffering of the eastern edge of the CBD and provide a variety of walkable recreational amenities. In South End, add a total of 3 acres of green space across four blocks from Willow Lane to Ridge Street.	A recently approved Sketch Plan includes one option that would create a large new park on portions of PLD's Lots 24 and 10. That core piece of the South End of the Eastern Greenway would be created if that preferred option is pursued by the involved parties.
C.6. Western Edge Neighborhood Greens	1.0	1.2	Neighborhood Green	Add two areas to existing public land at Caroline Freeland Urban Park (0.15 acres) and Bethesda ES (1 acre) to provide more green space and small-scale neighborhood recreation spaces	These additions to existing open space and parkland are likely to be implemented through land purchase.
D.1. Battery Lane Neighborhood Green Expansion	2.0	0.7	Neighborhood Green	Additional land will provide for needed facilities such as community open space, dog parks, skate parks, or community gardens.	Battery Lane may be expanded through several means, including direct purchase of adjacent lots, dedication or purchase of land during redevelopment, and/or Right-of-Way abandonment.
D.2. Elm Street Neighborhood Green Improvements (Elm Street Urban Park) and Capital Crescent Trail	2.1 3.9	0	Neighborhood Green and Trail Corridor	Complete the design and construction of rehabilitation of northern portion of this important urban park. No additional land proposed, but construction funding needed.	Design is underway for renovations to the park in conjunction with the Capital Crescent Trail surface route. Interim facility improvements include a playground, fitness equipment, and improvements to the pedestrian entrance plaza and retaining walls within the Elm Street right-of-way. Design for the CCT surface route from Woodmont Avenue through Elm Street Park is underway by MCDOT. Construction and interim facilities in Elm Street Park will be completed prior to completion of the Purple Line. Construction funding for the tunnel under Wisconsin Avenue has been delayed beyond FY26.
Existing and Proposed Acres	10.4	12.7	23.1	Potential Future Acres of Parks and Open Space	

Development Projects for Existing Parks

The following update outlines development activity in existing parks, including park renovations and repurposing of amenities to new uses.

Battery Lane Park

The existing playground was renovated in 2019 and additional improvements made, including new fitness equipment, lighting, picnic tables, seating, stormwater management improvements, additional shade tree plantings, resurfacing of the basketball court and renovation of the Bethesda Trolley Trail within the park. Additional accessibility improvements are planned for 2021.

Caroline Freeland Park

A facility plan for renovation of the park was approved by the Montgomery County Planning Board in 2015. Final design has been initiated and is scheduled through FY22 with construction anticipated in FY23-FY24.

Park Impact Payment (PIP)

The implementation of these new parks and open spaces will be supported through a funding mechanism tied to new development called the Park Impact Payment, or PIP. Any new development in downtown Bethesda that is allocated Bethesda Overlay Zone (BOZ) Density by the Planning Board is required to make a PIP of \$11.08 per square foot on the gross floor area of the approved BOZ Density. Exceptions to this requirement include the gross floor area allocated for MPDUs and projects that are providing 25% or more MPDUs. Park Impact Payments must be submitted to the Planning Department's Intake and Regulatory Coordination (IRC) Division as a condition of the Planning Board approval and prior to any above-grade building permit application being issued.

Submitted PIPs are placed in the Bethesda Park Impact Payment Project Development Form (PDF) within the Commission's Capital Improvements Programs (CIP) for appropriation and expenditure. Park Impact Payment funds may only be used for acquisition of



parkland and for planning, design and construction of new park facilities and new parks within the Bethesda Downtown Plan boundary as illustrated in the Sector Plan, consistent with Planning Board approval.

Thirteen development site plans have been approved with PIP requirements totaling over \$17 million. So far, four PIPs have been submitted totaling \$9,634,380, and the remaining approved PIPs are expected to be paid during the remainder of FY21 through FY23. Additional development projects may result in several million dollars more over the next several years as well. After approval of the capital budget for FY22 this spring, the Bethesda PIP capital project will include appropriation of \$15 million to be able to spend the incoming PIPs on priority acquisitions and park development projects.

Park Impact Payment funds will be used based on the priorities set forth in Section 2.7 of the Bethesda Downtown Sector Plan. Priorities include the following:

- 1. Civic Gathering Spaces:** Civic Greens that support the centers of activity including Veterans Park Civic Green, the Farm Women's Market Civic Green and the Capital Crescent Civic Green.
- 2. Linkages and Gateways to Major Trail Systems:** These park spaces provide linkages and signature gateways to the major trail systems through the development of additional community open spaces that provide active recreation destinations.
- 3. Green Neighborhood Parks:** Parks that serve as spaces for informal or small-event gatherings or relaxation for residents and workers in the surrounding neighborhoods and downtown.
- 4. Enhancing Existing Parks, Open Spaces and Trails:** Expansion and improvements have been recommended for Battery Lane Urban Park and Elm Street Neighborhood Green in the Sector Plan.

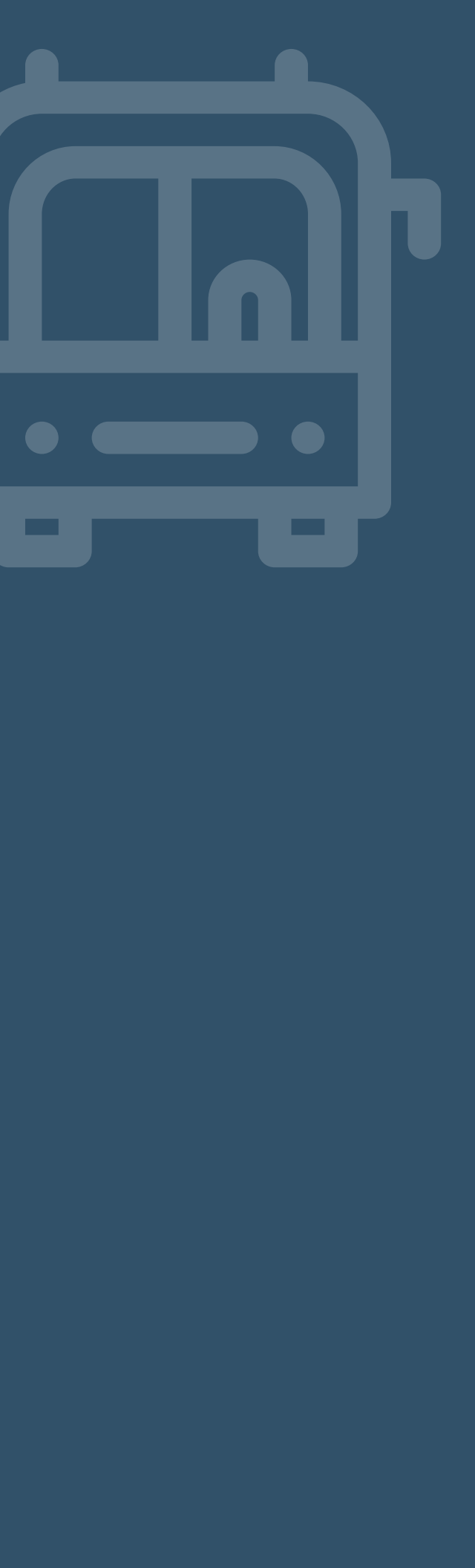
Implementation of the Sector Plan's park and open space recommendations, while following the general priorities listed above, will take place over time and will be affected by a myriad of factors. The implementation program will create and develop new parks and open spaces, but priorities will adapt to changing conditions and opportunities. Implementation of the Plan recommendations and expenditure of the PIP funds will be affected by the timing and realization of development projects and acquisition opportunities, the rate at which PIP funds are accumulated, the timing of creating partnerships, and other factors.

To date, PIP funds have been allocated for the purchase of the real estate assets needed to implement the new Veterans Park Civic Green (\$9.6 million in two phases). In addition, \$500,000 has been allocated for facility planning for the future Capital Crescent Civic Green to implement this important park at the end of the Purple Line in a timely fashion.

The online *Monitoring and Tracking Program* on the Planning Department website will continue to provide updated information on the most recent list of development projects and anticipated/actual PIPs contributed.

Recommendations

- Continue to work towards the creation of new parks using a variety of implementation tools.
- Work with property owners to create functional, accessible and active privately owned public spaces as part of the development process.
- Engage the Implementation Advisory Committee to support the realization of the Sector Plan's recommended parks and open spaces.



Transportation

Plan Recommendations

The Plan recommends enhancing the existing transportation network with “complete streets” improvements to the roadway network that increase the connectivity, safety and quality for all modes of transportation. These treatments were recommended for major corridors and key connectors including Wisconsin Avenue, Woodmont Avenue, Norfolk Avenue and Arlington Road. Both short and long-term cross sections were identified for these roads to safely accommodate pedestrians, bicyclists, motorists and for Wisconsin Avenue bus rapid transit. Separate projects were recommended to improve the bikeway network with both public and private funds.

Additionally, the Plan included policy recommendations that encourage non-driver travel modes. For example, the Transportation Management District (TMD) was confirmed and expanded from the 1994 Bethesda Central Business District (CBD) Sector Plan, which establishes and monitors the Non-Auto Driver Mode Share (NADMS).

The purpose of this report is to provide an update on the status of the recommended projects and policies that achieve the goals of the Sector Plan. As directed by Council at the time of the Plan’s adoption, the report will cover all of the goals and recommendations in the approved and adopted Sector Plan in each report cycle, but will provide detailed information on the status of the Non-Auto Drive Mode Share (NADMS) and Road Adequacy Test in alternating years. The Road Adequacy Network will be reported on in even-numbered years and an update on progress towards achieving the Plan’s NADMS goal will be covered in odd-numbered years.

Non-Auto Driver Mode Share (NADMS)

Non-Auto Driver Mode Share (NADMS) measures the percentage of non-drivers arriving at a destination within a defined area during the peak period. This is referenced as NADMS-E (for “employees”) or “inbound commuters.” NADMS is also used to measure the percentage of residents living within a defined area who use non-driving modes to get to work, referenced as NADMS-R (for “residents”) or “outbound” commuters. “Non-driver” includes all commuters who arrive to work via “alternative modes” to driving, including transit, biking, walking, etc., and includes those who telework instead of traveling to a worksite. NADMS includes carpool and vanpool passengers but excludes carpool and vanpool drivers.

The NADMS goals for areas within the County are analyzed for both the two-hour (7:00 am – 9:00 am) and three-hour (6:30 am – 9:30 am) peak-period morning commute times (aka “rush hours”). While goals for some areas originally focused on just the two-hour peak period, the analysis has been extended in recent years to include a three-hour period in selected reports, due to the increase in traffic volumes and congestion over a more extended peak period in many areas of the County.

The NADMS goal applies to peak-period travel (“rush hours”) since that is the period when traffic congestion is most significant and road capacity is most constrained. Commuter surveys are conducted by the Montgomery County Department of Transportation (MCDOT), Commuter Services Section, on a biennial basis to collect peak-period travel information and information to assist the County in determining what factors most influence mode choices, and what additional programs or services should be considered to persuade more commuters to use alternatives to driving alone to work

Data Collection and Current Methodology

Commuting Goals: The Bethesda Downtown Plan recommends a combined average goal of 55 percent NADMS for both employees and residents. Under the prior Sector Plan, the NADMS goal was 37 percent, which applied only to inbound commuters (employees) whose destination workplace was in the Bethesda Transportation Management District (TMD). The goal established in the 2017 Sector Plan recognizes the potential traffic impacts of the large number of existing and planned multi-unit residential property developments in the downtown Bethesda area. While many future residents may either walk or bike to work or use transit due to their proximity to Metro and other transit options, it is expected there may also be an increase in outbound auto drivers from downtown Bethesda to other work locations.

Results: The MCDOT Commuter Survey results, cited at the time of Plan approval, indicated that the downtown Bethesda NADMS-E was approximately 42 percent (FY2013 survey). However, there is typically a wide variation in employer and employee participation and response rates to the survey from year to year owing to several factors. Any single year’s results should not be construed as representative of ongoing commuting patterns for the TMD as a whole -- and the NADMS reported at the time of Sector Plan development (42%) is an outlier. A more accurate three-year weighted average using the most recent data (Fiscal Years 2016, 2018 & 2020) show the NADMS-E to be closer to 33.6 percent for the two-hour peak period.

Variability of Results: Commuter survey response rates from year to year tend to be highly variable for several reasons. For many years, the Commuter Survey was conducted on an annual basis but was not distributed to the same group of employers each year. Instead, a subset of all employers of 25 or more employees within each TMD was selected

for participation, alternating selected employers in succeeding survey years (except for very large employers) in order to avoid survey fatigue. In 2017, as a result of recommendations received from multiple sources including the County Council’s Office of Legislative Oversight, Commuter Services began requiring all employers of 25-plus in each TMD to participate on a bi-annual (alternating year) basis. This revised schedule provided the broadest reach within the business community while still addressing survey fatigue with intervening “off” years.

Another source of variability stems from the fact that within the same worksite, employee composition and commuting patterns change from year to year. Due to staff turnover, employees moving residences, and other life events, employee commuting modes at any given work site will change from year to year. In conclusion, there are many factors that influence variability in survey results apart from those impacted by TDM-related factors.

Commuter Services relies on employer contacts at work sites to distribute the survey to their employees. Typically, there are employer contacts (“Transportation Coordinators”) who are asked to distribute the survey at the worksite and to follow up with reminders and incentives to employees, but there is no way to compel employees to respond. Therefore, Commuter Services relies on on-site promotions, prize drawings (for transportation coordinators and respondents) and other incentives to achieve an adequate response rate.

Despite its limitations, the Commuter Survey has been the primary basis for evaluating commuting activity within the County’s TMDs, as it reveals more information about commuting at a small-area level than most other data sources. Data from the survey includes peak hours of commuting, mode of travel, ratio between cars and passengers (“average auto occupancy”), home origins of commuters, employer location and information on factors influencing mode

choices. The survey gathers information on commuting patterns over the duration of a normal work week to get an accurate picture of daily commuting patterns. The results are analyzed for each employer and for all participating employers within each TMD survey area to assess progress toward achieving NADMS goals. Similar analyses are made of mode share for residents commuting from their homes to their respective worksites.

Analysis of Commuting Patterns in Downtown Bethesda

Residents: Bethesda’s combined 55 percent NADMS goal for employees and residents requires a comprehensive effort to survey residents living in downtown Bethesda. Bethesda Urban Partnership (BUP) coordinated with contacts identified in the Traffic Mitigation Agreements (TMAGs) with development projects to distribute and collect surveys – and with contacts under the Transportation Demand Management Plans required under recent County Code revisions. BUP is MCDOT’s contractor for TDM outreach in the Bethesda Transportation Management District. BUP operates Bethesda Transportation Solutions (BTS) for that purpose and has identified contacts for residential buildings and developed a marketing outreach strategy to reach residents throughout the downtown area.

The first residential survey was conducted in the fall of 2019. The questionnaire asked respondents about their travel from the TMD to work or school during the extended peak period 6:30 – 9:29 AM. NADMS-R for this time period is approximately 64.9 percent.

TABLE 6: NADMS-R		
Year	Respondents	NADMS%
FY20	N=496	64.9

Subsequent residential surveys will be refined to show the more widely used two-hour peak (7:00 – 8:29 AM). The current survey also does not separate carpool/vanpool drivers from passengers, showing instead a combined driver/passenger metric. This will be corrected in the next survey cycle.

The residential survey had essentially the same format and questions as those used in the employee survey, including use of a one-week trip diary and questions related to worksite policies. (Appendix 2).

The data analysis from this first Bethesda residential survey is useful in combination with “outbound” residential commuting available from the U.S. Census Bureau’s American Community Survey (ACS). Data from the ACS is collected each year and aggregated into five-year data sets to estimate commuting mode share for the county’s policy areas. The Census Block boundaries of the 2015-2019 ACS closely align with the Bethesda Downtown Plan boundary.

The 2015-2019 data from ACS, aggregated from eight block groups to approximate the area of the Bethesda CBD, shows that approximately 58 percent of residents age 16-plus commuting to work were non-drivers. Out of the total 8,012 respondents to the survey, 3,549 (44.3 percent) drove vehicles; 3,249 (41.4 percent) drove alone to work.

The ACS data set identifies commuters who travel in pools; however, that number includes the driver. In order to derive the NADMS, the pool drivers must be identified separately. The 2019 ACS survey results show that 310 respondents carpooled (two-person pool=196 / three-person pool=114). The 58.0 NADMS includes the assumption of 98 drivers in the two-person pools and 32 drivers in the three-person pools.

ACS data does not identify commuters who travel in the peak periods. While it is likely the majority of residents’ trips to work occurred during the peak period, there is no data available to determine which

peak-period trips were taken by which mode.

That is the type of data the county’s commuter survey would seek to obtain.

Because the ACS aggregates data in five-year sets, the series overlap of years 2013-2017 used in the first monitoring report- and the 2015-2019 data set contained in this report are not comparable in terms of identifying a change in metrics.

Employees: The FY2020 Commuter Services employee commuter survey in the Bethesda TMD was conducted in the fall of 2019. That data, combined with prior years’ data, serve as the basis for analysis of “inbound” employee commuting. Bethesda’s employee commuter survey is conducted on an alternating year basis, using a similar survey instrument to the one used over the past several surveys.

The table below shows the most recent commuter survey response rates. The NADMS weighted average for employees for the last three surveys is approximately 36 percent (2-hr) and 36.7 percent (3-hr).

TABLE 7: EMPLOYEE COMMUTER SURVEY RESULTS

Year	NADMS% 2-Hour	NADMS% 3-Hour
FY16	N=837 38.0	N=1,210 38.6
FY18	N=1,420 36.6	N=2,108 37.4
FY20	N=1,019 33.6	N=1,558 34.4
AVG	36.0	36.7

** N = # Trips, NADMS-E calculated based on a rolling average of results from three survey-years*

Using the weighted average three-hour peak period for NADMS-E (to make it comparable to NADMS-R), the FY20 survey shows a combined NADMS-R/E average of approximately 42.3 percent.

Future Years Analysis and Methodology

Annual Monitoring Reports for subsequent years will rely primarily on the county's residential and employer surveys to establish a combined baseline NADMS. The Census ACS data sets will also be analyzed and may be used to validate or calibrate the results from the county's commuter survey. Future technological advancements in data collection and other data sources may be used as survey processes and analytic approaches evolve.

Secondary data sources that may be used for comparison or validation purposes include the Metropolitan Washington Council of Governments (MWCOC) "State of the Commute" (SOC) Report, published every three years. The SOC report provides an opportunity to compare the county's data with a regional source. The 2019 SOC report shows a drive alone estimate of 58.6 percent; transit use was 24.1 percent; carpool/vanpool use (aggregated driver/passenger) was 4.6 percent; bike/walk/scooter was 3.3 percent. COG added the new category for 2019- "Ride Hail Service" (Uber, Lyft & Via), which was used 1 percent of time. Like the American Community Survey, however, time of travel is not part of the dataset, so this does not indicate peak period travel.

MWCOG also conducts a household survey every ten years that collects data for certain areas of the county; White Flint and Friendship Heights have been included in the past. Bethesda has not been included in that survey but perhaps could be in the future. That survey may provide another way to assess the validity of the county's survey results for downtown Bethesda.

Road Network Adequacy Test

The 2020 Annual Monitoring Report included analysis of the nine intersections within the Sector Plan boundary and five gateway intersections. As required by the council with the adoption and approval of the Sector Plan, traffic analysis will be reported in the even years and the NADMS will be the focus of the report in the odd years.

Data collection for the 2022 Annual Monitoring Report is anticipated to begin this fall. As recommended in the 2020 report, the traffic analysis for the 2022 report will include a road network performance evaluation at the 14 study intersections (listed below), as well as a queuing analysis for the major corridors including Wisconsin Avenue, Old Georgetown Road, Woodmont Avenue, and Arlington Road.

- Battery Lane and Wisconsin Avenue
- Elm Street and Wisconsin Avenue
- Bradley Boulevard and Wisconsin Avenue
- East-West Highway and Wisconsin Avenue/Old Georgetown Road
- Montgomery Avenue and Wisconsin Avenue
- Bethesda Avenue and Arlington Road
- Leland Street and Wisconsin Avenue
- Wilson Lane and Old Georgetown Road
- East-West Highway and Connecticut Avenue
- Bradley Lane and Connecticut Avenue
- West Cedar Lane and Old Georgetown Road
- Cedar Lane and Rockville Pike
- Jones Bridge Road and Rockville Pike
- Huntington Parkway and Bradley Boulevard

Due to the COVID-19 pandemic, traffic volumes in 2020 were affected significantly. In the fall of 2020, the Planning Department obtained data from the Maryland State Highway Administration that showed current statewide daily traffic volumes leveled off at approximately 83 percent of traffic compared with 2019 levels. These volumes, while lower than the pre-March 2020 volumes, seemed to reflect new normal daily traffic conditions.

In recognition of these changes, a new interim traffic count data collection policy was applied on October 1, 2020. This policy states that as long as the county remains in Phase 2 (or advances to Phase 3) of the COVID-19 recovery plan, a transportation impact study may use traffic counts collected on or after October 1, 2020 with the application of an adjustment factor to account for the Montgomery County Public School building closure and remote learning status. Should county public schools reopen for full in-person instruction, new traffic counts may be used without an adjustment factor and in accordance with the 2017 Local Area Transportation Review Guidelines.

This interim traffic count data collection policy will immediately cease to be available for transportation impact studies should the county revert to Phase 1 of the COVID-19 recovery plan. Should the county fully reopen, new traffic counts may be used without an adjustment factor and in accordance with the 2017 Local Area Transportation Review Guidelines, effective three months after the declaration of the county's open status.

This policy will be re-evaluated during the summer of 2021 or earlier if deemed necessary.

Bicycle and Pedestrians Connections

The Maryland State Highway Administration (SHA) designated the Sector Plan area as a Bicycle-Pedestrian Priority Area (BiPPA) prior to the adoption of the Sector Plan. Montgomery County has a similar designation and the Sector Plan recommended that MCDOT recognize the Bethesda Downtown Sector Plan area as such. This designation from both agencies, requires SHA and MCDOT to use best design practices to accommodate bicyclists and pedestrians through all phases of transportation planning.

All approved development will contribute to improving pedestrian and bikeway connections throughout the Sector Plan area. Several new bikeway recommendations were made for on-road and trail connections. Implementation of these projects will be funded and/or constructed by both public and private sources. Since the adoption of the plan, several of the projects were initiated. A list of these projects with their completion status is included below. A more detailed project description is included in the Capital Improvement Project (CIP) section of this report.

- **The Capital Crescent Surface Trail** envisioned as a two-way, on-road separated bikeway that will provide a connection through downtown Bethesda. Completion of Phase 1 (Bethesda Ave/Willow Lane Woodmont to 47th) of the project is targeted for late spring 2021.
- **Woodmont Avenue** A two-way, on-road separated bikeway is planned along Woodmont Avenue between Wisconsin Avenue and Norfolk Avenue. Design is complete for Phase 1 (Montgomery Lane to Leland Street), construction

is underway, and completion is anticipated in late spring 2021.¹

- **Montgomery Lane and Montgomery Avenue** A two-way, on-road separated bikeway is planned along the south side of Montgomery Avenue/Lane from Woodmont Avenue to Pearl Street. Design is underway, and construction is anticipated for Phase 1 (Woodmont Avenue to MD 355) in FY2021-2022 and Phase 2 (MD 355 to Waverly) in summer/fall 2021².
- **Cheltenham Drive Bikeway** envisioned as an on-road separated bikeway that is part of the larger Bethesda Loop. The project limits are from Wisconsin Avenue (MD 355) to Pearl Street and is currently funded for planning. Planning is anticipated to conclude in the fall of 2021.
- **Pedestrian crossings** are where pedestrians are most vulnerable and exposed to potential conflicts with motor vehicles. Recommendations were included in the sector plan to address pedestrian safety and comfort at intersections in downtown Bethesda. Seven intersections are planned to be improved to enhance the pedestrian crossing experience. The seven intersections are:
 - Bethesda Ave & Woodmont Ave.
 - Bethesda Ave. & Wisconsin Ave.
 - Woodmont Ave & Montgomery Lane.
 - Woodmont Ave. & Hampden Lane.
 - Woodmont Ave. & Elm Street.
 - Montgomery Lane & East Lane.
 - Montgomery Lane & Wisconsin Ave.

1. MCDOT will coordinate with private developers and public agencies with construction projects that affect the Woodmont Avenue bike facility project. It is possible that private construction or other factors could delay these projects.

2. MCDOT will coordinate with private developers and public agencies with construction projects that affect the Montgomery Avenue and Montgomery Lane bike facility projects. It is possible that private construction or other factors could delay these projects.

The map displays the Sector Plan Boundary and various transportation infrastructure projects. The legend includes:

- Sector Plan Boundary
- M-NDPPC Park
- Metro Station
- Proposed Metro Station Entrance
- Proposed Purple Line
- Existing Shared Use Path (SP)
- Recommended Shared Use Path (SP)
- Proposed Tunnel
- Recommended Shared Roadway (SR)
- Existing Bike Lane (BL)
- Recommended Bike Lane (BL)
- Recommended Separated Bike Lane (CT)
- Recommended Bike Parking Station
- New Ramp Connection

Key streets shown include Chestnut St, Rosedale Ave, Maple Ave, Highland Ave, West Virginia Ave, Chase Ave, Harling Ln, Cheltenham Dr, Middleton Ln, Pearl St, Avondale St, Edgemoor Ln, Woodmont Ave, Hampden Ln, Bethesda Ave, Leland St, Walsh St, Stanford St, Ridge St, Bradley Ln, Weddington Dr, Strathmore St, Bradley Blvd, Cherry Chase Dr, Hillside Rd, Tealand St, Elm St, Willow Ln, Montgomery Ave, East West Hwy, and Wilson Ln.

Infrastructure labels include SP-3, LB-1, BL-44, BL-3, SR-7, LB-8, LB-2, BL-7, SR-9, SP-6, CT-4, CT-5, CT-3, CT-8, CT-9, LB-5, LB-3, LB-4, LB-7, LB-6, SR-8, and SP-44.

Development Approvals

A summary of each project with Adequate Public Facilities Ordinance (APFO) approval since April 2020 is included below and listed chronologically in order of APF approval date. Each subsequent project was required to consider the previously approved project(s) as part of the background traffic for their analysis.

4824 Edgemoor Lane: 120200070

- APFO Approval: April 2, 2020
- Density: up to 77 multifamily dwelling units, up to 92,000 square feet of residential development

A transportation exemption statement, dated November 25, 2019, was submitted with the project, indicating that the approved development will generate fewer than 50 net new peak-hour person trips. The development is estimated to generate 45 net new morning peak-hour person trips (23 vehicle trips) and 47 net new evening peak-hour person trips (24 vehicle trips). Since the project will generate fewer than 50 net new person trips, the Local Area Transportation Review requirement was satisfied without further analysis.

The applicant is accommodating and contributing to the implementation of separated bicycle lanes by fee-in-lieu along both Edgemoor Lane and Woodmont Avenue in order to conform with the 2017 Bethesda Downtown Sector Plan and 2018 Bicycle Master Plan.

Pedestrian access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the property frontages, consistent with the Bethesda Streetscape Standards.

Battery Lane District: 120190240

- APFO Approval: April 23, 2020
- Density: Four lots up to 1,341,000 square feet of development including 6,000 square feet of non-residential uses and 1,335,000 square feet of residential uses up to 1,130 units.

Table 8: Battery Lane District APFO Analysis

Intersection	Traffic Conditions (Delay in Seconds)						
	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Battery Lane Corridor*	120	18.0	22.0	21.0	35.0	28.0	45.0

Source: Wells & Associates Transportation Study, dated May 31, 2019.

*Denotes a corridor analysis.

In accordance with the 2016-2020 Subdivision Staging Policy, four (4) intersections included in this analysis were evaluated as part of the Battery Lane corridor within the downtown area under the Highway Capacity Manual (HCM) methodology. That corridor methodology allows for a more comprehensive operational analysis of the transportation network than an evaluation of each of the intersections in isolation. The four specific intersections studied as part of the corridor analysis were Battery Lane/ Old Georgetown Road, Battery Lane/ Keystone Avenue,

Battery Lane/ Woodmont Avenue and Battery Lane/ Wisconsin Avenue/ Rosedale Avenue.

Because the project generates more than 50 peak-hour pedestrian trips, the applicant evaluated each of the crosswalk level of service at LATR study intersections within 500 feet of the Site and determined that each of the pedestrian crossings would operate at a level of service “C” or better in the future condition. The applicant must fix or fund improvements to non-compliant ADA infrastructure pedestrian infrastructure within 500 feet of the Subject property, in accordance with the 2016-2020 Subdivision Staging Policy and supplemental guidance issued by the Montgomery County Department of Transportation. As conditioned by MCDOT in the letter dated January 15, 2020, the project is required to construct or fund improvements to provide adequate pedestrian infrastructure for the pedestrian trips generated by the project.

The applicant evaluated bicycle travel in accordance with the Planning Department’s “Level of Traffic Stress” analysis, which recognizes the effect different roadways have on bicyclists’ comfort. That analysis determined that bicycle facilities within 750 feet of the Site were Level of Traffic Stress “2” or better in the future condition. This finding was based, in large part, on the provision of the two-way separated bicycle facility along Battery Lane and enhancement of the Bethesda Trolley Trail. As conditioned, the applicant will design and construct the required bicycle infrastructure, in accordance with direction from MCDOT, to provide adequate service for the bicycle trips generated by the project.

The project is providing two-way separated bicycle lanes along the south side of Battery Lane in accordance with the 2018 Bicycle Master Plan and supplemental guidance from the MCDOT.

8015 Old Georgetown Road (Amendment): 12016022A

- APFO Approval: July 9, 2020
- Density: up to 297 multifamily units, up to 316,500 square feet of residential development on the property

The Planning Board previously approved Sketch Plan 320190100 (MCPB No. 19-108) on June 2019 to allow up to 320,000 square feet of multi-family development with an allocation of up to 128,036 square feet of BOZ density.

A transportation exemption statement, dated February 24, 2020, was submitted with the project, indicating that the approved development will generate a net decrease of 56 auto driver trips in the morning peak hour and 43 driver trips in the evening peak hour as compared to the previously approved Preliminary Plan. Since the project will generate fewer than 50 net new person trips, the Local Area Transportation Review requirement was satisfied without further analysis.

Pedestrian and bicycle access to the property will be maintained along the property’s frontage sidewalks and adjacent public roadways. Additional pedestrian access will be provided through the Site from Rugby Avenue to Glenbrook Road, via a new public through-block connection, as recommended in the Sector Plan.

The Avondale: 120200220

- APFO Approval: November 12, 2020
- Density: up to 55,000 square feet of multi-family residential development

A transportation exemption statement, dated March 5, 2020, was submitted with the project, indicating that the approved development will generate fewer than 50 net new peak-hour person trips. The development is estimated to generate 26 net new morning peak-hour person trips and 33 net new evening peak-hour person trips. Since the project will generate fewer than 50 net new person trips, the Local Area Transportation Review requirement was satisfied without further analysis.

Pedestrian access to the site will be from the established sidewalk network and will be enhanced by streetscape improvements along the Avondale Street property frontage, consistent with the Bethesda Streetscape Standards. In conformance with the Bethesda Downtown Streetscape Guidelines, the project proposes a six-foot tree lawn panel and an eight-foot pedestrian travel way that will tie into the existing four-foot sidewalk on either side of the Site along the Avondale Street frontage.

4702 Chevy Chase Drive: 120210010

- APFO Approval: December 17, 2020
- Density: up to 85,000 square feet of multi-family residential development

A transportation exemption statement, dated June 1, 2020, was submitted with the project, indicating that the approved development will generate fewer than 50 net new peak hour person trips. The development is estimated to generate 22 net new morning peak hour person trips (19 vehicle trips) and 31 net new evening peak-hour person trips (25 vehicle trips). Since the Project will generate fewer than 50 net new person trips, the Local Area Transportation Review requirement was satisfied without further analysis.

Pedestrian access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the property frontages, consistent with the Bethesda Streetscape Standards. To address deficient gaps in the sidewalk network, staff and the applicant have coordinated to extend the sidewalk in three critical areas beyond the Site frontages. The applicant proposes to extend the sidewalk from the Chevy Chase Drive eastern property line eastward out to Bradley Boulevard. The applicant also proposes to extend the sidewalk along the Nottingham Drive frontage westward to connect to Norwood Local Park, and eastward along the Fire Department frontage, connecting to an existing sidewalk. Lastly, the applicant proposes a paved pedestrian connection along the eastern side of the Site to improve access to Norwood Local Park from Chevy Chase Drive.

The 2017 Bethesda Downtown Sector Plan recommends a major pedestrian and bicycle through-block connection and improved entrance to Norwood Local Park farther west along Chevy Chase Drive. Recognizing the immediate need for a connection, the applicant has proposed this pathway as part of the project and the applicant is not seeking public benefit or other credits for this public amenity.

Traffic Mitigation Agreements

New developments in Transportation Management Districts (TMDs) such as Bethesda have until recently been required to execute Traffic Mitigation Agreements (TMAs) as a condition of subdivision approval. Implemented TMAs are a means of reducing traffic congestion and automobile emissions and achieving other Transportation Demand Management (TDM) goals including achievement of the Non-Auto Driver Mode Share (NADMS) goals established by the Subdivision Staging Plan and the Downtown Bethesda Master Plan. These tri-party agreements (among MCDOT, MNCPPC and the developer) commit developers to work with MCDOT to reduce the number of trips made by single-occupant vehicles into the TMD and help achieve the NADMS goals for that TMD.

As recommended in the Bethesda Downtown Plan, strategies to reduce single-occupancy driver trips include:

- constrained parking or no parking on-site
- subsidizing transit fares to increase ridership
- parking management activities
- establishing live-near-work, flex-time or telecommuting programs.

Between September 19, 2020 through the time of writing this report, the following Traffic Mitigation Agreements (TMAs) were executed for developments in Bethesda:

1. 8101 Glenbrook (February 2020)

- 17,200 square-foot office
- 13,000 square-foot daycare use

2. Metro Tower/7316 Wisc Ave (June 2020)

- 366 multi-family dwelling units

- 11,000 square-foot commercial use

Effective March 2020, with revisions to the County Code Section 42A-26, the law governing TDM at private developments was updated. The new law does not require TMAs for new buildings or development projects approved after the effective date of that legislation. Instead, an owner or applicant for a new development that submits an application for a proposed subdivision or optional method development, site plan, conditional use or building permit in a TMD must submit a project-based TDM Plan. The type of TDM Plan required is based on the project's location and size.

TMAs executed prior to the revision to County Code remain in effect. Projects that received development approval prior to March 2020, where a TMA was required as a condition of approval, are "grandfathered" and are still required to execute a TMA. Projects receiving development approval after the effective date of the new legislation must file a TDM Plan.

Downtown Bethesda is located in a Red Policy Area and the Bethesda TMD. The Bethesda TMD has a blended NADMS goal of 55 percent for employees and residents. Prior to issuance of any building permit, an owner or applicant for a project located in a TMD and in a Red Policy Area must:

- a. Submit a Level 1 TDM Basic Plan for a project with less than or equal to 40,000 gross square feet; and
- b. Submit a Level 3 TDM Results Plan for a project with more than 40,000 gross square feet.

Level 1 TDM Basic Plans are required to participate in the TMD but with very limited actions on their part. They must provide a transportation coordinator to work with the county, allow access to the project for promotion of alternative commute modes and provide TDM information to employees and residents.

Level 3 TDM Results Plans require the project to achieve a base NADMS that is five percent higher than the TMD's goal, as well as related commuting goals at that project. In Bethesda, Level 3 Results Plans must meet a 60 percent NADMS. In addition to other TDM Plan requirements, a Bethesda project's Level 3 Results Plan requires:

- Independent monitoring to determine if the project is meeting its goals
- A commitment to revise the strategies selected if they are not meeting goals
- Increased funding dedicated to their on-site program as required to implement new or revised strategies

Employer Contributions to Achieving NADMS Goals - Traffic Mitigation Plans (TMPs) and Updated Employer TDM Plan Requirements

Employer TDM Plans are an important means of reducing traffic congestion and automobile emissions. They are as relevant to the achievement of NADMS goals established by the Subdivision Staging Plan and the Bethesda Downtown Sector Plan as the developer plans (even though they are not required to achieve any specific NADMS goal). Updated legislation broadens the applicability of employer requirements.

Prior to March 2020, County Code only required employers located in TMDs with 25 or more employees to file a Traffic Mitigation Plan (TMP). TMPs indicate the actions employers planned to take or took to support employees' non-auto commutes.

Under new legislation (effective March 2020), employer TDM Plans are required from a broader number of employers. Instead of only being required of employers with more than 25 employees in a TMD, employer TDM Plans are now required in all Subdivision Policy areas. In Red Policy Areas that are within a TMD, like downtown Bethesda, TDM Plans will be required for employers

with 25 or more employees.

Bethesda Employer TDM Plan Contributions

Over 170 Bethesda employers have filed employer TDM Plans. Employer TDM Plans that adopt a range of information-based actions and financial incentives for alternative commute modes positively contribute to meeting the Bethesda NADMS goal. To the extent employers support employee use of transit and other alternatives to commute to jobs in Bethesda, fewer single-occupant employee vehicles are being driven into the TMD.

Several Bethesda employers have been recognized by the Metropolitan Washington Council of Governments for having effective TDM Plans. Highlights of recognized TDM programs follow.

The Donohoe Companies:

- Offers a transit subsidy of \$160 per month that employees can use for transit or parking.
- Installed a bike rack at the building to encourage bicycling as a commuting option, and enrolled the company as a corporate membership with Capital Bikeshare to offer employees membership at a discounted rate.
- Between the use of public transportation, carpool and bicycle use, vehicle miles have been reduced by 166,080 per year and approximately 25 single-occupant vehicles are not traveling into the Bethesda TMD daily.

American Gastroenterological Association:

- Pre-pandemic, the informal telework policy expanded with employee interest and positive productivity. As the result of a pilot program, the program was expanded from one to three days a week and a formal telework policy was established. Over seventy employees participate in the program.

- A transit subsidy of \$90 per month and a parking subsidy are offered with 20 employees participating.
- In addition to allowing flex time, a formal telework program supports over 70 participants who can work from outside the office up to three days a week.
- By offering these alternatives, vehicle miles have been reduced by 557,060 per year and approximately 75 single-occupant vehicles are not traveling into the Bethesda TMD daily.

American Society of Health-System Pharmacists:

- Offers a pre-tax parking deduction benefit and for parking reimbursement or SmarTrip benefits
- Offers a telecommuting/remote worker program for eligible staff as well as flexible work hours, and flex-time arrangements for non-exempt workers. Over 50 staff working remotely and 20 telework two to four days of the week.
- For bicyclists, runners and walkers, access is provided to bike racks and a gym, at no cost.
- By offering these alternatives and having nearly 90% of its employees participate, including 30 staff who use Metro regularly, vehicle miles have been reduced by 244,500 per year and approximately 30 single-occupant vehicles are not traveling into the Bethesda TMD daily.

Construction and Operational Impacts on the Network

Currently, there are several construction projects underway including Marriott HQ (Wisconsin Avenue, Norfolk Avenue and Woodmont Avenue), The Avocet (Wisconsin, Montgomery Ave. and Waverly) Ardena Bethesda (Wisconsin Avenue), and The Wilson & The Elm (Wisconsin Avenue). To alleviate negative impacts to the vehicular and pedestrian circulation during construction, the Bethesda Regional Services Center in coordination with Departments of Permitting Services, Environmental Protection, Traffic Engineering and Operations, Police, the Bethesda Urban Partnership and State Highway Administration and Washington Suburban Sanitary Commission (WSSC) participate in monthly Construction Activity Coordination meetings to review Maintenance of Traffic (MOT) plans. These meetings help to ensure that pedestrian and bicycle safety are maintained throughout construction projects. Maintaining continual traffic flow and reducing lane closures is also a priority in an already congested area. Additionally, project managers for each construction site send construction updates to all interested parties. The coordinating meeting has been effective in reducing construction impacts and continues to work on additional complaints of water issues and noise.

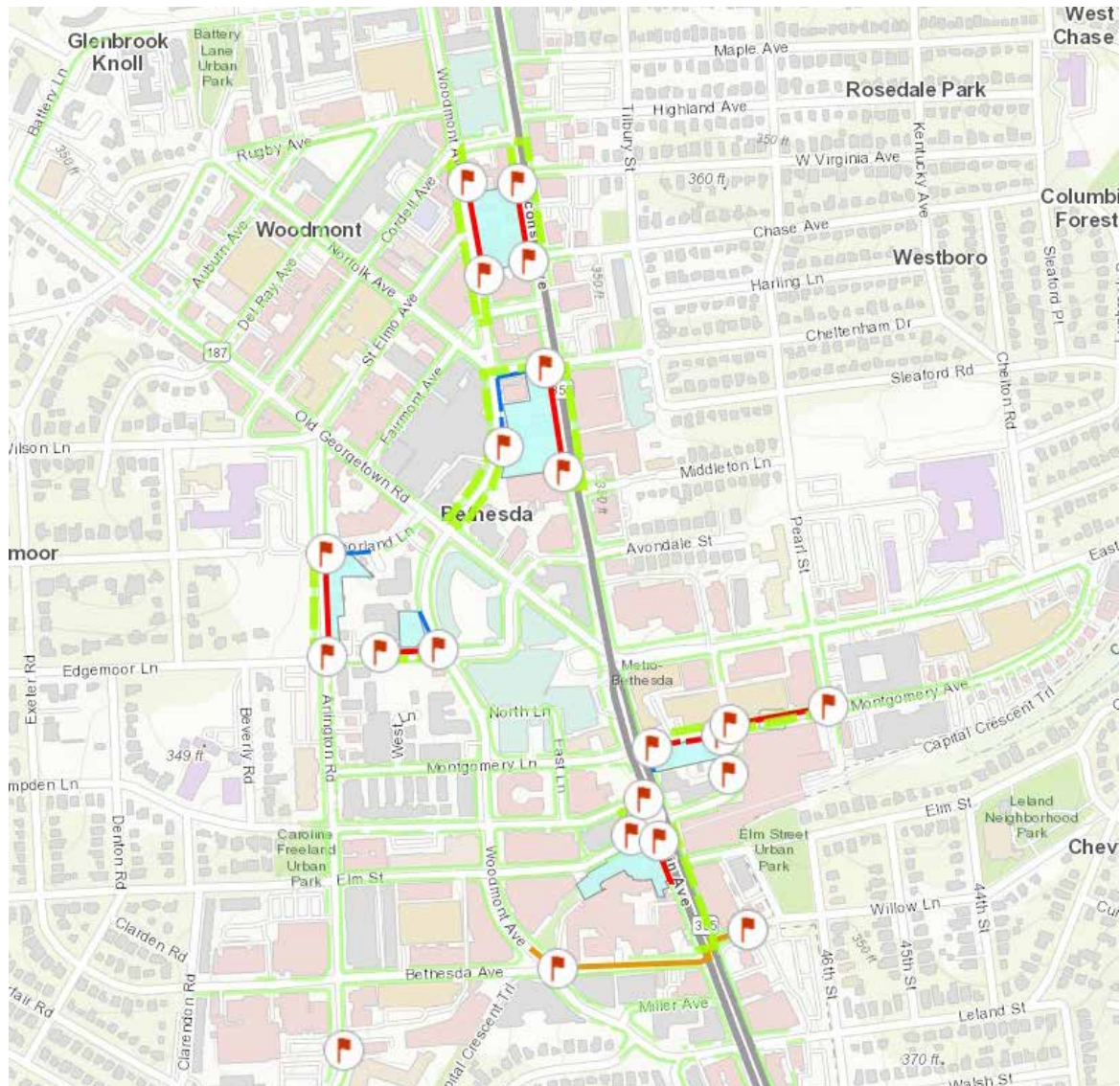
Over the years, IAC has raised concerns about the negative impacts of delivery and loading trucks on the traffic network. In response, the Montgomery County Planning Department kicked off the Urban Loading and Deliver Management Study in October of 2020. The purpose of the study is to identify regional, national and international best practices and policy options to better balance loading and delivery functions with the through-movement of people and goods within the more densely developed urbanizing portions of the county, particularly in a post-COVID-19 condition. In order to determine best practices for the county's urbanized areas, downtown Bethesda has been used

as a case study. At the time of this report, staff was in the process of wrapping up existing conditions and best practices research and moving into preliminary findings. The study is expected to be completed in June or July of 2021.

The Bethesda Urban Partnership (BUP) has been tracking all the impacts and interruptions construction has had on the pedestrian and motor vehicle transportation network. To help make sense of the rapidly changing conditions, BUP developed and released to the public an interactive map showing all the sidewalk closures and detours. A list of all the interruptions is included below:

- MD 355 Southbound between Cordell Avenue and Fairmont Avenue: curb lane 24/7
- MD 355 Southbound between Norfolk Avenue and Middleton Lane: curb lane 24/7, open to pedestrians after work hours
- Norfolk Avenue South side between Woodmont Avenue and Wisconsin Avenue: curb lane 24/7, open to pedestrians after hours
- MD 355 Southbound at Elm Street: curb lane 24/7
- Elm Street between MD 355 and Woodmont Avenue: closed 24/7 (local traffic only for short stretch east of Woodmont Avenue)
- Bethesda Avenue north side between Wisconsin and Woodmont: curb lane permanently closed and replaced with separated bike lane; pedestrian access maintained
- Woodmont Avenue east side between Fairmont Avenue and St. Elmo Avenue: curb lane 24/7, pedestrian access maintained
- Woodmont Avenue east side between Old Georgetown Road and Norfolk Avenue: curb lane 24/7, pedestrian access maintained
- MD 355 Northbound between Waverly Street and Montgomery Avenue: Right turn lane 24/7, pedestrian access maintained

Figure 6. Pedestrian Detour Map (Bethesda Urban Partnership)



- Montgomery Avenue south side between Wisconsin Avenue and Waverly Street: curb lane 24/7
- Montgomery Avenue: alternating middle lane and north side curb lane closures. North side pedestrian access maintained.
- Montgomery Avenue north side between Waverly Street and Pearl Street: curb lane/sidewalk closed – possible temporary closure, confirming with MCDOT
- Waverly Street west side just south of Montgomery Avenue: curb lane 24/7
- Arlington Road east side between Edgemoor Lane and Moorland Lane: curb lane/sidewalk 24/7
- Woodmont Avenue west side between Old Georgetown Road and Edgemoor Lane: curb lane 24/7, pedestrian access maintained
- Edgemoor Lane north side between Woodmont Avenue and Arlington Lane: curb lane 24/7, pedestrian access maintained
- Moorland Lane south side just east of Arlington Road: curb lane 24/7, pedestrian access maintained
- Arlington Road east side just south of Bethesda Avenue: curb lane/sidewalk temporary closures

Current Traffic Studies

Arlington Road - Old Georgetown Road to Little Falls Parkway Pedestrian/Bicycle Safety Evaluation

In March of 2018, MCDOT released the re-evaluation of the road diet recommended in the Sector Plan on Arlington Road, previously studied in 2014. While MCDOT staff did not recommend restriping Arlington Road to three lanes along the studied segment, other crossing improvements were evaluated to improve the safety and comfort of pedestrians and bicyclists traveling in Bethesda. Most of the recommended improvements have been implemented. At the time of this report, and before school resumed in March 2021, no turn on red (NOTR) was added for the eastbound direction (at the school driveway) and the westbound direction of Moorland Lane. An updated summary of the recommended projects and their status is included in the table below.

Little Falls Parkway/Capital Crescent Trail Crossing

In January of 2017, the Parks Department implemented a temporary road diet on Little Falls Parkway to improve pedestrian and bicycle safety at the Capital Crescent Trail crossing between Hillandale Road and Arlington Road. The trail crossing has been the site of several crashes, some fatal. Applying the county’s Vision Zero Initiative, the project reduced the four-way lane configuration on Little Falls Parkway to two lanes (one in each direction), with the use of pavement markings, chains and bollards. The speed limit was also reduced to 25 miles per hour.

On June 13, 2019 the Parks Department presented three design alternatives for permanent implementation which included variations on the interim road diet, a grade separated crossing, and diversion of the trail crossing to the signalized

intersection of Little Falls Parkway and Arlington Road. During that meeting, the Montgomery County Planning Board voted to divert the Capital Crescent Trail to cross at the signalized intersection at Arlington Road and to remove the interim road diet by reopening all four lanes along Little Falls Parkway.

On September 12, 2019, the Planning Board reviewed the M-NCPPC FY2021-2026 Capital Improvements Project (CIP) budget, during their regularly scheduled meeting. As part of the review of that agenda item, the Planning Board voted to delay funding permanent improvements for the Capital Crescent Trail crossing Little Falls Parkway project until FY2025-2026. The interim road diet will remain in place until permanent improvements are implemented. The Montgomery County Parks Department will continue to monitor safety and traffic conditions at the crossing and is assessing the installation of a raised crosswalk and additional street lighting along Little Falls Parkway and Hillandale Road.

In December of 2019, the Montgomery County Department of Transportation installed a new streetlight at the Capital Crescent Trail crossing at Little Falls Parkway, on the north side. In the summer of 2020, the Capital Crescent Trail crossing of Little Falls Parkway was converted into a raised crosswalk and the trail was slightly realigned to obtain additional buffer. Montgomery Parks is assessing future improvements along Hillandale Road and the Little Falls Trail connector (near the Bethesda Pool entrance). Potential improvements include a combination of speed tables and raised crosswalks. Dependent on funding, additional traffic calming measures may be implemented at this location in FY2022

Table 9: MCDOT Recommended Pedestrian Crossing Safety Improvements (Updates since May 2020)

Intersection with Arlington Road	Proposed Improvements	Status
Moorland Lane	Implement a Leading Pedestrian Interval (LPI) for pedestrians crossing Arlington Road	Implemented
	Prohibit Right Turn on Red for the eastbound and westbound approaches	The NTOR will be added for EB (@ the school DW) & WB Moorland before school resumes in March
	Increase Flashing Don't Walk (FDW) time across Arlington Road	TMC determined the FDW was adequate
Edgemoor Lane	Implement an LPI for pedestrians crossing Edgemoor Lane	Implemented
	Prohibit Right Turn on Red for the north and southbound approaches	Implemented
	Change signal phasing to exclusive left turns for the east and westbound approaches	Split-phasing was implemented
	Change east and westbound lane use to 1 exclusive left turn lane and 1 shared through-right turn lane	All modifications at Edgemoor were reviewed and if deemed appropriate, implemented - no further modifications planned at this location.
	Increase FDW time across Arlington Road	Implemented
Montgomery Lane	Repair the school speed limit flasher north of the intersection	Implemented
	Correct the black and white school speed limit signs mounted along the corridor to reflect current school times	Implemented
Elm Street	Implement split-phasing for the eastbound and westbound approaches	Implemented
	Relocate the signal cabinet and utility guy wire in the southwest corner to meet ADA standards (to be completed during FY19 as part of the signal reconstruction project)	Implemented
Bradley Boulevard	Install crosswalk on east leg	Under review by MDOT SHA
	Change signal phasing to exclusive left turns for the eastbound and westbound approaches	Under review by MDOT SHA
Little Falls Parkway	Coordinate with M-NCPPC to determine if the trail crossing should be relocated to the intersection	Coordination on this project continues

Capital Improvements Projects

Several Capital Improvements Projects (CIP) identified in the Plan are in some phase of development. On-road bicycle facilities are funded and in some phase of design along segments of Woodmont Avenue, Bethesda Avenue, Montgomery Avenue and Willow Lane. To complement the on-road bicycle routes, redesign of existing intersections is planned at Norfolk Avenue and Woodmont Avenue, Woodmont Avenue and Bethesda Avenue, Montgomery Avenue and Pearl Street, and Bethesda Avenue/Willow Lane at Wisconsin Avenue. Construction is underway for the Purple Line and the Bethesda Metrorail South Entrance. Analysis of the identified alternatives for the MD 355 Bus Rapid Transit route continues. A complete list of the CIP projects listed in the Sector Plan is included with an assessment of the project status. Brief descriptions and the status of these projects are summarized below.

Capital Crescent Surface Trail

This project is envisioned as a two-way, on-road separated bikeway that will provide a connection through downtown Bethesda. It will also serve as an alternate route until the replacement Capital Crescent Trail (CCT) Tunnel is constructed. The Phase 1 segment begins at the intersection of the CCT trail at Bethesda Avenue and ends at Willow Lane and 47th Street. Design is complete and permitting is underway. Phase 2 of the project will provide a connection between Willow Lane and 47th Street and Elm Street Urban Park. Completion of Phase 1 (Bethesda Ave/Willow Lane Woodmont to 47th) of the project is targeted for late spring 2021. Private participation in this project is required of the Artery Plaza project.

Capital Crescent Trail Tunnel

This project provides for the design and construction of the CCT Tunnel. The west end of the facility is

located at the west side of the new building at 7272 Wisconsin Avenue, near the Civic Green Park at Woodmont Avenue. It then runs to the east through the lower parking level of the building where it continues out the east side under Wisconsin Avenue, then continues east below Elm Street, and emerges above ground at the CCT Surface Trail in Elm Street Park. The total length is approximately 1,000 feet. The interior height and width will be 14 feet and 16 feet (a 12-foot trail with two-foot shoulders). The riding surface will be concrete. A bicycle storage area will also be provided for public use located at the west end of the tunnel within the building. Coordination with the Department of Parks and the Town of Chevy Chase has occurred and will continue throughout the design process. The project is past 70% design and looking for 90% this summer. Scheduled to complete final design by end of 2021. The construction date for Phase I (surface trail only plus bike storage) and Phase II (tunnel) is fully dependent on funding (currently FY25 in the approved budget) and Purple Line access.

Woodmont Avenue Bikeway

A two-way, on-road separated bikeway is planned along Woodmont Avenue between Wisconsin Avenue and Norfolk Avenue. Design is complete for Phase 1 (Montgomery Lane to Leland Street), construction is underway, and completion is anticipated in late spring 2021 through CIP P500119 Bethesda Bikeway and Pedestrian Facilities. Phase 2 (Norfolk Avenue to Montgomery Lane) needs additional funding to complete final design and construction. In coordination with the Marriott headquarters (currently under construction) and Edgemont II at Bethesda.

Norfolk Avenue Shared Street

Concept design for CIP project 509337 is funded for FY2023. Construction funding is not identified at this time. The Claiborne is participating by either

Table 10: Capital Improvements Transportation Projects Status Update

Project Name	Coordinating Agency	Project Status
Redesign Wisconsin Avenue as an urban boulevard	M-NCPPC/MCDOT	Not funded
Redesign Old Georgetown Road as an urban boulevard	M-NCPPC/MCDOT	Not funded
Redesign East-West Highway as an urban boulevard	M-NCPPC/MCDOT	Not funded
Redesign Norfolk Avenue as a shared street	M-NCPPC	Not fully funded; Facility Planning (only) funded for FY2022-2023
Redesign Pearl Street as a shared street	M-NCPPC	Not funded
Pearl Street Connector	M-NCPPC/MCDOT	Not funded
Capital Crescent Trail tunnel/surface route beneath Wisconsin Avenue and Elm Street, via Elm Street Park	SHA, M-NCPPC, Town of Chevy Chase	Design in progress
Reconfigure East-West Highway, Montgomery Lane, Old Georgetown Road and Woodmont Avenue with separated bike lanes	M-NCPPC/MCDOT	<p>Design in progress for Montgomery Lane / Ave between Woodmont and Waverly</p> <p>Design in progress for Woodmont Ave between Norfolk Ave (south to) and MD 355.</p> <p>Construction Anticipated for Phase 1 of Montgomery Avenue/Lane from Woodmont Avenue to MD 355 in FY 21; Phase 2 from MD 355 to Waverly in coordination with development at 7373 Wisconsin Avenue anticipated for late summer and fall 2021 (FY-22).</p> <p>Other projects not funded (Waverly to Pearl – Phase 3)</p>
Purple Line/Station Construction	MTA/M-NCPPC/MCDOT	Construction underway
Extend BRT Corridor 3: MD 355 South from the Bethesda North Station to the Bethesda South Station to connect to the Purple Line	MTA/M-NCPPC/MCDOT	Design in progress
Bethesda South Bus Circulation	SHA, BUP	Not funded
Bethesda Circulator Bus Expansion	SHA, BUP	Not funded
Full-service bicycle storage facility located adjacent to the CCT tunnel routes	M-NCPPC	Design in-progress
New separated bikeway lanes on Woodmont Avenue, Bradley Boulevard, Arlington Road and Bethesda Avenue/Willow Lane between Woodmont Avenue and 47th Street	SHA, M-NCPPC	<p>Design in progress for Woodmont Ave between Norfolk Ave (south to) and MD 355</p> <p>Woodmont Phase 1 from Montgomery to Miller-construction underway</p> <p>Phase 2 – Norfolk to Montgomery Avenue & Miller to Wisconsin not currently funded</p> <p>Other projects not funded</p>
Shared Roadway on Commerce Lane, Avondale Street, Rosedale Avenue, Tilbury Street, St. Elmo Avenue, Cordell Avenue and Bethesda Avenue	M-NCPPC	Not funded
New trail connection at Bradley Boulevard and Capital Crescent Trail and Pearl Street.	M-NCPPC	Not funded
North Bethesda Trail- widening	MCDOT	Not funded
Bike Share Station	M-NCPPC	Not funded
Undergrounding of public utilities	SHA, M-NCPPC	Not funded
New bike lanes on Chelton Road, Pearl Street, Norfolk Avenue, Cheltenham Drive, Elm Street, Battery Lane and Wilson Lane	M-NCPPC	<p>Concept design in progress for Norfolk/Cheltenham between Woodmont Avenue and Tilbury Street</p> <p>Other projects not funded</p>

constructing a portion of the shared street along their frontage or making a financial contribution of up to \$127,000 as a condition of their site plan approval, the determination of which will be made at the time of certified site plan. The approved development project at 4915 Auburn Avenue must participate in implementation of the shared street project by contributing \$55,208 to MCDOT prior to the issuance of the first above-grade building permit.

Cheltenham Bikeway

This project is envisioned as an on-road separated bikeway that is part of the larger Bethesda Loop. The project limits are from Wisconsin Avenue (MD 355) to Pearl Street and is currently funded for planning. Planning is anticipated to conclude in the Fall of 2021. The project is not funded for additional design or construction at this time. Coordination is occurring on a redevelopment at 4725 Cheltenham Drive regarding the future street cross section.

Montgomery Lane/Avenue Bikeway

A two-way, on-road separated bikeway is planned along the south side of Montgomery Avenue/Lane from Woodmont Avenue to Pearl Street. Design is underway, and construction is anticipated for Phase 1 (Woodmont Avenue to MD 355) in FY2021-2022 and Phase 2 (MD 355 to Waverly) in summer/fall 2021. The second phase of the project is timed with the Avocet Tower redevelopment (7373 Wisconsin Avenue). The block between Waverly and Pearl (Phase 3) is not funded at this time.

Maryland 355 South Bus Rapid Transit (BRT) Update

The Sector Plan confirmed recommendations for a BRT line along Wisconsin Avenue and expanded the recommendation to extend the route beyond the previously planned southern terminus at the current

Bethesda Metro Station to Bethesda Avenue, where an additional metro station entrance is also planned. This location will also be near the entrance to the Purple Line station in Bethesda. MCDOT has completed the planning phase. The project includes dedicated BRT lanes (where feasible), new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new 60-foot articulated vehicles and other associated pedestrian and bicycle improvements along the corridor.

In the summer of 2019, the MD 355 FLASH alternatives analysis was presented to the County Council. The Council stated their preference for Alternative B Modified. This alternative would include median BRT lanes for most of the corridor. The southern portion of the corridor (south of Rockville) would be dual-lane median lanes extending to the Grosvenor Metro Station and the northern portion would be a single reversible or bi-directional lane to approximately Middlebrook Road. MCDOT is currently funded for preliminary engineering and is working to identify progressive design solutions to accomplish MD 355 FLASH more efficiently and effectively. MCDOT plans to work with property owners to establish a different approach to providing the needed right-of-way where redevelopment is anticipated. Preliminary engineering of the MD 355 BRT from Grosvenor to Germantown is anticipated to be complete by late 2022/early 2023.

Purple Line Transit Update

The planned alignment of the Purple Line increased demand for development and had a profound effect on the multimodal transportation network. On August 28, 2017 officials including Governor Larry Hogan and U.S. Transportation Secretary Elaine Chao broke ground on the eastern end in New Carrollton and construction preparations along the entire alignment followed soon after. The following includes a complete list of Purple Line activities since the Sector Plan was approved.

Contract Update

- Purple Line Transit Constructors (PLTC), the design-builder, who had been working for MDOT/MTA demobilized and terminated their contract with the Purple Line Transit Partners (PLTP) in September. Litigation started in June, at which time construction activities slowed down and/or stopped in different areas along the alignment.
- In November, MDOT/MTA and PLTP reached a \$250 million agreement to settle all Purple Line claims and terminate the Purple Line litigation. The settlement was approved in December by the Board of Public Works. PLTP will remain as the concessionaire for the Purple Line project and is responsible for procuring the replacement contractor.
- PLTP is implementing a two-step procurement to find a new design/builder. PLTP shared a Request for Qualifications (RFQ) with a host of highly qualified contractors that had previously expressed interest in being considered for the work in January. They received proposals in response to the RFQ in mid-February and plan to shortlist three teams and issue a Request for Proposals (RFP) to include technical and cost proposals at the end of March to select a contractor in June and reach financial closure with the contractor by the fall of this year.
- A revised project schedule will be provided once PLTP and the new design/builder complete negotiations. It is anticipated that the three county-funded projects' schedules and construction plan will be updated at that time.
- MTA has indicated that construction will resume with the new contractor by the beginning of 2022. Last Fall, MDOT/MTA was assigned 150-plus subcontracts and has been progressing the design and certain construction elements, such as water and sewer utility relocations and concrete work; gas and overhead power relocations; systems and electrical work; erosion and sediment control maintenance; maintenance of traffic, water main relocations; steel installation for concrete support; and, retaining wall construction. MDOT/MTA assumed responsibility for site maintenance and public outreach.

Construction Update

Before leaving the project, PLTC:

- Bethesda Shaft: completed the installation of the concrete lining for the shaft before removing the tower crane on Elm Street and covering the shaft; work in the shaft will not resume until a new contractor is on board.
- Pearl Street: continued the installation of the storm drain system, which is approximately 95% complete; continued demolition and reconstruction of the retaining wall at the Hilton Garden Inn; and, began foundation work and retaining walls for the Capital Crescent Trail (CCT) bridge.
- Montgomery Avenue/Georgetown Branch Trail: continued construction of retaining walls 17 of 60 completed to date; continued storm drainage installation; and, continued relocation of the underground communication services.

Presently, in the near term (3-6 months), MTA is working with the subcontractors to:

- Begin construction of parapets on Developer CCT bridge
- Complete construction of Sleaford Road underpass walls
- Complete noise walls along the GBT
- Jones Mill underpass backfill and utility work

Regional Transit Services

WMATA Metrobus

In March 2020, Metrobus severely reduced service in the wake of Covid-19 emergency declarations. Service was generally restricted to pre-Covid Sunday schedules. This included the J1, J2 line, which began running its pre-Covid (J2 only) Sunday schedule seven days a week.

In April 2020, all Metrobus service was curtailed at 11pm. This reduced the span of route J2, which had been running past midnight.

In August 2020, the J1, J2 line was nearly restored to its pre-Covid schedule, with regular weekday and Sunday service and running the pre-Covid Sunday schedule on Saturdays. All Metrobus service was curtailed at midnight at this time, so J2 span was expanded from April, but not restored to pre-Covid levels.

The J1, J2 schedule implemented in August 2020 will remain in effect through May 2021 at the end of this report.

The J4 line has been suspended since March 2020 due to COVID-19 and currently has no date associated with the restoration of its service.

WMATA Metro Rail

A list of updates to WMATA Metrorail are included below:

- Mar 15, 2020- Peaks removed (off-peak frequencies all day), system span retained.
- Mar 22, 2020- Service levels pared to 15 mins, 11pm close.
- April 5, 2020- 9pm close implemented.
- August 16, 2020- 11pm daily close restored, small peaks restored with base period headways widened slightly. For the Red Line, this meant five-minute peaks and 12-minute base.
- Feb 14, 2021- Peaks removed again with improved base period- for Red this meant a six-minute headway from about 7am to 6pm. No change in span.

Local Bus Service (Metrobus and Ride On)

Beginning April 2020, all routes on a general scale had reduced frequency as a result of COVID-19 which subsequently led to a loss in ridership. Monitoring individual routes is ongoing and additional resources are added to address overcrowding concerns by adjusting the frequency on some of the more active routes. For routes that serve the Bethesda area, Route 36 had a slight revision to its service by eliminating service to the Connelly School of the Holy Child at the request of the school.

It's important to note, in the height of the pandemic, services were reduced to serve those needing essential services to include the ability to get medical facilities, grocery stores as well as other essential needs. Routes were monitored and adjusted on a two-week basis to

meet the requirements of the CDC guidelines and staff availability.

Currently, all routes have returned to service; albeit, service levels have been adjusted to better meet demand and the essential needs of customers.

Parking

Nearly 8,000 parking spaces are provided by the Bethesda Parking Lot District (PLD) in garages, surface lots, and on public streets. This number has not significantly changed since the adoption and approval of the Bethesda Downtown Sector Plan. A summary of changes to the parking capacity over the past year and anticipated changes are provided below.

- Marriott has secured exclusive access to Garage 11 (1,076 total spaces) during business hours following the delivery of their new headquarters, which is expected in 2022. Garage 11 will remain available to the public during weekday evening hours & weekends. No other public parking spaces have been allocated to private development. Until that time, all spaces in Garage 11 are available to the public during all hours of operation.
- A local developer is the contract purchaser of Lot 43 to redevelop the existing parking lot into a residential high rise. Lot 43 continues to operate as a parking facility as the developer advances through the county's development process. The lot has 37 paid spaces and two American Disabilities Act spaces.
- MCDOT published a Notice of Intent to begin negotiations for the redevelopment of lots 10 and 24. The proposed mixed-use development will include residential, retail, an underground public parking garage, preservation of the Women's Farm Market and a public park.
- MCDOT issued a Request for Proposals for lots 25 and 44. The county is asking that a public parking facility of up to 200 spaces be included in any project. The county received multiple proposals and is currently in the review process.
- MCDOT intends to begin negotiations with a private entity to sell Lot 28. If an agreement is

reached, the county would sell the land to a private developer who intends to incorporate the property into its adjacent holdings in order develop a mixed-use building. No public parking would be retained.

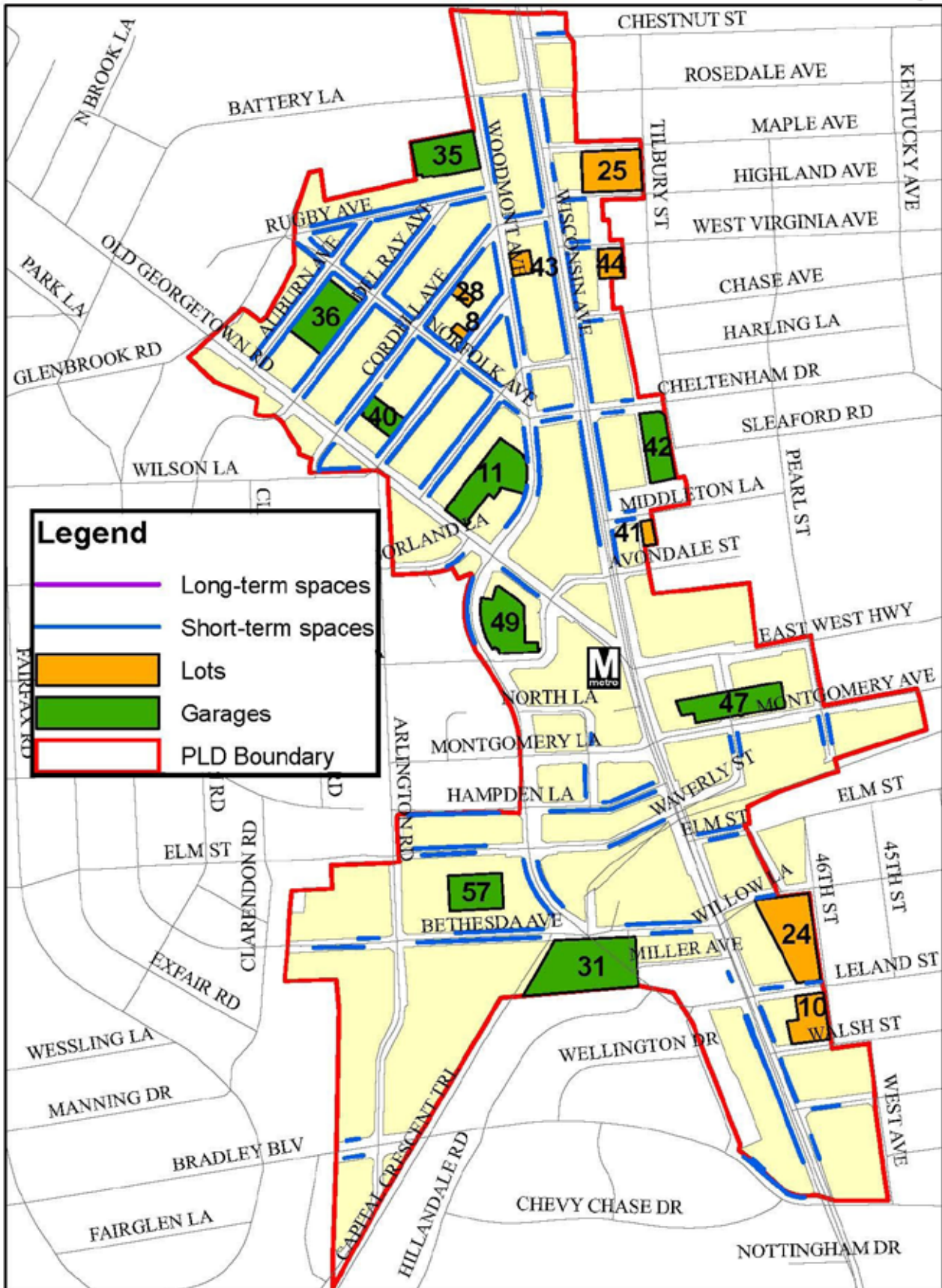
- As part of its response to the Covid-19 pandemic, MCDOT converted over 100 on-street metered spaces into free, curbside pickup zones. Some of these zones will remain pickup zones and receive permanent signage. The balance will be converted back to short-term spaces as the vaccine rollout unfolds and demand for parking rebounds.

MCDOT regularly surveys the occupation of its parking facilities. Table 11 shows the occupancy rate over a three-month period from November 2020 to January 2021. As mentioned previously, due to the COVID-19 pandemic the demand for parking has decreased. Therefore, the utilizations numbers for parking within downtown Bethesda will be less than previous years.

Table 11: Parking Occupancy (3-month average)

Garage/Lot	Capacity	Average Occupancy
Garage 11	1,076	50%
Garage 31	952	43%
Garage 35	366	68%
Garage 36	729	47%
Garage 40	311	38%
Garage 42	337	60%
Garage 47	796	29%
Garage 49	949	27%
Garage 57	870	49%
Lot 8	10	80%
Lot 10	94	47%
Lot 24	210	52%
Lot 25	124	34%
Lot 28	18	69%
Lot 41	9	79%
Lot 43	37	69%
Lot 44	51	51%

Note: This table reports on the capacity and occupancy rate of paid parking spaces in a garage or surface lot. The figures in the table do not include spaces that do not require a parking fee, such as ADA accessible spaces.



Unified Mobility Program

The Unified Mobility Program (UMP) provides a streamlined, transparent process for implementing transportation network improvements within and adjacent to the Bethesda Downtown Sector Plan Area. The resulting UMP will include a traffic study analysis related to the LATR associated with planned development and a cost estimate for all transportation improvements needed, such as road, intersection, transit, bikeway and walkway projects. Once the program is in place, fees will be collected as part of development applications in the Sector Plan area. Those fees will be accrued for implementation of the identified improvements.

Development of the Bethesda UMP was launched in the fall of 2018. The project has four critical milestones and they include:

1. A traffic analysis to identify the transportation projects
2. A total cost estimate for the identified transportation projects
3. A fee schedule based on new trips forecasted for new and redevelopment projects in the Sector Plan area
4. A phasing plan for implementation of the transportation projects

At the time of this report, the UMP report has been finalized and prepared for transmittal and will be expected to see Council in summer 2021.

Recommendations

- Continue to monitor the 14 intersections studied as part of the roadway network adequacy test. It is recommended that a queuing analysis for the main corridors of the Sector Plan be included as well. The results of which will be included in the 2022 Annual Monitoring Report.
 - MCDOT will continue to develop the UMP for Bethesda to identify engineering strategies to mitigate congestion within the Plan area and at the identified gateway intersections. This program will inform future annual reports for the Sector Plan.
- Continue to monitor the NADMS of the sector plan area. The results will be included in the 2023 Annual Monitoring Report.



Summary of Recommendations

The 2020 Annual Monitoring Report provides a comprehensive update on the efforts to implement the recommendations of the Bethesda Downtown Plan. This report reviews development approvals, school capacity, parks and open space and transportation adequacy, as well as recommendations to further the implementation of the Plan.

Development Approvals

- Once total development reaches 30.4 million square feet, notify the Planning Board and County Council. The County Council may require certain actions before additional development is permitted. As of April 2021, total development density is 29,621,346 square feet.
- Continue to monitor and track the development square footage in downtown Bethesda against the cap of 32.4 million square feet and report available and/or remaining BOZ Density to the Planning Board.
- Document in next year's report any projects which have received a site plan approval that are nearing the deadline for obtaining a building permit that includes the core and shell of the principal building per section 59.4.9.2D of the Montgomery County Zoning Ordinance.

Schools

- Continue to monitor capacity needs of the schools that serve the Bethesda Downtown Plan area and ensure that the potential options discussed to provide capacity are available if necessary. These options may include, but are not limited to, reassigning students to

underutilized schools, building additional capacity at existing schools, reopening former schools or seeking opportunities for future school sites.

Parks and Open Space

- Continue to work towards the creation of new parks using a variety of implementation tools.
- Work with property owners to create functional, accessible and active privately owned public spaces as part of the development process.
- Engage the Implementation Advisory Committee to support the realization of the Sector Plan's recommended parks and open spaces.

Transportation

- Continue to monitor the NADMS of the Sector Plan area. The results will be included in the 2023 Annual Monitoring Report.
- Continue to monitor the 14 intersections studied as part of the roadway network adequacy test. It is recommended that a queuing analysis for the main corridors of the Sector Plan be included as well. The results of which will be included in the 2022 Annual Monitoring Report.
- MCDOT will continue to develop the Unified Mobility Program for Bethesda to identify engineering strategies to mitigate congestion within the Plan area and at the identified gateway intersections. This program will inform future annual reports for the Sector Plan.



Implementation Advisory Committee Comments

The Bethesda Downtown Plan Implementation Advisory Committee (IAC) received the draft of this report and provided comments, many of which were included in this report. Planning staff will work closely with the IAC to continue monitoring and advocating for the implementation of the Sector Plan recommendations.

The Bethesda IAC notes the Bethesda Downtown Plan calls for schools, parks, and transportation improvements. The IAC believes the following points need to be addressed to ensure continued successful implementation of the Bethesda Downtown Plan:

- Once total development reaches 30.4 million square feet, it is important that the County Council, the Planning Department, the Design Advisory Panel, and the Implementation Advisory Committee work together to consider the needs of all constituencies before additional development is permitted. As Bethesda moves into its next development phase, climate change, multi-option transport, and the issues related to affordable housing and density must be assessed, and included in all future plans for the community.
- In order to offset the necessary development, the County Council, the Planning Department, the Design Advisory Panel, and the Implementation Advisory Committee must ensure the creation of new parks and pedestrian and cycling options, using a variety of implementation tools.
- As Bethesda moves into the next phase of

development, the County Council, the Planning Commission, and the Design Advisory Panel, should engage with the Implementation Advisory Committee on a more meaningful and routine basis in order to support the realization of the Sector Plan's recommended parks and open spaces.

- The IAC recommends for next year's annual report should include tables showing cumulative information for Bethesda.
- The Montgomery County Planning Department (M-NCPPC) kicked off an Urban Loading and Delivery Management Study in October of 2020. Preliminary findings from this study were presented to the Committee and are set to be published in July of 2021. The Committee recommends that Staff continue to coordinate with the Committee, property owners, and residents on the suggested implementations of their findings.
- The IAC continues to be concerned about the serious safety issues for pedestrians and bicyclists at many intersections within the plan area. All places where bicyclists, pedestrians, and vehicles may come into conflict must be looked at very carefully
- Page 28-29 and 40-42 discuss Bicycle and Pedestrian Connections. How these will actually operate is of concern. Current plans for the Bethesda Avenue/Woodmont Avenue intersection suggest a lack of safety for pedestrians and relatively uncontrolled movement patterns for all. The enhancements mentioned in the "pedestrian crossings" section on page 28 appear in reality to enhance bicycle access rather than pedestrian safety. As these retrofits and new facilities are constructed, monitoring must be put in place to ensure the safety of all.
- We note that only 1 project (of 3) received public benefit points for open space; only 1 (of 6) received public benefit points for energy conservation and generation. The Planning Board and planning staff should consider the effectiveness of these incentives. On pages 23-24 there is discussion of the NADMS goals of the Bethesda Downtown Master Plan. The data indicates that little progress is being made to increase NADMS.
- Because B-CC High School is expected to be at 104.3% utilization by the 2026-2027 school year, B-CC High School capacity must be watched closely as the cap is approached. Serious effort should be given to identifying a location for a second high school. (p. 14-15)
- Regarding the Capital Crescent Civic Green (p. 18, Table 5), it appears the intent is for a variety of uses by differing individuals in the community. The extent to which pedestrians (including toddlers, the elderly, and those with physical challenges) and cyclists can be integrated must be closely monitored and thoughtfully considered when planning the space.
- As projects on the edge of downtown Bethesda are approved and built, we recommend that it be clear policy that residents of those buildings are not eligible for parking permits outside the downtown Bethesda boundary.

List of Acronyms

- **UMP:** Unified Mobility Program

- **ADA:** American with Disabilities Act
- **APFO:** Adequate Public Facilities Ordinance
- **BiPPA:** Bicycle and Pedestrian Priority Area
- **BOZ:** Bethesda Overlay Zone
- **BRT:** Bus Rapid Transit
- **BUP:** Bethesda Urban Partnership
- **CBD:** Central Business District
- **CCT:** Capital Crescent Trail
- **CIP:** Capital Improvements Program
- **DAP:** Design Advisory Panel
- **FDW:** Flashing Don't Walk
- **HCM:** Highway Capacity Manual
- **IAC:** Implementation Advisory Committee
- **LPI:** Leading Pedestrian Interval
- **MCDOT:** Montgomery County Department of Transportation
- **MDOT:** Maryland Department of Transportation
- **M-NCPPC:** Maryland-National Capital Park and Planning Commission
- **MPDU:** Moderately Priced Dwelling Unit
- **NADMS:** Non-Auto Driver Mode Share
- **PHED:** Planning Housing and Economic Development Committee
- **PIP:** Park Impact Payment
- **PLD:** Parking Lot District
- **PLTP:** Purple Line Transportation Partners
- **POPS:** Privately Owned Public Space
- **SHA:** State Highway Administration
- **SSP:** Subdivision Staging Policy
- **TMD:** Transportation Management District
- **TTI:** Travel Time Index

Bethesda Downtown Plan Annual Monitoring Report

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