

2.6 PLAN OBJECTIVES

A. LAND USE

1. Protect and reinforce the integrity of existing residential neighborhoods.
2. Direct future development to land nearest to Metro stops and new transit stations, and to areas best served by transportation infrastructure.
3. Preserve and increase the variety of housing stock, including affordable housing.
4. Encourage a mixture of land uses in redeveloping areas to promote variety and vitality.
5. Encourage a land use pattern that provides opportunities for housing and employment.
6. Maintain and enhance the area's regional employment centers.
7. Preserve and enhance a spectrum of retail facilities ranging from regional to neighborhood shopping.
8. Preserve and expand green areas and greenways, including institutional open space, for environmental protection, wildlife sanctuary, recreation and visual relief.

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B. TRANSPORTATION

1. Provide a safe, attractive and efficient transportation system to serve the recommended land use pattern for the Planning Area.
2. Reduce dependence on the automobile by expanding the availability of transit services throughout the Planning Area. Increase transit service to major employment and retail centers and for non-work trips, including recreation, and to meet the mobility needs of the elderly and handicapped.
3. Provide a comprehensive, safe, and more pleasant bicycle and pedestrian network as part of the transportation system.

C. URBAN DESIGN

1. Improve the appearance and the pedestrian environment of Rockville Pike.
2. Enhance the vitality and variety of the visual environment and provide an improved pedestrian experience at Rock Spring Park.

D. HISTORIC RESOURCES

1. Protect and enhance North Bethesda's historic and architectural heritage for the benefit of present and future County residents.



E. COMMUNITY FACILITIES

1. Provide public facilities to meet the recreational, social and human service needs of the community, particularly the elderly and handicapped.

F. ENVIRONMENT

1. Preserve existing woodland and encourage reforestation throughout the Planning Area.
2. Adopt land use and transportation policies that will help improve air quality and minimize exposure to air pollution.
3. Adopt land use and transportation policies and implement noise attenuation measures to reduce the impact of noise on residential neighborhoods.
4. Adopt stormwater management and erosion control policies to minimize flooding, reduce erosion and improve water quality in the streams flowing through the Planning Area.



KEY VACANT OR REDEVELOPABLE PARCELS

FIGURE 24



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(Outside Sector Plan Areas and Rock Spring Park)

- | | | | |
|-----|-------------------------------|-----|-------------------------------|
| 1. | I-1 Zone Outside Sector Plans | 12. | WMATA |
| 2. | Montrose Crossing | 13. | Georgetown Preparatory School |
| 3. | Armstrong and Mervis | 14. | Holy Cross |
| 4. | Maryland National Bank | 15. | Corby |
| 5. | Wilgus | 16. | Davis-Lux Lane |
| 6. | Mid Pike Plaza | 17. | Aubinoe |
| 7. | White Flint Parking Lot | 18. | Davis-Democracy |
| 8. | Poindexter | 19. | American Foresters/NRF |
| 9. | Edson Lane North | 20. | WMAL, Inc. |
| 10. | Edson Lane South | 21. | Tri-Rock |
| 11. | Hillery Way | 22. | Loehmann's Plaza |
| | | 23. | Chang |

20. WMAL

This property extends to 75.04 acres and is located in the extreme southwest of the Planning Area at the confluence of I-495 and the I-270 west spur. The existing zoning is R-90.

The site is occupied by four transmission towers, and the owners have indicated that they plan to continue the present use of the property for the foreseeable future. The possibility of joint use of the property, including a community recreation center and ballfields, was investigated. However, the owners indicated that the existence of a multiplicity of underground cables and equipment, at a shallow depth, rendered construction, or even ballfields, impracticable.

This property, the largest in North Bethesda, is surrounded on three sides by single-family housing in the R-90 Zone. Should the use of the property for transmission towers ever be discontinued, this Plan recommends that the site be used for single-family residential development in the R-90 Zone. The Plan also recommends that Greentree Road be connected to Greyswood Road as part of any residential development.

21. TRI-ROCK

The Tri-Rock site is a rectangular shaped parcel of 4.98 acres located to the north of Montrose Road and west of Rockville Pike. The parcel is an interior tract of vacant land without direct access to a public street. It is bordered on the east by the Georgetown Park Office Condominiums and on the southeast corner by the Pavilion, a 17-story high-rise apartment complex, both developed under C-2 zoning. To the south are located a four-story parking garage and a ten-story office building on Montrose Road developed under C-O zoning. To the southwest stands a C&P Office building developed on R-200 zoned land, followed by a narrow C-O zoned property developed with a four-story office also fronting Montrose Road. The narrow strip of C-O zoned property forms the western border of the site and is developed as a surface parking lot. Beyond the C-O property to the west stand several elderly care residence buildings within the Jewish Community Center complex. Finally, directly to the north of the Tri-Rock site stands another elderly care residential building, four stories high, within the Jewish Community Center complex. The entire Jewish Community Center complex is developed on R-200 zoned land. Adjacent to the northern property runs a 50-foot private right-of-way known as Hubbard Drive. The private right-of-way extends to Rockville Pike.

Prior to 1978, the Tri-Rock site was zoned R-200 and recommended in the 1970 Master Plan for a residential planned unit development. However, the County Council approved O-M zoning in 1978 on the basis that there had been sufficient change in the character of the surrounding neighborhood to justify commercial zoning.

This Plan reiterates the recommendation of the 1970 Master Plan. It recommends the R-20 (multi-family, medium density) Zone as a base zone for the property, and PD-35 as a floating zone. This recommendation is consistent with the Plan's goal to provide additional housing in the planning area. At present, this site does not meet the criteria of an area best served by transportation infrastructure, and its current O-M zoning is inconsistent with the Plan's philosophy to limit development outside of the Metro sectors.

have too few ways to get conveniently and pleasantly to the Metro stops, so transit is under-used. The two largest paths, Rockville Pike and the MARC/CSX railroad line, act as barriers to pedestrian movement.

In addition to paths for commuters, there is also a need for recreational paths. Elements of a bikeway system exist, but there is potential to expand it and to link many of the amenity features of the planning area together so that more people can enjoy them, without using their cars.

D. URBAN DESIGN FRAMEWORK FOR NORTH BETHESDA-GARRETT PARK

The proposed urban design framework for North Bethesda is illustrated by Figure 32 (Planning Area Concept Diagram). The recommended structure for the planning area will use the existing north-south transit line (Metro) and the proposed east-west transit line (the Grosvenor transitway) to organize the area's structure. The Plan provides for new development within districts focused around transit nodes. The objective of the nodal pattern is to establish a balance between auto and transit access by designing for non-auto movement within walking distance of transit stops. In order to encourage transit use, it is advisable to have people living and working nearby and to make it convenient and pleasant for them to use the transit stop without driving.

The main yardstick for establishing the size of transit-accessible districts is maximum walking distance. Design objectives focus on streetscape and public space improvements. Objectives addressed in more detail in other chapters of the Plan are also critical; for example, land use and zoning recommendations for mixed-use or high density residential use at the transit stops, and transportation recommendations for shuttle buses, bike routes and sidewalks to feed the transit system.

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E. URBAN DESIGN OBJECTIVES

1. Combine activity nodes and transit nodes by locating new development and a variety of activities at or near transit stops.
2. Provide legibility and a unique identity to districts by defining their edges, providing them with landmarks, and developing nodes as a focus for civic, recreational, residential and commercial activity.
3. Use historic and natural features as landmarks to give a sense of place and unique identity to each district.
4. Add local streets to create a more interconnected local street network and reduce the size of blocks in high intensity areas.
5. Greatly improve the pedestrian friendliness of new and existing streets, particularly within walking distance of transit nodes, and increase the number of pedestrian and bicycle routes to transit.
6. Overcome the barrier characteristics of existing edges to facilitate pedestrian movement.

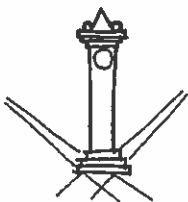


TABLE 11 (Cont'd)

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES**	MINIMUM RIGHT-OF-WAY
PRIMARY RESIDENTIAL STREET				
P-1	Montrose Avenue Weymouth Street	Tuckerman Lane to Weymouth Street Montrose Avenue to Garrett Park Town Limits	2 2	60 feet 60 feet
P-2	Greentree Road	Capital Beltway to Greyswood Road	2	70 feet
P-3	Greyswood Road	Greentree Road to Fernwood Road	2	70 feet
P-4	Lone Oak Drive	Old Georgetown Road to Fernwood Road	2	70 feet
P-5	Cheshire Drive Grosvenor Lane	Old Georgetown Road to Grosvenor Lane Cheshire Drive to Rockville Pike	2 2	70 feet 70 feet
P-6	Edson Lane	Old Georgetown Road to Rockville Pike	2	70 feet
P-7	Tilden Lane	200 feet east of I-270 to Old Georgetown Road	2	70 feet
P-8	Fernwood Road	Capital Beltway to Democracy Boulevard	2	70 feet
P-9	Old Stage Road	Dinwiddie Drive to Tilden Lane	2	70 feet
P-10	Farmland Drive Old Club Road	Old Stage Road to Old Club Road Farmland Drive to Tilden Woods Park	2 2	70 feet 70 feet
P-11	Tildenwood Drive	Montrose Road to Old Stage Road	2	70 feet
P-12	Danville Drive	Ibsen Drive to Tilden Lane	2	70 feet
P-13	Marcliff Road	Tuckerman Lane to Tilden Lane	2	70 feet
P-14	Flanders Avenue	Rockville Pike to Strathmore Avenue	2	60 feet
P-15	Rocking Horse Road Schuykill Road	Randolph Road to Boiling Brook Parkway Boiling Brook Parkway to CSX Railroad	2 2	70 feet 70 feet

Footnote:

- * Precise alignments of B-10 and B-11 to be determined at the time of development approval.
- ** These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.
- *** The number of lanes will be determined pending further detailed engineering study.

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□□□□□□ Existing Bikeway

○□□□□□ Planned Bikeway

- 1** Class I An Independent Bikeway on a Separate Right-of-Way or Easement
- 2** Class II A Bike Lane on a Roadway Designated by Striped Pavement or a Physical Barrier
- 3** Class III A Bike Route on a Roadway Designated by Signing Only

ENVIRONMENTAL RESOURCES PLAN

8.1 OVERVIEW AND RECOMMENDATIONS

A major goal of this plan is to protect the natural resources and environmental qualities which are important to the residents of North Bethesda-Garrett Park. Environmental concerns within the planning area include loss of mature woodlands, degradation of stream systems, air pollution and roadway noise.

The environmental resources of North Bethesda-Garrett Park are recognized in the land use recommendations of this Plan on a site-by-site basis. The review of specific development projects in the planning area should include consideration of this Plan's recommendations, and of the guidelines in the Planning Board's "Environmental Management of Development in Montgomery County, Maryland."

The Environmental Resources chapter discusses issues and makes recommendations concerning tree preservation, greenways, "green corridors," air quality, noise, stormwater management, billboards, and water and sewer service. A tree inventory is included as an appendix to this Plan.

A. ENVIRONMENTAL RESOURCE OBJECTIVES

- Protect and enhance the environmental resources of North Bethesda-Garrett Park.

B. PLAN RECOMMENDATIONS

Tree Preservation

- Protect woodlands, green space, steep slopes and wetlands through land use recommendations and development regulations.
- Support the adoption of a County-wide comprehensive tree program as required by State law that addresses tree preservation, maintenance, and reforestation.
- Retain mature trees as buffers in new residential development to create visual separation from major roads.
- Retain the maximum number of specimen trees on sites where they occur.
- Provide additional trees along existing streets, in median strips, and in parking lots whenever feasible.



- Require that every new road recommended by this Plan have a streetscape plan with an emphasis on tree planting.
- Require commercial and residential developers to plant more trees, particularly native shade trees, consistent with County tree legislation.
- Support retention of much of the existing open space resources of North Bethesda-Garrett Park, both public and private.

Greenways

- Preserve a significant portion of the Montrose Parkway right-of-way as a greenway.

Green Corridors

- Extend the County's "Green Corridors Policy" along major roadways in the planning area.

Billboards

- Support necessary action to have existing billboards removed or phased out expeditiously in accordance with the 1986 billboard law.

Air Quality

- Endorse the concept of transit shuttle systems, which will reduce short trips and diminish traffic congestion and vehicle emissions.
- Improve air quality by encouraging higher density development near transit stations and thereby placing less emphasis on the need to use the private automobile.

Noise

- Provide noise attenuation walls when the I-270 spurs are widened at locations where existing residences will be subjected to high noise levels.
- Include noise attenuation measures in the design of the proposed transitway between Rock Spring Park and Grosvenor and in the design of the Montrose Parkway.

Stormwater Management

- Endorse corrective measures to reduce flooding and to improve stream quality by retrofitting developed sites.
- Implement existing stormwater management regulations through the County Department of Environmental Protection to assure that existing problems are addressed for new development and redevelopment.
- Implement a stream water quality monitoring program through local government and citizen participation.



8.6 AIR QUALITY

The primary air pollution problems in this planning area are ozone and carbon monoxide. High ozone levels occur as a region-wide problem in the metropolitan Washington, D.C., area. Measures to control the production of this pollutant will, of necessity, have to be implemented at a regional or national scale.

Carbon monoxide may be found in high concentrations at major roadway intersections where there is significant traffic congestion. One such intersection is at Rockville Pike and Randolph Road. However, an air quality monitoring station set up by the State of Maryland Air Management Administration at this intersection has shown only one violation of the federal air quality standards for carbon monoxide since the start of the monitoring in January 1983. The violation occurred in 1983. The conclusion can be drawn that tighter regional emission standards appear to be compensating for increased traffic volumes.

This Plan's land use and zoning recommendations aim to encourage higher density development near transit stations and place less emphasis on the need to use the private automobile, with the objective of improving air quality.

8.7 NOISE

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Roadway traffic, railroad traffic, and Metrorail—above or at ground level—are the major sources of noise in the planning area. Noise levels in residential areas adjacent to major roadways such as I-495, I-270, Montrose Road, and Old Georgetown Road may be very intrusive at certain times. Unfortunately, in developed areas there are few noise mitigation options available. Most of these options require the acoustical treatment of existing buildings for interior reduction of noise levels or the use of physical barriers.

Capital Beltway (I-495) and I-270 noise is particularly intrusive because of large traffic volumes, greater night-time traffic activity, and higher percentages of heavy truck traffic. As part of the State Highway Administration project to widen I-270, noise barriers have been constructed between Tuckerman Lane and Old Stage Road to protect existing houses affected by traffic noise.

This Plan endorses the ongoing effort by the State Highway Administration and residents adjacent to other sections of freeway to work out a cooperative funding mechanism to provide additional noise barriers.

Development of any undeveloped or redevelopable land adjacent to major highways should use noise-compatible land use and site design and other mitigation measures recommended in the "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development."

Substantial noise mitigation measures have been implemented at the Grosvenor Mews townhouse subdivision, which is bounded by I-270, Rockville Pike and Grosvenor Lane. These measures include berms and noise attenuation walls.