

Resolution No.: 17-1007
Introduced: February 11, 2014
Adopted: February 11, 2014

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment

Background

1. On December 6, 2013, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment.
2. The Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment amends the Approved and Adopted 1994 Bethesda CBD, as amended. It also amends the General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways and Transitways within Montgomery County, as amended; and the Countywide Bikeways Functional Master Plan, as amended.
3. On January 31, 2014, the County Executive transmitted to the County Council his fiscal impact analysis for the Bethesda Purple Line Station Minor Master Plan Amendment.
4. On January 14, 2014, the County Council held a public hearing regarding the Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment. The Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On January 27 and February 3, 2014, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment.
6. On February 11, 2014, the County Council reviewed the Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment, dated December 2013, is approved with revisions. County Council revisions to the Planning Board Draft Bethesda Purple Line Station Minor Master Plan Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2013 Planning Board Draft Plan.

Add the following text on the first page or inside cover of the Minor Master Plan:

This Plan amends the Approved and Adopted 1994 Bethesda CBD, as amended. It also amends the General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways and Transitways within Montgomery County, as amended; and the Countywide Bikeways Functional Master Plan, as amended.

Page 5: Revise the second full paragraph as follows:

A key component of redeveloping the station site will be the station entrances, at the corner of Wisconsin Avenue and Elm Street, and in Woodmont Plaza, at the intersection of Bethesda and Woodmont Avenues. These spaces serve not only as critical access points to the transit station, but also as gateways to Downtown Bethesda. While in general these [These] spaces should be functional, welcoming, and activated by retail and entertainment uses and building entrances, the design of Woodmont Plaza, in particular, will be an essential part of any future redevelopment of the site.

Woodmont Plaza will be the central open space for the area around the junction of Bethesda Avenue, Woodmont Avenue, and the Capital Crescent Trail. The design should successfully integrate pedestrians and cyclists moving along and through the plaza, and feature shaded lawn areas and a variety of seating options within the overall design.

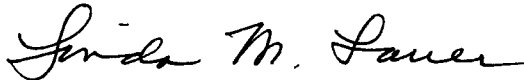
Page 7: Revise the third paragraph under the section "Capital Crescent Trail" as follows:

The Plan recommendations segment the CCT into the Mainline, Tunnel Route, and Surface Route. The Plan recommends construction of the mainline and the surface and tunnel routes to function as complementary transportation choices to serve a variety of needs. Each segment is described below. Beyond the recommendations for each of the segments, the Plan recommends keeping the rest of Elm Street Park operational, with no further decrease in the amount of usable parkland.

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the December 2013 Planning Board Draft Plan. The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft.

This is a correct copy of Council action.

A handwritten signature in cursive script, reading "Linda M. Lauer".

Linda M. Lauer, Clerk of the Council