

January 17, 2017

Honorable Roger Berliner
President, Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Ave.
Rockville, MD 20850

RE: Bethesda Downtown Plan

Dear President Berliner and Members of the County Council:

The proposed new master plan for Downtown Bethesda (the “Plan”) is a very significant document for residents of the entire Bethesda area, business owners, regional commuters and visitors. We are eager to see our downtown improve and grow under the guidance of an innovative and responsible Plan, and we appreciate the hard work that the planning staff and Planning Board have put into developing it.

At the public hearings in October, numerous Bethesda area residents spoke of their hopes for the Plan, but also of their concerns about:

- Inadequate parks and public open space for the planned population
- A transportation system – roads and mass transit – that is already stretched and could become increasingly inadequate
- School overcrowding without clear and viable plans to accommodate rising enrollment
- Fire and rescue facilities compromised by on-site mixed-use development
- Excessive permitted heights, reliance on unspecified design guidelines, and incompatible zoning near residential neighborhoods

It is now time to move from general concern to careful and detailed recommendations that will make the Plan succeed. For this purpose, working under the aegis of the Coalition of Bethesda Area Residents (CBAR), leaders from the fifteen undersigned local governments, and community associations and groups have come together to provide our shared vision and specific recommendations for a continued successful Bethesda area. We represent over 10,000 households within and around the Bethesda downtown area. Our recommendations are focused on ensuring:

- Balanced growth through staging
- Compatible building heights and designs
- Adequate parks and amenities, and public safety
- Appropriate transitions to neighborhoods
- Use of accurate, current and comprehensive data and information

Attachment A to this letter contains detailed language for revising the Plan, and is mapped against the corresponding section of the Plan. It also provides further explanation for our recommended revisions. Attachment B includes the names of individual members of the Bethesda Chevy Chase Rescue Squad who are also supporting the positions set out in this letter.

These recommendations represent an enormous commitment of time and effort by our residents – an effort to turn our concerns to specific and actionable change. We are confident that with these changes, the Plan will achieve its stated goal of a vibrant, diverse and economically thriving Bethesda, providing enhanced quality of life for current and future residents throughout the area.

Our Vision: A Vibrant Downtown Bethesda with Compatible Connections to Bethesda Area Neighborhoods

Montgomery County is a leader in smart growth development. The County promotes economic sustainability through co-location of commercial and residential space, encouraging denser development near transportation corridors and transit hubs. However, smart growth is not defined solely by increasing density in designated areas. It is defined by ensuring adequate development of infrastructure and amenities, and maintaining balance between development and the infrastructure. Achieving such balance means the uses of public resources are optimized, not maximized, and the quality of life for all the residents of the County, including those living adjacent to the areas slated for intense development, will be improved. A plan to optimize resources leads to truly smart growth, and will bring about the vibrancy, sustainability, and equity that we want realized in Bethesda and all of Montgomery County.

We who live in residential neighborhoods in and around Bethesda are not separate from the downtown sector. Instead, we share a mutually beneficial relationship. It is vital that this synergy remain and that the final version of the Plan provide for smooth, not jarring, transitions from urban to residential neighborhoods, with graduated step-downs in building height and density and links of interconnected green and open space. In promoting such compatible connections, we are supportive of Bethesda's continued growth and development, which we are excited to see advance.

The Bethesda area is a highly desirable place to live, raise a family, work, and enjoy a variety of activities. A successful plan will maintain and enhance these mutual and reinforcing interests for all residents. We look forward to working with you to ensure the success of this Plan and the achievement of the countywide policy of focused and responsible development.

Summary of Our Recommendations

1. Ensure balanced growth through staging.

Issue: The Plan fails to assure us that carrying capacity of parks and amenities, schools and transportation modes (including mass transit, pedestrian, bikes and vehicular traffic) will be in balance with the development that the Plan recommends. Further, the Plan does not offer the means to review whether development is proceeding in accord with the Planning Board's assumptions, or to determine whether carrying capacity is being developed on a timely basis. As infrastructure will be under stress, it is only prudent that there be opportunities to check, look and make adjustments as may be required.

Therefore, we recommend the following:

- a. The Plan stage development with interim limits of 27.8 and 30.0 million square feet, before reaching the final allowance of 32.4 million square feet.
- b. The Planning Department and County Council staff develop specific measures and metrics required for each stage, prior to approval of the Plan. The views of stakeholders, including area residents, should be solicited.
- c. The Planning Board establish a citizens advisory group at the outset of the first stage.

2. Ensure compatible building heights and designs.

Building heights

Issue: We oppose excessive increases in the allowed heights of buildings permitted under the Plan and the uncertainty around which projects will be constructed to their maximum allowed heights. Many properties have been awarded heights which are not compatible with the widely accepted smart growth principle of concentrating the greatest density around public transit hubs, with step-downs in height as a transition to residential communities of single family homes.

Chairman Anderson stated at the County Council public hearing that the limitation of density – the amount that can be obtained from the proposed density pool and Priority Sending Sites – will effectively limit the number of tall buildings that can actually be built. However, the result of this approach is that it will be impossible to predict where buildings will be constructed to their maximum heights, with results potentially contrary to good planning principles. A developer quick to the mark could build to the maximum allowed height for properties next to residential neighborhoods, while properties in the downtown core, developed later in the life of the Plan, would be constrained to inappropriately lower heights. This is all the more likely since many lots near residential

neighborhoods are ripe for redevelopment, and may well be built up before other land within the downtown core. In sum, the Plan should ensure that development is shaped like a tent, not allow it to be shaped like a bowl.

We advocate a more intentional process, whereby the Plan determines the height of the buildings, and directs development to accord with a progressive step down in height away from the core.

Therefore, we recommend the following:

- a. The Plan map substantially lower maximum heights for a set of specific properties. Attachment A provides a list of these properties with specific maximum height recommendations. In summary, we focus on the following:
 - 1) Properties from Middleton to Chestnut, along Wisconsin Avenue and along East West Highway. The heights for these properties were carefully set in the 1994 plan based on proximity of homes, narrowness of roads and other compatibility factors. These locations have not even been developed to the heights permitted under the 1994 Plan.
 - 2) Selected properties on Montgomery Avenue, adjacent to the Farm Woman's Market, and south of Leland, along the east side of Wisconsin, particularly the properties near the St. John's Church which back up directly onto a residential neighborhood.
 - 3) Properties on the west side of Wisconsin at Cheltenham Drive and surrounding Veterans Park in order to maintain the integrity and open space quality of that location.

Note: Fire and Rescue properties are addressed in Section 3: Public Safety.

- b. The recommended maximum building heights for properties on the list in the Attachment should be the absolute maximum heights permitted, inclusive of any and all allowances for public benefits such as MPDU's. The Plan adheres to this principle in regard to properties outside the High Performance Area, but it should be expanded to include the properties on our list that lie within the High Performance Area.

Building designs

Issue: We endorse design guidelines as a means to shape the density of a given building, and look forward to reviewing them. Because the Plan does not map incremental density to specific lots, these guidelines will have added importance in the development of buildings that are both attractive and appropriately scaled for compatibility with nearby neighborhoods.

Therefore, we recommend the following:

- a. The Council review the proposed design guidelines prior to voting on the Plan. Councilmembers and stakeholders should have a full and accurate understanding of them, and be confident that the guidelines are enforceable. Residents should be involved in formulating these guidelines, currently being developed by the Planning Department staff.
- b. The design guidelines should include low- to mid-rise bases with upper floors stepped back front and back, significant space between towers, sidewalks that are sized and designed to encourage pedestrian use, substantial plantings of trees, built-in vehicle queuing and delivery zones, and other features that contribute to a successful non-auto-centric, mixed-use environment.
- c. Key elements that are most essential to preserve compatibility with adjacent residential neighborhoods should be written into the Zoning Text Amendment that creates the Bethesda Overlay Zone. As further discussed in Section 4, these include use restrictions and mandatory setbacks and step backs on the sides of buildings confronting residential neighborhoods.
- d. A Design Review Advisory Panel, which we strongly endorse, should have extensive citizen involvement and not permit members with a conflict of interest.

3. Ensuring adequate parks and amenities, and public safety

Parks & Amenities

Issue: The Plan identifies additional parks and open spaces as the first overarching goal for downtown Bethesda. However, the provision of additional park and open space is not adequate for the large-scale increase in population expected in the Plan. Further, securing control of the privately held land needed for several of the identified parks is highly uncertain. Therefore, it is particularly surprising and disappointing, that the Plan does not propose converting County-owned surface parking lots into parks. These lots are well situated to provide crucially needed recreational and open space for downtown residents, and, because they are already controlled by the County, they can be converted and developed with certainty. Adding materially to parks is crucial to the continued desirability and competitiveness of the Bethesda area.

Therefore, we recommend the following:

- a. The Plan should set a more aggressive target for total park area. The proposed Plan provides for approximately 12 additional acres of parks, increasing the total parkland, as stated in the Plan, to 4.8%. of the downtown area. We recommend that the target be increased substantially, with goal of at least 10%.

- b. The Plan state that all County-owned surface parking lots, including Lots #10, #24, #25, #44, be clearly and absolutely reserved for future conversion to parks and open space. These four properties alone will add nearly 5 acres, boosting the additional parkland recommended in the Plan by nearly 40%.
 1. Lots #10 and 24, combined with Elm Street Park and the grounds around the Women's Farm Market, should create a vital Bethesda Commons, serving as a combined park and civic space, on the model of the Western Grove Urban Park near the Friendship Heights Metro.
 2. Lots #25 and 44, in East Bethesda, will provide much needed active recreation park space and flexible green space, serving the rapidly increasing population of the Woodmont Triangle area, which is just across Wisconsin from these lots and which currently has a minimal amount of green space. Converting Lot 25 would provide 1.4 acres of parkland for active recreation and flexible use. Converting Lot 44 and the lot immediately west of the existing Chase Urban Park would increase parkland by half an acre at that location.
 3. With an irrevocable decision by the County to create these parks, we support these lots becoming priority sending sites, with necessary FAR allocations, in order to help fund the construction of underground spaces to replace the surface parking.
- c. The lots adjacent to Bethesda-Chevy Chase High School (B-CC HS) along East West Highway and Pearl Street should be considered for an additional shared use/active recreational area of 2.6 acres. This designation would benefit B-CC HS which is situated on the smallest high school site in the County and would provide much needed additional active recreation and green space for the expanding student population, residents and workers in the area.
- d. The Eastern Greenway can become a more comprehensive and significant addition to the parkland of the area, with the following changes:
 1. Expansion:
 - a. The backs of the lots on the north of the Capital Crescent Trail (a concept included in the 1994 plan, but dropped in the proposed Plan).
 - b. Selected properties along Tilbury between West Virginia and Highland, as explained in Attachment A.
 - c. Selected additional properties along Walsh Street, as explained in Attachment A.

2. Widening: The minimum width of the Greenway should be 35 feet. The current concept could leave it as a narrow 20-foot strip.
 3. Creating the Greenway should be a requirement for developers, not optional. There should also be an obligation for the different sections of the Greenway to be connected as they are developed. Realization of this expanded vision will provide future residents of Bethesda a north-south green link, enhancing the Capital Crescent Trail, connecting to the new Bethesda Commons, and reaching to the green space adjacent to Fire Station 6 (which should be maintained as green space unless and until it is required for a new fire station).
- e. The Plan should add Parks to the list of “Top Priority Benefits,” for all optional method projects under the separate heading of “Major Public Facilities” as set out in the Zoning Code.
 - f. The Plan should list the replacement Capital Crescent Trail tunnel (under Wisconsin Avenue) as a project for the Capital Improvement Program to be completed within the six years CIP. The Plan should also require improvement in the appearance and functionality of the metro station bus bay.

Public Safety

Issue. With the very substantial development expected for downtown Bethesda, services essential for our public safety should retain maximum flexibility to meet growing requirements over the coming decades.

Therefore, we recommend the following:

The sites that are privately owned by the Bethesda Fire Department at Bradley and Wisconsin (Fire Station 6) and the Bethesda-Chevy Chase Rescue Squad property at 5020 Battery Lane should be reserved for facilities that ensure public safety, and not be encumbered by non-public safety development. No zoning should be permitted which would not be in accord with this fundamental requirement. Should financial assistance be required for updating or rebuilding at Fire Station 6 or the Bethesda-Chevy Chase Rescue Squad site, we support cost-sharing agreements with the County, whose primary interest is public safety, rather than private developers.

4. Ensure appropriate transitions to neighborhoods.

Issue: Transition zones should protect the character and quality of life in adjacent neighborhoods. The Plan removes many of the protections currently in place that flow from the current R-60 zoning on lots across the streets from our residential communities. In its place, the Plan offers the concept of the Greenway, and the Zoning Code currently requires that development on lots up-zoned to CR or CRT comply with the Compatibility

Requirements thus providing for a 45-degree angle rise for building heights on lots confronting communities.

While we endorse the development of the Greenways, it should be expanded and enhanced as described in section 3, with developers having an obligation to provide this critical amenity. Additional elements are also needed to provide for transition zones which will continue to protect the neighborhoods as successfully as they have been protected in the 1994 plan.

Therefore, we recommend the following:

- a. The Greenway be modified as follows: A minimum width of 35 feet from the street, with the maximum height of the building on the property limited to the width of the Greenway. For example, the height could be 35 feet with a 35-foot Greenway; 50 feet with a 50-foot Greenway; or 70 feet high with a 70-foot greenway.
- b. The Zoning Text Amendment which creates the new Bethesda Overlay Zone include explicit language that development must conform to an envelope defined by three requirements: (i) the Greenway, as defined above; (ii) the existing Compatibility Requirements; and (iii) the allowed maximum height for a building on that lot, as set out in the Plan. The relevant height limitation should be binding for the space defined by that lot, regardless of whether the footprint of the building covers more than one lot, or if the lots are assembled.
- c. The ZTA ensure compatible uses for properties confronting residential neighborhoods, particularly in regard to any commercial uses that would require access on residential streets.
- d. The Plan's border should end as recommended in the 1994 Plan adjacent to East Bethesda, and not extend into the single-family neighborhood, as included in the draft Plan. Attachment A contains the specific streets to which this applies.
- e. If land within the Plan area is rezoned or proposed for rezoning from R-60 or R-10 to a CR or CRT zone, the Plan should provide that any such zoning or subsequent rezoning may not be relied upon for purposes of applying for a floating zone (Section 5.1.3 of the Code) on R-60 property located outside the boundary of the Plan that confronts or abuts the rezoned property. R-60 properties outside the Plan area that confront or abut such rezoned property must not be subject to a floating zone unless such zoning is specifically recommended for the property in a master plan.
- f. Eliminate the extension of Strathmore to Chevy Chase Drive for vehicular traffic. Chevy Chase Drive is a narrow residential street meant to provide access to mid-rise apartment and condo buildings. We support a pedestrian cut-through at this location, as provided for in the Plan.

5. Ensure the Plan is based on accurate, current and comprehensive data and information.

Issue: We will only have a good plan if based on good data. We believe that the Plan relies on data, particularly in regard to schools and traffic, which is not current and comprehensive. (Please see the White Paper submitted by CBAR).

Therefore, we recommend that the Council take the following actions before it votes on the Plan:

- a. Reassess the Plan's school projections using the latest and most realistic student generation rates that were adopted for the Subdivision Staging Policy. Analysis of school adequacy should consider the cumulative impact of all area master plans, including the three which have been recently revised: Chevy Chase Lake, Westbard, and Lyttonsville. The approved Plan should document the feasibility and capacity assessments for each recommendation proposed in the Plan.
- b. Use the traffic model developed by the University of Maryland, which dynamically models intersection specific congestion.

This letter summarizes our positions. The full detailed recommendations are stated in Attachment A. All fifteen community groups strongly endorse all these revisions to the draft Plan.

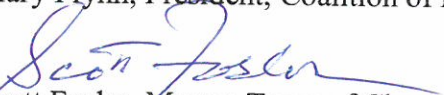
We look forward to contributing to a new Master Plan for Bethesda – one which will successfully guide the development of this vibrant area for years to come, ensuring benefits to all who live here today, and all who will live, work, play, and invest here in the decades to come.

Thank you for considering our views.

Sincerely,



Mary Flynn, President, Coalition of Bethesda Area Residents



Scott Fosler, Mayor, Town of Chevy Chase

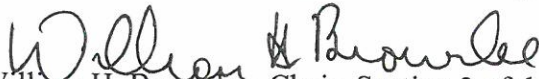


Jeffrey Z. Slavin, Mayor, Town of Somerset

January 17, 2017



Michael L. Denger, Chair, Board of Managers, Chevy Chase Village



William H. Brownlee, Chair, Section 3 of the Village of Chevy Chase



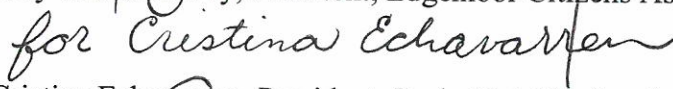
Katya Marin, Vice President, East Bethesda Citizens Association



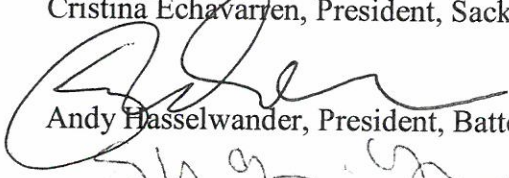
Naomi Spinrad, Vice President, Chevy Chase West Neighborhood Association



Judy Gilbert Levey, President, Edgemoor Citizens Association



Cristina Echavarren, President, Sacks Neighborhood Association



Andy Hasselwander, President, Battery Park Citizens' Association



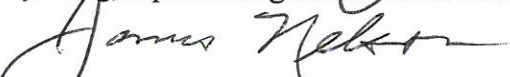
Stephanie Guerin-Yódice, Vice President, West Fernwood Citizens Association



Lloyd Guerci, Chair, Citizens Coordinating Committee on Friendship Heights



Terry Long, representing the residents of Middleton Lane



James Nelson, President of 7420 Chevy Chase Drive Condominium Association



Debrah Shaver, Vice President, Bradley House Condominium Association, 4800 Chevy Chase Drive

ATTACHMENT A: RECOMMENDED CHANGES TO TEXT OF BETHESDA DOWNTOWN PLAN

JANUARY 17, 2017 (revised February 6, 2017)

TOPIC	PLAN LANGUAGE/ PAGE REFERENCE	CBAR RESPONSE	EXPLANATION
Overall Philosophy & Approach	Page 6 Section 1.2.2	Add new point "5. Sustainability , including growth that does not outpace infrastructure capacity, particularly schools, transportation (roads, mass transit, sidewalks and bike paths), and parks and open space.	The communities that signed on to this letter want smart, responsible growth, with development that does not outpace infrastructure capacity, particularly schools, transportation (roads, mass transit, sidewalks and bike paths), and parks and open space. The plan must ensure that the interests of all Bethesda - downtown and all the neighboring communities which are an integral part of the Bethesda area - are taken into account, so that the Plan will not only encourage Bethesda to continue to grow, but that it will remain a highly desirable place to live and work.
	Page 12 Section 1.2.4	Append to the second paragraph: "Over the next twenty years, as these activity centers expand, we want to ensure that smart, responsible growth within the plan area proceeds in conjunction with the capacity to support it, particularly in regard to schools, transportation (roads, mass transit, sidewalks, and bike paths), and parks and open space. Such growth must take into account the interests of those within the plan area and all those in the neighboring communities of the larger Bethesda-Chevy Chase area."	See above
Maintaining Balance between Density & Infrastructure: STAGING	Page 8 Section 1.2.3.D Page 14 Section 1.3 and Page 144 add new sections	Page 8, Section 1.2.3.D, add bullet: "To ensure the adequacy of public facilities, the Plan will be implemented in three phases. As each phase of development nears completion, there will be an assessment of public facilities and infrastructure capacity to ensure they can adequately accommodate further growth." Page 14 Section 1.3 add new Section and Page 144, insert new section 4.0: "A. Phased Implementation. To ensure that the increases in height and density do not outpace infrastructure capacity (schools, roads, mass transit, sidewalks, bike paths, and other relevant facilities and infrastructure), and to maintain downtown Bethesda's appeal as a place to live, work, and visit, this Plan will be implemented in three phases. At the completion of each phase, a review will be conducted so that adherence to Plan objectives and assumptions can be confirmed, the adequacy of public facilities can be assessed, and any necessary adjustments can be made in a timely manner. Phase I will run up to overall development of 27.8 million square feet (the cap under the 1994 Plan). Phases 2 and 3 will run up to 30 million and 32.4 million square feet respectively. Tests for adequate facilities and infrastructure will include (i) status of completion and operation of the Purple Line, including achievement of capacity and ridership estimates, (ii) status of completion of projected Metro improvements and achievement of ridership projections, (iii) achievement of the non-auto driver mode share (NADMS) projections assumed in the plan, (iv) assessment of overall traffic congestion and whether further development continues to be "in balance," (v) assessment of school overcrowding	The Plan would allow a nearly 40% increase in density, but it lacks the assurances that carrying capacity will be in synch with the pace of development. Without such balance, we believe the quality of life in the Bethesda area will decline. Our communities agree that staging is the best way to have opportunities to check, look, and make adjustments to ensure the Plan meets its goals. The stage markers we propose correspond to the maximum density of the 1994 plan, a midway point between that and the density cap proposed in this plan, and the density cap in this plan. Broad dialogue needed to develop tests: infrastructure such as Purple Line and improvements to Metro, specified level of NADMS, adequate school capacity, parks, and adequate public parking consistent with urban areas.

	Page 21 Chapter 2 Introduction and Page 24 Section 2.2 and Page 143 Chapter 4 Introduction	and the capacity to absorb further growth, (vi) assessment of the adequacy of public parking, and (vii) achievement of the Plan's goals regarding park acquisition and development." Page 21 insert new fourth paragraph, and Page 24 Section 2.2 insert new third paragraph, and Page 143 insert new second paragraph: "To ensure that development is sustainable and the objectives of the Plan are being met, this Plan will be implemented in three phases -- development up to 27.8 million, 30 million, and 32.4 million square feet respectively -- so that the adherence to Plan objectives and assumptions can be confirmed, the adequacy of public facilities can be assessed, and any necessary adjustments can be made in a timely manner."	
Maintaining Balance between Density & Infrastructure: EDUCATION	Pages 92-94 Section 2.8.4.B	Page 92: paragraph starting "In addition, the Sector Plan provides for up to 8,456 new multi-unit high-rise housing units . . ." -- strike everything after the phrase "Based on student generation" and replace with updated estimates reflecting (i) the student generation rates used in the SSP, (ii) a mix of mid- and high-rise development, and (iii) accounting for the growth in all four recent master plans that feed into the B-CC cluster." Page 93, revise paragraph discussing Rollingwood and Lynnbrook (refer to the explanation in the next column to the right). Page 94, remove paragraph discussing Woodward High. Page 94 revise "Recommendation" section as follows: "At each completion of each phase of the plan the Planning Board and County Council must certify that adequate school facilities have been identified to accommodate expected enrollment increases, including working with MCPS to identify facilities and sites, to develop specific plans to acquire or repurpose such facilities, and to provide funding."	County Council should use the most updated student generation rates (i.e., those reflected in the SSP and/or more recent correspondence from MCPS) - and these should be realistic, transparent, and take into account both the potential that development will come in a range of sizes and will need to address the impact of all 4 area master plans: Chevy Chase Lake, Lyttonsville, Westbard as well as Bethesda. In addition, the specific options identified in the Plan should include feasibility and capacity assessments (i.e., Woodward High School has already been promised to the Walter Johnson cluster, and there are significant constraints on MCPS' ability to repurpose Lynnbrook nor Rollingwood), as well as why facilities within the Sector Plan area cannot be acquired. In regard to Rollingwood and Lynnbrook, both facilities are located outside the Plan area and could only be used if there is significant school boundary realignment. In addition, (i) Lynnbrook has a small footprint (4.2 acres) and would require consideration for school site location, traffic flow through the neighborhood, and parking requirements. The field at Lynnbrook Park is used as an athletic facility for Bethesda-Chevy Chase High School, local schools, local teams, and residents; and (ii) Rollingwood is currently leased to the French International School, has significantly deteriorated, and would need a major overhaul to be repurposed. Woodward is located 4.3 miles from the Bethesda Metro station, well outside the Plan and B-CC cluster area, and has been promised to the Walter Johnson cluster to address overcrowding there.
Maintaining Balance between Density & Infrastructure: TRANSPORTATION	Page 40 Section 2.3.2.F	Page 40 Section 2.3.2.F: the paragraphs labelled "Plan Vision with Existing Street Network" and "Plan Vision with Two-Way Street Conversion" should be stricken and replaced with the following: "Traffic analysis conducted for the 2014 Purple Line Station Minor Master Plan Amendment concluded that three intersections within the plan area will exceed the relevant congestion standard: Bradley Boulevard and Wisconsin Avenue; Bradley Boulevard and Arlington Road; and	The Plan is based on an imprecise and flawed congestion analysis. See generally, the CBAR White Paper on the July 2016 Draft Bethesda Downtown Sector Plan at 3-4 (noting that half the intersections considered in the plan do not use correct CLV counts). The congestion analysis is also based on aggressive assumptions about the future rates of non-automobile based transportation which are understated in the Plan. Even these studies, with their problems, show that there will be unacceptable

	<p>Page 15 Section 1.3.2 D & Page 59 Section 2.3.5.</p>	<p>East-West Highway/Old Georgetown Road and Wisconsin Avenue. In addition, traffic analysis of the Bethesda Downtown Sector Plan Vision 2040 concluded that four nearby intersections will exceed the relevant congestion standard: East-West Highway and Connecticut Avenue; Rockville Pike and Cedar Lane; Bradley Boulevard and Huntington Parkway; and Connecticut Avenue and Bradley Lane. Thus, increased congestion resulting from the proposed increases in height and density will extend well beyond the borders of the plan area. Accordingly, there is projected to be a significant lack of balance within and beyond the plan area. As development under the plan nears the limit for each phase, it will be critical to assess levels of traffic congestion (both within and beyond the Plan area) and adherence to the Plan's traffic assumptions before the Planning Board and Council allow further development. Assessments must be based on (i) status of completion and operation of the Purple Line, including satisfaction of capacity and ridership estimates, (ii) status of completion of projected Metro improvements and satisfaction of ridership projections, (iii) achievement of the non-auto driver mode share (NADMS) projections assessed in the plan, (iv) assessment of overall traffic congestion and whether further development continues to be "in balance," and (v) assessment of the adequacy of public parking, as well as any other parameters determined to be valid and useful."</p> <p>Page 15 Section 1.3.2.D & page 59 Section 2.3.5. The discussions of NADMS contain an inaccurate percentage that does not reflect the actual NADMS goals used in the Planning Department model (as reflected in Technical Appendix E Table 3). On page 15, the bullet starting "Expand the existing Non-Auto Driver Mode Share (NADMS)" should continue "to include residents and increase the goal to 65 percent of Bethesda-area residents and 56 percent of commuters." On page 59 the sentence starting "The current NADMS in Bethesda" should be replaced with "the current NADMS in Bethesda indicates that approximately 51 percent of Bethesda-area residents and 37 percent of commuters to jobs in Bethesda travel to work by means other than single-occupancy vehicles. The traffic modelling for this Sector Plan assumes that NADMS goals for these percentages will increase to 65 and 56 percent respectively. Because the traffic model is particularly sensitive to this assumption, as the Plan nears each phase, it will be critical to assess the Plan's progress on achieving the NADMS goals before allowing further development."</p>	<p>levels of traffic congestion in the future at certain intersections. The County Council should receive more careful projections of traffic impacts, based on more comprehensive and sophisticated modeling that focuses on calculating congestion in the manner in which drivers experience it: how much time it will take to drive through the affected roadways.</p>
<p>Building Compatibility: Heights</p>	<p>Page 6 Section 1.2.2.C.3</p>	<p>Page 6 Section 1.2.2.C.1; page 145 section 4.1.2: The discussion of the "Overlay Zone" should specify that "the mapped heights in Figure 2.20 (page 73) reflect the maximum building heights for these locations, inclusive of any and all allowances for public benefits such as MDPU's."</p> <p>Page 6 Section 1.2.2.C.3 revise first sentence to say "High Performance Area: this designation aims to raise the level of sustainability by <u>both concentrating the most intense development in the central core of Bethesda and incentivizing construction</u></p>	<p>We oppose the excessive recommended heights for properties near residential neighborhoods, including where such heights are within the High Performance Area. The recommended heights do not adhere to the principle of a stepdown in heights as a transition to residential communities.</p> <p>Chairman Anderson has stated that the limitation of density – the amount that can be obtained from the proposed density pool and Priority Sending Sites– will effectively limit the number of tall buildings that can actually be built. However, the result of this approach is that it will be impossible to predict where buildings will be</p>

	<p>Pages 17-18 Section 1.3.5.B</p> <p>Pages 25 Section 2.2.1.B, 2.2.1.C</p> <p>Page 29 Figure 2.05</p> <p>Page 72 Section 2.6.2.A & Table 2.04 & Figure 2.20</p>	<p>of high performing, energy-efficient buildings in these areas to save resources, decrease operating and maintenance costs, and help achieve the County's greenhouse gas objectives." The second sentence will remain.</p> <p>Pages 17-18 Section 1.3.5.B change first bullet to "Design signature tall buildings <u>near the central core</u> that integrate design and sustainability innovation to occupy the symbolic center and <u>enhance</u> civic gathering areas."; change third bullet to "Allow increased building heights near the central core to enhance community facilities" & a separate bullet stating "to prioritize affordable housing opportunities with redevelopment"; change fifth bullet to "Ensure compatible transitions to single-family residential neighborhoods in and surrounding the Section Plan by limiting development to low and mid-rise buildings in residential and edge districts, such as Battery Lane, Arlington North, South Bethesda, and Eastern Greenway (East Bethesda and Town of Chevy Chase)."; delete last (seventh) bullet</p> <p>Page 25 Section 2.2.1.B add bullet "Preserve and enhance the quality of life in the residential neighborhoods in and surrounding Bethesda by ensuring compatible heights, densities, and uses in properties adjacent to such neighborhoods."</p> <p>Page 25 Section 2.2.1.C. revise second bullet to say "Promote infill development with higher densities and building heights nearest the central core of downtown Bethesda to accommodate future growth, while preserving the residential character of neighborhoods in and surrounding Bethesda"</p> <p>Page 29 Figure 2.05. Modify zoning map to reflect that properties adjacent, abutting, or confronting residential neighborhoods retain current (residential (R-10 or R-60) or CRN) zoning, except to the extent that such properties are designated Priority Sending Sites (for the purpose of developing parks), in which case the properties may be upzoned to CRT.</p> <p>Page 72 Section 2.6.2.A change Goal and first two bullets to read: "A. Goal: Accommodate future growth in Downtown Bethesda by targeting building height increases near the central core. . . Symbolic Center and Civic Gathering Spaces: Design signature tall buildings in the central core that integrate design and sustainability innovations to occupy the symbolic center." Change second bullet to "Expanded/Emerging Centers of Activity: Encourage economic vitality in the Emerging Centers of Activity through mixed-use development and varied building heights appropriate to the surrounding context."; delete last (fourth) bullet and Table 2.04 and replace with the following: "The mapped heights in Figure 2.20 reflect the maximum building heights for these locations, reflecting the requirement that developers provide a minimum of 15 percent MDPU. If developers fail to provide 15 percent MDPU, the mapped maximum height in Figure 2.20 will be reduced by 20 percent. No additional height will be given for exceeding the MDPU target."</p>	<p>constructed to their maximum heights, with results potentially contrary to good planning principles. A developer quick to the mark could build to the maximum allowed height next to single family homes, while a developer building in downtown core, later in the life of the Plan, will be constrained to a height lower than permitted. We advocate for a more intentional process, in which the Plan will determine where buildings will have greater or lesser height, and cause the resulting development to accord with a progressive step down in height away from the core, and with enhanced compatibility with neighborhoods. In addition, limits on heights and step downs to residential areas must be must be stringent and mandatory.</p>
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	<p>Page 74 Section 2.6.2.B</p> <p>Page 102 Section 3.1.1.B.2.b</p> <p>Page 145, Section 4.1.2</p> <p>Page 147 Section 4.2</p>	<p>Page 74 Section 2.6.2.B change first bullet to "Preserve transitions to single-family residential neighborhoods in and surrounding the Plan area by limiting development to low and mid-rise buildings in residential and edge districts, such as Battery Lane, Arlington North, South Bethesda, and Eastern Greenway (East Bethesda and Town of Chevy Chase)."</p> <p>Page 102 Section 3.1.1.B.2.b revise first bullet to say "Provide increased height at the central core."</p> <p>Page 145, Section 4.1.2: Revise fifth bullet to say "No additional building height will be given with MDPUs. The mapped heights in Figure 2.20 (page 73) reflect the maximum building heights for these locations, reflecting the requirement that developers provide a minimum of 15 percent MDPUs. If developers fail to provide 15 percent MDPUs, the mapped maximum height in Figure 2.20 will be reduced by 20 percent. No additional height will be given for exceeding the MDPU target."</p> <p>Page 147 Section 4.2, first bullet change to "Density from a Priority Sending Site may be included in a development application for CR or CRT-zoned sites that are entirely within the High Performance Area. The purpose of this rule is to expand the market for density from a Priority Density Transfer Site to beyond the normally applicable 1/4-mile limit, while requiring that such density be transferred into the core of downtown Bethesda to concentrate the most intense development there."</p>	
<p>Building Compatibility: Specific Buildings TOCC</p>	<p>Page 73 Figure 2.20</p> <p>Pages 100-103 Sections 3.1.1.A-B</p> <p>Pages 128-129 Sections 3.3.2.A & Figure 3.14</p>	<p>Page 73 Figure 2.20: the designated heights for 6801 & 6807 Wisconsin should be changed to 90, the designated height for 7121 Wisconsin should be changed to 120, the designated height for 4400 Montgomery should be changed to 90, and the designated height for 4424 Montgomery should be changed to 120.</p> <p>Page 100 Section 3.1.1.B.1 add "c. Goal: Preserve compatibility with edge neighborhoods."</p> <p>Page 102 Section 3.1.1.B.2.b revise first bullet to say "Provide increased height at transit gateways at the Metrorail and Purple Line stations."</p> <p>Page 103 Figure 3.02. Change map to designate as "Enhanced intersections" the intersections of Wisconsin with Bradley, Stanford, and Walsh. Strike box starting "Create gateways to the north and south . . ."</p> <p>Page 129, Figure 3.14, south properties assigned to 3 & 4: all references to "CR" should be to "R-60" and maximum FAR 0.5 H-35; south properties assigned to 1 & 2: in the event these properties are not designated Priority Sending Sites or for a Greenway, these properties should be R-60 FAR 0.5 H-35.</p>	<p>A) TOCC: (i) 6801 & 6807 Wisconsin (property #113): 90 ft.; (ii) 6831 Wisconsin (property #114): 90 feet (iii) 7121 Wisconsin (property #118) - 120 ft.; (iv) 4400 and 4424 Montgomery Ave., (properties #204 and #205): 90 and 120 feet, respectively.</p>

	Page 117 Figure 3.07	Page 117 Figure 3.07 property 3 (4400 Montgomery) should be [CRN 1.5] H-90 and property 4 (4424 Montgomery) should be [CRT 1.5] H-120	
Building Compatibility: Specific Buildings EBCA	<p>Page 73 Figure 2.20</p> <p>Pages 100-103 Sections 3.1.1.A-B</p> <p>Page 110 Sections 3.1.3.A.2.a & 3.1.3.B.2.a</p> <p>Pages 116-117 Section 3.2.1.A.2.b & Figure 3.07</p> <p>Pages 128-129 Section 3.3.2.A & Figure 3.14</p>	<p>Page 73 Figure 2.20: the designated heights for the east side of Bethesda should be as follows: Avondale (north and south): Maximum height of 35 feet. Wisconsin Ave properties adjacent to and immediately south of Middleton Lane: H-40-50 feet Wisconsin Avenue between Middleton and Cheltenham: H-90 Wisconsin Avenue between Cheltenham and Chestnut: H-75. 4720 Rosedale (Rosedale Park Apartments), 4715 & 4719 Chestnut: H-75. East West Highway (north side) between Pearl and BCC HS: Retain current heights.</p> <p>Page 100 Section 3.1.1.B.2.a strike third bullet "Step down development at the southeast corner of Wisconsin Avenue and Cheltenham . . ."</p> <p>Page 101 Figure 3.01 strike properties 2 & 8 (on Avondale); Page 102 Section 3.1.1.B.2.b revise first bullet to say strike first bullet "Provide increased height at the transit gateways at the Metrorail and Purple Line stations."</p> <p>Page 102 Section 3.1.1.B.2.b, second bullet, strike phrase "through taller buildings at this location."</p> <p>Page 102 Section 3.1.1.B.2.c strike all three bullets.</p> <p>Page 103 Figure 3.02. Change map to designate as "Enhanced intersections" the intersections of Pearl & East-West Highway, and the intersections of Wisconsin with Cheltenham, Chase, Highland, and Rosedale. Strike box starting "Create gateways to the north and south . . ."</p> <p>Page 110 Section 3.1.3.A.2.a strike last bullet (referencing eliminating the FAR 1.0 limit); Section 3.1.3.B.2.a: Strike second bullet (referencing "increased heights to punctuate the presence of Veteran's Park.")</p> <p>Page 116 Section 3.2.1.A.2.b: Revise the bullet starting with "The Plan supports low-density apartments or townhouses . . ." "The Plan supports the conversion of 4401-4421 East-West Highway adjacent to B-CC High School to an East Bethesda-Chevy Chase Park and shared active recreation area."</p> <p>Page 129 Figure 3.14 for all north properties designated 1, 2 & 3 change "CRT" or "CR" designations to current designations (R-60/PL-10).</p>	<p>Avondale (north and south): The Planning Staff/Board decision to rezone certain properties along Avondale as H-70 and H-100 is inappropriate given that some of these properties back onto single-family homes on Middleton (current zoning R-60) and Avondale is a very narrow street with difficult entry/exit onto Wisconsin. Consistent with the Staff recommendation, all of the properties along Avondale should have a maximum height of 35 feet.</p> <p>Wisconsin Avenue between Avondale and Middleton (Humphrey Funeral Home, Claire Dratch, other retail/commercial): The properties should remain at H-90. Particular consideration should be given to the relocation of the historic Community Paint and Hardware Store to the parking lot adjacent to these properties.</p> <p>The properties along Wisconsin adjacent to and immediately south of Middleton Lane (Cullen Building including Claire Dratch) next to Parking Lot 41. These properties should be no higher than the existing building which is approximately 4 stories and approximately 40-50 feet. This is in keeping with the intent of the Historic Preservation Commission for appropriate surroundings in the vicinity of the historic Community Paint and Hardware Store which is proposed to be moved to Lot 41.</p> <p>Wisconsin Avenue between Middleton and Cheltenham (Whitney, Chevy Chase Acura and Nissan): These properties should remain at current zoning – H-90.</p> <p>Wisconsin Avenue between Cheltenham and Chase (CVS and other retail): These properties should remain at current zoning – H-75. The Planning Staff/Board decision to rezone these properties to H-250 is inappropriate given these properties abut low rise multi-family units and single family homes and are less than 200 feet from properties with single-family residences (R-60) on Sleaford Road, Cheltenham Drive, Harling Lane, Chase Avenue, and Tilbury Lane. Cheltenham Drive is a narrow street, and the Wisconsin Avenue/Cheltenham Drive intersection is already heavily used for people entering and exiting East Bethesda as there are limited access intersections. Similarly, Chase Avenue is another very narrow street that was not intended to support traffic or buildings of the proposed size.</p> <p>Wisconsin Avenue between Chase and West Virginia (Wells Fargo, Benihana Restaurant) Wisconsin Avenue between West Virginia and Highland (Citibank, other low rise retail): These properties should remain at current zoning – H-75. The Planning Board decisions to increase the heights for these Wisconsin Ave properties to 200 and 145 feet respectively are inappropriate given that these properties abut Chase Park and are less than 200 feet from properties with single-family residences. We do</p>

			<p>NOT support an additional maximum height from 75 ft. currently to 120 ft. proposed PLUS an additional 80 feet for a total of 200 ft. maximum in exchange for the very small (.2 acre) private parking lot next to Chase Ave park being converted to park. Buildings of this height on the east side of Wisconsin Ave will overshadow current and future parks, the neighborhood, and the Greenway. In addition, Chase Ave and West Virginia Avenue are narrow streets that were not intended to support traffic from development of this size.</p> <p>Wisconsin Avenue between Highland and Maple: These properties should remain at current zoning - H-75.</p> <p>Wisconsin Avenue between Maple and Rosedale & 4720 Rosedale (Rosedale Park Apartments): These properties should not be zoned above current height; H-75.</p> <p>Wisconsin Avenue between Rosedale and Chestnut/4715 & 4719 Chestnut Street: These properties should remain at current zoning - H-75. Increasing heights of these properties to up to 120 feet is inappropriate given that they are at the northeastern corner of the sector plan, and are immediately adjacent to single-family residences on Chestnut Street and would similarly tower over single family residences on both North and South Chelsea Lanes. Equivalent properties at corners of other sector plans adjacent to residential neighborhoods (Friendship Heights, Kensington, Silver Spring, Wheaton, and White Flint) have typically been capped at 50-70 feet. We request that the Board cap heights at current zoning of 75 ft. also in this area.</p> <p>East West Highway (north side) between Pearl and BCC HS: These properties should retain current zoning and heights of 50'. The Planning Board increased these properties from H-50 currently to H-120. Properties should step down as they approach B-CC High School and OLOL Church and additional heights and density in this location will exacerbate congestion on East West Highway and Pearl Street. These properties should be considered for acquisition under legacy open space or other funding mechanisms to provide additional land for BCC HS and/or expanded parkland.</p> <p>Properties Surrounding Veteran's Park: The properties directly bordering and surrounding Veterans Park on Cheltenham, Norfolk, and Woodmont should retain heights no greater than those approved in the 2006 Woodmont Triangle Amendment. Veteran's Park is an important community open space and it is one of the few such places in Woodmont Triangle. The 7770 Norfolk building (175ft; allowed to be built with no setbacks and minimal setbacks) already now towers over the park and blocks light. It is a small park serving many residents and visitors in the area and will be dramatically impacted by tall buildings that further block natural light into the park and change the open space character of the location.</p>
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	Page 100 Section 3.1.1.B.1.a	<p>Connection: "Provide welcoming, safe, and well-lit public motor vehicle-free connections for people to walk and bike through large blocks."</p> <p>Page 100 Section 3.1.1.B.1.a: Add bullet -- "If BRT is implemented, the implementation should preserve the widest possible sidewalks (i.e., Options 3a & 3b on page 42)."</p>	
Building Compatibility: Public Safety	<p>Page 15 Section 1.3.1.B</p> <p>Page 91-92, Section 2.8.3.B;</p> <p>Page 124 Section 3.3.1.A.2;</p> <p>Page 125 Figure 3.11;</p> <p>Page 126 Section 3.3.1.B.2.a</p> <p>Page 135, Fig.3-17</p> <p>Page 136</p>	<p>Page 15 Section 1.3.1.B Delete floating zone for fire station; rezone fire station R-60.</p> <p>Page 91-92, Section 2.5.3.B Revise paragraph beginning "The property is owned by Bethesda Fire Department...." as follows: "Although Montgomery County provides the fire and rescue personnel and equipment and is responsible for all fire and rescue operations at this site, the property is owned by the Bethesda Fire Department...."</p> <p>In paragraph beginning "The rescue squad is located...." add underlined words at end: "...The land use is currently for a rescue station and a parking lot <u>for rescue personnel</u>." delete paragraph "The rescue squad is looking into....during construction." Delete "Any future redevelopment of the site, including commercial and multi-story residential, would require a change to the current zoning of the property." Replace with "Retain the current R-60 zoning of the property."</p> <p>Page 92, section 2.8.3.B, Under "Recommendations" delete recommendation for Rescue Squad to rezone to CR and instead recommend retaining the current R-60 zoning. Also delete the recommendation for a floating CR zone for Fire Station 6 and recommend rezoning to R-60.</p> <p>Page 124, Section 3.3.1.A.2, change the bullet regarding lot 56 to recommend retaining the R-60 zoning.</p> <p>Page 125, Figure 3.11, change circle 5 to R-60</p> <p>Page 126, Section 3.3.1B.2.a, delete "Bethesda Rescue Squad and" from recommendations.</p> <p>Page 135, Figure 3.17, change circle 9 to R-60.</p> <p>Page 136, bullet point regarding Bethesda Fire Department site, replace language with following: "Retain Fire Station 6 site solely for public safety needs and rezone R-60 to maintain compatibility with adjacent single-family residential community. The undeveloped part of the site should be retained as green space until and unless it is needed for future expansion to meet public safety needs, or be acquired for park dedication as described in section 2.7.3.C.1 and in Figure 2.19."</p>	<p>The sites which are privately owned by the Bethesda Fire Department at Bradley and Wisconsin (Fire Station 6) and by the Bethesda-Chevy Chase Rescue Squad at 5020 Battery Lane should remain reserved for public safety/fire and rescue facilities. A large increase in development and population is expected in Bethesda over the next 25 years, and it is only prudent to maintain the flexibility to modify and expand these facilities as needed, and not permit them to become encumbered with non-public safety development. Should financial assistance be required for updating or rebuilding standalone facilities at Fire Station 6 or the Bethesda-Chevy Chase Rescue Squad site, we support cost-sharing agreements with the County, whose primary interest is public safety, rather than private developers; such cost sharing has been followed elsewhere in the County. The Rescue Squad property is currently zoned R-60 with a special exception and the site of Fire Station 6 is currently zoned R-10. There is precedent for retaining residential zoning for privately owned fire and rescue properties in the zoning for the Chevy Chase Fire Station, which was not rezoned in the Chevy Chase Lake Plan and has R-90 zoning. R-60 zoning allows public uses. This also allows retention of the undeveloped space adjacent to Fire Station 6 as green space.</p>

		Page 136, Section 3.3.3.B.2: Delete "including the Bethesda Fire Department" from the recommendation.	
Building Compatibility: Design Review Advisory Panel	Page 6 Section 1.2.2.C.1 & C.4	<p>Page 6 Section 1.2.2.C.1 & Page 145 Section 4.1.2: Append to first paragraph of Section 1.2.2.1.C.1 and to paragraph on page 145 starting with "the Bethesda Overlay Zone": "The Zoning Text Amendment will require review of proposed buildings by a Design Review Advisory panel as part of the Site Plan process. The Design Review Advisory panel shall (i) be subject to the Maryland Public Ethics Law, MD. Code Section 5-101 et seq., and (ii) include residents from the Plan area and adjacent communities as at least 50% of its members."</p> <p>Page 6 Section 1.2.2.C.4: Add new paragraph: "To promote design excellence, as well as to ensure compatibility of buildings with surrounding neighborhoods, all buildings will be reviewed by a Design Review Advisory panel as part of the Site Plan process."</p>	We support the creation of a Design Review Advisory panel, provided that (i) area citizens are involved in the appointment of members of the panel; (ii) citizens have half the number of seats on the panel; and (iii) there are strict requirements to avoid members having conflicts of interest.
Parks and Amenities: General	<p>Page 11 Table 1.01</p> <p>Page 12 Section 1.2.4</p> <p>Pages 100-103 Sections 3.1.1.A-C</p> <p>Page 62 Section 2.4.1.A</p> <p>Page 78 Section 2.7.1</p>	<p>Page 11 Table 1.01: The numbers on the table regarding parks are inaccurate. Update table to reflect increased acreage and percentage.</p> <p>Page 12 Section 1.2.4: change last bullet to "Parks and open space network that complements the pedestrian corridors, anchors the community, and provides opportunities for easily accessible recreation areas."</p> <p>Pages 100-103 Sections 3.1.1.A-C add new paragraph: "Only 2 percent of land in downtown Bethesda is currently dedicated to parks and open green space. This plan sets a goal of at least 10 percent parks and green space."</p> <p>Page 62 Section 2.4.1.A: Add bullet: "Increase park and open green space to at least 10 percent of the Plan area."</p> <p>Page 78 Section 2.7.1: Second sentence should be expanded, as follows: "Although Bethesda is one of the highest density areas of the county, it has a very small amount of park space." Also add the following new paragraph to the end of 2.7.1: "To these ends, this Plan sets a goal of increasing the park and open space of Downtown Bethesda to at least 10 percent of the total Plan area. To help achieve this goal, the Plan identifies a large number of proposed parks."</p>	<p>Although the Plan professes to make park creation the first named "overarching goal" (p6) and prominently features "new parks and open spaces (that) will provide green, tranquil places" in its vision (p4), Bethesda residents agree that the draft Plan is deficient in providing meaningful parks and open space. As proposed, the Plan increases park space from 2% to 4.8% of the plan area. Moreover, the proposed parks described in the Plan are too small and few in number to meet growing demand. For this reason, our communities have identified additional sites for parks, including county-owned surface parking lots that must be transformed into parks and open space.</p> <p>Relying solely on development to ensure that new parks are established or existing ones expanded is too uncertain. A variety of mechanisms can ensure that park infrastructure serves the needs of current and future Bethesda residents. In addition to the potential Park Impact Fee and use of Priority Sending Site designations with allocations of FAR, other possible mechanisms include County funding and designation of additional legacy open space. The 2017 Park, Recreation and Open Space Plan Update also represents an opportunity to prioritize park development and expansion in Bethesda.</p> <p>In the future, Bethesda-area residents agree that unless rectified, the paucity of parks and open space here will become increasingly challenging as the population increases.</p>

<p>Parks and Amenities: Specific Parks and Open Space</p>	<p>Page 6 Section 1.2.2.A</p> <p>Page 18 Section 1.3.5.C</p> <p>Page 72 Section 2.6.1.B</p> <p>Pages 82-87, Section 2.7.3</p>	<p>Page 6 Section 1.2.2.A, revise first numbered paragraph to say: "1. Parks and open spaces, including new civic greens at Veteran's Park, the Farm Women's Cooperative Market/Bethesda Commons, the Capital Crescent Trail, and new urban parks, including parking lots 25 and 44, pathways, and gateways."</p> <p>Pages 18 Section 1.3.5.C & 76 Section 2.6.3.A replace third bullet with "Create gateways at the public transit entrances to downtown by providing the large Civic Greens at the proposed Capital Crescent Civic Green and Farm Women's Market/Bethesda Commons Civic Green"</p> <p>Page 72 Section 2.6.1.B, revise third bullet: "Connect the proposed Capital Crescent Central Civic Green to the proposed Farm Women's Market/Bethesda Commons Civic Green".</p> <p>Page 83, point 2: Change to "The Farm Women's Market/Bethesda Commons Civic Green Vision: The Bethesda Commons will include (i) the ground immediately surrounding the Farm Women's Cooperative Market, (ii) the entirety of the space currently used by Lots #24 and #10, and (iii) the existing Elm Street Park. Surface parking currently on Lots 10 and 24 will be placed underground at these sites. The landscaped grounds surrounding the Farm Women's Cooperative Market will serve as the main gateway into the Bethesda Commons. This space would act as both a destination and local gathering spot, providing a space for area workers and residents to enjoy recreational facilities. The park would serve as an extension of Elm Street Park and the proposed Eastern Greenway, and be the world class park that Bethesda deserves."</p> <p>Page 83, add new point 4: Metro Plaza Civic Space. Vision: This Civic Space is envisioned as an open space at the location of the current Metro Plaza, above the bus terminal bay. This space would act as both a destination and a local gathering spot, and would have public amenities such as a bandstand for outdoor concerts or movies."</p> <p>Page 86, Item 4: Change Bethesda-Chevy Chase East Neighborhood Green to "Bethesda Chevy-Chase East Neighborhood Park and active recreation area." The recommended size should be larger than 0.3 acres, and could potentially include over 2 acres. There are over two acres of buildings and above ground parking lots on these properties now. The vision should be changed to "Vision: A neighborhood urban park and active recreation area that serves central downtown Bethesda and the students at Bethesda-Chevy Chase High School and Our Lady of Lourdes."</p> <p>Page 86, Item 5: Change to: Eastern Greenway <u>Linear Park</u> Neighborhood Green</p>	<p>The following properties should be designated as parks: Public parking lots #10, 24, 25, and 44. All of these should become Priority Sending Sites with 3.5 FAR, and the County should make the binding commitment to select the PSS option, so that the future of these sites as parks is secured. All four of these properties will be heavily used by the greatly expanding population projected for West of Wisconsin, both south of Old Georgetown and in the Woodmont Triangle area. Metro Plaza area must become a "substantial, public and fully open green space." The lots adjacent to Bethesda-Chevy Chase High School (B-CC HS) along East West Highway and Pearl Street should be listed for an additional shared use/active recreational area of 2.6 acres. This designation would benefit B-CC HS which is situated on the smallest high school site in the County and would provide much needed additional active recreation and green space for the expanding student population, residents and workers in the area.</p>
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		<p>a. <i>North End</i>. Vision: The prioritization of former parking lot 25 between Maple and Highland by Montgomery County would lead to the creation of an attractive park of approximately 60,000 sq. ft. (1.4 acres) along the north part of the Eastern Greenway, which will become a popular area for active recreation and a safe, green alternative to busier roads. The new buffer and active recreation park could offer green space, sculptural /art elements, space for active recreation and socialization, a dog park and playground equipment, as well as green features to enhance the environment. It is inspired by parks in other areas such as Caroline Freeman Park, Elm Street Park, Ellsworth Park and Woodside Urban Park. The Eastern Greenway could become a tranquil gateway for pedestrians and bikers to the Metro, the southern part of Bethesda with its civic centers, and even to Friendship Heights. <u>The Greenway would add greatly enhanced walkability and safe biking for residents in the northeastern part of downtown Bethesda.</u></p> <p>Recommended size: Maple Avenue/Highland Park: 1.4 acres. Other parks will vary depending on other properties that may become available over time to expand the green areas, for example around Chase Avenue Park and maybe elsewhere.</p> <p>Purpose: Three buffer parks (at Maple/Highland Ave, existing Cheltenham Park, and Chase Ave, and possibly other areas and greenway) will provide highly needed but scarce opportunities for active recreation for nearby residents on the east and west sides of Wisconsin Avenue, including the busy Woodmont Triangle. They will provide a green, attractive buffer on the eastern side of the Bethesda Downtown Sector Plan, and contribute to the Plan's "green" goals with decrease in impervious surfaces, increased tree planting and tree canopy, and adoption of "green" interventions."</p> <p>Page 87, Item E.2: Change to: "Chase Avenue Neighborhood Green Expansion: Vision: The Chase Ave park along with the existing Cheltenham Dr. Park should be renovated and the green canopy expanded, enhancing the buffer to the downtown area and offering increased opportunities for active recreation and play as well as socialization for East Bethesda residents, for residents in the rapidly growing Woodmont Triangle, and for others who prefer to walk and bike in quiet areas rather than on busy streets. The parks also take the load off other parks in the area used to capacity. Subsequent expansion of the Chase Ave park should be planned with the purchase by Montgomery County of homes on West Virginia Ave. backing up to the park. Expansion of this park further enhances the Eastern Greenway and open space in Bethesda and the ability of residents in the adjacent and densely populated Woodmont Triangle to have easy access to green space and active recreation.</p> <p>Recommended size: TBD</p> <p>Purpose: These parcels will add to the recreational opportunities for residents in</p>	
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	<p>Page 100 Sections 3.1.1.A.2.b & 3.1.1.B.1.b</p> <p>Page 110 Section 3.1.3.B.2</p> <p>Page 128, Sections 3.3.2.A.2.a & 3.3.2.B.1.a</p> <p>Page 130, Section 3.3.2.A.2.a</p> <p>Pages 130 Section 3.3.2.B.1,</p> <p>Pages 147-48 Section 4.2.</p>	<p>East Bethesda and the Woodmont Triangle, as well as others who wish for a more tranquil setting for play, active recreation and walking/biking in Bethesda. These parcels will also act as an improved green buffer for the community on the eastern side of the Bethesda Downtown Sector Plan Boundary, an area with the smallest buffer parks today."</p> <p>Page 100 Section 3.1.1.A.2.b, Change second bullet to refer to "thirteen" priority sending sites and include references to Parking Lots 10, 24, 25, and 44 in the list.</p> <p>Page 100 Section 3.1.1.B.1.b, Change second bullet to "Enhance the Farm Women's Cooperative Market as both a market and a civic gathering space by developing a new civic green (the Bethesda Commons) on the grounds immediately surrounding the Farm Women's Cooperative Market, the entirety of the space currently used by Lots #24 and #10, and the existing Elm Street Park."</p> <p>Page 110 Section 3.1.3.B.2.a: Strike second bullet (referencing "increased heights to punctuate the presence of Veteran's Park.")</p> <p>Page 128 Section 3.3.2.A.1 Replace third bullet with "Make the best use of land near the Bethesda Metrorail Station and future Purple Line station by promoting redevelopment of under-utilized properties and develop parks on County parking lots."</p> <p>Page 130, Section 3.3.2.A.2.a change top bullet to" Designate both PLD Lots 10 and 24 as Priority Sending Site (for the purpose of developing a park); if these sites are designated as Priority Sending Sites, they can be rezoned from R-60 to a CRT zone with additional density to allow density averaging and to facilitate development of a civic green. If these lots are not designated as Priority Sending Sites, they should remain R-60.";</p> <p>Page 130, add new bullet to" Designate East Bethesda PLD Lots 25 and 44 as Priority Sending Sites (for the purpose of developing parks); if these sites are designated as Priority Sending Sites, they can be rezoned from R-60 to a CRT zone with additional density to allow density averaging and to facilitate development of a civic green. If these lots are not designated as Priority Sending Sites, they should remain R-60."</p> <p>Pages 130 Section 3.3.2.B.1, revise third primary bullet to say "Encourage provision of a larger destination park (the Bethesda Commons) adjacent to and to the rear of the Farm Women's Cooperative Market covering Parking Lots 24 and 10 to provide a green space and programming within a short walk of the future Metrorail station entrance and Purple Line station."</p> <p>Page 147-48 Section 4.2, add new bullet: "The surface parking lots designated as</p>	
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		priority sending sites (#10, 24, 25, & 44) are done so for the purpose of transforming these properties to civic greens (i.e., the Bethesda Commons) or neighborhood parks by giving the Parking Lot District funds to move existing parking lots underground. To the extent that these lots are designated Priority Sending Sites (for the purpose of developing parks), they may be zoned CRT H-35. To the extent these lots are not designated Priority Sending Sites, they shall retain their existing zoning."	
Transition Zones: General	See below	See below	Transition zones should protect the character in adjacent residential neighborhoods. Many of the existing characteristics that protect our communities, such as R-60 zoning within the edges of the plan and existing heights that are compatible with the transition from a business district to residential areas, would be eliminated under the proposed plan. In principle, we are prepared to accept a new set of protections, including greenways, which we endorse. However, new protections must be included in the plan to ensure no encroachment beyond the plan boundaries by virtue of such things as height, shadows, additional traffic, parking pressure, and other aspects, on residential neighborhoods outside the plan boundaries.
Transition Zones: Greenways	Page 130, Section 3.3.2.B.1.a; Page 133 Figure 3.16; Page 152 Section 4.5	Page 130, Section 3.3.2.B.1.a, The discussion of Tiers 1, 2 and 3 would be eliminated, and replaced with: "The Greenway will have a minimum width of 35 feet from the street, with the maximum height of the building on the property not higher than the width of the Greenway. For example, the height could be 35 feet with a 35-foot Greenway; it could be 50 feet with a 50-foot Greenway; or 70 feet with a 70 wide Greenway." Page 133, Figure 3.16, strike picture of "Tier 1: Green Street," and revise to accord with new modified definition of "Greenway." Page 152, Section 4.5, strike the bullets in the third paragraph and replace with "The Greenway will have a minimum width of 35 feet from the street, with the maximum height of the building on the property not higher than the width of the Greenway." Also add: "Development must conform to an envelope defined by three requirements: (i) the Greenway, as defined above; (ii) the existing Compatibility Requirements; and (iii) the allowed maximum height for a building on that lot, as set out in the Plan. The relevant height limitation should be binding for the space defined by that lot, regardless of whether the footprint of the building covers more than one lot, or if the lots are assembled."	Four modifications to the Greenway concept are vital, in our view: First, a Greenway should be at least 35 feet wide. The current proposed minimum of 20 feet isn't wide enough to provide appreciable space for relaxation and recreation. Second, at 35 feet, the limit of the building height should be 35 feet, to maintain compatibility with the neighborhood. Third, beyond a width of 35 feet, the developer should be allowed to increase the building height foot for foot, for every foot of additional width. This provides an incentive for the developer to consider widening beyond the minimum of 35 feet. The current plan does not reward the developer with any additional height for providing additional greenway width between 36 and 75 feet -- which would mean, as a practical matter, that developers will only choose the minimum width. Our recommended approach provides for a graduated incentive. Fourth, the Greenway should be a requirement for development, not just an option. It is also important to tie together the different relevant requirements for clarity and set them out in the ZTA. Hence our proposed language that defines the maximum envelope of development to be defined by the Greenway, the existing Compatibility Requirements and the zoned height for the lot. All should be complied with. We note that where lots are assembled for one large building, the constraint that would arise regarding building height with the Greenway requirement only applies to the portion of the building that is built on the lot confronting the R- 60 zoned properties. However, the existing Compatibility Requirements would continue for all lots that are assembled.
Transition Zones: Greenways	Page 132, Figure 3.15	Page 132, Figure 3.15: Change map to reflect that the south side of Walsh Street has a greenway.	Properties on the south side of Walsh should also be required to comply with the greenway. This will allow for an uninterrupted green corridor to stretch from the new Bethesda Commons towards Bradley Lane.

<p>Transition Zones: Greenways</p>	<p>Page 130 Section 3.3.2.B.1.a</p> <p>Page 132, Figure 3.15</p>	<p>Page 130, Section 3.3.2.B.1.a Last Bullet: strike bullet stating "On blocks with existing single-unit homes, the greenway only occurs if the entire block is redeveloped."</p> <p>Page 132, Figure 3.15: Strike box reading "On blocks with existing single-unit homes, the greenway only occurs if the entire block is redeveloped in the future."</p>	<p>The greenway should be implemented even where blocks are partially redeveloped, or are developed at separate times.</p>
<p>Transition Zones: Greenways</p>	<p>Page 118, Section 3.2.1.B.1.c;</p> <p>Page 152 Section 4.5</p>	<p>Page 118, Section 3.2.1.B.1.c: insert new bullet: "Create a greenway on the north side of the Capital Crescent Trail."</p> <p>Page 152, Section 4.5, 1st paragraph, change opening sentence to: "In order to provide a buffer between the Wisconsin Avenue and Montgomery Avenue corridors and existing . . ."</p>	<p>A greenway should be reinstated on the north side of the CCT. This will provide for a green link along the trail, and also serve to link the proposed recreational park along Montgomery Avenue to the Bethesda Commons.</p>
<p>Transition Zones: Zoning Uses</p>	<p>Page 6 Section 1.2.2.C.1</p> <p>Page 14 Section 1.3.1</p>	<p>Pages 6 Section 1.2.2.C.1 & 145 Section 4.1.2, add new paragraph/bullet: "Properties adjacent to, abutting, or confronting single-family neighborhoods will retain land use restrictions consistent with the current zoning (residential or CRN), unless (i) the property is designated a priority sending site with the intent to convert it to a park in which case it may be upzoned to CRT, or (ii) development of the property is undertaken pursuant to the obligation to create a Greenway, in which case the property may be zoned CRN."</p> <p>Page 14 Section 1.3.1.A add bullet "Preserve and enhance the residential character of single family neighborhoods within and adjacent to the Plan area."</p> <p>Page 14 Section 1.3.1.B add bullet "For properties adjacent to, abutting, or confronting single-family neighborhoods, add land use restrictions consistent with the current zoning (residential or CRN), unless (i) the property is designated a priority sending site with the intent to convert it to a park in which case it may be upzoned to CRT, or (ii) development of the property is undertaken pursuant to the obligation to create a Greenway, in which case the property may be zoned CRN."</p>	<p>The full range of permissible uses for a CR property are not appropriate for properties adjacent to or confronting single family residences. The current use restrictions on edge properties should be kept the same even if a property is upzoned. The only exception would be to allow modest upzoning to promote establishment of parks or the Greenway.</p>
<p>Transition Zones: Zoning Uses</p>	<p>Pages 14 (Section 1.3.1.B);</p> <p>Page 25 (Section 2.2.1.C);</p>	<p>Page 14, Section 1.3.1.B add to second bullet: ", provided that properties currently zoned as R-60 or CRN shall retain that zoning, unless (i) the property is designated a priority sending site with the intent to convert it to a park in which case it may be upzoned to CRT, or (ii) development of the property is undertaken pursuant to the obligation to create a Greenway, in which case the property may be zoned CRN."</p> <p>Page 25 Section 2.2.1.C add bullet "For properties adjacent to, abutting, or confronting single-family residences, preserve existing character by retaining current R-60 or CRN zoning, unless (i) the property is designated a priority sending site with the intent to convert it to a park in which case it may be upzoned to CRT, or (ii) development of the property is undertaken pursuant to the obligation to create a Greenway, in which case the property may be zoned CRN."</p>	<p>Commercial or industrial uses should not be permitted on properties that are adjacent to or confront single family residences. Properties confronting single-family neighborhoods are currently primarily designated as residential (R-10 or R-60), or in some cases CRN. To preserve the residential nature of these areas, that zoning should only be changed when (i) a property has been designated as a Priority Sending site, with the intention to facilitate conversion of surface parking lots to parks (in which case the property may be upzoned to CRT to facilitate density transfer out of the property), or (ii) the owner will be complying with the obligation to develop a Greenway (in which case the property may be upzoned to CRN to permit commercial services used by neighborhood residents). In no circumstance should a property currently zoned as R-60 or CRN be upzoned to CR.</p>

	<p>Page 29 (Figure 2.05);</p> <p>Page 116 (Section 3.2.1.A.2.b);</p> <p>Page 117 (Figure 3.07);</p> <p>Page 128 Section 3.3.2.A.2</p> <p>Page 129 (Section 3.3.2.A.2); Page 129 (Figure 3.14); Page 135 (Figure 3.17).</p>	<p>Page 29 Figure 2.05: conform the zoning designation for all properties adjacent to, abutting or confronting single-family homes to retain current zoning (R-60 or CRN) unless the property is designated as a priority sending site with the intent to convert it to a park, in which case it may be upzoned to CRT, or (ii) development of the property is undertaken pursuant to the obligation to create a Greenway, in which case the property may be zoned CRN.</p> <p>Page 116 Section 3.2.1.A.2.b: Strike bullet starting "Rezone the 4400, 4340 and 4338 Montgomery Avenue"</p> <p>Page 117, properties 3, 8 and 9 "CR" should be changed to "CRT"</p> <p>Page 128 Section 3.3.2.A.2 change first bullet to "Retain R-60 or CRN designations to preserve East Bethesda and the Town of Chevy Chase as single-family residential neighborhoods. To the extent that certain County surface parking lots are designated as Priority Sending Sites for the purpose of designating parks, CRT zoning would be an appropriate zone for such properties."</p> <p>Page 129, Figure 3.14 properties 2, 3 & 4: all references to "CR" should be to "R-60" and maximum FAR for all properties is 0.5.</p> <p>Page 135 Figure 3.17, all properties designated 1, 4, 5 & 8 change references from "CR" to "CRN" and maximum FAR for all properties is 0.5.</p>	
<p>Transition Zones: Zoning Uses</p>	<p>Page 128 (Section 3.3.2) & maps throughout the Plan.</p>	<p>Page 128: Add new paragraph in "North of East-West Highway" section: "The New Plan does not include the east side of Tilbury, Sleaford Road, Middleton Lane (east of Tilbury), or Chelton."</p> <p>Pages 23, 29, 30, 33, 37, 45, 46, 58, 67, 71, 73, 81, 89, 101, 103, 117, 119, 129, 132 & 149: Conform map to exclude these areas.</p>	<p>In East Bethesda, the new Plan should maintain the 1994 Plan border, which excluded the single family homes on Tilbury, Sleaford and Chelton. Single family homes on Middleton and the south side of Sleaford should also be excluded. We assume that including these streets and properties is an error, and not meant to change these neighborhoods.</p>
<p>Transition Zones: Density Next to our Communities</p>	<p>Page 6 Section 1.2.2. C.1</p> <p>Page 66 Section 2.5</p>	<p>Page 6 Section 1.2.2.C.1 & page 145 section 4.1.2 add new paragraph : "To ensure an appropriate transition from the high performance area to single-family residential neighborhoods, for all properties that are adjacent to, abut, or confront single-family residences should remain R - 60 unless (i) the property is designated a priority sending site with the intent to convert it to a park, in which case it may be upzoned to CRT, or (ii) development of the property is undertaken pursuant to the obligation to create a Greenway, in which case the property may be zoned CRN."</p> <p>Page 66 Section 2.5: Add new second paragraph "The HPA largely corresponds to the portion of the Plan area that is not adjacent to, abutting, or otherwise confronts existing single-family neighborhoods. To incentivize development of the HPA, density transfers - sales and purchases - will be allowed to properties entirely</p>	<p>Properties currently zoned R - 60 which confront or are adjacent to single family residences should not be rezoned unless development complies with the obligation to develop a Greenway (minimum width of 35 feet, with the height of the building not higher than the width of the Greenway). The proposed modifications to the Zoning Text Amendment are consistent with the fact that the subject properties adjacent to or confronting single-family residences are currently largely zoned R-60 or CRN and are not eligible for density averaging.</p>

	Page 147 Section 4.2	<p>within the HPA; however, to preserve the residential character of existing single-family neighborhoods, only density sales, not purchases, will be allowed for properties outside the HPA."</p> <p>Page 147 Section 4.2, first bullet change to "Density from a Priority Sending Site may be included in a development application for CR or CRT-zoned sites that are entirely within the High Performance Area. The purpose of this rule is to expand the market for density from a Priority Density Transfer Site to beyond the normally applicable 1/4-mile limit, while requiring that such density be transferred into the core of downtown Bethesda to concentrate the most intense development in the central core."</p>	
	Page 145 section 4.1.2, third bullet	Page 145, Section 4.1.2 third bullet, add to end: ", subject to the restrictions discussed below on properties adjacent to or that abut or confront single-family residences."	See prior point.
Transition Zones: Floating Zones Adjacent to Plan Area	<p>Page 6 Section 1.2.2.C.1 & Page 145 section 4.1.2 a</p> <p>Page 14 Section 1.3.1.B</p>	<p>Page 6 Section 1.2.2.C.1 & page 145 section 4.1.2 Add new paragraph: "If land within the Plan is proposed for rezoning from R-60 or R-10 to a CR or CRT zone, the Plan should provide that any such zoning or subsequent rezoning may not be relied upon for purposes of applying for a floating zone (Section 5.1.3 of the Code) on R-60 property that confronts or abuts the rezoned property. The abutting or confronting property must not be subject to a floating zone unless that zone is specifically recommended for the property in an approved and adopted master plan."</p> <p>Page 14-15 Section 1.3.1.B add new bullet "Floating zone development is not allowed in the residential neighborhoods adjacent to the Plan area unless such properties have been explicitly identified for such development in the Plan."</p>	Floating zone development should not be allowed in residential neighborhoods adjacent to Plan area, unless such properties have been explicitly identified for such development in the Plan.
Miscellaneous	<p>Page 36 Section 2.3.2.B</p> <p>Page 39 Table 2.01 B-2</p> <p>Page 134 section 3.3.3.A.1 and 2</p> <p>Page 153 Table 4.01.</p>	Delete any reference to vehicular extension of Strathmore Drive south of Bradley to Chevy Chase Drive.	The vehicular extension of Strathmore to Chevy Chase Drive should be eliminated from the Plan. This extension would bring substantially more traffic onto Chevy Chase Dr., which is a two-lane road with one lane designated for parking - it cannot handle additional traffic from drivers seeking avoid busier intersections. Nor does it help with access to Norwood Park - already accessible to cyclists and pedestrians, with additional connectivity provided in the plan via the Cokinis property - as there is no provision for public parking, which is already woefully inadequate in the park area.
Miscellaneous			Plan should list tunnel under Wisconsin for Capital Crescent Trail.
Miscellaneous			Plan should provide for a complete overhaul to improve appearance and functionality of the Metro Bus bay.

Miscellaneous	Page 11 Table 1.01; Page 31 Section 2.2.3	The numbers in the chart and growth projections in the housing section are not accurate and should be corrected.	
Transportation Improvements	Pages 41, 45-47 Sections 2.3.3.A & 2.3.4 & Figure 2.11 and Table 2.02	<p>Page 41: The proposed modifications to the Bethesda Circulator route should also include stops on Wisconsin north of East-West Highway. In addition, the Circulator should have routes that run both clockwise and counter-clockwise.</p> <p>Page 46 & 47 Figure 2.11 and Table 2.02: Certain bike routes have been downgraded from the 1994 Plan recommendations of dedicated bike lanes to "shared roadways." These routes should all have dedicated bike lanes: (1) Pearl Street from Sleaford to the intersection with the Capital Crescent Trail and (2) Cheltenham Drive from Tilbury to Woodmont.</p>	

Attachment B: Fire and Rescue Facilities

The undersigned life members and former members of the B-CC Rescue Squad oppose any upzoning to the B-CC Rescue Squad property that (a) conflicts with the community's interests; and/or (b) would allow the approval of any development plans that could compromise the Squad's ability to fulfill its mission. We support CBAR's position as follows:

Public Safety

Issue. With the very substantial development expected for downtown Bethesda, services essential for our public safety should retain maximum flexibility to meet growing requirements over the coming decades.

Therefore, we recommend the following:

The sites that are privately owned by the Bethesda Fire Department at Bradley and Wisconsin (Fire Station 6) and the Bethesda-Chevy Chase Rescue Squad property at 5020 Battery Lane should be reserved for facilities that ensure public safety, and not be encumbered by non-public safety development. No zoning should be permitted which would not be in accord with this fundamental requirement. Should financial assistance be required for updating or rebuilding at Fire Station 6 or the Bethesda-Chevy Chase Rescue Squad site, we support cost-sharing agreements with the County, whose primary interest is public safety, rather than private developers.

Signed:

Life Members

Bill FitzGerald	1975
Brian Kane	1974
Bob Duffy	1962
Bob Langston	1959
Bobby Sullivan	1953
Dave Collier	1958
Dave Dowling	1964
Eddie Sheaffer	1960
Frank Liezear	1973
George Giebel	1965
James Reilly	1975
James Wolfe	1966
Joe FitzGerald	1977
Joe Kernan	1957
John Doane	1965

John McDonough	1973
Leo Rosetta	1963
Ray Sanders	1964
Robert W. Hartley	1967
Robert Stake	1964
Ron Galey	1967
Thomas Suddath	1968
Walter Gold	1957

Former Members

Barry Cole	1974
Frank Coviello	1966