






Bethesda Downtown Sector Plan, Work Session #1

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Description

Bethesda Downtown Sector Plan: Work Session #1

Summary

Work session #1 will provide a macro-level overview of Staff's approach to the zoning recommendations Bethesda-wide including the following:

- a) Analysis and comparisons to other urban areas in the County (White Flint, Friendship Heights, Silver Spring and Wheaton). This is a discussion of the macro-level approach and not a site- by-site discussion.

- b) Transportation and Schools (Infrastructure) as it relates to Staff's approach to land use and zoning Bethesda-wide.

- c) Overview of the implementation strategies including density averaging and priority sending sites.

DISCUSSION

Zoning Approach

This work session will provide an overview of the zoning strategy as it relates to the recommended density and height increases across the Sector Plan area. Transportation analysis and school capacity was a factor in determining how much density may be increased without over-burdening the infrastructure in the Downtown. A comparative analysis was prepared with other similar urban downtown areas (White Flint, Silver Spring, Wheaton and Friendship Heights) in terms of acreage of planning area, Sector Plan vision build-out and vision build-out square feet per acre. Strategy objectives included:

- Accommodate projected growth over the next 20 years.
- Incentivize redevelopment in the expanded centers of activity and emerging centers (priority areas in the Plan) by increasing density and maximum allowable heights.
- Increase density Bethesda-wide by approximately 20 percent with greater increases in the expanded centers of activity around proposed civic gathering spaces, such as the areas immediately around the Farm Women's Market, The Bethesda Metro Station, and Veteran's Park.
- Balance opportunities for redevelopment and compatibility with adjacent neighborhoods.

Transportation and Schools

This work session will provide an overview of the traffic analysis methodology and findings associated with the Bethesda Downtown Sector Plan 2040 Land Use Vision. This work session will also provide an opportunity to discuss specific transportation elements of the Plan raised at the Public Hearing. As a result of the analysis completed for this planning effort, Staff has determined that all intersections within the Plan area will continue to operate at acceptable levels of congestion in the year 2040 under the proposed land use vision. Four intersections immediately outside the plan area are forecast to exceed Policy Area Critical Lane Volumes (CLV's) in the year 2040. Those intersections are:

- East-West Highway/ Connecticut Avenue
- Rockville Pike/ Cedar Lane
- Bradley Boulevard/ Huntington Parkway
- Connecticut Avenue/ Bradley Lane

In addition to the transportation analysis, staff worked closely with the Montgomery County Public Schools long range planning staff. The Downtown Bethesda Sector Plan is within the service areas of Bethesda Elementary School, Westland Middle School and Bethesda-Chevy Chase High School. Enrollment increases have been occurring at all these schools and a variety of strategies will be considered to accommodate additional students resulting from the Sector Plan. The Plan includes designation of the former Lynnbrook Elementary School as a future operating elementary school.

Options were prepared by MCPS to accommodate additional students from the Plan and presented during the Working Draft presentation to the Planning Board on May 21, 2015.

Implementation Strategy

This work session will provide an overview of the implementation strategy as it relates to the Bethesda Overlay Zone. Certain planning goals require minor modifications to the existing zoning. The purpose of the Bethesda Overlay Zone is to enable modifications to the density averaging rules for certain sites in the Plan Area. The Plan designates Open Space priority sending sites, Landmark priority sending sites, and Affordable Housing sending sites. Density transfers from these sites are encouraged to facilitate, respectively, the creation or enlargement of urban parks, protection of significant landmarks and retention of affordable housing. The Priority Sending Sites have been carefully chosen and the rules in this Plan are intended to apply only to the specifically delineated areas.

CONCLUSION

Following the July 20, 2015 work session, staff will summarize all testimony received through July 2, 2015 (close of the Record) and prepare recommendations for review by the Planning Board at the fall work sessions in September and October. The fall work sessions will include a District by District zoning review, as well as work sessions on Parks and Open Space, the High Performance Area and Affordable Housing.

Attachments

- Public Hearing Draft Plan - Errata
- Letters/Correspondence between June 19, 2015 – July 2, 2015

Bethesda Downtown Sector Plan – Public Hearing Draft

ERRATA

Page 6, 1.2.2 Framework, A. Overarching Goals, 3. Environmental Innovation:

Edit: “other ~~eco-friendly~~ measures to enhance community health and quality of life”.

Page 6: 3. High Performance Area: “This designation aims to ~~incentivize the construction of high performance buildings~~ to raise the level of sustainability”

SECTION 1.2.3 Planning Objectives

p. 10 E. Sustainability – LEED for Neighborhood ~~Development (LEED ND)~~

2nd Paragraph revised as follows:

To support incorporating holistic sustainability into the land use planning process and to remove barriers to future sustainable development, the US Green Building Council is beta testing the LEED for Neighborhood Development (LEED ND) Assessment service for local government plans. This service supports local governments by assessing a neighborhood-scale land use plan against the best practices identified in LEED ND. The goal of this new offering is to set a strong foundation for future development to more readily incorporate the principles of smart growth, new urbanism and green building embodied in the rating system. The Bethesda Downtown Plan was the first to participate in the LEED ND Assessment beta test. The findings from which will enable further refinements to the plan. The ~~LEED ND assessment provides a baseline for the potential application and certification of Downtown Bethesda (or areas) as a LEED Certified Neighborhood Development (LEED ND).~~

Page 15: 4th bullet. Add the following word to the bullet: “Consider ~~net~~ zero energy concepts”.

SECTION 2.3 TRANSPORTATION (Pages 30-55)

p. 31 – Bethesda “CBD” is misspelled “CDB”

p. 32 - Additionally, this street would improve pedestrian and bicycle circulation within the Downtown Bethesda area and may help to activate the ~~eastern~~-western edge of Battery Lane Urban Park. This connection may be implemented as a ~~private~~-shared street and should accommodate two-way vehicular travel.

p. 33 – Roadway Classification Map

- Tilbury, Sleaford, and Middleton should be “residential”
- Avondale should end at the Our Lady of Lourdes property

p. 34 – remove footnote #2

p. 36 – Capacity

Add paragraph:

- Policy Area Roadway Network Adequacy Test
In support of the 2012 Subdivision Staging Policy (SSP), a Transportation Policy Area Review (TPAR) analysis was performed for each policy area in the county to test the roadway network's adequacy in 2040. The year 2040 TPAR analysis took into account build-out of all the adopted County Master Plans by the year 2040 in combination with the implementation of all the unbuilt master planned projects anticipated to be constructed by 2040. It should be noted that this study differs from TPAR analysis for year 2024 that is currently used in the context of the regulatory review process.

In the 2012 SSP year 2040 TPAR analysis, the Bethesda-Chevy Chase Policy Area is shown to be adequate for the roadway test. Given that the Bethesda Downtown Sector Plan area is a small subset of a much larger policy area, the transportation network is considered to be in balance with the land use and densities proposed by the Bethesda Downtown Sector Plan.

- First paragraph: revise road "diet" to "road diet"
- Last paragraph: "those intersections are ~~discussed~~ listed below:"

p. 37 – general note on typical sections: outside travel lane is typically shown in typical sections as 12.5' from lane marking symbol to face of curb (to include gutter pan)

p.41 – Bethesda Circulator Map

- stops transposed at Arlington/ Bethesda Avenue. The stop on Arlington should be "new," while the stop on Bethesda Avenue should be shown as "to be removed."

p.42 – Bikeway Map

- LB-5. Add Sleaford Label as "LB-5"
- SR-8 Avondale should end at the Our Lady of Lourdes property
- Remove "SP-6" from Capital Crescent Trail – Label as "hard surface park trail" in legend and show as brown.

p.43 – Bikeway Table

- LB-5. Add "to Kentbury Drive/ CCT"
 - Add "Sleaford Road" to Tilbury Street cell
- LB-7. Give limits

p.44

- #2. Bradley Boulevard (CT-5)
 - Remove last sentence – reference table does not exist

SECTION 2.4 ECOLOGY (Pages 56-61)

p. 59 - 2.4.2 Water Quality, B. Recommendations

- Integrate stormwater management within the right-of-way where feasible.
- Integrate visible environmental site design strategies that provide multiple performance area benefits for water quality, habitat, health and aesthetic improvement. Strategies include:
 - Intensive green roofs (6 inches or greater to maximize water treatment).
 - Stormwater planters.
 - Pervious pavement.
 - Bioswales/biofiltration/bioretenion/bioinfiltration.
 - Rainwater harvesting for retention, irrigation and gray water.

~~• Plant intensive green roofs (6 inches or greater to maximize water treatment).~~

~~• Install stormwater planters.~~

~~• Install pervious pavement.~~

~~• Introduce bioswales/biofiltration/bioretenion/bioinfiltration.~~

~~• Harvest rainwater for retention, irrigation and gray water.~~

- Incorporate multiple stormwater management facilities or treatment train to maximize benefits.
- Reduce impervious cover to maximize infiltration and/or green space.
- Where feasible, use permeable paving for roads, road shoulders, parking lots and parking lanes.
- When building new or retrofitting roadways, incorporate stormwater management treatment in the right-of-way to create green streets.
- Utilize environmental site design for parks and open spaces where it can be interpreted for community education.
- When feasible, exceed the County's minimum stormwater treatment requirement.
- Use street trees for stormwater interception, temperature mitigation and air quality improvement.

SECTION 2.5 HIGH PERFORMANCE AREA (Pages 62-65)

Page 64: top of the page, first paragraph: ..."The High Performance Area **requires incentivizes the construction of that** buildings **that** slightly exceed existing (ASHRAE) **and or the** proposed IgCC (International Green Construction Code) energy standards to levels..."

Page 64: 2.5.2 Recommendations: A. Energy:

1. First paragraph, **Delete...This requirement** prioritizes the benefit points for energy conservation and generation.
2. In the last sentence **delete 2015.**

SECTION 2.6 URBAN DESIGN (Pages 66-71)

p. 69 - Figure 2.20 Recommended Building Heights

- Proposed height for the Farm Women’s Market revised from 200 feet to 35 feet. (See Map)

P.70 – 2.6.3 Placemaking

Recommendations:

- ~~P~~~~Activate~~~~Activate~~ streets and open spaces with temporary and phased uses that can catalyze future investment and growth.

SECTION 2.7 PARKS and OPEN SPACE (Pages 72-81)

p. 81 – ~~c.~~6. The Western Edge Neighborhood Parks

SECTION 3.1.2 BETHESDA ROW DISTRICT

p. 99 – Figure 3.03: Bethesda Row District Recommended Zoning

Circle 5: ~~CR 3.5, C 2.25, R 3.25, H 200~~ changed to CR 5.0, C-5.0, R-5.0, H-200

SECTION 3.1.3 WOODMONT TRIANGLE DISTRICT

p. 103 – Figure 3.05: Woodmont Triangle District Recommended Zoning

Circle 12: CR 3.5, C-2.5, R-3.25, ~~H-40~~ changed to CR 3.5, C-2.5, R-3.25, H-110

SECTION 3.2.1 PEARL DISTRICT

p. 110 – sixth bullet:

- Retain current zones and allowable heights between Waverly Street and Pearl Street, with the exception of the property 4500 East West Hwy, which is currently zoned for a maximum allowable height of 100T. Provide this property with a maximum allowable height of ~~175~~ 145 feet, a similar height zoned for the remainder of the block.

p. 112 – Photo Caption

- Shared Street with ~~stormwarter~~ stormwater planters

SECTION 3.3.1 BATTERY LANE DISTRICT

p. 120 – B. Urban Design: 1. Public Realm

3rd bullet - This proposed street is contingent on the acquisition of additional parkland for Battery Land Urban Park with the goal of no net loss of parkland with construction of this ~~road~~ street.

SECTION 3.3.2 EASTERN GREENWAY DISTRICT

p. 123 Figure 3.14: Eastern Greenway Districts Recommended Zoning

See Map Correction Below

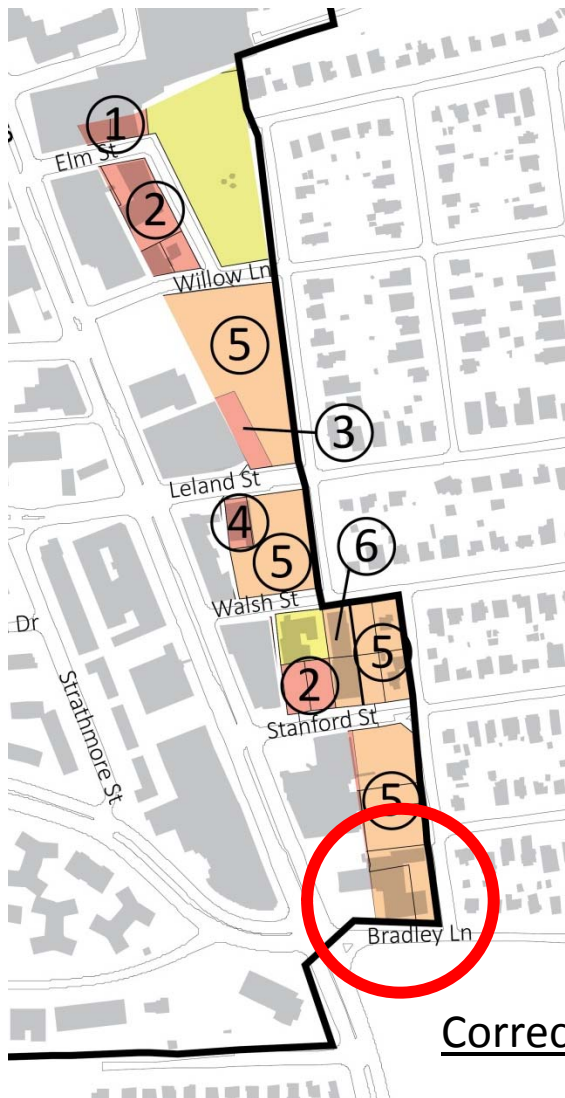
SECTION 4.1.4 PUBLIC BENEFITS IN THE CR ZONE

p. 139 – A. Top Priority Benefits: 2. Public Benefits in the High Performance Area

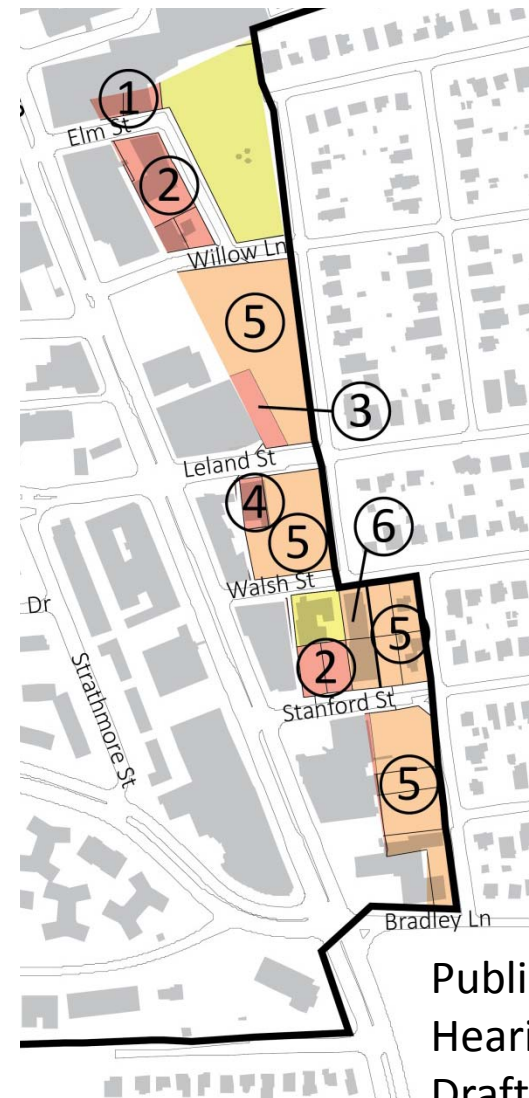
3rd paragraph - For example, if the County approves the International Green Building Code (IgCC), building energy performance should rank two points lower (more efficient) than the Zero Energy Performance Index (zEPI) score listed in the 2015 International Green Building Code (IgCC) as locally amended **or the latest adopted IgCC, whichever is more recent.**

Errata – Public Hearing Draft Plan

Eastern Greenway South



Corrected Map



Public
Hearing
Draft - Map