

Elm Street Urban Park (P138701)

Category M-NCPPC
 Sub Category Development
 Administering Agency M-NCPPC (AAGE13)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 11/1/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	115	8	92	15	10	5	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	556	0	65	491	178	313	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	671	8	157	506	188	318	0	0	0	0

FUNDING SCHEDULE (\$000s)

Park and Planning Bonds	671	8	157	506	188	318	0	0	0	0
Total	671	8	157	506	188	318	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		671
Expenditure / Encumbrances		8
Unencumbered Balance		663

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 16	671
Last FY's Cost Estimate		671

Description

This project was intended to be a cost-sharing project with a developer as part of a site plan requirement to renovate the northern portion of the existing two-acre Elm Street Urban Park, located at 4600 Elm Street in downtown Bethesda, just outside of the Bethesda Central Business District. Work was divided into two equal phases for implementation; however the developer has since sold the property. Park staff will utilize the available public funding for this project to complete design and fund a first phase, which would include the playground and other amenities as funding permits. The full scope of the project includes demolition of the existing facilities, tree protection, stormwater management, sediment and erosion control, grading, an eight to ten foot asphalt bike path, specially paved walkways including the east-west promenade, ornamental fencing, lighting, signage, and site furnishings. A new playground with poured-in-place resilient surfacing, seating areas, special paving, fencing, public art, and landscape planting will be included. The plan will address re-alignment alternatives of the Capital Crescent Trail, which may directly impact the park. This will require additional coordination with the Maryland Transit Authority.

Estimated Schedule

Design in FY16 with construction in FY17

Justification

A second future phase of work will be required to complete the project. This may be funded by a developer or by the Commission.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland Transit Administration, Town of Chevy Chase, Arts and Humanities Council of Montgomery County, Department of Permitting Services, Developer