Bethesda Downtown Plan

Annual Monitoring Report

July 2022

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 updates regarding the implementation of the Sector Plan for the year starting May 2021 and ending May 2022. 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
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Online at montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/

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Prepared by the Montgomery County Planning Department

MontgomeryPlanning.org

July 2022

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May 2021-May 2022

What has happened in downtown Bethesda over the past year?

Construction

The following projects are currently under construction: 7000 Wisconsin Avenue, Metro Tower (7316 Wisconsin Avenue), 8015 Old Georgetown Road, 7607 Old Georgetown Road and Auburn Avenue (4915 Auburn Avenue).

Design

The Design Advisory Panel (DAP) has reviewed four new projects since April 2021:

- 4901 Battery Lane
- 8001 Wisconsin Avenue
- 4725 Cheltenham Drive
- 7126 Wisconsin Avenue.

Schools

In the current academic year, schools in the Bethesda-Chevy Chase cluster are experiencing the following capacity utilization rates: 88% at the elementary school, 78.3% at the middle school and 96.7% at the high school.

Parks and Open Space

Since 2017, 16 development sites have been approved with Park Impact Payments (PIPs) requirements totaling over $19 million.

Transportation

- The Bethesda Unified Mobility Program (BUMP) is no longer being pursued and alternative funding mechanisms for local infrastructure are being explored.
- The design for Phase I of the Woodmont Avenue Bikeway is complete and construction is underway.

Implementation

The Planning Board reappointed three members to additional terms and appointed two new members to the Bethesda Downtown Plan Implementation Advisory Committee (IAC).

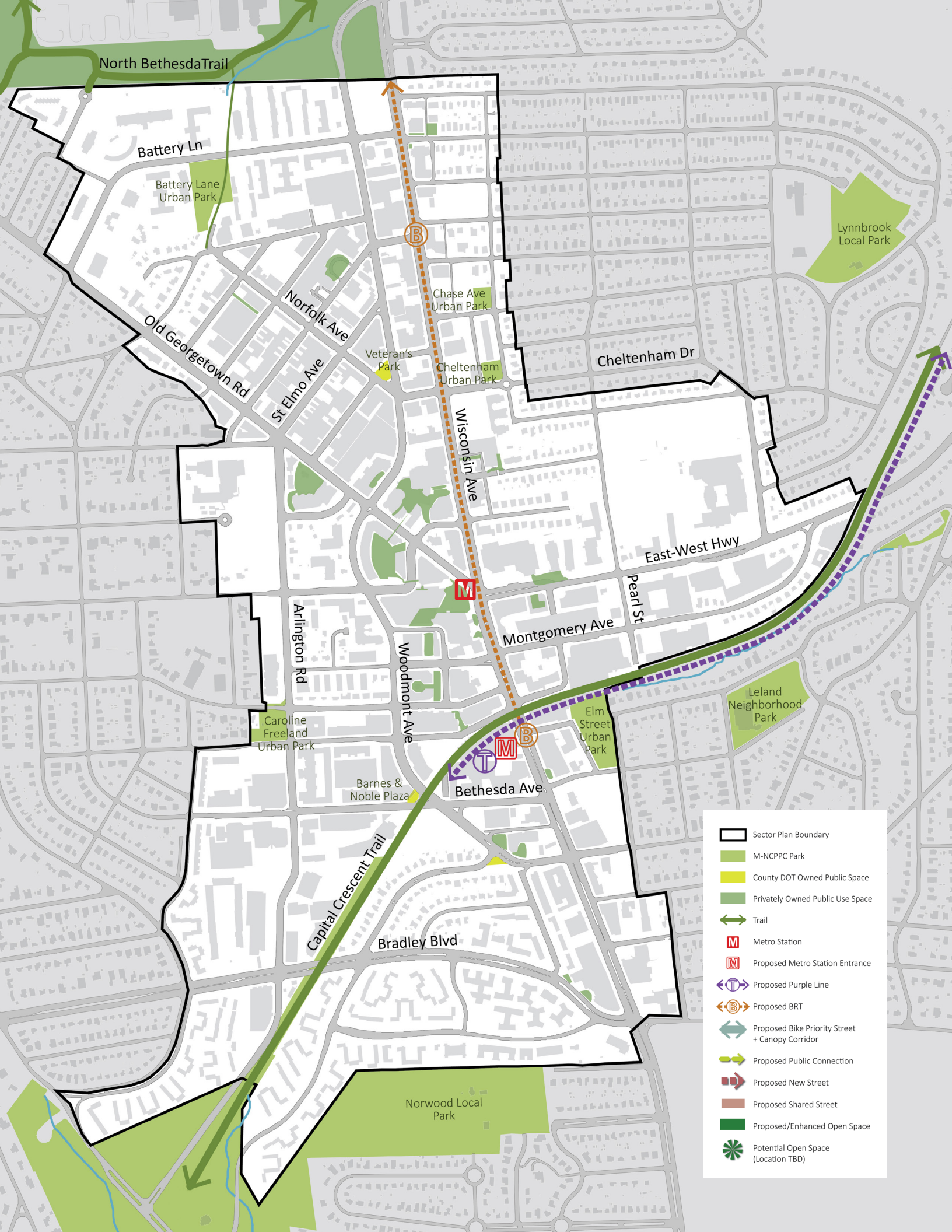
Executive Summary

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

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

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

Although this report focuses on the events of the last year, it is important to look at the cumulative change in the area. A total of 32 projects have been received since the plan was approved and adopted in 2017. Sixteen development site plans have been approved with PIP requirements totaling over $19 million. So far, eight PIPs have been submitted totaling $14,244,808, and the remaining approved PIPs are expected to be paid during the next few years.


North BethesdaTrail
Battery Ln
Battery Lane Urban Park
Old Georgetown Rd
Norfolk Ave
St Elmo Ave
Veteran's Park
Chase Ave Urban Park
Cheltenham Urban Park
Wisconsin Ave
Cheltenham Dr
Lynnbrook Local Park
East-West Hwy
Pearl St
Montgomery Ave
Arlington Rd
Woodmont Ave
Caroline Freeland Urban Park
Elm Street Urban Park
Leland Neighborhood Park
Barnes & Noble Plaza
Bethesda Ave
Capital Crescent Trail
Bradley Blvd
Norwood Local Park
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% increase above existing levels. In addition, the Plan envisions a continued focus on housing by proposing a diverse mix of residential choices throughout downtown Bethesda to accommodate more workers and reduce commuter traffic congestion. The Plan estimates a maximum of 8,456 additional multi-unit residential units if limited commercial development occurs.

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

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

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

This report's sections address the Sector Plan and provide updates since the May 2021 Annual Monitoring Report (AMR). Finally, this report provides an overview of the implementation of the Sector Plan recommendations that achieve the Plan's vision.

Bethesda Downtown Plan

Key Monitoring Updates

Several committees and tools have been created to assist in the implementation of the Sector Plan recommendations and new projects have been reviewed by the Design Advisory Panel and the Planning Board.

Design Advisory Panel

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

Since April 2021, the DAP has reviewed four projects. Table 1 illustrates the information associated with the DAP reviews. Information about the DAP can be found on the DAP website at the following link: montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/bethesda-downtown-design-advisory-panel/

Implementation Advisory Committee

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

In 2021, the Planning Board reappointed three sitting members to new terms. The Board also appointed two new members—one to a three-year term and the other to a two-year term (completing the term of a vacated

Table 1: Design Advisory Panel—Projects Reviewed Since April 2021				
Project	**Application Stage(s)**	**Date(s) Reviewed**	**Exceptional Design Points Requested**	**Exceptional Design Points Approved**
4901 Battery Lane	Sketch Plan* Site Plan	September 22, 2021 February 23, 2022	10 15	N/A 15
8001 Wisconsin Avenue	Sketch Plan	November 17, 2021	30	N/A
4725 Cheltenham Drive	Site Plan*	September 22, 2021 October 27, 2021	25 25	N/A 25
7126 Wisconsin Avenue	Concept Plan	June 28, 2021	TBD	N/A

* Denotes project that has been approved by the Planning Board
N/A indicates applicant was asked to return with additional information

position). Information about the IAC can be found on the IAC website at the following link: montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/bethesda-downtown-implementation-advisory-committee/.

Online Monitoring and Tracking Program

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

- Project base and proposed density
- Amount of BOZ Density requested by project
- Amount of Park Impact Payment (PIP) being assessed
- Number and percent of Moderately Priced Dwelling Units (MPDUs) (if applicable)
- Residential Square Footage and number of dwelling units (if applicable)
- Total BOZ Density allocated by the Planning Board at Site Plan
- Remaining BOZ Density available based on Site Plan allocations/approvals.

The Monitoring and Tracking Program website is located here: montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/bethesda-downtown-development-tracking/.

Selected New Projects Reviewed by the Design Advisory Panel & Planning Board

Hampden East

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

The Design Advisory Panel (DAP) reviewed this project at the Sketch Plan phase in June 2020. The project was met with enthusiasm. The massing concept vertically programmed the mix of uses, which is expressed through modulation and floorplate changes from the ground floor, residential mid floors, and upper story commercial. The DAP had requested the applicant further the design of the massing's relationship at the corner of Hampden and East Lanes with the public open space to the south.

The project returned to the DAP in March 2021 with a refined architectural massing that addressed the DAP's concerns and articulated building skin, which was widely complimented by the DAP and awarded 25 design excellence points. The Planning Board approved the 23-story building in July 2021, allowing a maximum density of 510,000 SF for 10,000 square feet of ground floor retail, up to 150 residential units with 17.6% MPDUs, and 330,000 SF of office. The approval included up to 129,995 SF of BOZ density with a PIP payment of $1,175,172.95.

Hampden East Illustrative Rendering

The project's design evolved from a cubist massing to a building that introduces several step-backs that uniquely respond to the context of each of the three frontages. These step-backs allow for multiple stories of the building that integrate biophilic design in outdoor spaces. The applicant provided three material options for the residential floors of the building, with the terracotta option being favored by the Panel and Planning Board.

4901 Battery Lane

The property is located on the north side of Battery Lane between Woodmont Avenue and Old Georgetown Road. The project has a total tract area of 2.12 acres and is currently improved with two garden style apartment buildings and associated parking, accessed by two curb cuts off of Battery Lane. The surrounding uses along Battery Lane are predominantly mid-rise residential buildings varying from three stories to ten stories in height. The property is separate from the previously approved Battery District Sketch Plan, which proposes to redevelop six existing garden apartment buildings along Battery Lane.

The applicant proposes to redevelop the site with a new multi-family residential development with structured parking. The applicant envisions up to 399 units with 15% MPDUs within a new 120-foot-tall building. The proposal will also provide two through block connections, right-of-way dedication, undergrounding of utilities, and improved streetscape as established by the Battery District Sketch Plan and Preliminary Plan.

The proposed massing will be set back approximately 25 feet from the Battery Lane curb and provide a defined three-story base lining Battery Lane with a step-back, six-story middle with an additional step-back at the 10th story, and tower above for a total of 12 stories. As the massing moves into the site, the linear orientation will provide a courtyard space along the western property line,

the eastern side will provide internal garage and loading access and a pickup/drop-off area, as well as a north/south through block connection to the rear. The massing again becomes wider at the rear of the property and will provide a 45-foot setback from an east/west through block connection in the rear.

The Planning Board approved the Sketch Plan in January 2022, and the application is currently under the Preliminary and Site Plan review process with an anticipated Planning Board Hearing date in fall 2022.

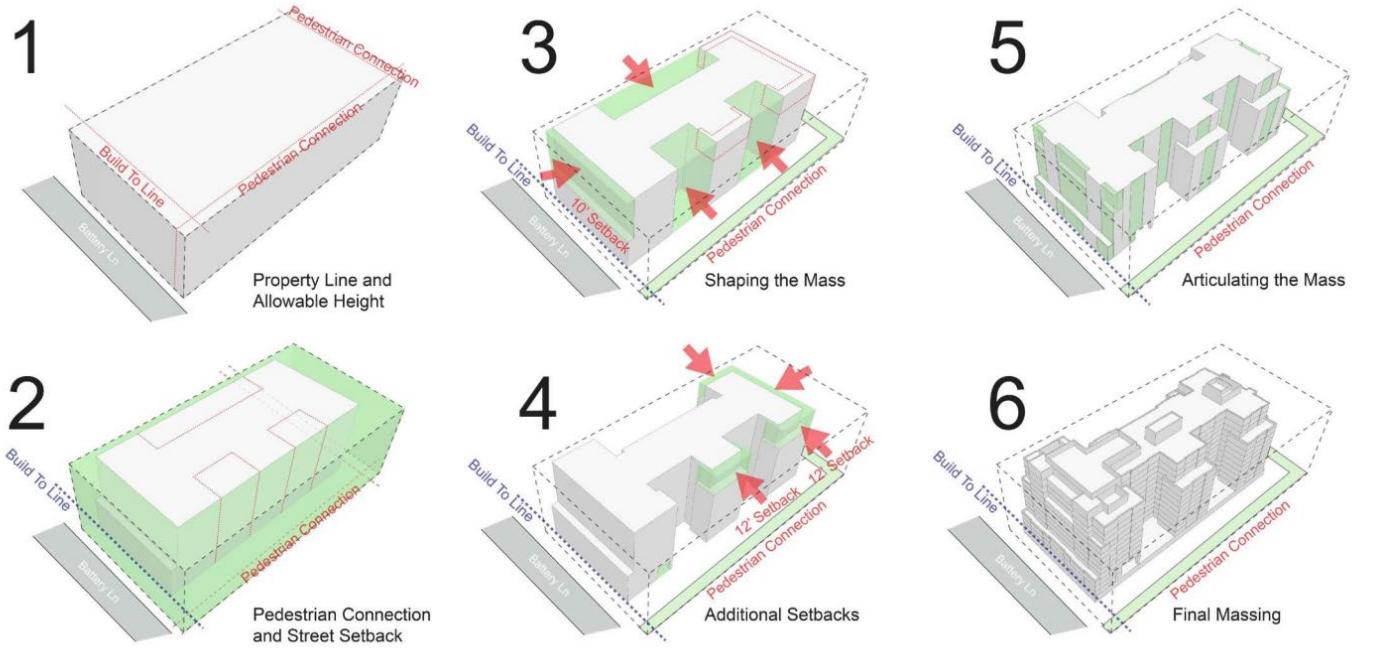
8001 Wisconsin Avenue

The property is located on the east side of Wisconsin Avenue in the northern section of the *Bethesda Downtown Sector Plan* and spans the entire block from Wisconsin Avenue east to Tilbury Street, with West Virginia Avenue to the south and Highland Avenue to the north. The site comprises several lots that are currently developed with 1 and 2-story commercial buildings and single family detached dwellings.

The applicant proposes to redevelop the entire block with a new mixed-use building that will feature ground floor retail along Wisconsin Avenue and multi-family above, with structured parking below. The building will have a maximum density of up to 375,000 square feet comprising up to 360,000 square feet of residential uses with 15% MPDUs and 15,000 square feet of non-residential uses and will utilize up to 159,689 square feet of BOZ density. The building will front onto Wisconsin Avenue with a height of 90 feet and decrease in height to 70 feet adjacent to the future greenway and Tilbury Street. Along the Tilbury Street frontage, the applicant proposes to set the building back 70 feet to accommodate the Sector Planned Eastern Greenway. The conceptual massing will focus the building entry along the Highland Avenue frontage with an onsite arrival court. The massing will be broken up along each of the four frontages through changes in façade planes that, along the West Virginia Avenue frontage, will allow for two courtyards.

While the project is currently in the Sketch Plan stage, the applicant presented the anticipated architectural features

8001 Wisconsin Avenue Illustrative Rendering



4901 Battery Lane Massing Study

along with the massing to the DAP, which features more of a traditional residential character that was intentionally stylized to enhance compatibility with the single-family neighborhood east of Tilbury Street.

4725 Cheltenham Drive

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

The applicant has received Sketch Plan Amendment and Site Plan approvals from the Planning Board. The project proposes to redevelop the property with a new 90-foot-tall mixed-use building with a maximum density of up to 76,841 square feet including up to 72,490 square feet of residential uses for up to 102 dwelling units including 15% MPDUs, and 4,351 square feet of commercial uses for eight Live/Work Units. The applicant proposes a green roof, private amenities and streetscape improvements along the frontages.

The proposed building has been designed to respond to the recommendations of the *2017 Bethesda Downtown Plan Design Guidelines*. The building will achieve a height of 90 feet and provide a viable development for a site of this size. The building establishes a continuous street edge and incorporates ample transparency and articulation at the ground plane along Cheltenham Drive, to further define and actively engage the street. Specifically, the building will be set back approximately 16 feet from the curb, consistent with the existing streetscape conditions and recommended building placement for Neighborhood Local Streets. The Cheltenham Drive façade comprises multiple masses and various façade treatments to break down the scale and provide architectural interest.

4725 Cheltenham Drive Illustrative Renderings

Development Approvals

The Planning Board approves sketch plans, preliminary plans, site plans and BOZ Density allocation requests for new development in the *Bethesda Downtown Sector Plan* area. A total of 32 projects have been received since plan approval in 2017. Since May 2021, two projects have received sketch and/or preliminary plan approval and three have received Site Plan approval as shown in Tables 3a and 3b on page 18. Projects that have lost BOZ density due to Site Plan expiration can be found in Table 3c on page 19. The overlay zone specifies time frames in which permits must be applied for and obtained. Projects not meeting these deadlines lose Site Plan approvals and associated BOZ allocations and must reapply for site plan approval.

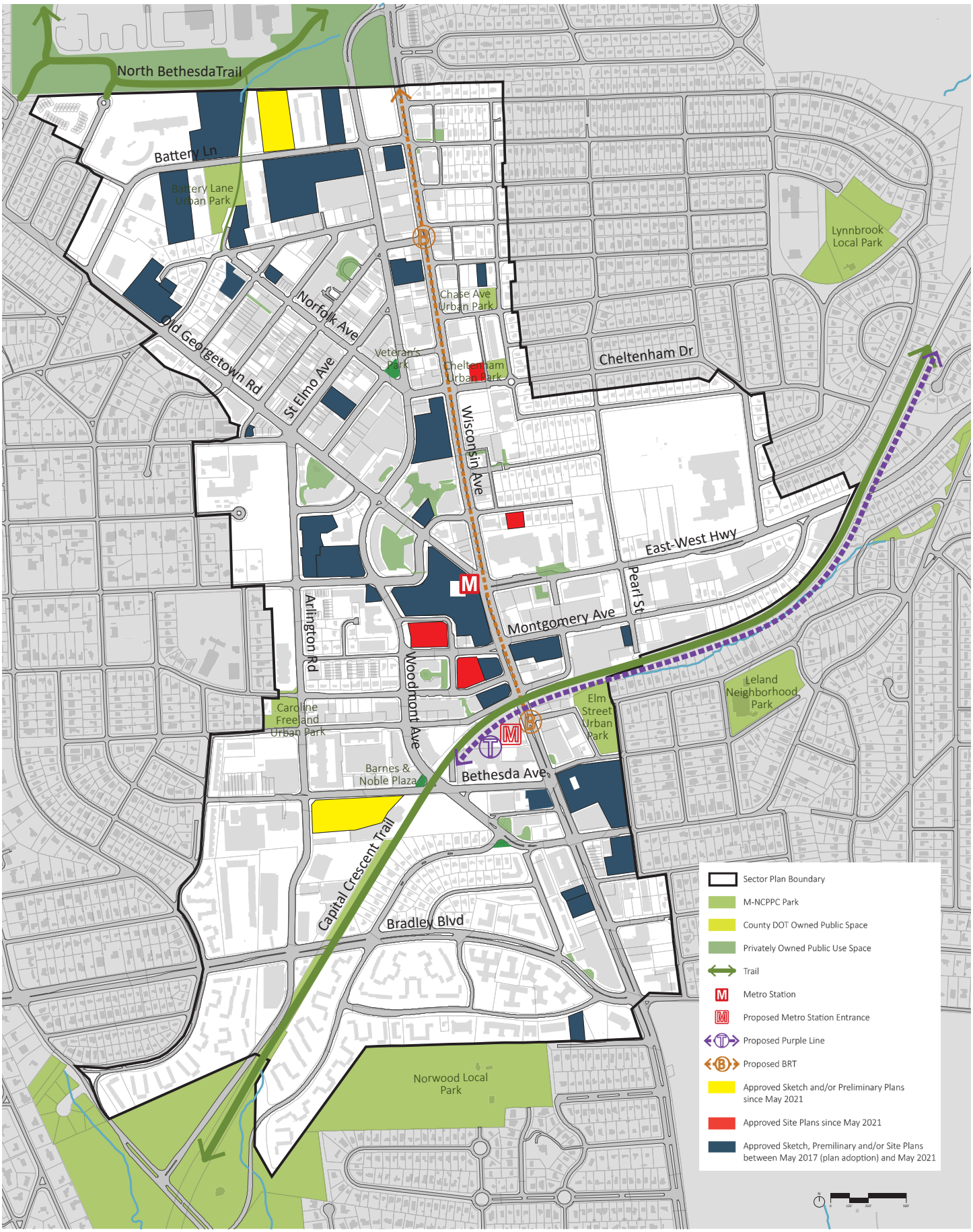
Status of Available Bethesda Overlay Zone (BOZ) Density

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 current existing, approved and new development at **29,350,900 square feet** with the remaining available BOZ Density in downtown Bethesda as of April 2022 as **3,049,100 square feet**. BOZ Density will fluctuate based upon projects submitted and approved as well as projects whose adequate public facilities (APF) finding expires.

Existing on the Ground Development

During the development of the 2017 *Bethesda Downtown Plan*, Planning staff analyzed available data—primarily the Maryland State Department of Assessments and Taxation (SDAT) database—to determine the square footage of all buildings that were fully constructed and occupied in the Plan Area, as well approved projects from the February 2017 development pipeline that were under construction at the time of the analysis. For existing buildings for which no data was available, staff approximated the square footage based on professional judgement. The analysis

Figure 1. Sector Plan Approvals (Since May 2017)



showed that as of August 2017, Bethesda had 23.3 million square feet of "existing on the ground development."

As part of the 2022 Annual Monitoring Report, Planning staff revisited the 2017 Existing on the Ground Development data against improved or newly available SDAT data. This review identified a small number of sites that had inadvertently been counted twice, as both under construction and fully constructed. Based on the updated numbers, the amount of development Existing on the Ground Development in August 2017 is reduced by 205,094 square feet, to 23,140,020 (23.1 million) square feet.

Approved Unbuilt Development

All development with an approved Preliminary Plan of Subdivision and/or Site Plan that is not constructed is sometimes referred to as the "development pipeline." These projects are listed in the Tracking table below, which is updated at least quarterly.

Public Benefit Points

With the increase in density proposed by the *Bethesda Downtown Sector Plan*, public benefits must be provided that enhance or contribute to the objectives of the zone and the goals of the Plan. The Sector Plan prioritizes specific public benefits that will contribute to the achievement of the Plan's vision, including affordable housing, public open space, High Performance Area, enhanced vegetated roofs to increase green cover, exceptional design and minimum parking. Public Benefit Points are determined based on the adopted 2017 ***Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines*** and the 2019 *Bethesda Downtown Plan Implementation Guidelines*.

All residential projects reviewed since April 2021 have met the minimum 15% of MPDUs (Moderately Priced Dwelling Unit), as required by the Sector Plan and the Bethesda Overlay Zone. One of the projects exceeded this minimum and received affordable housing public benefit points at

Table 2: Approved Site Plan Public Benefit Points (Since April 2021)

Type of Public Benefit Points	4725 Cheltenham Drive		Hampden East		Avondale	
	Points Requested	Points Approved	Points Requested	Points Approved	Points Requested	Points Approved
Major Public Facilities						
Park Impact Fee					1	1
Park Financial Contribution	7.51	7.51				
Connectivity and Mobility						
Minimum Parking	20	20	14.82	12.03	10	10
Streetscape Improvements	26.77	26.77				
Diversity of Uses and Activities						
Affordable Housing			39	39		
Enhanced Accessibility for the Disabled					15	15
Live/Work Units	10	10				
Quality of Building and Site Design						
Architectural Elevations					15	15
Exceptional Design	20	20	30	25	20	20
Structured Parking			20	20	20	20
Public Open Space					4	4
Protection and Enhancement of the Natural Environment						
Building Lot Terminations (BLTs)	1.47	1.47	10.43	10.43	1	1
Cool Roof	10	10				
Recycling Facility Plan					10	10
Energy Conservation and Generation	25	25	15	15	15	15
TOTAL	120.75	120.75	129.25	121.46	111	111

the time of Site Plan approval.

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

The Plan delineates a High Performance Area as a place where the greatest densities of development and the tallest building heights are anticipated. Energy Conservation and Generation is encouraged for buildings within the High Performance Area to deliver energy-efficiency benefits. All of the projects from Table 3b have received public benefit points for Energy Conservation and Generation.

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

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

Detailed requested and approved public benefits for the three Site Plan approved projects reviewed since April 2021 can be found in Table 2.

Table 3a: Approvals Since April 2021—Sketch and Preliminary Plans (Monitoring)

Project	Existing SF	Requested SF	Proposed DUs/ MPDUS	BOZ Density Requested (SF)	PIP	Max Height (in feet)
4901 Battery Lane	88.923	420,528	399/60	281,865	TBD	120
7070 Arlington Road*	52,521	313,070	250/40	0	0	100

*No BOZ density was requested/required for this project as the requested density does not exceed the mapped density allowed by the project's zoning under the optional method of development.

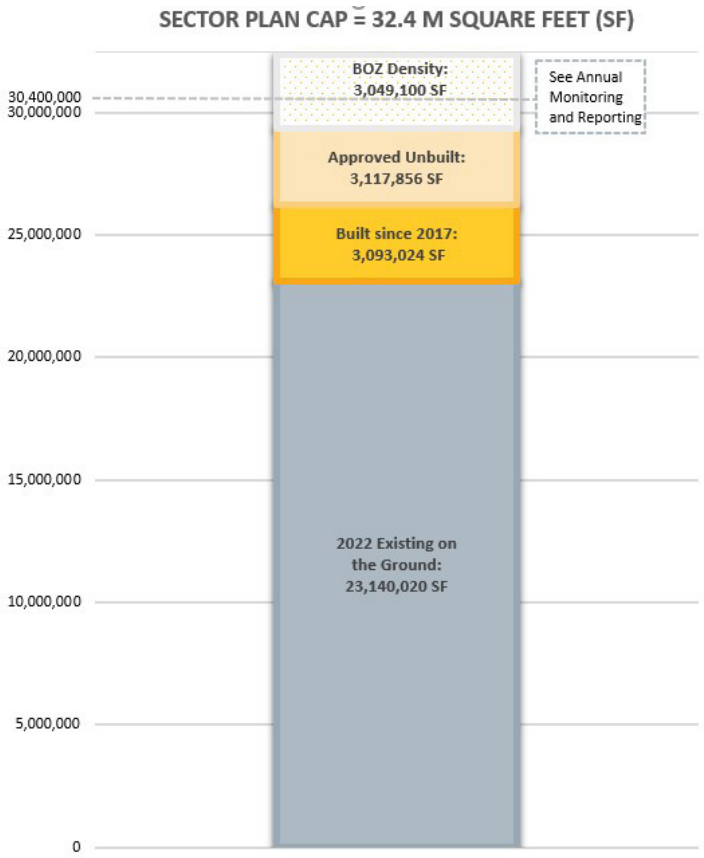
Table 3b: Approvals Since April 2021—Site Plans (Tracking)

Project	Existing SF	Approved Unbuilt SF	DUs/ MPDUS	BOZ Density (SF)	PIP	Max Height (in feet)
4725 Cheltenham Drive	5,254	80,000	110/15	28,385	$189,406	90
Hampden East	109,518	510,000	150/26	129,995	$1,175,172.95	262
Avondale	11,132	55,000	60/9	33,121	$322,052.50	70

Recommendations

- Once total development reaches 30.4 million square feet, the County Council may require certain actions before additional development is permitted. As of April 2022, total development density is 29,350,900 square feet. (See page 15 for additional explanation on Bethesda Overlay Zone density analysis).
- 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.

8280 Wisconsin Avenue	175,000	11/20/1998	11/20/2020	81,633
The Claiborne	97,000	3/19/2019	3/19/2021	224,730



BOZ Density Tracking Tool (as of April 2021)

Schools

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

As a process of monitoring the adequacy of school facilities in relation to the Bethesda Downtown Plan, this report reviews the latest enrollment and capacity data of the Bethesda-Chevy Chase cluster schools. The actual enrollment and capacity reported for the current school year (2021-2022) and the projected enrollment and capacity six years into the future (2027-2028) are analyzed collectively across all schools within the cluster by elementary, middle and high school.

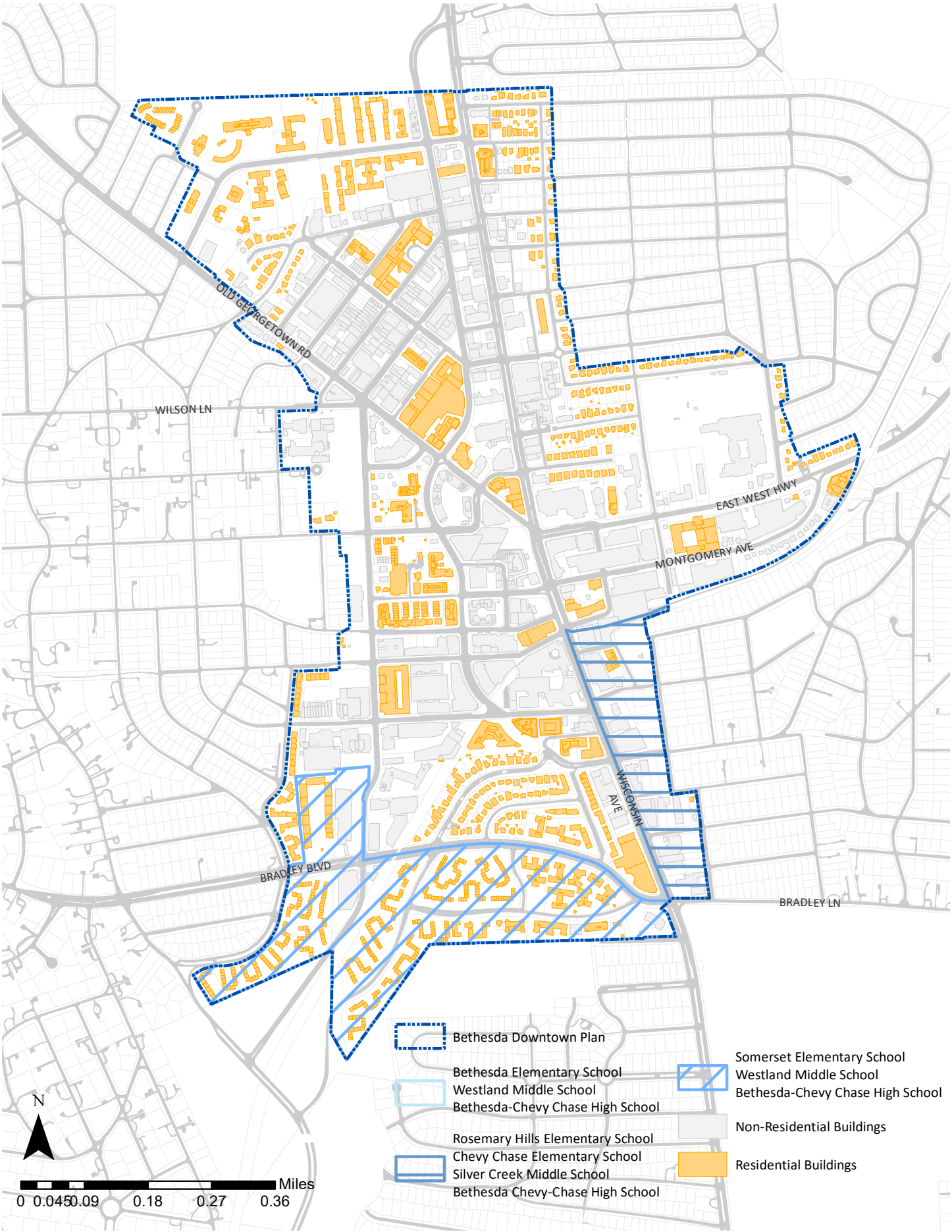
Cluster Adequacy Review

Enrollment Trend

Cluster-wide student enrollment is showing to be relatively stable across all grade levels. At the high school level, enrollment at Bethesda-Chevy Chase High School has increased by 19 students, a 0.8% increase, compared with the previous year according to the official enrollment data of the 2021-2022 school year. At the middle and elementary school levels, enrollment decreased by 5 students (a 0.3% decrease) and 97 students (a 2.9% decrease), respectively.

Montgomery County Public Schools (MCPS) projects that enrollment in the Bethesda-Chevy Chase cluster will increase across all school levels by the 2027-2028 school year. Countywide, the COVID-19 pandemic led to an unusually small kindergarten class in 2020-2021, but the 2021-2022 kindergarten class is larger than the previous

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



year. While it is anticipated that there will be a return to pre-pandemic level kindergarten capture rates over time, there is a decline in countywide resident births that may slow the growth of enrollment as students age from grade to grade. Current projections for the Bethesda-Chevy Chase cluster indicate that enrollment may increase by 9.9% at the elementary school level, 2.1% at the middle school level, and 3.8% at the high school level by the 2027-2028 school year.

Capital Projects and Capacity Solutions

A boundary study was conducted in spring 2021 to relieve the overutilization at both Somerset and Bethesda Elementary Schools by reassigning students to Westbrook where, in addition to already having a surplus capacity, a shell build-out for three additional classrooms is scheduled to be completed by the 2023 school year. The Board of Education's approved reassignment plan will begin to phase in during the 2022-2023 school year, affecting some homes located within the Downtown Bethesda Plan area. The middle and high school student assignments will remain the same. The boundary change will therefore have no immediate impact on the cluster-wide collective enrollment projections that this Monitoring Report's analysis entails.

Facility Utilization Rates

The 2021-2022 school year cluster-wide utilization rate has decreased from the previous year at the elementary and middle schools, but it has slightly increased at the high school, a reflection of the enrollment change.

By the 2027-2028 school year, MCPS projects the cluster-wide utilization rates to increase at all school levels. The elementary schools are expected to see the strongest enrollment growth, but the capacity increase at Westbrook Elementary School will offset that growth to a certain extent, keeping the projected utilization rate for the cluster at 95.0%.

The cluster-wide middle and high school utilization rates are only projected to increase slightly, to 80.0% at the middle school level and 96.7% at the high school level.

Anticipated Build-Out Adequacy

During the Bethesda Downtown Plan development stage, an enrollment estimate of the Bethesda-Chevy Chase cluster was calculated under a hypothetical scenario in which the residential capacities allowed in all recently adopted plan areas are built out to their maximums. This includes not only impacts of the Bethesda Downtown Plan but also the Greater Lyttonsville, Chevy Chase Lake and Westbard Sector Plans. In reality, not only is it hard to gauge the extent to which each plan area will reach its maximum allowed buildout stage, but it is also difficult to predict the actual pace or timeline of development that each plan area will experience. There are also factors other than housing development that could affect public school enrollment—for example, the population or demographic trends of the area, change in neighborhood turnover rates, or a shift in the economy—and result in future enrollment trends panning out differently than how they were estimated at the time the Bethesda Downtown Plan was adopted. Nevertheless, for annual monitoring purposes, the enrollment estimate of a max build-out scenario provides a tangible standard to measure the current enrollment and projections against.

Figure 3 and Table 4 show a comparison of the enrollment and capacity at each school level in the Bethesda-Chevy Chase Cluster for the most current school year, the furthest school year projected in the six-year capital budget planning cycle, and the estimated enrollment at full build-out stage of all plans impacting the cluster.

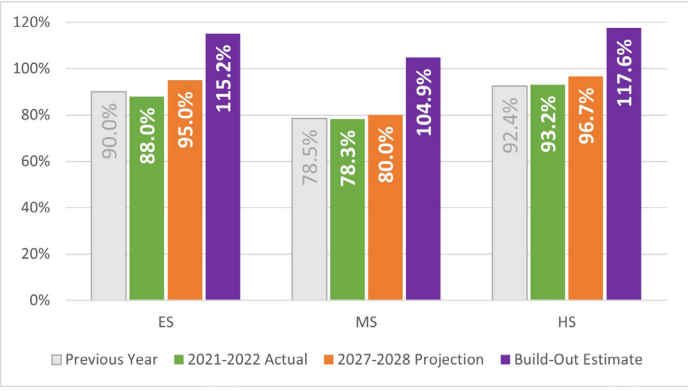


Figure 3. Bethesda-Chevy Chase Cluster Capacity Utilization Rates

During adoption of the Bethesda Downtown Plan, Council staff worked with MCPS to identify potential capacity options that could be explored if overutilization persists as a long-term issue in the area schools. At the elementary school level, these options included the reopening of closed schools at the previous Lynnbrook and/or Rollingwood Elementary School sites. At the middle school level, the two existing sites at Silver Creek and Westland Middle Schools were found to be able to accommodate up to an additional 383 seats in capacity if needed. The existing site for Bethesda-Chevy Chase High School, however, was deemed inappropriate for any further additions. The Sector Plan accordingly discussed the possibility of expanding the current high school site through acquisition of neighboring properties or looking for capacity solutions outside the cluster. In addition, a countywide boundary analysis that MCPS conducted through a third-party consultant provides a comprehensive assessment of current school boundaries using school facility utilization, capacity, school assignment, etc., as data points for analysis that may shed light on the practicality and effectiveness of seeking non-capital solutions when a future need for capacity arises.

Recommendations

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

Table 4: Current Enrollment and Capacity Compared With Projected Enrollment at Build-Out

	Previous Enrollment 2020-2021	Current Capacity 2021-2022	Actual Enrollment 2021-2022	Projected Capacity 2027-2028	Projected Enrollment 2027-2028	Estimated Enrollment at Build-Out
Elementary School	3,366	3,714	3,269	3,783	3,594	4,357
Middle School	1,602	2,040	1,597	2,040	1,631	2,139
High School	2,270	2,457	2,289	2,457	2,375	2,889

Parks and Open Space

Plan Recommendations

The Plan recommends new and enhanced parks and open spaces in downtown Bethesda, including new civic greens at Veteran's Park, Montgomery Farm Women's Cooperative Market, and the Capital Crescent Trail (CCT), 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.

Table 5, on page 26, reflects the status for the specific parks and open space recommendations in the Plan. This section also addresses and summarizes planned improvements to existing parks through the Capital Improvements Program (CIP), Park Impact Payments (PIP) received through the development approval process and privately owned public spaces (POPS) that are being created through the development process.

Parks Inventory Status

Table 5 identifies new status updates to the inventory of existing and proposed parks since last year's report (May 2021). See the Sector Plan Recommended Parks and Open Space map of proposed parks in Figure 4.

Figure 4. Sector Plan Recommended Parks and Open Space

Figure 2.22: Urban Parks Hierarchy

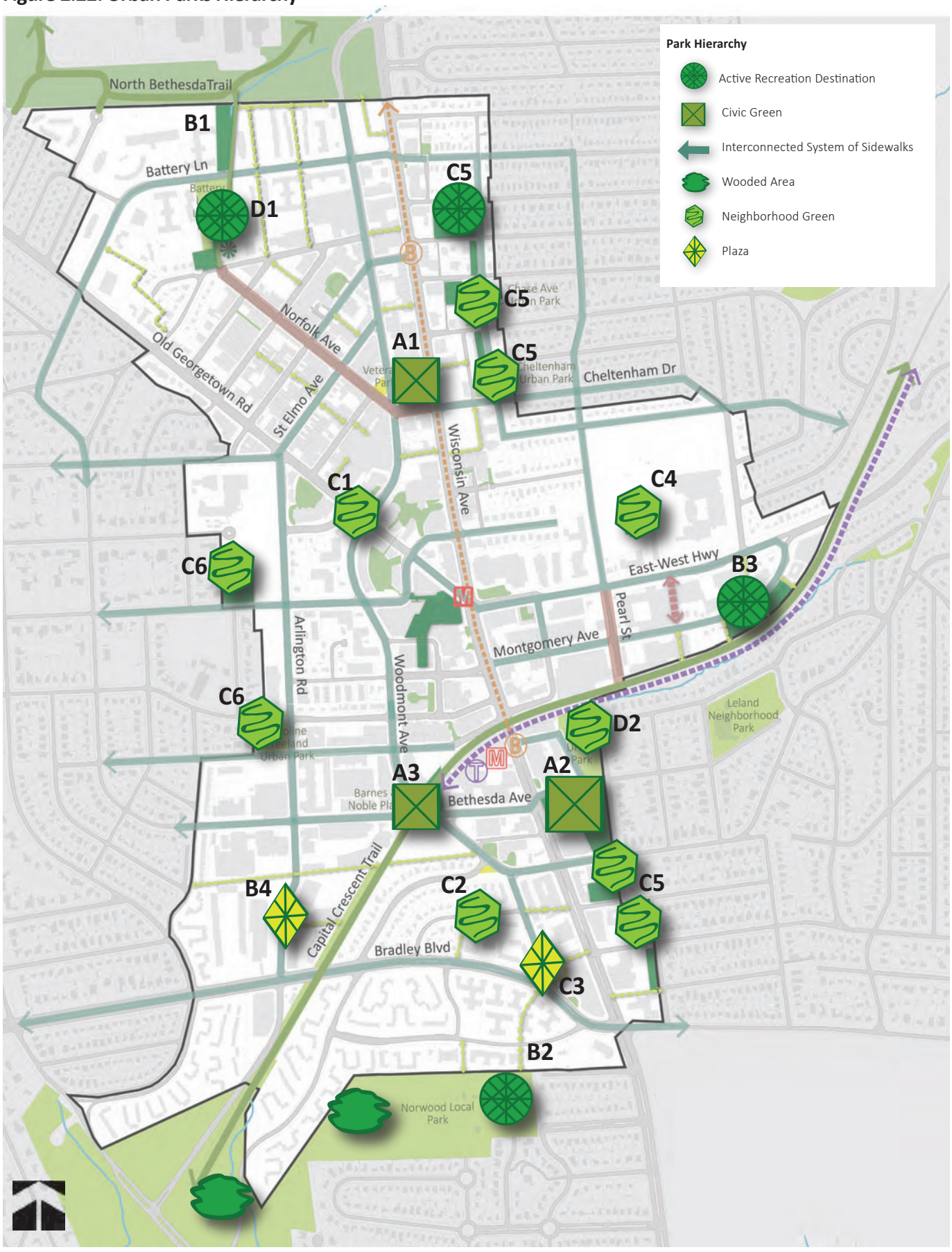


Table 5: Parks Inventory Status					
Sector Plan Parks and Open Spaces	**Existing Acres**	**New Acres**	**Park Type (PROS 2017)**	**Description**	**Status**
A.1. Veteran's Park Civic Green	0.2	0.3	Civic Green	Expand current park into a full Civic Green to serve as flexible green community open space. Provide space for casual, informal use as well as platform for community events and programming.	Two lots have been acquired (0.26 acres) to support creation of the proposed expansion of Veteran's Park Civic Green. Negotiations with adjacent and nearby landowners will determine how and where to create the Civic Green using land exchanges or other real estate transactions.
A.2. Farm Women's Market Civic Green	0	1.6	Civic Green	Green open space surrounding the historic market as a destination and local gathering spot, and as activating feature connecting Eastern Greenway and Elm Street Park to Wisconsin Avenue.	This Civic Green is anticipated to be created as a privately-owned public space (POPS) as part of adjacent development projects. A Sketch Plan has been approved with two options. Both options include revitalization of the market building and its grounds to create this important civic space but only the preferred development option included the parking lots 24 and 10 for the eastern greenway.
A.3. Capital Crescent Civic Green	0.5	0	Civic Green	Civic Green to serve as a gateway to the Capital Crescent Trail, a meeting spot for cyclists and business patrons, and with a large lawn for community events and programming. Added to Legacy Open Space as an Urban Open Space.	Land for this Civic Green was purchased in December 2017. The site continues as a staging area for Purple Line construction. Due to project delays and an uncertain schedule, park facility planning has been delayed until FY23-24. Final design and construction will be funded from the PIP. The intent is to complete design so that construction can start soon after the land is turned over to Parks.
B.1. North Bethesda Trail Urban Greenway	0	0.9	Urban Greenway	A linear bicycle and pedestrian trail to connect NIH and Woodmont Triangle. This greenway provides a trail through Battery Lane Urban Park and north, providing environmental interpretation and play elements.	The trail through Battery Lane Urban Park was widened to 10', matching the width of the existing Bethesda Trolley Trail. Preliminary plan is approved with linear open space including wider trail connection.
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 pending for several parcels. One parcel has been acquired by MTA for Purple Line construction and will be later transferred to Parks to initiate the creation of this park.
B.4. Arlington South Gateway Plaza	0	0.2	Urban Plaza	Linear urban plaza to link Arlington South District to the Capital Crescent Trail. Could include a wide walkway for pedestrians and cyclists, shade features, and a focal feature that visually draws people to the park.	This plaza and entrance to the CCT will be created during future redevelopment of the adjacent properties.

Table 5: Parks Inventory Status					
Sector Plan Parks and Open Spaces	**Existing Acres**	**New Acres**	**Park Type (PROS 2017)**	**Description**	**Status**
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 one-story bank building. The 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.
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 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.	Multiple tools will be used to implement the Eastern Greenway Neighborhood Greens, including dedication and POPS through development, partnerships with private and public entities, and direct purchase. This portion of the greenway includes two existing parks, Cheltenham and Chase Avenue. Developments are in the planning stages for several sections of the north end greenway, including a redevelopment RFP for two county parking lots, so portions of the greenway may be implemented in the not-too-distant future.
C.5.b. Eastern Greenway Neighborhood Greens, South End	0	3	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.	Multiple tools will be used to implement the Eastern Greenway Neighborhood Greens, including dedication and POPS through development, partnerships with private and public entities, and direct purchase. A recently approved Sketch Plan includes one option that would create a large new park on portions of PLD's Lots 24 & 10. That core piece of the South End of the Eastern Greenway would be created if that preferred option is pursued by the involved parties.
C.6. Western Edge Neighborhood Greens	1.0	1.2	Neighborhood Green	Add two areas to existing public land at Caroline Freeland Urban Park (0.15 acres) and Bethesda ES (1 acre) to provide more green space and small-scale neighborhood recreation spaces.	These additions to existing open space and parkland are likely to be implemented through land purchase.

Table 5: Parks Inventory Status					
Sector Plan Parks and Open Spaces	**Existing Acres**	**New Acres**	**Park Type (PROS 2017)**	**Description**	**Status**
D.1. Battery Lane Neighborhood Green Expansion	2.0	0.7	Neighborhood Green	Additional land will provide for needed facilities such as community open space, dog parks, skate parks or community gardens.	Battery Lane may be expanded through several means, including direct purchase of adjacent lots, dedication or purchase of land during redevelopment, and/or right-of-way abandonment.
D.2. Elm Street Neighborhood Green Improvements	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.	Design is underway for renovations to the park in conjunction with the Capital Crescent Trail Tunnel under Wisconsin Avenue, which connects to the Georgetown Branch Trail (Purple Line Trail) through the park. The project will provide new and upgraded facilities for the park, including an entrance plaza, pedestrian promenade through the Elm Street right-of-way, a themed playground, fitness area, seating areas, lighting and other amenities. The Purple Line Trail will also connect to the Capital Crescent Trail surface route through the western edge of the park.
Capital Crescent Trail	3.9	0	Trail Corridor	Existing, no proposed changes	
Existing and Proposed Acres	**10.4**	**13.2**	**23.6**	**Potential Future Acres of Parks and Open Space**	

Development Projects for Existing Parks

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

Battery Lane Park

The playground and other park amenities were improved in 2019. Additional accessibility improvements were completed in early 2022.

Caroline Freeland Park

The Montgomery County Planning Board approved a facility plan for renovation of the park in 2015. Final design and permitting is underway and 60% complete. Construction is anticipated in FY2023-FY2024.

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 (PIP). Any new development in Downtown Bethesda that is allocated Bethesda Overlay Zone (BOZ) Density by the Planning Board is required to make a PIP of $11.41 per square foot on the gross floor area of the approved BOZ Density, except for the gross floor area allocated for Moderately Priced Dwelling Units (MPDU) and except for projects that are providing 25% or more MPDUs. PIPs must be submitted to the Planning Department's Intake and Regulatory Coordination Division as a condition of the Planning Board approval and prior to any above-grade building permit application being issued.

Submitted PIPs are placed in the Bethesda Park Impact Payment PDF within the Commission's Capital Improvement Program (CIP) for appropriation and expenditure. PIP 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.

Since 2017, 16 development site plans have been approved with PIP requirements totaling over $19 million. So far, eight PIPs have been submitted totaling $14,244,808, and the remaining approved PIPs are expected expected to be paid during the next few years. Additional development projects may result in several million dollars more over the following years, as well. As of FY23, the Bethesda PIP capital project includes appropriation of $18 million to permit expenditure of PIPS on priority acquisitions and park development projects.

Between May 2021 and May 2022, the Planning Department received PIPs for the following projects and amounts:

- St. Elmo Apartments: $1,334,885
- 7000 Wisconsin Avenue: $896,383
- Metro Tower: $1,301,560
- 7607 Old Georgetown Road: $1,077,600

Expenditure of PIP funds must be approved by the Planning Board. No expenditure of PIP funds was proposed or approved during the reporting period.

PIP 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 lunchtime 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 myriad 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.

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

The online Monitoring and Tracking Program on the Planning Department website will continue to provide updated information on the most recent list

Renovation Plan for Caroline Freeland Park

of development projects and anticipated/actual PIPs contributed.

Recommendations

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

Transportation

Plan Recommendations

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

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

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

Non-Auto Driver Mode Share (NADMS)

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

The Bethesda Downtown Plan recommends a combined average goal of 55% NADMS for both employees and residents. The goal established in the Sector Plan recognizes the potential traffic impacts of the large number of existing and planned multi-unit residential property developments in the downtown Bethesda area. While many future residents may either walk or bike to work or choose to take transit due to their proximity to Metro and other transit options, it is expected there may also be an increase in outbound auto drivers from Bethesda to other locations.

The first residentially based commuter survey in the Bethesda TMD was deployed during fall 2019. Therefore the data was not available for the 2019 report that was published in May of that year. Instead, the Montgomery County Department of Transportation (MCDOT) estimated the NADMS-R by analyzing 2013-2017 data from the U.S. Census Bureau's American Community Survey. Based on this data, 59.6% of residents aged 16+ commuting to work were non-drivers.

In 2019, MCDOT reported the weighted average NADMS for employees was 36.4%. Due to the COVID-19 pandemic, the commuter survey was not conducted during calendar year 2021.

Bicycle and Pedestrian Connections

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

All approved development will contribute to improving pedestrian and bikeway connections throughout the Sector Plan area. Several new bikeway recommendations were made for on-road and trail connections. Implementation of these projects will be funded and/or constructed by both public and private sources. Since the adoption of the plan, several of the projects were initiated. A list of these projects with their completion status is included below. A more detailed project description is included in the Capital Improvement Program (CIP) section of this report (page 49).

- **Capital Crescent Surface Trail:** Envisioned as a two-way, on-road separated bikeway that will provide a connection through downtown Bethesda. Substantial completion of Phase 1 (Bethesda Avenue/Willow Lane to 47th) of the project was completed in May 2022.
- **Woodmont Avenue:** A two-way, on-road separated bikeway is planned along Woodmont Avenue between Wisconsin Avenue and Norfolk Avenue. Design is complete for Phase 1 (Montgomery Lane to Leland Street), construction is underway, and completion is anticipated in summer 2022. Design of Phase 2 is at 30%, and final design will begin July 2022. An interim portion of Phase 2 (Norfolk to Old Georgetown) was constructed as part of a development project and opened in February 2022.
- **Montgomery Lane and Montgomery Avenue:** A two-way, on-road separated bikeway is planned along the south side of Montgomery Avenue/Lane from Woodmont Avenue to Pearl Street. Design

is underway, and construction is anticipated for Phase 1 (Woodmont Avenue to MD 355) in FY2023. Phase 2 is being implemented in conjunction with a private development and began construction in spring 2022.

- **Cheltenham Drive Bikeway:** Envisioned as an on-road separated bikeway that is part of the larger Bethesda Loop. The project limits are from Wisconsin Avenue (MD 355) to Pearl Street and is currently funded for planning. Planning is completed and a task to initiate final design engineering has been issued.
- **Pedestrian crossings** are where pedestrians are most vulnerable and exposed to potential conflicts with motor vehicles. Recommendations were included in the Sector Plan to address pedestrian safety and comfort at intersections in downtown Bethesda. Seven intersections are planned to be improved to enhance the pedestrian crossing experience. The seven intersections are:
    - Bethesda Avenue & Woodmont Avenue (completed fall 2021 [pedestrians] and May 2022 [bicyclists]—there is now an all-pedestrian (but not all-way) phase and diagonal (NE-SW) bike crossing here
    - Bethesda Avenue & Wisconsin Avenue (Completed summer 2022)
    - Woodmont Avenue & Montgomery Lane (Anticipated to be completed in July/August 2022)
    - Woodmont Avenue & Hampden Lane
    - Woodmont Avenue & Elm Street
    - Montgomery Lane & East Lane (Anticipated to be completed in July/August 2022)
    - Montgomery Lane & Wisconsin Avenue (Anticipated to be completed in July/August 2022).

Figure 5. 2017 Sector Plan Bikeways Network

Roadway Network Performance

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 eight intersections studied within the Sector Plan boundary are located within the Bethesda Metro Station Policy Area. **Pursuant to the 2020-2024 Growth and Infrastructure Policy, motor vehicle system adequacy is no longer evaluated for subdivision applications in red policy areas such as the Bethesda Metro Station and Medical Center policy areas.** Two gateway intersections, Jones Bridge Road at Rockville Pike and Cedar Lane at Rockville Pike, are located withing the Medical Center Metro Station policy area. Another gateway intersection, East-West Highway at Connecticut Avenue, is located along the boundary between the orange Bethesda-Chevy Chase policy area and the red Chevy Chase Lake Purple Line Station policy area. **For consistency purposes with past annual monitoring reports,** these eleven intersections were evaluated for adequacy based on a policy area delay standard of 120 seconds/vehicle. The remaining three gateway intersections are located within the orange Bethesda-Chevy Chase policy area and were evaluated for adequacy based on a policy area delay standard of 80 seconds/vehicle.

Using these standards, these study area intersections were evaluated for the 2018 annual monitoring report using the most recent historical traffic counts available at the time the report was produced. These same 14 intersections were reevaluated for the 2020 annual monitoring report and this annual monitoring report based on traffic counts collected during spring 2019 and spring 2022, respectively. Table 6 below shows the results of the average vehicle delay analysis (in seconds per vehicle) of the *Bethesda Downtown Sector Plan* study intersections using this information. These results are depicted graphically in the color-coded intersection average vehicle delay dot map provided as Figure 6. The left-half side of the dots in the figure reflect observed delay conditions during the AM peak hour based on a ratio of the delay results relative to the applicable policy area congestion standard. In this context, the green, yellow and orange colors reflect increasing, yet still adequate, congestion conditions. The red color reflects inadequate congestion conditions. The right-half side of the dots in the figure reflect observed delay conditions during the PM peak hour using the same approach. For this report, as shown in Table 7, all intersections within the Plan study area are estimated to operate adequately based on the applicable policy area standard for average vehicle delay as described above.

Observation of the information reported in Table 7 yields several key takeaways, including:

- As noted above, traffic data for this monitoring report was collected during the spring 2022, after COVID-19 pandemic conditions had generally abated. This traffic data is presumed to reflect the "new normal" for traffic conditions in the Bethesda Downtown area.
- During the monitoring period (2018 through 2022), motor vehicle system adequacy has generally been maintained within the Sector Plan area as traffic is able to distribute/circulate along a relatively robust grid street network.
- Motor vehicle system inadequacy may potentially be a concern at selected gateway intersections located beyond the Plan boundary where the average intersection delay standard is 80 seconds/vehicle. Capacity improvements at these intersections may be considered as part of a financing and funding mechanism approach to be identified by a working group formed by the County Executive. This approach will focus on the Bethesda Downtown area and immediate vicinity. Until this approach is finalized, it is anticipated that staff will continue to monitor all 14 intersections studied for the Sector Plan study area.

To supplement the intersection average vehicle delay analysis described above, a traffic queuing analysis was performed at the eight study intersections within the CBD area. The results of the analysis are reported in Table 7. The highlighted cells in the table indicate the travel lane movement that is projected to have vehicle queues that exceed the existing storage/turn lanes length. Two different queuing results are reported—Synchro 95th Percentile Queues and SimTraffic 95th Percentile Queues:

Table 6: Average Vehicle Delay Analysis									
			HCM Delay Standard (sec)	2018 Annual Report		2020 Annual Report		2022 Annual Report	
ID	East-West Road	North-South Road		Count Year	Delay (sec) AM/PM	Count Year	Delay (sec) AM/PM	Count Year	Delay (sec) AM/PM
1	Battery Lane	Wisconsin Avenue	NA	2017	21.6/17.2	2019	36.7/28.4	2022	32.4/62.1
2	Elm Street	Wisconsin Avenue	NA	2016	9.3/15.4	2019	3.2/4.0	2022	14.0/7.4
3	Bradley Bouelvard	Wisconsin Avenue	NA	2016	43.8/27.3	2019	67.8/45.6	2022	46.0/61.4
4	East-West Highway	Wisconsin Avenue/ Old Georgetown Road	NA	2017	65.6/75.1	2019	31.3/31.5	2022	23.8/33.0
5	Montgomery Avenue	Wisconsin Avenue	NA	2017	25.8/27.4	2019	16.5/19.1	2022	16.3/20.7
6	Bethesda Avenue	Arlington Road	NA	2010*	28.6/72.3	2019	35.3/35.4	2022	47.1/50.5
7	Leland Street	Wisconsin Avenue	NA	2016	12.7/13.4	2019	13.7/9.0	2022	10.4/9.7
8	Wilson Lane	Old Georgetown Road	NA	2017	49.8/70.5	2019	34.4/39.7	2022	42.7/53.8
9	East-West Highway	Connecticut Avenue	120	2014*	88.0/115.2	2019	78.1/62.5	2022	50.6/50.4
10	Bradley Lane	Connecticut Avenue	80	2014*	26.0/**109.6**	2019	32.0/**113.9**	2022	44.3/69.0
11	West Cedar Lane	Old Georgetown Road	80	2013*	34.7/34.0	2019	28.3/29.6	2022	31.2/34.1
12	Cedar Lane	Rockville Pike	120	2017	50.4/59.5	2019	50.4/59.5	2022	55.6/59.0
13	John Bridge Road	Rockville Pike	120	2014	114.0/47.6	2019	**162.2**/70.3	2022	45.2/64.7
14	Huntington Parkway	Bradley Boulevard	80	2013*	33.5/53.7	2019	30.1/51.1	2022	16.2/20.1

Intersections within the Sector Plan Boundary

Intersection exceeds the delay thresholds

* Estimated for Count Year 2017 by applying annual growth rates from the county's Travel/4 model and/or Annual Average Daily Traffic (AADTs) provided by Maryland State Highway Administration (SHA).

- Synchro 95th Percentile Queues—95th percentile queue length that is projected to occur with the peak hour based on statistical models that reflect the queuing impacts of the individual intersection and its coordinated intersections.
- SimTraffic 95th Percentile Queues—95th percentile queue length that is projected to occur within the peak hour, based on a traffic simulation that reflects the full impact queuing of the entire network.

Key takeaways from the queuing analysis are described below:

- Six of the eight CBD intersections evaluated are projected to vehicle queue lengths on certain approach(es) that exceed the existing storage/turn lane lengths and may spillback into the adjacent lanes.

1. Bradley Boulevard at Wisconsin Avenue
2. East-West Highway at Wisconsin Avenue/Old Georgetown Road
3. Montgomery Avenue at Wisconsin Avenue
4. Bethesda Avenue at Arlington Road
5. Leland Street at Wisconsin Avenue
6. Wilson Lane at Old Georgetown Road

Table 7: Queuing Analysis

	Intersection	Approach	Move-ment	AM Peak		PM Peak		Existing Stor-age (ft)
				Synchro 95th Percentile Queues (ft)	SimTraffic Max Queues (ft)	Synchro 95th Percentile Queues (ft)	SimTraffic Max Queues (ft)	
1	Battery Lane at Wisconsin Avenue	Eastbound	EBL	171	143	191	136	-
			EBLTR	213	236	228	225	-
		Westbound	WBLT	84	84	87	104	-
			WBR	0	58	0	75	75
		Northbound	NBLTR	228	252	#783	250	-
		Southbound	SBTR	463	241	220	182	-
2	Elm Street at Wisconsin Avenue	Westbound	WBL	44	64	44	81	-
			WBR	37	53	136	96	-
		Northbound	NBT	201	196	126	175	-
		Southbound	SBT	401	139	40	78	-
3	Bradley Boulevard at Wisconsin Avenue	Eastbound	EBL	151	234	#218	210	-
			EBT	231	739	#448	343	-
			EBR	#592	273	#345	256	200
		Westbound	WBL	137	189	85	184	125
			WBTR	#418	733	#503	827	-
		Northbound	NBL	#285	208	#404	258	190
			NBTR	260	244	#472	468	-
		Southbound	SBL	29	28	120	185	130
			SBTR	223	227	#443	432	-
4	East-West Highway at Wisconsin Avenue/Old Georgetown Road	Westbound	WBL	118	133	196	157	-
			WBT	113	183	246	301	-
			WBR	m54	82	204	182	-
		Northbound	NBL	#406	160	#366	143	100
			NBLT	174	271	356	311	-
		Southbound	SBT	195	151	304	270	-
5	Montgomery Avenue at Wisconsin Avenue	Eastbound	EBLT	154	145	190	166	-
			EBR	#406	141	109	82	-
		Northbound	NBT	27	203	243	295	-
			NBR	26	171	244	199	150
		Southbound	SBL	m55	103	m120	154	115
			SBT	106	120	123	184	-
6	Bethesda Avenue at Arlington Road	Eastbound	EBLT	142	131	#122	110	-
			EBR	55	85	73	85	100
		Westbound	WBL	62	77	197	193	-
			WBTR	145	152	295	263	-
		Northbound	NBLTR	#437	283	#459	294	-
		Southbound	SBL	97	119	78	105	75
			SBTR	298	325	398	361	-

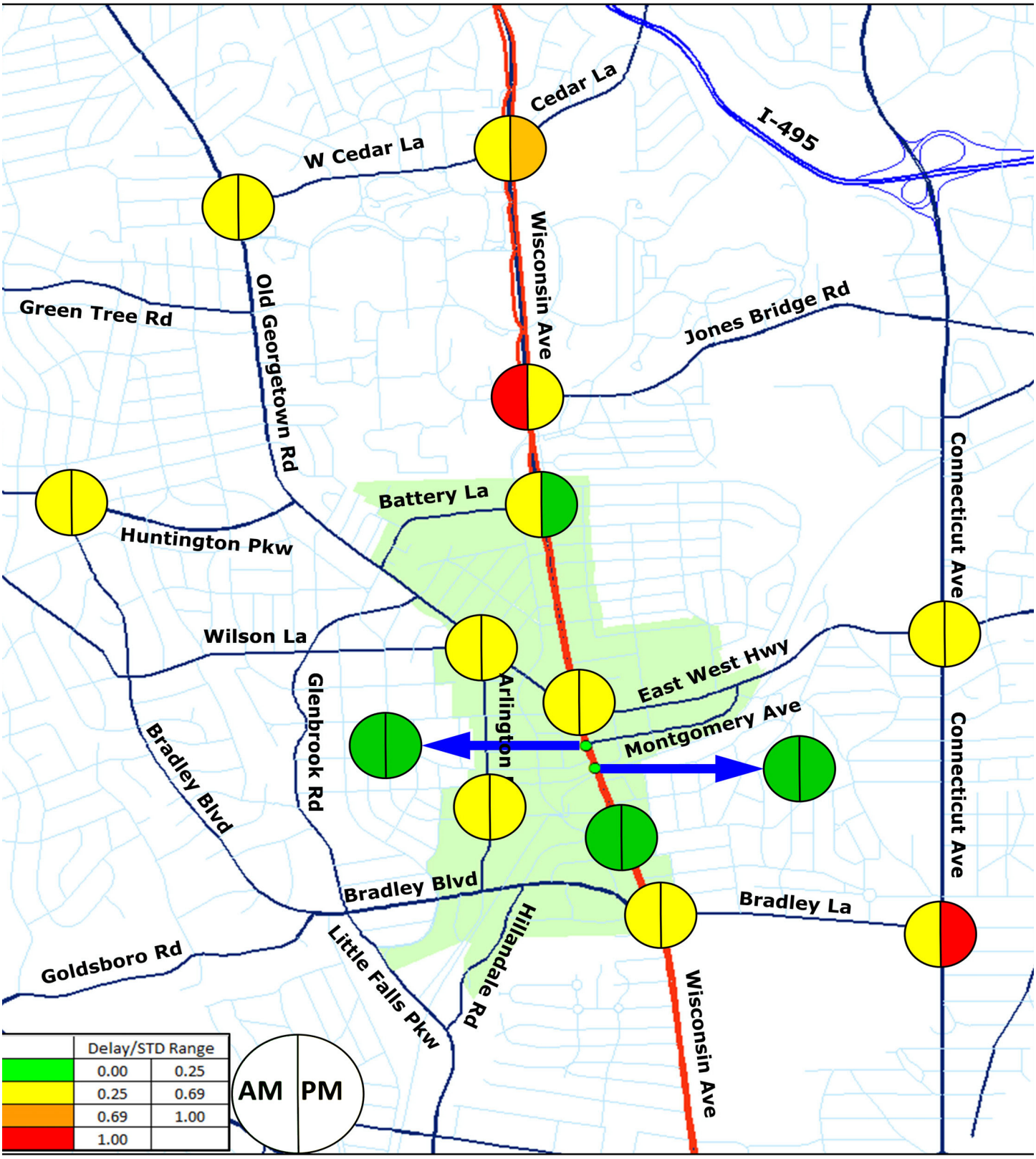
Table 7: Queuing Analysis

	Intersection	Approach	Move-ment	AM Peak		PM Peak		Existing Stor-age (ft)
				Synchro 95th Percentile Queues (ft)	SimTraffic Max Queues (ft)	Synchro 95th Percentile Queues (ft)	SimTraffic Max Queues (ft)	
7	Leland Street at Wisconsin Avenue	Eastbound	EBL	190	146	187	146	115
			EBT	76	146	73	141	-
			EBR	74	61	123	113	-
		Westbound	WBLT	66	67	123	116	-
			WBR	31	33	79	79	-
		Northbound	NBL	m42	72	m15	101	110
			NBTR	142	114	m61	84	-
		Southbound	SBL	7	63	5	59	115
			SBTR	23	88	21	84	-
8	Wilson Lane at Old Georgetown Road	Eastbound	EBR	172	186	148	170	-
		Northbound	NBL	138	112	#281	184	150
			NBTR	23	17	137	180	-
		Southbound	SBT	267	312	213	633	-
			SBR	#374	284	#436	307	240
		Northeast-bound	NEBL	144	191	274	285	-
			NEBTR	163	162	273	220	-
		Southwest-bound	SWBLT	196	290	141	226	-
			SWBR	83	88	182	175	-

###	The movement that queueing length exceeds the existing storage
#	The 95th percentile volume exceeds capacity, queue may be longer
m	Volume for 95th percentile queue is metered by upstream signal

EBL	Eastbound Left	EBR	Eastbound Right
EBLTR	Eastbound Left, Through & Right	WBTR	Westbound Through & Right
WBLT	Westbound Left & Through	NBL	Northbound Left
WBR	Westbound Right	NBTR	Northbound Through & Right
NBLTR	Northbound Left, Through & Right	SBL	Southbound Left
WBL	Westbound Left	SBTR	Southbound Through & Right
WBR	Westbound Right	NEBL	Northeastbound Left
NBT	Northbound Through	NEBTR	Northeastbound Through & Right
SBT	Southbound Through	SWBLT	Southwestbound Left & Through
EBT	Eastbound Through	SWBR	Southwestbound Right

Figure 6. Dot Map of Average Vehicle Delay



Development Approvals

A summary of each project project with Adequate Public Facilities Ordinance (APFO) approval since July 2021 is included below and listed chronologically in order of APF approval date. Each subsequent project was required to consider the previously approved project(s) as part of the background traffic for their analysis.

8015 Old Georgetown Road: 12016022B

- APFO Approval: December 12, 2016
- Density: request to decrease residential units from 297 to 224 units and the addition of up to 82,270 square feet of commercial uses for up to 73 live/work units and common commercial areas

The Planning Board previously approved Preliminary Plan 12016022A in July 2020 to create one lot for a multi-family residential development with a maximum density of 316,500 square feet for up to 297 residential dwelling units.

The Preliminary Plan Amendment will not generate additional net new person trips beyond what was previously analyzed and approved for Preliminary Plan 12016022A. As conditioned, the live-work units will not be provided reserved on-site parking for clients, customers, or colleagues and live/work tenants will be informed that clients, customers, and colleagues should not visit such that they would be traveling to and from the site during the morning and evening peak hours (6:30 a.m. to 9:30 a.m., 4 p.m. to 7 p.m.).

These measures ensure that no additional trips will be generated by the live/work units during the peak travel periods when compared with the previously evaluated and approved residential units. In fact, this may be a conservative estimate as residential units, which is what was evaluated previously, are estimated to generate net new trips during peak periods as part of common commuting patterns.

Consistent with prior approvals, pedestrian and bicycle access to the property will be maintained along the property's frontage sidewalks and adjacent public roadways.

Additional pedestrian access will be provided through the site from Rugby Avenue to Glenbrook Road, via a new public through-block connection, as recommended in the Sector Plan.

Hampden East: 120210130

- APFO Approval: July 29, 2021
- Density: up to 330,000 square feet of office, up to 10,000 square feet of retail, and up to 170,000 square feet of residential uses for a maximum of 150 units

The project is estimated to generate 179 net new vehicle trips in the morning peak hour and 178 in the evening peak hour and was therefore required to study one tier of intersections, as approved by Planning, MCDOT and Maryland Department of Transportation SHA staff. All corridors and individual intersections studied show an average vehicle delay that is fewer than 120 seconds in both the morning and evening peak hours. Therefore, a finding can be made that the adjacent network has adequate capacity today and can accommodate the vehicle trips estimated to increase by the project. As per the 2016-2020 Local Area Transportation Review Guidelines (LATR), no mitigation will be required by the applicant.

There were four identified Americans with Disabilities Act (ADA) non-compliance issues. Two issues are located along the site frontages on East Lane and Hampden Lane. Along East Lane, the existing sidewalk is narrow, and there are bollards protecting the existing garage entrances, which narrow the sidewalk to an even greater degree. On Hampden Lane existing steps leading to the existing business entrance constrict the sidewalk and encroach into the accessible path. Both of these issues will be addressed with new, ADA-compliant sidewalks provided by the development along the site frontages. The third identified ADA issue relates to curb ramps on either side of East Lane just north of Montgomery Lane, which are missing detectable warning surfaces and, thus, do not appear to meet ADA standards. The fourth ADA issue is in the northeast corner of the intersection of East Lane and Montgomery Lane. Only a single ramp is provided in this corner for the east leg crosswalk, but a separate ramp is not provided for

the north leg crosswalk. The applicant has committed to addressing all identified ADA accessibility issues, both on- and off-site.

The applicant was also required to evaluate the Bicycle Level of Traffic Stress within 760 feet of the development Site boundaries. All segments with a stress level higher than 2 that also are master planned for designated bikeways in a masterplan required mitigation. Based on those parameters the following deficiencies in the bikeway network were identified:

- Montgomery Avenue/Lane between Woodmont Avenue and Pearl Street
- Woodmont Avenue between North Lane and Hampden Lane.

The two-way separated bikeway along the site frontage on Montgomery Lane will be upgraded to its ultimate condition, an intermediate-level bikeway buffered from vehicular traffic and separate from pedestrians, as a part of the approved project and the required frontage improvements. The segment of Woodmont Avenue between Montgomery Avenue and Old Georgetown Road is not currently funded, and therefore the project, as conditioned, will participate in its implementation as a means to mitigate the bicycle adequacy by paying a fee in the amount of $53,380. The fee in lieu was based on a detailed cost estimate (materials, pavement milling and overlay, maintenance of traffic, etc.) provided by the applicant and ultimately modified and approved by MCDOT.

4725 Cheltenham Drive: 820220060

- APFO Approval: March 3, 2022
- Density: up to 102 dwelling units and 4,351 square feet of commercial uses for eight live/work dwelling units

In accordance with the 2021-2024 Growth and Infrastructure Policy (GIP) and the 2021 LATR, the transportation impact of the Subject Application (110 multi-family residential units) is estimated to be 63 total peak hour person trips in the morning and 77 total peak hour person trips in the evening. After accounting for peak hour trips currently associated with the existing 5,000 square feet of automobile service center use (18 morning peak hour trips and 34 evening peak hour trips), the project is estimated to generate 45 net new morning peak hour trips and 43 net new

Table 8: Hampden East—Motor Vehicle Adequacy—HCM Analysis—Average Vehicle Delay (Seconds)

	Intersection	Policy Area Congestion Standard	Existing		Background		Total Future	
			AM	PM	AM	PM	AM	PM
1	Wisconsin Avenue at Georgetown Road/East-West Highway	120 seconds	36.5	32.7	47.9	34.9	51.2	37.2
2	Woodmont Avenue at Montgomery Lane	120 seconds	5.6	6.2	5.5	6.5	5.5	6.5
3	East Lane and Montgomery Lane	120 seconds	12.5	19.2	8.6	14.9	10.1	18.9
4	Wisconsin Avenue and Montgomery Lane/Montgomery Avenue	120 seconds	11.5	17.8	19.9	30.8	19.9	35.0
5	Woodmont Avenue at Hampden Lane	120 seconds	15.1	14.4	11.8	13.6	11.4	13.7
6	Wisconsin Avenue at Elm Street/ Waverly Street	120 seconds	14.7	25.0	18.2	52.4	18.1	52.2
7	Woodmont Avenue at Elm Street	120 seconds	14.5	16.1	14.1	14.8	14.1	14.7
8	Hampden Lane and Site Driveway/Garage Access	120 seconds	N/A	N/A	N/A	N/A	2.4	3.4
A	Woodmont Avenue Corridor	120 seconds	6.0	6.0	5.0	5.0	5.0	5.0
B	Wisconsin Avenue Corridor	120 seconds	15.0	16.0	21.0	22.0	23.0	23.0
C	Montgomery Lane/Avenue Corridor	120 seconds	20.0	25.0	29.0	31.0	29.0	37.0

Source: Transportation Impact Study by Kimley Horn, December 2020, Revised May 2021

Table 9: 4725 Cheltenham Drive						
Land Use	ITE Vehicle Trips		Adjusted Vehicle Trips		Total Person Trips	
	AM	PM	AM	PM	AM	PM
Existing						
Automobile Care Center 5,000 SF	12	24	3	6	18	34
Proposed						
Mid-Rise Apartment 110 Units	40	49	13	16	63	77
Total	28	25	10	10	45	43

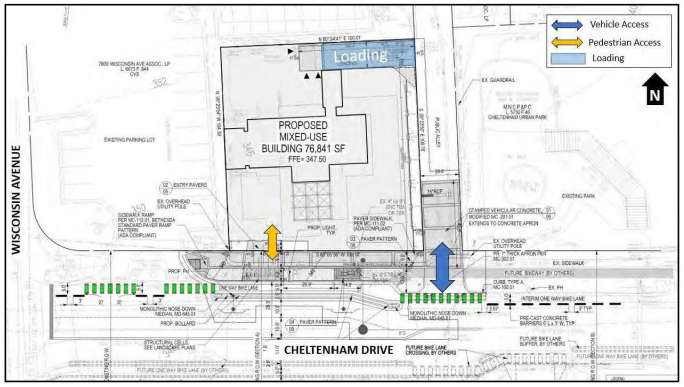
Source: Transportation Exemption Statement Dates September 13, 2021, prepared by Wells & Associates

evening peak hour trips. As a result of the estimated transportation impact, which is fewer than 50 net new person trips during the peak hour, the project was required to submit Transportation Exemption Statement (TES) to satisfy the LATR. Planning and MCDOT staff reviewed and approved the TES submitted with the application.

The applicant will demonstrate compliance with the *2017 Bethesda Downtown Plan Design Guidelines* for a Neighborhood Local Street. Specifically, the proposed streetscape includes a 7-foot-wide planting zone and 9-foot pedestrian through zone, consistent with the recommendations for a Neighborhood Local. The proposed streetscape includes specialty paving at the main building entry along Cheltenham Drive to further define the building entrance. Specialty paving also is provided at the vehicular entrance to the alley. This will enhance the pedestrian experience and provide traffic calming at the site's access point by signaling to vehicles that they are crossing the pedestrian through zone.

The design of the streetscape also acknowledges Cheltenham Drive's designation as a Canopy Corridor. As such, the project will prioritize street tree plantings. The trees will be planted in tree pits that will have adequate soil volume to promote their growth.

One-way separated bike lanes are master-planned on Cheltenham Drive between Wisconsin Avenue and Tilbury Street. The applicant will install one-way, separated bike lanes on the north side (westbound direction) of Cheltenham Drive between Wisconsin Avenue and Tilbury Street. They will install the ultimate condition just along their site frontage. On either side of their frontage (off-site) the applicant will install an interim condition on the one-way separated bike lanes and MCDOT will upgrade the remaining pieces at a later date. The one-way separated bike lanes on the south side of the street will be installed either by MCDOT or as part of frontage improvement if the Chevy Chase Acura Site redevelops. The ultimate condition of the master-planned bikeway consists of a 6-foot bike lane with a 2.5-foot poured concrete buffer. This is what the applicant will construct along their site frontage. The interim condition consists of 5-6ft bike lane separated by pre-cast concrete barriers (6 feet by 1 foot), spaced 3 feet apart. This is what the applicant will construct in front of the CVS parking lot and the park.



Proposed Streetscape View Looking Toward Cheltenham Urban Park

Traffic Mitigation Agreements

New development projects in Transportation Management Districts (TMDs), including the Bethesda TMD, have until recently been required to execute Traffic Mitigation Agreements (TMAgs) as a condition of subdivision approval. As a result of changes to the County Code, new projects are now required to execute Transportation Demand Management (TDM) Plans at various "Levels," depending upon their size and location.

Implementing TMAgs—and now TDM Plans—is a means of reducing traffic congestion and automobile emissions and achieving other TDM goals, including the NADMS goals established by County Council in the GIP (formerly known as the "Subdivision Staging Policy") and the Downtown Bethesda Sector Plan. TMAgs are tri-party agreements (among MCDOT, M-NCPPC and the owner/developer) and commit the project to work with MCDOT to reduce the number of trips made by single-occupant vehicles into the TMD during the peak periods, to help achieve the NADMS goals adopted by Council for that TMD.

TDM Plans have similar purposes as TMAgs, but are agreements solely between MCDOT and the project owner/developer. They consist of a limited number of MCDOT-required strategies, coupled with additional strategies selected by the project owner/developer as most suitable for achieving the project's and TMD's NADMS goals. For larger projects, a major difference between TMAgs and TDM Plans is that TDM Plans may require the project to show progress toward, or actually achieve, the NADMS goals within a certain time frame, and if they are not achieved require that additional resources be dedicated by the project to do so.

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

- constrained parking or no parking on-site
- subsidizing transit and vanpool fares to increase ridership
- parking management activities, including market-rate charges
- establishing telework and live-near-work programs, flex-time and other alternative work schedules.

TMAgs executed prior to the revision to County Code remain in effect. Projects that received development approval prior to March 2020, where a TMAg was required as a condition of approval, are "grandfathered" and are still required to execute a TMAg.

Between October 2021 and May 2022, the following TMAgs were executed for new developments in Bethesda that were grandfathered in under prior Code provisions:

1. 4915 Auburn Avenue
    - 180 multi-unit dwellings
    - 12,500 SF commercial space (including 5,000 sf office)
2. 4925 Fairmount Avenue (a.k.a. St. Elmo Apartments)
    - 279 multi-unit dwellings
    - 6,000 SF retail space

Project Based TDM Plans

Effective March 2020, the section of the County Code that governs TDM for new development projects (Section 42A-26) was revised. Instead of requiring TMAgs, an owner or applicant for a proposed subdivision or optional method development project, site plan, conditional use or building permit in a TMD is now required to submit a "Project-based TDM Plan."

The "Level" of TDM Plan required is based on the project's location and size. Downtown Bethesda is located in a Red Policy Area and the Bethesda TMD. For the Bethesda TMD, County Council adopted a blended NADMS goal of 55% for employees and residents. Prior to issuance of any building permit, an owner or applicant for a project located in a TMD in a Red Policy Area must:

a. Submit a Level 1 TDM Basic Plan for a project with less than or equal to 40,000 gross square feet; or

b. Submit a Level 3 TDM Results Plan for a project with more than 40,000 gross square feet.

Level 1 TDM Basic Plans require a relatively minimal effort to reduce traffic, improve air quality and help address climate change in the TMD. Projects are required to provide a Transportation Coordinator to work with the county, allow access to the project by MCDOT for promotion of alternative commute modes, and provide TDM information to employees and residents.

Level 3 TDM Results Plans require the project to achieve a base NADMS that is 5% higher than the TMD's overall goal, as well as related commuting goals at that project. In Bethesda, projects with Level 3 Results Plans must meet a 60% NADMS (55% + 5%). In addition to other TDM Plan requirements, a Bethesda project's Level 3 Results Plan requires:

- Selection of optional project-based strategies
- Commitment to fund the Plan at a level needed to achieve the goals
- Self-monitoring coupled with independent monitoring to determine if the project is meeting its goals
- A commitment to revise the strategies selected if they are not meeting goals
- Increased funding dedicated to their on-site program as required to implement new or revised strategies

A Level 3 TDM Results Plan was approved for a new development project planned for 7000 Wisconsin Avenue, Bethesda, in January 2022. That project constitutes the first project in the Bethesda TMD with a Level 3 TDM Plan approved under the new Code provisions.

Employer TDM Plans

Employer TDM Plans are an important means of supporting climate improvement, reducing traffic congestion and automobile emissions. They are also critical to the achievement of NADMS goals established by the GIP and the *Bethesda Downtown Sector Plan*, even though they are not required to achieve any specific NADMS goal.

As of March 2020, revised Code provisions broadened the applicability of employer requirements. Prior to that, County Code only required employers located in TMDs with 25 or more employees to file a Traffic Mitigation Plan (TMP). TMPs documented the actions those employers planned to take or had already taken to support their employees' non-auto commutes. Employers located outside TMDs were not required to file TMPs.

Under new Code provisions (effective March 2020), TMPs are now called "Employer TDM Plans" and are required to be filed by a broader segment of employers. Instead of only being required of employers with more than 25 employees in a TMD, employer TDM Plans are now required in all Transportation Policy areas in the county, except for the Agricultural Reserve. However, the requirements for employers in TMDs located in Red Policy Areas, like downtown Bethesda, have not changed; employer TDM Plans are still required for employers with 25 or more employees.

Bethesda Employer TDM Plan Contributions

Over 170 Bethesda employers have filed Employer TDM Plans. Employer TDM Plans that adopt policies supporting non-auto commuting can include a range of information-based actions and financial incentives for alternative commute modes. MCDOT contracts with Bethesda Urban Partnership (BUP—d.b.a. Bethesda Transportation Solutions/BTS), to do outreach to employers in the Bethesda TMD. BTS works with those employers and their employees, to inform and educate them about the options, county assistance programs (e.g., FareShare commuting benefits) and how Employer TDM Plans can help improve the community, the climate, and businesses' bottom lines with regard to employee recruitment and retention efforts.

When implemented effectively, these Employer TDM Plans contribute to meeting the Bethesda NADMS goal and other sustainability goals. To the extent employers support employee use of transit and other alternatives to commute to jobs in Bethesda, and reduce often inadvertent incentives for employees to drive (e.g. offering free parking but not an equivalent transit benefit), fewer single-occupant employee vehicles will be driven into the TMD.

Several Bethesda employers participating in MCDOT's TDM programs have been recognized by the Metropolitan Washington Council of Governments (MWCOG) for having highly effective TDM Plans. Highlights of actions in previously recognized employer TDM programs include:

- Offering subsidies that employees can use for transit and/or parking at remote transit locations.
- Installation of bike racks and secure storage rooms to encourage bicycling as a commuting option.
- Becoming a corporate member with Capital Bikeshare to offer employees membership at a discounted rate.
- For one award-winning employer, MWCOG noted the following: "By offering these alternatives and having nearly 90% of its employees participate, including 30 staff who use Metro regularly, vehicle miles have been reduced by 244,500 per year and approximately 30 single-occupant vehicles are not traveling into the Bethesda TMD daily."

Construction and Operational Impacts on the Network

Currently, there are several construction projects underway including 7000 Wisconsin Avenue, Metro Tower, 8015 Old Georgetown Road, 7607 Old Georgetown Road (the la Madeleine site), and Auburn Avenue. To alleviate negative impacts to the vehicular and pedestrian circulation during construction, the Bethesda Regional Services Center in coordination with Departments of Permitting Services, Environmental Protection, Traffic Engineering and Operations, Police, BUP and SHA and Washington Suburban Sanitary Commission participate in monthly Construction Activity Coordination meetings to review Maintenance of Traffic plans. These meetings help to ensure that pedestrian and bicycle safety are maintained throughout construction projects. Maintaining continual traffic flow and reducing lane closures is also a priority in an already congested area. Additionally, project managers for each construction site send construction updates to all interested parties. The coordinating meeting has been effective in reducing construction impacts and continues to work on additional complaints of water issues and noise.

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

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

- 4922 St. Elmo Avenue–St. Elmo Apartments
    - St. Elmo Avenue Eastbound between Old Georgetown Road & Norfolk Avenue: sidewalk and curb lane closure 24/7 with pedestrian access maintained in the curb lane.
    - Fairmont Avenue Westbound between Norfolk Avenue and Old Georgetown Road: sidewalk & curb lane closure 24/7 with pedestrian access maintained in the curb lane.
- 7607 Old Georgetown Road–Solaire 7607 Old Georgetown Apartments
    - Commerce Lane Westbound between Wisconsin Avenue & Old Georgetown Road: sidewalk and curb lane closure 24/7. Pedestrians must cross Commerce at Old Georgetown or Wisconsin.
    - Old Georgetown Road Northbound between Commerce Lane & Woodmont Avenue: sidewalk and curb lane closure 24/7 with pedestrian access maintained in the curb lane.
- 7316 Wisconsin Avenue–Metro Tower
    - Wisconsin Avenue Southbound between Hampden Lane & Elm Street: sidewalk and curb lane closure 24/7 with pedestrian access maintained in the curb lane.
    - Hampden Lane Eastbound between East Lane and Wisconsin Avenue: sidewalk and curb lane closure 24/7. Pedestrians must cross Hampden Lane at East Lane or Wisconsin Avenue.
- 7300 Wisconsin Avenue–Purple Line Station
    - Elm Street Eastbound from 4719 Elm Street to Wisconsin Avenue: full street closure for construction of the future Purple Line western terminus. Pedestrian through access is maintained on the south side of Elm Street.
- 7000 Wisconsin Avenue–7000 Wisconsin
    - Wisconsin Avenue Southbound between 7034 Wisconsin Avenue and Stanford Street: sidewalk and curb lane closure 24/7. Pedestrians must cross Wisconsin Avenue at Woodmont Avenue or Stanford Street.

Figure 7. Sidewalk Lane Closure (Bethesda Urban Partnership)

Current Traffic Studies

Requested information on current traffic studies and pedestrian crossing safety improvements will be provided by MCDOT and will be posted on our website as an addendum when available.

Capital Improvement Program

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

Capital Crescent Surface Trail

This project is a two-way, on-road separated bikeway that provides a connection through downtown Bethesda. It will also serve as an alternate route to the future Capital Crescent Trail (CCT) Tunnel. The Phase 1 segment begins at the intersection of the CCT trail at Bethesda Avenue and ends at Willow Lane and 47th Street. Construction was completed in May 2022. Phase 2 of the project will provide a connection between Willow Lane and 47th Street and the CCT/CCT Tunnel at Elm Street Urban Park. Phase 2 of the Surface Trail will be constructed as part of the Capital Crescent Trail Tunnel project and will include an on-road separated bike path on Willow Lane and a shared use path adjacent to 47th Street (see below).

Capital Crescent Trail Tunnel

This project provides for the design and construction of the CCT Tunnel. The west end of the facility is located at the west side of the new building at 7272 Wisconsin Avenue, near the Civic Green Park at Woodmont Avenue. It will then run to the east in its own tunnel through the lower level of the building where it will continue out the east side under Wisconsin Avenue, then continue east below Elm Street, and will emerge above ground at the CCT Surface Trail in Elm Street Park. The total length is approximately 1,000 feet. The interior height will be 14 feet and width will be 16 feet (a 12-foot trail with 2-foot shoulders). The riding surface will be concrete. A bicycle storage area will also be provided for public use located at the west end of the tunnel within the building. Coordination with the Department of Parks and the Town of Chevy Chase has occurred and will continue throughout the design process. The project is past 70% design and working toward 90% this summer. This project is scheduled to complete final design by March 2023. Construction of the tunnel and Phase 2 of the Surface Trail is scheduled for Fiscal Years 2026 to 2028.

Woodmont Avenue Bikeway

A two-way, on-road separated bikeway is planned along Woodmont Avenue between Wisconsin Avenue and Battery Lane. Design is complete for Phase 1 (Montgomery Lane to Miller Avenue), construction is underway, and completion is anticipated in summer 2022 through CIP P500119 Bethesda Bikeway and Pedestrian Facilities. Phase 2 (Norfolk Avenue to Montgomery Lane) needed additional funding to complete final design and construction. That funding is included in FY23 in the adopted FY23-FY28 CIP budget, and final design is expected to start in summer 2022. As part of the Marriott International Headquarters project, an interim two-way separated bikeway was constructed between Norfolk Avenue and Old Georgetown Road in February 2022. This segment is expected to be upgraded as part of Phase 2 of the Woodmont project in 2023. Phase 3 (Battery Lane to Norfolk Ave) is not funded for design or construction.

Norfolk Avenue Shared Street

Concept design for CIP project 509337 is funded for FY2023. Construction funding is not identified at this time. The Claiborne is participating by either constructing a portion of the shared street along their frontage or making a financial contribution of up to $127,000 as a condition of their Site Plan Approval, the determination of which will be made at the time of certified Site Plan. The approved development project at 4915 Auburn Avenue must participate in implementation of the shared street project by contributing $55,208 to MCDOT prior to the issuance of the first above-grade building permit. Coordination with the BUP is ongoing to maintain a

streetery in this area as the Shared Street planning study determines a permanent condition for Norfolk Avenue.

Cheltenham Bikeway

This project is envisioned as an on-road separated bikeway that is part of the larger Bethesda Loop. The project limits are from Wisconsin Avenue (MD 355) to Pearl Street and is currently funded for planning. Planning is completed and a task to initiate final design engineering has been issued. Coordination is occurring on a redevelopment at 4725 Cheltenham Drive regarding the future street cross section.

Montgomery Lane/Avenue Bikeway

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

Maryland 355 South Bus Rapid Transit (BRT) Update

The Sector Plan confirmed recommendations for a BRT line along Wisconsin Avenue and expanded the recommendation to extend the route beyond the previously planned southern terminus at the current Bethesda Metro Station to Bethesda Avenue, where an additional metro station entrance is also planned. This location will also be near the entrance to the Purple Line station in Bethesda. MCDOT has completed the planning phase. The project includes dedicated BRT lanes (where feasible), new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new zero-emission BRT buses and other associated pedestrian and bicycle improvements along the corridor.

In summer 2019, the MD 355 FLASH alternatives analysis was presented to the County Council. The Council stated their preference for Alternative B Modified. This alternative would include median BRT lanes for most of the corridor. The southern portion of the corridor (south of Rockville) would be dual median lanes extending to the Grosvenor Metro Station and the northern portion would be a single reversible or bidirectional lane to approximately Middlebrook Road. The adopted FY2023-2028 budget provides funding to complete design for the full project. Construction funding has not been identified for the South and North Phases. MCDOT plans to work with property owners to establish a different approach to providing the needed right-of-way where redevelopment is anticipated. Preliminary engineering of the MD 355 BRT from Grosvenor to Germantown is anticipated to be complete by late 2022/early 2023.

Table 10: CIP Transportation Projects		
Project Name	**Coordinating Agency**	**Project Status**
Redesign Wisconsin Avenue as an urban boulevard	M-NCPPC/MCDOT/SHA	Not funded
Redesign Old Georgetown Road as an urban boulevard	M-NCPPC/MCDOT/SHA	Not funded
Redesign East-West Highway as an urban boulevard	M-NCPPC/MCDOT/SHA	Not funded
Redesign Norfolk Avenue as a shared street	M-NCPPC/MCDOT	Not fully funded; Facility Planning (only) funded for FY22-23
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/MCDOT	Design in progress (Tunnel & Surface Trail Phase 2); Construction Complete (Surface Trail Phase 1)
Reconfigure East-West Highway, Montgomery Lane, Old Georgetown Road and Woodmont Avenue with seperated bike lanes	M-NCPPC/MCDOT	Design in progress for Montgomery Lane/Avenue between Woodmont and Waverly Design in progress for Woodmont Avenue between Norfolk Avenue (south to) Montgomery Lane and between Miller Avenue and Wisconsin Avenue. Construction underway between Montgomery Lane and Miller Avenue. Construction anticipated for Phase 1 of Montgomery Avenue/Lane from Woodmont Avenue to MD 355 in FY23; Phase 2 from MD 355 to Waverly in coordination with development at 7373 Wisconsin Avenue anticipated for late summer and fall 2022 (FY 23) Other projects not funded (Waverly to Pearl-Phase 3)
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	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 for Woodmont Avenue between Norfolk Avenue (south to) Montgomery Lane and between Miller Avenue and Wisconsin Avenue Woodmont Phase 1 from Montgomery Lane & Miller to Wisconsin funded in is underway Phase 2 will complete design in summer 2022
Shared roadway on Commerce Lane, Avondale Street, Rosedale Avenue, Tillbury 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	Concept design in progress for Norfolk/ Cheltenham between Woodmont Avenue and Tilbury Street Other projects not funded

Purple Line Transit Update

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

Contract Update

- Purple Line Transit Constructors, the design-builder who had been working for MDOT Maryland Transit Administration demobilized and terminated their contract with the Purple Line Transit Partners (PLTP) in fall 2020. As litigation started, construction activities slowed down and/or stopped in different areas along the alignment.
- In fall 2020, MDOT/MTA and PLTP reached a $250 million agreement to settle all Purple Line claims and terminate the Purple Line litigation. The settlement was approved in December 2020 by the Board of Public Works. PLTP remained as the concessionaire for the Purple Line project and was responsible for reprocuring the design-build contractor.
- In 2021, PLTP implemented a two-step procurement to find a new design/builder. PLTP shared a Request for Qualifications with a host of highly qualified contractors that had previously expressed interest in being considered for the work. PLTP shortlisted three teams and then issued a Request for Proposals (RFP) to include technical and cost proposals. A new design/builder was selected in fall 2021 and approved by the Board of Public Works in January 2022.
- The new design/build contractor, Maryland Transit Solutions (MTS), recently received Notice to Proceed. A revised work plan and project schedule for the Purple Line and the three county-funded projects is expected by the end of summer 2022. MDOT MTA has announced that the projects will be in service by fall 2026.

Construction Update

- MDOT MTA continues to progress:
    - Light Rail Vehicles production.
    - Operations and Maintenance Facility in Prince George's County facility construction.
    - Sleaford Road Underpass, scheduled to be completed by summer 2022.
    - Tree clearing.
    - Utility relocations along the alignment.
    - Maintenance operations along the alignment: Maintenance of Traffic, Erosion and Sediment Control and resurfacing/road maintenance.
    - Art-in-Transit program: 16 of 22 art-in-transit contracts are fully executed, 8 of which are for the Montgomery County stations.
- MTS is currently conducting site inspections and performing preparatory work to fully mobilize and restart construction throughout the alignment by the end of summer 2022.

Outreach

- Restarting the in-person Community Advisory Team (CAT) meetings with the community; Bethesda's CAT meeting took place on June 7, 2022 from 7 to 8:30 p.m. at North Chevy Chase Elementary School.

Regional Transit Services

WMATA Metrobus

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

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

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

The J1, J2 schedule implemented in August 2020 will remain in effect through May 2021.

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

WMATA Metro Rail

A list of updates to WMATA Metrorail are included below:

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

Local Bus Service (Metrobus and Ride On)

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

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

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

Parking

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

- Beginning on August 1, 2022, Marriott will lease the entirety of Garage 11 (1,076 total spaces) from 7 a.m. to 6 p.m., Monday-Friday. The garage will be unavailable to the public during those times, effectively reducing the PLD's weekday peak inventory by 1,076 spaces. The garage will be available to the public on weekdays between 6 p.m. and 6 a.m., weekends and county holidays. It is anticipated that a majority of Garage 11's existing daily parkers will relocate to other nearby public facilities.
- It is expected that the sale of Lot 43 will close in October 2022. At that time, the lot will permanently close and the developer's redevelopment plans will kick off. The lot has 39 parking spaces and no replacement public parking spaces will be provided.
- MCDOT is in late-stage negotiations with a developer for the redevelopment of Lots 10 and 24. The Parking Lot District conducted a study in 2022 that concluded up to 275 parking spaces would need to be replaced in an integrated on-site parking facility.
- MCDOT issued an RFP for Lots 25 and 44 last year. The county is currently in negotiations with a developer. There are close to 200 parking spaces combined in the two lots. As part of a potential redevelopment agreement, it is

expected the parking spaces will be replaced one for one.

MCDOT regularly surveys occupancies of its parking facilities. Table 11 shows the average occupancy rate over a three-month period from November 2021 to January 2022. The occupancies are collected during the mid-week, mid-day periods. Changing commuting patterns due to the pandemic continue to be a headwind for parking demand.

Table 11: Parking Occupancy (Three-Month Average)

Garage/Lot	Average Occupancy	Capacity
Garage 11	51%	1,076
Garage 31	50%	952
Garage 35	76%	366
Garage 36	29%	729
Garage 40	61%	311
Garage 42	48%	337
Garage 47	42%	796
Garage 49	29%	949
Garage 57	58%	870
Lot 8	73%	10
Lot 10	60%	94
Lot 24	49%	210
Lot 25	28%	124
Lot 28	67%	18
Lot 41	80%	9
Lot 43	46%	37
Lot 44	29%	51

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

Unified Mobility Program

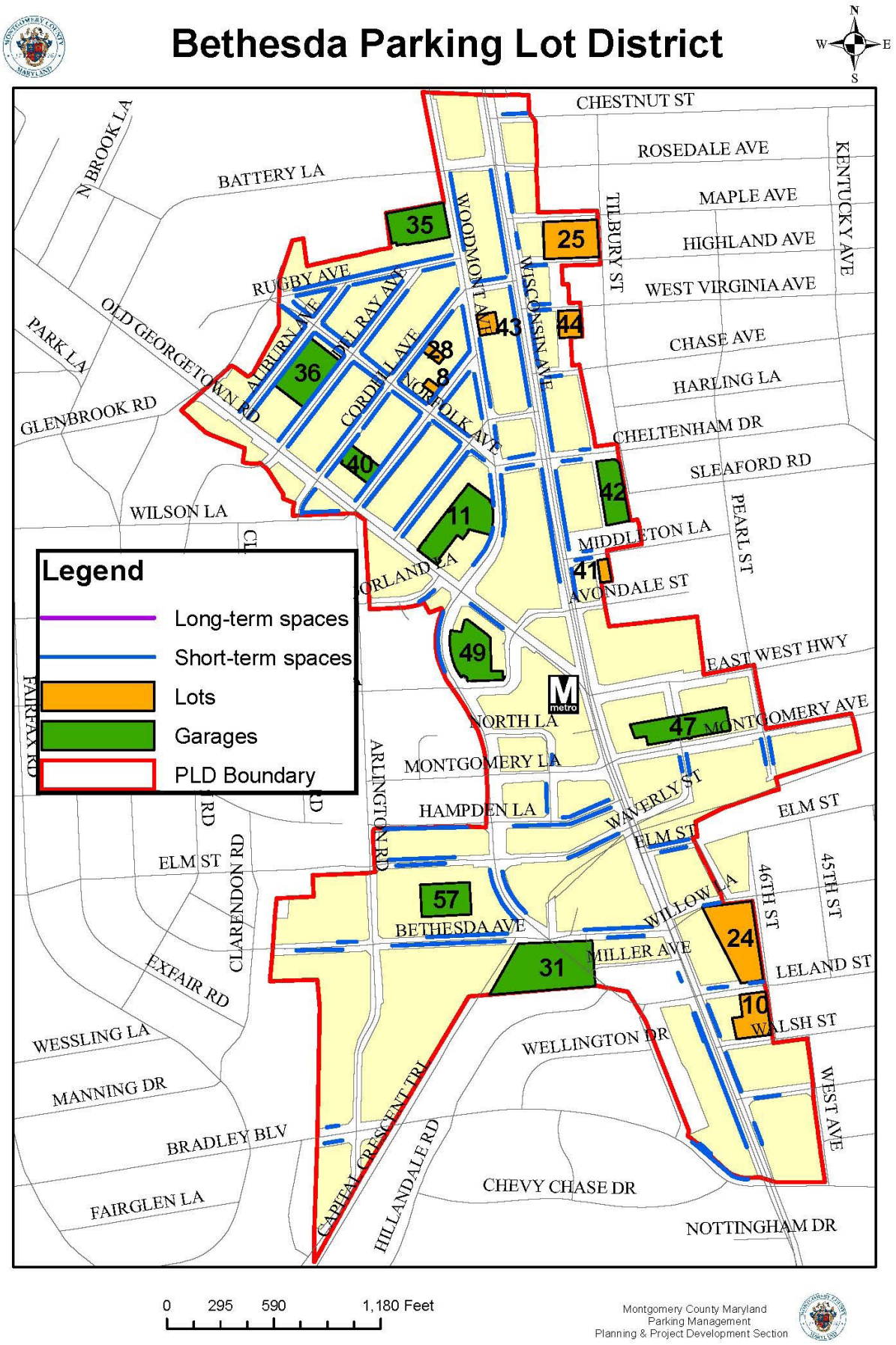
The Unified Mobility Program (UMP) is a program proposed by the *Bethesda Downtown Sector* Plan as a funding mechanism for local infrastructure. As envisioned, it would have estimated the costs of local infrastructure needed to achieve the plan objectives and then assessed those costs as a fee on new development. However, the viability of such a fee on new development was affected by the rapid advancement of new development before the fee could be implemented, and the fee on remaining development would have been too high to be feasible for this financing structure. Therefore, on April 4, 2022, the County Executive sent a memo to County Council that MCDOT was no longer developing the Bethesda Unified Mobility Program (BUMP). Instead, a working group will explore alternative financing and funding mechanisms.

Alternative funding mechanisms for local infrastructure continue to be explored as part of a larger countywide effort, which may identify other options that could be applied to the *Bethesda Downtown Sector Plan* area. The workgroup for this effort includes Executive Branch, Council and Planning Department representatives. In the interim, new developments remain obligated to address local infrastructure in accordance with the county's GIP.

Recommendations

- Continue to monitor the 14 intersections and corridors studied as part of the roadway network adequacy test.
- Continue to monitor the NADMS of the Sector Plan area. The results will be included in the 2023 Annual Monitoring Report.
- Continue to explore alternative funding mechanisms to replace the Bethesda Unified Mobility Program.

Figure 8. Bethesda Parking Lot District



Summary of Recommendations

Plan Recommendations

The 2022 Annual Monitoring Report provides a comprehensive update on the efforts to implement the recommendations of the Bethesda Downtown Plan. This report reviews development approvals, school capacity, and parks and open space and transportation adequacy, as well as recommendations to further the implementation of the Plan.

Development Approvals

- Once total development reaches 30.4 million square feet, the County Council may require certain actions before additional development is permitted. As of April 2022, total development density is 29,350,900 square feet. (See page 15 for additional explanation on Bethesda Overlay Zone density analysis).
- 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 capacity needs of the schools that serve the Bethesda Downtown Plan area and ensure that the potential options discussed to provide capacity are available if necessary. These options may include, but are not limited to, reassigning students to underutilized schools, building additional capacity at existing schools, reopening former schools, or seeking opportunities for future school sites.

Parks and Open Space

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

Transportation

- Continue to monitor the 14 intersections and corridors studied as part of the roadway network adequacy test.
- Continue to monitor the NADMS of the Sector Plan area. The results will be included in the 2023 Annual Monitoring Report.
- Continue to explore alternative funding mechanisms to replace the Bethesda Unified Mobility Program.

Future Annual Monitoring Reports

Green Cover

- Build on lessons learned from current methods to evaluate the amount of green cover in the Bethesda Downtown Plan area, including the overall tree canopy, that can be updated regularly.

Stormwater Management

- Assess methodologies to evaluate the impact of urban redevelopment on stormwater management.

Implementation Advisory Committee Comments

During the Implementation Advisory Committee's (IAC) meeting on July 8 2022, Montgomery County Planning Department staff presented the contents of the 2022 Bethesda Downtown Annual Monitoring Report. Following the presentation, the IAC received the draft report and submitted written comments to the Montgomery County Planning Department. The entirety of the IAC's comments are included in Appendix A of this report.

The IAC's comments fall into three categories:

1. Additional Information
    - Projects reviewed by the Design Advisory Panel and the Planning Board and
    - Awarding of public benefit points and
    - Status of development applications currently under review.
2. Comments on Approved and Upcoming Projects
    - Recommendations on additional intersections and locations for pedestrian safety improvements; and
    - Current and potential traffic and safety concerns arising from recent or upcoming development.
3. Potential Items for Future Reports
    - Amenity funds;
    - Additional information on Park Impact Payments; and
    - A cumulative review of the plan's implementation since 2017.

The final report includes information requested by the IAC. Additional information on specific projects beyond the summary scope of the report is available online at: montgomeryplanning.org/development. Comments that fell outside the scope of this report were shared with the appropriate agency and/or staff.

List of Acronyms

- **ADA:** Americans with Disabilities Act
- **APFO:** Adequate Public Facilities Ordinance
- **BOZ:** Bethesda Overlay Zone
- **BRT:** Bus Rapid Transit
- **BUP:** Bethesda Urban Partnership
- **CBD:** Central Business District
- **CCT:** Capital Crescent Trail
- **CIP:** Capital Improvements Program
- **DAP:** Design Advisory Panel
- **GIP:** Growth and Infrastructure Policy
- **HCM:** Highway Capacity Manual
- **IAC:** Implementation Advisory Committee
- **LATR:** Local Area Transportation Review
- **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
- **PIP:** Park Impact Payment
- **PLD:** Parking Lot District
- **PLTP:** Purple Line Transportation Partners
- **POPS:** Privately Owned Public Space
- **SHA:** State Highway Administration
- **TDM:** Transportation Demand Management
- **TMAg:** Traffic Mitigation Agreement
- **TMD:** Transportation Management District
- **TMP:** Traffic Mitigation Plan
- **UMP:** Unified Mobility Program

Bethesda Downtown Plan
Annual Monitoring Report

The Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive
Wheaton, MD 20902

MontgomeryPlanning.org

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

Appendix A- Implementation Advisory Committee Comments

IAC Comments for BDP 2022 Annual Monitoring Report

Commenter #1:

General comments:

There are quite a few typos, verb tense errors, missing prepositions, etc. suggest having an editor give it a quick read to correct.

The font color used in the key for many of the figures is very pale. Given the small font size used in those keys and the ink color, it's very difficult to read the keys, especially on the screen. Please use a darker color for the key fonts.

Specific comments:

Page 7

> Blurb on Construction: Please add addresses for projects where only a name is given (e.g.,4316 Wisconsin for Metro Tower). Many readers will not know project names, but will know addresses. There seem to be several projects missing from the list.
> Blurb on Parks: This and Open Space: lists the PIP anticipated from the approved projects. Please list also the PIP funds actually collected to date and how much PIP money was spent during the past year. Also this blurb should include any acquisitions of new park/green space this past year or a statement that none was acquired.
> And please also add to the text of the Executive Summary,, how much of the PIP funds have been spent to date and how much was spent this past year.
>
> Blurb on Transportation. This blurb should include the completion of the bike lane for Phase 1 of the surface Capital Crescent Trail

Pg. 10. In the paragraph about the DAP, please add the url for the DAP web site (similar to how the IAC url is given). Also, in the DAP paragraph, it says the DAP has reviewed 4 projects "since May 2021", but the title of the table on page 11, says projects reviewed "since April 2021". These dates should be the same and given "since April 2021" is used on other tables, suggest choosing that date..

Pg. 12 Hampden East. 2nd para. The text says that the DAP reviewed this project favorably. This sounds like the project was reviewed this past year, which makes the reader wonder why it is not in the list of projects reviewed this year. A subsequent reference to a 2nd DAP review gives a date of March 2021, so it becomes clear why this

project is not in the table of projects reviewed this past year. To reduce confusion, suggest adding the review date of that first DAP review . In final para about this project, please add the amount of BOZ density approved for the project.

4901 Battery Lane. Please add a sentence to the description of this project clarifying where in the approval process this project is.

Pg. 14 4725 Cheltenham 2nd para, 5th line beginning 76841: Needs "square feet" inserted following this number.

Status of Available BOZ density, para 1 line 7. "Available" is misspelled as "available" Last sentence, suggest putting "Available" at beginning of sentence before "BOZ density" to make the statement clearer.

Pg. 15 Figure 1. 7126 Wisconsin Ave. 9west side of Wisconsin Ave. between Miller aAve. And Bethesda Ave.) is marked in yellow which the key identifies as County DOT parking lot. This is incorrect. This property should be marked in dark blue to represent sketch/preliminary plan approval . The properties on the east side of Wisconsin between Willow and Leland and between Leland and Walsh should have the yellow marking.
The dark blue shaded area bordered by Arlington Rd. and Bethesda Ave. seems way too large for the proposed project there.
I don't see a shaded space for the approved EuroMotors construction on Bethesda Ave. And is there shading for the Audi development?

Pg. 15 Status of Available BOZ density section.
Suggest adding a bit more detail here and referring to Tables 3a ,3b, and 3c (hopefully to be renumbered 2a and 2b and 2c.) It would be helpful to cite the square footage numbers for new development and approved unbuilt development and "cancelled" development because time limits ran out to show how we get to the current figure for available BOZ density.

Pg. 16 Last sentence of Approve Unbuilt Development. Reader is told that there is a table showing these properties (those with site plan and/or preliminary plan approvals). But the next table (Table 2) goes with the following section and shows public benefit points. It's not until several pages later that the promised table shows up as Table 3a and 3b. Suggest moving this table, or if that's not possible, citing the table numbers in the Approved and Unbuilt Development paragraph.

Pg. 16 Public Benefit points, Table 2.Confusing to see Avondale included in this table because this is the first time this project has shown up. It becomes clearer once the reader gets to Tables 3a and 3b. If tables 3a and 3b were actually 2a and 2b, and the current Table 2 was Table 3, this would flow better.

Pg. 18 Table 3C. Was this table discussed anywhere in the text? Good to see it in the report, but it deserves a mention in the text.

Before heading into the Schools section of this report, it would be useful to have a section that describes how many new residential units have been built thus far, how many are approved, and how many are under construction. There was a statement early on about the total number of new residential units expected to be built in Bethesda under the plan, so some sort of accounting for where we are in this would be good.

Also, the annual report should include tables showing cumulative information for Bethesda, not just information for the past year. Specifically: a table should be included that shows total projects that have received sketch/preliminary/site plan approval since the Plan was adopted, number of completed projects since the Plan was adopted, number of projects that are in progress, number of projects that have not started, number of projects whose approval expired during the report year and the number that will expire in the coming report year, PIP funds received total and during the report year, how much square footage has been constructed to date, how many new housing units are completed (and how many of these are MPDUs), how many housing units were lost due to new construction (that way we can see the housing gains) etc. This information is needed for readers to get a picture of how things are moving along. Reports of traffic, etc. aren't very meaningful without this sort of information.

Pg. 21 and 22. There is a comment that the kindergarten class was larger this past year than the previous year (when the number was smaller due to the covid pandemic). Would be useful to note whether the first grade enrollment numbers this past year were up from the previous year showing that the missing kindergarten students were in BCC 1st grade classrooms this past year. Also, Some comment on the overall enrollment impacts of covid on elementary, middle, and highschool enrollment would be useful.

On page 22, last sentence of 1st para starting "Current projections": no time frame is given here and needs to be.

Note for page 23 (if not this year, then next year). One of the options for easing crowding at B-CC high school was to acquire neighboring properties. The property usually referred to was just west of the school on East-West Hwy. This property has now come to planning with a proposal to redevelop into a multi-family residential building, so it will no longer be an option.

Pg. 24 Recommendations section. Sentence beginning "The table on page 26". Suggest inserting the table number here.

Pg 25. &26. Figure 4 and Table 5. The map does not accurately portray the proposed park space on lots 10 and 24 and the write-up in the table doesn't reflect the likelihood of these parks. This map is a bit confusing – hard to see where Wisconsin Ave. is for example so hard to orient.

In several places in the parks section, Elm St. Urban Park is referred to as Elm St. Neighborhood Green. I'm unaware of this park's name being changed. In fact, the parks department recently installed a new sign with the name Elm St. Urban Park to replace the old sign that read Elm St. Park.

Transportation

Pg. 31 Capital Crescent Surface Trail. Suggest modifying the final sentence that now reads, "Substantial completion of Phase 1 (Bethesda Ave/ Willow Lane Woodmont to 47th) of the project was in May 2022" to say that this portion was completed in May 2022. This would make this section consistent with the description of it on page 50.

Pg. 32 Pedestrian crossing at Bethesda Ave. and Wisconsin. The entry just says "Bethesda Avenue & Wisconsin Avenue (Anticipated to be completed in June 2022) Assume this is referring to the modifications made for the Capital Crescent Surface Trail. Suggest that this be explicitly stated and that it was completed in June 2022. There are other safety changes that have been proposed for this intersection and you might want to indicate that as well.

The IAC has suggested other intersections that need pedestrian improvements such as Bradley and Wisconsin. Suggest adding those to the list.

Pg. 35 Surprised not to see East-West Hwy and Connecticut intersection in the list of intersections where the demand for the cue lane for turns exceeds the space available.

Pg. 45. 2nd column, 7316 Wisconsin Ave. This is Metro Tower, not Hampden House. Please also add that pedestrian access on the north side of Hampden Lane between Wisconsin and East Lane often is closed due to the construction.

Pg. 45 4300 Wisconsin Ave. The closure of this section of Elm St. is not for the Purple Line station, it's for construction of the south entrance to the Bethesda Metro station. Further, it is not open to pedestrians on the south side of Elm St. as the text currently states; It is totally closed to pedestrians.

Suggest adding blurbs to this report about the closures of Woodmont Street and Norfolk for the streeteries and the possibility of making the Norfolk streetery permanent.

Pg. 50. Capital Crescent Trail tunnel. Wasn't this project knocked out of the CIP this year? If so, this should be reflected here.

Pg. 54. It states that the J4 ceased operation due to covid and there are no plans for its resumption. Yet in the final paragraph on this page it says all service (meaning metrobus, metrorail, and Rideon) has been restored.

Pg. 55. Bullet about county parking lots 10 & 24 needs to be updated. The current plan is for 200 of the 300 existing parking spaces to be replaced in an underground garage. This was the number recommended in a study the parking district conducted.

Pg. 55 Table 12. I think the labels for the 2nd and 3rd coluns were switched. (or the data were). Right now, the 2nd column should be labeled "Average occupancy" and the 3rd column should be labeled "Capacity".

Commenter #2:

Page 9 - Includes "The Plan estimates a maximum of 8,456 additional multi-unit residential units if limited commercial development occurs." How many total new units have been delivered between May 2017-July 2022? How many total MPDUs?

Page 45 - Transportation - Construction and Operation Impacts on Network - This section should include mention of the fact that there are laws for sidewalk closures in urban/transit-oriented areas.

County Roads - https://apps.montgomerycountymd.gov/ccllims/DownloadFilePage?FileName=2636_1_10546_Bill_38-19_Signed_20200327.pdf

State Roads - https://mgaleg.maryland.gov/2020RS/bills/hb/hb0194F.pdf

How many waivers within the Plan area have been given for these laws since they were enacted?

Page 59 - Green Cover - It would be good to include the "Sustainability Performance Area Metrics" from the Plan (page 11 of the Plan) in the report to remind people. The 2017 metrics said their could be 137% increase in Tree Canopy Cover in the HPA (with an additional 62 acres approximately); TBD additional Tree Cover Outside the HPA; and a 4800% increase in area of green roofs (from .75 acres to 30-36 acres approximately).

Also would be worth noting how many LEED Buildings have been built since 2017 (since that was also a metric).

Commenter #3:

I wasn't specifically looking for typos or copy edit issues but I note some:
P. 18 paragraph 1, 5th line - All of the projects from Table 3b have (not has)
p. 37 chart #8 "intersection" column should say Wilson Lane at Old Georgetown Road
p. 39 last paragraph second column, 4th line, add "there are" so it reads "there are bollards..."
p. 45 first column 2nd paragraph, 5th line, 1st word - Delivery, not deliver
This comment refers to p. 32 "Pedestrian crossings..." but may be included in IAC comments at the end of the report.
Regarding the first bullet point, Bethesda Avenue and Woodmont Avenue: This intersection needs close observation and potential adjustments. Pedestrians, cyclists, and drivers are all confused by the signal timing and sequences. There is no mechanism to ensure cyclists and pedestrians don't collide in the clearly marked walkways crossing the bike lanes; DOT should consider placing "Stop" signs for cyclists or at least "Yield to Pedestrians" signs. There may be a need for additional signage as well, indicating the "all-pedestrian phase" and urging pedestrians to watch for turning cars.

Similarly for these comments regarding p. 35, "Key takeaways from the queuing analysis....:
1. Bradley Boulevard at Wisconsin Avenue - this intersection has come up several times at the IAC. It really requires close attention from the state and county. There is no truly safe time for pedestrians to cross in any direction because of signal timing - there are always cars coming from some place. The intersection strongly and quickly requires a site visit to identify safety issues around signalling and correct them (at the same time the misalignment of crosswalks can be addressed). It is likely that fixing the signal issues will increase delays for vehicles even as it increases pedestrian safety.
4. Bethesda Avenue at Arlington Road - Bethesda Avenue westbound backups are repeatedly worsened by turns onto Bethesda Avenue eastbound from southbound Arlington Road. Vehicles there turn even though by doing so they block left turns from Bethesda Avenue and sometimes even continuing westbound traffic. As well, there are often vehicles parked on the south side of Bethesda Avenue just east of this intersection, in front of Uncle Julio's, that further block turning traffic from both directions. With pandemic conditions eased, this area should be made a no parking area with consistent enforcement. A camera at the intersection for southbound turns from Arlington Road might also be helpful.

p. 39 8015 Old Georgetown Road -
The discussion of traffic issues around the work-live units does not indicate how these requirements will be enforced - or even they will be. Without enforcement mechanisms these constraints are meaningless.

This is probably for the end page, but refers to p. 42, bullet at bottom of first column referencing "constrained parking or no parking on-site". (on site should not be hyphenated here):
While the plan addressed parking minimums and maximums, development approvals have often been more focused on developer claims of market demands for parking. This is contrary to the Plan's goal of 55% merged NADMS. The Planning Board should be more assertive in reducing parking in plans within the Metro, Purple Line, and BRT walksheds.

p. 43 refers to employers who have been recognized by the MWCOG for having "highly effective TDM Plans." Is this purely an incentive-based effort?

p. 50 Capital Improvement Projects - I suggest rephrasing:
Several ..... On-road bicycle facilities are funded and in various phases of design or construction along segments of Woodmont Avenue...."

There is no mention of the Amenity Fund and how the IAC believes it should be directed, notably in the IAC's current thinking that it can be directed toward the Norfolk Avenue streetery. The Amenity Fund is not intended to fill shortfalls in CIP or other County or Parks and Planning funds.

Although the Bethesda Downtown area is still about 2 million square feet short of the point at which the Council may want to review, any such review should include a comprehensive look at parks, public facilities, and traffic issues and the extent both to which progress has been made as well as any new priorities that might be set. In that context, the next annual report might be more specific on these subjects.

Commenter #4:

Page Number of Report	Topic	Question/Comment
Pages 15-18	Bethesda Overlay Zone (BOZ); Planned Development	The report restates the "existing on ground development, lowering it from 23.3 to 23.1 million SF, allowing for an additional 200,000 SF of development as part of the 2017 Bethesda Plan. Does the 30.4 million SF development threshold, noted in the report where the Council "may require certain actions before additional development is permitted, reflect this additional 200,000 SF of development potential? Could the report include a table of those projects that have received site plan approval since 2017, but are either not yet under construction or are presently under construction?
Page 17	Public Benefit Points	What is the basis or formula for calculating the public benefit points?
Page 18	7070 Arlington Road Project	Is this a standard method project? Does that explain the lack of BOZ density use and no payment for park improvements?
Page 27 and Pages 55-56	Eastern Greenway	The Eastern Greenway is discussed under the section addressing Parks and Open Space. This discussion should be updated to reflect the proposed development on the two surface public parking lots (Numbers 25 and 44) which was announced in July, explaining specifically how the proposed developments will impact the park and greenway plans outlined in the 2017 Bethesda Plan.

Page Number of Report	Topic	Question/Comment
Page 41	4725 Cheltenham Drive Project; Cheltenham Bikeway	The discussion regarding the construction of a separated bike lane on the corridor between Tilbury and Wisconsin is very confusing with seemingly overlapping installation/construction obligations for the 4725 Cheltenham developer and MCDOT. It is not clear what will happen when and by whom.
Page 45	Urban Loading and Delivery Management Study	There is reference to this study, evidently initiated in 2020. When will it be available?