

IMPLEMENTATION

The implementation section of this limited amendment identifies the proposed zoning amendments to the central business district zones and multi-family zones, and recommendations for the public and private funding.

PROPOSED ZONING

Zoning changes, from the mixed-use CBD-1 Zone to the CBD-2 and CBD-R2 Zones, are recommended for a limited number of parcels. This change in zoning is intended to encourage the development of housing. These properties are located closest to the Metro station and away from the existing residential neighborhoods located on the periphery of the CBD (see the map of Existing and Proposed Zoning).

The TDR receiving area will be increased by an adjustment in a lot line within the R-10 area along Battery Lane. Properties in the R-60 Zone along Rugby Avenue, Glenbrook Road and Old Georgetown Road could develop in the PD-44 Zone. Elderly housing should be encouraged in this area to increase the diversity of housing.

The zoning for the other portions of the Woodmont Triangle Study Area will remain although the guidelines for the Optional Method of Development will increase the opportunity for parcels to develop to the maximum residential density.

AMENDMENTS TO THE ZONING ORDINANCE

This limited amendment to the existing Sector Plan supports amendments to the CBD Zones and Multi-family Zones to increase the opportunities for housing and improve the character of the Woodmont Triangle Study Area. These amendments are part of a review of the CBD Zones. These changes are not necessary to implement the recommendations in this limited Sector Plan. The final list of amendments should be part of a series of comprehensive amendments to the CBD Zones. The modifications could include the following:

- **Public Use Space** – Increase the flexibility in providing off-site public use space to meet the requirements in the CBD Zones. The requirement for public use space and amenities could be met on-site or off-site including streetscape improvements in the public rights-of-way, and park enhancements in the Woodmont Triangle Study Area. The public use space should provide an environment capable of supporting and enhancing housing development. The transfer of public use space to off-site areas provides the opportunity to create meaningful public spaces including indoor community centers open to the public. Developers are encouraged to combine properties to provide more significant and useful public use space than could be provided individually.
- **Minimum Lot Size** – The minimum lot size of 22,000 square feet could be reduced to at least 18,000 square feet for use of the Optional Method of Development to encourage additional housing development.
- **Transfer of Density** – The transfer of density is presently permitted throughout the overlay zones in the Silver Spring Central Business District, and this transfer of density could be expanded to the CBD Zones. This provision would provide more flexibility to preserve existing retail businesses by transferring density to parcels within each block.
- **Coverage in Multi-family Zones** – The coverage requirement could be eliminated in the multi-family zones located adjacent to or within central business districts to create a more appropriate and urban development pattern. This decrease in coverage is intended to encourage the retention of existing housing and the construction of additional multi-family housing in the Woodmont Triangle Study Area to serve a variety of income levels. In addition, the green space could be reduced to 35 percent.

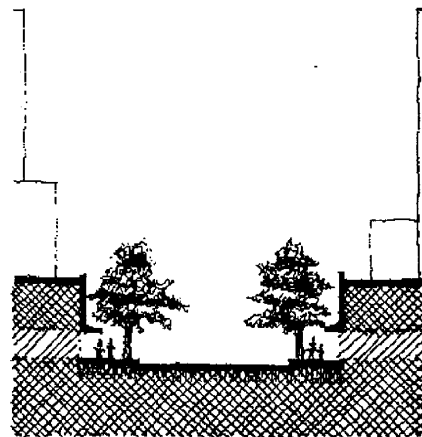
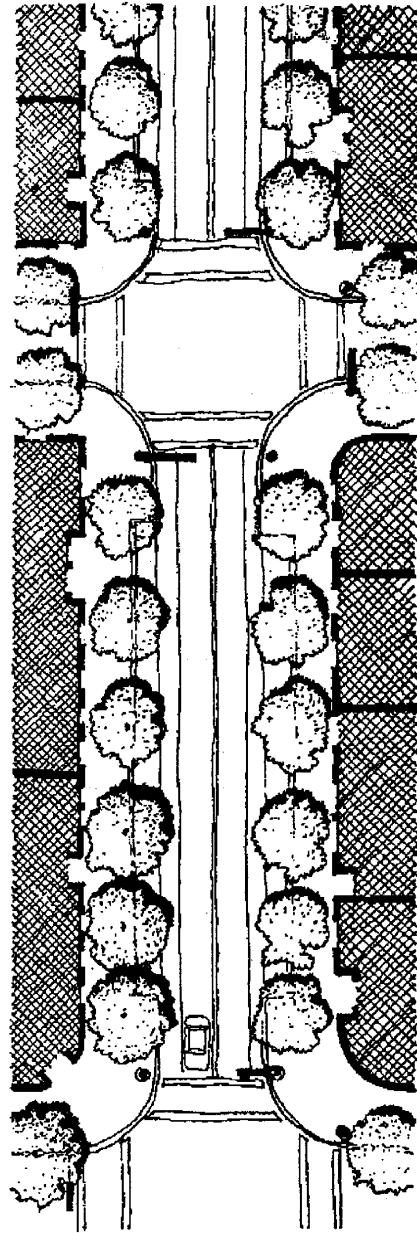
PUBLIC AND PRIVATE FUNDING

The Plan recommends that Norfolk Avenue be designed as the “main street” of the Woodmont Triangle Study Area. Funds to create a major bikeway and enhance the streetscape along Norfolk Avenue are needed to improve Norfolk Avenue. Improving pedestrian safety and the character of the remaining streets in the Woodmont Triangle should also be provided. In addition, funds to improve Battery Lane Urban Park are needed. The source of funds for these improvements include the following:

- **Capital Improvements Program** – The present Capital Improvements Program provides limited funds for the construction of streetscape improvements and a bikeway along Norfolk Avenue. Norfolk Avenue will be a linear urban space with restaurants, public art, and significant streetscape. The bikeway will provide an important link between the existing Capital Crescent Trail and the Bethesda Trolley Trail. Additional funding is needed.
- **Private Funding** – Through a combination of the Optional Method of Development and the Capital Improvements Program, the streetscape in the Woodmont Triangle could be improved in accordance with the Bethesda streetscape guidelines. Placing utilities underground will also be included. The Battery Lane Urban Park could also be substantially improved. Projects developing under the Optional Method of Development will be encouraged to include public art along Norfolk Avenue as part of the required amenities, to support the Bethesda Arts and Entertainment District, and to strengthen the links between existing arts facilities in the Woodmont Triangle and the rest of the CBD. Projects should be encouraged to provide parking in their structures during the evenings and weekends to support retail and restaurants in the Woodmont Triangle.
- **Amenity Fund** – Donations to an amenity fund for the purchase, management and maintenance of space for the arts, and streetscape are encouraged both as part of the Optional Method of Development if approved by the Planning Board or as private donations. As part of the Optional Method of Development, donations should be tied to a specific project and phased with its development.

NORFOLK AVENUE SPINE

The following plan and section includes street trees, street lights, the bikeway, narrowed intersections, crosswalks, and brick sidewalks for the Norfolk Avenue Spine. The buildings are oriented to the street and stepped back to provide solar access.



ACKNOWLEDGEMENTS

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Special thanks to all Park and Planning Department staff and staff of various Montgomery County and State of Maryland agencies who contributed to this Plan.

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WOODMONT TRIANGLE AMENDMENT TO THE
SECTOR PLAN FOR THE
BETHESDA CBD



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