



Bethesda Downtown Plan Annual Monitoring Report

July 2023

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 2022 and ending May 2023. This report also includes a review of development activity and development approvals as it relates to the monitoring and tracking of the cap on development required by the Bethesda Overlay Zone.

Sources of Copies

The Montgomery County Planning Department
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Online at montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/

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Prepared by the Montgomery County Planning Department

MontgomeryPlanning.org

July 2023

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May 2022-May 2023

What has happened in downtown Bethesda over the past year?



Greening the Downtown

In 2021, Bethesda had a tree canopy of approximately 20%. Anticipated future analyses will track this progress.



Construction

The following projects are under construction:

- 8015 Old Georgetown Road
- 4915 Auburn Avenue
- 4922 St. Elmo Avenue
- 7607 Old Georgetown Road (the la Madeleine site)
- 7000 Wisconsin Avenue
- Metro Tower (7316 Wisconsin Avenue).



Design

The Design Advisory Panel (DAP) has reviewed six new projects since April 2022:

- 7126 Wisconsin Avenue
- 4405 East West Highway
- 7340 Wisconsin Avenue
- Battery Lane District Site C
- 4702 Chevy Chase Drive
- 7820 Wisconsin Avenue.



Schools

In the current academic year, schools in the Bethesda-Chevy Chase cluster are experiencing the following capacity utilization rates: 86% at the elementary school, 82.5% at the middle school and 94.3% at the high school.



Parks and Open Space

Since 2017, 18 development sites have been approved with Park Impact Payments (PIPs) requirements totaling over \$21 million.



Transportation

- The design for Cheltenham Drive Bikeway is underway and is expected to be completed in 2024.



Implementation

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

Executive Summary

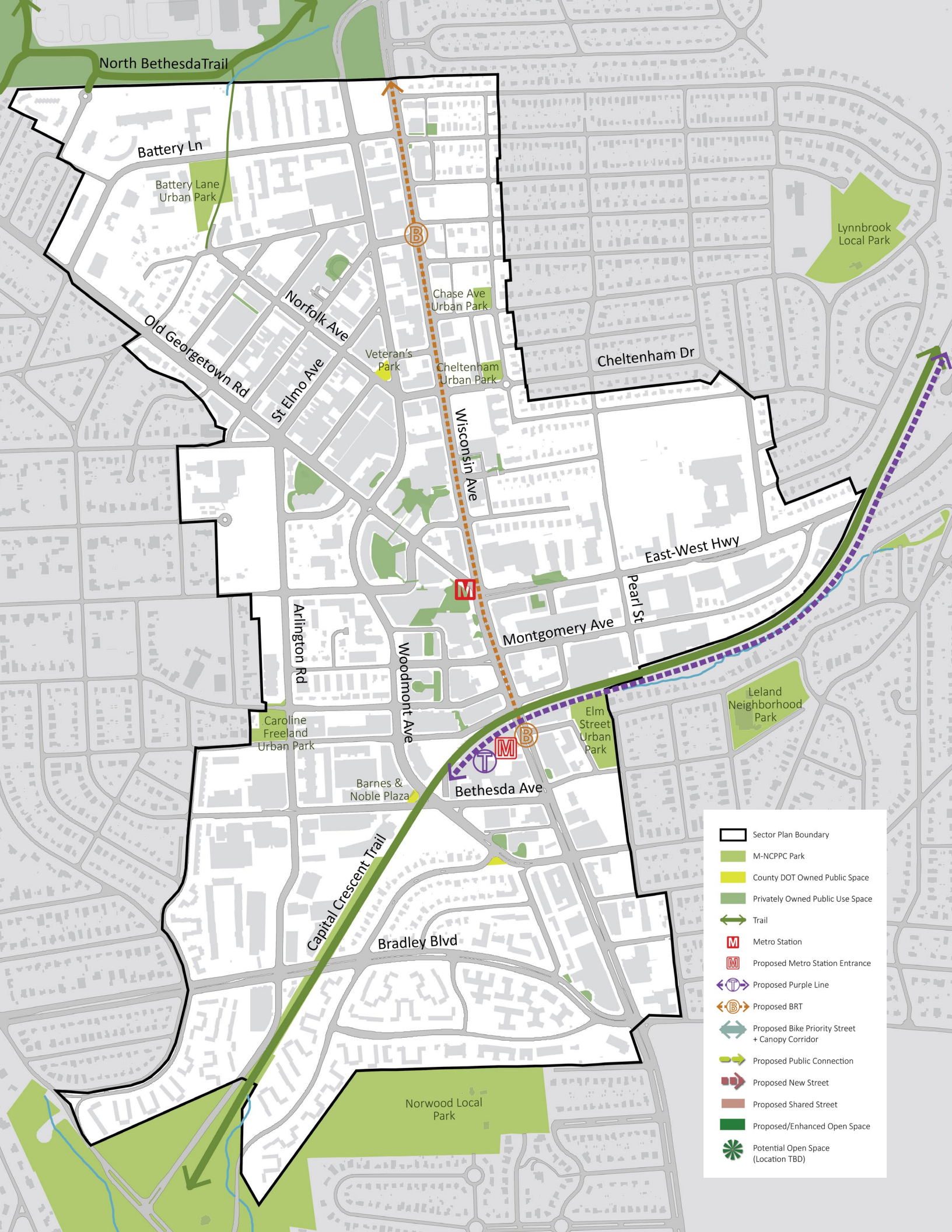
This report provides a comprehensive update on the implementation of the May 2017 *Approved and Adopted Bethesda Downtown Sector Plan*. The *Bethesda Downtown Plan*, along with the Bethesda Overlay Zone, comprises many complex elements, each of which depends upon the success of other Plan elements. In 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 40 projects have been received since the plan was approved and adopted in 2017. Eighteen development site plans have been approved with PIP

requirements totaling over \$21 million. So far, 10 PIPs have been submitted totaling \$14,563,926.65, and the remaining approved PIPs are expected to be paid during the next few years.



North Bethesda Trail

Battery Ln

Battery Lane Urban Park

Old Georgetown Rd

Norfolk Ave

St Elmo Ave

Chase Ave Urban Park

Veteran's Park

Cheltenham Urban Park

Cheltenham Dr

Lynnbrook Local Park

Wisconsin Ave

East-West Hwy

M

Montgomery Ave

Pearl St

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 July 2022 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 2022, the DAP has reviewed six 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 November 2022, the Planning Board appointed one new member to a two-year term (completing the term of a vacated position). In February 2023, the Planning Board reappointed three sitting members to new 3-year

Table 1: Design Advisory Panel—Projects Reviewed Since April 2022

Project	Application Stage(s)	Date(s) Reviewed	Exceptional Design Points Requested	Exceptional Design Points Approved
7126 Wisconsin Avenue	Site Plan	April 27, 2022 October 26, 2022	20 20	N/A 20
4405 East-West Highway*	Sketch Plan	May 25, 2022	20	20
7340 Wisconsin Avenue*	Sketch Plan Amendment & Site Plan	May 25, 2022 July 27, 2022	20 20	N/A 20
Battery Lane District Site C*	Site Plan	June 22, 2022 July 27, 2022	20 20	N/A 20
4702 Chevy Chase Drive	Site Plan	October 26, 2022 January 25, 2023	25 25	N/A 20
7820 Wisconsin Avenue	Concept Plan	January 25, 2023	TBD	N/A

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

terms. 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/.

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

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.

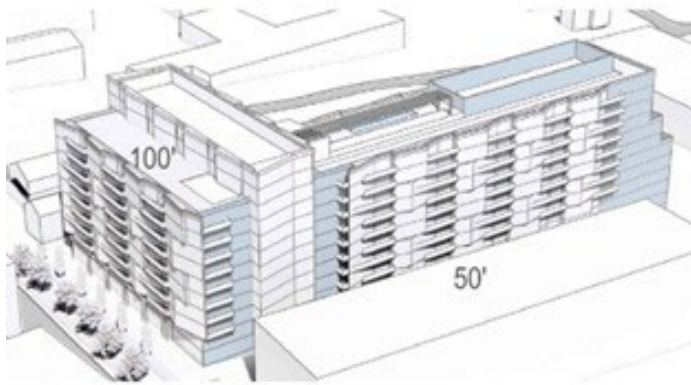
Selected New Projects Reviewed by the Design Advisory Panel & Planning Board

4405 East West Highway

The Property is located on the north side of East West Highway, approximately 100 feet east of its intersection with Pearl Street in Bethesda. Bethesda-Chevy Chase High School is located just north of the Property. The Site is within the Pearl Street District and the Bethesda Metrorail Station is approximately one-quarter mile to the west and multiple bus stops are located proximate to the site.

The Sketch Plan proposes to redevelop the Site with a new mixed-use building with structured subsurface parking. This development concept envisions up to 350 residential units with 15 percent MPDUs and ground-level commercial space fronting on East West Highway within a 100-foot-tall building. Its massing includes a distinctive base, middle and top. A unifying “wave” articulation is incorporated throughout the façade design, as are recessed and protruding balconies. There are two step backs in the northernmost section of the building, nearest neighboring Bethesda-Chevy Chase High School, and a vertical tower element designed into the southeastern corner. Each of these design elements helps to break down the perceived mass of the building. The top of the building will include space for residential amenities, mechanical equipment, and areas of vegetated green roof.

At their May 25, 2022 meeting, the Design Advisory Panel (DAP) voted that the Project is on track to receive the minimum 10 design excellence points providing a



Aerial Perspective Views to the Northwest and Northeast (4405 East West Highway)

building that will enhance the character of Bethesda’s Pearl District in furtherance of the Sector Plan’s vision for the neighborhood as an emerging center of activity, with comments regarding building massing and architectural treatments to be refined at the time of Site Plan review. The Planning Board approved the Sketch Plan in November 2022.

7340 Wisconsin Avenue

The Property is located at 7340 Wisconsin Avenue, between Montgomery Lane and Hampden Lane, within the core of downtown Bethesda. Adjacent sites are developed with a mix of mid-rise and high-rise commercial and mixed-use buildings. Multiple properties within close proximity of the Site have recently been redeveloped, are actively under construction, or have received or are seeking approval of redevelopment plans. The Property abuts Montgomery Lane to the north, with one- to two-story commercial buildings beyond, including the historic Bethesda Post Office. Wisconsin Avenue abuts the east side of the Site. A new high-rise commercial building (7359 Wisconsin) and multiple low-rise commercial buildings are located on the opposite side of Wisconsin Avenue. Confronting the Site to the south is the Metro Tower mixed-use development that is under construction. Abutting the Site to the west are single-story commercial buildings, with mid-rise commercial buildings beyond. The abutting site is approved for the Hampden East redevelopment project (Site Plan No. 820210070). The Site and those properties associated with Hampden East comprise the block of land bound by Montgomery Lane, Hampden Lane, Wisconsin Avenue and East Lane.

The Applicant proposes the redevelopment of the Property with a mixed-use building with a maximum height of 250 feet and total density of 315,500 square feet. The proposal includes 308 multi-family residential units, 15 percent of which will be Moderately Priced Dwelling Units (MPDUs) for 306,849 square feet of residential density, and 8,651 square feet of commercial density.

The overall design of the building will ensure that the

building will have a unique visual presence on Wisconsin Avenue. The architecture of the proposed building incorporates a dynamic pinwheel shape that twists the building form around its core. This form is enhanced by glazing, balconies and strong angles created at building corners and on its top. As a whole, the building design includes a distinct base, middle and top. The base extends up from the ground plane by six floors prior to the building stepping back and tower rising vertically from this level. The tower is capped by an angular “crown” formed by extension of the façades.

The Design Advisory Panel reviewed the proposed project twice in 2022, at their meetings on May 25, 2022, and July 27, 2022. On July 27, 2022, the DAP reviewed the proposed Site Plan design and was supportive of it. The DAP voted 4-0 in support of awarding 20 points for Exceptional Design, with “refinement of the base to be reviewed through the site plan application process.” The Applicant subsequently enhanced the building’s base design during the site plan review process and the Planning Board approved the project in March 2023.



Illustrative Building Design (7340 Wisconsin Avenue)

Battery Lane District Site C

The Site C project is located within the Battery Lane District of the 2017 *Bethesda Downtown Sector Plan*. The Battery Lane District is bounded by Old Georgetown Road to the west and Woodmont Avenue to the east and is characterized by mid-rise garden apartments and taller condominium buildings, with the Bethesda Trolley Trail bisecting through the district. The Subject Property is located within the recently approved Battery District Sketch Plan, which includes five sites (Lots A, B, C, D, and E) on the north and south side of Battery Lane. To the south of the Project is a mix of newer development, including the newly constructed Brightview Bethesda (senior living) and 2nd District Police Station, Parking Garage 35, and other commercial uses fronting Rugby Avenue. To the north of the Battery District the National Institutes of Health (NIH) Campus. Battery Lane Urban Park is located to the west of the Project.

The Applicant proposes the construction of a new multi-family residential building up to 120 feet in height, for up to 315 units with 15% MPDUs, with structured parking in the rear and three through-block connections, two of which are Sector Planned through-block connections.

The design has evolved to provide a two-story glass base fronting on a pedestrian plaza. Above the base, a U-shaped tower emerges with a predominant portion of the building’s rear at two stories in height to provide a large rooftop amenity space. The glazing at the building entry allows visibility from the street, through the lobby, and to the internal landscaped courtyard beyond. Two-story unit entries are located along the western property line, fronting along the proposed western through-block connection.

The Project was reviewed by the Bethesda Design Advisory Panel (DAP) twice during the Site Plan review process, at the June and July 2022 meetings. At the conclusion of the July meeting, the Panel voted 4-0 in support of 20 points with the Project as proposed. Further design improvements to the building design facing the through-block connections have been incorporated into the Project during the Site Plan review and the Planning Board approved the Site Plan in February 2023.

Norfolk Avenue Streetry

During the COVID-19 pandemic, the Bethesda Urban Partnership (BUP) turned two blocks of the Norfolk Avenue right-of-way into a streetry. The streetry offered outdoor dining and market areas for the surrounding retailers, providing additional space while there were indoor capacity limits in place. In December of 2022, the Planning Board approved the transfer of \$485,278 from the Bethesda Amenity Fund to be used for the implementation and construction of the Norfolk Avenue Streetry between St. Elmo Avenue and Cordell Avenue.

BUP previously secured and used funds for design and implementation, responding to the positive feedback they received about the streetry from community members, County partners and Planning staff requesting that the temporary streetry be made permanent. The additional funding will be used for purchasing site furnishings, planters, trees, plant materials and pavilions to make the streetry an ongoing part of Bethesda's streetscape. The transfer of the funds from the Bethesda Amenity Fund was supported by the Bethesda Downtown Plan Implementation Advisory Committee, which highlighted the streetry as key implementation of the desire for additional parks and open space as recommended in the Bethesda Downtown Sector Plan.



Battery District Illustrative Building Design



Battery District Sketch Plan



Final Norfolk Avenue Streetry Concept, Source: BUP



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 40 projects have been received since plan approval in 2017. Since May 2022, two new projects have received sketch and/or preliminary plan approval, and four have received Site Plan approval, as shown in Tables 3a and 3b on page 18. 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.

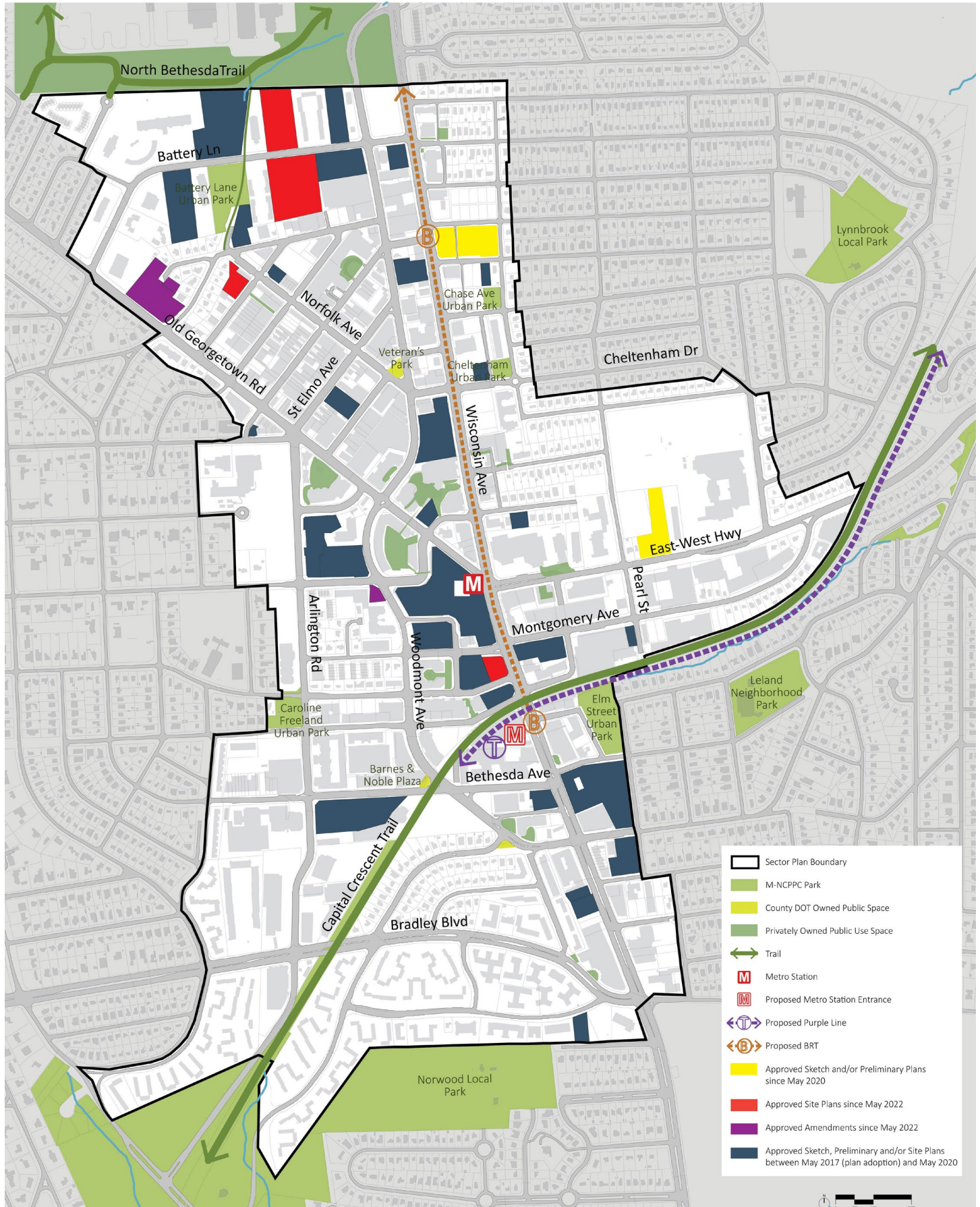
Status of Available Bethesda Overlay Zone (BOZ) Density

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 **30,247,087 square feet** with the remaining available BOZ Density in downtown Bethesda as of April 2023 as **2,152,913 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 as 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 judgment. The analysis showed that as of August 2017, Bethesda had 23.3 million square feet of “existing on the ground development.”

Figure 1. Sector Plan Approvals (Since May 2017)



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

Table 2: Approved Site Plan Public Benefit Points (Since April 2022)								
Type of Public Benefit Points	4901 Battery Lane		Battery Lane District Site C		7340 Wisconsin Avenue		The Claiborne	
	Points Requested	Points Approved	Points Requested	Points Approved	Points Requested	Points Approved	Points Requested	Points Approved
Major Public Facilities								
Park Impact Fee								
Park Financial Contribution								
Connectivity and Mobility								
Minimum Parking	8	8	14.4	7.83	15.92	15.92	12	9.07
Through-Block Connection	20	20	30	30				
Streetscape Improvements							12	12
Diversity of Uses and Activities								
Affordable Housing								
Enhanced Accessibility for the Disabled	7.26	7.26			10.71	10.71	3	3
Dwelling Unit Mix			10	10				
Live/Work Units								
Quality of Building and Site Design								
Architectural Elevations	15	15			20	20	10	10
Exceptional Design	15	15	20	20	20	20	10	10
Structured Parking	20	20	16.2	15.9	20	20	20	20
Tower Step-Back	20	20					5.2	5.2
Public Open Space								
Protection and Enhancement of the Natural Environment								
Building Lot Terminations (BLTs)	7.93	7.93	6.38	6.38	6.38	6.38	1.89	1.89
Cool Roof	5	5	15	10	5	5	10	10
Recycling Facility Plan								
Energy Conservation and Generation					15	15	15	15
TOTAL	118.19	118.19	126.98	115.11	113.01	113.01	104.09	101.16

Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines and the 2019 Bethesda Downtown Plan Implementation Guidelines.

All residential projects reviewed since April 2022 have met the minimum 15% of MPDUs (Moderately Priced Dwelling Units), as required by the Sector Plan and the Bethesda Overlay Zone.

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.

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. Two of the projects in Table 3b have received public benefit points for Energy Conservation and Generation (as shown in Table 2 on page 17).

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 four Site Plan approved projects reviewed since April 2022 can be found in Table 2.

Table 3a: Approvals Since April 2022—Sketch and Preliminary Plans (Monitoring)						
Project	Existing SF	Requested SF	Proposed DUs/MPDUS	BOZ Density Requested (SF)	PIP	Max Height (in feet)
4405 East West Highway	65,060	355,000	350/53	258,953	TBD	100
8001 Wisconsin Avenue	38,642	375,000	350/53	159,689	TBD	70/90*

* The Subject Property is zoned CR-3.0 C-3.0 R-2.75 H-90’, CR-3.0 C-2.0 R-2.75 H-90’, CR-0.5 C-0.5 R-0.5 H-70’, and CRT-0.5 C-0.25 R-0.5 H-70’

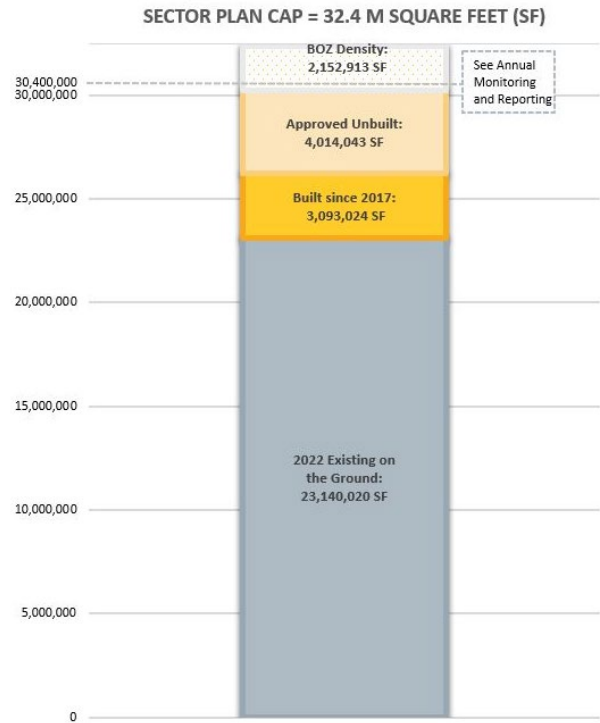
Table 3b: Approvals Since April 2022—Site Plans (Tracking)						
Project	Existing SF	Approved Un-built SF	DUs/MPDUS	BOZ Density Approved (SF)	PIP	Max Height (in feet)
The Claiborne	4,768	92,232	84/13	36,273	\$256,413.93	90/110*
4901 Battery Lane	88,923	420,528	375/56	277,713	\$2,682,023	120
Battery Lane District Site C	159,000	367,500	315/48	None	N/A	120
7340 Wisconsin Avenue	1,596	313,904	308/46	142,475	\$1,197,958.72	240

* The Subject Property is zoned CR-3.0, C-3.0 R-3.0 H-110’, CR- 3.0, C-3.0 R-3.0 H-90’

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 2023, total development density is 30,247,087 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.

BOZ Density Tracking Tool



BOZ Density Tracking Tool (as of April 2023)



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. In the 2022-2023 school year, a student reassignment plan to redistribute the imbalanced capacity utilization among a few feeder elementary schools began phasing in, affecting the elementary school articulation of the Bethesda Downtown Plan area. The Plan area is now mainly served by Bethesda, Somerset, and Westbrook Elementary Schools, which all articulate to Westland Middle School. A small portion of the Plan area on the southeast quadrant, which mostly consists of commercial properties, is served by the paired Rosemary Hills (K-2) & Chevy Chase (3-5) Elementary Schools and Silver Creek Middle School.

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 (2022-2023) and the projected enrollment and capacity six years into the future (2028-2029) are analyzed collectively across all schools within the cluster by elementary, middle, and high school.

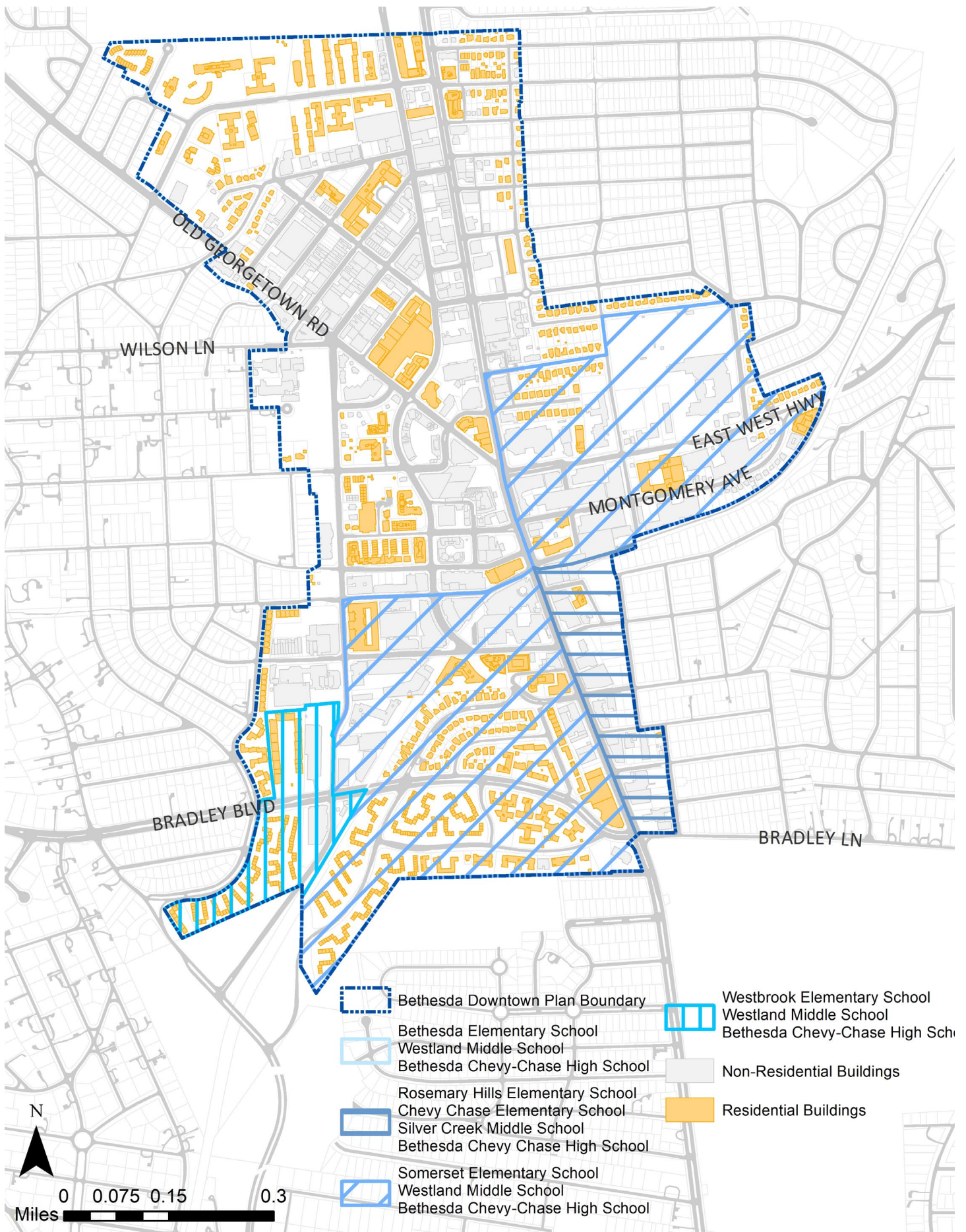
Cluster Adequacy Review

Enrollment Trend & Utilization Rates

According to the 2022-2023 school year official enrollment data from MCPS, cluster-wide student enrollment has increased overall. Enrollment at the elementary school level increased the most by 2.8%, or 92 students, compared with the 2021-2022 school year. At the middle and high school levels, enrollment increased by 1.6% (26 students) and 2.0% (46 students) respectively.

Despite the increase in enrollment, with classroom additions at Westbrook Elementary School complete, the cluster-wide utilization rate of elementary schools decreased to 86.0%. The middle schools, which were

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



previously at a low 78.3% utilization rate, operated with slightly reduced program capacities in 2022 and marked a more balanced utilization rate of 82.5%. The high school utilization rate increased slightly to 94.3%.

MCPS' projections indicate that the cluster may continue to experience some enrollment growth at the elementary and high school levels in the next six years. The elementary schools are expected to see a 0.6% increase in enrollment collectively, and be operating at a 86.4% utilization rate in the 2028-2029 school year. Bethesda-Chevy Chase High School is expected to see a 4.5% increase in enrollment, which will bring the utilization rate to 98.6%. At the middle school level however, the cluster is expected to see a 0.2% decrease in enrollment, and 82.3% utilization rate by 2028.

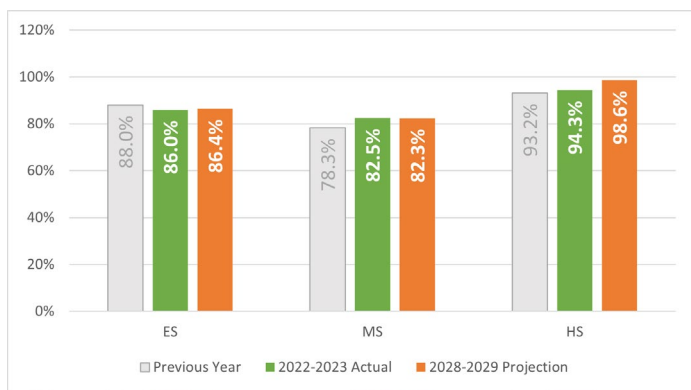


Figure 3. Bethesda-Chevy Chase Cluster Capacity Utilization Rates

Capital Projects and Capacity Solutions

On March 28, 2023, the Board of Education decided on the scope of a boundary study to establish the service area for the reopening of Charles W. Woodward High School. The scope includes the high school and middle schools serving the Bethesda-Chevy Chase cluster, in addition to those serving the Downcounty Consortium, Walter Johnson, and Walt Whitman clusters. The scope does not include any of the elementary schools serving these clusters.

When Woodward High School reopens with its new facility on 11211 Old Georgetown Road, which is scheduled for the 2026-2027 school year, a student reassignment process will start taking effect. This will likely impact the enrollment and utilization projections of the Bethesda-Chevy Chase cluster high school and middle schools.

The current projections however do not reflect any of this potential change as the extent of the impact on the cluster is yet unknown. MCPS' projections will typically start reflecting any change to boundaries once the decisions are made by the Board of Education, which in this case is expected to be during February or March of 2025.

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 estimate thus includes impacts of the Bethesda Downtown Plan, the Greater Lyttonsville Plan, 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 buildout stage, it is also difficult to predict the actual pace of development that each plan area will experience. There are also factors other than housing development that could affect public school enrollment differently than expected. For example, a change in turnover rates of single family neighborhoods, downturn in the economy, or other unexpected event can result in future trends panning out differently than how they were estimated at the time the Bethesda Downtown Plan was adopted. Nevertheless, for annual monitoring purposes, the enrollment estimate of a max build-out scenario provides a tangible standard to measure the current enrollment and projections against.

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

During adoption of the Bethesda Downtown Plan, Council staff worked with MCPS to identify 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.

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 2021-2022	Current Capacity 2022-2023	Actual Enrollment 2022-2023	Projected Capacity 2028-2029	Projected Enrollment 2028-2029	Estimated Enrollment at Build-Out
Elementary School	3,269	3,910	3,361	3,910	3,380	4,357
Middle School	1,597	1,967	1,623	1,967	1,169	2,139
High School	2,289	2,457	2,335	2,457	2,440	2,889

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 2022). See the Sector Plan Recommended Parks and Open Space map of proposed parks in Figure 4.

Figure 4. Sector Plan Recommended Parks and Open Space

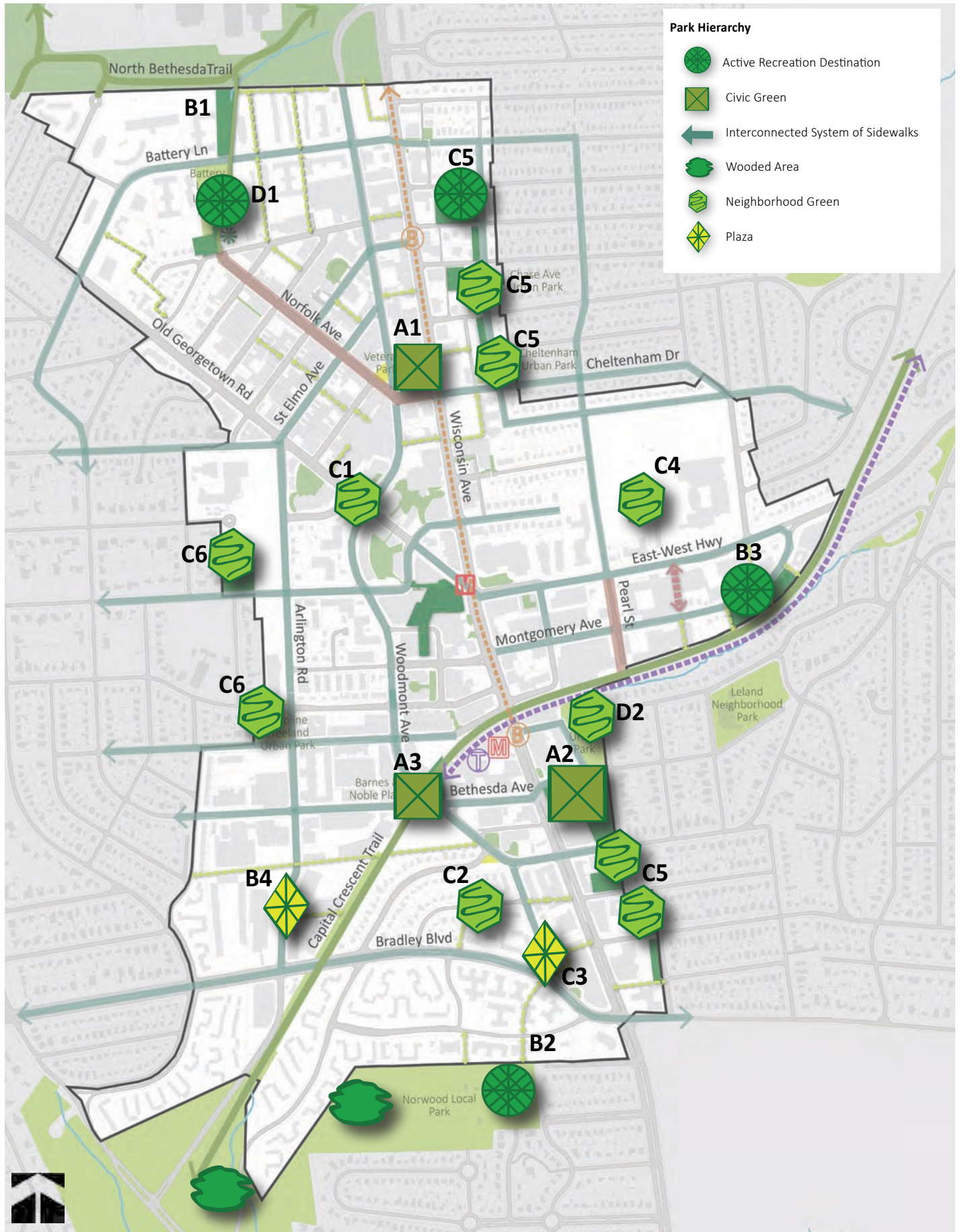


Table 5: Parks Inventory Status

Sector Plan Parks and Open Spaces	Existing Acres	New Acres	Park Type (PROS 2017)	Description	Status
A.1. Veteran's Park Civic Green	0.2	0.3	Civic Green	Expand current park into a full Civic Green to serve as flexible green community open space. Provide space for casual, informal use as well as platform for community events and programming.	Land acquisitions are underway to create the proposed expansion of Veteran's Park Civic Green in the priority location adjacent to the existing open space. Prior land acquisitions are in the disposal process to return funds to the Bethesda PIP account for the next phase in creating this new Civic Green.
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 a collaborative development that will revitalize the market building and its grounds. (See Eastern Greenway below).
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. Final design and construction will be funded using PIP funds.
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.	In 2019, the trail through Battery Lane Urban Park was widened to 10', matching the width of the existing Bethesda Trolley Trail. Also in 2019, 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.
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 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.

Table 5: Parks Inventory Status Continued

Sector Plan Parks and Open Spaces	Existing Acres	New Acres	Park Type (PROS 2017)	Description	Status
C.2. Wellington Drive Neighborhood Green	0	0.5	Neighborhood Green	At Bradley Boulevard and Strathmore Street, provide in-demand, 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 will be created through redevelopment projects and land purchases as necessary in this area of the Pearl District.
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 redevelopment of two county parking lots.
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.	A development project that includes the adjacent Farm Women’s Market site will create two new parks on portions of Parking Lot District (PLD) Lots 24 & 10 that cover two of the four blocks of this proposed Greenway. The developer is moving forward with plans to build this core piece of the South End of the Eastern Greenway in collaboration with MCDOT/PLD, Montgomery Parks, and the Town of Chevy Chase. The County Council approved public funds in November 2022 to support the construction of these new public parks and an underground public parking garage that will complement the revitalized historic market and new retail and residential development.
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 Continued

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 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 connection 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 new playground, fitness area, seating areas, lighting and other amenities. Amenity improvements are anticipated to be in place when the Capital Crescent Trail opens.
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 completed and has been advertised for construction. 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 \$12.49 (effective July 1, 2023) 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. The PIP rate is adjusted by the Planning Board on July 1 of each odd-numbered year to reflect changes in the cost of construction based on a published construction cost index. 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, 18 development site plans have been approved with PIP requirements totaling \$21.7 million. So far, ten PIPs have been submitted totaling \$14,563,926.65, and the remaining approved PIPs are expected to be paid during the next few years. 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. Expenditure of PIP funds from the Bethesda PIP capital project must be approved by the Planning Board. No expenditure of PIP funds was proposed or approved by the Board during the reporting period.

Between May 2022 and May 2023, the Planning Department received PIPs for the following projects and amounts:

- Old Georgetown Road: \$62,701.72
- The Claiborne: \$256,416.93

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.

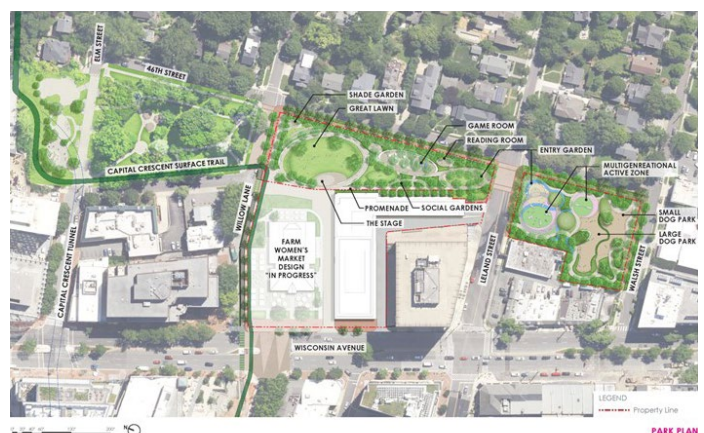
4. Enhancing Existing Parks, Open Spaces and Trails:

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, \$9.6 Million in PIP funds were used to purchase real estate assets with the goal of leveraging those assets to implement the new Veterans Park Civic Green. Robust efforts to turn those land assets into the envisioned park did not succeed, so those properties are in the disposal process that will return \$10.3 Million to the Bethesda PIP account, an increase of \$700 thousand over the original purchase price. These returned PIP funds will provide the necessary funding for the next phase of implementing the Veterans Park Civic Green as recommended in the BDP.

In addition, \$500,000 in PIPs have been allocated for facility planning for the future Capital Crescent Civic Green



Concept Plan for South End Eastern Greenway and Civic Green

to implement this important park at the end of the Purple Line in a timely fashion. Finally, \$2.5 Million in PIPs were appropriated by the County Council in November 2022 to support the third Civic Green proposed in the BDP. The new Bethesda Lots 10-24 capital project provides a public contribution towards two significant developer-built public parks to create a significant complex of public parkland and private open space including the Farm Women's Market Civic Green.

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

Recommendations

- Continue to work 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.



Greening the Downtown

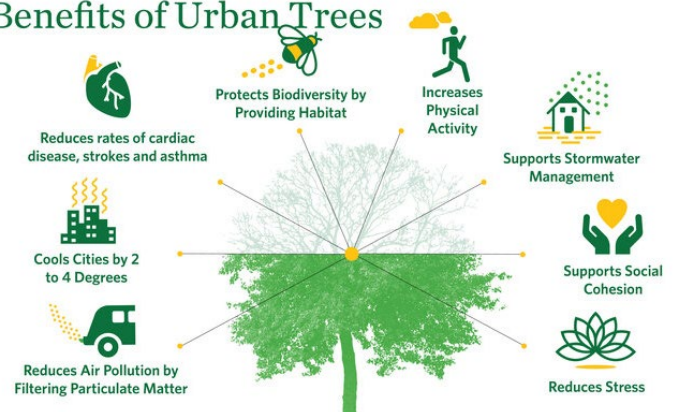
Plan Recommendations

The Bethesda Downtown Plan recognizes the importance of urban green spaces as a network and ecosystem of parks, street trees, tree clusters, green roofs, planted areas (including stormwater management systems), streams and community gardens. These spaces promote both physical and psychological wellbeing and provide connections to link existing and proposed green spaces both within Bethesda and beyond. The plan identifies the goal of increasing the overall tree canopy, expanding green corridors by linking green streets, green space and green roofs and reducing the urban heat island effect.

The plan makes the following recommendations:

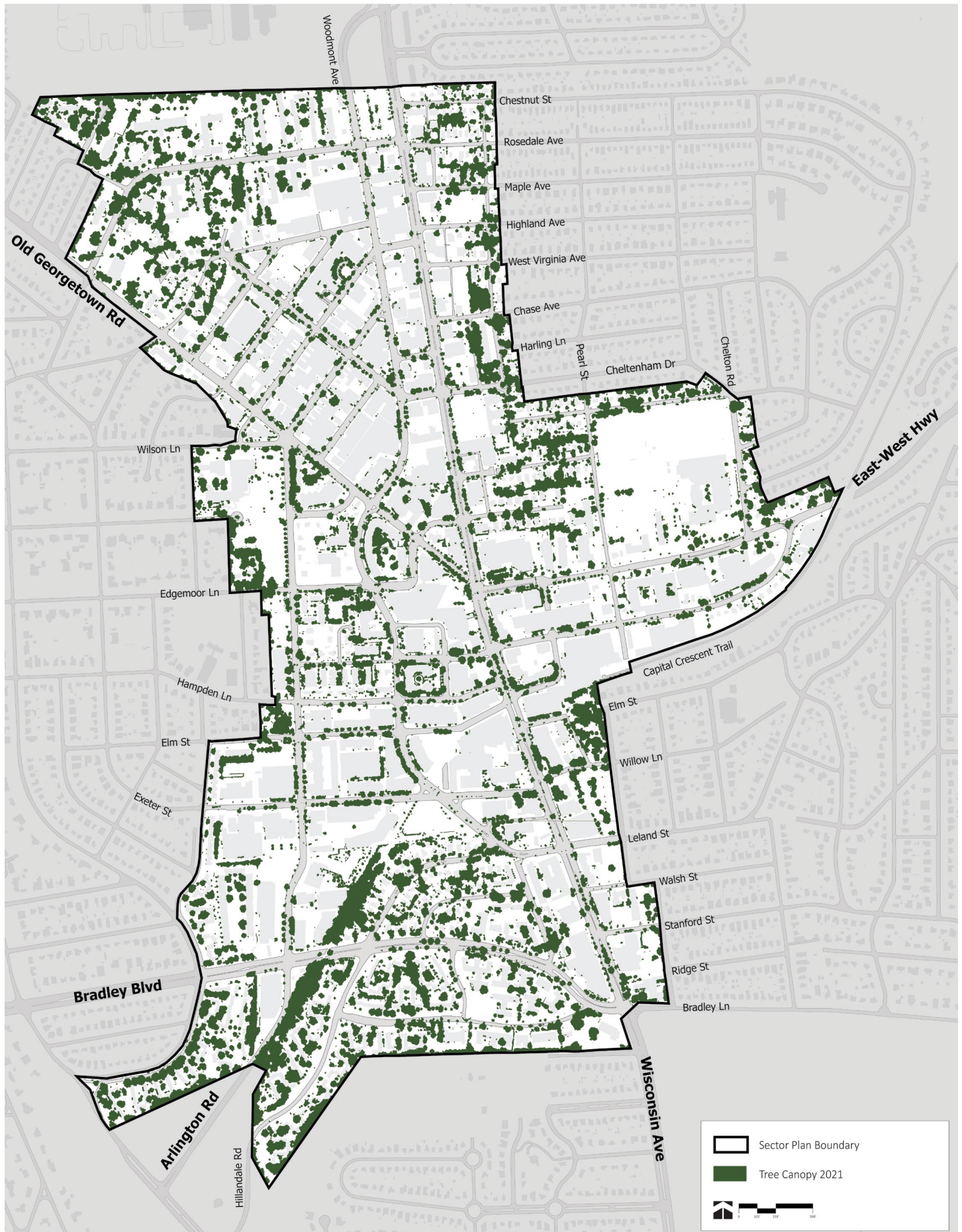
- Supplement tree planting along streets and public space to achieve a minimum of 50 percent overall canopy cover.
- On private property, provide a minimum of 35 percent of the site as green cover, which may include singularly or in combination an intensive green roof or tree canopy cover.

Benefits of Urban Trees



Source: *The Nature Conservancy*

Figure 5. Tree Canopy 2021



Tree Canopy

Tree canopy is defined as vegetation 8 feet or taller. A third-party consultant uses aerial reconnaissance infrared and LiDAR imagery to identify and map vegetation. In 2021, Bethesda had a tree canopy of approximately 20%.

In 2021, a higher LiDAR standard was introduced that captures 8 samples per square meter, compared to the previous standard of 4 samples per square meter. The higher standard is able to better capture smaller saplings that were previously not included. Therefore, the overall tree canopy capture for any given area is higher than it would be if the older LiDAR was used, simply due to the better resolution of the newer technology. Consequently, the LiDAR imagery from 2021 can not be compared with LiDAR data taken in previous years. Future LiDAR data, expected in advance of the 2024 Annual Monitoring Report, will use the higher standard and will be comparable with the 2021 imagery. Information on Bethesda's tree canopy can be found at: <https://mcatlas.org/growinggreen>.

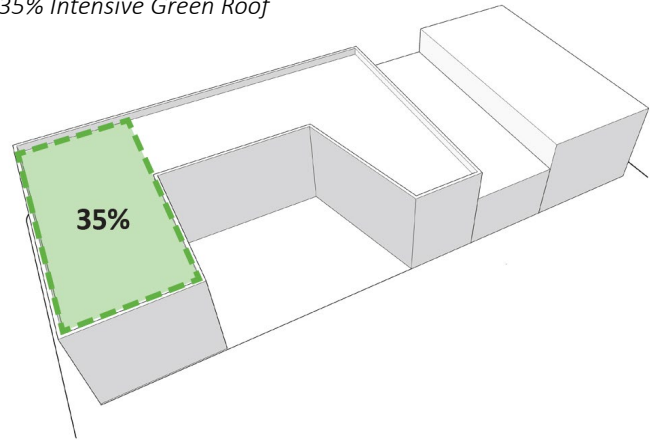
Green Cover

New construction in Downtown Bethesda is required to meet 35 percent green cover on their site. There are a variety of options that can be used to meet this requirement and they can be used in combination or one may be used to meet the requirement in its entirety.

Since the plan's adoption, the development projects listed in Table 6 have been reviewed for the compliance with green cover requirement (page 34).

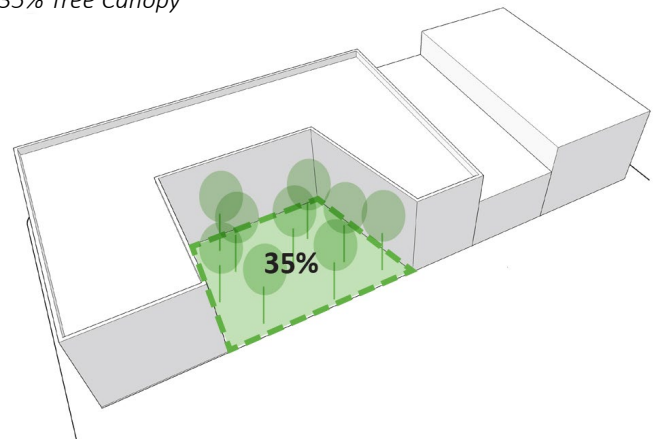
An applicant can meet the 35% green cover requirement by providing:

35% Intensive Green Roof



OR

35% Tree Canopy



OR

35% Tree Canopy and Intensive Green Roof

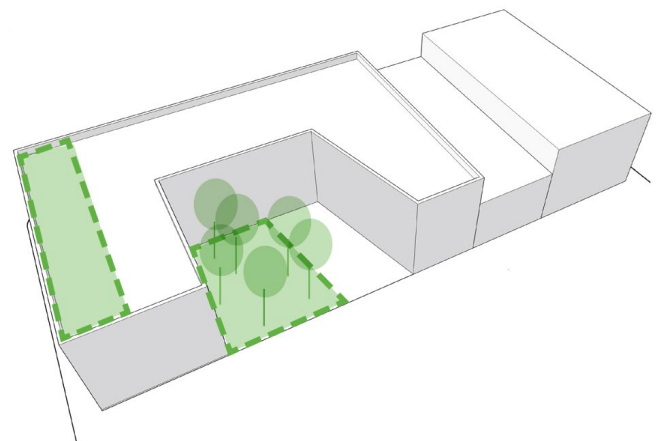


Table 6: Green Cover Compliance

Site	Month & Year of Approved Resolution	Green Cover Percentage	Green Cover (square feet)
Marriott (Wisconsin Avenue at SW Intersection with Norfolk Avenue)	December 2017	35%	29,264
7359 Wisconsin Avenue	February 2018	35%	12,734
8000 Wisconsin Avenue	May 2018	35%	10,229
ZOM Bethesda (East Side of Arlington Road between Moorland Lane and Edgemoor Lane)	July 2018	35%	19,476
Edgemont at Bethesda II (Edgemoor Lane at the Corner of Woodmont Avenue)	September 2018	30.6%	15,961
Artery Plaza- E Amendment (Northwest Quadrant of the Intersection of Wisconsin Avenue and Bethesda Avenue)	October 2018	39%	4,363
7607 Old Georgetown Road	January 2019	35%	4,821
Metro Tower (Northwest Quadrant of the Intersection of Wisconsin Avenue and Elm Street)	July 2019	35%	8,617
4915 Auburn Avenue	November 2019	35%	9,679.25
St. Elmo (Southeast Side of St. Elmo Avenue, 300' Southwest of Norfolk Avenue)	March 2020	27%	7,026
7000 Wisconsin Avenue	April 2020	35%	7,017
4702 West Virginia Avenue	May 2020	35%	2,940
8015 Old Georgetown Road	July 2020	35%	27,931
4824 Edgemoor Lane	March 2021	35%	2,695
Hampden East (on the Block of East Lane Between Montgomery Lane and Hampden Lane)	July 2021	35%	10,700
Avondale (Southeast Quadrant of the Intersection of Avondale Street and Wisconsin Avenue)	September 2021	35%	5,675
4725 Cheltenham Drive	February 2022	35%	4,686
2 Bethesda Metro Center- E Amendment (Located on the Northeast Quadrant of Woodmont Avenue and Montgomery Lane)	March 2022	15.7%*	8,500
Claiborne (Located in the East Quadrant of the Intersection of Auburn Avenue and Norfolk Avenue)	September 2022	35%	4,686
4901 Battery Lane	December 2022	35%	29,746
Battery Lane Site C (Located on Battery Lane Approximately 350' West of the Woodmont Avenue Intersection)	February 2023	44%	55,884
7340 Wisconsin Avenue	April 2023	35%	6,343
Average Green Cover (%)		34%	
Total Green Cover (Square Feet)			288,973

*Note: This project renovated an existing building with no new development

Recommendations

- Continue to evaluate the amount of green cover in the Bethesda Downtown Plan Area.
- Continue to monitor the percentage of tree canopy in the Bethesda Downtown Plan Area, updating the percentage when new LiDAR imagery is available.
- Continue to track development applications for their compliance with the green cover requirement.

- Continue to look for opportunities to increase tree canopy throughout the downtown area.



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.

Roadway Network Performance

The 2022 Annual Monitoring Report included analysis of the required intersections within the Sector Plan boundary and gateways intersections. As required by the council with the adoption and approval of the Sector Plan, traffic analysis will be reported in the even years and the NADMS will be the focus of the report in the odd years.

Data collection for the 2024 Annual Monitoring Report is anticipated to begin this fall. As recommended in the 2022 report, the traffic analysis for the 2024 report will include a road network performance evaluation at the 14 study intersections (listed below), as well as a queuing analysis for the major corridors including Wisconsin Avenue, Old Georgetown Road, Woodmont Avenue, and Arlington Road.

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

Non-Auto Driver Mode Share (NADMS)

The County conducted its biennial survey of Bethesda employers in Fall 2022. The Monitoring Report recommends that residents also be surveyed and the results blended with the employee responses for a combined employee/resident NADMS during the peak period. The results of the survey will be formally published when the NADMS blending is complete, expected in Summer 2023.

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 52).

- **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 Battery Lane. Construction was completed on Phase 1 (Miller Avenue to Montgomery Lane) in Fall 2022. Final design for Phase 2 (Wisconsin Avenue to Miller Avenue and Montgomery Lane to Norfolk Avenue) is underway, and is expected to be completed by spring 2024. Construction is expected to begin in summer 2024. An interim portion of Phase 2 (Old Georgetown Road to Norfolk Ave) was constructed as part of a development project and was opened in February 2022 and will be reconstructed and improved as part of the Phase 2 work. Phase 3 (Norfolk Avenue

to Battery Lane) is currently unfunded for design or construction.

- **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 East-West Highway. Construction is underway on Phases 1 and 2A (Woodmont Avenue to Wisconsin Avenue) and completion is expected in Summer 2023. Construction of Phase 2B (Wisconsin Ave to Waverly Street) was completed as part of an adjacent development project in Summer 2022. Phase 2C (Waverly Street to Pearl Street) is at 30% design. Final design of Phase 2C is expected to begin in Spring 2023 and be completed in summer 2024. Construction on Phase 2C is expected to begin in summer 2024. Phase 3 (Pearl Street to East-West Highway) is currently unfunded for planning and design.
- **Cheltenham Drive Bikeway:** Envisioned as an on-road separated bikeway that is part of the larger Bethesda Loop. The project limits are from Woodmont Avenue to Pearl Street. Design is currently underway and is expected to be completed in 2024. Construction is expected in 2025.
- **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 (Under construction. Anticipated to be

partially completed in spring/summer 2023.
A second phase will occur as part of the
Woodmont Bikeway Phase 2 in summer
2024.)

- Woodmont Avenue & Hampden Lane (Bike improvements completed in fall 2022)
- Woodmont Avenue & Elm Street (Bike improvements completed in fall 2022)
- Montgomery Lane & East Lane (Under construction. Anticipated to be completed in summer 2023)
- Montgomery Lane & Wisconsin Avenue (Under construction. Anticipated to be completed in summer 2023).

Figure 6. 2017 Sector Plan Bikeways Network



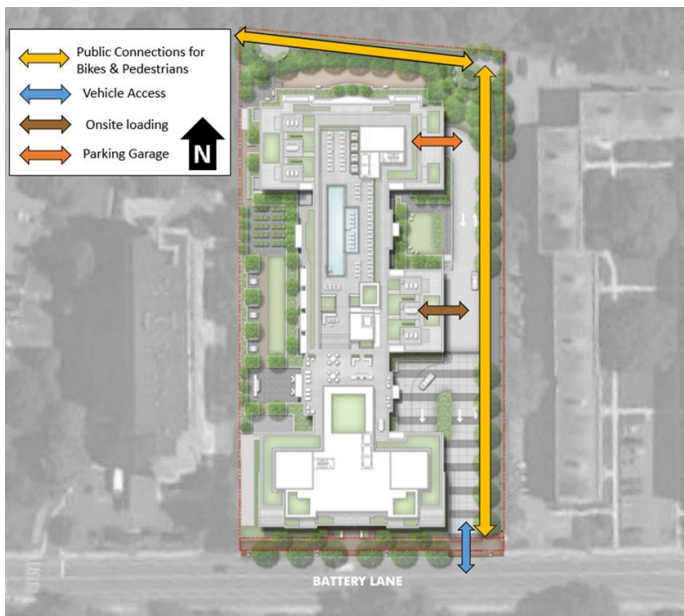
Development Approvals

A summary of each project project with Adequate Public Facilities Ordinance (APFO) approval since July 2022 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. The formatting and fields of the trip generation estimate tables vary in this report due to the update of the LATR Guidelines in 2022. The tables included reflect the requirements of the Guidelines at the time the Preliminary Plans were accepted for review.

4901 Battery Lane: 120220100

- APFO Approval: December 15, 2022
- Density: up to 372 multi-family residential units

In compliance with the 2017 Bethesda Downtown Streetscape Guidelines, the Applicant was required to construct a seven-foot sidewalk with a six-foot planted buffer with a double row of trees along the Property frontage on Battery Lane along the Site frontage. Additionally, the Applicant agreed to construct two publicly accessible through-Block Connections on the Property; one bisecting the Site from north to south, and a second connection bisecting the northern-most portion of the Site from east to west. The two pedestrian connections must be shown on the Certified Site Plan.



4901 Battery Lane Site Access and Circulation (including two through-block connections)

APFO Analysis

The Project was estimated to generate 146 net new morning peak hour person trips and 165 net new evening peak hour person trips. As a result of the estimated transportation impact, the Project was required to submit a Transportation Impact Study with the Preliminary Plan to satisfy the Local Area Transportation Review (LATR). Per the 2022 LATR Guidelines, the net peak hour person trips for the transportation study are calculated by subtracting the peak hour person trips generated by the existing use from the peak hour person trips generated by the proposed use (page 23).

Land Use	Morning Peak Hour	Evening Peak Hour
Existing (credit)		
Residential Mid-Rise Multifamily 87 Units	48	59
Proposed		
Residential Mid-Rise Multifamily 372 Units	157	184
Net New Person Trips	109	125

Source: Transportation Impact study by Wells + Associates dated July 5, 2022, amended by staff

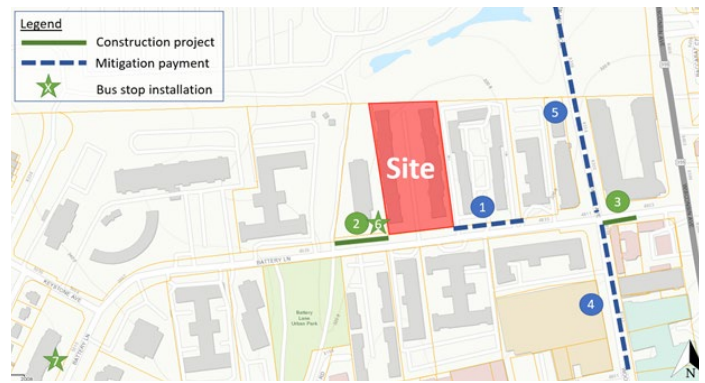
Under Section 8 of the 2022 Local Area Transportation Review Guidelines (LATR Proportionality Guide), the maximum cost of mitigation improvements the Applicant is required to construct or fund for a project consisting of 372 residential units was not to exceed \$1,875,773 (see calculation below).

$$\text{LATR Proportionality Guide} = (\text{Extent of Development}) (\text{LATR Proportionality Guide Rate}) (\text{LATR Proportionality Guide Adjustment Factor})$$

$$\$1,875,773 = (372 \text{ units}) (\$9,168) (55\%)$$

After evaluating the adequacy of each of the required transportation modes, the Applicant identified a comprehensive list of deficiencies, by which a prioritized list of mitigation improvements was submitted to staff for review. In compliance with the 2022 LATR, the final list of seven prioritized projects was finalized by the reviewing agencies and were conditioned for approval of the Preliminary plan. The table identifies those projects

which could be feasibly constructed, as well as those projects that could not be feasibly constructed (due to unattainable right-of-way or would require changes to traffic operations outside the control of the applicant) and are addressed by way of mitigation payments. The final list of projects is included in Table 8 and a map of the projects is provided in the figure to the right.



Map of Off-Site LATR Mitigation Projects, 4901 Battery Lane

Table 8: 4901 Battery Lane LATR Mitigation Project List

Map ID	Project Location	Project Description	Construct/ Mitigation Payment	Project Cost
1	North side of Battery Lane along the frontage of 4857 Battery Lane	Replace the existing sidewalk with a seven-foot sidewalk (minimum) with a six-foot street buffer (minimum)	Mitigation Payment	\$445,361.00
2	North side of Battery Lane along the frontage of 4925 Battery Lane	Replace the existing sidewalk with a seven-foot sidewalk (minimum) with a six-foot street buffer (minimum)	Construct	\$391,467.00
3	South side of Battery Lane, between Woodmont Avenue and the western property line of 8240 Wisconsin Avenue	Replace the existing sidewalk with a seven-foot sidewalk (minimum) with a six-foot street buffer (minimum)	Construct	\$256,534.00
4	Woodmont Avenue between Battery Lane and Rugby Avenue (540 linear feet)	Provide a two-way separated bicycle lane	Mitigation Payment	\$244,784.00
5	Woodmont Avenue north of Battery Lane (350 linear feet)	Provide a buffered sidepath	Mitigation Payment	\$449,784.00
6	4925 Battery Lane (north side) MCDOT Bus Stop ID: 2001214	Install a new ADA accessible bus shelter	Construct	(Included with sidewalk project Map ID 2)
7	5015 Battery Lane (north side) MCDOT Bus Stop ID: 2001215	Install a new ADA accessible bus shelter with all LATR-required amenities	Construct	\$75,221.00
Construction Subtotal				\$723,222.00
Mitigation Payment Subtotal				\$1,139,477
MPDU Credit (Consistent with Section TA4 of the 2020-2024 Growth and Infrastructure Policy, any mitigation payment will be reduced proportionally based on the share of the project's LATR Proportionality Guide that is generated by MPDUs.)				\$171,534.00
Adjusted Mitigation Payment				\$967,943
Total				\$1,691,166
Proportionality Guide				\$1,875,773

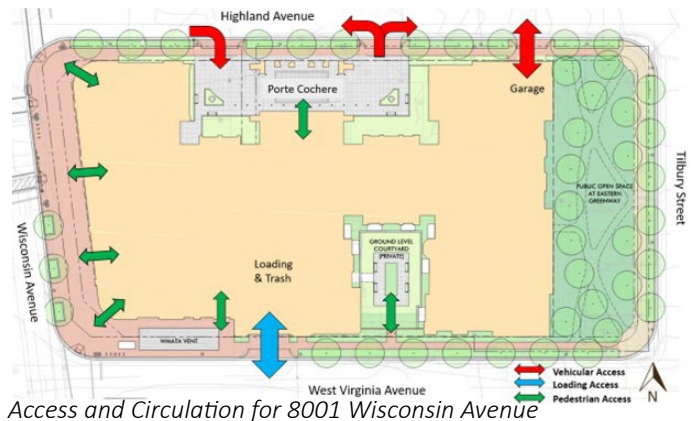
8001 Wisconsin Avenue: 120210140

- APFO Approval: January 26, 2023
- Density: 350 multi-family dwelling units, 15,000 square feet non-residential

The Site is comprised of the entire eastern block of Wisconsin Avenue between Highland Avenue (north), West Virginia Avenue (south) and Tilbury Street (west). The Applicant will be required to improve all four site frontages in compliance with the 2017 Bethesda Downtown Streetscape Guidelines. The frontage improvements will be finalized at the time of Site Plan. Access and circulation of the block will be significantly improved with the consolidation of several existing curb cuts, to be replaced by three on Highland Avenue (two for ingress/egress of the porte cochere and one for garage access) and one on West Virginia Avenue for loading. The existing sidewalks will be widened and buffered with street trees. Wisconsin Avenue will incorporate space needed for a future BRT station at the southwest corner of the Site.

APFO Analysis

A Traffic Impact Study (TIS) was submitted for the Project on December 20, 2020 and was therefore subject to the 2016-2020 Subdivision Staging Policy and the 2017 LATR



Access and Circulation for 8001 Wisconsin Avenue

Guidelines. The TIS was reviewed by Planning, MCDOT, and MDOT SHA staff per the 2017 LATR Guidelines, and was ultimately approved by all reviewing agencies. A summary of the findings of the study is included below.

The Project was estimated to generate 52 net new morning peak-hour person trips (32 vehicle trips) and 123 net new evening peak-hour person trips (67 vehicle trips). As the estimated number of peak hour trips for the Project was greater than 50, the Applicant submitted a TIS, as previously stated. The Site is not estimated to generate more than 50 peak hour pedestrian, bicycle, or transit trips, and was therefore exempt from adequacy tests associated with those modes of transportation, per the 2017 LATR Guidelines. The estimated peak-hour trip generation for the Site as proposed is summarized in the Tables 9 and 10.

Table 9: Trip Generation Estimate for 8001 Wisconsin Avenue

Land Use	Floor Area/ Units	ITE Trip Generation		Policy Area Adjustment		Total Person Trips	
		AM	PM	AM	PM	AM	PM
<u>Existing</u>							
Office	13,057 SF	39	16	25	10	52	21
Retail	13,404 SF	13	123	8	75	18	170
Restaurant	4,256 SF	42	42	26	26	59	59
Single-Family Dwelling Units	4 units	3	5	6	4	12	8
	Subtotal	102	186	65	115	141	258
<u>Proposed</u>							
High-Rise Apartments	350 units	111	128	88	101	173	198
Retail	15,000 SF	14	133	9	81	20	183
	Subtotal	125	261	97	182	193	381
	Net New	23	75	32	67	52	123

Source: Wells + Associates Transportation Impact Study, dated December 20, 2020.

Table 10: Net New Trips by Travel Mode for 8001 Wisconsin Avenue

	AM	PM
Auto Driver	32	67
Transit	1	12
Bicycle	4	17
Pedestrian	5	29
Total Person	52	123

Notes:

- Due to the calculations of pedestrian trips and auto-passenger trips, the total person trips shown in the table is a higher value than the sum of the travel modes.
- Pedestrian trips represents the sum of transit trips and non-motorized trips, in compliance with the 2017 LATR Guidelines.

The number of vehicle trips estimated to be generated by the project in the peak hour is fewer than 250 and therefore the Applicant was required to study a minimum of four (4) intersections, one from each direction of the Site access. In coordination with MCDOT, SHA and Planning staff, the Applicant evaluated a total of nine (9) intersections, including the proposed site driveways.

The Wisconsin Avenue (MD 355) corridor within the study

area and the isolated study intersections of Tilbury Street / West Virginia Avenue, Tilbury Street / Highland Avenue, and the Site Driveway / Highland Avenue are expected to operate within the Bethesda CBD Policy Area congestion standard (120 seconds of average vehicle delay) during the weekday morning and evening peak hours in total future condition. Therefore, no mitigation is required to satisfy the LATR analysis of the Project.

Table 11: Corridor and Intersection Capacity Analysis

Intersection	Congestion Standard	Existing		Background		Total Future	
		AM	PM	AM	PM	AM	PM
Wisconsin Avenue Corridor	120 sec.	10.0	10.0	13.0	13.0	13.0	13.0
West Virginia Avenue/ Tilbury Street	120 sec.	7.9	7.9	7.9	7.9	8.0	8.0
Highland Avenue/ Tilbury Street	120 sec.	7.8	8.0	7.8	8.0	7.8	8.1
Site Driveway Access	120 sec.	N/A Not Existing Driveway				4.6	5.2

Source: Wells + Associates Transportation Impact Study, dated December 20, 2020.

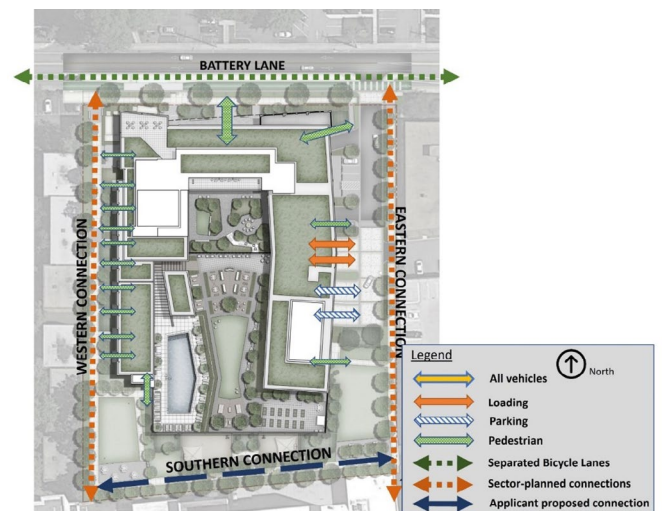
Battery Lane District Site C: 120190240

- APFO Approval: July 3, 2019 (Part of the multi-site Battery District)
- Density: up to 315 multi-family units, 3,400 SF non-residential

This was the first Site Plan to move forward under the Battery Lane District Sketch and Preliminary Plans, which envisioned the redevelopment of several garden-style apartment buildings along Battery Lane in downtown Bethesda. The Applicant was approved to construct a multifamily building with a maximum density of up to 315 units with 15% MPDUs, structured parking, three through-block connections, and provide the first phase of the Master-Planned Separated Bicycle Lanes along the south side of Battery Lane.

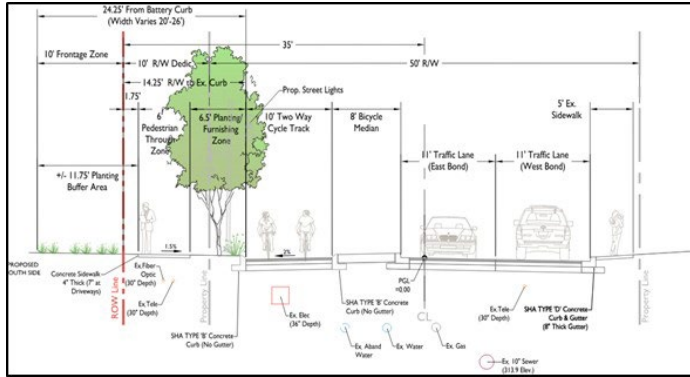
Battery Lane District Site C is part of a larger project that includes up to four other sites, collectively named the “Battery Lane District”. A condition of approval for the associated Preliminary Plan of that project included the construction of a two-way separated bike lane between Woodmont Avenue and Old Georgetown Road. The Applicant will construct an interim condition of the bikeway facility between Woodmont Avenue and Old Georgetown Road and will upgrade the facility to the

ultimate condition with the Site Plan for each individual Site. For the Subject Application, the Applicant will construct a two-way separated bike lane that consists of an eight-foot minimum raised concrete buffer and a minimum eight-foot two-way separated bike lane (10-foot minimum where unconstrained) along the south (Site) side of Battery Lane, along the Site frontage. The Applicant will also install a 10-foot floating bus stop located near the eastern side of the frontage. Behind the bus stop, the separated bike lane will narrow down to eight-feet wide. The final design will be approved by MCDOT at the time of right-of-way permit.



Battery Lane District Site C Access and Circulation

The sidewalk will be improved with a six-foot sidewalk (minimum) and a six-and-one-half-foot vegetated buffer between the sidewalk and the bikeway. As conditioned as part of the Preliminary Plan, the Applicant will also be required to construct the protected intersection at Woodmont Avenue and Battery Lane, before issuance of the first residential occupancy permit.



Cross section of Battery Lane, looking westbound

4824 Edgemoor Lane: 12020007A

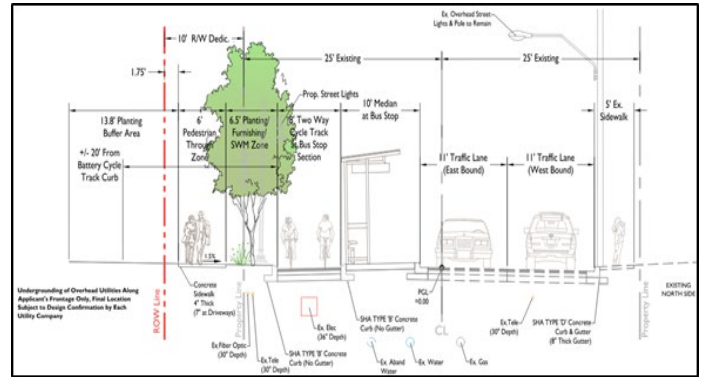
- APFO Approval: March 9, 2023
- Density: up to 111 multi-family units (option to convert up to 65 to short-term rentals)

The Preliminary Plan Amendment did not propose any changes to the previously approved frontage improvements, which included a financial payment towards the installation of separated bike lanes on the Site’s frontages on Woodmont Avenue and Edgemoor Lane. The Applicant was also required to improve the sidewalks on both frontages in compliance with the 2017 Bethesda Downtown Streetscape Design Guidelines.

APFO Analysis

The Applicant provided an updated transportation exemption statement to reflect the proposed increase

In compliance with the 2017 Bethesda Downtown Sector Plan, the Applicant construct two partial through-block connections that will ultimately connect Rugby Avenue (south of the Site) as private redevelopment occurs to the Bethesda Trolley Trail (behind the properties on the north side of Battery Lane). The Applicant will build a third through-block block connection at the southern Property line connecting the two within the Site.



Cross section of Battery Lane, looking westbound (Floating Bus Stop)

in units from the previously approved Preliminary Plan (120200070), and the potential to convert 65 of the units to short-term residential units. For transportation review purposes, all units were assumed to be multi-family residential. One reason for this is that the 2022 LATR Guidelines requires trip estimation rates based on the latest version of the Institute of Transportation Engineers Trip Generation Manual. The 11th edition of the ITE Trip Generation Manual does not distinguish between multi-family units and short-term residential units.

The Project was estimated to generate 41 net new peak-hour person trips in the morning and 47 in the evening, as compared to the office use that previously occupied the Site. The Project is not estimated to generate 50 or more net new person trips; therefore, a transportation impact study is not required, and the LATR is satisfied with an exemption statement.

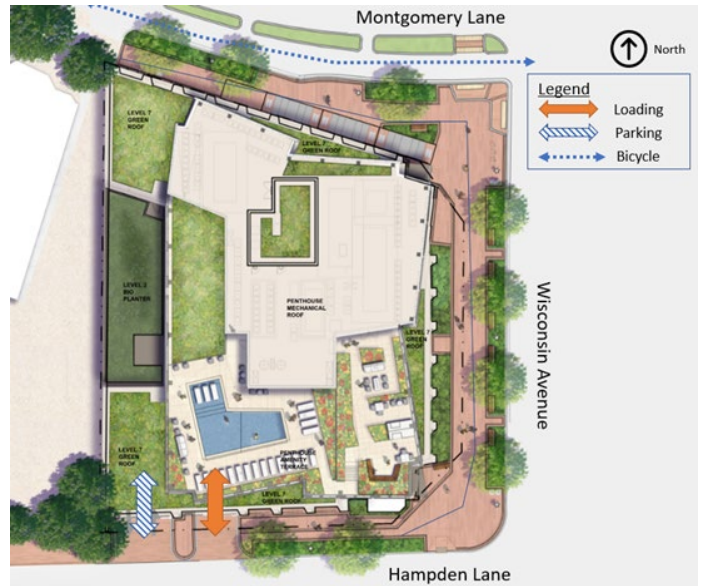
Table 12: Trip Generation Estimates for 4824 Edgemoor Lane						
	ITE Trip		Adjusted Vehicle Rates		Person Trips	
	AM	PM	AM	PM	AM	PM
Existing						
3,034 SF Office	5	7	3	4	6	8
Proposed						
111 Multi-Family Units	30	36	24	28	47	55
				Net New	41	47

Source:Transportation Exemption Statement Wells + Associates, dated January 31, 2023

7340 Wisconsin Avenue: 11994080C

- APFO Approval: March 23, 2023
- Density: up to 308 multi-family units, 3,400 SF non-residential

The Site is a corner lot with three frontages: Wisconsin Avenue (west), Montgomery Avenue (north), and Hampden Avenue (south). In compliance with the 2017 Bethesda Downtown Streetscape Guidelines, the Applicant was required to improve all three frontages with wider, buffered sidewalks (six-foot sidewalks with eight-foot vegetated buffers). MCDOT has nearly completed construction of the master-planned bikeway along Montgomery Avenue, and therefore the Applicant was not required to participate in its installation.



7340 Wisconsin Avenue Access and Circulation

APFO Analysis

The previous use on the Site was a gas station with 12 fueling positions (“pumps”). The proposed 308 high-rise residential units are estimated to generate a net decrease of 14 person trips in the morning peak hour and a net decrease of 118 person trips in the evening peak hour. The 2020-2024 Growth and Infrastructure Policy requires a transportation impact study for any project that is estimated to generate a net increase of 50 or more person trips in either peak hour. As that is not the case for this Project, the LATR review was satisfied with transportation exemption statement. A summary of the trip generation analysis is provided in Table 13.

Table 13: Trip Generation Analysis for 7340 Wisconsin Avenue						
	ITE Trip Generation Vehicle Rates		Adjusted Vehicle Rates Bethesda CBD Policy Area		Total Person Trips	
	AM	PM	AM	PM	AM	PM
<u>Existing</u>						
Gas Station (12 Pumps)	123	167	76	104	161	219
<u>Proposed</u>						
308 Residential Units	95	65	75	51	147	101
3,400 SF Retail	0	0	0	0	0	0
				Net Change	-14	-118

Note: The presumption that no new person trips are generated applies for up to 15,000 gross square feet of retail space in a building that has least 90 percent of its floor area ratio (FAR) devoted to non-retail uses, as long as no parking spaces for retail customers are included in the site plan. No parking spaces are designated for the proposed retail use on-site. Therefore, all criteria for ancillary uses are met and it is assumed that no trips are generated by the proposed retail use.

Source: Transportation Exemption Statement from Lenhart Traffic Consulting, Inc., July 11, 2022, modified by staff

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.

There were no TMAGs executed for new developments in Bethesda during the 2002-2203 time period. The TMAG below is in process and will be executed in 2023:

8000 Wisconsin Avenue

- 437 multi-unit dwellings
- 16,000 sq.ft. of commercial use

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

There are a number of project based TDM plans currently undergoing development review and will likely come on line in 2023:

1. 4725 Cheltenham Drive
 - 102 multi-unit residential
 - 4,300 sq.ft. of commercial use
2. 4901 Battery Lane
 - 372 multi-unit residential
3. 7126 Wisconsin Avenue
 - 330 multi-unit residential
 - 9,000 sq.ft. of commercial use
4. 4405 East West Highway
 - 350 multi-unit residential
 - 12,000 sq.ft. non-residential use

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

There are 101 active employer accounts in the online TDM reporting system. Of those, 57 have filed either an initial TDM plan or an annual report. The reporting period is always the previous year, so employers are reporting TDM activities undertaken in 2022. This number is likely underreported, since many employers tend to file well after the 30-day deadline contained in the filing notice and reports continue to come in well into Fall in a typical year.

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 8015 Old Georgetown Road, 4915 Auburn Avenue, 4922 St. Elmo Avenue, 7607 Old Georgetown Road (the la Madeleine site), 7000 Wisconsin Avenue, and Metro Tower (7316 Wisconsin Avenue). To alleviate negative impacts to the vehicular and pedestrian circulation during construction, the Bethesda Regional Services Center in coordination with Departments of Permitting Services, Environmental Protection, Traffic Engineering and Operations, Police, 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.

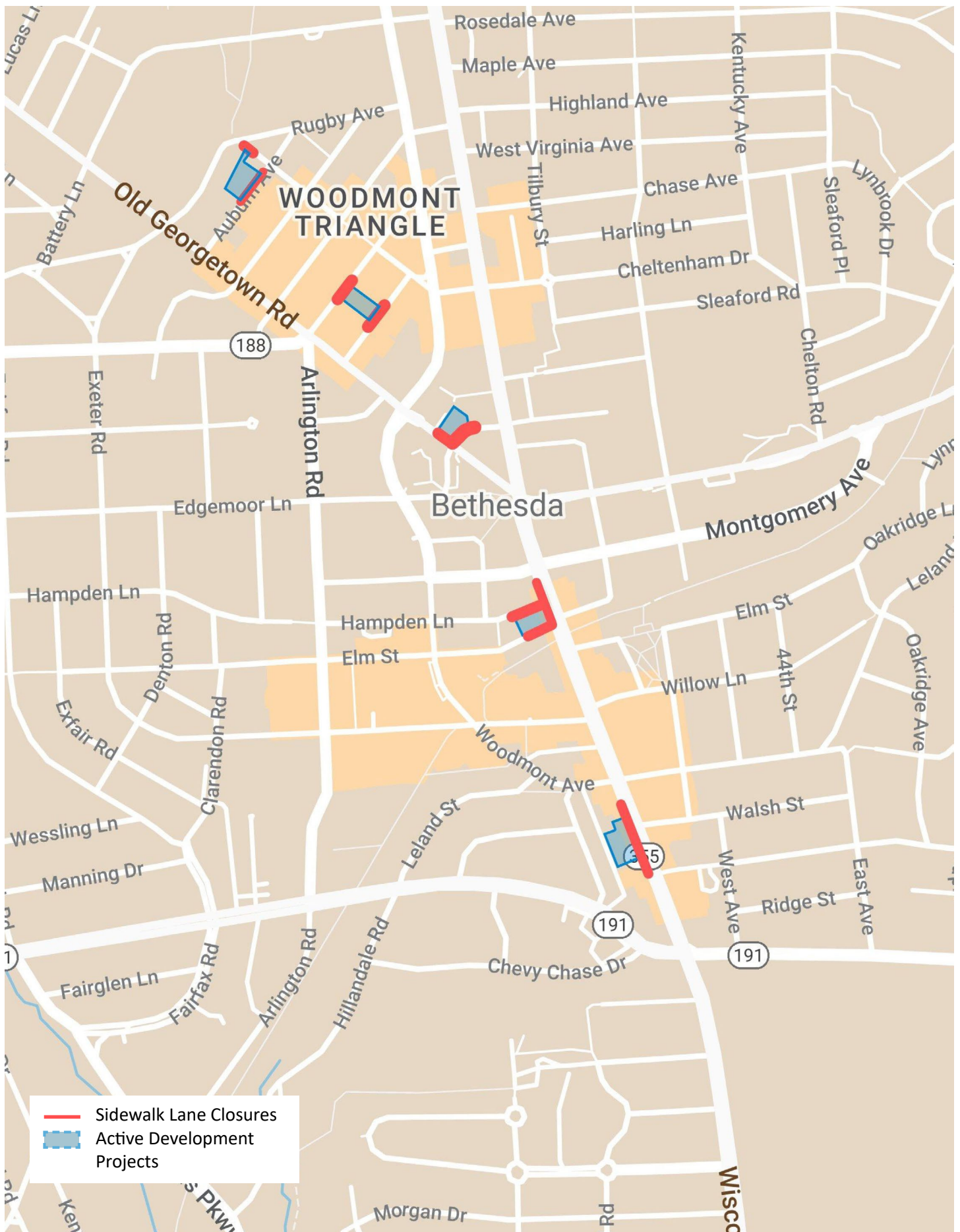
Over the years, IAC has raised concerns about the negative impacts of delivery and loading trucks on the traffic network. In response, the Montgomery County Planning Department kicked off the Urban Loading and Delivery Management Study in October 2020. The purpose of the study is to identify regional, 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 has been on hold due to staff shortages, but staff looks forward to completing the report for presentation Fall 2023.

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 and Norfolk Avenue – sidewalk and curb lane closure 24/7 with no pedestrian access.
 - Fairmont Avenue Westbound between Norfolk Avenue and Old Georgetown Road – sidewalk and curb lane closure 24/7 with no pedestrian access.
- 7316 Wisconsin Avenue–Metro Tower
 - Wisconsin Avenue Southbound between Hampden Lane & Elm Street: sidewalk and curb lane closure 24/7 with no pedestrian access. Pedestrians must cross at Montgomery Avenue or Elm Street.
 - 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.
- 4909 Auburn Avenue
 - Auburn Avenue Westbound between Norfolk Avenue and Old Georgetown – sidewalk and curb lane closure 24/7 with pedestrian access maintained in a covered walkway.
 - Norfolk Avenue Southbound at Glenbrook – sidewalk closed for truck access to construction site. Pedestrians must cross Norfolk Avenue at Glenbrook.

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

Requested information on current progress on CIP projects will be provided by MCDOT and will be posted on our website as an addendum when available.

Table 14: CIP Transportation Projects		
Project Name	Coordinating Agency	Project Status
Redesign Wisconsin Avenue as an urban boulevard	M-NCPPC/MCDOT/SHA	TBD
Redesign Old Georgetown Road as an urban boulevard	M-NCPPC/MCDOT/SHA	TBD
Redesign East-West Highway as an urban boulevard	M-NCPPC/MCDOT/SHA	TBD
Redesign Norfolk Avenue as a shared street	M-NCPPC/MCDOT	TBD
Redesign Pearl Street as a shared street	M-NCPPC	TBD
Pearl Street Connector	M-NCPPC/MCDOT	TBD
Capital Crescent Trail tunnel/surface route beneath Wisconsin Avenue and Elm Street, via Elm Street Park	SHA, M-NCPPC/MCDOT	TBD
Reconfigure East-West Highway, Montgomery Lane, Old Georgetown Road and Woodmont Avenue with separated bike lanes	M-NCPPC/MCDOT	TBD
Purple Line/Station Construction	MTA/M-NCPPC/MCDOT	TBD
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	TBD
Bethesda South Bus Circulation	BUP	TBD
Bethesda Circulator Bus Expansion	SHA, BUP	TBD
Full-service bicycle storage facility located adjacent to the CCT tunnel routes	M-NCPPC	TBD
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	TBD
Shared roadway on Commerce Lane, Avondale Street, Rosedale Avenue, Tillbury Street, St. Elmo Avenue, Cordell Avenue and Bethesda Avenue	M-NCPPC	TBD
New trail connection at Bradley Boulevard and Capital Crescent Trail and Pearl Street	M-NCPPC	TBD
North Bethesda Trail—widening	MCDOT	TBD
Bike Share Station	M-NCPPC	TBD
Undergrounding of public utilities	SHA, M-NCPPC	TBD
New bike lanes on Chelton Road, Pearl Street, Norfolk Avenue, Cheltenham Drive, Elm Street, Battery Lane and Wilson Lane	M-NCPPC	TBD

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

- The design/build contractor, Maryland Transit Solutions (MTS), conducted site inspections, mobilized and began construction in summer of 2022.
- MDOT MTA has announced that the projects will be in service by fall of 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, opened to the public in fall 2022.
 - Utility relocations along the alignment.
 - Maintenance operations along the alignment: Maintenance of Traffic, Erosion and Sediment Control and resurfacing/road maintenance.
- MTS is rapidly progressing on work including:
 - Work has resumed at the Bethesda South Station Entrance and blasting commenced in early May 2023. Gantry crane building was constructed onsite to minimize construction impacts to any adjacencies.
 - The new Capital Crescent Trail Bridge over Connecticut Avenue was installed in January 2023.

- Work has restarted at Jones Bridge Road to address utility relocations.
- Decking and concrete have been placed on the Talbot Avenue bridge. Parapet walls currently under construction.
- Silver Spring Transit Station work has begun, including construction of station and mezzanine demolition.
- Construction is underway at the Brigadier Charles McGee Library in Silver Spring as demolition has been completed and grading and excavation for a new station is underway.
- Utility relocations, storm drainage and stormwater management installations are actively occurring along Wayne Avenue including demolition work on the Wayne Avenue bridge over Sligo Creek.
- Installation of storm drainage along Arliss Street is ongoing.
- Construction of fish passage and new culvert under Piney Branch Road (MD320) is underway.

Outreach

- Community Advisory Team (CAT) meetings restarted and the 2023 Winter/Spring session meetings took place virtually throughout February to inform the community of activities.

Regional Transit Services

Requested updates will be provided by the appropriate agency and will be posted on our website as an addendum when available.

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.

- Lot 43 is under contract with a developer though the closing date is to be determined. When the sale is finalized, the lot will permanently close and the developer’s redevelopment plans for a residential building will kick off. The lot has 39 parking spaces and no replacement public parking spaces will be provided.
- A General Development Agreement draft for the redevelopment of Lots 10 and 24 is under review. The mixed-use development would include residential, retail, a public park and an underground public parking garage.
- The final General Development Agreement is being negotiated with the developer of Lots 25 and 44. The joint venture would bring housing and a public park to the area. There are close to 200 parking spaces combined in the two lots and they would be replaced one for one in an underground parking garage.

MCDOT regularly surveys occupancies of its parking facilities. Table 15 shows the average occupancy rate over a three-month period from January 2022 to March 2023. 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.

Garage/Lot	Average Occupancy	Capacity
Garage 11	37%	1,079
Garage 31	42%	897
Garage 35	76%	366
Garage 36	35%	729
Garage 40	82%	311
Garage 42	37%	337
Garage 47	33%	796
Garage 49	23%	949
Garage 57	60%	870
Lot 8	97%	10
Lot 10	49%	94
Lot 24	38%	210
Lot 25	23%	124
Lot 28	87%	18
Lot 43	47%	37
Lot 44	26%	51
Total Garages	42%	6389
Total Lots	39%	546
Total Occupancy	42%	6935

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 Growth and Infrastructure Policy.

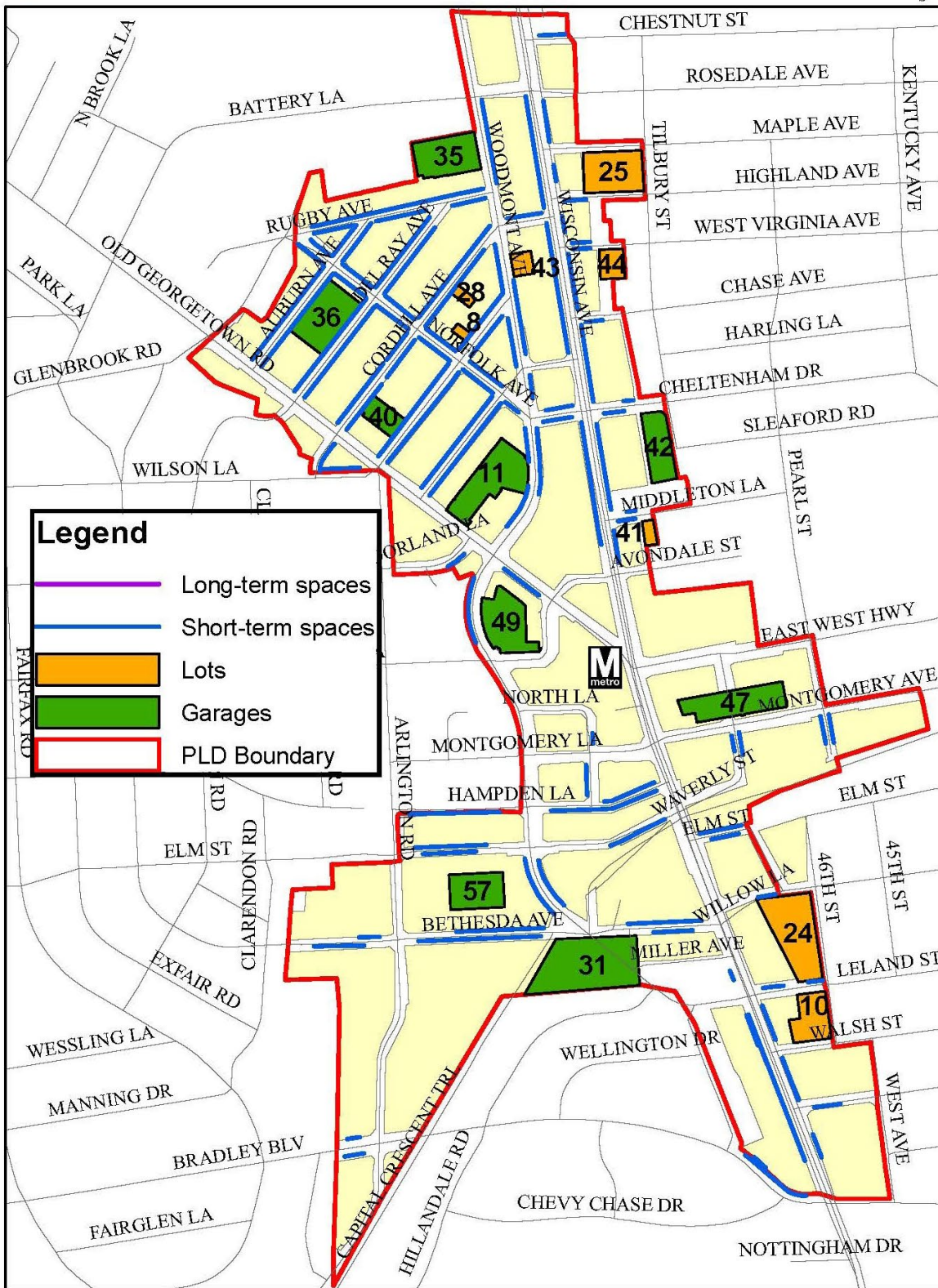
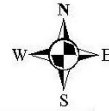
Recommendations

- 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 available later this summer.
- Continue to explore alternative funding mechanisms to replace the Bethesda Unified Mobility Program.

Figure 8. Bethesda Parking Lot District



Bethesda Parking Lot District



0 295 590 1,180 Feet

Montgomery County Maryland
 Parking Management
 Planning & Project Development Section





Summary of Recommendations

Plan Recommendations

The 2023 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, green cover 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 2023, total development density is 30,247,087 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.
- 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.

Greening the Downtown

- Continue to evaluate the amount of green cover in the Bethesda Downtown Plan Area.
- Continue to monitor the percentage of tree canopy in the Bethesda Downtown Plan Area, updating the percentage when new LiDAR imagery is available.
- Continue to track development applications for their compliance with the green cover requirement.
- Continue to look for opportunities to increase tree canopy throughout the downtown area.

Transportation

- Continue to monitor the 14 intersections and corridors studied as part of the roadway network adequacy test. The results will be included in the 2024 Annual Monitoring Report.
- Continue to monitor the NADMS of the Sector Plan area. The results will be available later this summer.
- Continue to explore alternative funding mechanisms to replace the Bethesda Unified Mobility Program.



Implementation Advisory Committee Comments

During the Implementation Advisory Committee's (IAC) meeting on July 14, 2023, Montgomery County Planning Department staff presented the contents of the 2023 Bethesda Downtown Annual Monitoring Report. Prior to the presentation, the IAC received the report on June 23 of this year and were able to submit comments through July 17 to the Montgomery County Planning Department. The entirety of the IAC's comments are included in the Appendix.

The comments requested additional information and clarification. Staff has updated portions of the report to reflect selected comments. Some requested information is outside the scope of the report or happened outside the date range of the report and will be included in the 2024 Annual Monitoring Report. Much of the information regarding development review projects is available online on the Bethesda Downtown Plan Monitoring and Tracking website (<https://montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/bethesda-downtown-development-tracking/>). Per the IAC suggestion, staff will include the BOZ permit application deadline in the tracking table with the next regular update.



Appendices

The appendix includes the following information:

- A. Information on monitoring and tracking of the BOZ and PIP
- B. PIP details provided by Montgomery Parks
- C. IAC Comments

Appendix A

The monitoring, tracking and BOZ/PIP information is updated regularly on the Bethesda Downtown Plan Monitoring and Tracking Program website: <https://montgomeryplanning.org/planning/communities/downcounty/bethesda-downtown-plan/bethesda-downtown-development-tracking/>.

A snapshot of each table is shown on the next page to provide an example of the information available in each table. An interactive map can also be found at the same site.

Monitoring Table

Bethesda Downtown Tracking April 2023

Project Name	Development Type	Existing SF	Total Requested SF (incl.Ex.)	Sketch Plan	Preliminary Plan	Site Plan	PB Site Plan Appr
4 Bethesda Metro Center	Mixed-Use	631,274	1,092,242	32018011A	11981068B		
Bethesda Market	Mixed-Use	34,792	692,500	32019003A	120230020	820230020	
Battery Lane District	Mixed-Use	312,500	1,225,500	320190080	120190240	820220230	
4702 Chevy Chase Drive	Residential	3,536	85,000	320210010	120210010		
8001 Wisconsin Avenue	Mixed-Use	38,642	375,000	320210050	120210140		
7070 Arlington Road	Mixed-Use	52,521	313,070	320210100	11998051A		
4405 East West Highway	Mixed-Use	65,060	355,000	320220120			

Tracking Table

Bethesda Downtown Tracking April 2023

Project Name	Development Type	Existing SF	Approved Unbuilt SF	Built SF	Sketch Plan	Preliminary Plan	Site Plan	PB Site Plan Appr
7272 Wisconsin Ave (APEX)	Mixed-Use	179,799	757,385	757,385	32016004A	120160380	82016020A	January 19, 2017
7340 Wisconsin Avenue	Residential	1,596	313,904	0	32020001A	11994080C	820230010	February 16, 2023
7359 Wisconsin Avenue	Commercial	42,032	469,968	469,968	320180070	120180040	82018004A	March 22, 2018
8015 Old Georgetown Road	Mixed-Use	36,063	280,437	0	32019010A	12016022B	82020013A	June 22, 2022
Air Rights Center 7300 Pearl	Commercial	531,928	150,000	0	n/r	120110010	82007001C	December 2, 2010
Artery Plaza	Commercial	586,611	14,500	14,500	32015005B	11983015C	81984002E	November 30, 2017
Brightview Bethesda	Residential	6,975	92,905	92,905	32016001A	120160010	82016012A	July 14, 2016
Edgemont at Bethesda II	Residential	134,248	166,495	166,495	32018003A	11984058A	82018017A	November 6, 2018
Lot 667 Woodmont	Commercial	23,055	2,209	2,209	n/r	120150050	n/r	
Marriott International Headquarters	Commercial	90,504	906,463	906,463	320180060	120180020	82018003A	January 3, 2019
St. Elmo Apartments	Mixed-Use	0	330,000	0	32015004B	12015020B	82017003A	May 31, 2017
ZOM Bethesda	Residential	14,139	240,713	240,713	320180050	120180140	820180120	September 25, 2018
8000 Wisconsin Avenue	Residential	30,518	399,482	0	320180120	120190060	820190040	November 20, 2018
8008 Wisconsin Avenue	Residential	6,333	149,835	0	n/r	120160050	820160130	July 28, 2016
7900 Wisconsin Avenue	Residential	55,528	384,442	384,442	n/r	120120200	82013017A	April 30, 2020
4915 Auburn Avenue	Residential	32,456	157,544	0	320180147A	12018021A	820190100	November 19, 2019
7607 Old Georgetown Road	Residential	7,460	220,540	0	320180160	120190050	82019003A	November 15, 2019
4712 Rosedale Avenue	Commercial	1,447	3,970	3,970	StdMethod	StdMethod	StdMethod	
8101 Glenbrook Road	Mixed-Use	30,204	0	0	n/r	12016001A	81981081A	July 18, 2019
The Claiborne	Residential	4,768	92,232	0	32017003A	12017025A	82017008A	September 8, 2022
4702 West Virginia	Residential	4,048	17,452	0	320190060	n/r	820200100	May 14, 2020
7000 Wisconsin Avenue	Mixed-Use	15,032	181,712	0	320190090	120200090	820200090	April 30, 2020

BOZ/PIP Table

Bethesda Downtown Tracking April 2023

Project Name	Site Plan	PB Site Plan Appr	Development Type	BOZ Density	Park Impact Payment	PIP Paid
7359 Wisconsin Avenue	82018004A	3/22/2018	Commercial	191,795	1,917,950.00	Paid
8015 Old Georgetown Road	82020013A	6/22/2022	Mixed-Use	42,266	62,710.72	Paid
Edgemont at Bethesda II	82018017A	11/6/2018	Residential	138,083	1,215,490.00	Paid
Marriott International Headquarters	82018003A	1/3/2019	Commercial	506,107	5,061,070.00	Paid
St. Elmo Apartments	82017003A	5/31/2017	Mixed-Use	162,012	1,334,885.00	Paid
ZOM Bethesda	820180120	9/25/2018	Residential	168,233	1,439,870.00	Paid
8000 Wisconsin Avenue	820190040	11/20/2018	Residential	301,048	0.00	Pending
4915 Auburn Avenue	820190100	11/19/2019	Residential	95,008	652,800.00	Pending
7607 Old Georgetown Road	82019003A	11/15/2019	Residential	129,500	1,077,600.00	Paid
The Claiborne	82017008A	9/8/2022	Residential	36,273	256,416.93	Paid
4702 West Virginia	820200100	5/14/2020	Residential	16,250	180,050.00	Pending
7000 Wisconsin Avenue	820200090	4/30/2020	Mixed-Use	103,183	696,383.08	Paid
Metro Tower	820190110	10/1/2019	Mixed-Use	188,506	1,301,560.00	Paid
4824 Edgemoor Lane	82021004A	3/30/2021	Residential	67,335	753,735.00	Pending
The Avondale	820210140	11/15/2021	Residential	33,121	322,052.50	Pending
Hampden East	820210070	7/22/2021	Mixed-Use	129,995	1,175,172.95	Pending
4725 Cheltenham Drive	820220060	2/17/2022	Residential	28,385	189,406.00	Pending



Park Impact Payment (PIP)

PIP Approvals and Submissions

- Total Approved PIPs (Site Plans): \$21.7 Million
- PIPs Received: \$14.6 Million
- *Pending PIPs:* \$ 7.1 Million

PIP Expenditures and Allocations

- Veteran's Park Civic Green, Goldberg Parcels \$ 9.74 Million
- Bethesda Market Parks, Lots 10-24 (FY24 – FY28) \$ 2.50 Million
- Capital Crescent Civic Green, Facility Planning (FY24-25) \$ 0.50 Million
- Miscellaneous Expenses (appraisals, consultants) \$ 0.06 Million
- Total Expenditures/Allocations to Date \$12.8 Million**

Current PIP Cash Balance

1.8 Million

sale

Pending PIPs

7.1 Million

Projects

Pending proceeds from land

\$10.3 Million

Potential PIP Balance for Future

\$19.2 Million

\$

\$

Appendix C- IAC Comments on the 2023 Bethesda Monitoring Report

p. 15/19 – There should be mention of the fact that the Plan is likely to hit the “soft cap” of 30.4M sq feet this next year.

p. 26 – Park Inventory Status

Veteran’s Park – it says “land acquisitions are underway” – but are they actually “underway” or just being discussed/pursued?

Capital Crescent Civic Green – description should mention that the State/MTA still owes Parks money for temporary and permanent easements on the property

p. 31-34 – Greening the Downtown

Incorporate the fact that downtown Bethesda currently has 20% tree cover but has a goal of 50%.

Include data on the fact that the vast majority of projects have chosen to meet the 35% green cover requirement through green roofs rather than additional tree plantings.

p.52 – Transportation CIP

It’s a little depressing – but good reality check – that every single CIP transportation project is listed as “Project Status – TBD.”

p.53 – Purple Line

Should include bullet point/info in the PL construction update that in order for the Purple Line to connect to the Metro at the Bethesda South Metro entrance, WMATA must construct a new mezzanine in the tunnel. There is currently no contract in place for that part of the project.

p. 55 – UMP

There is a workgroup for finding alternative funding mechanisms? This is the first I have heard of this!

p.58 – Greening the Downtown

Add a bullet point to “Continue to look for opportunities to increase tree canopy throughout the downtown area through project development, street trees, planting at parks and schools and private property. Ensure designated “canopy corridors” are receiving additional shade tree plantings.

General comments

It would be useful to have statistics in this report showing the cumulative development that has been achieved and approved under the Bethesda Downtown Plan, not just a listing of projects approved/constructed during the past 12 months. We need to be able to see how we’re doing on reaching the Plan’s goals. It was disappointing to see quite a

few measures not included in this report and instead to have it stated that they would show up at some future time as addendums.

Specific comments

Pg. 6 Blurb for Parks and Open Space. Please add information here about added parks – specify how many of the 13 additional recommended parks have been achieved. The status of this goal should be summarized here.

Pg. 6. Transportation. Shouldn't the completion of part of the Surface Capital Crescent Trail on Willow and Bethesda Ave. and Woodmont be mentioned here? Also, some of the bikeway on Montgomery Ave.

Pg. 7 Executive Summary, last column, last para. State that 40 projects have been received. Please also specify how many of these projects are at each stage of approval (sketch, preliminary plan, site plan) How many of the 40 have been completed, are under construction, and have not yet begun construction. It would be useful to also note how many may be about to exceed the time limit (we know that 2 projects were given 12-month extensions via a ZTA this past year.

Pg 9, It is stated that an additional 8,456 housing units will be built under the plan. It would be useful to include in the Executive Summary and/or in the Development Approvals section (pg. 15) the number of additional housing units that have been built so far the number approved and under construction, and the number approved but not yet under construction. It would also be helpful to know how many of the 40 projects have 15% MPDUs, how many have a higher percentage, and overall, how many new MPDUs will be delivered by the 40 projects. Information about the number of units that are rental, short-term rental, and non-rental also would be useful. And to get a better handle on how the new housing in Bethesda will meet housing needs, some information on the housing mix would be useful (# of studio apartments, 1-bedroom, 2-bedroom apartments, etc.). A report on the square footage of office and retail space in the 40 projects also would be useful.

Pg. 12 Selected New Projects reviewed by the DAP. Please add information about the amount of PIP each project is requesting/been approved for. It would also be useful to know how many naturally occurring affordable housing units are being lost for each new development and if known, what the mix of housing unit sizes will be.

Pg. 15 Development Approvals section. Suggest that the ZTA that was passed earlier this year which allows some approved projects that have exceeded the time limit on starting the project by one year be described here and the projects affected named.

Pg. 20. Schools. Given the impact of covid on school enrollment, it would be helpful to have a table in this section showing school enrollment for 2018-2019 through 2022-23,

so the reader can note the changes over the 5-year period rather than just the change between 2021-2022 and 2022-2023.

Pg. 27. Table 5, item C5b. Status column.

Request modification of the sentence in the status column about the funding for this park (all of the sources of the funding for this park deserve to be named here), so that it reads: "A financial plan, which includes funding from the County, the Town, PIP money provided by the Parks Department, the State, and the developers, was completed in November 2022, when the County Council approved the County's share of the total funding package. These new public parks and the new underground parking garage will complement..."

Pg. 28. Suggest acknowledging use of Amenity funds to finance some of the renovations in Caroline Freland Par

Pg. 34 Table 6. It would be helpful to show what % of the green cover came from canopy trees and what percentage from green roofs.

Pg. 37-38. Pedestrians section. States that 7 intersections are to be reworked to improve pedestrian safety. But the descriptions of what is happening with most of the 7 on the list refer to bike improvements, not pedestrian safety improvements.

Pg. 49 The list of sidewalk closures on this page is incomplete. Please add the sidewalk closure on Wisconsin Ave. due to construction of 7000 Wisconsin Ave. The impact of the Purple Line sidewalk closure and continued closure of a section of Elm St. on the west side of Wisconsin Ave. to vehicular traffic by the Purple Line construction should also be mentioned.

Pg. 53 Suggest updating item about the work on the South entrance to the Metro Red Line station to state that the gantry crane building was constructed (not that it is going to be constructed). Also add a note here that Elm St. and the Wisconsin sidewalk in the vicinity of this work remain closed to vehicle and pedestrian traffic.

PG. 54. Isn't Garage 11 now under contract to Marriott and so not generally available to the public? If so, seems worth noting this in the paragraph giving introductory information about Bethesda parking lots. Also, makes the vacancy statistics for this garage puzzling.

Pg. 54. In the description of the plans for parking lots 10 & 24 add that the parking lots currently offer 304 surface level parking spots and that 200 spaces in a below-grade garage will be provided after construction.

Pg. 54 In Table 15, what is the difference between "total Lots" and "Total occupancy rate"?

Pg. 55 BUMP: At the end of the paragraph that describes the BUMP and its demise, it states that a special working group will explore alternative ways to fund infrastructure.

Please add information about the status of this working group. It's been over a year since the BUMP was abandoned, what progress has been made in setting up this special working group?

In the paragraph about the county-wide working group, Please spell out the acronym GIP.

p. 19 - I don't recall that there was ever a process or parameters developed for when/how the council would deal with this soft cap. The only parameter was 30.4 million square feet but no guidance as to a timeline to resolve the issue, what to do about projects in very early stages of discussion with Planning, etc. Not sure this should be addressed in this report but it's something that needs to be discussed and the IAC should be part of the discussion.

p. 28 PIP - refers to annual adjustment in July. We are well into July - can the 2023 number be included for the PIP rate per square foot of density?

p.49 - says the Urban Loading and Delivery Management Study might be completed by Fall 2023. Really??

p.53 Purple Line - does this need to be revised based on disclosure of additional cost and delay late last week?

p. 54 Parking occupancy - these percentages suggest that public garages and lots have capacity to handle many more vehicles on a regular prolonged basis - that is, that residential buildings can have further limits on underground parking because there is space for monthly parking in public facilities. I suggest that this be explored

p. 55 Consider adding the Little Falls Parkway/Arlington Rd intersection to those monitored as part of the roadway network. This is, like Connecticut and Bradley, an intersection directly related to Bethesda traffic and its capacity has recently been cut in half.

On Pg. 56, it states that the Purple Line will open in the fall of 2026. Given the announcement yesterday, this should be updated to read "will open in May 2027".

Parks had a nice slide in their presentation about the PIP. More detail in that slide than in the current monitoring report. I'd like to see that slide in the monitoring report!

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
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