

2025

Montgomery Planning



# NORTH BETHESDA BIENNIAL **MONITORING REPORT**



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## ABSTRACT

This report meets the 2010 White Flint Sector Plan requirements for monitoring and reporting to the County Executive and County Council every two years.

### Sources of Copies

The Maryland-National Capital Park and Planning Commission

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Online at  
[montgomeryplanning.org/planning/communities/west-county/north-bethesda/](http://montgomeryplanning.org/planning/communities/west-county/north-bethesda/)

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Birdseye View of Rockville Pike (MD 355)

## EXECUTIVE SUMMARY

The 2025 *North Bethesda Biennial Monitoring Report* is a comprehensive update on development, infrastructure and staging requirements as required by the 2010 *White Flint Sector Plan*.

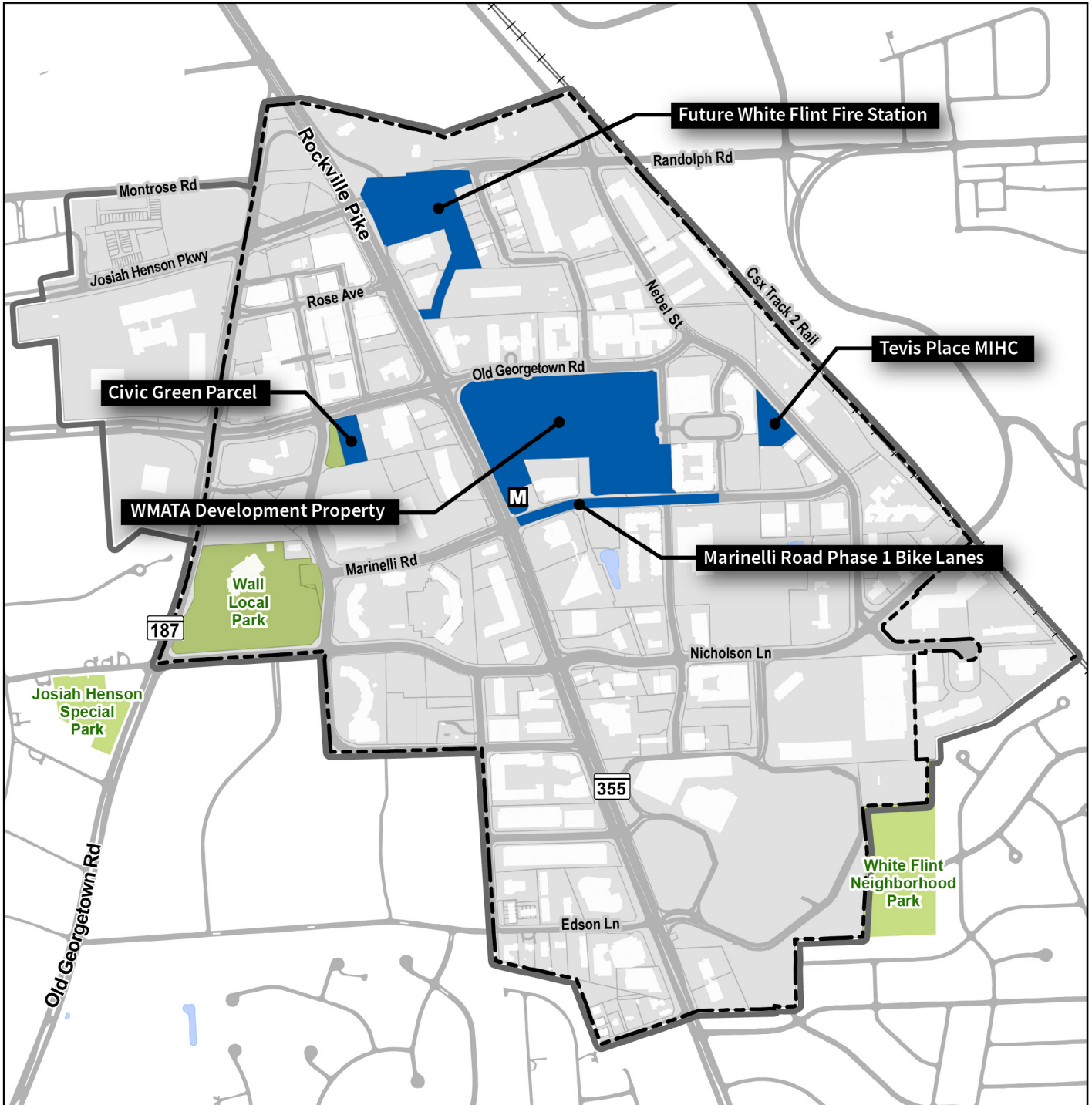
This report contains the following sections:




- Development Approvals – Summary of sketch plans, preliminary and site plans, mandatory referrals, and staging allocation requests approved since August 2023.
- Infrastructure Staging – Status of each Phase 1 staging prerequisite.
- Public Facilities and Amenities – Updates on schools, parks, libraries, and other public amenities as they relate to the Plan recommendations.
- Mobility – Summarizes bike/pedestrian and street network improvements, updates on Non-Auto Driver Mode Share (NADMS) and transit ridership, Vision Zero initiatives, and intersection capacity analysis.
- Capital Improvements Program – Summarizes the funding status and timelines of each CIP project recommended in the Plan.

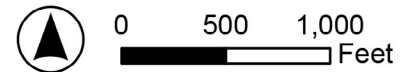
## Key Updates

- In October 2023, Montgomery Parks acquired the 0.93-acre parcel located at 11611 Old Georgetown Road for the future Civic Green, a central public park envisioned in the Plan.
- In March 2025, the Planning Board approved the mandatory referral for the White Flint Fire Station 23, located on the corner of Josiah Henson Parkway and Chapman Avenue, advancing a key public facility recommendation in the Plan.
- In April 2025, the Planning Board approved Tevis Place, the County's first Mixed-Income Housing Community Plan (MIHC), with 100% of the units proposed as MPDUs, on 11800 Nebel Street.
- In May 2025, the Washington Metropolitan Area Transit Authority (WMATA) selected Hines as the development partner for the 13.9-acre North Bethesda Metro Station site (5400 McGrath Boulevard), which will deliver a major mixed-use transit-oriented development anchored by the University of Maryland Institute for Health Computing.
- In July 2025, the Montgomery County Department of Transportation (MCDOT) completed Phase 1 of the Marinelli Road protected bike lanes. The bike lanes extend along either side of the street between Rockville Pike (MD 355) and Citadel Avenue.

# Map 1: Key Updates



-  2010 White Flint Sector Plan Boundary
-  White Flint Special Taxing District
-  North Bethesda Metro Station



# INTRODUCTION

The 2010 *White Flint Sector Plan* established a framework to build on the area’s existing assets to develop North Bethesda into a more vibrant, walkable, and transit-oriented urban center. The Plan aims to transform the area from an auto-centric series of commercial strip centers to a walkable, mixed-use downtown by promoting compact development, enhancing mobility options, and creating a network of public spaces and community amenities. Central to this vision is the reimaging of Rockville Pike (MD 355) as an urban boulevard with street trees and Bus Rapid Transit (BRT), improved pedestrian and bicycle facilities, and a comprehensive staging plan to balance growth and the provision of infrastructure.

Over the past 15 years, the area has undergone significant change, with new commercial and residential development and public and private investments steadily advancing the Plan’s goals. In addition to the County’s first protected bike lane, installed on Woodglan Road in 2014, the Planning Board recently approved the County’s first “mixed-income housing community plan,” a new expedited development application review for highly affordable projects.

First prepared in 2013, the *North Bethesda Biennial Monitoring Report* (NBBMR) monitors and assesses progress made toward implementing the Plan, following the Plan’s monitoring framework. This 2025 edition includes development approvals, staging, public facilities, transportation updates, and the status of the Capital Improvements Program (CIP) from August 2023 through August 2025.

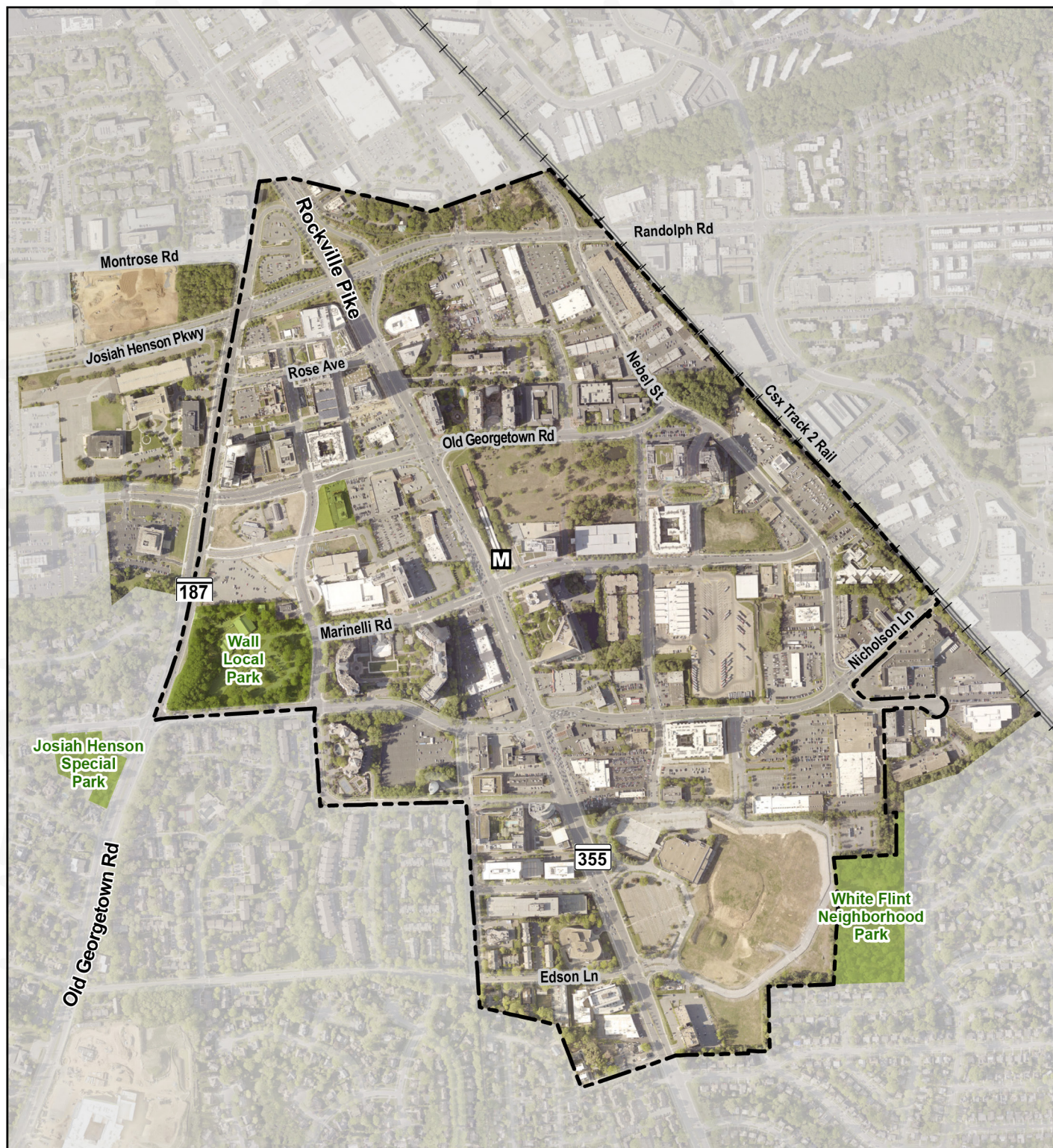
The report covers the White Flint Special Taxing District (shown in Map 2), which includes the full extent of the 2010 Plan area and three sites in the 2018 *White Flint 2 Sector Plan* subject to the 2010 Plan’s staging and transportation standards:




- Rose Village (6001, 6003, and 6011 Executive Boulevard)
- A portion of the NorthPark at Montrose (Wilgus) property Parcels N208, N279, N174 and N231
- 6000 Executive Boulevard

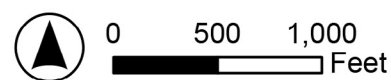


Protected Bike lanes at Rose Avenue

## Map 2: White Flint Sector Plan Area and Taxing District



-  2010 White Flint Sector Plan Boundary
-  White Flint Special Taxing District
-  North Bethesda Metro Station



## DEVELOPMENT APPROVALS

Sketch, Preliminary and Site Plans, Mandatory Referrals, and Staging Allocation Requests approved since August 2023 are summarized below. Map 3 illustrates all plans and Mandatory Referrals reviewed and/or approved since the adoption of the 2010 Plan.

### Sketch Plans

#### Rose Village (#16 on Map 3)

In October 2024, the Planning Board approved a Sketch Plan amendment for Rose Village, located at 6001, 6003, and 6011 Executive Boulevard. The amendment removed a portion of the site from the Sketch Plan to be submitted at a later date under the County's new MIHC regulatory application.

#### Wilgus II NorthPark (#15 on Map 3)

In February 2025, the Planning Board approved a Sketch Plan amendment for the Wilgus II NorthPark development at the northwest quadrant of Josiah Henson Parkway and Towne Road. The amendment reduced the previously approved total density, reduced residential square footage, removed commercial uses, and replaced mid- and high-rise multi-family with townhouses.

#### 6000 Executive Boulevard (#14 on Map 3)

In July 2025, the Planning Board approved a Sketch Plan amendment for 6000 Executive Boulevard. The mixed-use redevelopment project will transform the 8-acre parcel containing a single existing office building and surface parking into an urban, mixed-use development with a variety of building types and open spaces. The approved amendment modified the distribution of commercial and residential densities between the three planned buildings, resulting in a net reduction of 139 residential units in the overall project.

## Preliminary and Site Plans

#### Tevis Place (#10 on Map 3)

In April 2025, the Planning Board approved an MIHC Plan for Tevis Place, located at 11800 Nebel Street, to be redeveloped as a 100% affordable multi-family building with up to 154 dwelling units. Tevis Place was the first project to be reviewed as an MIHC Plan, an expedited regulatory application review created by the County Council in 2023 to encourage the production of affordable housing. An MIHC Plan includes residential affordability above the typical requirement; in exchange the County provides an expedited 60–65-day regulatory review, rather than the 90 or 120 days typically required for a Sketch and Site Plan. The MIHC Plan also combines the separate Sketch and Site Plan applications that are typically required for CR Zone optional method projects into one regulatory process.

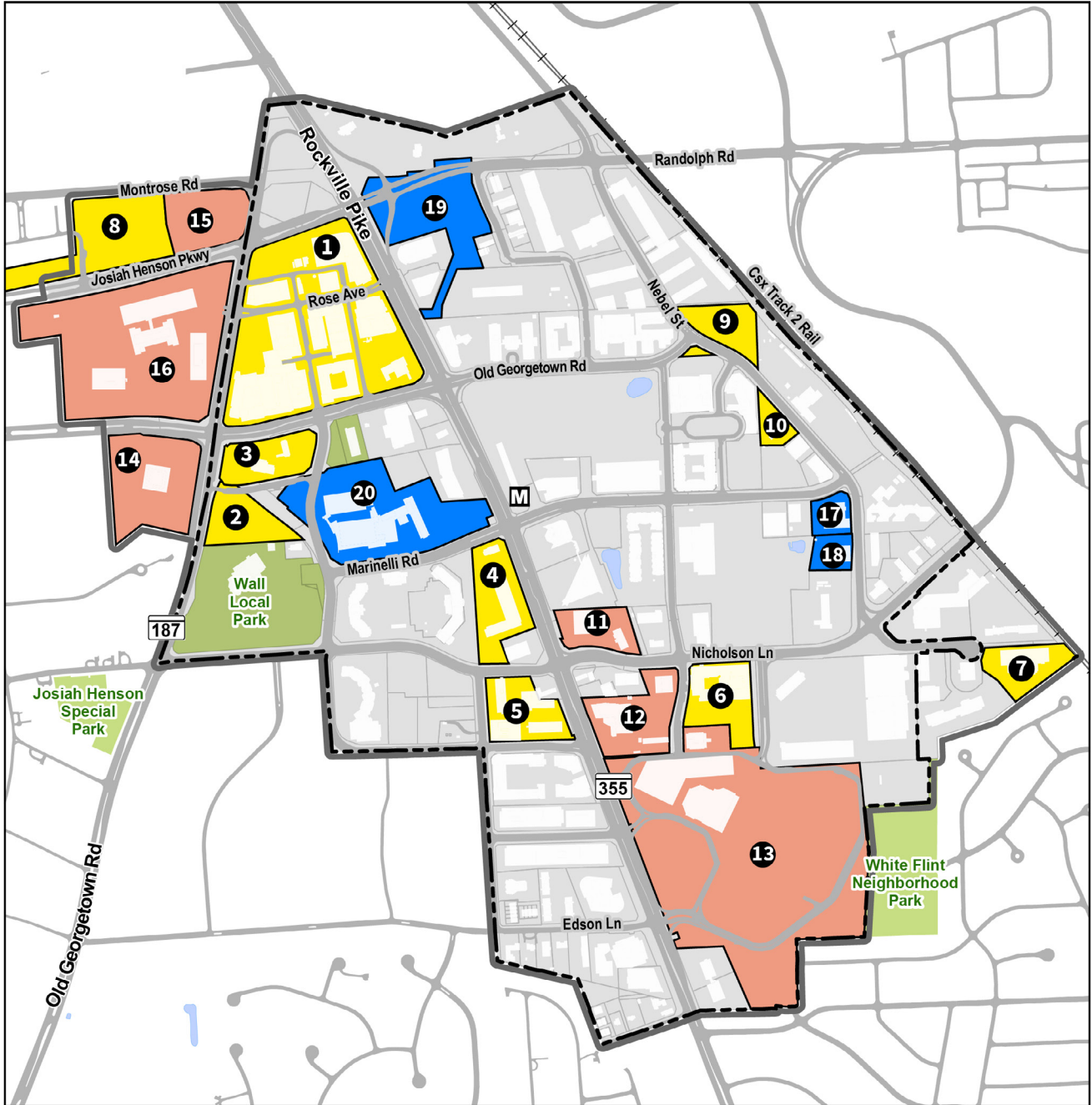
#### North Bethesda Market II (#5 on Map 3)

In May 2025, the Planning Board approved an amendment to the Preliminary and Site Plan for North Bethesda Market II, located between Nicholson Lane and Executive Boulevard and east of Woodglen Drive, to allow minor modifications to a multi-family building's architecture and the access point on Rockville Pike. This mixed-use redevelopment project will transform an existing strip commercial property and surface parking into three mixed-use, pedestrian-friendly, urban blocks with buildings of various heights.



Rendering of Tevis Place  
Credit: Tevis Place Staff Report (E20250010)

Map 3: Development Approvals (January 2011–August 2025)



- 2010 White Flint Sector Plan Boundary
- White Flint Special Taxing District
- North Bethesda Metro Station
- Approved Site Plans/Preliminary Plans
- Approved Sketch Plans
- Approved Mandatory Referrals



- 1** Pike & Rose
- 2** Evolution Labs
- 3** Grand Park Development
- 4** Saul Centers White Flint West
- 5** NoBe II
- 6** Harwood Flats
- 7** 4900 Nicholson Court
- 8** Northpark at Montrose Phase 1
- 9** MHP Nebel Street
- 10** Tevis Place (MIHC)
- 11** Saul Centers White Flint
- 12** North Bethesda Gateway
- 13** White Flint Mall
- 14** 6000 Executive Boulevard
- 15** Wilgus II Northpark
- 16** Rose Village
- 17** Pepco Substation
- 18** 1600 Nebel Street
- 19** White Flint Fire Station 23
- 20** Disposition of White Flint Remnant Properties

## Mandatory Referrals

### Disposition of White Flint Remnant Properties (#20 on Map 3)

In November 2024, the Planning Director administratively approved the Mandatory Referral for the disposition of approximately 1.27 acres of County-owned property located at the North Bethesda Conference Center (5701 Marinelli Road). The subject properties include a portion of the former Executive Boulevard right-of-way and a parcel formerly used as a parking lot. The land will be incorporated into the Evolution Labs North Bethesda life sciences project, which the Planning Board approved in June 2023.

### White Flint Fire Station 23 (#19 on Map 3)

In March 2025, the Planning Board approved the plans for the construction of the White Flint Fire Station, to be located on the corner of Josiah Henson Parkway and Chapman Avenue, near the intersection with Rockville Pike (MD Route 355). The new facility will be a one-story building with five bays that will house fire and rescue and police functions. This facility and location were identified in the 2010 Plan.

## Staging Allocation Requests

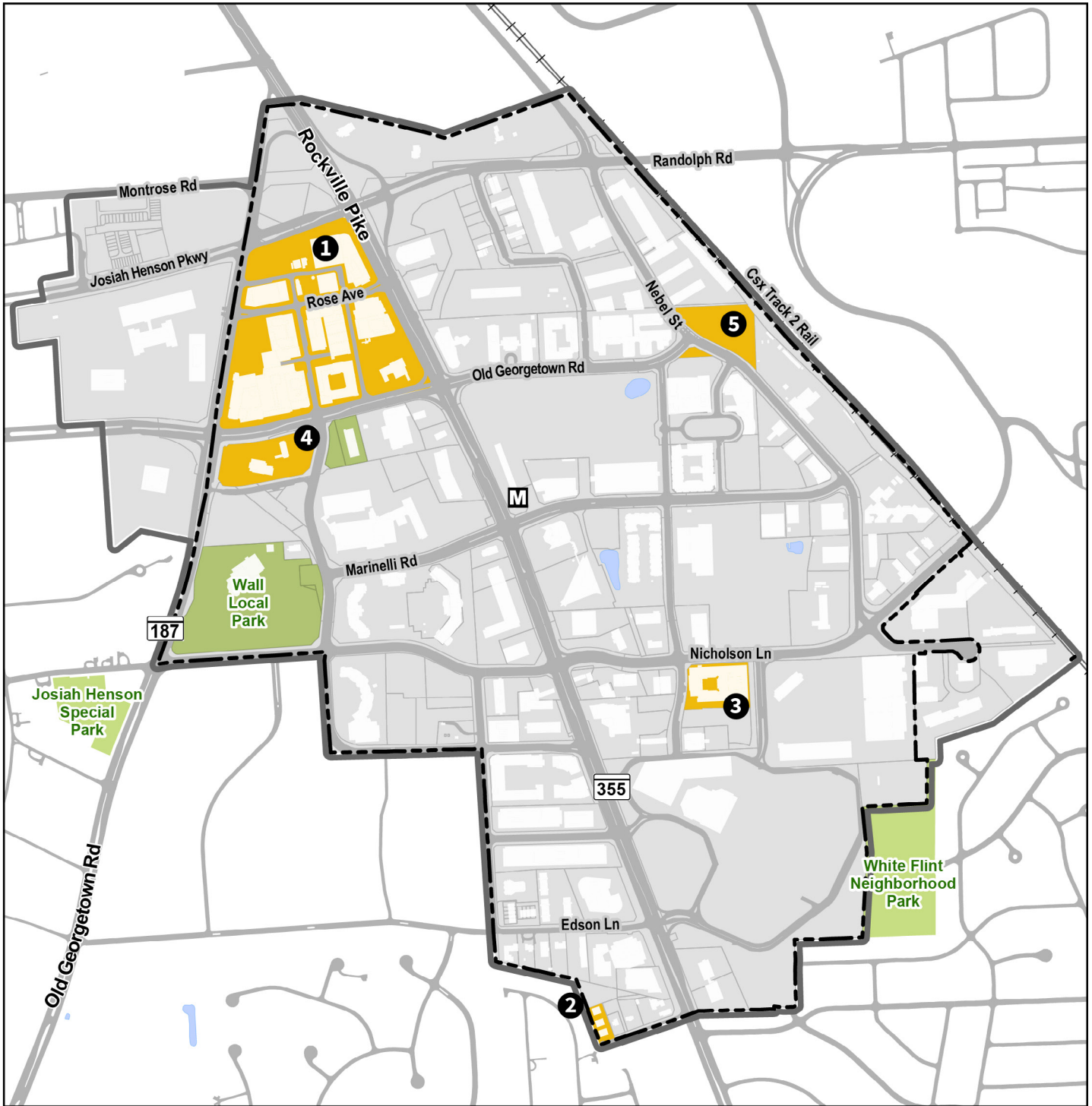
The Staging Allocation Request (SAR) process reviews and permits the allocation of new development within the residential and non-residential development limits established in the 2010 Plan. The SAR is required prior to the submission of building permits to ensure that the development is within the staging limits and is appropriately tracked. No SAR was submitted during the period covered by this report. All approved allocated developments to date are shown in Map 4.

Table 1 shows the status of the approved SARs for residential and non-residential development within the limits for Phase 1. The 2018 White Flint 2 Sector Plan added 1,800 dwelling units and 750,000 square feet of non-residential development to the 3,000 dwelling units and 2 million square feet of non-residential development allowed in the Phase 1 Staging Requirements of the 2010 Plan.

**Table 1: North Bethesda Phase 1 – Approved Staging Allocations**

	Residential	Non-Residential
<b>Permitted in Sector Plan Staging Requirements – Phase 1</b>	4,800 dwelling units	2.75 million square feet
<b>Allocated Development</b>	1,575 dwelling units	940,140 square feet
<b>Remaining Phase 1 Development</b>	3,225 dwelling units	1,809,860 square feet

# Map 4: Staging Allocation Requests (March 2012–August 2025)



- 2010 White Flint Sector Plan Boundary
- White Flint Special Taxing District
- North Bethesda Metro Station
- Approved Staging Allocation Requests

- 1** Pike & Rose
- 2** Offutt Estates
- 3** Harwood Flats Phase 1
- 4** Grand Park Development Phase 1
- 5** MHP Nebel Street



# INFRASTRUCTURE STAGING PREREQUISITES

The staging requirements in the 2010 Plan include infrastructure improvements that must be completed before moving from one stage of the phasing plan to the next. In order to do so, the Planning Board will consider a staff recommendation that addresses each of the individual requirements of the staging plan and documented comments from and in coordination with the Implementation Advisory Committee (IAC). Planning staff may not prepare a recommendation to move from

Phase 1 to Phase 2 without a written statement from the County Executive that the Executive Branch agencies find that all Phase 1 prerequisites been met.

Most of the Plan’s Phase 1 staging prerequisites have been implemented or will be implemented in the near term. Staging prerequisites were included in the Plan to ensure that new infrastructure is implemented along with new development. Table 2 shows the status of each Phase 1 prerequisite.

**Table 2: Status of Phase 1 Staging Prerequisites**

Phase 1 Staging Prerequisite	Status
Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.	This requirement has been achieved by implementing the Western Workaround.
Contract for the construction of Market Street (B-10) in the Conference Center block.	This has been implemented with the construction of Banneker Street on the Bethesda North Conference Center property. Other properties in the Conference Center block have not submitted redevelopment plans.
Fund streetscape improvements, sidewalk improvements, and bikeways for substantially all the street frontage within one-quarter mile of the Metrorail station, along Old Georgetown Road, Marinelli Road, and Nicholson Lane.	The White Flint Metro Station Access CIP project in-stalled new sidewalks and a planted area at the south-west and southeast quadrants of the intersection of Rockville Pike (MD 355) and Old Georgetown Road. The final design for the second phase of improvements is being modified to reduce demolition work required when the MD 355 BRT project begins. As a result, the placemaking improvements and the Old Georgetown Road Separated Bike Lanes are on hold pending completion of the revised intersection design. MCDOT completed Phase 1 of the Marinelli Road Separated Bike Lanes in July 2025.
Fund and complete the design study for Rockville Pike (MD 355) to be coordinated with the Maryland State Highway Administration, MCDOT, and The Maryland-National Capital Park and Planning Commission.	MCDOT is conducting a BRT study for MD 355. Preliminary engineering for the South phase, connecting the Rockville Metro station to the Bethesda Metro station, was completed in FY24. Final design will move forward as funding is secured.
Achieve 34% NADMS for the Plan area.	The 2025 commuter survey from MCDOT’s Commuter Services Division indicated that the NADMS for the Plan area is 44.8%. The 34% NADMS goal for Phase 1 has been achieved since the 2017 report.
The Planning Board should assess whether the build-out of the Plan is achieving the Plan’s housing goals.	Based on square feet as a measurement, more residential development has been built than non-residential development.

# PUBLIC FACILITIES AND AMENITIES

The 2010 Plan recommends a broad range of facilities, including a civic green, a fire station, a library and satellite regional services office, and an elementary school (shown on Map 5).

## CIVIC GREEN

The Grand Park development, which is under construction at the northwest and northeast intersection of Grand Park Avenue and Banneker Street, will convey a half-acre parcel to Montgomery Parks for the future civic green located at 11755 Grand Park Avenue, as recommended in the 2010 Plan. The developer anticipates completing construction on the park parcel by spring 2026, which will include walking paths and a variety of seating. Montgomery Parks acquired the adjacent property in 2023, which, when combined with the conveyance parcel, exceeds the minimum land area recommended for the civic green in the 2010 Plan. The demolition of the building on the site and construction of the second phase of the civic green is currently not funded.



Future Civic Green Site

## WHITE FLINT NEIGHBORHOOD PARK

The Plan envisions that any future redevelopment of the former White Flint Mall property will dedicate additional land to expand the existing White Flint Neighborhood Park. The approved 2012 Sketch Plan for the property illustrates an extension of White Flint Neighborhood Park by 2.5 acres. No new development approvals have been granted on this property since 2012.

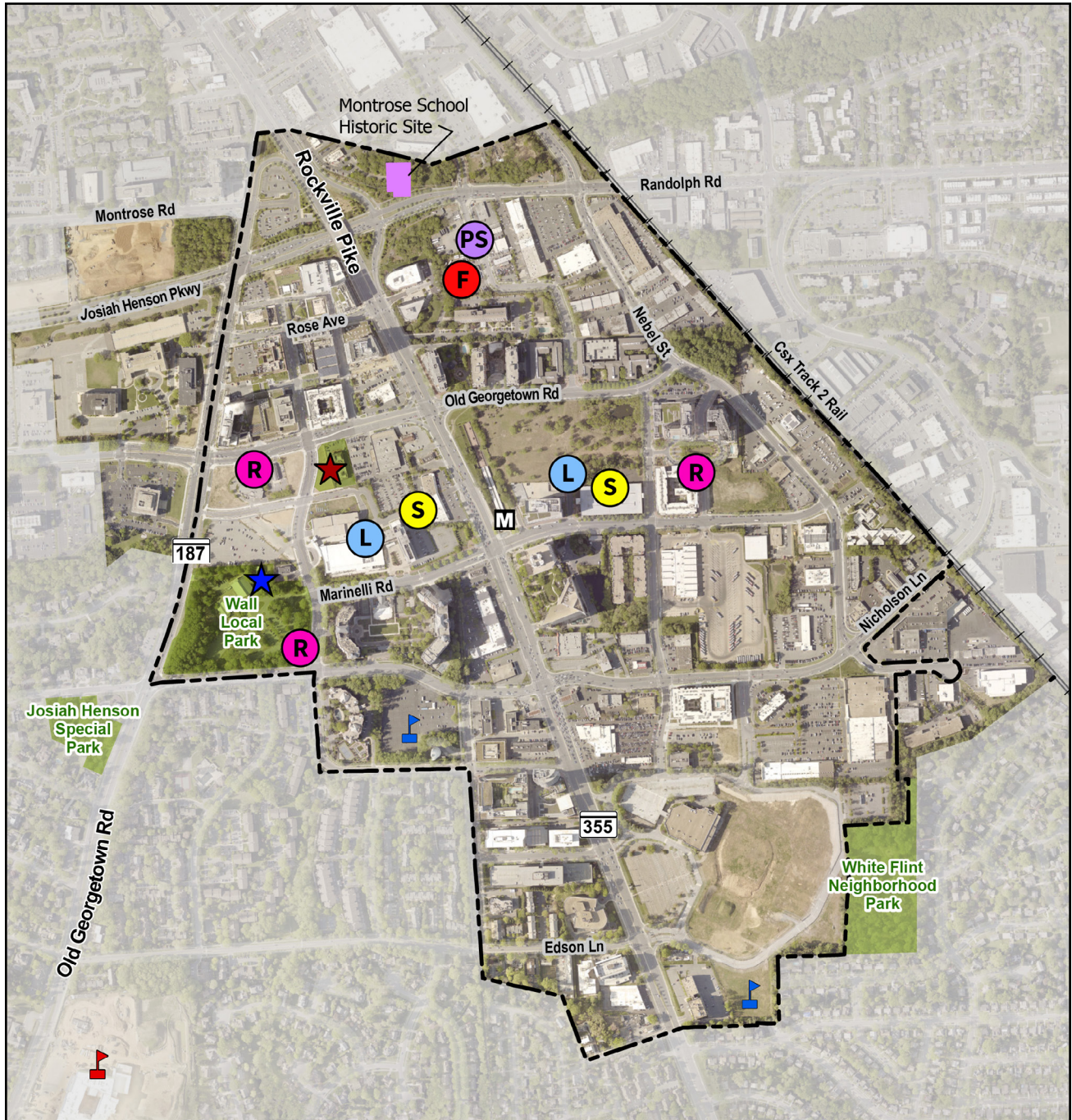
## WALL PARK AND RECREATION CENTER

The Evolution Labs at North Bethesda development approved in 2023 will provide a minimum of 100 parking spaces in a parking garage for users of Wall Local Park, the Kennedy Shriver Aquatic Center site, and the Josiah Henson Museum. This will enable Montgomery Parks to convert the surface parking lot into usable recreation space.



Wall Park

# Map 5: Existing and Proposed Public Facilities



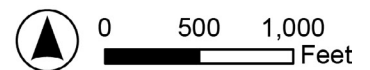
- 2010 White Flint Sector Plan Boundary
- White Flint Special Taxing District
- North Bethesda Metro Station

### Existing Facilities

- Kennedy Shriver Aquatic Center
- Northwood High School

### Proposed Facilities

- Potential Elementary School Sites
- Potential Recreation Center Sites
- Potential Library Sites
- Potential Satellite Services Center Sites
- Fire and Emergency Services
- Police Substation
- Civic Green



## WHITE FLINT FIRE STATION #23

In March 2025, the Planning Board approved the mandatory referral for the recommended White Flint Fire Station at the corner of Randolph Road and Chapman Avenue. The new facility will be a one-story building with five bays that will house fire and rescue and police functions. Design started in FY24 with construction to begin in fall 2026. Project completion is anticipated in fall 2028.

## LIBRARY AND SATELLITE REGIONAL SERVICES CENTER

The 2010 Plan recommends colocation of a library and satellite regional services center to help create a civic presence and destination within the Plan area. As shown in Map 4, the desired locations for these facilities are in the two districts closest to the Metro. Future redevelopment of properties in these areas, such as the conference center block along Executive Boulevard or the WMATA property (5400 McGrath Boulevard), could provide space for either facility.

## PUBLIC SCHOOLS

The Plan area is currently served by Walter Johnson High School, Tilden Middle School, and Garrett Park and Luxmanor Elementary Schools. The high school and middle school boundaries in the vicinity are under review as part of the Woodward High School reopening boundary study, and therefore are subject

to change in the 2027–2028 school year. The Woodward High School boundary study scope includes the high school and middle schools serving the Walter Johnson cluster, in addition to those serving the Downcounty Consortium, Bethesda-Chevy Chase, and Walt Whitman clusters. However, the scope does not include any of the elementary schools serving these clusters.

According to Montgomery County Public Schools' (MCPS) official FY2026 CIP projections, Walter Johnson High School is expected to be overutilized throughout the next five years, but Tilden Middle School and the elementary schools are expected to operate within the capacity utilization range (calculated by dividing enrollment by program capacity) that MCPS considers efficient, which is 80–100%. These projections, however, do not reflect the potential impact the boundary change will have on each school's enrollment. Once the capital projects at Woodward and Northwood High Schools are complete in 2027, there should be enough capacity available for the collective enrollment projected across all schools included in the boundary study scope.

No new development activities have taken place on the two properties (shown in Map 5) recommended in the Plan for an elementary school.



Rendering of White Flint Fire Station 23  
Credit: Montgomery County Department of General Services

# MOBILITY

## Street Network, Bicycle, and Pedestrian Improvements

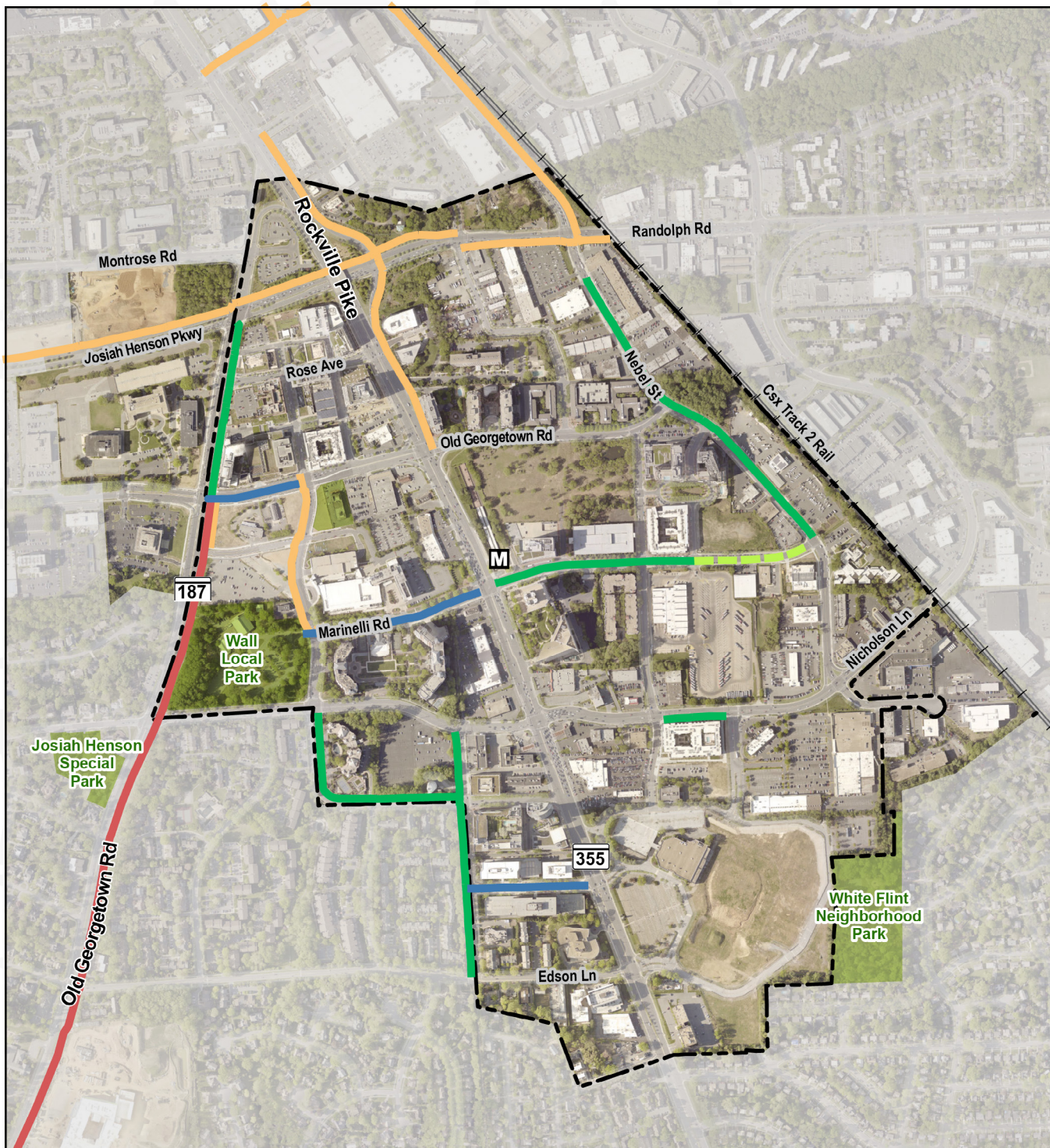
Creating a new street grid east and west of Rockville Pike is a key component of the Sector Plan vision of a multi-modal area where all users can safely and efficiently reach their destinations. The CIP Table below (Table 5 on page 26) reports on the status of the street network and streetscape projects recommended in the Sector Plan.

Map 6 highlights the completed and planned bikeway network within the Sector Plan area. Since the 2023 NBBMR, MCDOT completed Phase I of the Marinelli Road bike lanes, which provide separated bike lanes along both sides of Marinelli Road between Rockville Pike (MD 355) and Citadel Avenue.



Marinelli Road Phase 1 Bike Lanes

# Map 6: Plan Area Bikeway Network



## Non-Auto Driver Mode Share

The 2010 Plan recommends achieving a higher percentage of NADMS for the Plan area to encourage the shift from single occupancy vehicles to other travel options. The Plan recommends a 34% NADMS in Phase 1, with ultimate NADMS goals of 51% for residents and 50% for employees in Phase 3. The 2025 commuter survey from MCDOT's Commuter Services Division indicated that the NADMS for the Plan area is 44.8%. The 34% NADMS goal for Phase 1 has been achieved since the 2017 report.

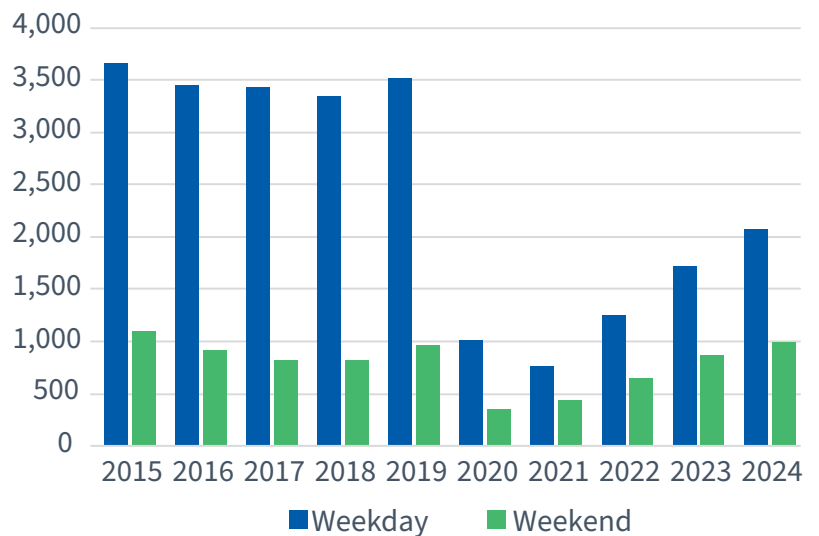
## Transit

While Metrorail ridership has not returned to pre-pandemic levels, average daily entries at the North Bethesda Metrorail station have been steadily increasing (Figure 1).

In June 2025, the County implemented a zero-fare policy for all Ride On bus services and launched the first phase of Ride On Reimagined, a series of route and schedule updates that improve efficiency and align with WMATA Metro Bus service changes.

The Metrorail Northern Station Entrance CIP initiative, part of a partnership between Montgomery County, WMATA and the Maryland Department of Transportation (MDOT), will transform the North Bethesda Metro Station and provide a new station entrance. In addition, the project will deliver pedestrian and bicycle safety enhancements, public open space, and facilities to accommodate future Bus Rapid Transit (BRT) service. Based on the 2024 engineering estimate, the project cost is approximately \$47 million. The 13.9-acre site will be redeveloped as a mixed-use, transit-oriented life-sciences district anchored by the University of Maryland Institute for Health Computing (UM-IHC). Construction is anticipated to be completed by 2030.

Figure 1: Average Daily Entrances at the North Bethesda Metrorail Station



Conceptual Vision for Life Science Building at the North Bethesda Metro  
Credit: Hines

## Vision Zero

Vision Zero is a comprehensive strategy to eliminate traffic fatalities and severe injuries along roadways. In 2016, the county committed to eliminating traffic fatalities and severe injuries by 2030. The County’s Vision Zero 2030 Action Plan states, “Montgomery County will systematically update the roadway network to create complete, safe streets and build a culture of safety through purposeful campaigns and engagement to eliminate serious and fatal collisions by 2030.”

Montgomery County’s Vision Zero crash data, shown in Map 7, indicate that there were zero fatalities and 284 crashes within the Plan area from August 2023 through August 2025. These included:

- Two crashes involving a cyclist
- 15 crashes involving a pedestrian, five of which were pedestrian severe-injury crashes
- Five severe motor vehicle crashes
- 262 motor vehicle crashes

Since the 2023 NBBMR, several mobility improvements have been implemented to support Vision Zero goals, including the following:




- Installation of leading pedestrian intervals at County-owned and maintained signals under the Safe Streets Act of 2023:
  - East Jefferson Street - Montrose Road
  - Randolph Road at Chapman Avenue
  - Nebel Street - Randolph Road
  - Citadel Avenue - Huff Court - Nicholson Lane
  - Nicholson Lane - White Flint Mall Driveway
  - Nebel Street - Nicholson Court - Nicholson Lane
  - Executive Boulevard - Nicholson Lane
  - Grand Park Avenue at Old Georgetown Road
  - Bou Avenue - Chapman Avenue
  - Executive Boulevard - Marinelli Road
  - Nicholson Lane - Woodglenn Drive
  - Hebrew Home Driveway - East Jefferson Street - Executive Boulevard
  - Hebrew Home Driveway - Montrose Road
  - East Jefferson Street - Josiah Henson Parkway
  - 6000–6001 Executive Boulevard
  - Josiah Henson Parkway - North Park Drive
- Lowering posted speed limits:
  - Tilden Lane between Old Georgetown Road and road end to 25 mph
  - Montrose Road between Josiah Henson Parkway to Towne Road from 40 to 35 mph








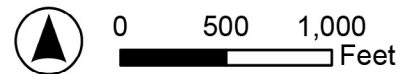
Bike lanes on Woodglenn Drive

Map 7: Crashes within the Sector Plan Area (August 2023–August 2025)



-  2010 White Flint Sector Plan Boundary
-  White Flint Special Taxing District
-  North Bethesda Metro Station

-  Pedestrian Severe Injury
-  Severe Motor Vehicle Crash
-  Pedestrian Crash
-  Bicycle Crash
-  Motor Vehicle Crash



# Transportation Standards

The White Flint Special Taxing District (Bill No. 50-10) exempts new development from the 2010 *White Flint Sector Plan* area and three properties in the 2018 *White Flint 2 Sector Plan* area from Local Area Transportation Review (LATR). Instead of being subject to LATR, the special taxing district, which is an ad valorem property tax of \$0.103 per \$100 of assessed value, funds transportation infrastructure improvements based on the phasing plan and roadway network recommended in the 2010 Plan. The 2024–2028 Growth and Infrastructure Policy confirms this exemption.

Highway Capacity Manual (HCM) methodology is the preferred method of analysis for MCDOT and the Maryland Department of Transportation State Highway Administration and has become the industry standard. It focuses on the operations of an intersection to determine the expected vehicle delay. The seconds of delay reported are an average for the peak AM and PM period. This reflects the average delay each vehicle would experience to get through the intersection. This delay may be caused by multiple factors, such as lower speeds due to higher traffic volumes and congestion, in addition to traffic controls like traffic signals and stop signs. Some vehicles may see higher delay and others may see lower delay than the average. The reported number is the average per vehicle for the overall intersection. These delay numbers are generally used to measure intersection Level of Service (LOS),

which is a qualitative measure of transportation system performance. Table 3 shows the LOS and corresponding average vehicle delay per the HCM. Intersections with a low level of delay receive a higher LOS grade, while intersections with a high delay receive a low LOS grade.

Since the North Bethesda Policy Area is a designated Red policy area, there is no associated HCM standard of average vehicle delay, per the 2024–2028 Growth and Infrastructure Policy. The County permits greater levels of traffic congestion in areas with greater access to high-quality transit, walking, and bicycling, and therefore, motor vehicle adequacy tests, including delay standards, are not applied in these areas. However, this information and analysis is provided in this report to demonstrate intersection capacity in the area.

Recently collected transportation data indicate that some intersections within the Plan area experience moderate to high vehicle delays; however, the network generally maintains acceptable performance levels under current conditions (Table 4 and Map 8). The Intersection of Rockville Pike (MD 355) and Old Georgetown Road operates at LOS E during both AM and PM peak periods. The intersection of Rockville Pike (MD 355) and Nicholson Lane experiences the highest delay during the PM peak. None of the study intersections have delays of 80 seconds or more in either the AM or PM peak period.

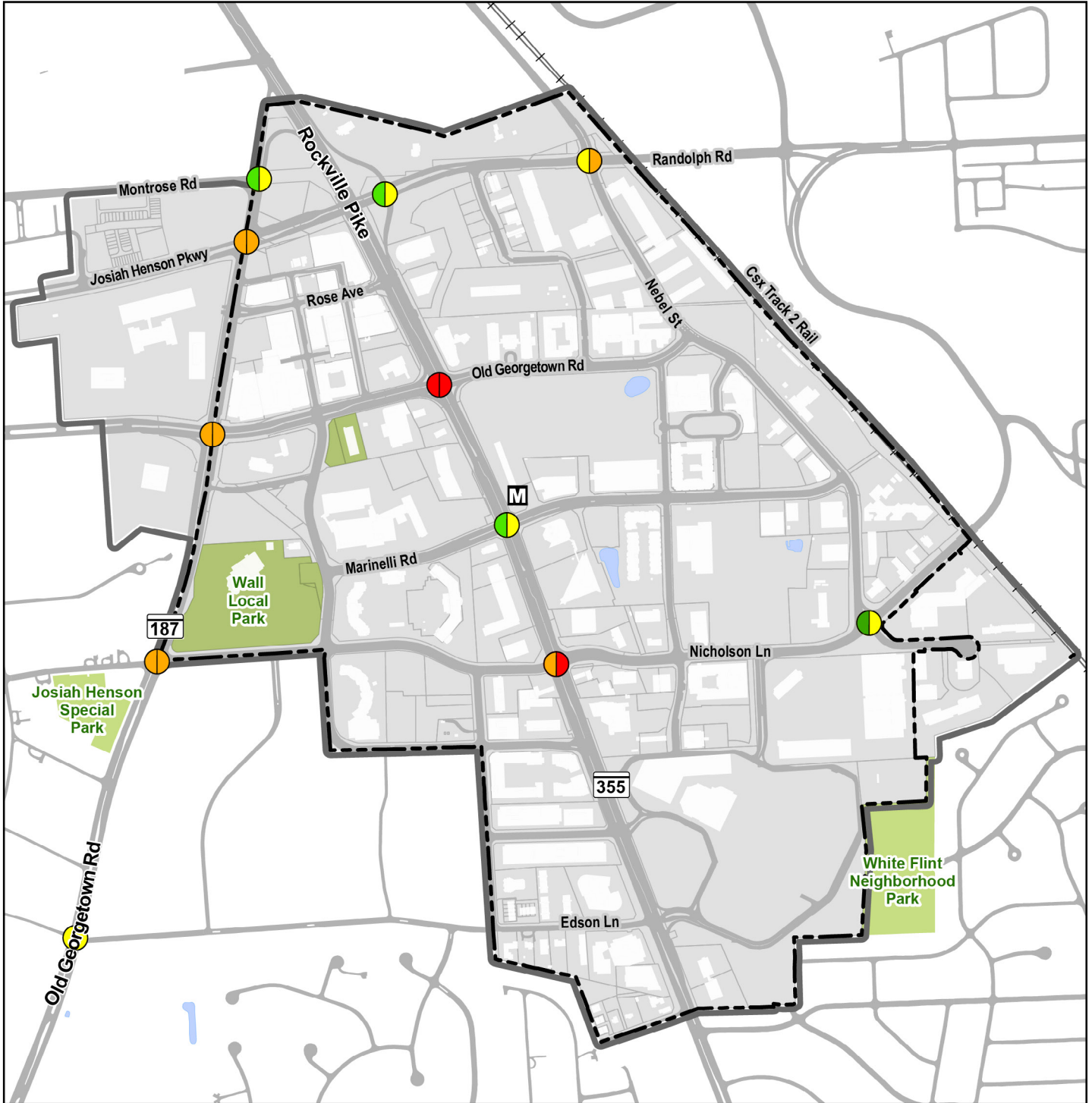
**Table 3: Equivalency Between LOS and Average Vehicle Delay**

Level of Service	Delay (seconds)
<b>A</b>	<10
<b>B</b>	>10 - 20
<b>C</b>	>20 - 35
<b>D</b>	> 35 - 55
<b>E</b>	>55 - 80
<b>F</b>	>80

**Table 4: Intersection Analysis Summary**

<b>Intersection</b>	<b>AM LOS</b>	<b>PM LOS</b>	<b>AM Intersection Delay (s)</b>	<b>PM Intersection Delay (s)</b>
Randolph Road & Nebel Street	C	D	24	39
Rockville Pike (MD 355) & Old Georgetown Road	E	E	58	63
Rockville Pike (MD 355) & Nicholson Lane	D	E	41	75
Nicholson Lane & Nebel Street	A	C	10	22
Montrose Road & Towne Road	B	C	19	23
Josiah Henson Parkway & Towne Road	D	D	47	55
Rockville Pike (MD 355) North Bound Ramps & Josiah Henson Parkway	B	C	19	27
Rockville Pike (MD 355) & Marinelli Road	B	C	20	25
Old Georgetown Road (MD 187) & Towne Road & Executive Boulevard	D	D	54	55
Old Georgetown Road (MD 187) & Tilden Lane - Nicholson Lane	D	D	41	38
Rockville Pike (MD 355) & Edson Lane	C	C	23	23

# Map 8: Intersection Analysis Level of Service (LOS)



- 2010 White Flint Sector Plan Boundary
- White Flint Special Taxing District
- North Bethesda Metro Station

AM LOS	PM LOS
A	A
B	B
C	C
D	D
E	E



# CAPITAL IMPROVEMENTS PROGRAM

Table 5 summarizes the status of the CIP projects recommended in the 2010 Plan (page 72).

**Table 5: Status of Capital Improvements Program Recommendations in the 2010 Plan**

Phase	Project	Location	Status
1	Build library*	Recommended for the Plan area’s Metro West or Metro East districts.	This project will be considered upon future redevelopment of properties in these districts.
1	Build police and fire/ rescue station*	Located at the southeast quadrant of Rockville Pike (MD 355) and Josiah Henson Parkway	In March 2025, the Planning Board approved the mandatory referral for the recommended White Flint Fire Station 23. Design started in FY24 with construction programmed to begin in fall 2026. Project completion is anticipated in fall 2028.
1	Construct Market Street and promenade	Old Georgetown Road (MD 187) to Rockville Pike (MD 355)	This trigger has been implemented with the construction of Banneker Street on the Bethesda North Conference Center property. Other properties in the Conference Center block have not submitted redevelopment plans.
1	Install streetscape improvements, sidewalk improvements, and bikeways (fund in Phase 1, construct in Phase 2, complete in Phase 3)	The street frontage within one-quarter mile of the Metrorail station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.	The White Flint Metro Station Access CIP project installed new sidewalks and a planted area at the southwest and southeast quadrants at Rockville Pike (MD 355) and Old Georgetown Road. The final design for the intersection is being modified to minimize the amount of demolition when the Rockville Pike (MD 355) BRT construction commences at the intersection. The placemaking improvements and Old Georgetown Separated Road Bike Lanes are on hold until the design modification for the intersection is completed.
1	Reconstruct Old Georgetown Road (MD 187)/Executive Boulevard intersection	M-4/M-4(a) junction	Reconstruction of the intersection is complete.
1	Construct Hoya Street	Executive Boulevard to Montrose Parkway	Construction of this segment is complete.
1	Realign Executive Boulevard (MD 187)		Construction of this realignment is complete.

Phase	Project	Location	Status
2	Build civic green*	Conference Center Block	The Grand Park development has dedicated approximately half an acre of open space at 11755 Grand Park Avenue for a portion of the recommended civic green. Montgomery Parks has acquired an adjacent property, which will exceed the minimum land area recommended for the civic green in the 2010 Plan. The demolition of the building on the site and construction of the civic green is currently not funded.
2	Extend Nebel Street (south)*	MD 355 to Nicholson Lane	Extension of Nebel Street south of Nicholson Lane is contingent on redevelopment of several sites in the area.
2	Construct Metrorail northern station entrance		In May 2025, WMATA selected Hines as their development partner for the 13.9-acre North Bethesda Metro Station site. Construction is anticipated to occur primarily in 2028–2030.
3	Construct Rockville Pike boulevard	Montrose Road to Edson Lane	The Rockville Pike (MD 355) BRT South corridor is pending funding.
	Improve MARC station access*	Nicholson Court	The June 2025 MARC Growth and Transformation Plan does not appear to include information on a new station.
	Complete White Flint District East transportation improvements*	Extension of Executive Boulevard/Grand Park Avenue, east of the current terminus at Rockville Pike (MD 355)	The project has been delayed beyond FY30 because of its projected cost. The existing lease on the MCDOT's Nicholson Court Bus Depot property will expire in 2027. The New Transit Maintenance Depot (P502402) project funds Planning, Design, and Supervision through Fiscal Year 2026, but no construction funding is presently allocated.

\* Not in the staging plan

## ADVISORY COMMITTEE

The Planning Board established the North Bethesda/White Flint Implementation Advisory Committee (IAC), which is composed of property owners, residents, and interested groups in the 2010 Plan area. Per the Plan, the IAC is intended to advise staff on the implementation of Plan recommendations and CIP projects. The Committee received a presentation on the 2025 NBBMR at their meeting on December 4th, 2025, as well as a full draft of the document and were asked to submit their feedback by January 9th, 2026. One IAC member shared comments on behalf of the Forum Condominium. Their feedback, which is attached, emphasizes their continued interest in the Plan’s architectural compatibility, sustainability, and transit goals.

## 2025 BIENNIAL MONITORING REPORT RECOMMENDATIONS

The 2025 NBBMR reflects continued progress toward realizing the vision of the 2010 Plan. The recommendation below intends to advance the implementation of the Plan over the next two years.

### Study North Bethesda Implementation Tools

The 2010 Plan included implementation tools to support the Plan’s vision and guide the provision of public infrastructure. These tools include the staging requirements, monitoring, and the North Bethesda IAC. In the past 15 years, many pieces of the Plan’s vision have been implemented or are underway, but others have not been realized due to reduced development activity. As the development landscape and market conditions continue to evolve, it is timely to assess whether these tools are the most effective way to achieve the Plan’s vision.

