



Bethesda Downtown Plan Annual Monitoring Report

May 2018

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 FY2019-2020. 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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Prepared by the Montgomery County Planning Department

MontgomeryPlanning.org

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May 2017 - May 2018

What has happened in Downtown Bethesda over the past year?



Construction

The 2nd District Police Station opened in January 2018 and two projects have received Site Plan approval since the Plan was approved in May 2017.



Design

The Design Advisory Panel has reviewed 15 projects since it was appointed in September 2017.



Schools

In the current school year, the cluster is at 96% capacity utilization at the elementary school.



Parks and Open Space

Land for the Capital Crescent Civic Green was acquired by the Parks Department.



Transportation

Bicycle lanes are funded and in the design phase along segments of Woodmont Ave, Bethesda Ave, Montgomery Ave and Willow Lane.



Implementation

The online *Monitoring and Tracking Program* was launched in April 2018 to track development against the 32.4 Million SF cap.

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 recognition of this complexity, the Plan establishes annual monitoring and reporting of schools, parks, and transportation adequacy.

The Plan envisions a Bethesda where residents will have a downtown that is a model for sustainability, accessibility, equity and innovation. They will have more affordable choices of housing near jobs, shopping and recreation. Residents 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.

The annual report will be presented to the Planning Board in the spring 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.

Since May 2017, a Design Advisory Panel and Implementation Advisory Committee have been appointed by the Planning Board; one of the three recommended civic gathering spaces (parks) has been acquired by the Parks Department; an online *Monitoring and Tracking Program* has been implemented to track development square footage against the Plan cap, tracks remaining BOZ Density available and documents the Park Impact Payment (PIP) funds; Implementation Guidelines are also being prepared to provide direction and the appropriate procedures for implementing the Sector Plan; and several projects have been approved, including the Marriott International headquarters.

The report also provides updates on parks and open space, school capacity and transportation adequacy.



- 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, 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 Plan was approved and adopted in May 2017. Finally, this report is intended to provide an overview of the implementation of the Sector Plan recommendations that achieve the Plan's vision.

Bethesda Downtown Plan



Key Monitoring Updates

Since the Sector Plan and the Bethesda Overlay Zone were approved and adopted during the summer of 2017, 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

In September 2017, the Planning Board appointed members to the Design Advisory Panel (DAP). The primary goal of the five-member DAP is to provide advice and recommendations that will 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.

The Design Advisory Panel meets regularly once a month and more often as development applications are submitted and in need of review.

Written comments from the panel are provided to staff at Concept, Sketch and Site Plan stages. The Bethesda Downtown DAP website is located here: <http://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/bethesda-downtown-design-advisory-panel/>

To date the DAP has reviewed 15 projects, with two projects receiving Site Plan approval. The following table illustrates the information associated with the DAP reviews.

Design Advisory Panel - Reviewed Projects				
Project	Application Stage(s)	Date(s) Reviewed	Exceptional Design Points Requested	Exceptional Design Points Approved
Artery Plaza	Sketch + Site Plan	November 8, 2017	30	30
Marriott Headquarters	Sketch + Site Plan	November 8, 2017	20	20
ZOM Bethesda	Sketch + Site Plan	November 8, 2017 and April 25, 2018	10	10 for Sketch Plan, Site Plan TBD
4540 Montgomery Avenue	Sketch Plan	November 29, 2017	15	15
Edgemont Bethesda II	Sketch Plan	November 29, 2017	20	20
7359 Wisconsin Avenue (Avocet Tower)	Sketch + Site Plan	December 13, 2017	30	30
7820 Wisconsin Avenue	Pre-Sketch Plan	December 13, 2017	10	TBD
Bethesda Gateway	Pre-Concept Plan	December 13, 2017	30	TBD
8000 Wisconsin Avenue	Sketch Plan	February 28, 2018 and April 4, 2018	20	10
St. Elmo	Pre-Sketch Plan	April 4, 2018	15	TBD
7607 Old Georgetown Road	Pre-Sketch Plan	April 4, 2018	30	TBD
4 Bethesda Metro	Sketch Plan	April 25, 2018	10	TBD
8280 Wisconsin Avenue	Sketch Plan	May 23, 2018	25	TBD
7121/7126 Wisconsin Avenue	Concept Plans	May 23, 2018	TBD	TBD

Implementation Advisory Committee

In December 2017, the Planning Board appointed the Bethesda Implementation Advisory Committee (IAC) to coordinate and monitor the progress of development and address implementation of the recommendations in the Bethesda Downtown Sector Plan. This committee replaces the Woodmont Triangle Action Group (WTAG) established by the 2006 *Woodmont Triangle Amendment* to the 1994 *CBD Sector Plan*.

The 14-member IAC comprises seven members representing the interest of local businesses and large property owners and seven members representing the interest of local residents. The IAC meets regularly once a month.

The IAC's responsibilities include monitoring the Plan recommendations and the overall cap on development square footage, monitoring the CIP and recommending action to the Planning Board and County Council to address issues that may arise, including, but not limited to, overall density, community impacts and

design and the status and location of public benefits, parks and open space and improvements. The Bethesda Implementation Advisory Committee website includes the rules of procedure for the committee, the schedule and location of meetings, agendas, meeting notes and members of the committee: <http://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/bethesda-downtown-implementation-advisory-committee/>

Online Monitoring and Tracking Program

The *Monitoring and Tracking Program* is an online tool that will monitor proposed development and track 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. The information and data from this online tool reports the development data for each project development application submitted to the Planning Department. The online tool reports:

- Project base and proposed density

- Amount of BOZ Density requested by project
- Amount of Park Impact Payment (PIP) being assessed
- Number and percent of 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: <http://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/bethesda-downtown-development-tracking/>

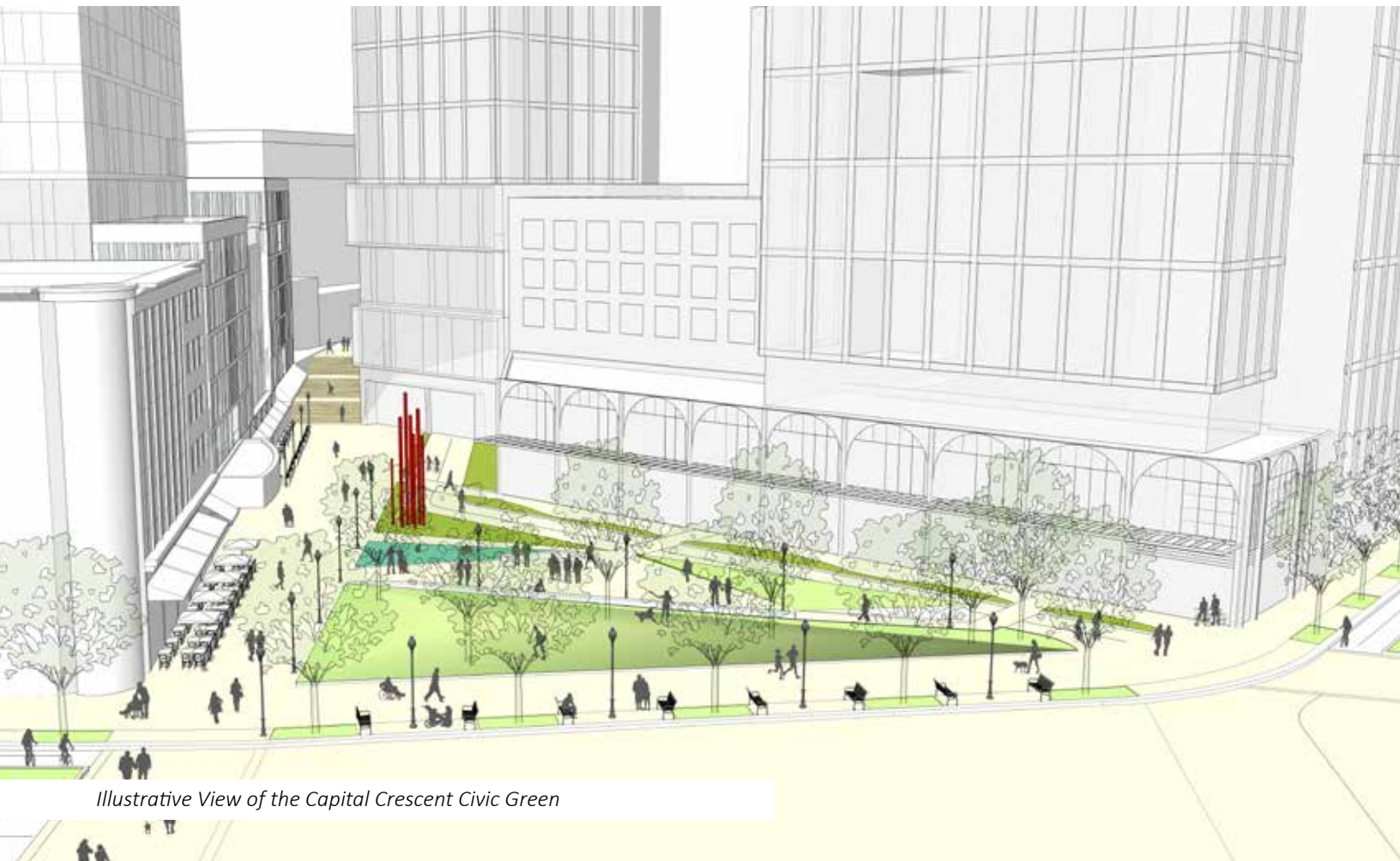
Capital Crescent Civic Green

In January 2018, the Parks Department acquired a key

property as a first step toward the implementation of one of the three recommended civic gathering spaces in the *Bethesda Downtown Plan*. The vacant site located at the corner of Woodmont Avenue and Bethesda Avenue will serve as a staging area during the construction of 7272 Wisconsin Avenue and the Purple Line Station. Once completed, the land will be available for development as a major civic gathering space for downtown Bethesda and the Bethesda Row District.

Marriott International Headquarters Site Plan Approval

The new Marriott International headquarters, located on Wisconsin Avenue one block north of the Bethesda Metro, will include an office building with up to 21 stories and approximately 825,000 square feet of gross floor area. This northern portion of the property will house Marriott's employee spaces, meeting rooms,



Illustrative View of the Capital Crescent Civic Green

conference spaces, innovation and technology labs, daycare and amenity spaces. In addition, the southern portion of the property is being redeveloped to include a full-service hotel with approximately 225,000 square feet of gross floor area and a building height up to 165 feet. The project includes an allocation of density from the Bethesda Overlay Zone with a Park Impact Payment of approximately \$5,590,000. The project received Site Plan approval from the Planning Board on December 14, 2017.

New 2nd District Police Station

Located at 4823 Rugby Avenue, this formerly under-utilized vacant lot was redeveloped to accommodate the new 2nd District Police Station relocating from the district's longtime station at the corner of Wisconsin and Montgomery Avenues. The four-story, 28,000-square-foot station opened in January 2018. The project was a partnership between Montgomery

County and Bethesda-based developer Stonebridge Carras to build the new station in the Woodmont Triangle District of the Bethesda Downtown Plan area.

Connie Morella Library

The Bethesda Library underwent a “refresh” including new sit-stand circulation, information, and self-checkout desks; renovation of the public restrooms; new roof, painting and flooring; two new collaboration spaces; upgraded-lighting with improved energy-efficient and brighter LED lamps; outside enhancements which include book drops, bike racks, additional new furniture; motorized window shades, and many other interior and exterior enhancements.

Upon completion in April 2018, the grand reopening included renaming the library to honor Connie Morella, who served Montgomery County in the Maryland General Assembly and U.S. House of Representatives.



Illustrative view of Marriott International Headquarters



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.

Sketch Plans

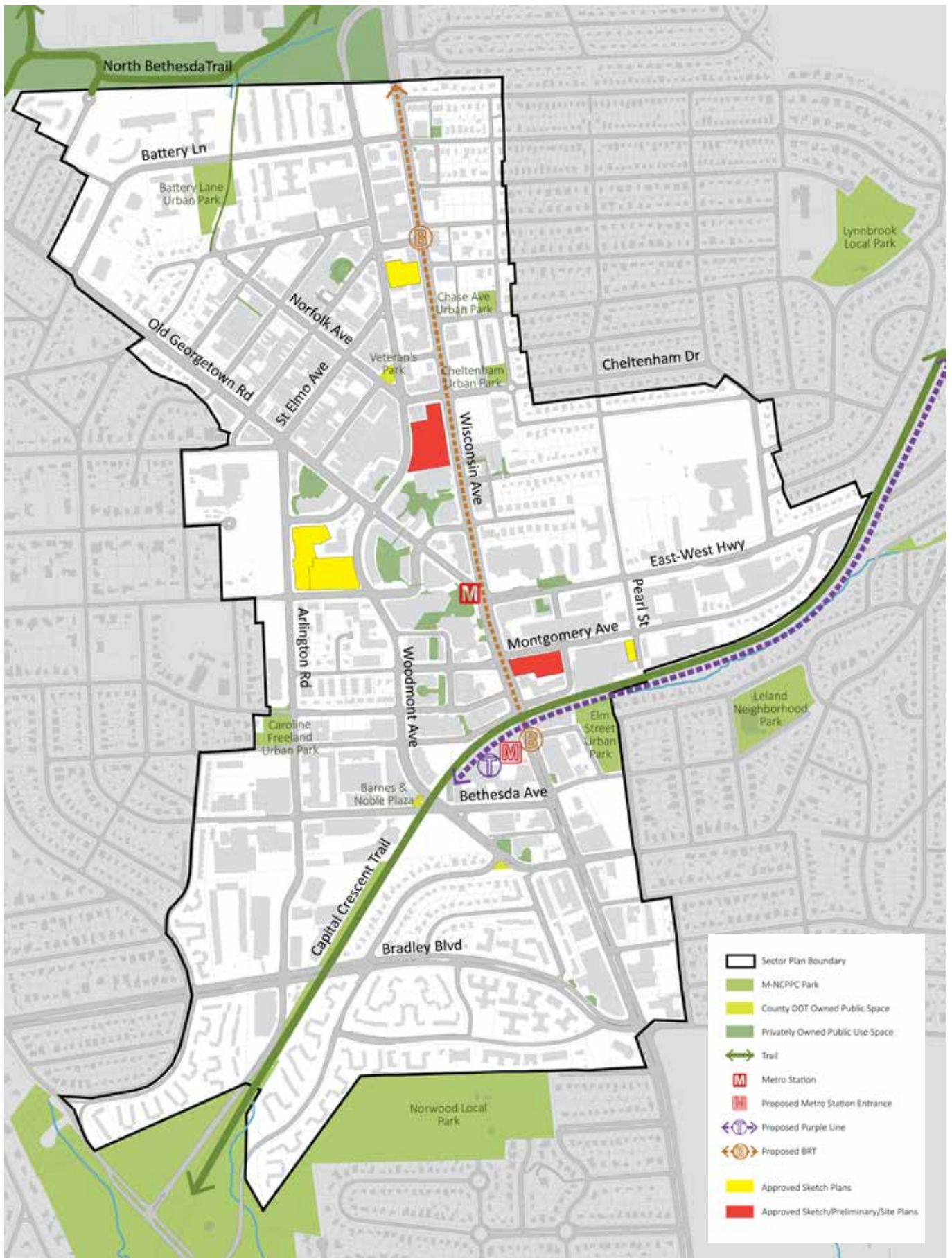
Since the Sector Plan's approval, 11 new Sketch Plan applications have been submitted, including the Marriott International headquarters and 7359 Wisconsin Avenue, as shown on the Monitoring and Tracking Program tables. These Sketch Plans include a mix of commercial and residential proposed projects throughout downtown Bethesda.

Of the 11 Sketch Plan applications, seven projects requested an allocation of BOZ Density. Four of the Sketch Plan applications are proposing residential projects providing for a minimum of 15 percent MPDUs and one project is proposing 25 percent Moderately Priced Dwelling Units (MPDUs), which would exclude the project from having to pay the Park Impact Payment (PIP).

Preliminary and Site Plans

Edgemont at Bethesda II, located at the corner of Edgemoor Lane and Woodmont Avenue, received an approved Preliminary Plan in February 2018 to develop up to 186,000 square feet of residential and up to 160 dwelling units. The Marriott International headquarters and 7359 Wisconsin Avenue (Old Police Station) are the two new site plans that have been approved under the new Plan. Located along the Wisconsin Avenue Corridor, The Marriott headquarters will include up to 825,000 square feet of office, up to 225,000 square feet of hotel, a maximum of 821 parking spaces and

Sector Plan Approved Plans



an allocation of 559,000 square feet of Bethesda Overlay Zone (BOZ) density and a PIP of \$5,590,000 that will be paid at the time of the projects first above grade building permit application. The 7359 Wisconsin Avenue project will include 135,000 square feet of hotel uses and up to 400,000 square feet of office uses, a maximum of 500 parking spaces and an allocation of 214,795 square feet of BOZ density with \$2,147,950 PIP.

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 2018 as 5,126,148 square feet. Bethesda Overlay Zone density will fluctuate based upon projects submitted and approved as well as project's whose adequate public facilities (APF) expire.

Monitoring and Tracking Program Tables.

Sketch Plans (Monitoring)						
Project	Existing SF	Requested SF	Proposed DUs/ MPDUs	BOZ Density Requested(SF)	PIP	Max Height
Artery Plaza	586,611	14,500	N/A	N/A	N/A	170
Euro Motorcars Bethesda	53,574	54,360	N/A	N/A	N/A	45
ZOM Bethesda	12,487	257,676	235/35	172,708	TBD	60
4540 Montgomery Avenue	0	61,250	TBD	0	N/A	145
Edgemont Bethesda II	134,248	186,000	160/24	138,533	TBD	150
8000 Wisconsin Avenue	30,518	430,000	441/110	219,130	0	175
7607 Old Georgetown Road	7,500	225,000	200/30	133,615	TBD	225
4 Bethesda Metro	386,400	1,132,774	TBD	0	0	290
8280 Wisconsin Avenue	3,512	185,000	N/A	93,388	TBD	145

Preliminary and Site Plans (Tracking)						
Project	Existing SF	Approved Un- built SF	DUs/MPDUs	BOZ Density (SF)	PIP	Max Height
7272 Wisconsin Ave (APEX)	179,799	757,385	480/60	N/A	N/A	290
7340 Wisconsin Avenue	1,596	208,285	225/34	N/A	N/A	145T
7359 Wisconsin Avenue	42,032	492,968	N/A	214,795	2,147,950	290
8015 Old Georgetown Road	30,459	168,404	107/17	N/A	N/A	94
Air Rights Center 7300 Pearl	531,928	150,000	N/A	N/A	N/A	97
Brightview Bethesda	37,179	84,349	N/A	N/A	N/A	90T
Koseian Property	6,200	12,090	N/A	N/A	N/A	51
Marriott Heardquarters	90,504	959,496	N/A	559,000	5,590,000	300
Millers Addition	52,521	146,666	N/A	N/A	N/A	45
Rugby Condominium	9,100	96,074	61/8	N/A	N/A	90
St. Elmo Apartments	25,630	238,326	210/32	N/A	N/A	174
The Claiborne	1,768	76,000	58/9	N/A	N/A	110
8008 Wisconsin Avenue	6,333	149,835	106/16	N/A	N/A	143
7900 Wisconsin Avenue	55,528	384,442	420/63	N/A	N/A	174

Source: Monitoring and Tracking Program, May 2018

Existing on the Ground Square Footage (Base)

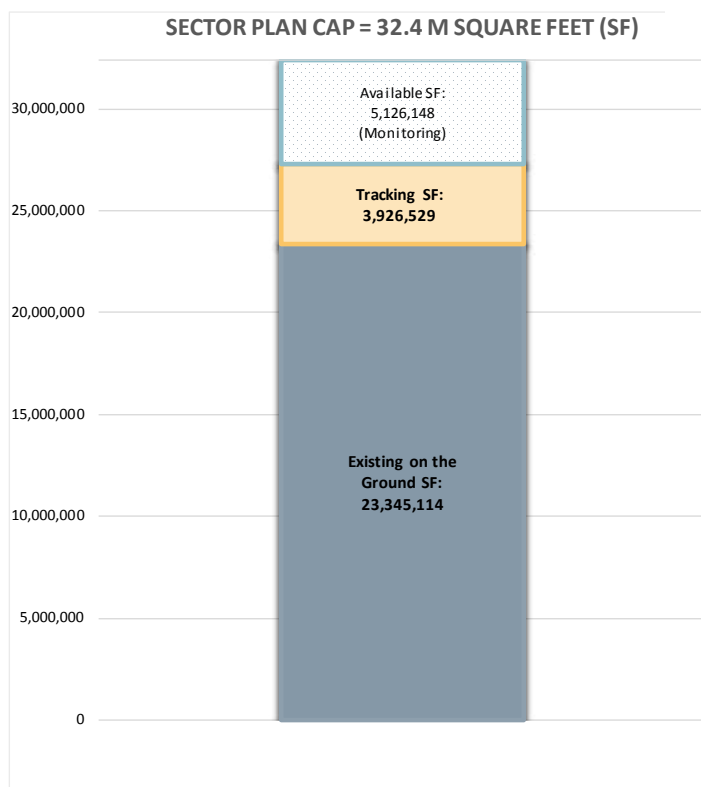
When the Bethesda Downtown Sector Plan began in January 2014, the existing on-the-ground development square footage (parcel file) was analyzed and evaluated in preparation for use with the new Sector Plan land use recommendations. Since the approval and adoption of the Bethesda Downtown Sector plan more than 3 years later, and the creation of the Bethesda Overlay Zone, which sets a cap on the overall development, planning staff re-evaluated the existing on-the-ground development square footage (parcel file) for 2017 to establish an updated existing on-the-ground number (base) to more accurately monitor and track development in downtown Bethesda.

The 2017 parcel file base concluded an existing on-the-ground square footage of 23,345,114 square feet, a decrease of 355,080 square feet from the 2014 parcel file. The differences between the 2014 and 2017 assessments is primarily due to the use of multiple data sources for gross floor area (GFA) for the 2017

parcel file beyond the State of Maryland Department of Assessment and Taxation data (SDAT) for the 2014 parcel file. This allowed for additional cross-checking of data to improve accuracy. The 2017 parcel file also excluded parking garages, and included density for projects in the February 2017 pipeline report that were already under construction.

Recommendations

- 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.



Schools

The following reflects the current and projected status of schools serving the Bethesda Downtown Plan area. In general, the current analysis is consistent with the analysis conducted a year ago for approval of the Plan. For this analysis, we have updated the projected Plan build-out enrollment impact to reflect the latest Montgomery County Public Schools (MCPS) enrollment projections, the approved pipeline, and approved or potential school capacity projects.

MCPS has been working with outside consultants to develop a new enrollment projection model that will be rolled out this summer. The new model will be used to calculate the next round of enrollment projections that will be released in October 2018. The projections from the new methodology will be used in next year's monitoring report, and will form the basis for the FY20 Annual School Test, which will take effect on July 1, 2019.

Current School Adequacy

The Bethesda Downtown Plan is served by the Bethesda-Chevy Chase (B-CC) Cluster. In the current school year, the cluster is at 96% capacity utilization at the elementary school (ES) level. The MCPS Division of Capital Planning anticipates that this level of utilization at the cluster level will generally be maintained throughout the six-year timeframe. Due to the opening of Silver Creek Middle School in September 2017, the current middle school utilization across the cluster is 78%. MCPS expects the middle school utilization to increase to 89% by the end of the six-year window. Current utilization at B-CC High School is at 124%, but after opening an addition in September 2018, the utilization is expected to fall to 102% in the sixth year of the Capital Improvement Projects (CIP).

The Plan area is primarily served by Bethesda

Elementary School, which opened the current school year at 111% utilization, despite the recent opening of an addition in August 2015. MCPS projects the school to be at 125% utilization and 139 students over capacity for the 2023-24 school year. According to the 2016 Subdivision Staging Policy, this projected utilization would classify the school as inadequate, resulting in a development moratorium within the school's service area that would take effect on July 1, 2018.

The Plan area is also served by Somerset Elementary School (mostly south of Bradley Boulevard), which opened the current school year at 117% utilization. MCPS projects the school to be at 127% utilization and 139 students over capacity for the 2023-24 school year. Like Bethesda ES, Somerset's projected utilization would classify the school as inadequate, resulting in a development moratorium within the school's service area that would take effect on July 1, 2018.

A moratorium would prevent any development application for more than three new residential units that had not yet received its preliminary plan approval from moving forward. However, while MCPS did not include a capacity project for either Bethesda ES or Somerset ES in its requested CIP, the County Council is poised to adopt a capital budget that includes a solution project for a six-classroom addition at Bethesda ES and a solution project for a four-classroom addition at Somerset ES. The Council only adds placeholder projects (to the out-years of the budget) when it has received assurances from MCPS that it is actively pursuing a solution to the specific overcrowding issue. In this case, the MCPS CIP request includes an FY 2019 appropriation for

facility planning to explore a Bethesda-Chevy Chase Cluster elementary school capacity solution.¹ As part of that effort, MCPS will study options to open a previously closed elementary school that would serve downtown Bethesda (most likely Lynnbrook ES, but as the sector plan indicated, Rollingwood ES will also be considered). So, while the placeholder projects suggests future additions at Bethesda ES and Somerset ES, it is highly likely that these schools will be relieved of their overcrowding with a cluster-wide solution, such as reassigning students to an existing school or a school reopened. Nevertheless, if the Council adopts a budget in May that includes funding for the placeholder projects, then Bethesda ES and Somerset ES service areas will avoid falling into moratorium. The ES capacity study proposed by MCPS would begin this summer (2018) and would likely be completed by the fall of 2019.

Anticipated Build-Out Adequacy

For all three levels (elementary, middle and high), the six-year projected collective capacity in the B-CC Cluster lags the estimated build-out enrollment.² The degree to which this occurs varies by level. Without additional school capacity, the cluster elementary schools are estimated to be at 111% utilization collectively at full build-out. The middle schools are estimated to be slightly above 100% utilization, and B-CC high school is estimated to be at 116% utilization. It should be noted that while these would characterize the cluster as being over-enrolled, if these utilization rates were to be reached within a 6-year CIP calendar, they would not be high enough to classify the schools as inadequate thus requiring a cluster-wide moratorium.

¹ "Superintendent's Recommended FY 2019 Capital Budget and the FY 2019-2024 Capital Improvements Program," Montgomery County Public Schools, October 2017, page 3-6.

² This estimates build-out enrollment not only for the Bethesda Downtown Plan, but the other neighboring master plans that are served by the B-CC Cluster, including Lyttonsville, Chevy Chase Lake, and Westbard). It's important to note that there is no timeline associated with this build-out estimate because each of the plans will be implemented over different time periods.

During adoption of the Bethesda Downtown Plan, Council staff worked with MCPS to identify potential capacity options that could be explored to alleviate overcrowding in the B-CC Cluster. At the elementary school level, these included a potential addition at Westbrook ES and the potential reopening of Lynnbrook ES and/or Rollingwood ES. As demonstrated in the table below, if pursued, these options would create capacity for 1,474 additional students combined. This is more than adequate to cover the cluster's estimated build-out elementary school enrollment, lowering the build-out elementary school utilization rate to 80%.

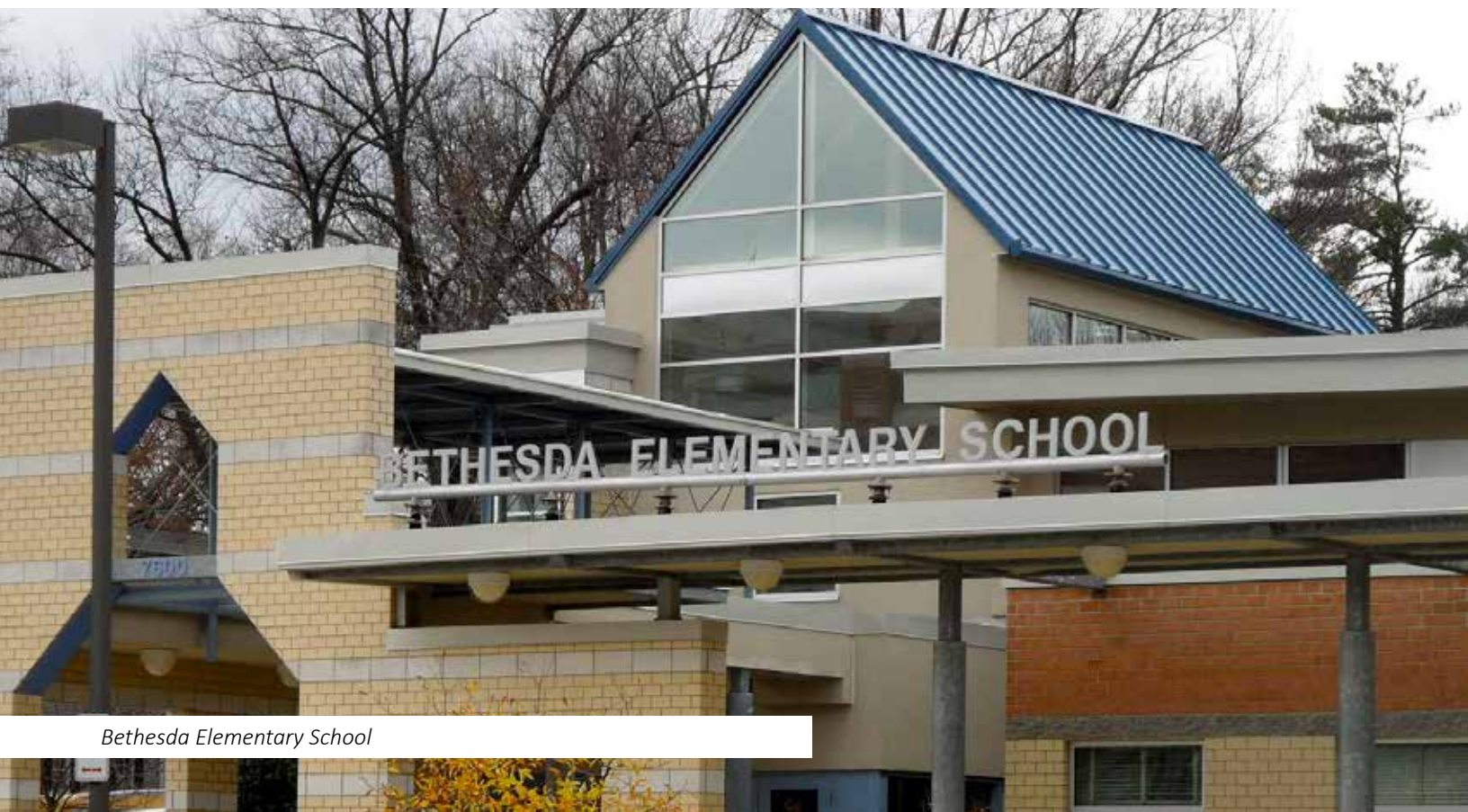
Similarly, staff indicated that additions at the cluster's two middle schools could result in capacity for an additional 383 students. This would lower the estimated build-out middle school utilization rate to 84%.

At the high school level, however, MCPS does not anticipate being able to add capacity to B-CC High School on its current site, beyond the 715 seats being added by the current addition, which is due to open

in September 2018. As specified in the Sector Plan, MCPS should evaluate the need to expand B-CC High School through the expansion or acquisition of neighboring properties in the Pearl District along East West Highway. Additionally, MCPS should also look for capacity solutions outside the cluster. MCPS is currently studying the feasibility of reopening Woodward High School to relieve overcrowding in the downcounty area. While this option has been discussed as primarily serving to ease enrollment issues at Walter Johnson HS and Albert Einstein High School, it has also been discussed as a possible solution for long-term enrollment burdens at B-CC High School.

Recommendations

- Continue to monitor the space needs for the schools that serve downtown Bethesda and ensure options for providing adequate student enrollment capacity, such as expansion and additions, reopening former schools in the vicinity, and opportunities for placement of future schools.



Bethesda Elementary School

Build-out Enrollment Forecast in the B-CC Cluster				
	ES Enrollment	MS Enrollment	HS Enrollment	Notes
MCPS ENROLLMENT PROJECTIONS				
2023-24 B-CC Cluster Projections	3,690	1,803	2,463	Final year projections of the 6-year CIP
BETHESDA DOWNTOWN PLAN				
Units approved and counted in projections	0	0	0	Includes 2,327 Multi-Family (MF) high-rise units and 55 MF low-rise units approved before Plan adoption, and 58 MF high-rise units approved after Plan adoption; all of which have been counted in the 2023-24 projections, per MCPS
Units approved prior to plan adoption, but not counted in projections	13	5	7	240 MF high-rise units
Units approved after plan adoption, but not counted in projections	8	3	4	160 MF high-rise units
Additional remaining capacity	308	123	174	5,615 additional MF high-rise units
GREATER LYTTONSVILLE SECTOR PLAN				
Units approved but not counted in projections	0	0	0	Zero units
Additional remaining capacity	170	72	99	2,063 additional MF high-rise units, 71 additional MF low-rise units, and 250 additional TH units
CHEVY CHASE LAKE SECTOR PLAN				
Units approved but not counted in projections	0	0	0	4 SF detached units
Additional remaining capacity	62	24	34	1,123 additional MF high-rise units and 8 additional TH units
WESTBARD SECTOR PLAN				
Units approved but not counted in projections	0	0	0	Zero units
Additional remaining capacity	0	0	0	No additional units anticipated within the B-CC Cluster
TOTAL	4,251	2,030	2,781	

Buildout Program Capacity Potential in the B-CC Cluster				
	ES Capacity	MS Capacity	HS Capacity	Notes
B-CC Cluster in 2017	3,813	2,024	1,692	At beginning of 2017-18 school year
B-CC HS, planned addition			715	Expected completion is September 2018
Silver Creek MS, possible addition (+12 rooms)		255		Not planned
Westland MS, possible addition (+6 rooms)		128		Not planned
Westbrook ES, possible addition (+8 rooms)	184			Not planned
New ESs at Lynnbrook and Rollingwood	1,290			Not planned
TOTAL	5,287	2,407	2,407	
NET DIFFERENCE	1,036	377	-374	



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, Bethesda Farm Women’s Cooperative Market, 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:

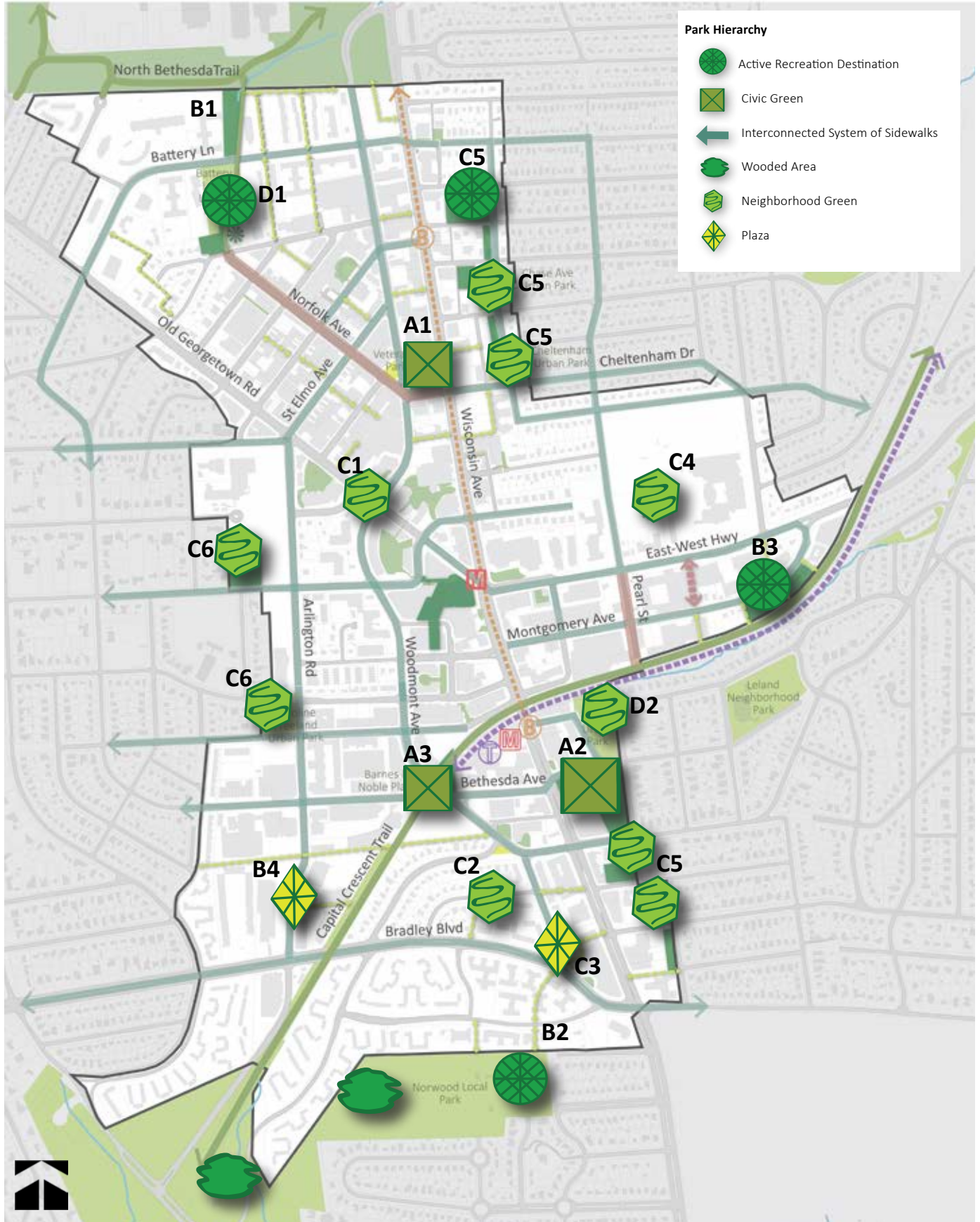
- Support the centers with civic gathering spaces.
- Provide linkages and signature gateways to the major trail systems.
- Create livable communities and appropriate transitions by greening and buffering the edges.
- Create green neighborhood parks.
- Add to the existing park, trail, and open space system.

The table on the following pages 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 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

The following table identifies the inventory of existing and proposed parks and the implementation status of all park and open space recommendations. See Sector Plan Recommended Parks and Open Space map of proposed parks from the Sector Plan.

Sector Plan Recommended Parks and Open Space



Parks Inventory Status					
Recommended Parks and Open Spaces (2.7.3, pp 80-85)	Existing Acres	New Acres	Urban Park Type (PROS 2017)	Description	Status
A.1. Veteran's Park Civic Green	0	0.5	Civic Green	Expand current park into a full Civic Green to serve as flexible green community open space. Will provide space for casual, informal use as well as platform for community events and programming.	This Civic Green may be created through future dedication and/or purchase of land.
A.2. Farm Women's Market Civic Green	0	1.6	Civic Green	Green open space next to the historic market as a destination and local gathering spot, and as activating feature connecting Eastern Greenway and Elm Street Park.	This Civic Green may be created through a combination of tools, including partnerships, easements, dedication, and/or purchase.
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. The project is a candidate in the Parks CIP for facility planning in FY20-22.
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 will be 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	Create a 15-foot wide pedestrian access and gateway 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	Create 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 underway for several parcels.
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.

Parks Inventory Status					
Recommended Parks and Open Spaces (2.7.3, pp 80-85)	Existing Acres	New Acres	Urban 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, walk-to 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 for the dense residential community proposed along Bradley Blvd west of Wisconsin Avenue.	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 CBD 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.	A combination of tools will be used to implement the vision of the Eastern Greenway Neighborhood Greens, including dedication and POPS through development, partnerships with private and public entities, and direct purchase.
C.5.b. Eastern Greenway Neighborhood Greens, South End	0	2.5	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 walk-to recreational amenities. In South End, add a total of 3 acres of green space across four blocks from Willow Lane to Ridge Street.	A combination of tools will be used to implement the vision of the Eastern Greenway Neighborhood Greens, including dedication and POPS through development, partnerships with private and public entities, and direct purchase.
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 direction purchase of adjacent lots, dedication or purchase of land during redevelopment, and/or ROW abandonment.
D.2. Elm Street Neighborhood Green Improvements	2.1	0	Neighborhood Green	Complete the design and construction of rehabilitation of northern portion of this important urban park. No additional land proposed, but construction funding needed.	Status update in Park Development section below.
Capital Crescent Trail	3.9	0	Trail Corridor	Existing, no proposed changes	
Existing and Proposed Acres	10.2	12.9	23.1	Potential Future Acres of Parks and Open Space	

Park Development Projects for Existing Parks

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

Battery Lane Park

Design is nearly complete for the renovation of the existing playground. Additional minor improvements are planned, including new fitness equipment, picnic tables, seating, stormwater management improvements, additional shade tree plantings, and renovation of the Bethesda Trolley Trail within the park. Construction is scheduled for Summer 2018.

Caroline Freeland Park

A facility plan for the renovation of the park was approved by the Montgomery County Planning Board on July 16, 2015. During review of the FY19-24 Capital Improvements Program, the Planning Board recommended reducing the scope of the proposed project to renovate the park. The budget is recommended to be reduced by \$800,000, in order to include it in the new “Park Refresher” CIP project. The park is tentatively scheduled for design and construction from FY20-FY23 pending approval of the FY19-24 CIP, which is currently under review by the Montgomery County Council.

Elm Street Park

The southern portion of the park was renovated in 2009. In 2010, the Planning Board approved a Project Plan amendment for an adjacent commercial property, which included design and partial construction of the northern portion of the park. Redevelopment of the northern portion of the park was intended to be a cost-sharing project with the developer, and public funding for a portion of the project cost was included in the

Department of Parks CIP. The developer has since sold the project, and the new owner has shown no interest in redeveloping the property. The Department of Parks is utilizing the available public funding for design with the intent of requesting the remaining needed funding at a future date. Design of the park has begun but is currently on hold pending resolution of potential impacts of the Purple Line project on the park. The Montgomery County Department of Transportation is developing three options for replacement of the tunnel for the Capital Crescent Trail under Wisconsin Avenue, and the tunnel portal location and trail connection to the Metropolitan Branch Trail will affect the design of the park. Funding for construction of the project was not included in the FY19-24 Capital Improvements Program but will be requested once the timing of the project is resolved.

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 BOZ Density by the Planning Board is required to make a PIP of \$10.00 per square foot on the gross floor area of the approved BOZ Density, except for the gross floor area allocated for MPDUs and except for projects that are providing 25% or more MPDUs. Park Impact Payments must be submitted to the Planning Department’s Development Applications and Regulatory Coordination (DARC) Division as a condition of the Planning Board approval and prior to any above-grade building permit application being issued.

The PIPs will be placed in a separate fund within the Commission’s Capital Improvement Program (CIP) for appropriation and expenditure. In the coming months, the Planning Board will request approval from the County Council for a new project in the CIP to hold PIP funds and provide overall expenditure authority.

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.

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 framework:

- 1. Civic Gathering Spaces:** Civic Greens that support the centers of activity including Veteran's 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 for more active recreation destinations.
- 3. Green Neighborhood Parks:** Parks that serve as spaces for informal or small-event gatherings or luntime 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 work assertively to 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.

For two recently approved development site plans (Marriott headquarters and 7359 Wisconsin Avenue), PIP funds in the amount of \$7,737,950 are anticipated during FY19. 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.

Privately Owned Public Spaces (POPS) – Existing and Planned

The Sector Plan identifies privately owned public spaces (POPS) as an important partner in creating a successful active public space network for downtown Bethesda. The recommendations for privately owned public space include:

- Improve visibility and connections to the street.
- Consider integrating new buildings with active ground-floor uses.
- Use creative wayfinding and public art as beacons.
- Unclutter plaza spaces by smoothing grade and limiting large permanent furniture.
- Integrate stormwater management practices into flexible lawn spaces and plantings.
- Encourage more temporary programming, such as events kiosks and educational opportunities.

Fostering a sense of place is central to enhancing Bethesda's community character and identity. Placemaking involves creating great streets, open spaces whether public or privately owned and

buildings that represent downtown Bethesda, making it recognizable and special to both residents and visitors alike. Improvements to existing POPS and future opportunities for downtown Bethesda are identified below.

Bethesda Place - Renovations to Existing Elevated Plaza

Bethesda Place, the former site of the Discovery Communication's headquarters, is a multi-use development located on the block just north of the Metro station between Wisconsin Avenue and Woodmont Avenue. Bethesda Place has an internal outdoor courtyard/plaza that is narrowly accessible to pedestrians from Wisconsin Avenue, Commerce Lane and Woodmont Avenue. The current internal outdoor plaza is not highly visible or accessible from the three streets and has been underutilized with a lack of pedestrian activity and programming since the Discovery Headquarters left in the 1990s. In addition, the plaza is experiencing structural issues that has led to water damage below the structure. With the issues outlined above, the owner is planning to fix the structural issues as well as redesign the plaza itself with improved access points, better programming and



"Paint the Town" mural at the Bethesda Metro Station and renovations to the Bethesda Place plaza.

improved open space on the plaza level to promote more green space and an active functional space for users to complement the surrounding building uses.

Arts & Entertainment District - Paint the Town Initiative

The Arts and Entertainment District has initiated the “Paint the Town,” mural project to promote more public art murals in downtown Bethesda to enhance the public realm including privately owned public spaces and blank walls.

In 2018, the Bethesda Arts & Entertainment District will be completing two additional murals on blank walls in the Woodmont Triangle District; Garage 35 along Woodmont Avenue and the blank wall of the Triangle Towers building that fronts onto Norfolk Avenue.

7900 Wisconsin Through-block Open Space

This project was approved under the previous Bethesda Plan and is currently under construction, development will provide 11,329 sf. of on-site public use space in the form of a large through-block open space. The through-block open space incorporates a diversity of innovative and attractive features,

including a landscaped stormwater management area, turfed mounds that people can climb and sit on, and numerous paths that accommodate direct and indirect circulation.

The through-block open space runs from the St. Elmo Avenue intersection to Wisconsin Avenue, passing beneath a portion of the building. At the Wisconsin Avenue entrance to the public use space, the underside of the building overhead includes a special treatment that is envisioned to be a reflective, metallic, and multifaceted surface.

Additionally, the open space will be providing numerous picnic/sitting areas, a modified open play area, and pedestrian paths, as well as indoor fitness and meeting space. The project will also be providing streetscape improvements, including street trees, along Wisconsin Avenue and Woodmont Avenue as required by the Plan and Streetscape Standards.



7900 Wisconsin Avenue proposed open space.



Marriott International Headquarters proposed through-block open space.

Marriott HQ Through-block Open Space

The approved Marriott Headquarters project located along Wisconsin Avenue and Woodmont Avenue, north of the Metro Station will include 7,578 square feet of outdoor activated public open space. The POPS will be in the form of a through-block connection or urban pathway between the planned Marriott Headquarters office building and the full-service Hotel connecting Wisconsin Avenue and Woodmont Avenue. The open space will be lined with activating uses, a mix of hard-scape and green areas as well as a large specimen tree.

7359 Wisconsin Avenue Plaza

The approved project at 7359 Wisconsin Avenue will include a large public/private plaza with sidewalk café seating and public art designed to engage the public along both Wisconsin Avenue and Montgomery Avenue. The planned plaza may be activated with various food service and retail as complemented by amenities such as outdoor seating, water features and other engaging accessories, to be a major public amenity for the community, hotel guests and building tenants. Additionally, the plaza will be wired to allow for the dynamic work environments desired by employees and the public. The plaza will also feature varied seating to allow mixed options for plaza visitors. The combination of these uses along with the required streetscape improvements and added street trees can create a dynamic and active streetscape along both Wisconsin and Montgomery Avenues, which is lacking today.



Illustrative view of the 7359 Wisconsin Avenue plaza.

Recommendations

- Continue to work towards the creation of new parks using a variety of tools (direct purchase, dedication through development, and partnerships with other landowners) to implement the parks recommendations in the Sector Plan.
- Work with property owners to create functional, accessible, and active privately-owned public spaces as part of the development process.
- Establish the process for appropriating and expending the Park Impact Payment funds through the CIP as the initial PIPs are submitted over the coming year.
- Engage the Implementation Advisory Committee to support 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.

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 2017 Bethesda Downtown Sector Plan recommended the TMD responsibilities be expanded to include parking management efforts. This document also includes recommendations in support of the 1994 Bethesda CBD Plan’s recommendation to maintain a constrained long-term parking supply.

Non-Auto Driver Mode Share (NADMS)

Non-Auto Driver Mode Share measures the percentage of commuters arriving for work at a given worksite or area, or departing their home to go to work, using a travel mode other than driving. “Non-Driver” includes all carpool and vanpool passengers but excludes carpool and vanpool drivers. NADMS also includes commuters who travel to work via other alternatives: transit, biking, walking, etc. – and those who telework instead of physically traveling to the worksite. The

NADMS goal is analyzed for the two-hour and three-hour peak period morning commutes: 7:00 am – 9:00 am and 6:30 am – 9:30 am. At the time of the Sector Plan’s adoption, 42 percent of people commuting to work in Bethesda, did so by non-auto driver travel modes.

One of the key recommendations to the Bethesda Downtown Sector Plan update was the introduction of a combined NADAMS goal for multi-unit residential development and employment sites. The Sector Plan requires achieving a Non-Auto Driver Mode Share (NADMS) for both commuters and residents of 55 percent for the Sector Plan area. Starting with the fiscal year 2019-2020, multi-unit residential sites within the Plan area will be required to collect surveys to track the commuter mode share for residents. The Montgomery Department of Transportation will complete its update of Bethesda’s NADMS progress in next year’s annual report.

Bicycle and Pedestrians Connections

The Maryland State Highway Administration (SHA) designated the Sector Plan area as a Bicycle-Pedestrian Priority Area (BiPPA)¹ prior to the adoption of the Sector Plan. Montgomery County has its own, similar designation and the Sector Plan recommended that Montgomery County Department of Transportation (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 was planned to provide a detour for cyclists while segments of the trail are closed for the construction of the Purple Line. The surface trail will continue across segments of roadway in a designated space. The alignment for most of the treatment is a two-way separated bike lane on one side of the street. The route begins at the intersection of the Capital Crescent Trail (CCT) and Bethesda Avenue. It will continue east across Wisconsin Avenue, along Willow Lane and along 47th Street. Design has progressed to 30 percent at the time of this Report, and construction is anticipated to begin in spring or summer of 2019.
- Woodmont Avenue between Wisconsin Avenue/Leland Street and Norfolk Avenue is planned for a two-way separated bike lane. Design for this project is underway. The separated bikeway is currently included in the Recommended FY19-FY24 CIP, but it is dependent on final adoption of the FY19-FY24. As recommended, improvements would be fully funded for design and implementation as part of Bethesda Bikeway and Pedestrian Facilities CIP P500119. Assuming funding is approved, design is anticipated in FY19-FY20 and construction as soon as FY20-21.
- Montgomery Lane and Montgomery Avenue between Woodmont Avenue and Pearl

¹ Bethesda projects are eligible for BiPPA spending but cannot currently be funded by the BiPPA Capital Improvement Project (CIP) P501532, as Bethesda is not specified as one of the funding targets. Bethesda is being funded by specific Bethesda-focused bicycle and pedestrian CIPs: Capital Crescent Trail P501316 and Bethesda Bikeway and Pedestrian Facilities P500119.

[illegible]

Street is planned for a two-way separated bike lane. Concept design is underway. The separated bikeway is currently included in the Recommended FY19-FY24 CIP, but it is dependent on final adoption of the FY19-FY24. As recommended, improvements would be fully funded for design and implementation as part of Bethesda Bikeway and Pedestrian Facilities CIP P500119. Assuming funding is approved, design is anticipated in FY19-FY20 and construction as soon as FY20-21.

One of the key ways to improve pedestrian accessibility is to evaluate and improve safety conditions at pedestrian crossings, as these areas are where pedestrians are most vulnerable and exposed to potential conflicts with motor vehicles. Although not specifically identified in the Bethesda Downtown Sector Plan, pedestrian crossing treatments were recently implemented to improve the safety and comfort for people walking in Downtown Bethesda. These improvements are listed below:

- At the intersection of Arlington Road and Moorland Lane, a Leading Pedestrian Interval (LPI) was incorporated into the signal phasing. The flashing “Don’t Walk” interval was increased to allow more time to cross. No Turn on Red restrictions were added to the northbound and southbound approaches on Arlington Road.
- The intersection of Arlington Road and Edgemoor Lane was also improved with an LPI², additional time for the “Don’t Walk” interval, and No Turn on Red restrictions were added to the northbound and southbound approaches on Arlington Road.

Two signalized intersections were under study for an all-pedestrian phase in the signal cycle, which would allow pedestrians to cross in all directions at once, without the potential for conflicts with vehicles. The two locations considered for this treatment were Woodmont Avenue at Bethesda Avenue and Bethesda Avenue at Arlington Road. It was determined that the intersection of Woodmont Avenue and Bethesda Avenue would not be eligible for this treatment as a diagonal pedestrian crossing from the southwest corner to the northeast corner would conflict with the diagonal bike crossing, which is included in the Capital Crescent Surface Trail design. Furthermore, the diagonal pedestrian crossing from the northwest corner to the southeast corner is not feasible because of the length of the crossing. The all-pedestrian phase has been activated at the intersection of Bethesda Avenue and Arlington Road.

New Streets

One new street was recommended as part of the Bethesda Downtown Sector Plan. The Pearl District Connector, a new business district street, was envisioned to provide another connection between East-West Highway and Montgomery Avenue, across from the Bethesda-Chevy Chase Highschool driveway. The street would improve local connectivity and would expand the street grid within the Pearl District. Guidance from the Sector Plan states that implementation of the new street should only be considered if 4350 East-West Highway redevelops. At the time of this Report no development applications have been received for this site and therefore no further movement has been made on this recommendation.

² *Leading Pedestrian Intervals are timing (usually two to three seconds) that are given exclusively to pedestrians within a signal cycle to allow pedestrians to safely enter the crosswalk before cars are given a green phase. These treatments are most effective with the incorporation of No Turn on Red restrictions to avoid conflicts between pedestrians entering a crosswalk and cars turning right on a red phase.*

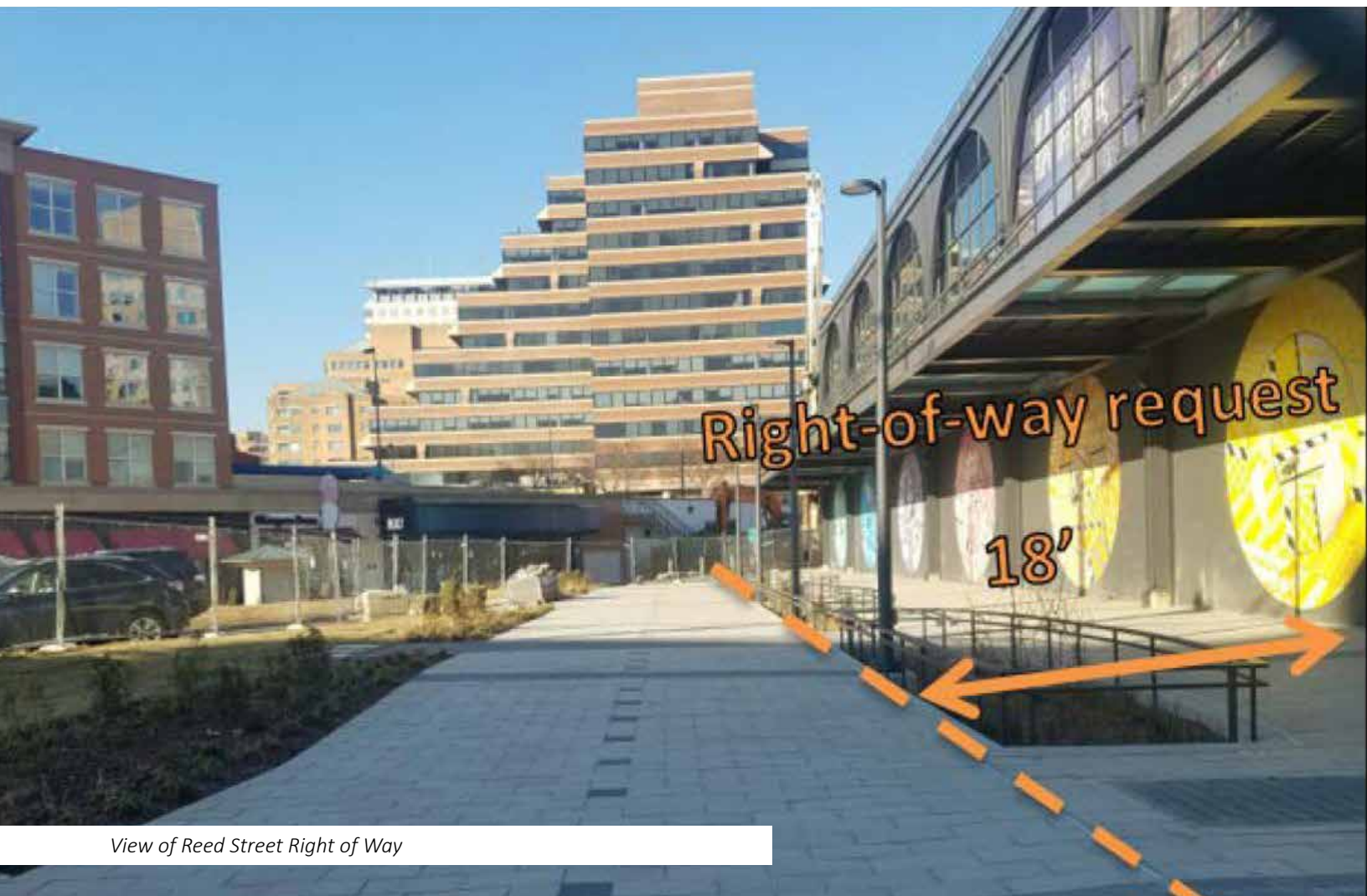
Reed Street Right Of Way Abandonment

Earlier this year JBG petitioned for partial abandonment of the Reed Street right-of-way. Reed Street is a public right-of-way measuring 50-feet in width (20-feet of paving), oriented north/south between Bethesda Avenue and Elm Street, east of Woodmont Avenue. This access point is restricted to authorized vehicles only, and is intended primarily for pedestrian and bicycle access, as it aligns with a crosswalk across the northern leg of the intersection of Woodmont Avenue and Bethesda Avenue. The northern end of the right-of-way terminates at the tunnel entrance to the Capital Crescent Trail. Given its close proximity to the intersection of Woodmont Avenue and Bethesda Avenue, it is unlikely that the

Reed Street right-of-way will ever be needed for vehicular access.

The Planning Board reviewed the abandonment request (AB-57) at its regularly scheduled meeting of March 1, 2018 and heard testimony from the Petitioner and a representative from the Coalition of Bethesda Area Residents. The Planning Board recommended approval to the Council with one condition, included below:

The Petitioner must enter into a legally-binding, long-term agreement with Montgomery County in the form of a covenant or other appropriate legal instrument, to ensure that the subject abandonment area remain publicly accessible.



View of Reed Street Right of Way

The Hearing Examiner reviewed the abandonment request on March 28th, 2018 and at the time of writing this document, has not released a recommendations to the Council for action.

Road Network Adequacy Test

As required by the 2016 Subdivision Staging Policy (SSP), key intersections were evaluated using the Highway Capacity Manual (HCM) methodology which estimates average seconds of delay per vehicle during morning and evening peak periods. The nine intersections studied within the Sector Plan boundary are located within the Bethesda Metro Station Policy Area and were therefore evaluated for adequacy based on a policy area delay standard of 120 seconds/vehicle. The five gateway intersections studied as part of the roadway network analysis are located within the Bethesda/Chevy Chase Policy Area and were evaluated

for adequacy based on a policy area delay standard of 80 seconds/vehicle. These same 14 intersections were reevaluated for the annual monitoring report to establish a baseline condition. The Average Vehicle Delay Analysis Table shows the results of the average vehicle delay analysis (in seconds) of the Bethesda Downtown Sector Plan study intersections.

As shown in the table, all intersections in the Plan boundary are estimated to operate adequately based on the applicable policy standard for average vehicle delay; however, two of the five gateway intersections are estimated to exceed the applicable policy area standard for average vehicle delay. These intersections are highlighted above and briefly described below:

- Bradley Lane and Connecticut Avenue – Estimated to exceed the applicable policy area intersection congestion standard during the evening peak hour.

Average Vehicle Delay Analysis					
East-West Road	North-South Road	Count Year*	HCM Delay Standard	Annual Report Baseline Average Delay Analysis	
				AM	PM
Battery Lane	Wisconsin Avenue	2017	120 sec.	21.6 sec.	17.2 sec.
Elm Street	Wisconsin Avenue	2016	120 sec.	9.3 sec.	15.4 sec.
Bradley Boulevard	Wisconsin Avenue	2016	120 sec.	43.8 sec.	27.3 sec.
East-West Highway	Wisconsin Avenue/ Old Georgetown Road	2017	120 sec.	65.6 sec.	75.1 sec.
Montgomery Avenue	Wisconsin Avenue	2017	120 sec.	25.8 sec.	27.4 sec.
Bethesda Avenue	Arlington Road	2010*	120 sec.	28.6 sec.	72.3 sec.
Leland Street	Wisconsin Avenue	2016	120 sec.	12.7 sec.	13.4 sec.
Wilson Lane	Old Georgetown Road	2017	120 sec.	49.8 sec.	70.5 sec.
East-West Highway	Connecticut Avenue	2014*	120 sec.	88.0 sec.	115.2 sec.
Bradley Lane	Connecticut Avenue	2014*	80 sec.	26.0 sec.	109.6 sec.
West Cedar Lane	Old Georgetown Road	2013*	80 sec.	34.7 sec.	34.0 sec.
Cedar Lane	Rockville Pike	2017	80 sec.	50.4 sec.	59.5 sec.
Jones Bridge Road	Rockville Pike	2014*	80 sec.	114.0 sec.	47.6 sec.
Huntington Parkway	Bradley Boulevard	2013*	80 sec.	33.5 sec.	53.7 sec.

There was insufficient time to collect all new turning movement counts for the first annual monitoring report. Counts with the symbol "" were estimated for 2017 by applying annual growth rates generated from the County's Travel/4 model, based on Annual Average Daily Travel totals provided by Maryland State Highway Administration. Moving forward with future editions of this report that will include a study of road network adequacy (even years), new turning movement counts for all 14 intersections will be collected.

- Jones Bridge Road and Rockville Pike –
Estimated to exceed the applicable policy area intersection congestion standard during the morning peak hour.

These gateway intersections were discussed in detail with the Council’s Planning Housing and Economic Development (PHED) Committee prior to the adoption of the Bethesda Downtown Sector Plan. Staff determined that traffic congestion exceeded the applicable policy area standard for average vehicle delay in the current condition prior to forecasting potential impacts from the additional density envisioned by the Bethesda Downtown Sector Plan. After discussing potential mitigation strategies, the PHED Committee members ultimately decided not to include conceptual or illustrative recommendations in the Sector Plan for the purpose of future traffic mitigation at these locations. Instead, the Council decided to consider capacity improvements at these intersections as part of the development of the Unified Mobility Program (UMP) for Bethesda³. For the intersection improvement at Connecticut Avenue and Bradley Lane, the Council will also consider historic preservation, environment and other community impacts. Until the UMP is finalized, staff will continue to monitor all 14 intersections studied for the Sector Plan.

According to the latest traffic counts analyzed, another gateway intersection is estimated to closely approach the applicable policy area intersection congestion standard during the evening peak hour; East-West Highway at Connecticut Avenue. This gateway intersection was also discussed with the PHED Committee, and was included among the intersections noted in the Bethesda Downtown Sector Plan to be studied further as part of Bethesda’s UMP.

3 At the time of this report, MCDOT has encumbered funds to begin work on the UMP. The project is currently in the scoping stage and an official kick-off is expected in June of 2018.

The map displays the Old Georgetown Road corridor in Washington, DC, with a focus on traffic delay data. The corridor is highlighted in green. Major roads shown include I-495, Connecticut Ave, Old Georgetown Rd, and various local streets like Cedar La, Battery La, and Bradley Blvd. Delay data is represented by colored circles at intersections, with a legend indicating Delay/STD Range from 0.00 to 1.00. A green shaded area highlights the Old Georgetown Road corridor.

Delay/STD Range	
0.00	0.25
0.25	0.69
0.69	1.00
1.00	

Legend: AM PM

Development Approvals

Given the demand for relatively high-density development within the Downtown, multiple projects filed within the Sector Plan area were required to study the potential impacts of their development on the existing transportation network. A summary of each project with Adequate Public Facilities Ordinance (APFO) approval since the Sector Plan's traffic analysis is included below, 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.

8015 Old Georgetown Road

- APFO Approval: November 3, 2016
- Density: 107 multifamily units; 53,000 SF religious institution use
- This application was subject to the 2012 SSP, which required Critical Lane Volume (CLV) analysis to determine capacity.
- The Applicant was also required to provide streetscape improvements along Old Georgetown and Glenbrook Roads.

8015 Old Georgetown Road APFO Analysis							
Intersection	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Old Georgetown Rd/ Battery Ln	1800	928	1037	942	1078	947	1084
Old Georgetown Rd/ Site Access	1800	N/A	N/A	N/A	N/A	802	831
Old Georgetown Rd/ Glenbrook Rd	1800	833	872	844	892	871	929
Old Georgetown Rd/ Auburn Ave	1800	632	748	644	768	664	779
Glenbrook Rd/Site Access	1800	N/A	N/A	N/A	N/A	136	114
Glenbrook Rd/Rugby Ave	1600	144	125	144	125	163	131
Rugby Ave/ Norfolk Ave	1600	162	128	162	128	181	142

Source: Lenhart Traffic Consulting Traffic Study, dated April 26, 2016.

7272 Wisconsin Avenue

- APFO Approval: January 5, 2017
- Density: 480 Multifamily units; 360,800 SF office; 14,572 retail
- This application was subject to the 2012 SSP, which required Critical Lane Volume (CLV) analysis to determine capacity.
- The Applicant is constructing new access to the future Purple Line Station and improving access to the Red Line Station through access to a new south portal entrance. Additionally, the Applicant is providing streetscape improvements along Wisconsin Avenue and Elm Street.

7272 Wisconsin Avenue APFO Analysis							
Intersection	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Arlington Rd/Elm St	1800	668	874	802	1,041	840	1,047
Woodmont Ave Hampden Ln	1800	470	688	614	942	701	972
Woodmont Ave/Elm St	1800	583	623	724	874	857	1,038
Woodmont Ave/ Bethesda Ave	1800	384	573	524	797	524	832
Wisconsin Ave/ East-West Hwy	1800	1,070	1,057	1,331	1,331	1,349	1,442
Wisconsin Ave/ Montgomery Ave	1800	981	950	1,258	1,171	1,275	1,213
Wisconsin Ave/ Elm St/ Waverly	1800	769	840	914	988	913	1,028
Wisconsin Ave/ Elm St/ Waverly (Road Diet)	1800	--	--	983	1,060	989	1,102
Wisconsin Ave/ Bethesda Ave	1800	805	856	1,065	1,137	1,085	1,133
Wisconsin Ave/ Leland St	1800	792	788	971	994	975	1,000
Waverly St/ Montgomery Ave	1800	853	853	956	1,004	1,068	1,014
Wisconsin Ave/ Site Access	1800	623	499	744	687	775	725
Elm St/ Site Access	1800	--	--	--	--	504	487

Source: Wells + Associates traffic study, dated July 1, 2016 and revised November 11, 2016.

Artery Plaza

- APFO Approval: November 30, 2017
- Density: 563,170 SF office; 41,525 SF retail
- As a condition of approval for the project, the Applicant is required to participate in the Bethesda Avenue segment of the Capital Crescent Surface Trail.

Artery Plaza APFO Analysis							
Intersection	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Bethesda Ave/Woodmont Ave	120 sec.	23.5 sec.	30.5 sec.	24.1 sec.	32.1 sec.	25.3 sec.	33.2 sec.
Bethesda Ave/ Site Driveway							
EBLR Approach	N/A	2.0 sec.	0.2 sec.	2.0 sec.	0.2 sec.	3.0 sec.	0.5 sec.
WBTR Approach		0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.
SBLR Approach		11.4 sec.	14.6 sec.	11.2 sec.	14.1 sec.	13.5 sec.	19.4 sec.
Wisconsin Ave/ Bethesda Ave/ Driveway	120 sec.	12.6 sec.	25.1 sec.	12.8 sec.	25.4 sec.	12.0 sec.	38.2 sec.
Wisconsin Ave/ Willow Ln	120 sec.	12.6 sec.	19.0 sec.	13.4 sec.	23.2 sec.	12.0 sec.	25.1 sec.

Source: Wells & Associates Transportation Study dated May 12, 2017

Marriot International Headquarters

- AFPO: December 14, 2017
- Debsity: 225,000 SF hotel (246 rooms); 825,000 SF office
- As conditions of approval for the project, the Applicant is required to participate in the installation of bikeways along Norfolk and Woodmont Avenues, as well as streetscape improvements along all three of the site's frontages: Wisconsin, Norfolk, and Woodmont Avenues.

Marriot International Headquarters APFO Analysis

Intersection	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Arlington Road/Edgemoor Ln	120 sec.	11.6 sec.	33.3 sec.	13.9 sec.	28.5 sec.	14.2 sec.	29.3 sec.
Woodmont Ave (between Battery Ln & Edgemoor Ln) *	120 sec.	16.0 sec.	19.0 sec.	21.0 sec.	22.0 sec.	31.0 sec.	23.0 sec.
Norfolk Ave (between St. Elmo Ave & Wisconsin Ave) *	120 sec.	11.6 sec.	23.0 sec.	18.0 sec.	30.0 sec.	1.0 sec.	30.0 sec.
Wisconsin Ave (between Battery Ln and Montgomery Ave) *	120 sec.	33.0 sec.	38.0 sec.	47.0 sec.	48.0 sec.	44.0 sec.	45.0 sec.
Old Georgetown Rd/E-W Hwy (between Battery Ln & Pearl St) *	120 sec.	42.0 sec.	54.0 sec.	59.0 sec.	75.0 sec.	72.0 sec.	87.0 sec.
Montgomery Ave (between Wisconsin Ave & Pearl St) *	120 sec.	26.0 sec.	27.0 sec.	31.0 sec.	45.0 sec.	33.0 sec.	48.0 sec.

* Denotes a corridor analysis. Source: Wells & Associates Transportation Study, dated October 30, 2017.

Edgemont II at Bethesda II

- APFO Approval: February 1, 2018
- Density: 160 multifamily units
- As conditions of approval, the Applicant will construct the Bethesda streetscape on its two frontages and will participate in the implementation of new separated bicycle lanes on Woodmont Avenue and Edgemoor Lane.

Edgemont II at Bethesda II APFO Analysis

Intersection	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Edgemoor Ln/Arlington Rd	120 sec.	12.6 sec.	34.2 sec.	14.1 sec.	30.0 sec.	14.4 sec.	30.5 sec.
Edgemoor Ln/Site Driveway (west)	120 sec.	0.5 sec.	0.3 sec.	0.4 sec.	0.2 sec.	1.1 sec.	0.8 sec.
Edgemoor Ln/Site Driveway (east)	120 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.
Edgemoor Ln/Site Loading	120 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.	0.0 sec.
Edgemoor Ln/Woodmont Ave	120 sec.	16.2 sec.	18.2 sec.	16.6 sec.	18.3 sec.	17.1 sec.	18.6 sec.
Elm St/Woodmont Ave	120 sec.	12.6 sec.	13.5 sec.	15.5 sec.	28.6 sec.	43.2 sec.	18.3 sec.
Elm St/Arlington Rd	120 sec.	13.1 sec.	21.0 sec.	40.0 sec.	18.1 sec.	15.5 sec.	28.7 sec.

Source: Wells & Associations Transportation Study, dated June 30, 2017.

7359 Wisconsin Avenue (Old Police Station)

- APFO Approval: February 8, 2018
- Density: 535,000 SF commercial; 400,000 SF office; 135,000 SF hotel (225 room)
- As conditions of approval for the project, the Applicant is contributing to Sector-Planned bike lanes along Montgomery Avenue. The Application includes sidewalk and streetscape upgrades to the Property's frontage along all three street frontages, and participation in the realization of a Sector-Planned bicycle facility on Montgomery Avenue.
- Overall, none of the projects with APF approval forecasted traffic volumes that would exceed the standard of average vehicle delay at intersections set by the 2016 SSP, and therefore none of the projects were required to identify mitigation strategies. Until these projects are constructed and occupied, they will be included in transportation impact studies as background traffic for future projects.
- One additional project, the Claiborne, was also approved since the Sector Plan's adoption but did not forecast enough new person trips to require a transportation impact study. The preliminary plan was approved on July 27, 2017 and one of the conditions of approval requires the Applicant to provide streetscape improvements along its two frontages on Auburn and Norfolk Avenues.

7359 Wisconsin Avenue APFO Analysis							
Intersection	SSP Standard	Existing		Background		Total	
		AM	PM	AM	PM	AM	PM
Woodmont Ave/ Elm St	120 sec.	13.0 sec.	13.0 sec.	29.9 sec.	17.3 sec.	29.8 sec.	19.6 sec.
Wisconsin Ave (between East-West Hwy and Elm St) *	120 sec.	31.0 sec.	27.0 sec.	43.0 sec.	43.0 sec.	50.0 sec.	48.0 sec.
East-West Hwy (between Wisconsin Ave and Pearl St) *	120 sec.	57.0 sec.	38.0 sec.	82.0 sec.	54.0 sec.	92.0 sec.	61.0 sec.
Montgomery Ave (between Wisconsin Ave and Pearl St) *	120 sec.	25.0 sec.	23.0 sec.	32.0 sec.	41.0 sec.	40.0 sec.	47.0 sec.

* Denotes a corridor analysis. Source: Wells & Associates Transportation Study, dated December 21, 2017.

Current Traffic Studies

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

In March of 2018, MCDOT released their re-evaluation of the road diet recommended in the Sector Plan on Arlington Road, previously studied in 2014. The road diet recommended restriping the existing four lane road configuration to three lanes with bicycle lanes on either side of Arlington Road. The previous study evaluated the potential impacts against the previous version of the SSP which set congestion standards and applied the Critical Lane Volume Analysis method. The current SSP requires evaluation of the average

seconds of delay per vehicle using the Highway Capacity Manual (HCM) methodology for intersections in the Bethesda Central Business District Policy Area. Therefore, this re-evaluation would apply the new congestion standards and evaluation methodology against updated count data and field observations.

The study found that the recommended road diet would likely increase congestion beyond the acceptable standard set by the 2016 SSP and would increase northbound queuing from Old Georgetown Road to beyond Bradley Boulevard in the evening peak hour, and southbound queuing from Bradley Boulevard to Moorland Lane during the evening peak hour. Therefore, MCDOT staff do not recommend restriping Arlington Road to three lanes along the studied segment at this time.

MCDOT Recommended Pedestrian Crossing Safety Improvements	
Intersection with Arlington Road	Proposed Improvements
Moorland Lane	<ul style="list-style-type: none"> Implement a Leading Pedestrian Interval (LPI) for pedestrians crossing Arlington Road Prohibit Right Turn on Red for the eastbound and westbound approaches Increase Flashing Don't Walk (FDW) time across Arlington Road
Edgemoor Lane	<ul style="list-style-type: none"> Implement an LPI for pedestrians crossing Edgemoor Lane Prohibit Right Turn on Red for the north- and southbound approaches Increase "All Red" time to 1.5 seconds Change signal phasing to exclusive left turns for the east- and westbound approaches Change east- and westbound lane use to 1 exclusive left turn lane and 1 shared through-right turn lane Increase FDW time across Arlington Road
Montgomery Lane	<ul style="list-style-type: none"> Repair the school speed limit flasher north of the intersection Correct the black and white school speed limit signs mounted along the corridor to reflect current school times
Elm Street	<ul style="list-style-type: none"> Implement split phasing for the eastbound and westbound approaches 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)
Bethesda Avenue	<ul style="list-style-type: none"> Install an All Pedestrian phase
Bradley Boulevard	<ul style="list-style-type: none"> Install crosswalk on east leg Change signal phasing to exclusive left turns for the eastbound and westbound approaches
Kenwood Forest Lane	<ul style="list-style-type: none"> Upgrade pedestrian warning signs north and south of the intersection to fluorescent yellow Provide lighting at the unsignalized crosswalk
Little Falls Parkway	<ul style="list-style-type: none"> Coordinate with M-NCPPC to determine if the trail crossing should be relocated to the intersection

In addition to reviewing the traffic conditions for vehicles, an analysis of existing pedestrian safety conditions was included in the traffic study. Upon reviewing crash data and field observations, MCDOT staff made recommendations to improve pedestrian crossing conditions throughout the corridor. The recommendations were focused on reducing conflicts between left turning vehicles and crossing pedestrians, increasing pedestrian crossing times, and upgrading pedestrian facilities along the corridor.

Capital Improvements Projects

Several CIP projects 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, re-design 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 Motorail South Entrance Analysis of the identified alternatives for the MD 355 Bus Rapid Transit route is underway. A complete list of the CIP projects listed in the Sector Plan is included with an assessment of the project status. This table will be included in future Sector Plan Annual Monitoring Reports to easily assess implementation of the transportation recommendations in the Sector Plan.

A handful of the CIP projects listed have been funded for design and/or construction. 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 detour now that the Capital Crescent Trail (CCT) tunnel through

downtown has been closed for construction of the Purple Line. The segment begins at the intersection of the CCT trail at Bethesda Avenue and ends at Willow Lane and 47th Street. The 30 percent design is underway and construction is expected in the spring/summer of 2019. Private participation in this project is required of the Artery Plaza project.

Woodmont Avenue Bikeway

A two-way, on-road separated bikeway is planned along Woodmont Avenue between Wisconsin Avenue and Norfolk Avenue. The concept design is underway, but it is too early to set a date for construction. Private participation in this project is required by way of the approved site plan for the new Marriott Headquarters and Edgemont II at Bethesda.

Norfolk Avenue Shared Street

A study of the two-way conversion is tentatively programmed for FY22 and is included in the Recommended FY19-FY24 CIP. The Norfolk Avenue study is tentatively programmed for FY22-23 through Facility Programming P509337. The final CIP is expected to be approved on May 24, 2018. While it is likely that both of these studies will be funded, the schedule for the studies will be unknown until CIP Reconciliation. Design and construction funding is not identified at this time.

Bethesda Streetscape CIP

This project (CIP P500102) provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 2,670 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan (1994). It is intended to fill the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening (where possible) of

sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, and roadway signs. This project addresses streetscape improvements only and does not assume the undergrounding of utilities. The project is tentatively programmed for FY23 and is included in the Recommended FY19-FY24 CIP. The final CIP is expected to be approved on May 24, 2018. While it is likely it will be funded, the schedule for implementation will be unknown until CIP Reconciliation.

Montgomery Lane/Avenue Bikeway

A two-way, on-road separated bikeway is planned for Montgomery Avenue/Lane from Woodmont Avenue to Pearl Street. The concept design is underway, but it is too early to set a date for construction. Private participation in this project is required by way of the approved sites plans for the old police station (7359 Wisconsin Avenue).

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.

The Maryland Department of Transportation (MDOT) and Montgomery County Department of Transportation (MCDOT) are conducting a Bus Rapid Transit (BRT) Corridor Planning Study for Rockville Pike (MD 355). When completed the project will provide upgraded, frequent and reliable bus services between downtown Bethesda and Clarksburg along MD 355. The project splits the corridor into two; MD 355 north, which includes Rockville and Gaithersburg and MD

355 South, which includes Rockville, Twinbrook, White Flint, NIH and Bethesda. The MD 355 study is currently in Phase 2 of the study which involves further study and evaluation of the Conceptual Alternatives from Phase 1 to identify one recommended alternative for the BRT. Upon completion, this phase will identify the recommended alignment along segments of MD 355 as well as the recommended station locations. An additional BRT station planned within the Sector Plan area is at Cordell Avenue. The exact location is not determined at the printing of this report. MCDOT is also developing a preliminary service plan for the BRT and complementary local bus routes. MCDOT staff continues to engage with the Citizen Advisory Committee and Montgomery County Planning Staff on the final station locations and alignment.

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 Hogan and Transportation Secretary Elaine Cho 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.

- The Apex Building (7272 Wisconsin Avenue) has been as part of a private development project. The Partnership will be constructing the below-grade station and bicycle/pedestrian access tunnel. At the time of this report, the Partnership is applying for permits to build foundations to grade.
- Construction of the Bethesda Metro Station South Entrance is ramping up.
- The Purple Line Transportation Partners (PLTP) made preparations to mobilize from Woodmont plaza starting in March of 2018. Excavation in

Capital Improvement 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 funded
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	Not funded
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	Design in-progress
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	Not funded

this area will continue for some time.

- Tree clearing and grubbing continues along the Georgetown Branch Trail from Wisconsin Avenue to the intersection of Montgomery Avenue and East-West Highway.
- The PLTP expects to shift to around-the-clock operation once equipment hits rock, which is expected to be in summer 2018.

As with any major capital project, construction effects local mobility and access. The following includes a list of closures and the affected travel modes:

- The Capital Crescent Trail is closed between Woodmont Avenue and Talbot Avenue
- Elm Street is closed to pedestrians and motorists
- Occasional minor lane closures and flagging operations have occurred off and on since construction began on Jones Mill Road, East-West Highway and other roadways outside of the Sector Plan area.

As of the time of this report, the Purple Line is scheduled to complete construction and begin service in 2022.

Local Bus Service (Metrobus and Ride On)

Metrobus service of the J7 and J9 routes which provided express service along I-270 between Lake Forest Park & Ride and Medical Center were eliminated in September of 2017.

To address the gap in service, MCDOT launched their new Ride On extRa Service in October of 2017. Ride On extRa provides service between Lakeforest Transit Center and Medical Center Metrorail Station, just beyond the Sector Plan boundary. There are no recommended or planned changes to the local, regular Ride On bus service provided by MCDOT within or surrounding the Sector Plan area.

Parking

The Sector Plan confirmed the 1994 Bethesda CBD Sector Plan recommendation of maintaining a constrained long-term parking supply to discourage single occupancy vehicle mode share within the downtown. To do this, three strategies were identified:

- Promote a constrained parking policy that supports a transit-oriented downtown.
- Expand the Parking Lot District (PLD) to include newly proposed Commercial Residential zoning, center of emerging activity and neighborhood adjacent to the Metrorail station.
- Explore opportunities of public facilities on PLD properties and facilities. Co-location should be considered as existing facilities are evaluated for replacement and as the market allows for new mixed-use development.

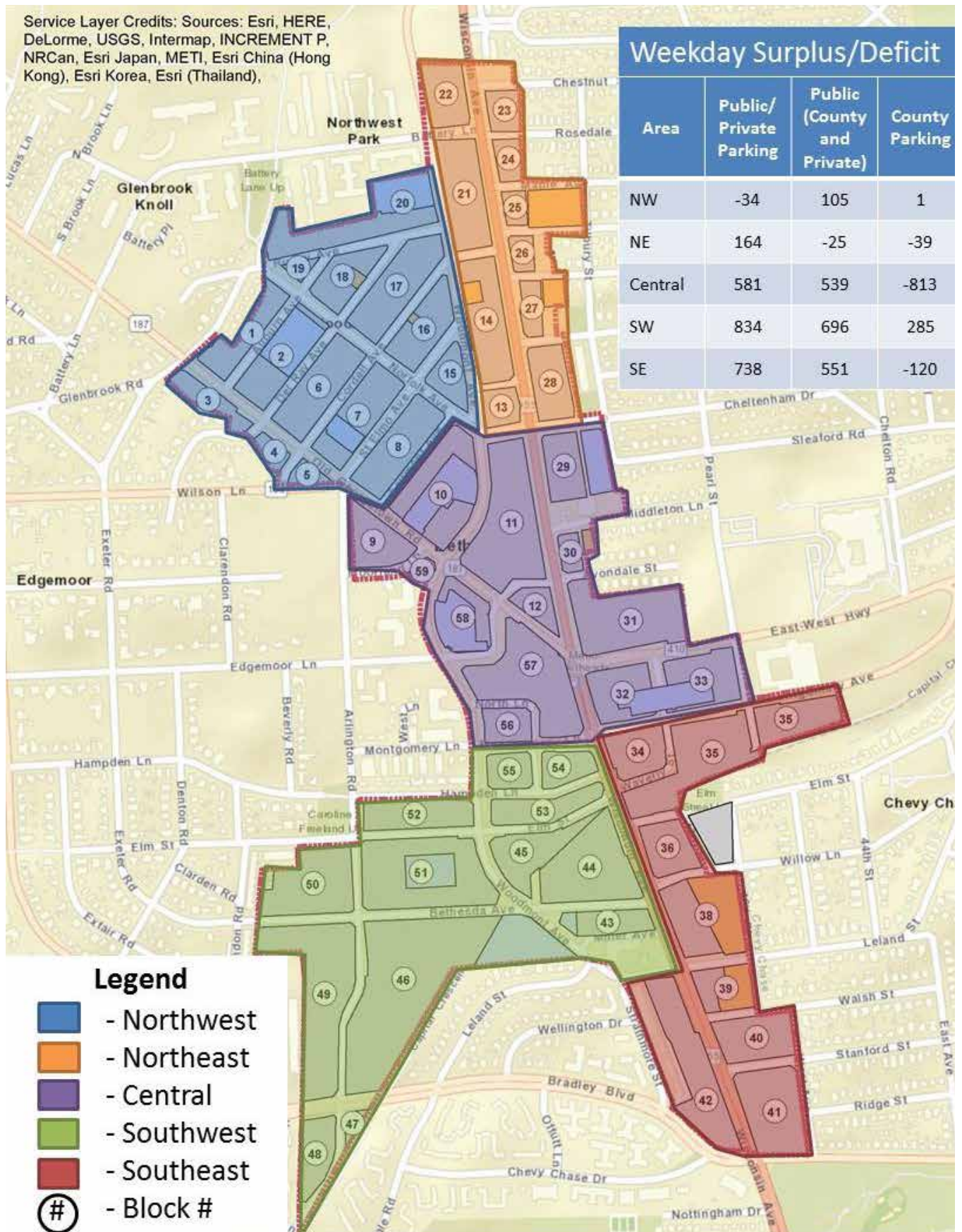
The first two list items were accomplished with the adoption of the Sector Plan and corresponding sectional map amendment. The third list item is a strategy for the implementation phase of the Sector Plan.

To monitor the first two strategies, staff reviewed the Bethesda PLD Parking Demand Study Assessment of Existing and Future Conditions (October 2017) commissioned by MCDOT (included as an attachment to this report). Overall there appears to be a parking surplus, districtwide, currently. A list of highlights from the reports are included below:

- There are 7,926 County owned/operated parking spaces in the PLD
 - 83% are located in structures
 - 7% are located on surface lots
 - 10% are located on public streets
- Detailed information on County-owned parking garages and lots, including capacity is available on Montgomery County DOT's

Geographic Areas in Bethesda PLD

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),



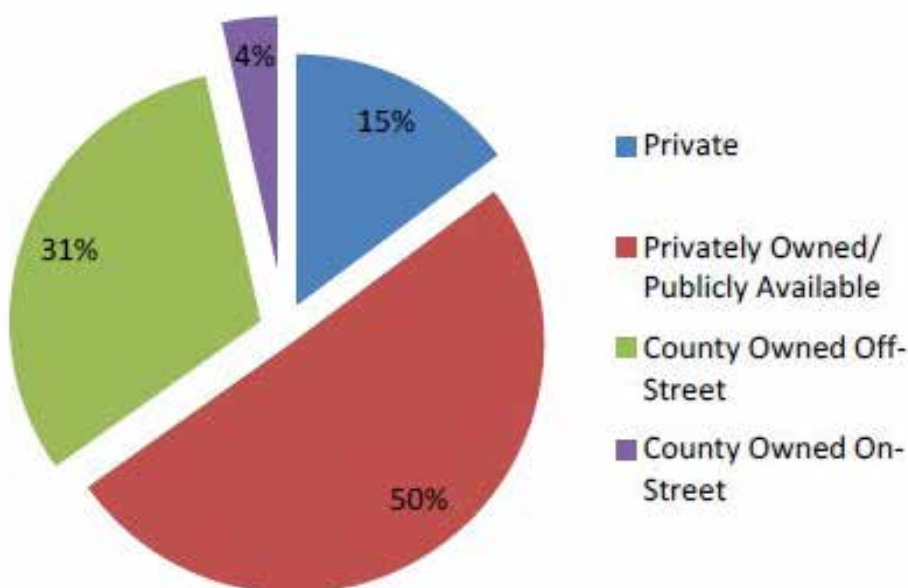
Source: Bethesda PLD Parking Demand Study Assessment of Existing and Future Conditions, October 2017

website for the Bethesda Parking Lot District.

- There are 14,849 private owned/operated parking spaces within the PLD.
 - 77% are available to the general public for a fee
 - The remaining 23% are restricted for private use
- Peak utilization for County-owned spaces occurs around noon on weekdays with a utilization rate of 73%
- There appears to be a consistent surplus of 1,313 total County owned spaces.
- The on-street parking consistently had the highest occupancy during the weekday.
- Note that although the system-wide analysis identified a practical surplus of parking, certain parking facilities and curbside spaces do experience a parking deficit during peak periods. However, significant parking surpluses do exist in adjacent blocks.
- The parking study finds that all public owned parking is full.
- Future demand analysis which considered

pipeline developments was included in the assessment. Within the PLD it appears there will be adequate parking to support demand when considering all publicly available parking spaces; however, the demand exceeds the total supply of County owned/maintained spaces and there are no assurances that privately owned parking will remain available.

- This assumes all residential and hotel uses will accommodate site-generated demand and office uses will provide parking at rates similar to recently approved projects.
- For the long-term analysis the PLD was divided into five areas: Northeast, Northwest, Central, Southeast, and Southwest. There is a substantial deficit projected in the Central area of the PLD during the peak weekday period. There are also consistent minor deficits projected in the Northeast area of the PLD which has minimal off-street parking to support the density of land uses. It is suggested in the Study that a future public parking facility would be best suited between the Central and Northern blocks of the PLD.



Private and Public Parking Types.

The Bethesda Downtown Sector Plan calls for using four County parking lots for public park space in Bethesda. This would include displacing County lots 25, 44, 24, and 10, which would equate to a loss of 489 spaces within the PLD. Further, 130 on-street parking spaces will be repurposed for bike lanes proposed in the Plan. The assessment forecasts a parking deficit if only the County-owned public parking facilities are relied upon to support future pipeline and full-build development in the Bethesda PLD. The forecast deficit ranges from a low of 2,672 spaces to a high of 3,367 spaces, depending on the level of buildout in the Sector Plan area. Given that there is a 31 percent surplus of privately owned but publicly accessible spaces available in the peak utilization period, significant changes to the public parking supply may not be necessary. Note, this assessment is based on the assumption that if the NADMS Goal of 55 percent will be met. If the NADS remains at the previous plan level (38 percent) there will likely be a parking deficit.

Recommendations

- Continue to monitor the 14 intersections studied as part of the roadway network adequacy test.
- During years in which road network adequacy is reported (even number years) conduct a queuing analysis for the main corridors of the Sector Plan.
- 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.



Summary of Recommendations

The 2018 Annual Monitoring Report provides a comprehensive update on the efforts to implement the recommendations of the Bethesda Downtown Plan. This report provides a detailed review of the Plan's implementation efforts, including development approvals, school capacity, parks and open space and transportation adequacy, as well as recommendations to further the implementation the Plan.

Development Approvals

- 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.

Schools

- Continue to monitor the space needs for the schools that serve downtown Bethesda and ensure options for providing adequate student enrollment capacity, such as expansion and additions, reopening former schools in the vicinity, opportunities for placement of future schools.

Parks and Open Space

- Continue to work towards acquisition of land to implement the parks and open space recommendations in the Sector Plan.
- Continue to work with property owners to create functional, accessible, and active privately-owned public spaces as part of the development process
- Continue to prepare implementation process and priorities for use of the Park Impact

Payment funds when they begin to come in including the CIP.

- Continue to work with and engage the Implementation Advisory Committee to ensure the recommended parks in the Sector Plan are realized.

Transportation

- Continue to monitor the 14 intersections studied as part of the roadway network adequacy test.
- During years in which road network adequacy is reported (even number years) conduct a queuing analysis for the main corridors of the Sector Plan.
- 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 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 a successful start to the Bethesda Downtown Plan implementation:

- Provide real school capacity solutions at the elementary and high school levels;
- Deliver on park recommendations in a manner that keeps pace with development through additional county funds and;
- Allocate CIP funding to move forward on a variety of priority non-auto and auto transportation projects.

In addition, due to the scale and timing of many construction projects, the IAC recognizes the need for greater coordination and timely communication with residents of expected impacts to the community as a whole. Private development projects can and will provide some of the needed infrastructure (such as new streetscape and via park improvement payments), but county government must move faster to plan, fund, and construct the rest of the needed improvements.

List of Acronyms

- **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 Improvement Project
- **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
- **UMP:** Unified Mobility Program

Bethesda Downtown Plan Annual Monitoring Report

The Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission
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